

A27 Worthing and Lancing  
improvements scheme

**Public Consultation Report**

June 2023

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## Executive summary

The development of improvements on the A27 between Worthing and Lancing was announced as part of the Road Investment Strategy (RIS) 2015 – 2020, published by the Department for Transport (DfT) in December 2014. The scheme forms part of a wider package of investment along the A27 corridor to enhance safety, increase capacity and improve journey time reliability.

The scope and larger scale options proposed for the A27 Worthing and Lancing improvements scheme since its announcement in 2014 have undergone change. A summary of the history can be found in the A27 Worthing and Lancing History of Larger-Scale Options Report published in Summer 2022 :

[A27+Worthing+and+Lancing+-+History+of+Larger-Scale+Options+Report.pdf](#)

# 1. Introduction

This report has been prepared to provide a summary of the responses and feedback gathered during the non-statutory public consultation for the A27 Worthing and Lancing Improvements Scheme proposal, which ran between 6 February 2023 and 19 March 2023.

The report details how the consultation was undertaken, and the responses received from members of the public, statutory stakeholders and other bodies.

In addition, the report outlines key themes found in feedback and explains how National Highways plans to consider and respond to issues and comments raised.

## 1.1. Scheme background

The A27 is the only east to west trunk road south of the M25. It connects key coastal communities between Portsmouth and Eastbourne with the rest of the regional strategic road network and serves as an important economic corridor for the whole region. The section between Worthing and Lancing is approximately six miles long (10km) and serves a growing population and a large number of businesses.

Proposed scheme improvements under consideration focus on four key junctions at Offington Corner (A24), Grove Lodge (A24), Lyons Way and Busticle Lane, shown in Figure 1.1. Congestion occurs regularly at these junctions, especially during peak travel times and seasonal periods. The traffic volumes and congestion also have an impact on air quality and noise in the surrounding areas of Worthing and Lancing.

**Figure 1.1. Scheme map**

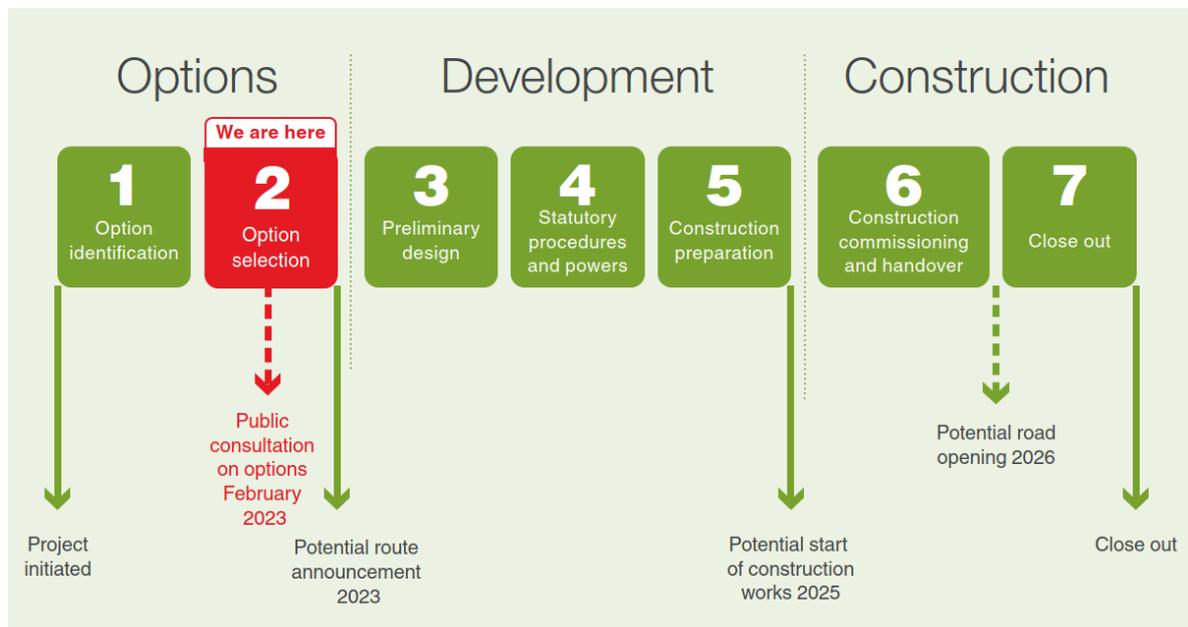


There is a significant amount of local development planned in the area in the future and, without improvements, traffic congestion is likely to get worse. As part of the improvement proposals, we aim to:

- 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

Feedback from this consultation will inform the development and selection of the preferred option later this year. Following the preferred route announcement, the preferred option will be taken through to the next stage of design development and environmental assessments. Preparations for start of construction would follow with an aim to start works in 2025 and conclude in 2026, as outlined in Figure 1.2.

**Figure 1.2. Scheme timeline**



## 2. Scheme proposals

Since 2021, we have been developing options to improve the A27 through Worthing and Lancing. To help inform the development process we have met with local authorities, statutory environmental bodies, and other key stakeholders to understand existing constraints, local priorities, and development plans for the area.

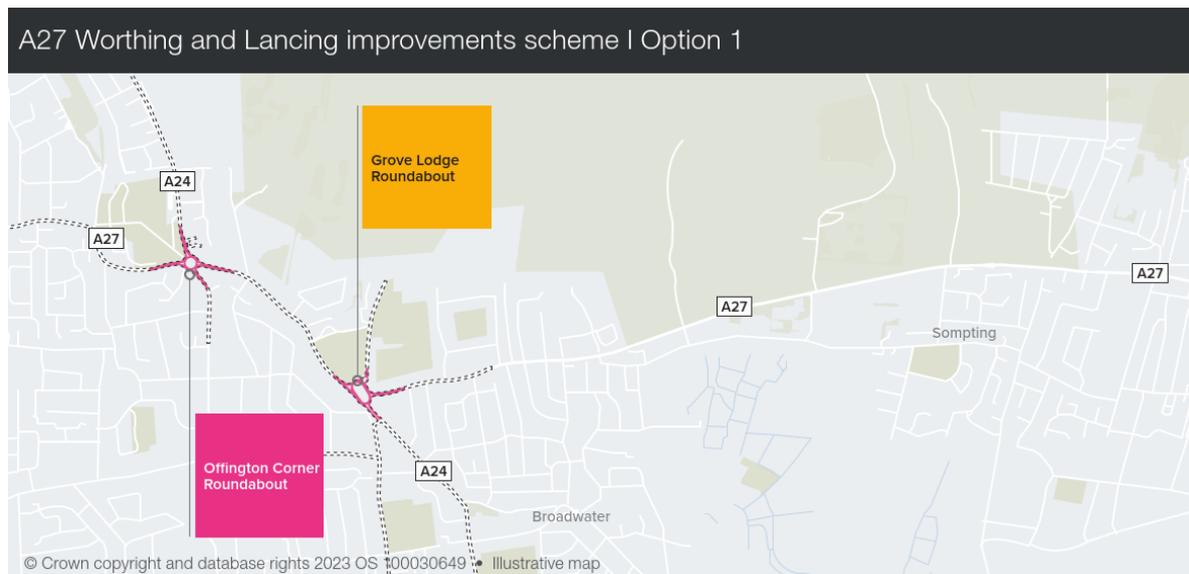
We considered 69 different options for improvement against the scheme objectives and additional Department for Transport sifting criteria, which included wider regional and national policy, and technical feasibility. These have been shortlisted to a selection of junction improvement interventions which have been combined into three individual Options. Details of the full list of improvement interventions and the shortlisting process can be found in the Staged Overview of Assessment Report.

The shortlisted interventions and options are summarised in the succeeding sections.

### 2.1. Option 1

Option 1 focuses on improvements at two key locations: Offington Corner Roundabout and Grove Lodge Roundabout, as shown in Figure 2.1.

**Figure 2.1. Option 1**



Improvements at Offington Corner Roundabout include widening the roundabout circulatory and several approaches and exits to accommodate additional lanes, which will increase the capacity of the junction and improve the flow of traffic during busy periods. We are also proposing to introduce new traffic lights to the junction to help control vehicle flows and facilitate the safe movement of pedestrians around

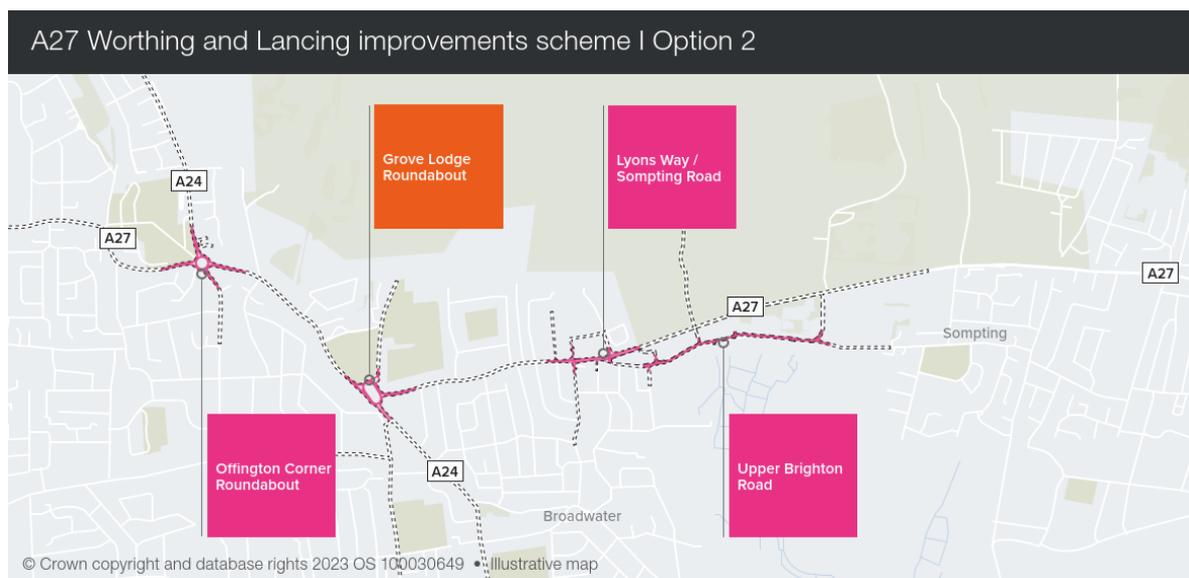
the Offington Corner Roundabout. The access to Goodwood Road will be closed to reduce the number of entry points into the junction so increasing the amount of time vehicles have to enter the roundabout. Vehicles that previously accessed Offington Corner Roundabout via Goodwood Road will use Offington Lane instead.

Improvements at Grove Lodge Roundabout include widening of the roundabout to accommodate up to four lanes and widening of the A27 entry and exits in order to increase the flow of vehicles during busy periods. The existing traffic lights will be upgraded to optimise flow and to include enhanced pedestrian crossing facilities to improve safety for walkers and cyclists around Grove Lodge Roundabout. The existing bus stops will be retained.

## 2.2. Option 2

Option 2 focuses on improvements at the following four key locations: Offington Corner Roundabout, Grove Lodge Roundabout, Lyons Way Junction and Upper Brighton Road, as shown in Figure 2.2.

**Figure 2.2. Option 2**



Option 2 improvements at Offington Corner Roundabout are the same as those included in Option 1, described in Section 2.1

The layout of Grove Lodge Roundabout will stay the same. The existing traffic lights will be upgraded to optimise flow and to include enhanced pedestrian crossing facilities to improve safety for walkers and cyclists around Grove Lodge Roundabout. The existing bus stops will be retained.

