A24 Worthing to Horsham and Dorking Journey Improvements Consultation: Scheme Description

Section A (Clapham and Findon to Washington Bostal)

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Section A (Clapham and Findon to Washington Bostal)

Ref	Location	Proposed Changes
A.1	A280/A27 Clapham Roundabout north	• Widening of the carriageway on the A280 northern arm approach to the northern A280/A27 roundabout to provide a longer two-lane approach. • Road markings to be added to advise straight ahead traffic permitted in both southbound lanes on A280 northern arm approach to the northern A280/A27 roundabout. • Kerb realigned within highway land for the A280 southern exit of the northern A280/A27 roundabout to provide 2 southbound lanes with merge.
A.2/3	A24 Findon Bypass (Findon Place junction to Findon Roundabout)	• Proposed reduction in speed limit from 50mph to 40mph in both directions.

A.4/5	A24/A280 Findon Roundabout	• Widening of the carriageway on the A280 Long Furlong approach to the roundabout to provide an additional left turn feeder lane to the A24 north. • Proposed two-stage uncontrolled crossing of A24 south of the roundabout. • Proposed uncontrolled crossing with island of A280 Long Furlong approximately 90m west of the roundabout. • Connecting 3m shared use (i.e. pedestrian and cycle) path between proposed uncontrolled crossing south of the roundabout and School Hill to the east where the cycle route transitions onto School Hill. • Connecting 3m shared use (i.e. pedestrian and cycle) path between the proposed uncontrolled crossing south of the roundabout and the proposed uncontrolled crossing on A280 Long Furlong. • Short connecting 3m shared use (i.e. pedestrian and cycle) path between the proposed uncontrolled crossing on A280 Long Furlong and the existing bridleway heading north-west. • Potential to set back the existing footway on north-east side of the roundabout by removing existing vegetation to be considered further at the next design stage. • Impacts on trees/vegetation to the north of junction to be further investigated at next design stage. • Review of street lighting around roundabout to be undertaken at next design stage given proposed uncontrolled crossings and South Downs National Park setting. • Relocate the A24 southbound bus stop near to Findon cemetery approximately 70metres to the south to accommodate the proposed uncontrolled crossing to the south of the roundabout. • Reduction of the northbound carriageway of A24 Findon Bypass from two to one lane between Findon Place and approximately 40m south of the roundabout.

		• Relocate the northbound bus stop from south of Findon Place junction to approximately 60m south of the roundabout in left lane. • New hardstanding to be provided at proposed northbound bus stop with connection via existing footway to proposed uncontrolled crossing south of roundabout. • Review of surfacing/vegetation clearance of existing footways on east and west side of A24 Findon bypass between roundabout and Findon Place to be considered at next design stage.
A.6	A24/A280 Findon Roundabout to North End (Crematorium, North End and bends to north)	• Proposed reduction in speed limit from 60mph to 50mph in both directions.
A.7	Findon to Washington cycle route	• Proposed on-road signed cycle route through Findon along High Street, Horsham Road and Old Cottages. Route to connect existing shared use (i.e. pedestrian and cycle) path to the south on the east side of the A24 connecting to Findon Valley and Worthing, and proposed shared use (i.e. pedestrian and cycle) path to the north of Old Cottages. • Proposed shared use (i.e. pedestrian and cycle) path connecting Old Cottages and restricted byway north of North End. • Potential surfacing improvements on the restricted byway connecting proposed shared use (i.e. pedestrian and cycle) path to the south at North End with bridleway to the north. • Proposed signed route via the bridleway from the restricted byway to the south to Wiston Estate/North Farm to the north. • Route to use the existing permissive bridleway through Wiston Estate between the bridleway to the south and the Wiston Estate/South Downs Way car park to the north. • Proposed on-road signed cycle route via Washington Bostal from Wiston Estate car park to the south to Washington Village to the north.

Section B (Washington Bostal to Ashington)

Ref	Location	Proposed Changes
B.1	A24 Washington Bostal to Washington Roundabout	• Additional central reserve barrier.

