

A27 Worthing and Lancing improvements scheme

Public consultation



19 July to 12 September 2017

A27 Worthing and Lancing improvement scheme

Have your say

Introduction

About us

Highways England is the Government company responsible for operating, maintaining and improving England's major 'A' roads and motorways which includes the A27 at Worthing and Lancing in West Sussex.

Have your say

We are consulting on a proposal to improve the A27 junctions at Worthing and Lancing.

We are at an early stage in the development of the scheme and want your views to help inform the future direction of the scheme.

The consultation will run for **8 weeks**, from Wednesday 19 July to Tuesday 12 September 2017.

How to find out more

You can also find out more about the scheme at our public consultation exhibitions. We have arranged these in your area so that you can talk to members of the project team. See page 23 for dates and venues.

There are more scheme details in our technical reports on our website: www.highways.gov.uk/a27Worthing-and-Lancing.

How to give us your views

- Complete the questionnaire and send it to: FREEPOST A27 WORTHING-LANCING
- Visit our website and complete the questionnaire online at: www.highways.gov.uk/a27Worthing-and-Lancing
- Come to one of our public consultation events where you can return your completed questionnaire

If you have any queries or would like the information in a different format please contact us by:

- Email: A27WorthingandLancingImprovements@highwaysengland.co.uk
- Telephone 0300 123 5000 (24 hours).

About the A27 Worthing and Lancing improvements

The A27 Worthing and Lancing improvements scheme is identified within the Government's 2015-2020 Road Investment Strategy which states that England's strategic road network requires upgrading and improving to ensure it can deliver the performance needed to support the nation in the 21st century.

A budget of between £50 million and £100 million has been allocated to the scheme. It is part of a package of investments along the A27 corridor to increase its capacity and condition which includes schemes at Arundel and East of Lewes.

The scope of the A27 Worthing and Lancing improvements scheme as described in the Road Investment Strategy is:

"Improvements to the capacity of the road and junctions along the stretch of single carriageway in Worthing and narrow lane dual carriageway in Lancing. The extent and scale of the improvements, including the option of full dualling, are to be agreed in consultation with West Sussex County Council and the public."

The area considered is the 6 kilometre section of the A27 from Forest Lane (west of Worthing) to the Grinstead Lane / Manor Road junction (east of Lancing). The route passes through the northern parts of Worthing and Lancing and is bordered in part by the South Downs National Park to the north as shown in Figure 1.

Figure 1: Scope of scheme



Other A27 schemes in the Road Investment Strategy

Although the A27 Worthing and Lancing improvement scheme is part of a wider programme of investment, it will benefit traffic if implemented independently. The current position of the other A27 schemes is as follows:

- **Chichester bypass:** Options to improve conditions at Chichester were consulted on last year (July to September 2016). The support and funding contribution from local councils was vital to this scheme. The withdrawal of support from local councils for the options put forward in the public consultation has contributed to a critical lack of consensus. As such the scheme is no longer able to proceed. More details are provided at: www.highways.gov.uk/a27chichester
- **A27 East of Lewes:** options for the A27 East of Lewes scheme underwent public consultation from October to December 2016. More information can be viewed at: www.highways.gov.uk/A27EastofLewes
- **A27 Arundel bypass:** consultation for this scheme is being undertaken this summer 2017. More information can be viewed at: www.highways.gov.uk/a27arundel

Why improvements are needed

1. The A27 is the only east-west trunk road south of the M25, and provides access to a number of coastal communities between Portsmouth and Pevensey. It serves a population of over 750,000 people and a large number of businesses in major towns and cities including Portsmouth, Havant, Chichester, Arundel, Worthing, Brighton and Hove and Eastbourne. West Sussex also attracts, on average, over 17 million visitor days per year, worth approximately £508 million to the local economy¹.
2. The A27 is used by both local traffic and through-traffic: two-thirds (69%) of the traffic that currently uses the A27 between Offington Corner roundabout and Grove Lodge roundabout is local traffic while the remaining third (31%) is through-traffic². The 2015 A27 Corridor Feasibility Study found that the A27 is already significantly over capacity at Worthing and Lancing. Due to population growth and increased economic activity in the region there will be even more traffic using the A27 through Worthing and Lancing in the future.
3. The series of junctions on the A27 through Worthing and Lancing cannot handle existing traffic flows during peak times which often results in long queues of traffic. On either side of Worthing and Lancing, the A27 is a dual carriageway so has better capacity to carry existing traffic and is more able to cope with future traffic growth.

4. There are an above average number of accidents on the A27³. From 1 June 2010 to 31 May 2015, there were 224 collisions on the A27 between Hollyacres in the west and Grinstead Lane / Manor Road in junction in the east.

5. Due to the congestion on the A27, some longer distance traffic diverts to use less suitable routes to the north and south, some of which are through the South Downs National Park. These local roads are not suited to large volumes of traffic so their safety is compromised.

Without improvement, the congestion and delay on the A27 through Worthing and Lancing will increase in the future.

Even if greater reliance on public transport, walking and cycling could reduce some of the future demand for car travel, this is unlikely to solve the problems of queueing and congestion on the A27 through Worthing and Lancing.

How people travel in the Worthing and Lancing area

The car is an important means of transport in the area:

- 63% of those Worthing district residents currently in employment drive (or are driven) to work by a car / van
- 14% walk
- 6% travel by train
- 5% cycle
- 3% travel by bus, minibus or coach
- 1% travel by motorcycle⁴.

Plans for improving alternative transport options

Bus

There are no significant plans for bus improvements in the area.

Walking and cycling

We intend to maintain current walking and cycling routes and where possible improve access for people walking, cycling and horse riding in the area when designing the scheme. This will encourage greater use of sustainable transport for local journeys.

We welcome your thoughts on any potential improvements to the current facilities. Detailed proposals will be discussed with the relevant authorities, cycling and walking groups.

Rail

There have been 2 studies looking at rail infrastructure investments in the South Coast corridor.⁵ One looked at investment priorities for the railway from London to the South Coast and the other explored opportunities to improve the Coastway rail service. Neither study recommended improvements in the area as a priority, nor found them to offer good value for money.

Therefore we have no evidence to suggest that there will be any significant switch from road to rail along the A27 corridor between Chichester and Brighton that would meet the overall future demand for travel, which demonstrates the need to improve the A27 at Worthing and Lancing.

Improving the junctions on the A27 through Worthing and Lancing would:

- Considerably reduce the existing queues
- Improve journey times and journey reliability for local and through-traffic
- Help businesses to reduce their costs, support expansion and provide new employment opportunities
- Support the growth of tourism.



¹The GB Day Visitor Statistics 2015, Visit Britain
²Local traffic is that which has an origin or destination within Worthing and Lancing. Through-traffic is that which has an origin and a destination outside Worthing and Lancing. Based on 2015 data.

³Based on the national average for Urban A roads, from Reported Road Casualties for Great Britain (RRCGB)
⁴Method of travel to work, 2011 Census NOMIS

⁵London and South Coast Rail Corridor Study, Department for Transport (March 2017) and Sussex Area Route Study (September 2015)

Scheme objectives

The high-level objectives have been developed while working with the local authorities, South Downs National Park Authority, other environmental bodies and the emergency services over the last two years:

- Reduce congestion on the Worthing-Lancing section of the A27
- Manage the impact of planned growth and support the wider economy
- Minimise impacts on, and where possible seek opportunities for, enhancing the environment
- Provide safer roads and more reliable journeys by reducing travel delays
- Improve accessibility for all users.

