

Road Investment Strategy PCF Stage 2 A27 East of Lewes

Report on Public Consultation

April 2017

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1 Executive summary

1.1 Context

Highways England's Project Control Framework sets out the methodology for delivery of a major highways scheme. The process is split into eight stages, of which this scheme is currently in Stage 2:

- **Stage 0** (Strategy, Shaping and Prioritisation) – problem definition, scheme requirements and strategic business case
- **Stage 1** (Option Identification) – option identification and sifting out of options that are likely to perform less well compared with others
- **Stage 2** (Option Selection) – detailed option assessment and selection of the Preferred Option, including detailed public consultation of the options
- **Stage 3** (Preliminary Design) – scheme development including design of the Preferred Option in sufficient detail to produce draft orders and preparation of the Environmental Assessment
- **Stage 4** (Statutory Procedures and Powers) – gaining authority to construct the scheme through the normal statutory processes as laid down in legislation
- **Stage 5** (Construction Preparation) – procurement of the construction contractor and detailed design of the scheme
- **Stage 6** (Construction) – construction of the scheme
- **Stage 7** (Handover and Close-Out) – project close out.

In December 2014, the Department for Transport (DfT) published the Road Investment Strategy 1 (RIS1) for 2015-2020, which lists the schemes to be delivered by Highways England over this period.

In response to the RIS announcement Highways England has developed their Delivery Plan (HE Delivery Plan - 2015-20) which details how they will deliver the key strategic outcomes sought for RIS and measure success.

The A27 East of Lewes is one of over 80 RIS schemes being progressed nationally as part of the delivery of the HE Delivery Plan - 2015-20.

1.1.1 Scheme background

The A27 scheme extent between Lewes and Polegate is a corridor around nine miles (15km) long which runs through predominantly open rural areas. Lewes and Polegate are the main towns in the area, with smaller towns and villages including Beddingham, Firle, Glynde, Selmeston, Berwick and Wilmington.

This stretch of the A27 suffers from congestion, delays and below average journey times, with some drivers diverting to unsuitable local roads. Polegate junction is a key pinch point and there are safety issues for pedestrians and cyclists. Accidents and incidents can cause long delays. The community and local businesses are suffering because of these long-standing issues.

Traffic contributes to noise on the A27 and surrounding roads, and there are 12 'noise important areas' in the study area. A number of studies have been carried out on this section of road over the years including Highways England's recent A27 Corridor Feasibility study. From these we understand many stakeholders support plans for a major new bypass to the north of the A27. However this study, in keeping with Highways England Delivery Plan, is looking at a range of smaller measures focussed on providing short to medium term and sustainable transport improvements for the corridor.

Scheme objectives

- Smooth the flow of traffic by improving journey time reliability and reduce the average delay on the section of the A27 East of Lewes through small-scale interventions
- Support modes of travel and behaviours which minimise traffic and congestion. Support sustainable travel routes promoted by South Downs National Park Authority and East Sussex County Council
- Reduce annual collision frequency and severity ratio. Improve the safety and personal security of travellers along the section of A27 East of Lewes for all users and provide safer roads which are resilient to delay
- Reduce severance for local communities, including vulnerable road users, provide better access to local services and facilities, and improve access for local businesses along the corridor. Provide opportunities for improved accessibility for all users into the South Downs National Park
- Deliver a high standard of design for any improvement that reflects the character of the route and its setting alongside the South Downs National Park which is a nationally designated landscape of the highest quality; minimise impact on natural environment of new construction; and optimise environmental opportunities and mitigation
- Recognise some improvements will have an impact on the South Downs National Park, and have regard to the Special Qualities of the National Park in designing and evaluating improvement options.

1.2 Report purpose

The purpose of this report is to provide a summary of the responses gathered during the non-statutory public consultation in 2016.

The report details how the public were informed, how the options were presented, the responses received from members of the public, statutory stakeholders and other bodies, and how the responses have been analysed and considered.

These responses will be used to help identify the Preferred Option and design requirements as the scheme approaches statutory consultation and Development Consent Order application (if applicable).

1.3 Options presented

During the options identification process in Stage 1 (prior to the public consultation), Highways England consulted on numerous occasions with key stakeholders, public bodies and interest groups to hear their views about which sections should be developed. These stakeholders included:

- The A27 Reference Group, which represents broad local political interests including MPs and businesses
- South Downs National Park Authority
- Statutory environmental bodies
- East Sussex County Council, Eastbourne Borough Council, and Wealden and Lewes district councils, among others.

These meetings furthered the project team's understanding of key issues and sensitivities, and informed the development of the study objectives in advance of wider consultation.

Based on these meetings and consideration of the design, traffic, economics and environmental impacts, a set of options were developed that addressed capacity, safety, sustainability and access issues, and offer localised benefits.

The following options for key intervention points on the corridor were presented at public consultation:

- Selmeston village - road section
 - Option 1 – new bypass to the far south of Selmeston
 - Option 2 – new bypass close to Selmeston
 - Option 6 – upgrade to existing A27 through Selmeston
- Drusillas Roundabout
 - A single option providing a roundabout enlargement to improve traffic flows through the junction; provide suitable and convenient crossings; and improve safety.
- Wilmington junction
 - Option 1 – junction improvement with pedestrian island
 - Option 2 – junction improvement with pedestrian underpass
- Polegate junction
 - Option 10 – junction improvement
 - Option 12 – junction improvement and railway bridge widening
 - Option 13 – junction improvement, railway bridge widening and A27 dual carriageway from Polegate to Cophall Roundabout
- Corridor-wide facilities for pedestrians, cyclists and other non-car users
 - Upgrading current facilities between Glynde and Firle and providing a new pedestrian/cycle path between Firle and Polegate
 - proposals for maintenance bays to be included at various locations on the corridor.

Full details of the options presented at the public consultation are in [Appendix B](#).

1.4 Consultation arrangements

The six-week public consultation ran from 27 October to 8 December 2016.

Ten events were held at venues near A27 East of Lewes scheme corridor for the public and stakeholders including local authorities, landowners and businesses.

Around 80,000 letters of invitation to the exhibitions were sent to households nearby. Information was also available on Highways England website, and brochures and questionnaires were available from libraries and information points in the area.

The scheme and consultation were announced in October 2016 in a DfT press release which covered a number of RIS schemes in the south east. Advertising was carried in the local press, and local media were invited to a briefing session on the first day of the first public exhibition (27 October 2016).

The consultation material consisted of a consultation brochure and questionnaire, and exhibition boards and technical reports displayed at events. This material was also available on Highways England consultation webpage.

1.5 Effectiveness of the public consultation

The survey included a question about the effectiveness of the consultation:

- 88% of respondents found the consultation materials useful or somewhat useful.
- 71% who attended a public exhibition found it useful or somewhat useful.

In total 1050 people attended the public consultation events. It is considered that the events were well attended.

1.6 Questionnaire response analysis

A total of 1,140 questionnaires (paper and electronic) were received during the six-week consultation period. All responses have been analysed, and free-form responses have been grouped into key themes. The following key points can be noted from the questionnaire analysis:

General concerns

- 78% are very concerned about road safety
- 74% are very concerned about accommodating extra traffic from future housing and economic development
- 70% are very concerned about congestion or delays at junctions.

Walking and cycling shared use path

In general, respondents either agreed or strongly agreed that the corridor walking and cycling route would provide a safer and more attractive/convenient route (59%) and crossing facilities (64%). However, 38% agreed or strongly agreed that the scheme would encourage more people to make trips on foot or by bike. Also, there were 110 comments reiterating the opinion that the walking and cycling scheme was unnecessary and 55 comments concerning the scheme's value for money.

Selmeston

In summary

37% preferred Option 1 off-line option and 26% preferred Option 4

- Option 6, upgrade to existing A27 through Selmeston, and a 'do nothing' option received a similar level of support, 13% and 12% respectively.
- Preferences varied depending on where respondents said they live.

The free-form comments about Selmeston concerned value for money, the impact on the environment and road safety.

Drusillas

Nearly 50% of respondents either agreed or strongly agreed that improving the roundabout would help traffic flows through the junction. Around 45% of respondents felt the scheme provided suitable and convenient crossing facilities. 41% of respondents agreed or strongly agreed the scheme would improve safety at the junction.

Wilmington

Around 38% of consultees expressed a preference for Option 1, while Option 2 received a similar level of support. During the consultation period, an alternate option – 'Option 1 Light' – was discussed with residents of Wilmington village. This option comprises a pegasus crossing, and interventions to reduce traffic speeds and promote a village environment.

Polegate

57% of respondents preferred Option 13 scheme, while Option 12 was the least preferred option. Option 10 received 11% support, while 14% expressed a preference to 'do nothing and leave it as it is'. The free-form comments regarding Polegate focused on lane arrangements and access to Brown Jack Avenue and Gainsborough Lane.

Phasing and priorities

Options have been ranked in order of importance according to consultees first and second preferences:

- Polegate
- Selmeston
- Drusillas
- Wilmington
- Walking and cycle path

1.7 Key stakeholder responses

In analysing responses stakeholders have been separated into four key groups

- Local authorities
- Parish councils
- Statutory environmental bodies
- Local businesses and organisations

Local authorities

In general, local authorities who responded support improvements at Drusillas and Polegate, with a clear preference for Option 13 at Polegate. There was also a consensus that proposals for Selmeston and Wilmington offer poor value for money.

Parish councils

Four parish councils responded. In general, they support the shared use path; expressed a desire for a bypass option at Selmeston; and supported an improvement at Wilmington. The parish councils did not comment on all options.

Statutory environmental bodies

South Downs National Park (SDNP) and Historic England responded expressing concerns over the impact of a bypass at Selmeston. Neither would support such a scheme.

SDNP stated that as presented, the design of the junction proposals within the SDNP would have significant adverse impacts. They will call for better design lead solutions for mitigating these impacts on a case by case basis. Of the options at consultation, Wilmington Option 1 and Polegate options 10 and 12 were considered to have the least impact on landscape, access and visual impact.

Historic England raised concerns over the impact of the proposed improvements at Wilmington and neither option was supported. The improvements at Drusillas and Polegate junctions are seen as sufficiently localised as to not impact the wider environment/landscape.

The SDNP expressed support for the walking and cycling scheme, whilst raising concerns over certain limitations to the proposed design. Historic England considered that such a scheme would not impact the historic environment.

Local businesses and organisations

Responses from other groups were separated into local businesses, cycling and rambling groups, and residents' associations.

- Local businesses – tourist attractions along the route generally support the shared use path, while other businesses raised concerns over the demand for such a scheme. There was no clear consensus from business responses for a particular option at Selmeston and no support for Drusillas. Wilmington Option 1 was supported with some businesses specifying alternative proposals. Polegate Option 13 received the most support, and specific issues were raised about access to and from Stud Farm, Brown Jack Avenue and Gainsborough Lane.

- Cycling and rambling groups gave unanimous support for the shared use path. Most groups made further suggestions to improve the proposals, including facilities for crossing the A27 and better linkages to other routes.
- Residents' associations focused on suggesting alternatives at Wilmington, referred to elsewhere in this report as 'Option 1 Light'. Limited comments were received regarding other locations.

1.8 Conclusion

Generally, respondents indicated that the corridor walking and cycling scheme would offer a safer and more attractive route/crossing points for cyclists, and local cycle groups welcomed the scheme. Also, some respondents thought the scheme would encourage more trips on foot or by bike. However, some aspects of the scheme were seen as offering a disjointed solution.

While there is a consensus amongst respondents for a bypass at Selmeston, there was also significant opposition from key stakeholders. Multiple local authorities cited poor value for money, and statutory environmental bodies fear significant impact on South Downs National Park.

Respondents and key stakeholders support an improvement at Drusillas, although specific concerns were raised over lane use arrangements and provision for cyclists, pedestrians and horse riders.

Options at Wilmington received no clear support, and concerns were raised over the impact to common land. A common alternative was proposed comprising a Pegasus crossing to restrict vehicle speeds and providing a 'village feel' to this stretch of the A27.

Polegate Option 13 received support, although concerns were raised over access to and from Brown Jack Avenue and Gainsborough Lane.

2 Introduction

2.1 Scheme background

The A27 between Lewes and Polegate is around nine miles long (15km) and runs through predominantly open rural areas. Lewes and Polegate are the main towns in the area, with smaller towns and villages including Beddingham, Firle, Glynde, Selmeston, Berwick and Wilmington.

This stretch of the A27 suffers from congestion, delays and below average journey times with some drivers diverting to unsuitable local roads. Polegate junction is a key pinch point and there are safety issues for pedestrians and cyclists. Accidents and

incidents can cause long delays. The community and local businesses are suffering because of these long-standing issues.

Traffic contributes to noise on the A27 and surrounding roads, and there are 12 'noise important areas' in the study area. A number of studies have been carried out over the years, and we understand many people would like to see a major new bypass to the north of the A27. However, this study is looking at a range of smaller measures providing short to medium term improvements to give the best value for money at this time.

2.2 Scheme objectives

- Smooth the flow of traffic by improving journey time reliability and reduce the average delay on the section of the A27 East of Lewes through small scale interventions
- Support modes of travel and behaviours which minimise traffic and congestion. Support sustainable travel routes promoted by South Downs National Park Authority and East Sussex County Council
- Reduce annual collision frequency and severity ratio. Improve the safety and personal security of travellers along the section of A27 East of Lewes for all users and provide safer roads which are resilient to delay
- Reduce severance for local communities, including vulnerable road users, provide better access to local services and facilities, and improve access for local business along the corridor. Provide opportunities for improved accessibility for all users into the South Downs National Park
- Deliver a high standard of design for any improvement that reflects the character of the route and its setting alongside the SDNP which is a nationally designated landscape of the highest quality; minimise impact on natural environment of new construction; and optimise environmental opportunities and mitigation
- Recognise some improvements will have an impact on the South Downs National Park, and have regard to the Special Qualities of the National Park in designing and evaluating improvement options.

2.3 Public consultation objectives

- Gather feedback from stakeholders and present as evidence and provide the project team with insight to help determine a preferred route
- Clearly understand, and where possible, resolve the concerns of high level stakeholders
- Measure the success of the consultation communications and feedback methods
- Ensure coordination within Highways England and other traffic authorities who may be planning or carrying out programme works nearby

- Work with other projects in the programme to maximise stakeholder engagement where they will be interested in the whole range of South East Road Investment Programme schemes.

2.4 Purpose of this report

This report presents a summary of:

- How the public were informed of the public consultation events
- How the options were presented at the public consultation
- The responses received from statutory stakeholders and the public during the consultation period
- How the responses were considered.

The responses to the consultation will help to identify the Preferred Option and the design requirements that would need to be considered as the scheme progresses towards the statutory consultation and the DCO application (if applicable).

2.5 Structure of this report

The remainder of this report is structured as follows:

- Consultation arrangements
- Effectiveness of the public consultation
- Questionnaire response analysis
- Top tier stakeholder responses
- Travel habits of consultees
- Additional issues
- Summary

3 Consultation arrangements

3.1 Proposed options

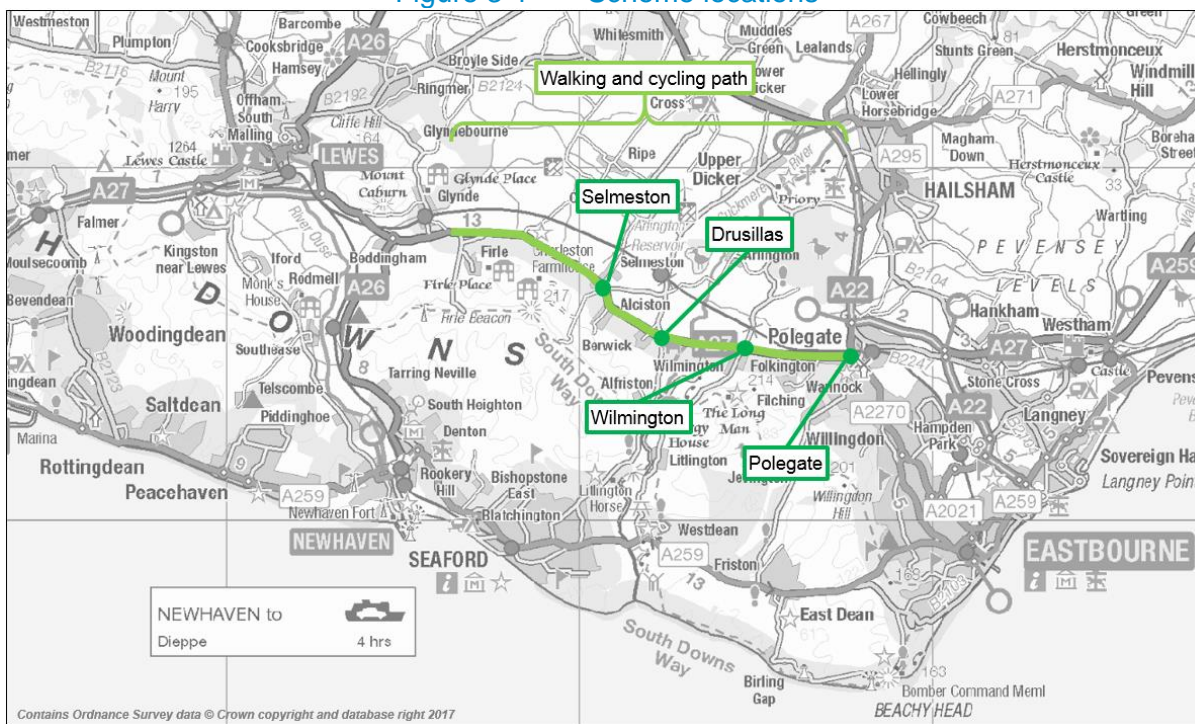
A number of options have been prioritised to address capacity, safety, sustainability and access issues, and offer localised benefits. Following a review of issues and evidence, and in consultation with stakeholders, the following locations were considered:

- Selmeston section
- Drusillas Roundabout
- Wilmington junction
- Polegate junction
- Corridor-wide facilitate for pedestrians, cyclists and other non-car users.

Optioneering took place during the options identification process to shortlist a number of schemes for consultation. These options are described in full on the following page.

It should be noted that many other locations along the scheme section were considered as part of the scheme development. The locations were selected based on demand at the different junctions, potential solutions and the viability of the potential solutions.

Figure 3-1 Scheme locations



Before the public consultation, Highways England consulted on several occasions with a range of key stakeholders, public bodies and interest groups:

- The A27 Reference Group, which represents broad local political interests including MPs and businesses
- South Downs National Park Authority
- Statutory environmental bodies
- East Sussex County Council and other local bodies including Eastbourne Borough and Wealden and Lewes district councils.

A wider stakeholder consultation event was held in April 2016 to brief local stakeholders. These meetings furthered the project team's understanding of key issues and sensitivities, and informed the development of the study objectives in advance of wider consultation.

After the initial screening of potential locations and aforementioned stakeholder engagement, a number of options emerged. These options were developed in terms of design, traffic and economics and environmental impacts.

A summary of the different options is given below with detailed diagrams in Appendix B.

- Selmeston
 - Option 1 – new bypass to the far south of Selmeston
 - Option 2 – new bypass close to Selmeston
 - Option 6 – upgrade to existing A27 through Selmeston
- Drusillas Roundabout
 - A single option providing a roundabout enlargement to improve traffic flows through the junction; provide suitable and convenient crossings; and improve safety.
- Wilmington junction
 - Option 1 – junction improvement with pedestrian island
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- Polegate junction
 - Option 10 – junction improvement
 - Option 12 – junction improvement and railway bridge widening
 - Option 13 – junction improvement, railway bridge widening and A27 dual carriageway from Polegate to Cophall Roundabout
- Corridor-wide facilities for pedestrians, cyclists and other non-car users
 - Upgrading current facilities between Glynde and Firle and providing a new pedestrian/cycle path between Firle and Polegate.

3.2 Consultation events

The public consultation took place over a six-week period from 27 October to 8 December 2016, giving the public an opportunity to express their views and opinions with respect to the scheme.

The target audience for the consultation included any organisation or individual with an interest in the scheme.

The exhibitions were hosted by the Highways England project team, including experts on modelling, traffic, economics and environment, to ensure queries raised during the consultation events could be properly addressed.

The consultation included ten public exhibitions held at venues near the A27 East of Lewes scheme corridor. Table 3.1 summarises the schedule of public exhibitions held.

Table 3-1 List of public exhibitions

Date	Location	Time
Thursday 27 Oct	Alciston & Selmeston Village Hall, BN26 6UG	11:30pm – 7pm
Friday 28 Oct	Alciston & Selmeston Village Hall, BN26 6UG	11am – 3pm
Monday 31 Oct	Civic Community Hall, BN27 2AX	11am – 6pm
Saturday 5 Nov	Trinity Church, BN20 9QD	10am – 2pm
Wednesday 9 Nov	Polegate Free Church, BN26 6AE	12pm – 7pm
Wednesday 16 Nov	The William and Patricia Venton Centre, BN21 3QY	12pm – 7pm
Wednesday 23 Nov	The William and Patricia Venton Centre, BN21 3QY	12pm – 7pm
Saturday 26 Nov	Berwick Village Hall, BN26 6TD	10am – 2pm
Monday 28 Nov	Lewes Town Council, BN7 2QS	12pm – 7pm
Tuesday 29 Nov	Lewes Town Council, High Street, Lewes, BN7 2QS	12pm – 7pm

3.3 Publicising the consultation

In preparation for the consultation, Highways England implemented a targeted communications strategy to promote the consultation to local authorities, key stakeholders and the general public. All key activities are outlined in the sub-sections below.

3.3.1 Stakeholder briefing

A stakeholder briefing was held on 27 October 2016 (12pm - 2pm) at Alciston and Selmeston Village Hall, BN26 6UG. This gave relevant parish and local councillors the opportunity to view and comment on the consultation material. Attendees were asked to complete the attendance sheet with their name and the region or parish they represented.

3.3.2 Media engagement

A single press release was issued by Highways England encompassing a number of public consultations for road schemes across the south east. The press release is available at:

<https://www.gov.uk/government/news/multi-million-pound-road-improvements-for-south-east>

A media briefing was held on 27 October 2016 (11.30 – 12pm) at Alciston and Selmeston Village Hall, BN26 6UG. This was an opportunity for the press to view the consultation material and ask questions of Highways England project managers.

3.3.3 Online engagement

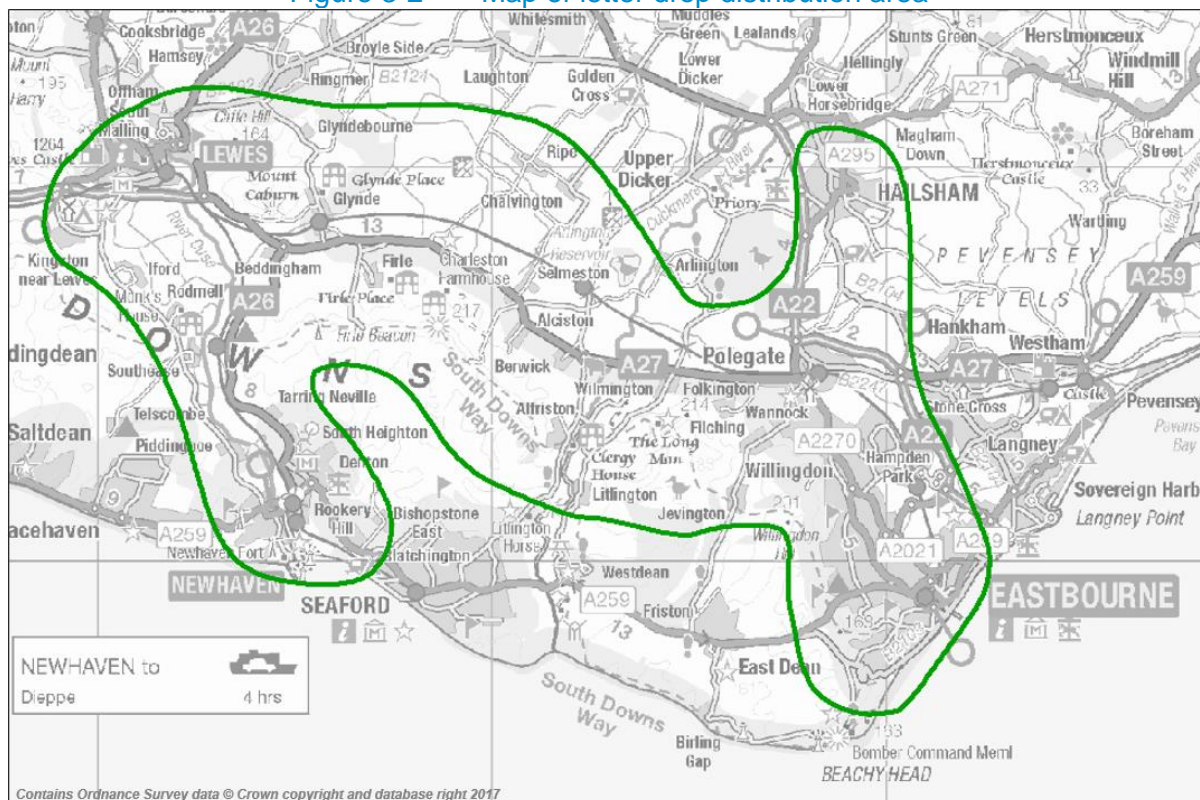
Details of the A27 East of Lewes improvement scheme were provided on Highways England website at www.highways.gov.uk/A27EastofLewes. The web page address was included in all information released into the public domain and provided:

- Scheme background
- Details of the public consultation (exhibitions, how to respond to the consultation and a link to the Citizen Space website featuring consultation material including electronic versions of the consultation brochure, questionnaire, technical appraisal report and environmental assessment report). The website went live on 27 October 2016 and included an email registration system for users to receive email updates about new information on the site.

