

**East of Lewes**  
Options input workshop report  
April 2016

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## 1.1. Introduction

A Stakeholder Options Input Workshop was held on Wednesday 13 April 2016 in Lewes Town Hall Committee Room. The event formed part of a wider plan to engage stakeholders on the early development of the East of Lewes scheme.

The workshop was undertaken jointly by Highways England and Atkins to inform stakeholders of progress to date and to allow them to inform the ongoing development of scheme options.

This note provides a summary of the outputs from the workshop along with the background to the scheme, challenges and issues identified, objectives for the scheme, and summary of stakeholder input from the breakout sessions. It will be issued directly with those who were invited to the event and will also be available on the [A27 website](#).

## 1.2. Background to RIS

In 2014 the Government released its Road Investment Strategy (RIS 1) which announced £15 billion of investment on England's strategic road network (SRN) between 2015/16 and 2019/20. Representing the largest roads investment in a generation, the funding will be used to increase the capacity and condition of the network in key areas including the A27 corridor.

£2.2 billion of this is being invested in the roads in the South East over the next five years and will see a number of major improvement projects by 2020. The aim of the investment in the South East is to:

- Ease congestion on the 932 miles of SRN in the region - 24 major improvements to start by 2020
- Contribute to the 40% reduction in the number of people killed or seriously injured on the network
- Tackle noise in identified noise issue areas and to mitigate / improve the environment
- Effectively deliver 120 miles of extra lanes for the South East;
- Support regional growth
- Set and manage expectations of the region's residents and all road users and improve their customer experience.

Amongst the RIS 1 Regional Investment Programme (RIP) schemes in the South East is the A27 East of Lewes scheme which was an outcome of the A27 Corridor Feasibility Study published by the Department for Transport (DfT) in March 2015.

The A27 East of Lewes has long been subject to calls for improvement by campaigners, and Highways England is seeking to make improvements within the next five years. A commitment from RIS 1 for the A27 East of Lewes identified the scope for up to £75 million of investment in the corridor to be delivered by Highways England. In accordance

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with the RIS the intention is to develop sustainable transport measures whilst also looking to implement smaller scale capacity improvements to help address the identified challenges and provide value for money. The solutions are intended to enhance sustainable transport links, reduce delay, improve safety and reliability and provide additional capacity at key locations to support and develop the local economy.

Highways England working with DfT will, in the near future, be developing a Road Investment Strategy (RIS 2) which will include the south coast corridor. For improvements east of Lewes, Highways England has committed to working with local enterprise partnerships and authorities to review 'long term growth plans' and future traffic demands resulting from projected housing and employment proposals in the area. This will also consider the A27 impacts on growth. In addition, the A27 Reference Group is progressing a further study looking at the wider economic benefits associated with A27 improvements. This study team will work in parallel with both these work streams to ensure consistency of proposals and support these studies.

### **1.3. Aims of the workshop**

The aims of the workshop were to:

- Confirm the key transport issues of relevance to this scheme;
- Allow key stakeholders a chance to meet, make views known and inform the study outcomes;
- Inform / update stakeholders on the wider study context and the particular role and purpose of the RIS1 commitment;
- Outline how Highways England manage and deliver major improvement projects such as this;
- Confirm a set of scheme objectives; and
- Engage with stakeholders to seek input and feedback into initial options to address the objectives –including deliverability risks.

Given the early stage at which the project is at the invitee list was targeted to include organisations who represented the views of a cross-section of interests, including: South Downs National Park Authority, East Sussex County Council, Eastbourne Borough Council, Wealden District Council, local parishes, Statutory Environmental Bodies, and local landowners.

### **1.4. Challenges & issues**

Atkins outlined that the following challenges and issues have been identified on the corridor, and drew upon available evidence including:

- Previous studies, such as the A27 Feasibility Study<sup>1</sup>
- Detailed engineering assessment of the corridor and junctions

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<sup>1</sup> <https://www.gov.uk/government/publications/a27-corridor-feasibility-study-technical-reports>

- Traffic surveys
- A review of accident data
- Environmental research,
- Early input from stakeholders
- Site visits.

