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**AECOM**

# Burgess Hill Transport Investment Plan



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# *Introduction*

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# 1 Introduction

## 1.1 Introduction

AECOM has been commissioned by West Sussex County Council (WSCC) to provide transport advice to support the delivery of development across Burgess Hill. As part of this commission a Transport Investment Plan (TIP) has been prepared to firstly identify the transport infrastructure requirements to facilitate the delivery of the housing growth identified within the emerging District Plan, Burgess Hill Neighbourhood Plan and Town Wide Strategy and secondly identify the developments that could be reasonably required to contribute towards the provision of this transport infrastructure.

Following this introduction, this report provides a review of the planning policy context for the TIP including a summary of the planned growth in Burgess Hill as outlined in emerging and adopted local policy, the methodology used in the preparation of the TIP and a summary of the findings and conclusions.

## *Policy Context*

## 2 Policy Context

### 2.1 Introduction

This section provides a review of planning policy at a regional and local level that has been considered in the preparation of the TIP.

### 2.2 West Sussex Transport Plan

At a County level transport policy and planned improvements to the transport network are outlined within a Local Transport Plan (LTP). Within the 2011 – 2026 West Sussex Transport Plan (WSTP) Burgess Hill is identified as part of an economic sub area referred to as the Gatwick Diamond, consisting of the A23 corridor from Redhill (in Surrey) to Brighton, and including the West Sussex towns of Crawley, Horsham, East Grinstead, Haywards Heath and Burgess Hill. Together, these areas play an important role in supporting the national and regional economy. The WSTP's vision for the Gatwick Diamond is for an area with sustainable economic prosperity, good access between and into the main towns and attractions, but where access by car into the towns is progressively managed to reduce congestion.

There are specific transport related issues which face the Gatwick Diamond in meeting its aspirations for the future:

- Poor rail connectivity between Gatwick and the Thames Valley and areas north of London, and to the east and west;
- Growing congestion on the strategic road network exacerbating unreliability in journey times and affecting the competitiveness and quality of life of the area; and
- Further road traffic leading to increased noise and emissions with resulting health and environmental issues.

The WSTP's aims for the Gatwick Diamond include:

- An enhanced rail service along the Brighton Main Line, including greater utilisation and enhancement of the Arun Valley Line, to take advantage of major investment at Gatwick Station and the Thameslink programme;
- Focus on public transport access to Gatwick Airport, particularly through bus use and rail links;
- Public transport interchange improvements at Crawley, Burgess Hill, East Grinstead, Gatwick Airport, Haywards Heath, Horsham and Three Bridges stations;
- Good access into vibrant town and neighbourhood centres and to railway stations through effective parking restrictions and enforcement activities; and
- Delivery of strategic development areas and associated infrastructure to ensure that the impacts of development are mitigated.

Other aims for Mid Sussex and Burgess Hill identified in the WSTP include:

- Managing on-street parking in Burgess Hill and Haywards Heath; potentially through the introduction of controlled parking zones in the town centres and near to the railway stations;
- Encouraging sustainable travel by improving the existing cycle and pedestrian network through improved signage, connecting routes where appropriate and repairing and maintaining surfaces, particularly on routes identified through the Burgess Hill Green Circle Network;

- Continuing to work with bus operators to improve the capacity and quality of the bus fleet and to improve the way the services are marketed;
- Seeking to reduce traffic congestion by providing a convenient, comfortable, safe and flexible public transport system that offers a real alternative to the private car and encourages sustainable movement, thereby reducing energy consumption and pollution; and
- Working with rail partners to explore opportunities to improve stations and rail service provision throughout the District. This includes redevelopment of Haywards Heath and Burgess Hill railway stations, improvements to station access through the Southern station travel plan project, integration with other modes of transport, and opportunities to improve services through the Thameslink programme.

Overall, the transport network needs to be able to accommodate long and short distance journeys, and through-traffic. Accommodating additional travel and encouraging a switch to sustainable modes will, therefore, be important in delivering growth in Burgess Hill.

### 2.3 Mid Sussex District Plan

The District Plan is currently in preparation by Mid Sussex District Council (MSDC) and once adopted will be the main planning document used when considering planning applications across the District. It will cover the period to 2031 and will include the strategy, proposed level of development and a number of planning policies. A pre-submission draft of the plan was consulted upon between November 2015 and January 2016 and it is proposed that following a brief period of amendments the Plan will be submitted to government for approval with adoption proposed later in 2016.

The District Plan identifies Burgess Hill under Policy DP7 as a centre for growth within the District where additional housing could be located subject to provision of adequate infrastructure to support it. All development within Burgess Hill is required to support the following general principles that are considered relevant to this study:

- Be designed in a way that integrates it into the existing town providing connectivity with all relevant services and facilities;
- Contribute towards a better, more accessible town centre with a greater range of shops, an expansion of retail floorspace, leisure uses and public realm improvements including a new public square;
- Provide additional, high quality employment opportunities including suitably located Business Park developments accessible by public transport;
- Improve public transport, walking and cycling infrastructure and access to Burgess Hill and Wivelsfield railway stations, including the provision, or contributions to enhancing, of transport interchanges;
- Provide necessary transport improvements that take account of the wider impact of the development on the surrounding area;
- Provide highway improvements in and around Burgess Hill including addressing the limitations of the A2300 link road and its junction with the A23 and east-west traffic movements across Burgess Hill and, where necessary, improvements across the highway authority boundary in East Sussex;
- Provide new and improved community, retail, cultural, educational, health, recreation, play and other facilities to create services and places that help to form strong local communities and encourage healthy lifestyles;

- Provide new and/or improved and well connected sports, recreation and open space in and around Burgess Hill, including the continuation of the existing 'Green Circle' of linked areas of informal open space around the town along with its associated network of multi-functional paths, the Green Circle network, and links into the town centre;
- Support the delivery of a multi-functional route between Burgess Hill and Haywards Heath;
- Provide a Centre for Community Sport in the vicinity of the Triangle Leisure Centre;

Policy DP8 outlines the strategic allocation of development to the east of Burgess Hill at King's Way. Development of the King's Way site is required to provide:

- Up to 480 new homes;
- High quality and accessible informal public open space;
- A local hub serving the site and the wider community;
- Provide infrastructure, as set out in the Burgess Hill Town Wide Strategy (TWS) and identified in technical assessments, implemented before or alongside development to an agreed programme of delivery. This will include financial contributions to the provision of education facilities for all ages;
- Address the limitations of east-west traffic movements across Burgess Hill;
- Consider other developments in the vicinity to ensure complementary provision of infrastructure and facilities;

Policy DP9 outlines the strategic allocation of development to the north and north-west of Burgess Hill. Development in this location is required to provide:

- Approximately 3,500 additional homes and new neighbourhood centres, including retail, education, health, employment, leisure, recreation and community uses sufficient to meet the day to day needs of the whole of the development and located as far as possible so at least one new neighbourhood centre is within 10 minutes' walk of all new homes;
- 30 hectares of land for use as a high quality business park south of the A2300 and served by public transport;
- Two new primary schools (including co-location of nursery provision and community use facilities as appropriate) and a new secondary school campus, in each case in locations well connected with residential development and neighbourhood centres;
- A Centre for Community Sport in the vicinity of the Triangle Leisure Centre and St Paul's Catholic College;
- Provide infrastructure, as set out in the Council's Infrastructure Delivery Plan, the TWS and identified in technical assessments, implemented before or alongside development to an agreed programme of delivery; and
- Deliver sustainable transport measures and other infrastructure requirements identified in technical assessments of transport impact, including measures to mitigate impacts upon the local and Strategic Road Network in Burgess Hill and the surrounding area.

Policy DP19 (Transport) seeks to deliver the necessary transport infrastructure required to support growth in the District. The Policy identifies the Mid Sussex Transport Study as being prepared to identify how growth could reasonably be accommodated on the highway network. The Policy states that development will need to support the objectives of the WSTP and will only be permitted where it:

- It is sustainably located to minimise the need for travel;
- It facilitates and promotes the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, and includes suitable facilities for secure and safe cycle parking;
- It does not cause a severe cumulative impact in terms of road safety and increased traffic congestion particularly where such impacts harm the special qualities of the South Downs National Park;
- Is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;
- It provides adequate car parking for the proposed development in accordance with parking standards as agreed by the local planning authority or in accordance with the relevant neighbourhood plan. Residential development in and close to the town centres which are well served by public transport will normally be expected to make lower parking provision;
- It is supported by a Transport Assessment/Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded; and

It provides appropriate mitigation to support new development on the local and Strategic Road Network, , including the transport network

#### **2.4 Mid Sussex Infrastructure Delivery Plan**

MSDC is currently in the process of preparing an Infrastructure Delivery Plan (IDP) for the District that will support the adopted District Plan. The draft IDP (June 2015) has been used to inform the development of this study and similarly this study will help inform the final version of the IDP.

#### **2.5 Mid Sussex Transport Study**

MSDC have prepared a Transport Study to understand the highway impacts of planned growth across the District and the mitigation required to accommodate it. The latest study, the Stage 3 Interim Study, reports on the likely transport impacts of the draft District Plan. Mitigation identified within the Stage 3 Interim Study resulting from development in Burgess Hill has been referenced in this study where appropriate.

#### **2.6 Burgess Hill Town Wide Strategy**

In 2011 Burgess Hill Town Council published their TWS. The TWS sets out the following vision and objectives for the Town over the 20 year period to 2031:

##### Vision

- a fully sustainable 21st century town focussed around a high quality, vibrant and accessible town centre;
- a town that's existing and future population is supported by the necessary community facilities, employment opportunities and access to green open space; and
- a town that functions efficiently and is underpinned by a state of the art transport network and modern supporting infrastructure.

### Objectives

- a better town centre with a greater range of shops and a more attractive pedestrian environment;
- improved public transport, walking and cycling links as well as better roads;
- new and improved community and cultural facilities;
- additional high quality and suitably located business park development; and
- new, improved and well connected sports, recreation and open space in and around Burgess Hill.

