A27 Roads Improvements Update – Summary **Appendix 1**

1 A27 Feasibility Improvement Study

Context

1.1 The A27 improvement study was one of a series announced by the Government in 2013 to help identify and fund solutions to tackle some of the notorious and long standing hotspots in the country.

1.2 The study focussed on the A27 corridor between Portsmouth and Pevensey. It considered and analysed the evidence available and the potential issues/future pressures that may arise; the priority needs for investment and reviewed a number of potential investment options, and also assessed the strength of the economic case of the potential options including whether they demonstrated value for money and are deliverable.

Stage 1 – Evidence Gathering

1.3 Consideration of evidence and data**,** including from previous studies, identified a number of key issues with the A27 between Lewes and Polegate.

1.4 At present, there is an inconsistency in the quality of the road compared to other parts of the A27 and the safety record shows that the A27 is in the top 10% worse sections in terms of total casualties per billion vehicle miles. This section of the A27 is in the top 20% in terms of network delay and there are significant journey time reliability issues. These existing problems will be further exacerbated with the planned growth in East Sussex, and without improvement to this section of the A27, the road will be over capacity in 2021 and 2031 leading to further congestion.

1.5 When presented together, the evidence clearly set out that there are major operational challenges with the A27 east of Lewes:

- it needs to be fit for purpose to provide greater connectivity to the A23/M23 corridor and Gatwick, the M25/London and beyond;
- ensure journey time reliability which is important for business in terms of the movement of people/goods;
- carry the long distance strategic traffic that it is supposed to cater for;
- accommodate future growth plans; and
- have greater resilience.

1.6 Therefore, the A27 was identified as a priority area for further consideration.

Stage 2 – Options

1.7 Consequently a number of on and offline options were identified by the HE/DfT for assessment:

1. Off line dual carriageway between Beddingham and Cophall (£390 - 405m)
2. Off line single carriageway between Beddingham and Cophall (£290 - 310m)
3. Selmeston bypass (£30 - 45m)
4. Wilmington bypass (£70 -90m)

5. Folkington Link (£35 - 50m)

6. Do minimum option: A22/A27 junction improvements (£5m) + sustainable transport improvements along length of A27

1.8 A plan showing these options is at Annex A.

Stage 3 – Option Appraisal

1.9 Each of the options was appraised against the Government's WebTAG (Transport Appraisal Guidance). The forecast modelling used to support the appraisal of each of the options used the land use assumptions in terms of housing and employment identified in the Lewes, Eastbourne and Wealden Local Plans at the time.

1.10 The Appraisal Summary is shown below:

VALUE FOR MONEY	Strategic	Economic	Env'tal	Social	Financial	VfM - Journey time savings
A – Dual offline	High	Large Beneficial	Moderate Beneficial (Noise/AQ) Large Adverse (Landscape/ Biodiversity)	Large Beneficial	£405m	Poor – Low
B – Single offline	High	Large Beneficial	Moderate Beneficial (Noise/AQ) Large Adverse (Landscape/ Biodiversity)	Large Beneficial	£310m	Low – Medium
C - Selmeston	Poor	Neutral	Large Adverse	Slight Beneficial	£38m	Poor
D - Wilmington	High	Moderate Beneficial	Large Adverse	Large Beneficial	£85m	Poor
E – Folkington	Low	Moderate Beneficial	Moderate Adverse	Slight Beneficial	£44m	High/Very High

1.11 In summary, whilst the larger scale schemes – dual and single carriageway options – scored well against the strategic, economic and social criteria, and would improve noise and air quality but have an adverse impact on landscape and biodiversity, their value for money in terms of journey time savings were poor to low (Benefit:Cost Ratio of <1.5) in the case of the dual carriageway, and low to medium for the single carriageway option (BCR of <2).

1.12 The other smaller scale schemes didn't score as well as the single/dual carriageway options but the value for money in terms of journey time savings for the Folkington Link was above 2.

Study Outcomes

1.13 The outcomes of the studies were announced as part of the Chancellor's 2014 Autumn Statement and are set out in the Department for Transport's (DfT) Roads Investment Strategy: Investment Plan. In relation to the A27 east of Lewes, the Road Investment Strategy identifies that £75m of funding had been allocated towards smaller scale improvements to increase capacity and improve safety as well as provide sustainable transport measures for pedestrians and cyclists along and across the A27.

