# A24 Horsham to Dorking Corridor Feasibility Study – December 2024 Stakeholder webinar summary report and next steps update – August 2025

## 1. Introduction

### *1.1 Background*

West Sussex County Council (WSCC) and Surrey County Council (SCC) have jointly commissioned an options appraisal and feasibility study of the A24 corridor between Horsham and Dorking. The councils have sought to engage with stakeholders at appropriate intervals to gather input and feedback from local organisations as the study has developed.

This report provides a summary of the stakeholder webinar and feedback received from the meeting held on 2nd December 2024 as part of stage 2 of the study, following a previous webinar in May 2022 held during stage 1 of the study, a report from which was previously shared[1].

### *1.2 Contents*

This note includes the following section content:

- Section 2 explains the webinar and stakeholder engagement arrangements.
- Section 3 describes the webinar presentation content, initial identified packages of interventions, and summarises key issues raised.
- Section 4 summarises the feedback received during the webinar and from the webinar feedback form.
- Section 5 outlines the next steps for the study and how the engagement feedback will be used.

## 2. December 2024 webinar arrangements

A wide range of stakeholders were invited to attend the webinar including: County, District, Borough and Parish Council officers and councillors from authorities along or close to the study corridor; transport operators, organisations and local access forums and interest groups; and businesses and resident groups.

There were 38 attendees who joined the webinar, excluding presenters and members of the project team. As well as being given the opportunity to provide comments during the webinar, stakeholders were invited to submit comments via a short feedback form, as included in Appendix A. A Frequently Asked Questions (FAQs) document, as included in Appendix B, was also emailed to stakeholders alongside the feedback form, the presentation slides, and a pre-recorded version of the presentation for those unable to attend the webinar.

[1] A24 Horsham to Dorking Corridor Feasibility Study, Stakeholder webinar (May 2022) summary report and next steps update.

## 3. Webinar content

### *3.1 Study background, objectives, issues, and package overview*

The live webinar was led by the project managers for the study, with the aim to receive feedback on the interventions that have been considered through the study. The following background information was introduced:

- The geographic scope of the A24 corridor study includes the area from the A24/A264 Great Daux Roundabout near Horsham to the A24/A25 Dorking Deepdene Roundabout.

- The objectives for the study are to: 1) address transport issues along the study corridor across all travel modes; 2) support net zero targets; 3) support the shift to sustainable travel modes; and 4) support plans for strategic development and economic growth.

- Key issues identified through the study relate to road safety, traffic congestion, public transport coverage and access, Public Rights of Way severance and environment issues.

- The potential funding sources and opportunities for delivery of the study interventions (e.g. through the Department for Transport Major Road Network designation which covers the A24 corridor).

- The study interventions are intended to support the objectives of the West Sussex Transport Plan 2022-2036 and Surrey Local Transport Plan 2022-2032.

- 2 strategic packages of interventions were developed through the study.

- Most interventions sit in both packages but some interventions fall exclusively within either the package 1 'online'[2] only interventions package, or the package 2 partial 'offline' interventions package, including consideration of a new road alignment between Great Daux (Horsham) and Clark's Green (Capel).

### *3.2 Intervention packages*

*3.2.1 Interventions list*

The tables below show a summary of the intervention locations from north to south along the study corridor. The FAQs document in Appendix B includes more detailed explanations for some of the scheme interventions considered in each area.

*3.2.2 A24 Dorking Area*

| Scheme | Location | Intervention | Package |
|---|---|---|---|
| B | A24/A25 Dorking Deepdene "Cockerel" roundabout to Dorking station | Enhanced cycle and pedestrian side road crossings and localised path widening | 1 & 2 |
| A | A24/A25 Dorking Deepdene "Cockerel" roundabout | Eastern arm cycle and pedestrian signal crossing increased approach space | 1 & 2 |

[2] 'Online' interventions refer to measures that relate to the existing road alignment of the A24 through the study area, as opposed to partial 'offline' measures which refer to a potential new road alignment intervention between Horsham and Capel away from the existing A24 road.

| | | | |
|---|---|---|---|
| D | A24 Deepdene Avenue | Shared cycle and pedestrian path provision and bus stop access improvements | 1 & 2 |
| C | A24/A2003 Flint Hill/Spook Hill roundabout | Eastern arm cycle and pedestrian signal crossing | 1 |
| C | A24/A2003 Flint Hill/Spook Hill roundabout | Roundabout traffic signals with crossings and bus priority technology | 2 |

*3.2.3 A24 Holmwood area*

| Scheme | Location | Intervention | Package |
|---|---|---|---|
| F3 | A24 Spook Hill junction | A24 northbound junction restriction to bus right turn only | 1 & 2 |
| E | A24 Spook Hill to Old Horsham Road | Wider cycle and pedestrian shared path and improved path set back from road | 1 & 2 |
| F1/F2 | A24 Betches Green/Mill Road | Localised junction restrictions to reduce turning movement conflicts | 1 & 2 |
| Q | A24 Mid to South Holmwood | Single lane treatment | 1 |
| Additional intervention | A24 Flint Hill/Spook Hill junction to Beare Green | 50 mph speed limit cameras | 1 & 2 |

*3.2.4 A24 Beare Green area*

| Scheme | Location | Intervention | Package |
|---|---|---|---|
| G | A24 Beare Green fuel garage to Newdigate Lane | Reduction of southbound A24 to 1 lane with improved set back for pedestrian and cycle path | 1 & 2 |
| F4 | A24/Wigmore Lane junction | Gap closure to vehicle movements | 1 & 2 |
| Additional intervention | A24 Flint Hill/Spook Hill junction to Beare Green | 50 mph speed limit cameras | 1 & 2 |

*3.2.5 A24 Capel-Ockley area*

| Scheme | Location | Intervention | Package |
|---|---|---|---|
| Additional intervention | A24/B2126 Coles Lane junction | Reduction of A24 to single lane, localised A24 70 to 50mph speed limit reduction, pedestrian and cycle crossing measures, and Coles Lane traffic management arrangements | 1 & 2 |

*3.2.6 A24 Clark's Green to Great Daux area*

| Scheme | Location | Intervention | Package |
|---|---|---|---|
| J | A24 Clark's Green to Great Daux | 'Online' existing alignment speed limits and other road safety treatments | 1 |
| H | A24 Clark's Green to Great Daux | 'Offline' new single carriageway road alignment and active travel provision | 2 |
| K | A24 Kingsfold area | Bus stop access and footway improvements | 1 & 2 |
| L | A24 Kingsfold | Pedestrian signal crossing | 1 |
| M | A24 Bell Road, Warnham | Signal junction, pedestrian crossing and cycle measures | 1 |
| N | Station Road, Warnham | Cycle and pedestrian route and lighting improvements | 1 & 2 |
| R | A24/A264 Great Daux roundabout | Roundabout traffic signals and additional traffic lanes | 1 & 2 |

### *3.3 Package costs, impacts and value for money*

The order of magnitude difference in costs between the 2 packages was explained (package 1 'online' - £10 - £20 M; package 2 partial 'offline' - £150 - £170 M) with package 2 high costs driven by the Great Daux (Horsham) to Clark's Green (Capel) 'offline' scheme.

