

A2300 Improvements Scheme - Frequently Asked Questions

The purpose of this document is to provide answers to potential questions from stakeholders and wider public during the advanced site clearance works period for the forthcoming A2300 major highway improvements scheme.

ADVANCED SITE CLEARANCE WORK

1) Why does this works have to take place now?

The works have to take place ahead of the main construction to ensure that minimal disruption is caused to nesting birds and other creatures. By carrying out the works in September/October we are ensuring that the works are carried out after this year's bird nesting season and before the hibernation season for small mammals. It should be noted none of the trees being removed are subject to tree preservation orders. A replanting scheme is currently being prepared.

2) What works have to be done?

Grass cutting, hedgerow, scrub, tree and tree roots removal will take place **along the northern verge only** of the A2300 between the A23 at Hickstead and the proposed Northern Arc site access roundabout (just west of the A2300/A273 Jane Murray Way or 'The Triangle' roundabout). The works will be carried out under the supervision of a licensed ecologist, and the waste will be removed from site daily and dispose of off-site when it is appropriate to do so.

3) Will any road have to be closed during the works?

No closures are planned during the duration of the works.

4) Who is doing the works?

Jackson Civil Engineering with support from their sub-contractor Chaffin Tree Surgery.

5) When will the works start and how long will it take to complete?

Monday, 16th September 2019 and takes around six weeks to complete.

6) When will the works finish?

Weather permitting, the works are expected to complete by Friday, 25th October 2019.

7) What time of day will the works take place?

The works will take place between 7:30am and 5:30pm from Monday to Friday.

8) Will works be carried out during evening or overnight?

No.

9) What disruption can motorists expect?

Most journeys will not be affected by the works, but there will be some occasions where temporary traffic lights will be required to allow the contractor to safely unload or load their machineries from the road at the beginning or the end of the shift. These will be restricted to off-peak i.e. between 9:30am and 3:30pm only.

10) Will any diversion routes for traffic have to be put in place?

FAQs

Date created: 30/8/2019

No diversions are planned.

11) Will there be any further vegetation clearance works required before the main construction starts?

There may be some more works required if we cannot complete the clearance on this occasion. The clearance on the southern verge is likely to be undertaken prior to or as part of the main construction works.

12) Will there be any other preparation works required before the main construction starts?

Jackson Civil Engineering will be digging further trial pits along the route to identify the location of any utilities equipment which may not be available through standard utilities searches. They are also working with the utilities providers to identify opportunities to move and protect pipework before the main construction works. These preparatory works will help to speed up the main construction.

SCHEME BACKGROUND INFORMATION

1 HISTORY

What is the history of the A2300 Improvements Scheme?

- 1990s – land reserved for future widening when the A2300 was first constructed.
- 2011 – Mid Sussex Transport Study identified that the A2300 would require improvements to increase capacity to support the planned development in Burgess Hill.
- 2013 – A2300 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 Local Enterprise Partnership (C2C 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 C2C LEP's Growth Deal as a contribution to the scheme, subject to deliverability and value for money assessment.

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 SCHEME OVERVIEW

Who is responsible for the scheme?

- West Sussex County Council is the scheme promoter and responsible for delivering the scheme.

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 improvements are being designed?

The improvements include:

- Widening the existing A2300 from single carriageway to dual carriageway by constructing two new lanes immediately north of the existing road between the A23 and the proposed Northern Arc site access roundabout (just west of the A2300/A273 Jane Murray Way or 'The Triangle' roundabout).
- Modifications to the existing road layout, including the A23 and Cuckfield Road roundabouts to allow for the road widening.
- Provision of a new shared footpath and cycle path along the northern verge between the A23 (National Cycle Network Route 20 or NCN20) and the proposed Northern Arc site access roundabout.
- Provision of new safety enhancements in the form of a central reservation with vehicle restraint barriers.

FAQs

Date created: 30/8/2019

- Provision of landscaping and planting measures.

Who is designing the scheme?

- Jackson Civil Engineering and its designer consultant Capita are currently developing the final scheme design.

3 WIDER CONTEXT OF THE SCHEME

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

- The A2300 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 transformation 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 has submitted a planning application for the Northern Arc development and a decision will be made in autumn 2019.
- 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 A2300 improvements scheme.
- Information on the Northern Arc is available at: www.burgesshill.net

4 FUNDING AND COSTS

How is the scheme being funded?

- The majority of funding for implementing the scheme will be provided by central government through the C2C LEP'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 scheme is £23m.

