

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).

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, 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. 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.

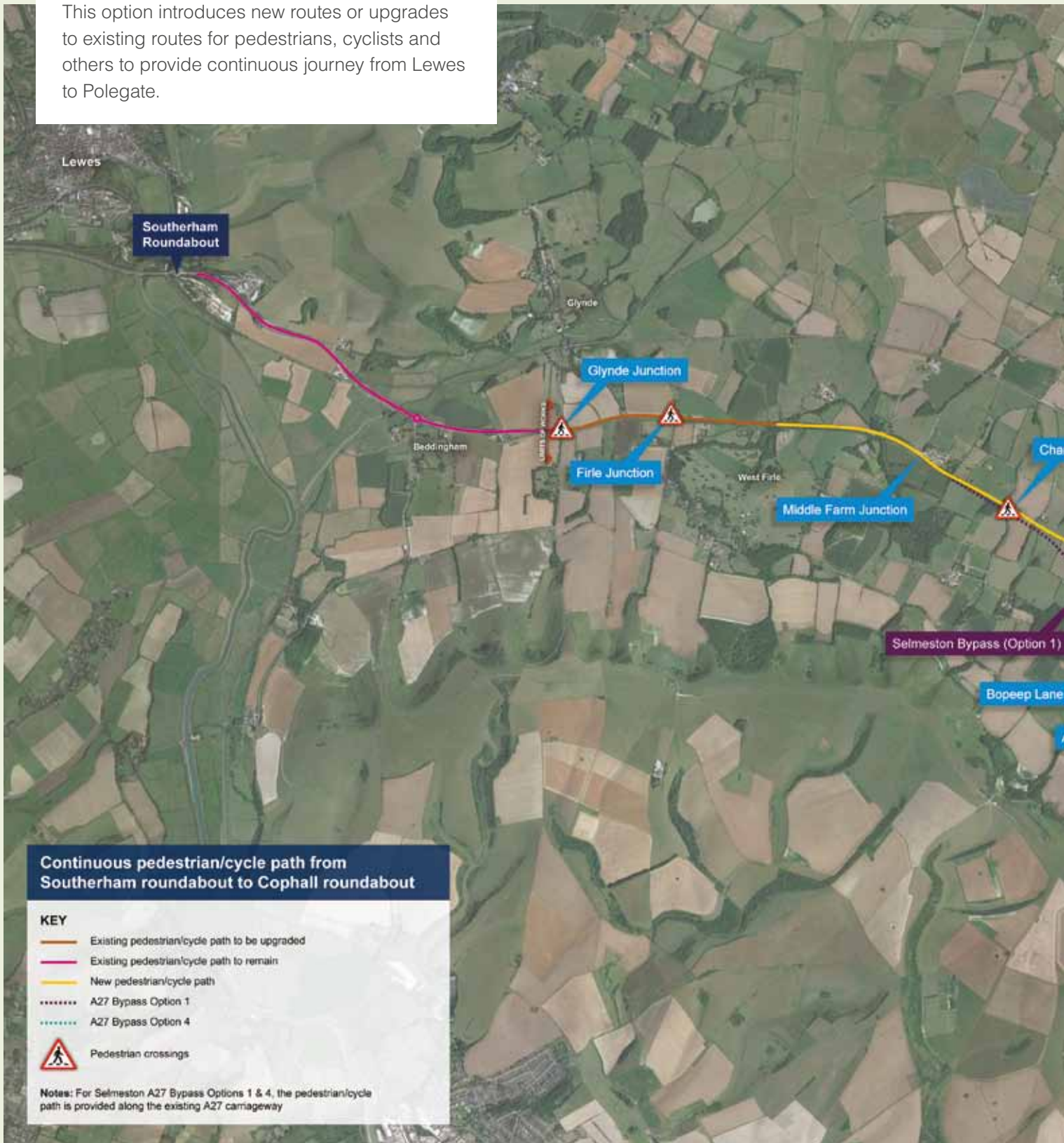
Following a review of issues and evidence, and in consultation with stakeholders, we are focusing on improving these areas:

- 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.

This option introduces new routes or upgrades to existing routes for pedestrians, cyclists and others to provide continuous journey from Lewes to Polegate.



