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October 2015



A27 WORTHING/LANCING IMPROVEMENTS STAKEHOLDER MEETING JULY 2015

Highways England

3511134AIK – PTG / PIN - 551524

Draft

A27 Worthing/Lancing Improvements Stakeholder Meeting July 2015

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1 INTRODUCTION

1.1 Road Investment Strategy

1.1.1 The Roads Investment Strategy (RIS) issued by the Government in December 2014 included the proposal to invest around £350 million to transform the A27, with potential for a new bypass at Arundel to complete the 'missing link' It also includes further improvements around Worthing, Lancing and some improvement east of Lewes. These schemes will improve the operation of the A27, supporting the development of local economies by mitigating the impact of several notorious congestion hotspots.

1.1.2 The A27 Corridor Feasibility Study <https://www.gov.uk/government/publications/a27-corridor-feasibility-study-technical-reports> was published in March 2015. In an accompanying leaflet it was explained that what the Department of Transport plans to do was to *“develop and assess a range of options to inform consultation with key stakeholders”* and *“engage more widely with local stakeholders on the A27 bypasses at Arundel and Worthing / Lancing.”*

1.1.3 It explained that in relation to Worthing/Lancing the plan is to develop *“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.”*

1.2 Background to the Stakeholder Meeting

1.2.1 Highways England considers information from local users and organisations that rely on the strategic road network (SRN) to be vital to develop the best possible option for the SRN.

1.2.2 The purpose of this Stakeholder Meeting was to bring together key local stakeholders to communicate and engage with them about the current state of the project. These comprised stakeholders representing a wide range of interests who were previously invited to the Reference Group of the A27 Feasibility Corridor Study with the addition of local Parish Councils Representatives, and a large landowner directly affected by potential road improvements. The Event was also aimed at capturing the views of the key stakeholders about such improvement concepts as well as scheme objectives against which any scheme should be assessed.

1.2.3 To keep the meeting manageable in terms of space and purpose only one representative of each stakeholder organisation was invited together with one member and one officer of District and County Councils and the South Downs National Park Authority to ensure equal representation amongst stakeholders.

1.2.4 This report documents the process and outcomes of the event which covered the A27 Worthing/Lancing Improvements scheme.

1.3 Report structure

1.3.1 This report documents the event and is set out as follows:

- Section 2: Attendees
- Section 3: Meeting (i.e. structure and findings of the meeting)

- Section 4: Feedback
- Section 5: Summary and next steps
- Appendices

1.4 Venue, date and agenda

1.4.1 The event was held at the Chatsworth Hotel in Worthing on the 14th of July 2015 from 7.00pm to 9.30pm.

1.4.2 The invitees were sent the Agenda of the Event (Appendix A – Agenda of event), a briefing note containing the information found in Paragraph 1.1 and directions on how to get to the Event venue.

1.5 Structure of meeting

1.5.1 The event was structured into four main parts:

- An introductory presentation
- An active session for attendees - which included an individual exercise, a breakout session (with attendees split into three groups) and a comment session.
- A question and answer session
- A summary of the event and explanation of the next steps.

1.5.2 The Event was facilitated by a WSP I PB member of staff with no involvement in the scheme: Sarah Speirs. The Event was introduced by Paul Harwood of Highways England and Colin McKenna of WSP I PB. The facilitation of the breakout groups and note taking was carried out by Highways England and WSP I PB staff. Attendees were asked to be open and honest in their comments with the safeguard that individual comments made would not be attributed in the note of the meeting.

1.5.3 Details of the breakout groups, facilitators and note-takers are provided in Appendix B – breakout groups, facilitators and note-takers.

1.5.4 Instructions were provided for the attendees on a presentation slide at the start of each exercise/breakout session to detail their purpose and desired outcomes. A copy of the presentation material is included in Appendix C – A27 Worthing improvements presentation. Please note that environmental constraints are to be verified with on ground surveys and that the Air Quality Management Area (AQMA) is subject to change).

2 ATTENDEES

2.1 General

2.1.1 Invitations to the event were sent out to 28 different organisations and local authorities. These organisations covered a wide range of public organisations/ services and private enterprises. A list of the organisations and local authorities invited to attend is included in Appendix D – List of organisations and local authorities invited.

2.1.2 Of those invited 22 individuals attended representing 22 organisations. A list of attendees and the breakout groups they were a part of is included in Appendix B.

3 MEETING

3.1 Individual exercise

3.1.1 Following the introductory presentation, stakeholders were asked to write on a Post-It note: “What don’t you currently like about the A27 and what needs to be fixed?”

3.1.2 A total of 93 notes were collected and divided into categories: Highway / Traffic, Social/Community, Non-Motorised Users (NMUs), Environment, Economy and Emotional/Visual/Other. The breakdown of responses is shown in Figure 3-1.

3.1.3 As illustrated, a little more than half of the comments regarded concerns and issues with the state of the A27 and the traffic issues associated with this.

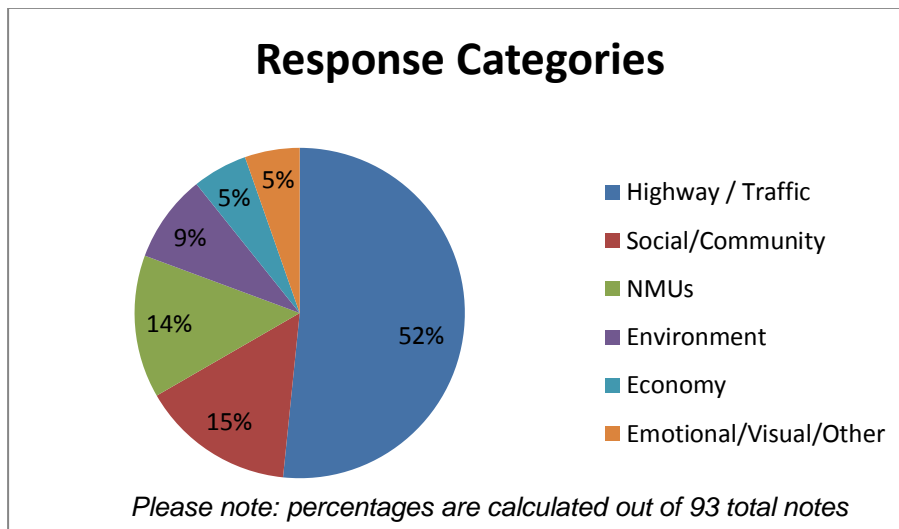


Figure 3-1: Individual exercise responses (breakdown by topic)

3.1.4 In terms of traffic/highway attendees listed a range of issues including delays, junction inadequacy and high speeds.

