

Welcome

to the A27 East of Lewes public consultation

Thank you for coming

We would like to hear your views
about our proposals for the A27 East of Lewes.

Today we are showing you the early designs for a series of possible
improvement measures for the A27 between Lewes and Polegate.
Please tell us what you think by filling in a questionnaire.

Staff from Highways England are here to answer your questions.



A27 East of Lewes

Introduction

This section of the A27 has long-standing issues around safety and road capacity, impacting the community and local businesses.

A number of studies have been carried out over the years, and although we understand that many people would like to see a major new bypass to the north of the A27, the studies indicate that a range of smaller scale improvements will provide short to medium term improvements and will achieve the scheme objectives while providing the best value for money and the least environmental impact. Future studies will look at longer term investment on the route.

Scheme objectives are:

- Improving journey time and reliability
- Supporting walking, cycling and other non-car travel
- Improving safety
- Reducing community severance
- Minimising environmental impact
- Respecting the South Downs National Park's special qualities



A27 East of Lewes

Constraints

Two significant features limit what can be done:

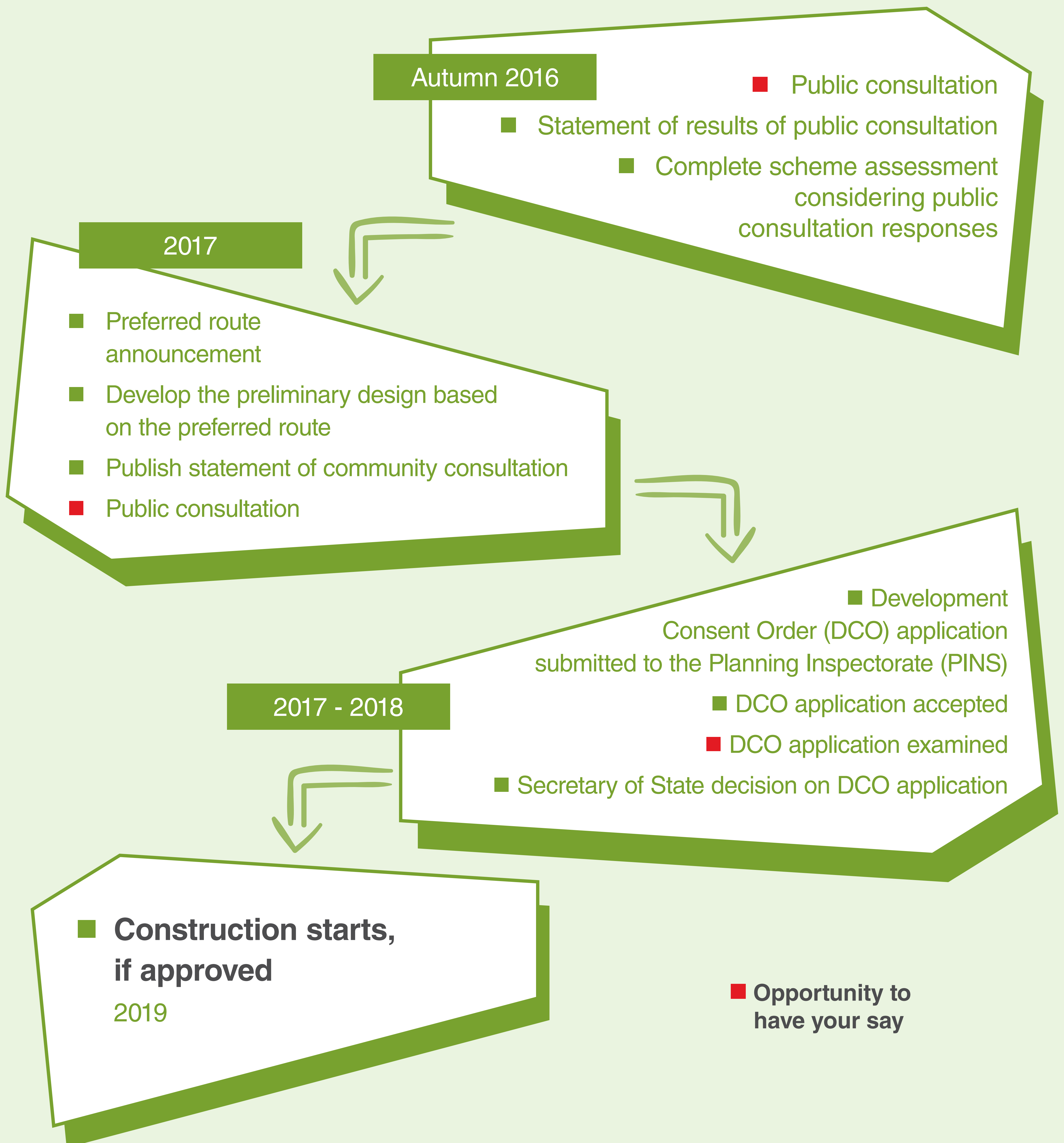
- The A27 runs through and alongside the boundary of the South Downs National Park, which is an area protected for its landscape value
- The proximity of the Coastway railway, which runs parallel with the A27 to the north

Environmental constraints also need to be taken into account, including:

- Listed buildings and scheduled monuments
- Flooding issues along the route, particularly at the eastern and western ends
- Sites of Special Scientific Interest; a Special Area of Conservation and Ramsar site near Polegate (wetlands of international importance designated under the Ramsar Convention) and national and local nature reserves
- 12 'noise important areas' on the A27 and surrounding roads, where existing noise levels are already an issue.



What happens next?



Scheme options

We have prioritised options that address capacity, safety, sustainability and access issues, and which offer localised benefits.

Following a review of issues and evidence, and in consultation with stakeholders, we are focusing on improving these areas:

- Selmeston section
- Drusillas Roundabout
- Wilmington junction
- Polegate junction
- Corridor-wide facilities for pedestrians, cyclists and other non-car users