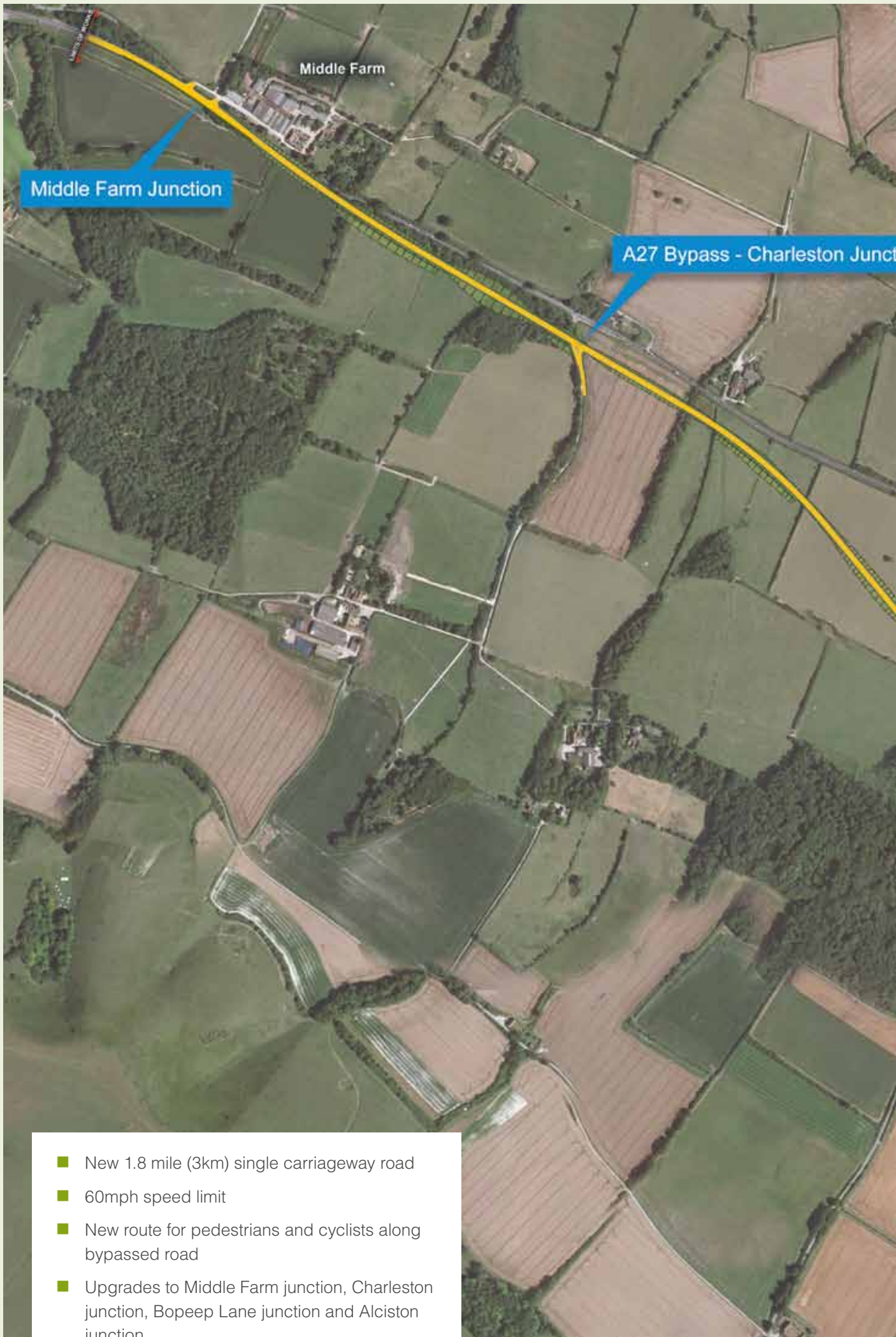
Walking and cycling path



Walking and cycling path

Scheme objectives	Proposed scheme
Improving journey times and reliability	<p>Slight beneficial effect</p> <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	<p>Major beneficial effect</p> <ul style="list-style-type: none"> The walking and cycle path will be a safe, attractive and direct route.
Improving safety	<p>Moderate beneficial effect</p> <ul style="list-style-type: none"> A significant reduction in the risk of accidents involving cyclists and pedestrians on the A27.
Reducing community severance	<p>Major beneficial effect</p> <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	<p>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.</p>
Respecting the South Downs National Park	<p>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.</p>

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



Middle Farm Junction

A27 Bypass - Charleston Junction

- New 1.8 mile (3km) single carriageway road
- 60mph speed limit
- New route for pedestrians and cyclists along bypassed road
- Upgrades to Middle Farm junction, Charleston junction, Bopeep Lane junction and Alciston junction.

Selmeston Option 1

ion

Pedestrian/cycle path
along the existing A27

Selmeston

A27 Bypass - Bopeep Lane

Alciston Junction



Pedestr
along th

- New approx 1 mile (1.7km) long single carriageway road
- 60mph speed limit
- New route for pedestrians and cyclists along bypassed road
- Upgrades to Bopeep Lane junction and Alciston junction.

Selmeston Option 4

ian/cycle path
e existing A27

Selmeston

A27 Bypass - Bopeep Lane Junction

Alciston Junction

LIMITS OF WORKS



Middle Farm Junction

Middle Farm

Charleston Junction

- Improvement to approx 2.5 miles (4km) of existing carriageway
- Temporary rerouting of traffic during construction
- New route for pedestrians and cyclists along road
- Upgrades at Middle Farm junction, Charleston junction, Selmeston junction, Bopeep Lane junction and Alciston junction

