

A2300 Improvements Scheme – Frequently Asked Questions

DESIGN

- 1) Why does the gap at A2300/Pookbourne Lane/Stairbridge Lane junction need to be closed?

The gap needs to be closed following the upgrade of the A2300 to a dual carriageway to ensure it complies with the current highway design standards and ensure the safety of all road users. Traffic modelling results indicate that there is likely to be a very small impact on journey times following the gap closure.

- 2) Why is a roundabout not considered at A2300/Pookbourne Lane/Stairbridge Lane junction?

With regards to considering a roundabout at this location, there are a number of reasons why this would be unsuitable as part of the dual carriageway upgrade, not least of which would be due to the very unequal traffic flows on each of the four arms. Suitable gaps in the traffic flow would be infrequent leading to delays as well as road safety issues.

- 3) What is the rationale behind the design at Stairbridge Lane exit to the A2300?

The outline design developed for the 2018 public engagement did include a merge taper from Stairbridge Lane to the A2300. However, this was revised to the current give way layout following a detailed review at the final design stage in order to significantly improve the visibility to oncoming traffic on the A2300 and is therefore a safer option. In addition, this revised layout minimises the loss of trees and likely impact to residential properties on Jobs Lane.

CONSTRUCTION

- 1) What does the A2300 Improvements scheme include?

A new two-lane carriageway will be constructed within the northern wide grass verge between the A23 and the new Northern Arc site access roundabout. This will become the new eastbound carriageway. The existing road will be modified to form the new westbound carriageway. In addition, a new shared use footpath and cycle path will also be constructed along the northern verge.

- 2) Why does the works have to take place now?

The A2300 improvements scheme is a Department for Transport's retained scheme, and as such, it is considered as an 'essential project' that must continue to maintain the operation of the road network. The situation with Covid-19 is under constant review and the contractors working on our behalf are complying with the latest Government advice.

- 3) How long will the works take to complete?

The works started on 27th April 2020 and it will take around twenty-one months to complete, weather permitting.

- 4) Who is carrying out the works?

Jackson Civil Engineering is our principal contractor and they are supported by their sub-contractors.

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

The works will take place:

- Monday to Thursday – from 7:30am to 5:30pm
- Friday – from 7:30am to 3:30pm

There will be some occasions when works will need to take place between 7:30am and 5:30pm during weekends, bank holidays and overnights between 8pm and 5am.

6) How will the works be carried out?

The A2300 will remain open to traffic most of the time when the works are carried out although the width of the road will be reduced slightly to accommodate temporary safety barriers etc. A temporary 40mph speed limit will be in place for the entire construction period.

Where necessary, temporary traffic lights will be used to manage traffic flow at nights or weekends for a few specific activities for intermittent periods as the works progress.

7) Will access to properties be maintained during the works?

Yes.

8) Will public footpath and cycle paths be maintained during the works?

It is not possible to provide temporary paths due to site constraints.

9) Will the works affect my bus journey?

Yes, the eastbound bus stop near Shell Service Filling Station on the A2300 is closed permanently and no temporary stop will be provided.

The two bus stops near to Cuckfield Road roundabout which were constructed by the developer of the Hub (or DPD)'s development will be modified in order to tie up with the new road design.

10) Will emergency services be affected by the works?

Our contractor Jackson Civil Engineering is working with the emergency services to ensure that any disruption to their operation will be kept to a minimum.

11) Who should I contact if I have a query about the works?

Please contact our contractor Jackson Civil Engineering at

- A2300@jackson-civils.co.uk

Further background information about the scheme is available in the following pages.

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.
- 2020 – full approval to the business case was granted by the Department for Transport allowing £17m of Local Growth Fund to be secured.

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 new 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 and the new Northern Arc site access roundabout.
- Provision of new safety enhancements in the form of a central reservation with vehicle restraint barriers.

- Provision of landscaping and planting measures.

Who designed the scheme?

- Jackson Civil Engineering and its designer consultant Capita.

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 the Burgess Hill Town Wide Strategy.

How does the Northern Arc development relate to this scheme?

- Homes England has obtained planning consent for the Northern Arc development in late 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 A2300 improvements scheme.
- Information on the Northern Arc is available at the [Burgess Hill website](#).

4 Funding and Costs

How is the scheme being funded?

- The majority of funding for implementing the scheme is provided by central government through the C2C LEP's Local Growth Fund and developer contributions. The remaining fund is provided by West Sussex County Council.

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.

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.
- 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 junction will be changed from an all movement T-junction to a left-out only junction.

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 A23 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 and 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 some 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?

- West Sussex County Council has decided to proceed with the construction following confirmation of the LGF.

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?

- Where possible, mitigation planting will be provided 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 has been 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 details 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 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 has also been 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.