Initial economic analysis suggests that package 2 falls in the Department for Transport 'poor' value for money as opposed to package 1 which falls in the 'high' category. While there are strategic benefits of a new road alignment on journey times and standard of the road infrastructure, the benefits would be constrained by continuing capacity constraints at Dorking, while aside from the high cost there would be significant environmental impacts of a scheme.

It was also noted that there are journey time benefits of the Great Daux roundabout proposals in particular which bring significant benefits to both packages.

It was explained that analysis points to pursuing 'online' measures, rather than an 'offline' new road alignment between Great Daux (Horsham) and Clark's Green (Capel).

# 4. Stakeholder feedback form comments received

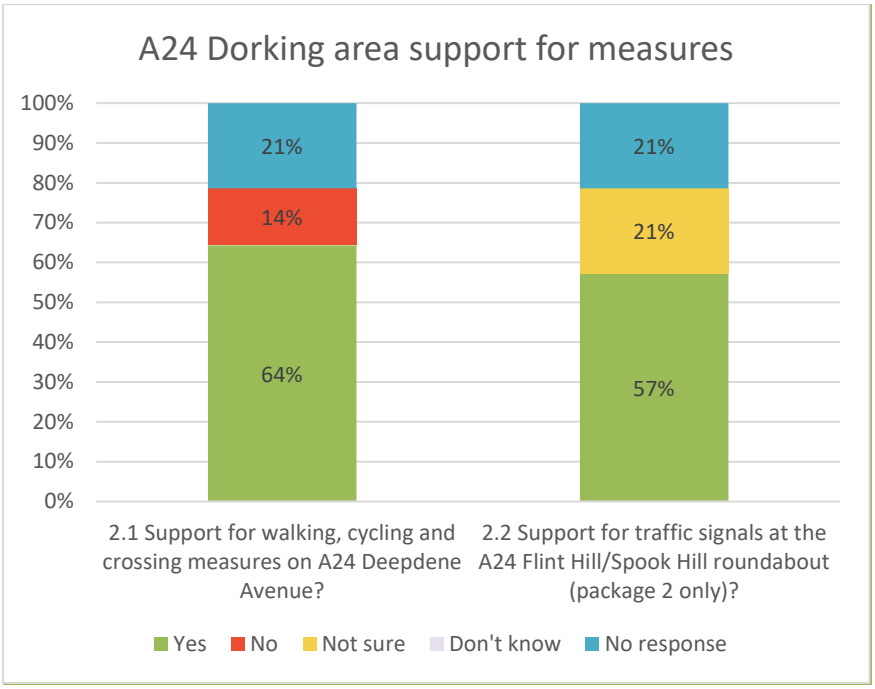
## 4.1 Survey form and other responses

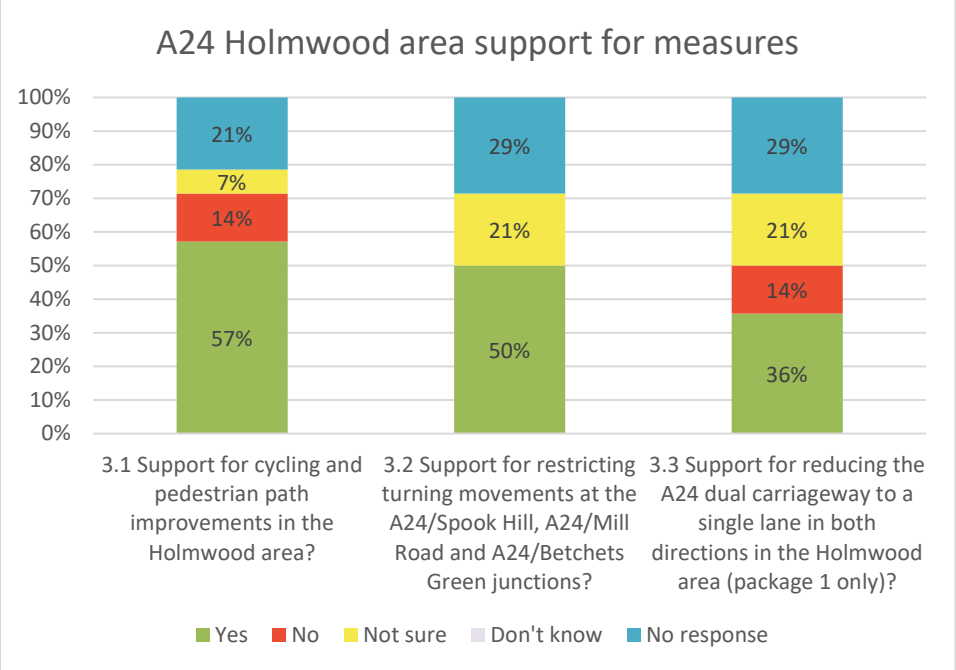
A total of 18 responses, including 14 feedback forms[3] and 4 standalone emails/electronic letters were received from 17 different organisation representatives. The organisations submitting responses were:

- British Horse Society – *2 individual responses and 1 combined response with Surrey Countryside Access Forum*
- Charlwood Parish Council
- Environment Agency
- Horsham Denne Neighbourhood Council
- Horsham District Council
- Horsham District Cycling Forum
- Mole Valley Cycling Forum
- Mole Valley District Council
- Ramblers
- Surrey Countryside Access Forum/British Horse Society
- Sensory Services by Sight for Surrey
- Surrey Coalition of Disabled People
- Surrey County Council
- The Ramblers
- The Weald CofE Primary School
- Warnham Parish Council
- West Sussex Local Access Forum

There were a number of specific quantitative questions asking for overall views on the interventions in different areas of the study which are summarised in the charts below. The charts show that many of the responses were supportive of the interventions. The exception to this is the potential intervention to reduce the capacity of the A24 dual carriageway through the Holmwood area to single lane to improve safety, where responses were mixed either in support, opposition or unsure about the potential intervention. A table showing the full wording of questions and breakdown of responses is included in Appendix C.

[3] Some of the form responses were accompanied by additional email/electronic letters providing additional information.


A24 Dorking area support for measures
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
21%
14%
64%
21%
21%
57%
2.1 Support for walking, cycling and crossing measures on A24 Deepdene Avenue?
2.2 Support for traffic signals at the A24 Flint Hill/Spook Hill roundabout (package 2 only)?
Yes
No
Not sure
Don't know
No response