Improvements at Lyons Way junction include widening the A27 eastbound and adjusting the road layout slightly to accommodate three lanes in both directions through the junction. For vehicles travelling westbound towards Lyons Way Junction, we will also provide a dedicated turning lane into Sompting Road to avoid vehicles wishing to access the retail park interfering with the flow of vehicles on the

A27. It is proposed to convert Sompting Road into a one-way northbound direction road and vehicles would be required to use Lyons Way in order to re-join the A27. This improvement reduces the duration vehicles are required to stop on the A27 in order to allow vehicles from the retail park to re-join the A27.

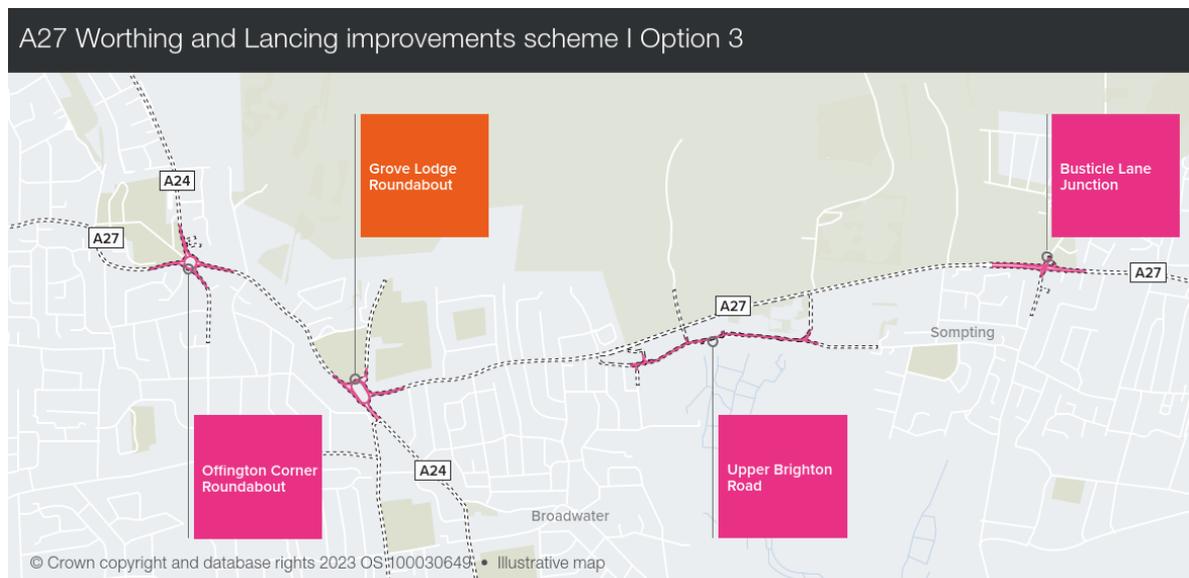
Option 2 will close access to the A27 from Hadley Avenue to reduce the number of entry points onto the A27. Vehicles that previously accessed the A27 via Hadley Avenue would be encouraged to use Sompting Road. Existing parking arrangement for residents living along the A27 at this location will be retained.

Upper Brighton Road will be converted into a one-way road eastbound. This will stop vehicles using this road as a rat-running opportunity to avoid Lyons Way Junction. Existing bus stops will be retained with a minor diversion to the existing bus route.

### 2.3. Option 3

Option 3 focuses on improvements at the following four key locations: Offington Corner Roundabout, Grove Lodge Roundabout, Busticle Lane Junction and Upper Brighton Road, as shown in Figure 2.3.

**Figure 2.3. Option 3**



Option 3 improvements at Offington Corner Roundabout are the same as those included within Option 1, described in Section 2.1.

Option 3 improvements at Grove Lodge Roundabout are the same as those included within Option 2, described in Section 2.2.

Improvements at Busticle Lane Junction include widening the A27 in the eastbound direction and adjusting the road layout slightly to accommodate three lanes in both directions.

Access to the A27 from Hillbarn Parade will be closed to reduce the number of entry points onto the A27 at this junction. Vehicles that previously accessed the A27 via Hillbarn Parade will use Halewick Lane.

Option 3 improvements at Upper Brighton Road are the same as those included within Option 2, described in Section 2.2.

## 2.4. Supporting interventions

We have worked closely with West Sussex County Council and other key stakeholders to identify a number of supporting measures, which will benefit the local community. These measures are still subject to funding, which sits outside of the scheme budget.

Each of these additional measures, if approved, will be funded through our Designated Funds programme. This programme provides ring-fenced funding to invest in and support initiatives that deliver lasting additional benefits for road users, the environment and communities.

## 2.5. Improvements for pedestrians and cyclists

We are proposing a new shared-use route for pedestrians and cyclists along the A27 to connect Durrington Hill / Salvington Hill Junction with Grove Lodge Roundabout, comprised of Cycle Routes 212 and 310 which were originally identified in the Adur and Worthing Local Cycling and Walking Infrastructure Plan. The extent of the new route is shown in Figure 2.4.

Where possible, a 4m wide shared-use path will be provided comprising a 2.5m reservation for cyclists and 1.5m reservation for pedestrians, delineated by a white line. Where the full width is not available, a 3m shared-use path will be provided instead, comprising a 1.5m reservation for cyclists and a 1.5m reservation for pedestrians, plus a 0.5m physical separation from the A27 carriageway.

A new toucan crossing will also be provided between Offington Corner Roundabout and Grove Lodge Roundabout to make crossings safer for cyclists and pedestrians, and existing traffic signal crossing points along the route will be upgraded to accommodate cyclists.

**Figure 2.4. Shared-use paths**



## 2.6. Improved technology through the scheme

We are also proposing a number of technological improvements along the length of the scheme. These are designed to enhance safety and provide users with relevant real-time information to help plan more reliable journeys.

The package of supporting technology measures includes:

- Variable Message Signs (VMS) located at key decision points along the A27 to provide a range of information to users.
- Vehicle Activated Signs (VAS) to improve compliance with the speed limit.
- Upgrade of existing bus stops along the A27 which will include features such as Real Time Passenger Information (RTPI).

## 3. How National Highways undertook consultation

### 3.1. Consultation timing

Consultation on the scheme proposals was held over a six-week period from 6 February 2023 to 19 March 2023.

### 3.2. Who was consulted

Anyone interested in the scheme was welcome to take part in the options consultation. We welcomed all views to help shape the scheme design.

Throughout the duration of the option identification and consultation stages we held continuous engagement with several key stakeholders (local authorities, statutory environmental bodies and MPs) through technical working groups and stakeholder reference meetings. Ahead of finalising the consultation zone (outlined in Figure 3.1 and Figure 3.2) and consultation materials we also shared our Approach to Consultation report with the District, Borough and County Councils.

### 3.3. The consultation zone

We identified a consultation zone around the vicinity of the scheme. This consisted of an inner and outer boundary.

Both zones received an A5 postcard to all residents and businesses, providing details of the consultation, how to find out more information on consultation events and where to find consultation materials. The inner consultation zone consisted of affected and non-affected landowners, major local employers, schools, colleges and emergency services. All inner consultation zone stakeholders received an individual letter informing them of the consultation and how best to participate.

#### **Inner consultation zone**

The inner boundary in Figure 3.1 below represents the most immediate residents and occupiers to the proposed scheme options (150m radius of the site study area boundary).

**Figure 3.1. 150m Consultation zone**



### Outer consultation zone

The outer boundary in Figure 3.2 below represents the outer boundary of the proposed scheme options (1,000m radius of the site study area boundary).

**Figure 3.2. 1,000m Consultation zone**



## 3.4. Promoting the consultation

The following activities were undertaken to raise awareness of the consultation and inform people about the scheme.

- **Letters:** Letters were sent to a range of key stakeholders explaining the scheme proposals and details of the consultation. These key stakeholders included statutory groups, emergency services, landowners, local community groups, major local employers, schools and colleges.
- **Postcard:** An A5 postcard providing details of the consultation and how to find information of the consultation events and materials was issued to all residents and businesses within the inner and outer consultation zone.
- **Media relations:** The options consultation was publicised through media channel by three National Highways press releases detailing the consultation process and explaining how stakeholders and the local community can provide feedback. Press releases were issued:
  - Consultation launch (Friday 3 February 2023)

- Halfway point (Thursday 2 March 2023)

As a result, 11 pieces of coverage were obtained in total: 10 in print/online and one radio interview, obtaining a total reach of 179,101,000. Coverage received is outlined in Table 3.1 below.

**Table 3.1. Media coverage**

Date	Outlet	Link
06/02/23	BBC News	<a href="#">A27 plans to improve road between Worthing and Lancing unveiled - BBC News</a>
06/02/23	Sussex Express	<a href="#">A27 Worthing improvement plans revealed – how to have your say   SussexWorld (sussexexpress.co.uk)</a>
06/02/23	New Civil Engineer	<a href="#">National Highways reveals plans to improve A27 between Worthing and Lancing   New Civil Engineer</a>
06/02/23	MSN.com	<a href="#">Consultation around new plans for the A27 through Worthing and Lancing   Watch (msn.com)</a>
06/02/23	Heart Sussex	Not available
03/03/23	Sussex Express	<a href="#">Major plans for A27 at Worthing – how to have your say   SussexWorld (sussexexpress.co.uk)</a>
09/03/23	The Argus	<a href="#">Plans for changes to A27 between Worthing and Lancing   The Argus</a>
09/03/23	Sussex Local Mag	<a href="#">Councils criticise A27 plans: Last chance to participate in consultation proposals - Sussex Local</a>
09/03/23	Sussex Express	<a href="#">A27 plans: £20m proposals 'nowhere near good enough'   SussexWorld (sussexexpress.co.uk)</a>
15/03/23	Sussex Live	<a href="#">£20m A27 upgrade plans slated as 'nowhere near good enough' to solve traffic issues - SussexLive</a>
15/03/23	BBC Radio Sussex	Allison Ferns (1hr.16)

- Newspaper advertisement:** Public consultation events were advertised within two local newspapers (statutory notices) on the closest date to the opening of the consulting period.  
 The Argus: Monday 6 February 2023 (page 40)  
 The Worthing Herald: Thursday 9 February 2023 (page 62)
- Social media:** The options consultation was advertised via social media outlets and included webpage links to the online consultation landing page. Posts were made via the National Highways south-east regional feed and supported by local stakeholders and stakeholder groups.
- Website:** A full summary of the project, copies of the supporting project documents and a feedback form were provided on a dedicated project website: [www.nationalhighways.co.uk/a27-worthing-and-lancing-improvements](http://www.nationalhighways.co.uk/a27-worthing-and-lancing-improvements)

Additionally, having built relationships with local authorities, parish councils and local community groups throughout the option identification stage, we also used their established communication channels to publicise the options consultation. For example, the local authority webpage and social media channel, alongside parish council magazines, newsletters, and noticeboards.

### 3.5. Consultation materials

To enable everyone to have a clear understanding of the background to the project and the options being consulted and provide an opportunity for feedback, the following materials were made available:

- **Public consultation brochure:** This explained the need for the scheme, presented the scheme proposals and provided details of how to engage in the options consultation and provide details of how to give feedback.
- **Feedback form:** This was available as a hard copy and digitally and was used to help collect people's views during the consultation period. The feedback form was set out as a questionnaire and enabled feedback to be provided on the scheme proposals, as well as on the consultation process.
- **Exhibition banners:** These were displayed at public events and were also available online for those who could not attend events to view. The banners covered topics including the options, A27 corridor, timeline, and next steps.
- **Virtual exhibition:** The virtual exhibition room was a digital tool enabling stakeholders to access information typically shared at a public consultation via an online webpage 24hrs a day. The tool allowed the engagement process to become more accessible and helped broaden the demographic of those providing feedback.
- **Before and after images:** Visualisations were produced to show an 'on the ground' perspective of how sections of the A27 would look if the various scheme options were constructed. These were displayed at public events and available to view online.
- **History of larger scale options report:** This summarised the previous work carried out on various larger-scale improvement options, including previously considered options for tunnels, bypasses and grade separated junctions. It sets out the history of scheme development, the decisions made, and the key factors involved in considering the case for larger-scale options.
- **Promotional postcard:** The promotional postcard was distributed to residents and businesses within the consultation zone, and provided information on the scheme, the consultation, and where to find additional consultation materials.
- **Options maps:** Large detailed drawings of options 1,2 and 3 were displayed at public events and were also available online for those who couldn't attend events to view.