To facilitate the vision and objectives two main growth locations were identified in the Town where housing was considered to be appropriate:

- Land East of Kings Way – A residential development site located to the east of the town between Kings Way and the B2112. The TWS identifies this area for the delivery of up to 500 dwellings.
- The Northern Sector – The largest growth location identified in Burgess Hill forms an arc around the northern periphery of the town stretching from Gatehouse Lane in the northwest to Maple Drive in the northeast. The Northern Sector (or Arc as it has become known) has been identified for a mixture of residential and employment uses with a new northern link road provided through the site. The TWS identifies this area for the delivery of up to 3500 homes, a new local centre, education facilities including a secondary school and two primary schools and a link road connecting the A2300 to Isaac's Lane.

As part of the two main growth locations identified in the TWS the following applications have come forwards since the TWS was published in 2011 and been approved by Mid Sussex District Council as planning authority:

- Land East of Kings Way – An outline planning consent has been granted for 480 dwellings on this site;
- Fairbridge Way – A residential development site located to the north of the town centre to be accessed via Fairbridge Way and forming part of the TWS Northern Sector. An outline planning consent has been granted for 325 dwellings on the site;
- The Hub employment site – A site to the west of the town located on land to the south of the A2300 and east of Cuckfield Road. This site forms part of the Northern Sector and is expected to accommodate up to 50,000m<sup>2</sup> of B1, B2 and B8 employment land uses. Planning permission was granted in November 2015.

## 2.7 Burgess Hill Neighbourhood Plan

Neighbourhood Plans establish general planning policies for the development and use of land in a neighbourhood area. A Neighbourhood Plan has been developed by Burgess Hill Town Council with help and comments from stakeholders, residents, community groups and the business community. The Plan provides clarity to communities, landowners and other interested parties on how the town will improve and transform for the benefit of the existing and future population.

In January 2015, it was sent to MSDC who checked it for legal compliance and conformity with national and local policies. MSDC then carried out a further "pre-examination" public consultation which ran from 12th February 2015 to 26th March 2015. The Plan was subsequently made by MSDC in October 2015.

The Plan was subsequently made by Mid Sussex District Council in October 2015 and forms part of the development plan.

The aims of the Plan are:

- To deliver improved civic and community facilities;
- To protect and enhance existing open spaces; and,
- To improve the residential environment.

The purpose of the Neighbourhood Plan is to focus on community development and to provide the framework to deliver benefits for residents, businesses and visitors. Funding for new community facilities and improvements are likely to come from new housing. The town's housing needs are contained within the strategic sites identified in the TWS.

Several Core Objectives of the plan are related to transport:

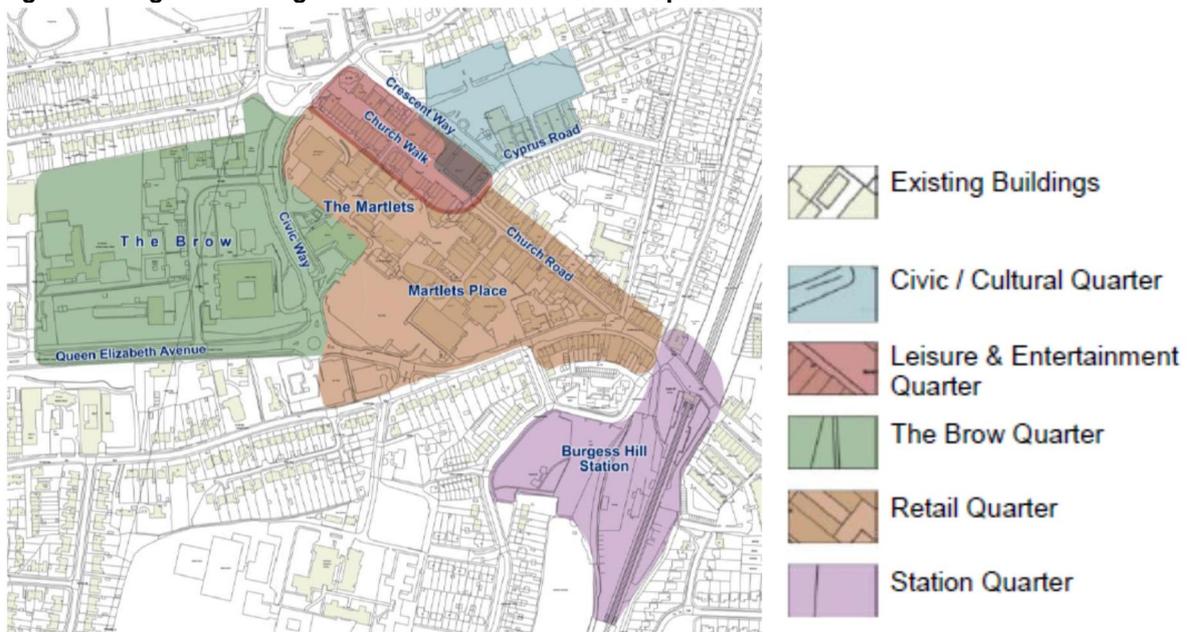
- CO 2. To promote Burgess Hill as a place for businesses to locate to and where existing business can thrive and to enable local people to live and work within the town;
- CO 3. Ensure that all sections of the community in Burgess Hill have appropriate access to community/medical services including retail, formal and informal recreational space and leisure facilities;
- CO 7. Promote the vitality and vibrancy of Burgess Hill town centre and enhance the accessibility and public realm within the town centre;
- CO 9. Ensure adequate parking is provided for all new development; and
- CO10 states that the Neighbourhood Plan will promote use of public/community transport and walking and cycling around the town.

The Neighbourhood Plan also sets out a number of policies for various areas of the town. Burgess Hill town centre is a stand-alone study area due to its importance to the success of the wider Town. It is the main retail and commercial centre, containing a number of community facilities such as the Library and Martlets Hall. The range of shops is limited and the public realm is 'tired', community facilities are not sufficient for a growing town, offices are empty, and the general impression does not match the aspirations and relatively high economic profile of the resident base around the town.

The Neighbourhood Plan's policies for the town centre are about attracting a range of visitors that wish to shop but also eat, drink and visit leisure attractions. Public transport will play an important role in accommodating and facilitating this range of retail and leisure activities.

The town centre is divided into spatial quarters, as depicted below.

**Figure 1. Burgess Hill Neighbourhood Plan Town Centre Spatial Quarters**



Area -specific policies and issues are summarised as follows:

*Leisure and Entertainment Quarter*

- This quarter centres along Church Walk and links in with the proposed cinema and retail development. The pedestrian section of Church Walk is identified as being bland. A varied mix of food and drink establishments is encouraged to ensure vitality for the town as the evening economy of the town is limited. A leisure offer that is more orientated to families and older persons is required that consists of a broader range of restaurants, cafes and cultural/recreational activities and could include a new multi-screen cinema, and a new performance venue to replace the outdated Martlets Hall.
- Opportunities to widen the evening economy offer will be supported in this location.

*The Station Quarter*

- The land around the railway station is identified as capable of accommodating more development. Burgess Hill station currently performs poorly as a transport interchange. Whilst the station is on a high quality rail link the layout of the station building and the area immediately surrounding it compromises its performance. The land around the station is very inefficiently used with large tracts of land used for surface car parking. These could be redeveloped for residential and employment uses. The Mid Sussex Local Plan 2004 supports the redevelopment of the station.
- As discussed in the above section, the TWS also supports improvements around Burgess Hill station.
- The Neighbourhood Plan Policy TC5 supports the redevelopment of Burgess Hill station into a modern, efficient transport interchange and will include proposals to improve facilities, accessibility and the public realm around the station. The Queens Crescent Car Park is allocated for redevelopment to include residential units, retail/employment/hotel and improved parking facilities. The improvement and enhancement of the Queens Crescent open space is also supported.

#### *Wivelsfield Station and Worlds End area*

- Worlds End is a self-contained neighbourhood and also an important gateway to the town and transport hub based around Wivelsfield Station. The local community and the Worlds End Association have identified the Neighbourhood Plan process as the opportunity to achieve much needed improvements to transport, public realm improvements community facilities and better access to the countryside.

### **2.8 Other Growth Locations**

In addition to the developments identified in the TWS above the following sites have also come forwards or are being considered for development and have been considered within the TIP. These sites are:

- A planning application was submitted in 2010 for a residential development at the Former Keymer Tiles site. This site lies immediately to the west of Land to the East of Kings Way and an outline permission was granted consent in 2010 for 475 dwellings.
- In the Town Centre, New River Retail have submitted a planning application for redevelopment of the Martlets Shopping Centre. This redevelopment will significantly enhance the retail offer in the town as well as introducing a cinema and new restaurants.
- Initial proposals are being developed for a new business park to the west of Burgess Hill known as the Science Park and forming part of the 'Gatwick Diamond'. The site is not currently allocated but initial observations suggest this site could accommodate 100,000m<sup>2</sup> of employment space.

The growth locations identified above are illustrated on a plan included as **Appendix A**. The sites form the basis of the developments that could contribute towards the delivery of the vision and objectives of the TIP.

# *Methodology*

### 3 Methodology

The starting point for this study has been a thorough desktop review of existing documentation. In particular, the Strategic Infrastructure Projects (SIP) list prepared by WSCC acted as the baseline from which the TIP was formed. This initial list of projects represented WSCC's current thinking on infrastructure requirements to deliver the growth across Burgess Hill and represents the transport information used to inform MSDC's IDP for the areas that WSCC are the lead delivery agent. To prepare the TIP the SIP was then supplemented by a review of relevant national, regional and local planning policy as well as emerging policy pertinent to Burgess Hill. These policy documents were thoroughly reviewed and any additional projects identified and included where appropriate within the TIP.

Following the policy review the Transport Assessments for applications that have come forwards were reviewed to identify the off-site highway infrastructure required to facilitate individual developments. Where signed and available, S106 agreements were also examined to identify infrastructure requirements and costs.

Following the data collection stage the projects identified were plotted onto a map of Burgess Hill along with the key growth locations and a spatial analysis undertaken to identify where gaps in infrastructure provision may exist.

Discussions were held with WSCC to help refine the project list and then using the data collected to date the projects were assigned a lead delivery responsibility, cost and identification of which developments were likely to have an impact that would require the project to be delivered. In some instances different costs were found in multiple sources. In such cases, the most recent costs were selected as input into this study as more recent costs were assumed to be better refined and more accurate.

Projects were assigned a timescale for delivery based upon a 15 year delivery period up to 2030. This delivery timescale was based upon indicative phasing for each project estimated by AECOM using an indicative housing trajectory. This housing trajectory can be found in **Appendix D**.

