



West Sussex County Council

A2300 IMPROVEMENTS

Full Business Case





EXECUTIVE SUMMARY

INTRODUCTION

This document is the Full Business Case for improvements to the A2300 at Burgess Hill in West Sussex (herein referred to as ‘the A2300 Improvements scheme’). It has been prepared on behalf of West Sussex County Council for consideration by the Department for Transport and explains why the A2300 Improvements scheme should receive financial support, and provides a clear audit trail for the purposes of public accountability.

STRATEGIC CASE SUMMARY

OVERVIEW

The strategic case describes why the A2300 needs to be improved. It shows how the A2300 Improvements scheme fits into a wider strategy for the ambitious growth and development of Burgess Hill in West Sussex and demonstrates that it aligns with national, regional and local strategic plans and programmes.

The A2300 Improvements scheme is an important part of West Sussex County Council’s strategy to support growth and development. It will enable the local road network to operate more efficiently by reducing congestion, improving the reliability of journey times while providing more capacity for economic growth. It will support the delivery of the Mid Sussex District Plan, the Burgess Hill Strategic Growth Programme and the Coast to Capital Local Enterprise Partnership’s Strategic Economic Plan.

Having considered a range of options, the A2300 Improvements scheme is the one which West Sussex County Council considers the most effective in delivering the strategic objectives.

POLICY BACKGROUND AND BUSINESS STRATEGY

The A2300 Improvements scheme is closely aligned with the following national, regional and local transport-related plans and programmes for transport, housing and economic growth:

National Policies

- National transport objectives;
- Moving Britain Ahead – the Government’s Transport Investment Strategy (July 2017);
- Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen. Local Transport White Paper (2011);
- Roads Investment Strategy 2015/16 to 2019/20;
- National Infrastructure Delivery Plan (2016 to 2021);
- Roads Investment: The Roads Funding Package (2016); and
- National Planning Policy Framework (2019).

Regional Policies

- Coast to Capital Strategic Economic Plan (2014); and.
- Coast to Capital Strategic Economic Plan 2018-2030 (2018).



Local policies

- West Sussex Local Transport Plan (2011);
- Mid Sussex District Plan 2014–2031 (2018);
- Burgess Hill Transport Investment Plan (2016); and
- Burgess Hill Northern Arc Strategic Masterplan and Infrastructure Delivery Plan and Phasing Strategy (2018).

The strategic case considers each of the above plans and programmes in turn and explains how the A2300 Improvements scheme will support their aims and objectives. It shows that:

- The A2300 Improvements scheme helps to advance the national transport objectives, set by government:
 - To ease congestion and provide upgrades on important national, regional or local routes;
 - To unlock economic and job creation opportunities; and
 - To enable the delivery of new housing developments.
- The A2300 Improvements scheme will support the delivery of the Coast to Capital Local Enterprise Partnership's Strategic Economic Plan which highlights Burgess Hill as a priority location for housing and employment growth and emphasises the need for infrastructure investment to support this; and
- The A2300 Improvements scheme will support and complement the delivery of the major housing and employment allocations in the Mid Sussex District Plan (Figure 1) and the Burgess Hill Strategic Growth Programme (Figure 2). The Growth Programme is one of the most ambitious programmes of change in the South East of England comprising over 30 individual projects that include:
 - Over 5,000 new homes;
 - Over 5,000 new jobs (15,000 new jobs including construction jobs);
 - £65m investment in town centre regeneration;
 - 25 hectares of high-quality employment space across two business parks;
 - New full-fibre digital infrastructure that will meet the needs of 21st century businesses;
 - New sustainable transport infrastructure including improvements to railway stations and public transport interchanges;
 - New primary and secondary schools; and
 - New and improved leisure facilities.

