

by-Sea, Southwick and Fishersgate. The River Adur bisects the District and acts a natural barrier to east-west movement.

- 7.3 The total population of Adur District in 2018 was estimated at 63,900. This accounted for 7.4% of the West Sussex population, the least populated district of the County. The population is forecast to increase by 7.9% to 68,900 by 2043. For the 65+ age group the forecast population is expected to increase from 15,000 to 20,300 (35.7%) over this period²³.
- 7.4 There are some significantly deprived areas with five of the wards within Adur being ranked within the top twenty 'most deprived' wards in the County. Unemployment in the District is also higher than the West Sussex average²⁴.
- 7.5 The economy in Adur District is characterised by public sector jobs, with makes up 24% of all jobs in the area, followed by retail (22%), financial services (17%) and manufacturing (13%).
- 7.6 The Adur Local Plan 2017 sets the strategic development and land-use priorities for Adur (outside of the South Downs National Park) up to 2032 and contains the policies against which development management decisions within that area will be made. The Plan seeks to deliver a minimum of 3,718 dwellings between 2011 and 2032 which includes strategic developments at New Monks Farm and the section of Shoreham Harbour within Adur District.
- 7.7 Shoreham-by-Sea is the largest town within the District. Part of Shoreham Harbour has been designated a growth area and eco-quarter which includes parts of Southwick, Fishersgate and Portslade. Alongside Shoreham Airport, the Harbour is expected to benefit from substantial development and regeneration during the lifetime of the Plan as outlined in the Shoreham Harbour Joint Area Action Plan which covers part of Adur and Brighton & Hove.

Transport Context

- 7.8 Transport is a major feature within the District. Two of the County's strategic roads pass through the District; the A27 and A283 (north of A27). The A27 trunk road passes through Sompting and Lancing in the north of the District as a dual carriageway with lowered speed limits. There is a mix of roundabout and signal-controlled junctions, serving the area. The A259 runs as the High Street directly through Shoreham Town Centre.
- 7.9 There are also four railway stations on West Coastway (two of which offer direct links to London and Gatwick Airport) and several level crossings in Adur.
- 7.10 There is one airport (Brighton City Airport) and one international harbour (Shoreham Port). These provide key economic and commercial opportunities to the wider area and allow further transportation links for business and services.

²³ WSCC: [West Sussex Life](#) (accessed May 2021)

²⁴ AWC: Population Statistics (accessed June 2021)

7.11 National Cycle Network routes 2 and 223 (Downs Link) provide long distance active travel connections between the District and neighbouring areas. There are two crossings of the River Adur, both provide traffic-free facilities for pedestrians and cyclists to cross the river.

Key Issues

7.12 Travel behaviour in Adur is dominated by car travel and public transport. Active travel use is limited, reflecting the limited and disjointed infrastructure. The current key transport issues for Adur are:

- Congestion at peak times on A27, A259 and the A270 which leads to rat-running on less suitable routes;
- Level crossings in Shoreham, Southwick and Lancing cause congestion and poor local air quality;
- Traffic-related air quality management areas on Shoreham High Street and in Southwick;
- HGV access to Worthing and Shoreham Port is via roads that are also residential;
- The current cycle network does not meet user needs as it is disjointed and there is limited space and segregation including NCN2 which is largely on-road and follows an indirect route through the District;
- Bus journey times are slow at peak times due to congestion on routes such as A259;
- Rail services to Brighton and the Solent cities can be slow and some trains lack modern facilities; and
- Severance caused by the A27 and West Coastway Line.

7.13 DfT undertook a feasibility study in 2013 which identified a need for improvements to the A27 at Worthing and Lancing. In 2017, Highways England consulted on a package of improvements to increase the capacity of several key junctions along the route, but these were not supported by the majority of consultees. The A27 Worthing and Lancing scheme is part of the Government's Roads Investment Strategy (2020-2025) and options are expected to be developed before consultation with stakeholders in the short term.

7.14 In the future, once development identified in the Adur Local Plan 2017 is complete, it is anticipated that some of the current transport issues will worsen if background traffic also grows as forecast. A new Local Plan is also being prepared that is likely to alter demands on the transport network. In line with the Adur Local Plan 2017 and Shoreham Harbour JAAP, interventions are needed in Adur that will reduce car travel at peak times. If such interventions are not delivered or are not successful, then the following locations on the highway network are likely to require capacity improvement in the future to mitigate the impacts of development:

- A259/A283 Norfolk Bridge junction
- A259/A2025 Lancing Beach Green junction
- A27/A283 Shoreham flyover junction

- A27/A293 Hangleton junction (in Brighton & Hove)
- A27/A2025 Grinstead Lane junction

Transport Strategy for Adur

- 7.15 A key element of our transport strategy for the Adur area is to improve the performance of the A27 in Lancing. This means improvements that help to keep traffic moving in the short term, while plans are developed for more substantive improvements to come forward in the medium term that will reduce community severance and accidents, and ensure capacity is closer matched to demand. In order to facilitate the shift to electric vehicles and improve air quality, we will initially facilitate the introduction of on-street EV charging infrastructure in Shoreham where communities rely on on-street parking.
- 7.16 Our strategy is to enable local living by making active travel increasingly realistic and attractive for short distance east-west journeys by increasing space for active travel on the important Upper Shoreham Road, A270 and A259 corridors. In the medium term we will develop additional priorities identified in the LCWIP and explore the potential for improved crossings of the A27 and West Coastway to address community severance and improve access to the South Downs and coast.
- 7.17 As opportunities to provide dedicated space for shared transport are limited by land availability, our strategy is to use traffic signal technology to give priority to shared transport where services operate frequently such as the A259 corridor.
- 7.18 Our strategy for improving transport network infrastructure will be supported by our approach to managing the road network through use of on-street parking and traffic management techniques to manage demand and improve air quality in Shoreham. This will be supported by the use of behavioural initiatives to tackle inappropriate use of unsuitable routes.
- 7.19 In the long term once infrastructure for active travel and shared transport has been improved to cater for short distance trips, we will work with strategic partners to reconfigure West Coastway services to deliver faster rail services to Brighton and the Solent cities.

Short term (2022-27) priorities for the Adur area

- On-street electric vehicle charging infrastructure in Shoreham
- A27 Worthing and Lancing improvements (including active travel facilities)
- Active Travel Fund scheme – Shoreham
- Air Quality Action Plan measures in Shoreham and Southwick

Medium term (2027-32) priorities for the Adur area

- A259 Shoreham to Brighton cycle route (timing dependent on development)
- A27 Worthing and Lancing major scheme
- Active travel crossings of A27 and West Coastway
- Lancing and Sompting cycle routes
- LCWIP priorities

- On-street electric vehicle charging infrastructure in remaining areas

Long term (2032-36) priorities for the Adur area

- LCWIP priorities
- Reconfigured West Coastway service
- Potential local highway capacity improvements (subject to need)

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