

# South Central Radial MRN Corridors

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## Introduction

The South Central Major Road Network encompasses several north – south highways that shadow the M23/A23 Strategic Road Network. It also includes roads that link several major economic hubs in Surrey and Sussex, and link them to the Strategic Road Network. The Major Road Network in this area serves the Brighton and Hove built-up area, which is home to nearly half a million people. It also serves Britain’s second busiest airport and two ports.

## The corridors included in this pack are:

- **SC1:** A22/A264 (Crawley – Eastbourne);
- **SC3:** A24/A264/A29 (Crawley – Fontwell);
- **SC4:** A22 (East Grinstead – Whyteleafe);
- **SC5:** A23 (Coulsdon – Crawley) and A217 (Reigate – Banstead);
- **SC6:** A24/A280/A283 (Epsom – Worthing);
- **SC7:** A26/A228 (Lewes – Leybourne); and
- **SC8:** A272 (Maresfield – A24) and A2300 (Burgess Hill).

## The International Gateways included in this pack are:

- Gatwick Airport;
- Port of Newhaven; and
- Shoreham Port.



# South Central MRN Radial Corridor SC1

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## A22/A264 (Crawley – Eastbourne)

### Description

This corridor links London Gatwick Airport to Eastbourne via East Grinstead and Uckfield. It passes through a very diverse set of geographies, from the 'Gatwick Diamond' economic hub at London Gatwick Airport and Crawley, through rural countryside, to the coastal town of Eastbourne.

### The key issues affecting this corridor are:

- **Relatively poor inter-urban public transport options:** There are no direct rail services between East Grinstead and Uckfield or Uckfield and Eastbourne. Similarly, there are few (if any) direct bus services between Uckfield and Hailsham/Lewes/Eastbourne.

### The key opportunities to consider for this corridor are:

- **A22 highway:** The standard of the highway varies significantly across this corridor and there are several road safety 'hot-spots' on this route. Should this highway be improved?

## Economic Context

### Wealth

Median resident earnings along this corridor are £32,013, which is around average for the South East.

### Priority Industrial Sectors






The priority industrial sectors on this corridor are:

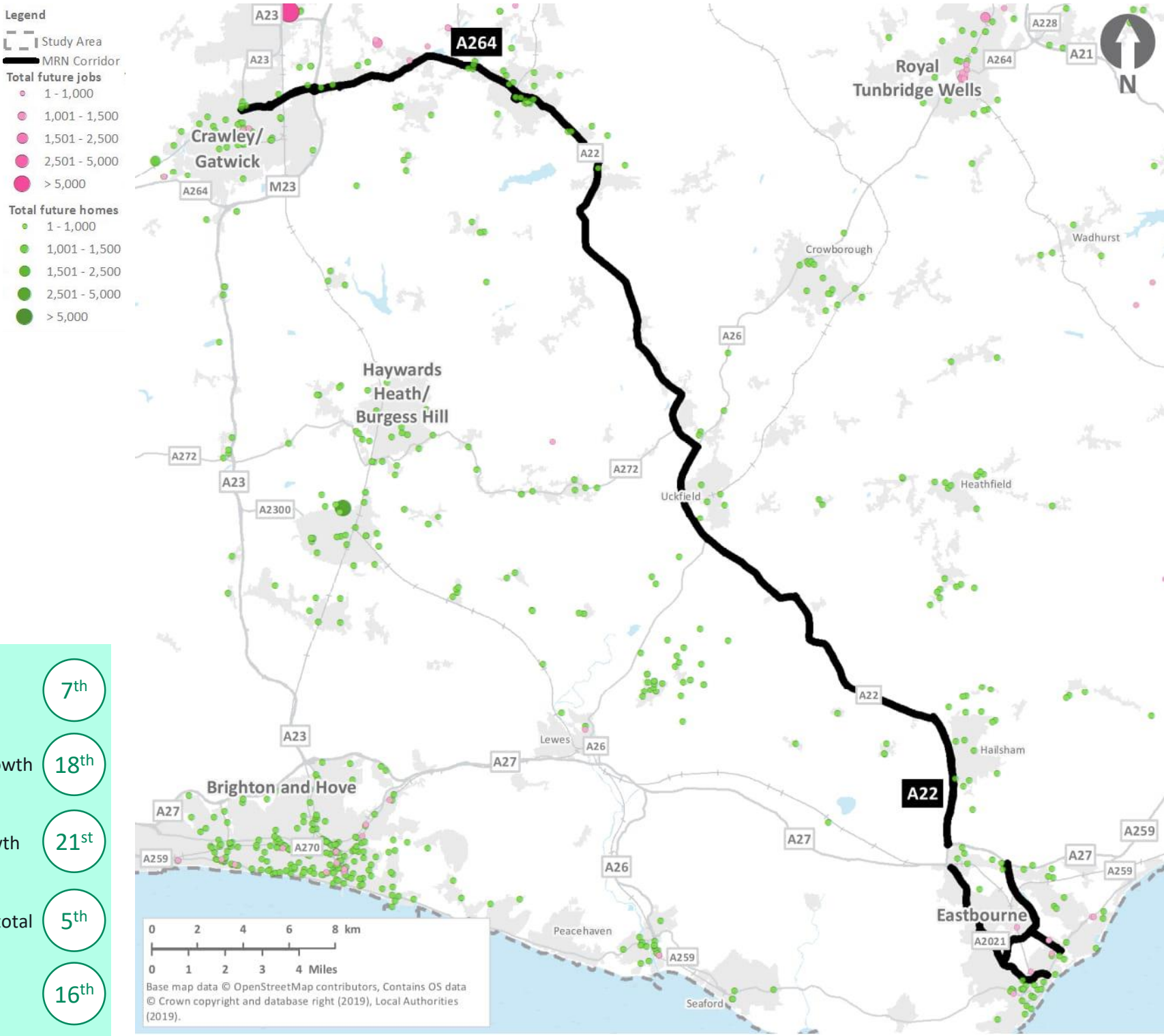
- Advanced manufacturing;
  - Air transport;
  - Automotive manufacturing;
  - Computer and consumer electronic manufacturing;
  - Computer software programming and publishing;
  - Creative, cultural and media and the visitor economy (and support services);
  - Data processing and hosting;
- Electric power generation and transmission;
  - Environmental technology and energy;
  - Horticulture and food manufacturing;
  - Insurance and financial services;
  - Life sciences and healthcare;
  - Medical technology;
  - Pharmaceuticals;
  - Telecommunications; and
  - Transport and logistics.

15% of jobs on this corridor are in priority industrial sectors, which is high compared to the rest of the South East. However, there are significant ranges in this indicator along this corridor. 29% of jobs in Crawley are priority sector compared to around 7% in other districts on this corridor.

### Development

Most of the employment development planned for this corridor is focussed on the ‘Gatwick Diamond’ (an economic hub encompassing Gatwick Airport, Crawley, and surrounding areas). Housing development is expected to be clustered in urban areas on the corridor, notably Crawley, Eastbourne, and South Wealden.

	Population (2018)	612,995		7 <sup>th</sup>
	Planned homes (2018 to 2035)	39,644	↑ 15% growth	18 <sup>th</sup>
	Planned Jobs (2018 to 2035)	14,000	↑ 5% growth	21 <sup>st</sup>
	Priority Sector Jobs (2017)	39,320	15% of total	5 <sup>th</sup>
	Median earnings (2018)	£32,013		16 <sup>th</sup>



## Social Context

### Deprivation

This corridor passes through largely rural areas with generally low levels of deprivation. However, the corridor does provide important connectivity between Eastbourne and Hailsham (where there are several deprived areas), and the rest of the South East.

### Education

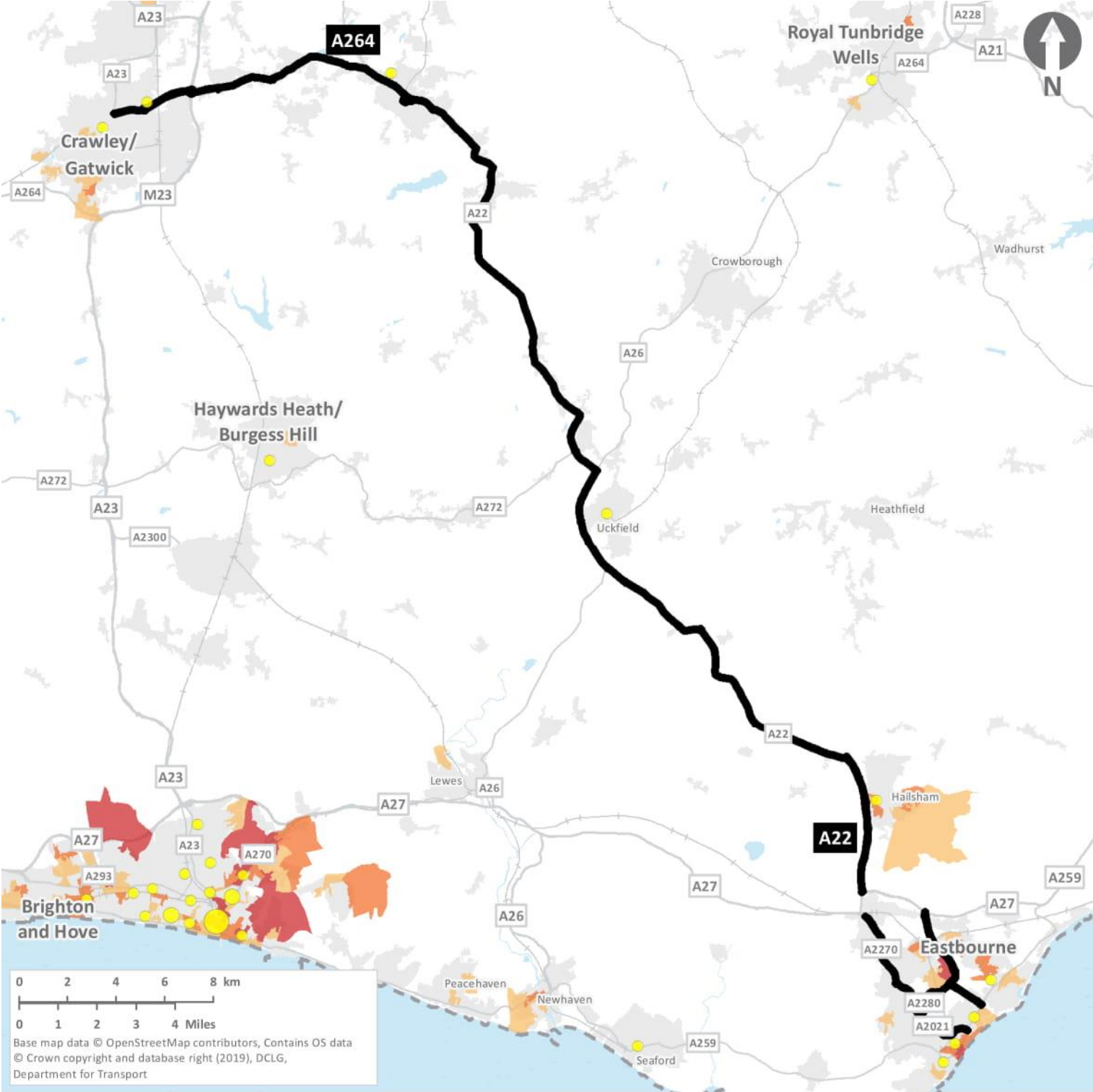
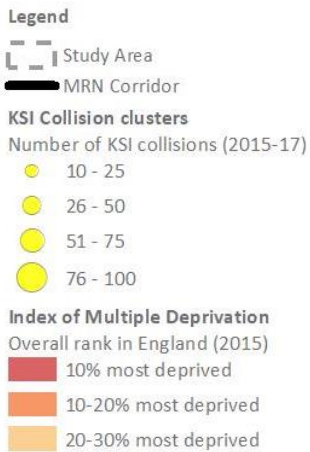
43% of the population on this corridor has a National Vocational Qualification level 4 or above on this corridor, which is above average for the South East. However, there is a significant variation in this indicator along this corridor. In Mid Sussex, 55% of the population hold a qualification at NVQ Level 4, whereas only 33% of Eastbourne have the same level of educational attainment.

### Safety

There were several clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17, notably in the Eastbourne area.

### Housing Affordability

The affordability ratio is close to average on this corridor. House prices and median resident earnings are also around average for the South East area.