B.2/3	A24/A283 Washington Roundabout	• Introduction of traffic signals to all roundabout approach arms. • Introduction of lane markings and traffic signals to the roundabout circulatory carriageway. • Widening of the carriageway on the A24 northern and southern arms of the roundabout to provide 3 designated entry lanes. • New two-stage toucan crossings across A283 Storrington Road and A283 The Pike arms of the roundabout allowing east-west crossing of the A24 with connecting 3m shared use (i.e. pedestrian and cycle) paths between trees across roundabout. • Signal-controlled crossings to connect the proposed shared use (i.e. pedestrian and cycle) paths/existing footways on the south side of A283 The Pike with the north side of A283 Storrington Road. The need for a signal-controlled crossing to connect to the south side of A283 Storrington Road is to be reviewed at the next design stage following further assessments. • Review the need for pedestrian guard railing and vehicle barriers at next design stage. • Widening of existing footway to 3m shared use (i.e. pedestrian and cycle) path on south side of A283 Storrington Road between proposed toucan crossing, and existing bus stop to the west, where the route transitions on to the road. • Cut back vegetation to make the eastbound bus stop more visible to the west of Washington Roundabout. • Widening of the existing footway to 3m shared use (i.e. pedestrian and cycle) path on north side of roundabout between the proposed toucan crossing on A283 Storrington Road arm of roundabout, and to tie in with separate proposed shared-use (i.e. pedestrian and cycle) path towards Rock Lane junction and Ashington. • New 3m shared use (i.e. pedestrian and cycle) path on the south side of the A283 The Pike between the proposed toucan crossing and to tie in with separate proposed shared-use (i.e.

		pedestrian and cycle) path towards London Road and Washington Village, and Findon. • New 2m wide footways to connect toucan crossing on A283 The Pike arm of roundabout with public right of way footpath to the south of the roundabout, and to connect with local businesses to the south-west of The Pike. • Retention of existing pedestrian underpass to the north of Washington Roundabout.
B.4	A24 Washington Roundabout to Rock Lane and Garden Centre	• Proposed reduction in speed limit from 70mph to 60mph for northbound A24 only.

B.5	Washington to Ashington cycle route	• Widening of the existing footway to 3m shared use path connecting the separate proposed toucan crossing facilities at Washington Roundabout with Old London Road to the north. • Proposed on-road signed cycle route along Old London Road. The route will connect the proposed shared use (i.e. pedestrian and cycle) path to the south with Rock Road junction and Rock Lane and the proposed shared use (i.e. pedestrian and cycle) path to the north. • Proposed shared use (i.e. pedestrian and cycle) path connecting Rock Lane to the south and Spring Gardens to the north, along the west side of A24. • Proposed on-road signed route close to Wiston Business Park and via Malthouse Lane connecting proposed shared use (i.e. pedestrian and cycle) paths to the south of Spring Gardens and to the north of Malthouse Lane. • Proposed shared use (i.e. pedestrian and cycle) path connecting Malthouse Lane to the south and Mill Lane to the north, along the west side of A24. • Proposed on-track/on-road signed route via Mill Lane proposed permissive cycle route to connect proposed shared use path adjacent to A24 to the south with London Road, Ashington to the north. • Proposed on-road signed cycle route from Mill Lane to the centre of Ashington via London Road.

Section C (Dial Post to Southwater)

Ref	Location	Proposed Changes
C.1	A24 Dial Post (Wincave Farm/Woodman's House junction to south of Grinder's Lane junction and north of Grinder's Lane junction to south of Bassels Lane junction)	• Proposed reduction in speed limit from 70mph to 60mph in both directions.

C.2	A24 Dial Post to Buck Barn area (Wincave Farm/Woodman's House junction to south of Bassels Lane junction, south of Castle Lane to north of B2135 Steyning Road junction, and south and north of Green Lane junction)	• Additional central reserve barrier
C.3	A24 Buck Barn to The Bar Lane junction (North of Buck Barn junction to Bar Lane junction)	• Proposed reduction in speed limit from 70mph to 60mph for northbound A24 only.
Dev C.4	A24/A272 Buck Barn junction	• Potential undetermined development led improvements
Dev C.5	A24/B2237 Hop Oast, Southwater junction	• Potential development led improvements including addition of traffic signals, signal crossing facilities and bus priority measures.

Section D (Horsham to Warnham, Kingsfold and Capel)

Ref	Location	Proposed Changes
D.1/2	Great Daux Roundabout and surrounding arms	• Introduction of traffic signal controls to all roundabout approach arms. • Introduction of lane markings and traffic signals to roundabout circulatory carriageway. • Widening of the carriageway on the A24 Dorking Road western arm of the roundabout to provide 3 designated entry lanes and two designated exit lanes. • Widening of the carriageway on the A264 Dorking Road eastern arm of the roundabout to provide 3 designated entry lanes, including a segregated left turn lane and 3 designated exit lanes. • Widening of the carriageway on the A24 southern arm of the roundabout to provide 4 designated entry lanes and 3 designated exit lanes.
D.3	A24 Dorking Road / Bell Road junction	• Introduction of traffic signals on the Bell Road and A24 Dorking Road approaches to the junction. • Introduction of an on-demand traffic signal for vehicles exiting the private access on the eastern arm of the A24 Dorking Road / Bell Road junction. • Northbound and southbound junction arms of the A24 Dorking Road to retain a single lane approach. • Provision of a right-turn pocket in centre of the junction for vehicles turning right from A24 Dorking Road to Bell Road. • Provision of a two-lane exit from Bell Road at the new junction with lane 1 designated for left turns and lane 2 designated for right turns. • Provision of a new signalised puffin crossing over the A24 Dorking Road northern arm of the junction. • Provision of 1.8m width footway on north side of Bell Road and east side of Dorking Road to connect to proposed puffin crossing, Station Road and private access east of junction.

