



# Charmandean & Area Residents' Association (CARA)

## A27 IMPROVEMENTS SCHEME

### DRAFT RESPONSE NOTES

This note aims to identify key issues arising from the current proposals relating to the A27 at Worthing and Lancing and to provide some wording for you to use if you wish in responding. There is a succinct summary of the history of the A27 at [https://en.wikipedia.org/wiki/A27\\_road](https://en.wikipedia.org/wiki/A27_road)

Responses can be on paper or online. The questions are numbered differently because the online form has four preliminary numbered paragraphs identifying the person responding; this information is asked for on the paper response form but not numbered.

It is not necessary to answer all the questions on either form.

The following paragraphs are ones which identify the person responding or ask for information about your personal use of the road or your personal strength of feeling:

**Online Form:** 1-4, 7-10, 12, 16-22;    **Paper Form:** 1, 4-7, 9-10, 14-20

### **Other Questions being asked in the questionnaire – some suggestions for your answers**

**a) What would you say is the single biggest problem currently affecting the A27 at Worthing and Lancing? (online 5, paper 2)**

The volume of traffic at peak times (which is much of the day, 7 days a week)

**b) What specific local issues do you feel we should be aware of, in developing our proposals for the A27 at Worthing and Lancing? Please provide detail and examples to illustrate your answers. (online 6, paper 3)**

The varying needs of through traffic and local traffic and the lack of viable alternative routes. It is a main commuter route for those living and working on different sides of Worthing/Lancing as well as being a major through route connecting with the M27 in the west and the A23 in the East and assisting in the reduction of traffic on the M25 as a result. It is one of only two east/west trunk roads south of the M4 and is therefore a major national route.

**c) Do you have any comments on the proposals for each of the junctions described for option 1 in the brochure? Please provide your comments below. (online 11, paper 8)**

### **1. Durrington Hill / Salvington Hill Junction**

It is possible that this will improve safety at this junction for emerging traffic and for pedestrians. However, these proposals will have the effect of slowing the flow of traffic westbound as it moves towards the dual carriageway section which, at busy times, is likely to have a consequential adverse effect on the Offington roundabout and on roads feeding into it.

### **2. Offington Corner Junction roundabout – A24 Findon Road/ Offington Lane (Durrington Cemetery)**

Traffic lights at this junction would not improve traffic flow but would cause extra delays. There are several points, inevitably, where traffic will merge from two lanes to one and this will in itself be a cause of congestion and, with a large junction such as this, is likely to tail back leaving traffic in the junction and so blocking traffic when the lights change. For example, 2 lanes appear to be provided for traffic at the lights on the A24 heading south but only one lane on the other side of the junction. Even with a yellow box, this is likely to further impede traffic flow at busiest times.

### **3. Grove Lodge Junction**

Whilst the A27 remains single lane for much of its length on either side, the proposed changes will bring no significant benefit but produce an additional point for congestion as the traffic merges from two lanes to one eastbound opposite the Grove Lodge Veterinary Practice. Bringing traffic down to one lane on the approach east bound to the roundabout along Warren Road is a safer place as there are no house entrances on the left of the road. In addition, the Grove Lodge Practice is the only emergency hospital vet between Brighton and Pulborough – preventing a right turn and requiring a lengthy detour will be of considerable detriment and heighten the risk of an accident when people already under stress are faced with finding an alternative route in.

### **4. Lyons Farm Retail Part 1 Junction (Sompting Road) & Lyons Farm Retail Part 2 Junction (Lyons Way)**

The slight increase in lane provision for this very short stretch of road is far outweighed by the adverse effects of restricting access to and from roads nearby. The making of right turns from (or into) Beeches Avenue and Pines Avenue does not affect traffic flow and the proposed improvements will create more congestion rather than less. In particular, preventing the right hand turn into Sompting Road and closing access to and from the A27 from Hadley Avenue will inevitably divert a significant amount of extra traffic (including larger vehicles) through Downlands Avenue to reach the lower end of Sompting Road and the schools, industrial estates and public refuse disposal site in that part of East Worthing. This is a narrow residential road used by pedestrians and vehicles and with a tight, blind bend. It will provide substantial additional dangers and pollution.

In addition, the congestion westbound created by merging two lanes into one is simply moved 100 metres further west and will not produce any realisable benefits to traffic flow.

No account appears to have been taken of the potential additional housing development at the north end of Beeches Avenue and the additional traffic that that will cause affecting this junction.

### **5. Busticle Lane / Halewick Lane Junction**

This major disruption will produce little benefit as the main cause of the congestion is the roundabout at the Grinstead Lane/Manor Road junction and then the lights by Shoreham Airport. The proposal requires land to be taken from the National Park which, the paper states elsewhere in connection with a possible Northern bypass, requires consideration of any other options. Whilst there would be a justifiable benefit

in taking land from the National Park for the Northern bypass, there are no benefits sufficient to justify the taking of land from the National Park for this junction.