## Challenges and issues

Challenges and issues	Description
Route congestions & Performance	<ul style="list-style-type: none"> <li>• The carriageway standard for this section of the A27 is currently a rural single carriageway, (largely Single 2), but with a section of climbing lane between Beddingham and Lewes;</li> <li>• A number of sections are subject to non-national speed limits;</li> <li>• The section of the A27 East of Lewes experiences peak hour congestion, poor journey time reliability, lack of resilience, and a poor safety record;</li> <li>• Poor junction performance (delays, reliability and queuing) exist at the Polegate junction (A27/A2270) which impacts on the A27 corridor;</li> <li>• Average speeds on the A27 East of Lewes are low at between 31-40mph (a speed limit of 60mph applies on much of the corridor);</li> <li>• Annual average daily traffic volumes (AADT) on specific single carriageway links are close to or above the theoretical capacity of the road between Lewes and Polegate;</li> <li>• An increase in delay along this section is likely to result in an avoidance of the area and can result in drivers diverting onto unsuitable local roads;</li> <li>• High number of complaints have historically been raised, related to reliability and performance, for this section of the corridor;</li> <li>• A lack of spare capacity to support economic growth, potentially inhibiting opportunities for all. However, it is recognised that increasing capacity on highways will lead to increased volumes on the corridor and induced traffic through local roads; The A27 Feasibility Study identified a need for further work on capacity increases in this stretch of the corridor following review of long term growth plans.</li> </ul>
Safety & Incident resilience	<ul style="list-style-type: none"> <li>• Comparatively high accident frequencies have been identified;</li> <li>• The impact of incidents affect journey time reliability and result in transfer of traffic onto less suitable routes through local villages causing wider impacts on the safety and maintenance of the county road network.</li> </ul>

Challenges and issues	Description
Severance & Accessibility	<ul style="list-style-type: none"> <li>• The needs and access requirements of non-motorised users (NMUs) are of significance with high levels of local accessibility required for either access within towns or for recreational users accessing local sites and features in the South Downs National Park;</li> <li>• Poor quality pedestrian/cycle and equestrian facilities across and along the A27 inhibit potential usage by NMUs and create severance between local communities.</li> <li>• Wilmington crossroads has no pedestrian refuge or right turn facilities and is a challenge for all users to navigate with long waits for a break in the fast-moving two-way traffic.</li> </ul>
Sustainable Modes	<ul style="list-style-type: none"> <li>• Gaps remain in the existing stretches of cycle path along the A27 between Lewes and Polegate, and the overall design, continuity and maintenance on the A27 paths are of varying quality and standards;</li> <li>• Pedestrian, cycle and equestrian crossing facilities need improvement;</li> <li>• The Coastway rail route runs parallel to the A27 with stations at Berwick and Glynde. Previous consultation with Network Rail found that the rail network is close to capacity with no significant improvements planned.</li> </ul>
Environment	<ul style="list-style-type: none"> <li>• The A27 runs through or forms the boundary with the South Downs National Park, which is afforded the highest protection. Any works done in the National Park should have regard to the Purposes of the National Park;</li> <li>• Sensitive environmental receptors identified in the vicinity of the A27 are associated with high traffic volumes, delay and noise adjacent to the SDNP;</li> <li>• There is specific guidance from DEFRA not to build roads in National Parks unless there are exceptional circumstances.</li> </ul>

## 1.5. Scheme Objectives

Strategic objectives have been developed for this scheme. These are in line with Highways England and DfT's commitment within Roads Investment Strategy 1.

The objectives have been developed in consultation with SDNPA, East Sussex County Council, Wealden District Council, Lewes District Council, Eastbourne Borough Council, South East LEP and Coast to Capital LEP. The objectives will:

- Ensure each potential improvement addresses the challenges on the corridor and helps to generate options which are small in scale and locally beneficial;
- Engage and be informed by local stakeholders who provide an appreciation of the local context, issues, opportunities and constraints;
- Be consistent with wider local, regional and national objectives, but focused on addressing the identified need and providing a framework for evaluating the

success of proposals; and

Avoid indications of preferred solutions but enable scheme development as the project proceeds and options are refined.

## Draft scheme objectives

Draft scheme objectives	
1	Smooth the flow of traffic by improving journey time reliability and reduce the average delay (time lost per vehicle per mile) on the section of the A27 East of Lewes through small scale interventions.
2	Support modes of travel and behaviours which minimise traffic and congestion. Support sustainable travel routes promoted by South Downs National Park Authority and East Sussex County Council.
3	Reduce annual collision frequency and severity ratio. Improve the safety and personal security of travellers along the section of A27 East of Lewes for all users and provide safer roads which are resilient to delay.
4	Reduce severance for local communities, including vulnerable road users, to provide better access to local services and facilities, and improve access for local business along the corridor. Provide opportunities for improved accessibility for all users into the South Downs National Park.
5	Deliver a high standard of design for any improvement that reflects the character of the route and its setting alongside the SDNP which is a nationally designated landscape of the highest quality, minimise impact on natural environment of new construction & optimise environmental opportunities & mitigation.
6	Recognise that some improvements will have an impact on the South Downs National Park, have regard to the National Park purposes and the special qualities the SDNP authority is seeking to preserve in designing and evaluating improvement options.

