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A27 Worthing & Lancing Consultation: emerging WSCC response

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Context

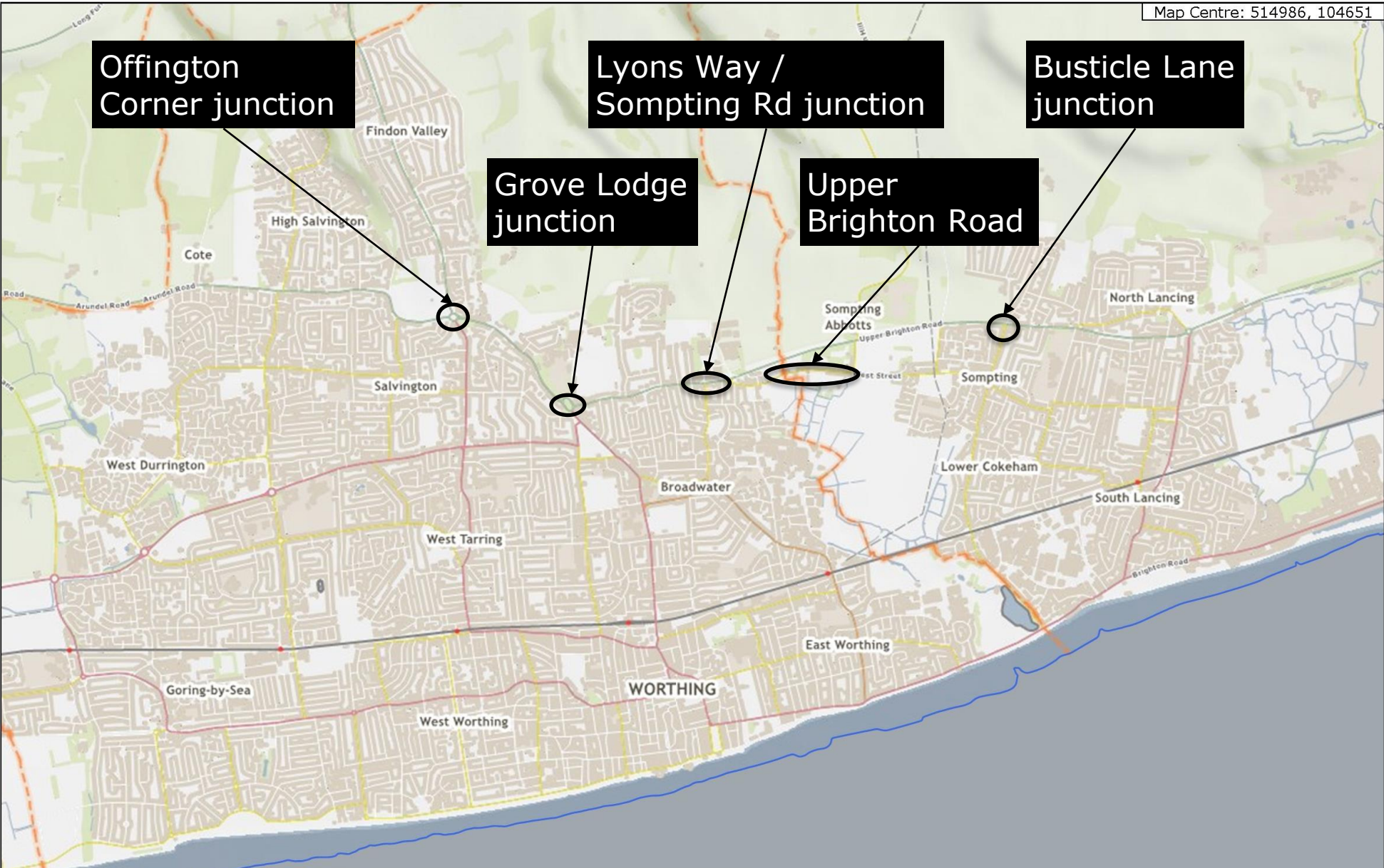


- Roads Investment Strategy 2020-25 (RIS2) commitment
- West Sussex Transport Plan (WSTP)
 - short term tactical improvements
 - larger scale improvements in the long term
- Local Plans only likely to deliver small scale mitigation
- £20m budget
- RIS1 scheme paused due to lack of support
- Larger scale options can only happen in the long term

Scheme Objectives



- Improve road safety
 - Reduce delays and improve reliability
 - Create facilities for other travel modes
 - Safeguard potential future improvements
 - Wherever possible, seek to enhance the local environment
-
- RIS schemes are to address pre-existing issues, not mitigate development



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Option Summary



Location	1	2	3
Offington Corner junction	Widen all arms and circulatory Add signal controls Close Goodwood Rd access	As option 1	As option 1
Grove Lodge junction	Widen A27 arms and circulatory	Minor amendments (i.e. signal & road marking replacement) to optimise operations	As option 2
Lyons Way / Sompting Road junction	No changes	Widen selected A27 arms Close Hadley Ave access	No changes
Upper Brighton Road	No changes	One way eastbound (The Templars to Church Lane)	As option 2
Busticle Lane junction	No changes	No changes	Widen A27 eastbound arms Close Hillbarn Parade access
Cost	£27.4m	£31.1m	£28.7m

Additional Opportunities



- Subject to securing additional funding
- Variable message signing
- CCTV
- Speed enforcement
- Shared use (i.e. walk/cycle) line-segregated path between Durrington Hill Grove Lodge junctions

Performance Against Scheme Objectives



Objective	Option		
	1	2	3
Road safety	<ul style="list-style-type: none"> Increase in collisions on A27 due to attracting traffic from local roads 		
Capacity & reliability	<ul style="list-style-type: none"> Reduction in peak period journey times and delay in the eastbound direction 		<ul style="list-style-type: none"> Reduction in peak period journey times and delay in the eastbound direction Benefits eroded by lack of improvements at Lyons Way / Sompting Rd junction
Non-Motorised Users	<ul style="list-style-type: none"> Increase in community severance offset by additional crossings 		
Safeguarding larger scale options	<ul style="list-style-type: none"> Improvements will not preclude larger scale options in the future 		
Environment	<ul style="list-style-type: none"> Minor adverse impacts on air quality, noise due to increased traffic flows Moderate adverse visual impacts due to loss of verge/vegetation during construction Carbon impacts of construction vary (ranked best to worst; Option 3, Option 1, Option 2) Slight adverse impact on properties and businesses during construction 		<ul style="list-style-type: none"> As options 1 and 2 Slight adverse impact on SDNP

Emerging Conclusions



- Scheme objectives are in line with WSTP
- Journey time and delay savings are largely eastbound in the AM peak which should attract traffic from local roads
- Further information is needed on traffic and road safety impacts, particularly on local roads
- Environmental impacts of the options are similar but adverse, so mitigation is required and at least 10% biodiversity net gain
- The scheme has potential to fit with WSTP objectives

Emerging Conclusions cont...



- Further development of the scheme should seek to address road safety concerns, impacts on environment, NMUs and buses
- NH should seek additional funding before selecting a preferred option
- If additional funding is available, NH should deliver elements of all options
- NH should consider integrating the 'additional opportunities' into the scheme