A24 Holmwood area support for measures
100%
90%
80%
70%
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30%
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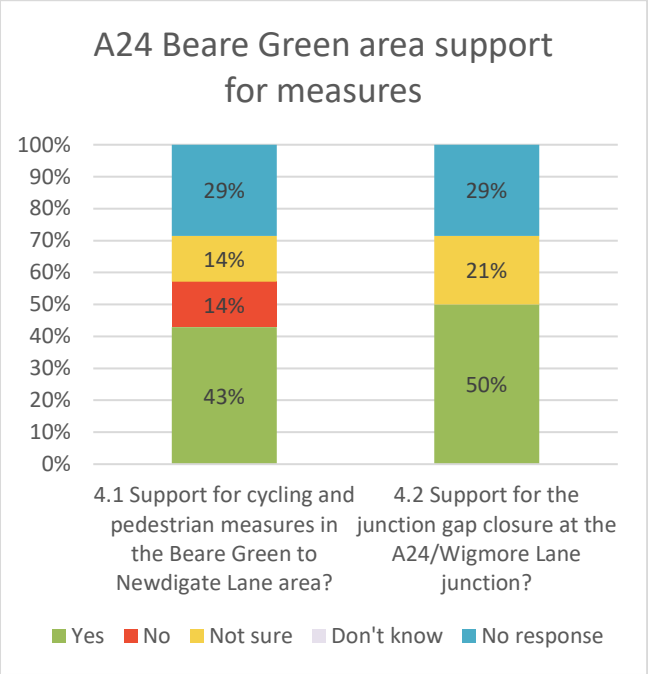
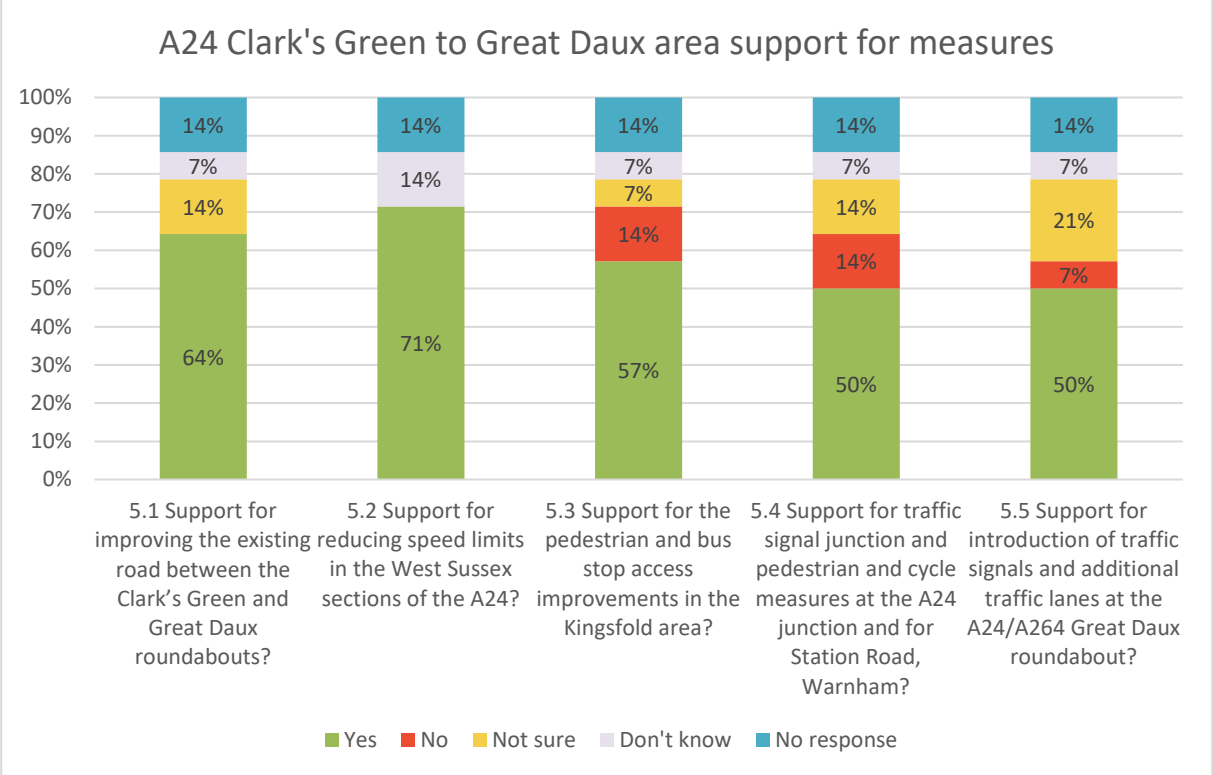
21%
7%
14%
57%
29%
21%
50%
29%
21%
14%
36%
3.1 Support for cycling and pedestrian path improvements in the Holmwood area?
3.2 Support for restricting turning movements at the A24/Spook Hill, A24/Mill Road and A24/Betchets Green junctions?
3.3 Support for reducing the A24 dual carriageway to a single lane in both directions in the Holmwood area (package 1 only)?
Yes
No
Not sure
Don't know
No response




### 4.2 Response themes

The themes of comments received during the webinar and subsequent feedback forms and emails have been summarised into the following categories:

- Road safety and traffic speed comments
- Traffic flow related comments
- Horsham-Capel approach to interventions comments
- Public transport comments
- Pedestrian and cycling infrastructure comments
- Public Rights of Way (PRoW) comments

- Equestrian infrastructure comments
- Development related comments
- Net zero climate change target comments
- Other environmental and archaeological impact comments

Comments under each specific theme are summarised below.

### 4.3 Road safety and traffic speed comments

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| - Comments highlighted concerns about speeding traffic both along the A24 study corridor, including in the southern section of the corridor between Clark's Green and Great Daux, the 50mph dual carriageway section of the route between Dorking/North Holmwood and Beare Green, as well as concerns about the 70mph section of the route between Beare Green and Clark's Green roundabouts. |
| - A comment requested consideration of a 40mph speed limit restriction at the Beare Green roundabout in relation to the proximity of the adjacent Newdigate Lane access path next to the nearside lane of the roundabout. |
| - A comment requested a 40mph speed limit in the full dual carriageway sections of the route to improve crossing conditions for equestrians in particular. |
| - Comments highlighted general support for the potential speed limit reductions in the West Sussex section of the route from 50mph to 40mph as well as 40mph to 30mph in Kingsfold, where comments also highlighted a related opportunity to tighten the A24/Marches Road junction entry point. |
| - A comment was raised about the need to consider the speed limit of Station Road, Warnham in relation to improving walking and cycling connectivity to Warnham station. |
| - Comments about average speed cameras, including support for the planned 50mph average speed cameras between Dorking/North Holmwood and Beare Green, but also different requests for also installing these in the Great Daux (Horsham) to Clark's Green (Capel) section of the route, or along the whole route of the A24 through the area. |
| - A comment was made about the difficulties of turning right onto the A24 Deepdene Avenue at the Chart Lane South junction, Dorking. |
| - Some comments recognised the potential road safety benefits of the junction turning restrictions to bus only at the A24/Flint Hill (south) junction and in the A24 Mill Road/Betchets Green area. |
| - There was a request to consider introducing traffic signals at the A24/Old Horsham Road, Beare Green (south) junction. |
| - There was a request for consideration to be given to improvements at the A24 railway overbridge between Clark's Green (Capel) and Kingsfold. |
| - A comment highlighted the awkward camber at the A24/Bell Road/Station Road junction, Warnham. |

### 4.4 Traffic flow related comments

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| - Comments highlighted concerns about the potential impacts of the interventions such as traffic signals and speed limit reductions in encouraging traffic to divert onto parallel rural and residential routes through the area, including through Warnham and Broadbridge Heath, and taking alternative routes in the Dorking area. There were requests for mitigations for any impacts to also be considered on alternative routes. |
| - A comment sought more information about the traffic impacts of different interventions in the Dorking area in regard to enabling potential segregated infrastructure and additional crossing improvements for pedestrians and cyclists. This included information about a more extensive traffic signal junction intervention from previous assessment at the A24/A25 Dorking Deepdene roundabout, about traffic lane reduction on the A24 between the Dorking railway stations and A24/A25 Dorking Deepdene roundabout (which were understood to not have been formally assessed previously), as well as about the package 2 A24/A2003 Flint Hill/Spook Hill junction traffic signals scheme. This comment also requested more information about the potential to blend the package of measures, for example to bring forward the A24/A2003 Flint Hill/Spook Hill junction traffic signals intervention within the package 1 interventions. |
| - A separate comment was raised highlighting the desire to see more significant interventions at the A24/A25 Dorking Deepdene junction to address long standing traffic congestion issues. |
| - A comment highlighted uncertainty about benefits of reducing the A24 to single lane in the Holmwood area. |
| - A comment supported but requested clarification on the delivery mechanism for the A24/Coles Lane junction measures. |
| - A comment raised concerns that introducing traffic signals at the Great Daux would result in too many traffic signals along the A24 and A264 around Horsham. |