### 1.6. Methodology for selecting areas of focus

From the review of the data collected, a number of geographic areas have been identified as the focus for consideration for improvements based on issues concerned with:

- Horizontal Alignment;
- Vertical Alignment;
- Stopping sight distance;

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- Overall compliance with engineering standards;
  - Lack of pedestrian, cycle, equestrian routes/crossings;
  - Accident rates; and
  - Traffic demand data.

This analysis has therefore focused the study into the more detailed examination of options around:

- Selmeston area (including The Street, Bopeep Lane)
- Berwick junction
- Drusillas Roundabout
- Milton Street
- Wilmington junction
- Polegate Junction
- Other areas?

### **1.7. Output from breakout sessions**

Following an introductory presentation on the scheme, stakeholders were asked to break into pre-defined groups. The focus of the breakout sessions was to engage with stakeholders and explain the high level options already under consideration by Atkins and Highways England, and to gain their inputs and insights in relation to the following key considerations:

- What do options look like in the areas identified?
- Are there any significant negative impacts and trade-offs?
- What are the key deliverability risks / challenges in relation to these options?
- Are there other areas they identify for improvements?

The intention of the sessions was not to identify and confirm preferred options, but to capture the views of the key stakeholders on long-listing options, impacts and deliverability issues/risk.

Stakeholders were allocated into the 3 groups in equal numbers and spent 15 minutes at one of three maps covering different sections of the corridor, before rotating to the next map. At the end of the exercise stakeholders had examined maps covering the length of the corridor. The sections under consideration were:

- Section 1 – Glynde Junction to The Village, Alciston;
- Section 2 – The Village, Alciston to Milton Street; and
- Section 3 – Milton Street to Polegate Junction.

During each round the groups were encouraged to engage in discussion with each other and:

- Discuss the options already under consideration and identify other potential options and annotate these on the plans provided; and
- Identify potential deliverability risks / challenges / considerations.

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An Atkins facilitator captured key points on a flip chart to enable the summing up of key themes at the end of the session.

Each group provided valuable insights along the length of the corridor and Table 3 provides a summary of the outputs of each group.

## Section 1 - breakout group output summary

Section 1 – Glynde to Alciston			
<b>Summary of all groups comments</b>	<ul style="list-style-type: none"> <li>• Consider both online and offline solutions at Selmeston given the number of physical and environmental constraints;</li> <li>• Investigate banning right turn movements at Common Lane and The Street in Selmeston;</li> <li>• Possibly extend 40mph speed limit to Middle Farm from Selmeston;</li> <li>• Improve Non-Motorised Users (NMU) facilities at Firle and Glynde, and improve Firle route to Glynde Railway Station.</li> </ul>		
Group 1	Opportunities	Risks	Delivery Challenges
Improve walking, cycling, equestrian links along and across the A27	<ul style="list-style-type: none"> <li>• Extend cycle route beyond Middle Farm towards Selmeston.</li> <li>• Extension of cycle path to Charleston.</li> <li>• Community plan to provide crossing on A27, west of Firle Junction, and enable a safe school access route.</li> <li>• Glynde to Firle - school children crossing wanted on A27 so walking to school can be promoted. School holds approximately 80no. pupils.</li> </ul>		
Ban certain vehicle movements	<ul style="list-style-type: none"> <li>• Ban right turns at Common Lane and The Street in Selmeston.</li> <li>• Back-up of traffic from both directions on the approaches to Selmeston. Suggest ban right turns from Common Lane and improvements needed at The Street Junction.</li> </ul>	<ul style="list-style-type: none"> <li>• Motorists unlikely to travel to Berwick Roundabout for safer 'U' turn. More likely to take an early right turn once on A27 in order to turn around.</li> </ul>	<ul style="list-style-type: none"> <li>• Finding an alternative route for motorists wanting to travel west.</li> </ul>