3.3.4 Letters to residents

Letters of invitation were distributed in advance of the consultation to approximately 80,000 residential properties in the vicinity of the A27 East of Lewes scheme corridor, containing full details of the public consultation. The area of coverage is shown in Figure 3.2.

Figure 3-2 Map of letter drop distribution area



3.3.5 Advertising campaign

A full colour advertisement ran for two weeks in the Sussex Express and two weeks in the Eastbourne Herald in print and online editions. Posters were also displayed at key information points.

3.3.6 Information sites

Consultation brochures and questionnaires were available during the consultation period from:

- East Sussex County Council
- Lewes Tourist Information Centre
- Eastbourne Tourist Information Centre
- Eastbourne Library
- Hailsham Library
- Denton Island Community Centre.

Consultation posters were sent to community locations to inform the community about how they could take part in the consultation process.

3.3.7 Other communication channels

These details were publicised for contacting the project team:

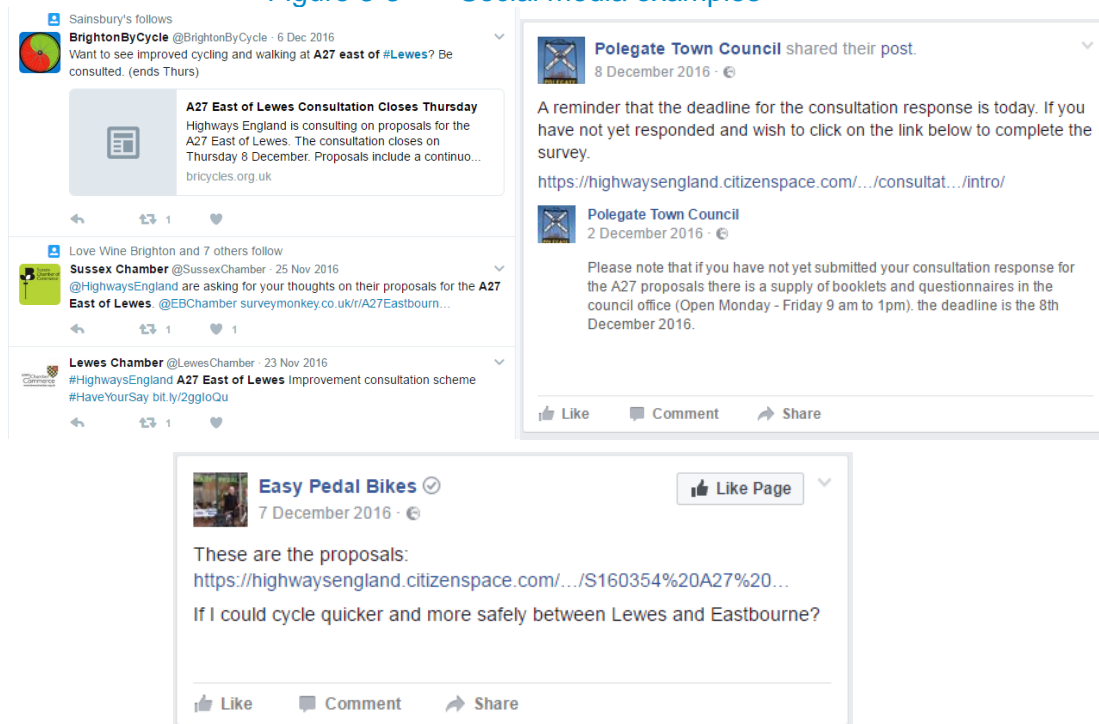
- Email: info@highwaysengland.co.uk
- Telephone: Highways England Customer Contact Centre 0300 0123 5000.

All responses received via the Customer Contact Centre during the consultation period were recorded and responded to by the Customer Contact and project teams. Highways England Customer Contact Centre received 100 queries.

3.3.8 Social media

Although Highways England did not post information about the consultation on Facebook or Twitter, a number of organisations and individuals used these platforms to promote and share links about the consultation. Screenshots of example posts are shown below.

Figure 3-3 Social media examples



3.4 Consultation material

3.4.1 Consultation brochure and questionnaire

A consultation brochure was produced with concise information about the project, including the scheme background, a summary of the options and their impacts and benefits. The consultation questionnaire was produced as a separate document and was also available in electronic format at www.highways.gov.uk/A27EastofLewes

3.4.2 Exhibition boards

The public consultation exhibition boards presented key information about the scheme including objectives, background, options, results of assessments, the consultation process, and next stages including DCO process. A copy of the consultation boards is in Appendix B.

3.4.3 Technical reports and other documents

The Technical Appraisal Report and Environmental Assessment Report were published on Highways England website.

3.4.4 Visualisations

Visual representations of each of the proposed options were produced. These were run as a film on a continual loop and displayed on a television screen at each exhibition.

4 Effectiveness of the public consultation

4.1 Exhibition attendance record

To record visitor numbers, attendees were asked to provide their name, address, postcode and organisation (if applicable). There were 1,050 visitors to the consultation exhibitions, as detailed below.

Table 4-1 Public exhibition attendance

Date of event	Attendance
Thursday 27 October (11:30pm – 7pm): Alciston & Selmeston Village	74
Friday 28 October (11am – 3pm): Alciston & Selmeston Village Hall	73
Monday 31 October (11am – 6pm): Civic Community Hall, Hailsham	79
Saturday 5 November (10am – 2pm): Trinity Church, Willingdon	176
Wednesday 9 November (12pm – 7pm): Polegate Free Church	228
Wednesday 16 November (12pm – 7pm): The William and Patricia Venton Centre, Eastbourne	81
Wednesday 23 November (12pm – 7pm): The William and Patricia Venton Centre, Eastbourne	70
Saturday 26 November (10am – 2pm): Berwick Village Hall	116
Monday 28 November (12pm – 7pm): Lewes Town Council	72
Tuesday 29 November (12pm – 7pm): Lewes Town Council	81
Total	1,050

4.2 Highways England website

Visitor numbers to Highways England A27 East of Lewes improvement scheme project and consultation web pages were collected throughout the consultation period, as detailed in the table below.

Table 4-2 Visitor numbers to scheme web pages during the consultation period

Webpage	Total web hits	Total unique visitors	Average time on page
A27 East of Lewes improvement scheme project page	5000	4099	3 mins 59 secs
Consultation page	6888	5092	2 mins 58 secs

4.3 Analysis methodology

4.3.1 Data collection

Questionnaire responses were received in hard copy (paper surveys and letters) and electronic form (online surveys and email). Hard copy responses were sent via a Freepost address or handed in at the exhibition events. Electronic responses were gathered via the website.

A number of enquiries and submissions came via email to the Customer Contact Centre. These were logged and responded to within a prescribed timeframe, and added to the master database of responses ready for analysis.

4.3.2 Methodology / database

All responses were entered manually into a database and have been analysed to deliver qualitative and quantitative data in the form of charts, graphs, tables and text.

4.3.3 Distribution of responses

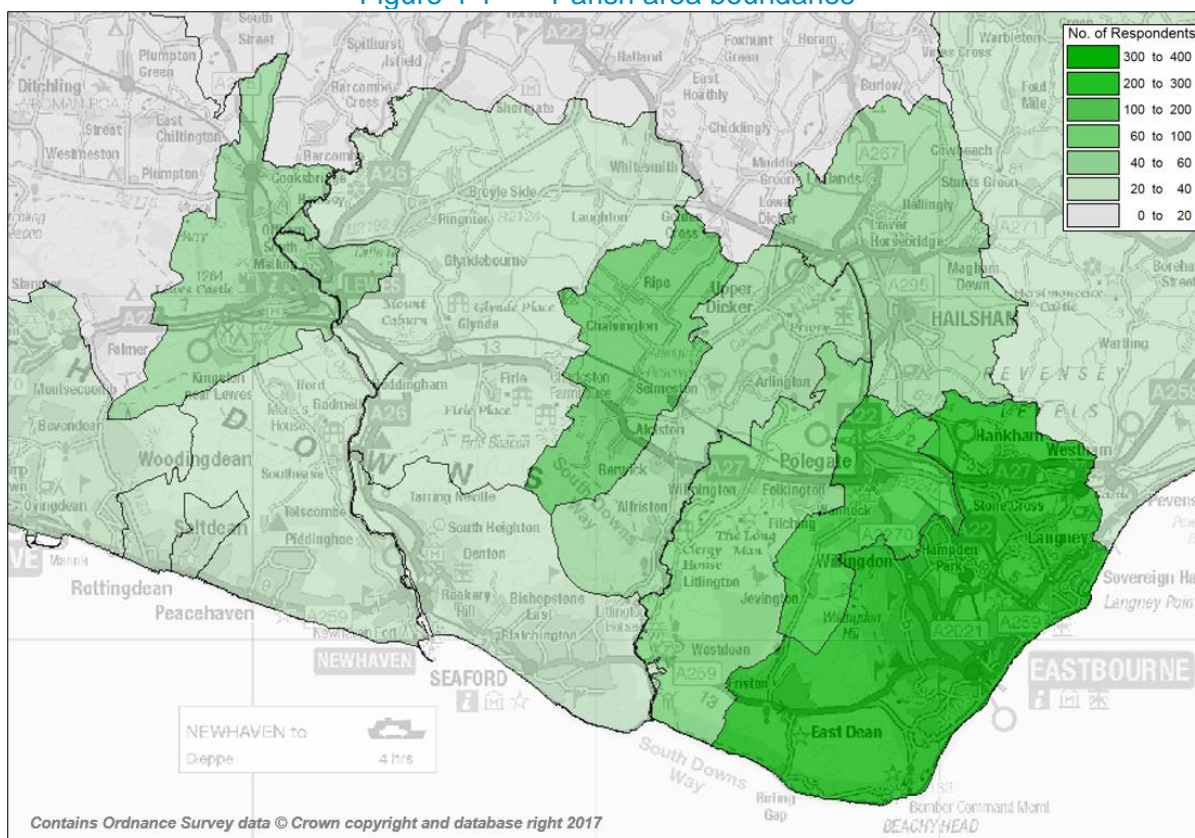
A total of 1140 questionnaire responses were received during the consultation period, plus 100 responses via Highways England Customer Contact Centre.

The majority of responses included a postal address (93%). Where an incomplete address was given, such as one without a postcode, the full address has determined through use of the Royal Mail postcode finder.

Where relevant the responses have been analysed based on location. For example, responses to questions about Selmeaton have been analysed to determine if the option preference is different between Selmeaton residents and those who live further afield. The responses have been grouped based on areas according to parish boundaries. Outside of the core study area these boundaries have been grouped into larger areas as shown in Figure 4.1.

It should be noted that parish area boundaries have been chosen because they match the locations of the key scheme components. The analysis should not be interpreted as the views of a particular parish council.

Figure 4-1 Parish area boundaries

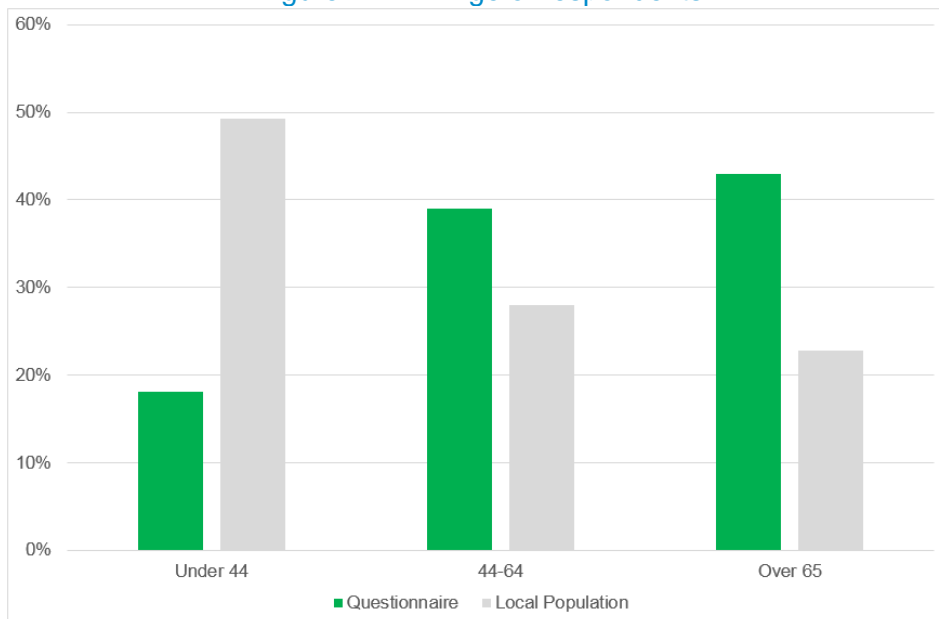


4.3.4 Demographics of respondents compared to local population

The questionnaire requested several pieces of information from respondents. Of key relevance is the age distribution of consultees. Young people were identified as a hard to reach group in the consultation plan, and this was considered in the development of the consultation exercise. Figure 4.2 below compares the age distribution of consultees against the local population (as taken from the 2011 census data).

The figure shows that, as expected, those under 44 engaged less in the consultation exercise. In total, 1080 questionnaire respondents gave their age.

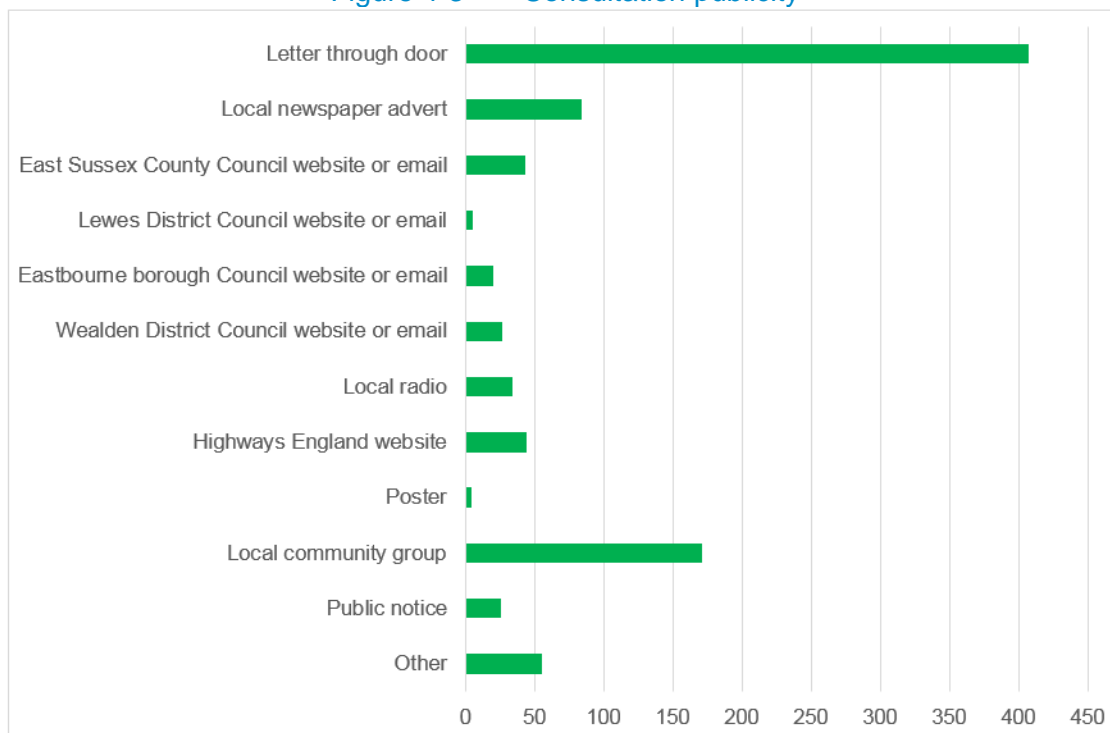
Figure 4-2 Age of respondents



4.3.5 Consultation publicity

Respondents were asked how they found out about the A27 East of Lewes scheme consultation. In total, 920 responses were received to this question. Figure 4.3 below shows the distribution of responses. The majority of respondents heard about the consultation from a letter through their door.

Figure 4-3 Consultation publicity

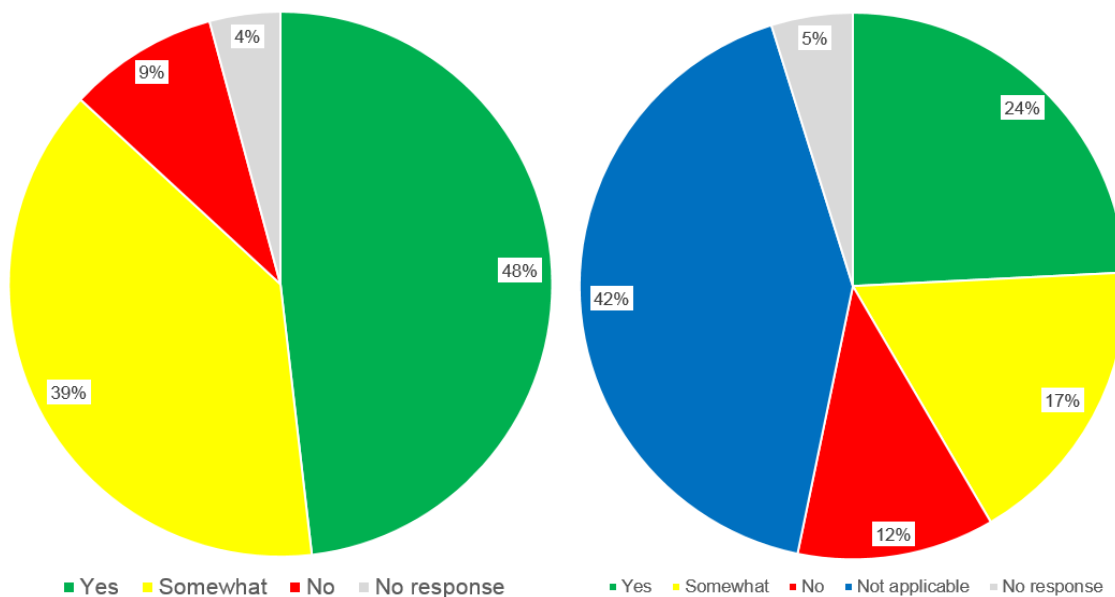


4.3.6 Consultation effectiveness

Respondents were asked about the usefulness of consultation materials and exhibition events. 1092 responses were received regarding consultation materials and 1085 responses were received regarding the public exhibitions. Figures 4.4 and 4.5 show the distribution of these responses. In general the responses were positive.

- 88% of respondents found the consultation materials useful or somewhat useful.
- 41% of respondents found the public exhibitions useful or somewhat useful, while 42% of respondents did not attend a public exhibition. Assuming that the 5% who did not respond to the question did attend an exhibition, this translates to 71% of those who attended a public exhibition finding it useful or somewhat useful.

Figure 4-4 Consultation materials Figure 4-5 Public exhibitions



4.4 Period for comments

A six-week consultation period was provided to give time for the public and stakeholders to consider the proposals and comment. The closing date for feedback was midnight on 8 December 2016, which was made clear on all material published as part of the consultation.

5 Questionnaire response analysis

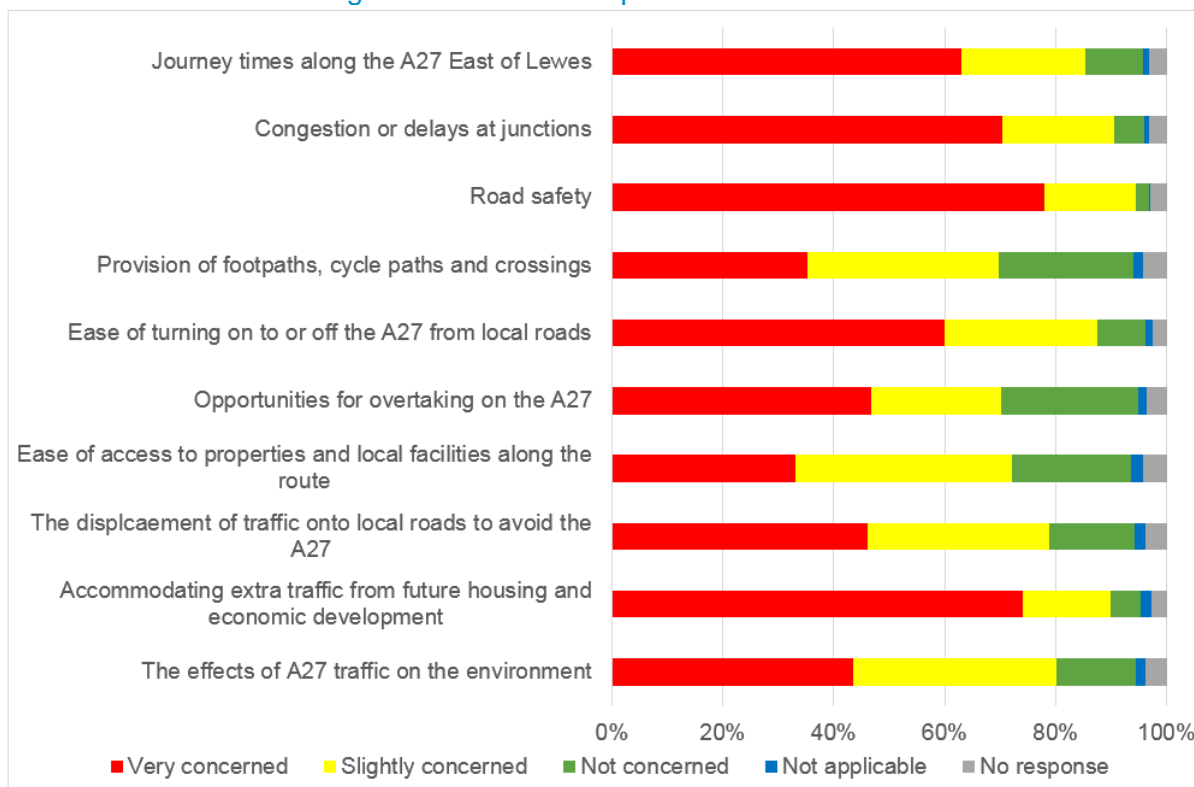
This section focuses on all questionnaire responses. Analysis of the written contributions is in Section 6.

5.1 Current problems and issues

In question 1, consultees were asked to say how concerned they were about particular existing issues on the A27, ranging from journey times through to environmental issues.

Figure 5.1 below shows the distribution of responses to question 1.

Figure 5-1 Current problems and issues



The figure above shows the key concerns of 1111 responses:

- 78% are very concerned about road safety
- 74% are very concerned about accommodating extra traffic from future housing and economic development
- 70% are very concerned about congestion or delays at junctions.

Respondents were least concerned about:

- 33% are very concerned about ease of access to properties and local facilities along the route
- 35% are very concerned about provision of footpaths, cycle paths and crossings.

The concerns of consultees varied depending on their location. Where relevant, these varying concerns have been analysed in detail to allow conclusions to be drawn from the option analysis.

Consultees were invited to give a free-form response to the question to highlight other concerns about the A27 they felt weren't covered by the question. In total, 589 free-form comments were received and analysed in line with key themes (summarised below). It can

be noted that many comments referred to more than one issue so the quantities below will exceed the total number of comments received.

- One-third of comments (196) expressed concern about traffic flow including congestion, journey times and slow moving farm vehicles.
- 187 comments (32%) referred to the need for a bypass or larger scheme. This was a common theme throughout the questions reflecting a long term aspiration of many in the local community for a dual carriageway bypass to the north of the current A27. See section 8.2 for further details.
- 150 comments (26%) considered road safety.
- 99 comments (17%) referred to walking and cycling. These were divided between positive comments supporting the need for more cycle lanes and negative comments calling for less focus on walking and cycling elements.
- 67 comments (11%) expressed concerns regarding the environment such as the need to consider the scheme's impact on the environment.
- 59 comments (10%) expressed concern over value for money offered by the proposed scheme.
- 57 comments (10%) referred to local economic or business growth.
- 54 comments (9%) stated that public transport improvements were necessary.

