

A27 Worthing and Lancing: facilities for walking, cycling, and horse riding [non-motorised users (NMUs)]

Introduction

This note describes our understanding of the needs of *Non-Motorised Users* (NMUs) as they use or cross the A27, and the impacts new infrastructure may have on the *Public Rights of Way* (PRoW) network. It sets out the context for the facilities we would provide as a part of the proposed scheme, and how they connect with the existing facilities.

Whilst outlining the context for funding to improve and maintain the *Strategic Road Network* (SRN), the 2015 *Road Investment Strategy* also states:

“The Government is committed to improving active travel options, such as cycling and walking. Too often the SRN often acts as a barrier to these activities, so we are committed to improving access through building new bridges, crossings and cycle paths.”

We have prepared a baseline review of the current facilities and identified the need for linkages between different local communities and facilities, taking into account opportunities and proposals contained within *The West Sussex Walking and Cycling Strategy 2016-2026* and the *Worthing and Adur Local Plans*. These findings and proposed linkages have been discussed with the local authorities.

Where do people currently walk and cycle?

The key movements in Worthing are between areas north of the A27 (including the Findon Valley area) and the railway station, town centre and seafront, by bus, walking or cycling. In Lancing, there are similar movements between North Lancing, the station and the seafront, in addition to connections to Worthing and Shoreham. Walking and cycling to destinations further afield such as Bognor Regis, Littlehampton and Brighton are also important.

We have noted where existing facilities for crossing the road and bus stops are located. We also have details of land uses within a corridor either side of the A27 that are likely to generate or attract pedestrians and cyclists. Further information is provided in the *Non-Motorised Users Context Report* on the project website (www.highways.gov.uk/a27Worthing-and-Lancing).

What facilities are currently provided?

Error! Reference source not found.1 shows the current network of *Public Rights of Way* (PRoW) and existing cycle facilities in the area affected by our proposals.

Figure 1 Existing Rights of Way crossing or close to the junctions



What changes are we proposing to make to these facilities?

We are proposing to provide 3 metre wide footways where we consider there may be demand for a shared pedestrian and cycle path. In some cases there may not be the need for such a facility and in a few cases there may be a requirement for segregated (separated) facilities for pedestrians and cyclists. We will design the facilities in more detail during the next stage of the study. Our proposals do not require any existing rights of way to be re-routed. The existing rights of way provide important links from urban areas to the South Downs National Park and we will enhance crossing facilities to improve access where we can.

Descriptions of the proposed alterations at each of the junctions are provided in Table 1 below.

Table 1 NMU improvements at the junctions through Worthing and Lancing

Ref	Junction	Proposed NMU Facilities
1	Durrington Hill / Salvington Hill junction	The new junction arrangement would replace the existing pelican crossing with a toucan crossing with dedicated pedestrian and cyclist crossing times on the A27 approaches.
2	Offington Corner Junction Roundabout – A24 Findon Road / Offington Lane (Durrington Cemetery)	The new junction arrangement would replace the existing roundabout with a traffic signalled cross roads. Toucan crossings would provide dedicated pedestrian and cyclist crossing times on each approach of the A27.
3	Grove Lodge junction	The new signalled arrangement would benefit cyclists and pedestrians (compared to the current roundabout) as the signal timings would provide protected crossing for pedestrians and cyclists across each approach of the A27.
4a & 4b	Lyons Farm Retail Part 1 Junction (Sompting Road) & Lyons Farm Retail Part 2 Junction (Lyons Way)	The signal arrangements proposed at these junctions would replace and enhance the existing pedestrian crossing facilities and incorporate dedicated cycle and pedestrian only crossing times.
5	Busticle Lane / Halewick Lane junction	The proposed signal arrangements would replace and enhance the existing pedestrian crossing facilities and would incorporate dedicated cycle and pedestrian only crossing times.
6	Grinstead Lane / Manor Road junction	The new junction arrangement would replace the existing roundabout with a traffic signalled junction further east with toucan crossings with dedicated pedestrian and cyclist crossing times on each approach of the A27.

We are also considering how we can improve connections between our proposed facilities and other parts of Worthing, with discussions with West Sussex County Council. As we are unable to provide a continuous cycle path along the A27, we have considered the possibility of creating a southern parallel route using more lightly trafficked roads (this is shown in Figure 2). We welcome your views on the merits of such a route before we consider it further.

In addition to the improved junctions, the scheme would also connect with the cycle / pedestrian paths between Grinstead Lane / Manor Lane junctions and the Sussex Pad traffic signalled junction further east. This would help residents of North Lancing cycle to the railway station and south to the Coastal cycle route, improving cycle link to Shoreham and the long distance Downs Link (shared route for walkers, horse riders and cyclists linking the North Downs Way with the South Downs Way).

Figure 2 Parallel cycle route using local roads



Horse riding

We have not shown any new facilities for horse riders within the scheme drawings, but we would welcome any comments on this topic.

What happens next?

As a part of the A27 Worthing and Lancing improvements consultation we want to ensure that we clearly understand the needs of all road users. Please tell us what you think about our ideas and if there is anything you think we have missed. We will consider all the comments and suggestions received and where possible make improvements to better meet local needs.

How will these improvements be funded?

The new facilities outlined in this document will be funded as part of the A27 Worthing Lancing improvements scheme. We will also be looking at the funding available for local authorities and other organisations to improve or provide routes that connect with or enhance our new facilities, through a funding source known as *Designated Funds*. These are funds set up as part of the *Road Investment Strategy* (RIS) to complement routine maintenance and management of the strategic road network or major improvements in order to meet the strategy's objectives set for walking, cycling, safety, integration and environment.

Further information

The *Non-Motorised Users Context Report* on the project website (www.highways.gov.uk/a27Worthing-and-Lancing) provides further details.