Section 1 – Glynde to Alciston			
Online improvements	<ul style="list-style-type: none"> <li>• Issues at The Street junction with A27 at Selmeston. Difficult to turn right from The Street. Compounded by vehicles making erroneous manoeuvres from Petrol Filling Station and also causing restricting visibility issues.</li> <li>• Possibly move the Petrol Filling Station in Selmeston (i.e. relocate) to facilitate online improvements.</li> </ul>		
Speed limit	<ul style="list-style-type: none"> <li>• Variable speed limits seems as resulting in back-ups. Implement one speed limit as a possible answer to smoothing flow.</li> <li>• Possibly extend 40mph speed limit to Middle Farm from Selmeston.</li> <li>• Westbound left turn to Alciston from A27. High speed of following traffic leads to close rear end shunts. Intimidating and scary for exiting motorists sometimes.</li> </ul>		
Group 2	Opportunities	Risks	Delivery Challenges
Speed limit	<ul style="list-style-type: none"> <li>• Extend length of 40mph speed limit throughout section of poor alignment from Middle Farm to Alciston.</li> </ul>		
Maintenance bays	<ul style="list-style-type: none"> <li>• Provide tractor passing bays.</li> </ul>		

## Section 1 – Glynde to Alciston

<p>Improve walking, cycling, equestrian links along and across the A27</p>	<ul style="list-style-type: none"> <li>• The existing refuge island after Firle (Mill Lane exit and main entrance to Firle) noted to be too small. Suggested a footbridge akin to A26 wooden clad version.</li> <li>• Firle route to Glynde Railway Station needs improving.</li> <li>• School in Firle used by Glynde and Firle residents. Results in regular vehicular and NMU route.</li> <li>• Cycle route (£192K) planned for park or area (Firle to A27 and along to Glynde).</li> </ul>		
<p>Junction improvements</p>	<ul style="list-style-type: none"> <li>• Right turn entrance to Middle Farm needs protecting.</li> <li>• Glynde junction potentially needs some safety improvements</li> </ul>		

<b>Section 1 – Glynde to Alciston</b>			
Bypass at Selmeston	<ul style="list-style-type: none"> <li>• By-pass suggested in 1930's from Lower Tilton Farm, running past rear of PH and north of Bopeep Cottage, crossing existing A27 between Common Lane and Alciston and ties in to A27 on the north side and east of Alciston.</li> <li>• Possible by-pass to north of Selmeston. Diverges from existing A27, west of Middle Farm, running north thereof, skirts to the north between Sherrington Manor and the railway line, passing through properties along The Street</li> </ul>	<ul style="list-style-type: none"> <li>• Requires Compulsory Purchase Order (CPO) of residential properties in The Street (main through road of Selmeston Village. Would sever community.</li> <li>• Would create community severance</li> </ul>	<ul style="list-style-type: none"> <li>• Listed farm building on north side of Alciston Junction.</li> <li>• Public/resident protest. Highly unlikely to achieve approval.</li> </ul>
<b>Group 3</b>	<b>Opportunities</b>	<b>Risks</b>	<b>Delivery Challenges</b>
Bypass at Selmeston	<ul style="list-style-type: none"> <li>• Affordable by-pass acceptable, but not considered by some stakeholders to be within budget at present.</li> <li>• Questioned feasibility of relocating listed cottage at corner of A27/The Street to improve junction arrangement.</li> <li>• Relocate Petrol Filling Station at Selmeston. Relocate War memorial</li> <li>• Close offline by-pass from Lower Tilton Farm to western side of Alciston Junction. Possible bridge at Bopeep Lane.</li> </ul>	<ul style="list-style-type: none"> <li>• Belief that a better alignment and visibility at junction can be achieved. This is unlikely to be the case.</li> </ul>	<ul style="list-style-type: none"> <li>• Delisting of buildings or relocating them unlikely to be feasible</li> </ul>
Ban certain vehicle movements	<ul style="list-style-type: none"> <li>• Common Lane – make one way or ban right turns out.</li> </ul>		