## Environmental Context

### Protected Areas

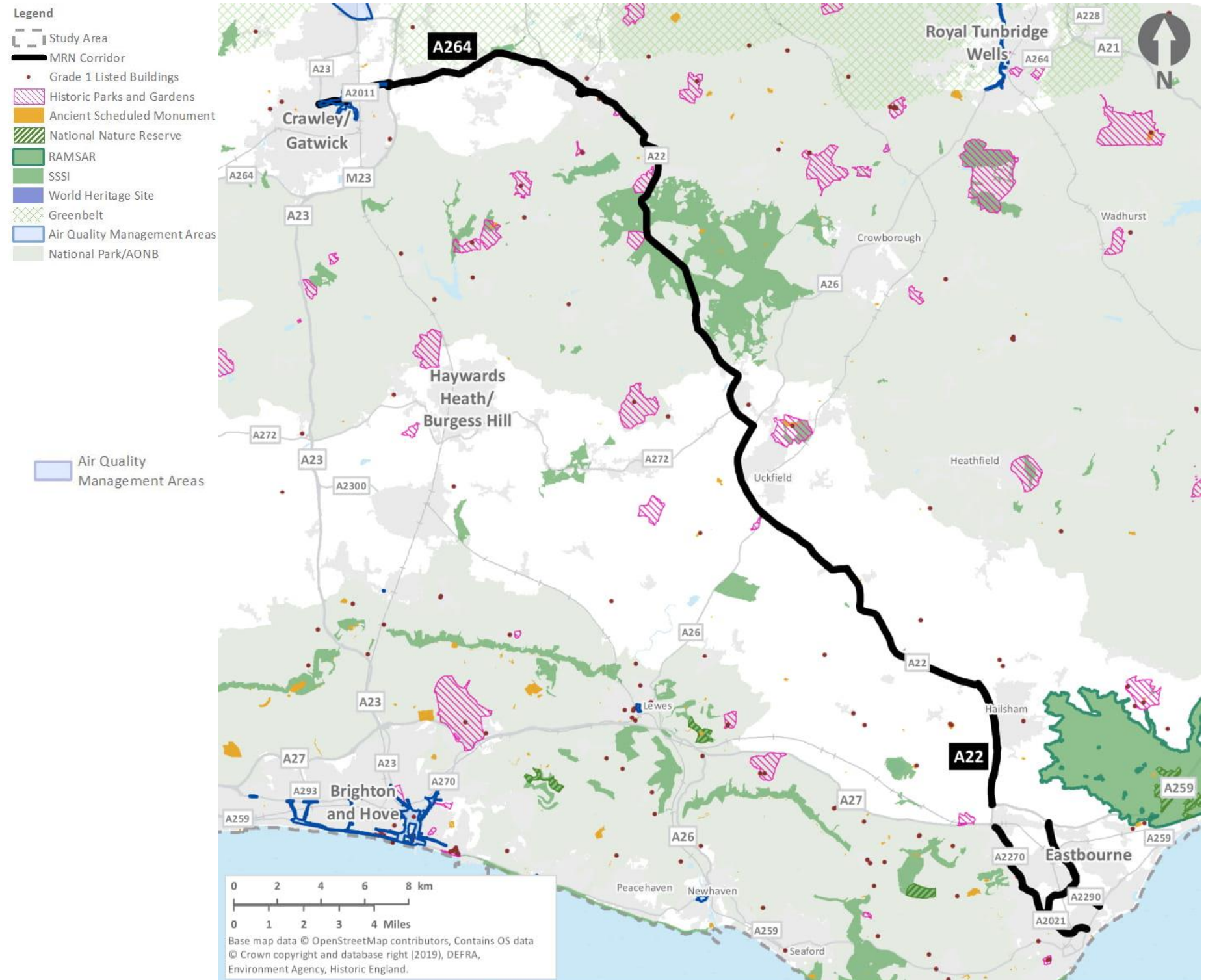
This corridor is constrained in its central sections by the High Weald Area of Outstanding Natural Beauty and at the northern end by the Surrey Hills Area of Outstanding Natural Beauty. It also runs through the Ashdown Forest Site of Special Scientific Interest.

This corridor also lies in close proximity to the South Downs National Park and the Pevensey Levels Ramsar site (at its southern end).

The above constraints has meant that development is focussed on the central Low Weald section between Uckfield, Hailsham, Polegate and Eastbourne.

### Air Quality

There is a relatively small Air Quality Management Area at the northern end of this corridor where it enters the Crawley urban area.



# A22/A264 (Crawley – Eastbourne)

SC1

## Highways

### Demand

It is estimated that this corridor carries 2,856 vehicles per hour on its busiest section during the AM peak.

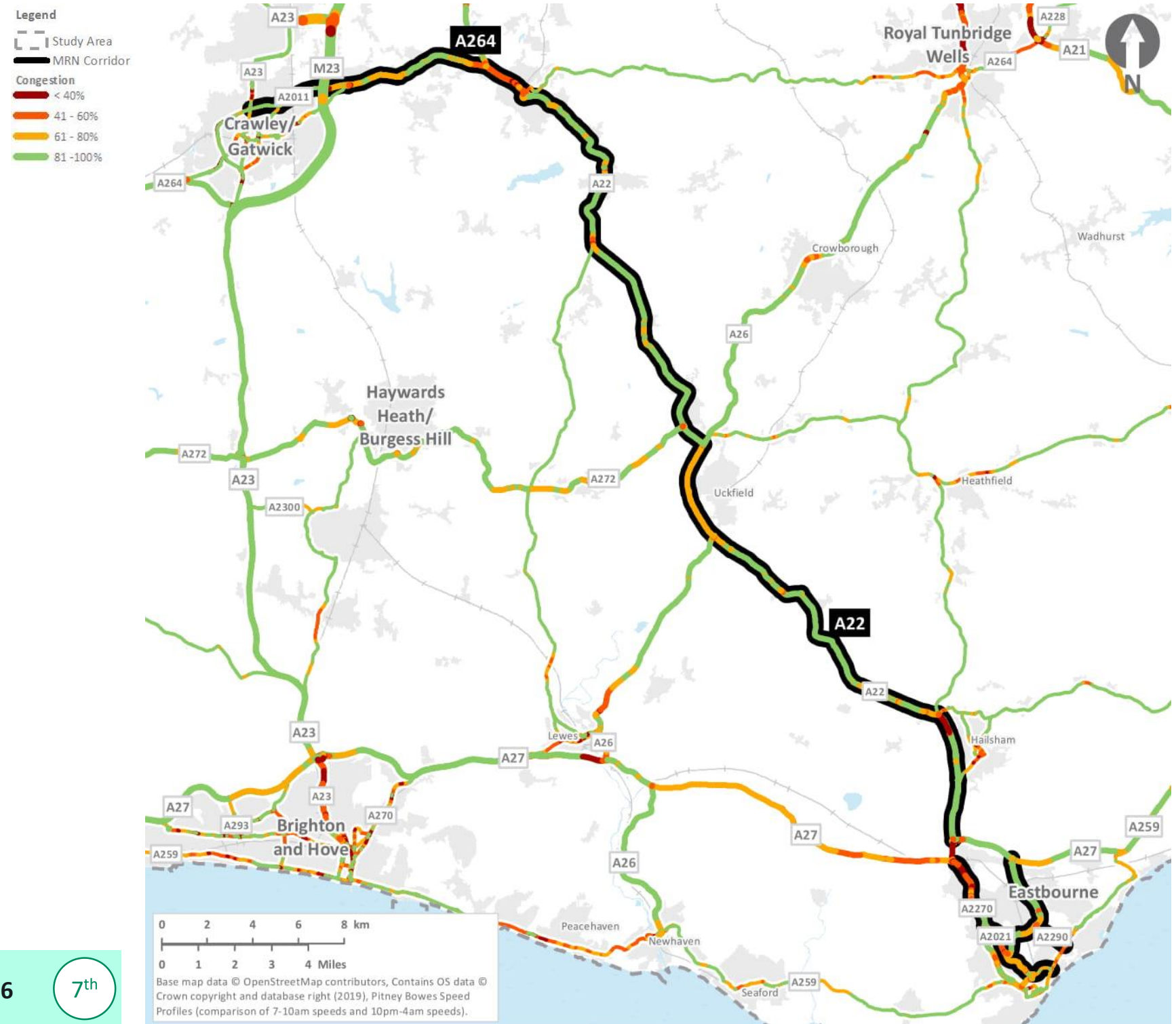
### Issues and Opportunities

There are several congestion ‘hot-spots’ on this corridor. The first is the A27/A22 junction to the North of Eastbourne, where the AM peak speed is less than 40% of the night time speed. Just to the north of this, at Boship Roundabout, there is a significant pinch-point where the dual carriageway narrows to single lane. Finally, there are issues between East Grinstead and Felbridge, where the A264 merges with the A22.

### Enhancements

Surrey County Council is developing proposals for a **Relief Road at East Grinstead** to divert longer distance traffic away from East Grinstead town centre.

East Sussex Council is sponsoring a Major Road Network Priority scheme that aims to deliver a **package of improvements at the southern end of the A22**. This will support housing and employment growth in the Eastbourne and Hailsham.



Peak hour highway demand  
(Vehicles/hour on busiest section)

2,856

7<sup>th</sup>





# South Central MRN Radial Corridor SC3

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## A24/A264/A29 (Crawley – Fontwell)

### Description

This corridor encompasses the major highways that connect Crawley to Chichester. It passes through several environmentally protected areas, including the South Downs National Park. It provides important connectivity between the Gatwick Diamond and West Sussex. It also serves the town of Horsham, which is a focus for future housing development.

The area served by this corridor has the highest density of priority industrial sector jobs in the South East area. However, this strength does not appear to translate into particularly high residence based earnings.

### The key issues affecting this corridor are:

- **High density of priority sector jobs, but low housing affordability:** Despite having the highest density of priority sector jobs in the South East area, this corridor has below average earnings and above average house prices. Housing affordability is therefore low on this corridor, which risks holding back its potential.

### The key opportunities to consider for this corridor are:

- **Priority industrial sectors:** How can the transport network leverage the high concentration of priority industrial sectors to generate sustainable economic growth?

## Economic Context

### Wealth

Median resident earnings along this corridor are £30,350, which is relatively low for the South East.

### Priority Industrial Sectors

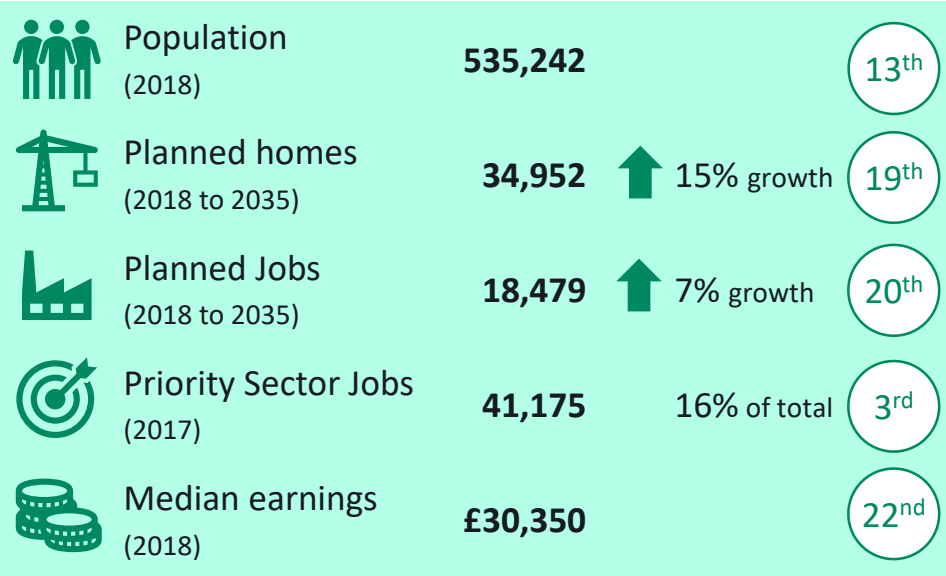
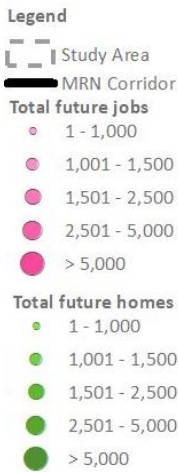
The priority industrial sectors on this corridor are:

- Air transport;
  - Automotive manufacturing;
  - Computer and consumer electronic manufacturing;
  - Computer software programming and publishing;
  - Data processing and hosting;
- Electric power generation and transmission;
  - Horticulture and food manufacturing;
  - Insurance and financial services;
  - Medical technology;
  - Pharmaceuticals;
  - Telecommunications; and
  - Visitor economy and support services.

