

# A2300 Corridor Improvements Scheme

## Frequently Asked Questions

### 1 SCHEME BACKGROUND

#### What is the history of the A2300 Corridor Improvements Scheme?

- 1990s – land was reserved for future widening when the A2300 was first constructed.
- 2011 – Mid Sussex District Council’s Transport Study identified that the A2300 would require improvements to increase capacity to support the planned development in Burgess Hill.
- 2013 – A2300 corridor improvements scheme identified as a priority for investment by West Sussex County Council and a study was commissioned to explore possible options.
- 2014 – Coast to Capital (C2C) Local Enterprise Partnership (LEP) identified Burgess Hill as a priority in its Strategic Economic Plan with the objective of generating economic growth through housing and employment. A funding application was submitted to central government in late 2014.
- 2015 – £17m central government funding allocated through the Coast to Capital Deal as a contribution to the scheme, conditional on the business case deliverability and value for money.

#### What is the purpose of the A2300?

- The A2300 links Burgess Hill to the A23/M23 strategic road corridor and is an important route for people commuting to and from Burgess Hill.

#### What is the problem with the existing A2300?

- It is a busy road, particularly at peak times and suffers from congestion, queuing and delays. Significant residential and employment development is planned at Burgess Hill that will result in additional traffic and congestion on the road.

### 2 OVERVIEW OF THE A2300 CORRIDOR IMPROVEMENTS SCHEME

#### Who is responsible for the scheme?

- West Sussex County Council is the scheme promoter and responsible for delivering the improvements. Mid Sussex District Council and Burgess Hill Town Council are also actively working in partnership with the county council in the delivery.

#### Who is designing the scheme?

- Consultants WSP are working with WSCC to develop the scheme design.

#### What are the objectives of the scheme?

- To support the delivery of planned housing and employment growth.
- To improve connectivity between the A23/M23 and new and existing commercial and housing development in Burgess Hill.
- To improve journey time reliability by reducing congestion.
- To improve conditions for pedestrians and cyclists along the A2300 corridor.

#### What other road improvements have been considered?

- Various options were investigated for the A2300 corridor, and the proposed dualling and junction improvements were considered to be the preferred solution.

Table 1 below shows previously discounted options:

**Table 1: Discounted Options**

Junction	Potential Solution
<b>A2300/ A23 interchange</b>	<ul style="list-style-type: none"> <li>• Provide grade separated roundabout (by merging the two existing roundabouts)</li> <li>• Increase size of existing eastern roundabout (i.e. next to Ricebridge Services)</li> <li>• Increase size of existing western roundabout (i.e. next to Castle Inn Pub) and introduce traffic signals</li> <li>• Upgrade southbound on-slip</li> <li>• Upgrade northbound off-slip</li> </ul>
<b>Stairbridge Lane/ Pookbourne Lane</b>	<ul style="list-style-type: none"> <li>• Allow left into and left out from side roads with other traffic routed through existing roundabouts</li> <li>• Upgrade existing junction to a T-junction with dedicated right turn lanes</li> <li>• Upgrade existing junction to a dual carriageway T-junction with dedicated right turn lanes</li> </ul>
<b>Bishopstone Lane</b>	<ul style="list-style-type: none"> <li>• Full closure of junction</li> <li>• Allow left into and left out from side road with other traffic routed through existing roundabouts</li> <li>• Upgrade existing junction to a T-junction with dedicated right turn lanes</li> <li>• Upgrade existing junction to a dual carriageway T-junction with dedicated right turn lanes</li> </ul>
<b>Cuckfield Road roundabout</b>	<ul style="list-style-type: none"> <li>• Increase size of existing roundabout</li> <li>• Increase size of existing roundabout and introduce traffic signals</li> <li>• Replace existing roundabout with crossroads junction and introduce traffic signals</li> <li>• Increase number of entry lanes</li> </ul>
<b>Triangle roundabout</b>	<ul style="list-style-type: none"> <li>• Increase size of existing roundabout</li> <li>• Introduce traffic signals to existing roundabout</li> <li>• Replace existing roundabout with crossroads junction and introduce traffic signals</li> <li>• Increase number of entry lanes</li> </ul>

### What road improvements are being considered now?

The proposals will:

- Widen the existing A2300 from single carriageway to dual carriageway by constructing two new lanes immediately north of the existing road.
- Include modifications to the existing road layout, including roundabouts to allow for the road widening.

