

PLANNING WITHOUT THINKING

Insiders have described the latest business case for a new dual carriageway between Lewes and Polegate as a 'quick and dirty' exercise, lasting just six months. The consultants were told that there would be no public consultation, and to make no consideration of other modes of transport.

The western end of all three of their proposed corridors would cut through a UNESCO biosphere.



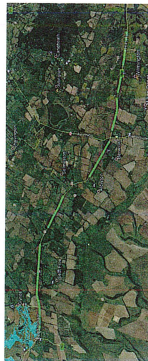
Two of the proposed corridors skirt the Arlington reservoir, home to some of Sussex's rarest birdlife, designated as a Site of Special Scientific Interest.

In winter, it can be home to an estimated 10,000 birds. Rarities spotted around Arlington since 2000 have included Red-rumped Swallow, Alpine Swift, Spoonbill, Laughing Gull, Bonaparte's Gull, Temminck's Stint and Buff-breasted Sandpiper. The northern corridor seems to have ignored confirmed plans for a second reservoir.



Campaigners against a new dual carriageway have carried out an extensive study of the bird, animal and plantlife across just 210 acres, part of the Folkington Estate just to the north of the current A27. It's threatened by all three of the 'corridors' proposed by Highways England as potential routes for a new dual carriageway.

A broad-spectrum biological survey, conducted over 2017 and 2018, revealed 799 different species of plants and animals (800 if you count homo sapiens).



This campaign is not 'anti-road'. We believe there are cost-effective ways to improve the existing A27, to reduce pinchpoints without breaking up villages and devastating the countryside.

Combined with more investment in local bus and rail services, we could keep East Sussex moving and reduce pollution.

SCATE

Member groups include:
 Brighton & Hove Friends of the Earth
 Campaign for Better Transport, East Sussex
 CPRE - Sussex
 Cycling UK
 Eastbourne Friends of the Earth
 Folkington Estate
 South Downs Society
 Sussex Wildlife Trust
 Sustrans
 Travel Log Lewes

Find out more at

scate.org.uk/areas-under-threat-lewes-to-polegate

facebook.com/SaveClassicSussexView/

and donate to our cause at

www.justgiving.com/crowdfunding/scateeastsussex



Save our countryside: say NO to a new A27

The Department of Transport is currently considering a bid to build a new dual carriageway across open countryside between Lewes and Polegate.

The plans, still secret, have been driven by a group of local politicians, and developed by Highways England without public consultation, without considering any other forms of transport, and without any environmental impact assessment.

The new road might save six minutes for drivers; yet would create a scar across a treasured landscape at the foot of the South Downs, through ancient woodlands, hedgerows and fields. Promises about protecting bio-diversity have been entirely forgotten.

Would you trust Chris Grayling with this decision ?

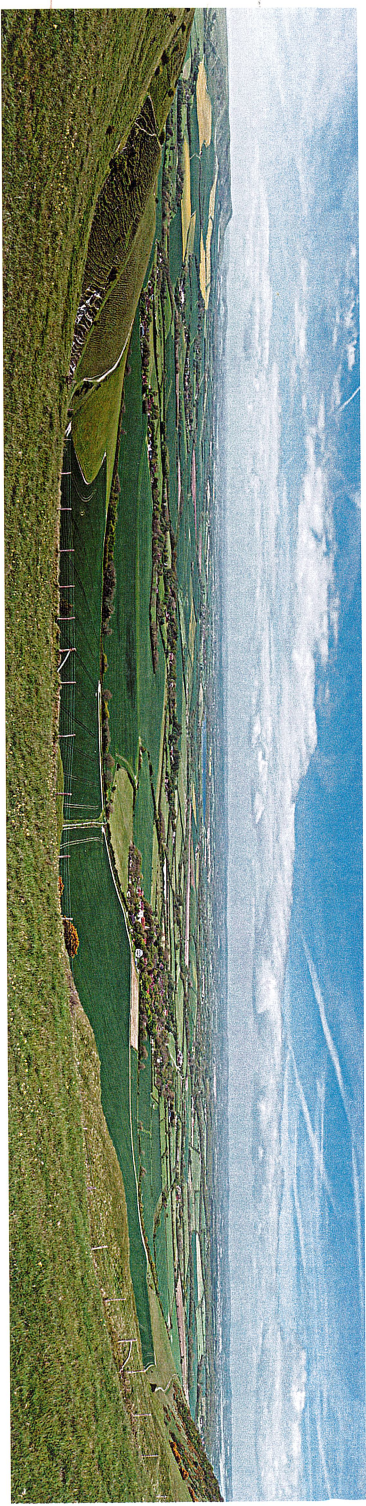
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East Sussex

Join our campaign. The East Sussex branch of the South Coast Alliance for Transport and the Environment is an umbrella group currently focussed on blocking these plans and developing a sensible alternative.