5 BENEFITS AND IMPACTS TO ROAD USERS

What are the expected benefits?

- When completed, the scheme will reduce existing congestion along the A2300 and on the wider road network. It is also designed to provide additional capacity, 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 A23 (National Cycle Network Route 20 or NCN20).

How will this scheme affect my journey times?

- The scheme is 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.

FAQs

Date created: 30/8/2019

- An improved A2300 is not envisaged to create more traffic in the wider area but will enable reduced journey times between the A23 and Burgess Hill.

What changes will there be to access arrangements?

- 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 Pookbourne Lane/ Stairbridge Lane 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.
 - The existing Bishopstoke Lane access from the A2300 will be closed to vehicular traffic, with vehicles re-routed via Stairbridge Lane and Jobs Lane. Vehicles are still able to access the A2300 from Bishopstone Lane.

Will emergency services be affected by the scheme?

- The scheme will provide improved journey times and reliability along the A2300 corridor.
- We will work with them to minimise any potential impacts during construction.

Will there be provision for pedestrians/cyclists?

- A new shared footpath and cycle path 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.

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 a new shared footpath/ cycle path.
- 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 Pookbourne Lane/Stairbridge Lane and Bishopstone Lane) removing potential conflicts at these locations.

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.

What engagement has already taken place?

- West Sussex County Council has engaged with the stakeholders through various public events in 2014, 2015 and 2018.

Does the scheme require planning permission?

- The scheme is classed as permitted development and therefore no planning permission is required.

Who gives final permission for the scheme to go ahead?

- Central government through the Department for Transport will approve the government funding in late 2019 or early 2020, and West Sussex County Council will make the final decision on whether the works go ahead or not.

7 ENVIRONMENT

What environmental assessments have been carried out?

- Although an Environmental Impact Assessment is not required for this scheme, an Environment Design Mitigation Plan has been produced detailing the effect of the design on the environment, and mitigation measures proposed to reduce the impacts.

Ecology

How will you reduce effects on wildlife?

- Mitigation planting will be provided where possible to replace any habitats affected by the scheme.

Are there any protected species or designated conservation sites affected by the scheme?

- None

How will you protect local habitats?

- Detailed habitat and protected species surveys have been undertaken to identify the most ecologically valuable areas of the scheme.
- Loss of natural habitats such as grassland, trees and hedgerows will be minimised where possible.
- Timing of clearance works will be managed carefully, for example clearing woody vegetation during the winter months to protect nesting birds.
- Loss of any valuable habitat will be compensated for where possible within the landscape proposals for the scheme.

Trees

Will trees be removed?

- Where possible, we will try to keep as many trees as possible. However, some of them will have to be removed due to construction requirements.

Landscape and Visual Impact

Will there be any significant changes to the local landscape?

- Where possible, appropriate mitigation plan is being developed to minimise any negative impacts during construction and operation of the scheme.

Will the scheme affect any nearby drainage or watercourses?

- An assessment has been undertaken of the potential effects on road drainage and the surrounding water environment (including consideration of groundwater) caused by construction and operation of the scheme.
- A Construction Environmental Management Plan will detail the procedures and methods that will be followed to minimise the risk of pollutants entering surface water features or discharging to the ground. In operation, the design of the scheme

FAQs

Date created: 30/8/2019

will give consideration to treatment of runoff prior to discharge and the measures that will be required in the event of emergency such as fuel or chemical spillage.

- Consideration will also be given to any increase in the amount of surface water runoff caused by an increase in the impermeable road surface area. A robust surface water drainage system will ensure that runoff from the scheme does not increase flood risk. The scheme will also provide opportunities to improve the existing drainage infrastructure.

How will landscape and visual impacts be mitigated?

- Where possible, appropriate mitigation plan will be introduced to minimise any negative impacts during construction and operation of the scheme.

Noise and Vibration

Will the proposed scheme have an effect on road traffic noise?

- Surveys and assessments undertaken have confirmed that the scheme will have negligible effect on road traffic noise.

Will local residents be compensated if noise levels increase as a result of the construction?

- It is unlikely that compensation will be paid for any disruption during construction. In extreme cases where significant construction noise levels are expected for a prolonged period, offers of sound insulation or (in very extreme cases) temporary housing could be offered or reasonable costs thereof. However, it should be noted that there are unlikely to be any "extreme" cases in connection with this scheme.

8 CONSTRUCTION

When will work start and how long will construction take?

- The works are programmed to start in spring 2020 and will take around eighteen months.

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.