

## For further information:

This is one of a series of six feasibility studies carried out across England during 2014. The government has been working with local partners to identify solutions to some of the most notorious and longstanding road hotspots in the country.

<https://www.gov.uk/government/collections/road-investment-strategy#feasibility-studies>



## A27 Corridor Study

© Crown copyright and database rights 2015  
Ordnance Survey 100030649.

You may re-use this information (not including logos or third-party material) free of charge in any format or medium, under the terms of the Open Government Licence v3.0. To view this licence visit <http://www.nationalarchives.gov.uk/doc/open-government-licence/version/3> or write to the **Information Policy Team, The National Archives, Kew, London TW9 4DU**, or e-mail: [psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk).

This document is also available on our website at [www.highways.gov.uk](http://www.highways.gov.uk)

If you have any enquiries about this publication, please email [ha\\_info@highways.gsi.gov.uk](mailto:ha_info@highways.gsi.gov.uk) or call **0300 123 5000\***

Please quote the Highways Agency Publications Code **PR92/14**

Highways Agency Dorking Creative S140638

\* Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources.



## Why we need to take action

**The A27 is the only east-west trunk road south of the M25. It links key coastal urban areas between Portsmouth and Eastbourne with the rest of the strategic road network. Over three quarters of a million people are concentrated in this urbanised coastal area. The route also runs along and across the South Downs National Park.**

Over 60% of the 67 mile length of road is dual carriageway, while four stretches of the road remain single carriageway at Arundel, Worthing and two sections east of Lewes.

The local economy has strengths in advanced engineering, tourism and other sectors and has accommodated substantial growth over the past decade. Over 60,000 new houses and substantial employment growth are expected to be developed over the next 15 years along the coast. Already there is:

- congestion at a number of key locations
- delay for road users
- separation of communities – notably Arundel, Worthing and Lancing
- an above average number of accidents

## What we plan to do

There is a variety of short and long distance journeys but few end-to-end trips along the route. The towns and cities attract additional traffic during the morning and evening peak hours and there are also seasonal increases in traffic. We want to reduce congestion at key hotspots, delays

for road users, separation of communities and improve air quality and safety. We are therefore committing to developing an investment package comprising:

- A27 Arundel bypass – a new dual carriageway bypass to link together the two existing dual carriageway sections of the road. The starting point will be the previous preferred route, subject to consultation with the National Park Authority, local government and the public on this and alternative options
- A27 Worthing and Lancing improvements – improvements to the capacity of the road
- A27 east of Lewes – further work in light of any recommendation made by the Airports Commission
- sustainable transport measures at Arundel, Worthing, Lancing and east of Lewes.