### 4.5 Horsham-Capel approach to interventions

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| - One comment highlighted that a new 'offline' road should be built to overcome the problems associated with the existing A24 road between Great Daux (Horsham) and Clark's Green (Capel). |
| - Other comments expressed overall support that the 'online' measures appeared to represent the most appropriate approach to interventions, and recognised the challenges of any additional road traffic through the Dorking area. |

### 4.6 Public transport related comments

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| - Some comments highlighted the importance of improving the attractiveness of public transport services in the study area, including improving ease of access to rail stations along the A24 corridor. |

### 4.7 Pedestrian and cycling infrastructure comments

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| - There was general support for the proposed cycling and walking related interventions along the corridor with recognition of the potential more attractive infrastructure and improved safety for pedestrians and cyclists. |
| - Comments highlighted the importance of designs being developed to meet latest design standards. |
| - There was a request for more information about overlaps with the Mole Valley Local Cycling and Walking Infrastructure Plan (LCWIP) work. |
| - There were some specific comments opposed to any form of shared use cycling and pedestrian paths because of the difficulties these can present for vulnerable pedestrians, such as disabled people with sight and/or hearing impairments and older age people. Opposition to floating or shared space around bus stops was also highlighted for the same reason. |
| - There was a contrasting comment recognising that expanding the width of existing narrow cycling and pedestrian shared paths along parts of the corridor could increase space and reduce the potential for conflict between different users. |
| - Comments highlighted additional active travel infrastructure measures such as toucan crossings of side roads at Dorking Station Approach and along A24 Deepdene Avenue in relation to the Mole Valley LCWIP, while there was a request for more information about the bus stop access interventions along Deepdene Avenue. |
| - Comments highlighted the challenges of crossing the southern arm of the A24/A25 Dorking Deepdene roundabout and the A24/Chart Lane South junction due to traffic speeds, while a comment requested a review of the pedestrian wait times at signal crossings on the A24 Deepdene Avenue. |
| - The maintenance condition of the existing Holmwood area cycle and pedestrian path was highlighted in a comment. |
| - A request was made to provide a direct off carriageway route for cyclists along the whole length of A24 from Holmwood area to Newdigate Road, Beare Green (rather than diverting via Old Horsham Road, Beare Green). |
| - Comments about underpasses in the Holmwood and Beare Green area suggested that cycling could be permitted to use the paths with '*cyclists must give way to pedestrians*' signage, as they are generally lightly used, except at school times in the case of the Beare Green underpass. A comment raised opposition to any removal of the existing pedestrian underpass in the South Holmwood area[4]. |
| - Comments supported the cycling and pedestrian related measures in the vicinity of the Beare Green fuel garage underpass to Newdigate Lane junction area to improve conditions for children accessing the Weald CoE Primary School. |

[4] This appears to have been confused with the potential intervention at the A24/A2003 Spook Hill/Flint Hill roundabout, as no intervention has been considered to remove the South Holmwood underpass.

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| – A comment requested a controlled crossing at A24/Coles Lane junction to improve connectivity between Capel and Ockley Station. |
| - A comment requested wider shared or segregated pedestrian and cycle paths to be provided along the length of and adjacent to the Great Daux (Horsham) to Clark's Green (Capel) section of the A24. |
| - Comments supported the introduction of crossing measures in Kingsfold, including recognising the benefits in improving links in the village to the bus stops. |
| - Comments supported crossing measures at the A24/Bell Road/Station Road junction, with a comment supporting traffic signals rather than a roundabout due to space constraints. |
| - A set of comments were made in relation to Station Road regarding widening, path provision, speed limits, ongoing maintenance of any on-road painted infrastructure, consultation with residents over any lighting plans, and consideration to the positioning of rail replacement bus stops at the A24/Station Road junction for the station. |
| - A comment highlighted a connectivity consideration between the proposed A24/Bell Road/Station Road crossing measures for pedestrians and cyclists, and the Shelley Cycle Path accessed to the west accessed from Bell Road, Warnham. |
| - A comment requested crossing provision on the southern arm of the A24/A264 Great Daux roundabout to link Warnham with Gorringes Brook/Pondtail Road via the golf course and Warnham Place Farm as part of introducing traffic signals at the junction. |

### 4.8 Public Rights of Way (PRoW) comments

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| - Comments highlighted concerns about severance of PRoW crossing the A24 throughout the length of the study area, including highlighting opportunities to improve verge paths along short sections of the road to connect PRoW adjoining different points of the A24. |

### 4.9 Equestrian infrastructure comments

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| - Comments highlighted concerns about the lack of interventions proposed to improve crossings for equestrians at the PRoW bridleway crossing points along the A24 corridor. |
| - Comments highlighted uncertainty about why concerns about rural street lighting impacts on dark skies[5] is a constraint on the installation of traffic signal/Pegasus crossings on rural parts of the A24 for equestrians, cyclists and pedestrians at PRoW crossings. |
| - Comments requested that more consideration is given to equestrian needs as part of active travel funding, and a comment expressed the view that the study and interventions |

[5] This is related to road safety considerations, in that any form of traffic signal crossing should be in operation 24 hours a day and accompanying street lighting is required to ensure that there is sufficient time for driver's eyes to adjust in the dark on approach to any form of traffic signal crossing.

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| had excluded equestrians, and also raised concerns that Surrey Local Transport Plan appeared to exclude specific references to supporting equestrians. |
| - Comments highlighted the need for improved parking infrastructure in areas adjacent to the A24 corridor for horse boxes. |
| - A set of comments highlighted concerns that any junction turning restrictions at Betches Green/Mill Road must ensure safety for horse riders and carriage drivers crossing, and that the potential gap closure at Wigmore Lane should still cater for equestrians. |
| - A set of comments requested crossing measures at A24/Coles Lane, in Kingsfold, and at A24/Bell Road/Station Road, Warnham, also cater for equestrians. |
| - A comment was raised about the opportunity of any new A24 Great Daux (Horsham) to Clark's Green (Capel) road alignment might afford to improving equestrian provision on the existing A24 road alignment. |
| - Comments highlighted other opportunities to improve equestrian paths and infrastructure along the corridor, including at the following specific locations:<br>• path adjacent to A24 Deepdene Avenue between New Road (track) (for connectivity to Tilehurst Lane) and Chart Lane South<br>• paths adjacent to the A24 in the Holmwood area in the vicinity of Holmwood Common to connect adjoining PRoW<br>• bridleway improvements in the vicinity of Trigg St |

### 4.10 Development related impacts comments

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| - Comments highlighted concerns about the impacts of further development on the corridor exacerbating transport issues, in particular the ability of the A24 Great Daux (Horsham) to Clark's Green (Capel) section to be able to cope with increased traffic flows. |
| - Comments recognised the role of the proposed interventions to help mitigate the impacts of development in the area. |
| - Comments highlighted opportunities to deliver some of the interventions along the corridor through development related funding, for example in the North Horsham and Warnham area. |

### 4.11 Net zero climate change targets comments

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| - The importance of promoting sustainable transport in relation to achieving net zero climate change related targets was also highlighted in a comment. |

### 4.12 Other environmental and archaeological impact comments

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| - A response was submitted about the potential for 'offline' interventions in particular to impact undisturbed archaeology with the potential impacts of the range of study interventions requiring further assessment. |
| - A comment requested increased air quality monitoring near to residential areas along the A24 in the Kingsfold to Warnham area. |
| - A comment highlighted that there are environmental constraints in the study area that the Environment Agency are likely to have comments about at the next stage of intervention development and that further consultation should take place. |

## 5. Conclusions and next steps

In general responses from stakeholder organisations were generally supportive to the potential interventions being considered. The exception to this is the potential intervention to reduce the capacity of the A24 dual carriageway through the Holmwood area to single lane to improve safety, where responses were mixed either in support, opposition or unsure about the potential intervention.

