

A24 Horsham to Dorking Corridor Feasibility Study Stakeholder Webinar

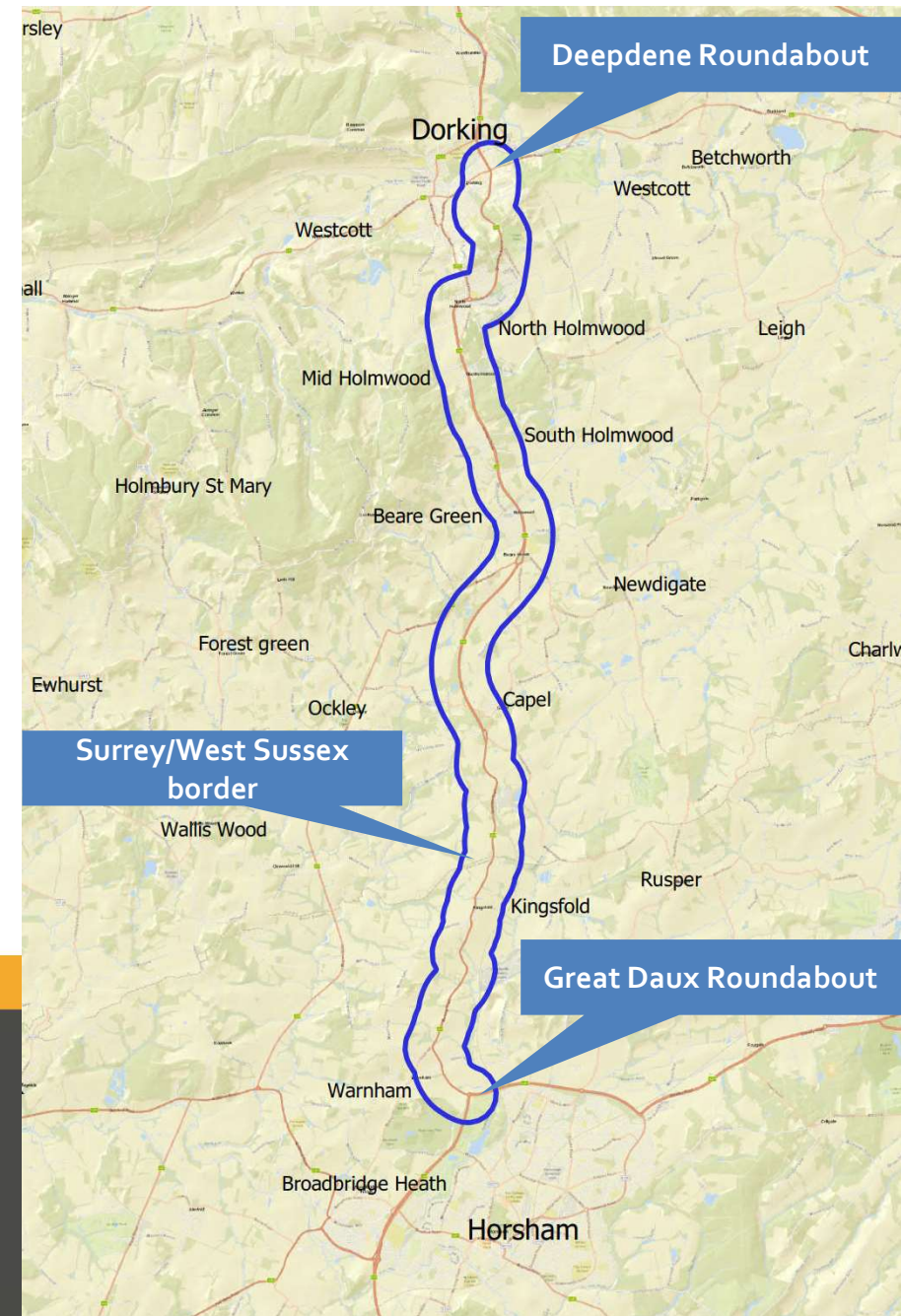
Jamie Dallen (WSCC)
Resan Santhakumar (SCC)
Daniel Hyde (WSP)
12th May 2022



	Presentation and meeting structure
10:00 – 10:20	<ul style="list-style-type: none"> - Study objectives, aim of meeting, work to date - Major Road Network, committed and other schemes - Links to TfSE Strategy and Local Transport Plans
10:20 – 10:30	- Questions on study background and approach
10.30-10.40	- Key issues found on the corridor
10.40-11.00	- Feedback on issues
11:00 – 11:20	- Potential scheme interventions
11:20 – 11:40	- Questions on potential interventions
11:40 – 12:00	<ul style="list-style-type: none"> - Funding opportunities - Next steps and final questions