5.2 Options and proposals analysis

The following sub-section summarises the comments received, via the consultation questionnaire, regarding each of the scheme components. The individual letters received have not been included in this analysis.

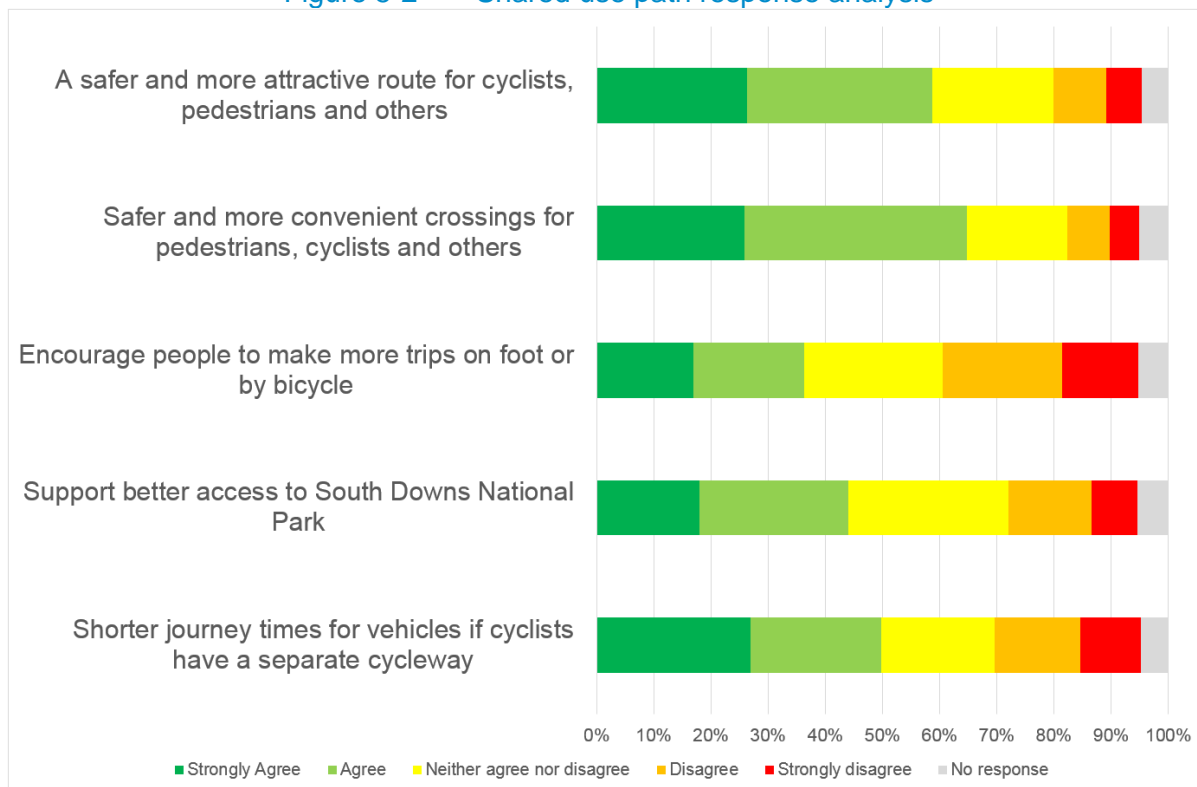
The analysis for each scheme component reflects the question as presented in the questionnaire. For each question, consultees were invited to provide a free-form comment. These have been grouped into key themes.

Where relevant, further analysis has been completed by cross referencing the option response against other questions from the questionnaire.

5.2.1 Walking and cycling

For question two, participants were asked about the extent to which they believed the proposed walking and cycling path would lead to a number of specified outcomes. Figure 5.2 shows the extent to which consultees agreed or disagreed with particular statements regarding the shared use path.

Figure 5-2 Shared use path response analysis



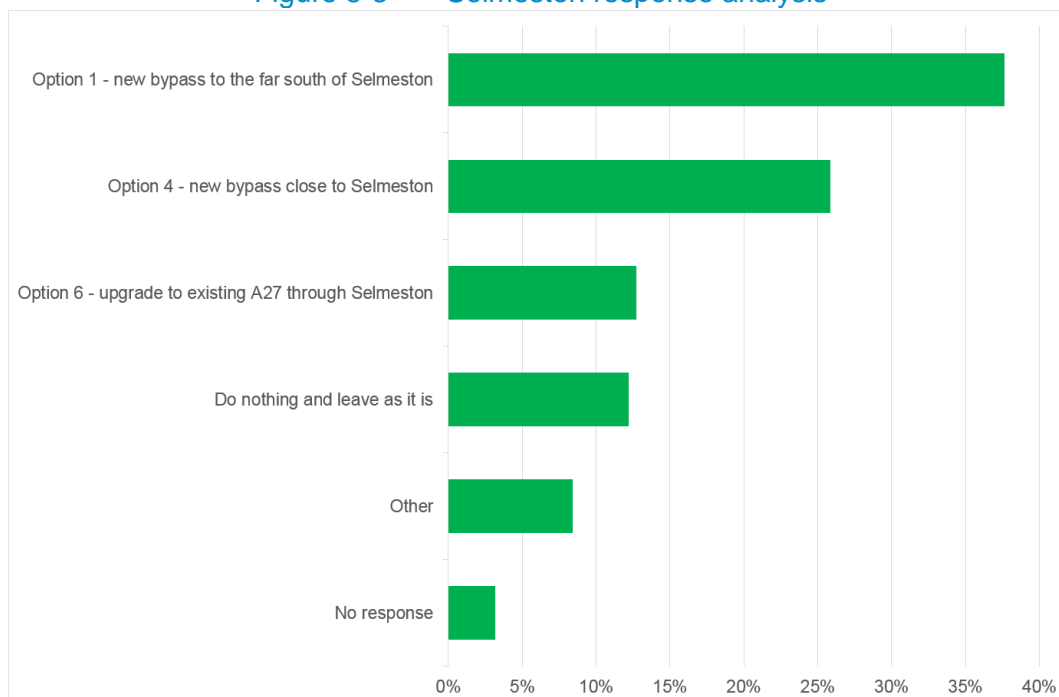
Consultees were also invited to provide a free-form text response about the shared use path. In total, 382 free-form responses were given regarding the walking and cycling path, with key themes summarised thus:

- 110 comments (29%) reiterated their response to the question by stating that the walking and cycling scheme was not wanted/unnecessary.
- 64 comments (17%) made general design comments. These comments generally referred to the need for such a facility to be fully segregated from the road and of a sufficient standard.
- 55 comments (14%) expressed concern over the value for money of the scheme.
- 52 comments (14%) commented on the need for a bypass. This is a recurring theme in each of the questions.
- 46 comments (12%) expressed road safety concerns, such as the A27 being an unsafe road for cyclists.

5.2.2 Selmeston

In question three, consultees were asked to indicate their preferred option for Selmeston, if an alternate option was preferable or if they thought nothing should be done. Figure 5.3 shows the preferences for each of the Selmeston options. Respondents preferred Option 1 (37%), a new bypass to the far south of Selmeston. 26% preferred Option 4, a new bypass close to Selmeston. Option 6, upgrade to existing A27 through Selmeston, and 'Do nothing' received a similar level of support (around 12%).

Figure 5-3 Selmeston response analysis



The preferences of consultees varied depending on the location of the respondent. The different locations can be found in section 4.3.3. The following points can be noted:

Respondents from Selmeston and Alciston and those located beyond the scheme extents showed a preference for Option 1. The least support for Option 1 was from residents living along the A27 between Lewes and Polegate (excluding those who live in Selmeston/Alciston, see table comment below).

Table 5.1 below summarises the selections of the different locations.

Table 5-1 Selmeston responses

Area	Option 1	Option 4	Option 6	Do Nothing	Other	No Response
Selmeston & Alciston	38%	28%	13%	10%	7%	4%
Scheme extents*	18%	26%	14%	23%	14%	5%
External to scheme	42%	26%	12%	10%	7%	4%

*This includes the other parish areas between (but excluding) Lewes and Polegate. Lewes and Polegate have been grouped in 'external to scheme' reflecting the likely use of the extent of the A27 rather than more local movements. Selmeston and Alciston respondents are not included in this value.

By cross-referencing the location of consultees, their key concerns for the A27 (as answered in question two) and their desire to see an option delivered at Selmeston (see section 5.2.6), the following can be noted. The key concerns of respondents from Selmeston, who ranked a Selmeston option as either first or second priority, were as follows:

- Road safety – 94% of respondents either very or slightly concerned
- Ease of turning on to or off the A27 from local roads – 94% of respondents either very or slightly concerned.

The key concerns of consultees as a whole who ranked a Selmeston option as either first or second priority, were as follows:

- Road safety – 82% of respondents either very or slightly concerned

- Accommodating extra traffic from future housing and economic development – 75% of respondents were either very or slightly concerned.

This reflects the varying concerns of consultees along the length of the corridor.

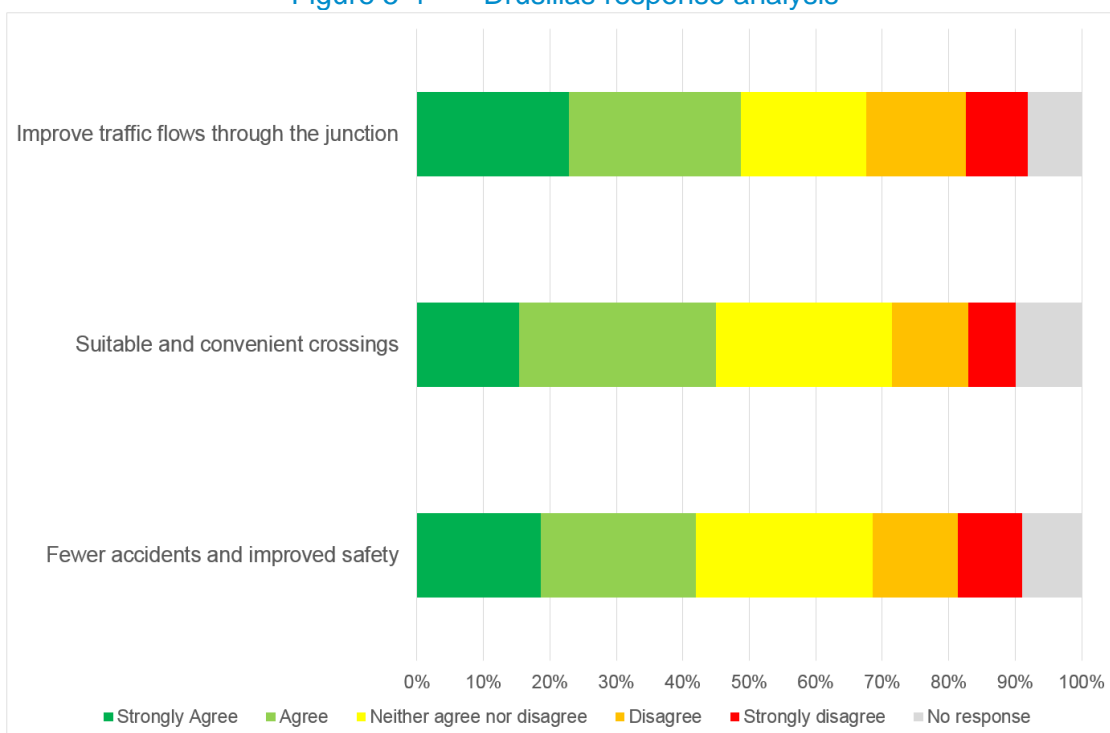
The free-form responses (of which there were 349) from question three have been analysed in detail and the following key points can be noted:

- 106 respondents assumed a bypass option would be delivered to a dual carriageway standard. The consultation documents clearly stated that both Options 1 and 4 would be delivered as a single carriageway
- 39% of respondents referred to the need for a dual carriageway bypass
- 18% of respondents were concerned about the value for money of the available options
- 16% of respondents referenced safety concerns
- 11% of respondents were concerned about the proposals’ impacts on the environment.

5.2.3 Drusillas

The consultation presented one improvement option at Drusillas roundabout. In question four, consultees were asked about the extent to which the proposed option would address the issues at the junction (see Figure 5.4).

Figure 5-4 Drusillas response analysis



Consultees were also invited to provide further free-form comment on the proposal at Drusillas roundabout. The key themes from 369 comments are:

- Safety concerns – 21%
- Design queries – 18%
- Traffic flow – 17%
- Request for a bypass – 15%

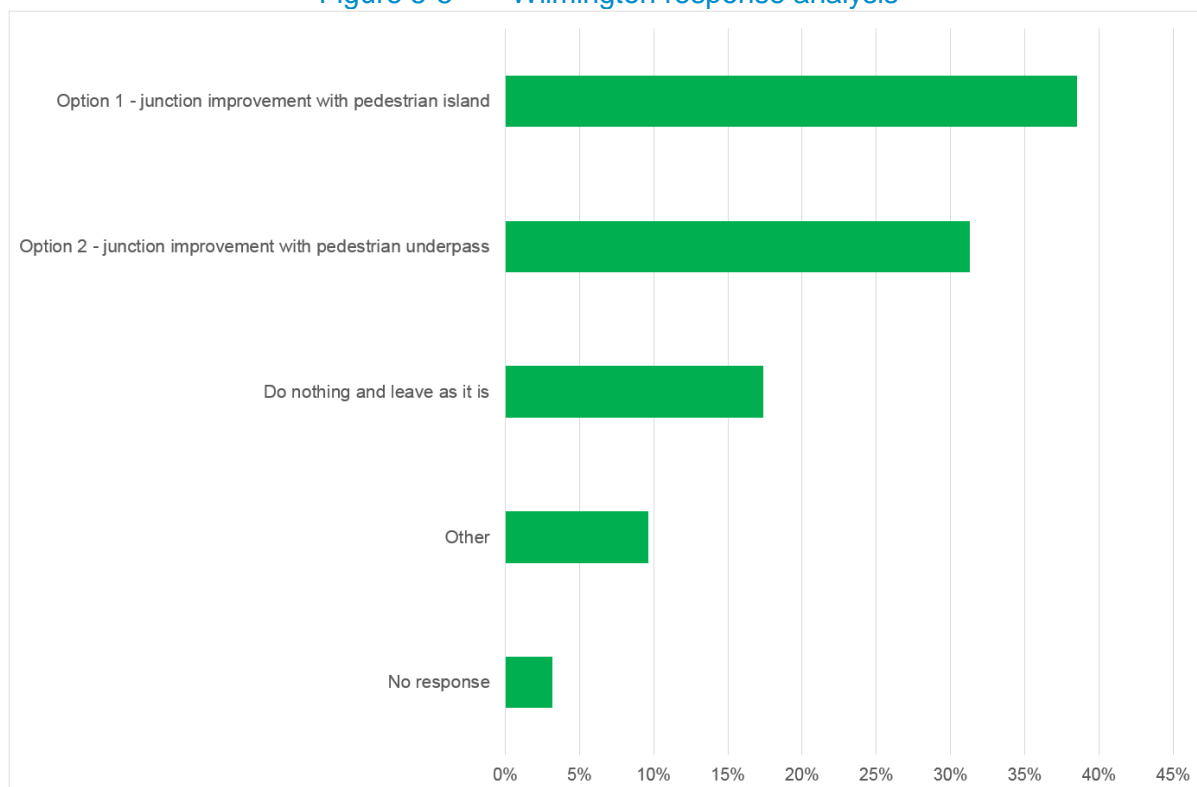
- Value for money – 14%
- Design considerations – 12%
- Do nothing – 12%
- Reduce speed – 7%
- Option alternatives – 6%.

The key area of concern in the responses was the lane arrangements of the proposed design, whereby two lanes were provided at the stop lane for each direction of the A27 but only one exit lane was available. Similar concerns were raised by many who attended exhibitions.

5.2.4 Wilmington

In question five, consultees were asked which of the two Wilmington options they preferred, if an alternate option was preferable or if they thought nothing should be done (accompanied by a free-form text box). Figure 5.5 shows the results.

Figure 5-5 Wilmington response analysis



Approximately 38% of consultees expressed a preference for Option 1. Option 2 received a slightly lower level of support. During the consultation period, further engagement was carried out with residents from Wilmington village (1 December 2016). During this session an alternate option – ‘Option 1 Light’ – was discussed, comprising a pegasus crossing and ideas to reduce the speed of traffic and provide a more ‘village environment’. Several consultees referred to this alternative by name.

Key themes from 357 free-form responses were identified:

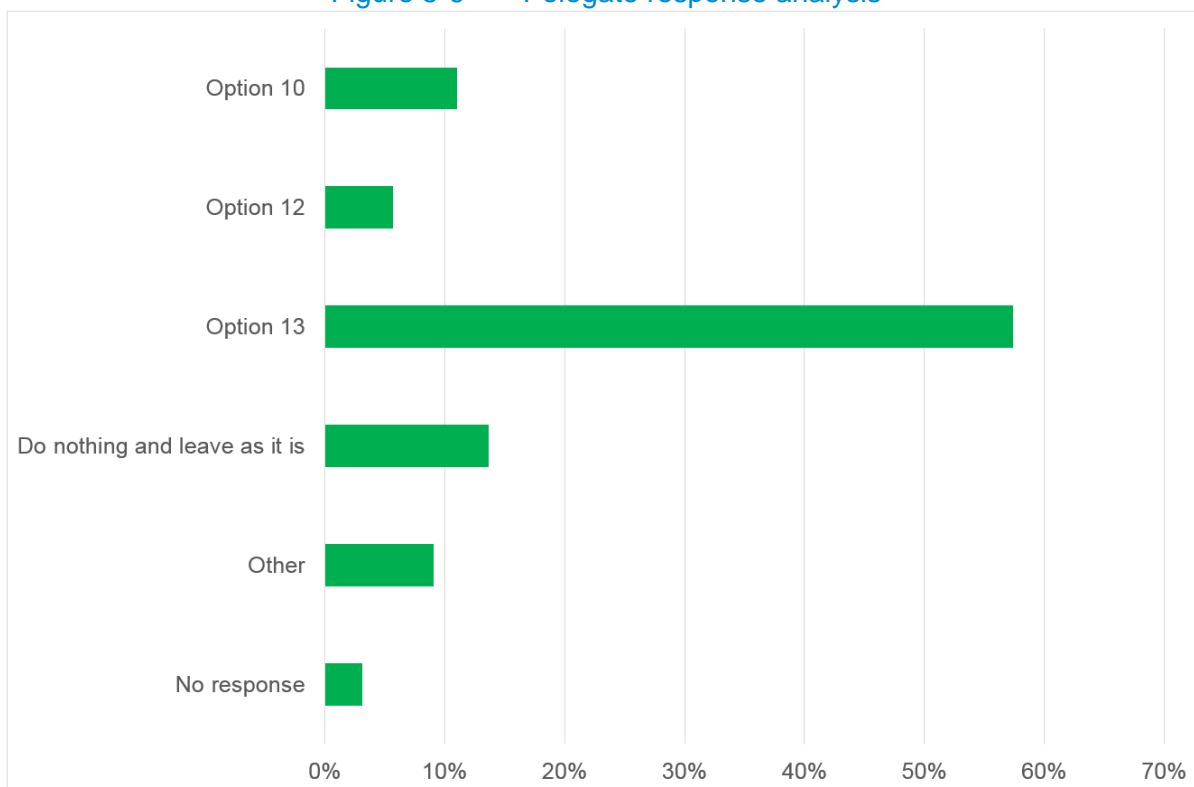
- 20% suggested option alternatives
- 57 comments (16%) expressed concern over the value for money of the scheme
- 42 comments (12%) expressed concerns about the impact on non-motorised users
- 39 comments (11%) referred again to the need for a bypass or larger scheme

- 36 comments (10%) expressed safety concerns
- 11% commented on speed or speed limit
- 11% requested a Pegasus crossing
- 8% requested for a roundabout

5.2.5 Polegate

In question six, consultees were asked which of the three Polegate options they preferred, if an alternate option was preferable or if they thought nothing should be done. Figure 5.6 below shows the distribution of responses to this question. 57% preferred Option 13. Option 12 garnered least support. Option 10 received 11% support, but this was behind 'do nothing and leave it as it is' with 14% of respondents opting for this option.

Figure 5-6 Polegate response analysis



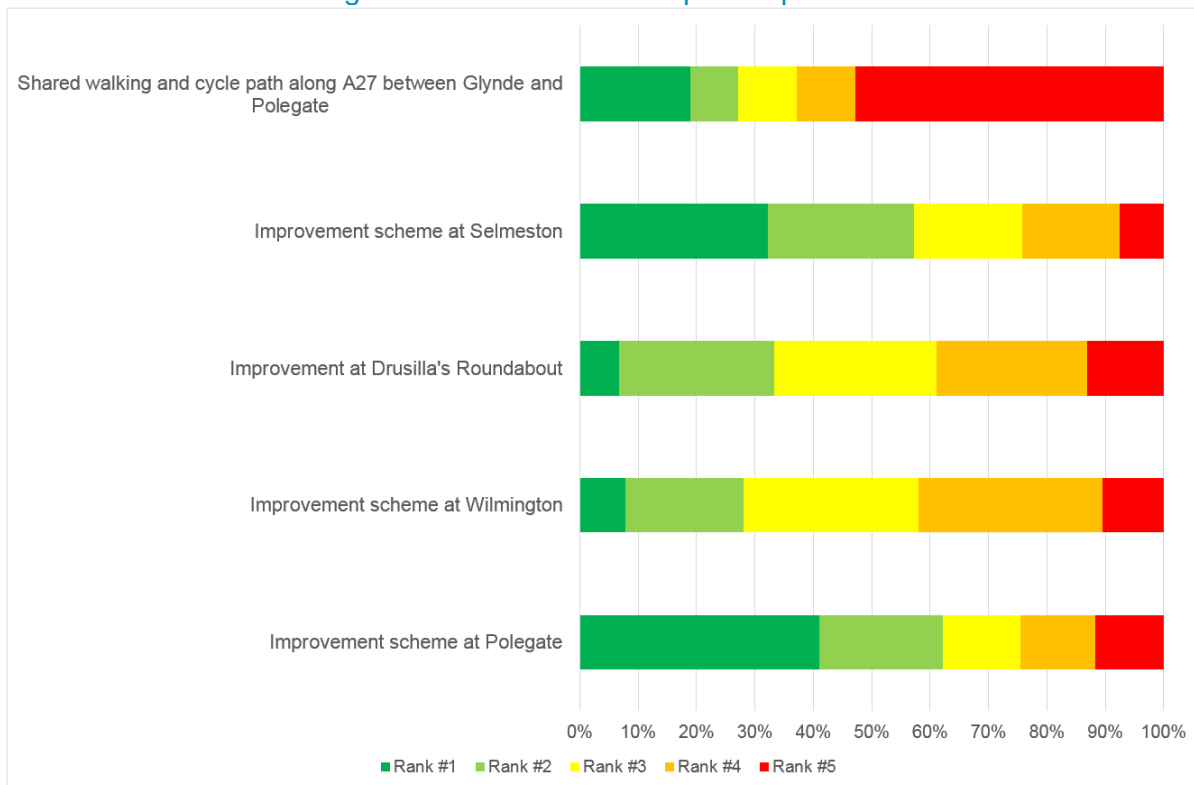
In total, 379 free-form responses were received. The key theme with 142 comments (37%) was the need for a bypass/dual carriageway. This was commonly suggested as an alternative to the proposed option. Other key themes in the comments are summarised below:

- 108 (28%) commented on alternative schemes / scheme components, such as lane arrangements, signal arrangements, or access arrangements at Brown Jack Avenue and Gainsborough Lane.
- 74 comments (20%) referred to traffic flow, with around three-quarters expressing concern that the proposal would increase traffic levels. The remaining comments felt an improvement at Polegate would ease congestion.
- 53 comments (14%) reiterated their lack of support for an improvement at Polegate.

5.2.6 Phasing and priorities

In question seven, consultees were asked to rank the different schemes in order of importance. Figure 5.7 shows how respondents ranked the different options. The feedback on the ranking of schemes will feature in the development of packages of schemes.

Figure 5-7 Scheme component priorities



From Figure 5.7 the following points can be noted:

- Improvements at Selmeston and Polegate were consistently ranked the highest
- Considering respondents first and second ranked options, the scheme components in order of preference were:
 - Polegate
 - Selmeston
 - Drusillas
 - Wilmington
 - Walking and cycle path
- Considering only the first ranked option of respondents, the scheme components in order of preference were:
 - Polegate
 - Selmeston
 - Walking and cycle path
 - Wilmington
 - Drusillas

5.2.7 Other comments

Respondents were invited to make further comments in a free-form box. Key themes were identified from 612 comments:

- 370 comments (61%) referred to the need for a dual carriageway/bypass – a common theme throughout free-form responses (Section 8.2 discusses this in more detail)
- 177 comments (29%) raised concerns about value for money
- 94 comments (15%) made general comments about the scheme design such as the need to improve right turns and issues with overtaking
- 80 comments (13%) expressed concern that the scheme would not address traffic flow issues on the A27
- 60 comments (10%) expressed concern that the scheme does not sufficiently address traffic on the A27 in respect of a future increase in housing or impact on the economy
- 58 comments (10%) expressed concern about infrastructure issues associated with the walking and cycling scheme being under-used
- 50 comments (8%) expressed concern about the lack of consideration of the impact of the proposals on the landscape.

