

A2300 Corridor Improvements Scheme

Frequently Asked Questions

Road and Drainage Condition Investigations and Fence Line Surveys

1) What is the purpose of the site surveys and investigations?

To assist with scheme design development by identifying and confirming the current road and drainage network conditions along the A2300.

There will also be some vegetation clearance to enable highway boundary fencing line to be exposed to determine the extents of the highway boundaries. This will involve clearance of scrub in field, crown lift to trees to give around 2m height clearance, clearance of scrub to give around 2m wide path and small trees within 1m of fence line to be removed. None of the trees are subject to tree preservation orders.

2) How long will the surveys take?

It is expected that works are to commence from 7th May 2019 and last for approximately 6 to 8 weeks.

3) What will the working hours be for the site surveys?

The works are planned to be carried out between the hours of 9:30am and 3:30pm to ensure peak hours are not affected. There will also be some night works taking place.

4) Are there to be any diversions in place?

There are currently no plans for diverting traffic; however there will be reduced speed limits in place along the entire length of the A2300 throughout the site investigations and closure of Bishopstone Lane junction with the A2300 for a short duration.

5) Will I still be able to use the footpaths and accesses?

There are currently no plans to close off footpaths and accesses; however care will be taken by the contractor when working in the footways.

6) What about bird nesting season or the protected species?

A licensed ecologist will be supervising the clearance works to make sure that any potential issues can be managed.

7) Who will be completing the site surveys/investigation works?

Jackson Civil Engineering will be undertaking the vegetation clearance, surveys and investigations.

8) Who can I contact if I have any further queries?

You can call our contact centre on 01243 777 100 or you can visit <https://www.westsussex.gov.uk/roads-and-travel/roadworks-and-projects/road-projects/a2300-corridor-improvements-scheme/> for further information surrounding the A2300 Corridor Improvements Scheme.

General Information about the A2300 Scheme

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?

- Jackson Civil Engineering and its consultant Capita 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.

What road improvements are being considered now?

The proposals will:

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- 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?

- 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.

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, the scheme 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 modified to allow vehicular traffic to join the A2300 only. Vehicles heading to Bishopstone Lane will access via Stairbridge Lane and Jobs Lane.
 - 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.

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

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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.

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 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.