

**A2300 Improvements Scheme –  
Public Engagement Summary Report  
February 2019**



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# 1. INTRODUCTION

- 1.1. The intention to upgrade the A2300 from the current single carriageway to a dual carriageway is well known locally. This can be seen by the additional land acquired on the northern side of the road (currently this is a wide grass verge) when it was first constructed in the late 1990s.
- 1.2. The A2300 corridor was later identified as a priority for investment in the County Council’s Strategic Transport Investment Programme in July 2013. A feasibility study was subsequently commissioned to identify highway improvement solutions for the A2300 corridor to mitigate the impacts highlighted in the Mid Sussex Transport Study, and enable strategic development sites to come forward, supporting growth and the local economy of Burgess Hill as identified in the 2014 Coast to Capital Local Economic Partnership’s Strategic Economic Plan.
- 1.3. The study extent broadly covered the A2300 from the A23 roundabouts at Hickstead in the west to the A273 Jane Murray Way roundabout (locally known as the Triangle roundabout) in the east (see **Figure 1** below).

**Figure 1: Location of the A2300**



- 1.4. The A2300 corridor improvements scheme is included in the Mid Sussex District Plan (2018) as one of the infrastructure projects needed to support planned development in the District over the plan period.
- 1.5. During the preparation of the Mid Sussex District Plan, consultations took place between 21 November 2014 and 16 January 2015 and also between 12 June and 24 July 2015 which provided local stakeholders with opportunities to comment on the plans for the area, including plans for the supporting infrastructure. The District Plan was adopted in 2018 following a public examination. This demonstrates that there have been a number of opportunities for public comment on plans for the area, including the A2300 corridor improvement scheme.

## 2. KEY STAKEHOLDER ENGAGEMENT

### Options Development

- 2.1. A range of potential highway improvement options for the A2300, including the A23 Hickstead roundabouts were identified by consultant WSP/Parsons Brinckerhoff. Where appropriate, the options were evaluated using Burgess Hill Transport Model, a strategic transport model built using the industry standard software (SATURN) to assess their effectiveness at addressing the forecast congestion and capacity issues.
- 2.2. These options were refined and reduced to three options following detailed analysis, and the three options taken forward for further assessment were:
  - Option 1 – junction improvements only. This consists of the provision of traffic signals on the southern and eastern approach arms of the A23/A2300 Hickstead (western) roundabout, local widening of the A2300 westbound approach to the A23/A2300 Services (eastern) roundabout and developer’s proposed Northern Arc site access roundabout;
  - Option 2 – partial dualling of the A2300 between A23 roundabouts at Hickstead and the developer’s proposed Northern Arc site access roundabout; and
  - Option 3 – full dualling of the A2300 between A23 roundabouts at Hickstead and A273 Jane Murray Way (the Triangle) roundabout.

### Engagement

- 2.3. In late 2013 WSP/Parsons Brinckerhoff undertook an engagement exercise as part of the options development. The view from the following key stakeholders were sought:
  - Mid Sussex District Council
  - Hurstpierpoint & Sayers Common Parish Council
  - Twineham Parish Council
  - Burgess Hill Town Council
  - Highways England
  - English Heritage
  - Natural England
  - The Environment Agency
  - Local Councillors of Mid Sussex District Council and West Sussex County Council

### Preferred Option

- 2.4. Feedback received from the stakeholders and further traffic modelling assessment concluded that Option 2 (i.e. partial dualling) is the most appropriate option to be taken forward to improve the A2300 corridor. This is based on assumptions about the levels of development and the form and function of other parts of the highway network, notably including the Northern Arc spine road.

### 3. FURTHER ENGAGEMENT

3.1. Following the completion of preliminary design work on the preferred scheme (i.e. Option 2), a six week public engagement was held between 17<sup>th</sup> September and 28<sup>th</sup> October 2018. The key objectives of the engagement were to:

- raise awareness of the design proposals among the stakeholders, community and the wider public;
- ensure prospective respondents received sufficient information about the design proposals in order to make an informed response; and
- identify any unforeseen issues and potential improvements/modifications to the design proposals.

3.2. The need for dualling of the A2300 has been established previously and therefore it was not included in the engagement questionnaire.

3.3. A series of six stakeholder and public engagement events were held in the vicinity of the A2300. There were around 360 people who attended these events, and 212 responses were received including three from local authorities, ten from landowners and businesses and nine from environment and representative groups. Full details of the engagement are included in **Appendix A**.

3.4. There are a number of main issues raised about the design proposals and they are summarised in **Table 1** below.

**Table 1: Summary of Main Issues**

Issue	Description
1	Lack of north/south crossings for pedestrians and cyclists
2	Lack of footway, cycleway and bridleway provision
3	Increase in speed limit
4	Junction layout changes/rat runs
5	Lack of proposal for the A23/A2300 Hickstead (western) roundabout
6	Footway/cycleway design – lack of width and other details

3.5. The above main issues have been carefully considered by the Design Team and the response is included in **Table 2**. Where possible, design proposals have been modified to address these issues.

**Table 2: Response to Main Issues**

Issue	Response
1	It is recognised that the proposals will result in some severance of local routes, although these are not designated routes e.g. Public Rights of Way. We are considering options to provide a footway/cycleway along the southern verge of the road, with uncontrolled crossings across the A2300 either side of the A23/A2300 Services (eastern) roundabout and Cuckfield Road roundabout.
2	Opportunities to enhance the walking, cycling and horse riding provisions are being considered as part of wider proposals to improve connectivity to and within Burgess Hill. These wider proposals will be developed for delivery by 2021 and therefore can be complementary to the A2300 scheme delivery.
3	Technically there is no speed limit proposed for the new dual carriageway. The absence of a proposed speed limit means the road will be de-restricted, and a 70mph speed limit will automatically apply. The proposal for a de-restricted road is totally in keeping with the rural nature of the dual carriageway, and fully in accordance with the fact there will be no street lighting, except at the roundabouts and has been through a stage 1 road safety audit process. It is worth noting that Surrey and Sussex Police has been consulted about the proposal and confirmed that they would not support a speed limit of 50mph along the newly proposed A2300 as such measures would not be self-enforcing. In addition, the



	County Council’s speed policy, which is dictated by the national policy towards speed limits, is to impose a national speed limit at rural locations unless there is sufficient justification to lower the speed limit i.e. through villages, at accident hotspots, or along stretches of sub-standard road construction, etc. As this will be a new dual carriageway constructed to current standards through a rural area with no street lighting (except at the roundabouts), there is little justification at this stage to propose anything other than a national speed limit.
4	We are working on the option to maintain Bishoptone Lane exit to the A2300 and also the design of minor traffic management schemes at Stairbridge Lane/Bolney Grange Business Park junction, and outside of the Sportsman Public House on Cuckfield Road to help reduce or discourage the likelihood of rat-runs using Stairbridge Lane to the north or Cuckfield Road to the south of the A2300.
5	There is a proposal to provide traffic signals at the A23/A2300 Hickstead (western) roundabout as a design solution. Strategic traffic modelling indicated that this proposal will manage flows and queueing in the design year, or 15 years after the scheme opening. This proposal is considered as the most suitable solution and has been accepted in principle by Highways England.
6	There was no allowance made when the A2300 was first constructed in the 1990s for a 3m wide footway/cycleway and thus there is only room available for a 2.5m wide footway/cycleway without needing additional land outside of the existing highway boundary. However, the County Council is considering widening the proposed footway/cycleway to 3m where possible, and have contacted a number of the landowners. The design is at preliminary stage at present, and due consideration will be given to sight lines, tactile paving and dropped kerbing arrangements and signage during detailed design stage.

3.6. **Table 3** includes a list of other secondary issues raised during the engagement and our response.

**Table 3: List of Secondary Issues and Response**

No.	Secondary Issues	Response
1	Proposals will not address traffic congestion	The proposals are part of a package of measures designed to cater for the growth in traffic likely to be brought about by the most unprecedented level of development planned for Burgess Hill. Additionally, the proposed Northern Avenue to the north and south of the A2300 by the developer of Northern Arc will help to distribute the flow of traffic evenly through the north and west of Burgess Hill.
2	Options such as a new link road to the south Shell petrol filling station at Hickstead not explored	Various options were considered during the feasibility study stage, and the preferred scheme has demonstrated that it can cater for the anticipated growth in traffic and also offers the best return on the investment by achieving the best ‘Benefit to Cost’ ratio. Besides, a new link road as suggested will require a significant land acquisition exercise and involve substantial costs and time for delivery.
3	Proposals do not align with the National Planning Policy Framework (NPPF)	Paragraph 8 of the NPPF states: Paragraph 8a: achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives) –

		<p>a) Economic – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and co-ordinating the provision of infrastructure;</p> <p>b) Social – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment; with accessible services and open spaces that reflect current and future needs and support communities’ health, social and well-being; and</p> <p>c) Environment – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a lower carbon economy.</p> <p>The proposals are supporting objectives a) and b) through the provision of an improved highway including associated footway and cycleway and crossing provisions where feasible, and will support objective c) through mitigation measures identified in the Environment Design Mitigation Report.</p>
4	Lack of traffic assessment	<p>The proposals have been assessed using the Burgess Hill Transport Model, a strategic transport model built using industry standard software SATURN in accordance with the current practice and guidance provided by the Department for Transport. The model includes a base year of 2015 (data derived from traffic surveys) and forecast opening year of 2022 and design year of 2037. It covers morning and evening peak hours as well as inter-peak and off peak hours. The model results show that the proposals will be able to cope with the anticipated increase in travel demand as a result of the allocated development such as the Hub and Northern Arc.</p>
5	Lack of Environmental Impact Assessment and concerns on landscaping, loss of trees and vegetation	<p>The planning department has examined and concluded that the proposed scheme would not require an Environmental Impact Assessment and could be progressed under permitted development rights. The determination was made on the basis that the potential ‘likely significant environmental effects’ identified in the Screening Opinion Report prepared by the consultant WSP would be assessed and ‘designed out’ at the design phase (‘embedded mitigation’) or otherwise mitigated at the construction phase (‘additional mitigation’).</p> <p>We have decided to prepare an Environmental Design Mitigation Report (EDMR). The EDMR includes a series of specialist technical assessments for the topics identified in Volume 11 of the Design Manual for Roads and Bridges (DMRB) which is best practice for the</p>

		<p>environmental assessment of highways developments. Although the EDMR is not a statutory requirement in itself it will identify and ensure that the design complies with the relevant environmental legislation, guidance and best practice including that in the DMRB. The mitigation measures proposed in the EDMR will be reviewed by the relevant environmental officers within the County Council.</p> <p>The specialist technical assessments will also identify where additional mitigation is needed at the construction phase and this will inform the outline Construction Environmental Management Plan.</p>
6	Increase in traffic noise and disruption	<p>Before scheme noise survey and after scheme assessment have been undertaken as part of the EDMR, and mitigation measure such as acoustic barriers will be provided where necessary.</p>
7	Poorer air quality	<p>Potential air quality impacts associated with traffic emissions brought by the proposed scheme has been considered by using dispersion computer modelling. Twenty eight existing receptors have been selected to represent the worst locations as a result of the scheme in the model. The assessment concluded that negligible impacts have been determined for all relevant pollutants in both 2022 and 2037 and concentrations of the relevant pollutants have been predicted to be below the national air quality objectives. It is concluded that the proposed scheme is unlikely to have a significant negative effect in terms of air quality.</p>



## 4. NEXT STEPS

- 4.1. We have commenced the next stage of design development work which will form part of the full business case for the scheme.
- 4.2. The plan is to submit the full business case to the Department for Transport and Coast to Capital Local Enterprise Partnership for consideration and approval later this year. Once the full business case is approved, the construction of the scheme will commence in early 2020.

# **Appendix A:**

## **Public Engagement Report, 2019 by WSP**



# **West Sussex County Council**

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## **A2300 Corridor Improvements Scheme**

### **Public Engagement Report**

**February 2019**



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# 1 Executive summary

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## 1.1 Overview

- 1.1.1 In autumn 2018, West Sussex County Council (WSSCC) carried out a public engagement exercise on proposals to improve the A2300 corridor. 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. It is a busy road, particularly at peak times and suffers from congestion, queuing and delays.
- 1.1.2 To ease congestion and make journeys safer and more reliable, we propose to:
- Improve the A2300 corridor by widening the road from a single to a dual carriageway; and
  - Provide a footway/cycleway along the northern verge from Burgess Hill to the A2300/A23 interchange and the National Cycle Network.
- 1.1.3 The A2300 scheme is part of a wider package of investment in local infrastructure being delivered as part of the Burgess Hill Strategic Growth Programme. Prior to this engagement, we developed the proposals with input from stakeholders including Mid Sussex District Council, Burgess Hill Town Council and Coast to Capital Local Enterprise Partnership.

## 1.2 The public engagement

- 1.2.1 The public engagement ran for six weeks from 17 September until 28 October 2018 and elicited views from 212 respondents. Of those 212 respondents, 192 were from members of the public and 20 were from stakeholders, including local authorities, landowners and businesses.
- 1.2.2 The engagement was widely publicised through a variety of channels, including online, through local press, social media platforms and five public events.