6 Top tier stakeholder responses

Most stakeholders responded via letter instead of questionnaire, with responses summarised according to four key groups:

- Local authorities
- Parish councils
- Statutory environmental bodies
- Local businesses and organisations

Full copies of the responses are available.

6.1 Stakeholder engagement

Numerous meetings were held with stakeholders during options development. A summary of key events:

- Stakeholder options input workshop (13/04/2016)
- Focus group meeting (12/10/2017)
- Key stakeholder briefing (27/10/2016)
- Media briefing (27/10/2016)
- East Sussex County Council (04/03/16)
- MP briefings (01/12/15 and 26/01/16)
- South Downs National Park (17/11/16)

The stakeholder options input workshop (13/04/2016) was held so key stakeholders could share their views, agree objectives for the scheme and identify locations for improvements.

Table 6.1 shows attendees and non-attendees is. MPs were unable to attend due to a diary change.

Table 6-1 Stakeholder options input workshop – 13/04/2016

Attendees		Declined/unable to attend
Alciston Parish Council	Glynde & Beddingham Parish Council	Cuckmere Valley Parish Council
Alfriston Parish Council	Glynde Estates	Drusillas
Association of Chamber of East Sussex	Lewes District Council	Environmental Agency
Berwick Parish Council	Natural England	Historic England
Coast to Capital LEP	Selmeaton Parish Council	Member of Parliament, Brighton
Cuckmere Valley Parish	South Downs National Park Authority	Member of Parliament, Eastbourne
East Sussex County Council	South East LEP	Member of Parliament, Lewes
East Sussex Police	Sussex Safer Roads Partnership (SSRP)	Natural England
Eastbourne Borough Council	Sustrans	Network Rail
Eastbourne Chamber of Commerce	Wealden District Council	
Firle Estate	Wootton Manor	
Firle Parish Council		

6.2 Local authority responses

No formal response was received from Lewes District Council, although one councillor responded in a personal capacity. Four local authorities responded and their responses are

summarised in the Tables 6.2 to 6.5 below. Table 6.6 provides a summary of the responses from the local authorities, with an indication as to their general support of each option.

- Wealden District Council
- East Sussex County Council
- Eastbourne Borough Council
- Polegate Town Council

Table 6-2 Summary of response from Wealden District Council

Wealden District Council	
Respondents	Councillors Ann Newton, Raymond Shing and Stephen Shing
Key concerns	<ul style="list-style-type: none"> • Severe congestion and delay • Significant issues with journey time reliability • Poor road safety record
Key objectives/hopes	<ul style="list-style-type: none"> • Improve connectivity • Deliver planned growth • Benefit local communities
Positives	<ul style="list-style-type: none"> • The proposed schemes could improve access to/from local villages and minor access roads along the A27
Negatives	<ul style="list-style-type: none"> • Smaller scale capacity improvements included in the consultation would appear to have “little long term benefits” • The proposed schemes would not address delays and congestion experienced by longer distance traffic • The need for infrastructure improvements to accommodate planned housing and employment growth in Wealden District. Reiterated the council’s wider ambitions for “a more comprehensive offline solution to the A27 East of Lewes”; and do not want wider pans compromised by small scale capacity improvements
Walking and cycling	Queried the need for the scheme and suggested further work to justify the scheme
Selmeston	No option supported due to poor value for money
Drusillas	Support given for proposal
Wilmington	Neither option supported due to loss of registered common land and poor value for money
Polegate	Support given for Option 13 with concerns over access to Stud Farm and suggested traffic lights are included.

Table 6-3 Summary of response from East Sussex County Council

East Sussex County Council	
Respondents	Councillors Carl Maynard, Daniel Shing and Oi Lin Shing
Key concerns	<ul style="list-style-type: none"> • Inconsistent road quality • Poor road safety record • Poor journey time reliability
Key objectives/hopes	<ul style="list-style-type: none"> • Connectivity to the A23/M23 corridor, Gatwick airport, the M25 and beyond • Improving journey time reliability for the movement of people and goods – important for businesses and long distance traffic • Accommodating planned and future growth as set out in Local Plans / emerging Local Plans, particularly for Eastbourne/South

	<p>Wealden and Newhaven</p> <ul style="list-style-type: none"> • Greater resilience • Long term aspirations for an offline dual carriageway. Currently working with A27 Working Group to develop evidence base
Positives	n/a
Negatives	<ul style="list-style-type: none"> • Would not want to see any of the short term interventions compromise the council’s wider ambitions for an offline dual carriageway between Lewes and Polegate • Proposed options would do little to improve long term traffic flow, suggesting that any gains made at junctions would be constrained by the single carriageway
Walking and cycling	More evidence of the need for this and the wider economic or health benefits would be required because overall value for money is poor
Selmeston	Council does not support any of option for Selmeston: poor value for money and both bypass options encroach on the South Downs National Park
Drusillas	Supports improvements to Drusillas to increase capacity as junction is a congestion hot spot
Wilmington	The council does not support either option for Wilmington, citing poor value for money. Cllr Shing made reference to the ‘Wilmington working group proposal’
Polegate	Supports for Option 13 with concerns over lack of right turn from Brown Jack Avenue. The design would need to ensure all current traffic movements are retained.
General scheme comments	<ul style="list-style-type: none"> • Long construction periods (10-18 months) would increase delays during works • Impact on South Downs National Park and the environment, and changes to the character of villages along A27 • Single carriageway is dangerous for cycling • Need to plan for population growth, e.g. new housing

Table 6-4 Summary of response from Eastbourne Borough Council

Eastbourne Borough Council	
Respondents	Councillor Robert Smart
Key concerns	n/a
Key objectives/hopes	n/a
Positives	n/a
Negatives	<ul style="list-style-type: none"> • Length of time for works to be complete (construction timetables exceeding 18 months / until 2022) • Concern about how and whether the options fit into the larger proposed A27 scheme for which government funding has yet to be approved.
Walking and cycling	Poor value for money
Selmeston	Poor value for money
Drusillas	Support due to “very high” value for money
Wilmington	Poor value for money
Polegate	Support Option 13 due to “very high” value for money
General scheme comments	n/a

Table 6-5 Summary of response from Polegate Town Council

Polegate Town Council	
Respondents	n/a
Key concerns	n/a
Key objectives/hopes	n/a
Positives	n/a
Negatives	n/a
Walking and cycling	“The cycle path/footway is currently unsafe as the HGVs pass extremely fast, often resulting in debris being flicked onto the footpath. Is not a pleasant walking journey at all and not far enough away from the road to feel safe, whether by bicycle or foot. It is also not maintained in a satisfactory way to make it suitable.”
Selmeston	n/a
Drusillas	n/a
Wilmington	n/a
Polegate	<p>No option supported:</p> <ul style="list-style-type: none"> • Stud Farm estate (around 300 houses), near Polegate junction on south side of A27 Lewes Road only has two access points, Brow Jack Avenue and Gainsborough Lane; and both access roads have uncontrolled junctions with the A27. Because of traffic on A27 it is difficult to turn right from Brown Jack Ave or Gainsborough Lane, especially at peak. Concerned the proposed road layouts in all three options would make turning right from Brown Jack Avenue more difficult. Concerned the options do not include improvements to Gainsborough Lane junction • Proposed junction layouts restrict access to and from the ESCC Highways Polegate Maintenance Depot (COLAS), as vehicles approaching the site from the east would not be able to right into the site from the A27. Many of the vehicles affected would be HGVs and would have forced to continue west toward Wilmington to turn around • Regarding proposals to widen the railway bridge, the council suggests consideration of a short bypass road through the ESCC Highways Polegate Maintenance Depot (COLAS), to divert through traffic away from the A27/A2270 junction • Concerned about access to / from three access points on the west side of the A27 between Polegate and Cophall roundabout, stating they are “not insignificant and entrance and exit from all three is particularly difficult and risky” • Council-owned flower tubs located under licence on the islands should be restored and reinstated if any works are carried out.
General scheme comments	n/a

Table 6-6 Summary of response from Local Authority

Organisation	Walking	Selmeston	Drusillas	Wilmington	Polegate
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	& cycling	1	4	6		1	2	10	12	13
Wealden District Council	-	x	x	x	✓	x	x	-	-	✓
East Sussex County Council	-	x	x	x	✓	x	x	-	-	✓
Eastbourne Borough Council	-	x	x	x	✓	x	x	-	-	✓
Polegate Town Council	-	-	-	-	-	-	-	x	x	x

6.3 Parish councils

Responses were received from four parish councils listed below. Tables 6.7 to 6.10 summarise their responses, with a comparison given in Table 6.11. Minimal interpretation has taken place and the summaries reflect the content/nature of the response received. Full copies of the responses are available.

- Arlington Parish Council
- Selmeston Parish Council
- Alciston Parish
- Willingdon and Jevington Parish Council

Table 6-7 Summary of response from Arlington Parish Council

Arlington Parish Council	
Key concerns	n/a
Key objectives/hopes	n/a
Positives	Welcomes the proposals for improving road safety at junctions serving Arlington Parish
Negatives	Suggests that the road infrastructure may not meet future needs apropos the emerging Wealden Local Plan
Walking and cycling	n/a
Selmeston	n/a
Drusillas	n/a
Wilmington	n/a
Polegate	n/a
General scheme comments	n/a

Table 6-8 Summary of response from Selmeston Parish Council

Selmeston Parish Council	
Key concerns	<ul style="list-style-type: none"> • Access to/from the A27, particularly from The Street, Common Lane/Bopeep Lane and Alciston Village. • Speeds along A27.
Key objectives/hopes	Expressed opposition to a major new bypass to the north of Selmeston, responding to the wording within the consultation documents
Positives	Expressed broad support for “improvements at Wilmington, Polegate and Drusillas as well as to facilities for non-vehicular use”
Negatives	Expressed concerns that the scheme comprises ‘cherry picked’ elements rather than looking at the route as a whole

Walking and cycling	n/a
Selmeston	<ul style="list-style-type: none"> Expressed almost unanimous support for a bypass option, with a slight preference for Option 4 over Option 1. Summary of concerns broadly relate to junctions and local access to/from any new bypass road, including 'access to Selmeston from the west by Middle Farm, the need for Bopeep Lane junction to act as main access to Selmeston and Berwick under the bypass options, Charleston junction, discouraging access routes from Arlington, The Dicker west via Common Lane Oppose Option 6 over concerns about speed of traffic on the improved sections of road approaching the village; and the abrupt change in quality between the new carriageway approaches to Selmeston and the existing junction would exacerbate current problems at the junction. Also, noted that problems might be resolved with traffic signals and said these could cause additional delays, as well as “urbanising the village Generally concerned about vertical alignments and heights of embankments/cuttings Support changes to the Alciston Village junction Concerned the section between Middle Farm and Charleston turning is very dangerous because the road narrows and goes steeply downhill. Suggests a cycle path on this link would be useful. <p>Reference made to a scheme suggestion they had previously submitted using a road alignment further south that better follows the natural contours of the landscape, and with less visual impact on the Downs and less adverse impact on properties.</p>
Drusillas	Improvements at Drusillas would be helpful but not deemed critical
Wilmington	Proposals would alleviate problems with right turns. Expressed a preference for Option 1 mainly because they considered the ramps and subway at Option 2 to be disproportionate and have a negative impact on the Conservation Area and village green
Polegate	Generally supportive of the principle of investment at Polegate, but only in the context of a route-wide scheme.
General scheme comments	n/a

Table 6-9 Summary of response from Alciston Parish Council

Alciston Parish Council	
Key concerns	<ul style="list-style-type: none"> The alignment of the A27 at the entrance to Selmeston village where the road has an acute bend (near petrol station, war memorial and pub) Difficulties and delays turning onto A27 from village junctions Lack of resilience / poor journey time reliability on A27 in general and from accidents
Key objectives/hopes	Acknowledged the need for highway improvements especially in view of planned future development and major growth around Hailsham and Polegate. Expressed overall support for a new off-line dual carriageway to the north of Selmeston, enabling the

	existing A27 to act as a local road serving the villages
Positives	n/a
Negatives	n/a
Walking and cycling	Support the continuous cycle path from Middle Farm to Polegate
Selmeston	<ul style="list-style-type: none"> • Their response states that residents expressed most support for Option 4, followed by Option 1; but also expressed some reservations in case the new alignment could effectively determine the route of a future dual carriageway. However, this support for the bypass option came with concerns about road noise as the realigned carriageways would be nearer to Alciston village • Suggested that relocating petrol station to the west may enable road realignment and widening, thus easing existing bottleneck and bend on A27 in Selmeston and improving road safety • Strongly support proposed improvements to the Alciston village junction seen in all three options. • Expressed concerns about heights of embankments and cuttings and consider 60mph speed limit too high. Suggested ‘common sense’ measures such as banning right turns onto A27 from Common Lane, Bopeep Lane and Alciston, to improve safety.
Drusillas	See below
Wilmington	See below
Polegate	See below
General scheme comments	Expressed broad support for “all safety improvements to the existing A27” without commenting specifically on the proposals at Drusillas, Wilmington and Polegate.

Table 6-10 Summary of response from Willington & Jevington Parish Council

Willington & Jevington Parish Council	
Key concerns	n/a
Key objectives/hopes	n/a
Positives	Broadly supportive of all options, stating that the proposed alterations at Selmeston, Alciston, Drusillas and Wilmington are “needed” and “it is hoped that this will improve the traffic and safety issues on this stretch of road”. Offered comments on Polegate but did not comment on specific options or discuss schemes at Selmeston, Alciston, Drusillas and Wilmington.
Negatives	n/a
Walking and cycling	n/a
Selmeston	n/a
Drusillas	n/a
Wilmington	n/a
Polegate	Broadly supportive of an improvement scheme at Polegate and expressed concern about the considerable daily congestion along A2270 corridor at the A27/A2270 junction, and junction of A2270

	<p>with Wannock Road and Polegate High Street. On Polegate proposals, they support the “option of widening the railway bridge to allow two lanes to be provided both north and south to Cophall Roundabout” (Option 13), but raised these concerns:</p> <ul style="list-style-type: none"> • The proposed two lanes for the westbound A27 at the junction merging to one lane in a very short distance on the A27 Lewes Road is “likely to cause conflict rather than free flowing traffic”, suggesting the number of lanes in the proposed design be reviewed. The council notes that this conflict on the A27 westbound exists in the current road layout. They commented on the current operation of the junction suggesting that although there is a similar layout on the A2270 southbound exit, there is less conflict because most traffic in the offside lane turns right on to Wannock Road rather than merge with the nearside lane. • There are strong concerns among residents living on the large estate to the south of the A27 Lewes Road about the difficulty they have when turning right from the estate on to the A27. The council noted from the proposals that vehicles from Brown Jack Avenue would only be able to turn west on to the A27 and that vehicles travelling in other directions would need to use Gainsborough Lane; and suggested the right turn from Gainsborough Lane would be much safer if islands are provided of the type proposed at Wilmington.
General scheme comments	n/a

Table 6-11 Summary of responses from parish councils

Organisation	Walking & cycling	Selmeston			Drusillas	Wilmington		Polegate		
		1	4	6		1	2	10	12	13
Arlington Parish Council	-	-	-	-	-	✓	✓	-	-	-
Selmeston Parish Council	✓	✓	✓✓	x	-	✓	x	-	-	-
Alciston Parish Council	✓	✓	✓✓	-	-	-	-	-	-	-
Willingdon & Jevington Parish Council	✓	✓	✓	✓	✓	✓	✓	-	-	✓

*✓✓ indicates a preferred option over another option that has also received support.

6.4 Statutory environmental bodies

The South Downs National Park Authority provided a comprehensive response, as summarised below. Supporting evidence on landscape, access, visual impacts, biodiversity, archaeology/cultural heritage and ecosystems was provided. The environmental teams welcomed this information, which will feature in their analysis. The summary below focuses on landscape, access and visual impacts.

Table 6-12 Summary of response from South Downs National Park

South Downs National Park	
Key concerns	Protecting and conserving the landscape and character of the South Downs National Park.
Key objectives/hopes	

Positives	
Negatives	A recurring concern is the provision of pedestrian refuges to facilitate crossing the A27.
Walking and cycling	<p>Support the concept of an east-west non-motorised user route for walkers, cyclist and horse riders. But the overall impression is that non-motorised users will be disadvantaged by the proposed schemes, with north/south access across the A27 severely impacted.</p> <p>Provision for non-motorised users is frequently on the northern side of the carriageway with few opportunities for users to access the South Downs National Park.</p> <p>There is an opportunity to improve connectivity for cyclists between Berwick railway station and Berwick village. However, the proposed improvements fail to address this issue and make no connection with either the existing promoted cycle route or the Vanguard Way long distance walking route.</p>
Selmeston	<p>All Selmeston Options 1, 4 and 6 have unacceptable impacts on the special qualities of the National Park.</p> <p>The construction of a major trunk road around Selmeston would clearly trigger the “major development test” as set out in paragraph 116 of the NPPF</p> <ul style="list-style-type: none"> • All three options would involve significant vegetation loss, including hedgerows, tree-belts and parts of woodlands. Similarly, all options involve considerable earthworks, with the creation of cuttings and embankments to smooth out the vertical alignment of the A27 route. In particular, Routes 1 and 4 include proposals to dig a substantial cutting through Mill Hill (south-west of Selmeston), with an elevated section on its approach. All options include proposals to create an elevated section over the local valley between Selmeston and Alciston (albeit in different positions for each option, with differences in the proposed vertical elevations). In relation to Option 6, in order for these earthworks to be undertaken traffic would need to be taken away from the existing road and onto temporary construction roads stretching between Middle Farm and Molehill Shaw, and also on the tree-line incline to Selmeston from the west. • The two bypass options would cause issues of severance, cutting across routes of current public rights of way. The on-line road improvement option has the advantage of not causing an increase in severance. • Aside from the direct physical and landform effects of all three options for the route at Selmeston, each option would have implications for the wider landscape and visual amenity. • Similarly, both bypass options would have significant implications for users of Bopeep Lane and Common Lane. • All proposed routes fall within SSSI impact zones. • The road improvement option with the least adverse landscape and visual, and access connectivity effects would be the Selmeston option 6 (on-line option)

Drusillas	As presented, the design of the junction proposals within the SDNP would have significant adverse impacts, so the SDNPA will on a case by case basis call for better design lead solutions for mitigating these impacts
Wilmington	Direct physical implications for the landscape amenity, which would require clearance of some vegetation. It would expose nearby receptors to views of the highway, movement of vehicles across the scene and an increase in road noise. This would erode the tranquillity of the SDNP.
Polegate	At Wilmington, Option 1 has the least adverse landscape and visual, and access connectivity effects, but option 2 does offer some benefits. At Polegate, Options 10 and 12 have the least adverse landscape and visual, and access connectivity effects – but not option 13.
General scheme comments	<p>Urge HE to look more exhaustively at lower impact measures to address perceived problems of traffic flow and safety along the route without involving major new infrastructure within or adjacent to the National Park.</p> <p>SDNPA suggests possibility of maximising local benefit through HE Designated Funds (available separately).</p> <p>SDNPA consider information on</p> <ul style="list-style-type: none"> • Landscape impact, visually, tranquillity, accessibility • Biodiversity • Archaeological/Cultural heritage • Transport modelling • Economy • Ecosystem Services <p>No traffic modelling data has been given to them yet so further work would look to understand:</p> <ul style="list-style-type: none"> • The balance between local and through traffic and what that means both now and in the future • The effects of changing traffic route patterns, mix of traffic (HGVs, car, bus etc.) and volumes on the local roads to and from SDNP, to assess whether these local road networks have sufficient capacity to accommodate changes and the effects on the communities through which they pass • The impacts of traffic volumes at neighbouring pinch points at Lewes and around Polegate/Hailsham/Eastbourne, to understand the extent to which any potential journey time savings would be lost in increased waiting times elsewhere on the route.

Table 6-13 Summary of response from Historic England

Historic England	
Key concerns	n/a
Key objectives/hopes	n/a
Positives	n/a
Negatives	n/a
Walking and cycling	Not considered to cause much harm to heritage assets, so the historic environment is unlikely to be the deciding factor in appraisal of options.

<p>Selmeston</p>	<p>They do not support either bypass option, citing damage to “historic landscape character” including risk of damage to archaeological assets caused by construction of bypass on undeveloped areas and impact from infrastructure such as noise, lighting and views. Consider Option 1 to have the most negative impact and Option 4, although the harm would be less due to the road being shorter, would also have a negative impact. Option 6 is considered not to cause major disruption or harm, but the online junction improvements and the small offline section near Alciston could still cause harm to the setting of nearby listed buildings.</p> <p>Historic England raises a specific concern that ground works or deep excavations would cause considerable harm to any undesignated archaeological remains.</p>
<p>Drusillas</p>	<p>Considered likely to cause relatively little harm to heritage assets, so the historic environment is not likely to be the deciding factor in these options’ appraisals.</p>
<p>Wilmington</p>	<p>They do not support either option, citing impacts on the rural and historic character of the area. Specifically concerned about:</p> <ul style="list-style-type: none"> • Significant new infrastructure that is not in keeping with the simple rural village setting • Severe encroachment on existing grass verges and open spaces, including the historic Green • Widening A27 would increase severance effect between either side of Wilmington • Harm to the setting of the listed Crossways Hotel • Given Wilmington’s history, there is potential to harm undesignated assets – namely the high potential that works disturb remains of the medieval settlement here <p>Option 2 introduces all these impacts to a greater degree and will also “disrupt the local network of trees and hedgerows”. Deep excavations for a subway would increase the possibility of harming undesignated archaeological remains.</p>
<p>Polegate</p>	<p>Considered likely to cause relatively little harm to heritage assets such consider that the historic environment is not likely to be the deciding factor in these options’ appraisals.</p>
<p>General scheme comments</p>	<ul style="list-style-type: none"> • Recommends detailed heritage assessments, including consideration of known undesignated archaeology and assessing potential for disturbing unknown undesignated archaeology. • Scope and methodology of assessments should follow published guidance on the setting of heritage assets (Historic England Good Practice in Planning Note 3) including “effects on historic landscape character, and the settings of designated and non-designated heritage assets both within and outside the site boundary”.

6.5 Local businesses and organisations

Comments from other organisations were grouped into local businesses, cycling and other active groups and resident groups.

Business

The business responses included travel companies that use the corridor, local tourist attractions along the route and Federation of Small Businesses (East Sussex Region), Eastbourne unlimited Chamber of Commerce and Folkington Estate.

General

General scheme comments from businesses focused on the need for a larger (dual carriageway) scheme to support local economic growth.

Shared use path

The response from businesses on the shared use path depended on the nature of the business. The Charleston Trust (a tourist attraction on the A27) supported the improvements but made suggestions of additional improvements that could be made. Other businesses were concerned over value for money due to the low demand. Folkington Estate also support the shared use path and expressed a preference for it to be fully segregated and made a comment regarding the maintenance.

Selmeston

Business responses did not typically specify a preferred option at Selmeston but instead reiterated their desire to see a dual carriageway bypass delivered. Charleston Trust specified a preference for Option 6 and suggested further improvements that could be made to accesses along the corridor. Folkington Estate preferred Option 4 as it balances the need to address local problems whilst minimising encroachment into the national park.

Drusillas

Of the business responses that commented on the improvement at Drusillas, there was an even split between support and negative comments. Again, the negative comments typically focused on the desire for a wider bypass option.

Wilmington

All four businesses that specified a preference between the schemes chose Option 1. Specified concerns were raised by the business owners local to the scheme. Folkington Estate opposed both options due to the required land take and impact on the local environment, and suggested an alternative comprising a small roundabout and a 40mph speed limit.

Polegate

Local businesses preferred Option 13 at Polegate. Specific concerns were raised over access to Gainsborough Lane, Stud Farm Estate and Honey Pot Farm. These comments were consistent with those raised by the public through the questionnaire.

6.5.1 Cycling and other active groups

Six cycling clubs and two rambling groups responded to the consultation. The Campaign for Better Transport also submitted a comprehensive response to the consultation.

General

Cycling and rambling groups highlighted the severance impact of the A27 on local cycling and walking routes. Nearly all groups raised safety concerns over the current disjointed provision along the A27 corridor. Comments were received on the lack of easy access for walkers and cyclists to the South Downs National Park. The Campaign for Better Transport stated:

“We welcome the emphasis to connecting up pedestrian and cycle routes but these facilities need to be designed to the latest standards in order to realise their full potential, socially, environmentally and economically.”