## Section 1 – Glynde to Alciston

Improve walking, cycling, equestrian links along and across the A27	<ul style="list-style-type: none"> <li>Comps Farm Junction (Firle west exit) – potential to provide a crossing.</li> </ul>		
Junction improvements	<ul style="list-style-type: none"> <li>Charleston Farm Junction. Simple 'T' Junction with sag curve along A27. Both dangerous and need improvement. Can the vertical alignment be raised slightly to improve visibility etc.</li> </ul>		
Junction improvements	<ul style="list-style-type: none"> <li>Extend 40mph speed limit so covers west side of Charleston to the east side of Alciston.</li> </ul>		
<b>Other contextual issues raised by groups</b>	<ul style="list-style-type: none"> <li>Middle Farm section has improved since local works done.</li> <li>Charleston Farm attracts 25K visitors.</li> <li>Inconsistency in quality of carriageway.</li> <li>Firle properties has a tourist attraction of up to 3100 vehicles on some occasions.</li> <li>Firle has up to 10,000 visitors at 4no. events per annum.</li> <li>Cyclist issues along A27 between Middle Farm and Common Lane – slows traffic.</li> <li>Accidents happen between Middle Farm and Selmeston, but due to frustration elsewhere on the corridor.</li> <li>Poor vertical and horizontal alignment from Middle Farm to Alciston Junction.</li> <li>East of Middle Farm has poor vertical alignment and poor visibility.</li> <li>Glynde junction may need further improvement.</li> <li>Firle Junction is a horrible crossing for pedestrians. Sub-standard and dangerous for pedestrians on 60mph road.</li> </ul>		

## Section 2 - breakout group output summary

Section 2 - Alciston to Milton St			
Summary of all groups comments	<ul style="list-style-type: none"> <li>• Support for measures which improve NMU connectivity along and across the corridor.</li> <li>• Complete shared use path along A27. Create some means of separation between the shared use path and the carriageway on the A27- a narrow strip of hedgerow would provide both a visual screen and also attenuate noise/air turbulence to some degree.</li> <li>• Extend the shared use path on Station Road to the Drusillas Roundabout as there are no facilities currently in place to ensure safe movements southbound to the toucan crossing.</li> <li>• Opportunity to strengthen NMU links from south of the A27 to Berwick station through improved paths and crossing facilities.</li> <li>• Support the enlargement of Drusillas roundabout as a means of improving capacity and alleviating queuing on the approaches to the junction.</li> <li>• Limit or ban vehicular access to Pound Lane, instead routing people to the new Drusillas roundabout thereby reducing turning conflict on the A27. Pound Lane could become dedicated NMU route.</li> <li>• Investigate options to improve the geometry at Milton Street.</li> </ul>		
Group 1	Opportunities	Risks	Delivery Challenges

## Section 2 - Alciston to Milton St

Improve walking, cycling, equestrian links along and across the A27

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|--|---|---|
| <ul style="list-style-type: none"> <li>• Supportive of measures which improve NMU connectivity along and across the corridor.</li> <li>• Improved footways and crossing provision to cater for pedestrian desire lines from Berwick station to Drusillas and into SDNP via Station Road, and from Berwick Station to The village via Pound Lane.</li> <li>• Complete shared use cycle path on Station Road, segregated where possible, to tie in with existing section and continue through to the junction with Drusillas.</li> <li>• Ban right turn vehicular movements into/from Pound Lane or close it to traffic and make it a dedicated NMU route.</li> <li>• Investigate relocating pedestrian crossing lights to be closer to The Village Junction. This, however, would increase the route for those using Station Road to access Drusillas.</li> <li>• Crossing the A27 could be catered for via an underpass.</li> <li>• Cyclist may be better catered for by routing them via The Village rather than through Alfriston Road (NCR2) as it a</li> </ul> | <ul style="list-style-type: none"> <li>• Land take to allow for adequate headroom for an underpass may be excessive.</li> <li>• Underpass going out of favour in many urban areas but anti-social behaviour may not be an issue in this rural setting.</li> <li>• Challenge to provide crossing at the correct location to ensure people use it rather than crossing at undesignated points.</li> </ul> | <ul style="list-style-type: none"> <li>• Pedestrian crossing lights are not always operational which leaves NMUs with no safe place to cross. Any intervention will need to ensure that NMUs always have a facility to cross.</li> <li>• Finding suitable locations to provide shared use paths.</li> </ul> |
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**Section 2 - Alciston to Milton St**