## 1.3 Summary of responses received

- 1.3.1 The overarching question for the engagement was: 'Do you agree with Phase 1 design proposals?'
- 1.3.2 Of the 190 respondents that answered this question, 71% either strongly disagreed or disagreed with the proposals, 18% strongly agreed or agreed, 11% neither agreed nor disagreed.
- 1.3.3 Respondents who disagreed or strongly disagreed were asked to outline their reasons. One of the most common reasons stated was that crossings are needed for non-motorised users such as pedestrians, cyclists and horse riders. In addition, respondents who disagreed with the proposals also felt that they did not address traffic congestion and were not appropriate for the area.
- 1.3.4 A high proportion of the additional comments received as part of the engagement exercise referred to concerns about potential impacts of the proposals on walking, cycling and horse riding routes.
- 1.3.5 While 59% of respondents stated that they usually travel on the A2300 by car, the engagement also received responses from pedestrians (4%), cyclists (22%) and horse riders (8%).
- 1.3.6 It is also noted that the majority of respondents (61%) cited leisure as the primary purpose of their journeys in the area. It is possible that these potential impacts on walking, cycling and horse riding routes had a bearing on the overall nature of responses.
- 1.3.7 Respondents were also asked whether they had any comments on the design or development of future proposals. The majority of comments received to this question stated that priority

should be given to non-motorised users such as pedestrians, cyclists and horse riders. Other comments received stated that junction changes are needed at certain locations and consideration should be given to the wider context, including other developments that may happen in the future and have an impact on the area.

#### 1.4 Stakeholder responses

1.4.1 The 20 stakeholder responses have been categorised into four key groups: local authorities (three responses), landowners (five), businesses (three), and environment and representative groups (nine)

#### 1.5 Next steps

1.5.1 We have considered all responses to the public engagement, and the following design modifications have been identified to address some of the concerns raised:

- Two additional uncontrolled crossings for pedestrians and cyclists are being incorporated into the design: one to the east of the Services roundabout and one to the west of Cuckfield Road roundabout; and
- Provision of additional footway/cycleway on the southern side of the A2300 to link the new crossings.

1.5.2 We are also exploring options to:

- Purchase additional land in order to widen the footway to 3m, from the currently proposed 2.5m, although this remains subject to negotiations with landowners; and
- Address some of the concerns regarding potential 'rat-running', including:
  - Implementing left-out only vehicular access at Bishopstone Lane junction; and
  - Minor traffic management schemes at Stairbridge Lane/Bolney Grange Business Park junction, and outside the Sportsman Public House on Cuckfield Road.

## 2 About the proposals

### 2.1 Introduction

2.1.1 This section outlines the background to the scheme and is followed by sections on the public engagement approach and analysis of responses received.

### 2.2 Scheme overview

2.2.1 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. It is a busy road, particularly at peak times, and congestion, queuing and delays are regular occurrences. Significant future residential and employment growth is proposed at Burgess Hill that will put further pressure on the road.

2.2.2 To ease congestion and make journeys safer and more reliable, we want to improve the A2300 corridor by widening the road from single to dual carriageway and providing a footway/cycleway along the northern verge from Burgess Hill to the A2300/A23 interchange and the National Cycle Network. The improvements are designed to reduce congestion, facilitate growth and improve access to employment opportunities.

2.2.3 The A2300 corridor improvements scheme is part of a wider package of investment in local infrastructure being delivered as part of the Burgess Hill Strategic Growth Programme, which will facilitate the transformative change of the town through significant improvements in housing, jobs, infrastructure, social and community facilities. Phase 1 of the A2300 corridor improvements scheme will deliver more than £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.

2.2.4 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.

2.2.5 The majority of funding for implementing these proposals would be provided by HM 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. Figure 1 shows the location of the A2300.

**Figure 1 - Location of the A2300**



## 2.3 Scheme objectives

### 2.3.1 The scheme aims to:

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

## 2.4 The proposals

### 2.4.1 The proposals include:

- Widening the existing A2300 from single carriageway to dual carriageway by constructing two new lanes immediately north of the existing road;
- Modifications to the existing road layout, including roundabouts to allow for the road widening;
- Providing a new footway/cycleway along the northern verge between the proposed Northern Arc site access roundabout and the A2300/A23 interchange and the National Cycle Network;
- New safety enhancements in the form of a central reservation with vehicle restraint barriers;
- A new national speed limit of 70mph along the A2300 to reflect the change to dual carriageway classification;
- Providing landscaping, planting and environmental mitigation measures; and
- Safety alterations to the existing road layout are also proposed, including:
  - Access from A2300 and Stairbridge Lane/Pookbourne Lane amended to allow left-in/left-out movements only;
  - Three field accesses between Pookbourne Lane and Cuckfield Road roundabout on the southern side of A2300 would be closed;
  - Upgraded access to Dumbrells Farm on south side of A2300; and
  - Junction of Bishopstone Lane with A2300 closed to vehicular traffic but retaining pedestrian and cycle movements.

## 2.5 Key benefits of the scheme

### 2.5.1 When completed, Phase 1 of the scheme will reduce existing congestion along the A2300 and the wider road network. The scheme is also designed to provide:

- Additional capacity and safety enhancements, which would enable Burgess;
- Hill to meet its objectives for housing and economic growth and job creation; and
- New facilities for pedestrians and cyclists travelling between Burgess Hill and the A2300/A23 interchange and the National Cycle Network.

## 2.6 Potential impacts

### 2.6.1 For safety reasons, the proposals would mean alterations to certain access routes to and from the A2300:

- The existing Bishopstone Lane access to and from the A2300 would be closed to vehicular traffic, with vehicles re-routed via Jobs Lane and Stairbridge Lane. This is because the junction is near Cuckfield Road roundabout and there would be limited safe



distance for motorists leaving Bishopstone Lane who wish to turn right at the roundabout; and

- The existing Stairbridge Lane/Pookbourne Lane junction would 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 potential conflict at the junction.

## 2.7 Scheme timescale

2.7.1 Figure 2 - Scheme Timeline below shows the current timescale of the scheme.

Figure 2 - Scheme Timeline



## 3 The public engagement

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### 3.1 Overview

- 3.1.1 The A2300 corridor improvements scheme is included in the Mid Sussex District Plan (2018) as one of the infrastructure projects needed to support planned development in the District over the plan period.
- 3.1.2 During the preparation of the District Plan, consultations took place between 21 November 2014 and 16 January 2015 and also between 12 June and 24 July 2015 which provided local stakeholders with opportunities to comment on the plans for the area, including plans for the supporting infrastructure. The District Plan was adopted in 2018 following a public examination. This demonstrates that there have a number of opportunities for public comment on plans for the area, including the A2300 corridor improvements scheme in addition to this public engagement exercise.
- 3.1.3 This public engagement exercise ran for six weeks, between 17 September and 28 October 2018. Views were sought from members of the public and other key stakeholder groups.
- 3.1.4 The objectives of the public engagement were to:
- Raise awareness of the proposals among residents and businesses, stakeholders, and the wider public;
  - Ensure prospective respondents received sufficient information about the proposals to make an informed response; and
  - Identify any unforeseen issues and potential improvements/modifications to the scheme.

### 3.2 Who was the audience

- 3.2.1 The public engagement exercise sought the views of:
- Local authorities;
  - Residents and landowners;
  - Local businesses;
  - Environmental and user groups;
  - People who live and/or work in the area; and
  - General public.
- 3.2.2 A map showing the public engagement letter distribution area can be seen in Appendix A, with a list of stakeholders that were contacted included in Appendix B. A summary of their responses to the public engagement is included in sections 4 to 6.

### 3.3 What was asked

- 3.3.1 The public engagement questionnaire included questions on a series of topics, such as:
- Views on the proposals;
  - The main purpose of respondents' journeys along the A2300;
  - The mode of transport most frequently used to travel along/across the A2300; and
  - Other demographic information.
- 3.3.2 A copy of the questionnaire is included in Appendix C.

### 3.4 What was outside the scope of the engagement exercise

3.4.1 The Northern Arc, a proposed strategic development area on the eastern end of the A2300 near Burgess Hill which is owned by Homes England, did not form part of the engagement exercise. Homes England conducted its own engagement exercise regarding their proposals.

### 3.5 **Methods of responding**

3.5.1 Respondents were invited to provide feedback by completing the online questionnaire, which was available via the scheme's website: [www.westsussex.gov.uk/a2300](http://www.westsussex.gov.uk/a2300). Written responses were also accepted via a freepost address or email: [a2300@westsussex.gov.uk](mailto:a2300@westsussex.gov.uk). There was also a phone number that people could call to ask for further information or request a paper copy of the questionnaire. Contact details were provided in all materials.

### 3.6 **Public engagement materials**

3.6.1 A range of materials were produced to support the engagement and ensure that prospective respondents had sufficient information about the proposals on which to base their response. The materials are described below.

### 3.7 **Website**

3.7.1 The primary method for capturing views was via the scheme's website: ([www.westsussex.gov.uk/a2300](http://www.westsussex.gov.uk/a2300)), where respondents could complete an online questionnaire.

### 3.8 **Public engagement leaflet**

3.8.1 The leaflet described the proposals and explained the context to the scheme. The leaflet also provided details of how to respond to the questionnaire online. Copies of the questionnaire were made available at local deposit points, including council offices at Burgess Hill Town Council and Mid-Sussex District Council and at stakeholder and public events. Respondents could also request copies of the engagement materials in another format by using the contact details provided. A copy of the leaflet is included in Appendix D.

### 3.9 **Letter to local residents and businesses**

3.9.1 A letter was distributed to 985 properties located near the scheme and could therefore be affected if the proposals go ahead. A map showing the distribution area can be seen in Appendix A.

### 3.10 **Public engagement publicity**

3.10.1 Several communication channels were utilised to maximise awareness of the engagement exercise and encourage feedback from all interested audiences, as outlined below.

### 3.11 **Emails to stakeholders**

3.11.1 Stakeholders included local councillors, local authorities, community and environmental groups, user groups and landowners were notified in advance of the public engagement and invited to attend a pre-engagement event on 13 September 2018 at Burgess Hill Town Council.

### 3.12 **Press release**

3.12.1 A press release was issued to local media providing background information on the scheme, dates and times of the public engagement activities, details of the planned public events, a link to the scheme's website and details of a named contact in the event of future enquiries. A copy of the press release is included in Appendix E.

### 3.13 **Public engagement poster**

3.13.1 Posters were placed in more than 30 locations around Burgess Hill town centre, and at public buildings including the Triangle leisure centre, village halls, public libraries and the Hickstead Hotel.

### 3.14 Public engagement events

3.14.1 A series of engagement events were held to offer visitors an opportunity to find out more about the proposals and discuss any specific questions or concerns with the project team.

### 3.15 Stakeholder event

3.15.1 Stakeholders were invited to a pre-engagement event on 13 September 2018 at Burgess Hill Town Council. A total of 39 stakeholders attended this event, including landowners, council officers and elected members.

### 3.16 Public exhibition events

3.16.1 Five public events were held across Burgess Hill and more than 320 visitors attended the five events. Table 1 - Public Exhibitions provides details of the exhibitions:

**Table 1 - Public Exhibitions**

Date	Location
Tuesday 18 Sept 10am – 4pm	<b>Burgess Hill Town Council</b> 96 Church Walk, Burgess Hill, RH15 9AS
Saturday 22 Sept 2pm – 6pm	<b>The Triangle Leisure Centre</b> Triangle Way, Burgess Hill, RH15 8WA
Tuesday 25 Sept 10am – 4pm	<b>Burgess Hill Town Council</b> 96 Church Walk, Burgess Hill, RH15 9AS
Thursday 27 Sept 4pm – 8pm	<b>The Hickstead Hotel</b> Jobs Lane, Hickstead, RH17 5NZ
Wednesday 3 Oct 2.30pm – 6.30pm	<b>Hurstpierpoint Village Centre</b> Trinity Road, Hurstpierpoint BN6 9UY

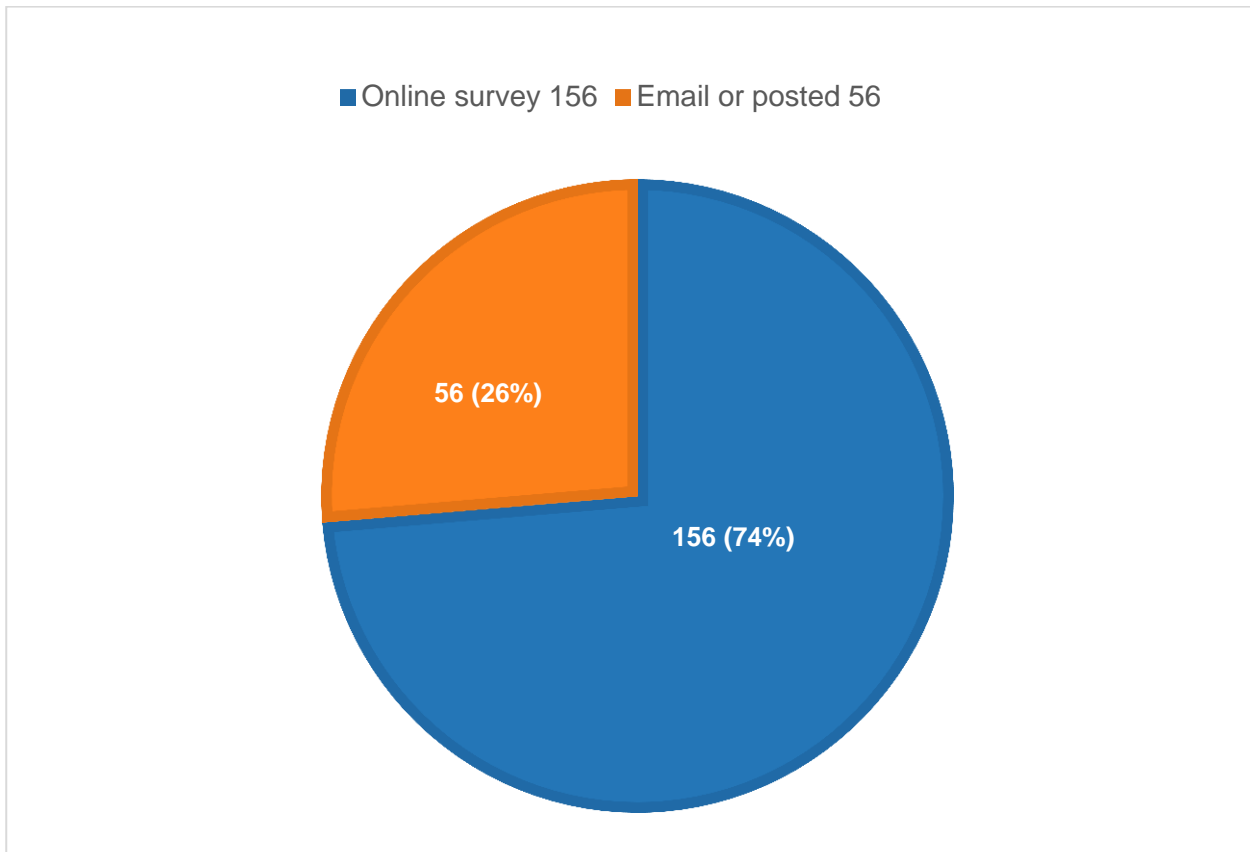
## 4 Responses to engagement

This section presents a summary of the type of respondents and their demographic background. It should be noted that percentages have been rounded up or down to the nearest percentage point. Total percentages may not always equal 100% as a result.