2 Roads Investment Strategy 2 (2020 -2025) and Making the Case for Further Investment

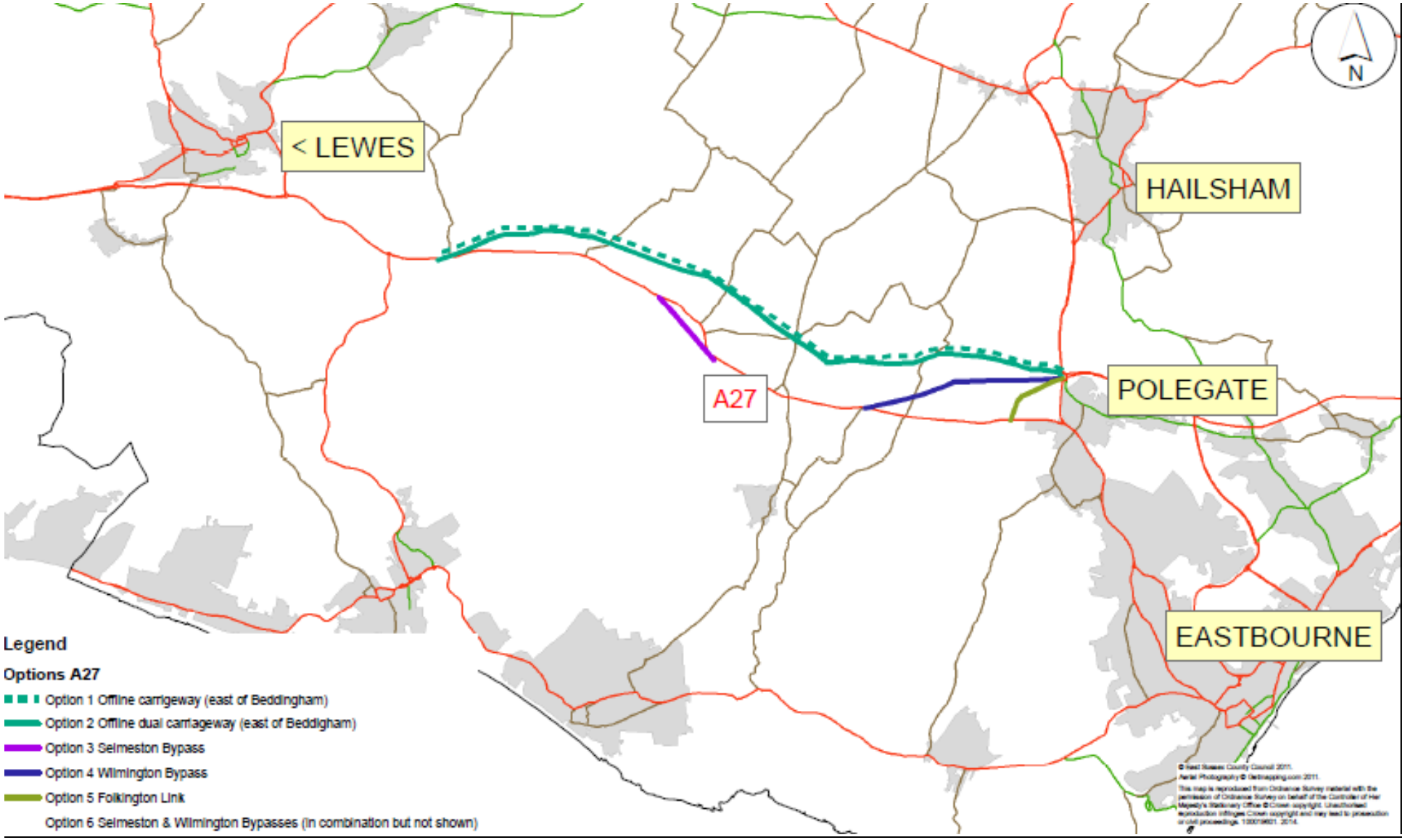
2.1 Over the next 12 to 18 months, Highways England (HE) and DfT will be reviewing their Roads Investment Strategy (RIS) for the five year funding period 2020 – 2025. This presents an opportunity through the A27 Reference Group to strengthen our case to the Department for Transport for seeking further funding and a more comprehensive solution for the A27 between Lewes and Polegate to be included in the next RIS period.