The feedback received from this stakeholder engagement is being used to help shape the package of interventions to be taken forward and will be used to help shape the design of these specific interventions.

Following the feedback received from stakeholder organisations on the different potential interventions along the A24 Horsham to Dorking corridor, SCC and WSCC are looking to extend the engagement on the strategic approach to interventions to a wide public engagement exercise which is expected to take place during Autumn 2025.

# Appendix A – stakeholder feedback form

## A24 Horsham to Dorking Corridor Feasibility Study Stakeholder Webinar (December 2024) - Feedback Form

## Surrey County Council and West Sussex County Council

This feedback form follows on from the Local Stakeholder Webinar for the A24 Horsham to Dorking Corridor Feasibility Study held on Monday 2nd December 2024. The questions relate to content within the webinar presentation that has been shared separately and it is recommended that you refer to the presentation and the accompanying frequently asked questions document when completing this form.

**Please return this form by email to ltp@westsussex.gov.uk by Tuesday 14th January 2025**.

The organisational feedback received from this survey will be used to help inform next steps for progressing the interventions and may be summarised and shared amongst stakeholders - no individuals will be personally identified in this summary report. By completing this survey, you are consenting to the collection and storage of your data in line with our Data Protection Policies. Information on how we use your data can be found in the privacy notices of Surrey County Council and West Sussex County Council.

The questions below are structured around the proposed interventions in each study area. You do not need to answer every question but please provide your contact details and note the question asking for any other comments at the end.

### 1. A24 Horsham to Dorking Corridor key issues

**1.1 What do you think are the 3 most important transport issues affecting the A24 Horsham to Dorking Corridor?**

| Please provide any comments: |
|---|
| |

### 2. Dorking area

**2.1 Do you support the walking, cycling and crossing improvements along A24 Deepdene Avenue between Dorking railway stations, the "Cockerel" roundabout and the Flint Hill/Spook Hill roundabout?**

Yes ☐ No ☐ Not sure ☐ Don't know ☐

**2.2 Do you support introducing traffic signals at the A24 Flint Hill/Spook Hill roundabout to improve traffic flows at peak times, as identified in Package 2?**

Yes ☐ No ☐ Not sure ☐ Don't know ☐

**2.3 In your view, what will be the main impacts (positive or negative) of the interventions in the Dorking area?**

| Please provide any comments: |
|---|
| |

**2.4 Do you have any other comments about the interventions in the Dorking area?**

| Please provide any comments: |
|---|
| |

## 3. Holmwood area

**3.1 Do you support the potential cycling and pedestrian path improvements in the Holmwood area?**

Yes ☐ No ☐ Not sure ☐ Don't know ☐

**3.2 Do you support restricting turning movements at the A24/Spook Hill, A24/Mill Road and A24/Betchets Green junctions to improve road safety?**

Yes ☐ No ☐ Not sure ☐ Don't know ☐

**3.3 Do you support reducing the A24 dual carriageway to a single lane in both directions between Redlands Lane/Mid-Holmwood Lane and Old Horsham Road, Beare Green (north junction) as identified in Package 1?**

Yes ☐ No ☐ Not sure ☐ Don't know ☐

**3.4 In your view, what will be the main impacts (positive or negative) of the interventions in the Holmwood area?**

| Please provide any comments: |
|---|
| |

**3.5 Do you have any other comments about the interventions in the Holmwood area?**

| Please provide any comments: |
|---|
| |

## 4. Beare Green area

### 4.1 Do you support the cycling and pedestrian path improvements in the Beare Green fuel garage to Newdigate Lane area?

Yes ☐ No ☐ Not sure ☐ Don't know ☐

### 4.2 Do you support the junction gap closure at the A24/Wigmore Lane junction?

Yes ☐ No ☐ Not sure ☐ Don't know ☐

### 4.3 In your view, what will be the main impacts (positive or negative) of the proposals in the Beare Green area?

| Please provide any comments: |
| --- |
| |

### 4.4 Do you have any other comments about the interventions in the Beare Green area?

| Please provide any comments: |
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| |

## 5. Clark's Green to Great Daux area

**5.1 Do you support improving the existing road between the Clark's Green and Great Daux roundabouts?**

Yes ☐ No ☐ Not sure ☐ Don't know ☐

**5.2 Do you support reducing speed limits in the West Sussex section of the A24 from 50mph to 40mph - between the Surrey/West Sussex County boundary and Kingsfold and between Kingsfold and Warnham, and from 40mph to 30mph in Kingsfold, to improve road safety?**

Yes ☐ No ☐ Not sure ☐ Don't know ☐

**5.3 Do you support the pedestrian crossing, footway and bus stop access improvements identified for the Kingsfold area?**

Yes ☐ No ☐ Not sure ☐ Don't know ☐

**5.4 Do you support the traffic signal junction and pedestrian and cycle route improvements considered for the A24/Bell Road junction and for Station Road, Warnham?**

Yes ☐ No ☐ Not sure ☐ Don't know ☐

**5.5 Do you support the introduction of traffic signals and additional traffic lanes at the A24/A264 Great Daux roundabout?**

Yes ☐ No ☐ Not sure ☐ Don't know ☐

**5.6 In your view, what will be the main impacts (positive or negative) of the proposals in the Clark's Green to Great Daux area?**

| Please provide any comments: |
| --- |
| |

**5.7 Do you have any other comments about the interventions being considered for the Clark's Green to Great Daux area?**

| Please provide any comments: |
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| |

## 6. Other comments

**6.1 Do you have any other comments you would like to make about the packages of interventions considered through the study or about other issues or interventions that you think should be considered?**

| Please provide any comments: |
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| |

## Contact information

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| **Name:** |
| **Title:** |
| **Organisation:** |
| **Email:** |
| **Phone:** |

# Appendix B – Frequently Asked Questions document

## A24 Horsham to Dorking Corridor Feasibility Study Stakeholder Webinar (December 2024) - Frequently Asked Questions

## Surrey County Council and West Sussex County Council

**Contents**

This document includes answers to frequently asked questions under the following themes:



**1. Scope of study**

**Q1.1: What area does this study cover?**

A: The feasibility study covers the A24 corridor from the A24/A264 Great Daux roundabout junction near Horsham, to the A24/A25 Dorking Deepdene "Cockerel" roundabout, in Dorking.