### 4.1 Number of responses

4.1.1 A total of 212 responses were received. Of these, around three-quarters (156, 74%) were received through the online survey and just over a quarter (56, 26%) were letters or emails. Of the responses received, 20 were from stakeholders including local authorities, environment and representative groups, landowners and businesses. Figure 3 - How Responses were received below shows a breakdown of how responses were received.

Figure 3 - How Responses were received



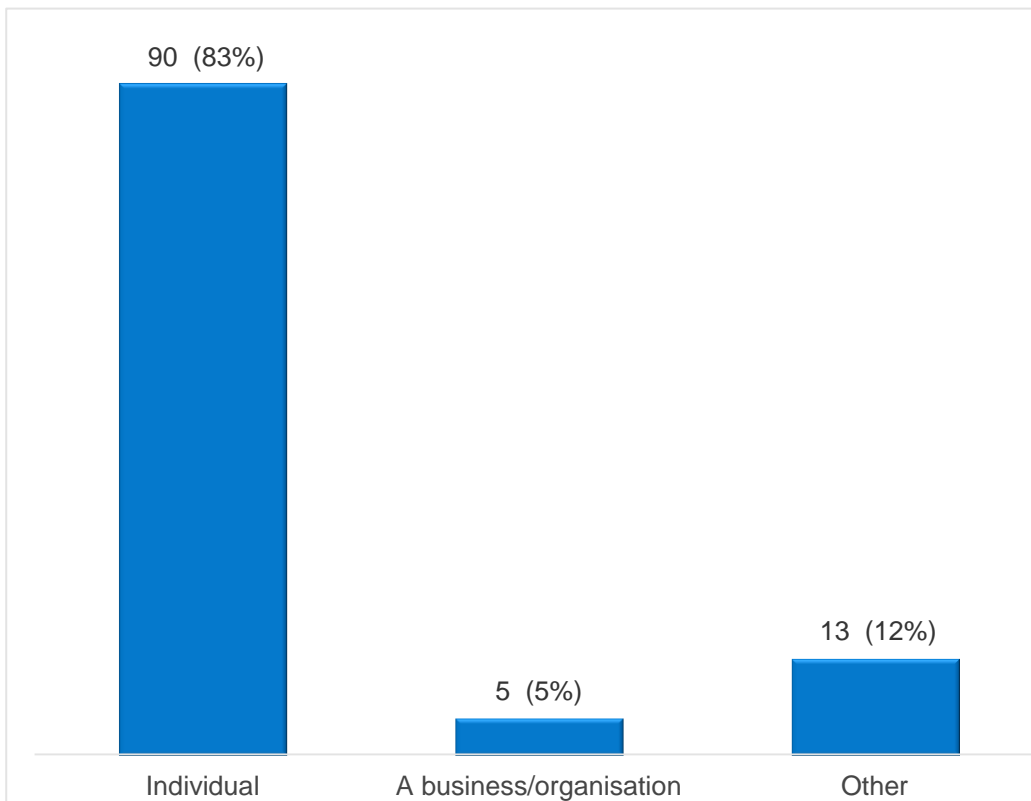
Base: n = 212



## 4.2 Type of respondent

4.2.1 Respondents were asked whether they were responding as an individual, on behalf of a business/organisation or in another capacity. Of the 108 respondents that answered this question, 90 (83%) said they were responding as an individual, 5 (5%) on behalf of a business or organisation and 13 (12%) stated they were responding in another capacity. Figure 4 - Are you responding as .. and below presents the responses received to this question.

**Figure 4 - Are you responding as ..**



*Base: n = 108*

## 4.3 Demographic information

4.3.1 Respondents were invited to answer some demographic questions as part of the questionnaire. This information is helpful in understanding the effectiveness of different communications channels in encouraging the community to respond and will be used to inform future engagement exercises.

4.3.2 Table 2- Age below shows that the majority (75%) of respondents who answered this question are aged 45 and above.

**Table 2- Age**

16-24	25-44	45-64	65+	Prefer not to say
4 (2%)	30 (16%)	80 (43%)	58 (32%)	12 (7%)
<b>Total number of respondents</b>				184

4.3.3 **Sex:** More than half of the respondents (56%) who answered this question are male, as shown in Table 3 below.

**Table 3 - Sex**

Male	Female	Prefer not to say
98 (56%)	67 (38%)	11 (6%)
<b>Total number of respondents</b>		176

4.3.4 Table 4 and Table 5 show the age and sex from the 2016 Mid Sussex Population Estimate (source: [www.westsussex.gov.uk/media/8278/2016\\_projection-west\\_sussex.pdf](http://www.westsussex.gov.uk/media/8278/2016_projection-west_sussex.pdf)). The number of respondents to this public engagement exercise (212) equates to 0.14% of the total Mid Sussex District population 146,357 in 2016.

**Table 4 – Age (Mid Sussex Population Estimate)**

Age range	0-24	25-44	45-64	65+
Count	41,060	35,460	40,275	29,562
Proportion of total population	28%	24%	28%	20%

**Table 5 – Sex (Mid Sussex Population Estimate)**

Gender	Male	Female
Count	71,614	74,743
As proportion of total population	49%	51%

4.3.5 Table 6 - Disability shows that 80% of respondents said that they do not have a disability:

**Table 6 - Disability**

Yes	No	Prefer not to say
14 (9%)	127 (80%)	18 (11%)
<b>Total number of respondents</b>		159

4.3.6 **Table 7 - Employment:** Similar proportions of respondents to this question are in full-time employment (33%) or retired (33%), as detailed in Table 7.

**Table 7 - Employment**

Unemployed	Retired	Full-time employment	Part-time employment	Self-employed	Other
0 (0%)	52 (33%)	53 (33%)	18 (12%)	19 (13%)	17 (11%)
<b>Total number of respondents</b>					159

4.3.7 **Ethnic group:** The majority of respondents (85%) who answered this question identified themselves as being from a white ethnic group, as shown in Table 8.

**Table 8 - Ethnic Group**

White	Mixed/multiple ethnic groups	Asian/Asian British	Black/African/Caribbean/Black British	Other ethnic group	Prefer not to say
140 (85%)	1 (1%)	0 (0%)	0 (0%)	1 (1%)	22 (13%)
<b>Total number of respondents</b>					164

#### 4.4 Travel behaviour

4.4.1 Respondents were asked to indicate the type of transport they use the most along the A2300 and the main purpose of their trips.

4.4.2 It is noted that the modal split of the respondents does not closely align the 2011 Census travel to work data (see Table 9) for people aged 16-74 employment; particularly for cyclists and equestrians which are over-represented in this public engagement, while pedestrians and public transport users are under-represented.

**Table 9 – 2011 Census Travel to Work**

Travel to Work	Mid Sussex Residents	Burgess Hill Residents
Home working	13.1%	9.5%
Train	12.7%	12.0%

Bus	1.5%	1.7%
Car or van driver	56.2%	58.8%
Car or van passenger	3.9%	4.5%
Cycle	1.3%	1.7%
Foot	9.8%	10.5%
Other	1.5%	1.4%
All people aged 16-74 in employment	72,229	15,942

(source: [www.westsussex.gov.uk/media/4622/censusbulletin\\_traveltowork.pdf](http://www.westsussex.gov.uk/media/4622/censusbulletin_traveltowork.pdf))

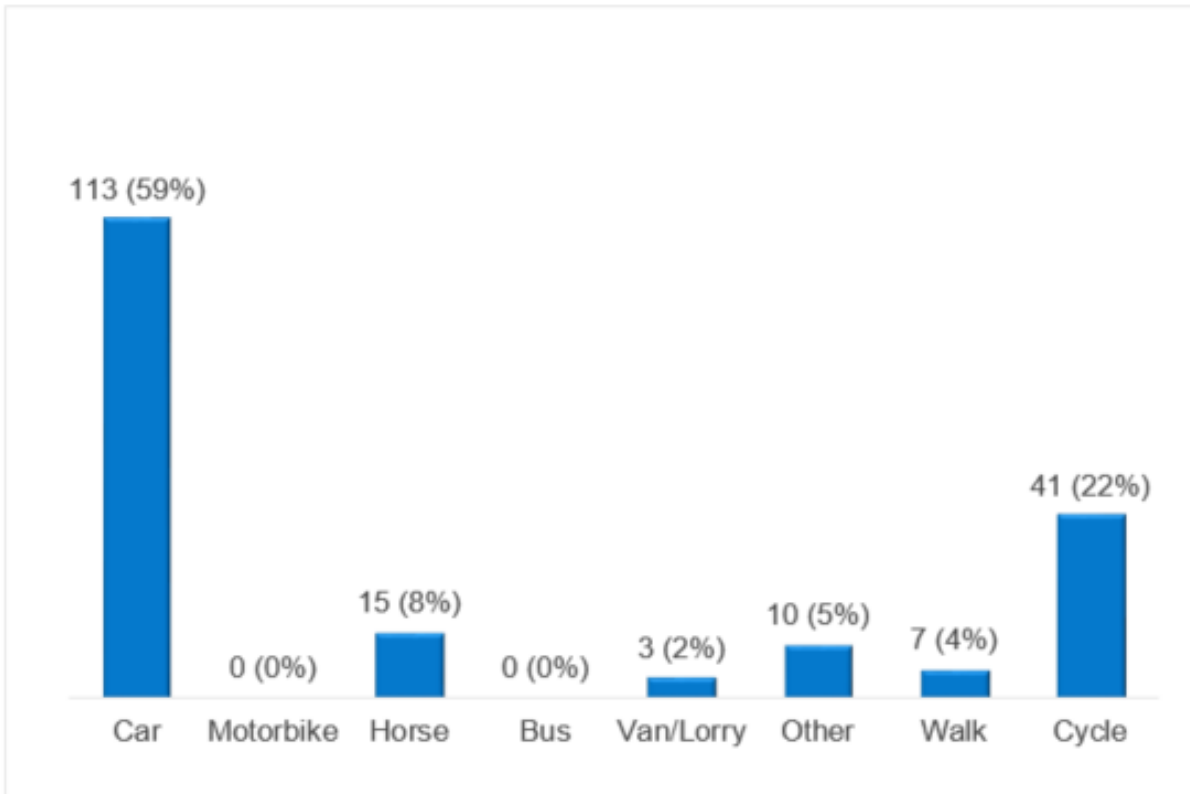
#### 4.5 What type of transport do you use the most to travel along/across the A2300?

4.5.1 Of the 191 respondents that answered this question, the majority stated that they mostly travel by car (59%), followed by cycle (22%). This represents a high proportion when compared with the 2% modal share of cycling across the country<sup>1</sup>. A further 8% reportedly they travel by horse. These results show there has been a relatively high level of interest in the engagement amongst cyclists and equestrians. Two respondents marked the questions as not applicable. Figure 5 presents the answers received to this question.

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<sup>1</sup> Transport Statistics Great Britain 2017, Department for Transport

Figure 5 - What type of transport do you use the most to travel along/across the A2300?