3.1.5 They also expressed Social/Community concerns about the proximity of the residential areas to the A27 and the poor pedestrian/cycling environment.

3.1.6 All detailed responses can be found in Appendix E – Detailed responses from individual exercise.

3.2 Breakout session

3.2.1 Paul Harwood from Highways England presented the different concepts currently being considered and indicated that they are currently only indicative. A display poster of the different concepts was also in the room to provide a visual representation. This showed that some concepts could require substantial land take and affect a significant number of properties.

3.2.2 Attendees were divided into three groups and asked to discuss advantages and disadvantages of each concept, and report back after the discussion.

3.2.3 The detailed responses from this session are included in Appendix F – Detailed responses from breakout session.

3.3 Comment session

3.3.1 After the breakout session, attendees were shown three posters:

- Objectives of the improvements
- List of stakeholders invited
- Design considerations

3.3.2 They were asked to add (using Post-It notes) what objectives, stakeholders and design considerations they felt were missing from the posters.

3.3.3 The detailed responses from this session are included in Appendix G – Stakeholders' suggestions.

3.3.4 Appendix H also includes suggestions received after the event by email.

3.4 Question and answer session

3.4.1 This session was chaired by Paul Harwood from Highways England and the floor was opened to general questions.

3.4.2 Questions raised during this section of the meeting and respective answers are included in Appendix H – Q&A. Please note that Appendix I also includes questions raised in other parts of the event.

3.5 Summary and next steps

3.5.1 Paul Harwood closed the meeting by explaining the next steps of the scheme, primarily the analysis of traffic survey data and further option development, and informed stakeholders that a further meeting could be expected later in the year.

4 FEEDBACK

4.1 General

4.1.1 A feedback form was distributed to all at the end of the event (Appendix I - feedback).

4.1.2 11 forms were returned completed. Overall there was a good level of satisfaction with the event:

- “Did you find this meeting useful?” - 82% of respondents agreed, while 18% somewhat agreed.
- “Did you find this meeting interesting?” - 91% of respondents agreed, while 9% somewhat agreed.
- “Did you find this meeting well organised?” - 91% of respondents agreed, while 9% somewhat agreed.

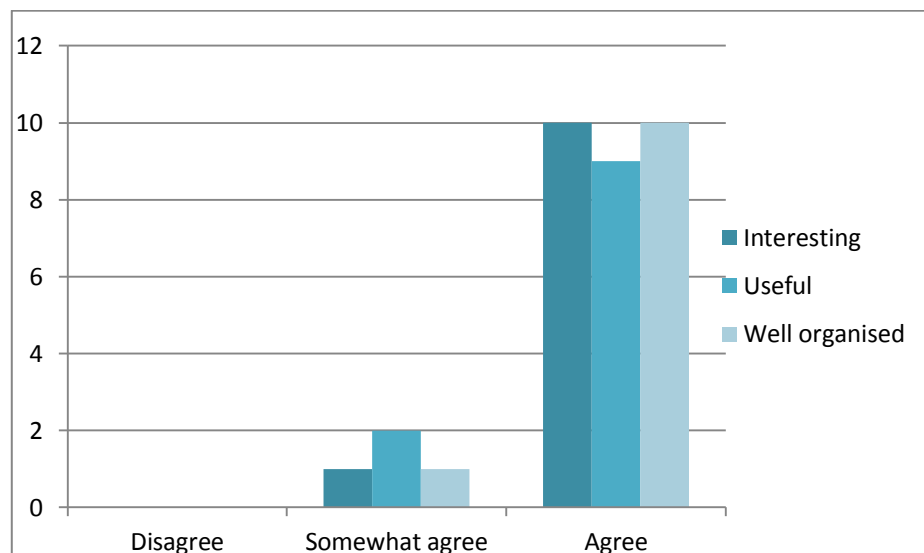


Figure 4-1: Feedback

4.1.3 Seven comments were also made. The detailed feedback provided by the attendees is included in Appendix I.

5 SUMMARY AND NEXT STEPS

5.1 Summary

5.1.1 This Report documents the outcome of the A27 Worthing/Lancing Stakeholder Meeting held in Worthing on the 14th of July 2015. There were 22 attendees representing 22 organisations.

5.1.2 The event included an individual exercise, a breakout session, a comment session and a Q&A session. Attendees were split into three groups for the breakout session.

- The individual exercise focussed on identifying the current issues that stakeholders have with the A27 as well as what they think should be fixed.
- The breakout session presented the different concepts currently being considered and asked attendees to provide their opinion in terms of their advantages and disadvantages.
- The comment session allowed attendees to provide further suggestions on success measures that could be used and comment on current objectives for the scheme. Attendees were also able to suggest other stakeholders that should be included in the communication list.
- The Q&A session provided delegates with an opportunity to ask any general questions relating to the scheme.

5.2 Discussion

5.2.1 Feedback from the meeting showed a high level of satisfaction with the usefulness, interest and organisation of the meeting.

5.2.2 The points made concerning the problems of the existing A27 route through Worthing and Lancing are covered within the findings of the A27 Feasibility Study. The severance effect of the road, the lack of cycling facilities and pedestrian crossing points and the level of frustration with the existing situation, however, were given more prominence at the meeting than in the Study report.

5.2.3 The case made by Highways England and contained within the A27 Feasibility Study for improving the A27 route through Worthing and Lancing was challenged by at least one attendee who considered that public transport improvement options should be considered before or alongside road improvement options.

5.2.4 The range of comments made on the design concepts will provide a useful input for next stage of scheme development and could provide a useful reference for future discussion with stakeholders when they have been considered in more detail by the design team.

5.3 Next steps

5.3.1 Following the completion of the Stakeholder Meeting, stakeholders' comments will be considered during option development. In particular note will be taken of where one concept has been preferred to another by a majority of stakeholders.