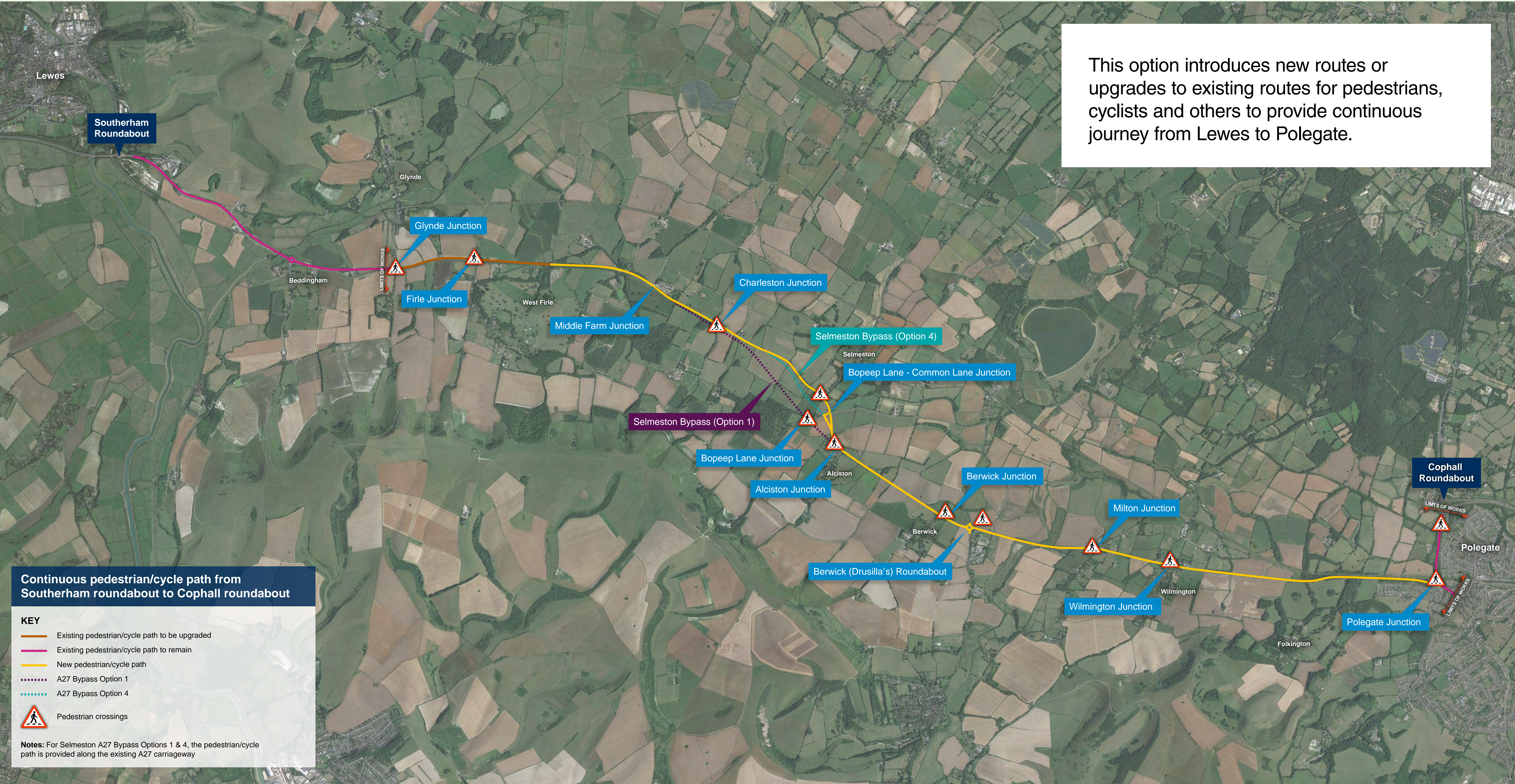
We will also be looking into providing laybys at suitable locations along the A27.

A number of different options have been considered in each location and the options presented here have been assessed as the most suitable.



Walking and cycling path

This option introduces new routes or upgrades to existing routes for pedestrians, cyclists and others to provide continuous journey from Lewes to Polegate.



Walking and cycling path

Scheme objectives	Proposed scheme
Improving journey times and reliability	Slight beneficial effect <ul style="list-style-type: none">Fewer delays from traffic overtaking cyclists and reduction in accidents.
Supporting walking and cycling and other non-car modes of travel	Major beneficial effect <ul style="list-style-type: none">The walking and cycle path will be a safe, attractive and direct route.
Improving safety	Moderate beneficial effect <ul style="list-style-type: none">A significant reduction in the risk of accidents involving cyclists and pedestrians on the A27.
Reducing community severance	Major beneficial effect <ul style="list-style-type: none">Shorter journeys between communities along the route between Polegate, Wilmington, Berwick, Alciston, Selmeston, Firle and Glynde.
Minimising environmental impact	Minimal adverse landscape effects or visual impacts expected. Some loss of hedgerow and verge grassland habitats, but can be compensated through new planting and appropriate environmental and biodiversity measures. Potential for construction to affect the setting of a scheduled ancient monument at Berwick, where any disturbance of remains would constitute a permanent large adverse effect.
Respecting the South Downs National Park	No significant adverse effects on the South Downs National Park landscape character or appearance anticipated. New walking and cycle path will improve access to the park.
Estimated cost	£12 million
Construction duration	12 months
Benefit to cost ratio	0.9, poor

Selmeston Option 1

Middle Farm Junction

A27 Bypass - Charleston Junction

Pedestrian/cycle path
along the existing A27

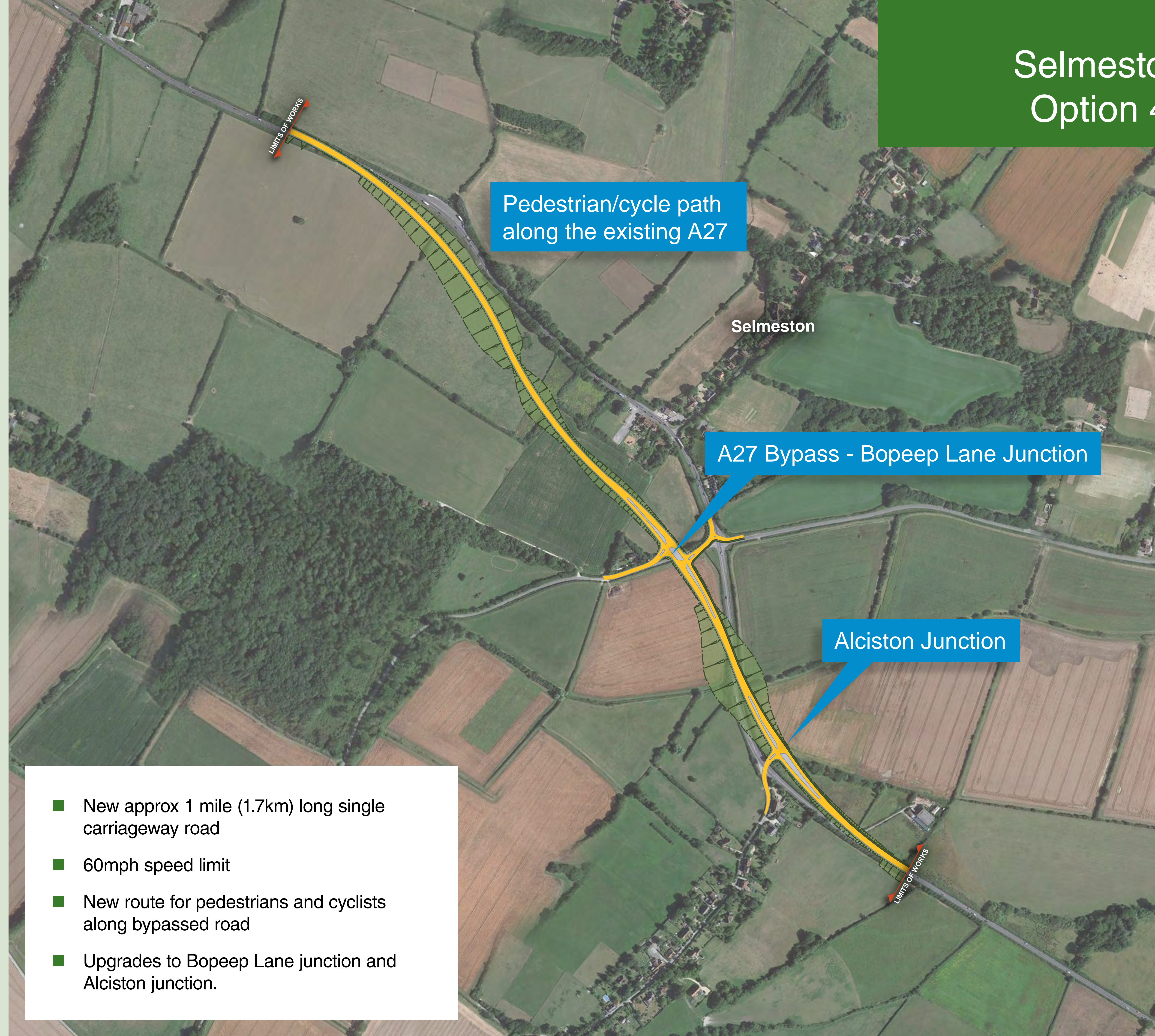
Selmeston

A27 Bypass - Bopeep Lane

Alciston Junction

- New 1.8 mile (3km) single carriageway road
- 60mph speed limit
- New route for pedestrians and cyclists along bypassed road
- Upgrades to Middle Farm junction, Charleston junction, Bopeep Lane junction and Alciston junction.