How we developed the scheme

We have considered a number of options for improving the A27 through Worthing and Lancing from junction improvements to dual carriageway schemes with flyovers. They have been subject to various traffic and environmental surveys and assessments. We have worked with local highway and planning authorities to understand local constraints and opportunities and ensure that their aspirations for growth and development are accurately represented in our assumptions.

In developing the options, we have considered:

- How much the options would cost, keeping within the budget that was set for us by the Department for Transport (DfT)
- What benefits the options would bring to congestion, safety and the other scheme objectives.

For an option to be taken forward to public consultation it must achieve the scheme objectives, be affordable within the allocated budget and offer value for money.

The proposed scheme

There is only one option - Option 1 - which meets the scheme objectives whilst offering value for money within the budget set for the scheme. This option improves the 6 key junctions along the route in Worthing and Lancing. Details of other options that have been investigated but not taken forward for public consultation are included in the Annex on page 26.

The scheme would provide significant extra capacity and would reduce delays. The proposed new junctions would also have protected pedestrian and cycle crossing facilities which would help to reduce the community division currently caused by the road. Details of the improvements are shown in Figures 3 to 8 on pages 10 to 16 and summarised in the table on page 7.

As this consultation is taking place at an early stage of scheme development, the level of detail we are able to provide and the plans we can show to reduce the likely impacts of the scheme are limited. As the scheme progresses we will develop more detailed proposals.

Scheme costs

All of our road schemes have to demonstrate the balance of benefits against the construction costs. This is known as the Benefit to Cost Ratio (BCR). Benefits and costs are made up principally of time-savings to travellers, accidents, maintenance and construction costs, including the purchase of any land required.

A Benefit to Cost Ratio (BCR) of 1 would denote that the sum of the benefits was equal to the sum of the costs but a BCR of 2 would indicate that the benefits are twice that of the costs. Any scheme with a BCR of 1.5 and above is considered 'medium' value for money, whilst a scheme with a BCR of above 2 is considered high value for money.

Our Option 1 has a BCR of 1.53 with a most likely cost of £69 million.

Summary of improvements

Junction	Description
1. Durrington Hill / Salvington Hill	Convert the existing priority junctions to a traffic signalled cross road junction. Widening on Durrington Hill and on the A27 to accommodate a two lane approach, which would require some land acquisition.
2. Offington Corner Junction roundabout – A24 Findon Road/ Offington Lane (Durrington Cemetery)	Convert the existing roundabout to a traffic signalled cross road junction. Widening on all approaches and some exits to accommodate extra slip roads and lanes, which would require some land acquisition. Access to the A24 from Fontwell Close remains but access to the A27 from Goodwood Road would be closed.
3. Grove Lodge Junction	Widening of the approaches and circulation lanes to accommodate two lanes of traffic through the junction. Would require some land acquisition.
4a. Lyons Farm Retail Part 1 Junction (Sompting Road) and 4b Lyons Farm Retail Part 2 Junction (Lyons Way)	Widening of the existing junctions to accommodate more lanes. Provide new turning arrangements at both junctions. Right turns from the A27 eastbound into Sompting Road and from Pines Avenue onto the A27 would be banned. Dedicated left-turn lane from the A27 eastbound into the retail park removed. Access to the A27 from Hadley Avenue closed. Widening would require some land acquisition.
5. Busticle Lane / Halewick Lane Junction	Provide new junction to the west of the existing junction for access to / from Halewick Lane. This would require some land acquisition, some of which is within the South Downs National Park.
6. Grinstead Lane / Manor Road Junction	Widen the existing junction approaches and convert the existing roundabout to a new traffic signal controlled junction for traffic turning from Manor Road onto the A27. Would require some land acquisition from nearby properties. Traffic coming from the Brighton direction would not be able to make U-turns.
Note: all proposed new traffic signals would incorporate toucan crossings (allowing pedestrians and cyclists to cross together), which would increase the provision for people walking and cycling in a number of locations.	

Figure 2 on pages 8 and 9 show the location of the proposed junction improvements. Further detail on each junction follows on pages 10 to 16.

- The footway / cycleway areas on the plans show where we are looking at improvements for people walking and cycling. These designs are still being developed.
- Beyond the scheme limits there is a proposal for a new roundabout at New Monks Farm, Lancing in connection with new housing development. This is not part of this consultation.

Figure 2: Overview of scheme (Option 1)