To ensure that all projects were relevant and contributed towards the delivery of growth within the Town each project was related back to the vision or objectives of the TWS and policy in the District Plan.

Projects were assigned to either S106 or CIL based upon information from the SIP, MSDC's emerging CIL charging schedule and the IDP.

The costs presented have been sourced from multiple locations and are provided as estimates only. Some costs date back to 2011 and therefore an exercise will be required in due course to refine and update them.

The timescales for delivery are only indicative and based upon 'engineering judgement'. No quantitative highway analysis has been undertaken to inform these timescales and therefore they should be treated as estimates only.

*Summary of Findings*

## 4 Summary of Findings

### 4.1 Trunk Road Network

Burgess Hill is located to the east of the A23 which forms part of Highways England's (HE) Strategic Road Network (SRN).

The A23 has recently seen improvements at the Horley bends which has removed a deficient alignment and improved journey reliability to the north of Burgess Hill. Despite this, HE's route strategy (South Coast Central) identifies that congestion relief is required on the A23 to improve journey reliability for HGV's accessing the ports of Shoreham and Newhaven.

The A23 junction with the A2300 has been highlighted by HE as a location where future highway improvements are likely to be required to support growth.

The Mid Sussex Transport Study identifies a need for further capacity enhancements on the A23 and this will need to be given due consideration in the future.

### 4.2 Local Highway Network

WSCC's Local Transport Plan (LTP) outlines the vision for the transport network in the County up to 2026. The LTP identifies that Burgess Hill is a major employment centre within Mid Sussex and as such suffers from peak time congestion caused by commuting trips. The car is the dominant mode of transport for commuters to Burgess Hill with limited use of the rail network due to perceived capacity issues. Measures to encourage sustainable travel will therefore be important and managing on-street parking will be critical to limiting car travel to the town centre and railway station.

The A2300 is identified as part of the County's SRN. Local Enterprise Partnership Local Growth Fund (LGF) funding has been secured for the dualling of the A2300 between Burgess Hill and the A23 subject to business case submission. It is understood that the project has an identified cost of £23.6m with £17m coming from the LGF. A gap of £6.3m therefore exists in the current funding which will need to be sourced from either CIL or S106 contributions collected from development across Burgess Hill.

At present several route choices exist for motorists travelling between the A23 and Burgess Hill. The dualling of this link is likely to increase the attractiveness of this route resulting in traffic relief on other routes. As the dualling of the A2300 will provide an overall benefit to the town the allocation of costs associated with the dualling of this link could not reasonably be assigned to one of the growth locations. It is therefore reasonable to assume that commensurate contributions towards the cost of this infrastructure project would be provided by the developers of each of the growth locations. However, the ability to collect contributions from developments that have already been granted consent and have signed S106 agreements (Land East of Kings Way, Keymer Tiles, Fairbridge Way etc...) is likely to be limited.

The effective management of parking and traffic in the town centre will be key to maintaining a viable town centre going forward. A Controlled Parking Zone (CPZ) scheme for the town centre has been identified to help manage parking resources in the town. Additionally, the introduction of a 20mph zone in the town centre around Burgess Hill railway station has been identified to improve road safety and to demand manage car traffic within the town centre. The costs of introduction of the CPZ and 20mph zone should be expected to be funded by developers across the Town.

#### *Northern Arc Growth Location*

The Northern Arc is the largest of the growth locations identified in Burgess Hill and therefore would be expected to have the greatest impact on traffic levels and impacts across the town.

Traffic Management on the B2036 between Burgess Hill and Ansty will reinforce the A2300 as the main route between the A23 and Burgess Hill. The traffic management along the B2036 is likely to require intervention by the developer of the Northern Arc site to mitigate the impacts of this development along this route. The Northern Arc growth location should also be expected to contribute towards Traffic Management along the A273 towards Haywards Heath.

The Northern Arc development site would be expected to result in traffic growth along London Road between the Northern Arc and the town centre and along Jane Murray Way to the west of the town. A number of the junctions along these routes have been highlighted as suffering from capacity issues and requiring upgrading as part of the evidence base for the TWS. The delivery of these improvements is likely to require intervention by the developers of the Northern Arc growth location to mitigate the effects of the development at these junctions.

A key part of the Northern Arc growth location is the provision of a new northern link road through the site between Jane Murray Way to the west and the A273 Isaac's Lane to the north of the town. The link road will then continue east through the Central site and into the Eastern site where it will form a junction with Maple Drive. To prevent a through route being created between the A273 and Maple Drive, a residential distributor road, a bus gate will be provided on the link road. The location of the bus gate will need to be carefully considered and agreed between the developers of the Northern Arc and WSCC. This infrastructure will be delivered as part of the Northern Arc growth location and will be fully funded by the developers of the site.

Whilst improvements to the Fairplace Bridge double roundabout is identified by the developers of Fairbridge Way (see below) this is a minor capacity improvement. It is likely that in the longer term further capacity improvements will be required.

#### *Fairbridge Way Growth Location*

The Fairbridge Way development will result in traffic growth at the Fairplace Bridge double roundabout, which is not considered adequate to accommodate additional traffic growth. The Fairbridge Way development has proposed a mitigation scheme to upgrade this junction and this will need to be delivered prior to significant development such as the wider Northern Arc taking place. The scheme will also deliver a key pedestrian improvement at this location. However, this improvement is only likely to deliver an interim highway solution and a longer term mitigation package is likely to be required to facilitate delivery of the Northern Arc.

#### *Former Keymer Tiles Site*

The Former Keymer Tiles site and Land East of Kings Way combine to form the growth planned to the east of Burgess Hill. A number of junction improvements are planned to address capacity issues predicted to arise along the connections between the east of the town and the town centre. The Former Keymer Tiles site is expected to provide contributions towards junction improvements including:

- Folders Lane / Kings Way;
- Hoadley's Corner
- Valebridge Road / Junction Road / Leylands Road / Janes Lane;
- Folders Lane / Keymer Road; and,
- Junction Road / Cants Lane.

Additionally, the Former Keymer Tiles site would be expected to contribute towards traffic management along Cants Lane to mitigate the effects of additional vehicle movements along this route.

### *Land East of Kings Way*

The developer of the Land East of Kings Way is expected to make reasonable contributions towards highway network improvements to the east of the town including:

- Manor Road / Janes Lane;
- B2113 Station Road Corridor Improvements;
- Cants Lane / Junction Road / Vineries / Manor Road parking improvements; and
- Folders Lane / Kings Way upgrade from works done to signalise the junction as part of the Keymer Tiles site.

In addition, the developer of the Land East of Kings Way would be expected to deliver traffic management measures on the B2112 (Ditchling Common Traffic Management) in the vicinity of their site.

It should be noted that the S106 agreements for the former Keymer Tiles site and Land East of Kings Way contain a number of improvements and in places show duplication. The final improvements implemented will therefore be agreed with WSCC as the developments are built out.

### *The Hub Employment Area*

To enable access to The Hub employment site a scheme to widen Cuckfield Road will be required to make it suitable for access by all types of vehicle. The A2300 / Cuckfield Road junction will require upgrading to accommodate the increase in traffic associated with The Hub employment area. The developer of The Hub has proposed a scheme to improve this junction and this will be delivered should the A2300 scheme not be progressed. In addition, contributions have been sought towards improvements to the A23/A2300 junction. Again, a scheme has been identified for implementation with and without the A2300 dualling.

A Toucan crossing on Jane Murray Way has been proposed on the alignment of Gatehouse Lane and this will be delivered as part of the S106 agreement.

### *The Martlets Shopping Centre*

New River River has submitted a planning application for the redevelopment of the Martlets Shopping Centre to include new retail space, a cinema, hotel and restaurants. The proposals include extension to the existing Martlets car park which is shared with Waitrose. No highway improvements are being promoted with this project at this stage.

### *The Science Park*

Burgess Hill is identified as part of the 'Gatwick Diamond', a vision for a world class business area stretching along the A23 corridor from Gatwick to Brighton. Within Burgess Hill proposals are emerging for a science park adjacent to the A23 as part of the Gatwick Diamond. Measures to connect this development to the town centre and rail stations will be required to ensure a sustainable development. There are currently no highway improvements associated with the development of the Science Park albeit delivery of the A2300 dualling and associated A23 junction improvements will provide some of the necessary capacity to deliver this development. The Mid Sussex Transport Study identifies a number of improvements that would be required to junctions on the A23 and this will require further consideration in due course. Further improvements may be required in future along with sustainable links to the town centre which would need to be assessed as part of a planning application for the site.

### 4.3 Rail

Burgess Hill features two railway stations; Burgess Hill and Wivelsfield. Both stations are located on the Brighton Main Line (BML). Owing to its location on the London to Brighton railway line, Burgess Hill acts partly as a commuter settlement to London and generates some 1786 commuter train trips per day (2011 Census Travel to Work data) with 78% heading towards London.

Network Rail's Sussex Area Route Study – Draft for Consultation (2015) notes that the BML suffers from frequent delay as a result of featuring many flat junctions instead of grade separated junctions which offer superior capacity and resilience. This has resulted in below average reliability performance on the route. Coupled with the reliability issue is the increase in passenger demand forecast. The Sussex Route Study suggests that passenger demand on the BML will increase by 34% by 2043 adding additional pressure on this already congested line. Due to the wide reaching impacts of infrastructure improvements on the rail network it is not possible to identify specific improvements that would benefit Burgess Hill and Wivelsfield station users but the study states that to improve reliability and deliver further capacity a number of improvements are proposed along the line which would enable a further 6 trains per hour (12 car sets) to meet 2043 forecast demand.

Grade separation of the Keymer Junction which lies immediately to the south of Wivelsfield station and enables access to the Lewes branch line is seen as one of the key improvements to the BML. It is understood that this project is likely to be delayed until Control Period 7 (CP7) but would be fully funded by Network Rail.

The LTP identifies that both stations feature poor facilities with limited access for disabled users, poor ticket facilities and public transport interchange and minimal car parking. Improvements will therefore be required to facilitate the growth anticipated across the town.

The 2010 Sussex Route Utilisation Study identifies improvements across the West and east Sussex rail network. At Burgess Hill Station improvements to the car park are identified to provide 40 additional new spaces along with potential improvements to the concourse associated with a residential development. In addition, the TWS highlights the redevelopment of Wivelsfield station as a key project to encourage the use of rail. Specifically the SIP identifies 20mph zones outside each station, bus interchanges, car and cycle parking improvements. These improvements should be expected to be delivered through contributions from all development in Burgess Hill.