**6. Grinstead Lane / Manor Road Junction**

This extensive provision does not appear to take into account the proposed development relating to IKEA, additional housing and school provision and will need to be revisited in the light of what is decided for that.

**7. All junctions (1 to 6)**

**d) Having read the brochure, and taking into account the constraints and past study conclusions, please share your views on any alternative improvements we should consider that would meet the scheme objectives. (online 13, paper 11)**

A. **The only viable long term solution** is to develop an alternative route for through traffic and the only realistic possibility is a northern bypass, probably using the route of the A283 (Steyning by pass) from the A27 to Washington, the A24 south and then Long Furlong to rejoin the A27. In the Annex to the consultation paper (page 26), in the comments on this option it is stated that, since this route is within the South Downs National Park, there is a requirement to first explore all other options. It seems that this consultation does finally complete that exploration and the next stage now would be to fully explore the Northern bypass.

The consultation paper states that the cost of such a route outweighs the benefits to be gained but a more radical proposal is required to manage the projected increase in volume rather than trying to find ways to achieve slightly faster ways of moving traffic through a heavily populated and primarily residential area. Existing levels of pollution are already high and the adverse effects are increasingly being recognised.

B. **In the short term**, it is possible to improve the traffic flow around the Grove Lodge roundabout, which is the major obstacle to the freer flow of traffic. Experience during summer 2016 has demonstrated that the absence of traffic lights at this roundabout greatly improves the flow of traffic. It is a roundabout that is also heavily crossed by pedestrians, cyclists and, occasionally, people on horseback. This can be managed in two ways:

- i) Pedestrian controlled lights only: the current crossing places can be retained but with the lights activated only by those wishing to cross. Otherwise the roundabout would operate as a normal roundabout with the current give way provisions and suitable yellow boxes.
- ii) Pedestrian footbridge: it would be possible at a much lower cost than the proposed changes to install a footbridge linking the area close to Worthing College with the area on the A24 south towards Broadwater. There is sufficient ground at the edge of the College and at the island bounded by Offington Avenue and Broadwater Street West to allow for ramps sufficient for wheelchair, cycle or equine use with step access at other points. The area would need to be suitably fenced to prevent people seeking to cross elsewhere as has been successfully done further along the A27 over the North Lancing bypass.

### **C. Traffic Lights – Lancing College/Airport turn**

A major source of delay is the traffic lights at this junction. These lights could be removed and providing only left turns for traffic entering or emerging onto the side access roads. Traffic coming from the airport and wanting to travel east would have to go west to the Manor Road/Grinstead Lane junction whilst those coming to the airport travelling east will need to go to the next exit and return; this route could be made easier by a return slip road from the bridge over the A27 rather than requiring traffic to go to the roundabout before returning east.

However, if the Grinstead Lane/ Manor Road proposals are implemented, there is no provision for traffic “U” turning at that point to come back east on A27.

These proposals appear to take no account of the proposed development in the area introducing both an IKEA store and substantial additional housing. Current proposals appear to place a school adjacent to the highway despite the potentially high pollution levels.

### **e) How do you think we can improve the provision for people walking, cycling and horse riding as part of the proposed junction improvements scheme? (online 14, paper 12)**

The proposed scheme is simply not viable. The degree of benefit is at best “slight” in terms of traffic flow and the consequent disbenefits to local traffic and to residents along the route is very high.

### **f) Do you have any other comments on the proposed junction improvements scheme? (online 15, paper 13)**

The assessment of benefits and impacts on pages 21 and 22 of the consultation document identify “slight” improvements for congestion, safety and journey times at an estimated cost of £69m and “significant” disruption during the construction phase. The changes are said not to be sufficient to cope with the long term traffic demand.

There are substantial adverse effects on local traffic and this will far outweigh any improvements in traffic flow, even if the current estimate is proved to be justified. The inability to turn right into Sompting Road, for example, will have a significant adverse effect on other roads through Broadwater and the limit to turns onto the A27 around the Lyons Farm junctions would have a significant adverse effect on those using these roads without improving traffic flow.

Whilst the section through Worthing remains single carriageway, the congestion will continue. Within this section, for those accessing to or from the side roads, the difficult times are only when the traffic is heavy but flowing freely. When the traffic is heavy and moving slowly, it is relatively easy to enter or emerge these roads as other vehicles will stop to allow this; this does not slow the flow of traffic since it simply means a small delay in moving back up to the end of the queue ahead. Similarly, when the traffic is lighter but free flowing, it is relatively easy to find a safe gap. The use of these junctions in the current mode does not adversely impact traffic flow in our view and would not be made safer by the current proposals.

At £69m, these proposals simply do not provide value for money. The identified improvements in traffic flow are tentative and will only be slight even if they do

materialise. The consequential impact on local traffic using part of the route only will be very significantly adverse. A much greater benefit for much less cost could come from the changes to the Grove Lodge roundabout proposed above (question 13/11).