

## **QUESTIONS AFTER THE 28 OCTOBER PUBLIC MEETING TABLED BY THE 'BYPASS NOT THROUGHPASS GROUP'**

### **Timeline**

What is the date that Highways England will make available the options that they will start their public consultation upon?

The timeline published by Highways England last year gives Spring 2017 as the likely publication date for the options currently being worked up by the consultants. The indication is that the work is running a few weeks' late and given the possibility of purdah in the run up to the County Council elections this may mean May at the earliest, but no final conformation has yet been given.

### **Funding / Costs**

Why do our MPs keep saying there isn't enough money for dualling in Worthing and then say they can obtain further funding if required? Surely this means we can only trust that dualling is off when Highways England formally remove it from the list of options?

The MPs have never said this and no evidence has been produced to support yet another fabricated claim. As was reported to the A27 Working Group at which the Bypass group was present the draft findings from the consultants indicate that significant dualling is too problematic to be part of the solution. It has not been ruled out on cost grounds. By the highly speculative calculations of the Bypass Group which entails the destruction of 300 houses it would be impossible on cost grounds alone. The MPs have repeatedly said that if the consultants come up with solutions that exceed the indicated budget by a reasonable margin then they would lobby the Transport Secretary to extend the budget to accommodate further proposals if they could be shown to be much more effective.

Why or how was funding made available for a bypass on the two previous attempts to resolve the A27 in Worthing, but not this time around?

It wasn't. Previous schemes have not been subject to dedicated budgets from central Government. The current A27 proposals are part of the 2014 National Roads Plan which includes a spending commitment.

How is it that funding for a bypass was made available for Shoreham & Brighton, and yet not being made available for Worthing?

Over 20 years ago those proposals passed the Transport Department's value for money/efficacy tests.

As there are reports the chancellor will release more money for transport infrastructure in the Autumn Statement, do you think the A27 will see any of it?

The A27 plans were specifically included in the 2014 Autumn statement and funding allocated then.

### **Construction**

Before anyone plans ANY works on the current A27, where will the displaced traffic go and how will it not totally gridlock Worthing?

Highways England have repeatedly said that any plans for upgrading the A27 must include consideration of the impact on traffic whilst work is undertaken. When the proposals are published they will contain details of how ameliorative measures will be taken. HE have already said that they do not expect the A27 to be closed for any sustained period whilst the work is underway. On what basis have the Bypass Group pre-determined that this will not be the case without even knowing the nature of the work to be carried out?

When Offington Corner has work done on it, where will the North / South and East / West traffic be diverted via since that junction is between the A24 and the A27?

See above

## General

When are Highways England going to take Dualling OFF their list and website?

As the Bypass Group have been repeatedly told nothing will officially be ruled in or out until the draft proposals have been published in 2017. Given that all the unofficial indications are that dualling will not be part of the final solutions why does the Bypass Group continue to scaremonger when they know this has no foundation?

It is clear that the relief route (Long Furlong – A24 Washington- Steyning route to Shoreham Flyover) proposed could be created easily and deliver better strategic benefits, better emergency routes when required and solve current problems, why are our MPs not getting that investigated?

Where is the evidence to support this wild claim? What costings/environmental impact studies/cost benefit calculations/usage calculations etc. have been commissioned by the Bypass Group to date? If this new/vastly expanded road is the major option for the Bypass Group why was the main speaker at their own public meeting a representative of an environmental group which explicitly opposes all new road building?

The A27 through Worthing has been dismissed for improvements 3 times. Nothing about Worthing has changed, so why are we seeing our taxes wasted looking at it again? Why isn't a bypass or relief route being costed, it's probably cheaper and better strategically?

The HE presentation at the public meeting clearly showed the costings for a bypass/relief road were considerably greater than an online solution notwithstanding the many environmental impact concerns. Again where is the evidence for 'cheaper and better strategically' or is this just unsubstantiated sloganising again?

Why don't our MPs support the needs of people in North Worthing, we need a bypass not losing our homes. We will lose our homes as we know them if the speed limit is raised?

The MPs have spent 20 years supporting the best solution for all the residents of Worthing and Adur with an interest in addressing the increasing problems on the A27. Again representatives of the Bypass Group were told that any 'loss of homes' would be negligible and likely in single figures and speed limits were unlikely to be changed. Why does the Bypass Group continue to peddle clear lies about wholesale loss of homes and the distress this is causing?

Why haven't our MPs got the Department of Transport Road Investment Strategy revised to include a bypass? At least one of you listed for the election that they would carry on working for a bypass, as

it is Highways England are held off the obvious best option by red tape that is not from Brussels. A bypass option is not being considered as this is outside the scope outlined by the Department for Transport's [Road Investment Strategy](#). Highways England extract.

Again as the Bypass Group has always known the initial work of the HE consultants concluded that the bypass option was not viable at this time. That is not a Department for Transport strategy.

If the speed limit is raised to 50mph or more, what rules for joining and leaving the road will be imposed and how many drives will be excluded access?

These details will form part of the draft proposals to be published next year. Until that work is finished and the likely options defined then these questions obviously cannot be answered.

If the speed limit is raised to 50mph or more, how much land will be needed either side of the road for trees to achieve noise attenuation or will Worthing be subject to miles of 3metre high fencing?

See above

Have any of the options as defined within the Parsons Brinkerhoff stage 3 report been removed from being presented to residents in 2017 and if so what are they?

As above nothing has been ruled out or in from the online options being worked up. This was always going to be the case.

Have any new options been considered since the publication of the Parsons Brinkerhoff stage 3 report and if so what are they?

This is a dynamic process and no doubt observations from the public meeting and other sources will be fed into the evaluation process.

Have the Highways England published increase in traffic figures from the improvements to the A27 at Chichester and Arundel been taken into account when considering the improvements to pinch points in Worthing and if so how long is it estimated until the traffic figures exceed the numbers that the roads are designed for?

HE to answer but the work on the Worthing/Lancing stretch of the A27 is contingent on what happens with Chichester and Arundel. The public meeting confirmed that the timing of the Arundel section is complementary with the Worthing/Lancing section.

Worthing's main Northern Road out of town is the A24 which happens to share a section of the A27 between the Offington roundabout and Grove Lodge and then heads north up Findon Valley. What plans are there for this important road alongside the A27? Brighton's A23 is dual carriageway from its junction with the A27.

The HE work is only focussed on the A27 and the immediate interaction with adjoining roads but the impact on them will obviously form part of the study. The A24 is in any case the responsibility of the County Council and not HE.

If there are no flyovers or tunnels at any of the junctions and the idea is to remove congestion at those pinch points, then priority has to be given to through traffic. What do people do at Grinstead Lane, Busticle Lane, Sompting Road, Broadwater Street West and Offington Lane / Findon Road?

We do not know if flyovers or tunnels will form part of the plans. If not the alternatives will need to be able to demonstrate efficacy.

### **Environment**

Has the increase in air pollution been taken into account when considering the improvements to the pinch points through Worthing, after having added the increase in the volumes of traffic expected from the improvements at Chichester and Arundel and Worthing when cars and lorries presently using Long Furlong change to use the A27?

These are all considerations which will form part of the projections on which the efficacy of the proposals will have to be judged