2.2 In particular, making the case will focus on the impact of the additional housing and employment growth in the Hailsham and Polegate area that Wealden are proposing as part of their Local Plan review in terms of:

- the impact that the additional development will have on the overall transport network and how an offline A27between Lewes and Polegate fits into the package of mitigating strategic infrastructure improvements required to support the planned level of growth, and
- updating the land use assumptions previously within the A27 Feasibility Improvement Study - which was the evidence base used by DfT for the allocation of the £75m towards the A27 in RIS1 - to reflect the significant levels of additional housing/employment coming forward in the Hailsham/Polegate area as part of the Wealden Local Plan review. The update to the study would appraise how the revised land use assumptions affect the transport benefit:cost ratio's for the various scheme options, as set out in paragraph 1.7, considered in the original study.

2.3 In addition, we will continue to engage our business community through the LEP, Team East Sussex and the Alliance of Chambers in East Sussex regarding evidence they have on the positive benefits that an offline A27 improvement would have to existing businesses in the county as well as encouraging new businesses and jobs into the area.

Annex A –A27 improvement options considered in DfT/HE A27 Corridor Feasibility Improvement Study



A27 Smaller Scale Interventions Proposals **Appendix 2**

1.1 Following the outcomes of the A27 Feasibility Improvement Study, Highways England/DfT appointed consultants Atkins last year to take forward the development of smaller scale capacity improvements and sustainable transport improvements on the A27 corridor using the £75m available in the Department for Transport's Road Investment Strategy.

1.2 Over the last 12 months, Atkins have been gathering further evidence and developing proposals on these smaller scale interventions to increase capacity and improve safety as well as provide for pedestrians and cyclists along and across the A27 corridor between Lewes and Polegate.

1.3 Highways England have been consulting on various proposals between 28 October and 8 December 2016. Exhibitions displaying the options will be held at Lewes, Selmeston, Berwick, Polegate, Hailsham, Willingdon and Eastbourne over the consultation period.

1.4 The scheme options (including costs and benefit:cost ratios) being put forward for consultation are:

Option	Cost (£)	Benefit Cost Ratio (BCR)
Selmeston		
A. an online improvement	47m	0
B. a near offline improvement (from Alciston to west of Charleston) or	45m	0.5
C. a far offline improvement (from east of Alciston to Middle Farm)	55m	0.8
Berwick		
Enlarge existing roundabout near Drusillas	10m	9.0
Wilmington		
A. Upgrade to single lane dualling junction, realign minor roads to introduce staggered junction and provide pedestrian crossing refuge areas on both major and minor arms	10m	0.9
B. Upgrade to ghost island right hand junction, realign Thornwell Road to introduce staggered junction and provide underpass	12m	0.9
Polegate		
A. Partial reconfiguration of the existing A27/A2270 junction to improve turning arm capacity and waiting time	12m	11.5
B. As A plus widen Polegate railway bridge to allow for a two lane dual carriageway with central reservce	17m	8
C. As A plus an additional lane is introduced on the northbound lane running over a widened Polegate railway bridge between this junction and Cophall roundabout	28m	8.6
Shared footway/cycle route		
Facility along the whole length of the A27 corridor and improved facilities at crossings	12m	0.9

1.5 Further details on the consultation options and their assessment against the scheme objectives, their value for money and estimated journey time savings are available at https://highwaysengland.citizenspace.com/he/a27-east-of-lewes/consult_view/

1.6 In terms of timescales, Highways England is working towards the identification of their preferred scheme option by summer 2017. The development phase of the project - which includes the preliminary design, statutory procedures and construction preparation – would be completed by spring 2020. The construction phase would be between spring 2020 to spring 2023. However, depending on the outcome of the consultation and which scheme options go forward, Highways England could look to accelerate the delivery of the preferred option.