- **Environmental constraints maps:** Displayed at public events, included with other materials and were also available online for those who couldn't attend events to view.
- **Environmental Assessment Report (EAR):** Presented the environmental assessment that has been prepared to date for the proposed A27 Worthing and Lancing Improvement scheme. The assessment ensures that any adverse and/or beneficial effects of the scheme on the environment are identified and assessed accordingly and that any adverse effects are minimised or mitigated where possible. Paper copies of this report were made available during in-person events, whilst also being available online.
- **Staged Overview Assessment Report (SOAR):** Provided an overview of the technical and policy analysis (including traffic, economic, safety, operational, technology, maintenance and both environmental assessment and appraisal), and provided the basis for deciding which options should be included in the Options Consultation. Paper copies of this report were made available during in-person events, whilst also being available online.

### 3.6. Public events, information points and deposit locations

Public events were held to give people an opportunity to view information about the scheme and speak with members of the project team, as well as to provide comments on the scheme proposals.

Printed exhibition banners, maps of route options and technical reports were available to view at the consultation events and copies of the consultation brochure and feedback form were available to take away. All attendees at the events were encouraged to provide feedback via their preferred method.

Eight public events were held at a range of times and locations to increase the number of opportunities for people to attend, including in the evening and on Saturdays. The events are detailed in Table 3.2.

**Table 3.2. Options consultation event venues, dates and times**

Date	Venue	Time
Tuesday 7 February 2023	Worthing Assembly Hall, Worthing, BN11 1HQ	1pm – 7pm
Wednesday 8 February 2023	The Charmandean Centre, Worthing, BN14 9HS	1pm – 7pm
Friday 17 February 2023	Sainsburys Lyons Way, Worthing, BN14 9LA (consultation van)	11am – 3pm
Saturday 18 February 2023	Harriet Johnson Centre, Lancing, BN15 0BG	10am – 4pm
Wednesday 22 February 2023	Virtual (online) meet the team event	7:30pm – 8:30pm
Thursday 2 March 2023	Sompting Village Hall, Sompting, BN15 0BE	1pm – 7pm

Date	Venue	Time
Tuesday 7 March 2023	Worthing Town Centre, Worthing, BN11 3AN (consultation van)	11am – 3pm
Wednesday 15 March 2023	The Charmandean Centre, Worthing, BN14 9HS	1pm – 7pm

To ensure information was accessible to all, National Highways also made copies of all the consultation materials available at two deposit locations (Worthing Library and Lancing Library), details of which are provided in Table 3.3. The consultation materials were left for the duration of the consultation for people who wanted to obtain printed materials or couldn't access the information online.

**Table 3.3. Document deposit locations, dates and viewing times**

Location	Address	Opening times
Worthing Library	Richmond Rd, Worthing, BN11 1HD	Monday-Friday, 9am-6pm Saturday, 9am-5pm Sunday, Closed
Lancing Library	Pendstone Park, Lancing, BN15 9DL	Monday-Friday, 10am-6pm Saturday, 10am-4pm Sunday, Closed

The information and deposit points were publicised online and referred to in letters, promotional materials and social media posts.

Stock checks were undertaken regularly during the consultation period, and documents replenished when necessary.

**Figure 3.3. Worthing Library**



Figure 3.4. Lancing Library



### 3.7. Feedback mechanisms

During consultation National Highways invited feedback through a range of channels:

- By completing and handing in a feedback form at the public events (printed copy or electronically via a tablet) or returning them by post using the FREEPOST address, FREEPOST A27 WORTHING AND LANCING IMPROVEMENTS
- By completing and submitting the feedback form online via the scheme webpage ([www.nationalhighways.co.uk/a27-worthing-and-lancing-improvements](http://www.nationalhighways.co.uk/a27-worthing-and-lancing-improvements))
- By downloading the feedback form on the scheme webpage, completing it and sending it via email to the scheme email address: [A27WorthingandLancingImprovements@nationalhighways.co.uk](mailto:A27WorthingandLancingImprovements@nationalhighways.co.uk)
- By calling the customer contact centre: 0300 123 5000 (24hrs 7 days a week)

**Figure 3.5. Feedback form deposit box**



## 4. Effectiveness of consultation

This chapter summarises the effectiveness of the public consultation in terms of the reach, number of responses and exhibition attendance. It then looks at the effectiveness of the communication methods used.

Section 7 includes information on the public's opinion of the exhibitions and the consultation materials provided.

### 4.1. Questionnaire responses

There has been a good response to the consultation with a total of 640 responses received during the consultation period. Seventy-five paper copy feedback forms were submitted, and 511 feedback forms were completed online, totalling 586 responses to be used for statistical analysis. An additional 54 emails were received directly by National Highways including formal written feedback, which has been incorporated / summarised in the appropriate sections of this report.

### 4.2. Exhibition attendance

The exhibition events were well attended with a total of 607 attendees recorded across all the events.

The number of attendees was recorded for each public exhibition event, as shown in Table 4.1.

**Table 4.1. Event attendance**

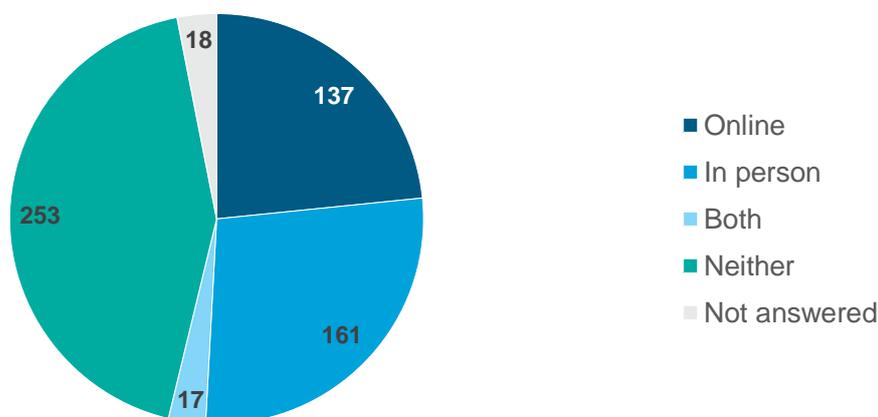
Date	Venue	Attendees
Tuesday 7 February 2023	Worthing Assembly Hall, Worthing	73
Wednesday 8 February 2023	The Charmandean Centre, Worthing	148
Friday 17 February 2023	Sainsburys Lyons Way, Worthing	85
Saturday 18 February 2023	Harriet Johnson Centre, Lancing	90
Wednesday 22 February 2023	Virtual (online) meet the team event	8 (20 registered)
Thursday 2 March 2023	Sompting Village Hall, Sompting	50
Tuesday 7 March 2023	Worthing Town Centre, Worthing	44
Wednesday 15 March 2023	The Charmandean Centre, Worthing	109

Exhibition attendance was also assessed through the feedback form:

### Did you attend a consultation exhibition either online or in person?

Respondents were asked to clarify whether they attended a consultation exhibition online or in person by selecting one of four options. This question also included an open text box where additional comments could be noted by respondents.

#### Did you attend a consultation event?



Of the 586 questionnaire responses received, the majority of respondents indicated they had attended a consultation, either in person, online or both. Overall, 23% (137) attended a consultation online only, 27% (161) attended in person only and 3% (17) attended both. A total of 43% of respondents (253) indicated they had not attended any of the public consultation events, and 3% (18) chose not to answer the question.

### 4.3. National Highways website visitors

Table 4.2 presents the number of visitors to both the project webpage and the consultation webpage during the consultation period.

**Table 4.2. Website visitor figures**

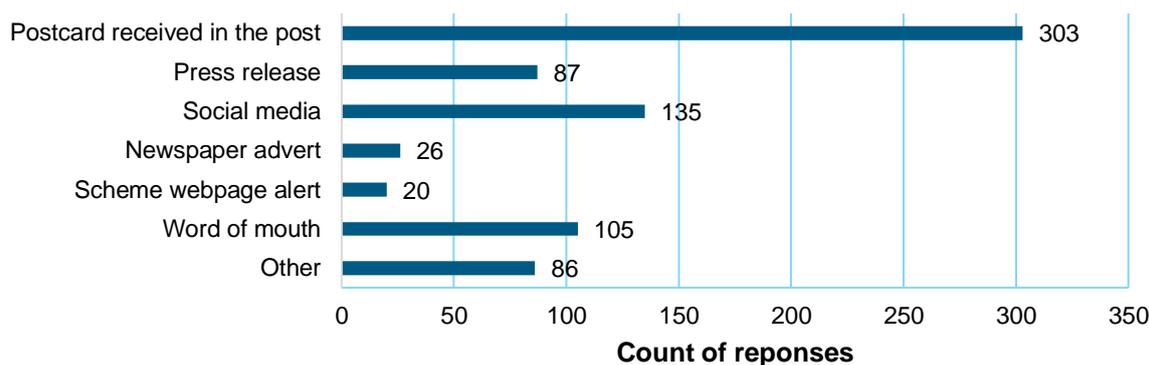
Webpage	Total unique visitors
Project page	6,746
Virtual consultation room	2,777

### 4.4. Effectiveness of communication methods

The effectiveness of consultation promotion was assessed through the feedback form:

### How did you hear about the consultation?

Respondents were asked to clarify how they heard about the consultation by choosing from seven options. Respondents were able to select as many options as applicable. This question also included an 'other' option where additional comments could be noted by respondents.



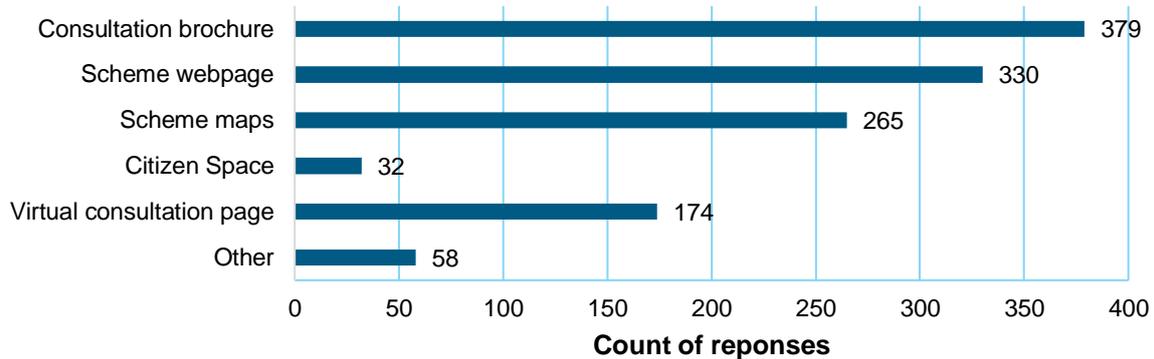
Of the 586 questionnaire respondents, the majority heard about the consultation via the letter drop (52%; 303) followed by social media communication (23%; 135). The scheme webpage alert and newspaper advert appear the least effective methods of communication, respectively selected by only 3% (20) and 4% (20) of respondents. A total of 15% of respondents (86) reported hearing about the consultation through other mediums, which included: emails or newsletters from local stakeholder groups, local and/or regional news channels and communications from local MPs.

