

Report to Executive Director for Place Services

June 2021

Burgess Hill Place and Connectivity Programme A2300 Improvements: Endorsement Additional Improvements and Allocation of Funding

Report by Strategic Manager, Growth and OPE

Electoral division: Burgess Hill North, Hurstpierpoint and Bolney

Summary

The Mid Sussex Growth Deal identifies shared growth priorities in Burgess Hill including the Local Government Fund funded Burgess Hill Place and Connectivity Programme (£10.9m LGF funding + £10.9m match funding) that incorporates this proposed project. A February 2019 Business Case and subsequent Leader Decision ([LDR09](#)) established Programme funding allocation, delivery mechanism and governance for projects to be progressed by WSCC, allowing delegated authority to the Executive Director of Place Services to progress the projects subject to Business Case.

Burgess Hill Place and Connectivity Programme (PCP) has projects with a value of £15m included within the WSCC Capital Programme to meet design and delivery costs of the identified schemes within the Burgess Hill PCP.

The 2019 Business Case identified priority projects to be taken forward within the first phase of PCP projects including connectivity and access improvements for all travel modes, including pedestrian and Cycle facilities, along the A2300 road Corridor

This report concerns proposals for pedestrian, cycle and Public Rights of Way (PROW) improvements which were identified through feedback from the 2019 A2300 Improvements Public Engagement and are additional to those within the wider A2300 duelling proposals and will improve connectivity to major employment areas, the Northern Arc and secure links to the wider pedestrian / cycle and PROW network improvements currently in delivery in Burgess Hill.

The design and delivery of the proposed improvements are contained within the current design and build contract awarded to Jackson Civil Engineering to ensure efficiency within the wider Strategic Growth Programme and early delivery of LGF outcomes.

The identified cost for the design and delivery of the additional improvements is £2.1m. These costs are met through the £10.9m LEP LGF Grant awarded for the PCP.

Recommendation

- (1)** That the Executive Director for Place Services endorses the allocation of £2.1m of Burgess Hill Place and Connectivity Programme Local Government Fund grant for delivery of additional pedestrian, cycle and Public Rights of Way Improvements within the A2300 corridor
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Proposal

1 Background and context

- 1.1 The Burgess Hill Strategic Growth Programme reflects the development strategy for the town and region in the LEP's 2014 and 2018-2030 Economic Plans: the MSDC District Plan 2014-2031; the Mid Sussex Economic Strategy 2018-2031 and the West Sussex Economic Growth Plan 2018-2023 and realises the ambitions of Burgess Hill Town Council's Town Wide Strategy (2011) and Burgess Hill Neighbourhood Plan (2016). The Burgess Hill Strategic Growth Programme is supported by the Mid Sussex Growth Deal, which prioritises delivery of key infrastructure led schemes to support identified growth at Burgess Hill including the PCP.
- 1.2 The need for the PCP is reflected in the £10.9m LGF funding to enable strategic improvements to pedestrian and cycle connectivity to support identified development with pace and certainty, securing conditions for the successful delivery of the Burgess Hill Growth Programme.
- 1.3 The Programme will deliver pedestrian, cycle and PROW improvements within the A2300 corridor, additional to those delivered by the A2300 Dualling project. These will link the A23 junction and employment areas to Pookbourne Lane to the west of the A2300 together with links to the HUB employment area and PROW improvements to the east of the A2300 and critically, secure PROW links to the A2300 overbridge and providing onward connectivity to the Northern Arc development area, the Burgess Hill Green Circle and wider pedestrian / cycle improvements being delivered within the area.
- 1.4 The projects enable mode shift for both local, short distance trips and commuting and mitigate the risk of increased congestion, deterioration in road safety and journey times on the existing highway network that could result in growth areas within the Burgess Hill Growth Programme potentially not being supported and not progressing.
- 1.5 The principal strategic objective of the PCP is to create viable conditions for growth and the successful delivery and integration of identified development sites in Burgess Hill to successfully achieve the sustainable delivery of the Burgess Hill Strategic Growth Programme.
- 1.6 The strategic benefits of the PCP also make significant contributions to the local, regional and national recovery from the impacts of COVID-19 in providing pedestrian and cycle infrastructure links between key destinations in Burgess Hill that will support changing travel patterns for local journeys and access to new homes and jobs.
- 1.7 The 2018 Business Case submitted to the LEP to secure LGF funding for the PCP and the 2019 HUB Business Case set out the priority projects within the PCP and the inclusion of the projects, including the additional A2300 pedestrian and cycle improvements, within the WSCC Capital Programme with the LGF capital added to the programme for the design and delivery costs of the schemes.
- 1.8 The 2019 Leader Decision (LDR09 18.19) approved WSCC's role as the Delivery Body for the PCP and approved entering a Funding Agreement with the LEP (signed in May 2019), to include the WSCC Contractual Lead Schemes within the Capital Programme which included an indicative £2.47m identified for the additional A2300 pedestrian and cycle improvements.