Selmeston Option 4



Pedestrian/cycle path
along the existing A27

Selmeston

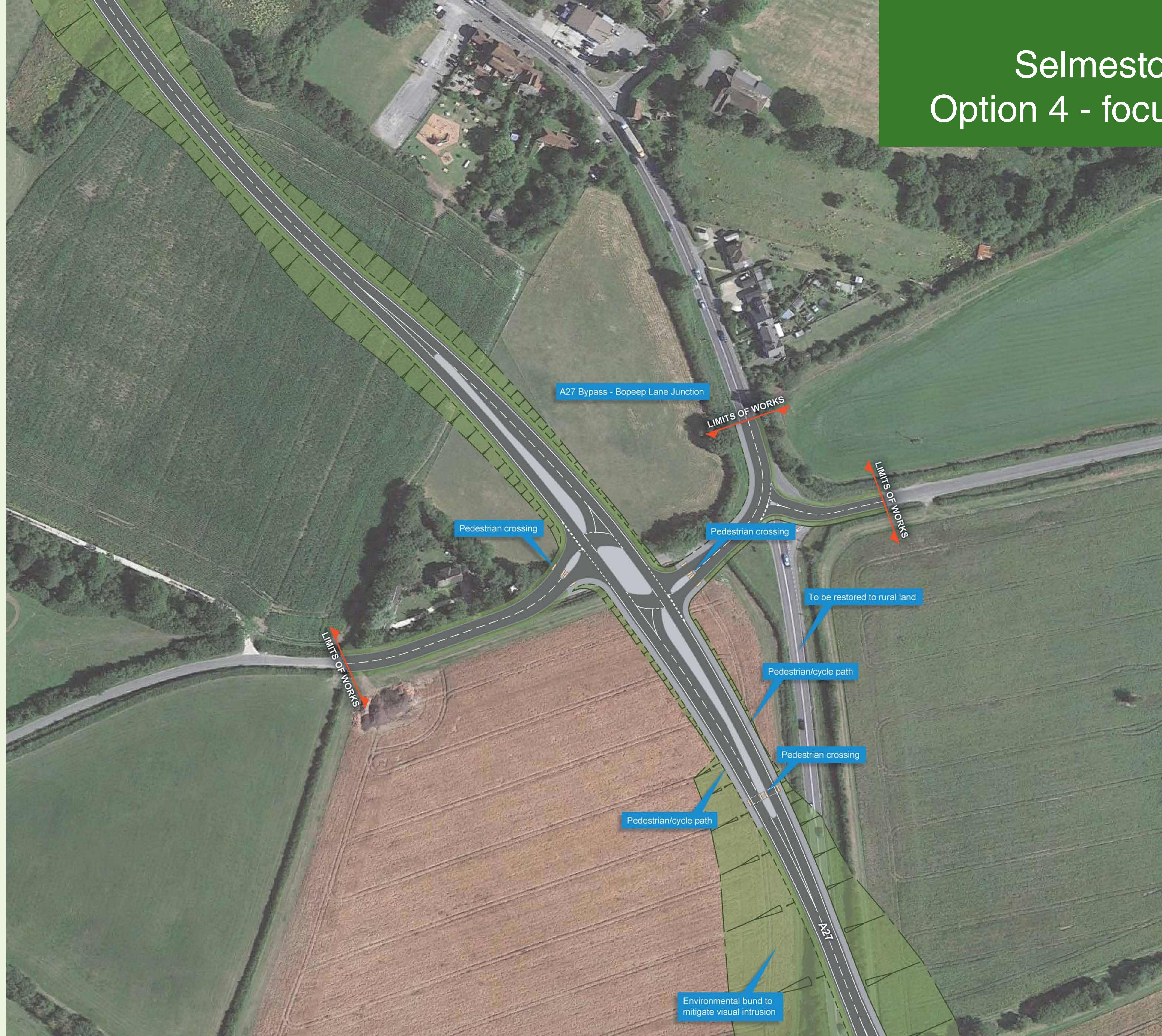
A27 Bypass - Bopeep Lane Junction

Alciston Junction

- New approx 1 mile (1.7km) long single carriageway road
- 60mph speed limit
- New route for pedestrians and cyclists along bypassed road
- Upgrades to Bopeep Lane junction and Alciston junction.