## 4.5. Effectiveness of consultation materials

The effectiveness of consultation materials was assessed through the feedback form:

### What materials did you access to support your feedback?

Respondents were asked to indicate which consultation materials they accessed to support their feedback by selecting from six options. Respondents could select as many options as applicable. This question also included an 'other' option where additional comments could be noted by respondents.



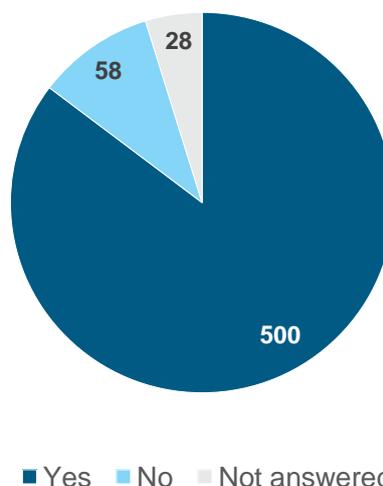
Over half of respondents indicated they accessed the consultation brochure (65%; 379) and/or the scheme webpage (56%; 330) to support their feedback, followed closely by the scheme maps (45%; 265), suggesting all three materials served as effective tools to aid understanding of the scheme proposals. The citizen space page appears the least effective, selected by only 5% of respondents (32). Only 10% of respondents (58) reported supporting information from other sources, which mostly included attending consultation events and discussions with project staff, or local knowledge/experience of the route.

### Did you find the consultation materials useful prior to submitting your feedback?

Respondents were asked to clarify whether or not they found the consultation materials useful. This question also included a free text box for respondents to record any further comments or observations.

#### Effectiveness of Consultation

Did you find the consultation materials useful?



Of the 586 questionnaire respondents, the overwhelming majority (85%; 500) reported that they found the consultation materials to be useful. Only 10% of

respondents (58) reported that they did not, and 5% (28) chose not to answer the question.

## 5. Summary of survey respondents

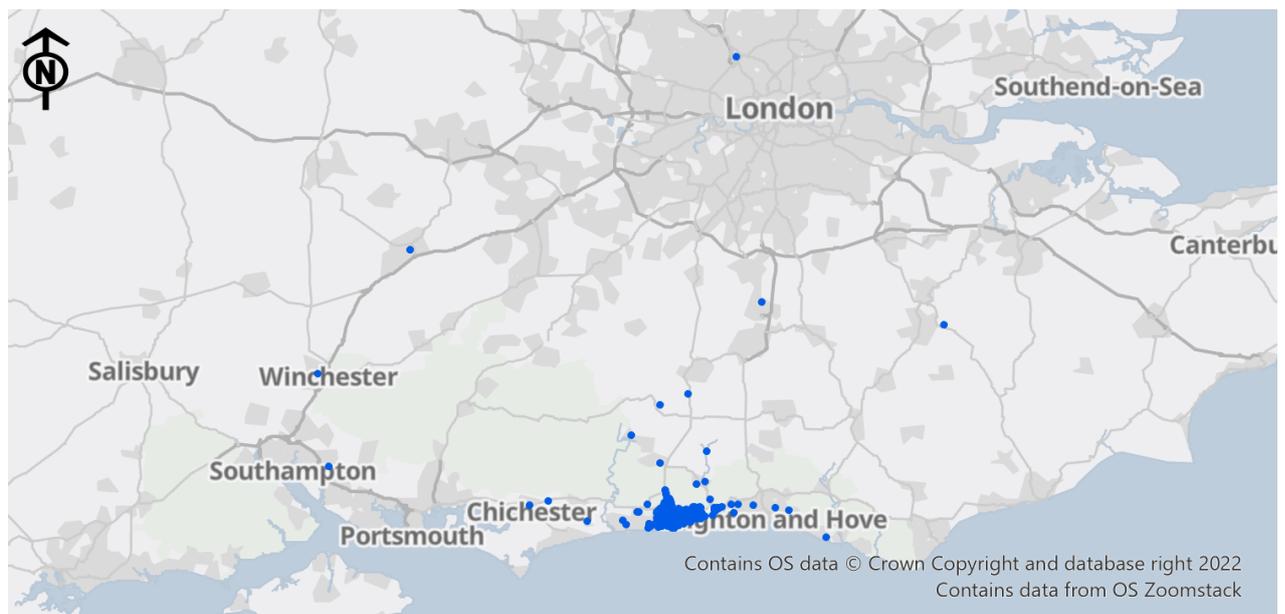
### 5.1. Understanding respondents

The consultation questionnaire included a series of questions to help us understand who had responded, based on location, proximity to the scheme and whether responses represented individual interests or those of organisations/groups. *Please note that not all respondents answered all the questions posed within the feedback form, and others provided more than one answer. Percentages / number of responses may not always total 100 or 100%.*

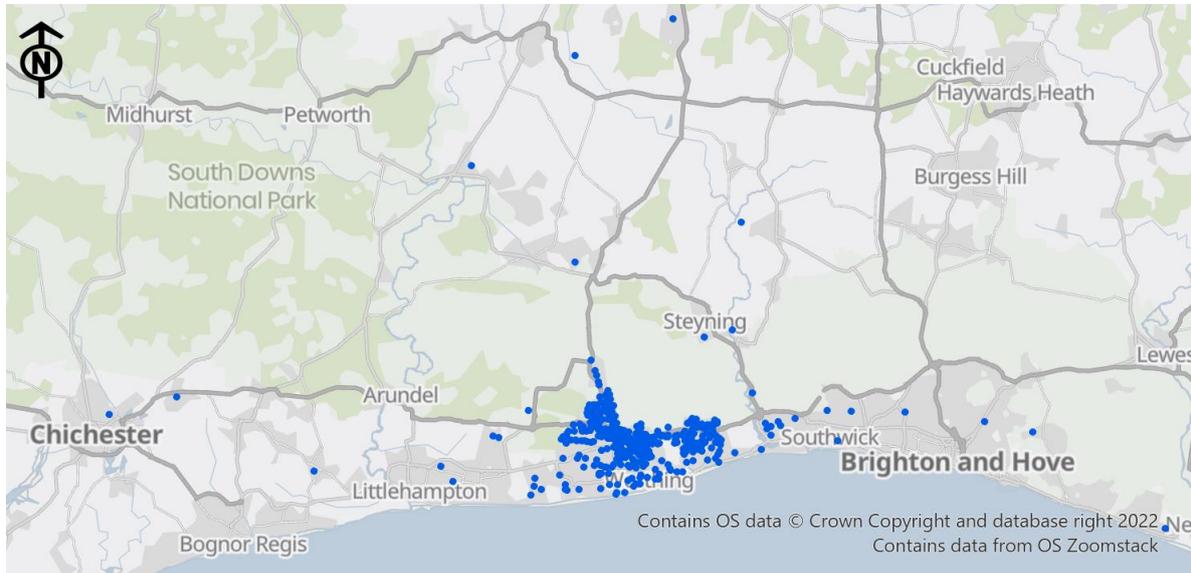
**Please provide us with your name, address and email address.**

Respondents were asked to provide their address or postcode to help us understand where interested parties lived in relation to the scheme. Based on the postcodes provided we have identified the main locations which respondents were from, as summarised in Figure 5.1.

**Figure 5.1. Location of respondents**

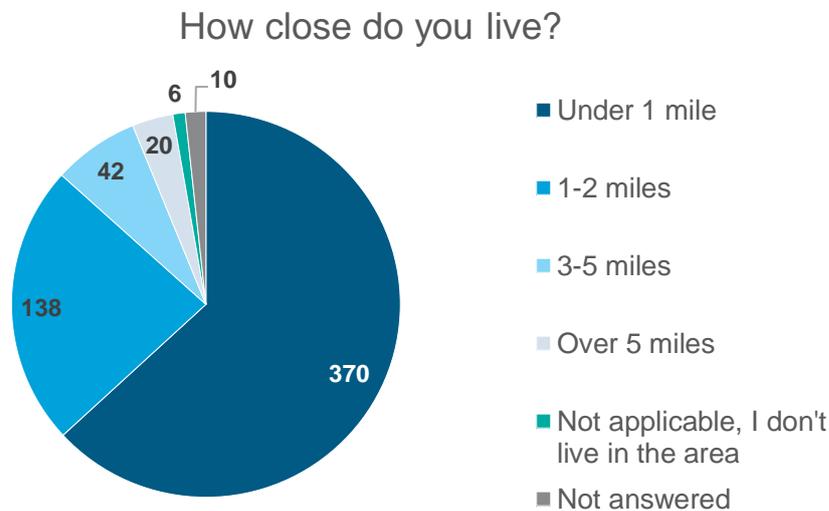


**Figure 5.2. Location of respondents**



**How close do you live to the proposed scheme improvements?**

Respondents were asked to indicate how close they lived to the proposed scheme improvements by selecting one of five options.

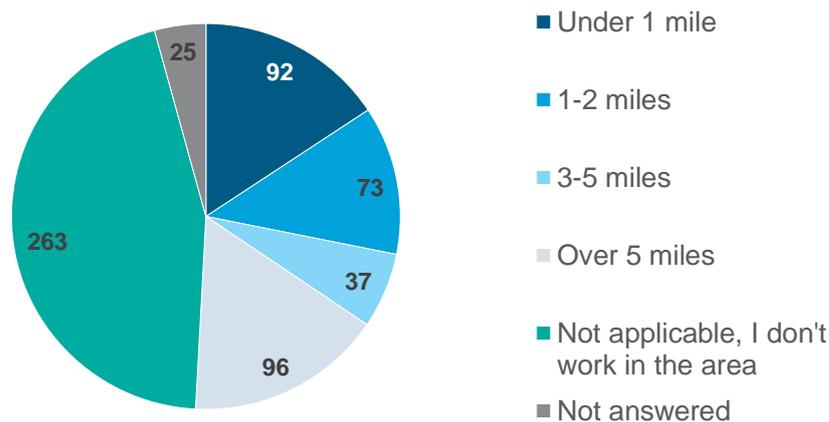


Of the 586 questionnaire responses received, the majority of respondents reported living within 1 mile of the scheme extents (63%; 370). A total of 94% of respondents (550) reported living within 5 miles of the scheme, only 3% (20) reported living further than five miles away and 1% (6) reported not living in the area at all. 2% of respondents (10) chose not to answer the question.

### How close do you work to the proposed scheme improvements?

Respondents were asked to indicate how close they worked to the proposed scheme improvements by selecting one of five options.

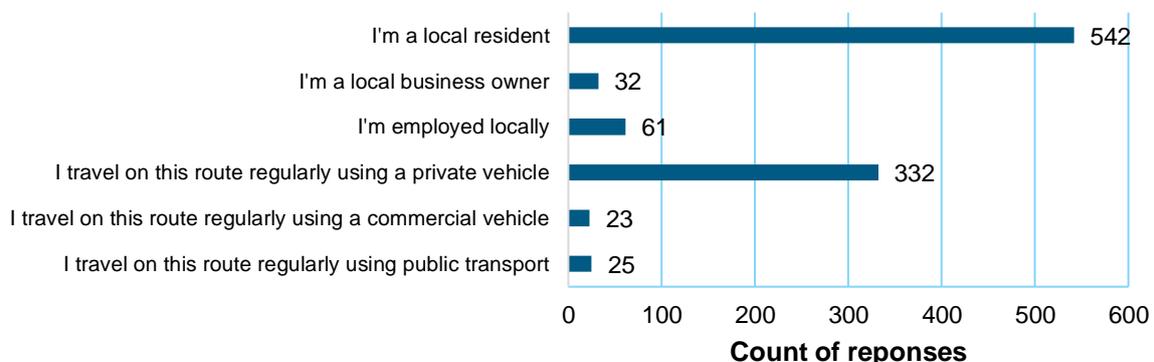
How close do you work?