### 4.4 Local Bus Services

The utilisation of bus services in Burgess Hill is low with Census 2011 data indicating that only 2% of journeys to work are currently undertaken by this mode. Achieving a mode shift away from the car which dominates commuting trips in the area (with a 64% mode share) to bus based public transport services will be key to better utilising existing capacity on the highway network and facilitating future development. Local bus services will provide key sustainable transport links between the proposed developments and the town centre.

The low levels of public transport use in Burgess Hill could be attributable to the low levels of service, the poor facilities provided for bus passengers or the pre-existing car dominance in Burgess Hill.

The Northern Arc growth location is expected to provide new and/or re-routed bus services between the Northern Arc and the town centre and railway stations to encourage the use of public transport amongst the future residents and employees of the area.

The Keymer Tile Works site is expected to provide three new bus stops at:

- Cants Lane / Kings Way
- Burgess Hill station
- Wivelsfield Station

In addition to the site specific improvements outlined above, the developers of all of the growth locations would be expected to provide commensurate contributions towards the delivery of improvements to existing facilities for bus passengers including; new and improved bus stops, Real Time Passenger Information (RTPI), bus service enhancements and bus fleet improvements.

AECOM has separately prepared a public transport strategy for the town and this has informed the final infrastructure requirements to facilitate a network that supports the objectives of the District Plan and TWS.

#### 4.5 Walking and Cycling

Promoting the use of walking and cycling for shorter trips will be key to realising the planned growth in Burgess Hill. Replacing shorter car trips with walking and cycling will make better use of the existing highway capacity and avoid major highway infrastructure improvements. The implementation of Travel Plans at each of the growth locations will be key to encouraging the use of walking and cycling from the outset of the occupation of the development sites. These travel plans will need to demonstrate how they facilitate the public transport strategy being developed for the town and provide a commitment to funding its implementation.

The delivery of the Green Circle, a network of combined wildlife corridor and walking and cycling routes across Burgess Hill are a key deliverable of the District Plan and TWS. Further detail on the routes is provided within the TIP projects table contained in **Appendix B**.

A number of other site specific pedestrian and cycle improvements are outlined below.

##### *Northern Arc*

A number of pedestrian and cycle improvements have been identified to facilitate the delivery of the Northern Arc growth location. Some of the major schemes include:

- Improvements to the Freeks Lane Public Right of Way;
- The provision of improved pedestrian and cycle facilities on the B2036, A273 and A2300
- Creation of a number of Green Circle Network Routes:
- The provision of a pedestrian and cycle link between Burgess Hill and Hayward Heath. This route is anticipated to follow Freeks Lane, Roman Road, public footpaths then links into Bolnore Village although it is acknowledged that further consideration of the design and alignment of this route is required.

##### *Former Keymer Tiles site*

The developer of the Former Keymer Tiles site is expected to provide improved connections between the development site and the town centre, including:

- Contributions towards a new bridge across the mainline railway at St Wilfird's Road; and,
- Improvements to Bridleway 10.

##### *Land East of Kings Way*

The developer of the Land East of Kings Way is expected to provide a new Pegasus crossing of the B2112 at Ditchling Common and improvements to the central, northern and eastern cycleways. These cycleways are assumed to be part of the Green Circle and therefore it is assumed that the equivalent Green Circle Routes would be provided instead.

# *Infrastructure Projects*

## 5 Infrastructure Projects

The infrastructure projects identified through the development of the TIP have been compiled into an infrastructure list which can be found in **Appendix B**. The projects have then been plotted and the plan showing their spatial arrangement in the context of the key development sites is contained in **Appendix C**.

*Analysis*

06

## 6 Analysis

In total 94 projects have been identified for implementation across Burgess Hill to facilitate the growth proposed across the Town. Whilst the cost of all projects has not been fully identified the total cost of infrastructure currently identified is £79.6 million. However, only a proportion of this infrastructure has so far been secured through S106/S278/LGF contributions. The amount of secured funding in the TIP is currently identified as £26.1 million. A shortfall of £53.5 million therefore exists that will need to be found to deliver the infrastructure that is considered to be necessary to support growth across the Town.

The projects have been split into individual time periods of five years to understand the cost of infrastructure requirements over time. The timescales assigned to each project should be considered indicative and are based upon estimated build-outs for each development site assuming an indicative housing trajectory which is contained within **Appendix D**.

**Table 6.1: Transport Investment Plan Funding Requirements Over Time\***

Timescale	Highway Schemes	Public Transport Schemes	Walking and Cycling	Smarter Choices	Total
<b>2015-2020</b>	£ 2,290,765	£ 735,000	£ 1,661,250	£ 70,133	£ 4,757,148
<b>2020-2025</b>	£ 44,266,372	£ 19,015,000	£ 1,139,200	£ 87,667	£ 64,508,239
<b>2025-2030</b>	£ 9,190,000	£ -	£ 1,012,255	£ 105,200	£ 10,307,455
<b>Total</b>	£ 55,747,137	£ 19,750,000	£ 3,812,705	£ 263,000	£ 79,572,842

\*Note: Costs are an estimate and should be treated with caution

The project costs have then be further disseminated into costs per year. Again the likely year of implementation is only an estimate and subject to change. The results of this analysis are shown in **Table 6.2** below.

**Table 6.2: Transport Investment Plan Funding Per Year\***

Timescale	Highway Schemes	Public Transport Schemes	Walking and Cycling	Smarter Choices	Total
2016	£ 350,000	£ 330,000	£ 665,000	£ 17,533	£ 1,362,533
2017	£ 463,745	£ 400,000	£ 926,000	£ 17,533	£ 1,807,278
2018	£ 547,020	£ -	£ -	£ 17,533	£ 564,553
2019	£ 930,000	£ 5,000	£ 70,250	£ 17,533	£ 1,022,783
2020	£ 4,768,000	£ 2,875,000	£ 405,500	£ 17,533	£ 8,066,033
2021	£ 15,275,000	£ 8,040,000	£ 733,700	£ 17,533	£ 24,066,233
2022	£ -	£ 2,700,000	£ -	£ 17,533	£ 2,717,533
2023	£ 150,000	£ 2,700,000	£ -	£ 17,533	£ 2,867,533
2024	£ 24,073,372	£ 2,700,000	£ -	£ 17,533	£ 26,790,905
2025	£ 9,010,000	£ -	£ -	£ 17,533	£ 9,027,533
2026	£ 180,000	£ -	£ 1,012,255	£ 17,533	£ 1,209,788
2027	£ -	£ -	£ -	£ 17,533	£ 17,533
2028	£ -	£ -	£ -	£ 17,533	£ 17,533
2029	£ -	£ -	£ -	£ 17,533	£ 17,533
2030	£ -	£ -	£ -	£ 17,533	£ 17,533
<b>Total</b>	<b>£ 55,747,137</b>	<b>£ 19,750,000</b>	<b>£ 3,812,705</b>	<b>£ 263,000</b>	<b>£ 79,572,842</b>

\*Note: Costs are an estimate and should be treated with caution

**Table 6.3** provides a summary of the development that has either been consented or is proposed across Burgess Hill.

**Table 6.3: Development Proposed in Burgess Hill**

Development	Residential Units	Employment Space
Northern Arc	3500	50,000m <sup>2</sup>
Land East of Kings Way	480	-
Fairbridge Way	325	-
The Hub	-	50,000m <sup>2</sup>
Former Keymer Tiles site	475	-
New River Retail	-	-
<b>Total</b>	<b>4780</b>	<b>100,000m<sup>2</sup></b>

To date 1280 of the 4780 dwellings have been granted consent and 50,000m<sup>2</sup> of employment space has been consented. Taking the transport infrastructure out that has been assigned to these consented developments leaves a total of £53.5 million of unfunded improvements. Taking this figure and simplistically dividing it across the dwellings remaining to be consented would require a contribution of £15,286 per dwelling.

## *Conclusions*

## 7 Conclusions

AECOM has been commissioned by West Sussex County Council (WSSCC) to provide transport advice to support the delivery of development across Burgess Hill.

A Transport Investment Plan (TIP) has been prepared to firstly identify the transport infrastructure requirements to facilitate the delivery of the housing growth identified within the District Plan for Burgess Hill and secondly identify the developments that could be reasonably required to contribute towards the provision of this transport infrastructure.