Selmeston

Option 4 - focus view



Selmeston

Option 4 - focus view



Selmeston Option 6

Middle Farm Junction

Charleston Junction

Selmeston

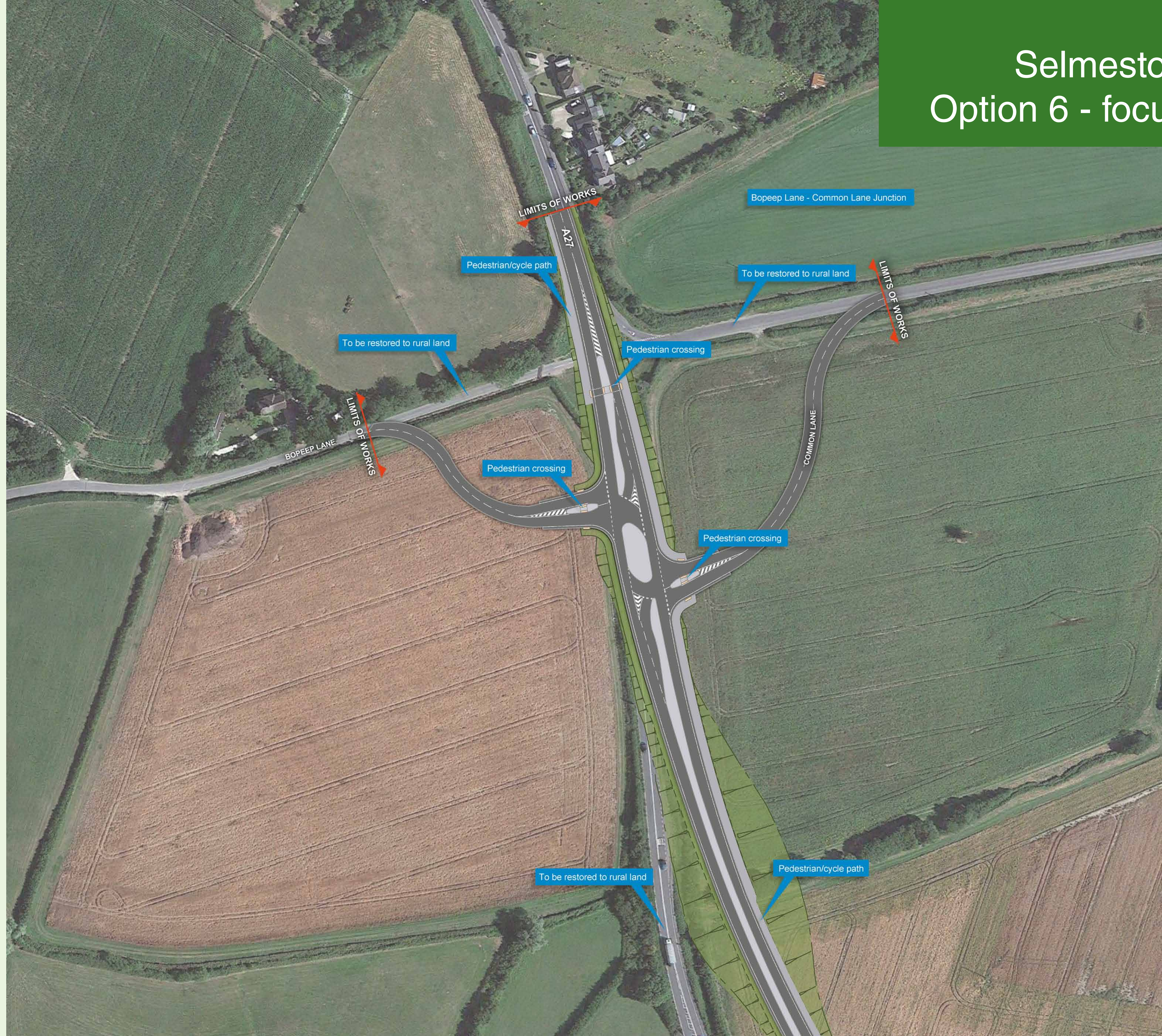
Bopeep Lane - Common Lane Junction

Alciston Junction

- Improvement to approx 2.5 miles (4km) of existing carriageway
- Temporary rerouting of traffic during construction
- New route for pedestrians and cyclists along road
- Upgrades at Middle Farm junction, Charleston junction, Selmeston junction, Bopeep Lane junction and Alciston junction