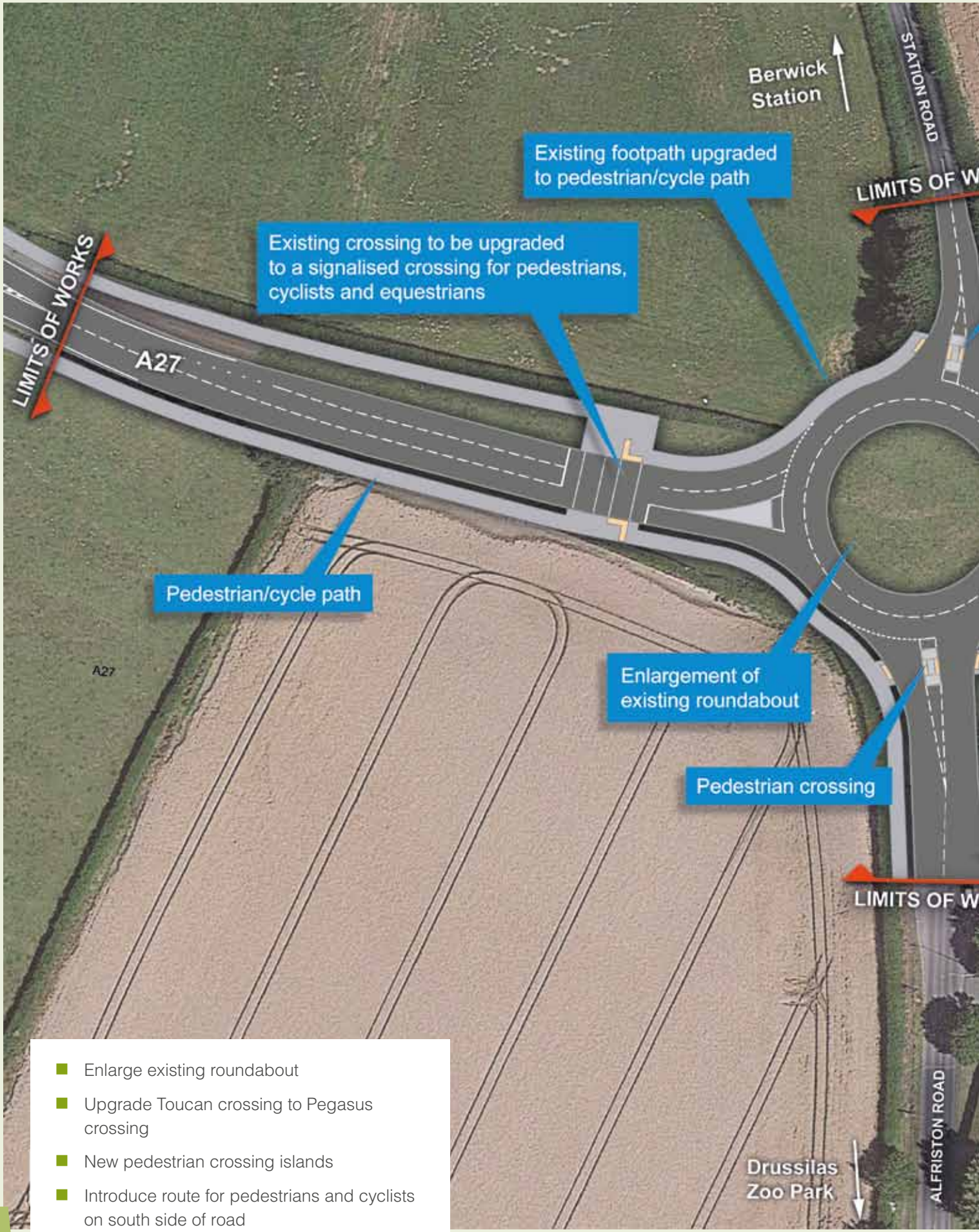
Selmeston Option 6



Selmeston

Scheme objectives	Option 1 New bypass to the far south of Selmeston
Improving journey times and reliability	<p>Moderate beneficial effect</p> <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.
Supporting walking and cycling and other non-car modes of travel	<p>Slight to moderate beneficial effect</p> <ul style="list-style-type: none"> ■ New walking and cycling path on existing section of A27 through Selmeston and between Selmeston, Alciston and Berwick Station. ■ Informal crossing points will also be improved and/or provided.
Improving safety	<p>Slight beneficial effect</p> <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
Reducing community severance	<p>Beneficial effect</p> <ul style="list-style-type: none"> ■ Removes through traffic. ■ Improved access to properties and facilities in Selmeston ■ The closure of the bypassed section of A27 to through
Minimising environmental impact	<p>Large adverse and long term effects on the character of the surrounding landscape.</p> <p>Moderate to large adverse effects on views from nearby properties and public rights of way are likely.</p> <p>Some beneficial effects are likely to arise for the bypassed</p>
Respecting the South Downs National Park	<p>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 Firlle Beacon.</p>
Estimated cost	£55 million
Construction duration	14 months
Journey time saving	30 to 60 seconds
Benefit to cost ratio	0.8, poor

<p style="text-align: center;">Option 4 New bypass close to Selmeston</p>	<p style="text-align: center;">Option 6 Upgrade to existing A27 through Selmeston</p>
<p>Slight beneficial effect</p> <ul style="list-style-type: none"> ■ Similar effects to Option 1. ■ Slightly less beneficial as this option has a shorter bypass. 	<p>No significant effects</p> <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.
<p>Slight to moderate beneficial effect</p> <ul style="list-style-type: none"> ■ Same impacts as Option 1. 	<p>Slight beneficial effect</p> <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.
<p>impact on safety.</p>	<p>Slight beneficial effect</p> <ul style="list-style-type: none"> ■ Improved visibility and design standards. ■ No increase in speed limit.
<p>and between Selmeston and Alciston. traffic will increase the length of some local journeys.</p>	<p>No significant effect</p> <ul style="list-style-type: none"> ■ Through traffic will still pass through Selmeston. ■ New informal pedestrian crossings will improve movements across the A27.
<p>Moderate adverse and long term effects on views from nearby properties (one a listed building) and rights of way are likely.</p>	<p>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.</p>
<p>section of A27 at Selmeston.</p>	
<p>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.</p>	<p>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.</p>
<p>£45 million</p>	<p>£47 million</p>
<p>12 months</p>	<p>18 months</p>
<p>15 to 30 seconds</p>	<p>More than 15 seconds</p>
<p>0.5, poor</p>	<p>0.0, poor</p>



- Enlarge existing roundabout
- Upgrade Toucan crossing to Pegasus crossing
- New pedestrian crossing islands
- Introduce route for pedestrians and cyclists on south side of road