16% of jobs on this corridor are in priority industrial sectors, which is very high compared to other corridors in the South East area.

### Development

A significant portion of this corridor runs through the South Downs National Park, which limits scope for development here. There will be some housing and employment development at the northern end of the corridor, around Horsham, Southwater and Crawley/Gatwick.





## Social Context

### Deprivation

Deprivation levels along this corridor are relatively low. The most deprived areas are concentrated at the northern end of the corridor (to the south of Crawley/Gatwick).

### Education

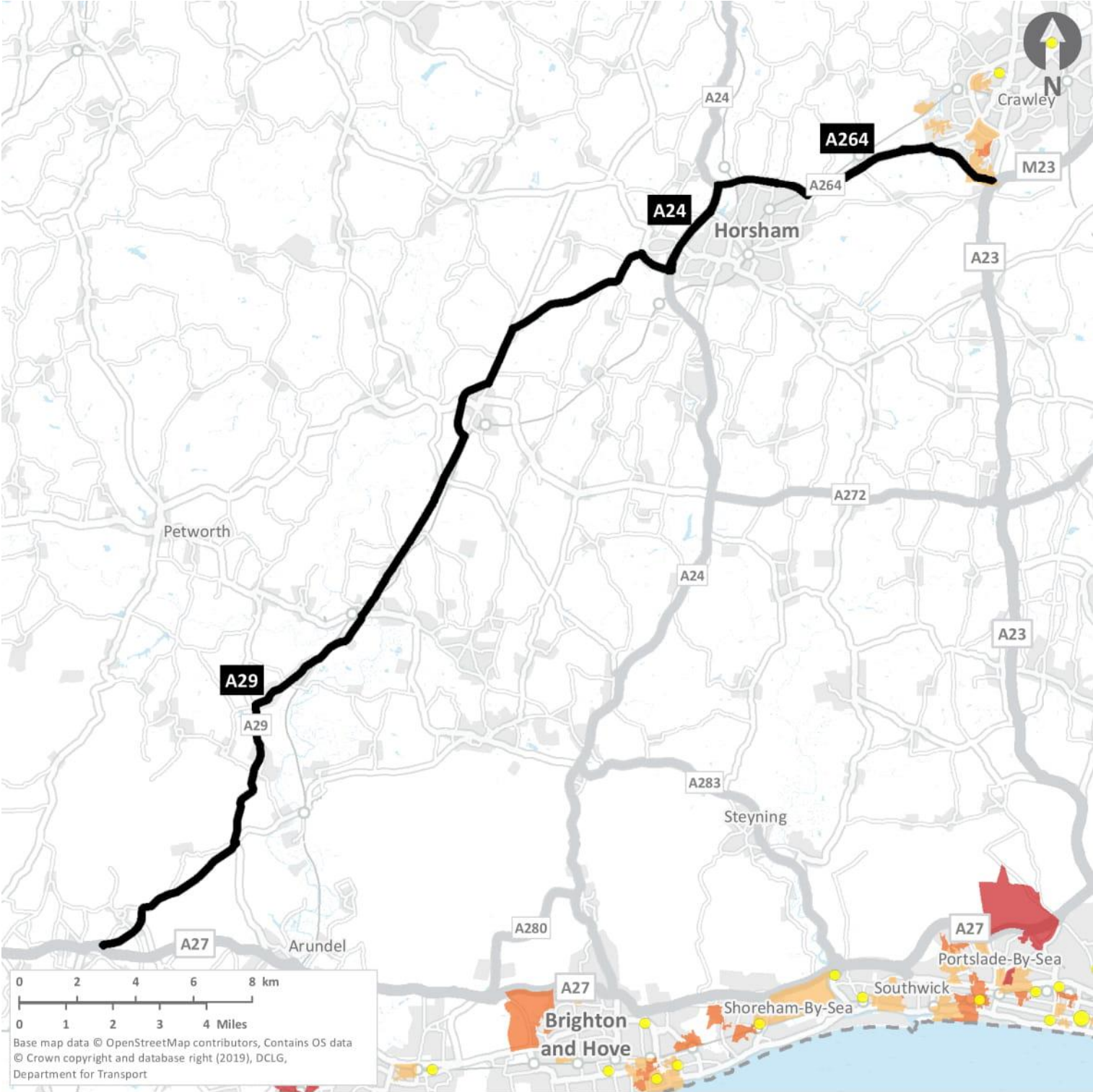
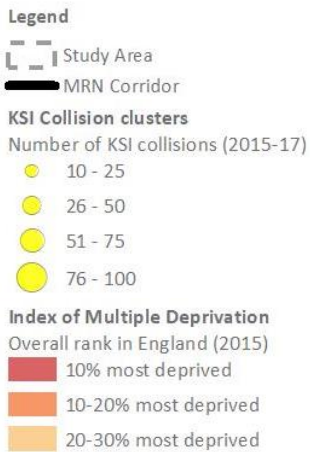
39% of the population on this corridor has a National Vocational Qualification level 4 or above, which is just average for the South East area.





### Safety

There were relatively few incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17, which reflects its largely rural geography and low population density.

### Housing Affordability

Affordability is relatively low on this corridor due to relatively low median resident earnings (set against above average house prices).



	Deprived areas (2018, England)	9%	17 <sup>th</sup>
	Highly educated population (2018, % NVQ Level 4 or above)	39%	20 <sup>th</sup>
	Average house price (2018, average of corridor's districts)	£326,431	15 <sup>th</sup>
	Housing affordability ratio (House price / earnings)	10.8	23 <sup>rd</sup>



## Environmental Context

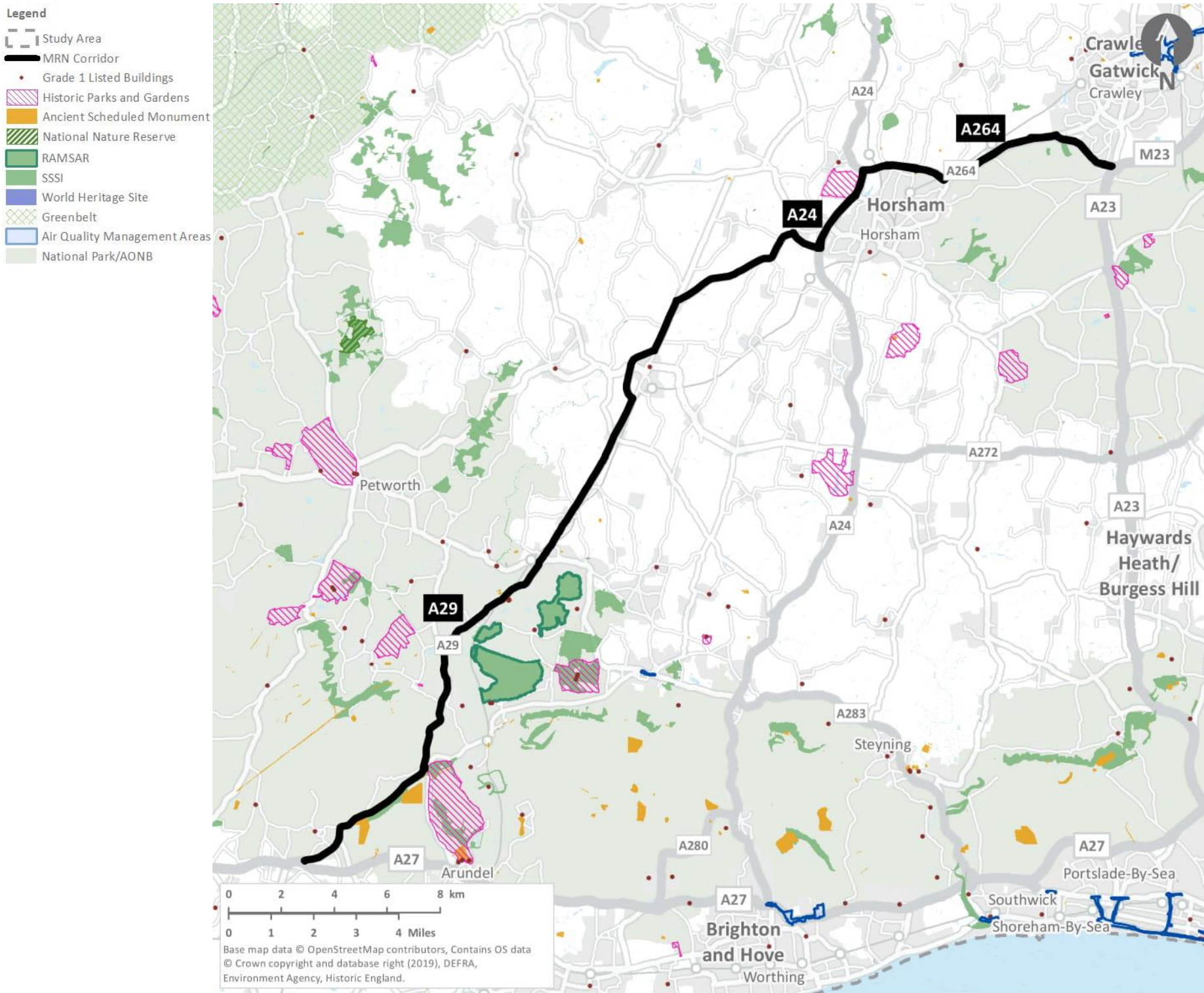
### Protected Areas

This corridor runs adjacent to the High Weald Area of Outstanding Natural Beauty at its northern end and runs through the South Downs National Par at its southern end.

This route also runs close to a Site of Special Scientific Interest and a historic park at the southern end of the corridor near Arundel.

### Air Quality

There is one Air Quality Management Area at the northern end of this corridor in the Crawley/Gatwick built-up area.





## Highways

### Demand

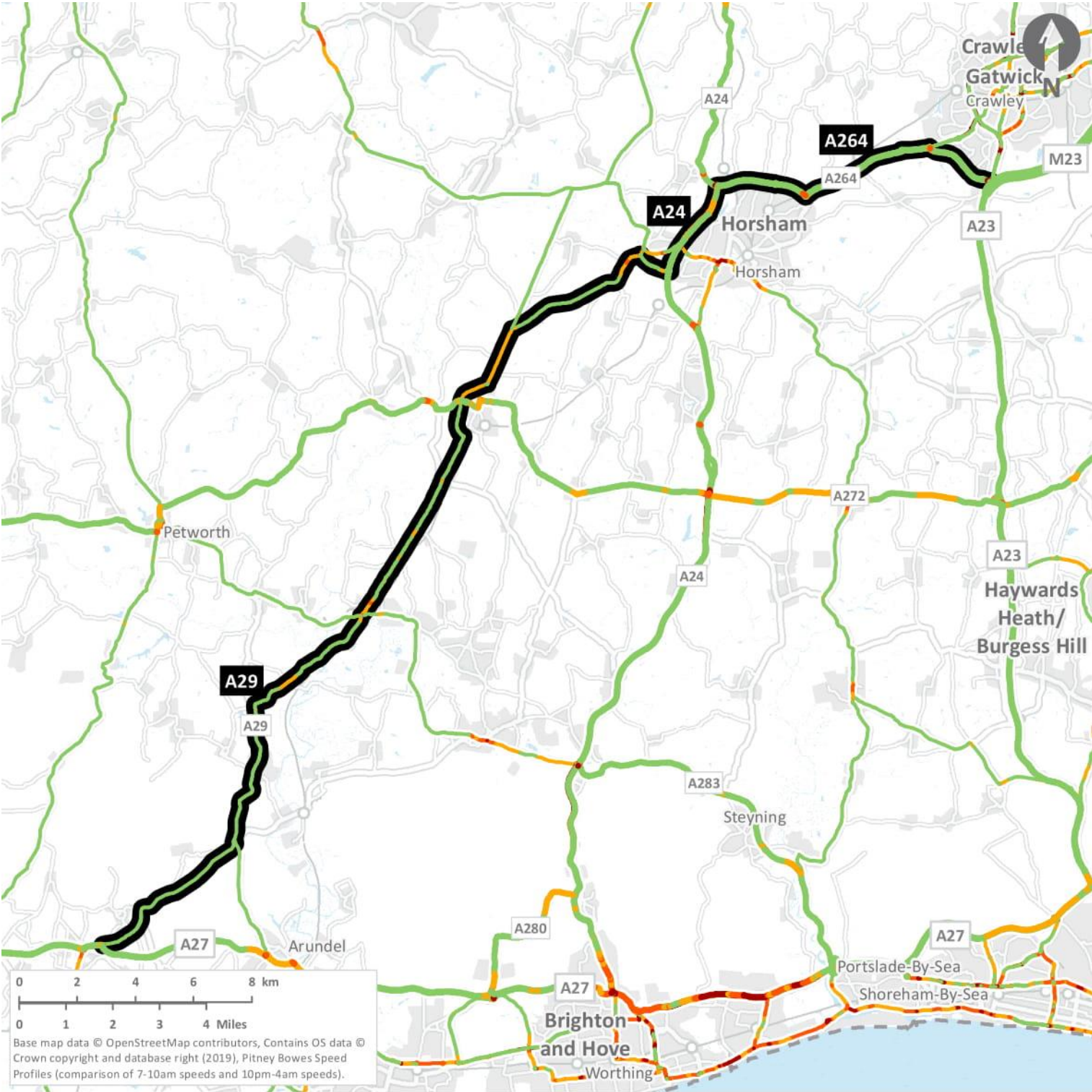
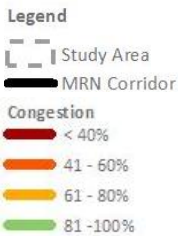
It is estimated that this corridor carries 1,851 vehicles per hour on its busiest section during the AM peak.