Study objectives / aim of meeting

- Address highway related transport issues along corridor across all travel modes
- Support Net Zero targets
- Support shift to sustainable modes
- Support strategic development/ economic growth
- *Aim of meeting – feedback on issues and options*



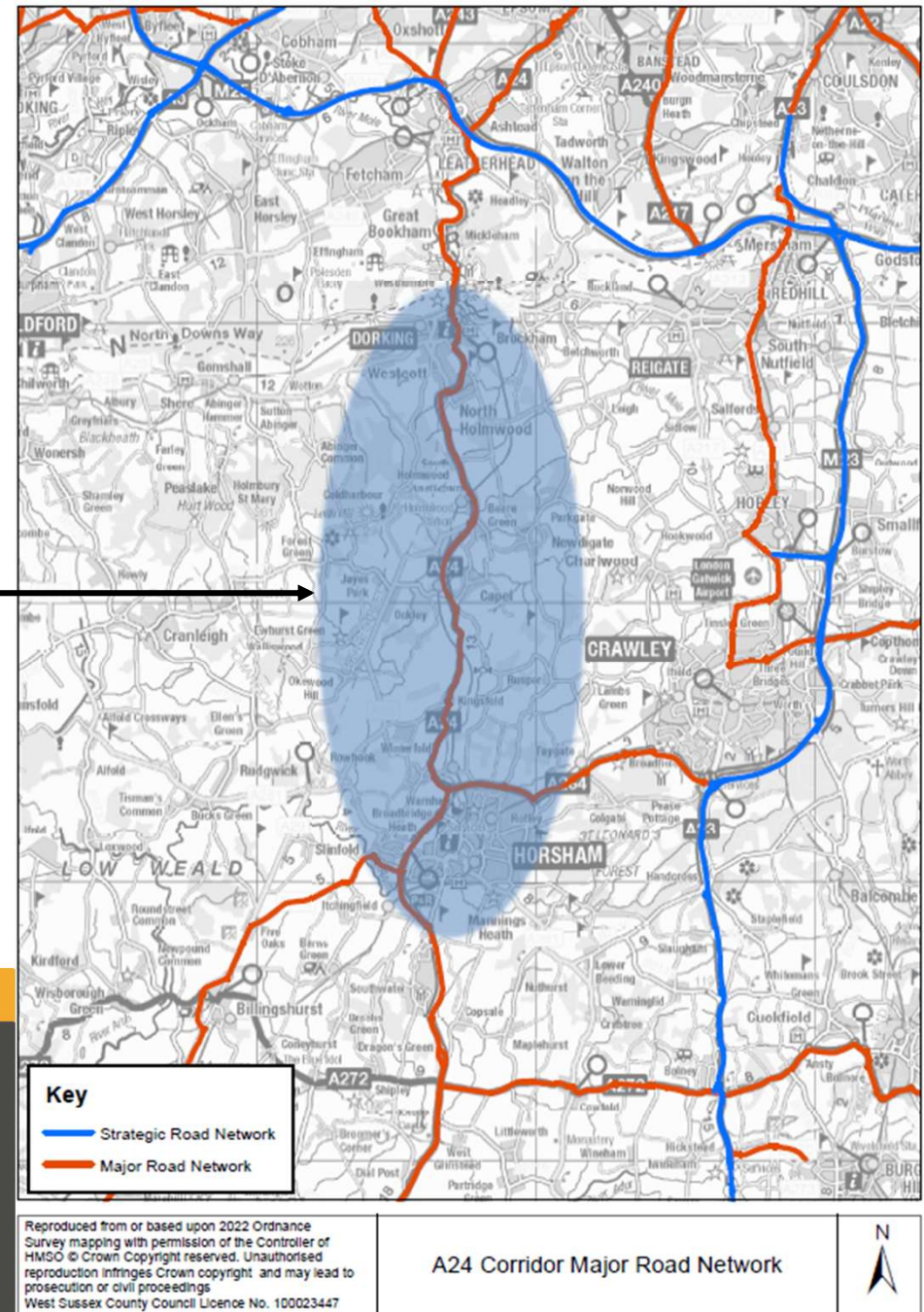
Work to date

- Stage 1 study (2022)
 - Policy review
 - Current issues – review of flow data, collision data, journey time data, bus stop and railway station accessibility, bus and rail services, PRowWs and bridleway consideration
 - Future issues – impact of growth
 - Long list of options – to be informed by today's discussion
- Stage 2 (later in 2022 – 2023)
 - Development of feasibility designs and testing of the short-list of options
 - Development of Strategic Outline Business Case
 - Further stakeholder engagement to understand views on feasibility designs



A24 corridor

- A24 Horsham to Dorking part of Department for Transport Major Road Network (MRN)



What is the MRN?