Figure 3: Proposed junction improvements

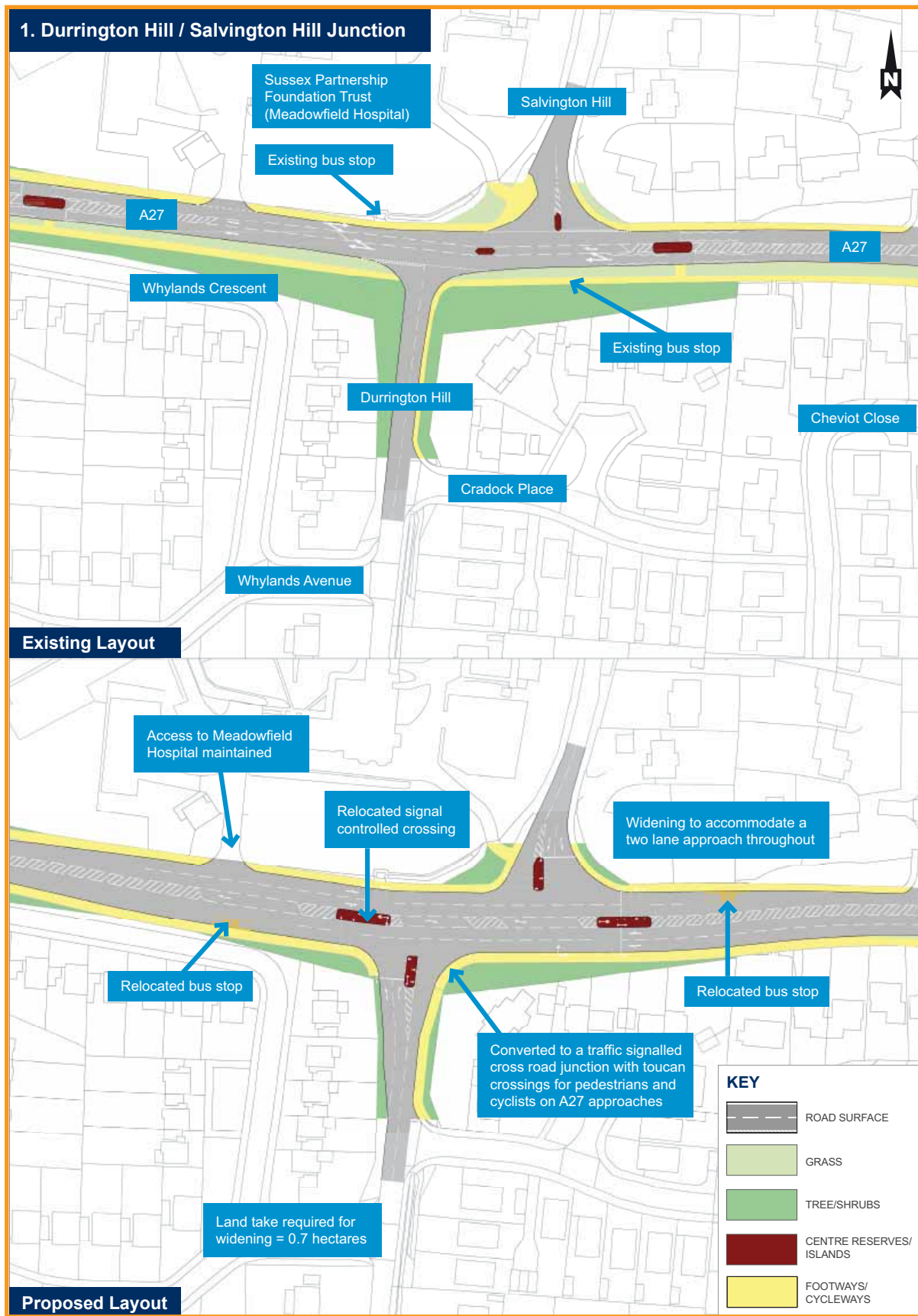


Figure 4: Proposed junction improvements

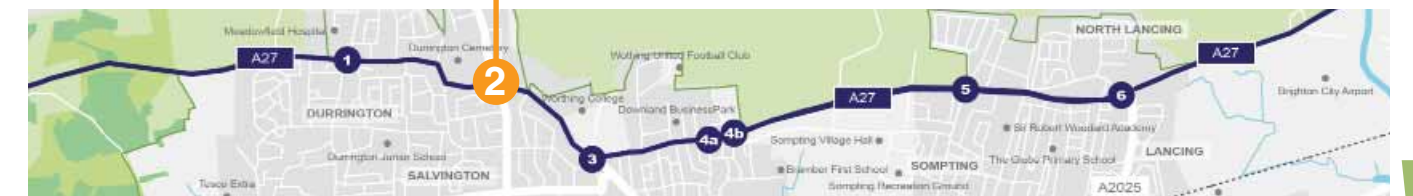
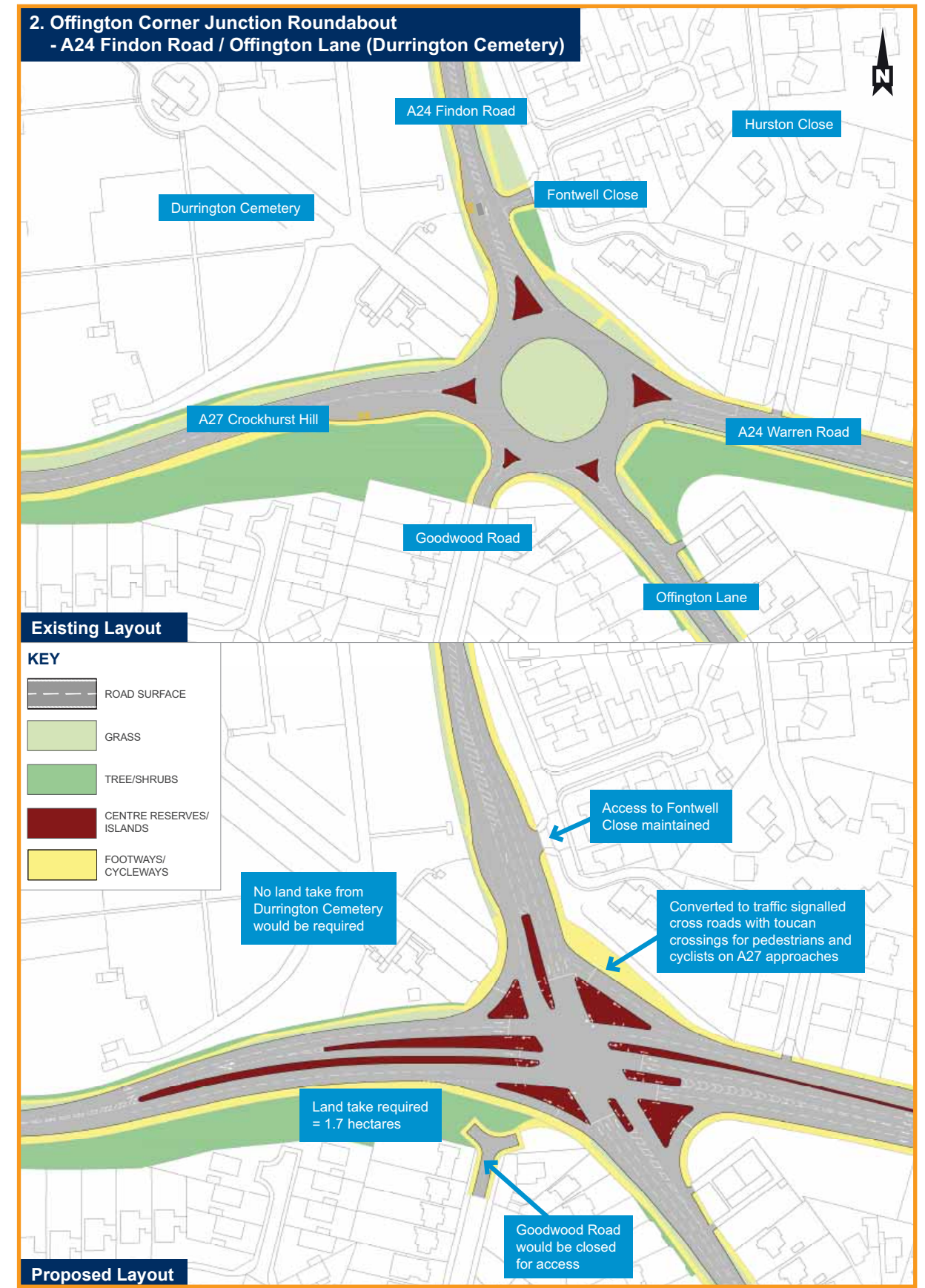