Selmeston

Option 6 - focus view



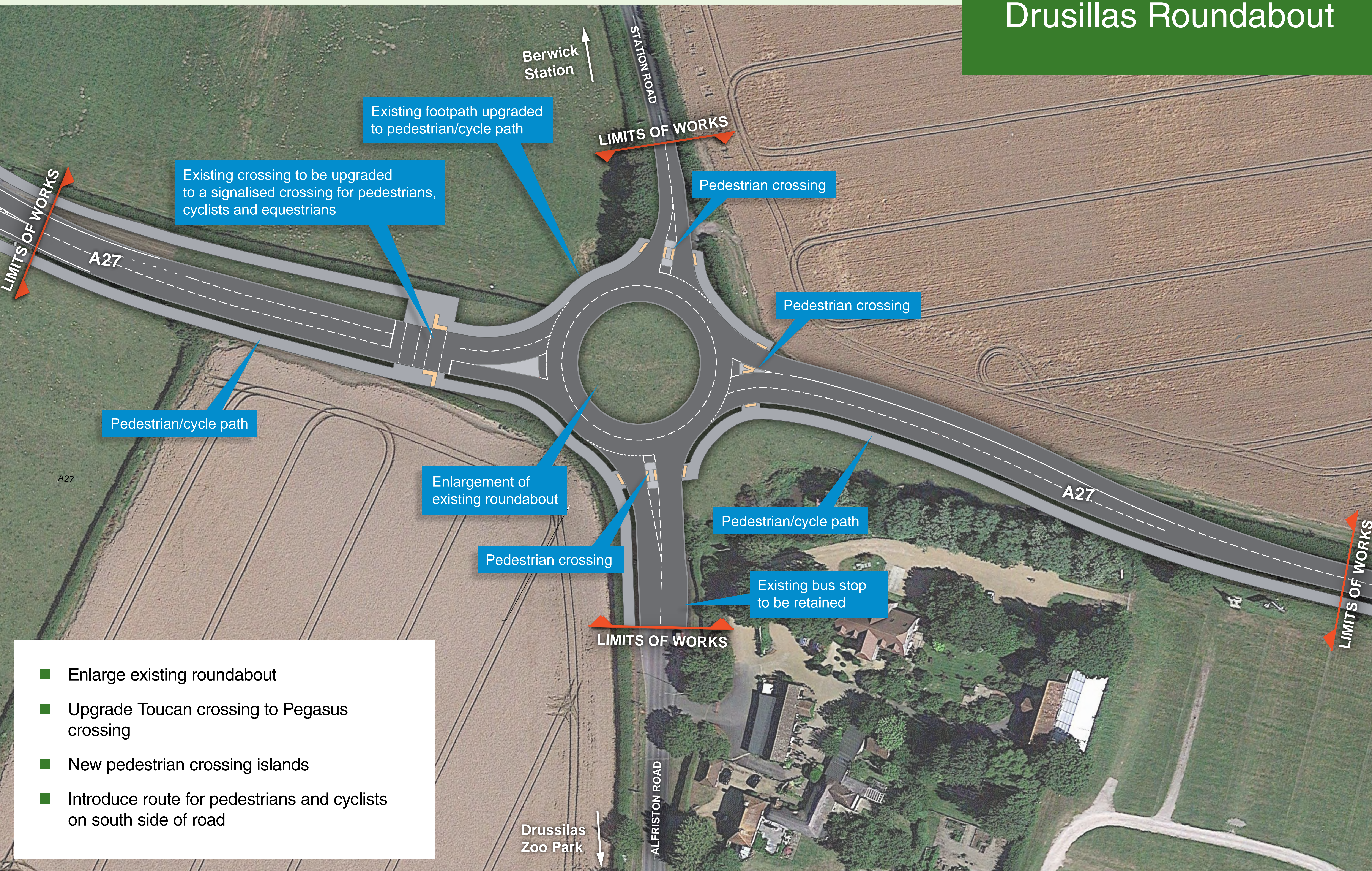
Selmeston Option 6 - focus view



Selmeston

Scheme objectives	Option 1 New bypass to the far south of Selmeston	Option 4 New bypass close to Selmeston	Option 6 Upgrade to existing A27 through Selmeston
Improving journey times and reliability	Moderate beneficial effect <ul style="list-style-type: none">■ Separation of local and through traffic.■ Higher speed limit on the bypass.■ Stopping access to Selmeston from the west means length of some local journeys will increase.	Slight beneficial effect <ul style="list-style-type: none">■ Similar effects to Option 1.■ Slightly less beneficial as this option has a shorter bypass.	No significant effects <ul style="list-style-type: none">■ Local and through traffic will share same route and existing speed limit remains.■ Reduced risk of accidents may benefit journey times.
Supporting walking and cycling and other non-car modes of travel	Slight to moderate beneficial effect <ul style="list-style-type: none">■ New walking and cycling path on existing section of A27 through Selmeston and between Selmeston, Alciston and Berwick Station.■ Informal crossing points will also be improved and/or provided.	Slight to moderate beneficial effect <ul style="list-style-type: none">■ Same impacts as Option 1.	Slight beneficial effect <ul style="list-style-type: none">■ Incorporates part of the proposed corridor wide walking and cycling path.■ Informal crossing points will be provided and/or improved.
Improving safety	Slight beneficial effect <ul style="list-style-type: none">■ Improved design.■ Separation of local and through traffic movements.■ Higher speed limits on the bypass may have a negative impact on safety.		Slight beneficial effect <ul style="list-style-type: none">■ Improved visibility and design standards.■ No increase in speed limit.
Reducing community severance	Beneficial effect <ul style="list-style-type: none">■ Removes through traffic.■ Improved access to properties and facilities in Selmeston and between Selmeston and Alciston.■ The closure of the bypassed section of A27 to through traffic will increase the length of some local journeys.		No significant effect <ul style="list-style-type: none">■ Through traffic will still pass through Selmeston.■ New informal pedestrian crossings will improve movements across the A27.
Minimising environmental impact	Large adverse and long term effects on the character of the surrounding landscape. Moderate to large adverse effects on views from nearby properties and public rights of way are likely.	Moderate adverse and long term effects on views from nearby properties (one a listed building) and rights of way are likely.	Moderate adverse and long term effects on the character of the surrounding landscape; on views from nearby properties (one a listed building); and some nearby rights of way are likely.
	Some beneficial effects are likely to arise for the bypassed section of A27 at Selmeston.		
Respecting the South Downs National Park	Will encroach into the National Park, affecting its landscape character and appearance. Large adverse long term effects on some views from the National Park are also likely, including from the South Downs Way and Firle Beacon.	Will encroach slightly into the National Park, to a lesser extent than Option 1. Large adverse long term effects on some views from the National Park will be likely.	Will encroach very slightly into the edge of the South Downs National Park. Moderate adverse long term effects on some views from the National Park are likely.
Estimated cost	£55 million	£45 million	£47 million
Construction duration	14 months	12 months	18 months
Journey time saving	30 to 60 seconds	15 to 30 seconds	Less than 15 seconds
Benefit to cost ratio	0.8, poor	0.5, poor	0.0, poor

Drusillas Roundabout

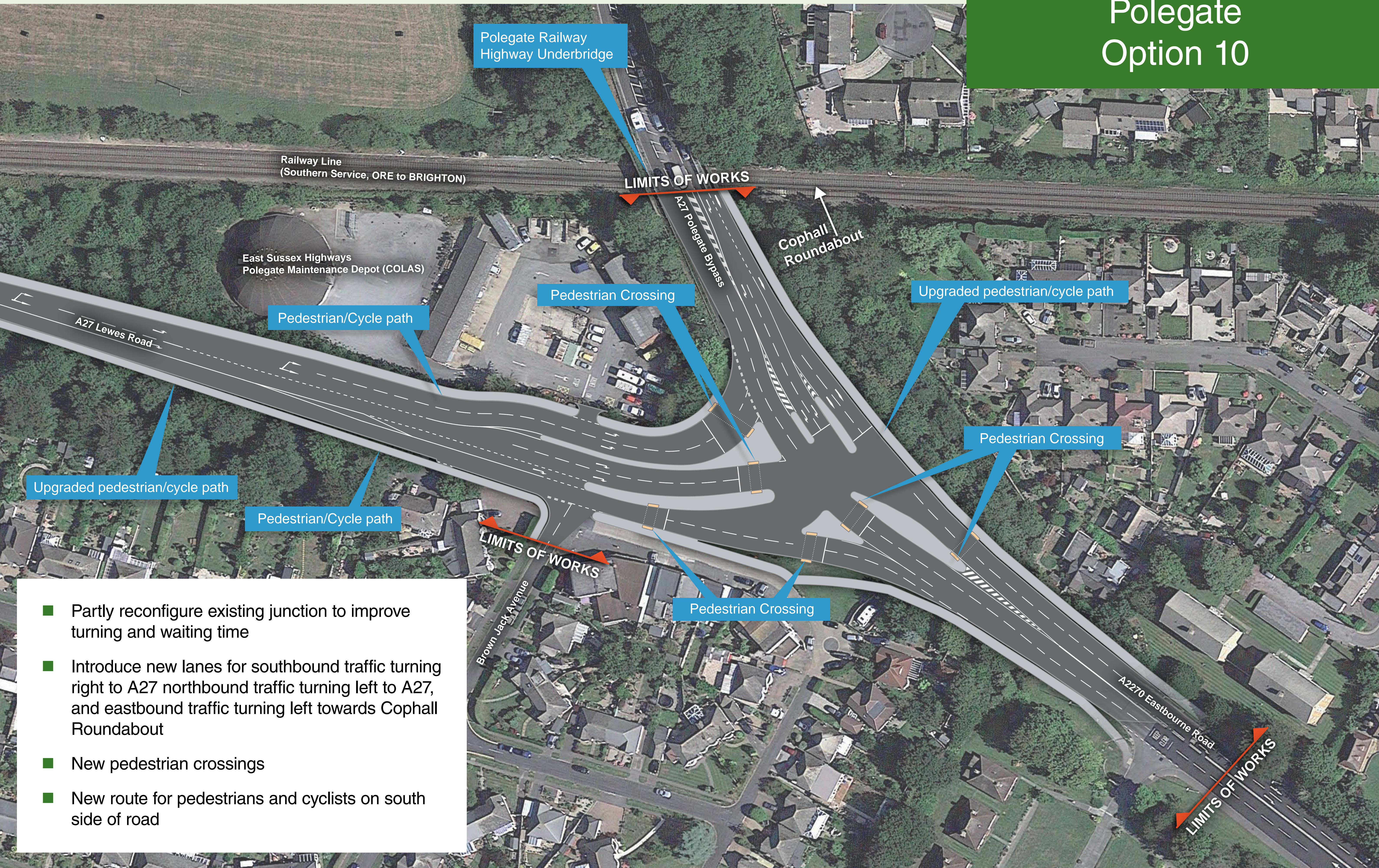


- Enlarge existing roundabout
- Upgrade Toucan crossing to Pegasus crossing
- New pedestrian crossing islands
- Introduce route for pedestrians and cyclists on south side of road