Shared use path

Local cycling groups gave unanimous support, though most groups also highlighted the need for the scheme to be designed to a high standard. The rambling groups stated a the need for safe crossing points at all rights of way and other key areas. Additional improvements included:

- Improvements for non-motorised users on quiet side roads
- More convenient pedestrian and cycling crossings
- Better linkages to the north and south and across to the Cuckoo Trail.

One group believe there is strong latent demand among people who want to get involved in more active travel but are put off by safety concerns and poor total-journey provision.

Selmeston

Responses from cycling and other active groups varied regarding a preferred option at Selmeston. Two groups expressed a preference for Option 6 due to concerns that a bypass option would increase traffic speeds and encourage more car traffic. One of the rambling groups chose Option 4 because of the balance between severance benefits whilst minimising the impact on the national park. The Campaign for Better Transport were strongly opposed to the bypass options due to the harm to the South Downs National Park and the increased severance of the rights of way network.

Drusillas

Of the groups that commented on Drusillas, all referred to concerns over the limited nature of the crossing facilities, preferring signalised crossing to the uncontrolled crossings that are currently proposed. The Campaign for Better Transport suggests a “better at grade solution needs to be sought” and stated the scheme presents a good opportunity to complete the link to Berwick Station.

Wilmington

Two of the groups specified a preference for Option 1, Campaign for Better Transport opposed Option 2 and the remaining groups did not state a preference. Specific concerns related to potential increases in speed and traffic flows increasing the risk to pedestrians and cyclists. The two groups who preferred Option 1 qualified their preference by stating the crossing should comprise traffic signals.

Polegate

None of the cycling and rambling groups specified a preference for any of the options at Polegate. Concerns were raised by two groups over the potential increase in traffic flows and speeds and the impact this would have on safety and the environment. Campaign for Better Transport opposed the option, stating the number of crossings required for pedestrians and cyclists was excessive.

6.5.2 Residents' groups

Five residents' associations responded. Summaries of responses from local parish councils are shown earlier in this chapter.

General

Concerns were raised over the current impact to surrounding roads and villages when an accident closes the A27. One group believes the priority of the scheme should be to address safety issues. Two groups stated the scheme would not deliver a long-term solution, and one group suggested the money should be put towards a bypass.

Shared use path

Of the two groups that commented on the shared use path, both queried the demand for such a scheme.

Selmeston

The only group that commented on the Selmeston options stated that a dual carriageway between Lewes and Eastbourne would be a preferred option.

Drusillas

The only group that commented on the proposed improvement at Drusillas roundabout felt that the current roundabout works reasonably well, implying that no change is needed.

Wilmington

Brief comments were received from two groups, one regarding the need to segregate pedestrians from vehicles and one suggesting the scheme should comprise a pelican crossing.

Detailed responses were received from the Wilmington A27 Working Group and Wilmington Village Club. An alternative option was proposed comprising a small roundabout, a Pegasus crossing and a 40mph speed limit. Suggestion mitigation measures to provide more of a village environment included quiet road surfaces, addressing bumps and uneven manhole covers that cause noise and vibration.

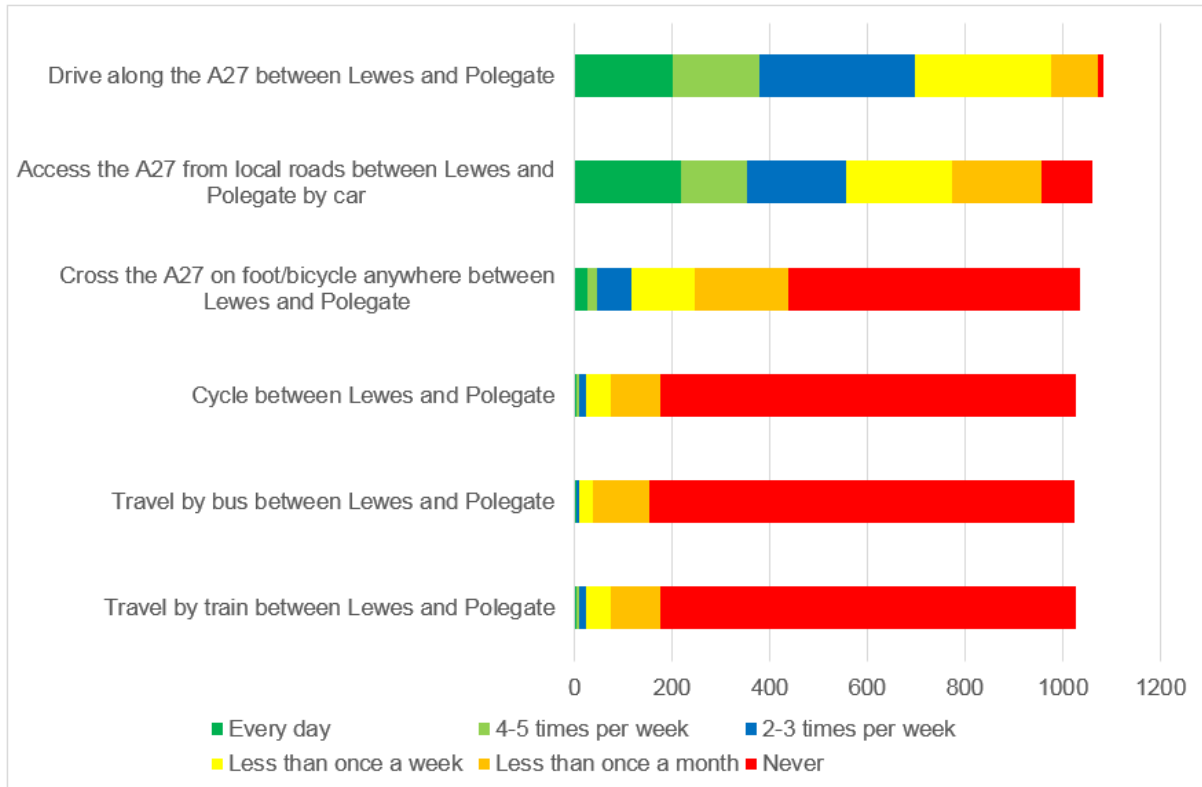
Polegate

The only response regarding improvements at Polegate was from Willingdon Residents' Association and stated that the access from Stud Farm/Gainsborough Lane is currently extremely dangerous and that the proposals do not appear to address the issue.

7 Travel habits of consultees

Respondents were asked about their travel habits and how frequently they use the A27. The number of responses in the questionnaire varied by mode; on average 1043 responses were received to this question. Figure 7.1 shows that cars dominate.

Figure 7-1 Travel habits of consultees



8 Additional issues

This section summarises lessons learnt, key features of the questionnaire analysis and next steps for engaging with respondents to the consultation.

8.1 Lessons learnt

- Whilst the paper questionnaire provided a separate box for the respondent's address and postcode (allowing for easy analysis and encourage respondents to provide a postcode), the online questionnaire did not have a separate box for the postcode. This required additional processing of the questionnaire results as part of the postcode analysis.
- There were notable differences in how people responded to the questionnaire, depending on whether they were online or via pen and paper. In general, online responders were more likely to complete all questions. Certain questions, such as question 7 on scheme priorities, were responded to less effectively by those using pen and paper. This suggests the layout and instructions in the questionnaire could be refined.
- Residents at Wilmington were disappointed that an exhibition event was not organised for the village, so an event was set up during the consultation period. The contacts made will help us to engage further with them.

8.2 Emerging themes

- A recurring theme in consultation responses (and at consultation events) was the desire for a dual carriageway to the north of the current A27. The consultation material clearly stated that the A27 East of Lewes scheme was a separate scheme and in no way precluded the delivery of a larger bypass scheme in future. Following this non-statutory public consultation exercise, the Secretary of State for Transport, Chris Grayling, announced £3m of funds (to be taken from £75m available for the A27 East of Lewes scheme) would be dedicated to a full offline study into such a scheme¹.
- The exhibition boards showed summary business cases for each of the scheme components, including an analysis of value for money (benefit to cost ratio). Some consultees misinterpreted benefit to cost ratio and the weight given to value in the scheme assessment. Some Customer Care Centre logs requested further details on the benefit to cost ratio calculations. While the consultation material tried to convey this information concisely and clearly, the queries suggest that technical information could be simplified.

¹ <http://www.sussexexpress.co.uk/news/chris-grayling-announces-a27-replacement-survey-1-7962209>

9 Summary

9.1 Questionnaire analysis

A total of 1140 questionnaires (paper and electronic) were received during the six-week consultation period. The questionnaire asked a total of 17 questions, with questions A1 – A8 and B1 – B4 considered key, and questions C1 – C5 considered optional. A copy of the consultation questionnaire can be found in [Appendix C](#).

The electronic questionnaires were collected using Citizen Space, an online consultation platform. All responses have been analysed and grouped into themes, with the following key points noted:

General concerns

Key concerns of respondents:

- Road safety – 78% very concerned
- Accommodating extra traffic from future housing and economic development – 74% very concerned
- Congestion or delays at junctions – 70% very concerned

Walking and cycling shared use path

In general, respondents either agreed or strongly agreed that the walking and cycling route would be a safer and more attractive/convenient route (59%) and crossing facilities (64%). Fewer people (38%) agreed or strongly agreed the scheme would encourage more people to make trips on foot or by bike. Numerous comments alluded to the lack of need for such a scheme and concern over value for money.

Selmeston

In summary

- 37% preferred Option 1, a new bypass to the far south of Selmeston
- 26% preferred Option 4, a new bypass close to Selmeston
- Option 6 (upgrade to existing A27 through Selmeston) and a 'Do nothing' option received a similar level of support
- The preferences of consultees varied depending on the location of the respondent.

The free-form comments regarding Selmeston focused on concerns over value for money, road safety and the impact on the environment.

Drusillas

Nearly 50% of respondents either agreed or strongly agreed that altering the roundabout would improve traffic flows through the junction. Around 45% of respondents felt the scheme would provide suitable and convenient crossing facilities. 41% agreed or strongly agreed that the scheme would improve safety at the junction.

Wilmington

Approximately 38% of consultees expressed a preference for Option 1. Option 2 received a similar level of support. At a separate meeting on 1 December 2016, Wilmington residents raised the idea of 'Option 1 Light', comprising a pegasus crossing and methods to reduce the traffic speed and create a village environment.

Polegate

57% of respondents preferred Option 13. Option 12 garnered the least support. Option 10 received 11% support, while 14% opted to 'do nothing and leave it as it is'. The free-form

comments regarding Polegate focused on lane arrangements and access to Brown Jack Avenue and Gainsborough Lane.

Priorities

Consultees were asked to rank the schemes in order of importance. Considering respondents first and second ranked options, the schemes components in order of preference were:

- Polegate
- Selmeston
- Drusillas
- Wilmington
- Walking and cycle path

9.2 Stakeholder response analysis

Stakeholders have been separated into four key groups

- Local authorities
- Parish councils
- Statutory environmental bodies
- Local businesses and organisations

Local authorities

In general, local authorities who responded support improvements at Drusillas and Polegate, with a clear preference for Option 13 at Polegate. There was also a consensus that proposals for Selmeston and Wilmington offer poor value for money.

Parish councils

Four parish councils responded. In general, they support the shared use path; expressed a desire for a bypass option at Selmeston; and support an improvement at Wilmington. The parish councils did not comment on all options.

Statutory environmental bodies

South Downs National Park (SDNP) and Historic England responded, both of which expressed concern over the impact of a bypass at Selmeston. Neither would support such a scheme.

SDNP stated that as presented, the design of the junction proposals within the SDNP would have significant adverse impacts. They will call for better design lead solutions for mitigating these impacts on a case by case basis. Of the options at consultation, Wilmington Option 1 and Polegate options 10 and 12 were considered to have the least impact on landscape, access and visual impact.

Historic England raised concerns over the impact of the proposed improvements at Wilmington and neither option was supported. The improvements at Drusillas and Polegate are seen as sufficiently localised as to not impact the wider environment/landscape.

The SDNP expressed support for the walking and cycling scheme, whilst raising concerns over certain limitations to the proposed design. Historic England considered that such a scheme would not impact the historic environment.

Local businesses and organisations

Responses from other groups were separated into local businesses, cycling and rambling groups, and residents' associations.

- Local businesses – tourist attractions along the route generally support the shared use path, while other businesses raised concerns over the demand for such a scheme. There was no clear consensus from business responses for a particular option at Selmeston and no support for Drusillas. Wilmington Option 1 was support generally, with some businesses specifying alternative proposals. Polegate Option 13 received the most support, and specific issues were raised about access to and from Stud Farm, Brown Jack Avenue and Gainsborough Lane.
- Cycling and rambling groups gave unanimous support for the shared use path. Most groups made further suggestions to improve the proposals, including facilities for crossing the A27 and better linkages to other routes.

Residents' associations focused on suggesting alternatives at Wilmington, referred to elsewhere in this report as 'Option 1 Light'. Limited comments were received regarding other locations.

9.3 Consultation effectiveness

The following information was gleaned:

- 88% of respondents found the consultation materials useful or somewhat useful.
- 71% of those who attended a public exhibition found it useful or somewhat useful.

Appendix A: Consultation brochure



A27
East of Lewes
improvement scheme
Have your say



27 October - 8 December 2016

About us

Highways England is the government company charged with operating, maintaining and improving England's motorways and major A roads. Formerly the Highways Agency, we became a government company in April 2015.

Have your say

We would like to hear your views about our proposals to improve the A27 East of Lewes. Inside this brochure you will find the early proposals for a range of improvements costing up to £75 million between Lewes and Polegate. Please tell us what you think by filling in the questionnaire included with this brochure.

The consultation will run for 6 weeks from 27 October to 8 December 2016.

For full details of the scheme please visit: www.highways.gov.uk/A27EastofLewes

This is the first of several opportunities you will have to help influence the scheme design.



Please use the following methods to contact us or to respond to the consultation:

- Complete the questionnaire included with this brochure and send to us at **Freepost A27 East of Lewes**.

You can also:

- Attend a public consultation event and complete a questionnaire.
- Complete the consultation questionnaire online at www.highways.gov.uk/A27EastofLewes
- Email info@highwaysengland.co.uk
- Call **0300 123 5000** (24 hours).

2

What is the government's Road Investment Strategy?

In 2014 the government released its Road Investment Strategy announcing £15 billion to invest in England's strategic road network between 2015 and 2020. Representing the largest roads investment in a generation, the funding will be used to increase the capacity and condition of the road network in key areas including the A27 corridor.

The south east will benefit from £2.2 billion of road investment over the next five years with a number of major improvement projects by 2020. The aim for the south east is to:

- Ease congestion on 932 miles of strategic road network in the region – 24 major improvements to start by 2020.
- Help reduce by 40% the number of people killed or seriously injured on the network.
- Tackle noise in specific areas and mitigate and/or improve the environment.
- Effectively deliver 120 miles of extra lanes for the south east.
- Support regional growth.
- Set and manage expectations of the region's residents and all road users and improve their customer experience.

A27 East of Lewes

The A27 East of Lewes scheme is a package of proposals up to £75 million included in the Government's 2015 – 2020 Road Investment Strategy. It is part of a programme of investment across Sussex that includes schemes in Chichester, Arundel, and Lancing and Worthing.

A27 East of Lewes scheme history

The A27 between Lewes and Polegate is around nine miles long (15km) and runs through predominantly open rural areas. Lewes and Polegate are the main towns in the area, with smaller towns and villages including Beddingham, Fife, Glynde, Selmeston, Berwick and Wilmington.

This stretch of the A27 suffers from congestion, delays and below average journey times with some drivers diverting to unsuitable local roads. Polegate junction is a key pinch point and there are safety issues for pedestrians and cyclists. Accidents and incidents can cause long delays. The community and local businesses are suffering because of these long-standing issues.

Traffic contributes to noise on the A27 and surrounding roads, and there are 12 'noise important areas' in the study area.

A number of studies have been carried out over the years and we understand many people would like to see a major new bypass to the north of the A27. However, this study is looking at a range of smaller measures providing short to medium term improvements to give the best value for money at this time. Future studies will look at longer term investment on the route.

South Downs National Park

One of our specific objectives is to give due regard to the Special Qualities of the South Downs National Park. We recognise that the design of some improvement options will have an impact on the South Downs National Park and we will strive to deliver a high standard of design to reflect the character of the route and its setting.

Constraints

Two significant features limit what can be done:

- The A27 runs along the edge of the South Downs National Park for much of this section and cuts through the national park at the western end.
- The Coastway railway runs parallel with the A27.

There are also environmental considerations. As much of the route is within or next to the South Downs National Park, a number of environmental constraints have been taken into account when designing scheme proposals including:

- Sites of special scientific interest in the study area; a special area of conservation and Ramsar site near Polegate; and national and local nature reserves.

- Listed buildings and scheduled monuments.
- Flooding issues along the route which are more severe at the eastern and western ends.

Benefits for A27 East of Lewes

The objectives of this scheme are to:

- Improve journey time and reliability
- Support walking, cycling and other non-car travel
- Improve safety
- Reduce community severance
- Minimise environmental impact
- Respect the South Downs National Park's special qualities

Scheme options

We have prioritised options that address capacity, safety, sustainability and access issues, and which offer localised benefits.

Following a review of issues and evidence, and in consultation with stakeholders, we are focusing on improving these areas:

- Selmeston section
- Drusillas Roundabout
- Wilmington junction
- Polegate junction
- Corridor-wide facilitate for pedestrians, cyclists and other non-car users.

We will also be looking into providing lay-bys at suitable locations.

A number of different options have been considered in each location and the options presented here have been assessed as the most suitable.



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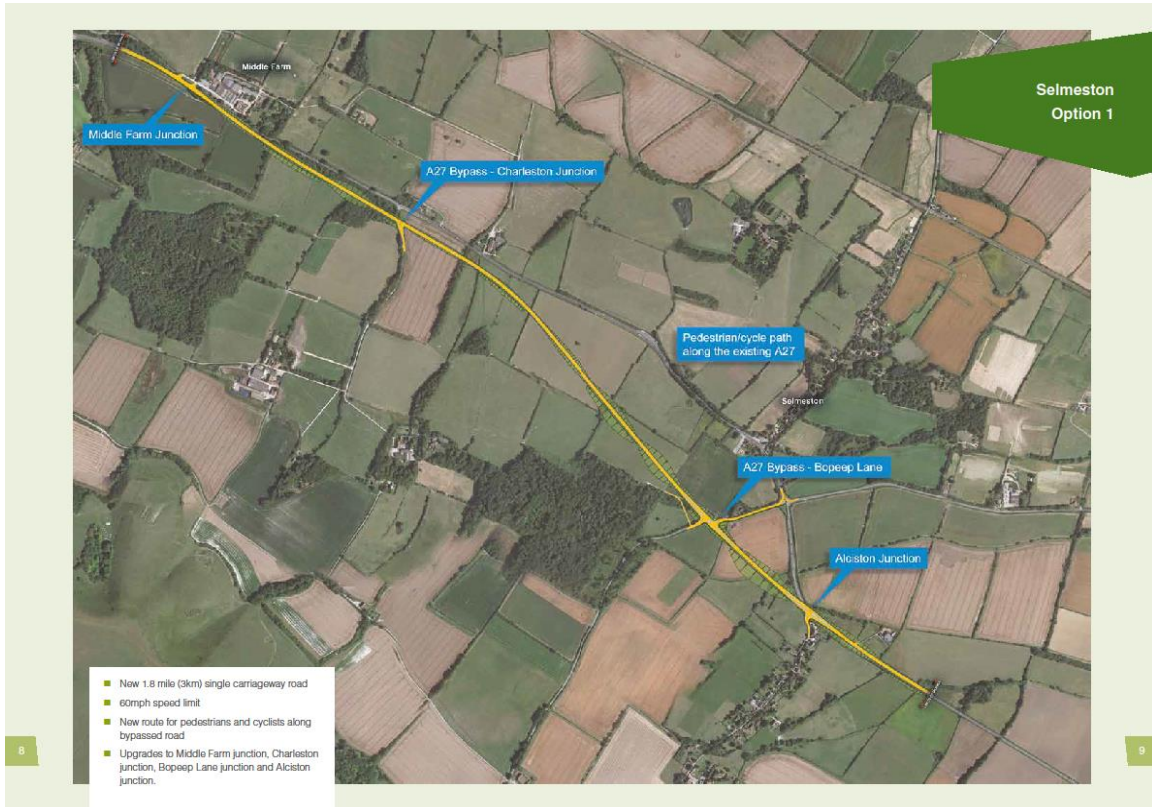
Walking and cycling path

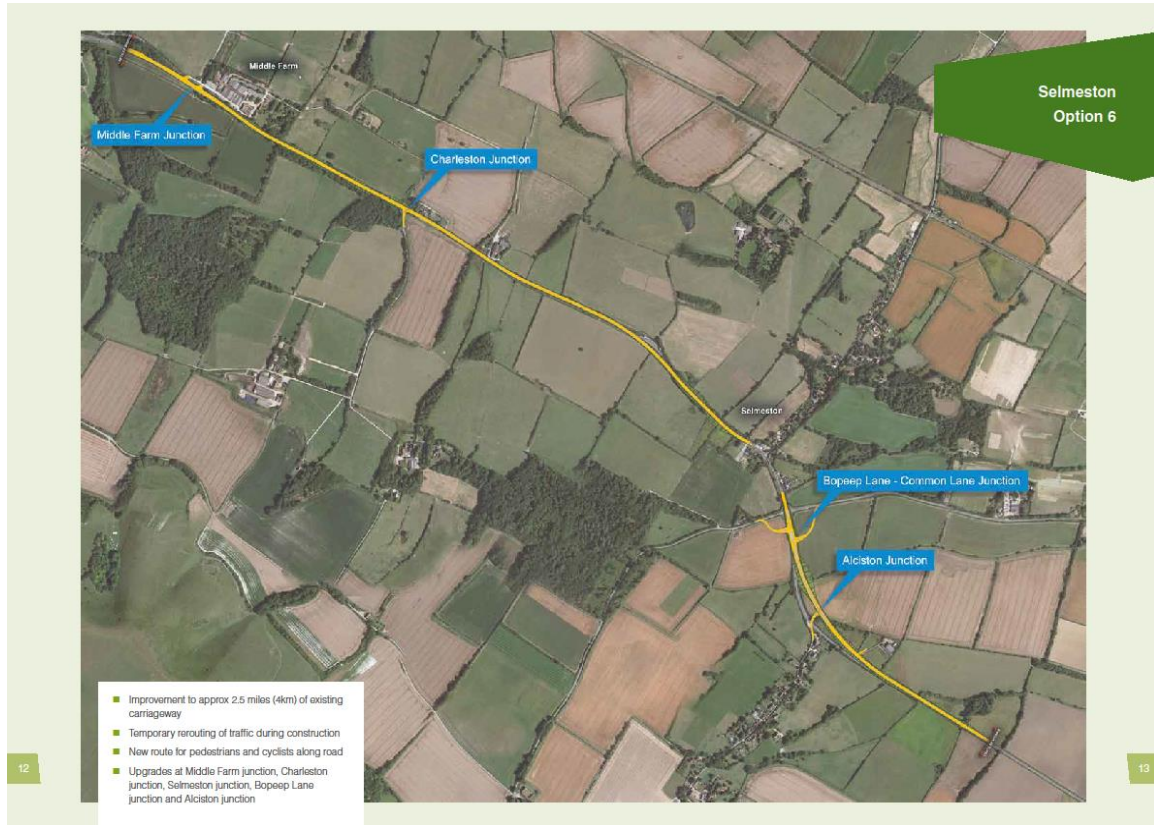
Scheme objectives	Proposed scheme
Improving journey times and reliability	Slight beneficial effect <ul style="list-style-type: none"> Fewer delays from traffic overtaking cyclists and reduction in accidents.
Supporting walking and cycling and other non-car modes of travel	Major beneficial effect <ul style="list-style-type: none"> The walking and cycle path will be a safe, attractive and direct route.
Improving safety	Moderate beneficial effect <ul style="list-style-type: none"> A significant reduction in the risk of accidents involving cyclists and pedestrians on the A27.
Reducing community severance	Major beneficial effect <ul style="list-style-type: none"> Shorter journeys between communities along the route between Polegate, Wilmington, Berwick, Alciston, Selmeston, Fittle and Glynde.
Minimising environmental impact	No significant adverse landscape effects or visual impacts expected. Some loss of hedgerow and verge grassland habitats, but can be compensated through new planting and appropriate environmental and biodiversity measures. Potential for construction to affect the setting of a scheduled ancient monument at Berwick, where any disturbance of remains would constitute a permanent large adverse effect.
Respecting the South Downs National Park	Minimal adverse effects on the South Downs National Park landscape character or appearance anticipated. New walking and cycle path will improve access to the park.