Drusillas Roundabout

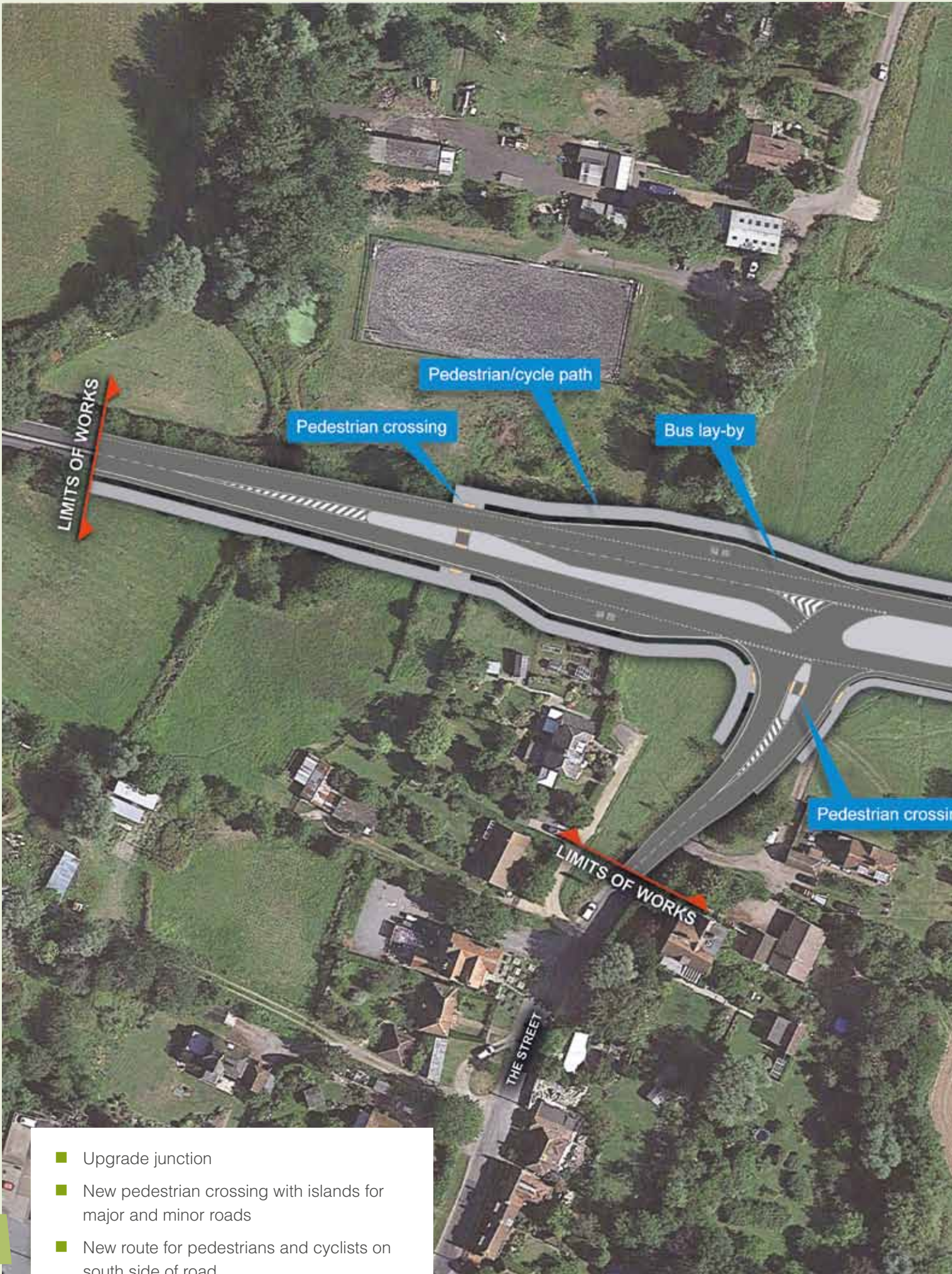


Drusillas Roundabout

Scheme objectives	Proposed scheme
Improving journey times and reliability	<p>Significant beneficial effect</p> <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	<p>Slight beneficial effect</p> <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	<p>Neutral effect</p> <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	<p>Slight beneficial effect</p> <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	<p>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.</p>
Respecting the South Downs National Park	<p>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.</p>