Donate to our crowd-funding page
<https://www.justgiving.com/crowdfunding/scateeastsussex>

PUBLIC MEETING
SELMESTON VILLAGE HALL
WEDNESDAY 26TH JUNE, 6.30PM
 We have invited local MPs and hope you can attend to hear an update on the Highways England proposals to build the new off line A27.
 Guest Speaker: acclaimed BBC presenter the Rev Peter Owen Jones



THE ONLY MAP HIGHWAYS ENGLAND HAVE PRODUCED

A proposal to build a new, offline dual carriageway between Beddingham and the Copthall Roundabout, just north of Polegate, was rejected by the Department of Transport in 2016, as too expensive (at £450m), poor value for money, and bad for the environment.

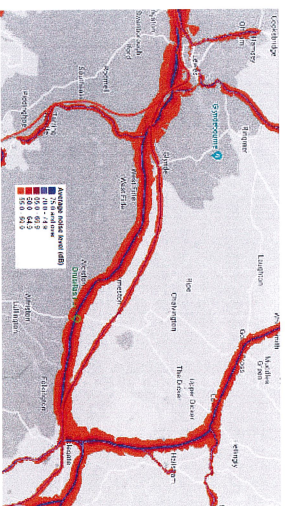
Our politicians didn't like being turned down, so have been lobbying ever since for a reevaluation. Now, they have a secret business case, looking at three potential routes, which is under consideration again at the Department of Transport. It's longer than the old scheme, and we estimate it will cost upwards of £650m; Highways England says its 'most-likely' range stretches to £528m. Now it's apparently good value for money - but we're not able to scrutinise the plans to see why. They acknowledge it will still be bad for the environment, but talk about mitigation!

They're so determined to build this road that they're preparing to face at least one Public Inquiry, if not two.

MORE NOISE POLLUTION

Peace and quiet in the East Sussex weald is at risk. On the left, a map of current road and rail noise between Lewes and Polegate.

Above 50dB, noise is irritating; regular exposure to levels above 55dB is judged to be a health risk, according to WHO guidelines.



By the way, don't think the arrival of more electric cars is going to solve this - above 25mph an hour, the biggest noise from all vehicles comes from tyres on tarmac.

Look at the width of the noise impact of the existing A27, a single carriageway. Imagine the width from a new dual carriageway.

How close do you think it will come to the Arlington Reservoir?

HISTORIC LANDSCAPE AT RISK

Above, a dramatic panorama taken from the South Downs, over the ancient weald land - a combination of landscapes that has inspired poets, writers, lovers of wildlife, walkers and cyclists over generations.

Once an arm of the sea, it's been farmed in much the same way since Roman times, when it became the bread-basket for the legions that landed at Pevensey. The wildlife, of course, goes back further, and there are over 800 species of fauna and flora, some in Sites of Special Scientific Interest. It's across this landscape that local and national politicians are proposing to build an 11-mile stretch of dual carriageway, on embankments and probably stilts, in order that drivers can save 6 minutes travelling between the rush-hour gridlocks in Lewes and Eastbourne. It will probably cost upwards of £650m.

PLANNING BEHIND CLOSED DOORS

A group of local MPs and councillors has been lobbying for this scheme since 2016. They're called the A27 Reference group, and they've only released minutes of their meetings, after pressure at public meetings in some of the villages in the paths of the 'corridors'.

Highways England have developed a Strategic Business Case and an Options Analysis, but have ruled they're too sensitive to be shared with the public - they need 'safe space' to plan. A decision is due from Transport Secretary Chris Grayling on whether or not to fund the new road before the end of 2019.



We at SCATE believe we can save Mr Grayling some time, and some embarrassing scenes at public meetings. This road is ill-conceived; the business case has been drawn up in a manner that is more than irregular; the attitude to very serious environmental issues has been frankly cavalier. It will be fought at every stage, until a proper, independent analysis which considers all modes of transport is presented and debated.