Figure 5: Proposed junction improvements

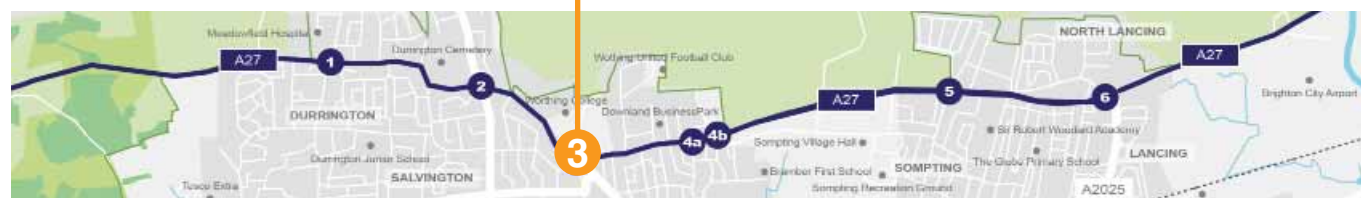
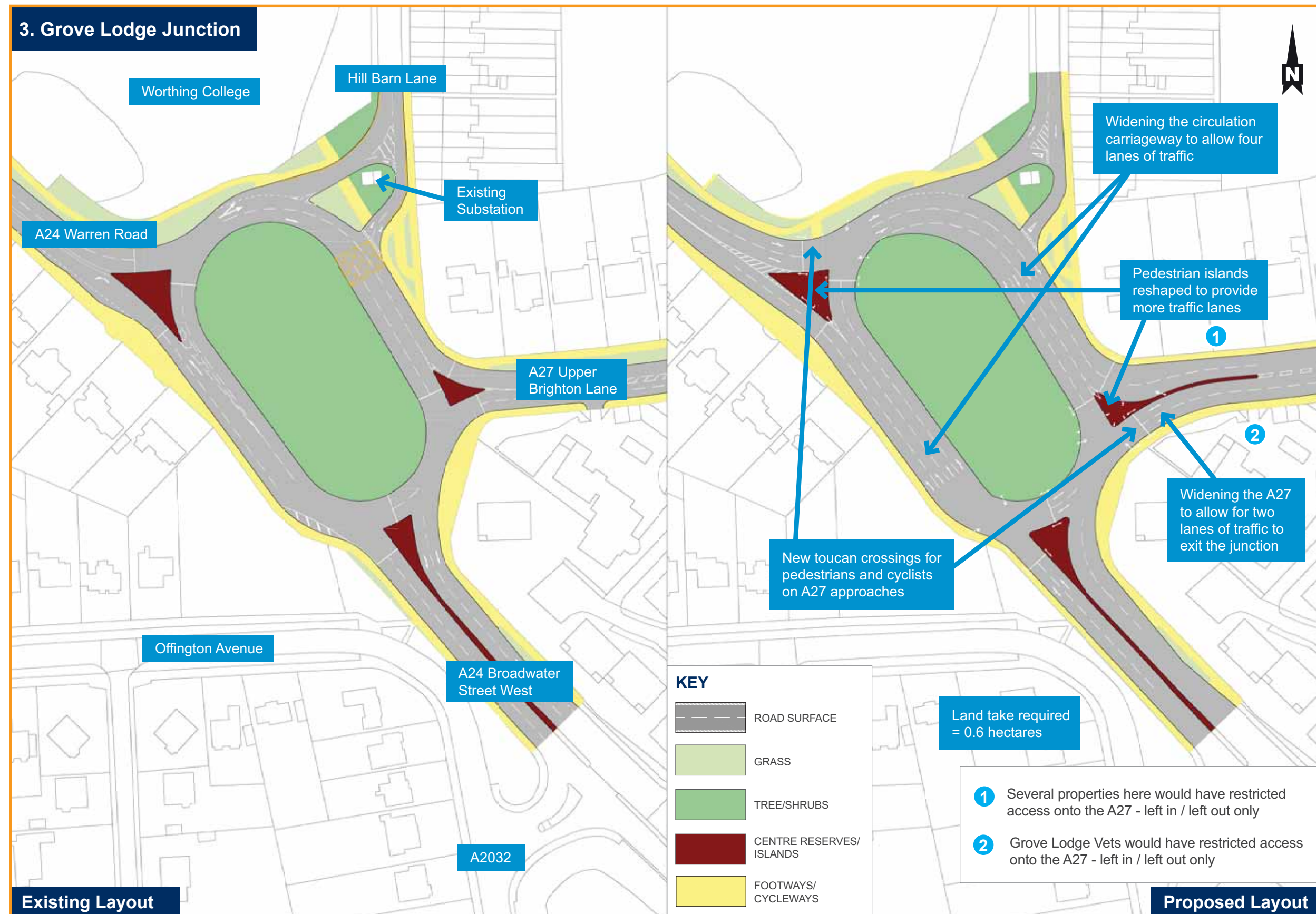


Figure 6: Proposed junction improvements

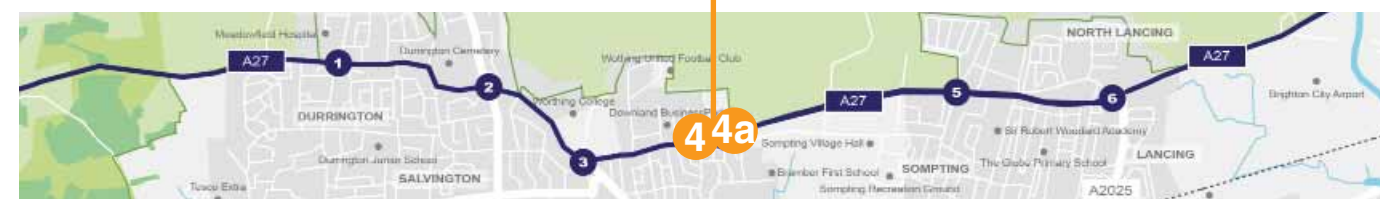
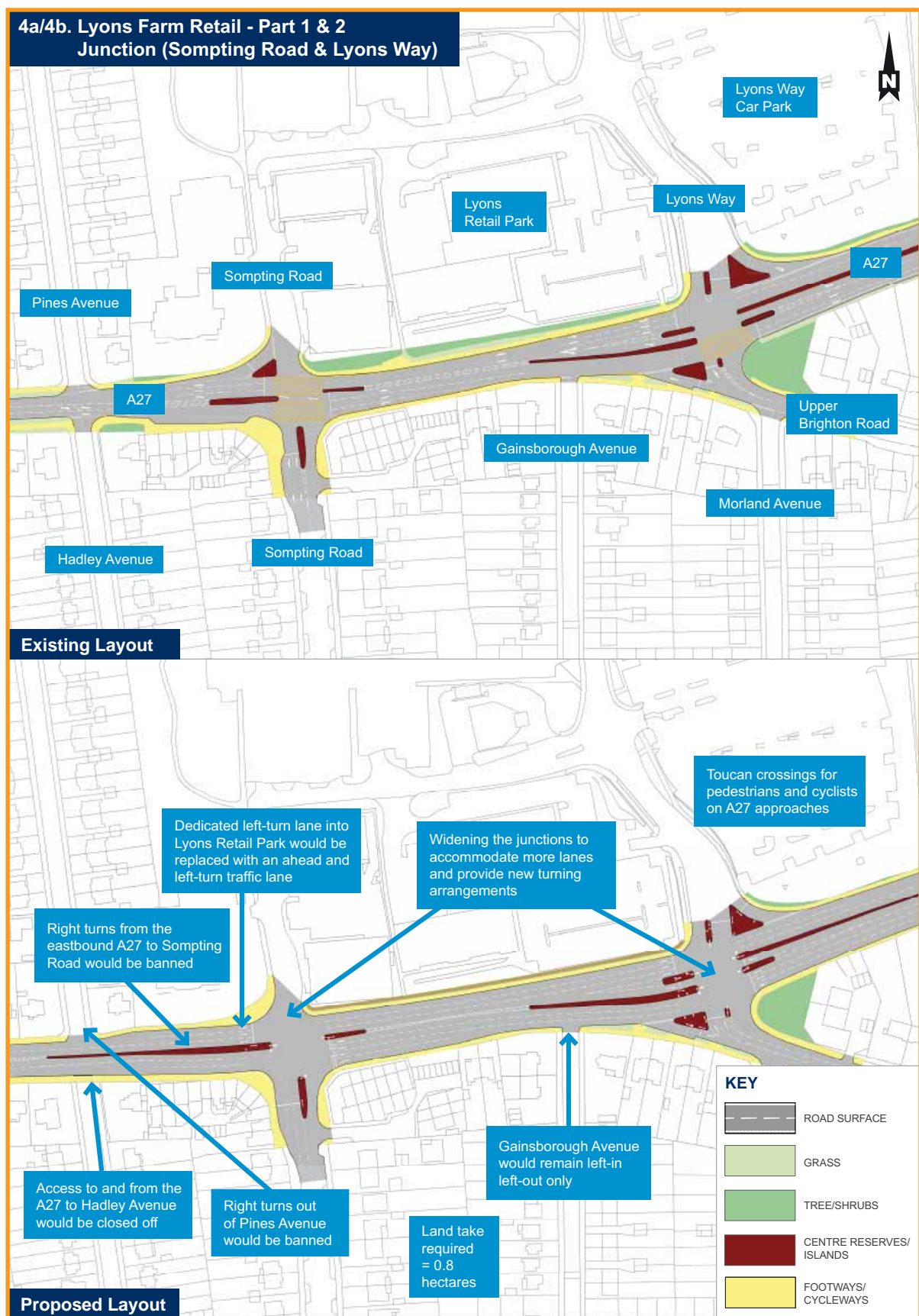