Drusillas Roundabout

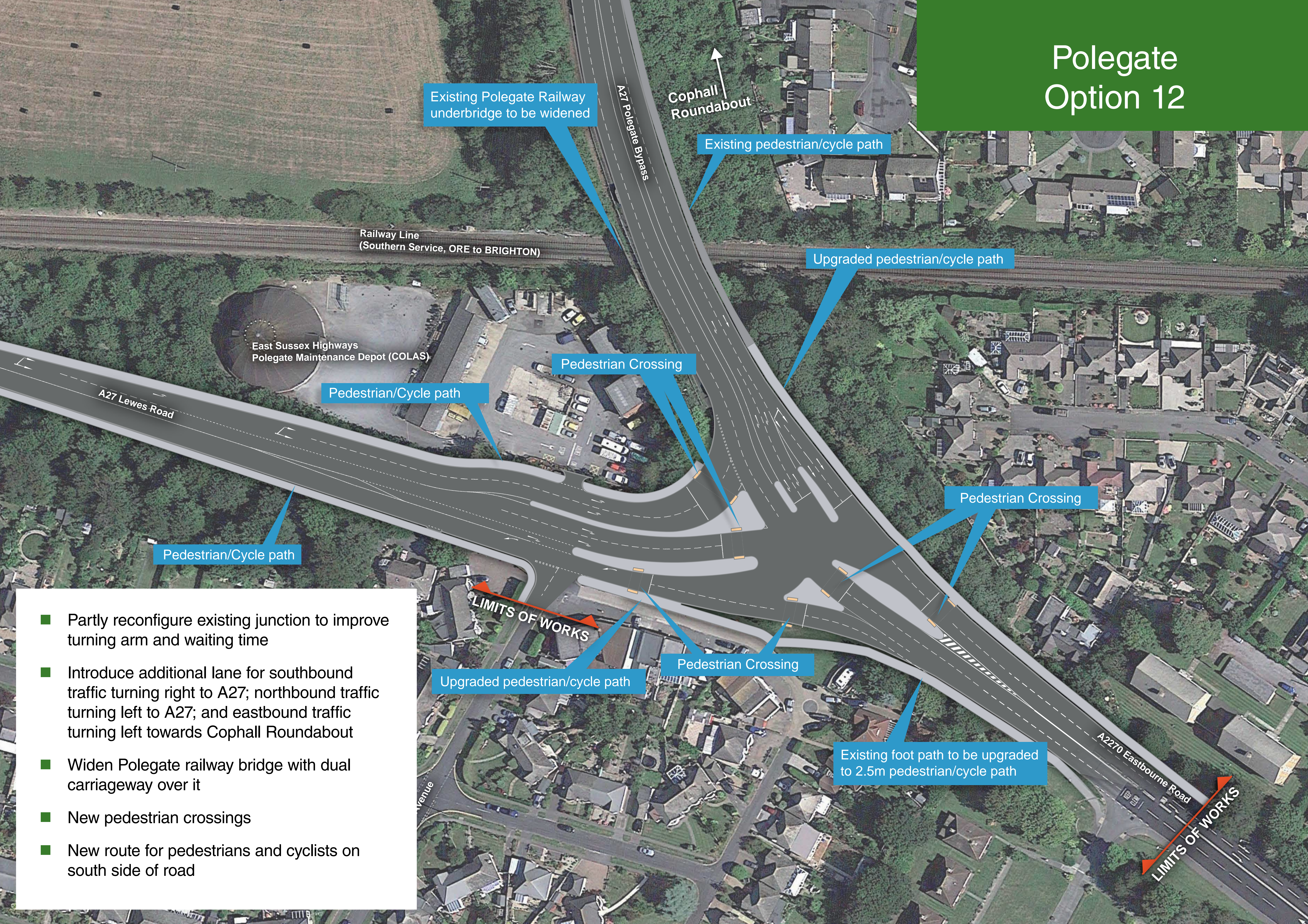
Scheme objectives	Proposed scheme
Improving journey times and reliability	Significant beneficial effect <ul style="list-style-type: none">■ Widened roundabout will alleviate congestion and improve journey times for both A27 and north-south traffic.
Supporting walking and cycling and other non-car modes of travel	Slight beneficial effect <ul style="list-style-type: none">■ New walking and/or cycle path on north and south sides of junction will connect with proposed new walking and cycle path on A27 and existing Sustrans National Cycle Route. This links with Berwick railway station. Upgrading existing toucan crossing to a pegasus crossing will improve conditions for horse riders.
Improving safety	Neutral effect <ul style="list-style-type: none">■ Accident rates at the junction are already low. The crossing will be safer for horse riders.
Reducing community severance	Slight beneficial effect <ul style="list-style-type: none">■ Upgrading crossings will improve access across the A27, and between Berwick and facilities to north and south of A27.
Minimising environmental impact	No significant environmental effects have been identified at this stage. Slight repositioning of roundabout northwards may improve localised air quality and noise conditions for some properties situated to the south-east of the junction.
Respecting the South Downs National Park	No significant long term adverse effects are expected. Roundabout will be shifted just outside the boundary of the National Park. Access into park will be improved.
Estimated cost	£10 million
Construction duration	12 months
Journey time saving through junction	60 to 90 seconds
Benefit to cost ratio	9.0, very high

Polegate Option 10



- Partly reconfigure existing junction to improve turning and waiting time
- Introduce new lanes for southbound traffic turning right to A27 northbound traffic turning left to A27, and eastbound traffic turning left towards Cophall Roundabout
- New pedestrian crossings
- New route for pedestrians and cyclists on south side of road

Polegate Option 12



Existing Polegate Railway underbridge to be widened

Cophall Roundabout

Existing pedestrian/cycle path

Upgraded pedestrian/cycle path

Pedestrian Crossing

Pedestrian/Cycle path

Pedestrian/Cycle path

Pedestrian Crossing

Pedestrian Crossing

Upgraded pedestrian/cycle path

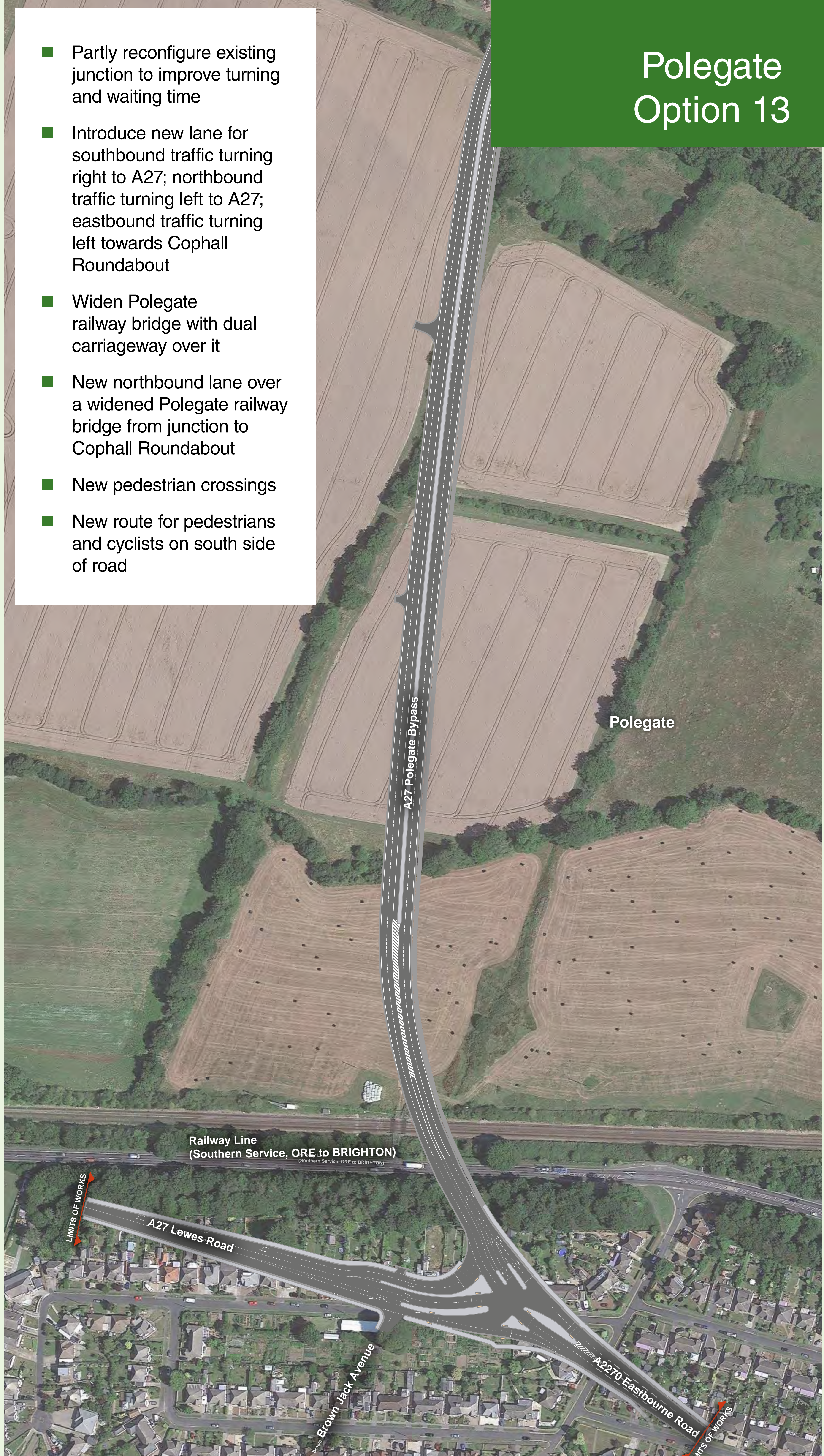
Existing foot path to be upgraded to 2.5m pedestrian/cycle path