- The MRN forms a middle tier of the country's busiest and most economically important local authority 'A' roads, sitting between the national Strategic Road Network (SRN) and the rest of the local road network.
- The MRN has 5 objectives to: reduce congestion, support economic growth and rebalancing, support housing delivery, support all road users, and support the SRN.
- There may be opportunities for future funding associated with the MRN status.



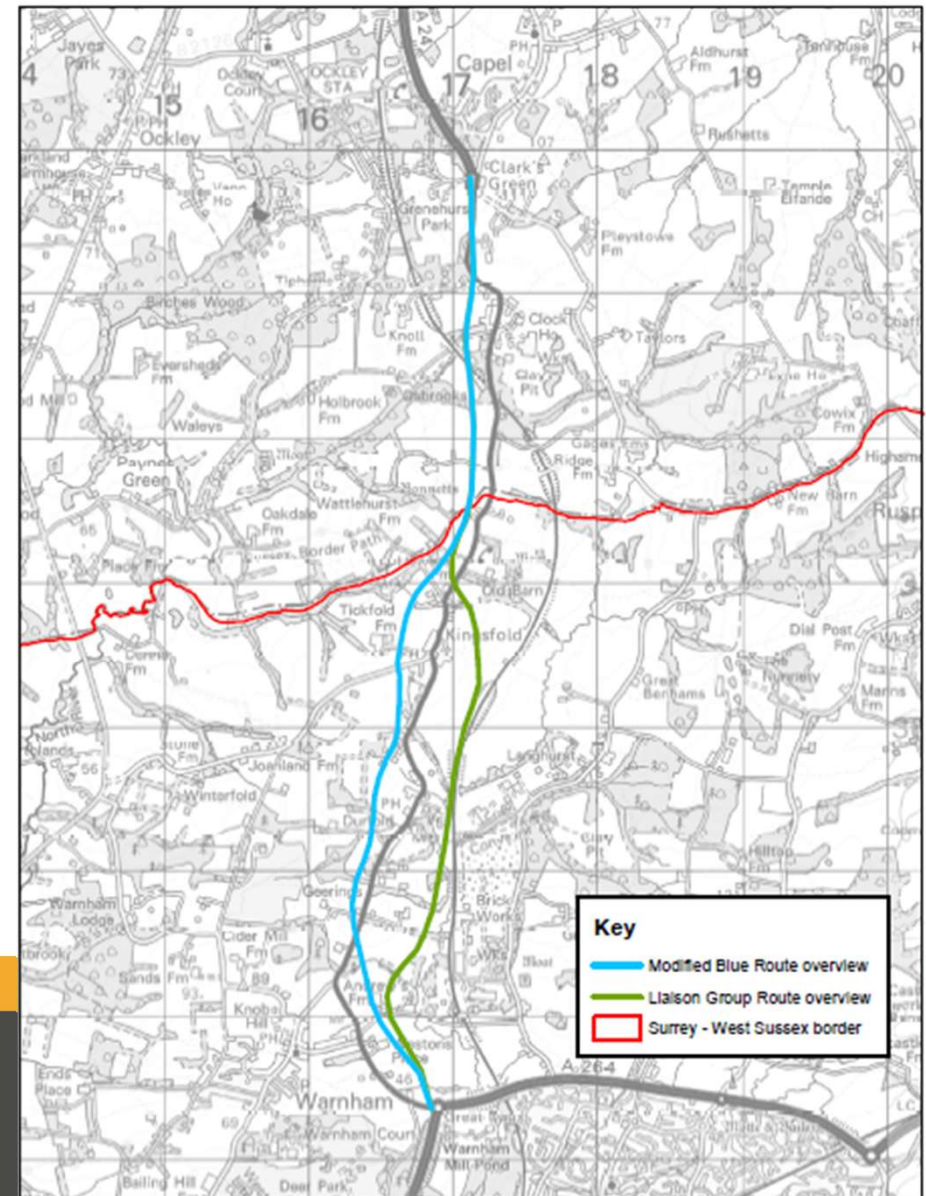
Committed and other schemes

- A24/A264 Great Daux roundabout – development related committed scheme improvements but not fully funded
- A24 Horsham-Capel 'off-line' scheme partially rescinded in West Sussex but not Surrey
- A24 Worthing to Horsham Corridor Feasibility Study
- A24 speed limit reduction 50 to 40mph Clark's Green to Surrey/West Sussex border north of Kingsfold