5.3.2 The stakeholders' comments have also pointed up areas where further explanation may be necessary for future engagement and communication purposes.

- 5.3.3 Another workshop will be scheduled for later in the year to update stakeholders on option development following the traffic surveys and to seek further design comments.

APPENDIX A – AGENDA OF THE EVENT




Agenda

A27 Worthing/Lancing Stakeholder Meeting

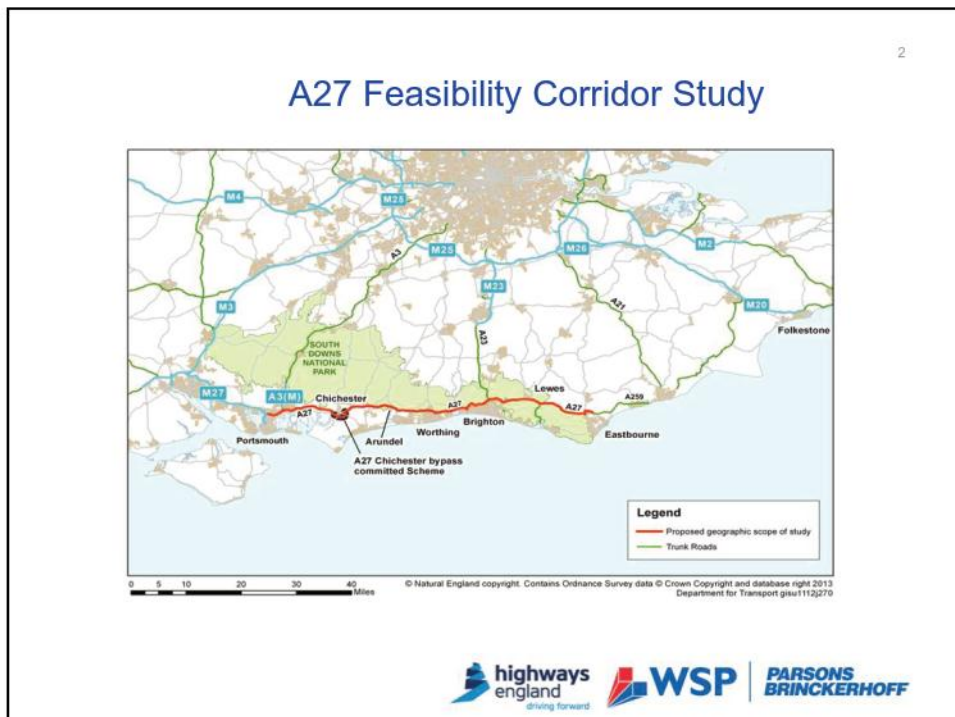
14th July 2015 – 7.00pm to 9.30pm (Refreshments from 6.30pm)
Chatsworth Hotel, Worthing

-
- | | |
|---|---------------------------|
| 1 | Welcome and Introductions |
|---|---------------------------|
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- | | |
|---|---|
| 2 | A27 Feasibility Study and Current Work
Presentation by Highways England and Consultants WSP Parsons Brinckerhoff |
|---|---|
-
- | | |
|---|--|
| 3 | Sticky Note Exercise
'What you don't like about the A27 and what needs fixing?' |
|---|--|
-
- | | |
|---|----------------------------|
| 4 | Workshop Exercise Briefing |
|---|----------------------------|
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- | | |
|---|------------------|
| 5 | Workshop Session |
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- | | |
|---|---|
| 6 | Opportunity to Inspect the Workshop Outputs |
|---|---|
-
- | | |
|---|------------|
| 7 | Next Steps |
|---|------------|
-
- | | |
|---|-----------------------------|
| 8 | Question and Answer Session |
|---|-----------------------------|
-
- | | |
|---|------------------|
| 9 | Close and Thanks |
|---|------------------|
-

APPENDIX B – BREAKOUT GROUPS, FACILITATORS AND NOTE-TAKERS

A 	B 	C 
Facilitator Stephen Gee (WSP PB) Note taker Tom Beasley (WSP PB)	Facilitator Peter Phillips (Highways England) Note taker Abi Oluwande (Highways England)	Facilitator Rohan McGinn (WSP PB) Note taker John Carne (WSP PB)
Andy Beattie - SDNPA	Steve Ankers - South Downs Society	Ron Crank - Coast to Capital LEP
Darryl Hemmings - WSCC	Jamie Fielding - Environment Agency	Chris Todd - Campaign for Better Transport
Pieter Montyn - WSCC	John Coote - Sustrans	Cllr Major Tom Wye - Rep for Tim Loughton (MP for East Worthing and Shoreham), Peter Bottomley (MP West Worthing)
Rebecca Pearson - Natural England	Cllr. Pat Beresford - Adur District Council	Martin Randall - Adur & Worthing Councils
Cllr Daniel Humphreys - Worthing Borough Council	Mark Prior - Brighton & Hove City Council	Mike Tristram - Sompting Estates
Alex Bailey - Adur & Worthing Councils	Bill Freeman - CPRE Sussex	Ian Jeffery - Sussex Police
Cllr Colin Hunt - Lancing Parish and SSALC	David Martin - Stiles Harold Williams / Coastal West Sussex Partnership	Cllr Ricky Bower - Arun District Council
Tina Tilley - Worthing and Adur Chamber of Commerce		

APPENDIX C – A27 WORTHING IMPROVEMENTS PRESENTATION



3

A27 Feasibility Corridor Study

- There are existing capacity constraints due to the single carriageway section through Worthing and the narrow two-lane carriageway through Lancing, worsened by constrained capacity at the Offington Corner and Grove Lodge Roundabouts.
- The current demand exceeds the theoretical capacity of a single carriageway roadway in Worthing.
- Future growth will result in the demand further exceeding capacity through Worthing and Lancing, and this section of the A27 will act as a constraint to the planned growth in housing and employment in the corridor.
- The A27 results in severance through Worthing and Lancing.
- Hence, there IS a case for intervention at Worthing and Lancing

4

A27 Feasibility Corridor Study

- Collection of evidence on a range of transport, land-use, economic and social characteristics of the area
- Confirmation of the key hot spots creating congestion and unreliability and their impacts
- Strategic consideration of what interventions would be deliverable and cost effective