LIMITS OF WORKS

- Partly reconfigure existing junction to improve turning arm and waiting time
- Introduce additional lane for southbound traffic turning right to A27; northbound traffic turning left to A27; and eastbound traffic turning left towards Cophall Roundabout
- Widen Polegate railway bridge with dual carriageway over it
- New pedestrian crossings
- New route for pedestrians and cyclists on south side of road

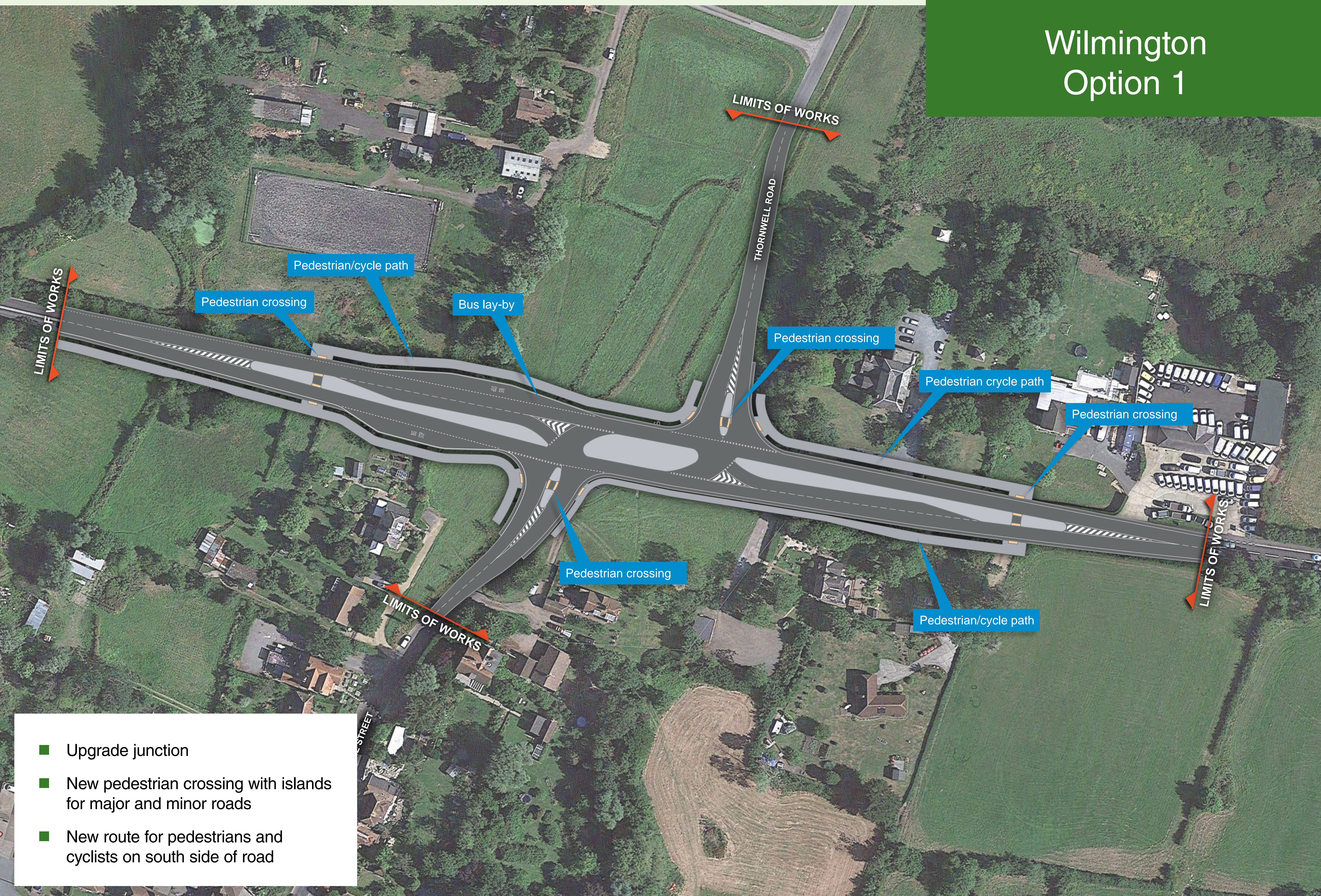
Polegate Option 13

- Partly reconfigure existing junction to improve turning and waiting time
- Introduce new lane for southbound traffic turning right to A27; northbound traffic turning left to A27; eastbound traffic turning left towards Cophall Roundabout
- Widen Polegate railway bridge with dual carriageway over it
- New northbound lane over a widened Polegate railway bridge from junction to Cophall Roundabout
- New pedestrian crossings
- New route for pedestrians and cyclists on south side of road



