

Worthing and Lancing A27 Working Group

Summary notes of Meeting 5 held at Ricardo on 15 Sept 2016

Present

Name	Representing		Name	Representing
Cllr Tom Wye	Chair		Andrew Swayne	Ricardo
Tim Loughton MP	EW&S		Helen Silman	High Salvington RA
Sir Peter Bottomley MP	WW		Jeff Swann	Findon Valley RA
Jim Deen	Labour Party		Martn Hinchcliffe	Offington Park RA
Peter Phillips	Highways England		James Humphreys	Environment Agency
Tom Beasley	Highways England		John Haffenden	AWBP
Dan Humphries	WBC		John Hughes	RA
Mike Tristram	SARG		Peter Webb	ETI/Chamber
Cllr Bryan Turner	WSCC		Tony Nicklen	Sompting Parish Council
David Clark	Worthing Society		Stephen Cranford	Specialist Speaker
Brian Boggis	Adur District Council		Jack Delbridge	Specialist Speaker

Apologies (or substituted)

Name	Representing		Name	Representing
Geoff Edwards+	B&W		Robert Smytherman+	Liberal Democrats
Graham Haywood	B&W		Peter Bennett	Bennett Griffin
Mandy Bridson	Lancing Business Park		David Clark	Worthing Society
Sue Jelliss	UKIP		Maggie Winter+	Findon Valley RA
David Stevenson	North Lancing RA		Tina Tilley+	A&W Chamber of Commerce
Lance Allen	Equinity		Chris Spratt	Worthing Town Centre Initiative
Damian Pulford+	Lancing Business Park		David Carter+	ETI

+ Substitute attended

Also invited (no apologies)

Name	Representing		Name	Representing
Trevor Constable	FSB		Iain Flitcroft	Manhattan Furniture
Stephen Gee	PB world		Peter Rogers	
James Doyle	Green Party			

Chair's Opening Statement

- Cllr Wye welcomed all and thanked Ricardo for accommodation and facilities. Peter Philips and Tom Beasley from HE welcomed and Jack Delbridge to give brief on bypass, not through pass and Stephen Cranford on traffic flow. Brief introduction of members, attendees and apologies.
- Cllr Wye statement re purpose and approach (appended) Andrew is co-chair now, no objections last time.
- Reminder to use A27 as email titles. Requested WG members title all email - communications with 'A27 WG'
- The WG was informed of an email from Worthing CLC Chair regarding Grove Lodge roundabout and effectiveness of no lights.

Minutes of previous meeting – 12 July 2016

- Thanks to Ellie Wilkins for minutes from previous meeting
- Minutes accepted by committee without amendment

Actions from previous meetings

- Summary from 1996 report found by Sir Peter Bottomley that will be sent to Cllr Wye to be shared to group (action completed 16 Sept).

No other open issues that were not covered in main agenda items

Update from HE

- Peter Philips introduced Tom Beasley (new PM for project)
- Update from Tom B. HE are very early in process for Worthing and Lancing, off the back of work in 2015, Government said to improve junctions and capacity for A27 and budget of £50-100mil. Lots of effort has gone into gathering feedback from stakeholders. Purchasing many properties far out of budgets so not an option anymore. Full dual carriage way between Lancing and Worthing is unlikely, so now option to improve, particularly junctions. Parsons Brinkerhoff consultants working on looking at designs and modelling and then understand costs. Consultation in public spring/ early summer next year. Junctions being looked at and worked on, quite limited with budgets.
- Discussion points:
 - Sir Peter Bottomley-£300mil found on Hindhead rather than £70mil option originally considered so can't we find more money? - half the bill for turning A27 into dual carriageway between Lancing and Worthing.
 - Accident rate 4x higher than it should be, usually if cars more than 12-15 thousand a day then turned unto dual carriageway.
 - Cllr Wye- it is claimed that a lot of it is local traffic rather than through traffic. A lot of work has gone into gathering travel data, studies are available. Peter Philips to send travel data summary to chair within a couple of weeks to see how much is through traffic rather than joining or leaving along the route. – **Action HE**
 - Purchasing of houses is premature, as is discussion of numbers. Can't start that process until Secretary of State has given preferred route. No preferred options at

this time, all options are under review and engineers are in the early design stage for options.