1.9 Further to the Leader Decision, in July and August 2020, following public engagement for the wider PCP, a Gateway Review Paper was agreed by the Burgess Hill Growth Board and the Member Steering Group to continue to support the current and on-going delivery of PCP improvements within the wider A2300 Corridor within an indicative budget of £2.47m through the secured LGF funding.

2 Proposal details

2.1 The PCP Business Case, through stakeholder engagement, built on the priorities identified through the 2018 Burgess Hill Sustainable Transport Package Feasibility Study in order to identify a comprehensive package of sustainable transport and public realm improvements that form the wider Burgess Hill PCP. The priority areas include the A2300 corridor to provide additional pedestrian, cycle and PROW improvements additional to the footway / cycleway adjacent to the highway.

2.2 Specifically, the PCP scheme would provide:

- 2.5m wide shared use footpath and cycle path to the southern kerbline of A2300 between the A23 and Pookbourne Lane providing links to the west and to existing employment areas
- 3m wide PROW Bridleway improvements (PROW 84Hu and 14Hu) to the north of the A2300 linking PROW adjacent to Cuckfield Road to the current A2300 Overbridge and onward links to the Northern Arc, Green Circle and wider pedestrian / cycle improvements within Burgess Hill
- 2.5m wide shared use foot / cycle path to the southern kerbline of A2300 between Bishopstone Lane and Cuckfield Road roundabout providing improved access to the HUB business park.
- Land Acquisition from Southern Water and Statutory Utilities diversions to support the above and wider A2300 scheme

2.3 The proposals enhance the connectivity between strategic development sites and the wider Burgess Hill pedestrian and cycle network, ensuring the delivery of the wider objectives of the PCP to deliver sustainable transport corridors and supporting the delivery of the wider Burgess Hill Growth Programme and deliver on the objectives and outcomes within the LGF Funding Agreement.

2.4 These proposals, together with wider PCP projects, were taken through relevant Governance within the Burgess Hill Strategic Growth Programme and were supported by key stakeholders through the relevant Public Engagement held for the A2300 Improvement works held during autumn 2018 following the submission of the Outline Business Case. The Burgess Hill Growth Board and the Member Steering Group continue to support the current and on-going delivery of PCP improvements within the wider A2300 Corridor within an indicative budget of £2.47m through the secured LGF funding.

2.5 The identified cost of the additional pedestrian, cycle and PROW improvements within the A2300 corridor is £2.1m against the £2.47m indicative budget for the works identified within the WSCC Capital Allocation for the PCP. Therefore, the total Capital ask is £2.1m with these costs being met through the LEP LGF3 Grant secured for the delivery of the PCP.