Figure 1 – Strategic Allocation to the North and North-West of Burgess Hill (Mid Sussex District Plan)

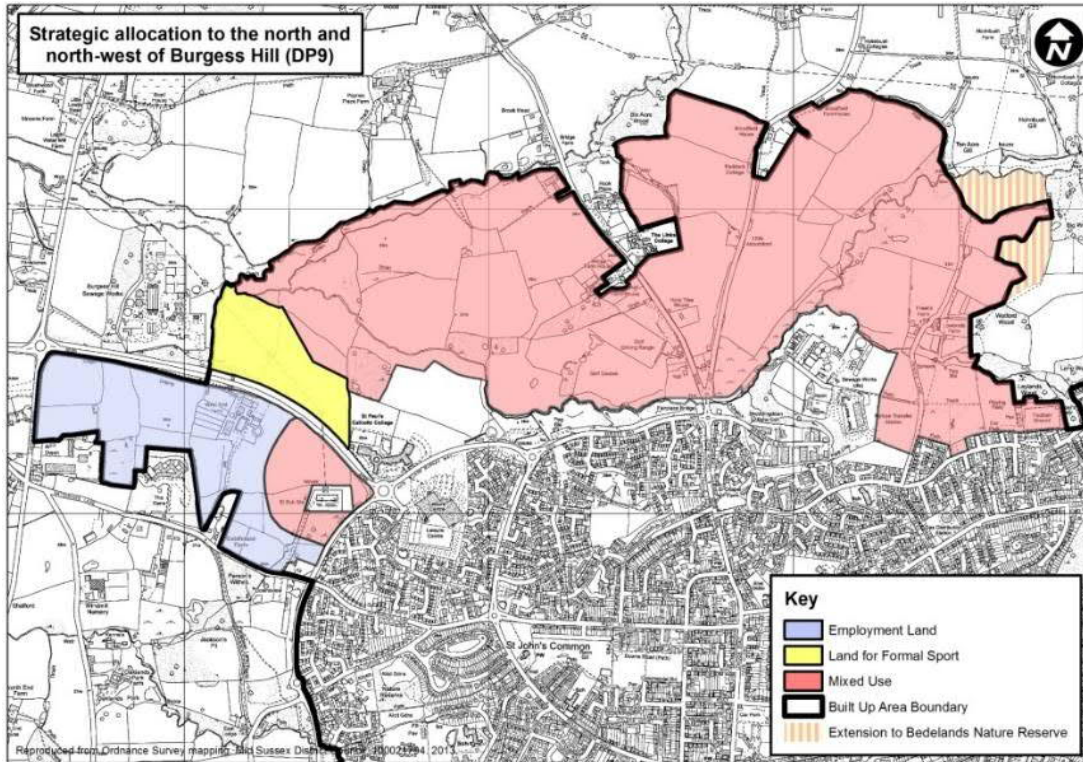
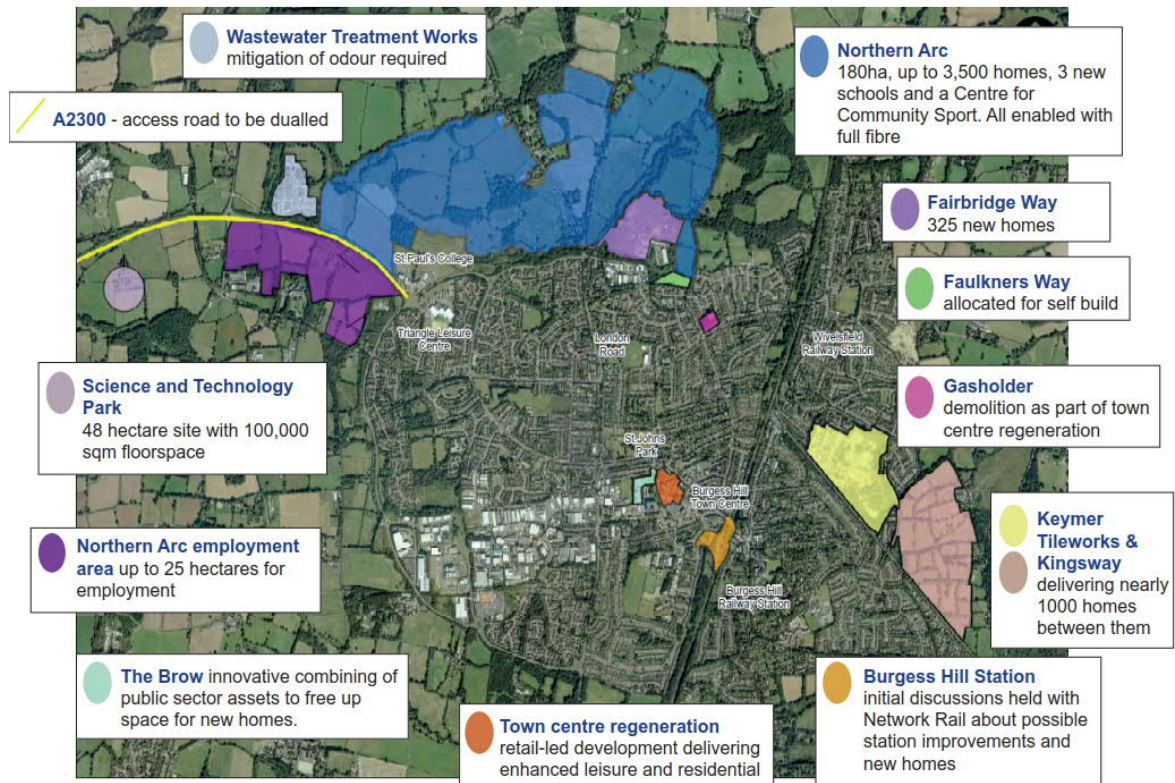