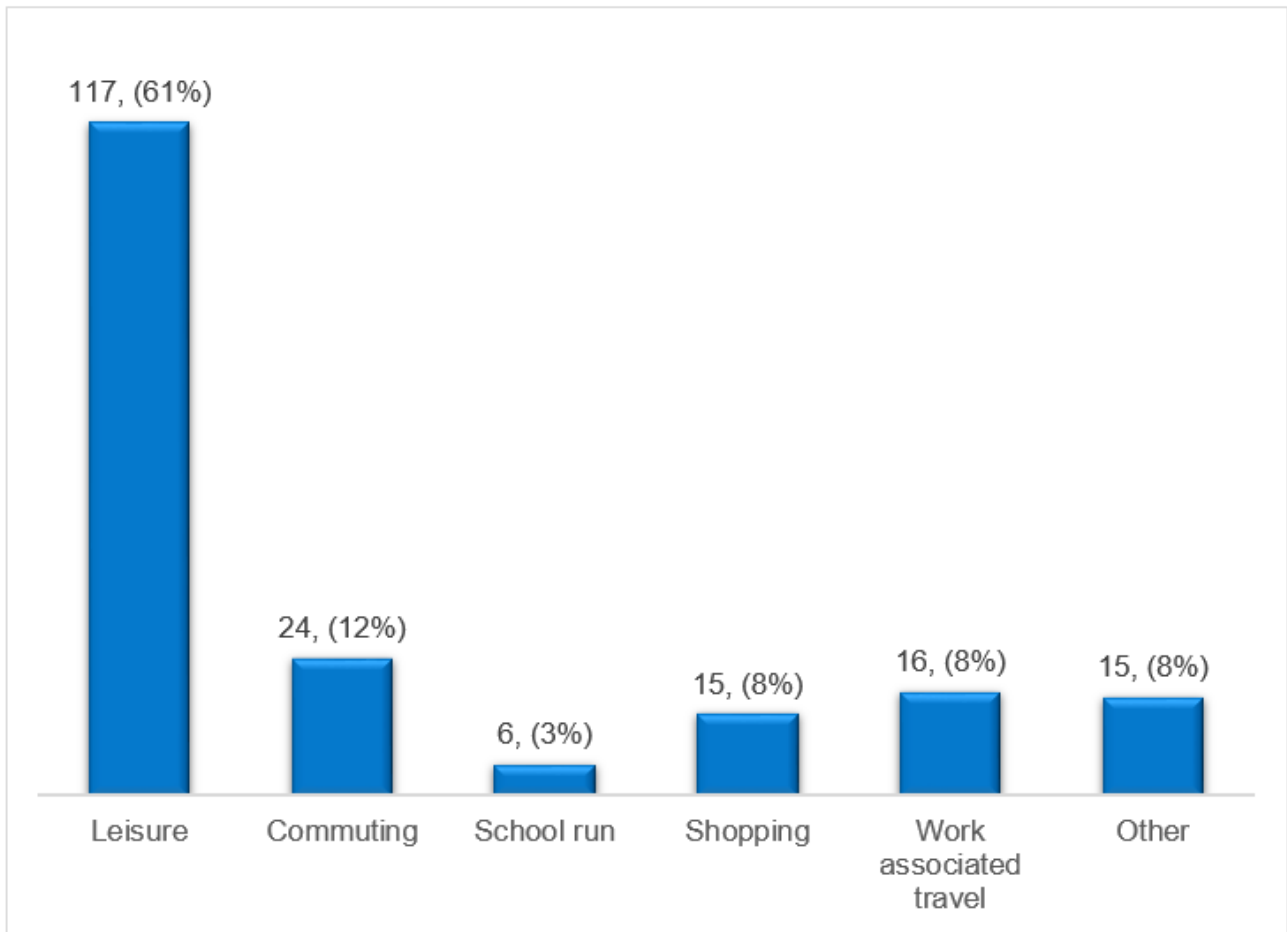


Base: n = 189

#### 4.6 What is the main purpose of your trips?

- 4.6.1 Of the 188 respondents that answered this question, the majority (62%) stated that they normally travel for leisure purposes. Slightly more than one-fifth (22%) cited commuting or other work-associated travel. Figure 6 presents the answers received to this question. It should be noted that respondents were able to select more than one choice to this question.
- 4.6.2 The high proportion of leisure users and comparatively low proportion of commuters may have some bearing on the views expressed.
- 4.6.3 By comparing primary journey purpose and mode of transport with propensity to support the proposals, it is possible to see that all groups are more likely to disagree than agree with the proposals. However, there is more support amongst car users (29%) than cyclists (5%). Similarly, commuters (33%) are more supportive of the proposals than leisure users (17%). See Appendix F for more details.

Figure 6 - What is the main purpose of your trips?



Base: n = 193

## 5 Views on scheme proposals

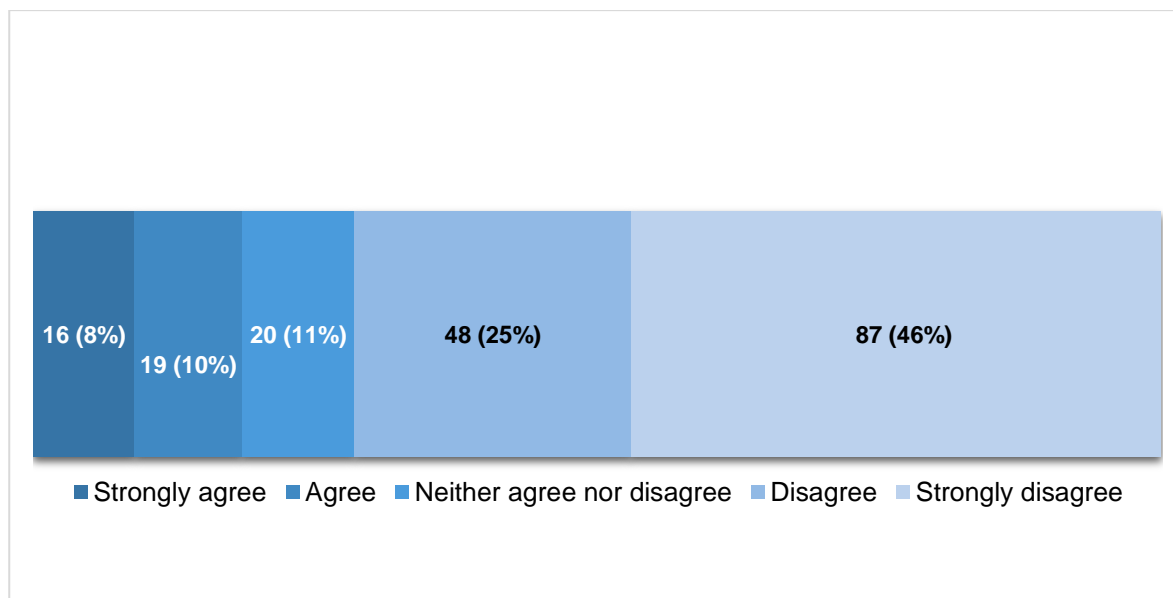
This section summarises the responses received to the scheme-specific questions in the questionnaire.

### 5.1 Summary of questionnaire responses on the Phase 1 proposals

5.1.1 The overarching question was: ‘Do you agree with Phase 1 design proposals?’

5.1.2 As shown in Figure 7, the majority of respondents do not support the Phase 1 design proposals. Overall, 135 (71%) either strongly disagree or disagree with the proposals, while 35 (18%) either strongly agree or agree. A further 20 respondents (11%) neither agree nor disagree. Figure 7 shows the breakdown of responses received to this question.

**Figure 7 - Do you agree with Phase 1 design proposals?**



Base: n = 190

### 5.2 Summary of open questions

5.2.1 Questionnaire respondents who disagreed with the proposals were invited to outline their reasons why. The comments received to this question have been categorised into themes along with the number of times the comment was made.

5.2.2 The most frequently occurring area of comment was the lack of crossing provision for people walking, cycling and horse riding (29 general comments, 12 specifically relating to the lack of crossings for horses, 8 specifically on the lack of crossings for cyclists).

5.2.3 Table 10 below presents the top 10 most frequently raised comments received to this question, while all comments received are included in Appendix G.



**Table 10 - Top 10 comments received to 'If you disagree or strongly disagree about the Phase 1 design proposals please outline your reasons'.**

Comment	Frequency
No crossing provision for non-motorised users	29
The proposal does not/will not address traffic congestion	15
Disagree with scheme/solution is not appropriate	14
Speed limit is not suitable/safe/practical	12
No crossing provision for horses	12
Not suitable solution for non-motorised users	12
Cycle lanes are not suitable/practical/are dangerous	10
Cycle access is not appropriate	10
Comments/queries to specific junctions and/or comments on junction changes	10
No crossing provision for cyclists	8

### 5.3 Summary of responses for future phases

- 5.3.1 Respondents were asked if they had any comments that could be incorporated into the design and development of future phases of improvements. The most frequently occurring comments suggested that non-motorised users should be prioritised (11) and that junction changes are required at particular locations (also 11).
- 5.3.2 Ten respondents were keen for other future developments to be considered, while walking and cycling issues were also mentioned (8 suggesting that best practice should be followed; 8 regarding crossing provision and 6 other walking-related comments).
- 5.3.3 Table 11 presents the top 10 most frequently raised comments received to this question. All comments received are included in Appendix G.

**Table 11 - Top 10 comments received to 'Do you have any comments about the design or development of future phases?'**

Comment	Frequency
Prioritise non-motorised users	11
Junction changes are needed at certain locations	11
Consider the wider context and other developments that may happen in the future and their impact on the area	10
Best practice/standards to be followed for cyclists/ pedestrians	8
Need for crossing provision for non-motorised users	8
General positive/supportive of the proposal	8
Traffic congestion is an issue (currently and will be in the future)	7
Concerns about the speed limit	7
Negative comment about the proposal	7
Other walking related comments	6

## 6 Stakeholder responses

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### 6.1 Overview

6.1.1 In total, 20 responses were received from stakeholders. These have been categorised into four key groups: local authorities, directly-affected landowners, local businesses and environmental and representative groups. The stakeholder responses have been summarised in this section.

### 6.2 Local Authorities

#### 6.2.1 Mid Sussex District Council (MSDC) – Environmental Protection

6.2.1.1 MSDC Environmental Protection strongly supports the proposed A2300 Corridor Improvements Scheme. The Council is required to implement an Air Quality Action Plan in certain areas such as Stonepound Crossroads and the scheme has been identified as a measure which is likely to reduce pollution in this area. MSDC believes the scheme will also align with the encouraged use of the existing A2300 from the A23, as well as encouraging less polluting transport options such as cycling.

#### 6.2.2 Hurstpierpoint & Sayers Common Parish Council

6.2.2.1 The Council expresses supports the scheme in principle, particularly as it facilitates the Northern Arc development plan around Burgess Hill. However, they also have some specific comments on the detailed proposals:

- They are keen that existing pedestrian, cycleway and bridleway routes are not affected, with particular focus on Stairbridge Lane and Bishopstone Lane;
- The Council points out that the provision of safe crossing points is essential and believes the scheme presents opportunities to enhance non-vehicular links, providing clear links into the Burgess Hill 'Green Circle' public open space;
- The Council is concerned that the effects of the scheme will encourage local traffic to use unsuitable routes and suggests mitigation measures are considered at key locations (Bolney Grange Business Park and the Hub development adjacent to Cuckfield Road) to ensure traffic uses the A2300; and
- The Council is keen to ensure full landscaping, by reinforcing indigenous planting, is provided wherever practicable alongside the road and were disappointed that a full Environmental Impact Assessment was not undertaken.

#### 6.2.3 Twineham Parish Council

6.2.3.1 Twineham Parish Council acknowledges that the proposed scheme is expected to achieve its key objectives, but has raised a number of significant concerns. The Council believes that there is insufficient information to show that priority controlled roundabout junctions will provide enough capacity for the expected levels of traffic growth.

- The Council believes that the proposed shared use footway/cycleway proposals are inadequate. The response highlights that an existing north/south walking, cycling and equestrian route will be severed with no suitable alternative.
- The Council also considers the proposed 70mph speed limit unsafe based on the junction design and believes there is insufficient information to support the presented idea of reduced accident and injury risk.

### 6.3 Landowners

6.3.1 A total of 5 directly-affected landowners responded to the engagement. The comments have been anonymised to protect the personal details and privacy of the respondents.

#### 6.3.2 Landowner one

6.3.2.1 Landowner one does not specifically state whether they agree or disagree with the proposals. However, they believe that:

- Public engagement started too late and affected residents should have been consulted earlier; and
- If a southern route is not adopted, then the only widening of the road should occur is between the Cuckfield Road roundabout and the proposed new Northern Arc site access roundabout.

6.3.2.2 Landowner one also outlines concerns regarding:

- A lack of statistical evidence to back up proposals such as the increase in speed limit from 60mph to 70mph. They also believe this would be dangerous and 50mph would be more appropriate;
- Proposals to close off access to the A2300 via the current opening at Bishopstone Lane, the left entry/left exit stipulations for Stairbridge Lane and for Pookbourne Lane;
- Removal of the trees, shrubs and verges; and
- The proposals will lead to a large neighbouring field being made available for development.

#### 6.3.3 Landowner two

6.3.3.1 The landowner strongly disagrees with the proposals for a number of reasons. In their view:

- The proposals would not tackle issues related to access between the A23 and A2300;
- The proposed 70mph speed limit is not appropriate on this section of road. The landowner also believes that the speed limit will lead to safety issues, noise disruption and poorer air quality locally;
- The left-in/left-out junction proposals will increase congestion and encourage vehicles to use other unsuitable routes;
- The proposed section of the cycle/footway running parallel to Jobs Lane is unnecessary as Jobs Lane is already used by joggers, cyclists and horse riders. The landowner believes this is a safer option and is likely to remain popular;
- The proposed cycle path running alongside the A2300 should be protected by safety barriers and natural screening, which would be particularly important for horse riders; and
- There are insufficient safe crossing points for pedestrians, cyclists and horse riders.

6.3.3.2 The landowner also suggests some modifications to the proposals, including a 50mph speed limit enforced by speed cameras and improved access to local businesses, and expects WSCC to take necessary steps to minimise disruption of the new road for residents (both during construction and when operational).

#### 6.3.4 Landowner three

6.3.4.1 Landowner three strongly agrees with the Phase 1 proposals and has raised the following suggestions:

- Redirect the bridleway into Jobs Lane from Bishopstone Lane;

- Use the existing and proposed bridleway network planned through Northern Arc development, which could link to the north of A2300 on an east/west orientation; and
- Focus access for future development to the west using Cuckfield Road roundabout to retain benefits of new dual carriageway and proposed new road speed upgrade classification.

### 6.3.5 Landowner four

6.3.5.1 Landowner four strongly disagrees with the Phase 1 design proposals and outlines the following concerns:

- The proposed design will cut off Pookbourne Lane and Bishopstone Lane/Gatehouse Lane, particularly for non-motorised users;
- Crossing points should be preserved as they are used by residents;
- Jobs Lane forms part of a circular route used by runners, cyclists and horse riders. More surveys should be carried out to understand current usage; and
- Two footpaths should be upgraded to bridleways to the south and east as part of a possible future phases of improvements.