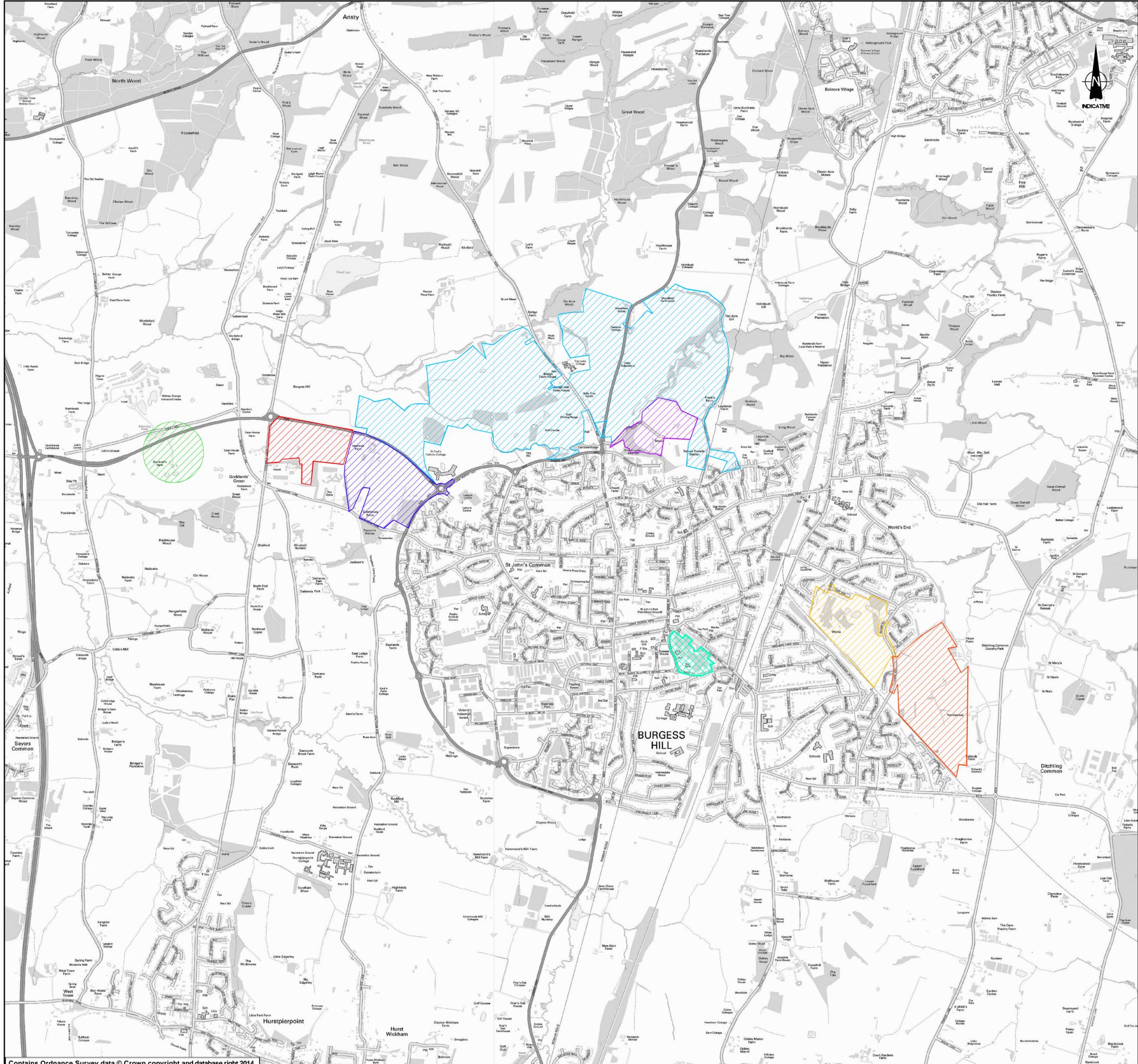
Our review of the background policy documentation has identified a number of infrastructure projects that have been compiled into a comprehensive TIP. The projects have then been associated with a development based upon the likely impacts resulting from that development and previous agreements. A timescale for delivery was then assigned based upon the likely build-out of each site and criticality of each project. The completed TIP has been shown in a spreadsheet and graphically on plans for ease of use.

The cost of each project has not been fully confirmed but initial indications suggest that £79.6 million of funding will be required to deliver the transport infrastructure required across Burgess Hill. Some of this infrastructure has already been committed through signed S106 agreements. However, initial indications suggest that the amount of infrastructure that is currently unfunded totals £53.5 million. This level of infrastructure investment is significant and the Council may wish to look at alternative funding mechanisms beyond S106 and CIL to deliver this level of infrastructure.

The TIP is a fluid document and it's recommended that it is regularly updated to represent the changing infrastructure requirements of the Town.

## Appendices

## Appendix A – Burgess Hill Growth Locations



- KEY**
- Development Site Locations
  - Northern Arc Development
  - Northern Arc Employment Area
  - Fairbridge Way - Residential
  - Land East of Kings Way - Residential
  - Former Keymer Tiles - Residential
  - The Hub Employment Area
  - New River Retail Development
  - Broad Location of Science Park



**PROJECT**  
Burgess Hill Transport Advice

**CLIENT**  
West Sussex County Council

**CONSULTANT**  
AECOM  
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London, WC1V 6QS

**ISSUE/REVISION**

IR	DATE	DESCRIPTION

**SHEET TITLE**  
Transport Investment Plan -  
Development Sites

**SHEET NUMBER**  
1 of 1

**PROJECT NUMBER**  
60339856-M001-SKE-0016

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## Appendix B – Transport Investment Plan Project Table



Reference Number	Project	Mode	Description	Impact Resulting From development								Categorisation	Reason for Improvement	Suggested Indicative Cost	Cost Estimate	Funding	Funding Gap	Indicative Year of Delivery	Timescale (5 year period)	Funding Source	Secured Funding	Lead Delivery Party(ies)	Policy	Information Source of Project	Cost Source		
				Site / Other sources of funding	Northern Arc	Keymer Tileworks	Kings Way	Fairbridge Way	The Hub Business Park	All Sites (all developments across the Burgess Hill area)	Other sources of funding																
1	Bus Gates	Bus	Installation of bus gate at Station Road/Queen Elizabeth Avenue	All Sites							X		Desirable	Mitigation & Improvement		£150,000.00		£150,000.00		2020	2020-2025	CIL	Unsecured	WSSC / Developer	Improved public transport for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011
2	Bus passenger Facilities	Bus	New / improved passenger waiting / boarding facilities and RTPI equipment to provide high quality public transport links between residential areas and the town centre and its rail stations	All sites							X		Essential	Mitigation & Improvement		£400,000.00		£400,000.00		2017	2015-2020	CIL	Unsecured	WSSC / Developer	Improved public transport for the residents of Burgess Hill	Burgess Hill Town Wide Strategy August 2011 and Mid Sussex IDP	Mid Sussex IDP
3	Bus Shelter - London Road/Fairfield Road	Bus	Bus Shelter - London Road/Fairfield Road	Other								X	Desirable	Mitigation		£5,000.00		£5,000.00		2019	2015-2020	CIL	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Mid Sussex IDP	Mid Sussex IDP
4	New Bus Stops on Cants Lane	Bus	New Bus stops at Cants Lane / Kings Way	Keymer Tileworks							X		Critical	Mitigation & Encouragement of Sustainable Modes	£30,000.00		£30,000.00	£0.00	2016	2015-2020	S106	Secured Funding	WSSC	Improved public transport for the residents of Burgess Hill	Keymer Tile Works and Kings Way S106 Contributions	AECOM Estimate	
5	Public Transport Strategy	Bus	Burgess Hill Public Transport Strategy	All Sites							X		Essential	Mitigation & Encouragement of Sustainable Modes		£13,500,000.00		£13,500,000.00		2020	2020-2025	S106	Unsecured	WSSC / Developer	Improved public transport for the residents of Burgess Hill	Burgess Hill Neighbourhood Plan 2015-2035 (January 2015)	AECOM PTS
6	Real Time Passenger Information	Bus	Real Time Passenger Information	Keymer Tileworks							X		Desirable	Mitigation & Encouragement of Sustainable Modes		£300,000.00	£300,000.00	£0.00	2016	2015-2020	S106	Secured Funding	WSSC	Will enhance the public transport service provision in Burgess Hill. This will benefit all of the growth locations.	Keymer Tile Works and Kings Way S106 Contributions	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	
7	Bus Link between Northern Arc West and The Hub	Bus	Bus Link between Northern Arc West and The Hub	All Sites							X		Desirable	Mitigation	£25,000.00		£25,000.00	£0.00	2020	2020-2025	CIL	Unsecured	WSSC	Improved highway network for the residents of Burgess Hill	AECOM recommendation	AECOM	
8	B2113 Keymer Road / Junction Road / Silverdale Road junction improvements (Hoadleys Corner)	Highways	Signals to replace roundabout, with one-way E/B on Silverdale Rd at Hoadleys Corner	Kings Way							X		Critical	Mitigation & Capacity Enhancement		£400,000.00	£400,000.00	£0.00	2017	2015-2020	S106	Secured Funding	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	
9	20mph zones	Highways	The introduction of 20mph zones around Wivelsfield and Burgess Hill rail stations	All sites							X		Desirable	Safety Improvement		£100,000.00		£100,000.00		2021	2020-2025	CIL	Unsecured	WSSC	Improved highway network for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011
10	A23 / A273 Pyecombe	Highways	Improvement to A23 Junction	All Sites							X		Critical	Mitigation	£1,000,000.00			£1,000,000.00		2025	2025-2030	S106	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Mid Sussex Transport Study Stage 3	WSSC Estimate
11	A23 / A281 Red House	Highways	Improvement to A23 Junction	All Sites							X		Critical	Mitigation	£1,000,000.00			£1,000,000.00		2025	2025-2030	S106	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Mid Sussex Transport Study Stage 3	WSSC Estimate
12	A23 / B2117 Hurstpierpoint	Highways	Improvement to A23 Junction	All Sites							X		Critical	Mitigation	£1,000,000.00			£1,000,000.00		2025	2025-2030	S106	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Mid Sussex Transport Study Stage 3	WSSC Estimate
13	A23/B2118 Sayers Common	Highways	Improvement to A23 Junction	All Sites							X		Critical	Mitigation	£1,000,000.00			£1,000,000.00		2025	2025-2030	S106	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Mid Sussex Transport Study Stage 3	WSSC Estimate
14	A2300 / Cuckfield Road junction improvements	Highways	Improvements to roundabout to increase capacity. Scheme as an alternative should no A2300 dualling happen	The Hub							X		Critical	Mitigation & Capacity Enhancement		£418,000.00	£418,000.00	£0.00	2020	2020-2025	S106	Secured Funding	WSSC	Improved highway network for the residents of Burgess Hill	The Hub Draft S106 Agreement	The Hub Draft S106	
15	A2300 dualling	Highways	A2300 dualling between A23 and the Northern Arc junction with improvements to A23/A2300 Hickstead interchange. Junction capacity improvement with 3-lane approaches and dual 2-lane over-bridge with dedicated left turn lanes at both roundabouts and single lane slips	All sites							X		Critical	Mitigation & Capacity Enhancement	£23,200,000.00	£17,000,000.00	£6,200,000.00		2024	2020-2025	WSSC + Developers + LGF	Partially secured	WSSC + MSDC + LEP	Improved highway network for the residents of Burgess Hill	WSSC Full Business Case Nov 2014, cost estimate 2014 Q1 prices plus inflation	SIP	
16	A2300/A23 Western Roundabout Improvements - Long Term Improvements	Highways	Improvements to western roundabout at A23/A2300 junction	Northern Arc							X		Critical	Mitigation		£1,500,000.00		£1,500,000.00		2025	2025-2030	S106	Unsecured	WSSC	Improved highway network for the residents of Burgess Hill	West Sussex Transport Plan / Burgess Hill Town Wide Strategy August 2011	Mid Sussex IDP
17	A2300/A23 Western Roundabout Improvements - The Hub Improvements	Highways	Improvements to western roundabout at A23/A2300 junction	The Hub							X		Critical	Mitigation		£168,631.00	£168,631.00	£0.00	2018	2015-2020	S106	Secured Funding	WSSC	Improved highway network for the residents of Burgess Hill	West Sussex Transport Plan / Burgess Hill Town Wide Strategy August 2011	The Hub Draft S106	
18	A272 Cowfold Road / A23 London Road, Bolney	Highways	Replace priority junction with new roundabout junction	Northern Arc							X		Critical	Mitigation	£1,000,000.00			£1,000,000.00		2025	2025-2030	S106	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Mid Sussex Transport Study Stage 3	WSSC Estimate

