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Dear CHESC Committee Members

RE: A27 Proposed National Highways consultation on proposals for the A27 improvements in Worthing and Lancing.

I would be grateful if you would read and consider the points I make below as the division member for Broadwater, Worthing whose resident's will be impacted by any adaptations made to the A27.

It is disappointing that one of the worst pinch points for congestion and traffic – between Lyons Farm and Offington Corner roundabout is receiving a token £20 million for small, low benefit options included in this consultation.

After decades of proposals, little to no major improvements have been seen on this stretch of the A27, despite the number of journeys increasing to unbearable and unacceptable levels for many local people.

According to National Highways, the three options presented seek to :

- improve road safety for everyone on the A27 and the local road network
- reduce delays and improve journey reliability
- create facilities for other travel modes such as walking and cycling alongside and crossing the A27
- make sure potential future improvements to transport in the Worthing and Lancing area can still happen
- wherever possible, seek to enhance the local environment and biodiversity

The main focus of all three proposals do little to support the least impactful, sustainable means of travel or transport, nor do they enhance the local environment or biodiversity and they lack integration. One of the key issues for residents is the North South divide caused by the A27 – there are few suitable crossing points for active travel and transport users and the local equestrian community has been left out of plans altogether, meaning access to our beautiful south downs is still a dangerous and intolerable situation for most local people.

The main benefits for Worthing are stated as reduced travel times yet the cost/benefit ratios don't seem to reflect this. For example, between the key junctions on the A27 – option 1 seeks to improve journeys by around 4 minutes, in return for a yearlong construction time, which will cause even more chaos, congestion and delay for residents and highways users.

All three proposals aren't ambitious enough with regards to local cycling and walking and it is unclear how they would fit with Worthing's own adopted Local Walking and

Cycling Improvement Plan (LCWIP), along with almost no benefit for active travel options.

The proposals reference walking and cycling improvements yet offer no solutions – funding has not been identified for these improvements at this stage, and there doesn't seem to be a full assessment for this mode of travel and transport along the corridor in a joined-up way.

The impact for air quality and noise pollution remains neutral, which is disappointing and extremely concerning as the route falls within Defra's designated AQMA (Air Quality Management Area) status, from Lyons Farm to the eastern end of Crockhurst Hill.

With further housing developments planned or underway between Lancing and Broadwater, the increase in traffic can only have a negative impact by increasing the number of journeys being taken along this section of the A27. It is difficult to find adequate mitigation or address within these proposals other than to support increased capacity.

All three options will cause increased congestion and pollution during construction. On a cost benefit basis, it is difficult to see enough benefits for local people to fully support any at this stage. They are all interim packages designed to support increased road capacity.

- Option 1 causes the least displacement and impact on surrounding roads.
- Option 2 has slightly less benefits at higher cost
- Option 3 seeks to accommodate more traffic and could negatively increase congestion at additional points by causing further displacement onto surrounding residential roads. Reduced levels of traffic for residents in Goodwood Road, Sompting Road, Upper Brighton Road and Hadley Avenue would be welcome. However, there is a concern that directing Sompting Road traffic through the Lyons Farm retail park prior to re-joining the A27 at the Lyons Farm junction could cause considerable congestion in the retail park area.

As the local member for Broadwater, I feel the plans lack ambition or a commitment to improving air quality and pollution along this section of the A27. It is disappointing that the Department for Transport is still tinkering around the edges of the worsening issues for local people, only seeing fit to allocate £20 million. We need to see real commitment and allocation of a fully funded solution for the A27 that supports active, sustainable travel and transport modes and addresses one of the key issues of the North/South divide the road causes for local people.

Yours sincerely,

Dawn Smith
County Councillor for Broadwater, Worthing