Horsham-Capel partially rescinded scheme

- 'Modified Blue Route' previously adopted; rescinded on West Sussex side in 2011, but remains as adopted Surrey scheme
- Alternative 'Liaison Group Route' also developed
- Scheme was a '2+1' type layout, i.e. largely 2-lane but with some sections with overtaking lanes
- Scheme did not attract funding
- Degree of consideration of impacts on A24 from Capel towards and through Dorking and sustainable transport options unclear



Reproduced from or based upon 2022 Ordnance Survey mapping with permission of the Controller of HMSO © Crown Copyright reserved. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
West Sussex County Council Licence No. 100023447

Horsham-Capel previous scheme proposals



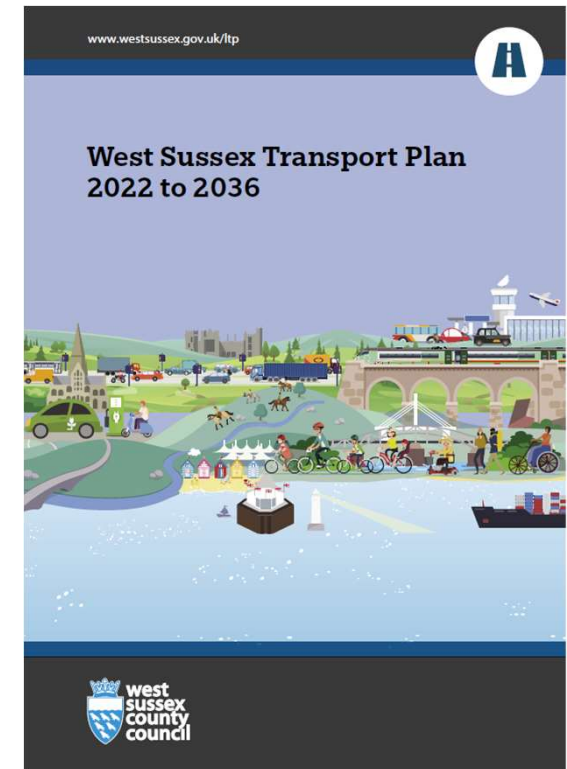
Transport for the South East Strategy

- A24 corridor plays an important secondary role for inter-urban 'radial' journeys between West Sussex and Surrey (primary corridors include the A3 and M23/A23)
- Falls below standard in places
- Where possible, these routes should be developed to a standard *where form follows function*
- In some cases, this may require investment in improvements to junctions and/or targeted widening



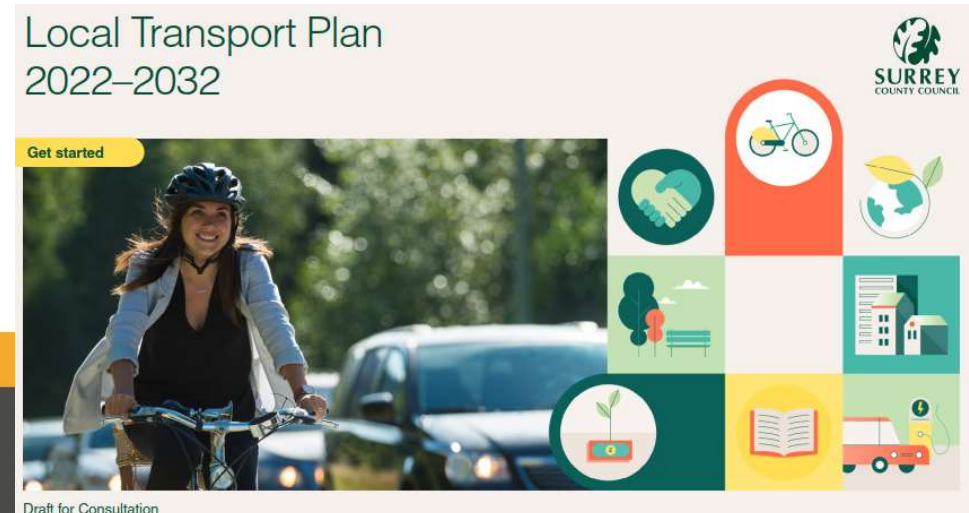
West Sussex Transport Plan 2022-2036

- Study interventions are intended to support delivery of the economic, social and environmental objectives of the West Sussex Transport Plan
 - Prosperous West Sussex
 - Healthy West Sussex
 - Protected West Sussex
 - Connected West Sussex