D.4	Station Road (Warnham Station to A24 Dorking Road)	• Creation of a new 1.8m footway within the existing verge along Station Road extending eastwards from A24 Dorking Road for approximately 260m. • Provision of 1.5–1.8m pedestrian space at road level on Station Road between the new footway and Warnham Station to be marked out on the existing carriageway with dashed lines and pedestrian symbols rather than a raised kerb. • Provision of low-level lighting along the new footway up to the existing residential street lighting. Lighting detail to be determined at the next design stage.
D.5	A24 Dorking Road (Knob Hill junction Warnham to south of Kingsfold Village and north of Kingsfold Village to county boundary)	• Proposed reduction in speed limit from 50mph to 40mph.

D.6	A24 Dorking Road (Marches Road to Warnham Lodge Care Home)	• Creation of a new footway along the west side of A24 Dorking Road between The Owl pub and the most southerly residential property entrance near to the speed limit change point to improve pedestrian connections, including to existing bus stops. Width to be determined by available space and verge. • Provision of a new uncontrolled crossing over the A24 Dorking Road outside the Owl Pub to the south of bus layby to include dropped kerbs and tactile paving at the crossing point. • Potential northbound bus shelter provision near The Owl pub. • Creation of new 2m footway sections between Sussex Health Care Centre and The Dog and Duck pub (currently closed) and bridleway to the north of the pub. • Widening of existing footway to 2m where highway space is available. • Provision of a new uncontrolled crossing over A24 Dorking Road south of The Dog and Duck pub where the pedestrian footway switches between the northbound and southbound sides of the road, to include dropped kerbs and tactile paving at the crossing point. • Provision of a new uncontrolled crossing over A24 Dorking Road to improve access to the existing northbound 'Tylden House' bus stop, to include dropped kerbs and tactile paving at crossing point and new footway at landing area. • New surfaced waiting areas at bus stops and a footway connection to the existing layby at The Dog and Duck. Bus stop positioning and markings at The Dog and Duck to be reviewed at the next design stage. • Extent of footway widening to be determined at the next design stage, subject to available highway space.
D.7	A24 Kingsfold Village	• Proposed reduction in speed limit from 40mph to 30mph.

D.8	A24 Dorking Road (Great Daux Roundabout to Clark's Green Roundabout)	• Proposed review of road safety measures including anti-skid road surfacing, road signs and road edge markings.

Section E (Beare Green to Holmwood & Dorking)

Ref	Location	Proposed Changes
E.1	A24 Clark's Green Roundabout to Beare Green Roundabout	• Central reserve safety barrier installation between Coles Lane Junction and Beare Green Roundabout.
Dev E.6	A24/Coles Lane junction, Capel	• Potential development led improvements including pedestrian and cycle crossing measures
E.2	A24 Horsham Road (Old Horsham Road [S] to Newdigate Road)	• Reduction of southbound carriageway of A24 Horsham Road from two lanes to one between Old Horsham Road [S] junction and Newdigate Road junction through introduction of hatched road markings. • Widening of existing footway up to 3m along the southbound side of A24 Horsham Road and conversion to a shared use path between Esso petrol garage (near entrance to pedestrian subway) and Newdigate Road junction. • Widening of existing footway up to 3m along the eastbound side of Newdigate Road and conversion to a shared use path between A24 Horsham Road and access road to The Weald C of E Primary School. • Due to space constraints, the extent of footway widening in the vicinity of the junction of A24 Horsham Road and Newdigate Road will be determined at the next design stage, subject to available space and discussions with third party landowner. • Crossing improvements over private accesses and side roads along the southbound side of A24 Horsham Road between Esso petrol garage and Newdigate Road to include tactile paving and dropped kerbs. • Changes to kerb alignments to narrow crossing distance over side road access to Dukes Court. • Parking deterrent measures for area of new hatched road markings to be determined at the next design stage. • Splitter island at Newdigate Road junction to accommodate a new designated lane for vehicles turning left from A24 Horsham Road to Newdigate Road and a new acceleration lane for vehicles turning left from Newdigate Road to A24 Horsham Road. • Southbound carriageway of A24 Horsham Road returns to two lanes south of the junction with Newdigate Road.