### Issues and Opportunities

There are relatively few congestion sites along this corridor. Where the corridor intersects other minor roads there are some points where the AM peak speed falls to below 80% of the night-time speed.

### Enhancements

West Sussex County Council is currently delivering a scheme at **Broadbridge Heath** (near Horsham), which will provide a relief road for this community. This will relief some pressure on the A24 and A264 and support future housing development in this area.



Peak hour highway demand  
(Vehicles/hour on busiest section)

1,851

19<sup>th</sup>



# South Central MRN Radial Corridor SC4

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## A22 (East Grinstead – Whyteleafe)

### Description

This corridor is the smallest of the Major Road Network corridors in the South East (in terms of the size of the population it serves). It connects the London Borough of Croydon with East Grinstead. It intersects with the M25 at Junction 6 (Godstone). The route passes through the London Greenbelt and the Surrey Hills Area of Outstanding Natural Beauty. It is one of the most prosperous areas in the South East, but also one of the least affordable. It has the lowest concentration of priority industrial sector jobs in the South East area.

### The key issues affecting this corridor are:

- **Housing affordability:** This corridor has among the highest average house prices and among the least affordable housing in the South East area.
- **Imbalance of housing and job growth:** In percentage terms, this corridor is expected to see significant increase in housing stock but much lower growth in employment. This risks driving more out-commuting in this area.

### The key opportunities to consider for this corridor are:

- **Attracting priority sector industries:** Given this corridor's proximity to Gatwick Airport, could it attract more priority sector jobs to this area, thus helping to address the imbalance in housing and employment growth on this corridor?



## Economic Context

### Wealth

Median resident earnings along this corridor are £35,999, which is very high for the South East area.

### Priority Industrial Sectors

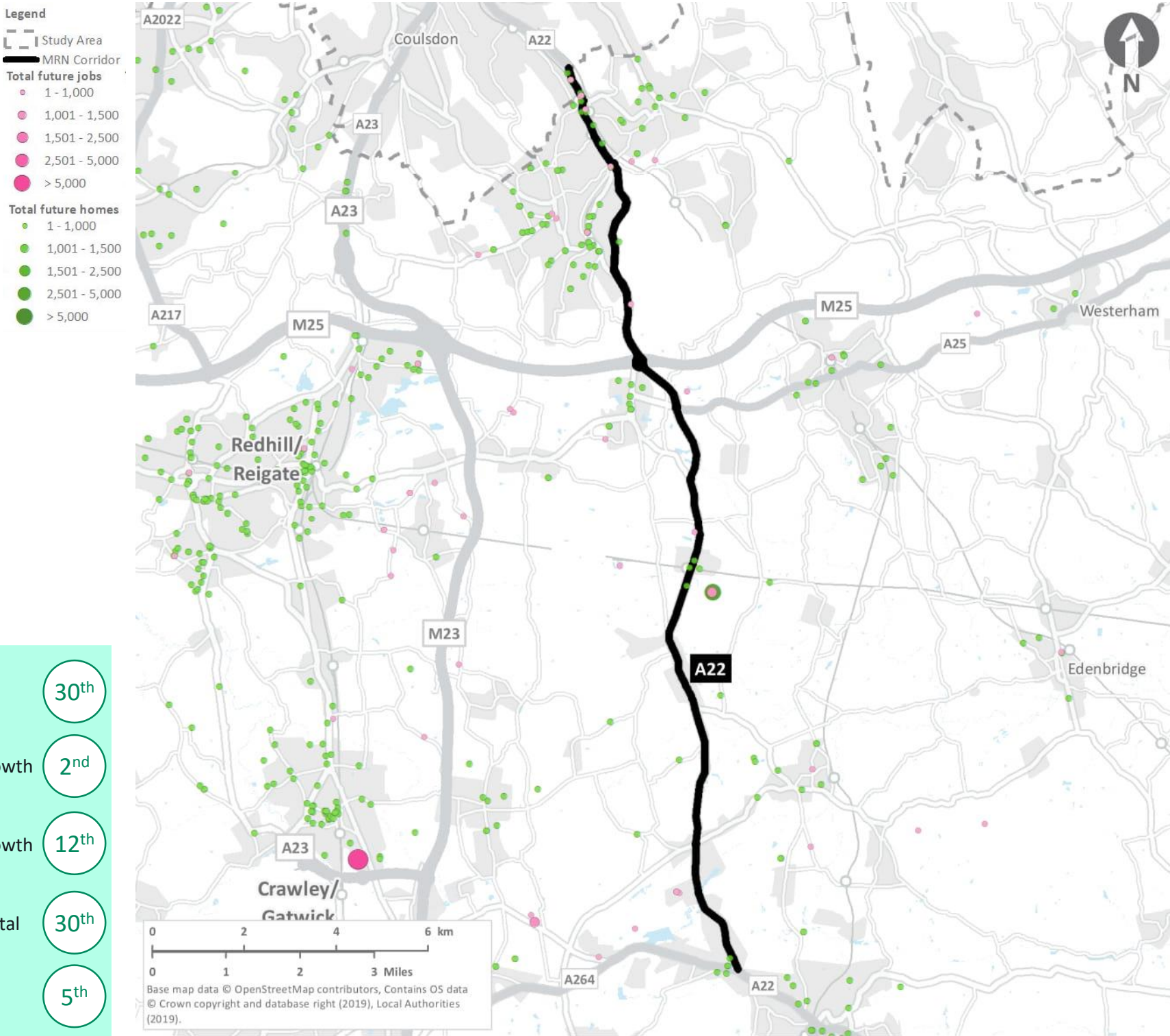
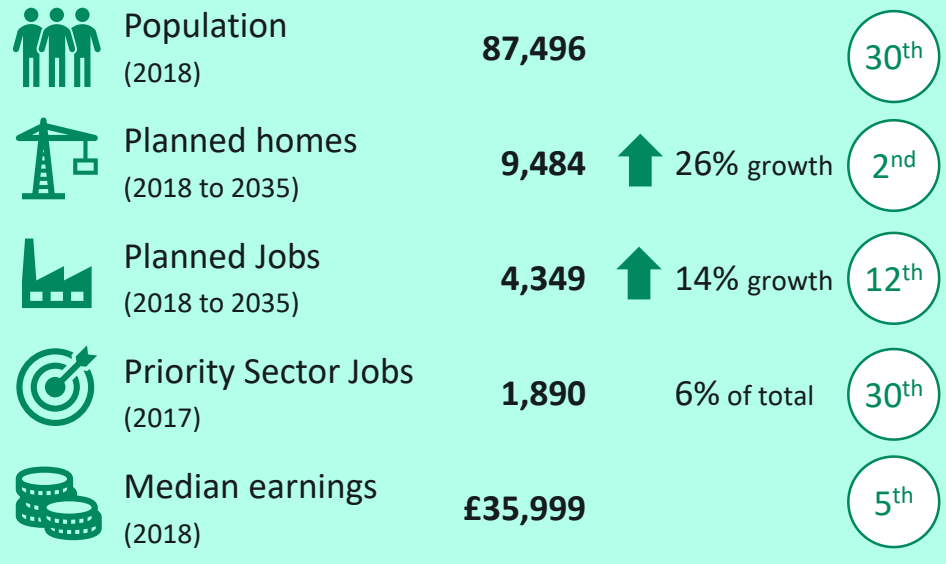
The priority industrial sectors on this corridor are:

- Air transport;
  - Automotive manufacturing;
  - Computer and consumer electronic manufacturing;
  - Computer software programming and publishing;
  - Data processing and hosting;
- Electric power generation and transmission;
  - Horticulture and food manufacturing;
  - Insurance and financial services;
  - Medical technology;
  - Pharmaceuticals;
  - Telecommunications; and
  - Visitor economy and support services.

6% of jobs on this corridor are in priority industrial sectors, which is the lowest portion of all the Major Road Network corridors in the South East area.

### Development

This corridor is expected to see a significant growth (in percentage terms) in housing stock. Housing development along this corridor is expected to be concentrated around East Grinstead, on the periphery of London, and around South Godstone. Job growth is expected to lag behind housing growth, which suggests there will be more out-commuting from this corridor in the future.





## Social Context

### Deprivation

This is the least deprived Major Road Network corridor in the South East. There are no areas that are categorized as among the 30% most deprived areas in England.

### Education

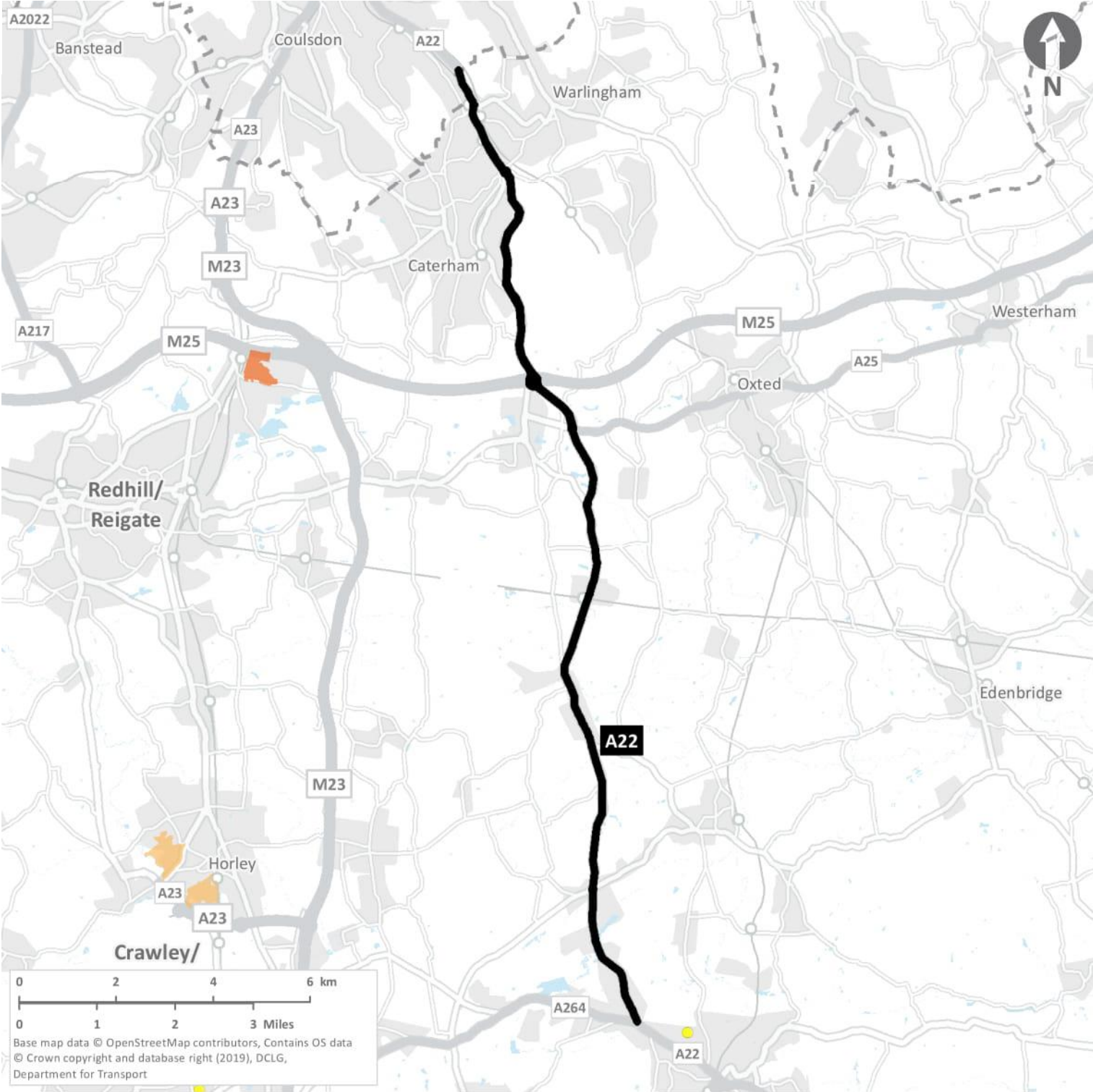
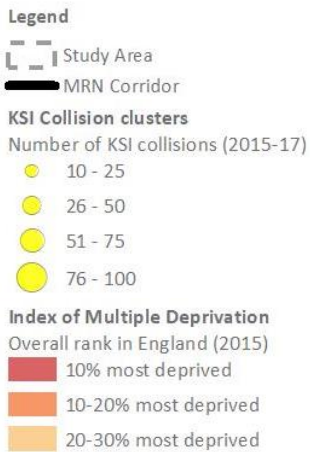
40% of the population is educated to National Vocational Qualification at level 4 or above, which is just below average for the South East area.