Reference Number	Project	Mode	Description	Impact Resulting From development							Categorisation	Reason for Improvement	Suggested Indicative Cost	Cost Estimate	Funding	Funding Gap	Indicative Year of Delivery	Timescale (5 year period)	Funding Source	Secured Funding	Lead Delivery Party(ies)	Policy	Information Source of Project	Cost Source
19	A273 Fairplace Bridge double mini-roundabout Junction Improvements - long term improvements	Highways	Replace double mini-roundabout with linked traffic signals with localised widening to give increased approach capacity on all arms from single to two lanes.	Northern Arc		X						Critical	Mitigation & Capacity Enhancement	£500,000.00		£500,000.00	2021	2020-2025	S106	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	AECOM recommendation	AECOM Estimate
20	A273 Fairplace Bridge double mini-roundabout Junction Improvements - short term improvements	Highways	Localised widening at the roundabout to accommodate additional traffic.	Fairbridge Way					X			Critical	Mitigation & Capacity Enhancement	£150,000.00	£150,000.00	£0.00	2016	2015-2020	S106	Secured Funding	Developer	Improved highway network for the residents of Burgess Hill	S106 Agreement for Fairbridge Way development	S106 Agreement for Fairbridge Way development
21	A273 Jane Murray Way / Sussex Way junction improvements	Highways	A273 Jane Murray Way / Sussex Way conversion from roundabout to traffic signal junction incorporating pedestrian / cycle facilities	Northern Arc		X						Critical	Mitigation & Capacity Enhancement		£400,000.00	£400,000.00	2021	2020-2025	S106	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Burgess Hill Town Wide Strategy August 2011	SIP
22	A273 Jane Murray Way x4 junction improvements south of Northern Arc Link Road junction	Highways	Upgrade existing roundabouts to increase capacity.	Northern Arc		X						Critical	Mitigation & Capacity Enhancement		£800,000.00	£800,000.00	2025	2025-2030	S106	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Burgess Hill Town Wide Strategy August 2011	SIP
23	A273 Traffic Management	Highways	Safety-led improvements on the A273 Isaac's Lane: 40mph speed limit over entire length of route between N Arc Link Road and A272 Bohore; 30mph between B2036 Fairplace Bridge and N Arc Link Road.	Northern Arc		X						Critical	Mitigation & Safety	£150,000.00	£0.00	£150,000.00	2021	2020-2025	S106	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Northern Arc Developer's IDP	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011
24	B2036 Burgess Hill to Ansty Traffic management	Highways	Highway Traffic Restraint, such as carriageway buildouts, narrowing, alternate priority working and reduced speed limits.	Northern Arc		X						Critical	Mitigation & Safety	£150,000.00		£150,000.00	2026	2025-2030	S106	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Mid Sussex IDP	Mid Sussex IDP
25	B2112 Common Lane / Janes Lane	Highways	B2112 Common Lane / Janes Lane traffic signal upgrade	All Sites						X		Desirable	Mitigation & Improvement	£ 120,000		£120,000.00	2025	2025-2030	CIL	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011
26	B2112 Folders Lane / B2113 Roundabout Improvement	Highways	B2112 Folders Lane / B2113 Roundabout Improvement	All Sites						X		Desirable	Mitigation & Improvement	£ 220,000		£220,000.00	2025	2025-2030	CIL	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011
27	B2112 Folders Lane / Kings Way junction improvements	Highways	Traffic Signals to replace existing mini-roundabout.	Keymer Tileworks		X						Critical	Mitigation	£150,000.00	£150,000.00	£0.00	2023	2020-2025	S106	Secured Funding	WSSC	Improved highway network for the residents of Burgess Hill	Keymer Tile Works and Kings Way S106 Contributions	Mid Sussex IDP
28	B2112 Folders Lane / Kings Way junction improvements	Highways	Additional flare following signalisation	All Sites						X		Critical	Mitigation	£30,000.00		£30,000.00	2026	2025-2030	S106	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Mid Sussex IDP	Mid Sussex IDP
29	B2113 Corridor Improvements, Station Road	Highways	B2113 Corridor Improvements, Station Road	Kings Way			X					Critical	Mitigation & Capacity Enhancement	£581,872.00	£581,872.00	£0.00	2024	2020-2025	S106	Secured Funding	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Keymer Tile Works and Kings Way S106 Contributions	Mid Sussex IDP
30	B2113 Folders Lane / Keymer Road junction improvement	Highways	Signals to replace roundabout at the Folders Lane / Keymer Road junction	Keymer Tileworks		X						Critical	Mitigation & Capacity Enhancement	£280,000.00	£280,000.00	£0.00	2018	2015-2020	S106	Secured Funding	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011
31	B2113 Station Road / Mill Road / Church Road junction improvements	Highways	Signals to replace roundabout, with one-way NW/B on Church Rd	All Sites						X		Critical	Mitigation & Capacity Enhancement	£220,000.00	£220,000.00	£0.00	2025	2025-2030	S106	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011
32	B2115 / B2110 Leechpond Hill, Lower Beeding	Highways	Widen eastern arm to provide ghost-island right turn	Northern Arc		X						Critical	Mitigation	£100,000.00		£100,000.00	2025	2025-2030	S106	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Mid Sussex Transport Study Stage 3	AECOM Estimate
33	Bridge over River Adur	Highways	Three span bridge over river adder as part of Northern Arc Link Road	Northern Arc		X						Critical	Mitigation	£3,300,000.00	£3,300,000.00	£0.00	2020	2020-2025	S106	Secured Funding	Developer	Improved highway network for the residents of Burgess Hill	Northern Arc Developer's IDP	Northern Arc CIL Representation Report
34	Cants Lane / Junction Road / Vineries / Manor Road Parking Improvements	Highways	Cants Lane / Junction Road / Vineries / Manor Road Parking Improvements. Improvements to on-street parking at Woodlands.	Kings Way/Keymer Tileworks		X	X					Critical	Mitigation & Capacity Enhancement	£41,500.00	£41,500.00	£0.00	2024	2020-2025	S106	Secured Funding	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Keymer Tile Works and Kings Way S106 Contributions	Keymer Tile Works and Kings Way S106 Contributions
35	Cants Lane Traffic Management	Highways	Environmental improvements, traffic calming and parking management in Cants Lane	Kings Way/Keymer Tileworks		X	X					Desirable	Mitigation & Safety	£50,000.00	£50,000.00	£0.00	2016	2015-2020	S106	Secured Funding	WSSC	Improved highway network for the residents of Burgess Hill	Keymer Tile Works and Kings Way S106 Contributions	Keymer Tile Works and Kings Way S106 Contributions
36	Controlled Parking Zone at Wivelsfield Station	Highways	Controlled Parking Zone at Wivelsfield Station	Northern Arc		X						Desirable	Mitigation & Improvement	£100,000.00		£100,000.00	2020	2020-2025	S106	Unsecured	WSSC / Developer	Will enhance the public transport service provision in Burgess Hill. This will benefit all of the growth locations.	WSP Consultants cost estimate (2010 prices)	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011
37	Controlled Parking Zone in the town centre and other locations across town	Highways	Introduction of a Controlled Parking Zone for the town centre and in various locations around the town such as Victoria Way, Middle Way, Wolstonbury Way, York Road, and Woodpecker Crescent	All sites						X		Desirable	Mitigation & Capacity Enhancement	£700,000.00		£700,000.00	2020	2020-2025	CIL	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Mid Sussex IDP	Mid Sussex IDP
38	Cuckfield Road Access Scheme	Highways	Road widening along Cuckfield Road south of the A2300 roundabout to create a new access road to the site	The Hub					X			Critical	Mitigation	£150,000.00	£150,000.00	£0.00	2016	2015-2020	S106	Secured Funding	WSSC	Improved highway network for the residents of Burgess Hill	The Hub Draft S106	AECOM Estimate
39	Ditching Common Traffic Management	Highways	Traffic Calming on the B2112 between the B2113 Folder's Lane and Janes Lane	Kings Way			X					Desirable	Safety Improvement	£63,745.00	£63,745.00	£0.00	2017	2015-2020	S106	Secured Funding	ESCC	Improved highway network for the residents of Burgess Hill	Keymer Tile Works and Kings Way S106 Contributions	Keymer Tile Works and Kings Way S106 Contributions
40	Junction Road / Cants Lane junction improvement	Highways	Mini-roundabout to replace existing priority junction at the Junction Road / Cants Lane junction	Keymer Tileworks		X						Critical	Mitigation & Capacity Enhancement	£200,000.00	£200,000.00	£0.00	2024	2020-2025	S106	Secured Funding	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011
41	Leylands Road / Leylands Park mini-roundabout upgrade to traffic signals	Highways	Leylands Road / Leylands Park mini-roundabout upgrade to traffic signals	Northern Arc		X						Critical	Mitigation	£250,000.00		£250,000.00	2019	2015-2020	S106	Unsecured	WSSC	Improved highway network for the residents of Burgess Hill	AECOM recommendation	AECOM Estimate
42	London Road / Leylands Road and London Road / West Street junction improvements	Highways	Replace double mini-roundabout with linked traffic signals	Northern Arc		X						Critical	Mitigation & Capacity Enhancement	£500,000.00		£500,000.00	2025	2025-2030	S106	Unsecured	Developer	Improved highway network for the residents of Burgess Hill	Burgess Hill Town Wide Strategy August 2011	SIP
43	London Road / Maple Drive / Dunstall Avenue junction improvements	Highways	Upgrade of traffic signals	Northern Arc		X						Critical	Mitigation & Capacity Enhancement	£300,000.00		£300,000.00	2025	2025-2030	S106	Unsecured	Developer	Improved highway network for the residents of Burgess Hill	Mid Sussex IDP	Mid Sussex IDP
44	London Road / Royal George Road / Lower Church Road junction improvements	Highways	Upgrade of traffic signals	Northern Arc		X						Critical	Mitigation & Capacity Enhancement	£250,000.00		£250,000.00	2025	2025-2030	S106	Unsecured	Developer	Improved highway network for the residents of Burgess Hill	Burgess Hill Town Wide Strategy August 2011	SIP