- Q - Are you allowed to consider collaborative funding by councils etc? A - yes, if there is money available can be considered but would be needed before doing design plans.
- Q - WSCC contributed to Chichester work but are they contributing to Worthing/Lancing one? A - not that we are aware. Tim - if there were options over indicated budget but would make considerable improvement, could approach government about additional amount. Note: Chichester funding comes from developer contribution due to large numbers of new houses – Our part of A27 does not have this opportunity
- Q - Getting rid of lights at Lyons farm, roundabout would be better and help traffic through West Street in Sompting. A – it is a key junction being looked at yes. Andrew Swayne- reminder that still need consultation and design process before asking specific about certain junctions.
- Q - Can we confirm that full dualling is not an option? Could be a big problem with property knocking down etc A- if we can come up with other cheaper options then may be able to do some dualling. Could not confirm for sure – too early in process
- Q - Does full dualling mean national speed limit also and service roads etc. A - both have been practically ruled out on costs, but government have asked us to consider them
- Q - Is there set budgets for certain areas, holistic approach? A - budgets for areas yes but amounts can be moved if projects fail etc.
- Q - Has there been a price comparison between dualling and a northern bypass? A - junctions the are focus but that may lead to full dualling at some point. – there were some early concept level costing which can be shared **Action HE**
- Q - Holistic approach rather than talking about a large road we won't actually get. What about dealing with buses etc. A – HE have spoken to rail etc. but doesn't seem like more services/capacity can be run. Also find figures etc. on plans that were ruled out for Long Furlong improvements 1995/6? **Action HE**
- Cllr Wye Thanked HE for attending as they left after their session.

Bypass, not through pass resident's action group – Jack Delbridge

- (slides for mins, scanned as appendix 2)
- To inform residents of scenarios by HE for A27 Worthing and Lancing. 750 attended meeting at Worthing College and most not aware of the proposals being worked on.
- Main aim in to achieve bypass
- Dualling along present route is unacceptable and bypass is only viable long term option.
- A24, A280 long furlong and A283 could be used as relief road.

- Discussion
- Website (on slide)
- Q - 20 mil pounds looked at for other routes. A - Not opposed to other routes just seems the best one to us
- Offington stats to be sent to Tom by Martyn Hinchcliffe? (done and shared 19 Sept)
- (Cllr Bryan Turner arrived.)
- Helen Silman - can dual but that means only 2 or 3 roads crossing A27 so it will be busy actually in the town

- Peter Webb - local Worthing businesses wants dualling – good access for employees to their place of work and good access to distribution routes – speaks for over 5000 jobs

Junctions/Pinch Points – Stephen Cranford

- Hand out appended (appendix 3)
- Mobile satellite data of traffic flow
- Showed traffic analysis at different times of day in Worthing, Lancing, Hill Barn, Lancing Manor roundabout, dual carriageway to Lewes
- Showed that feeder roads getting blocked because of joining and exiting main roads
- Looked at car dashcam to show that 0.7 miles took 15 minutes to travel around Lyons Farm
- (video links)
- When lights off at Grove Lodge, road flows really well.
- Dualling not solution, have to focus on junctions
- Handout for traffic
- Intuitive traffic lights would work better

AOB

- None

Next Meeting and venue

- Worthing Pavilion Theatre public meeting tentatively arranged for either 28th Oct. Please communicate to teams and colleagues prior to formal announcement
- Working group – post meeting set at 24th November, 8pm at Ricardo

Appendix 1

STATEMENT BY CHAIRMAN OF WORTHING AND ADUR A27 WORKING GROUP

Since our last meeting there has been some serious misinformation put out to the public that any member (who has attended our meetings) could and should have spoken out and corrected some quite outlandish claims.

The claim that HE proposed a 4 to 6 lane expressway. At our last meeting I informed this group that at the Stakeholder meeting we were informed that the full dualling had been taken off the agenda as it was 4 or 5 times over budget.

The claim that it would be a 70mph road. At our last meeting I informed this group that HE had indicated at the Stakeholder meeting that the speed limit was very unlikely to increase.

The claim that 300 houses would be compulsory purchased. This group knows that the budget for this work is 50 – 100M. I would think that most of the houses on the A27 would be priced not far short of 0.5M. With some basic maths HE would be well over budget before they turned a sod of earth.

The job of this Group is to keep the public informed of FACTS and to inform the groups they represent of the various options. It is not to spread propaganda or out and out lies. When we hear false information being put out it is our duty to correct it. I am increasingly worried about who some of our members are representing. Be aware that from today I will be going public when this happens and naming names when I will clearly state that the person putting out, or supporting such misinformation, knew it to be untrue.

I have had one communication objecting to Andrew being co-chair. As far as I am concerned the group agreed it at our last meeting without any dissent or even comment.