	<p>quieter route.</p> <ul style="list-style-type: none"> <li>• Opportunity to link into possible new cycle routes within the SDNP, such as the old Coach Road from Firle.</li> <li>• Shared use path should be provided to the north of the A27 to keep it consistent with the existing sections.</li> </ul>		
Drusillas Roundabout	<ul style="list-style-type: none"> <li>• Supported the enlargement of the roundabout as a means of improving capacity and alleviating queuing on the approaches to the junction.</li> </ul>	<ul style="list-style-type: none"> <li>• Improving the capacity of the junction may encourage rat running via Alfriston Road.</li> <li>• Some traffic bound for the A22 already detours via Drusillas to avoid the congestion at Polegate – symptom of the limited routing options in the area.</li> </ul>	
Ban certain vehicle movements	<ul style="list-style-type: none"> <li>• Right turn ban for vehicles from Common Lane should be considered to limit movements to/from A27. Route drivers through Drusillas.</li> </ul>	<ul style="list-style-type: none"> <li>• Would increase the route for those living on Common Lane to the A27.</li> </ul>	
<b>Group 2</b>	<b>Opportunities</b>	<b>Risks</b>	<b>Delivery Challenges</b>

## Section 2 - Alciston to Milton St

Improve walking, cycling, equestrian links across the A27

- Opportunity to help reduce car trips to Drusillas by improving NMU access to Berwick train station.
- Complete shared use path on Station Road to the Drusillas Roundabout as no facilities in place for safe movement.
- Provide shared use path on both Pound Lane and Station Road.
- Potential to close Pound Lane to traffic and route all vehicles to the Drusillas Roundabout, convert Pound Lane to a dedicated NMU route
- Heavier pedestrian demand via Station Road to the toucan crossing – Drusillas is a key trip attractor. Generally felt that the toucan should be retained at its current location to cater for this movement. A refuge could be provided at The Village/Pound Lane
- Provide footway on both the north and south side of the A27 between Pound Lane and Station Road.
- Milton Street junction could be improved as sight lines are poor, though noted that it is not a heavily used route.

- Small size of the local communities may impact on the scale of what can be delivered

<b>Section 2 - Alciston to Milton St</b>			
Shared use path	<ul style="list-style-type: none"> <li>A physical separation between the shared use path and the carriageway(hedgerow or further offline) would make it a more pleasant environment</li> </ul>	<ul style="list-style-type: none"> <li>Shared use paths directly adjacent to busy roads can result in broken glass and debris on the shared use path which poses a safety issue— observation from the Beddingham section of cycle path.</li> <li>Different types of cyclists want different types of facilities. Some may not choose to use a shared use facility.</li> </ul>	<ul style="list-style-type: none"> <li>If cycle paths are to encourage additional trips they need to be of a high standard, feel safe for users and be maintained.</li> </ul>
Drusillas Roundabout	<ul style="list-style-type: none"> <li>Support the enlargement of the roundabout as a means of improving capacity and alleviating queuing on the approaches to the junction.</li> </ul>	<ul style="list-style-type: none"> <li>Land take required may be excessive</li> <li>Enlarged roundabout may have a visual impact on landscape</li> <li>Will the speed of vehicles circulating increase and impact on road safety?</li> </ul>	
Speed limit	<ul style="list-style-type: none"> <li>Reducing speed limit to 40mph along section may improve road safety and smooth traffic flows</li> </ul>	<ul style="list-style-type: none"> <li>Uncertainty as to the impact this would have on the main line and how it would be policed.</li> </ul>	
<b>Group 3</b>	<b>Opportunities</b>	<b>Risks</b>	<b>Delivery Challenges</b>
Improve walking, cycling, equestrian links across the A27	<ul style="list-style-type: none"> <li>Complete shared use path on Station Road to the Drusillas Roundabout as no facilities in place for safe movement.</li> <li>Main cycle/pedestrian movement from Station Road to Drusillas.</li> </ul>	<ul style="list-style-type: none"> <li>If traffic flow increases on the A27 then crossings for pedestrians at pedestrian refuges may become more challenging.</li> </ul>	<ul style="list-style-type: none"> <li>Pedestrian crossing lights are not always operational which leaves NMUs with no safe place to cross.</li> </ul>