- Provide a new combined footway/cycleway along the northern verge between the proposed Northern Arc roundabout and the A2300/A23 interchange and National Cycle Network Route 20 (or NCN20).
- Include new safety enhancements in the form of a central reservation with vehicle restraint barriers.
- Upgrade classification of road to dual carriageway including national speed limit of 70 mph.
- Provide landscaping, planting and environmental mitigation measures (*Note: details currently being prepared*).

### **3 WIDER CONTEXT OF THE SCHEME**

#### **How does this scheme fit into the wider plans for Burgess Hill?**

- Phase 1 of the A2300 corridor improvements scheme will deliver over £20m investment in highways, and help to unlock significant improvements to Burgess Hill. It will attract over £1bn of inward investment into the wider area.
- It is part of a wider package of investment in local infrastructure being delivered as part of the Burgess Hill Strategic Growth Programme that will facilitate the transformative change of the town through significant improvements in housing, jobs, infrastructure, social and community facilities.
- The Burgess Hill Strategic Growth Programme is supported by all tiers of government and was established in the Coast to Capital Local Enterprise Partnership Strategic Economic Plan, Mid Sussex District Plan and also the Burgess Hill Town Wide Strategy.

#### **How does the Northern ARC development relate to this scheme?**

- Homes England, who recently acquired land known collectively as the Northern Arc to the north and northwest of Burgess Hill, will be holding engagement events in October ahead of the submission of a planning application towards the end of 2018.
- The development will deliver approximately 3,500 new homes, together with new pitches, open space, primary and secondary schools, new neighbourhood centres and green infrastructure, in addition to key infrastructure that will bring improvements to the wider Burgess Hill area including contribution to sustainable transport improvements and the dualling of the A2300.
- Information on the Northern Arc is available at: [www.burgesshill.net](http://www.burgesshill.net)

### **4 FUNDING AND COSTS**

#### **How is the scheme being funded?**

- The majority of funding for implementing these proposals will be provided by central government through the Coast to Capital Local Enterprise Partnership's Local Growth Fund. The remaining funds will be provided by West Sussex County Council and from developer contributions.

#### **How much will the scheme cost?**

- The estimated cost of the proposed improvements is £23.3m.

## **5 BENEFITS AND IMPACTS TO ROAD USERS**

### **What are the expected benefits?**

- When completed, Phase 1 will reduce existing congestion along the A2300 and on the wider road network. It is also designed to provide additional capacity and safety enhancements, which will enable Burgess Hill to meet its objectives for housing and economic growth and job creation.
- It will also provide new facilities for pedestrians and cyclists travelling between Burgess Hill and the A2300/A23 interchange and National Cycle Network Route 20.

### **How will this scheme affect my journey times?**

- The proposed improvements are expected to reduce congestion and improve journey time reliability.
- An improved A2300 will provide extra capacity, in doing so it will help ease traffic on competing road corridors and facilitate local development.
- An improved A2300 is not envisaged to create more traffic in the wider area but will enable reduced journey times between the A23 and western Burgess Hill.

### **The scheme will increase the speed limit on the road to 70 mph, surely this will increase the risk of accidents? How will this be mitigated?**

- The scheme will be designed to current highway design standards, and will take into account the proposed speed limit for the road to ensure safe operation.

### **What changes will there be to access and u-turn facilities?**

- It will be necessary to alter certain access routes on and off the A2300 for safety reasons, details of these are as follows:
  - The existing Bishopstoke Lane access to and from the A2300 from the North will be closed to vehicular traffic, with vehicles re-routed via Jobs Lane and Stairbridge Lane. This is due to the junction being in close proximity to Cuckfield Road roundabout, leading to a reduced weaving length for vehicles leaving Bishopstone Lane which wish to turn right at the roundabout.
  - The existing Stairbridge Lane/Pookbourne Road junction will be changed from an all movement crossroads, to a left in/left out only junction. This is to prevent vehicles crossing the dual carriageway, and eliminate vehicle conflict at the junction, thus ensuring road safety.

### **Will emergency services be affected by the scheme?**

- The scheme will provide improved journey times and reliability along the A2300 corridor.
- The emergency services will be asked to comment on the proposed improvements and we will consider their views as part of the scheme design development.
- We will work with them to minimise any potential impacts during construction.