3 Other options considered (and reasons for not proposing)

- 3.1 The preferred option is to deliver the additional pedestrian, cycle and PROW improvements within the A2300 corridor as part of the PCP, within the current contract for the wider A2300 Improvements, aligned to the Burgess Hill Strategic Growth Programme in order to maximise growth opportunities and ensure the available LGF funding is retained within the town and the wider region and spent on agreed priority projects.
- 3.2 A number of options were considered in determining the preferred option, including a 'Do Minimum' and 'Do Nothing' option.
- 3.3 It was determined that these alternative options would risk wider links to either the Northern Arc, the A2300 Overbridge and wider pedestrian, cycle and PROW improvements being delivered through Burgess Hill and limit the opportunity to plan and deliver a co-ordinated package of measures to support identified growth areas. This would be likely to result in relatively short lengths of sustainable transport infrastructure with limited connectivity and limited 'town wide' impact, resulting in a disjointed network. Individual site promoters may raise viability concerns against the delivery of or contribution to a more comprehensive network.
- 3.4 The lack of a coordinated network would fail to address recognised critical constraints on the local highway network in reflection of planned growth and the anticipated increase in travel demand, increased congestion and parking pressures which would result in planned development being stalled or not progressing at all.
- 3.5 There would be a negative impact on meeting business needs; certainty of delivery / reliability of highway infrastructure improvements to reduced congestion.
- 3.6 These options would also not align with the preferred option supported by the LEP when awarding £10.9m of LGF to the Burgess Hill PCP.

4 Consultation, engagement and advice

- 4.1 Consultation has taken place during the development of the Burgess Hill PCP and also the A2300 Dualling Scheme and this took the form of:
 - a) A2300 Public Engagement that took place during the Autumn of 2019 and ongoing engagement through the A2300 work / regular updates via the A2300 Improvements web pages;
 - b) Burgess Hill Place & Connectivity Programme – formal public engagement during mid-2020 and ongoing engagement through the ongoing Burgess Hill Place & Connectivity Programme work and regular updates through the Burgess Hill Growth Programme web pages;
 - c) Members – local County Members for Burgess Hill North, Hurstpierpoint & Bolney together with wider membership of the Burgess Hill Member Steering Group in May 2021.
 - d) External – officers, including Senior Executive Officers at Mid Sussex District Council and Burgess Hill Town Council.

- 4.2 The current proposals are supported by the Burgess Hill Growth Board and Member Steering Group and support the ongoing design process and identified approach to tender and procurement.
 - 4.3 The proposals also respond to comments raised through the 2019 A2300 Public Engagement specifically in relation to PROW access and ability for PROW users to cross the improved A2300 to access the wider Green Circle PROW network.

5 Finance

- 5.1 The LEP has approved £10.9m LGF3 funding to support the Burgess Hill PCP which includes a commitment of 50% match funding. The £10.9m LGF allocation supports a total programme value of £21.8m with match funding from private sector development and S106.

5.2 The projects within the PCP for which WSCC are identified as the Contractual Leads are summarised in the table below with the allocation of £15.002m identified within the WSCC Capital Programme:

WSCC Capital Programme – Burgess Hill Place and Connectivity Programme	
Improvements at Burgess Hill and Wivelsfield Rail Stations Phase 1	£1.872m
A2300 Corridor	£2.47m
Town Centre Access and Public Realm Phase 1	£2.8m
Town Centre Access and Public Realm Phase 2	£2m
Northern Arc	£3m
Town-wide Links to Key Destinations	£2.86m
Total	£15.002m

- 5.3 The Capital Programme allocation of £15.002m for the PCP includes an identified / pipeline budget for the additional pedestrian, cycle and PROW improvements of £2.47m and the identified cost for these additional improvements total £2.1m comprising the design and delivery of the additional pedestrian, cycle and PROW improvements within the A2300 corridor.
 - 5.4 The spend is currently being made within the Highways A2300 programme and is to be met within the Burgess Hill Programme in order that it could be claimed from the Local Growth Fund. The estimated budget for this is £2.1m and is currently held within the pipeline budget held for the Burgess Hill Programme.
 - 5.5 The spend profiles for the design and delivery of the additional pedestrian, cycle and PROW improvements during 19/21 and 20/21 are set out in the table below:

5.6 The effect of the proposal:

(a) **How the proposal represents good value**

The design and delivery of the additional pedestrian, cycle and PROW improvements are contained within the existing design and build contract awarded to Jackson Civil Engineering (which was compliantly procured utilising the Highways Framework Lot 2 (contracts valued in excess of £1.5million) to ensure overall project efficiency within the wider Strategic Growth Programme and the early delivery of the PCP outcomes within the A2300 corridor.