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

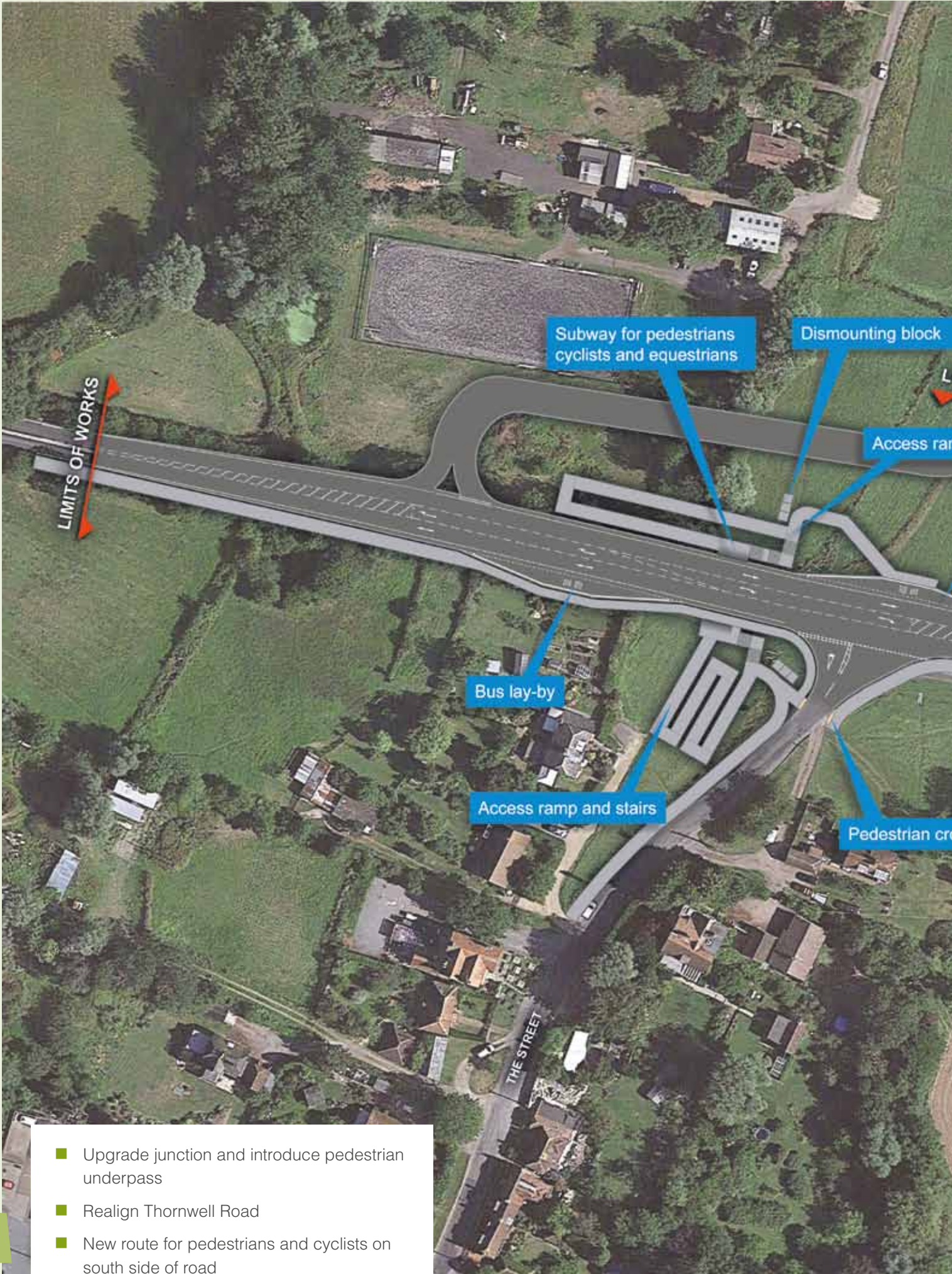




- Upgrade junction
- New pedestrian crossing with islands for major and minor roads
- New route for pedestrians and cyclists on south side of road

Wilmington Option 1





- Upgrade junction and introduce pedestrian underpass
- Realign Thornwell Road
- New route for pedestrians and cyclists on south side of road

Wilmington Option 2



Wilmington

Scheme objectives	Option 1 Upgrade with pedestrian island
Improving journey times and reliability	<p>Slight beneficial effect</p> <ul style="list-style-type: none"> ■ Reduced delays associated with vehicles turning.
Supporting walking and cycling and other non-car modes of travel	<p>Slight beneficial effect</p> <ul style="list-style-type: none"> ■ Will be easier to cross A27 on foot.
Improving safety	<p>Slight to moderate beneficial effect</p> <ul style="list-style-type: none"> ■ New junction design will reduce the risk of accidents. ■ New pedestrian island improves safety for crossing the road.
Reducing community severance	<p>Slight beneficial effect</p> <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.
Minimising environmental impact	<p>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 listing building will be permanently affected.</p>
Respecting the South Downs National Park	Both options slightly enter into the boundary of the National Park.
Estimated cost	£10 million
Construction duration	10 months
Journey time saving through junction	30 to 60 seconds
Benefit to cost ratio	0.9, poor

Option 2 Upgrade with underpass

Slight beneficial effect

- Realignment of Thornwell Road and modified junction layout will reduce delays associated with vehicles turning.

Moderate beneficial effect

- Will be easier to cross A27 on foot.

Slight to moderate beneficial effect

- Same as Option 1, although the pedestrian underpass is safer.

Slight beneficial effect

- Underpass improves pedestrian and cycle access.
- Staggered junction with right turn bay improves access to homes and amenities on both sides of the A27.

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.