Draft Surrey Transport Plan 2022-2032

- Study interventions are intended to support delivery of the objectives of the emerging Surrey Transport Plan.
 - increasing safer and improved walking and cycling routes to encourage people out of their cars
 - providing more charging points and parking for electric vehicles
 - more bus services
 - redesigning neighbourhoods that enable easier access to local services, reducing the need to travel by car



**Are there any questions on the background
to the study and overall approach?**



Key issues for corridor

- Road safety concerns
- Traffic congestion – peak times at key junctions and on Deepdene Avenue, potential to worsen with development, rat running on parallel routes
- Bus journey time, bus stop access and frequency issues
- Rail service frequency/timing coverage and station access by non-car modes
- Public Rights of Way severance for corridor, little provision for cycling and not up to standard
- Environmental sensitivities – air quality, noise
- Biodiversity Net Gain + 10% improvement will be required



Public transport timings
and service frequencies

Poor crossing facilities

Link capacity

Junction queuing

Shared path
substandard

Lack of rail station parking

Junction collisions

Safety barrier gaps

Lack of cycling
facilities

Junction queuing,
speeds and collisions

Dorking

Junction
capacity and
collisions

Lack of cycle facilities
along whole route

Vulnerable road
user collisions

Junction queuing
and collisions

North Holmwood

Shared path
substandard

Mid Holmwood

Bus stop access severance

South Holmwood

No equestrian crossings for bridleways

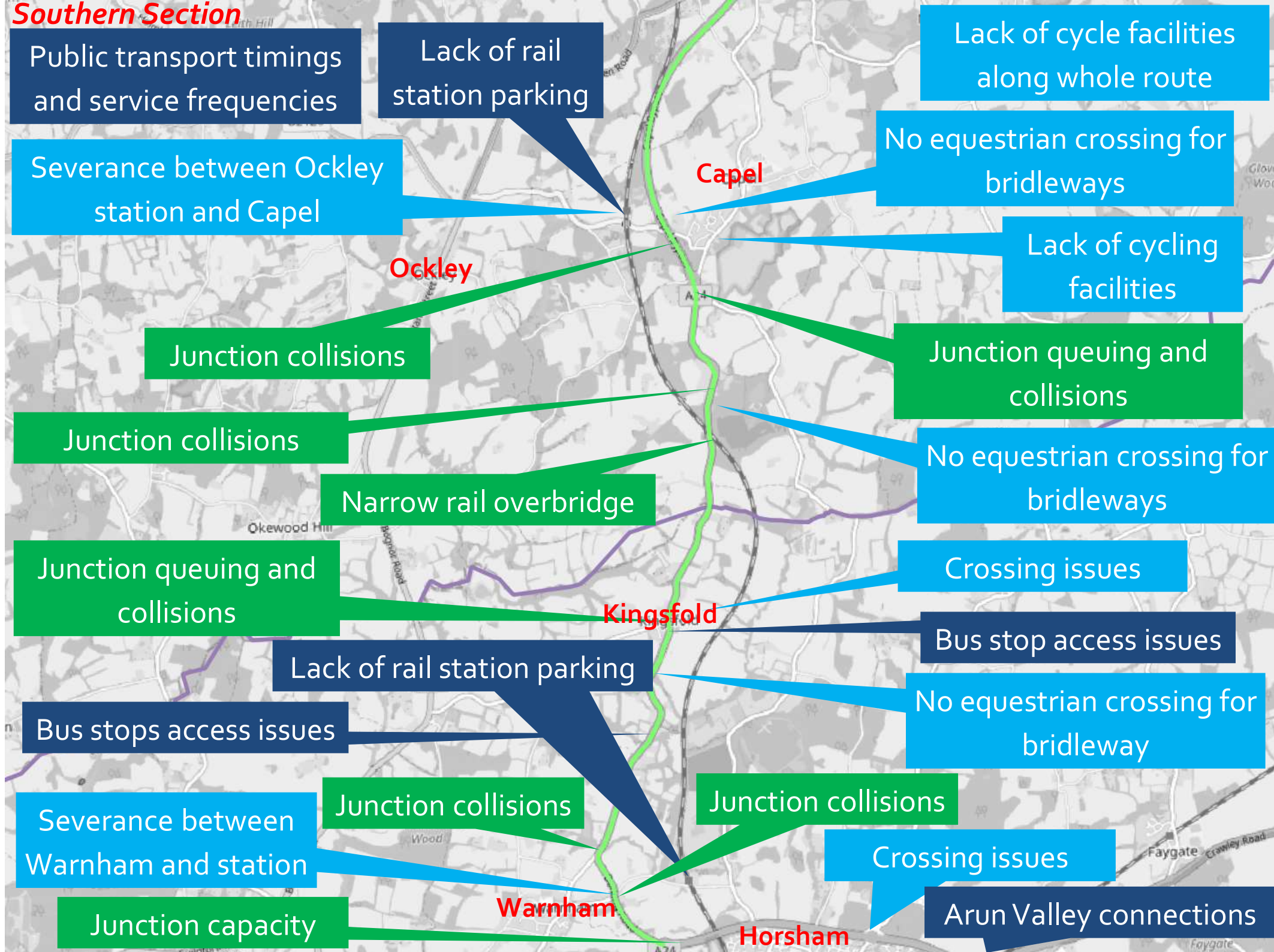
No equestrian crossing
for bridleway

Beare Green

Signage strategy for A29
(not part of MRN)

Northern Section

Southern Section



Key issues for corridor

- Are there any missing issues?
- Do you agree/disagree with any of the particular issues that are listed?



Potential improvements



Horsham-Dorking corridor wide potential measures

- Consideration of potential for rail and bus service improvements
- Bus stop and rail station facilities and active travel access improvements