### 6.3.6 Landowner five

6.3.6.1 Landowner five strongly disagrees with Phase 1 design proposals and believes that a dual carriageway which leads onto a single carriageway will not reduce congestion. Landowner five also strongly objects to proposals to close access to Bishopstone Lane.

## 6.4 Businesses

### 6.4.1 KT Electrics

6.4.1.1 KT Electrics strongly agrees with the proposals, but is disappointed that the right-turn at Stairbridge Lane will be prohibited. They also stated that traffic heading north on the A23 will continue along Stairbridge Lane.

### 6.4.2 Solar Screen

6.4.2.1 Solar Screen strongly disagrees with the proposals. They believe the current infrastructure cannot be improved and the proposals will cause a bottleneck. In addition, they suggest that the proposal would restrict access to the Bolney Grange Business Park.

### 6.4.3 Westbourne Motors

6.4.3.1 Westbourne Motors strongly disagrees with the current proposals. They operate a large number of commercial vehicles, including Heavy Goods Vehicles (HGVs), and believe that the proposed route is unsuitable for any commercial vehicle, specifically Jobs Lane. They are concerned that the road at its current width is not wide enough for two standard vehicles, and subsequently that there is a potential safety risk if two HGVs or other large commercial vehicles are travelling adjacent to each other.

6.4.3.2 They also feel that there would be an increase in noise and disruption for residents due to the new route proposals. In general, they feel that there will be an increase in delays, and that the dual carriageway should come under a 40mph speed limit.

## 6.5 Environmental and Representative Groups

### 6.5.1 West Sussex Local Access Forum

6.5.1.1 West Sussex Local Access Forum disagrees with the proposals for the following reasons:

- There are no crossing facilities for non-motorised users (NMU), leaving NMUs to cross when they think it is safe to do so; and
- The proposed increase in residential development will lead to more traffic and make it more difficult for NMUs to cross the road.

6.5.1.2 The Forum also states that the existing bridge at West End Farm could provide a safe crossing facility for NMUs seeking to cross from north to south. They would also like to see improved bridledway links with the provision of an NMU crossing and would like future improvements to footways/cycleways to be multi-user.

### 6.5.2 West Sussex Cycle Forum

6.5.2.1 The West Sussex Cycle Forum does not support the proposals on the basis that they do not comply with Interim Advice Note 195/16 – Standards for highways. The Forum also cites several specific concerns, including:

- The lack of space for a shared footway and cycle route due to the narrow width proposed;
- The number of high speed junctions along the cycleway which the Forum believes represent a safety issue and may encourage cyclists to use the main carriageway; and
- The lack of access options to the cycleway and perceived severing of quieter roads used by cyclists, which the Forum suggests will make it more difficult for cyclists to cross the A2300.

6.5.2.2 The Forum explains that it is keen to ensure that cycle routes are well designed, which they suggest would support the potential increase in cycling resulting from further development around the area.

### 6.5.3 Bricycles, the Brighton and Hove Cycling Campaign

6.5.3.1 Bricycles does not believe the proposals represent corridor improvements for walking and cycling.

6.5.3.2 The Group strongly objects to restrictions on cycling movements across several junctions which are regularly used by cyclists. In addition, they feel that the scheme would make crossing the A2300 unsafe and suggest that the walking and cycling space should be a minimum of 3m wide. It is felt that there is no compensation provided for the loss of traditional and well-used cycle routes, particularly northbound and southbound.

6.5.3.3 The Group suggests that the scheme should be dropped and that initiatives which do more to encourage sustainable transport are taken forward.

### 6.5.4 Cycling UK

6.5.4.1 Cycling UK queries the need for a dual carriageway along the A2300 and instead suggests that access onto the A23 is a more pressing issue. The group believes that a greater number of cyclists would use Jobs Lane, rather than the proposed cycleway.

6.5.4.2 The Group suggests that the issue of cyclists negotiating roundabouts needs further consideration. With regards to connecting with the National Cycle Network by the A23, the group believes that an underpass should be considered.

6.5.4.3 Overall, the Group believes there is little benefit for cycling of the proposals and there are safety

issues to be addressed.

#### **6.5.5 Mid-Sussex Area Bridleways Group**

6.5.5.1 Mid-Sussex Bridleways Group outlines concerns about the proposals, particularly in respect of the crossing points at Pookbourne Lane/Stairbridge Lane and at Bishopstone Lane/Gatehouse Lane West.

6.5.5.2 The Group suggests that some alternative, such as a bridge or underpass, would be needed if these crossings were to be unavailable. Without alternative safe crossing points, they believe that riding would be very limited.

6.5.5.3 The Group also believes that the design should take account of future planned development to ensure safe crossing points between Goddards Green and Hurstpierpoint.

#### **6.5.6 The British Horse Society**

6.5.6.1 The British Horse Society strongly disagrees with the Phase 1 proposals. It is felt that the design would create a barrier for the NMUs, specifically for riders due to the danger of having to use the central reservation to cross a busy dual carriageway.

6.5.6.2 The Society feels that the proposal to convert the road to dual carriageway will sever north/south access for NMUs. They suggest that the creation of additional bridleway links and safe crossings would be of great benefit to NMUs as it is felt that it is already unsafe for riders to cross the A2300 as a single carriageway.

6.5.6.3 The Society believes the proposal is contrary to District Plan DP22 and West Sussex Transport Plan 2011 – 2026. They suggest that further phases should aim to create a network of multi-functional routes for the benefit of all NMUs.

#### **6.5.7 Brighton & Hove Friends of the Earth**

6.5.7.1 Brighton & Hove Friends of the Earth objects to the proposals, which they describe as not fit-for-purpose for non-car users. The Group states that the scheme does not conform to the National Planning Policy Framework (NPPF) which states that pedestrian and cycle movements should be given priority.

6.5.7.2 There is concern over the shared cycle/walking route as it is felt that the proposed width of 2.5m is too narrow for shared use. The 70mph speed limit is also a concern for the Group, particularly in line with the number of high speed junctions, which they suggest will make it more difficult and unsafe to cross.

6.5.7.3 The Group also notes several other concerns, including:

- Visibility at junctions;
- The lack of easy access points to/from the route near the A23, at Stairbridge Lane or Cuckfield Road;
- Lack of provision for pedestrians or cyclists wanting to cross the A2300;
- The proximity of the path below the retained overbridge to the main carriageway; and
- The design of roundabouts which, it is suggested, need to be reconsidered to make it safer and easier for cyclists to navigate.

#### **6.5.8 South Coast Alliance for Transport and the Environment (SCATE)**

6.5.8.1 SCATE strongly disagrees with the proposals. In their view, the proposals are contrary to NPPF due to the lack of pedestrian and cycle facilities. Furthermore, the Group feels that the shared use of the footway for pedestrian and cycle facilities is not feasible due to the 2.5m width of the



footway.

6.5.8.2 They also feel that there is a lack of crossing points available and some sharp turnings for cyclists that may pose safety issues. Subsequently, it is felt that it is unsafe to invite pedestrians and cyclists to cross a 70mph dual carriageway.

#### 6.5.9 **Campaign to Protect Rural England, Sussex (CPRE)**

6.5.9.1 CPRE does not object to the scheme in principle, but has serious concerns about what it interprets as the prioritisation of motorists and traffic speed over the interests of pedestrians, runners, cyclists and other non-motorists. The Group believes that the proposals fail to comply with the NPPF as a result.

6.5.9.2 Specifically, the Group suggests:

- Safe, controlled and convenient crossing points for non-motorists, including specific planning for the safety and interests of older and disabled people;
- Consideration of 'Dutch-style' roundabouts as a traffic-calming solution;
- A minimum width of 3m for the footway/cycleway; and
- More tree/hedge planting along the route for environmental reasons and to increase segregation between cyclists and motorists.

## 7 Response to main issues raised

The main issues raised by attendees at the public and stakeholder events are included, alongside emerging themes from the questionnaire responses. Table 12 summarises the main issues that emerged during the engagement exercise and our responses.

**Table 12 – Main issues raised and our responses**

Issue theme	Response
<b>Scheme development</b>	
Options such as link road to south of Shell Garage not explored	Various options were considered during the feasibility study stage, and the preferred scheme has demonstrated that it can cater for the anticipated increase in traffic from allocated developments such as the Hub and Northern Arc, both of which are allocated within Mid Sussex District Local Plan. The scheme also offers the best return on the investment by achieving the best 'Benefit to Cost' ratio. Besides, a new link road as suggested will require a significant land acquisition exercise and involve substantial costs and time for delivery.
<b>Tackling congestion</b>	
The proposals will not address congestion	The scheme is part of a package of measures designed to cater for growth in traffic likely to be brought about by the almost unprecedented level of development planned for Burgess Hill. The proposed addition of the Northern Arc link roads to the north and south of the A2300 will help to distribute the flow of traffic evenly through the north and west of Burgess Hill.
<b>Environmental issues</b>	
Lack of Environmental Impact Assessment for the scheme/ landscaping concerns	<p>The planning department has examined and concluded that the proposed scheme would not require an Environmental Impact Assessment and could be progressed under permitted development rights. The determination was made on the basis that the potential 'likely significant environmental effects' identified in the Screening Opinion Report prepared by our consultant WSP would be assessed and 'designed out' at the design phase ('embedded mitigation') or otherwise mitigated at the construction phase ('additional mitigation').</p> <p>We have decided to prepare an Environmental Design Mitigation Report (EDMR). The EDMR includes a series of specialist technical assessments for the topics identified in Volume 11 of the Design Manual for Roads and Bridges (DMRB) which is best practice for the environmental assessment of highways developments.</p> <p>Although the EDMR is not a statutory requirement, it will identify and ensure that the design complies with the relevant environmental legislation, guidance and best practice including that in the DMRB. The mitigation measures proposed in the EDMR will be reviewed by the relevant environmental officers within the County Council.</p> <p>The specialist technical assessments will also identify where additional</p>

Issue theme	Response
	mitigation is needed at the construction phase and this will inform the outline Construction Environmental Management Plan.
Removal of trees and vegetation leading to loss of screening and increased noise	The EDMR will identify and ensure that the design complies with the relevant environmental legislation, guidance and best practice including that in the DMRB. The mitigation measures proposed in the EDMR will be reviewed by the relevant environmental officers within WSCC.
Risk of surface water flooding brought about by insufficient drainage provision	The drainage will be designed to current national standards which will ensure that it is able to cope with a 1 in 30 year storm, and that there is no increase to flood risk downstream of the scheme.
Increased traffic noise/disruption	<p>As part of the EDMR, before scheme noise survey and assessment have been completed and potential mitigation, such as acoustic barrier has been suggested and this will be provided as part of the scheme if required.</p> <p>If necessary, noise surveys and assessment may be undertaken after the scheme is completed.</p>
Air quality	Potential air quality impacts associated with traffic emissions brought by the proposed scheme has been considered by the use of dispersion modelling. Twenty eight existing receptors have been selected to represent the worst locations as a result of the proposed scheme in the model. Negligible impacts have been determined for all relevant pollutants in 2022 (scheme opening year) and 2037 (scheme design year) and concentrations of the relevant pollutants have been predicted to be below the national air quality objectives. It is concluded that the proposed scheme is unlikely to have a significant negative effect in terms of air quality.
<b>Planning policy</b>	
Urbanisation of land between Burgess Hill and the A23	The proposals are designed to cater for the increase in travel demand likely to arise from the Hub and Northern Arc developments – both of which are allocated within Mid Sussex District Plan.
Alignment of proposals with the National Planning Policy Framework (NPPF)	<p>Paragraph 8 of the NPPF states: -</p> <p>“8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):</p> <p>a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;</p> <p>b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-</p>

Issue theme	Response
	<p>designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and</p> <p>c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”<sup>2</sup></p> <p>The scheme is supporting objectives a) and b) through the provision of the improved highway, and will support objective c) through the Environmental Design Mitigation Measures that will be identified in the EDMR.</p>
<b>Road safety</b>	
<p>Road safety concerns/ 70mph proposed speed limit/vehicle entry speed at Cuckfield Road roundabout</p>	<p>Appropriate traffic signing and forward visibilities will be provided, and detailed design will be subject to relevant road safety audits.</p>
<b>Impacts on local roads</b>	
<p>Closure of Bishopstone Lane, and left-in/left out at Stair bridge Lane will have impacts on local traffic movements/ concerns about traffic from local industrial estates using unsuitable local roads</p>	<p>We are currently exploring the option to provide a left-out only vehicular access at Bishopstone Lane, which would alleviate some of the concerns expressed regarding ‘rat-running’. This will be examined further during the detailed design stage.</p> <p>We are also exploring minor traffic management schemes at Stairbridge Lane/Bolney Grange Business Park junction, and outside the Sportsman Public House on Cuckfield Road. These schemes are expected to reduce or discourage the likelihood of ‘rat-runs’ using Stairbridge Lane to the north or Cuckfield Road to the south.</p>
<p>Replace Cuckfield Road roundabout with left-in/left-out junctions on both sides of the A2300</p>	<p>Creating a left-in left-out junction in place of the Cuckfield Road roundabout will not only increase the construction costs substantially, it will also have a significant negative impact on local journey times.</p>
<b>Walking/cycling/horse riding impacts</b>	
<p>Impacts on existing footways, bridleways and cycle routes/links for bridleways</p>	<p>A crossing had been proposed to the east of Cuckfield Road roundabout but, following the engagement exercise, two additional crossings are being incorporated into the design: one to the east of the Services roundabout and one to the west of Cuckfield Road roundabout. These crossings will be linked from/to Pookbourne Lane and Bishopstone Lane, respectively.</p>

<sup>2</sup> National Planning Framework, 2018, Ministry of Housing, Communities and Local Government

Issue theme	Response
	Regarding crossings for horses, we are looking to improve equestrian facilities in the area through a separate scheme. One option that will be explored is to reopen the existing overbridge at West End Farm for equestrian use.
Cycle lanes are not suitable/practical/are dangerous	We will review this element of the scheme during next stage of scheme design work.
Cycleway provision/safety (crossing points, layout, access)	<p>The cycle crossings at side road junctions will be designed in accordance with national standards, with due consideration given to visibilities, dropped kerbing and tactile paving.</p> <p>Access onto the cycleway near the A23, Stairbridge Lane and Cuckfield Road will be considered during the detailed design stage.</p> <p>A gap between the carriageway and proposed cycleway will be incorporated under the existing overbridge at West End Farm during detailed design.</p>
<b>Public transport</b>	
Public transport options need to be considered/provision improved	The proposals are designed to cater for future growth in the area and bus stops will be installed as part of this scheme.