**Q1.2: Who has commissioned this study?**

A: This is a joint study by West Sussex County Council and Surrey County Council.

**Q1.3: What is the purpose of this study?**

A: The aims of the study are to identify and address transport issues in the study area across all modes of transport, to support the shift to sustainable transport modes, and to support plans for strategic development and economic growth.

**Q1.4: Which study interventions have been looked at through the study?**

A: The study has assessed 2 main packages of interventions along the different sections of the study corridor including potential improvements to active travel, public transport and highway infrastructure. Most of the interventions fall within both packages, but schemes in some locations are within 1 package only, as described in the table below.

*A24 Dorking Area*

| Scheme | Location | Intervention | Package |
|---|---|---|---|
| B | A24/A25 Dorking Deepdene "Cockerel" roundabout to Dorking station | Enhanced cycle and pedestrian side road crossings and localised path widening | 1 & 2 |
| A | A24/A25 Dorking Deepdene "Cockerel" roundabout | Eastern arm cycle and pedestrian signal crossing increased approach space | 1 & 2 |
| D | A24 Deepdene Avenue | Shared cycle and pedestrian path provision and bus stop access improvements | 1 & 2 |
| C | A24/A2003 Flint Hill/Spook Hill roundabout | Eastern arm cycle and pedestrian signal crossing | 1 |
| C | A24/A2003 Flint Hill/Spook Hill roundabout | Roundabout traffic signals with crossings and bus priority technology | 2 |

*A24 Holmwood area*

| Scheme | Location | Intervention | Package |
|---|---|---|---|
| F3 | A24 Spook Hill junction | A24 northbound junction restriction to bus right turn only | 1 & 2 |
| E | A24 Spook Hill to Old Horsham Road | Wider cycle and pedestrian shared path and improved path set back from road | 1 & 2 |
| F1/F2 | A24 Betches Green/Mill Road | Localised junction restrictions to reduce turning movement conflicts | 1 & 2 |
| Q | A24 Mid to South Holmwood | Single lane treatment | 1 |
| Additional intervention | A24 Flint Hill/Spook Hill junction to Beare Green | 50 mph speed limit cameras | 1 & 2 |

*A24 Beare Green area*

| Scheme | Location | Intervention | Package |
|---|---|---|---|
| G | A24 Beare Green fuel garage to Newdigate Lane | Reduction of southbound A24 to 1 lane with improved set back for pedestrian and cycle path | 1 & 2 |

| | | | |
|---|---|---|---|
| F4 | A24/Wigmore Lane junction | Gap closure to vehicle movements | 1 & 2 |
| Additional intervention | A24 Flint Hill/Spook Hill junction to Beare Green | 50 mph speed limit cameras | 1 & 2 |

*A24 Capel-Ockley area*

| Scheme | Location | Intervention | Package |
|---|---|---|---|
| Additional intervention | A24/B2126 Coles Lane junction | Reduction of A24 to single lane, localised A24 70 to 50mph speed limit reduction, pedestrian and cycle crossing measures, and Coles Lane traffic management arrangements | 1 & 2 |

*A24 Clark's Green to Great Daux area*

| Scheme | Location | Intervention | Package |
|---|---|---|---|
| J | A24 Clark's Green to Great Daux | 'Online' existing alignment speed limits and other road safety treatments | 1 |
| H | A24 Clark's Green to Great Daux | 'Offline' new single carriageway road alignment and active travel provision | 2 |
| K | A24 Kingsfold area | Bus stop access and footway improvements | 1 & 2 |
| L | A24 Kingsfold | Pedestrian signal crossing | 1 |
| M | A24 Bell Road, Warnham | Signal junction, pedestrian crossing and cycle measures | 1 |
| N | Station Road, Warnham | Cycle and pedestrian route and lighting improvements | 1 & 2 |
| R | A24/A264 Great Daux roundabout | Roundabout traffic signals and additional traffic lanes | 1 & 2 |

**Q1.5: I would like a specific intervention to be brought forward to address an issue but it doesn't appear to be covered by the study. Why has the feasibility study not looked at this?**

A: Stage 1 of the study identified a long list of over 60 potential scheme interventions along the corridor. These interventions were informed by initial stakeholder feedback received on the study in May 2022 and have had to be short-listed and prioritised against policy alignment, a high-level assessment of value for money and deliverability, in order to manage resources available for the study.

## 2. Stakeholder engagement

**Q2.1: Who has been contacted for feedback on these study proposals?**

A: The feasibility plans have been shared with County, District, Borough and Parish Council officers and councillors from authorities along or close to the study corridor, as well as appropriate transport operators, organisations and local access forums and interest groups, and other business and community groups.

**Q2.2: How can I provide my feedback?**

A: We would welcome feedback through the accompanying feedback form. **Please return comments by Tuesday 14th January 2025** to ltp@westsussex.gov.uk.

**Q2.3: What if I missed the stakeholder webinar?**

A: Copies of the presentation slides with and without an audio recording are available to download via the links below (please note the large file size of the audio version):

A24 Horsham to Dorking Corridor Feasibility Study Stakeholder presentation (with audio) [64.2MB]
A24 Horsham to Dorking Corridor Feasibility Study Stakeholder presentation (no audio) [9.5MB]

## 3. Highway intervention questions - Dorking area

**Q3.1: Why are you not considering more substantial infrastructure interventions at the A24/A25 Dorking Deepdene "Cockerel" roundabout?**

A: Previous study work has considered a traffic signal junction but this was found to perform poorly in enabling the flow of traffic and bus services through the junction. The lack of highway space at the junction means that options to provide more substantial interventions are very restricted.

The study also considered the potential for providing a wider cycling and pedestrian signal crossing across the northern arm of the junction, however the space constraints of the junction and the significant traffic flows means this is also not considered feasible at this location.

The interventions considered through the study would increase the amount of space available on approach to the existing cycle and pedestrian crossing of the eastern arm of the junction. There may also be opportunities to improve cycle route signage along this route towards the town centre and the railway stations.

**Q3.2: Why are you not considering more substantial cycling interventions along A24 Deepdene Avenue/London Road towards Dorking Railway station?**

A: The level of A24 traffic flows along this dual carriageway section of the A24 and the need to retain central reservation space for pedestrian signal crossing facilities means that it is not considered feasible to reduce traffic lanes to a single lane to facilitate a fully segregated cycling and walking facility.

The interventions considered through the study would provide enhanced priority crossings of side roads along this section of the A24, and enable some localised path widening around these junctions.

**Q3.3: Why are you not considering segregated cycle and pedestrian facilities along A24 Deepdene Avenue between the A24/A25 "Cockerel" and A24/A2003 Flint Hill/Spook Hill roundabouts?**

A: Highway boundary width constraints and low pedestrian flows along the majority of the route means that shared cycle and pedestrian path facilities are assumed to be appropriate to improve facilities along the route. However, at the next design stage, consideration would be given to whether segregated cycle and pedestrian path facilities could be accommodated in the section to the north of Deepdene Drive and South Drive where pedestrian flows are higher.

**Q3.4: Why are you considering replacing the existing underpass at the A24 Flint Hill/Spook Hill roundabout? Will replacing this with traffic lights not just delay traffic?**

A: Replacing the existing underpass with a surface level signal crossing could provide a more attractive link for both pedestrians and cyclists crossing the road, linking to the proposed cycle path along A24 Deepdene Avenue, as cycling is currently not permitted via the existing underpass.