### **Will this affect my bus journey?**

- The scheme will provide improved journey times and reliability along the A2300 corridor.
- We will work with local service providers to minimise any potential impacts on local bus journeys during construction.

### **Will improvements impact journey times, if so, how?**

- The proposed improvements are expected to reduce congestion and improve journey reliability along the A2300 corridor.

#### **FAQs**

Date created: 10/9/2018

### **Will this lead to more traffic? Will it lead to more HGVs?**

- An improved A2300 will provide extra capacity, in doing so it will help ease traffic on competing road corridors and facilitate local development.
- An improved A2300 is not envisaged to create more traffic in the wider area but will enable reduced journey times between the A23 and western Burgess Hill.

### **Will there be provision for pedestrians/cyclists?**

- A new combined footway/cycleway will be provided along the northern verge of the A2300 linking the existing National Cycle Network Route 20 (or NCN20) and the proposed Northern Arc development which will offer the opportunity to link with Burgess Hill town. It will be a traffic free route along the A2300 and also as an alternative to Jobs Lane. Nevertheless, Jobs Lane will continue to function as an alternative cycle route for cyclists who prefer to cycle away from the main A2300.
- We acknowledge that some pedestrian and cycle journeys will become longer as a result of the proposed scheme but we consider it is the best option with the current funding available. This is the only a start in improving sustainable transport infrastructure adjacent to the A2300, and we will continue to explore opportunities to further improve the provision for these non-car users, some of which are already being delivered (i.e. by the Hub development), and others that will be delivered over the coming years i.e. proposed Northern Arc development.

### **Will there be changes to existing local access routes or footpaths?**

- There will be a new combined footway/cycleway constructed along the northern verge of the A2300 linking NCN20 to the proposed Northern Arc development and Burgess Hill.
- There will also be opportunities to explore further enhancements to address any changes.

### **Will there be changes to existing crossings for walking, cycling and horse riding?**

- Yes, and the provision for crossing facilities for pedestrians, cyclists and horse riders will be assessed in further phases.

### **How has planned development been taken into consideration in the traffic modelling?**

- Planned development has been taken in to account through the inclusion of both government's national growth projections (i.e. National Transport Model) and Mid Sussex District Plan. Committed local developments have been explicitly tested and assessed within traffic simulation models to determine potential forecast scenarios. A range of forecast growth scenarios have been assessed for low, central and high growth.

### **How will this scheme reduce accidents/improve road safety?**

- The scheme will provide safety improvements for all road users, including pedestrians and cyclists through the provision of dedicated combined footway/cycleway.
- The dual carriageway will incorporate a central reserve thus reducing the risk of crossover collisions and right turns across the A2300 will also be closed (i.e. at Stairbridge Lane/Pookbourne Lane and Bishopstone Lane) removing potential conflicts at these locations.

### **Will the proposed scheme be sufficient to accommodate future growth?**

- Yes, the scheme will reduce congestion, facilitate growth and improve access to employment opportunities.

## **6 PROCESS**

### **How did you decide on the proposed improvements scheme?**

- When the original road was constructed in late 1990s, it was always envisaged that it would be widened to a dual carriageway at some stage in the future, and thus the land was purchased to accommodate future widening.
- When the government funding became available, it was decided the opportunity should be taken now to upgrade the road as per the original plans to cater for predicted growth in Burgess Hill.

### **Who has been involved in developing the proposed improvement scheme?**

- We have developed the scheme in collaboration with the Burgess Hill Members Steering Group, Mid-Sussex District Council and Coast to Capital Local Enterprise Partnership.

### **What consultation/engagement has already taken place?**

- We have consulted with local councillors and major stakeholders in 2014 as part of the feasibility study process.
- Further consultation with County Councillors, Mid-Sussex District Councillors, Burgess Hill Town Councillors, local MPs, land owners and other major stakeholders has also taken place in early 2018.