## 8 Next steps

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8.1.1 We have considered all responses to the public engagement, and the following design modifications have been identified to address some of these concerns that were raised through the engagement:

- Two additional uncontrolled crossings for pedestrians and cyclists are being incorporated into the design: one to the east of the Services roundabout and one to the west of Cuckfield Road roundabout; and
- Provision of additional footway/cycleway on the southern side of the A2300 to link the new crossing points.

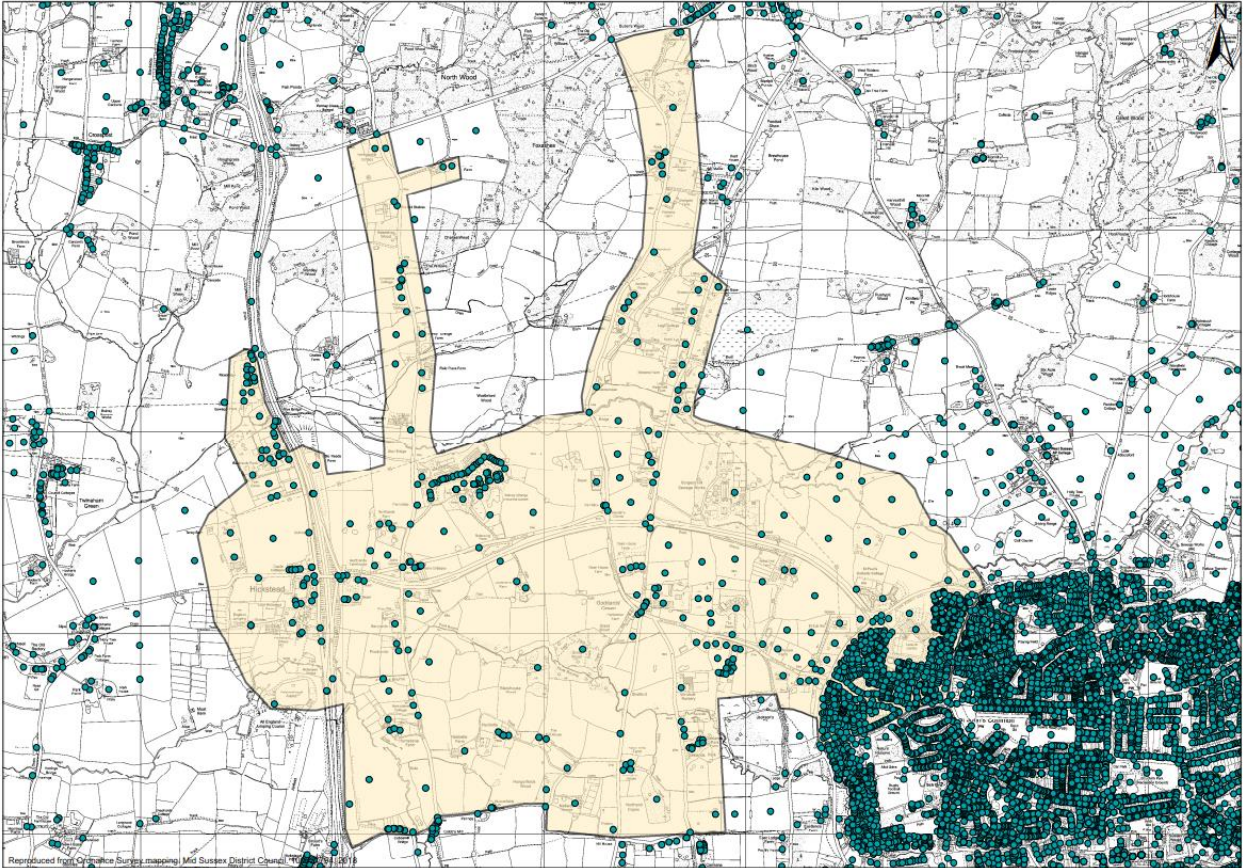
8.1.2 We are also exploring options to:

- Purchase additional land in order to widen the footway to 3m, from the currently proposed 2.5m, although this remains subject to negotiations with landowners; and
- Address some of the concerns regarding potential 'rat-running', including:
  - Implementing left-out only vehicular access at Bishopstone Lane junction; and
  - Minor traffic management schemes at Stairbridge Lane/Bolney Grange Business Park junction, and outside the Sportsman Public House on Cuckfield Road.



## Appendix A – Public engagement area

A letter was distributed to 985 properties located in the area highlighted in beige below.





## Appendix B – Stakeholder list

Stakeholders that were engaged are listed and grouped into the following categories:

Elected representatives, local authorities, environment and representative groups and businesses.

<b>Elected representatives</b>
<b>Cllr Andrew Barrett-Miles</b>
<b>Cllr Andrew MacNaughton</b>
<b>Cllr Jonathan Ash-Edwards</b>
<b>Cllr Joy Dennis</b>
<b>Cllr Norman Webster</b>
<b>Cllr Pete Bradbury</b>
<b>Cllr Pru Moore</b>
<b>Cllr Roger Elkins</b>
<b>Sir Nicholas Soames MP</b>
<b>Nick Herbert MP</b>

<b>Local Authorities and Parish Councils</b>
<b>Ansty &amp; Staplefield Parish Council</b>
<b>Bolney Parish Council</b>
<b>Burgess Hill Town Council</b>
<b>Cuckfield Parish Council</b>
<b>Hassocks Parish Council</b>
<b>Haywards Heath Baptist Church</b>
<b>Haywards Heath Town Council</b>
<b>Hurstpierpoint &amp; Sayers Parish Council</b>
<b>Mid Sussex District Council</b>
<b>Twineham Parish Council</b>

<b>Environment and representative groups</b>
<b>Action for Deafness</b>
<b>Bluebird Community Partnership</b>
<b>Breen Equestrian Limited</b>
<b>British Motorcycle Federation</b>
<b>Campaign for Better Transport</b>
<b>Castle Inn Pub</b>
<b>Compass Travel - 1 bus route</b>
<b>Central Mid Sussex CLC</b>
<b>Cycle Touring Club</b>
<b>Department for Environment, Food and Rural Affairs</b>
<b>East Grinstead Access Group</b>
<b>English Heritage</b>



<b>Environment Agency</b>
<b>Forestry Commission</b>
<b>Freight Transport Association</b>
<b>General Public and Residents</b>
<b>Green Flag</b>
<b>Hickstead Show Ground</b>
<b>Highways England</b>
<b>Historic England</b>
<b>Local Bridleway Group</b>
<b>Local Cycling Groups</b>
<b>Mid Sussex Islamic Centre</b>
<b>Mid Sussex Older People's Council</b>
<b>Mid-Sussex Area Bridleways Group</b>
<b>Natural England</b>
<b>Public Utilities</b>
<b>Ramblers' Association</b>
<b>Ricebridge Services</b>
<b>Road Haulage Association</b>
<b>Saxon Estates</b>
<b>South Downs Riding for this Disabled Group</b>
<b>South East Coast Ambulance Service</b>
<b>Southern Water</b>
<b>St Andrews Church</b>
<b>St Paul's Catholic College</b>
<b>Sussex Police</b>
<b>Sussex Wildlife Trust</b>
<b>Sustrans</b>
<b>The AA</b>
<b>The British Horse Society</b>
<b>The RAC</b>
<b>Volunteer Centres in Mid Sussex</b>
<b>West Sussex County Council</b>
<b>West Sussex Fire and Rescue</b>
<b>West Sussex Youth Cabinet</b>

<b>Businesses</b>
<b>Burgess Hill Business Parks Association</b>
<b>Burgess Hill Golf Centre</b>
<b>Sussex Chamber of Commerce</b>
<b>University of the Third Age In East Grinstead, Burgess Hill and Haywards Heath</b>

# Appendix C – Questionnaire

Copy of questionnaire

www.westsussex.gov.uk/a2300

A

## A2300 Corridor Improvements Scheme Phase 1

### Have your Say

Please return your completed questionnaire at any of the drop-in sessions or via our freepost address:  
**Freepost RSBK-CHTU-KGGG**, Have Your Say, A2300 Improvements Scheme, West Sussex County Council,  
 Chichester, PO19 1RQ, by **midnight 28 October 2018**. You can also complete this questionnaire online by  
 visiting our website: [www.westsussex.gov.uk/a2300](http://www.westsussex.gov.uk/a2300)

**Q1. Are you responding as:**  
 (Required)

An individual  
 A business/organisation (please specify below)  
 Other (please specify below)

If 'Other' please specify

---

**Q2. What type of transport do you use the most to travel along/across the A2300?**  
 (Required)

Car       Bus       Walk  
 Motorbike     Van/lorry     Cycle  
 Horse       Other

If 'Other' please specify

---

**Q3. What is the main purpose of your trips?**  
 (Required)

Commuting       Work associated travel  
 School run       Shopping  
 Leisure           Other

If 'Other' please specify

---

**Q4. Do you agree with Phase 1 design proposals?**  
 (Required)

Strongly agree       Neither agree or disagree  
 Agree                   Disagree  
                               Strongly disagree

*If you Disagree or Strongly disagree about the Phase 1 design proposals please outline your reasons.*

**Q5. Do you have any comments about the design or development of future phases?**

West Sussex County Council will use this survey to collect personal data in order to comply with its statutory obligations and carry out a task in the public interest. The data we collect will be analysed by our contractors WSP but will be processed in accordance with the General Data Protection Regulations and any subsequent data protection legislation. Once the data has been analysed it will be held securely by us for a period of up to 5 years before being appropriately destroyed. It will not be used for any other purpose. West Sussex County Council is registered as a Data Controller (Reg. No. Z641327). For further details about our Privacy Policy, please visit [www.westsussex.gov.uk/privacy-policy](http://www.westsussex.gov.uk/privacy-policy). Details of WSP's privacy policy can be found at [www.wsp.com/en-GB/legal/privacy-policy](http://www.wsp.com/en-GB/legal/privacy-policy).

Questionnaire continued

www.westsussex.gov.uk/a2300



## A2300 Corridor Improvements Scheme Phase 1

### About you

You do not have to answer the questions in this section but it will greatly help us if you do. We collect this data as part of our day to day business to help us to better understand our communities, to improve our services, and to meet our duties under the 2010 Equalities Act. Please do not provide this information if you are responding on behalf of an organisation or are aged 15 or under.

\*Please select one option only

**Q6. Please provide your contact details below in case we need to follow up on your response.**

*If you prefer not to give these, please provide just your postcode.*

Name
Address
Postcode
Telephone
Email
Organisation (if applicable)

**Q7. Your age:\***

- 16 - 24     25 - 44     45 - 64  
 65+     Prefer not to say

**Q8. Are you:\***

- Male     Female     Prefer not to say

**Q9. Do you consider yourself to have a disability or long term illness?\***

- Yes     No     Prefer not to say

**Q10. What is your main employment status?\***

- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/> Student    | <input type="checkbox"/> Full-time Employment |
| <input type="checkbox"/> Unemployed | <input type="checkbox"/> Part-time Employment |
| <input type="checkbox"/> Career     | <input type="checkbox"/> Self-employed        |
| <input type="checkbox"/> Volunteer  | <input type="checkbox"/> Looking after home   |
| <input type="checkbox"/> Retired    | <input type="checkbox"/> Other                |

If 'Other' please specify

**Q11. What is your ethnic group?\***

- White  
 Mixed/multiple ethnic groups  
 Asian/Asian British  
 Black/African/Caribbean/Black British  
 Other ethnic group  
 Prefer not to say


**Alternative formats**

If you require this information in an alternative format, please contact us on **01243 642105** or via email on **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**.



# Appendix D – Public engagement materials

Copy of the leaflet



**About the proposed improvements**

We have now completed the design development for the Phase 1 proposals. This leaflet provides a summary of the proposed improvements, scheme objectives, key benefits, impacts and details of how you can comment on the proposals. It also explains what happens next including the timescale for delivering Phase 1 and an indication of potential improvements in future phases.

The proposed improvement scheme 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 footway / cycleway along the northern verge between the proposed Northern Arc access roundabout and the A2300 / A23 interchange and the National Cycle Network
- 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.

**A2300 Corridor Improvements Scheme Phase 1**

**Have your say**

We want to hear your views on the proposals, and where possible, we will consider enhancements to the scheme design and suggestions for future phases as a result of the feedback. You can provide feedback using any of the following:

- Complete the questionnaire and return it using our freepost address: **Freepost RS8K-CHTU-KGGG, Hove Year 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, details right.

Engagement ends **midnight 28 October 2018**.

**Alternative formats**

If you require this information in an alternative format, please contact us on **01243 642105** or via email on [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 **01800 01243 642105**.