5

A27 Improvements


- **Public transport considered in SoCoMMS Improving Public Transport on its own was rejected as an option.** "Whilst this approach can be successful in increasing the use of bus and rail services, it will have limited effect on the overall use of private vehicles within the corridor."
- **Rail - Southern expects continued steady demand growth in the corridor (2% per annum by volume) but has no immediate plans for a 'step change' in capacity or service delivery. Network Rail has been consulted and has no plans to significantly increase the capacity of the rail network in the area.**
- **If there were significant improvements to rail this would only reduce traffic growth by a small amount**
- **Buses Consultation with the various Local Authorities along the corridor indicates that they do not expect major roads based public transport investment.**
- **Urban areas such as Worthing/Lancing more fruitful areas for sustainable transport measures**

6

Roads Investment Strategy

- **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 improvements, including the option of full dualling are to be agreed in consultation with West Sussex County Council and the public.**

Process of Developing a Major Road Scheme

- Corridor analysis
- Confirm priority locations for intervention
- High level appraisal of intervention options and their broad impacts
- What fell out and the reasons for that
- Develop improvement concepts and involve stakeholders in the process 
- Develop scheme options and evaluate in detail
- Public consultation on options
- Decide on preferred route option
- Further detailed analysis of impacts and business case
- Statutory process
- Scheme delivery

CURRENT WORK

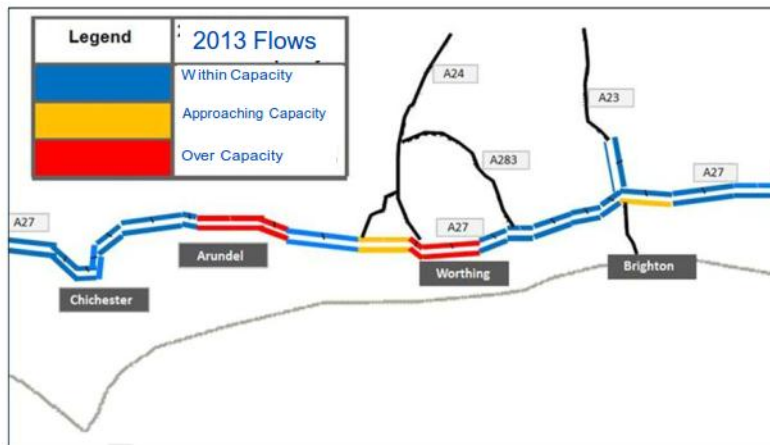
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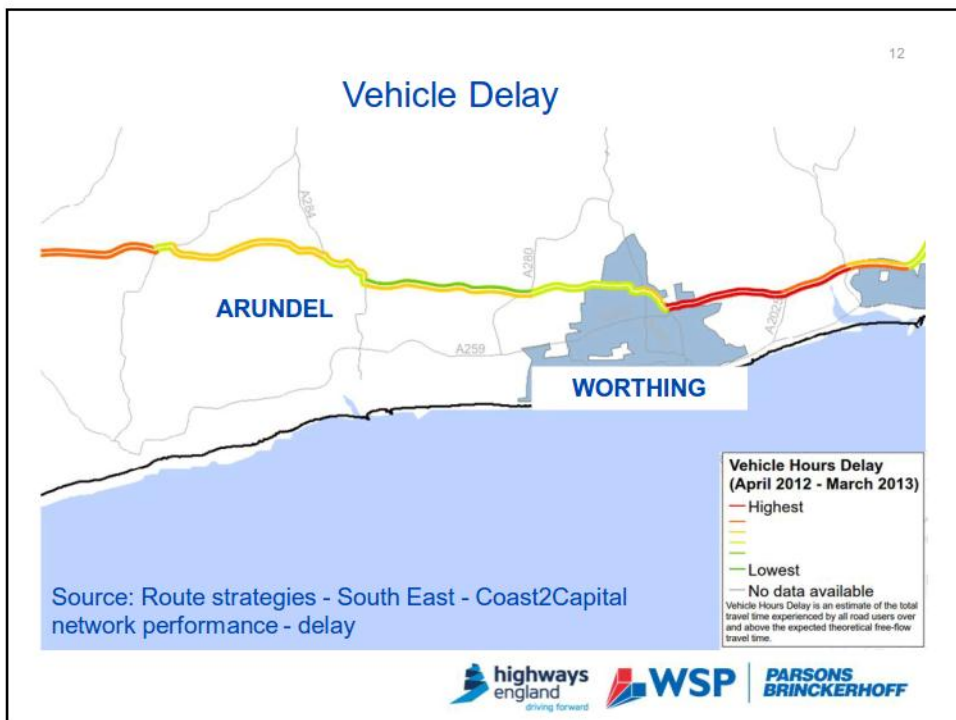
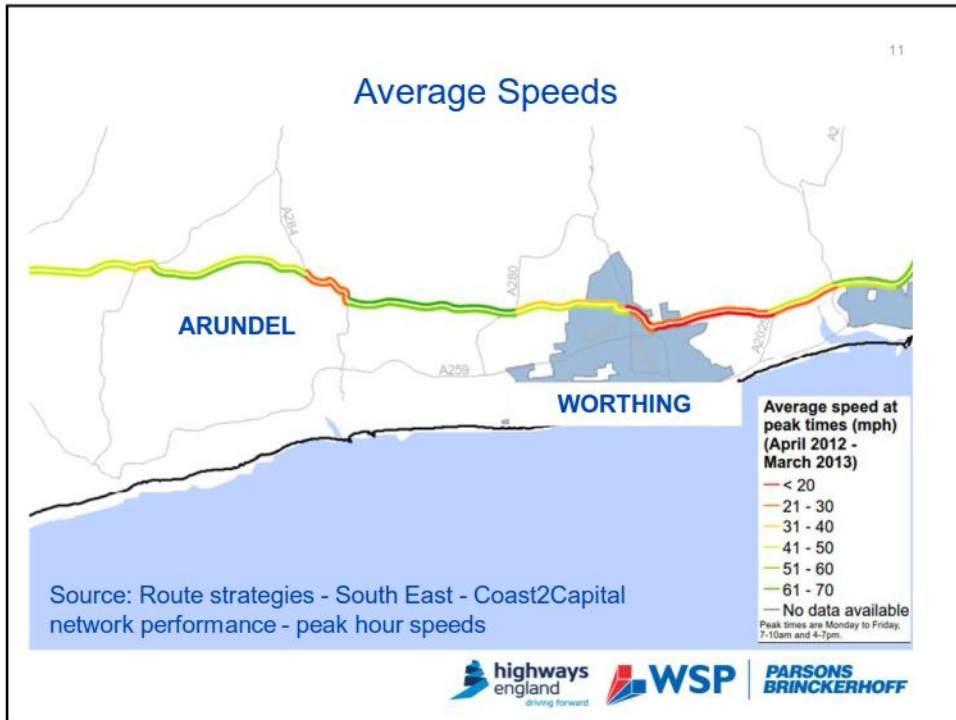
Topics Being Considered