Of the 586 questionnaire responses received, the majority of respondents reported not working in the area at all (45%; 263) or working further than 5 miles from the scheme extents (16%; 93). Only 34% (202) reported working within 5 miles of the scheme, and 16% (92) within 1 mile. By contrast only 4% of respondents (25) chose not to answer the question.

### Which of the following best describes you?

Respondents were asked to indicate their relationship with the A27 and the scheme by selecting from seven options. Respondents could select as many options as applicable. This question also included an 'other' option where additional comments or reasons could be noted by respondents.



The majority of questionnaire respondents described themselves as local residents (92%; 542) who travelled on the route regularly using a private vehicle (57%; 332).

By contrast, only 4% (23) travelled the route using a commercial vehicle, and 4% (25) travelled using public transport. A further 31% of respondents (180) also added an additional comment, but on further analysis the majority of these were found to respondents reporting their county of residence, which may have been prompted by an error in the online survey website. Other comments mostly included respondents describing themselves as regularly walking and or/cycling on the route.

### Are you responding on behalf of an organisation or a group?

Respondents were asked to identify whether or not they were responding on behalf of a group or an organisation.



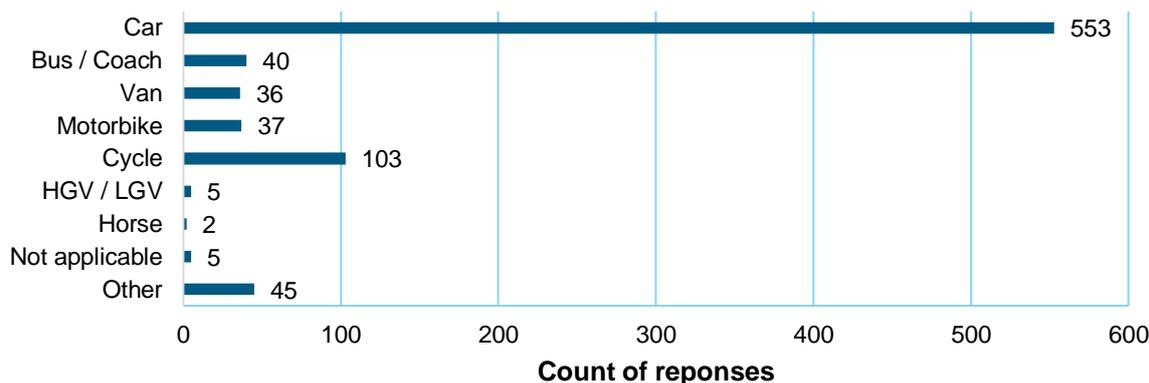
Only 3% of respondents (19) reported answering on behalf of a group or organisation, meaning 95% of responses (557) represented individual interests. 2% (10) chose not to answer the question.

## 5.2. Travel habits

The consultation questionnaire also included a series of questions to help us understand how respondents currently use the A27 between Worthing and Lancing. This section addresses responses to Questions 1f to 1j, which asked respondents about their travel habits and use of the A2 between Worthing and Lancing.

### If you use the A27 between Worthing and Lancing, how do you normally travel on it?

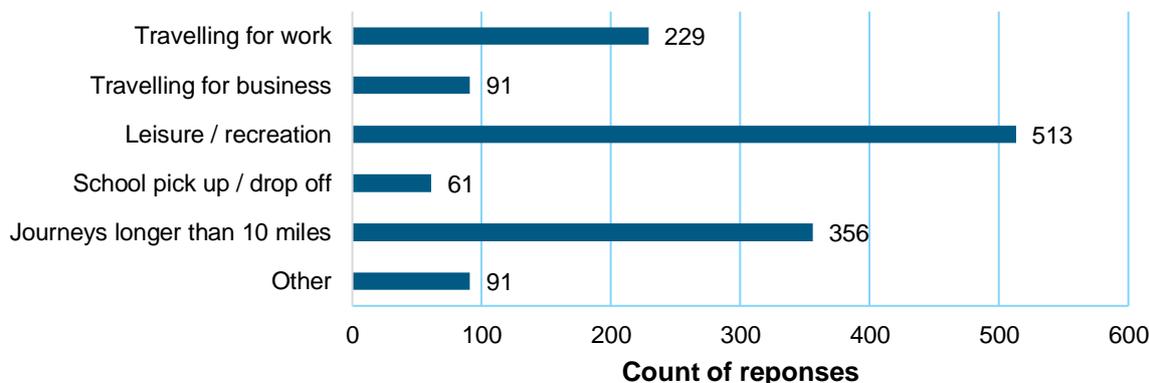
Respondents were asked to clarify which mode of transport, if any, they used on the A27 between Worthing and Lancing. Respondents were asked to select from nine options and were able to select as many as applicable.



Of the 586 questionnaire respondents, the overwhelming majority reported travelling by car between Worthing and Lancing (94%; 553). The next most reported mode was cycling (18%; 103), followed by bus/coach (7%; 40), motorbike (6%; 37) and van (6%, 36). Only 8% of respondents (45) reported other modes, which included walking, the use of motorhomes, and agricultural vehicles.

### If you use the A27 between Worthing and Lancing, please tell us why?

Respondents were asked to provide the reasons for which they use the A27 between Worthing and Lancing, such as business and leisure. Respondents were asked to select from six options and were able to select as many options as applicable. This question also included an 'other' option where additional comments or reasons could be noted by respondents.

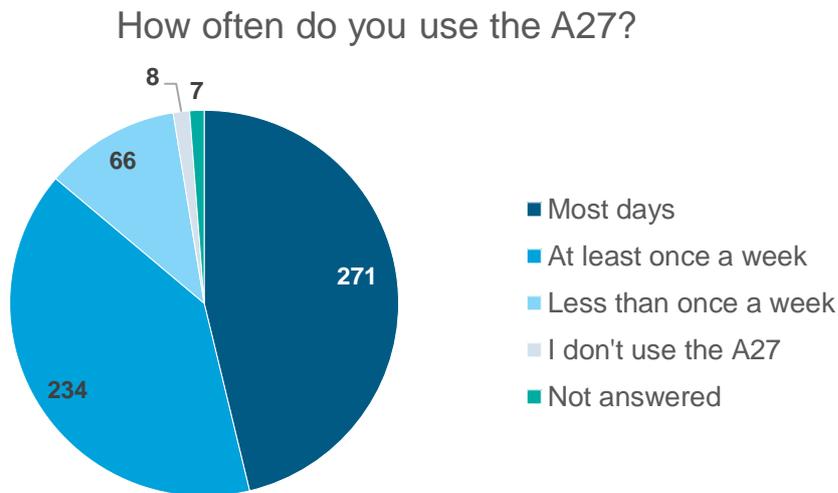


A total of 88% of respondents (513) reported using the A27 for leisure/recreation, followed by 61% (356) using it for journeys longer than 10 miles, and 39% (229)

using it to travel for work. Only 16% of respondents (91) chose to report additional reasons, which included: medical needs (e.g. attending appointments and hospital visits), strategic trips, and a variety of other utility purposes (such as shopping, visiting relatives, etc.)

### How often do you travel on the A27 between Worthing and Lancing?

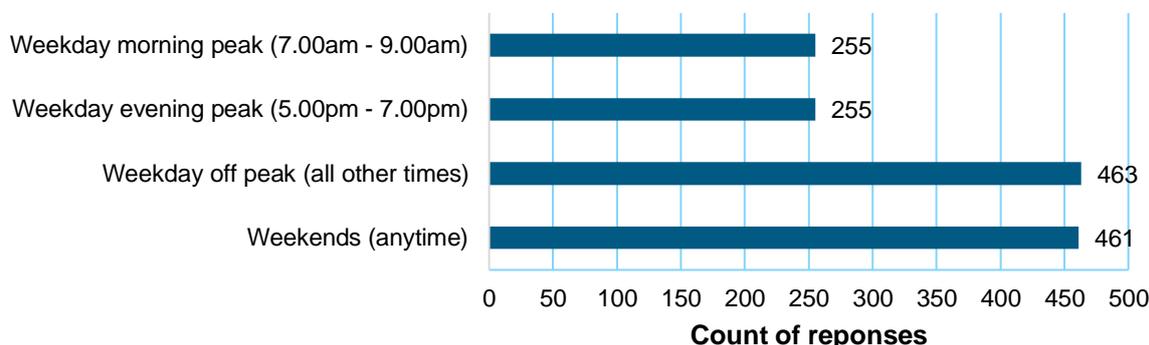
Respondents were asked to clarify how often they travelled on the A27 between Worthing and Lancing by selecting one of four options.



Of the 586 questionnaire responses received, 46% (271) reported using the A27 between Worthing and Lancing 'most days'. A total of 40% (234) reported using it at least once a week. Only 1% of respondents (8) reported that they didn't use the A27, and 1% (7) chose not to answer the question.

### If you use the A27 between Worthing and Lancing, when do you usually travel on it?

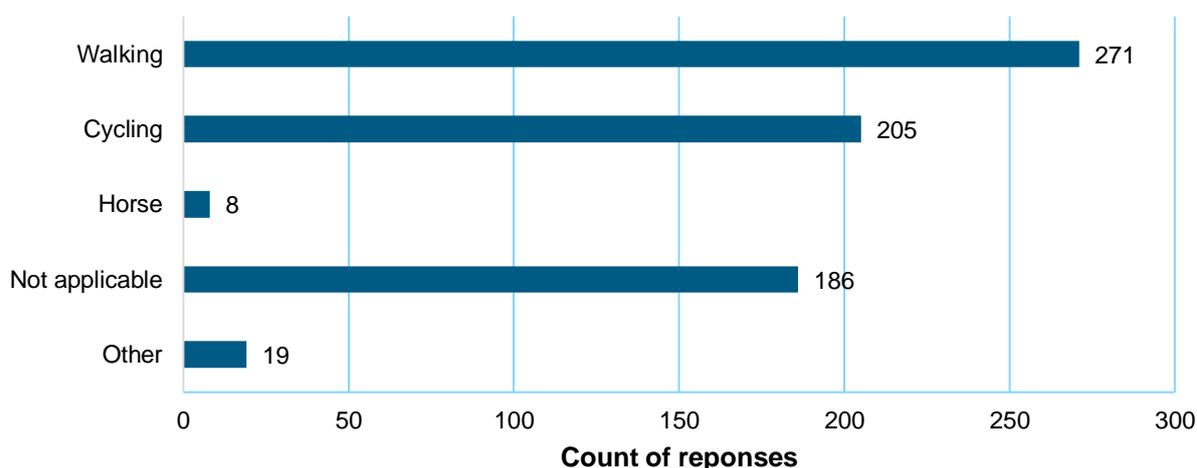
Respondents were asked to indicate when they usually travelled on the A27 between Worthing and Lancing. Respondents were asked to select from four options and were able to select as many options as applicable.



Amongst the 586 questionnaire respondents, the most popular travel time on the A27 was the weekday off-peak (79%; 463), followed closely by the weekend (79%; 461). Exactly 44% of respondents (255) reporting using the A27 during both the weekday morning peak and weekday evening peak.

### Have you previously travelled beside or across this section of the A27 between Worthing and Lancing by any of the following?

To understand the habits of non-motorised users, such as pedestrians, cyclists and horse-riders, respondents were asked to indicate whether they had previously travelled alongside or across the A27 using any alternative transport modes. Respondents were asked to select from five options and were able to select as many as applicable. This question also included an 'other' option where additional comments or reasons could be noted by respondents.