Figure 2 – Burgess Hill Strategic Growth Programme (selected projects)





The A2300 Improvements scheme will provide an upgraded, modern standard highway link between the proposed Northern Arc roundabout and the A23. It will provide excellent access to proposed housing, employment and retail developments and ensure a good level of service for users of the A2300.

EXISTING TRANSPORT-RELATED PROBLEMS

The A2300 is one of a limited number of roads connecting Burgess Hill to the strategic M23/A23 corridor. It is an important road for people commuting to and from Burgess Hill and is often busy especially during peak hours. The road suffers from existing problems:

- Congestion - the situation is worst for eastbound traffic, especially in the morning peak period. The worst affected locations are:
 - Northbound exit slip road at the A23 junction with the A2300; and
 - Eastbound approach to the A2300/A273 roundabout.
- Journey time unreliability - journey times can vary considerably during peak periods, making it difficult for road users to predict the time needed for their journeys.
- Road collisions - the A2300 Improvements scheme is expected to reduce the number of collisions and casualties by improving the design standard and enabling traffic to transfer from other less suitable roads.

FUTURE TRANSPORT-RELATED PROBLEMS

Even in the absence of planned development, background traffic growth will make existing problems worse, but the level of traffic generated by the planned development will have an even more significant impact. The strategic case sets out that traffic flows are anticipated to grow by up to 40% by 2037 from 2015 levels, which will have a significant impact on congestion and delay.

OPTIONS AND THE PROPOSED A2300 IMPROVEMENTS SCHEME

A2300 Improvements Scheme's Aim and Objective

The primary aim of the A2300 Improvements scheme is 'to support delivery of the Coast to Capital Local Enterprise Partnership's Strategic Economic Plan and the Mid Sussex District Plan by enabling the delivery of new homes and jobs.

To achieve this aim, the strategic case defines high-level strategic outcomes, specific or intermediate objectives and operational objectives.

Scope and Constraints

The strategic case sets out the scope of the A2300 Improvements scheme and discusses its constraints. There are few constraints since it comprises of widening, mainly within the existing highway boundary. The design, timing and delivery mechanisms are being coordinated with Homes England, the Northern Arc developer, given the nature of the A2300 Improvements scheme, and the proposed Northern Arc roundabout.

