

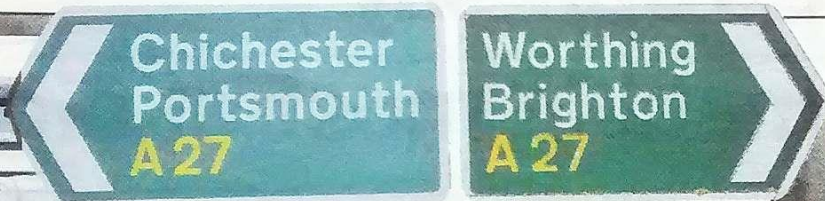
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Tale of two counties



The A27 near Arundel and, right, near Firle



West Sussex cashes in as East in limbo

PLANS to upgrade the A27 in East Sussex are in limbo while changes for West Sussex remain on course.

The Department for Transport published a feasibility study of the A27 corridor and, while West Sussex's proposals were given the thumbs up, East Sussex's got the thumbs down.

The study identified solutions to the traffic problems at Lewes, Arundel and Worthing based on whether they were achievable, affordable and offered value

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for money.

It found that plans for the road east of Lewes fell short on strategic fit and value for money, and the five options on that stretch put forward will have to be altered to meet the criteria.

Among the options were a new road between Lewes and Polegate, improvement works to the existing trunk road and a link road at Folkington.

In spite of the initial set-

back, Simon Kirby MP, who chaired the A27 Reference Group which successfully lobbied the Government for funding to improve the road, said he was proud of the part he has played.

He added: "It is now for local authorities to come forward with schemes which will – rightly and properly – be considered carefully by the Department for Transport.

"I look forward to the local authorities coming forward with robust proposals which will improve the situation for local residents and help

ease the burden on roads in my constituency."

In West Sussex, the study found a case for a dual carriageway bypass at Arundel was feasible as well as improvement work to the existing road in Worthing and Lancing.

West Sussex County Council leader Louise Goldsmith said residents will be "given a say and a proper chance for their views to be heard later in the year".

The Government announced £350 million of investment for the A27 in the Autumn Statement back in December.

East of Lewes options

A – New dual carriageway between Lewes and Polegate: could benefit journey times and lower accidents, but adverse impacts on landscape and biodiversity. Judged as a good strategic fit, but low value for money.

B – New single carriageway between Lewes and Polegate: could have similar range of impacts as identified for option A and cost less. Judged as a good strategic fit, but low to medium value for money.

C – Improvements to existing road and a bypass at Wilmington: could particularly improve the section between Wilmington and Cophall. For

that reason it was judged only as a medium strategic fit albeit a high value for money.

D – Improvements to existing road and a short bypass at Selmeaton: could address local safety, but this option would not by itself achieve benefits beyond Selmeaton. For this reason it was judged as a poor strategic fit and poor value for money.

E – New link road at Folkington: could generate journey time savings at lower cost than other options, yet only achieve localised benefit. For that reason it was judged a poor strategic fit but a high value for money.