- Targeted active travel connectivity measures e.g. employment centres, village centres, schools, bridleways, etc
- Intelligent Transport Strategy measures – e.g. information on delays/disruption, smart traffic signal technology
- Separate safety review recommendations underway; “iRAP”



Dorking Deepdene Avenue & Roundabout to Flint Hill/Spook Hill Roundabout

- Consideration of options for rearranging roundabouts with signals to enhance pedestrian and cyclist crossing facilities and support bus priority.
- Enhanced crossings, bus stop facilities and cycle facilities along and across Deepdene Avenue



Dorking (Flint Hill/Spook Hill Rdbt) - Capel (Clark's Green Rdbt)

- Junction reconfigurations to improve safety – e.g. Mill Road / A24
- Consideration of measures to ease bus movements to and from the A24 e.g. Beare Green – signals or lane reduction
- Consider crossing improvements – e.g. improvements to current at-grade or underpass arrangements
- Improve standards of existing shared cycle facilities



Capel (Clark's Green Rdbt) – Horsham (Great Daux Rdbt)

- 3 strategic approaches?
 - (1) *On-line safety improvements* (e.g. shoulder widening with rumble strip lining, surface treatments, speed limits, vegetation encroachment clearance and ongoing maintenance)
 - (2) *"Hybrid" on-line/off-line improvements* (some on-line improvements and some targeted off-line improvements at key junctions/bends)
 - (3) *Off-line improvements* (full new road alignment)
- Bus stop access and active travel crossing improvements e.g. Kingsfold Village and for Warnham/Warnham station access

Northern Section

Station shared path
access improvements

Signal junction crossing
improvements

Cycle path provision

Pedestrian crossing
and bus stop improvements

Underpass improvements

A24 bus vehicle access
improvements

Signal junction crossing and
bus priority improvement

Junction safety
improvements

Shared path improvements

South Holmwood

A24 bus vehicle access
improvements

Improved crossing facilities

Bus priority
improvements

Improved crossing facilities

Opportunities for public transport
services improvements?