### Safety

There were relatively few clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17. The only cluster of note was located in East Grinstead.

### Housing Affordability

Despite relatively high earnings, this corridor has low levels of housing affordability. This is driven by relatively high house prices in this area.



	Deprived areas (2018, England)	0%	30 <sup>th</sup>
	Highly educated population (2018, % NVQ Level 4 or above)	40%	19 <sup>th</sup>
	Average house price (2018, average of corridor's districts)	£414,500	4 <sup>th</sup>
	Housing affordability ratio (House price / earnings)	11.5	25 <sup>th</sup>



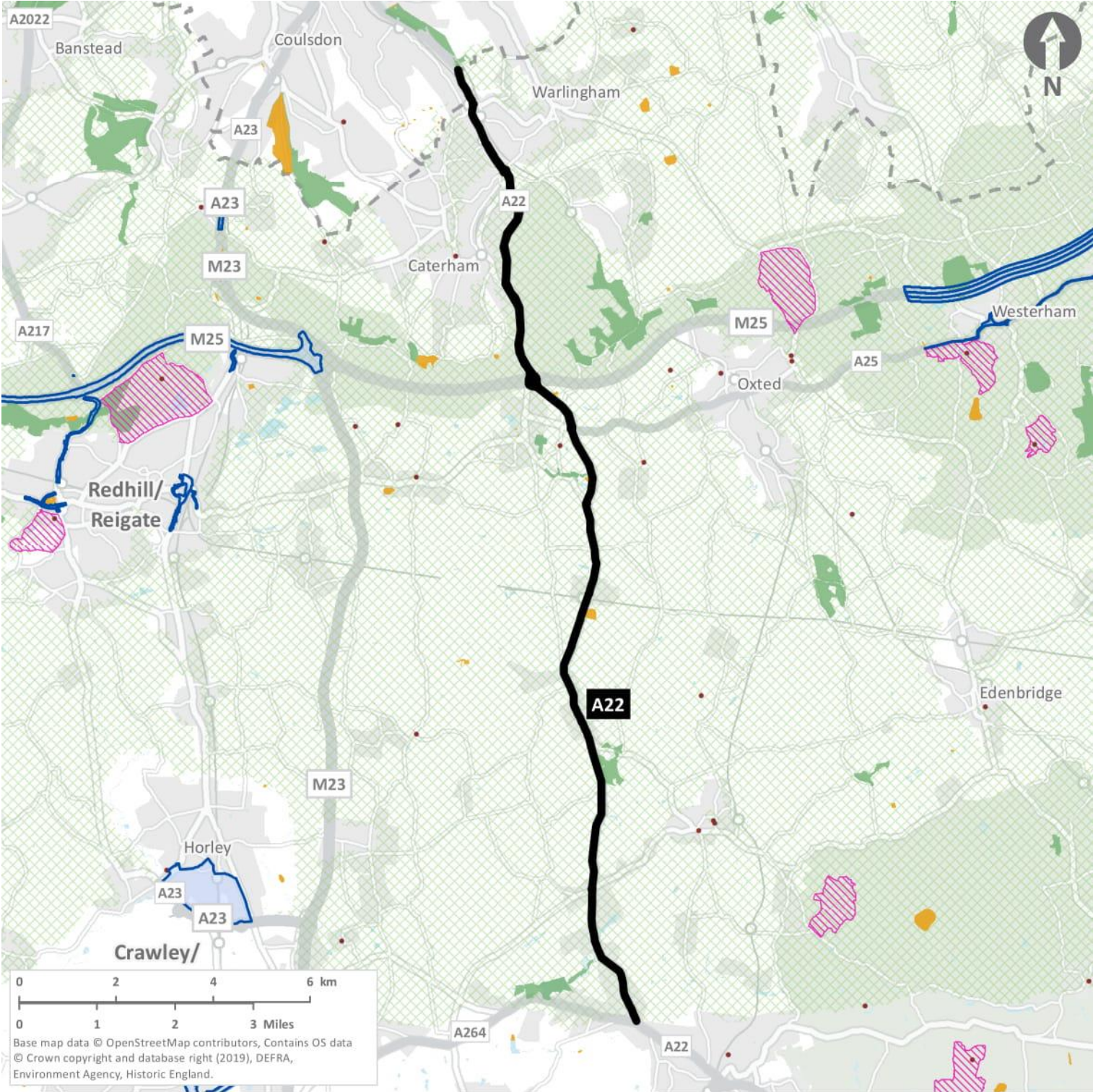
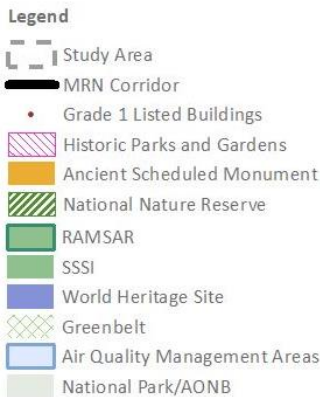
## Environmental Context

### Protected Areas

The northern part of this corridor runs through the Surrey Hills Area of Outstanding Natural Beauty. Most of the corridor also lies in the London Greenbelt.

### Air Quality

There are no Air Quality Management Areas close to this corridor.





## Highways

### Demand

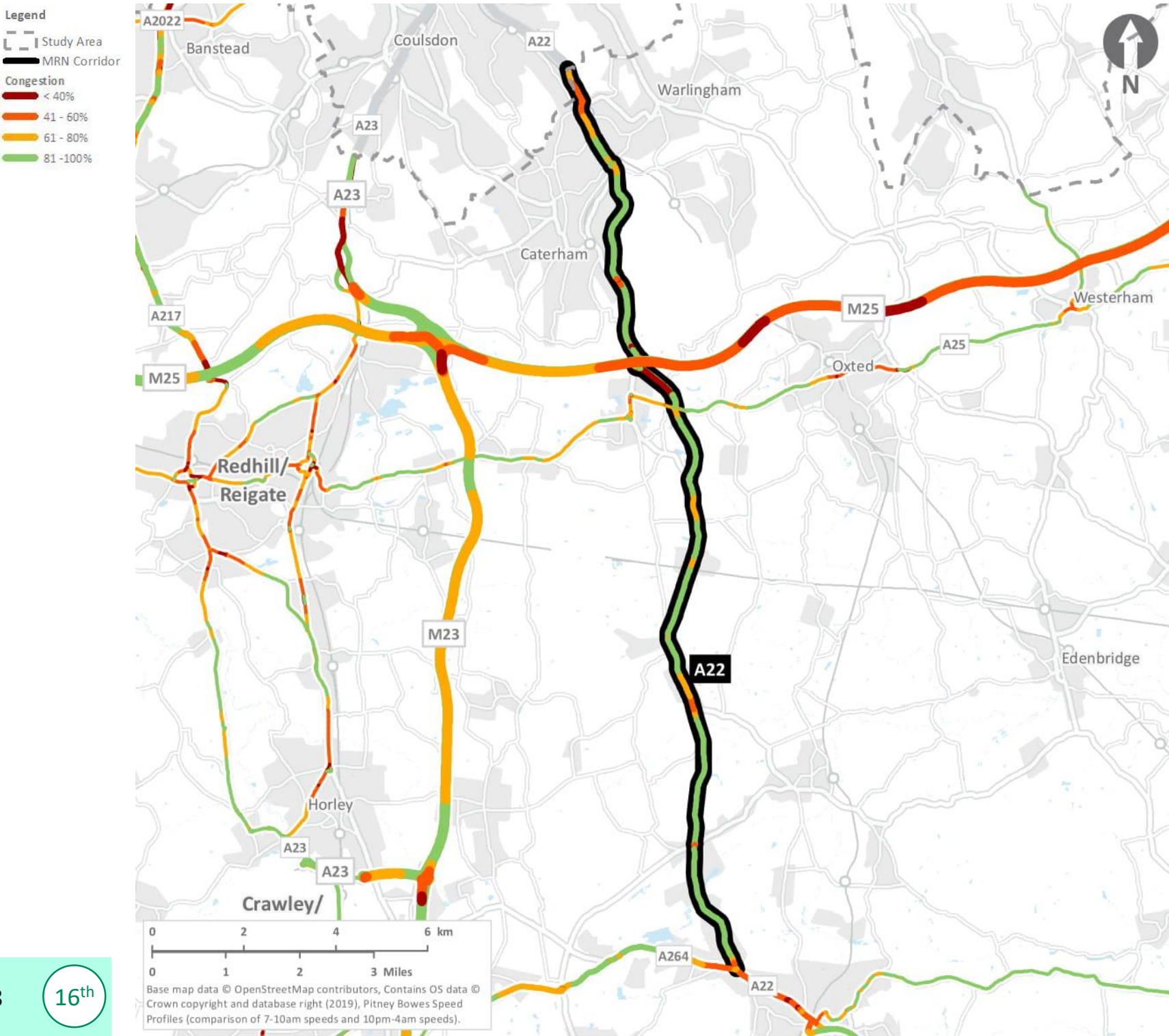
It is estimated that this corridor carries 2,218 vehicles per hour on its busiest section during the AM peak.

### Issues and Opportunities

There are a number of congestion ‘hot spots’ along this corridor, particularly where the route intersects the M25, where the AM peak speed is less than 40% of the night-time free flow speed. There also appears to be significant congestion in central East Grinstead.

### Enhancements

No major enhancements are currently planned for this route.



Peak hour highway demand  
(Vehicles/hour on busiest section)

2,218

16<sup>th</sup>





# South Central MRN Radial Corridor SC5

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A23 (Coulston – Crawley)  
A217 (Reigate – Banstead)

## Description

This corridor, which is served by two Major Road Network routes in its northern part, shadows the M23 between the Greater London boundary and Gatwick Airport. It connects several major economic hubs together and serves many important interurban and local journeys. It also acts as a diversionary route for the M23 when it is disrupted.

Much of this corridor is urbanised. It hosts the highest concentration of priority industrial sector jobs in the South East area.

## The key issues affecting this corridor are:

- **Imbalance of housing and job growth:** Most of the employment growth planned for this corridor is focussed in the Gatwick Airport area, while housing development is more evenly spread across the corridor. This suggests there may be more commuting into Gatwick during the AM peak (along this already busy corridor).
- **Housing affordability:** Housing affordability is low on this corridor. This risks holding back growth, particularly in the priority industrial sectors, if businesses in this area are unable to attract talent to this area.
- **Air quality:** This area has a very high concentration of Air Quality Management Areas. This suggests there are significant air quality concerns and risks on this corridor.

## The key opportunities to consider for this corridor are:

- **Mass transit opportunities:** How can public transport be improved to tackle significant congestion on the Major Road Network on this corridor?

## Economic Context

### Wealth

Median resident earnings along this corridor are £33,288, which is high for the South East area.