### **Can I look at the proposed plans today?**

- Yes, you can find out more details about the proposals by attending one of our drop-in sessions or by visiting our website: [www.westsussex.gov.uk/a2300](http://www.westsussex.gov.uk/a2300)

### **What is the best way to stay updated on the scheme's progress?**

- Details about the proposals can be found on our website: [www.westsussex.gov.uk/a2300](http://www.westsussex.gov.uk/a2300)

### **Where can I find out more information about the scheme?**

- You can find out more details about the proposals by attending one of our drop-in sessions or by visiting our website: [www.westsussex.gov.uk/a2300](http://www.westsussex.gov.uk/a2300)

### **How can I provide feedback?**

- You can provide feedback using any of the methods below:
  - Complete the questionnaire and return it using our freepost address:  
**Freepost RSBK-CHTU-KGGG**  
Have your say  
A2300 Improvements Scheme  
West Sussex County Council  
Chichester PO19 1RQ
  - Visit our website and complete the questionnaire online at: [www.westsussex.gov.uk/a2300](http://www.westsussex.gov.uk/a2300)
  - Come and see us at one of our drop-in sessions

### Where and when are the public drop-in sessions being held?

- We are holding a series of public drop-in sessions where the project team will be available to answer your questions. Details of the drop-in sessions are shown in Table 2 below:

**Table 2: Details of Drop-in Sessions**

Date	Time	Venue
Tuesday 18 September	10am to 4pm	Burgess Hill Town Council, 96 Church Walk, Burgess Hill RH15 9AS
Saturday 22 September	2pm to 6pm	The Triangle Leisure Centre, Triangle Way, Burgess Hill RH15 8WA
Tuesday 25 September	10am to 4pm	Burgess Hill Town Council, 96 Church Walk, Burgess Hill RH15 9AS
Thursday 27 September	4pm to 8pm	The Hickstead Hotel, Jobs Lane, Hickstead RH17 5NZ
Wednesday 3 October	2:30pm to 6:30pm	Hurstpierpont Village Centre, Trinity Road, Hurstpierpoint BN6 9UY

### What do I do if I have queries or want information in another format?

- If you require this information in an alternative format, please contact us on 01243 642105 or via email: [a2300@westsussex.gov.uk](mailto:a2300@westsussex.gov.uk).
- If you are deaf or hard of hearing and have an NGT texting app installed on your computer, laptop or smartphone, you can contact us on 018001 01243 642105.

### How long do I have to provide feedback to the proposals?

- You will be able to respond with feedback to the proposals from 17 September until midnight 28 October 2018.

### What are you doing with the feedback?

- We will consider the feedback received as part of the public engagement process, and where possible, will make enhancements to the scheme design as a result of the feedback.

### Will the feedback be made available?

- Yes, we will publish a summary report with details received once the feedback from the public engagement has been fully analysed.

### Why are you not consulting on proposals?

- There is minimal scope to alter the dual carriageway proposals, so we are not consulting on the dualling/widening as it stands. However, a number of walking and cycling routes may be affected by the proposals, so further phases of design work to address some of these issues are currently being planned. We are therefore seeking views on how these routes are likely to be affected, and what can be done to mitigate the effects.

## **7 LAND OWNERSHIP AND ACCESS**

### **Will you have to demolish houses?**

- No.

### **Will there be a requirement for compulsory purchase of land?**

- There will be no compulsory purchase of land required.

### **Will there be a need to access private land for survey work?**

- Yes, we have already undertaken some surveys earlier this year with permission given by landowners, and we will continue to liaise with landowners where we require access for the purpose of carrying out further surveys.

### **What are you doing for businesses affected by these works?**

- The extent of the likely disruption caused by construction will be assessed and priority will be given to reducing overall delays and disruption.

### **Will there be any changes to existing access from the A2300?**

- The existing Bishopstoke Lane access to and from the A2300 will be closed to vehicular traffic, and vehicles re-routed via Jobs Lane and Stairbridge Lane. This is due to the junction being in close proximity to the Cuckfield Road roundabout, leading to a reduced weaving length for vehicles leaving Bishopstone Lane which wish to turn right at the roundabout.
- The existing Stairbridge Lane/Pookbourne Road junction will be changed from an all movement crossroads, to a left in/left out only junction. This is to prevent vehicles crossing the dual carriageway, and eliminate vehicle conflict at the junction, thus ensuring road safety.

### **How will Jobs Lane be affected by the proposed improvements?**

- There will be amendments to Jobs Lane road alignment at Hamblin corner.

### **Is there any work to the existing over-bridge?**

- No work to the existing over-bridge is planned under Phase 1, and any work to it will form part of further phase's consideration.

