

A259 Route Improvement Study – Report by Parsons Brinckerhoff

This paper raises a concern that the proposed A259 route improvements will miss a significant opportunity to deliver a high-quality cycle route into Worthing from the west. Moreover, the proposed design for the Goring Crossways roundabout seems likely to make it impossible to deliver a key element in the Worthing Cycle Network. This would undermine the value of schemes already funded that will deliver cycle routes that converge at Goring Crossways.

1. Modal Shift Away from Car Use

A high quality cycle path alongside the A259 has the potential to be part of the solution in reducing congestion. While the report includes some welcome new cycling infrastructure, it does not recognise or assess the potential for modal shift away from car use to sustainable modes of transport. It would be appropriate to make this an explicit objective of the scheme in order to fit with commitments made in the West Sussex Local Transport Plan 3:

“Maintaining or increasing the levels of cycling in West Sussex is... very important and will contribute to each of our objectives.” (WS LTP3, p31)

To “invest in new cycling infrastructure particularly in our major towns but also on some multi-use, inter-urban and leisure routes where funding is available” (WS LTP3, p12)

2. Key Cycle Routes: Section 4.4 (p31)

“Key cycle routes along the corridor include: - National Cycle Route 2 (South Coast Cycle Route) from Goring Crossways (J14) to Angmering Bypass (J11)”

(Parsons, Brinckerhof Report, p31)

The ‘South Coast Cycle Route’ is not signed as part of the National Cycle Network. A cycle route that meets the standards of the National Cycle Network has not been agreed between Worthing and Littlehampton. The draft Arun Leisure Strategy recognises this as a significant gap in the National Cycle Network.

In order to be an attractive travel option, the cycle path alongside the A259 needs to be upgraded so that it is coherent and safe. As well as new infrastructure to fill gaps in the route and to improve crossings, some of the existing infrastructure could be upgraded. Crucially, to be an attractive travel option, the cycle route needs a connection to the Worthing Cycle Network at Goring Crossways.

3. A259 Junction Improvements - Goring Crossways (J14) (pp50-51)

The proposals in the Parsons Brinckerhoff report make no recommendations for cycle routes at Goring Crossways:

- East-west into / out of Worthing.
- North-South from West Durrington towards Goring station and onward to the coast..

The West Sussex Local Transport Plan 3 commits to 'Cycle Network Construction' (WS LTP3 p31) and the completion of these cycle routes is a key element in the Worthing Cycle Network. The proposed design seems likely to make it impossible to complete the Worthing Cycle Network at Goring Crossways.

There is no mention of schemes that are already funded that will build or improve cycle routes that converge on the Goring Crossways roundabout:

- West Durrington Development. (Worthing & Adur Planning Reference WB/275/11 OUT) According to WSCC a developer contribution of £80,000 is allocated to cycling.
- Proposed replacement hospice, land south of Northbrook Farm Titnore Lane Worthing. (Worthing & Adur Planning Reference 07/1495/FULL) According to WSCC a developer contribution of £40,000 is allocated to cycling "for provision of cycleway / footway on the Northbrook College land – route to be determined by the council"
- Housing development, land to the east of Northbrook College (Worthing & Adur Planning Ref AWDM/0521/12) According to the plans "a new shared foot / cycleway would be constructed across the frontage of the College (east-west), on the northern side of the A2032 connecting the footbridge and the existing cycle route".
- Goring Station to Highdown Cycle Route. £17,000 is allocated from the South Downs National Park bid to the Local Sustainable Transport Fund to improve this route.

The value of these schemes will be significantly undermined if cycling infrastructure is not provided at Goring Crossways. At a time when funding for cycling infrastructure is scarce, this would be a major blow to attempts to increase the number of people cycling and to realise the associated health, economic and environmental benefits.