### Priority Industrial Sectors

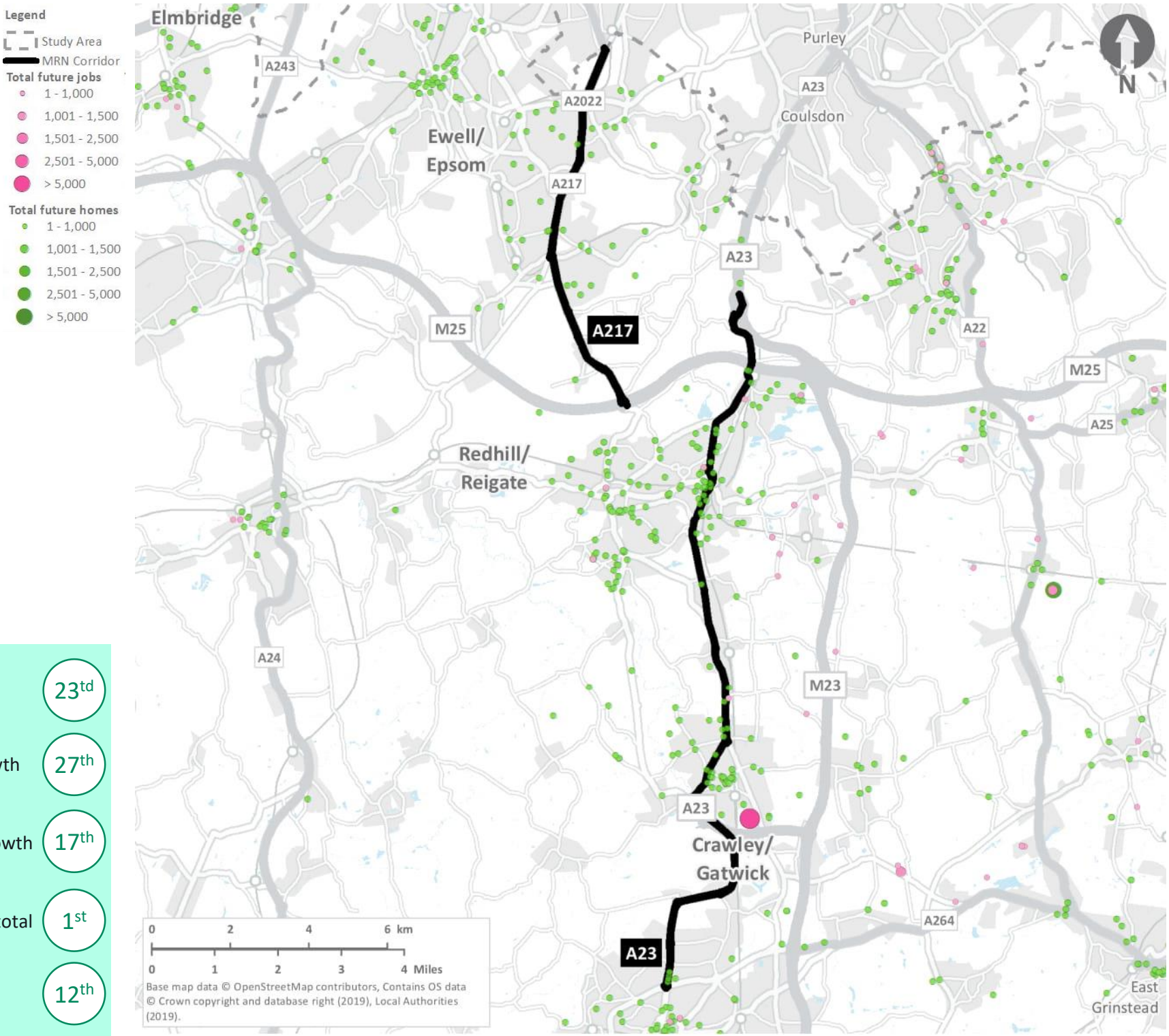
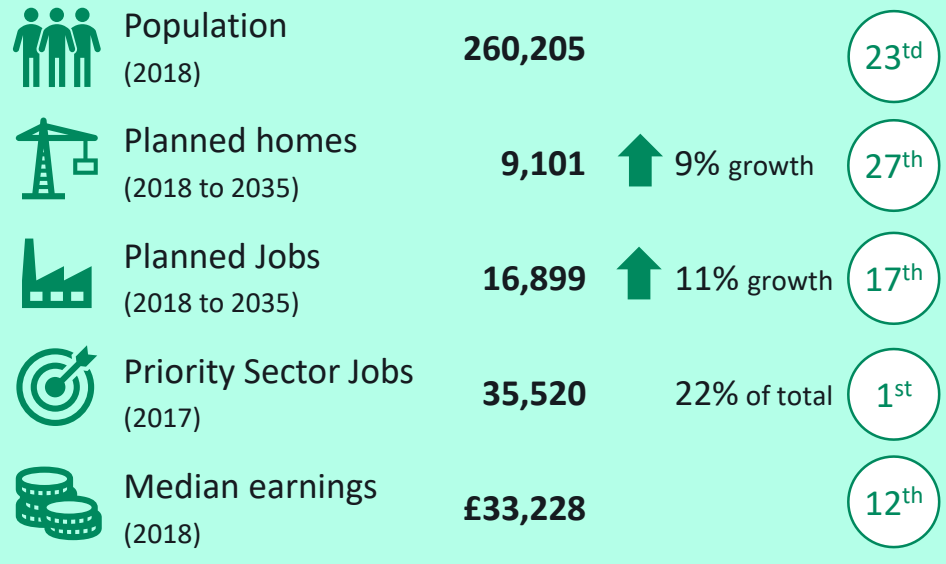
The priority industrial sectors on this corridor are:

- Air transport;
  - Automotive manufacturing;
  - Computer and consumer electronic manufacturing;
  - Computer software programming and publishing;
  - Data processing and hosting;
- Electric power generation and transmission;
  - Horticulture and food manufacturing;
  - Insurance and financial services;
  - Medical technology;
  - Pharmaceuticals;
  - Telecommunications; and
  - Visitor economy and support services.

22% of jobs on this corridor are in priority industrial sectors, which is the highest concentration of these jobs in the South East area.

### Development

This is one of the few corridors where employment growth is expected to be higher (in absolute and percentage terms) than housing growth. This suggests there will be more in-commuting to this corridor in the future. Housing growth is concentrated in the largest urban areas on this corridor (Reigate/Redhill and Gatwick/Crawley). Employment growth is expected to be more concentrated in the Gatwick area.





## Social Context

### Deprivation

There are small pockets of derivation in some of the urban areas on this corridor, notably in the Gatwick/Crawley area.

### Education

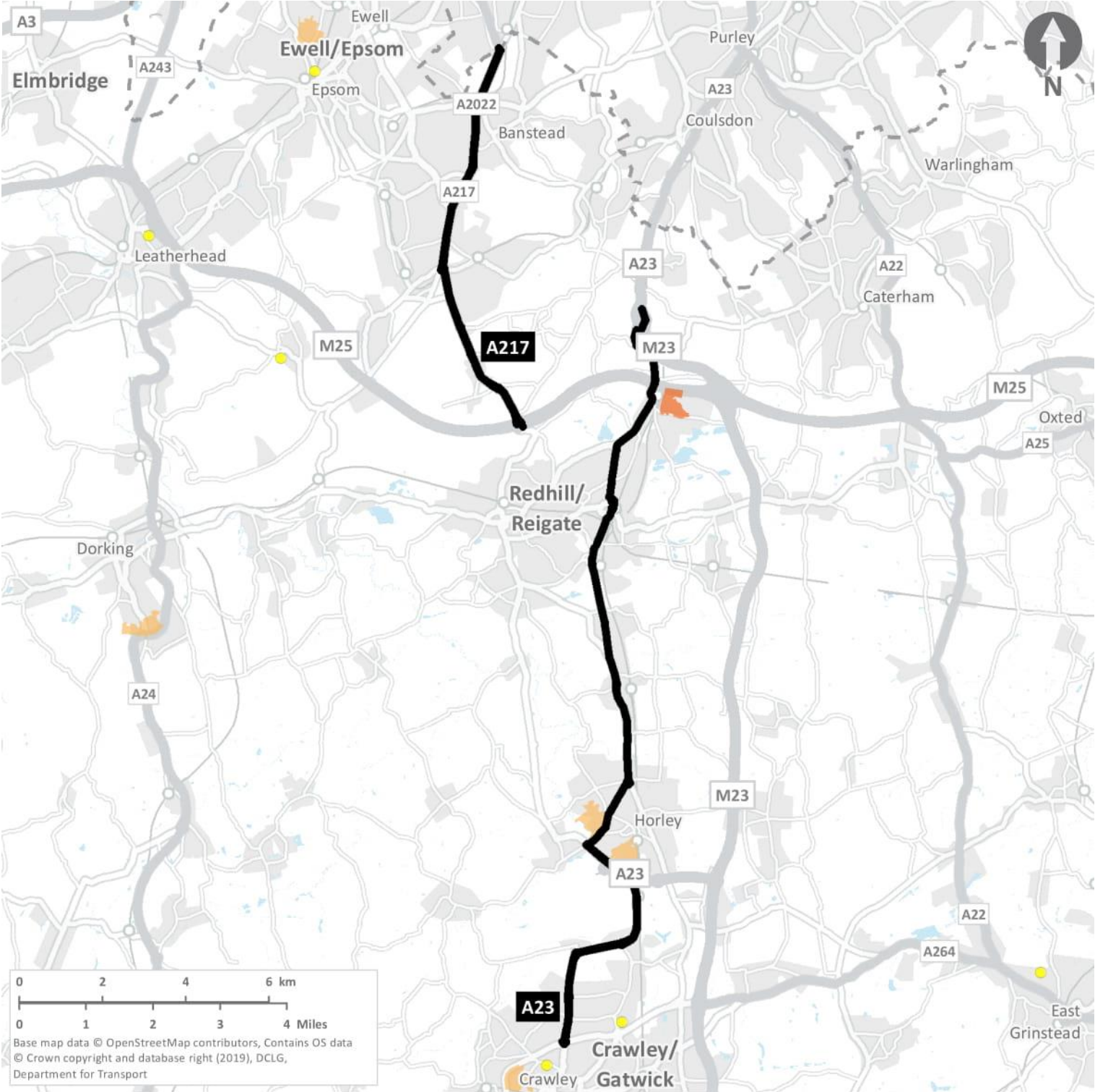
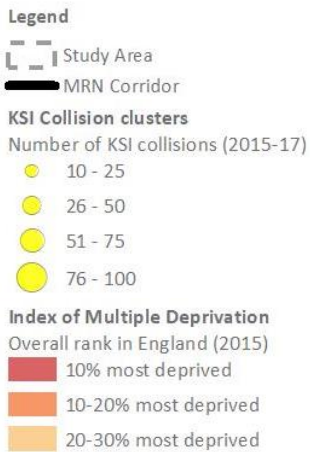
44% of the population is educated to National Vocational Qualification at level 4 or above, which is high for the South East area.





### Safety

There were several clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17, notably in the Crawley area.

### Housing Affordability

Housing affordability is low on this corridor and, given the relatively low housing growth planned for this corridor, this is likely to worsen in the future. This risks holding back the future economic development of this corridor and, due to its high concentration of priority industrial sectors, the wider South East regional economy.



