**Worthing and Lancing A27 Working Group**

**Summary notes of Meeting held at Ricardo on 16 March 2017**

**Present**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Name** | **Representing** |  | **Name** | **Representing** |
| Cllr Tom Wye | Co-Chair |  | Andrew Swayne | Co-ChairRicardo |
| Cllr Brian Boggis | Adur District Council |  | Geoff Edwards | B&W |
| Helen Silman | High Salvington RA |  | Jim Deen | Labour Party |
| David Stevenson | NLCA |  | Maggie Winter | Findon Valley RA |
|  |  |  | Tim Loughton MP | EW&S |
| Tina Tilley | A&W Chamber of Commerce |  | Peter Webb  | ETI |
| Martin Hinchcliffe | Offington Park RA |  | James Humphreys | Environment Agency |
| Stephen Cranford | Resident (Pinch points) |  | John Hughes | RA |

**Apologies (or substituted)**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Name** | **Representing** |  | **Name** | **Representing** |
| John Haffenden | AWBP |  | Cllr Bryan Turner | WSCC |
| David Carter | ETI |  | Mandy Bridson | Lancing Business Park |
| David Sawers + | Worthing Society |  | Mike Tristram | SARG |
| Peter Phillips | Highways England |  | John Hollington | Lancing Parish Council |
| Sue Jellis | UKIP |  | Graham Haywood + | B&W |
| Sir Peter Bottomley MP | WW |  | Cllr Dan Humphries | WBC |
| David Clark | Worthing Society |  | Chris Spratt | TCI |
| Mike Punter + | Parafix |  | Iain Flitcroft + | Manhattan Furniture |

+ Substitute attended

**Also invited (no apologies)**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Name** | **Representing** |  | **Name** | **Representing** |
| Tony Nicklen | Sompting Parish Council |  | Robert Smytherman | LIB DEM |
| Stephen Gee | PB world |  |  |  |
|  |  |  | Sharon Clarke | TCI |
|  |  |  | Peter Bennett | Bennett Griffin |

FSB will replace Trevor Constable – name to follow

There were no guests at this meeting

Minutes - Alex Clark (Ricardo)

**Minutes of meeting held on 24th November 2016**

* Thanks to Andrew Swayne for hosting and Phoebe Charman-Lee for minutes
	+ Minutes accepted by committee with one question below
	+ Q- No press coverage observed for previous meeting minutes, were minutes sent to press as requested? A- Yes. Tim Loughton published them on his website

**Local Traffic Update – Stephen Cranford**

* Presentation attached – Appendix 1, with added references
* Q-Given the gridlock of Feb 9th fatality, what would the effect of upgrade construction workbe on A27? A-Feb 9th was worst case scenario with roadworks also at Findon and on A259. Large diversion via Storrington/A283 could be possible
* Q-What was the knock on effect on traffic through Storrington? A- Not much worse than usual
* Q- Is the source of high pollution at Grove Lodge due to accelerating traffic, such as at 40 to 70 limit change at the west end? A- Not an issue there, more due to idling westbound traffic
* New Monks Farm Development planning application expected end of April including significant traffic report, followed by 12-week consultation
* Andrew Swayne has challenged Monks Farm to provide baseline traffic data, a forecast for small commercial property and a forecast with planned IKEA, to be available for next meeting – see below
* Concern raised for safety of A27 crossing once Sussex Pad junction is removed
* Stephen can monitor the road data (from Hill Barn to Holmbush) to baseline before development starts, but difficult to speculate
* IKEA will draw people from large catchment area and affect other sections of A27 (Chichester, Arundel)