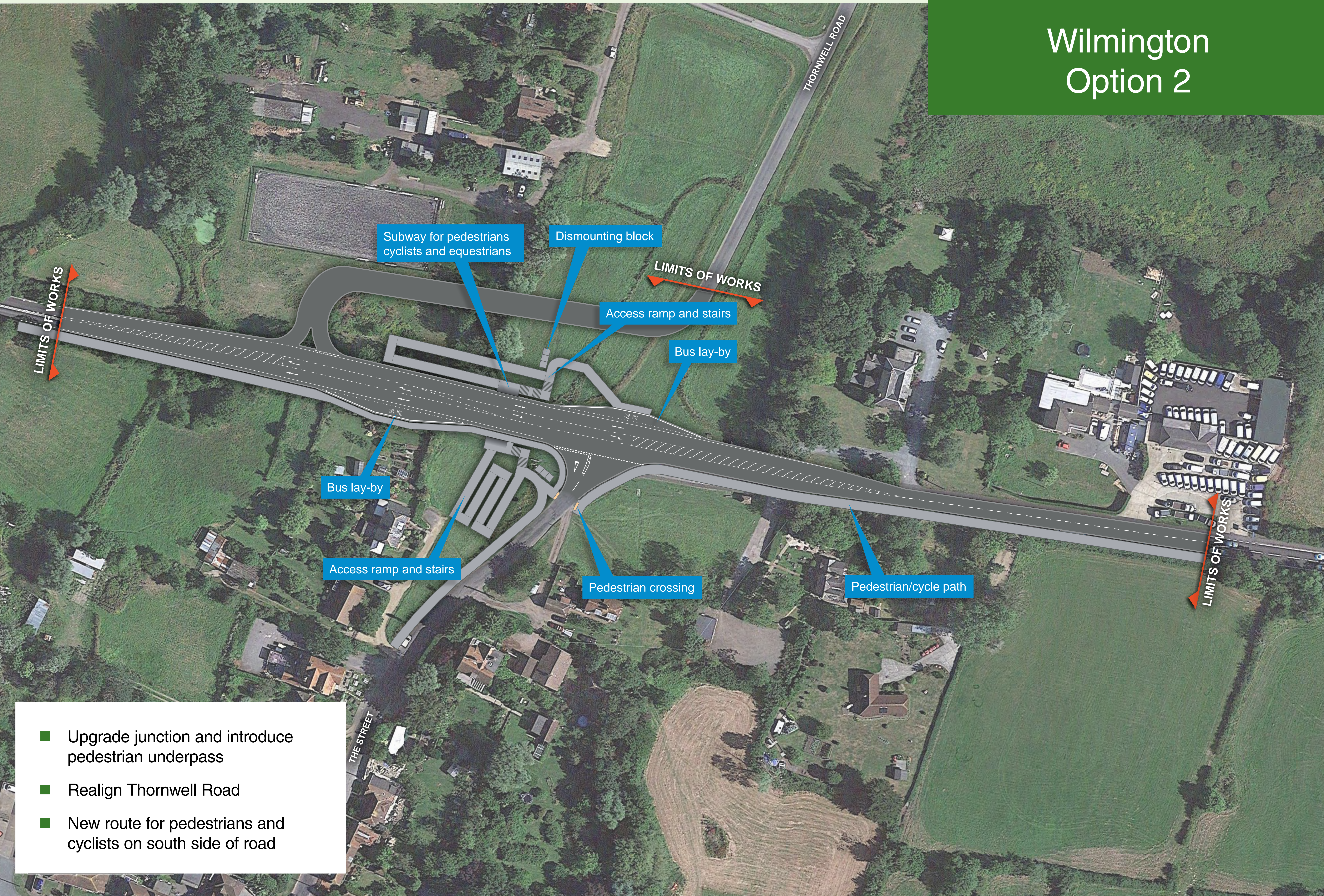
Scheme objectives	Option 10 Junction upgrade	Option 12 Junction upgrade and railway bridge widening	Option 13 Junction upgrade, railway bridge widening, widening from Polegate junction to Cophall roundabout
Improving journey times and reliability	Moderate beneficial effects <ul style="list-style-type: none">Reduces congestion at junction at peak times.	Moderate beneficial effects <ul style="list-style-type: none">Reduces congestion at junction at peak times.	Large beneficial effect <ul style="list-style-type: none">Can accommodate more traffic than other two options.
Supporting walking and cycling and other non-car modes of travel	Slight beneficial effect <ul style="list-style-type: none">All options have new signal controlled pedestrian crossings at the junction and connect with the new walking and cycling path beside A27 from Glynde to Polegate.		
Improving safety	Moderate beneficial effect <ul style="list-style-type: none">Improved junction design and safer pedestrian crossings.		Large beneficial effect <ul style="list-style-type: none">Improved junction design and road design between Polegate junction and Cophall Roundabout, and safer pedestrian crossings.
Reducing community severance	Slight beneficial effects <ul style="list-style-type: none">New pedestrian crossings will improve access to facilities in Polegate. Right turn ban for traffic exiting Brown Jack Avenue means vehicles will exit via Gainsborough Lane.		
Minimising environmental impact	No long term or permanent significant environmental effects identified at this stage.	No long term or permanent significant environmental effects identified at this stage. Railway bridge widening could impact on roosting bats if found.	No long term or permanent significant environmental effects Road widening will result in loss of some deciduous woodland on west side of A27 but will be replaced by new planting. Potential for improvements in air quality and for some changes in noise levels near the junction and extending north towards Cophall roundabout.
Respecting the South Downs National Park	No long term or permanent significant adverse effects		
Estimated cost	£12 million	£17 million	£28 million
Construction duration	14 months	18 months	18 months
Journey time saving	30 to 60 seconds	30 to 60 seconds	60 to 90 seconds
Benefit to cost ratio	11.5, very high	8.0, very high	8.5, very high

Wilmington Option 1



- Upgrade junction
- New pedestrian crossing with islands for major and minor roads
- New route for pedestrians and cyclists on south side of road

Wilmington Option 2



- Upgrade junction and introduce pedestrian underpass
- Realign Thornwell Road
- New route for pedestrians and cyclists on south side of road

Scheme objectives	Option 1 Upgrade with pedestrian island	Option 2 Upgrade with underpass
Improving journey times and reliability	Slight beneficial effect <ul style="list-style-type: none">■ Reduced delays associated with vehicles turning.	Slight beneficial effect <ul style="list-style-type: none">■ Realignment of Thornwell Road and modified junction layout will reduce delays associated with vehicles turning.
Supporting walking and cycling and other non-car modes of travel	Slight beneficial effect <ul style="list-style-type: none">■ Will be easier to cross A27 on foot.	Moderate beneficial effect <ul style="list-style-type: none">■ Will be easier to cross A27 on foot.
Improving safety	Slight to moderate beneficial effect <ul style="list-style-type: none">■ New junction sign will reduce the risk of accidents.■ New pedestrian island improves safety for crossing the road.	Slight to moderate beneficial effect <ul style="list-style-type: none">■ Same as Option 1, although the pedestrian underpass is safer.
Reducing community severance	Slight beneficial effect <ul style="list-style-type: none">■ Pedestrian island improves crossing.■ Staggered junction with right turn bay improves access to homes and amenities on both sides of the A27.	Slight beneficial effect <ul style="list-style-type: none">■ Underpass improves pedestrian and cycle access.■ Staggered junction with right turn bay improves access to homes and amenities on both sides of the A27.
Minimising environmental impact	No significant long term adverse effects on the landscape. Views from some properties and rights of way will be subject to moderate adverse effects in the long term. The setting of one listing building will be permanently affected.	No significant long term adverse effects on the landscape, although the views from some nearby properties and rights of way will be subject to large adverse effects in the long term. The setting of one listed building and the character of the Wilmington Conservation Area and historic village green will be permanently affected.
Respecting the South Downs National Park	Both options slightly enter into the boundary of the National Park. No significant long term adverse effects on the landscape.	
Estimated cost	£10 million	£12 million
Construction duration	10 months	14 months
Journey time saving through junction	30 to 60 seconds	30 to 60 seconds
Benefit to cost ratio	0.9, poor	0.9, poor