E.3	A24 Horsham Road (North Holmwood Roundabout to Old Horsham Road [N])	• Creation of new shared use (i.e. pedestrian and cycle) path up to 3m along the southbound side of A24 Horsham Road between the Spook Hill [N] arm of North Holmwood Roundabout and Spook Hill [S] • Widening of existing shared use (i.e. pedestrian and cycle) path up to 3m along the southbound side of A24 Horsham Road between Spook Hill [S] and North Holmwood Roundabout and the pedestrian subway entrance south of Mill Road. • Widening of existing shared use (i.e. pedestrian and cycle) path up to 3m along the northbound side of A24 Horsham Road between Betchets Green Road and Old Horsham Road [N]. • Due to space constraints in several locations along A24 Horsham Road, the shared use (i.e. pedestrian and cycle) path may remain narrower than 3m over some short distances (<100m) subject to vegetation clearance and further investigation at the next design stage. • New uncontrolled crossing over the side road of Spook Hill Road [S] to provide north-south connectivity between new and existing shared use paths. Crossing measures to be determined at next design stage including high visibility bollards, tactile paving and dropped kerbs. • Crossing improvements over private accesses and side roads to be determined at next design stage including high visibility bollards, tactile paving and dropped kerbs (Mid-Holmwood Lane, Holmwood View Road, Mill Road, Betchets Green Road). • New facilities to connect with North Holmwood Roundabout (Section E.3) and A24 Deepdene Avenue (Section E.4)

E.4	A24/A2003 North Holmwood Roundabout and surrounding arms	• Removal and backfilling of existing and pedestrian subway beneath A24 Deepdene Avenue arm of North Holmwood Roundabout. • Removal of vehicle restraint barriers and provision of new signalised toucan crossing and modified island across A24 Deepdene Avenue arm of North Holmwood Roundabout. • Widening the existing footway up to 3m on the southbound side of A2003 Flint Hill and conversion to shared use path between Goodwyns Road and new toucan crossing at North Holmwood Roundabout. • Due to space constraints, the extent of footway widening along A2003 Flint Hill will be determined at the next design stage, subject to available space and discussions with third party landowner. • Shared use path on A2003 Flint Hill to tie in with future proposals in development as part of separate 20mph zone scheme for the Goodwyns Estate. • Widening the existing footway up to 3m on the westbound side of A24 Deepdene Avenue and conversion to shared use (i.e. pedestrian and cycle) path up to North Holmwood Roundabout. • Improvements to east-west crossing facilities over Spook Hill [N] arm of North Holmwood Roundabout to be explored at next design stage to connect with proposals for A24 Horsham Road (Section E.2) and A24 Deepdene Avenue (Section E.4). Area is constrained by limited space.

E.5	A24 Deepdene Avenue (Deepdene Roundabout to North Holmwood Roundabout)	• Widening the existing footway up to 3m on the southbound side of A24 Deepdene Avenue and conversion to a shared use (i.e. pedestrian and cycle) path between the Deepdene Roundabout and the North Holmwood Roundabout. • Possible low retaining walls to support a widened footway for a distance of approximately 140m south of Hopewood Park access, subject to investigation at next design stage. • Changes to kerb alignments to narrow crossing distances over side roads (Hopewood Park access and Chart Lane South) • Crossing improvements at side roads to be determined at next design stage including high visibility bollards, tactile paving, dropped kerbs and lighting (Deepdene Drive, South Drive, Hopewood Park access, Deepdene Trail access, New Road and Chart Lane South). • Raised junction table at the Chart Lane South side road crossing subject to investigation at next design stage. • Upgrade to existing pedestrian crossing across A24 Deepdene Avenue near the access to Public Footpath 94 (connecting to Chart Lane). Improvements to be reviewed at the next design stage including the potential to replace the steps with a sloping path down to road level, making the crossing easier to access. • Upgrade to existing pedestrian crossing across A24 Deepdene Avenue near to Chart Lane junction. Improvements to be reviewed at the next design stage including widening of the crossing island, tactile paving, bollards and lighting. • Upgrade to existing pedestrian crossing across A24 Deepdene Avenue near the access to Public Footpath 96 (connecting to Chandler Way). Improvements to be reviewed at the next design stage including tactile paving, bollards and lighting. • Upgrade to the existing northbound ‘South Drive’ bus stop with a surfaced waiting area. Crossing improvements to be reviewed at next design stage to enhance its connectivity to surrounding paths. • Upgrade of the existing northbound ‘Deepdene House’ bus stop with a surfaced waiting area. Improvements to be reviewed at next design stage to enhance its connectivity to surrounding paths.

		• New facilities to connect with proposals in Section E.3 for North Holmwood Roundabout.