**Highways England response to questions received at the October public meeting – Peter Philips**

* Happy to circulate and share questions and responses with group –Appendix 2
* All layout suggestions are being considered with West Sussex Highways
* Dualling through section of Worthing- current directive from DfT is that it is not feasible with current budget, full assessment underway
* Options have been developed and are being assessed, information will become available at consultation exhibitions and most of them online
* Flyovers and tunnels likely out of budget (possibly £3bn to tunnel under Worthing) and hard to show nationwide benefit
* At Grove Lodge, stop-start traffic is the biggest issue. HE working with Adur & Worthing Council to see how to reduce pollution and delays in short term
* New data will be available at consultation, including road site survey and mobile phone data
* Its believed that only 40% of traffic goes from one side of Worthing to the other, which makes it hard to justify bypass (based on old data). **Action** to provide latest data as soon as its quality assured - **HE**
* Q- Can traffic data be released before consultation? A- HE to press DfT for earlier release, dependent on restrictions
* Q- When will options be announced? A- Public consultation estimated late June, to avoid clash with local elections
* Q- How long will consultation be? A- 10 weeks, will be combined with Arundel consultation
* Q- Will £350m released for Arundel be shared with Worthing? A- Individual funding, Worthing is unchanged
* Q- How can bypass route be dismissed on argument of increased distance despite the time saving? A- Time savings are considered but it is hard to justify a scheme that doubles the distance
* Q- If the bypass gave a 40% reduction it would be welcomed. How can the A27 itself be upgraded without causing major disruption? A- There will be disruption in any case, probably 2-3 years. Daytime closures are not an option, but lane restrictions and traffic lights will be considered, while looking to minimise construction disruption.
* Q- A long term solution is needed, so what can we afford if there is no money for a bypass, flyover or tunnels? A- Full benefit of bypass not seen with only 40% traffic reduction. Only looking at junction improvements with current budget from DfT

**Effect of the Chichester decision on Worthing and Adur – Peter Philips**

* 21 options were initially considered, and reduced to 5, which were best for area traffic and return on investment. At least 3 were unfeasible due to local impact.
* No direction yet given from DfT regarding reallocation of funds from Chichester, but HE are pushing DfT
* Some reallocation is an option, but all nationwide schemes in RIS1 are short of money

**Benefit Cost Ratio brief – Andrew Swayne**

* Presentation (appendix 3) provided to give insight into the process from a non-expert view point. Chichester output used to demonstrate how they are used. In the consultation process. See presentation slide and links in last slide. Members should look at the detail to get insight before consultation starts
* In case of Chichester, option 3 had the highest BCR, cheapest, but in this case it gave one of the worst time savings
* Q- What was BCR for “do nothing” at Chichester? A- May be fairly high, especially with new homes impact. Note: HE consultation will need to provide BCR for do nothing in Worthing-Lancing **Action HE**
* Q- 20 year forecast is not enough, look at Victorian railway. Can we look at 100-500 years ahead? A-Statistical uncertainty would be too high and data requirement would be massive to look this far ahead

**AOB**

* HE RIS2document “South Coast Route Strategy – March 2017” hot off the press on the day of the meeting. Chichester was in RIS1 but Worthing/Lacing (and Arundel) construction starts during RIS2. A27 is 3rd on nationwide list for needed improvement.
* Link to new document:<https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/600332/South_Coast_Central_Final.pdf>
* Andrew Swayne gave initial personal views and asked members to read and make their own judgements. Paper copies were made available to each member.
* HE to explain how “0.5%” of the road surface needed repair – local experience says this is a gross under estimate. **Action: HE**
* Peter Bottomley & Tim Loughton have written to Transport Secretary expressing concerns over lack of funding for a meaningful project, and are in discussions with Roads Minister and DfT
* Tim Loughton- Emphasis on coalescing and agreeing on a solution, as Chichester has highlighted, the risk of the project being cancelled due to lack of consensus is significant
* Tim Loughton has received clarification from the DfT that Worthing/Lancing will also continue as normal along with Arundel, following the Chichester decision
* Tim Loughton-New Monks Farm development should require A27 to be developed. Traffic consultants haven’t yet agreed that IKEA is viable. Initial forecast data for Southampton IKEA requested to compare with current situation there. **Action Andrew** to address in detail of agenda for May meeting – also note the planning application, once registered will have a substantial traffic report.
* Brian Boggis – essential that New Monks Farm and IKEA happen to meet housing need – need to be open minded until detail appears. IKEA makes scheme viable
* IKEA due to open in 2019, long before A27 improvements – what is the impact (see above). Note: a traffic note from New Monks Farm is provided at Appendix 4
* Tim Loughton- Risk of improvements being pushed back into RIS2 (2020-2025) due to complexity and cost, but potentially with more money available, especially when considered with Arundel and IKEA
* Q- What is the risk of being dropped if we delay? A- Lower risk than Chichester was. RIS2 will not be announced until after the consultation (2019)
* Q- What would be a meaningful project? A- (Tim Loughton)Grade separation at 3 main junctions, preferably underpasses
* Peter Philips-Technical experts meeting on Monday to discuss phasing of Grove Lodge traffic lights (short term improvements)