Options

A long list of options which included highway and non-highway interventions were considered in the development of options. These included bus priority measures, park and ride site, integrated transport system, and demand management along with highway improvements. Following a sifting process, it was determined that highway improvements were the most appropriate for the A2300.

Four options were subsequently considered for the A2300 improvements (each is described in detail in the strategic case):

- Option 1 - Retain single carriageway arrangement (with improvements to junctions only);



- Option 2a - Partial dualling (between the A23 and the proposed Northern Arc roundabout only, 50mph speed limit);
- Option 2b - Partial dualling (between the A23 and the proposed Northern Arc roundabout only, national speed limit); and
- Option 3 - Full dualling (between the A23 and A273 roundabout).

Proposed A2300 Improvements scheme

Following a traffic assessment and economic appraisal process, Option 2b, was identified as showing the greatest traffic benefit, and will deliver the best value for money. More detail is available in the Traffic Forecasting Report (August 2019) and the Economic Assessment Report (August 2019).

Achievement of Objectives

The A2300 Improvements scheme will create capacity for the expected traffic growth and will tackle the planned and potential developments to 2037. The strategic case concludes by using key forecasts from the Burgess Hill Transport Model to demonstrate how the scheme is expected to achieve its objectives. This complements the information presented more formally in the economic case which focuses on the economic value of all the benefits that can be monetised.

ECONOMIC CASE SUMMARY

The economic case identifies and assesses all the impacts of the A2300 Improvements scheme to determine its overall value for money. It takes account of the costs of developing, building, operating and maintaining the scheme, and a full range of its impacts, including those which can be monetised.

BENEFIT COST RATIO

The Value for Money category is based on the Benefit Cost Ratio. The initial Benefit Cost Ratio is 2.3, which includes both economic and accident benefits. The adjusted Benefit Cost Ratio is 2.4.

VALUE FOR MONEY CATEGORY

An analysis of the monetised benefits of the A2300 Improvements scheme demonstrates that it offers high value for money.

FINANCIAL CASE SUMMARY

The financial case provides a detailed cost estimate and a breakdown of how the A2300 Improvements scheme will be funded. The estimated cost of the A2300 Improvements scheme is approximately £22.164m at outturn prices which includes an allowance for Quantified Risk (P50).

A fixed sum of £17m is being sought from the Department for Transport, which represents 77% of the A2300 Improvements scheme's outturn costs. The remainder of the balance will be underwritten by West Sussex County Council and will be funded from corporate borrowing and developer contributions.

COMMERCIAL CASE SUMMARY

In line with West Sussex County Council's adopted approach, the A2300 Improvements scheme has been procured using NEC3 Option C (target cost contract with activity schedule). The contract was procured through West Sussex County Council's Projects Framework for Contractors Lot 2 and following a competitive tender selection process, Jackson Civil Engineering was appointed with its design consultant Capita in November 2018 to develop the detailed design under an NEC Professional Services Contract Option C.



MANAGEMENT CASE SUMMARY

An appropriate governance structure is essential to the successful delivery of the A2300 Improvements scheme. West Sussex County Council has established a Project Board and a Project Delivery team aligned with best practice guidance on project management. The Project Board's primary function is review and decision-making. The Project Delivery team deals with the day to day planning and delivery of the A2300 Improvements scheme.

A project programme has been developed and sets out all key tasks, their durations, key milestones, gateways and interdependencies. It is a live document, with progress being monitored on a weekly basis by the Project Manager.

Key stakeholders have been identified and a communication and stakeholder management plan has been prepared based upon practice used in previous schemes undertaken by West Sussex County Council.

A strategy has been developed to establish how the performance of the A2300 Improvements scheme against its objectives will be monitored and assessed, and to demonstrate the value for money. These objectives relate to changes in traffic flows, reductions in journey times and in variability of travel times, changes in noise and air quality levels at key locations, highway safety and wider economic indicators.