- Air Quality
- Noise and Vibration
- Townscape and Visual
- Water and Flood Risk
- Ecology
- Arboriculture
- Effects on All Travellers
- Heritage and Archaeology
- Access
- Economy / Business
- Capacity
- Design / Aesthetics
- Road Safety
- Congestion
- Cost
- Buildability
- Community Disruption

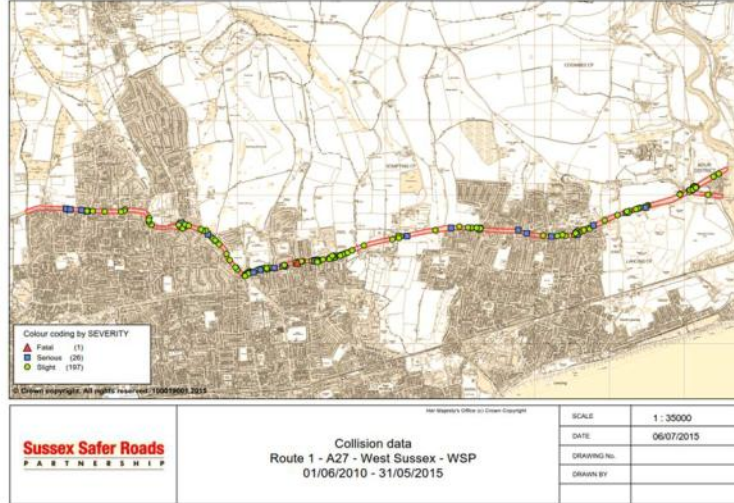
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Link Capacity

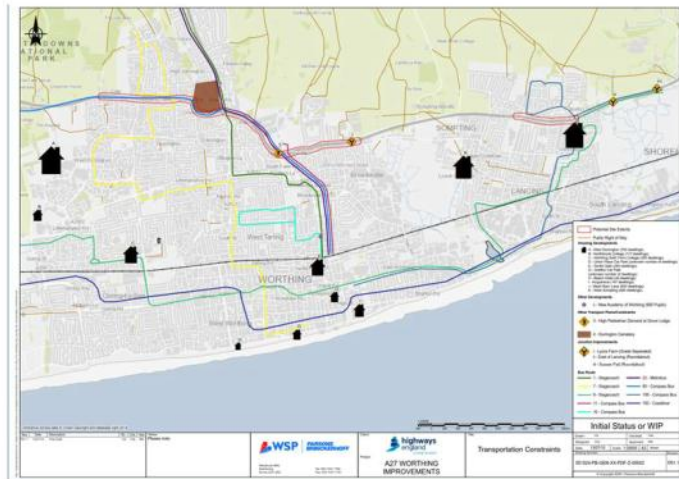


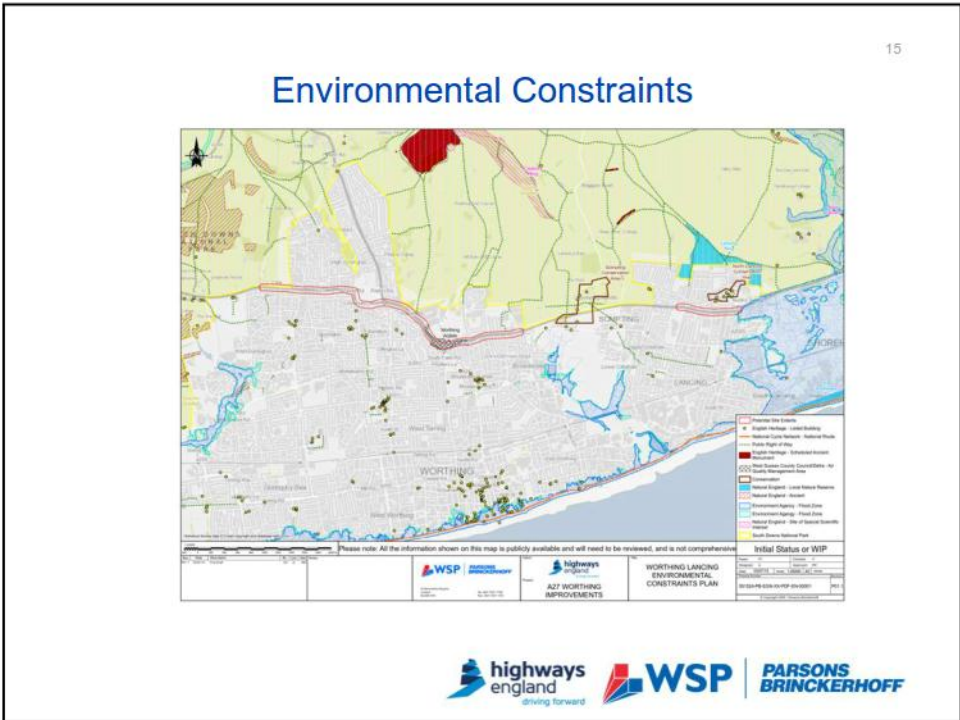


Personal Injury Collisions



Development Constraints





17

A27 Stakeholder Workshop Exercise 1

- Write down on post it notes what you currently don't like about the A27 and what needs to be fixed?