Figure 7: Proposed junction improvements

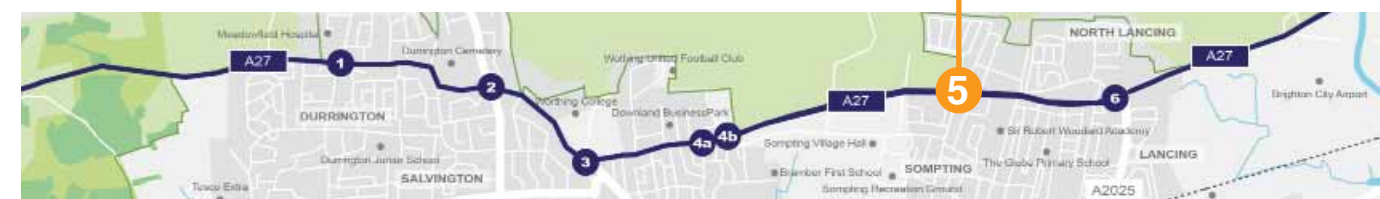
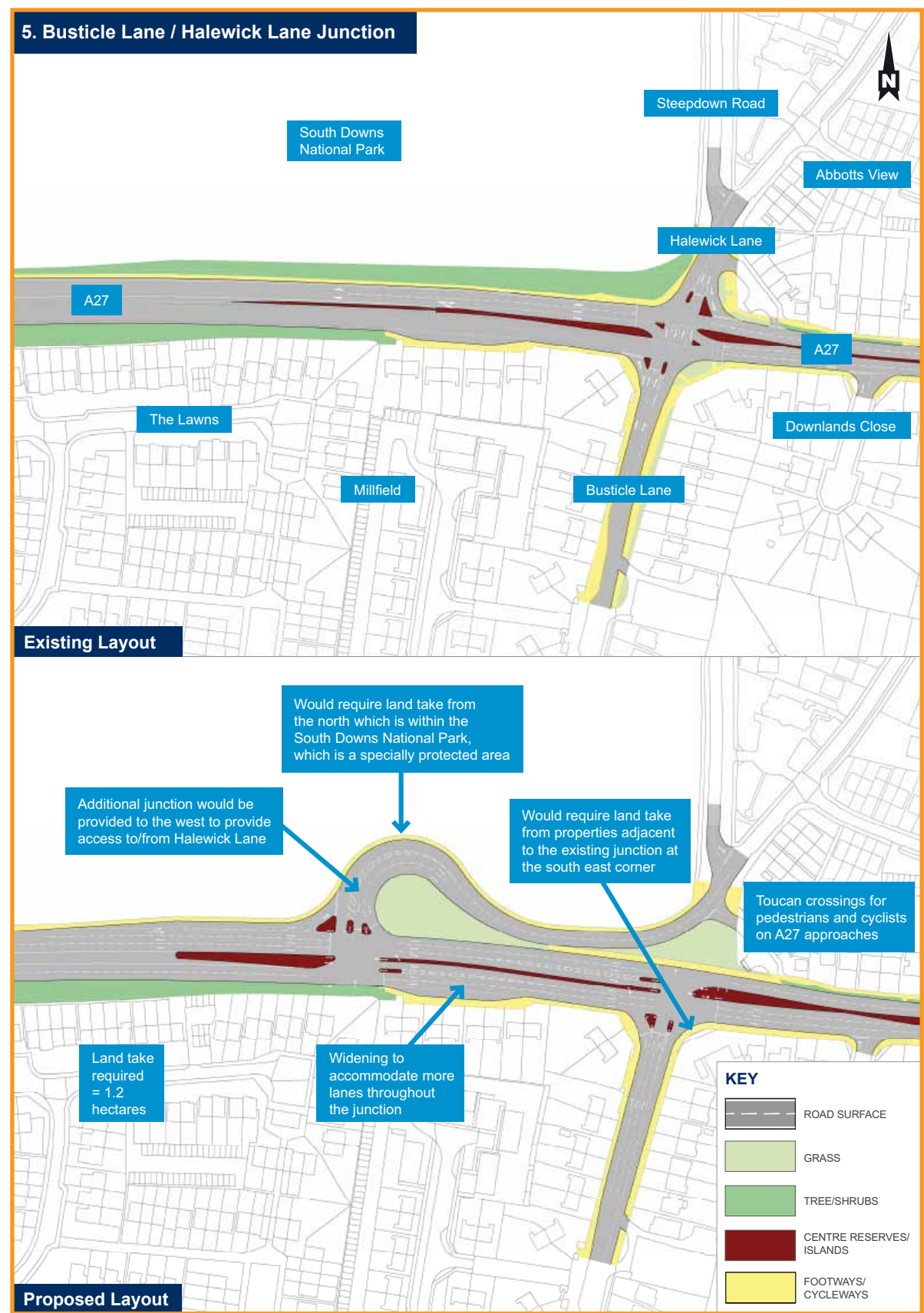
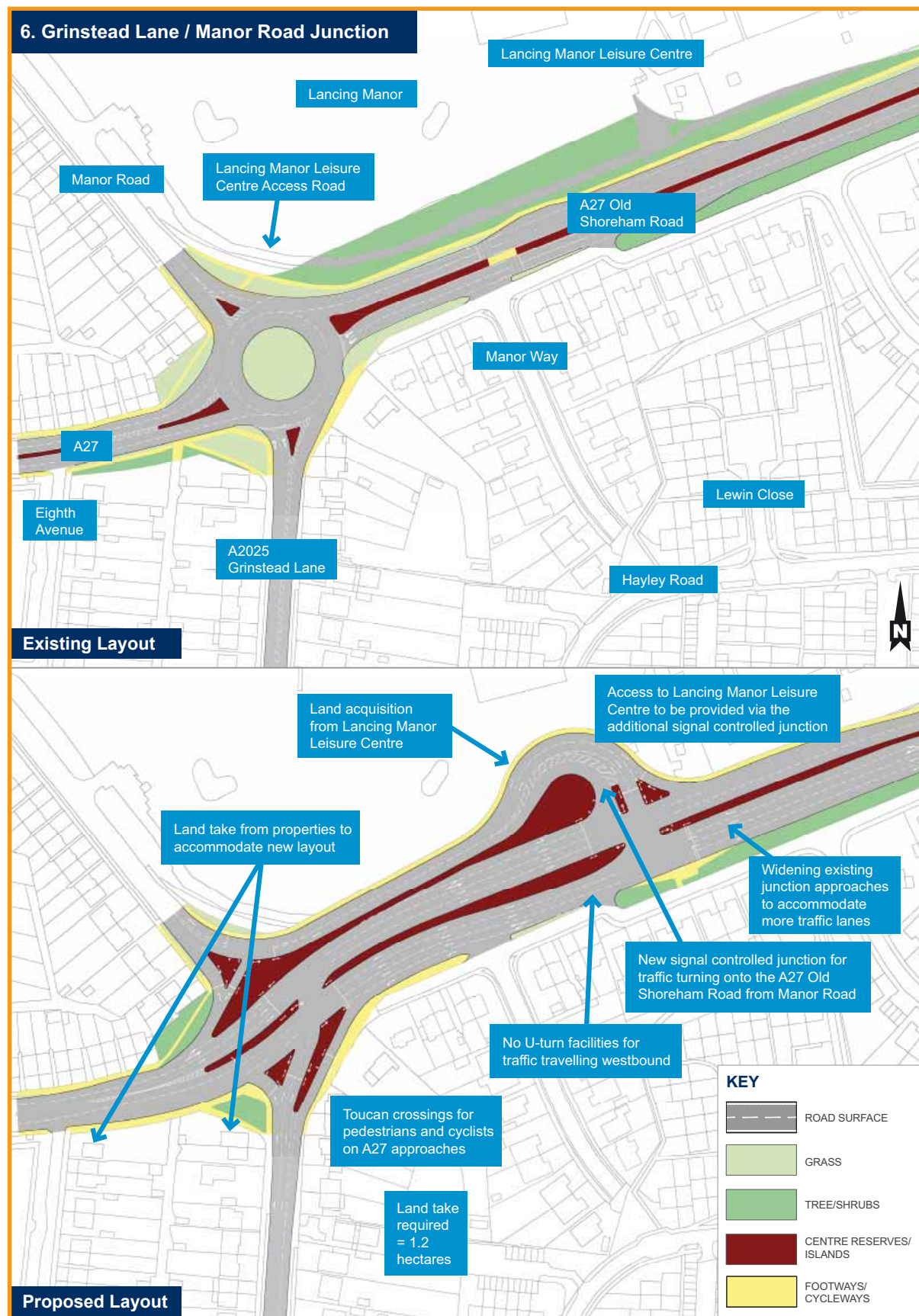