**Date/venue of next meeting suggested 25th May 2017 7pm, at Ricardo.**

**Expected agenda**

* Actions from 16 March
* Discuss traffic options of IKEA and Monks Farm and other developments on road network,traffic consultants, WSCC to be invited**Action: Andrew to specify content**
* Peter Philips to give updated consultation programme and data - **HE**
* MP update

**Appendices**

1. Stephen Cranford presentation (separate file )
2. HE answers from October
3. BCR presentation (separate file)
4. New Monks Farm statement

**Appendix 2 – HE answers to October Questions**

This notes addresses questions which were put and the answers, which are not otherwise covered on the minutes.

In some cases, feedback was in the nature of comments and design suggestions which HE have acknowledge and will either consider if within scheme objectives or have replied to the induvial explaining why.

It should be noted that some questions were not in HE’s remit.

**Timing**

* What is the date that Highways England will make available the options that they will start their public consultation upon? We don’t have a date confirmed yet but it will be in the summer of 2017

**Funding / Costs**

* What is the cost of the relief route we have proposed (leaving the existing A27 to go via Long Furlong – A24 Washington- Steyning route to Shoreham Flyover to rejoin the existing A27)? The relief route is not within the scope of the project and therefore the costs are not known.
* 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?
* 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? The A27 Corridor Feasibility study provided evidence for the scheme and associated funding.
* How is it that funding for a bypass was made available for Shoreham & Brighton, and yet not being made available for Worthing?The A27 Corridor Feasibility study provided evidence for the scheme and associated funding.
* 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?

**Construction**

* Before anyone plans ANY works on the current A27, where will the displaced traffic go and how will it not totally gridlock Worthing? Construction plans will be developed once we have a finalised scheme options. The plans will be designed to minimise disruption during construction.
* 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? Construction plans will be developed once we have a finalised scheme options. The plans will be designed to minimise disruption during construction.

**General**

* When are Highways England going to take Dualling OFF their list and website? The website has been recently updated: <http://roads.highways.gov.uk/projects/a27-worthing-and-lancing-improvement/#roadworks> the Road Investment Strategy (RIS) required us to look at the option of full dualling which is why it appears on the website as a direct quote from the RIS.
* 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?
* 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 A27 Corridor Feasibility study provided evidence for the scheme.
* 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?Not an HE question
* 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](https://www.gov.uk/government/collections/road-investment-strategy). Highways England extract.
* 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? Design work is still underway and it isn’t possible to answer this question at this time.
* 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? Design work is still underway and it isn’t possible to answer this question at this time.
* 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? The Feasibility Study reports informed the RIS. Only options within our budget range of £50-100m will be presented during the public consultation.
* Have any new options been considered since the publication of the Parsons Brinkerhoff stage 3 report and if so what are they? Design work is still underway and it isn’t possible to answer this question at this time.
* Has a feasibility study been carried out on the bypass option using existing roads A280, A24 and A283? No this is outside the scope of the current work.
* 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? The traffic modelling takes into account the improvements at Arundel and Chichester.
* What time frame has been used when considering all options to ‘improve’ the A27 through Worthing until the traffic numbers get back to a level that requires further ‘improvements’? The design and modelling work is still underway and it isn’t possible to answer this question at this time.
* 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 A24 is not within the scope of the scheme. Options to improve the A27 between Offington and Grove Lodge will be presented at the public consultation.
* 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? The design work is still underway. The designs will take account of traffic from the roads listed above.