### **How will the proposed improvements link to the proposed Northern Arc development?**

- Homes England, the developer will provide a new roundabout between Cuckfield Road and the Triangle roundabouts to connect to the proposed Northern Arc link road both north and south of the development.

### **Why are you proposing to alter the junction arrangement at Stairbridge Lane/Pookbourne Lane priority junction?**

- In order to meet the current highway design standards for roads and bridges and ensure the safety of all road users, the crossover will need to be closed following the upgrade of the A2300 from single to dual carriageway and also an increase in speed limit from 60 to 70mph. Traffic modelling results suggest that there is a very small impact on traffic flow and journey times. For example, the additional time required for a right turn from Stairbridge Lane via Cuckfield Road roundabout is about one minute and a straight through movement from Stairbridge Lane to Pookbourne Lane will add around one and half minute to the journey time. It is unlikely that the

additional one minute will justify turning right up Stairbridge Lane given its rural nature.

- The existing junction is an all movement 'single lane dualling' crossroads. This is an unusual junction layout, and deemed not suitable for a dual carriageway arrangement on the grounds of road safety. Consequently, all right turns will be removed, and the junction will be amended to be left-in, left-out for both side-roads. Vehicles will be able to make a u-turn at either the Ricebridge Services or Cuckfield Road roundabouts.

**Please state how cyclists will be catered for by the proposed changes at this junction.**

- Cyclists heading south on Stairbridge Lane to the A2300 in order to head west along the A2300 can use Jobs Lane to access the Ricebridge Services roundabout and onto NCN20 from there.
- Cyclists travelling north along Pookbourne Lane intending to turn right and head east on the A2300 can head west to the Ricebridge Services roundabout and access the cycleway network from the roundabout there.

**Why do you propose to close the A2300/Bishopstone Lane priority junction?**

- In order to meet the current highway design standards for roads and bridges and ensure the safety of all road users, this junction will need to be closed following the upgrade of the A2300 from single to dual carriageway and also an increase in speed limit from 60 to 70mph.
- The proximity of this junction and Cuckfield Road roundabout means that a junction here onto the dual carriageway (even if it's a left in/left out only) is deemed hazardous as a result of reduced weaving length for vehicles leaving Bishopstone Lane which wish to turn right at the roundabout.

## **8 CONSTRUCTION**

**When will work start and how long will construction take?**

- The works are programmed to start in spring 2020, and go through to summer 2021. However, some advance works including vegetation clearance and translocation of affected species (if any) will take place before then.

**Will the road remain open during construction?**

- We expect the majority of the construction will take place off-line and have minimal impact on travel. However, there will be some disruption during the works, particularly when the two roundabouts at either end of the scheme requiring tie-in with the new carriageway. More details will be given nearer to the construction.

**Will there be any diversions onto local roads during construction?**

- We will look to minimise the impact on local roads, and will provide more details nearer to construction.

**Will construction cause disruption to the A2300 and wider road network?**

- We aim to minimise the impact of construction, and will provide more details nearer to construction.

### **Will you have to close the road at night to do work?**

- We may need to carry out road closures at certain times to facilitate works that require a safe operational environment without the presence of live traffic. We will provide more details nearer to construction.

## **9 ENVIRONMENT**

### **How will this scheme affect the environment?**

- At present, the effects on the environment are not fully known, and surveys and assessment are ongoing to determine them.

### **What environmental assessments have been carried out?**

- Environment surveys are currently being carried out, and an Environment Design Mitigation Report will be produced upon completion of the surveys. This will detail the effect of the design on the environment, and any mitigation measures we can employ at the design stage to reduce the impacts.

### **What environmental mitigations will be put in place?**

- These will be detailed in the Environmental Design Mitigation Report.

### **Will there be a simple summary of the Environmental Design Mitigation Report available?**

- A summary will be made available after the report is complete.

## **10 FUTURE PHASES**

### **What is planned for the future phases of the scheme?**

- We are working with developers and site promoters to identify opportunities for further sustainable transport improvements to the west of Burgess Hill including:
  - A new footway/cycleway between Cuckfield Road roundabout and Gatehouse Lane and a new toucan crossing at A273 Jane Murray Way/Gatehouse Lane (*Note: developer contribution for this work is already secured*).
  - Opportunities to, from and within the Northern Arc development and employment areas.
  - Promoting a major upgrade for A2300/A23 interchange through the government's Road Investment Strategy.