A total of 46% of respondents (271) reported having walked along the A27 between Worthing and Lancing, followed by 35% (205) reporting cycling and just 1% (8) reporting riding a horse. Only 32% of respondents (186) reported not applicable, suggesting they had not travelled alongside the A27 by any active mode. Only 3% (19) recorded other modes, which included jogging/running, mobility scooters and skateboarding, amongst others.

## 6. Summary of feedback on the scheme

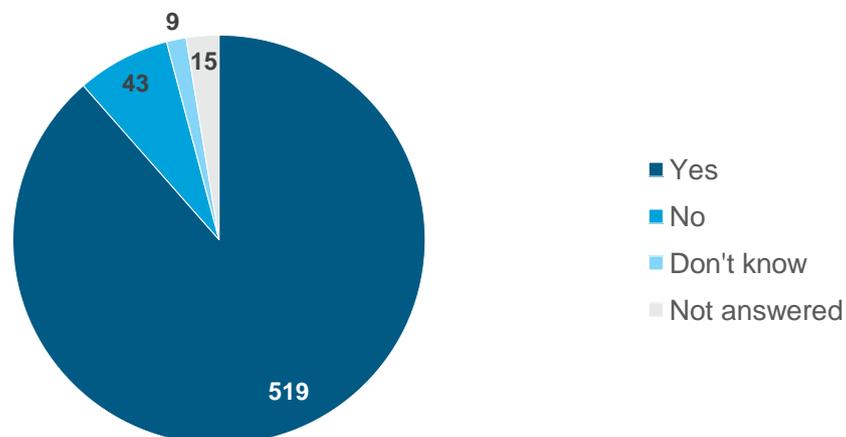
The questionnaire included a series of questions to help understand respondents' opinions on the scheme itself (i.e., if and why improvements are needed on the A27 between Worthing and Lancing) and the proposed options for improvement. These questions and responses are discussed in the succeeding subsections. This feedback is based on the 586 responses used during the statistical analysis, however across the questions not every respondent provided an answer for every question.

### 6.1. Need for the scheme

#### Do you think improvements are needed on the A27 between Worthing and Lancing?

Respondents were asked whether they thought improvements were needed on the A27 between Worthing and Lancing. They could choose one of three options, yes, no or don't know.

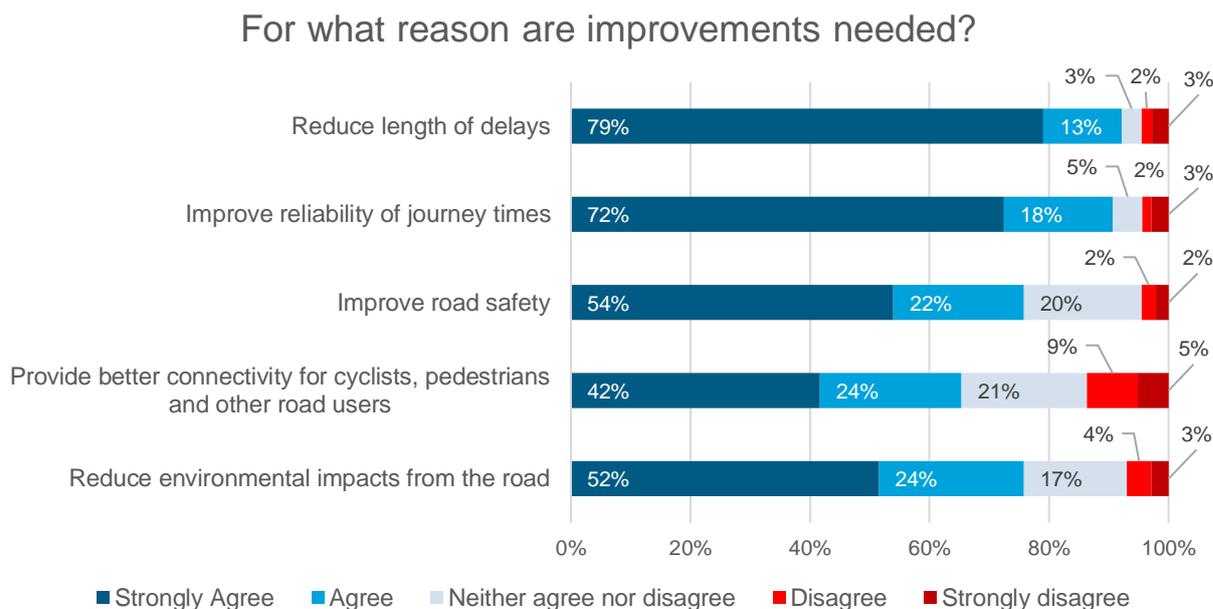
Do you think improvements are needed?



Of the 586 questionnaire responses received, the overwhelming majority of respondents reported that improvements are needed on the A27 between Worthing and Lancing (89%; 519). Only 7% of respondents (43) thought that improvements were not needed, 2% (9) didn't know and 3% (15) chose not to answer the question.

### If yes, for what reason do you think the improvements are needed?

As a follow up, respondents were asked to clarify why they thought improvements were needed. The question used a scale format where respondents indicated how much they agreed or disagreed with five statements, which were derived from the scheme objectives.



The majority of respondents (more than two-thirds of respondents in almost every case) agree with the scheme objectives:

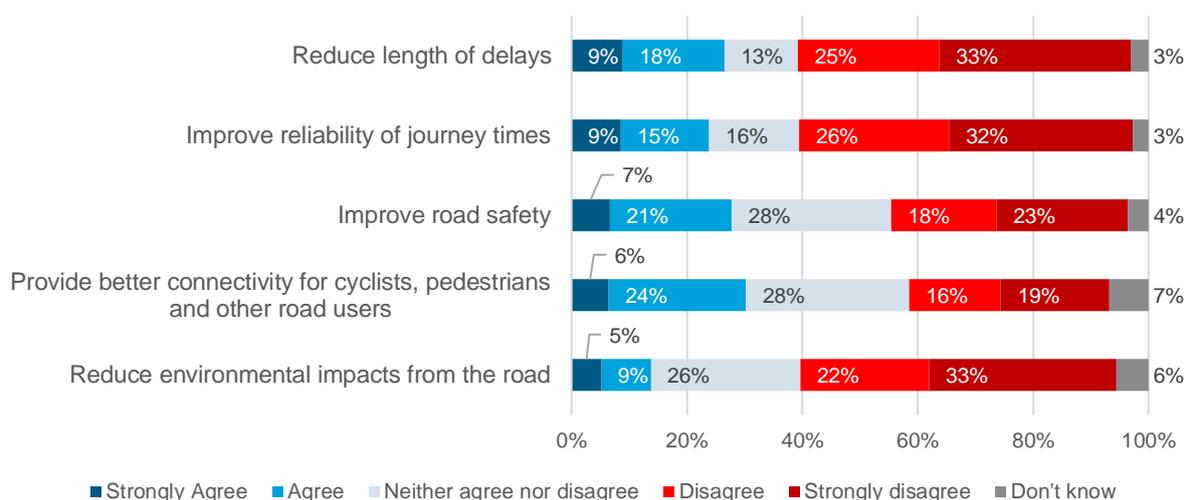
- 92% of respondents (493) believe that improvements are needed to reduce the length of delays, whilst 5% (24) do not.
- 91% of respondents (477) believe that improvements are needed to improve the reliability of journey times (5%; 23 disagree).
- 76% (400) of respondents believe that improvements are needed to improve road safety (4%; 24 disagree).
- 65% (345) agree with providing better connectivity for cyclists, pedestrians and other road users (14%; 72 disagree)
- 76% (400) agree with reducing environmental impacts from the road (7%; 37 do not).

## 6.2. Option 1

**Please refer to Option 1 on page 6 in the options consultation brochure. To what extent do you agree or disagree that our proposals will deliver the objectives identified below?**

Respondents were asked to provide their opinions on Option 1. The question used a scale format where respondents indicated how much they agreed or disagreed that Option 1 would meet each of five objectives.

### Opinions on Option 1



In all cases, more respondents disagreed than agreed that Option 1 would meet the scheme objectives:

- 58% of respondents (325) disagreed that Option 1 would reduce the length of delays, whilst 26% (149) believe it would, 13% of respondents (72) neither agreed nor disagreed
- 58% (325) disagree that Option 1 would improve the reliability of journey times (24%; 134 agree, 16%; 88 neither agree nor disagree)
- 41% (229) disagree that Option 1 would improve road safety (28%; 155 agree, 28%; 154 neither agree nor disagree)
- Opinions on connectivity for cyclists, pedestrians and other road users were more evenly balanced; 30% of respondents (169) agreed that Option 1 would improve connectivity, vs 35% (194) who disagreed. Only 28% (158) neither agreed nor disagreed
- 55% of respondents (307) disagree that Option 1 will reduce environmental impacts from the road (14%; 77 agree, 26%; 145 neither agree nor disagree)

## Do you have any other feedback on Option 1?

As a follow up, respondents were asked if they had any other feedback on Option 1. Below is a breakdown of the comments received.

Option 1 feedback		
Description	Frequency	Percentage
Traffic lights cause congestion / remove traffic lights	184	23.9%
Larger scale option needed / insufficient funding	94	12.2%
Option provides poor value for money	71	9.2%
Concerns about multiple lanes to 1	42	5.5%
Disagree with junction widening	34	4.4%
Concerns about air quality	30	3.9%
Improvements will push traffic elsewhere / surrounding areas / increase rat-running	24	3.1%
Pedestrian / cyclist bridges and underpass required	23	3.0%
Agree with proposals	21	2.7%
Concerns about road safety	20	2.6%
Solution short term	19	2.5%
Concerns for safety of walkers / cyclists and safety of crossings	17	2.2%
Concerns about closure of access to local roads / impacts on residents	17	2.2%
Concern for increased local congestion/ congestion will worsen	17	2.2%
Concern for disruption during construction	15	2.0%
Concerns for negative impact on the environment	14	1.8%
Increased capacity required due to new / planned developments	13	1.7%
Suggest segregated walking / cycle paths away from vehicular traffic	13	1.7%
Suggest change to road markings (including yellow box and camera)	12	1.6%
Improvements are much needed (supports option 1)	12	1.6%
Cycling routes to be extended or relocated / suggestion of alternative routes	11	1.4%
Suggest pedestrian crossings/lights	11	1.4%

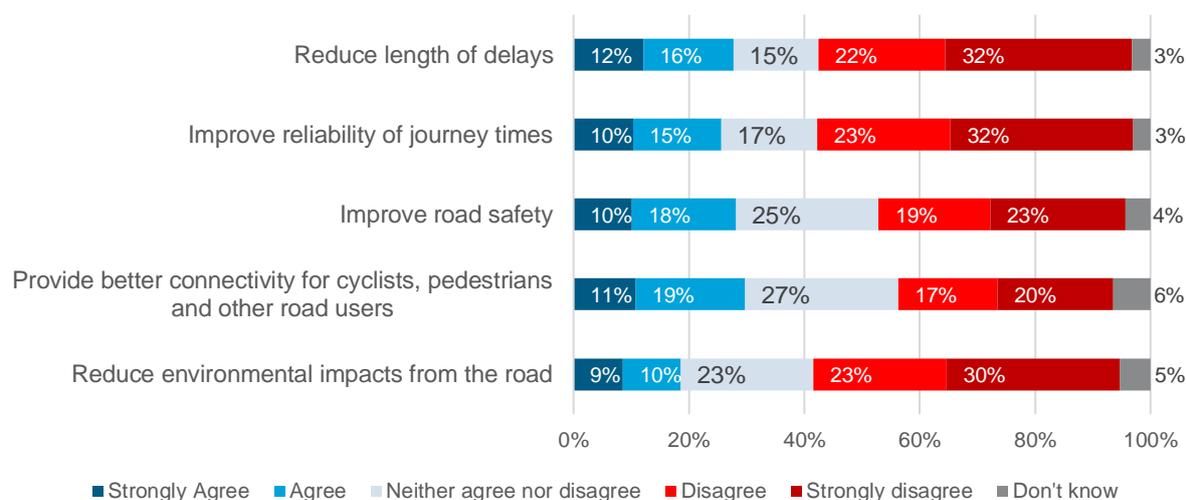
Option 1 feedback		
Description	Frequency	Percentage
Suggest intelligent traffic light management / improved sequencing	9	1.2%
Would prefer a hybrid / combination option	8	1.0%
Traffic lights regulate traffic	7	0.9%
Suggest improvements to public transport	7	0.9%
No problem to solve	5	0.7%
Improvements will improve road safety	5	0.7%
Suggest reduced speed limit	5	0.7%
Proposals will not encourage more walking / cycling	4	0.5%
Disagree with shared walker / cyclists' paths	3	0.4%
Do nothing	2	0.3%

### 6.3. Option 2

Please refer to Option 2 on page 8 in the options consultation brochure. To what extent do you agree or disagree that our proposals will deliver the objectives identified below?