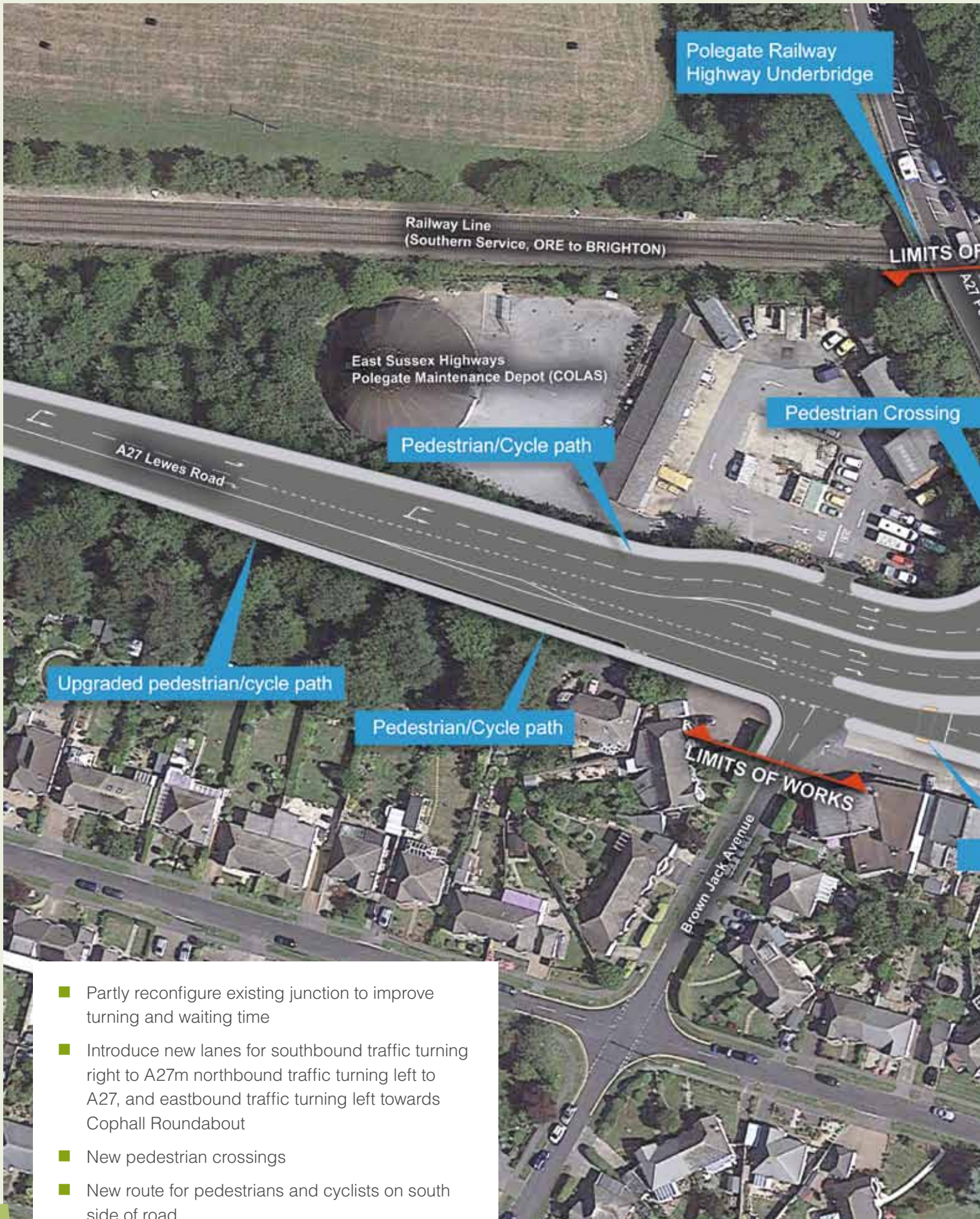
Park. No significant long term adverse effects on the landscape.

£12 million

14 months

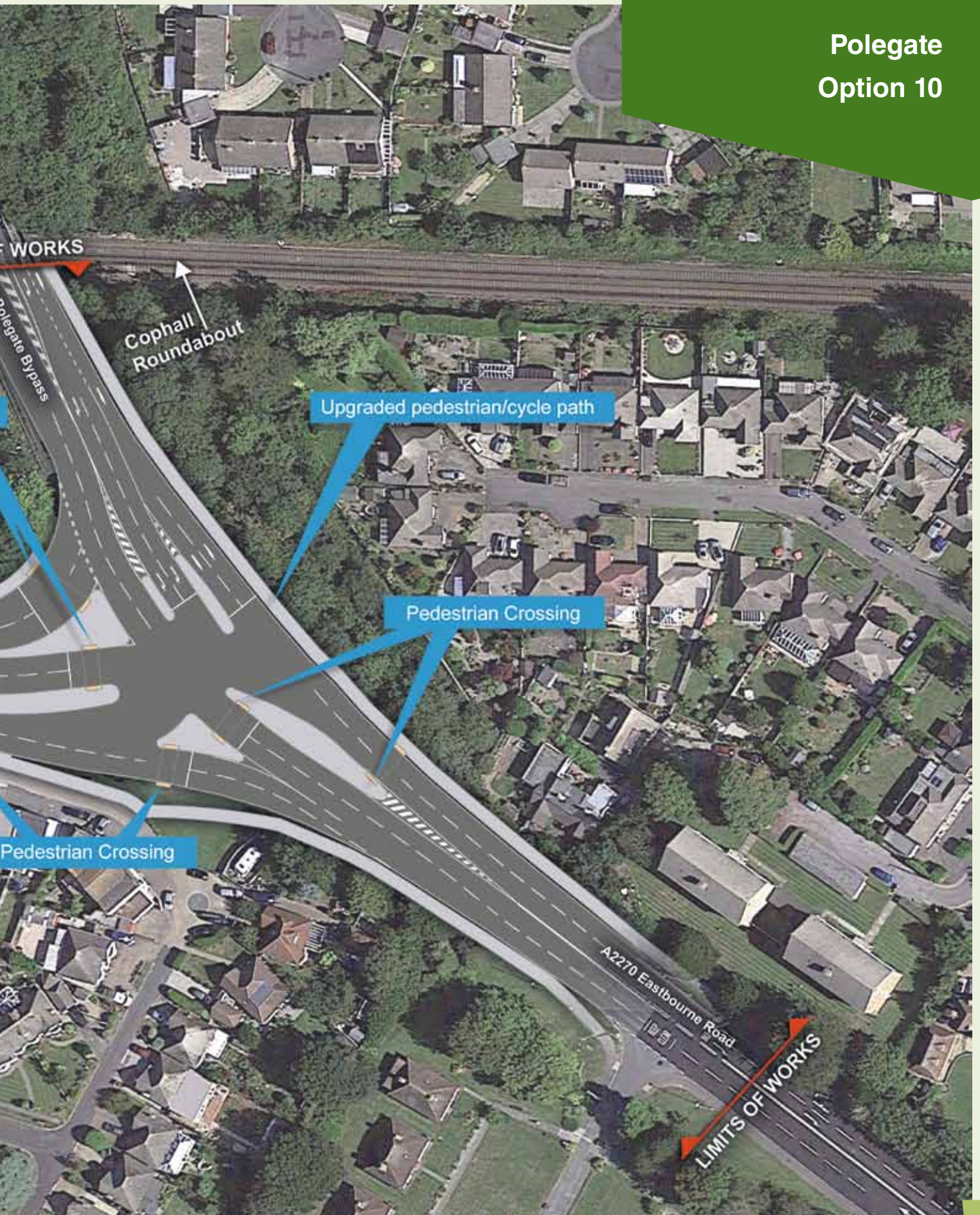
30 to 60 seconds

0.9, poor



- Partly reconfigure existing junction to improve turning and waiting time
- Introduce new lanes for southbound traffic turning right to A27m northbound traffic turning left to A27, and eastbound traffic turning left towards Cophall Roundabout
- New pedestrian crossings
- New route for pedestrians and cyclists on south side of road