Figure 8: Proposed junction improvements



Environmental and Design Considerations – minimising the impacts

Our licence sets out our commitment to minimising the environmental impact of our road network and to protecting and enhancing the quality of the surrounding environment.

We have considered a number of environmental and design constraints in developing the scheme. These are shown in Figure 9 on pages 18 and 19 with a glossary on page 20 and described in the table below:

Consideration	Description
Local residents	There are a number of local residents within close proximity to the scheme. We will seek to address any potential noise and visual intrusion impacts and provide suitable access arrangements and crossing facilities for all road users.
Air quality	The A27 passes through the Worthing Air Quality Management Area (AQMA). The designation of the AQMA is due to high volumes of pollutants often a result of congested and slow moving road traffic. We will assess the potential impacts of road traffic and opportunities to improve air quality.
National Park	<p>The South Downs National Park is a nationally designated landscape. We have a legal duty to have regard to the twin purposes of the National Park:</p> <ul style="list-style-type: none"> To conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park To promote opportunities for the understanding and enjoyment of its special qualities. <p>Reducing congestion on the A27 and the use of alternative, less suitable routes through the National Park may provide benefits to communities in the National Park, however, the scheme could also have impacts on landscape, tranquility, dark night skies, biodiversity, recreation and heritage. The South Downs National Park Authority is a key consultee and we will seek to design a scheme that is as sensitive as possible to the area.</p>
Cultural heritage	There are a number of key heritage assets in close proximity to the route including the Grade I Listed Parish Church of St Mary and Sompting Conservation Area.
Nature and Conservation	Cissbury Ring Site of Special Scientific Interest (SSSI), Offington Cemetery, Hill Barn Golf Course and Lancing Ring Local Wildlife Sites (LWS) are located in close proximity to the scheme.
Water resources	There are regionally important groundwater sources in the surrounding areas (which resulted in the previous rejection of tunneling options). We will ensure these are preserved and maintained when designing and constructing the scheme.
Floodplain	<p>Both coastal and river flooding are possible with the area being covered by two different flood zones:</p> <ul style="list-style-type: none"> Flood Zone 2: land having between a 1 in 100 and 1 in 1000 annual probability of river flooding; or between a 1 in 200 and 1 in 1000 annual probability of sea flooding. Flood Zone 3: land having a 1 in 100 or greater annual probability of river flooding; or a 1 in 200 or greater annual probability of sea flooding. <p>The scheme will be designed to ensure that the standard of protection served by the existing flood defence is not minimised and that there is not an adverse impact on flood risk.</p>

Figure 9: Environmental Constraints Map



Key

- South Downs National Park
- Ancient Woodland
- Woodland
- Flood Zone 2
- Flood Zone 3
- Local Wildlife Site
- Groundwater Protection Zone 3
- Groundwater Protection Zone 2
- Groundwater Protection Zone 1
- Grade Listed Buildings
- Air Quality Management Area
- Scheduled Monument
- Sites of Special Scientific Interest
- Noise Important Area
- Conservation Area

Junctions

- 1 Durrington Hill / Salvington Hill Junction
- 2 Offington Corner Junction Roundabout - A24 Findon Road / Offington Lane (Durrington Cemetery)
- 3 Grove Lodge Junction
- 4a Lyons Farm Retail Part 1 Junction (Sompting Road)
- 4b Lyons Farm Retail Part 2 Junction (Lyons Way)
- 5 Busticle Lane / Halewick Lane Junction
- 6 Grinstead Lane / Manor Road Junction