Bypass Not A27 Throughpass Residents Action Group

Worthing deserves better

History of the Group

The campaign group was:

- established in June 2016
- held a Community meeting at Worthing College to inform residents of the scenarios being worked up by Highways England for the A27 in Worthing and Lancing.
- 750 people attended that meeting

Aims

- To achieve a bypass for Worthing;
- To engage in the significant proposals that will change the A27 between the Shoreham Flyover and the A280 Clapham/Patching junction.
- To ensure practicable proposals are acceptable to affected residents and independently verifiable as likely to improve traffic flows.
- To propose improvements to relevant authorities for consideration.
- To oppose dualling the A27 through the Worthing area.

We are non-political. We believe Worthing deserves better for every resident and business.

Communication

- Most people attending the Community meeting were *not aware* of the proposals being worked on by Highways England.
- Proposals may well have been in the 'public domain' i.e. published on the Highways England website but much more should have been done to communicate these plans to everyone who could be affected *before* the limited options that are likely to be presented were decided upon.
- These proposals include full dualling along the A27. All the while this remains an option being considered by Highways England, this is a potential threat to 200-300 homes and households in the Worthing and Lancing area

July Community Meeting

- Both local Members of Parliament and all local councillors were advised of the meeting before it took place. The MPs were not invited to this initial meeting but were advised that we would like to have a follow up meeting **with them** to answer residents' questions. Nothing was hidden.
- All councillors representing constituents along the A27 were specifically invited by email, so they did not "just find out by receiving flyers through their doors".
 - Worthing Borough Council – 13 Invited
 - Adur District Councillors – 6 Invited
 - West Sussex County Councillors – 6 Invited

Meeting conclusions

- A Worthing Relief road (bypass) is the only viable long term option
- Dualling of the A27 along its present route is totally unacceptable

Membership

- Approximately 200 households are paid up members
- Rapidly increasing daily
- From all political opinions
- Many have lived in Worthing all their lives

Road Investment Strategy 2015

- **A27 Worthing and Lancing improvements** – 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 Relief Road

Using the A280(Long Furlong), A24, A283 route as a relief road would mean:

- Less money
- Less disruption
- Taking pollution and noise into less populated areas
- These roads need improvement in any case

The Future

- We want to work together with those who have the best interests of Worthing and the surrounding area at heart.
- A joint public meeting with MPs, Highways England and interested parties soon.

Web site

www.bypassnota27throughpass.org

Appendix 3

Stephen Cranford

I've been studying roads and congestion for over 15 years.

Websites allow access to traffic information based on mobile phone data which is possibly the most accurate way of monitoring roads.

I have concluded over the years that congestion has little to do with the number of lanes, it's all about the junctions. This applies to local roads, trunk routes and even 5 lane motorways.

Examples of congested dual carriageways

A27 Chichester – the entire bypass is frequently congested, especially approaching from Havant. Often 2-3 miles of queues to the Fishbourne roundabout (delays of up to 30 mins)

A27 eastbound to Hill Barn in Lancing and towards the Shoreham airport traffic lights.

A24 northbound Findon to Washington. Usually up to 2 to 3 miles of queues. Often takes 30 to 60 mins. And in the evenings it's the A24 southbound to Washington from Ashington.

A22 northbound - towards the Boship roundabout (near Hailsham) - usually 15 minute delays from Polegate.

A24 northbound to the Buckbarn Crossroads (A272)

Examples of Single Lane that run well

A24 Horsham to Dorking

A27 Polegate to Beddingham (except queues to the Druscillas roundabout -)

A21 Lamberhurst to Hastings

A22 Hailsham to Godstone (East Grinstead a bottle neck)

2 lanes in to 1?

People may think that this will *automatically* cause a delay - but not necessarily so:

If there is a speed drop then it can work very well (Think about coming in to Worthing from Arundel on the A27 by the old Happy Eater / Cote Street. There is rarely congestion caused by the lane drop alone as the packing density increases as the speed limit reduces.

At **70mph** stopping distance is 96 metres (**24 car lengths**) / **40mph** 36 metres (**9 car lengths**)

Whatever we do , it will never be perfect.

BUT

If you keep moving , even 15 -20 mph this feels like a massive victory. Being stationary is the problem.

If you fix the junctions, you will pretty much solve the congestion problem.

Dualling alone won't make a lot of difference.

DON'T JUST TAKE MY WORD FOR IT – SEE THE CONGESTION FOR YOURSELF
www.tomtom.com/livetraffic or www.google.co.uk/maps (and select TRAFFIC on the menu)