Reference Number	Project	Mode	Description	Impact Resulting From development	Categorisation	Reason for Improvement	Suggested Indicative Cost	Cost Estimate	Funding	Funding Gap	Indicative Year of Delivery	Timescale (5 year period)	Funding Source	Secured Funding	Lead Delivery Party(ies)	Policy	Information Source of Project	Cost Source	
45	Manor Road/Janes Lane	Highways	Manor Road/Janes Lane	Kings Way			£50,000.00		£50,000.00	£0.00	2024	2020-2025	S106	Secured Funding	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Keymer Tile Works and Kings Way S106 Contributions	AECOM Estimate	
46	Northern Arc Link Road	Highways	New Link Road from the A273 Jane Murray Way (to the south of The Triangle roundabout) to the A273 Isaacs Lane provided as part of the Northern Arc development	Northern Arc		X		£11,800,000.00	£0.00	£11,800,000.00	2021	2020-2025	S106	Unsecured	Developer	Improved highway network for the residents of Burgess Hill	Burgess Hill Town Wide Strategy August 2011	Northern Arc CIL Representation Report	
47	Northern Arc Central to Eastern Site Bridge	Highways	Northern Arc Bridge between Central and East sites.	Northern Arc		X		£2,700,000.00	£0.00	£2,700,000.00	2021	2020-2025	S106	Unsecured	Developer	Improved highway network for the residents of Burgess Hill	Burgess Hill Town Wide Strategy August 2011	Northern Arc CIL Representation Report	
48	Northern Arc Eastern Site Bus Gate	Highways	Bus Gate at an appropriate point in the Eastern Site to limit through route access to Maple Drive	Northern Arc		X	£50,000.00		£0.00	£50,000.00	2019	2015-2020	S106	Unsecured	Developer	Improved highway network for the residents of Burgess Hill	Northern Arc Developer's IDP	AECOM Estimate	
49	Route Strategy Improvement - C306 Keymer to Burgess Hill	Highways	Route Strategy Improvement - C306 Keymer to Burgess Hill	All Sites				£150,000.00		£150,000.00	2019	2015-2020	S106	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Mid Sussex IDP	Mid Sussex IDP	
50	Sussex Way and the Sussex Way / Royal George Road / West Street / Gatehouse Lane junction	Highways	Sussex Way and the Sussex Way / Royal George Road / West Street / Gatehouse Lane junction	Northern Arc		X		£175,000.00		£175,000.00	2021	2020-2025	S106	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Burgess Hill Town Wide Strategy August 2011	SIP	
51	Toucan Crossing of Jane Murray Way	Highways	Toucan Crossing of Jane Murray Way	The Hub				£98,389.00	£98,389.00	£0.00	2018	2015-2020	S106	Secured Funding	WSSC	Improved highway network for the residents of Burgess Hill	The Hub Draft S106	S106 Agreement for The Hub	
52	Traffic calming for Janes Lane	Highways	Speeding and bad behaviour	Other				£30,000.00		£30,000.00	2019	2015-2020	CIL	Unsecured	WSSC	Improved highway network for the residents of Burgess Hill	Mid Sussex IDP	Mid Sussex IDP	
53	Traffic calming measures for Victoria Road	Highways	Traffic calming measures for Victoria Road	Other				£100,000.00		£100,000.00	2019	2015-2020	CIL	Unsecured	WSSC	Improved highway network for the residents of Burgess Hill	Mid Sussex IDP	Mid Sussex IDP	
54	Valebridge Road junction improvements at the junctions with Junction Road / Leylands Road and Janes Lane	Highways	Linked traffic signals to replace existing roundabout and priority junction	Kings Way				£250,000.00	£250,000.00	£0.00	2020	2020-2025	S106	Secured Funding	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus	
55	Victoria Road - Charles Avenue Highway Link	Highways	Highway link between Victoria Road and Charles Avenue to improve access to the Victoria Industrial Estate and enable the removal of HGVs from Victoria Avenue	Other				£350,000.00		£350,000.00	2019	2015-2020	CIL	Unsecured	WSSC / Developer	Improved highway network for the residents of Burgess Hill	Mid Sussex Transport Study Stage 3	Mid Sussex IDP	
56	A2300 / A273 roundabout footway improvements	Pedestrian & Cycle	Widening of the existing footways around the roundabout and improve crossings	Northern Arc		X		£100,000.00		£100,000.00	2017	2015-2020	S106	Unsecured	WSSC	Improving walking and cycling links across the town for the residents of Burgess Hill	Northern Arc Developer's IDP	Northern Arc CIL Representation Report	
57	A2300 pedestrian/cycle facilities improvements	Pedestrian & Cycle	Provision of 3.0m pedestrian / cycle route along both sides of the carriageway between the A273 Jane Murray Way and western site access roundabout	Northern Arc		X		£500,000.00		£500,000.00	2017	2015-2020	S106	Unsecured	WSSC	Improving walking and cycling links across the town for the residents of Burgess Hill	Northern Arc Developer's IDP	Northern Arc CIL Representation Report	
58	A273 Jane Murray Way pedestrian/cycle/bus facilities improvements	Pedestrian & Cycle	Provision of 3.0m pedestrian / cycle route along both sides of the carriageway of the A273 Jane Murray Way/Sussex Way and provision of bus stops	Northern Arc		X		£400,000.00		£400,000.00	2026	2025-2030	S106	Unsecured	WSSC / Developer	Improving walking and cycling links across the town for the residents of Burgess Hill	Mid Sussex IDP	Mid Sussex IDP	
59	B2036 Cuckfield Road footway improvements	Pedestrian & Cycle	Provision of additional footway facilities on the western side of the carriageway from the golf club where current footway ends to northern end of site.	Northern Arc		X		£200,000.00		£200,000.00	2017	2015-2020	S106	Unsecured	WSSC / Developer	Improving walking and cycling links across the town for the residents of Burgess Hill	Northern Arc Developer's IDP	Northern Arc CIL Representation Report	
60	Brideway No. 10	Pedestrian & Cycle	Keymer Tileworks site to East Sussex Boundary	Keymer Tileworks			X	£50,000.00		£50,000.00	£0.00	2017	2015-2020	S106	Secured Funding	WSSC	Improving walking and cycling links across the town for the residents of Burgess Hill	Keymer Tile Works and Kings Way S106 Contributions	AECOM Estimate
61	Burgess Hill to Haywards Heath inter-urban cycle link	Pedestrian & Cycle	Preferred route is Freeks Lane, Roman Road, public footpaths then links into Bohore Village (off-road full construction but may not have a hard surface)	Northern Arc		X		£100,000.00		£100,000.00	2026	2025-2030	S106	Unsecured	WSSC / Developer	Improving walking and cycling links across the town for the residents of Burgess Hill	Burgess Hill Town Wide Strategy August 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	
62	Cycle Parking at Wivelsfield Station	Pedestrian & Cycle	Cycle Parking at Wivelsfield Station	Keymer Tileworks			X	£15,000.00	£15,000.00	£0.00	2016	2015-2020	S106	Secured Funding	WSSC	Improving walking and cycling links across the town for the residents of Burgess Hill	Keymer Tile Works and Kings Way S106 Contributions	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	
63	Cycle Rack - The Brook	Pedestrian & Cycle	Cycle Rack - The Brook	Other				£250.00		£250.00	2019	2015-2020	CIL	Unsecured	WSSC / MSDC / BHTC	Improved highway network for the residents of Burgess Hill	Mid Sussex IDP	Mid Sussex IDP	
64	Ditching Common Crossing across B2112	Pedestrian & Cycle	Pegasus crossing at Ditching Common.	Kings Way			X	£60,000.00	£60,000.00	£0.00	2017	2015-2020	S106	Secured Funding	WSSC	Improving walking and cycling links across the town for the residents of Burgess Hill	Keymer Tile Works and Kings Way S106 Contributions	SIP	
65	Freeks Lane PROW Improvements	Pedestrian & Cycle	Improvements to Freeks Lane Public Right of Way	Northern Arc		X		£200,000.00		£200,000.00	2016	2015-2020	S106	Unsecured	WSSC / MSDC / BHTC	Improving walking and cycling links across the town for the residents of Burgess Hill	Northern Arc Developer's IDP	Northern Arc CIL Representation Report	
66	Green Circle Network Route 1	Pedestrian & Cycle	Tesco superstore to town centre via Hammonds Ridge, Albert Drive, Victoria Gardens and Station Road	All Sites				£47,940.00		£47,940.00	2026	2025-2030	CIL	Unsecured	WSSC / MSDC / BHTC	Improving walking and cycling links across the town for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	
67	Green Circle Network Route 10	Pedestrian & Cycle	Upgrade of footpath 17BH from Burgess Hill railway station southwards alongside railway as far as Route 9	All Sites				£32,700.00		£32,700.00	2026	2025-2030	CIL	Unsecured	WSSC / MSDC / BHTC	Improving walking and cycling links across the town for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	
68	Green Circle Network Route 11a	Pedestrian & Cycle	Maple Close Tunnel to Cyprus Road car park - combination of on and off-road cycle route - may require a toucan crossing upgrade at Leylands Road	Northern Arc		X		£65,975.00		£65,975.00	2026	2025-2030	S106	Unsecured	WSSC / MSDC / BHTC	Improving walking and cycling links across the town for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	
69	Green Circle Network Route 2	Pedestrian & Cycle	Station Road to brideway 19BH via Oakmeads Community College, Holmesdale Road, Holmesdale Wood and Wingle Tye Road	All Sites				£57,490.00		£57,490.00	2026	2025-2030	CIL	Unsecured	WSSC / MSDC / BHTC	Improving walking and cycling links across the town for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	
70	Green Circle Network Route 3	Pedestrian & Cycle	Malthouse Lane Meadows to town centre via Coulstock Road, Powys Close allotments, Weald Road, St John's Common, Cromwell Road, Park Close and St John's Park	Northern Arc		X		£71,400.00		£71,400.00	2026	2025-2030	S106	Unsecured	WSSC / MSDC / BHTC	Improving walking and cycling links across the town for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	
71	Green Circle Network Route 4	Pedestrian & Cycle	Fairplace Hill to town centre via Marchants Way, Oakenfield, Forge Way Sydney West Centre, Marie Place Park and St John's Road/Park	Northern Arc		X		£79,450.00		£79,450.00	2026	2025-2030	S106	Unsecured	WSSC / MSDC / BHTC	Improving walking and cycling links across the town for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	
72	Green Circle Network Route 5	Pedestrian & Cycle	St Paul's College/The Triangle Leisure Centre to join with Route 3 at Royal George Road/St John's Common via Bluebell Way, E159/E152 paths and Sussex Way	Northern Arc		X		£6,000.00		£6,000.00	2026	2025-2030	S106	Unsecured	WSSC / MSDC / BHTC	Improving walking and cycling links across the town for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	
73	Green Circle Network Route 6	Pedestrian & Cycle	One O'clock Level Crossing near Burdock's Farm to Keymer Road via Broad Green Avenue and Silverdale Road	Kings Way			X	£18,000.00	£18,000.00	£0.00	2026	2025-2030	S106	Secured Funding		Improving walking and cycling links across the town for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	