The interventions considered through the study include 2 options for treatment of the A24 Flint Hill/Spook Hill junction, provision of the signal crossing on the eastern arm of the junction only (Package 1), and a larger scheme to signalise the whole junction to improve junction capacity at peak times (Package 2). Both options would be expected to provide 2-phase crossing arrangements to minimise the impacts on vehicle delay.

There remain challenges with the highway space available to link the cycle facility into Spook Hill which would require further investigation at the next design stage.

**4. Highway intervention questions - Holmwood area**

**Q4.1: Why have you not considered a traffic signal to improve bus priority at the A24/Spook Hill junction, where A24 right turn movements into Spook Hill are suggested to be bus only?**

A: There are road safety concerns about introducing a traffic signal that only has an infrequent red phase to enable bus movements across the junction.

**Q4.2: Why are you not considering segregated cycle and pedestrian facilities in upgrading the existing A24 shared cycle and pedestrian path between Flint Hill junction and Old Horsham Road?**

A: Highway boundary width constraints and low pedestrian flows along the path means that shared cycle and pedestrian path facilities are assumed to be appropriate for this route. The interventions considered through the study assume path widening and increased set back from the A24 carriageway where space is available.

**Q4.3: What interventions are you considering at the Mill Green and Betchets Green junction to improve road safety?**

A: The interventions considered through the study assume consolidation of right turn movements at the Mill Road and Betchets Green Road junctions to reduce turning movement conflicts to improve road safety. A24 southbound traffic looking to turn right or u-turn at the Mill Road would be expected to turn at the

Betchets Green Road junction. Additionally, traffic exiting Mill Road looking to turn right to head north along the A24 would be expected to head south and u-turn at the Betchets Green Road junction. Furthermore, A24 northbound traffic looking to turn right or u-turn at the Betchets Green Road junction, would be expected to turn at the Mill Road junction.

**Q4.4: Why are you considering reducing the A24 to single lane in the Holmwood area?**

A: This section of the A24 was not built to modern design standards with a number of junction gaps in the central reservation, and side road junctions with short or non-existent slip roads. Package 1 of the study has considered reducing the dual carriageway to a single outside lane in both directions between Redlands Lane/Mid-Holmwood Lane and Old Horsham Road, Beare Green (north junction). This is in order to improve road safety by improving conditions at junctions. It could also improve conditions for pedestrians and cyclists by increasing the distance between a single outside traffic lane and cycle and pedestrian path adjacent to the existing inside lane.

**Q4.5: Why are you not considering new dedicated crossing facilities for pedestrians, cyclists and equestrians in this area including at Public Rights of Way and near bus stops, or to replace the existing pedestrian-only underpass at Mid-Holmwood?**

A: The study undertook a high-level assessment of the potential to replace and provide new dedicated underpasses or bridge crossings along this section of the A24 but this was discounted because it was not considered feasible in terms of the high costs, limited highway space available, and relatively low use levels in this rural location.

The study has also considered the potential to provide dedicated signal-controlled crossing facilities at locations along the corridor, however these are not being presented as part of the study package due to the need for the crossings to be accompanied by street lighting and concerns about the impacts on dark skies in this rural location. This is related to road safety considerations, in that any form of traffic signal crossing should be in operation 24 hours a day and it needs to be ensured that there is sufficient time for driver's eyes to adjust in the dark on approach to any form of traffic signal crossing. Impacts on traffic delays are also a consideration for introducing any traffic signal crossings on this section of the A24.

Depending on the approach to single lane road treatment through this area, this may provide opportunities to provide improved uncontrolled crossing facilities along the corridor by reducing crossing distances across the A24 carriageway.

**Q4.6: When do you expect 50mph speed cameras to be installed along the corridor?**

A: A separate road safety project to the main A24 study is planning to introduce a 50mph average speed camera zone on the A24 between the Beare Green and Flint Hill/Spook Hill roundabouts. This is expected to be installed in Spring 2025 and has an estimated cost in the region of £200,000.

**5. Highway intervention questions – Beare Green area**

**Q5.1: Why are you not considering replacing the existing pedestrian underpass at Beare Green, Old Horsham Road (south) by the fuel garage?**

A: As noted under Q4.5, the study undertook a high-level assessment of the potential to replace and provide new dedicated underpasses or bridge crossings along this section of the A24 but this was discounted because it was not considered feasible in terms of the high costs, limited highway space available, and relatively low usage across the rural locations. Impacts on traffic delays are also a consideration for introducing any signal crossings on this section of the A24.

**Q5.2: Would cyclists still be able to cross the gap closure considered at A24/Wigmore Lane junction?**

A: This would be subject to further road safety assessment at the next design stage, given the 70mph national speed limit at this dual carriageway section of the A24.

**6. Highway intervention questions – Capel-Ockley area**

**Q6.1 When do you expect the development related measures at the B2126 Coles Lane junction to be delivered?**

A: Negotiations are on-going with Network Rail to adopt their land via a S278 agreement to provide safe pedestrian crossing facilities and footways either side of Station Approach, works are likely to be completed by Summer 2026 at the earliest.

**Q6.2 Are you considering addressing the lack of a central reserve barrier on this 70mph section of the A24 between the Beare Green and Clark's Green roundabouts?**

A: No not specifically, however it could be revisited as details of the final package emerge or through existing road safety review in the future.

**Q6.3 Are you considering reducing the 70mph speed limit of the A24 between Beare Green and Clark's Green roundabouts?**

The study hasn't assumed a reduction in this speed limit to date, aside from the 50mph speed limit reduction in the vicinity of the B2126 Coles Lane junction. However it may be revisited as details of the final package emerge or though existing road safety review in the future.

**7. Highway intervention questions - Clark's Green to Great Daux area**

**Q7.1 What route has been assumed for the new 'offline' road considered between Clark's Green and Great Daux roundabouts in Package 2?**

A: No specific route for an offline road alignment has been considered. The study has made some high-level assumptions about the potential costs and benefits of an offline road alignment based on analysis of route options carried out in the mid-2000s. This high-level analysis of the strategic transport benefits, costs and impacts of a new road with active travel infrastructure has been undertaken to inform the strategic

approach to improving the corridor. This analysis has concluded that an offline road alignment would not provide value for money because its benefits are not expected to substantially outweigh the costs and environmental impacts of a scheme resulting in poor value for money.

**Q7.2 Why have you not considered more substantial localised road realignments to improve the standard of parts of the A24 is this area, as an alternative to a full new road realignment?**

A: The study has considered the potential to realign short sections of the existing road. However, this approach was not considered to be a deliverable due to impacts on third party land, cost, and environmental impacts.

**Q7.3 What interventions have been considered on the existing road between the Clark's Green and Great Daux junctions?**

A: The interventions included in Package 1 on the existing road between Clark's Green and Great Daux include reducing the speed limits from 50mph to 40mph between Clark's Green and Great Daux in West Sussex and from 40mph to 30mph in Kingsfold village. Interventions in Package 1 also include using high friction surface treatments at bends along the corridor, the provision of edging treatments such as white line rumble strips and road edge 'shoulder' widening, as well as a review of signs and marker posts along the corridor.

The interventions included in Package 2 on the existing road between Clark's Green and Great Daux include reducing the speed limits from 50mph to 40mph between Clark's Green and Great Daux in West Sussex and from 40mph to 30mph in Kingsfold village but not the other bend, surfacing and sign treatments along the corridor.