The identified cost for these additional improvements total £2.1m comprising the design and delivery of the additional pedestrian, cycle and PROW improvements within the A2300 corridor and costs will be met through the LEP LGF Grant awarded for the PCP.

6 Risk implications and mitigations

Risk	Mitigating Action (in place or planned)
Impacts of Utilities	Utility diversions have been carefully planned and programmed to reduce impacts on the main construction works.
Ecology and Landscape impacts and risks	Detailed ecology surveys and landscape impacts (especially trees) have been completed and mitigation is planned as part of the scheme.
Construction Issues	The additional pedestrian, cycle and PROW improvements risks have been through detailed design and Gateway 3 review and a number of risks have been reduced through the design process.
Risk that the identified LEP / LGF Grant Funding may not be retained within Burgess Hill.	Engagement and Oversight of Project Board, Burgess Hill Growth Board and Burgess Hill Members' Steering Group within the Governance Framework. Oversight of spend profile against LEP funding agreement and ongoing engagement with LEP and WSCC Finance to progress agreed LGF Flexibilities to ensure programme funding and investment in Burgess Hill is retained.

7 Policy alignment and compliance

- 7.1 The proposal supports key priorities within the West Sussex County Council Plan.
- 7.2 The pedestrian, cycle access and connectivity improvements at Burgess Hill Stations and Western Gateway will contribute to the total length of new cycle paths within the Burgess Hill and support Economic Growth within the County.
- 7.3 The proposals also stem from partnership deals between the County Council and District Council partners together with the strategic partnership with Coast 2 Capital, the Local Economic Partnership.
- 7.4 As identified in the recent West Sussex County Council Plan, the strategic case for this project supports the identified objectives in respect to 'Length of new cycle paths across the County'.

- 7.5 The additional pedestrian and cycle infrastructure will also support the themes of the West Sussex County Council Economic Reset Plan in relation to 'Theme 1: Protect and Revive Crawley and the Gatwick Diamond Economy' – delivering on the objectives of 'continuing to deliver the Growth Deals with the Districts and Boroughs to support town centre recovery and unlock housing and strategic employment sites' and 'working with partners to secure infrastructure investment for strategic transport, digital infrastructure and town centres to support economic reset and recovery'.
- 7.6 In addition, the project will make a significant contribution to the local and regional recovery from the impacts of COVID-19 both in terms of supporting a shift away from the car and congested transport to non-car trips through the delivery of high quality pedestrian and cycle infrastructure and also supporting access to homes, commercial space and jobs growth areas within Burgess Hill.
- 7.7
- 7.8 **Equality Duty and Human Rights Assessment:** The equality impact of the scheme has been considered. It is considered that no group or groups are discriminated against and that through improved access to housing and employment as well as the provision of a new sustainable, off-road, route for travel by those who use non-motorised transport the scheme has a positive social impact.
- 7.9 **Climate Change:** The proposed improvements will have positive impacts on climate change as it promotes the use of sustainable travel modes and create safer environment for facilities users.
- 7.10 **Crime & Disorder:** At this point no significant implications relating to the Crime and Disorder Act (CDA) have been identified.
- 7.11 **Public Health:** The proposed improvements will help all able and disabled persons get around the area. Furthermore, elderly as well as the young can safely utilise the improved facilities and this is expected to contribute to greater independence in later life as well as generally improved health and well-being for the local community.
- 7.12 **Social Value:** The proposed scheme will directly and indirectly provide improved access to both housing and employment. In addition, it will provide improvements to sustainable transport with the provision of an off-road segregated routes for cyclists and pedestrians. This will have a positive impact on non-motorised users including the disabled who will be afforded better access to services without necessarily having to use vehicular transport. This is expected to contribute to greater independence in later life as well as generally improved health and well-being for the local community.

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Appendices - None

Background papers - None