## Section 2 - Alciston to Milton St

Shared use path	<ul style="list-style-type: none"><li>• Careful design of the path will be required around all the junctions on the route, particularly at the Berwick roundabout and Polegate.</li><li>• Create some means of separation between the shared use path and the carriageway - a narrow strip of hedgerow would provide both a visual screen and also attenuate noise/air turbulence to some degree.</li><li>• Separation is helpful when riding or walking against the flow of very fast moving cars and HGVs.</li><li>• Improved signage would help customers consider alternative routes and modes which could incorporate options to use public transport locally.</li><li>• Behavioural change could be realistic for short local journeys (such as children going to school) and help to remove cars from the route, particularly those making turns into and from the A27</li></ul>		
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Section 2 - Alciston to Milton St			
Drusillas Roundabout	<ul style="list-style-type: none"> <li>Rationalise the signing at the junction will provide better information to users and reduce the number of inappropriate vehicles using Alfriston Road.</li> <li>Opportunity to sign away through traffic from Alfriston Road. Support this by providing width gates.</li> </ul>	<ul style="list-style-type: none"> <li>Improving movements for HGVs at Drusillas may encourage higher numbers to use Alriston Road which is unsuitable for such movements.</li> </ul>	
Speed limit	<ul style="list-style-type: none"> <li>Reducing speed limit to 40mph along section may improve road safety and smooth traffic flows</li> </ul>	<ul style="list-style-type: none"> <li>Argument exists that it may be safer to increase speed limit to reflect design speed of road</li> </ul>	
<b>Other contextual issues raised by groups</b>	<ul style="list-style-type: none"> <li>Employer near Berwick station with approx. 180 employees, most likely to come by car rather than train.</li> <li>Berwick has a population of approx. 100 people, while Alciston has approx. 90.</li> <li>Drusillas is a key trip attractor with most trips made by car.</li> <li>Unclear where the bridleways are and the level of use. Feedback is that equestrian movements are limited.</li> </ul>		

## Section 3 - breakout group output summary

Section 3 – Milton Street to Polegate			
<b>Summary of all groups comments</b>	<ul style="list-style-type: none"> <li>Strong support for Polegate junction improvements – some concern that, to maximise effectiveness, improvements need to be considered alongside Cophall junction proposals</li> <li>Shared use path along this length of the corridor is supported with a preference for this to be south of the A27 so as to better link local communities and tourist sites. Some form of physical separation from the A27 seen as desirable</li> <li>Refuge / maintenance area indents areas along the corridor noted as desirable and supported. Suggested that these could be introduced alongside NMU path</li> <li>A Wilmington crossing improvement is supported.</li> </ul>		
Group 1	Opportunities	Risks	Delivery Challenges
Polegate Junction upgrade	<ul style="list-style-type: none"> <li>Supported priority</li> <li>Concern noted over cost of bridge upgrade</li> </ul>	<ul style="list-style-type: none"> <li>Bridge upgrade costs seen as a risk</li> </ul>	<ul style="list-style-type: none"> <li>Catering for Cycle / NMU needs</li> </ul>
Shared Use path	<ul style="list-style-type: none"> <li>Provide segregation (hedging) between path and vehicular traffic</li> </ul>		<ul style="list-style-type: none"> <li>Could be north or south</li> </ul>
Folkington	<ul style="list-style-type: none"> <li>No major issues</li> </ul>		<ul style="list-style-type: none"> <li>Accepted that alignment issues difficult to address</li> </ul>
Wilmington – Upgraded crossing	<ul style="list-style-type: none"> <li>Use a Pegasus crossing?</li> <li>Central refuge supported</li> <li>Some underpass support</li> </ul>	<ul style="list-style-type: none"> <li>Farm traffic an issue</li> <li>Common land in the vicinity needs investigation</li> </ul>	
Refuge Areas – extended into shared path	<ul style="list-style-type: none"> <li>Well supported idea / approach.</li> <li>Focus these at accident spots</li> </ul>	<ul style="list-style-type: none"> <li>Improved resilience</li> </ul>	<ul style="list-style-type: none"> <li>Finding Suitable locations</li> </ul>
Group 2	Opportunities	Risks	Delivery Challenges