6

Scheme objectives	Proposed scheme
Estimated cost	£12 million
Construction duration	12 months
Benefit cost ratio	0.9, poor

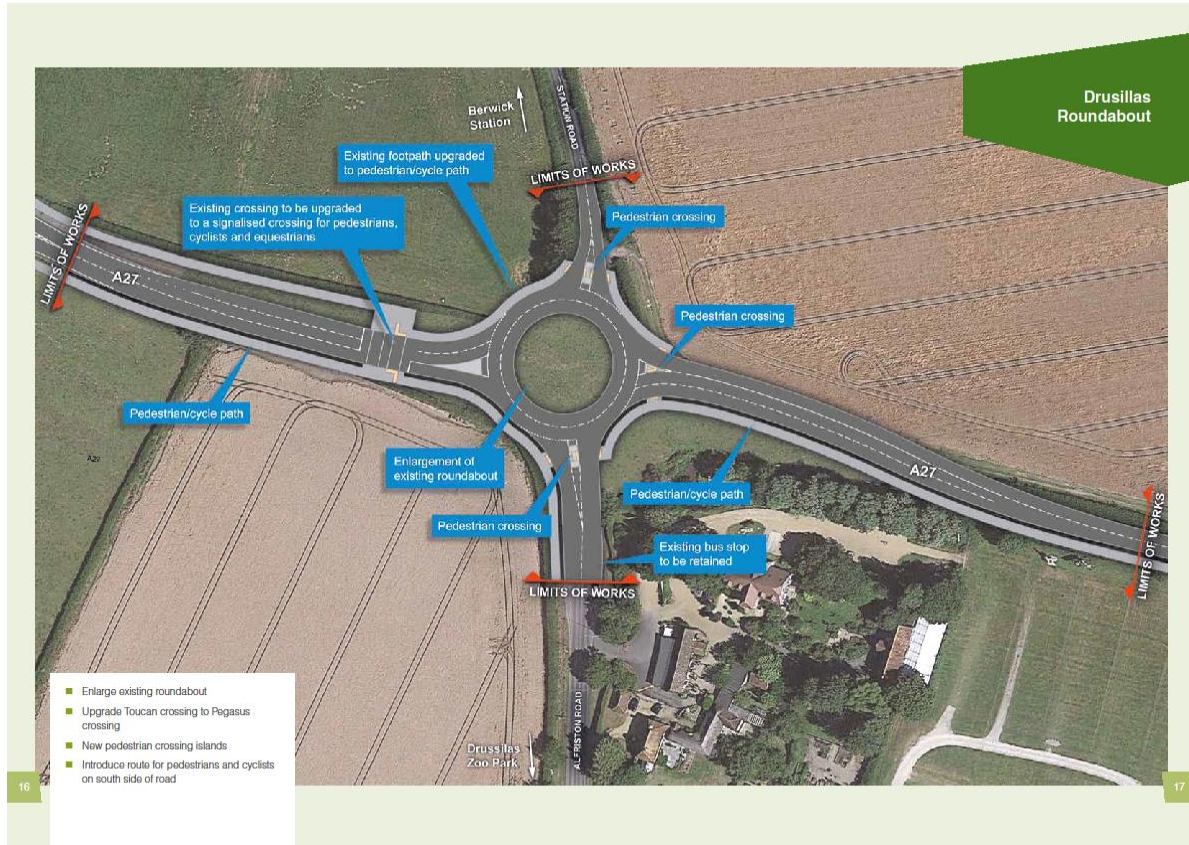
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Selmeston

Scheme objectives	Option 1 New bypass to the far south of Selmeston	Option 4 New bypass close to Selmeston	Option 6 Upgrade to existing A27 through Selmeston
Improving journey times and reliability	Moderate beneficial effect <ul style="list-style-type: none"> Separation of local and through traffic. Higher speed limit on the bypass. Stopping access to Selmeston from the west means length of some local journeys will increase. 	Slight beneficial effect <ul style="list-style-type: none"> Similar effects to Option 1. Slightly less beneficial as this option has a shorter bypass. 	No significant effects <ul style="list-style-type: none"> Local and through traffic will share same route and existing speed limit remains. Reduced risk of accidents may benefit journey times.
Supporting walking and cycling and other non-car modes of travel	Slight to moderate beneficial effect <ul style="list-style-type: none"> New walking and cycling path on existing section of A27 through Selmeston and between Selmeston, Aiciston and Berwick Station. Informal crossing points will also be improved and/or provided. 	Slight to moderate beneficial effect <ul style="list-style-type: none"> Same impacts as Option 1. 	Slight beneficial effect <ul style="list-style-type: none"> Incorporates part of the proposed corridor wide walking and cycling path. Informal crossing points will be provided and/or improved.
Improving safety	Slight beneficial effect <ul style="list-style-type: none"> Improved design. Separation of local and through traffic movements. Higher speed limits on the bypass may have a negative impact on safety. 		Slight beneficial effect <ul style="list-style-type: none"> Improved visibility and design standards. No increase in speed limit.
Reducing community severance	Beneficial effect <ul style="list-style-type: none"> Removes through traffic. Improved access to properties and facilities in Selmeston and between Selmeston and Aiciston. The closure of the bypassed section of A27 to through traffic will increase the length of some local journeys. 		No significant effect <ul style="list-style-type: none"> Through traffic will still pass through Selmeston. New informal pedestrian crossings will improve movements across the A27.
Minimising environmental impact	Moderate to large adverse effects on views from nearby properties and public rights of way are likely. Some beneficial effects are likely to arise for the bypassed section of A27 at Selmeston.		Moderate adverse and long term effects on the character of the surrounding landscape; on views from nearby properties (one a listed building); and some nearby rights of way are likely.
Respecting the South Downs National Park	Will encroach into the National Park, affecting its landscape character and appearance. Large adverse long term effects on some views from the National Park are also likely, including from the South Downs Way and Fife Beacon.	Will encroach slightly into the National Park, to a lesser extent than Option 1. Large adverse long term effects on some views from the National Park will be likely.	Will encroach very slightly into the edge of the South Downs National Park. Moderate adverse long term effects on some views from the National Park are likely.
Estimated cost	£55 million	£45 million	£47 million
Construction duration	14 months	12 months	18 months
Journey time saving	30 to 60 seconds	15 to 30 seconds	More than 15 seconds
Benefit to cost ratio	0.8, poor	0.5, poor	0.0, poor



Drusillas Roundabout

Scheme objectives	Proposed scheme
Improving journey times and reliability	Significant beneficial effect <ul style="list-style-type: none"> Widened roundabout will alleviate congestion and improve journey times for both A27 and north-south traffic.
Supporting walking and cycling and other non-car modes of travel	Slight beneficial effect <ul style="list-style-type: none"> New walking and/or cycle path on north and south sides of junction will connect with proposed new walking and cycle path on A27 and existing Sustrans National Cycle Route. This links with Berwick railway station. Upgrading existing toucan crossing to a pegasus crossing will improve conditions for horse riders.
Improving safety	Neutral effect <ul style="list-style-type: none"> Accident rates at the junction are already low. The crossing will be safer for horse riders.
Reducing community severance	Slight beneficial effect <ul style="list-style-type: none"> Upgrading crossings will improve access across the A27, and between Berwick and facilities to north and south of A27.
Minimising environmental impact	No significant environmental effects have been identified at this stage. Slight repositioning of roundabout northwards may improve localised air quality and noise conditions for some properties situated to the south-east of the junction.
Respecting the South Downs National Park	No significant long term adverse effects are expected. Roundabout will be shifted just outside the boundary of the National Park. Access into park will be improved.

Scheme objectives	Proposed scheme
Estimated cost	£10 million
Construction duration	12 months
Journey time saving	60 to 90 seconds
Benefit to cost ratio	9.0, very high



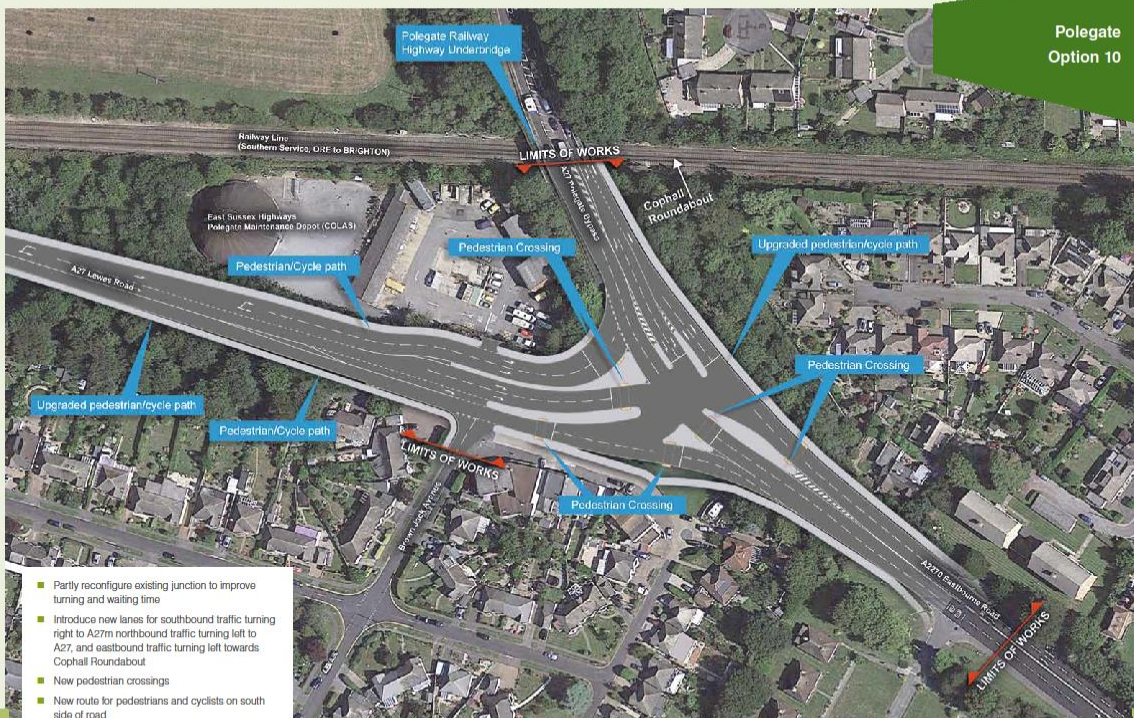


Wilmington

Scheme objectives	Option 1 Upgrade with pedestrian island	Option 2 Upgrade with underpass
Improving journey times and reliability	Slight beneficial effect <ul style="list-style-type: none"> Reduced delays associated with vehicles turning. 	Slight beneficial effect <ul style="list-style-type: none"> Realignment of Thornwell Road and modified junction layout will reduce delays associated with vehicles turning.
Supporting walking and cycling and other non-car modes of travel	Slight beneficial effect <ul style="list-style-type: none"> Will be easier to cross A27 on foot. 	Moderate beneficial effect <ul style="list-style-type: none"> Will be easier to cross A27 on foot.
Improving safety	Slight to moderate beneficial effect <ul style="list-style-type: none"> New junction design will reduce the risk of accidents. New pedestrian island improves safety for crossing the road. 	Slight to moderate beneficial effect <ul style="list-style-type: none"> Same as Option 1, although the pedestrian underpass is safer.
Reducing community severance	Slight beneficial effect <ul style="list-style-type: none"> Pedestrian island improves crossing. Staggered junction with right turn bay improves access to homes and amenities on both sides of the A27. 	Slight beneficial effect <ul style="list-style-type: none"> Underpass improves pedestrian and cycle access. Staggered junction with right turn bay improves access to homes and amenities on both sides of the A27.
Minimising environmental impact	No significant long term adverse effects on the landscape. Views from some properties and rights of way will be subject to moderate adverse effects in the long term. The setting of one listed building will be permanently affected.	No significant long term adverse effects on the landscape, although the views from some nearby properties and rights of way will be subject to large adverse effects in the long term. The setting of one listed building and the character of the Wilmington Conservation Area and historic village green will be permanently affected.
Respecting the South Downs National Park	Both options slightly enter into the boundary of the National Park. No significant long term adverse effects on the landscape.	
Estimated cost	£10 million	£12 million
Construction duration	10 months	14 months
Journey time saving through junction	30 to 60 seconds	30 to 60 seconds
Benefit to cost ratio	0.9, poor	0.9, poor

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**Polegate
Option 12**

- Partly reconfigure existing junction to improve turning arm and waiting time
- Introduce additional lane for southbound traffic turning right to A27; northbound traffic turning left to A27; and eastbound traffic turning left towards Copnell Roundabout
- Widen Polegate railway bridge with dual carriageway over it
- New pedestrian crossings
- New route for pedestrians and cyclists on south side of road

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**Polegate
Option 13**

- Partly reconfigure existing junction to improve turning and waiting time
- Introduce new lane for southbound traffic turning right to A27; northbound traffic turning left to A27; eastbound traffic turning left towards Copnell Roundabout
- Widen Polegate railway bridge with dual carriageway over it
- New northbound lane over a widened Polegate railway bridge from junction to Copnell Roundabout
- New pedestrian crossings
- New route for pedestrians and cyclists on south side of road

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Polegate

Scheme objectives	Option 10 Junction upgrade	Option 12 Junction upgrade and railway bridge widening	Option 13 Junction upgrade, railway bridge widening, widening from Polegate junction to Cophall roundabout
Improving journey times and reliability	Moderate beneficial effects ■ Reduces congestion at junction at peak times.	Moderate beneficial effects ■ Reduces congestion at junction at peak times.	Large beneficial effect ■ Can accommodate more traffic than other two options.
Supporting walking and cycling and other non-car modes of travel	Slight beneficial effect ■ All options have new signal controlled pedestrian crossings at the junction and connect with the new walking and cycling path beside A27 from Glynde to Polegate.		
Improving safety	Moderate beneficial effect ■ Improved junction design and safer pedestrian crossings.	Large beneficial effect ■ Improved junction design and road design between Polegate junction and Cophall Roundabout, and safer pedestrian crossings.	
Reducing community severance	Slight beneficial effects ■ New pedestrian crossings will improve access to facilities in Polegate. Right turn ban for traffic exiting Brown Jack Avenue means vehicles will exit via Gainsborough Lane.		
Minimising environmental impact	No long term or permanent significant environmental effects identified at this stage.	No long term or permanent significant environmental effects identified at this stage. Railway bridge widening could impact on roosting bats if found.	No long term or permanent significant environmental effects Road widening will result in loss of some deciduous woodland on west side of A27 but will be replaced by new planting. Potential for improvements in air quality and for some changes in noise levels near the junction and extending north towards Cophall roundabout.
Respecting the South Downs National Park	No long term or permanent significant adverse effects		
Estimated cost	£12 million	£17 million	£28 million
Construction duration	14 months	18 months	18 months
Journey time saving through junction	30 to 60 seconds	30 to 60 seconds	60 to 90 seconds
Benefit to cost ratio	11.5, very high	8.0, very high	8.6, very high

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Details of public exhibitions

You can find out more about the options at the formal public consultation exhibitions where our team of experts will be on hand to answer your questions.

Meet staff from Highways England to learn more about the proposed schemes:

Date	Location	Time
Thursday 27 October	Alciston & Selmeston Village Hall	The Street, Selmeston, BN26 6UG 3pm - 7pm
Friday 28 October	Alciston & Selmeston Village Hall	The Street, Selmeston, BN26 6UG 11am - 3pm
Monday 31 October	Civic Community Hall	Vicarage Lane, Hailsham, BN27 2AX 11am - 6pm
Saturday 5 November	Trinity Church	Coppice Ave, Willingdon, BN20 9QD 10am - 2pm
Wednesday 9 November	Polegate Free Church	High Street, Polegate, BN26 6AE Noon - 7pm
Wednesday 16 November	The William and Patricia Venton Centre	Junction Road, Eastbourne, BN21 3QY Noon - 7pm
Wednesday 23 November	The William and Patricia Venton Centre	Junction Road, Eastbourne, BN21 3QY Noon - 7pm
Saturday 26 November	Berwick Village Hall	Station Road, Berwick, BN26 6TD 10am - 2pm
Monday 28 November	Lewes Town Council	High St, Lewes, BN7 2QS Noon - 7pm
Tuesday 29 November	Lewes Town Council	High St, Lewes, BN7 2QS Noon - 7pm

Alternatively, pick up a brochure and questionnaire from:

Location	Address
Lewes Tourist Information Centre	High Street, BN7 2DE
East Sussex County Council	St Anne's Crescent, BN7 1UE
Eastbourne Tourist Information Centre	Cornfield Road, BN21 4QA
Eastbourne Library	Grove Road, BN21 4TL
Hailsham Library	Western Road, BN27 3DN
Denton Island Community Centre	Newhaven, BN9 9BA

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Your views are important

We would like to hear your views about the options presented, and if you think there are other viable alternatives based on your knowledge of the area.

Although there will be other opportunities to comment on and influence the proposals, this is a key opportunity for you to have your say on the future direction of the scheme. We will review and consider all comments received.

How will you use my response?

All views and comments received help us to:

- Make sure potential impacts on the community and environment have been fully considered.
- Help us prioritise the proposed options.
- Ensure the final scheme design is updated with all relevant responses where applicable.
- Ensure the final environmental statement takes into account impacts and mitigation measures you have told us about.
- Record how we have considered feedback to develop the scheme further within our consultation report.

What happens after this public consultation?

Views and comments received during the consultation will be considered and summarised in our public consultation report. A final decision is expected in summer 2017.

Following a preferred route announcement, we will develop detailed proposals for the scheme. This will include surveys and investigations to allow us to design the proposals in more detail.

Another opportunity to have your say

When the detailed designs are complete there will be another opportunity to have your say and influence their development. We will let you know nearer the time.

Development Consent Order

After this second consultation we may need to apply for a Development Consent Order (DCO). A DCO is a planning application we are required to undertake for all projects of this nature, known as Nationally Significant Infrastructure Projects. The Development Consent Order application will be examined by the independent Planning Inspectorate, who will ask for representations from interested parties. This will be another opportunity for you to have your say.

After the examination, the Planning Inspectorate will make a recommendation to the Secretary of State for Transport who makes the final decision on the scheme. We will only be given consent to construct the scheme if the Development Consent Order is granted. Consent will also allow compulsory purchase of any land required.

Scheme milestones

Full public consultation on the scheme options	Dates
Preferred route announced	Summer 2017
Full public consultation on preferred route	Late 2018
Works commence (if planning consent granted)	2020
Works complete and open for traffic	2022

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Appendix B: Consultation displays

Welcome to the A27 East of Lewes public consultation

Thank you for coming

We would like to hear your views about our proposals for the A27 East of Lewes.

Today we are showing you the early designs for a series of possible improvement measures for the A27 between Lewes and Polegate. Please tell us what you think by filling in a questionnaire.

Staff from Highways England are here to answer your questions.

A27 East of Lewes

Introduction

This section of the A27 has long-standing issues around safety and road capacity, impacting the community and local businesses.

A number of studies have been carried out over the years, and although we understand that many people would like to see a major new bypass to the north of the A27, the studies indicate that a range of smaller scale improvements will provide short to medium term improvements and will achieve the scheme objectives while providing the best value for money and the least environmental impact. Future studies will look at longer term investment on the route.

Scheme objectives are:

- Improving journey time and reliability
- Supporting walking, cycling and other non-car travel
- Improving safety
- Reducing community severance
- Minimising environmental impact
- Respecting the South Downs National Park's special qualities

A27 East of Lewes

Constraints

Two significant features limit what can be done:

- The A27 runs through and alongside the boundary of the South Downs National Park, which is an area protected for its landscape value
- The proximity of the Coastway railway, which runs parallel with the A27 to the north

Environmental constraints also need to be taken into account, including:

- Listed buildings and scheduled monuments
- Flooding issues along the route, particularly at the eastern and western ends
- Sites of Special Scientific Interest; a Special Area of Conservation and Ramsar site near Polegate (wetlands of international importance designated under the Ramsar Convention) and national and local nature reserves
- 12 'noise important areas' on the A27 and surrounding roads, where existing noise levels are already an issue.

What happens next?

Autumn 2016

- Public consultation
- Statement of results of public consultation
- Complete scheme assessment considering public consultation responses

2017

- Preferred route announcement
- Develop the preliminary design based on the preferred route
- Publish statement of community consultation
- Public consultation

2017 - 2018

- Development Consent Order (DCO) application submitted to the Planning Inspectorate (PINS)
- DCO application accepted
- DCO application examined
- Secretary of State decision on DCO application

2019

- Construction starts, if approved
- Opportunity to have your say

Scheme options

We have prioritised options that address capacity, safety, sustainability and access issues, and which offer localised benefits.

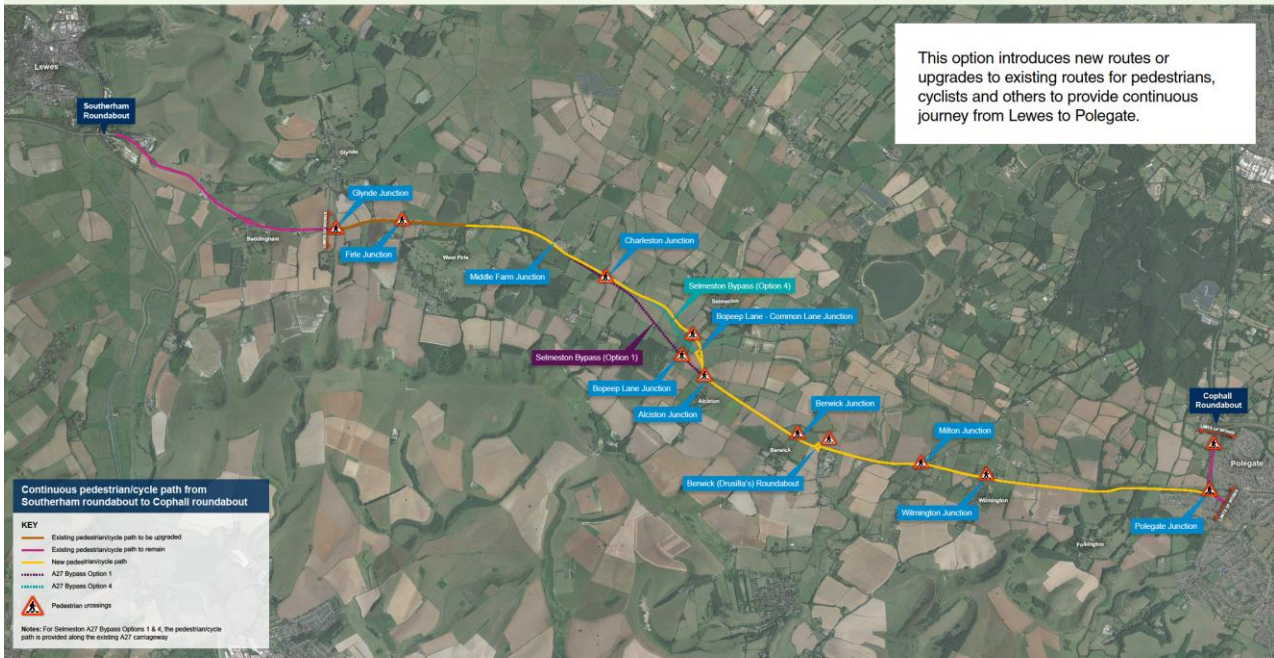
Following a review of issues and evidence, and in consultation with stakeholders, we are focusing on improving these areas:

- Selmeston section
- Drusillas Roundabout
- Wilmington junction
- Polegate junction
- Corridor-wide facilities for pedestrians, cyclists and other non-car users

We will also be looking into providing laybys at suitable locations along the A27.

A number of different options have been considered in each location and the options presented here have been assessed as the most suitable.