National Park	A nationally protected landscape, designated for the conservation and enhancement of natural beauty, wildlife and cultural heritage and opportunities for understanding and enjoyment of its special qualities.
Ancient Woodland	Woodland that has existed since at least 1600AD. It is protected under the National Planning Policy Framework.
Flood Zones	Flood Zone 2: land having between a 1 in 100 and 1 in 1000 annual probability of river flooding or between a 1 in 200 and 1 in 1000 annual probability of sea flooding.
	Flood Zone 3: land having a 1 in 100 or greater annual probability of river flooding or a 1 in 200 or greater annual probability of sea flooding.
Local Wildlife Site	Area of land that has been identified and selected locally using robust scientifically-determined criteria and detailed ecological surveys for its nature conservation importance.
Groundwater Protection Zone	Zone 1: 50 day travel time from any point below the water table to the source. This zone has a minimum radius of 50 metres.
	Zone 2: 400 day travel time from a point below the water table. This zone has a minimum radius of 250 or 500 metres around the source, depending on the size of the abstraction.
	Zone 3: Area around a source within which all groundwater recharge is presumed to be discharged at the source.
Grade Listed Building	Listing marking a building's special architectural and historic interest, and also brings it under the consideration of the planning system so it can be protected for future generations. There are three gradings in order of the level of interest: Grade I, Grade II* and Grade II.
Air Quality Management Area	A location where Air Quality Objectives (as set out in the Government's Air Quality Strategy) are not likely to be achieved. The area is declared by the Local Authority as an Air Quality Management Area (AQMA) and a plan to improve air quality in that area is produced.
Scheduled Monument	A historic building or site that is included in the Schedule of Monuments kept by the Secretary of State for Culture, Media and Sport.
Site of Special Scientific Interest	A site designated (under Wildlife and Countryside Act 1981) by Natural England as an area of special interest by reason of any of its flora, fauna, geological or physiographical features.
Noise Important Areas	Noise Action Plans for roads and railways provide a framework for the local management of Noise Important Areas
Conservation Area	Area designated by Local Planning Authority that is of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance.

Benefits and impacts

The boxes are colour-coded to show how much of a benefit or adverse impact the scheme would have on a number of factors, which are linked to the scheme objectives. The impacts described are assuming best practice mitigation will be implemented, which means that measures will be taken to reduce, offset, or eliminate significant potential negative environmental impacts. If you have different views or local information we should be aware of, please tell us in the questionnaire.

Significant Benefit	Slight Benefit	Neutral	Slight adverse	Significant adverse
↑↑	↑	↔	↓	↓↓

Topic	Impact of proposed junction improvement scheme (Option 1)	Level of benefit
Congestion	There will be some reduction in traffic congestion which will benefit local and through-traffic, enable local economic growth and cater for planned development.	↑
Long term traffic demand (for 2041)	The improved junctions do not have sufficient capacity to cater well for peak period traffic in the longer term, due to planned developments and natural growth in population. Local authorities would need to consider measures to reduce long term growth such as traffic restraint policies, improvements to public transport and increased cycling and walking.	↔
Safety	The scheme will reduce accidents by drawing traffic away from minor junctions and local roads. Toucan crossings at junctions will provide protected crossing facilities for pedestrians and cyclists, and new traffic signals at roundabouts will improve safety for cyclists.	↑
Air quality	Air quality could improve due to a reduction in traffic congestion, though this could be offset by more vehicles using the road. The net effect is currently being assessed. Further consideration of the full scale of the impacts will be undertaken in the next stage of scheme development.	↔
Community division / severance	Though the road will still remain a barrier to movement within the area, the reduced congestion and the new pedestrian and cyclist crossings are expected to improve accessibility and increase opportunities for walking and cycling. Therefore the scheme is expected to provide a slight benefit for local movements.	↑
Noise and vibration	During construction, there are likely to be temporary medium to high noise impacts. Once open to traffic, it is expected that the noise and vibration impacts will be negligible as traffic noise is likely to increase by less than 1 decibel (due to more free-flowing traffic). This could potentially be reduced further through mitigation.	↔

Construction impact	The extent of the likely disruption would be assessed in a further stage of scheme development and we would prioritise finding ways of reducing overall delays. It is marked as slight adverse because although it would only occur over a short period and be significant, the other impacts are measured over a much longer period.	↓
Journey times	Peak period journey times should reduce despite the projected growth in traffic. We estimate the following journey time savings in 2041 (average / vehicle): Morning peak - eastbound and westbound: 3 minutes. Evening peak - eastbound and westbound: 5 minutes.	↑
Nature conservation	Overall there will be no adverse or beneficial impacts upon designated ecological sites. Some roadside vegetation such as isolated trees and scrub will be lost, but with appropriate mitigation it is not expected that this will have any significant impacts.	↔
Landscape and visual impact	The landscape and views will remain unchanged for a large proportion of the scheme. However, in more visually sensitive areas where fewer mitigation options are available, some slight adverse impacts may arise. Some land would also be required in the South Downs National Park, which is a specially protected area. The Secretary of State for Transport should refuse development consent in these areas except in exceptional circumstances and where it can be demonstrated that it is in the public interest.	↓
Cultural heritage	The scheme is likely to have an impact on one below-ground heritage asset, a World War II defence line around Worthing from Goring-by-Sea (MWS10696) which is of regional importance. Mitigation measures will be devised in consultation with West Sussex County Council's Archaeologist. No impacts upon the setting of other designated sites are envisaged.	↔
Water and drainage	It is unlikely that the scheme will have any notable benefits or adverse impacts on local flood risk and the quality of the water environment. A more detailed assessment will be undertaken at the next stage of scheme development.	↔



Public exhibitions

You can find out more about the proposal at the public consultation exhibitions where staff from Highways England and our Consultants will be on hand to answer your questions.

Date	Time	Location	Address
Wednesday 19 July	4pm to 8pm	Richmond Room, Worthing Assembly Hall	Stoke Abbott Road, Worthing BN11 1HQ
Tuesday 25 July	1pm to 8pm	Harriet Johnson Centre	Old School House, Loose Lane, Sompting, Lancing, BN15 0BG
Saturday 29 July	10am to 2pm	Impulse Leisure – Lancing Manor	Manor Road, Lancing, BN15 0PH
Saturday 12 August	10am to 2pm	Impulse Leisure – Lancing Manor	Manor Road, Lancing, BN15 0PH
Tuesday 15 August	1pm to 8pm	Richmond Room, Worthing Assembly Hall	Stoke Abbott Road, Worthing BN11 1HQ
Wednesday 16 August	1pm to 8pm	Harriet Johnson Centre	Old School House, Loose Lane, Sompting, Lancing, BN15 0BG
Saturday 2 September	10am to 2pm	Richmond Room, Worthing Assembly Hall	Stoke Abbott Road, Worthing BN11 1HQ
Wednesday 6 September	1pm to 8pm	Field Place Manor House	The Boulevard Worthing, BN13 1NP

Locations to collect consultation material

You can also find copies of the brochure and the questionnaire at the following locations throughout the consultation period (19 July to 12 September 2017), during their normal hours of opening:

Location	Address
Broadwater Library	Dominion Road, Broadwater, Worthing, BN14 8JL
Broadwater Parish Rooms	117 Broadwater Road, Worthing, BN14 8HT
Durrington Library	Salvington Road, Worthing, BN13 2JD
Ferring Library	The Street, Ferring, BN12 5HL
Findon Valley Library	Lime Tree Avenue, Findon Valley, Worthing, BN14 0DH
Fishersgate Community Centre	West Road, Portslade, BN41 1QH
Goring Library	Mulberry Lane, Goring-by-Sea, Worthing, BN12 4JL
Harriet Johnson Centre	Old School House, Loose Lane, Sompting, BN15 0BG
Lancing Library	Penstone Park, Lancing, BN15 9DL
Shoreham Library	St Mary's Road, Shoreham, BN43 5ZA
Southwick Community Association	24 Southwick Street, Southwick, BN42 4TE
The Shoreham Centre	2 Pond Road, Shoreham-by-Sea, BN43 5WU
Worthing Library	Richmond Road, Worthing, BN11 1HD

Planning consent

The A27 Worthing and Lancing improvements scheme is likely to be defined as a Nationally Significant Infrastructure Project (NSIP) by the Planning Act 2008. This depends on the eventual size and impacts of the scheme, which may change as we develop our designs. If the scheme is a NSIP, we must obtain a Development Consent Order (DCO) to build the scheme. A Development Consent Order is a comprehensive type of planning permission combined with powers necessary to develop complex infrastructure schemes, such as powers to buy land.

