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14<sup>th</sup> January 2019

Mr Chris Todd  
Planning & Transport Campaigner  
Brighton and Hove Friends of the Earth

by email

Dear Chris,

**Ref: A2300 Improvements Scheme**

Thank you for providing feedback to the A2300 public engagement in the autumn, and we would respond to the comments you have made as follows.

When the A2300 was first constructed in the 1990s, additional land was purchased to the north of the carriageway to allow for future dualling. There was no allowance made at the time for a 3m wide shared use footway/cycleway when determining the amount of land to be purchased, so therefore currently there is only room available for a 2.5m wide footway/cycleway without needing additional land outside of the existing highway boundary. However, we are considering widening the proposed footway/cycleway to 3m where possible, and have contacted a number of the landowners about this matter.

It is recognised that the proposed scheme will result in some severance of local routes, although these are not designated routes e.g. Public Rights of Way. We are looking to provide uncontrolled crossings across the A2300 either side of the A23/A2300 Services (eastern) roundabout and Cuckfield Road roundabout and also a footway/cycleway along the southern verge of the road to help access these crossing points from Pookbourne Lane and Bishopstone Lane. We are working closely with Homes England with regard to footway/cycleway linkage to and from Northern Arc development from the new A2300/Northern Arc site access roundabout.

There is also a separate scheme which looks to enhance the walking, cycling and horse riding provision throughout the area between Burgess Hill and the A23.

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. It should be noted that there is very limited amount of space available under the existing A2300 overbridge at West End farm, but we will endeavour to incorporate a maximum gap between road and footway/cycleway during detailed design stage. All design will be subject to road safety audits.

Yours sincerely,

**Hiong Ching Hii**  
Project Manager, Major Projects