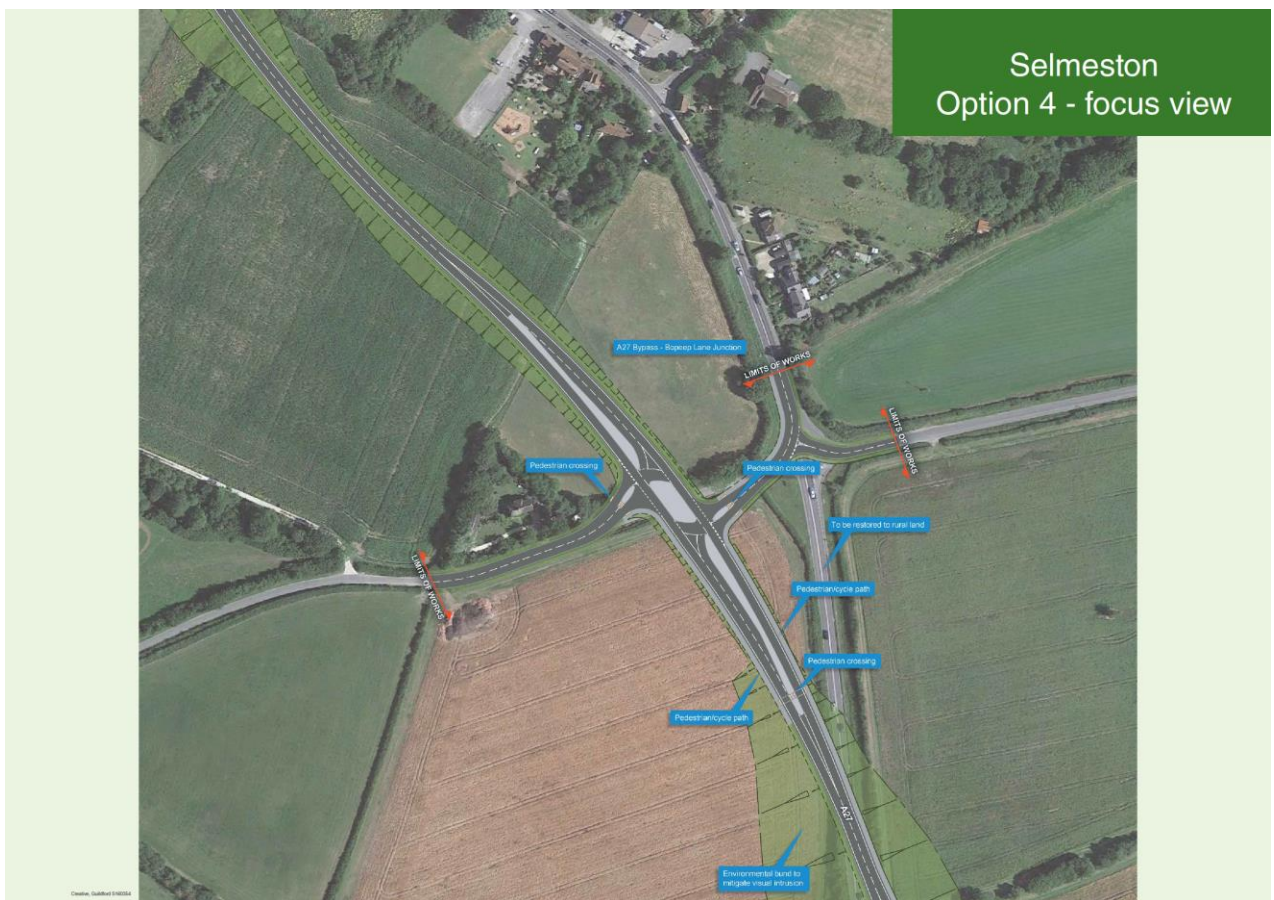
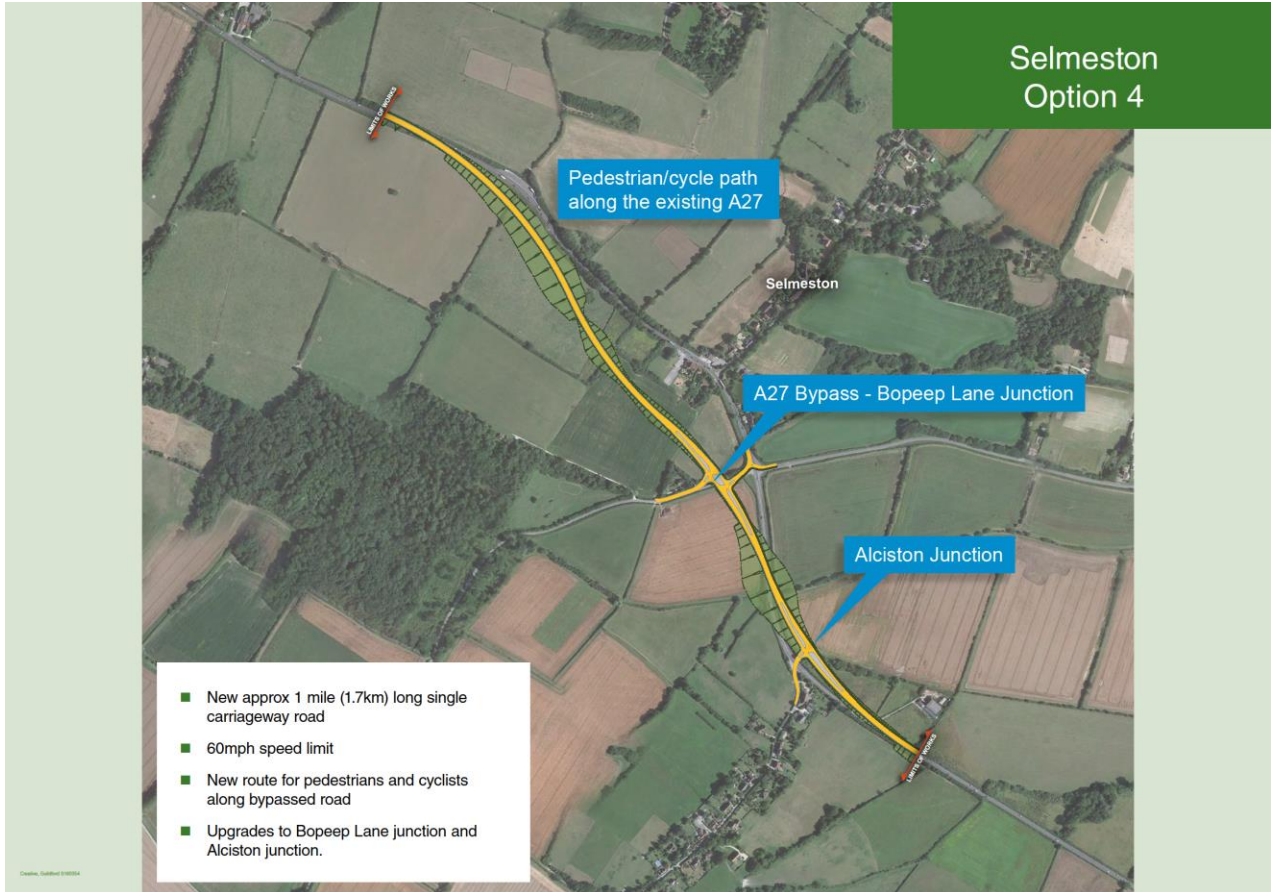
Walking and cycling path

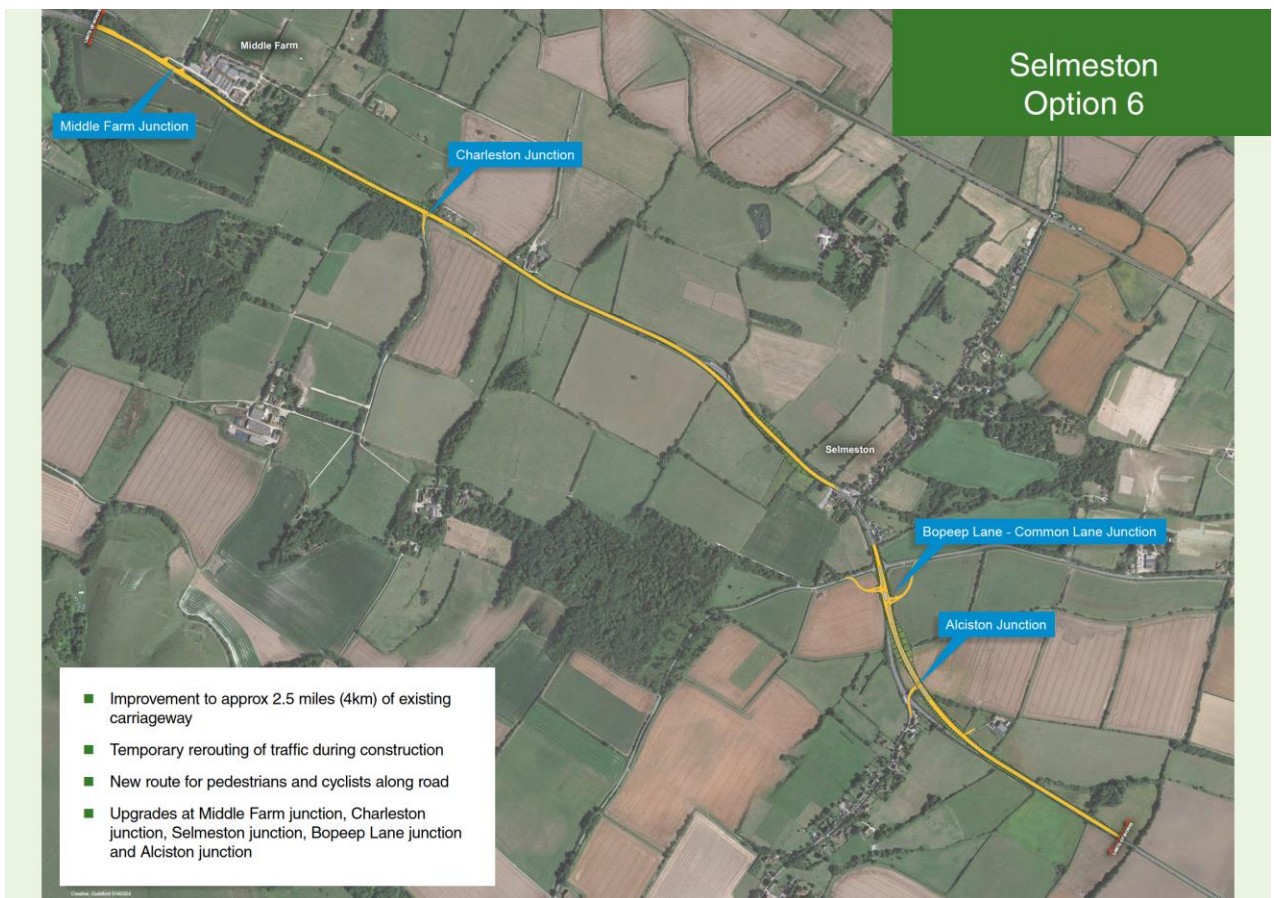


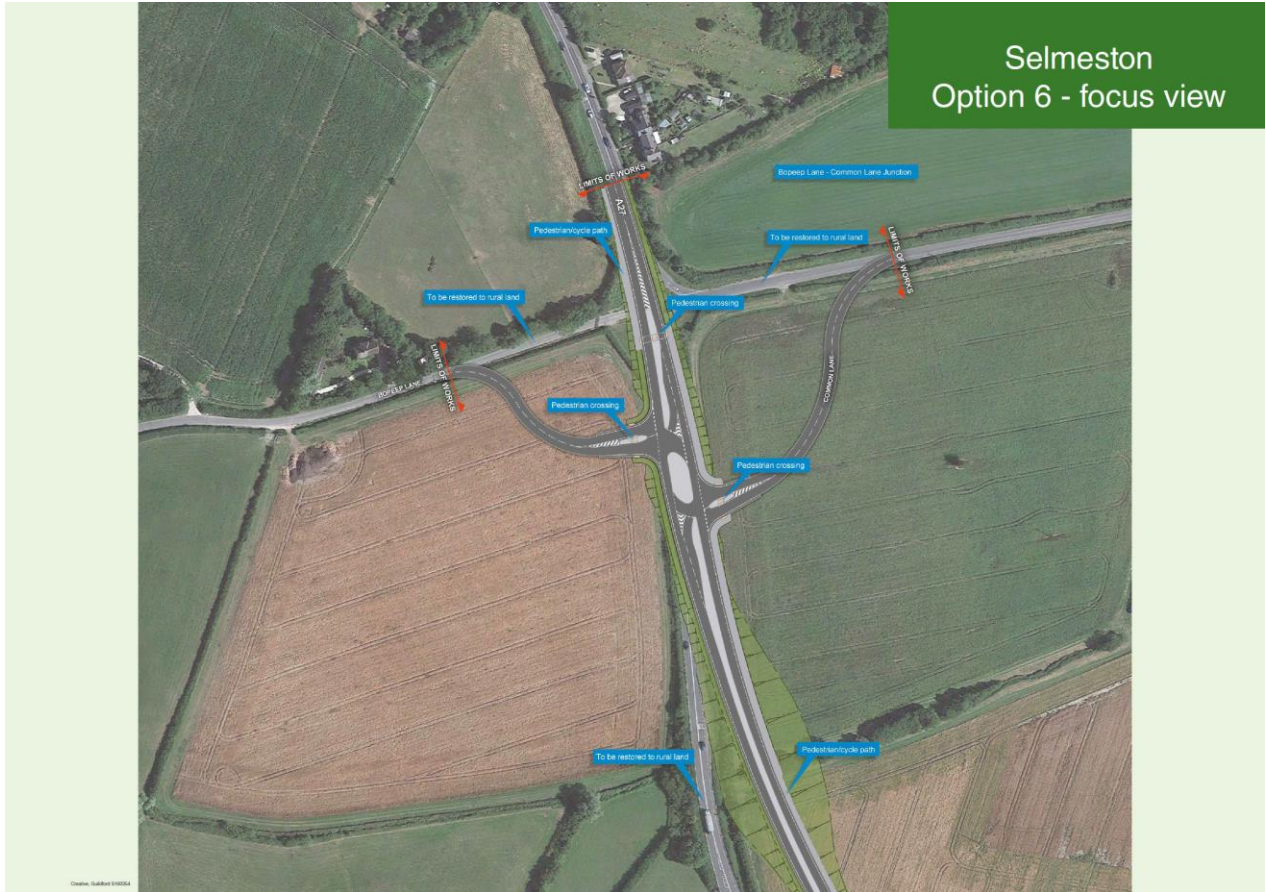
Walking and cycling path

Scheme objectives	Proposed scheme
Improving journey times and reliability	Slight beneficial effect <ul style="list-style-type: none"> Fewer delays from traffic overtaking cyclists and reduction in accidents.
Supporting walking and cycling and other non-car modes of travel	Major beneficial effect <ul style="list-style-type: none"> The walking and cycle path will be a safe, attractive and direct route.
Improving safety	Moderate beneficial effect <ul style="list-style-type: none"> A significant reduction in the risk of accidents involving cyclists and pedestrians on the A27.
Reducing community severance	Major beneficial effect <ul style="list-style-type: none"> Shorter journeys between communities along the route between Polegate, Wilmington, Berwick, Alciston, Selmeston, Firle and Glynde.
Minimising environmental impact	Minimal adverse landscape effects or visual impacts expected. Some loss of hedgerow and verge grassland habitats, but can be compensated through new planting and appropriate environmental and biodiversity measures. Potential for construction to affect the setting of a scheduled ancient monument at Berwick, where any disturbance of remains would constitute a permanent large adverse effect.
Respecting the South Downs National Park	No significant adverse effects on the South Downs National Park landscape character or appearance anticipated. New walking and cycle path will improve access to the park.
Estimated cost	£12 million
Construction duration	12 months
Benefit to cost ratio	0.9, poor