	Deprived areas (2018, England)	7%	19 <sup>th</sup>
	Highly educated population (2018, % NVQ Level 4 or above)	44%	10 <sup>th</sup>
	Average house price (2018, average of corridor's districts)	£357,663	11 <sup>th</sup>
	Housing affordability ratio (House price / earnings)	10.8	24 <sup>th</sup>



## Environmental Context

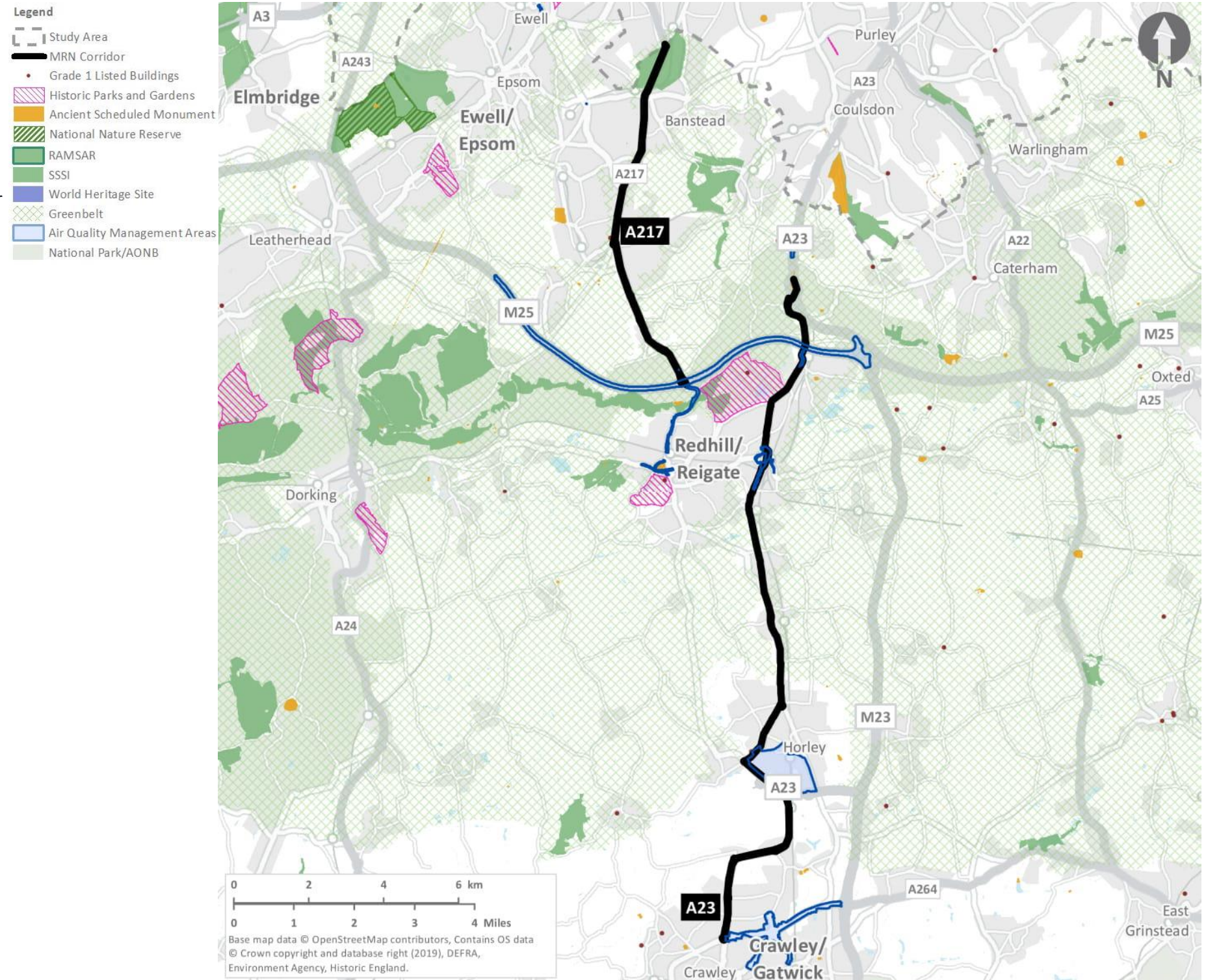
### Protected Areas

The northern part of this corridor runs through the Surrey Hills Area of Outstanding Natural Beauty. A substantial part of this corridor also runs through the London Greenbelt. Both roads run close to Gatton Park to the north of Redhill.

### Air Quality

There are several Air Quality Management Areas on or close to this corridor, including:

- M25 (north of Reigate/Redhill);
- South of the A217 (M25 to Reigate town centre);
- London Gatwick Airport (east of the airport and west of the M23 motorway); and
- Crawley/Three Bridges (east of the Crawley urban area).





# A23 (Coulson – Crawley) and A217 (Reigate – Banstead)

## Highways

### Demand

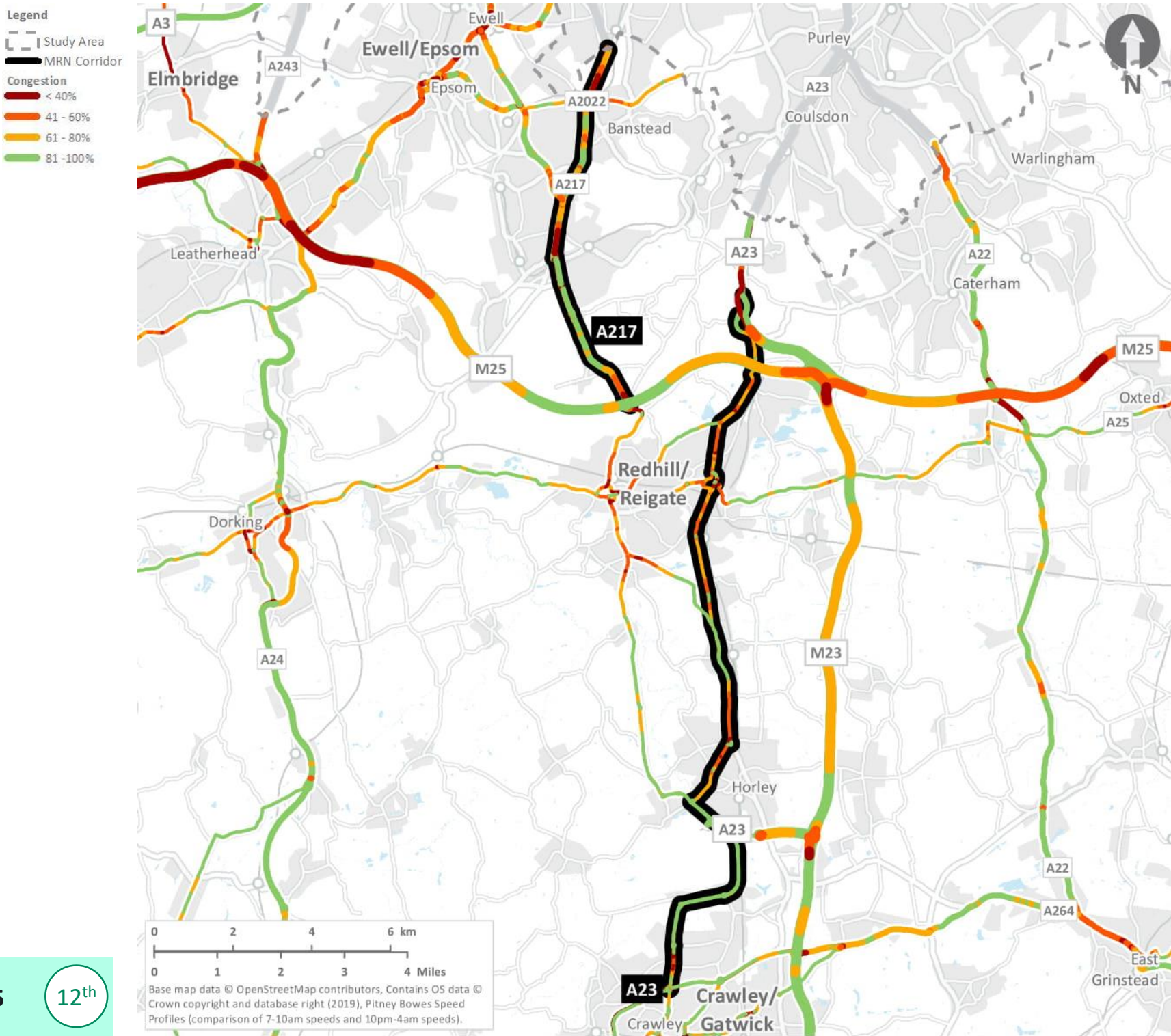
It is estimated that this corridor carries 2,385 vehicles per hour on its busiest section during the AM peak.

### Issues and Opportunities

There is significant congestion along the length of this route, particularly the sections which are close to the M25 and around Ewell/Epsom, and sections that pass through urban areas on the corridor.

### Enhancements

Highways England is currently upgrading the M23 to a fully-running **smart motorway** between junctions 8 and 10. This scheme should help alleviate congestion on the A23, which acts as a diversionary route when the M23 is congested and/or disrupted.



Peak hour highway demand  
(Vehicles/hour on busiest section)

2,385

12<sup>th</sup>



# South Central MRN Radial Corridor SC6

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## A24/A280/A283 (Epsom – Worthing)

### Description

This corridor is a long route that runs from Epsom, on the outskirts of Greater London, to Worthing, on the Sussex Coast. At the northern end the road functions as a bypass for towns such as Leatherhead and Dorking. Further south, the road serves interurban journeys between towns in West Sussex and Surrey. Towards the bottom end of the route, the highways splinters into three parts at the southern end, providing access to a relatively large portion of West Sussex. Much of this route is dual carriageway.

This corridor serves a relatively large population, but also many rural areas that sit in protected landscapes. It runs through a range of different distinct geographies, each with distinct socioeconomic characteristics.

### The key issues affecting this corridor are:

- **Housing affordability:** Housing is relatively unaffordable on this corridor yet is not expecting to see much growth in housing stock. This suggests housing is unlikely to become more affordable in the near future.

### The key opportunities to consider for this corridor are:

- **A24 planned improvements:** How can planned improvements to the A24 drive sustainable travel outcomes and economic growth in the future?



## Economic Context

### Wealth

Median resident earnings along this corridor are £30,742 which is below average for the South East.

### Priority Industrial Sectors

The priority industrial sectors on this corridor are:

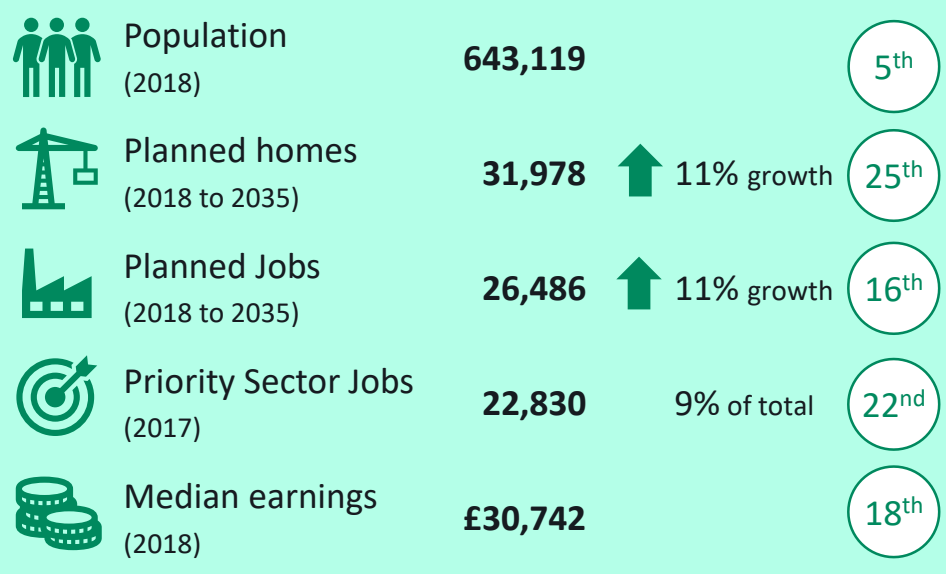
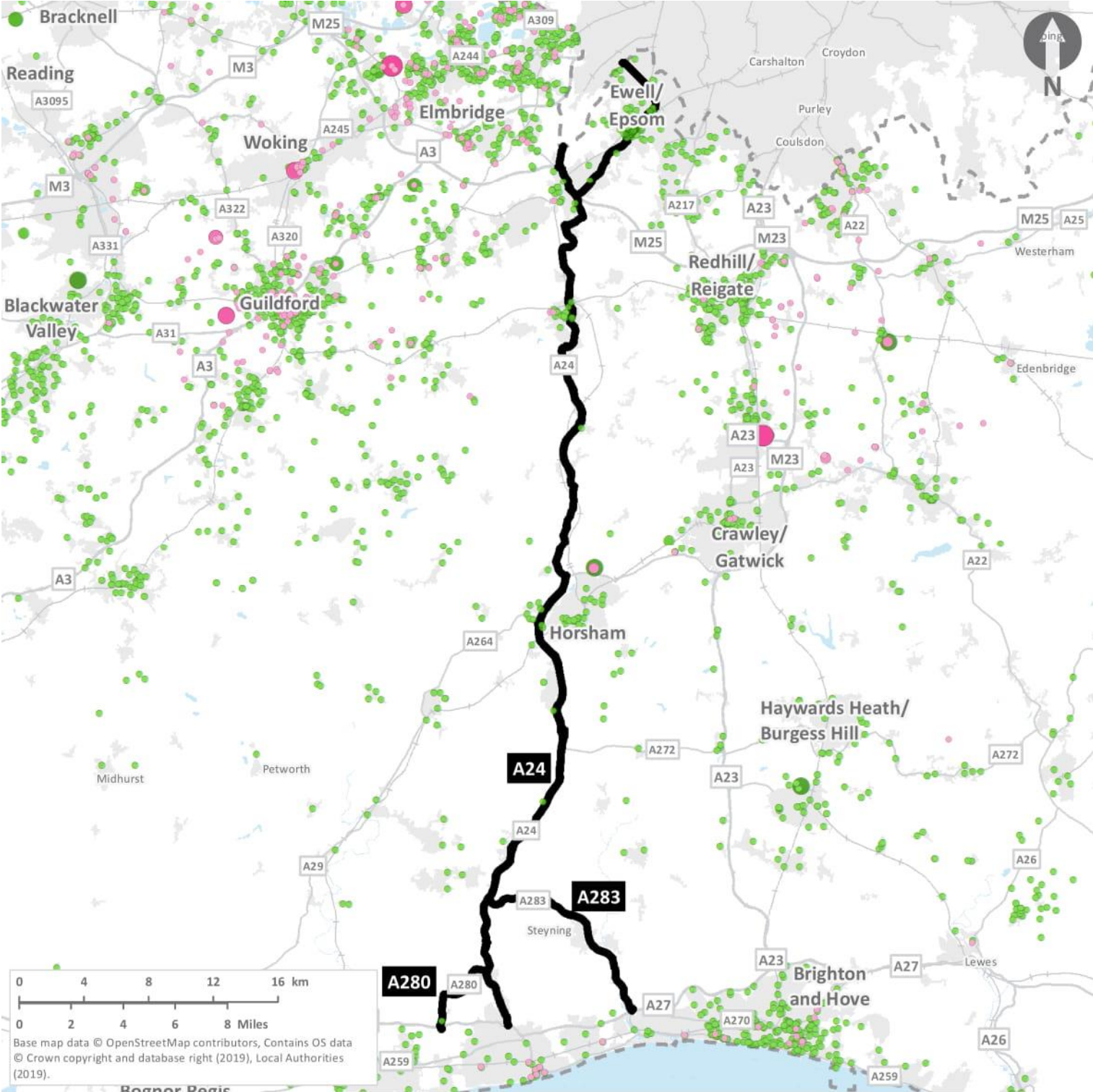
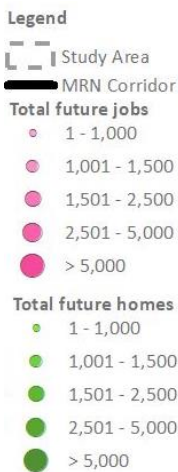
- Air transport;
  - Automotive manufacturing;
  - Computer and consumer electronic manufacturing;
  - Computer software programming and publishing;
  - Data processing and hosting;
- Electric power generation and transmission;
  - Horticulture and food manufacturing;
  - Insurance and financial services;
  - Medical technology;
  - Pharmaceuticals;
  - Telecommunications; and
  - Visitor economy and support services.