Respondents were asked to provide their opinions on Option 2. The question used a scale format where respondents indicated how much they agreed or disagreed that Option 2 would meet each of five objectives.

#### Opinions on Option 2



Again, in all cases more respondents disagreed than agreed that Option 2 would meet the scheme objectives:

- 54% of respondents (306) disagreed that Option 2 would reduce the length of delays, whilst 28% (156) agreed that it would. Only 15% (83) neither agreed nor disagreed
- 55% (308) disagree that Option 2 would improve the reliability of journey times (26% ;144 agree, 17%; 94 neither agree nor disagree)
- 43% (237) disagree that Option 2 would improve road safety (28%; 156 agree, 25%; 137 neither agree nor disagree)
- Again, opinions on connectivity for cyclists, pedestrians and other road users were more evenly balanced; 30% of respondents (166) agreed that Option 2 would improve connectivity, whilst 37% (208) disagreed. Only 27% (148) neither agreed nor disagreed
- 53% of respondents (296) disagreed that Option 2 would reduce environmental impacts from the road (19%; 104 agreed, 23%; 129 neither agreed nor disagreed)

### Do you have any other feedback on Option 2?

As a follow up, respondents were asked if they had any other feedback on Option 2. Below is a breakdown of the comments received.

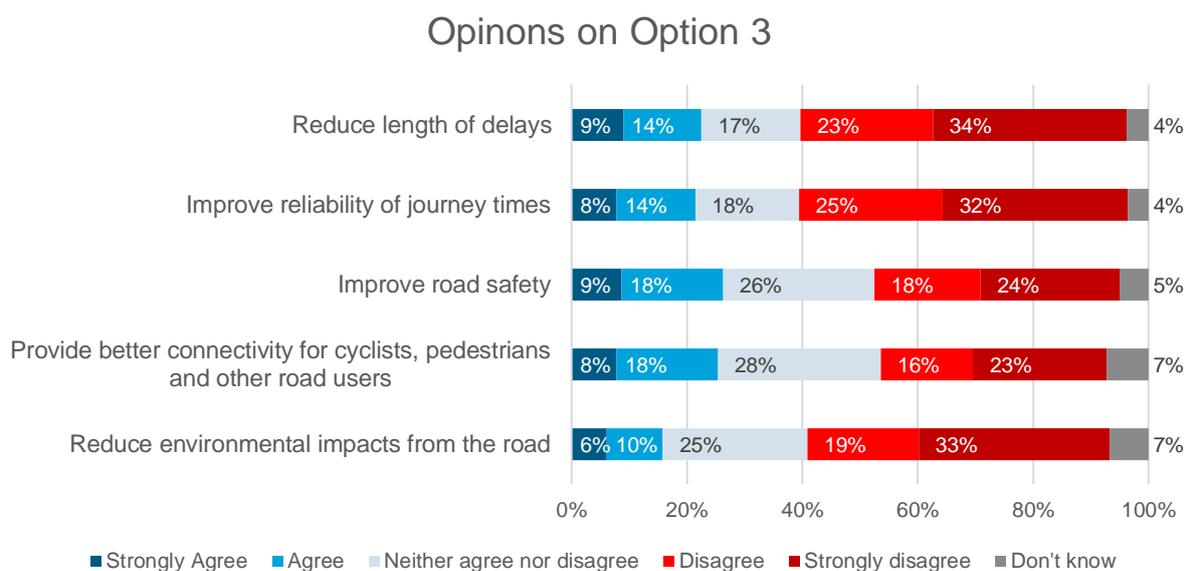
Option 2 feedback		
Description	Frequency	Percentage
Insufficient funding / larger scale option needed	82	9.5%
Concern about more local congestion/longer journeys	76	8.8%
Option provides poor value for money	47	5.4%
Concerns about closure of access to local roads / impact on residents	46	5.3%
Agree with proposals	41	4.7%
Concerns about multiple lanes to 1	40	4.6%
Improved crossings for walkers / cyclists – need signal-controlled bridge or underpass	38	4.4%
Increased capacity required due to new / planned developments	36	4.2%
Proposals will increase rat-running	35	4.1%
Waste of money	34	3.9%
Concerns about road safety	34	3.9%

<b>Option 2 feedback</b>		
<b>Description</b>	<b>Frequency</b>	<b>Percentage</b>
Concerns about air quality – increased capacity worsens air quality	32	3.7%
Disagree with proposals	29	3.4%
Suggest additional / alternative local road closures	28	3.2%
Much needed improvement (supports option 2)	24	2.8%
Safety concerns – cycling	23	2.7%
Solution short-term	21	2.4%
Concerns about disruption during construction	18	2.1%
Suggest change to road markings (including yellow box and camera)	16	1.9%
Disagree with junction widening	15	1.7%
Concerns of negative impact on environment / vegetation	15	1.7%
Concerns about pedestrian crossings	15	1.7%
Suggest intelligent traffic light management / improved sequencing	14	1.6%
Concerns about impact on public transport	12	1.4%
Improvements will improve road safety	12	1.4%
Cycling routes to be extended or relocated / suggestion of alternative routes	12	1.4%
Suggest segregated walking / cycle paths away from vehicular traffic	12	1.4%
Suggest reduced speed limit	10	1.2%
Suggest extra lanes / widening roads	8	0.9%
No problem to solve	7	0.8%
Would prefer a hybrid / combination option	7	0.8%
Traffic lights regulate traffic flow	6	0.7%
Disagree with shared use paths	5	0.6%
Suggest segregated walking / cycle paths	5	0.6%
Suggest improvements to public transport	5	0.6%
Do nothing	2	0.2%
Improvements will not encourage walking / cycling	2	0.2%

## 6.4. Option 3

Please refer to Option 3 on page 10 in the options consultation brochure. To what extent do you agree or disagree that our proposals will deliver the objectives identified below?

Respondents were asked to provide their opinions on Option 3. The question used a scale format where respondents indicated how much they agreed or disagreed that Option 3 would meet each of five objectives.



Again, in all cases more respondents disagreed than agreed that Option 3 would meet the scheme objectives:

- 57% of respondents (316) disagreed that Option 3 would reduce the length of delays, whilst 23% (126) agreed that it would. Only 17% (96) neither agreed nor disagreed
- 57% of respondents (316) disagreed that Option 3 would improve the reliability of journey times (21%; 119 agreed, 18%; 100 neither agreed nor disagreed)
- 42% of respondents (236) disagreed that Option 3 would improve road safety (26%; 146 agreed, 26%; 146 neither agreed nor disagreed)
- 39% of respondents (218) disagreed that Option 3 would provide better connectivity for cyclists, pedestrians and other road users (25%; 141 agreed, 28%; 157 neither agreed nor disagreed)
- 52% of respondents (291) disagreed that Option 3 would reduce environmental impacts from the road. (16%; 88 agreed, 25%; 139 neither agreed nor disagreed)

### Do you have any other feedback on Option 3?

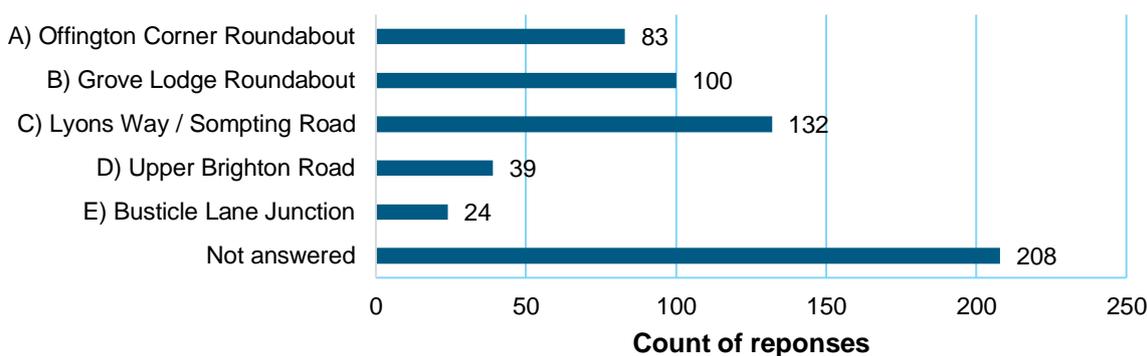
As a follow up, respondents were asked if they had any other feedback on Option 3. Below is a breakdown of the comments received.

Option 3 feedback		
Description	Frequency	Percentage
Concerns of rat-running / local congestion getting worse	91	12.3%
Option provides poor value for money	90	12.2%
Larger scale option needed	79	10.7%
Traffic lights cause delay / remove lights / creates longer journeys	64	8.7%
Supports option 3	52	7.1%
Concerns about multiple lanes to 1	47	6.4%
Pedestrian / cycle bridge or underpass needed	36	4.9%
Concerns about closure of access to local roads / impact on residents	34	4.6%
Concerns about road safety / driver behaviour	34	4.6%
Concerns about air quality and environmental impacts	32	4.3%
Do nothing	28	3.8%
Oppose option 3	24	3.3%
Concerns about impact on public transport	18	2.4%
Need to increase capacity due to local developments	16	2.2%
Concerns about construction causing disruption	14	1.9%
Suggest segregated walking / cycle paths	13	1.8%
Disagree with junction widening	12	1.6%
Suggest change to road markings (including yellow box and camera)	12	1.6%
Supports pedestrian light crossings	11	1.5%
Improvements will improve road safety	10	1.4%
Traffic lights improve flow / re-sequencing of lights	10	1.4%
Would prefer a hybrid / combination option	10	1.4%

## 6.5. Other junctions

### If you don't support any of these three options, which junction would you most like to see improved?

If respondents did not support any of the three design options, they were asked to clarify which junction they would most like to see improved. Respondents were asked to select from five options and were able to select as many as applicable. This question also included a free text box where respondents were able to record any further comments or suggestions.



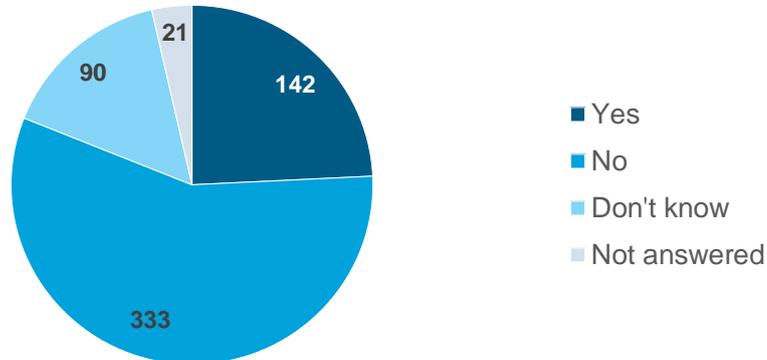
Of the 586 questionnaire responses received, 23% of respondents (132) identified Lyons Way / Sompting Road as needing improvement, followed by 17% (100) identifying Grove Lodge Roundabout, and 14% (83) identifying Offington Corner Roundabout. A total of 35% of respondents (208) did not select any of the junctions for improvement, however analysis of the optional comments received suggested the question had not functioned as intended and respondents were only able to select one of the five options, as opposed to “all that apply” as stated in the original question.