Reference Number	Project	Mode	Description	Impact Resulting From development							Categorisation	Reason for Improvement	Suggested Indicative Cost	Cost Estimate	Funding	Funding Gap	Indicative Year of Delivery	Timescale (5 year period)	Funding Source	Secured Funding	Lead Delivery Party(ies)	Policy	Information Source of Project	Cost Source
74	Green Circle Network Route 7	Pedestrian & Cycle	The Holt to Folders Lane near its junction with Keymer Road	All Sites						X				£14,800.00		£14,800.00	2026	2025-2030	CIL	Unsecured	WSSC / MSCDC / BHTC	Improving walking and cycling links across the town for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011
75	Green Circle Network Route 8	Pedestrian & Cycle	Folders Lane between railway bridge and its junction with Keymer Road	All Sites						X				£118,500.00		£118,500.00	2026	2025-2030	CIL	Unsecured	WSSC / MSCDC / BHTC	Improving walking and cycling links across the town for the residents of Burgess Hill	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011
76	Green Circle Network Route 9	Pedestrian & Cycle	Keymer Road to A273 London Road via bridleways 16BH, 18BH and 19BH	Kings Way					X				£5,500.00	£5,500.00	£0.00	2020	2020-2025	S106	Secured Funding	WSSC	Will enhance the public transport service provision in Burgess Hill. This will benefit all of the growth locations.	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	Burgess Hill Town Wide Strategy Report of the Transport Focus Group 2011	
77	Improved drainage for Bridleway 16 (Keymer Road to Oak Hall Park)	Pedestrian & Cycle	Improved drainage for Bridleway 16 (Keymer Road to Oak Hall Park)	All Sites						X			£6,000.00		£6,000.00	2017	2015-2020	CIL	Unsecured	WSSC	Improved highway network for the residents of Burgess Hill	Mid Sussex IDP	Mid Sussex IDP	
78	Keymer Road / Folders Lane (Toucan/Pegasus Crossing)	Pedestrian & Cycle	Keymer Road / Folders Lane (Toucan/Pegasus Crossing)	Kings Way					X				£50,000.00	£50,000.00	£0.00	2020	2020-2025	S106	Secured Funding	WSSC / Developer	Improving walking and cycling links across the town for the residents of Burgess Hill	Keymer Tile Works and Kings Way S106 Contributions	AECOM Estimate	
79	Leylands Road Toucan Crossing	Pedestrian & Cycle	Leylands Road Toucan Crossing	Kings Way					X				£50,000.00	£50,000.00	£0.00	2020	2020-2025	S106	Secured Funding	WSSC / Developer	Improving walking and cycling links across the town for the residents of Burgess Hill	Keymer Tile Works and Kings Way S106 Contributions	AECOM Estimate	
80	New Crossings across Civic Way and Station Road	Pedestrian & Cycle	New Crossings across Civic Way and Station Road	Other							X		£60,000.00		£60,000.00	2019	2015-2020	CIL	Unsecured	WSSC	Improved highway network for the residents of Burgess Hill	Mid Sussex IDP	Mid Sussex IDP	
81	Northern (east/west) cycleway	Pedestrian & Cycle	Pedestrian cycle route from site to leisure/sports/employment uses	Kings Way					X				£50,000.00		£50,000.00	2020	2020-2025	S106	Secured Funding	WSSC / Developer	Improving walking and cycling links across the town for the residents of Burgess Hill	Keymer Tile Works and Kings Way S106 Contributions	AECOM Estimate	
82	Pedestrian and cycle link from The Hub to A273 Jane Murray Way	Pedestrian & Cycle	Pedestrian and cycle link from The Hub to A273 Jane Murray Way	The Hub							X		£50,000.00	£0.00	£50,000.00	£0.00	2016	2015-2020	S106	Secured Funding	WSSC	Improving walking and cycling links across the town for the residents of Burgess Hill	The Hub Draft S106	AECOM Estimate
83	Pedestrian/cycle links from the Northern Arc to the town centre and transport interchanges	Pedestrian & Cycle	Provision of pedestrian / cycle facilities to connect the Northern Arc to the town centre and transport interchanges including new / improved crossings	Northern Arc					X				£533,700.00		£533,700.00	2021	2020-2025	S106	Unsecured	WSSC / Developer	Improving walking and cycling links across the town for the residents of Burgess Hill	Mid Sussex IDP	Mid Sussex IDP	
84	Pegasus Crossing of Kings Way	Pedestrian & Cycle	Pegasus Crossing of Kings Way	Kings Way					X				£50,000.00	£50,000.00	£0.00	2020	2020-2025	S106	Secured Funding	WSSC / Developer	Improving walking and cycling links across the town for the residents of Burgess Hill	Keymer Tile Works and Kings Way S106 Contributions	AECOM Estimate	
85	St Wilfred's Road sustainable transport improvements	Pedestrian & Cycle	Sustainable transport improvements in the St Wilfred's Road area including New bridge over rail line to replace St Wilfred's Bridge	All Sites						X			£400,000.00	£400,000.00	£0.00	2016	2015-2020	S106	Secured Funding	WSSC/Network Rail	Improving walking and cycling links across the town for the residents of Burgess Hill	Keymer Tile Works and Kings Way S106 Contributions	SIP	
86	Sussex Way footway / cycleway	Pedestrian & Cycle	Provision of improved footway / cycle way along both sides of Sussex Way and improvements at the Sussex Way / West Street / Royal George Road / Gatehouse Lane	Northern Arc					X				£200,000.00		£200,000.00	2021	2020-2025	S106	Unsecured	WSSC / Developer	Improving walking and cycling links across the town for the residents of Burgess Hill	Northern Arc Developer's IDP	Northern Arc CIL Representation Report	
87	Traffic island on Jane Murray Way	Pedestrian & Cycle	Located between two bus stops near burial ground	Other							X		£10,000.00		£10,000.00	2019	2015-2020	CIL	Unsecured	WSSC	Improved highway network for the residents of Burgess Hill	Mid Sussex IDP	Mid Sussex IDP	
88	Upgrade footpath from the Brow to School Close	Pedestrian & Cycle	Upgrade footpath from the Brow to School Close	Other							X		£10,000.00		£10,000.00	2017	2015-2020	CIL	Unsecured	WSSC	Improved highway network for the residents of Burgess Hill	Mid Sussex IDP	Mid Sussex IDP	
89	Various dropped kerbs / tactile paving minor improvements in Burgess Hill	Pedestrian & Cycle	Various dropped kerbs / tactile paving minor improvements in Burgess Hill	Northern Arc					X				£200,000.00		£200,000.00	2020	2020-2025	S106	Unsecured	WSSC / Developer	Improving walking and cycling links across the town for the residents of Burgess Hill	Northern Arc Developer's IDP	Northern Arc CIL Representation Report	
90	Burgess Hill Rail Station Improvements	Rail	Improved passenger access and waiting facilities, car and cycle parking and bus stops at Burgess Hill station	All sites						X			£1,615,000.00		£1,615,000.00	2021	2020-2025	S106	Unsecured	WSSC / Developer	Improving the rail network for enhanced public transport for the town	West Sussex Transport Plan / Burgess Hill Town Wide Strategy August 2011	SIP	
91	Keymer Junction Upgrade	Rail	New grade separated junction for the Lewes branch line to remove route conflicts	Other							X				£0.00	2021	2020-2025	Network Rail	Secured Funding	Network Rail	Improving the rail network for enhanced public transport for the town	Sussex Route Summary Route Plan	N/A	
92	Thameslink Key Output Two	Rail	Improve rail services through the Thameslink programme. This will involve 4 trains per hour between Brighton and Bedford during peak periods running 12 car sets.	Other							X				£0.00	2018	2015-2020	Network Rail and Thameslink	Secured Funding	Network Rail & Operators	Improving the rail network for enhanced public transport for the town	Sussex Route Summary Route Plan		
93	Wivelsfield Rail Station Improvements	Rail	Improved passenger access and waiting facilities, car and cycle parking and bus stops	All sites						X			£3,175,000.00	£1,473,080.00	£1,701,920.00	2021	2020-2025	S106	Partially secured	WSSC & Network Rail & Operators	Improving the rail network for enhanced public transport for the town	Burgess Hill Town Wide Strategy August 2011	SIP	
94	Behavioural change initiatives	Sustainable Transport	Smarter Choices, car-share / car club schemes	All sites						X			£263,000.00		£263,000.00	2017	2015-2030	CIL	Unsecured	WSSC / Developer	-	West Sussex Transport Plan / Burgess Hill Town Wide Strategy August 2011	Burgess Hill Neighbourhood Plan 2015-2035 (January 2015)	

## Appendix C – Transport Investment Plan Project Plan





## Appendix D – Indicative Housing Trajectory

Site	Source	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Kingsway (480)	WSCC	50	50	50	50	56	56	56	56	56						
Keymer Tileworks (475)	WSCC	25	50	50	50	50	50	50	50	50	50					
Fairbridge Way (325)	WSCC			50	50	50	50	50	50	25						
Northern Arc (3500)	WSCC			117	204	280	338	338	338	338	315	315	303	280	210	123
Total		75	100	267	354	436	494	494	494	469	365	315	303	280	210	123