<b>Section 3 – Milton Street to Polegate</b>			
Polegate Junction upgrade	<ul style="list-style-type: none"> <li>Critical priority to get on with, scope to work alongside ESCC</li> </ul>	<ul style="list-style-type: none"> <li>Worsening facilities for NMUs at the junction</li> </ul>	
Shared Use path	<ul style="list-style-type: none"> <li>Path best located to the south through this area to link settlements and tourist sites</li> </ul>		<ul style="list-style-type: none"> <li>Provide segregation / hedging</li> </ul>
Improve walking, cycling, equestrian links across the A27	<ul style="list-style-type: none"> <li>Additional crossing to potentially be considered between Wilmington and Folkington</li> <li>Strong support Refuge areas / laybys</li> <li>Potential bridge crossing at Wilmington- similar to A26 (Newhaven) - or underpass linked to shared use path</li> </ul>		Common land to north of crossing area
<b>Group 3</b>	<b>Opportunities</b>	<b>Risks</b>	<b>Delivery Challenges</b>
Polegate Junction upgrade	<ul style="list-style-type: none"> <li>Absolute priority</li> <li>Gaps creation creates improved opportunities for local junctions on A27</li> </ul>	<ul style="list-style-type: none"> <li>Study should extend to take into account interaction with Cophall.</li> </ul>	<ul style="list-style-type: none"> <li>Incorporating NMU movements</li> </ul>
Shared Use path	<ul style="list-style-type: none"> <li>North or south of A27 – fine either way. South likely to be better for attractions / local village access</li> </ul>		
Folkington	<ul style="list-style-type: none"> <li>Some scope for minor access improvements</li> </ul>		
	<ul style="list-style-type: none"> <li>Consider the value of gaps created by signals in corridor, particularly at Wilmington</li> </ul>		

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### Section 3 – Milton Street to Polegate

#### Other contextual issues raised by groups

- Wotton Manor Farmhouse – Noted as a Grade 2 listed building
- Proximity of Roman Road to north of Wootton Manor – Warren Farm to Hide Cottage
- Folkington link should be considered in the longer term to deal with Polegate junction issue
- Cophall / Polegate junction interaction potentially needs to be considered.
- ESCC may have funding pot for Cophall improvements / signalling through SR3 funding or from S106 monies?

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## 1.8. Summary of workshop

While a number of topics and options were discussed, the key findings from the workshop and breakout groups can be summarised as follows:

- Significant level of support for the principles of the scheme from majority of stakeholders in attendance – objectives generally agreed as acceptable
- Some concerns that outcomes are too narrowly considered through being focussed on addressing local only considerations
- No demonstrable strong support for Selmeston off-line improvement but general support for improvements in this section of A27 (see also item 8 below)
- General support for significant Polegate junction upgrade
- High levels of support for local junction improvements, particularly at Glynde, Drusilla's, Charlston, Firle, Selmeston (The Street Junction), Common Lane/Bopeep, Alciston and Berwick
- Good level of support for shared use path – north or south of A27 equally acceptable but a preference was expressed by some for a southern route for the path east of Selmeston in order to better link local villages and tourist facilities. Many would like to see a physical barrier between the path and the road by way of a hedgerow or similar
- Further detailed work required on crossings at key junctions and the creation of better accessibility between NMU paths, particularly between the A27 and the train stations
- Some support for a reduction in the corridor wide speed limit to 40mph from a safety perspective though there was concern that this would negatively impact of this on main line flows. Suggestion to extend the current 40mph speed limit at Selmeston to Charleston and east of Alciston.

## 1.9. Next steps

The outputs from the workshop will be used to inform and focus the development of the options along the corridor over the coming months.

While we are not proposing any additional workshops in 2016 we will continue to engage with you individually, as required. Additionally, updates will be provided on the [Highways England A27 website](#).

Please feel free to email the project mailbox with any comments from the workshop, information or queries:

[A27EastofLewes@highwaysengland.co.uk](mailto:A27EastofLewes@highwaysengland.co.uk)

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In the longer term, we are working towards:

- Public consultation on scheme options in Spring 2017
- Preferred route announcement in Summer 2017
- Full consultation on the preferred route in 2018
- Open to traffic by 2022.

## Appendix A – Invite list

Organisation	Attended?
South Downs National Park Authority	✓
Firle Parish Council	✓
East Sussex County Council	✓
Network Rail	x
Coast to Capital LEP	✓
South East LEP	✓
Selmeston Parish Council	✓
Eastbourne Chamber of Commerce	✓
South East LEP	✓
East Sussex Police	✓
Glynde Estates	✓
Glynde & Beddingham Parish Council	✓
Wealden District Council	✓
Berwick Parish Council	✓
Lewes District Council	✓
Cuckmere Valley Parish Council	x
Natural England	✓
Firle Estate	✓
Association of Chamber of East Sussex	✓
Alciston Parish Council	✓
Alfriston Parish Council	✓
Eastbourne Borough Council	✓
Sustrans	✓
Sussex Safer Roads Partnership (SSRP)	✓
Drusillas	x
Wootton Manor	✓
Cuckmere Valley Parish	✓
Natural England	x
Environmental Agency	x
Historic England	x
Member of Parliament, Lewes	x
Member of Parliament, Eastbourne	x
Member of Parliament, Brighton	x