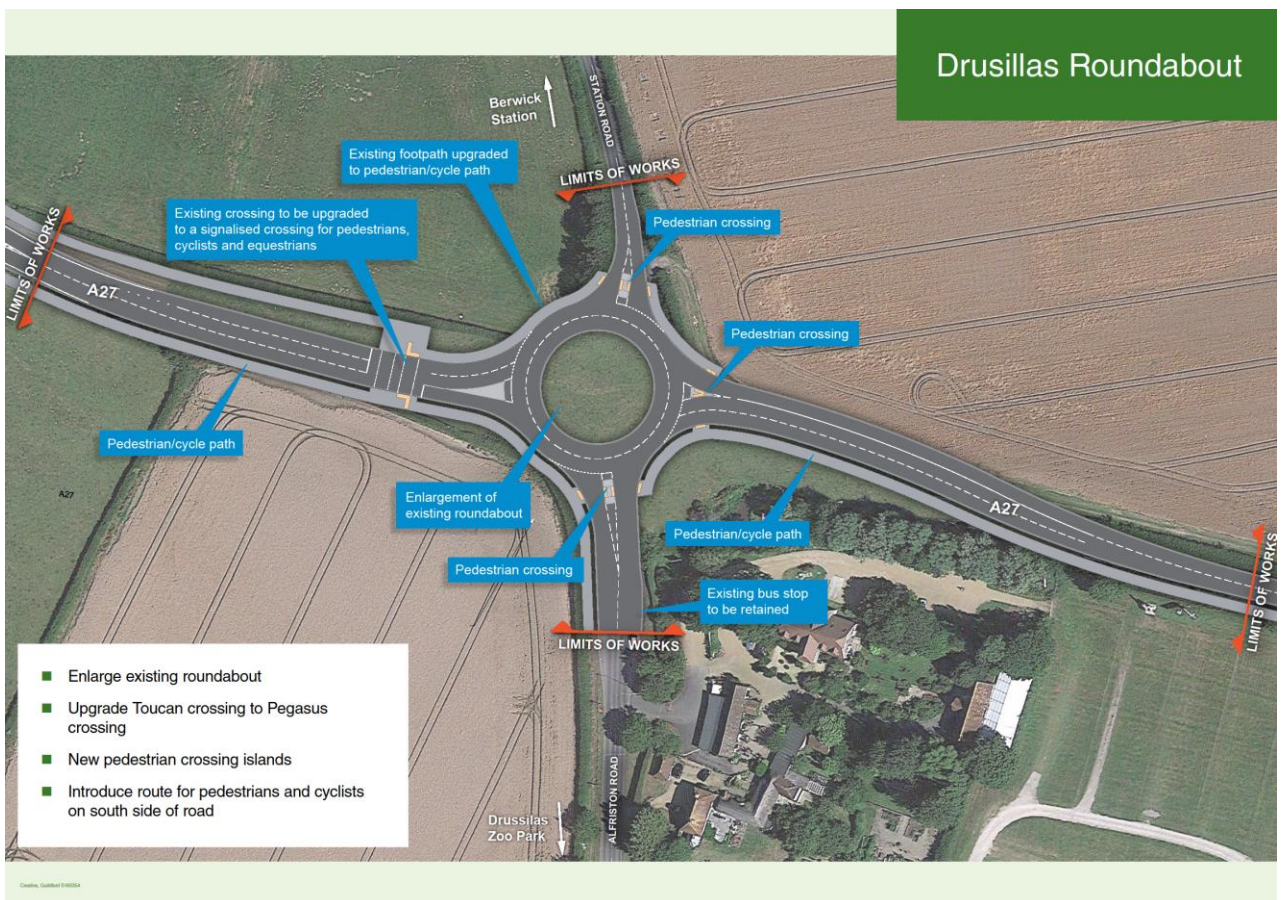






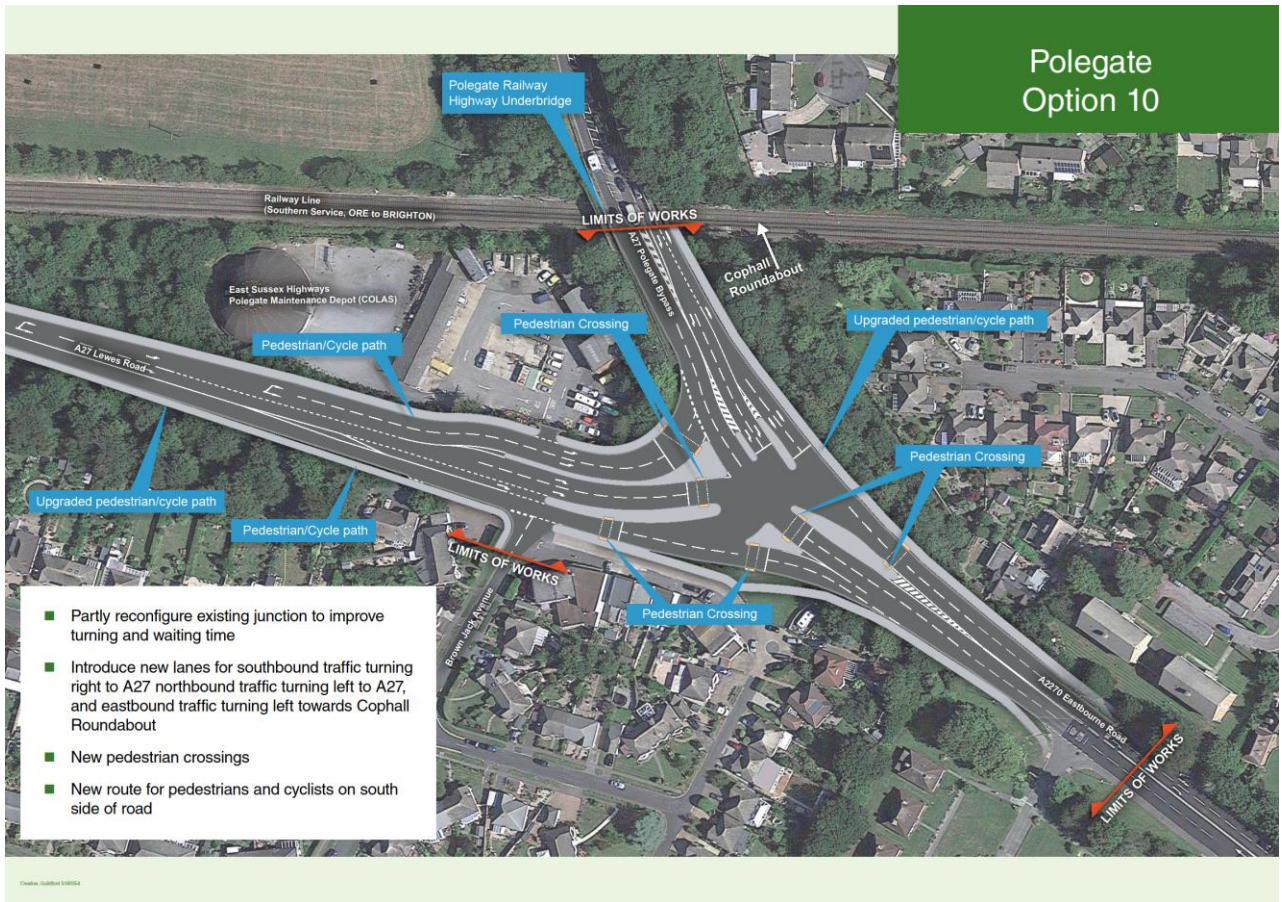
Selmeston

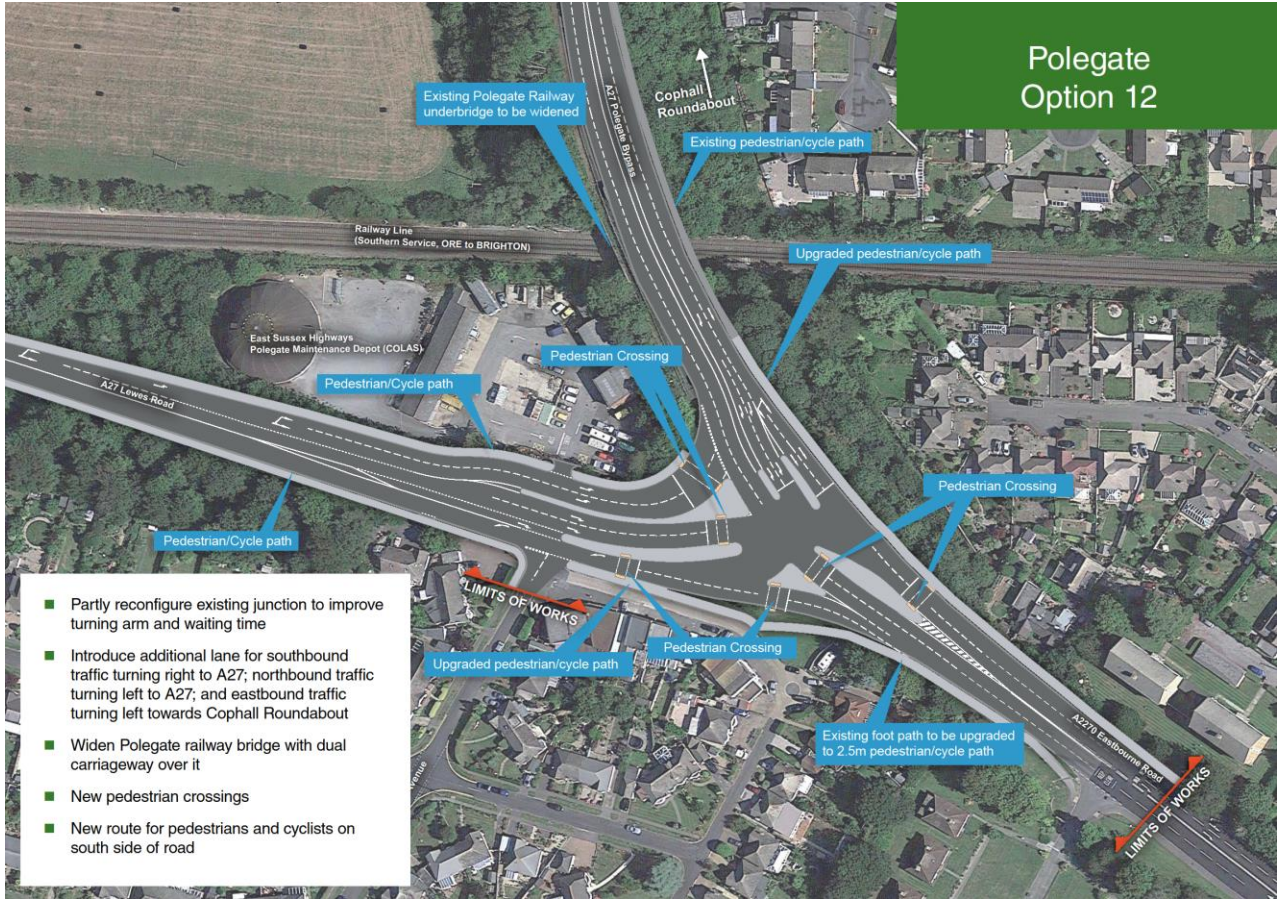
Scheme objectives	Option 1 New bypass to the far south of Selmeston	Option 4 New bypass close to Selmeston	Option 6 Upgrade to existing A27 through Selmeston
Improving journey times and reliability	Moderate beneficial effect <ul style="list-style-type: none"> Separation of local and through traffic. Higher speed limit on the bypass. Stopping access to Selmeston from the west means length of some local journeys will increase. 	Slight beneficial effect <ul style="list-style-type: none"> Similar effects to Option 1. Slightly less beneficial as this option has a shorter bypass. 	No significant effects <ul style="list-style-type: none"> Local and through traffic will share same route and existing speed limit remains. Reduced risk of accidents may benefit journey times.
Supporting walking and cycling and other non-car modes of travel	Slight to moderate beneficial effect <ul style="list-style-type: none"> New walking and cycling path on existing section of A27 through Selmeston and between Selmeston and Alciston and Berwick Station. Informal crossing points will also be improved and/or provided. 	Slight to moderate beneficial effect <ul style="list-style-type: none"> Same impacts as Option 1. 	Slight beneficial effect <ul style="list-style-type: none"> Incorporates part of the proposed corridor wide walking and cycling path. Informal crossing points will be provided and/or improved.
Improving safety	Slight beneficial effect <ul style="list-style-type: none"> Improved design. Separation of local and through traffic movements. Higher speed limits on the bypass may have a negative impact on safety. 		Slight beneficial effect <ul style="list-style-type: none"> Improved visibility and design standards. No increase in speed limit.
Reducing community severance	Beneficial effect <ul style="list-style-type: none"> Removes through traffic. Improved access to properties and facilities in Selmeston and between Selmeston and Alciston. The closure of the bypassed section of A27 to through traffic will increase the length of some local journeys. 		No significant effect <ul style="list-style-type: none"> Through traffic will still pass through Selmeston. New informal pedestrian crossings will improve movements across the A27.
Minimising environmental impact	Large adverse and long term effects on the character of the surrounding landscape. Large adverse long term effects on some views from the National Park are also likely, including from the South Downs Way and Firle Beacon. Some beneficial effects are likely to arise for the bypassed section of A27 at Selmeston.	Moderate adverse and long term effects on views from nearby properties (one a listed building) and rights of way are likely.	Moderate adverse and long term effects on the character of the surrounding landscape, on views from nearby properties (one a listed building), and some nearby rights of way are likely.
Respecting the South Downs National Park	Will encroach into the National Park, affecting its landscape character and appearance. Large adverse long term effects on some views from the National Park are also likely, including from the South Downs Way and Firle Beacon.	Will encroach slightly into the National Park, to a lesser extent than Option 1. Large adverse long term effects on some views from the National Park will be likely.	Will encroach very slightly into the edge of the South Downs National Park. Moderate adverse long term effects on some views from the National Park are likely.
Estimated cost	£55 million	£45 million	£47 million
Construction duration	14 months	12 months	18 months
Journey time saving	30 to 60 seconds	15 to 30 seconds	Less than 15 seconds
Benefit to cost ratio	0.8, poor	0.5, poor	0.0, poor



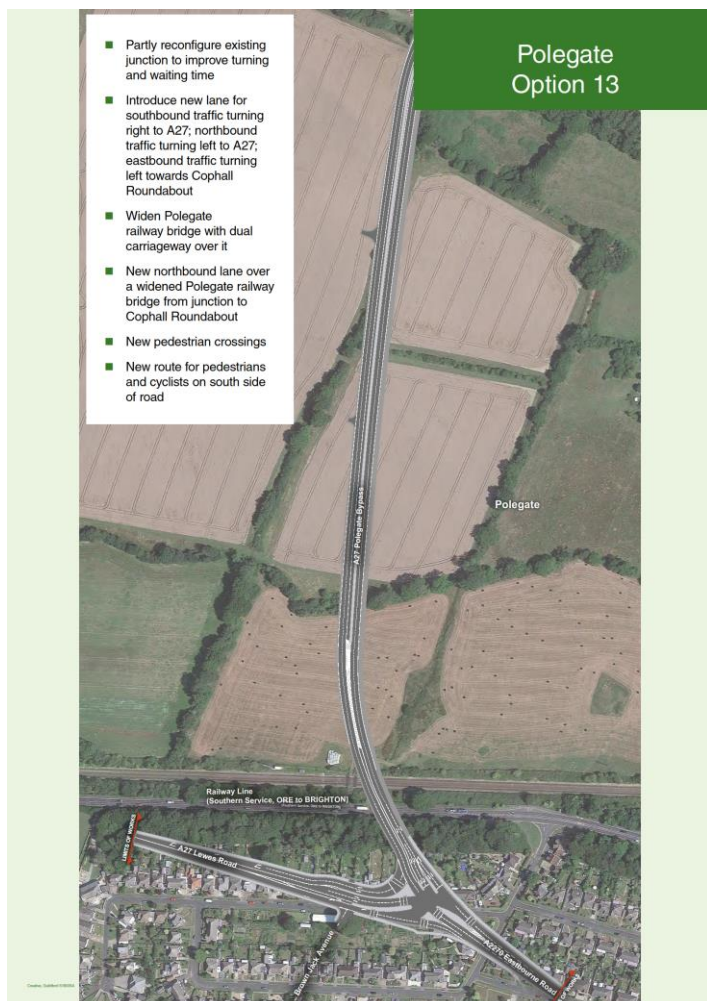
Drusillas Roundabout

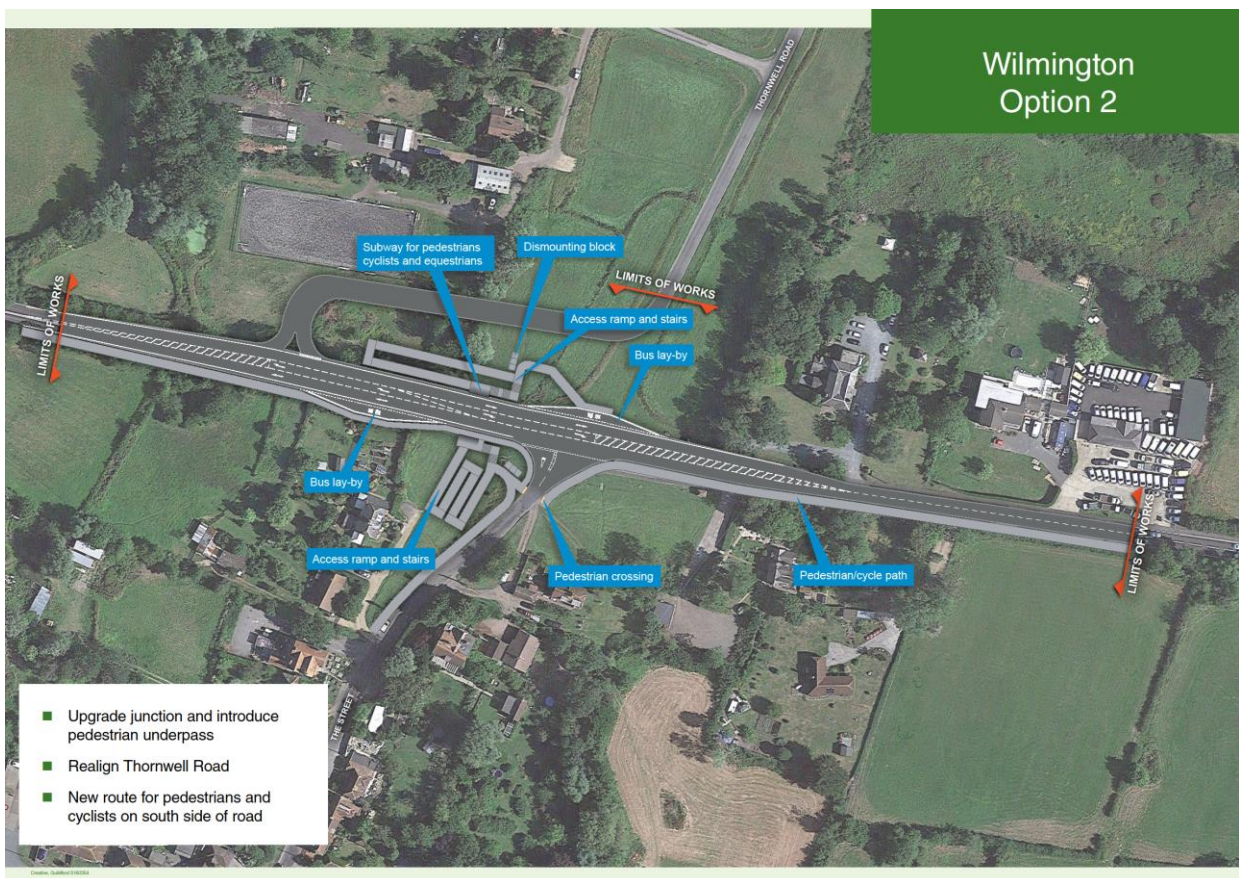
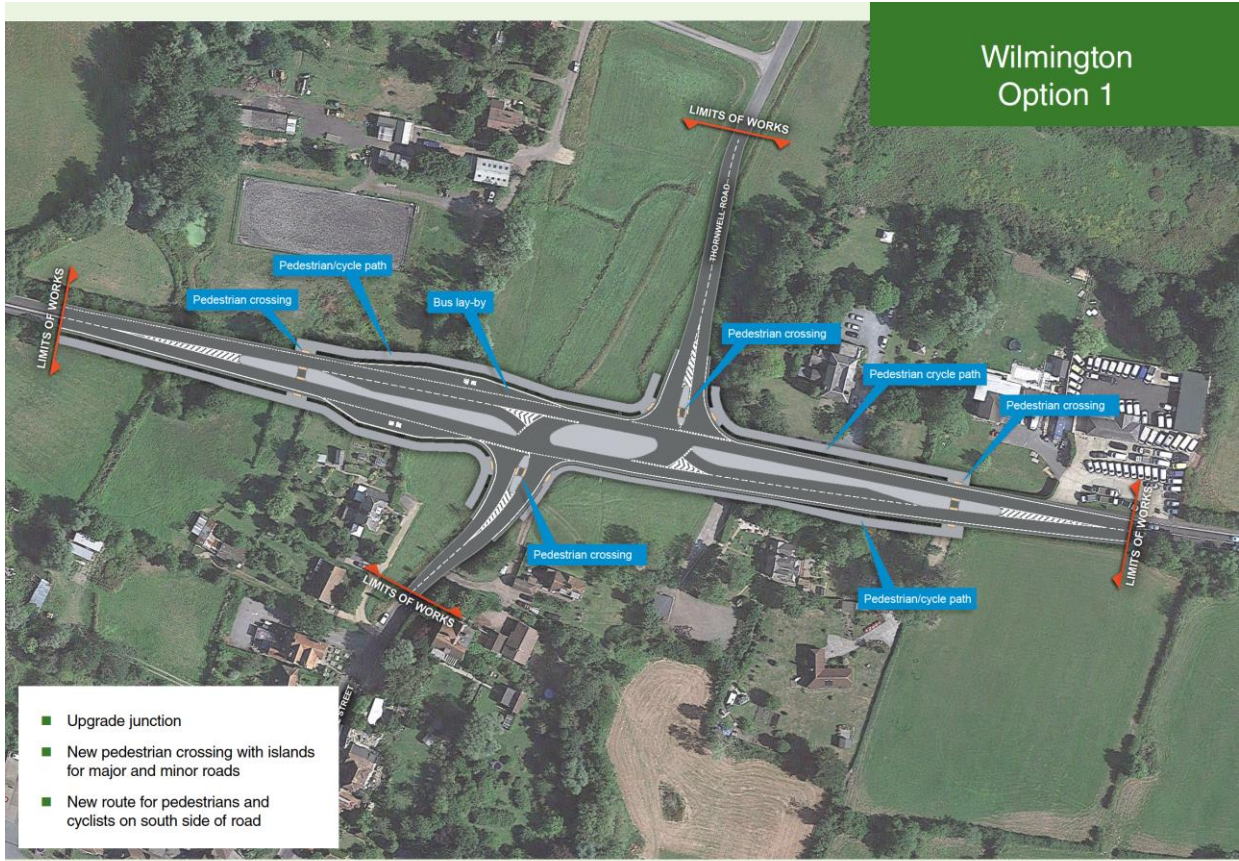
Scheme objectives	Proposed scheme
Improving journey times and reliability	Significant beneficial effect <ul style="list-style-type: none"> Widened roundabout will alleviate congestion and improve journey times for both A27 and north-south traffic.
Supporting walking and cycling and other non-car modes of travel	Slight beneficial effect <ul style="list-style-type: none"> New walking and/or cycle path on north and south sides of junction will connect with proposed new walking and cycle path on A27 and existing Sustrans National Cycle Route. This links with Berwick railway station. Upgrading existing toucan crossing to a pegasus crossing will improve conditions for horse riders.
Improving safety	Neutral effect <ul style="list-style-type: none"> Accident rates at the junction are already low. The crossing will be safer for horse riders.
Reducing community severance	Slight beneficial effect <ul style="list-style-type: none"> Upgrading crossings will improve access across the A27, and between Berwick and facilities to north and south of A27.
Minimising environmental impact	No significant environmental effects have been identified at this stage. Slight repositioning of roundabout northwards may improve localised air quality and noise conditions for some properties situated to the south-east of the junction.
Respecting the South Downs National Park	No significant long term adverse effects are expected. Roundabout will be shifted just outside the boundary of the National Park. Access into park will be improved.
Estimated cost	£10 million
Construction duration	12 months
Journey time saving through junction	60 to 90 seconds
Benefit to cost ratio	9.0, very high





- Partly reconfigure existing junction to improve turning arm and waiting time
- Introduce additional lane for southbound traffic turning right to A27; northbound traffic turning left to A27; and eastbound traffic turning left towards Cophall Roundabout
- Widen Polegate railway bridge with dual carriageway over it
- New pedestrian crossings
- New route for pedestrians and cyclists on south side of road





Scheme objectives	Option 1 Upgrade with pedestrian island	Option 2 Upgrade with underpass
Improving journey times and reliability	Slight beneficial effect <ul style="list-style-type: none"> Reduced delays associated with vehicles turning. 	Slight beneficial effect <ul style="list-style-type: none"> Realignment of Thornewell Road and modified junction layout will reduce delays associated with vehicles turning.
Supporting walking and cycling and other non-car modes of travel	Slight beneficial effect <ul style="list-style-type: none"> Will be easier to cross A27 on foot. 	Moderate beneficial effect <ul style="list-style-type: none"> Will be easier to cross A27 on foot.
Improving safety	Slight to moderate beneficial effect <ul style="list-style-type: none"> New junction sign will reduce the risk of accidents. New pedestrian island improves safety for crossing the road. 	Slight to moderate beneficial effect <ul style="list-style-type: none"> Same as Option 1, although the pedestrian underpass is safer.
Reducing community severance	Slight beneficial effect <ul style="list-style-type: none"> Pedestrian island improves crossing. Staggered junction with right turn bay improves access to homes and amenities on both sides of the A27. 	Slight beneficial effect <ul style="list-style-type: none"> Underpass improves pedestrian and cycle access. Staggered junction with right turn bay improves access to homes and amenities on both sides of the A27.
Minimising environmental impact	No significant long term adverse effects on the landscape. Views from some properties and rights of way will be subject to moderate adverse effects in the long term. The setting of one listed building will be permanently affected.	No significant long term adverse effects on the landscape, although the views from some nearby properties and rights of way will be subject to large adverse effects in the long term. The setting of one listed building and the character of the Wilmington Conservation Area and historic village green will be permanently affected.
Respecting the South Downs National Park	Both options slightly enter into the boundary of the National Park. No significant long term adverse effects on the landscape.	
Estimated cost	£10 million	£12 million
Construction duration	10 months	14 months
Journey time saving through junction	30 to 60 seconds	30 to 60 seconds
Benefit to cost ratio	0.9, poor	0.9, poor

Scheme options

We have prioritised options that address capacity, safety, sustainability and access issues, and which offer localised benefits.

Following a review of issues and evidence, and in consultation with stakeholders, we are focusing on improving these areas:

- Selmeston section
- Drusillas Roundabout
- Wilmington junction
- Polegate junction
- Corridor-wide facilities for pedestrians, cyclists and other non-car users

We will also be looking into providing laybys at suitable locations along the A27.

A number of different options have been considered in each location and the options presented here have been assessed as the most suitable.



Appendix C: Consultation questionnaire

A27 East of Lewes improvement scheme Questionnaire

27 October - 8 December 2016

*** Please use the following methods to contact us or to respond to the consultation:

- Complete the questionnaire included with this brochure and send to us at **Freepost A27 East of Lewes**

You can also:

- Attend a public consultation event and complete a questionnaire
- Complete the consultation questionnaire online at www.highways.gov.uk/A27EastofLewes
- Email Info@highwaysengland.co.uk
- Call 0300 123 5000 (24 hours)

A27 East of Lewes scheme questionnaire

Please return this questionnaire to any of the public exhibitions or via our freepost address:
Freepost A27 East of Lewes by 8 December 2016.

You can also complete the questionnaire online at www.highways.gov.uk/A27EastofLewes until 11:59pm on 8 December 2016. Please complete your contact details below. If you would prefer not to give these details, please provide your postcode only.

Name: _____

Address: _____

Postcode: _____

Telephone (optional): _____

Email (optional): _____

Organisation (if applicable): _____

Please note: The information you provide will be kept in a secure environment only accessible by Highways England and the specific contractor(s) working with us on the project. Your personal information will not be shared with any other individuals or organisations, beyond the provisions set out in the Freedom of Information Act 2000 and Environmental Regulations Act 2004. The information you submit will only be used in support of the purpose specified in the survey. Personal details are collected only to ensure entries are not duplicated and in order to contact respondents if necessary. All personal details will be deleted at the end of the survey analysis period.

Current problems and issues

We want to target our investment on the local issues that you think are of greatest importance.

A1. How concerned are you about the following issues?

Issue	Very concerned	Slightly concerned	Not concerned	Not applicable
Journey times along the A27 East of Lewes				
Congestion or delays at junctions				
Road safety				
Provision of footpaths, cycle paths and crossings				
Ease of turning on to or off the A27 from local roads				
Opportunities for overtaking on the A27				
Ease of access to properties and local facilities along the route				
The displacement of traffic onto local roads to avoid the A27				
Accommodating extra traffic from future housing and economic development				
The effects of A27 traffic on the environment				

Are there other issues we should consider?

Options and proposals

We understand many people would like to see a major new bypass to the north of the A27. However, this study is looking at a range of smaller measures which will provide short to medium term improvements and will be the best value for money at this time. Future studies will look at longer term investment on the route.

A2. Do you think the walking and cycle path and crossing proposals will result in the following outcomes?

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
A safer and more attractive route for cyclists, pedestrians and others					
Safer and more convenient crossings for pedestrians, cyclists and others					
Encourage people to make more trips on foot or by bicycle					
Support better access to South Downs National Park					
Shorter journey times for vehicles if cyclists have a separate cycleway					
A healthier environment					

Other – please specify

Options for improvements at Selmeston

A3. Which of the following options at Selmeston do you prefer? Please tick only one option

Selmeston scheme options	Please tick one option
Option 1 – new bypass to the far south of Selmeston	
Option 4 – new bypass close to Selmeston	
Option 6 – upgrade to existing A27 through Selmeston	
Do nothing and leave as it is	

Other – please specify

Proposals for improvements at Drusillas's roundabout

A4. Do you think the improvements at Drusillas's roundabout will achieve the following outcomes? The options for improving Drusillas's roundabout are limited. Your views will help us make a decision on whether to include this in the final scheme.

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Improved traffic flows through the junction					
Suitable and convenient crossings					
Fewer accidents and improved safety					
Improved air quality					

Other – please specify

Options for improvements at Wilmington

A5. Which of the following options at Wilmington do you prefer? Please tick one option.

Wilmington scheme options	Please tick one option
Option 1 – junction improvement with pedestrian island	
Option 2 – junction improvement with pedestrian underpass	
Do nothing and leave as it is	

Other – please specify

Options for improvements at Polegate

A6. Which of the following options at Polegate do you prefer? Please tick one option.

Polegate scheme options	Please tick one option
Option 10 – junction improvement	
Option 12 – junction improvement and railway bridge widening	
Option 13 – junction improvement, railway bridge widening and A27 dual carriageway from Polegate to Cophall Roundabout	
Do nothing and leave as it is	

Other – please specify

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Phasing and prioritising investment at the A27 East of Lewes

Decisions will need to be made about how we prioritise and phase our investment along the A27 to the East of Lewes. With your understanding of the issues and options, please tell us where you think we should prioritise our efforts.

A7. Please rank the schemes in order of importance, with 1 being your highest priority and 6 being your lowest priority.

Improvement options from west to east	Please rank 1-6
Shared walking and cycle path along A27 between Glynde and Polegate	
Improvement scheme at Selmeaton	
Improvement at Drusilla's Roundabout	
Improvement scheme at Wilmington	
Improvement scheme at Polegate	

A8. Do you have any other comments about the scheme?

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About the consultation

B1. How did you find out about the A27 East of Lewes scheme consultation?

- Letter through door
- Local newspaper advert
- East Sussex County Council website or email
- Lewes District Council website or email
- Eastbourne Borough Council website or email
- Wealden District Council website or email
- Local radio
- Highways England website
- Poster
- Local community group
- Public notice
- Other (please state)

B2. Have you found the consultation materials useful in answering your questions?

- Yes Somewhat No

B3. Have you found any of our public exhibitions helpful in addressing your questions?

- Yes Somewhat No Not applicable

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B4. Please tell us about your travel habits.

How frequently do you:	Every day	4-5 times per week	2-3 times per week	Less than once a week	Less than once a month	Never
Drive along the A27 between Lewes and Polegate						
Access the A27 from local roads between Lewes and Polegate by car						
Cross the A27 on foot/ bicycle anywhere between Lewes and Polegate						
Cycle between Lewes and Polegate or cross the A27 by bicycle						
Travel by bus along the A27						
Travel by train between Lewes and Polegate						

Thank you for completing this consultation questionnaire.

You can submit your completed questionnaire by 8 December 2016:

- online at www.highways.gov.uk/A27EastofLewes
- via our freepost address at **Freepost A27 East of Lewes**
- at any of the public exhibitions listed in the brochure.

Your views help shape the scheme. All consultation questionnaires received are formally recorded and in accordance with data protection your personal details are used solely in connection with the consultation process.

9

Equality and diversity

To help us meet our diversity guidelines please fill in this section. You are not obliged to complete this. The information will only be used by Highways England to monitor its effectiveness at consulting with the whole community. This information will not be used for any other purpose. Individuals will not be identified when the results are published.

C1. Age

Under 18 18-24 25-34 35-44 45-54 55-64 Over 65

C2. Gender

Male Female Prefer not to say

C3. Please tick which group you consider you belong:

British or Mixed British

English Irish Scottish Welsh Other (specify if you wish)

South Asian

Bangladeshi Indian Pakistan Other (specify if you wish)

Black

African Caribbean Other (specify if you wish)

East Asian

Chinese Japanese Other (specify if you wish)

Mixed

Please specify if you wish

Any other ethnic background

Please specify if you wish Prefer not to say

C4. Do you follow a religion or faith?

Yes No If 'yes', specify if you wish Prefer not to say

C5. Do you consider yourself to have a disability?

Yes No If 'yes', specify if you wish Prefer not to say

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If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

Contact us

Please use the following methods to contact us or to respond to the consultation:

- complete the questionnaire included with this brochure and send to us at **FREEPOST A27 EAST OF LEWES**

You can also:

- attend a public consultation event and complete a questionnaire
- complete the consultation questionnaire online at www.highways.gov.uk/A27EastofLewes
- email info@highwaysengland.co.uk
- call **0300 123 5000** (24 hours)

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This document is also available on our website at www.gov.uk/highways

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000**. Please quote the Highways England publications code **PREx/xx**

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