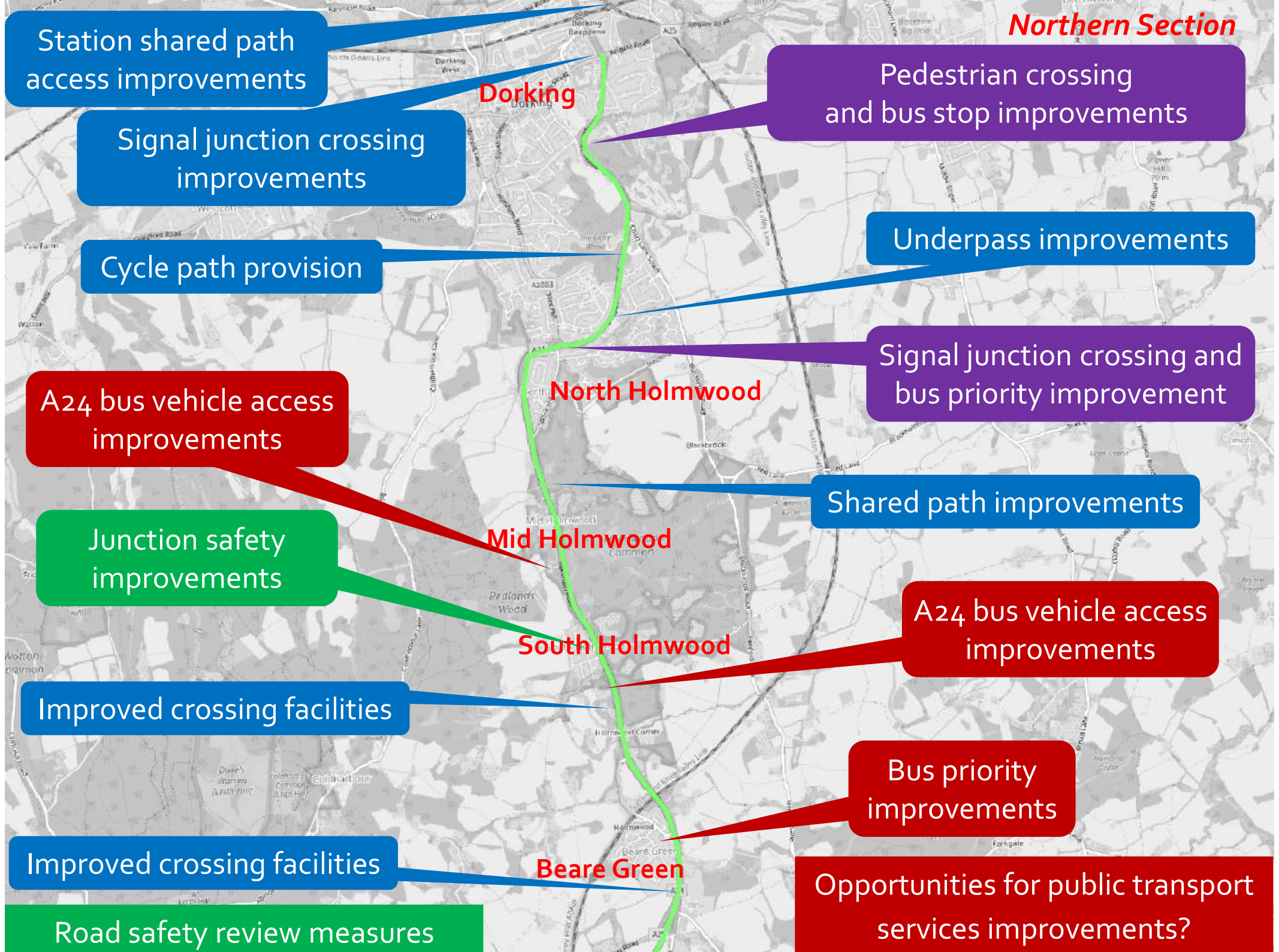
Road safety review measures

Dorking

North Holmwood

Mid Holmwood

Beare Green



Southern Section

Cycle path provision

Station access improvements

Rail overbridge improvements

Speed limits

Warnham village bus routing?

Junction capacity

Ockley

'Offline' improvements?