18

A27 Stakeholder Workshop Brief

- Thinking about what you know about the current situation on the A27 in this area and the issues and aspirations you just highlighted, please can you:
- Consider the A27 improvement concepts that are currently identified for further investigation (see materials on your table)
- Discuss the pro's and cons for each. We have identified some themes to help (see the cards on the table) but feel free to add your own.
- Agree the positive contributions that your group thinks are key for each concept and flag potential concerns about each one.
- Capture your group's key thoughts on the flipcharts – guideline: 3 pros and 3 cons for each concept
- Note any further information you think would be needed to evaluate the concept when it is further developed
- Identify a spokesperson to feed back the key points in 2 -3 minutes
- Your flipchart will be on display at the end of the meeting for everyone to read and will be written up as part of the findings of the meeting

A27 Stakeholder Workshop

- If you haven't already done so please look at the Stakeholder List and suggest who else would be added and the best ways of keeping in touch.
- And Comment on Objectives and propose broad success measures

A27 Stakeholder Workshop

- Next Steps

A27 Stakeholder Workshop

→ **Questions and Answers**

APPENDIX D – LIST OF ORGANISATIONS AND LOCAL AUTHORITIES INVITED

Invitees		Attendance	
		YES	NO
1	Action in Rural Sussex (AIRS)		X
2	Adur & Worthing Councils	X	
3	Adur District Council	X	
4	Arun District Council	X	
5	Brighton & Hove City Council	X	
6	Campaign for Better Transport	X	
7	Coast to Capital LEP	X	
8	Coastal West Sussex Partnership (Stiles Harold Williams)	X	
9	CPRE Sussex	X	
10	Environment Agency	X	
11	GTR / Southern Railway		X
12	Historic England		X
13	Horsham District Council		X
14	Lancing Parish Council	X	
15	MP for East Worthing and Shoreham	X	
16	MP for West Worthing	X	
17	Natural England	X	
18	Sompting Estates	X	
19	Sompting Parish Council		X
20	South Downs National Park Authority	X	
21	South Downs Society	X	
22	Sussex Police	X	
23	Sussex & Surrey Association Local Councils	X	
24	Sussex Wildlife Trust		X
25	SUSTRANS	X	
26	West Sussex County Council	X	
27	Worthing and Adur Chamber of Commerce	X	
28	Worthing Borough Council	X	

Highways England Staff in attendance

Paul Harwood, Regional Lead, Economic Development

Peter Phillips, Asset Manager, West Sussex

Abi Oluwande, Project Manager, A27 Major Projects

Tom Beasley, Project Manager

Apologies

Valerie Stephens, Senior Project Manager, Area 4

APPENDIX E – DETAILED RESPONSES FROM INDIVIDUAL EXERCISE

Comments from individual exercise “What I don’t like / What needs fixing”
Highway / Traffic (48 comments)
Delays through Findon Valley trying to enter Offington Corner.
The A27 isn’t tunnelled through Worthing. Increasing capacity will increase flows resulting in more noise, more serious accidents and more traffic being routed through feeder roads.
Low average speeds. Junctions and roundabouts. Traffic lights.
Width constraints. No pro-active management of traffic flows.
It’s parallel to A259.
Traffic driving through Worthing town instead of over A27.
Unreliable travel times. Causes rat-runs elsewhere.
Speed limits inappropriate to urban areas.
Added pressures on A259 along its coastal road.
Traffic speed outside peak times no regard for limits.
Dual lane merger into single lane running. Close proximity of traffic light controlled junctions.
Traffic lights adjacent Shoreham Airport attempt to stop traffic at motorway speeds.
2 lane single lane sections.
Traffic jams.
Speeds are variable but many treat as motorway.
Too many traffic lights too close together. Lack of control of road at peak times.
Don’t like congestion, delay, difficulty in timing a journey, lack of alternative routes, pollution, pinch points (roundabouts / junctions).
It’s the only strategic east-west route. Poor accident history.
Width of carriageway.
Pinch points cause extensive speed once drivers are through them.
Stop / start = delays
Lots of junctions, roundabouts and traffic lights.
Junctions controlled / uncontrolled roundabouts.
Manor Rd roundabout too fast to access for traffic for all roads adjoining it.
It is not a motorway!
Numerous junctions and interchanges.
Pinch points really pinch – and unpredictably so.
Congestion.
Improve flows Lyons Farm to Grove Lodge
Bottlenecks need long term fix, not a path up.
Congestion has become the ‘norm’ for many sections.

When A27 is busy due to M23 or A259 bottlenecks are horrendous.
Speed needs reducing in fast sections either side of slow sections to reduce queues backing up. (Slower sections are necessary for community business and community access)
It is both a "through route" and a local shortcut.
Volume of traffic. Traffic lights. Access onto the A27 from side roads, Journey times at rush hour.
Lack of easy access to north and south of the A27.
Mixing of through and local traffic.
Short term excess peak traffic caused my major events such as Goodwood. These should be better structured so as to spread peak traffic out over staggered arrival times.
Slowness of traffic.
As a tourist destination the lack of signage to quicker routes.
No real alternative E→W W→E
Bustical Lane junction poor standard of design.
Cross traffic (local) held up by queues on A27.
Improve flows Lyons Farm to Grove Lodge and onto Offington Roundabout.
Inability to plan time of journeys.
Any work must provide for the expected growth in traffic and not just cater for today.
Lyons farm – Too long delays for local traffic crossing A27 into the Lyons Farm shopping centre.
Too much traffic – proper investment in public transport, walking & cycling. Look at travel to work area and act to manage demand.
Social/Community (14 comments)
The relationship with adjacent homes presents a very harsh environment.
Excludes people/households without a car.
Proximity to urban area.
Residential unrest as to the plans and effect on house prices.
A27 runs alongside very large academy.
Severs communities. Restricts Access to SDNP.
Close proximity of heavy traffic to residential areas.
Severance of the National Park from the coastal communities.
A greater priority needs to be given to overcoming and not exacerbating local access difficulties. Improving through flow on the A27 at the expense of local business, community and tourist traffic getting on, off and across the A27 is a bad exchange.
The division of local communities. Lack of capacity to deal with volume.
Regular short term access peak traffic at school run times and commuting times (not a problem at other times).
Travel to work issues.
It presents a significant barrier to access to the North.
At eastern end of Lancing section on the north side the houses are very close to highway.