Polegate Option 10





Existing Polegate Railway underbridge to be widened

Railway Line
(Southern Service, ORE to BRIGHTON)

A27 Polegate Bypass

East Sussex Highways
Polegate Maintenance Depot (COLAS)

Pedestrian Crossing

Pedestrian/Cycle path

A27 Lewes Road

Pedestrian/Cycle path

LIMITS OF WORKS

Upgraded pedestrian/cycle path

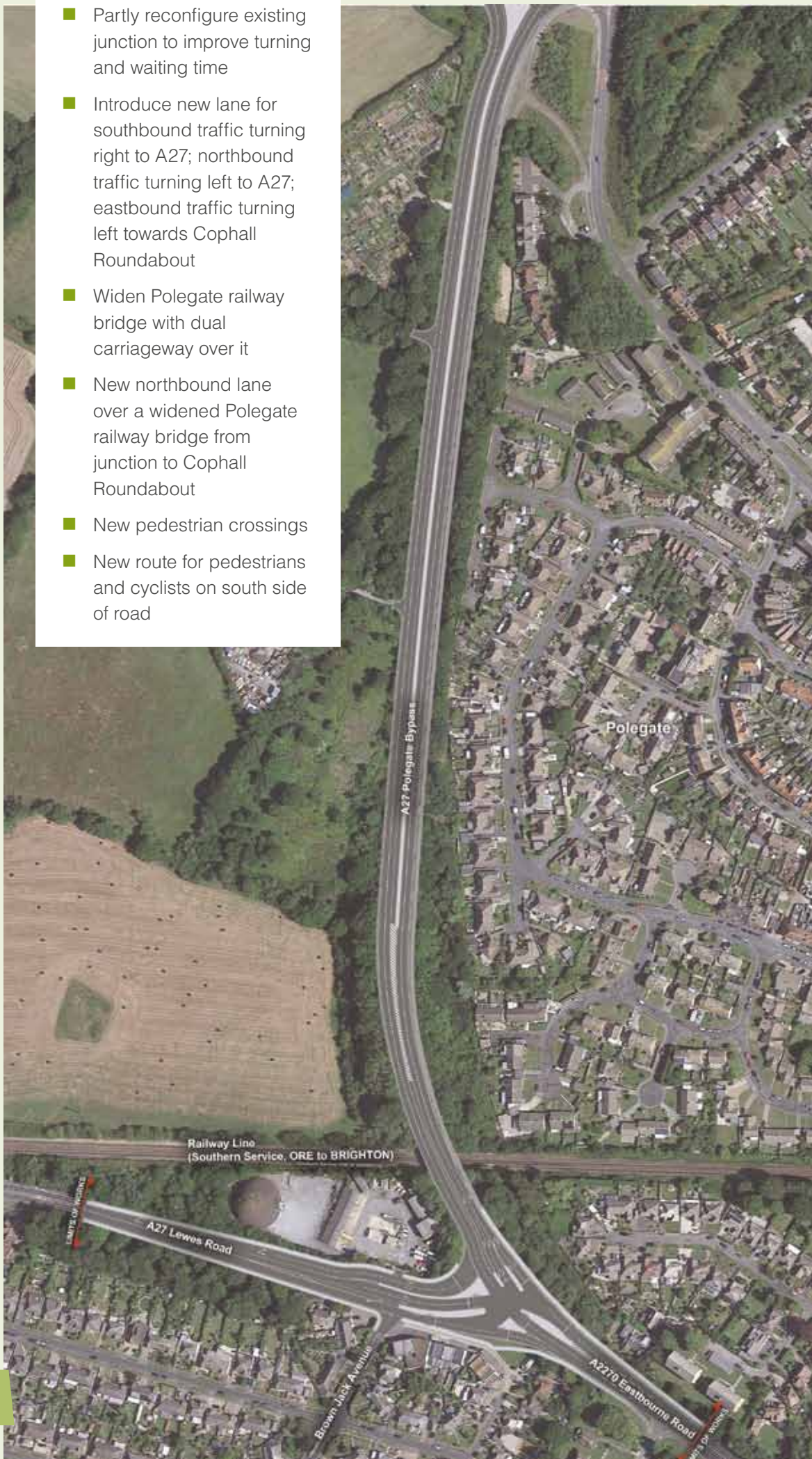
Brown Jack Avenue

- 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

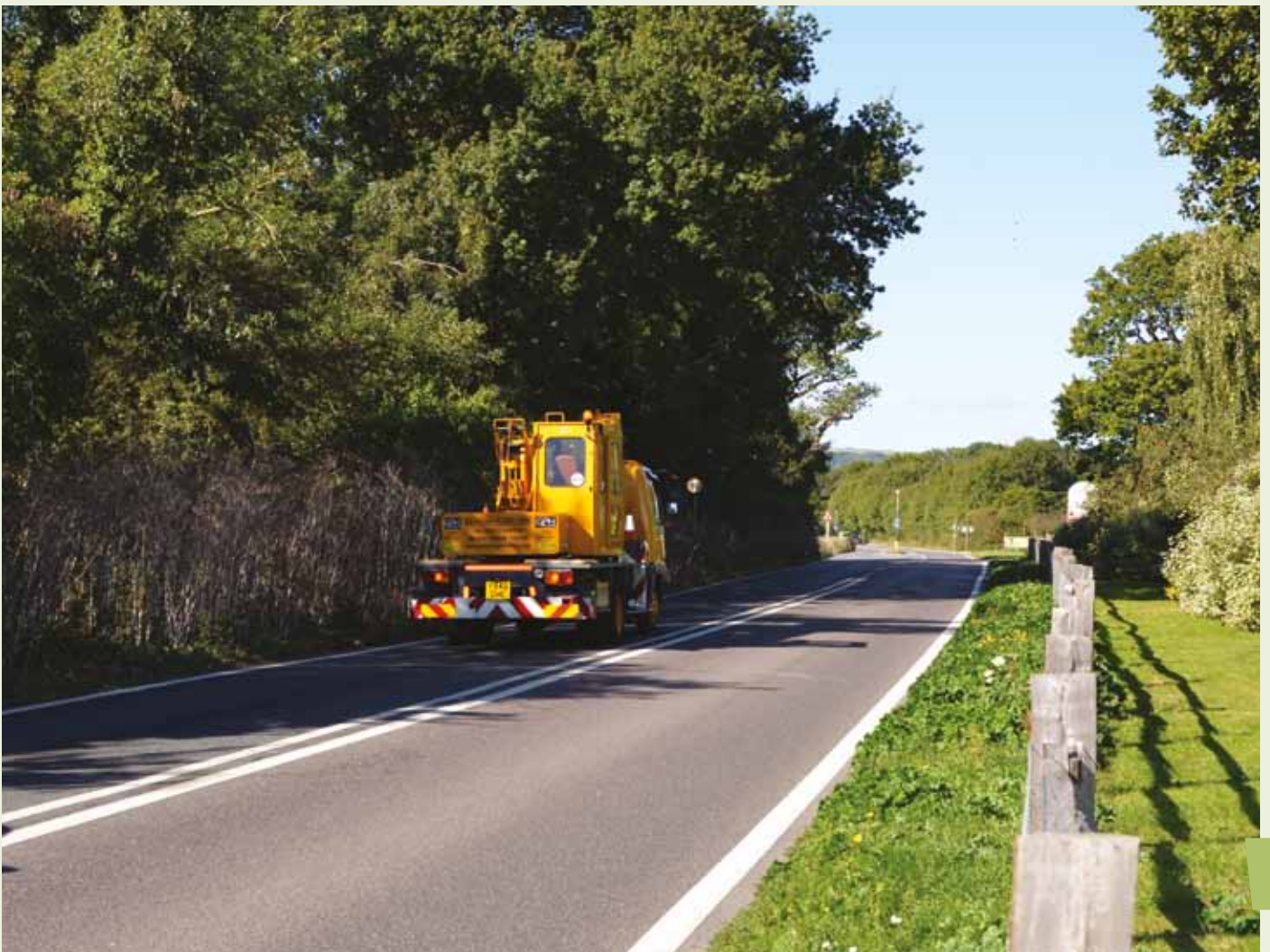
Polegate Option 12



- 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 Cophall Roundabout
- Widen Polegate railway bridge with dual carriageway over it
- New northbound lane over a widened Polegate railway bridge from junction to Cophall Roundabout
- New pedestrian crossings
- New route for pedestrians and cyclists on south side of road



Polegate Option 13



Polegate

Scheme objectives	Option 10 Junction upgrade
Improving journey times and reliability	Moderate beneficial effects <ul style="list-style-type: none"> ■ Reduces congestion at junction at peak times.
Supporting walking and cycling and other non-car modes of travel	Slight beneficial effect <ul style="list-style-type: none"> ■ All options have new signal controlled pedestrian crossings
Improving safety	Moderate beneficial effect <ul style="list-style-type: none"> ■ Improved junction design and safer pedestrian crossings.
Reducing community severance	Slight beneficial effects <ul style="list-style-type: none"> ■ New pedestrian crossings will improve access to facilities
Minimising environmental impact	No long term or permanent significant environmental effects identified at this stage.
Respecting the South Downs National Park	No long term or permanent significant adverse effects
Estimated cost	£12 million
Construction duration	14 months