**Q7.4 What bus stop and footway access improvements have been considered in the Kingsfold area?**

A: The interventions considered include extending the footway covering the southern end of Kingsfold village on the west side of the A24, and improvements to footway linking bus stops, public rights of way, and uncontrolled crossing points in the area between the former Dog and Duck pub and Tylden House bus stops.

**Q7.5 Have you considered junction improvements at the Marches Road/A24 junction?**

A: The study has considered the potential to introduce a mini-roundabout or traffic signals at the A24/Marches Road junction in Kingsfold village in order to facilitate vehicles turning and pedestrians crossing. However, this was not considered feasible because of the additional delay this would cause to A24 traffic that would not be outweighed by the benefits. Therefore, a signal-controlled pedestrian crossing to the south of the junction near the bus stops has been considered as an alternative within Package 1.

**Q7.6 What interventions have been considered for A24/Bell Road junction near Warnham?**

A: The study has considered two options including converting this into a roundabout junction or introducing traffic signals in order to facilitate vehicle turning movements and crossing cyclists and pedestrians on the route to and from Warnham station. Of the options considered, the traffic signal-controlled junction option

appears to be the best performing because it will help different types of users, subject to future surveys of usage confirming this would provide value for money.

**Q7.7 What pedestrian and cycle route improvements have been considered along Station Road, Warnham?**

A: The study has considered pedestrian path provision as a combination of dedicated footway, and dedicated footway area on the road carriageway where space is more limited, as well as the provision of sensitive low-level lighting to improve conditions for pedestrians and cyclists accessing the station.

**Q7.8 What measures are proposed at the A24/A264 Great Daux junction?**

A: The study has considered adding traffic signals to the Great Daux junction, as well as additional traffic lanes on the approaches and exits from all arms of the roundabout. No specific pedestrian, cyclist or bus facilities have been considered at Great Daux junction as there are no adjacent paths, and bus routes in the area do not use the junction.

**Q7.9 Why has the A24/A264 Great Daux junction scheme been assumed in packages 1 & 2?**

The interventions at the Great Daux junction have been identified as mitigation for strategic development planned in the adopted and emerging Horsham Local Plans. Therefore, excluding the scheme from either package would not support delivery of the statutory development plan for the area.

## 8 Other issues

**Q8.1: Why has a Walking, Cycling, Horse-Riding Assessment and Review (WCHAR) not been undertaken as part of this study?**

A: At this initial feasibility stage, a WCHAR has not been undertaken as two packages have been considered so this would have covered a large area at considerable expense and it is unclear whether a WCHAR would be required for all, or parts, of the corridor. The feasibility study is expected to recommend the scope for a WCHAR so this can be carried out to inform later design stages. As part of the feasibility study, various interventions have been considered to link and improve facilities for pedestrians, cyclists and equestrians where appropriate. Unfortunately, no equestrian-specific improvements have been identified as deliverable at this stage because of the various constraints along the corridor, but the needs of equestrians will be considered again as part of a future WCHAR.

**Q8.2: How is the study linking to existing and emerging Local Plans for Horsham and Mole Valley?**

A: The study has explored interventions that are expected to support and help mitigate the transport impacts from planned development across the study area and initial testing of the study interventions has taken account of the overall growth in transport movements that is expected from planned development.

**Q8.3: How will the proposals achieve biodiversity net gain?**

A: Both highway authorities have a commitment to ensure that all major transport schemes deliver biodiversity net gain improvements in accordance with the Environment Act 2021. This will involve an assessment of the quality of biodiversity before and after proposed interventions. A net gain in biodiversity

is expected to be provided by compensating and providing enhancement to existing biodiversity through local measures.

**Q8.4: Has funding been identified to deliver schemes?**

A: Some developer contributions have been secured to contribute towards delivery of interventions at some locations along the corridor but the majority of the funding for the package of schemes will need to be secured from other Government funding sources for highways and transport improvements. The highway authorities will consider funding opportunities as they arise and business cases for the schemes are developed.

**Q8.5: What are the next steps for progressing the study interventions?**

A: It is expected that initial public engagement will take place in summer 2025. Further technical work such as surveys and assessments will take place to inform the business cases for schemes in readiness for future potential funding opportunities.

# Appendix C – Survey responses data table

| | Yes | No | Not sure | Don't know | No response |
|---|---|---|---|---|---|
| 2.1 Do you support the walking, cycling and crossing improvements along A24 Deepdene Avenue between Dorking railway stations, the "Cockerel" roundabout and the Flint Hill/Spook Hill roundabout? | 9 / 14 64% | 2 / 14 14% | | | 3 / 14 21% |
| 2.2 Do you support introducing traffic signals at the A24 Flint Hill/Spook Hill roundabout to improve traffic flows at peak times, as identified in Package 2? | 8 / 14 57% | | 3 / 14 21% | | 3 / 14 21% |
| 3.1 Do you support the potential cycling and pedestrian path improvements in the Holmwood area? | 8 / 14 57% | 2 / 14 14% | 1 / 14 7% | | 3 / 14 21% |
| 3.2 Do you support restricting turning movements at the A24/Spook Hill, A24/Mill Road and A24/Betchets Green junctions to improve road safety? | 7 / 14 50% | | 3 / 14 21% | | 4 / 14 29% |
| 3.3 Do you support reducing the A24 dual carriageway to a single lane in both directions between Redlands Lane/Mid-Holmwood Lane and Old Horsham Road, Beare Green (north junction) as identified in Package 1? | 5 / 14 36% | 2 / 14 14% | 3 / 14 21% | | 4 / 14 29% |
| 4.1 Do you support the cycling and pedestrian path improvements in the Beare Green fuel garage to Newdigate Lane area? | 6 / 14 43% | 2 / 14 14% | 2 / 14 14% | | 4 / 14 29% |
| 4.2 Do you support the junction gap closure at the A24/Wigmore Lane junction? | 7 / 14 50% | | 3 / 14 21% | | 4 / 14 29% |
| 5.1 Do you support improving the existing road between the Clark's Green and Great Daux roundabouts? | 9 / 14 64% | | 2 / 14 14% | 1 / 14 7% | 2 / 14 14% |
| 5.2 Do you support reducing speed limits in the West Sussex section of the A24 from 50mph to 40mph - between the Surrey/West Sussex County boundary and Kingsfold and between Kingsfold and Warnham, and from 40mph to 30mph in Kingsfold, to improve road safety? | 10 / 14 71% | | | 2 / 14 14% | 2 / 14 14% |
| 5.3 Do you support the pedestrian crossing, footway and bus stop access improvements identified for the Kingsfold area? | 8 / 14 57% | 2 / 14 14% | 1 / 14 7 % | 1 / 14 7% | 2 / 14 14% |
| 5.4 Do you support the traffic signal junction and pedestrian and cycle route improvements considered for the A24/Bell Road junction and for Station Road, Warnham? | 7 / 14 50% | 2 / 14 14% | 2 / 14 14% | 1 / 14 7% | 2 / 14 14% |
| 5.5 Do you support the introduction of traffic signals and additional traffic lanes at the A24/A264 Great Daux roundabout? | 7 / 14 50% | 1 / 14 7% | 3 / 14 21% | 1 / 14 7% | 2 / 14 14% |