NMUs (13 comments)
Lack of cycle infrastructure.
Hell for cyclists.
Very limited safe areas to cross. Only one foot bridge.
Difficulty for cars / cycles /pedestrian crossings.
A27 doesn't have good connections for non-motorised users across it to access SDNP and the coast.
Unsafe for cycling.
A27 as barrier to north/south movement into the National Park for walkers, cyclists, horse riders.
Poor connectivity of cycle paths to local destinations at Crossbush, Hammerpot and Lancing Manor.
Poor design/ dangerous crossing points on cycle paths
Lack of cycle infrastructure
Dangerous for vulnerable road users- need better and more attractive facilities (also to reduce severance)
Lack of pedestrian / cycling crossing points. Congestion. Unbelievable journey times. Lack of capacity for growth.
Need more green travel options, cycleways, etc.
Environment (8 comments)
Poor air quality.
It's a major contributor to CO2 emissions.
No green bridges.
Noise from traffic plus visual impact of traffic on the national park.
Traffic noise detracts from amenity value of countryside. Recently linked to poor health outcomes
There is an absence of any meaningful landscaping.
Noise issues. Air quality is poor. Congestion causes rat-running on less suitable routes.
Visual and noise impact of the A27 on the National Park and the scarce quiet countryside in the coastal plain.
Economy (5 comments)
Poor for the economy freight transport inhibited.
Difficulties accessing trading/industrial sites in East Worthing.
Restricts the duration of the business day for meetings using the A27 route.
Numerous retail outlets with accesses / junctions.
Fixing the attitude that improving the road will solve employment, housing issues. The government won't invest the same money on sustainable transport options.
Emotional/Visual/Other (5 comments)
It's ugly and unloved and showing its age and neglect.
Doesn't feel like one road – more like a series of parts welded together.
Major capacity issues leading to frustrated drivers.
Fixing the evidence base to justify the works. Economic studies. Poor consideration for impacts on surrounding area.
Does not need to be end to end.

APPENDIX F – DETAILED RESPONSES OF BREAKOUT SESSION

Detailed Responses – Breakout Session				
Concepts		Group A	Group B	Group C
Junctions at-grade even if capacity an issue or junctions designed to cater for demand with minimal queuing but may involve grade separation.	Pros	<ul style="list-style-type: none"> No housing Accidents won't increase 	<ul style="list-style-type: none"> Minimal property loss Opportunity to improve north south movements May keep speed limit low 	<p><i>At-grade</i></p> <ul style="list-style-type: none"> Better for pedestrian and cycle facilities and movement Reduced townscape impacts <p><i>Grade separated</i></p> <ul style="list-style-type: none"> Improves connectivity Allows A27 and A24 to work as related
	Cons	<ul style="list-style-type: none"> Lots Lack of capacity 	<ul style="list-style-type: none"> No pedestrian improvement Not dealing with accidents Not improving link 	<p><i>At-grade</i></p> <ul style="list-style-type: none"> Damage the economy No improvement to non-A27 movements M25 diversion issue unresolved <p><i>Grade separated</i></p> <ul style="list-style-type: none"> Environmental impact Townscape
All-purpose dual carriageway, direct access allowed.	Pros	<ul style="list-style-type: none"> Capacity Road environment 	<ul style="list-style-type: none"> Better capacity Higher speeds means more crossings Put in landscaping 	<ul style="list-style-type: none"> Beneficial for residents No CPO
	Cons	<ul style="list-style-type: none"> NMU crossings 	<ul style="list-style-type: none"> Still numerous access Larger property take Pedestrians still near the road & crossing accesses 	<ul style="list-style-type: none"> Less desirable for pedestrian and cyclists Road safety issues Drivers reversing into A27 Any dual carriageway will be detrimental to connectivity unless proper linkages are provided
Restricted access dual carriageway – no direct access (service roads).	Pros	<ul style="list-style-type: none"> Capacity 	<ul style="list-style-type: none"> Benefits through traffic Road safety Cycle lanes Bus facilities 	<ul style="list-style-type: none"> Improve access from side roads Shared space opportunities Landscaping opportunities
	Cons	<ul style="list-style-type: none"> Worse than just take gardens Lack of access 	<ul style="list-style-type: none"> Disbenefit for Worthing residents Faster through traffic 	<ul style="list-style-type: none"> Higher maintenance cost Higher build cost Any dual carriageway will be detrimental to connectivity unless proper linkages are provided
Roadside soft landscaping concept in conjunction with any	Pros	<ul style="list-style-type: none"> Capacity Better local access Noise air quality benefits 	<ul style="list-style-type: none"> Provides land to soft landscape Make a better job Green corridor to park 	<ul style="list-style-type: none"> Assist in noise reduction and air quality Opportunity to create a sense of place

of the above even though additional land may be required.	Cons	<ul style="list-style-type: none"> • Severance • Rat runs 	<ul style="list-style-type: none"> • Bigger landtake 	<ul style="list-style-type: none"> • Can be done badly
Concepts affecting Durrington Cemetery.	Pros	<ul style="list-style-type: none"> • Better flow 	<ul style="list-style-type: none"> • Enhance the green barrier 	<ul style="list-style-type: none"> • Could avoid properties to the south
	Cons	<ul style="list-style-type: none"> • Gradient issue • Land from future burials 	<ul style="list-style-type: none"> • Shouldn't move graves 	<ul style="list-style-type: none"> • Highly sensitive