## 6.6. Improvements for pedestrians and cyclists

### Would a shared use path between Durrington Hill / Salvington Hill and Grove Lodge Roundabout encourage you to walk and cycle more often?

Respondents were asked whether the proposed shared-use paths would encourage them to walk and cycle more often. They could choose one of three options, yes, no or don't know.

Would a shared use path encourage you to walk or cycle more?

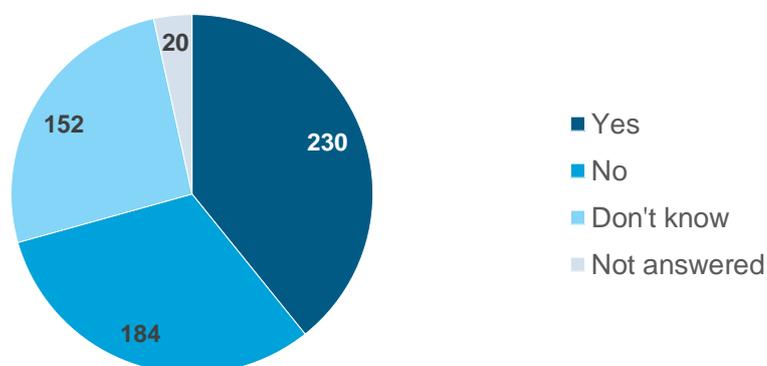


A total of 57% of questionnaire respondents (333) reported that a shared-use path between Durrington Hill / Salvington Hill would not encourage them to walk and cycle more often. Only 24% (142) reported that it would, 15% (90) didn't know, and 4% (21) chose not to answer the question.

**Do you think upgrades to the crossings between Offington Corner Roundabout and Grove Lodge Roundabout would improve safety for walkers and cyclists?**

Respondents were asked whether they thought upgrading the existing crossings between Offington Corner Roundabout and Grove Lodge Roundabout would improve safety for pedestrians and cyclists. They could choose one of three options, yes, no or don't know.

Do you think crossing upgrades would improve walker and cyclist safety?



A total of 39% of respondents (230) thought that crossing upgrades would improve safety for walkers and cyclists. Only 31% (184) thought they would not, 26% (152) didn't know, and 3% (20) chose not to answer the question.

### Do you have any other feedback on our proposals for improvements for walkers and cyclists on the A27 between Worthing and Lancing?

Respondents were asked if they had any other feedback on our proposed improvements for pedestrians and cyclists. Below is a breakdown of the comments received.

<b>Provisions for walkers, cyclists, and horse riders</b>		
<b>Description</b>	<b>Frequency</b>	<b>Percentage</b>
Concern about safety of walkers and cyclists – improvements needed	69	20%
Suggest segregated cycle / pedestrian path from traffic	42	12%
Cycling routes to be extended or relocated / suggestion of alternative routes	41	12%
Pedestrian / cycle bridges or underpass required	34	10%
Larger scale option needed / insufficient funding	33	10%
Agree with proposals (including toucan crossings)	28	8%
Concerns about the environment/ air quality for users	21	6%
No problem to solve	8	2%
Option provides poor value for money	8	2%
Concern about suitability of pedestrian crossings	8	2%
Improvements will not encourage walking / cycling	8	2%
Concerns walking and cycling routes will cause increased journey times / congestion for motorists	7	2%
Traffic lights cause congestion / turn off traffic lights	6	2%
Disagree with proposals	5	1%
Solution short-term	4	1%
Suggest reduced speed limit	4	1%
Concerns about closure of access to local roads / impact on residents	3	1%
Suggest improvements to public transport	3	1%
Suggest intelligent traffic light management / improved sequencing	2	1%
Concerns about multiple lanes to 1	1	0%

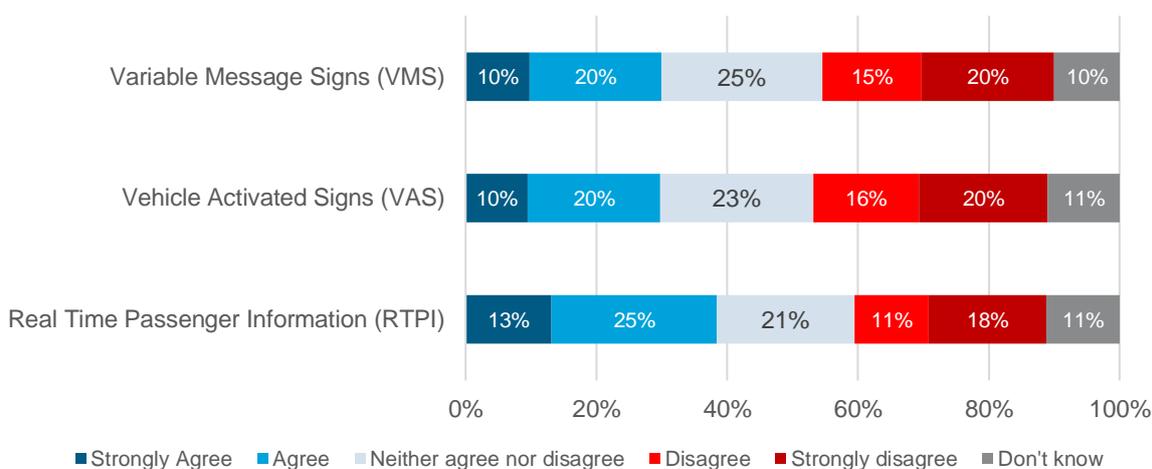
Provisions for walkers, cyclists, and horse riders		
Description	Frequency	Percentage
Concern about disruption during construction	1	0%
Increased capacity required due to new / planned developments	1	0%
Suggest change to road markings (including yellow box and camera)	1	0%

## 6.7. Improved technology through the scheme

### Do you think the following technology would improve your journey?

Respondents were asked their opinions on our proposed technological improvements along the A27. The question used a scale format, and respondents were asked to indicate how much they agreed or disagreed that each of the proposed improvements would improve their journey on the A27.

#### Opinions on Technology



Overall, opinions on technological improvements were fairly balanced:

- 30% of respondents (168) believed that Variable Message Signs would improve their journey, whilst 35% (199) did not
- 30% (166) believed that Vehicle Activated Signs would improve their journey, whilst 36% (200) did not
- 38% (216) believed that Real Time Passenger Information would improve their journey, whilst 29% (165) did not

## 6.8. Summary of responses and themes

<b>Common themes</b>		
<b>Description</b>	<b>Frequency</b>	<b>Percentage</b>
<b>General</b>	<b>1022</b>	<b>38%</b>
Insufficient funding / larger scale option needed	291	10.9%
Options provide poor value for money	251	9.4%
Concern about multiple lanes to single carriageway	133	5.0%
Agrees with the proposals / supports the aims and objectives of the scheme	92	3.4%
Disagree with junction widening	70	2.6%
Solution short-term	50	1.9%
Concerns about disruption during construction	48	1.8%
Disagree with the proposals	35	1.3%
Do nothing	32	1.2%
Do not perceive there to be a problem in the area	20	0.7%
<b>Environment</b>	<b>145</b>	<b>5%</b>
Concerns about worsening pollution / air quality	116	4.3%
Concerns of negative impact on the environment (removal of vegetation / trees)	29	1.1%
<b>Walking/cycling</b>	<b>165</b>	<b>6%</b>
Concerns about cycling (not safe, improvements needed)	92	3.4%
Concerns about pedestrian crossings	51	1.9%
Proposals will not encourage more walking / cycling	14	0.5%
Disagree with shared cycle / walking paths	8	0.3%
<b>Community &amp; Growth</b>	<b>199</b>	<b>7%</b>
Concerns about closure of access to local roads / impact on residents	100	3.7%
Increased capacity required due to new / planned developments	69	2.6%
Concerns about impact on public transport	30	1.1%
<b>Safety</b>	<b>121</b>	<b>5%</b>
Concerns about road safety / driver behaviour	94	3.5%
Improvements will improve safety	27	1.0%

<b>Common themes</b>		
<b>Description</b>	<b>Frequency</b>	<b>Percentage</b>
<b>Traffic lights &amp; congestion</b>	<b>545</b>	<b>20%</b>
The proposed traffic lights will cause more congestion / remove lights	280	10.5%
Proposals will increase rat-running on local roads / push traffic elsewhere	150	5.6%
Concern that proposals will increase local traffic / congestion will get worse leading to longer journey times	92	3.4%
Traffic lights regulate traffic flow / ease congestion	23	0.9%
<b>Design change requests</b>	<b>479</b>	<b>18%</b>
Pedestrian / cycle bridges / underpasses should be introduced	136	5.1%
Suggest segregated walking / cycle paths away from vehicular traffic	67	2.5%
Cycling routes need to be continuous / extended and suggestion of alternative routes	59	2.2%
Suggest intelligent traffic light management / improved sequencing	42	1.6%
Suggest change to road markings (including yellow box and camera)	42	1.6%
Suggest additional / alternative local road closures	32	1.2%
Would prefer a hybrid / combination option	27	1.0%
Suggest/ support pedestrian crossing / lights	22	0.8%
Suggest reduced speed limit	19	0.7%
Suggest segregated walking / cycle paths	18	0.7%
Suggest improvements to public transport	15	0.6%

## 7. Conclusions and next steps

The majority of respondents reported that improvements are needed on the A27 between Worthing and Lancing. Respondents prioritised the improvement of journey time reliability and the reduction of the length of delays over other scheme objectives.

The majority of respondents travel by car on the A27 between Worthing and Lancing during off-peak periods of the week or on the weekend. A minority of respondents use the A27 between Worthing and Lancing for commercial purposes during peak times either in the morning or evening.

In developing and sharing their views, most respondents said they used the consultation brochure, which included details of the calculated Benefit Cost Ratio (BCR) and Value for Money (VfM) assessments for each of the three consultation options.

Although respondents agreed that improvements are needed, more respondents disagreed rather than agreed that the scheme objectives would be met by any of three options within the consultation. However, when respondents were asked which junction they would most like to see improved, they picked Lyons Way / Sompting Road, Offington Corner Roundabout and Grove Lodge Roundabout.

Feedback across all three options centred around the desire for a larger scale intervention and the concern that all three options proposed were perceived to be poor value for money.

More specific option-related feedback was about traffic lights causing delays, especially for Option 1 and to a lesser extent for Option 3. Feedback for Options 2 and 3 focused on increases in local congestion, longer journeys, closure of access to local roads and rat-running. Feedback about multiple lanes merging into one was also noted on all three Options.

The proposed improvements for pedestrians and cyclists were considered to improve safety, with a significant number of respondents saying the proposals may encourage greater levels of walking and cycling.

Feedback focused on safety of pedestrians relative to cyclists, segregation of cyclists and pedestrians, extending or looking at alternative locations for improvements and provision of underpasses or bridges.

The response to the proposed technology improvements was balanced.

## 7.1. Next steps

National Highways agrees with the majority of respondents that improvements are still needed on the A27 between Worthing and Lancing.

The feedback from this consultation will be used to inform the next stages of design and our Preferred Route Announcement, which we intend to share later in 2023/24.

In the meantime, we will continue to engage with stakeholders to discuss concerns as we continue to develop the scheme.

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