We will undertake a statutory public consultation, then we will prepare and lodge the application with the Planning Inspectorate, who will check and decide whether or not to accept the application. A pre-examination stage follows this, where the public will be able to register with the Planning Inspectorate and provide a written summary of their views on the application. The Planning Inspectorate then has six months to carry out the formal examination. During this stage people who have registered will be invited to provide more detail of their views in writing.

The final decision on the scheme will be made by the Secretary of State for Transport, who will determine the application with regard to:

- Any local impact reports submitted by the relevant local authority.
- How the application relates to planning policy [e.g. policies contained in the National Policy Statement for National Networks (NPSNN)].
- Any other matters which they think are both relevant and important to their decision, such as the impacts and benefits of the scheme, and any legal and international obligations.

If we do not obtain consent from the Secretary of State for Transport then the scheme cannot be delivered.

More information is available via our A27 Worthing and Lancing: Planning Policy Summary on our website (or available at our exhibition) or from the Planning Inspectorate website: www.infrastructure.planninginspectorate.gov.uk.

Summary notes

We understand that some of our technical information may be difficult to follow. We have produced a series of summary notes as a bridge between this brochure and our technical reports for anyone who wishes to understand more. Copies of these summaries will be available at the exhibitions and online at:

www.highways.gov.uk/a27Worthing-and-Lancing

Your views are important

We would like to hear your views about the proposed scheme based on your knowledge of the area. The consultation runs for 8 weeks from 19 July to 12 September 2017.

How will we use the feedback?

Your responses will help us to:

- Fully consider any potential impacts on the community and environment.
- Develop the final scheme design incorporating your responses, where applicable.
- Ensure the final Environmental Statement considers impacts or mitigation measures that you have told us about, where appropriate.

What happens after the public consultation?

All responses and comments received during the public consultation will be considered and summarised in our Public Consultation Report, which will be submitted to the Department for Transport (DfT). We will also report on all the technical work done to date. Following our normal procedures we will analyse all feedback and produce a consultation report which informs the preferred route.

Our timescales are outlined in the panel on the right.

Another opportunity to have your say

Following a Preferred Route Announcement, we will develop detailed proposals. This will include further surveys and investigations to allow us to design the scheme in more detail.

There will be another opportunity to have your say during a statutory public consultation on the design of the preferred route.



How to contact us:

You can use the following methods to respond to the public consultation:

- Complete the questionnaire and send it to us at: FREEPOST A27 WORTHING-LANCING
- Complete the questionnaire online at www.highways.gov.uk/a27Worthing-and-Lancing
- Complete the questionnaire at a public consultation event.

If you have any questions, or would like information in a different format, please contact us by:

- Email A27WorthingandLancingImprovements@highwaysengland.co.uk
- Telephone 0300 123 5000 (24 hours).

Annex:

Further information on history of A27 Worthing and Lancing improvements

Historic options (1990-2015)

Having been first proposed in the 1990s, improvements to the A27 at Worthing and Lancing have been put forward in the past but not progressed for various financial and environmental reasons.

- The A27 Bypass Scheme (conducted for the Highways Agency in the early 1990s) aimed to develop a Worthing Northern Bypass Scheme. However, the Secretary of State for Transport rejected the preferred route in 1996 due to local disagreement on the route.
- The South Coast Multi-Modal Study (SoCoMMS) conducted for the Government Office for the South East in 2002 recommended a major road improvement in the form of a tunnel or series of tunnels. The Secretary of State for Transport rejected the scheme due to cost and likely impact on regionally important groundwater sources.
- The Route Strategy and Action Plan for the A27 (2013 study for West Sussex County Council) examined options for short-term improvements to 14 junctions along the A27 and identified the need for more traffic modelling to test performance.
- The A27 Corridor Feasibility Study (conducted for the Department for Transport in 2015) found that tunnel options for Worthing would offer very poor value for money, but junction improvements and widening the existing A27 would provide significant congestion and economic benefits.

Since these studies there has been some local interest in a tunnelling scheme and a northern 'bypass' route. These have been discounted for the following reasons:

- Tunnelling options have been considered in two of the previous studies. Tunnelling would cost £1.2 to £1.4 billion and would not provide good value for the benefits gained.
- The northern 'bypass' route is an alternative to any proposed in earlier studies and would make use of local roads, including the A280 Long Furlong, A24 and A283 Steyning Road / Washington Road. However the route would require considerable upgrading to meet modern trunk road standards, and given its length (25 kilometres), it would cost considerably more than the benefits that would be gained. The route is also within the South Downs National Park, which is a nationally designated protected landscape. We are required to explore whether any other options are viable before we take forward options affecting the National Park.

More recently discounted options (2015-2017)

Our current study has investigated 6 further options which have now been discounted. These included road widening to provide dual carriageways and flyovers / underpasses at junctions. However our assessments concluded that a dual carriageway scheme with flyovers / underpasses would cost well beyond the £50 million to £100 million budget. The rejected options are described in the following table on page 27. Additional information on these rejected options will be available at our exhibitions.

Option	Description	Cost Range
Option 2	New flyovers / underpasses at junctions, with direct access to the A27. Junction improvements with new layouts incorporating flyovers / underpasses but no road widening. All existing direct access points to the A27 retained, though restricted access to/from some local roads.	Discarded early as well in excess of the upper budget
Option 3	Junction improvements and upgrading to dual carriageway, with direct access to the A27. Widening of the A27 to dual carriageway. All existing direct access points to the A27 retained, though restricted access to/ from some local roads.	Up to £274 million Rejected due to cost and a low Benefit to Cost Ratio (BCR) of 0.57 (poor value for money).
Option 3A	Junction improvements and upgrading to narrow dual carriageway, with direct access to the A27. As per Option 3, but designed with narrower lanes.	Up to £238 million Rejected due to cost and a low Benefit to Cost Ratio (BCR) of 0.52 (poor value for money).
Option 4	New flyovers / underpasses at junctions and upgrading to dual carriageway, with direct access to the A27. Widening of the A27 to dual carriageway. Junction improvements with new layouts incorporating flyovers / underpasses. All existing direct access points to the A27 retained, though restricted access to/from some local roads.	Discarded early as well in excess of the upper budget
Option 5	New flyovers / underpasses at junctions and upgrading to dual carriageway with service roads. Direct access to the A27 not permitted. Widening of the A27 to dual carriageway. Junction improvements with new layouts incorporating flyovers / underpasses. All access points removed, and extensive additional work required to provide service roads from the local network.	Discarded early as well in excess of the upper budget
Hybrid	A 'hybrid' option that includes a mixture of junction improvements and flyovers (at Lyons Farm junctions and Grove Lodge roundabout). Includes some upgrading to dual carriageway standard to support the junction improvements.	£250 million to £350 million Rejected due to cost.

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