Journey time saving through junction	30 to 60 seconds
Benefit to cost ratio	11.5, very high

<p style="text-align: center;">Option 12</p> <p style="text-align: center;">Junction upgrade and railway bridge widening</p>	<p style="text-align: center;">Option 13</p> <p style="text-align: center;">Junction upgrade, railway bridge widening, widening from Polegate junction to Cophall roundabout</p>
<p>Moderate beneficial effects</p> <ul style="list-style-type: none"> ■ Reduces congestion at junction at peak times. 	<p>Large beneficial effect</p> <ul style="list-style-type: none"> ■ Can accommodate more traffic than other two options.

at the junction and connect with the new walking and cycling path beside A27 from Glynde to Polegate.

	<p>Large beneficial effect</p> <ul style="list-style-type: none"> ■ Improved junction design and road design between Polegate junction and Cophall Roundabout, and safer pedestrian crossings.
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in Polegate. Right turn ban for traffic exiting Brown Jack Avenue means vehicles will exit via Gainsborough Lane.

<p>No long term or permanent significant environmental effects identified at this stage.</p> <p>Railway bridge widening could impact on roosting bats if found.</p>	<p>No long term or permanent significant environmental effects</p> <p>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.</p>
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£17 million	£28 million
18 months	18 months
30 to 60 seconds	60 to 90 seconds
8.0, very high	8.6, very high

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

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

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 **PR100/16**.

Highways England Creative S160354

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