**Northern Arc**

Homes England, who recently acquired land known collectively as the Northern Arc to the north and north west of Burgess Hill, will be holding engagement events in October ahead of the submission of a planning application towards the end of 2018.

Information on the Northern Arc is available at: [www.burgesshill.net](http://www.burgesshill.net)

**Timeline**

- Autumn 2018:** Public engagement
- Winter 2018:** Contractor procurement
- Autumn 2019:** Detailed design
- Spring 2020:** Construction starts
- Summer 2021:** Construction complete

**A2300 Corridor Improvements Scheme Phase 1**

**Drop-in sessions**

We are holding a series of public drop-in sessions where our team will be available to answer your questions and provide further information.

**Tuesday 18 September 2018**  
10am - 4pm  
Burgess Hill Town Council,  
96 Church Walk, Burgess Hill, RH15 9AS

**Saturday 22 September 2018**  
2pm - 6pm  
The Triangle Leisure Centre,  
Triangle Way, Burgess Hill, RH15 8WA


**Tuesday 25 September 2018**  
10am - 4pm  
Burgess Hill Town Council,  
96 Church Walk, Burgess Hill, RH15 9AS

**Thursday 27 September 2018**  
4pm - 8pm  
The Hickstead Hotel,  
Jobs Lane, Hickstead, RH17 5NZ

**Wednesday 3 October 2018**  
2:30pm - 6:30pm  
Hurstpierpoint Village Centre  
Trinity Road, Hurstpierpoint, BN6 9UY

**More information**

[www.westsussex.gov.uk/a2300](http://www.westsussex.gov.uk/a2300)  
[a2300@westsussex.gov.uk](mailto:a2300@westsussex.gov.uk)  
**01243 642105**



**A2300 Overbridge**

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.

It is a busy road, particularly at peak times and suffers from congestion, queuing and delays. Significant residential and employment growth is proposed at Burgess Hill that will put further pressure on the road.

To ease congestion and make the journey safer and more reliable, we propose to improve the A2300 corridor by widening the road from single to dual carriageway and provide a footway / cycleway along the northern verge from Burgess Hill to the A2300 / A23 interchange and the National Cycle Network. The improvements will reduce congestion, facilitate growth and improve access to employment opportunities.

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.

The A2300 scheme is part of a wider package of investment in local infrastructure being delivered as part of the Burgess Hill Strategic Growth Programme which will facilitate the transformative change of the town through significant improvements in housing, jobs, infrastructure, social and community facilities.

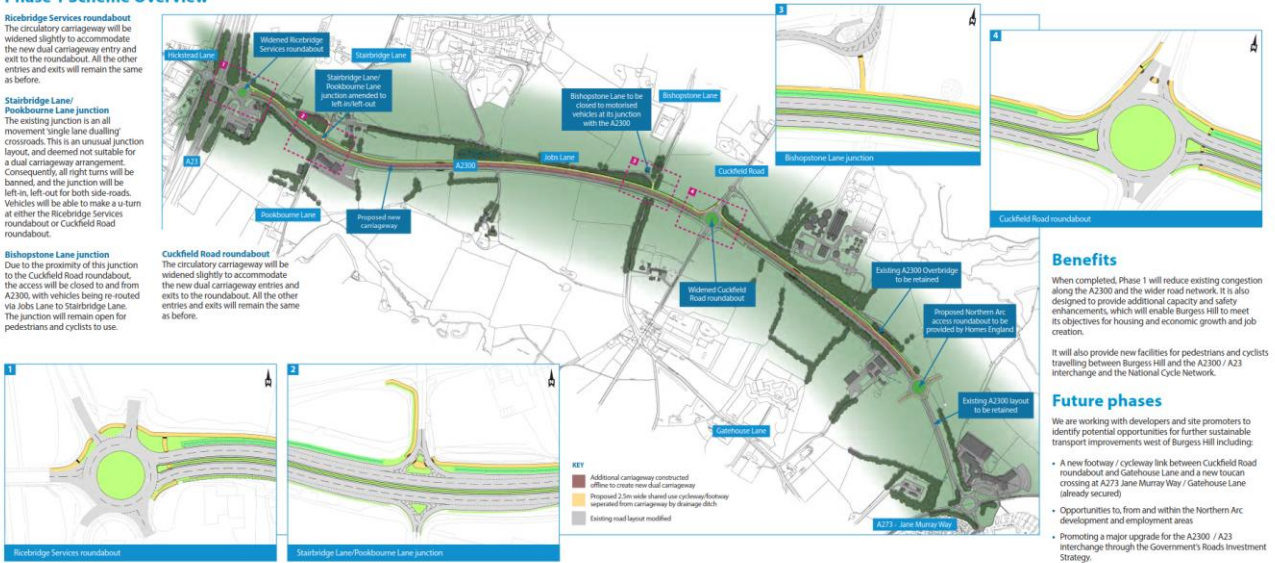
The Burgess Hill Strategic Growth Programme is supported by all tiers of government and was established in the Coast to Capital Local Enterprise Partnership Strategic Economic Plan, Mid Sussex District Plan and also the Burgess Hill Town Wide Strategy.

The majority of funding for implementing these proposals will be provided by HM Government through the Coast to Capital Local Enterprise Partnerships Local Growth Fund. The remaining funds will be provided by West Sussex County Council and from developer contributions.

**Scheme objectives**

- 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

**Phase 1 Scheme Overview**



**Ricebridge Services roundabout**  
The circulatory carriageway will be widened slightly to accommodate the new dual carriageway entry and exit to the roundabout. All the other entries and exits will remain the same as before.

**Stairbridge Lane / Pookbourne Lane junction**  
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. Consequently, all right turns will be banned, and the junction will be left-in, left-out for both side-roads. Vehicles will be able to make a u-turn at either the Ricebridge Services roundabout or Cuckfield Road roundabout.

**Bishopstone Lane junction**  
Due to the proximity of this junction to the Cuckfield Road roundabout, the access will be closed to and from A2300, with vehicles being re-routed via Jobs Lane to Stairbridge Lane. The junction will remain open for pedestrians and cyclists to use.

**Cuckfield Road roundabout**  
The circulatory carriageway will be widened slightly to accommodate the new dual carriageway entries and exits to the roundabout. All the other entries and exits will remain the same as before.

**KEY**

- Additional carriageway constructed
- offer to create new dual carriageway
- Proposed 2.0m wide shared use cycleway/footway separated from carriageway by drainage ditch
- Existing road layout modified

**Benefits**

When completed, Phase 1 will reduce existing congestion along the A2300 and 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 the National Cycle Network.

**Future phases**

We are working with developers and site promoters to identify potential opportunities for further sustainable transport improvements west of Burgess Hill including:

- A new footway / cycleway link between Cuckfield Road roundabout and Gatehouse Lane and a new toucan crossing at A273 Jane Murray Way / Gatehouse Lane (already secured)
- Opportunities to, from and within the Northern Arc development and employment areas
- Promoting a major upgrade for the A2300 / A23 interchange through the Government's Roads Investment Strategy.



Copy of letter

**A2300 Improvements Scheme**  
Tel: 01243 642105  
Email: [a2300@westsussex.gov.uk](mailto:a2300@westsussex.gov.uk)  
[www.westsussex.gov.uk/a2300](http://www.westsussex.gov.uk/a2300)

**Freepost RSBK-CHTU-KGGG**  
Have your say  
A2300 Improvements Scheme  
West Sussex County Council  
Chichester  
PO19 1RQ



6 September 2018

Dear resident,

**A2300 Corridor Improvements Scheme – Phase 1  
Public Engagement – 17 September to 28 October 2018**

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. It is a busy road, particularly at peak times and suffers from congestion, queuing and delays. Significant residential and employment growth is proposed at Burgess Hill that will put further pressure on the road.

To ease congestion and make the journeys safer and more reliable, we propose to improve the A2300 corridor by widening the road from single to dual carriageway and will provide a footway/cycleway along the northern verge from Burgess Hill to the A2300/A23 interchange and the National Cycle Network. The improvements will reduce congestion, facilitate growth and improve access to employment opportunities.

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.

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.

**Have your say**

We value your feedback and invite you to visit our website [www.westsussex.gov.uk/a2300](http://www.westsussex.gov.uk/a2300) where you can download our brochure and complete the online survey.

Where possible, we will consider enhancements to the scheme design and suggestions for future phases as a result of the feedback.

**Alternative formats**

If you require this information in an alternative format, please contact us on 01243 642105 or via email on [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.

Copy of letter continued

**Public Engagement Events**

You can find out more about the proposals by attending one of our drop-in sessions that will take place in September and October. The details of these sessions are:

**Session 1 - Burgess Hill Town Council, 96 Church Walk, Burgess Hill, RH15 9AS**  
Tuesday 18 September, 10am – 4pm

**Session 2 - The Triangle Leisure Centre, Triangle Way, Burgess Hill, RH15 8WA**  
Saturday 22 September, 2pm – 6pm

**Session 3 - Burgess Hill Town Council, 96 Church Walk, Burgess Hill, RH15 9AS**  
Tuesday 25 September, 10am – 4pm

**Session 4 - The Hickstead Hotel, Jobs Lane, Hickstead, RH17 5NZ**  
Thursday 27 September, 4pm – 8pm

**Session 5 - Hurstpierpoint Village Centre, Trinity Road, Hurstpierpoint, BN6 9UY**  
Wednesday 3 October, 2.30pm – 6.30pm

Our project team will be on hand to answer questions and provide further information.

**Northern Arc**

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. Information on the Northern Arc is available here: [www.burgesshill.net/](http://www.burgesshill.net/).

Your opinions are important to us. Closing date for responses is **midnight Sunday 28 October 2018**.

Yours sincerely,

**Roger Elkins**

Cabinet Member for Highways and Infrastructure

**Privacy statement**

West Sussex County Council will use this survey to collect personal data in order to comply with its statutory obligations and carry out a task in the public interest. The data we collect will be analysed by our contractors WSP but will be processed in accordance with the General Data Protection Regulations and any subsequent data protection legislation. Once the data has been analysed it will be held securely by us for a period of up to 5 years before being appropriately destroyed. It will not be used for any other purpose. West Sussex County Council is registered as a Data Controller (Reg. No. Z641327). For further details about our Privacy Policy, please visit [www.westsussex.gov.uk/privacy-policy](http://www.westsussex.gov.uk/privacy-policy). Details of WSP's privacy policy can be found at [www.wsp.com/en-GB/legal/privacy-policy](http://www.wsp.com/en-GB/legal/privacy-policy).



Copy of the public exhibition banners

### Banner 1

www.westsussex.gov.uk/a2300

## A2300 Corridor Improvements Scheme Phase 1

### Phase 1 Scheme Overview

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.

The improvements will reduce congestion, facilitate growth and improve access to employment opportunities.

It is a busy road, particularly at peak times and suffers from congestion, queuing and delays. Significant residential and employment growth is proposed at Burgess Hill that will put further pressure on the road.

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.

To ease congestion and make the journeys safer and more reliable, we propose to improve the A2300 corridor by widening the road from single to dual carriageway and will provide a footway / cycleway along the northern verge from Burgess Hill to the A2300 / A23 interchange and the National Cycle Network.

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.

**KEY**

- Additional carriageway constructed (darker green)
- Offices to create new dual carriageway (lighter green)
- Proposed 2.5m wide shared use cycleway/footway supported from carriageway by drainage ditch (yellow)
- Existing road layout modified (grey)

Proposed scheme

Existing layout

### Banner 2

www.westsussex.gov.uk/a2300

## A2300 Corridor Improvements Scheme Phase 1

### Proposed Junction Improvements

- Ricebridge Services roundabout**  
The circulatory carriageway will be widened slightly to accommodate the new dual carriageway entry and exit to the roundabout. All the other entries and exits will remain the same as before.
- Stairbridge Lane/Pookbourne Lane junction**  
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. Consequently, all right turns will be banned, and the junction will be left-in, left-out for both side-roads. Vehicles will be able to make a u-turn at either the Ricebridge Services roundabout or Cuckfield Road roundabout.
- Bishopstone Lane junction**  
Due to the proximity of this junction to the Cuckfield Road roundabout, the access will be closed to and from A2300, with vehicles being re-routed via Jobs Lane to Stairbridge Lane.  
The junction will remain open for pedestrians and cyclists to use.
- Cuckfield Road roundabout**  
The circulatory carriageway will be widened slightly to accommodate the new dual carriageway entries and exits to the roundabout. All the other entries and exits will remain the same as before.

Copy of public exhibition banners continued:

### Banner 3

www.westsussex.gov.uk/a2300

## A2300 Corridor Improvements Scheme Phase 1

### The proposed improvements

#### Scheme objectives

- 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

The proposed improvement scheme 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 footway / cycleway along the northern verge between the proposed Northern Arc roundabout and the A2300 / A23 interchange and the National Cycle Network
- 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.

#### Benefits

When completed, Phase 1 will reduce existing congestion along the A2300 and 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 the National Cycle Network.

#### Timeline

- 1 Autumn 2018: Public engagement
- 2 Winter 2018: Contractor procurement
- 3 Autumn 2019: Detailed design
- 4 Spring 2020: Construction starts
- 5 Summer 2021: Construction complete

A2300 Overbridge

Safety alterations to the existing road layout are proposed including:

- Access from A2300 and Stairbridge Lane / Pookbourne Lane amended to allow left in / left out movements only
- Three field accesses between Pookbourne Lane and Cuckfield Road roundabout on south side of A2300 will be closed
- Upgrade access to Dumbrells Farm on south side of A2300
- Junction of Bishopstone Lane with A2300 closed to vehicular traffic, but retaining pedestrian and cycle movements.