Warnham

Capel

Kingsfold

Horsham

Junction safety improvements

Junction safety and crossing improvements

Bus priority improvements

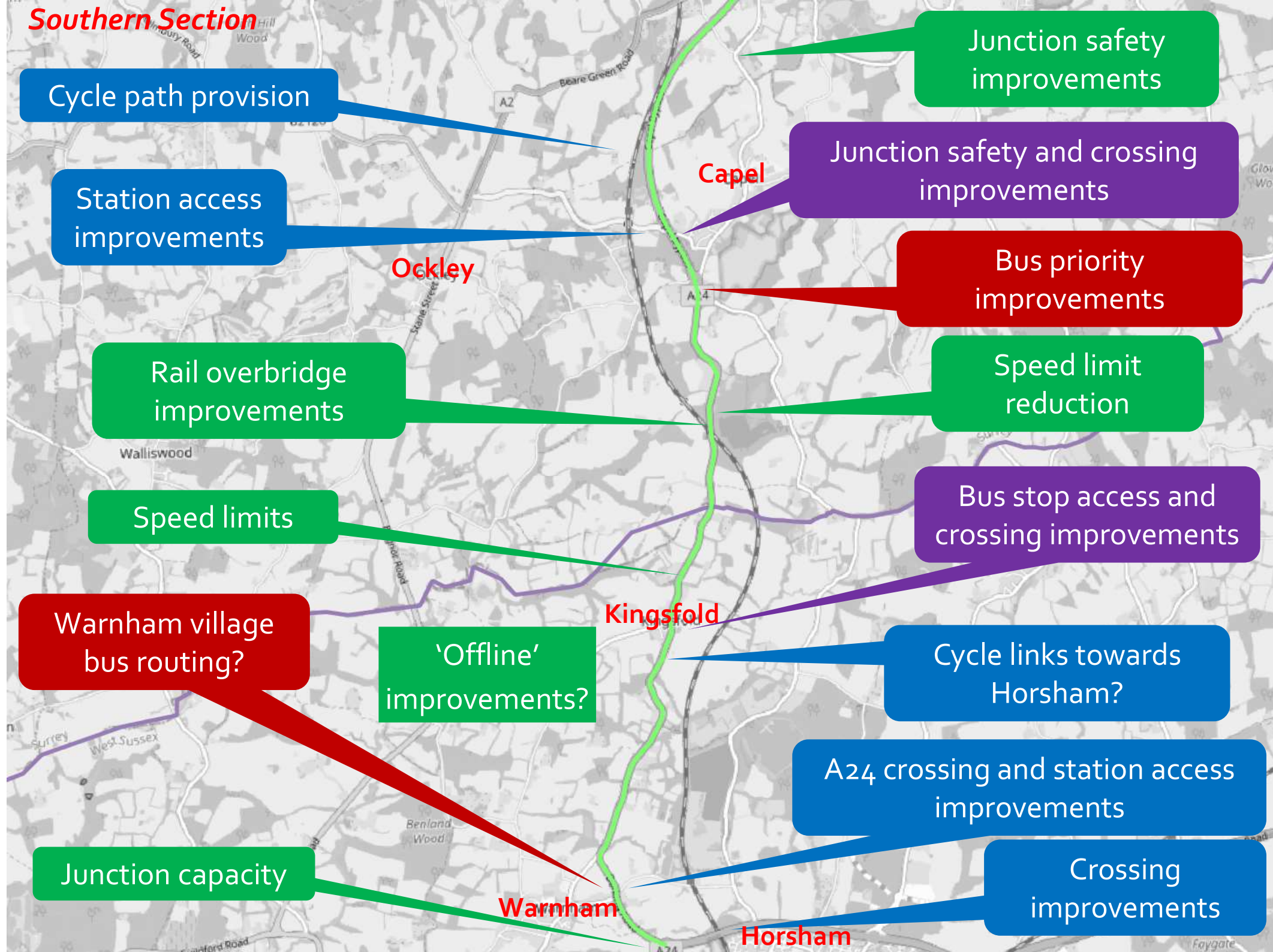
Speed limit reduction

Bus stop access and crossing improvements

Cycle links towards Horsham?

A24 crossing and station access improvements

Crossing improvements



Potential Improvements

- Are there any potential improvements missing?
- Do you agree/disagree with any improvements that are listed?
- Which approach do you favour of the 3 approaches for the Horsham-Capel section?



Funding opportunities

- Generally no funding identified for interventions at this time
- Scheme package subject to future prioritisation
- Business Case to be developed to confirm likely value for money
- Potential future funding opportunities include development, Active Travel Fund, Bus Service Improvement Plan and Central Government funding



Next steps

- Feedback form – **please submit comments by Monday 13th June** to ltip@westsussex.gov.uk
- Review of stakeholder feedback, update of long-list of options and collect any missing data
- Option sifting and short listing
- Commission stage 2 of feasibility study
- Feasibility design work, testing, costing, and Strategic Outline Business Case development
- Further stakeholder engagement on feasibility designs emerging from Stage 2 of the study
- Study outputs presented to SCC and WSCC Cabinet Member for Transport and Infrastructure/Highways and Transport
- For any further study questions, please contact: ltip@westsussex.gov.uk