**Environment**

* Do you have the present air pollution levels along the A27 route and if so can you confirm them? Air quality levels will be detailed in the environmental report that is currently being produced and will be available during the public consultation.
* 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? The environmental work takes into account Arundel and Chichester.

**Appendix 4 - New Monks Farm Statement**

*“Adur District Council has been developing their emerging Local Plan over the last three years with early input provided through various consultations with key stakeholders, including WSCC and Highways England as the Highway Authorities.  As with all Local Authorities, they are required to demonstrate how they will meet their local housing and employment targets based on an Objectively Assessed Needs (OAN) assessment.*

*To meet the OAN, Adur have allocated land at Sompting and New Monks Farm for residential development, and sites at New Monks Farm and Shoreham Airport for employment uses.  These allocations have been in the emerging plan over the development period.  As noted, Adur have regularly consulted publicly on these proposals, with amendments published to the Plan where necessary at key stages.*

*In order to assess the impact of traffic movements associated with proposed Local Plan development, both WSCC and Highways England have carried out a strategic, area-wide modelling exercise (including the A27) and have identified a number of improvements at key junctions.  The cost of these improvements has been included within an Infrastructure Delivery Plan (IDP), which forms part of the Local Plan, and it is proposed that the cost of the improvements is secured by proportionate contributions from developers of each of the sites.  For clarity, the modelling exercise concluded that the levels of development promoted through the emerging Local Plan could be accommodated in terms of the traffic impacts.*

*On the basis that funding is secured for the infrastructure improvements, neither WSCC or HE has raised any objection to the emerging Local Plan, and raised no issues with the Inspector at the recent Examination in Public of the Local Plan.*

*The impact of the latest development proposals for New Monks Farm, must therefore be considered against this backdrop.*

*The latest New Monks Farm proposals include 600 dwellings, as per the Local Plan, and an IKEA which will provide an alternative form of employment generating use to a possible B1 office or B2 industrial warehouse use which was included in the strategic, area-wide modelling exercise previously discussed.  The data provided by our traffic consultants who work on IKEA developments all over the country, and were also the traffic consultants who very accurately predicted the traffic impact of the Amex, shows that the impact of an IKEA development on this site can be summarised as follows:*

*In the AM morning peak, the Proposed NMF development traffic flows will be less than the Local Plan NMF development traffic flows.  This is because people do not shop at IKEA**between 7.00 am and 9.00 am**in the morning.  In addition, staff who work at IKEA are often recruited locally, further limiting traffic impact in the peak hour, and IKEA will implement a travel plan promoting sustainable modes over single occupancy car use.*

*In the PM evening peak, the traffic flows on the A27 with an IKEA are predicted to be less than 1% higher than the traffic flows on the A27 with Local Plan NMF development.  It should be noted that the traditional commuter evening peak does not coincide with IKEA peak trip activity and some trips already passing along the A27 may drop in on their way home.*

*The main increases in traffic flows occur at weekends but it should be noted that this is at the time when traffic flows on the A27 are approximately 70% of the AM or PM weekday peak flows.*

*During the development of the Local Plan, and during the course of the preparation of the planning application, there have been extensive discussions with WSCC and Highways England in the form of a Transport Steering Group.  This included various discussions about the overall access strategy, with detailed discussions relating to the design of the new junction on the A27 which is proposed to be located centrally between the Airport and New Monks Farm.  As part of the overall access strategy, Highways England have indicated that, in principle, they are happy with the proposals subject to the normal Safety Audit procedures and full consideration of a Traffic Impact Assessment as part of the planning application process.”*