### Banner 4

www.westsussex.gov.uk/a2300

## A2300 Corridor Improvements Scheme Phase 1

### Future Phases

Opportunities for further sustainable transport improvements west of Burgess Hill

We are working with developers and site promoters to identify potential opportunities for further sustainable transport improvements west of Burgess Hill including:

- A new footway / cycleway link between Cuckfield Road roundabout and Gatehouse Lane and a new toucan crossing at A273 Jane Murray Way / Gatehouse Lane (already secured)
- Opportunities to, from and within the Northern Arc development and employment areas
- Promoting a major upgrade for the A2300 / A23 interchange through the Government's Roads Investment Strategy.

#### Northern Arc

Homes England, who recently acquired land known collectively as the Northern Arc to the north and north west of Burgess Hill, will be holding engagement events in October ahead of the submission of a planning application towards the end of 2018.

Information on the Northern Arc is available at: [www.burgesshill.net](http://www.burgesshill.net)

#### Have your say

We want to hear your views on the proposals, and where possible, we will consider enhancements to the scheme design and suggestions for future phases as a result of the feedback. You can provide feedback using any of the following:

- 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)

Engagement ends **midnight 28 October 2018**.

#### More information

[www.westsussex.gov.uk/a2300](http://www.westsussex.gov.uk/a2300)

[a2300@westsussex.gov.uk](mailto:a2300@westsussex.gov.uk)

01243 642105

Copy of the public engagement poster

[www.westsussex.gov.uk/a2300](http://www.westsussex.gov.uk/a2300)

## A2300 Corridor Improvements Scheme Phase 1



**Have Your Say**  
We are seeking your views on our proposals to improve the A2300 Corridor.

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.

You are invited to attend one of our drop-in sessions where our team will be available to answer your questions and provide further information.

For further details, and to complete our online questionnaire, visit our website:  
[\*\*www.westsussex.gov.uk/a2300\*\*](http://www.westsussex.gov.uk/a2300)

Deadline for responses is **midnight 28 October 2018**.

**Northern Arc**  
Homes England, who recently acquired land known collectively as the Northern Arc to the north and north west of Burgess Hill, will be holding engagement events in October ahead of the submission of a planning application towards the end of 2018.

Information on the Northern Arc is available at:  
[\*\*www.burgesshill.net\*\*](http://www.burgesshill.net)

**Drop-in Sessions**

**Tuesday 18 September 2018**  
**10am - 4pm**  
Burgess Hill Town Council,  
96 Church Walk, Burgess Hill, RH15 9AS

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**Saturday 22 September 2018**  
**2pm - 6pm**  
The Triangle Leisure Centre,  
Triangle Way, Burgess Hill, RH15 8WA

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**Tuesday 25 September 2018**  
**10am - 4pm**  
Burgess Hill Town Council,  
96 Church Walk, Burgess Hill, RH15 9AS

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**Thursday 27 September 2018**  
**4pm - 8pm**  
The Hickstead Hotel,  
Jobs Lane, Hickstead, RH17 5NZ

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**Wednesday 3 October 2018**  
**2:30pm - 6:30pm**  
Hurstpierpoint Village Centre  
Trinity Road, Hurstpierpoint, BN6 9UY





## Appendix E – Press release

£20million improvement proposals for A2300 corridor in Burgess Hill

Release date: 5 September 2018

Proposals for more than £20million worth of highway improvements to ease congestion on the A2300 corridor and bring key economic benefits to Burgess Hill and the surrounding area go on display soon.

Phase 1 of the scheme aims to improve connectivity and increase capacity between the A23/M23 strategic road corridor and existing and new housing and commercial development in Burgess Hill - including the proposed Northern Arc development to the north and northwest of the town.

The proposals, which will be displayed in a series of public exhibitions later this month, include:

- Widening the existing A2300 from single to dual carriageway by constructing two new lanes immediately north of the existing road
- Modifications to the existing road layout, including roundabouts to allow for the road widening
- Providing a new footway/cycleway along the northern verge between the proposed Northern Arc access roundabout and the A23/A2300 interchange and the National Cycle Network
- New safety enhancements, including a central reservation with vehicle restraint barriers
- Improved landscaping, planting and environmental mitigation measures

The majority of funding for Phase 1 of the improvement scheme 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 the county council and from developer contributions.

A further £12.5million is available from the Coast to Capital Local Enterprise Partnership and developers' contributions to deliver sustainable transport measures across Burgess Hill. The county council is also working with developers to identify potential opportunities for further sustainable transport improvements west of Burgess Hill and is inviting responses on these for future further improvements along the A2300 corridor.

Roger Elkins, county council Cabinet Member for Highways and Infrastructure, said: "The A2300 corridor improvements scheme is hugely significant for Burgess Hill and the surrounding area as it will deliver more than £20million worth of investment in highways and help to unlock significant improvements.

"Public drop-in sessions are being held this month (details, below) and I would urge people to tell us what they think about the proposals – your feedback is truly valued."

Jonathan Sharrock, Chief Executive at Coast to Capital, said: "Improving transport mobility is identified as a strategic priority in the Coast to Capital Strategic Economic Plan - 'Gatwick 360'. The proposals for the A2300 will greatly benefit businesses in Burgess Hill and the surrounding areas and we are delighted to be able to support this through Local Growth Fund investment of £17million."

Mid Sussex District Council Leader Cllr Garry Wall said: "Our vision for Burgess Hill is to make the town one of the most attractive places in the region to live and to do business.



“The Burgess Hill Growth Programme will deliver significant development and investment over the next 15 years including 5,000 new homes, new schools, gigabit capable, full-fibre broadband, new business parks, regeneration of the town centre and the region’s first science and technology park.

“The delivery of supporting infrastructure is an essential part of our plans and these improvements to the A2300, alongside further investment in sustainable transport, will be key to unlocking the future prosperity of the town.

“This is a really exciting time for Burgess Hill as it grows into a fully sustainable, 21st Century town.”

If you would like to find out more about future plans for Burgess Hill, you can visit [www.BurgessHill.net](http://www.BurgessHill.net)

The drop-in sessions will be held at:

- Burgess Hill Town Council, 96 Church Walk, Burgess Hill RH15 9AS Tuesday 18 September, 10am – 4pm
- The Triangle Leisure Centre, Triangle Way, Burgess Hill RH15 8WA Saturday 22 September, 2pm – 6pm
- Burgess Hill Town Council, 96 Church Walk, Burgess Hill RH15 9AS Tuesday 25 September, 10am – 4pm
- The Hickstead Hotel, Jobs Lane, Hickstead RH17 5NZ Thursday 27 September, 4pm – 8pm
- Hurstpierpoint Village Centre, Trinity Road, Hurstpierpoint BN6 9UY Wednesday 3 October, 2.30pm – 6.30pm

County council officers and representatives from their consultants will be on hand to answer questions and provide further information.

Our website page at [www.westsussex.gov.uk/a2300](http://www.westsussex.gov.uk/a2300) is due to go live by September 17 and anyone who cannot attend one of the drop-in sessions can download our brochure and complete the online survey. Closing date for responses is midnight Sunday, 28 October 2018.

## Appendix F – Comparison of support - mode

Table 10 shows the comparison of support for the proposals by mode of transport (car/cycle) and journey purpose (commuting/leisure). Percentages are based on the total number of respondents by category/type.

**Table 10 – Comparison of support by mode/journey purpose**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>Not answered</b>
<b>Car</b>	15	18	14	30	36	
	13%	16%	12%	27%	32%	
<b>Total agree</b>	29%					
<b>Total disagree</b>	58%					
<b>Cycle</b>	1	1	1	12	28	1
	2%	2%	2%	27%	64%	2%
<b>Total agree</b>	5%					
<b>Total disagree</b>	91%					
<b>Leisure</b>	11	8	8	28	57	
	10%	7%	7%	25%	51%	
<b>Total agree</b>	17%					
<b>Total disagree</b>	76%					
<b>Commuting</b>	2	6	0	8	8	
	8%	25%	0%	33%	33%	
<b>Total agree</b>	33%					
<b>Total disagree</b>	67%					



## Appendix G – Comparison of support - age

Table 11 shows the comparison of support for the proposals by age group. Percentages are based on the total number of respondents by category/type.

**Table 11 – Comparison of support by age range**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	Not answered
n/a	0	0	3	2	3	1
	0%	0%	33%	22%	33%	11%
Total agree	0%					
Total disagree	56%					
16-24	1	0	1	2	0	0
	25%	0%	25%	50%	0%	0%
Total agree	25%					
Total disagree	50%					
25-44	1	2	3	11	13	0
	3%	7%	10%	37%	43%	0%
Total agree	10%					
Total disagree	80%					
45-64	8	9	6	19	38	0
	10%	11%	8%	24%	48%	0%
Total agree	21%					
Total disagree	71%					
65+	6	7	7	15	22	0
	11%	12%	12%	26%	39%	0%
Total agree	23%					
Total disagree	65%					
Prefer not to say	0	1	2	1	8	0
	0%	8%	17%	8%	67%	0%



Total agree	8%					
Total disagree	75%					

## Appendix H – Comparison of support - sex

Table 12 shows the comparison of support for the proposals by sex. There were seven categories relating to this question which have been summarised in the table below. Percentages are based on the total number of respondents by category/type.

**Table 12 – Comparison of support by sex**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	Not answered
n/a	1	0	0	2	7	0
	10%	0%	0%	20%	70%	0%
Total agree	10%					
Total disagree	90%					
Male	8	9	9	28	42	2
	8%	9%	9%	29%	43%	2%
Total agree	17%					
Total disagree	71%					
Female	7	6	10	15	29	0
	10%	9%	15%	22%	43%	0%
Total agree	19%					
Total disagree	65%					
Prefer not to say	0	1	0	2	8	0
	0%	9%	0%	18%	73%	0%
Total agree	9%					
Total disagree	91%					

## Appendix I – Comparison of support - disability

Table 13 shows the comparison of support for the proposals based on disability. Percentages are based on the total number of respondents by category/type.

**Table 13 – Comparison of support by range of disability**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	Not answered
Disability	0	0	0	0	2	0
	0%	0%	0%	0%	100%	0%
Total agree	0%					
Total disagree	100%					
No disability	13	11	15	31	49	0
	0%	0%	0%	0%	0%	0%
Total agree	0%					
Total disagree	0%					
Not applicable	0	0	0	2	1	0
	0%	0%	0%	66%	33%	0%
Total agree	0%					
Total disagree	100%					
Prefer not to say	0	1	0	0	1	0
	50%	0%	0%	0%	50%	0%
Total agree	50%					
Total disagree	50%					

## Appendix J – Comparison of support - ethnicity

Table 14 shows the comparison of support for the proposals by ethnicity. Percentages are based on the total number of respondents by category/type.

**Table 14 – Comparison of support by ethnicity**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	Not answered
Mixed/Multiple Ethnic Groups	0	0	0	1	0	0
	0%	0%	0%	100%	0%	0%
Total agree	0%					
Total disagree	100%					
n/a	0	0	0	1	1	3
	0%	0%	0%	20%	20%	60%
Total agree	0%					
Total disagree	40%					
Not answered	0	1	0	2	8	0
	0%	9%	0%	18%	73%	0%
Total agree	9%					
Total disagree	91%					
Other	0	0	0	0	1	0
	0%	0%	0%	0%	100%	0%
Total agree	0%					
Total disagree	100%					
Other ethnic group	0	0	0	100	0	0
	0%	0%	0%	100%	0%	0%
Total agree	0%					
Total disagree	100%					
Prefer not to say	0	1	1	4	16	0



	0%	5%	5%	18%	73%	0%
Total agree	5%					
Total disagree	95%					
White	0	0	0	0	57	0
	0%	0%	0%	0%	100%	0%
Total agree	0%					
Total disagree	100%					



## Appendix K – Issues raised

Tables 15 and 16 below list all issues that were raised during the engagement exercise.

**Table 15 – Comments received to ‘If you disagree or strongly disagree about the Phase 1 design proposals please outline your reasons’**

Comment	Frequency
No crossing provision for non-motorised users	29
The proposal does not/will not address traffic congestion	15
Disagree with scheme/solution is not appropriate	14
Speed limit is not suitable/safe/practical	12
No crossing provision for horses	12
Not suitable solution for non-motorised users	12
Cycle lanes are not suitable/practical/are dangerous	10
Cycle access is not appropriate	10
Comments/queries to specific junctions and/or comments on junction changes	10
No crossing provision for cyclists	8
Other horse riding related issues	6
Current proposal does not resolve current issues	5
Not suitable solution for cyclists	5
Negative environmental concerns	4
There needs to be a slip road to assist in traffic flow	3
Other cycle related issues	3
Other	3
Create dual carriageway	2
The proposal does not / will not address traffic flow	2

**Table 16 – Comments received to ‘Do you have any comments about the design or development of future phases?’**

Comment	Frequency
Prioritise non-motorised users	11
Junction changes are needed at certain locations	11
Consider the wider context and other developments that may happen in the future and their impact on the area	10
Best practice/standards to be followed for cyclists/ pedestrians	8
Need for crossing provision for non-motorised users	8
General positive/supportive of the proposal	8
Traffic congestion is an issue (currently and will be in the future)	7
Concerns about the speed limit (mph)	7
Negative comment about the proposal	7
Other walking related comments	6
Other comments	6
Lack of Bridleways	5
Cycle ways need to be better connected within the proposal	4
No crossing provision for cyclists / there is a need for this	4
Wants separated roads for different types of users (cyclists, walkers and vehicles)	4
Questions whether proposal will ever be completed	3
Cycle lanes need to be wider	3
No crossing provision for horses / there is a need for this	3
No crossing provision for walkers / there is a need for this	3
Wants additional traffic lights at certain locations within the proposal	2
Other motorised vehicle comment	2



Wants less traffic lights	1
Other road/ junction changes	1
Other horse riding comments	1