APPENDIX G – STAKEHOLDERS’ SUGGESTIONS

Stakeholders’ Suggestions
Other stakeholder suggestions
Adur and Worthing Business Partnership
Greater Brighton Board for Cross Information
Emergency Services
Major local businesses; residents potentially affected; local transport; business – hauliers.
Public transport operator “Stagecoach”
Bus companies
Adur Worthing Business Partnership
Transition Town Worthing
Tom Wye A27 Worthing Group proposed his group as a focus for further discussion
Worthing Cycle Forum
Objectives
Why is it not an objective to include improvements to the public transport offering?
Increase tourism offer by promoting the South Downs way proximity to the A27
If A27 is not improved Coastal West Sussex would have difficulty in delivering the housing need of the area.
Need to add “wider road network” and wider non-road transport network is not just a “safety and security” aspect but need to be part of the PLAN for meeting community needs in a holistic approach.
Stronger and clearer on environmental goals. How does this fit in with NPPF, NERC Act, etc? How can this be enhanced?
Improve access east-west and north-south for vulnerable road users, including into the National Park.
Ensure vulnerable road users and public transport planned for in design and in the wider area → Local authority & HE need to align work.
Anticipate how businesses will grow + change how they work and look at how future needs for staff and distribution.
Minimise the effect of the disruption of the build on the business community; train provision.
Remove 6+ replace with impacts on the SDNP are fully assessed according to Sect 62 duty “to have regard to the purposes of the SDNP”
Need to separate out: capacity, connectivity, supporting local and regional economy and enabling development.
Look at enhancing habitat corridors. Climate change.
Other design considerations
Public transport provision.
All design to reflect and respect National Park setting.
A programme to achieve modal shift to more sustainable forms of transport must be designed & funded as part of a strategic plan that includes A27 changes.
Reduce air and noise pollution & reduce carbon emissions.
Maintenance ‘free’ surfacing.
Improve pedestrian & cycle linkages across & to the road – need high quality design not bog standard.
Improve A259/A272 prior to this to help carry the extra traffic during construction.
NPPF principle and good design.
Need to add rail capacity to provide an alternative, particularly during construction.

Has it been looked at whether taking more A24 traffic off at Findon village roundabout and sending via an improved A280, Long Furlong section would reduce issues of congestion at Offington, if A24 (A27 West to A24 northbound and vice versa) traffic joins dual carriageway stretch at Clapham?

Stakeholders' suggestions received after the event by e-mail

Other stakeholder suggestions

Gerard Rosenberg - Chair, The Shoreham Society

Geoff Patmore - Vice chair, West Beach Residents Association

Mrs Joss Loader - Chair, Shoreham Beach Residents Association

Andy Brook - Chair, North Lancing Community Association

Bill Freeman - Secretary, Lancing Manor (S.E.) Residents' Network

Angmering Parish Council

Arun District Association of Local Councils – Sylvia Verrinder (Chairman)

APPENDIX H – Q&A

Q&A Session Details
<p>Q1. Concern from Local Planning Authorities that if A27 is not improved then the additional housing allocations they are being forced to accept will not be acceptable.</p> <p><i>A1. Aware of issue. However, Highways England is not required to meet demand and there are ways of reducing demand and catering for travel demands in other ways.</i></p>
<p>Q2. How extensive is the improvement initiative? Does it include other roads and also the A27 length to the east of Lancing as far as the Adur viaduct?</p> <p><i>A2. Haven't yet defined extent of improvement at the eastern end – it may include the Sussex Pad junction. In terms of local authority roads, there is scope to look at sustainable transport measures that cover a corridor either side of the A27. It is difficult to disentangle the A27 from local roads when we look at such measures but we will be looking to discuss initiatives with the local authorities at Worthing/Lancing, Arundel, and Chichester.</i></p>
<p>Q3. How much does your available budget limit your improvement scope?</p> <p><i>A3. There are budget totals allocated for the whole of the major road improvement projects and these are built up from estimates for individual projects. They are indicative at this stage and should not deter the search for the best scheme. Estimates for the A27 schemes will be refined as they will be for other schemes in the programme.</i></p>
<p>Q4. Why has public transport improvement been ruled out as a solution? We need a holistic solution. If we just improve the roads, people will transfer from PT to car, which will score an own goal.</p> <p><i>A4. We have discussed what plans the rail and bus providers and local authorities have to improve public transport provision. There are no indications at the moment that there may be a step change in the improvement of bus and rail services but we will maintain a dialogue on this matter. Other considerations are: the SoCoMMs study showed that even a significant improvement in public transport would only lead to a small reduction in the overall demand for roadspace. Highways England is a Roads Operator and it is not its purpose to design and promote public transport improvements.</i></p>
<p>Q5. Won't the improvement of the A27 undermine the viability of public transport?</p> <p><i>A5. We will maintain a dialogue with the public transport providers/operators, but again this starts to go beyond the brief of Highways England.</i></p>
Questions raised in other parts of the event
<p>Q6. In the past road improvements have been revisited soon after being completed. How far in advance are we planning this time?</p> <p><i>A7. 2035 is the design year. Highways England is considering future demand delivered through the local plans in line with the established approach for major road improvements set out in the Webtag document. The "junction improvements only" concept is less expensive but is likely not to solve future congestion issues.</i></p>
<p>Q8. Is tunnelling still an option (as there seem to be a lot of disadvantages to the current concepts)?</p> <p><i>A8. The Feasibility Study looked at tunnelling options and concluded that their value for money is very low.</i></p>

APPENDIX I- FEEDBACK

Feedback Form

A27 Worthing/Lancing Stakeholder Meeting

14th July 2015 – 6.30pm to 9.30pm
Chatsworth Hotel, Worthing

Name (optional)	
Organisation (optional)	

Q1. Did you find this meeting:

	Disagree	Somewhat agree	Agree
Useful			
Interesting			
Well organised			

Q2. Do you have any suggestions/comments/any other feedback?

Detailed Feedback					
Number of forms returned 10 (43% OF TOTAL)					
Form	Signed?	Did you find the meeting:			Comment
		Useful	Interesti ng	Well organised	
1	Yes	Agree	Agree	Agree	Please keep me informed
2	Yes	Agree	Agree	Agree	None
3	No	Agree	Agree	Agree	None
4	Yes	Agree	Agree	Agree	None
5	Yes	Agree	Agree	Agree	None
6	No	Somewhat agree	Somewh at agree	Somewhat agree	I would like to enquire as to why the stakeholder meeting could not take place in working hours and not in the evening. Agenda could have been circulated earlier.
7	Yes	Agree	Agree	Agree	Would have been useful to have the presentation visuals to take away. Also would be useful to provide further comment after the meeting.
8	No	Somewhat agree	Agree	Agree	The evening was set up to say what was wrong with the A27. It would have been fairer to note what we like about the A27 too!!
9	Yes	Agree	Agree	Agree	Not sure of the benefit of the post-it exercise as many were duplicated.
10	Yes	Agree	Agree	Agree	Six months till the next meeting might be rather long – unless perhaps attendees can be kept informed and engaged in some other way?
11	Yes	Agree	Agree	Agree	Good start to the debate!