

Emailed to: [A27WorthingandLancingImprovements@nationalhighways.co.uk](mailto:A27WorthingandLancingImprovements@nationalhighways.co.uk)

March 2023

Dear Sirs

### **TfSE Response to the A27 Worthing and Lancing improvements scheme - Options consultation February - March 2023**

Transport for the South East welcomes the opportunity to respond to the A27 Worthing and Lancing improvements scheme consultation.

Transport for the South East (TfSE) is a sub-national transport body (STB), which provides a single voice on the transport interventions needed to support sustainable economic growth across its geography. The South East is crucial to the UK economy and is the nation's major international gateway for people and business with some of the largest ports and airports in the country. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents.

TfSE's transport strategy (2020) set out an ambitious 2050 vision for the area. Through a programme of area studies, we identified multimodal packages of transport interventions needed to deliver the strategy. Underpinned by this credible, evidence based technical programme, we consulted on our draft Strategic Investment Plan (SIP) in the autumn of 2022. When published in spring 2023, the SIP will present a compelling case for future decision making to help create a more productive, healthier, happier, and more sustainable south east.

The SIP is aligned with government priorities to rapidly decarbonise the transport system, improve public health outcomes, reduce congestion, improve road safety, level-up left-behind communities and facilitate sustainable economic growth. There is a need for more joined up planning, particularly between transport and housing, to help build more sustainable communities and enable more efficient business operations, putting the strategic transport infrastructure in place that enables communities to thrive and live happier, healthier, more active lives. Securing the right investment in the SRN is a crucial part in delivering our transport strategy.

The M27/A27 is the key highway that serves longer distance, east-west movements in the Outer Orbital area. Between Southampton and Portsmouth, the road is of Motorway grade standard. However, east of Portsmouth, there are notable gaps (and congestion hotspots) at Chichester, Arundel, Worthing, Lancing and between Lewes and Polegate.

Many local journeys are dependent on the A27 and the A259, which mirrors the A27 along much of the South Coast. Disruption on either road can have knock on effects on the other.

The A27 Worthing improvements scheme was identified by TfSE as a priority scheme for inclusion within the SIP and we are pleased to see development work progressing.

TfSE support the need for improvements to the A27 at Worthing to address daily peak hour congestion, safety and severance issues which affect journey time reliability and constrain development and regeneration. However, we consider that it is not within our remit to comment upon any particular option.



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We consider that in accordance with Government policy every effort must be made to avoid and mitigate environmental impacts and ensure that biodiversity net gain is achieved through this project. We would therefore expect that a high-quality package of environmental mitigation measures is developed and delivered as part of the scheme.

We also consider that any opportunities to provide enhanced infrastructure and provision for non-motorised users should be included in the design of the preferred option. These opportunities should be delivered as part of the scheme rather than being subject to separate funding applications that are not guaranteed to be successful.

We recognise the need for these short-term measures, but TfSE still seek a long-term solution for the A27 at Worthing. Prioritised in the SIP, we maintain the need for a package of further interventions that help deliver our vision for a high-quality highway between the areas' two largest conurbations. The current condition and discontinuous nature of the road means it falls far short of the standard needed to fulfil this role, notably between Chichester and Shoreham and East of Lewes. Improving the A27 corridor remains a priority for TfSE and this requires an end-to-end approach to the improvement of this highway.

This is an officer response. The TfSE Partnership Board meets on 3 July 2023 to consider the draft response and a further iteration of the response may follow.

Please do not hesitate to contact me if you would like to discuss any element of this response.

Yours sincerely,

Rupert Clubb  
Lead Officer, Transport for the South East