9% of jobs on this corridor are in priority industrial sectors, which is around average for the South East.

### Development

Housing and employment growth is expected to grow at 11% each, although most of the employment growth is expected at the southern end of the corridor.

Due to the protected landscapes this corridor passes through, most of the development is planned for urban areas such as Dorking, Horsham and Worthing.



## Social Context

### Deprivation

There are significant pockets of deprivation on the Sussex Coast towards the southern end of this corridor.

### Education

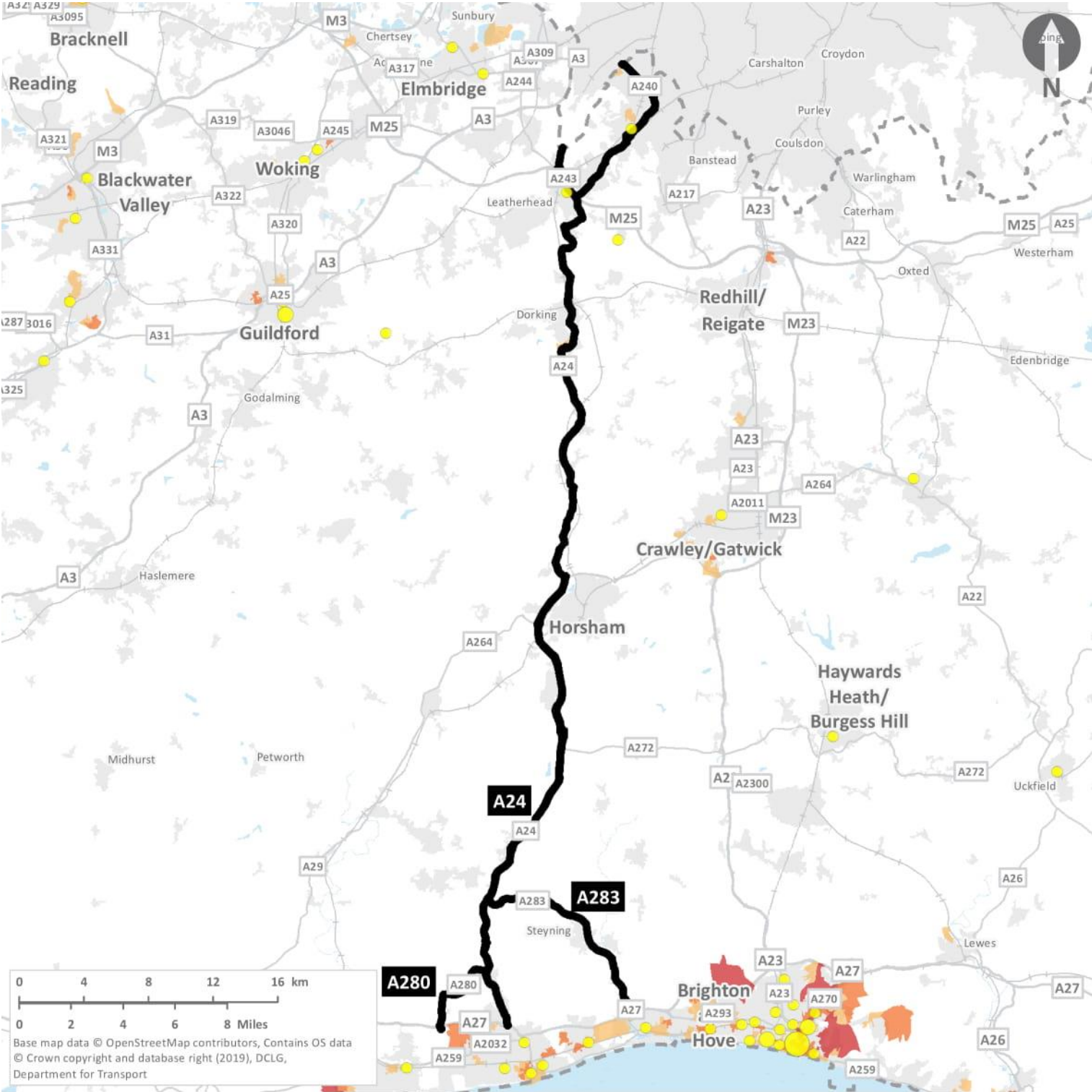
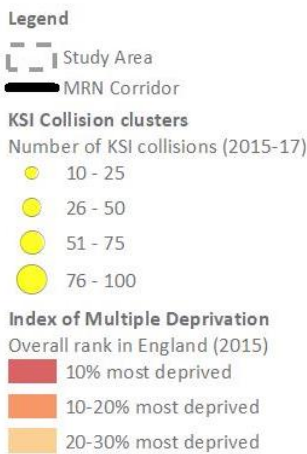
43% of the population is educated to National Vocational Qualification at level 4 or above, which is above average for the South East area.





### Safety

There were several clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17, notably in Worthing at the southern end and Leatherhead at the northern end. These are among the largest urban centres served by this corridor.

### Housing Affordability

Housing affordability is low on this corridor due to below average earnings and above average house prices. Housing affordability is particularly low at the northern end of the corridor in East Surrey.



	Deprived areas (2018, England)	10%	14 <sup>th</sup>
	Highly educated population (2018, % NVQ Level 4 or above)	43%	14 <sup>th</sup>
	Average house price (2018, average of corridor's districts)	£361,342	10 <sup>th</sup>
	Housing affordability ratio (House price / earnings)	11.8	26 <sup>th</sup>



## Environmental Context

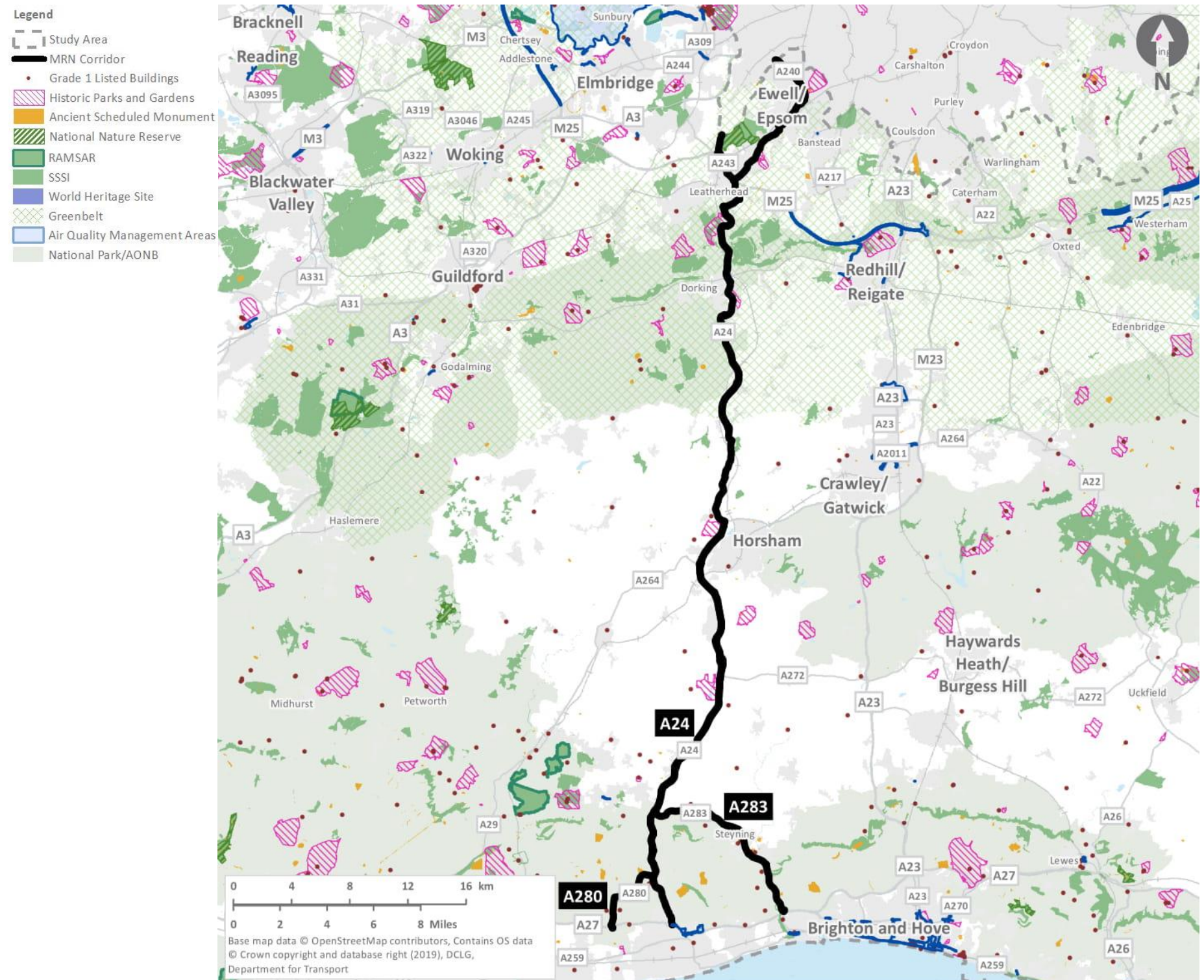
### Protected Areas

This corridor runs through several protected areas, including:

- the South Downs National Park;
- the High Weald Area of Outstanding Natural Beauty;
- the Surrey Hills Area of Outstanding Natural Beauty; and
- The London Greenbelt.

### Air Quality

There are a couple of small Air Quality Management Areas at the southern end of this corridor where it enters the Worthing urban area.





## Highways

### Demand

It is estimated that this corridor carries 1,802 vehicles per hour on its busiest section during the AM peak.

### Issues and Opportunities

There are issues with congestion at each of the ‘ends’ of this corridor. In the south, there is a congestion ‘hot spot’ where the A24 joins the A27. In the north, there are significant issues with congestion between the M25 and the Greater London Boundary. There are also some delays in Dorking where the A24 intersects with the A25.

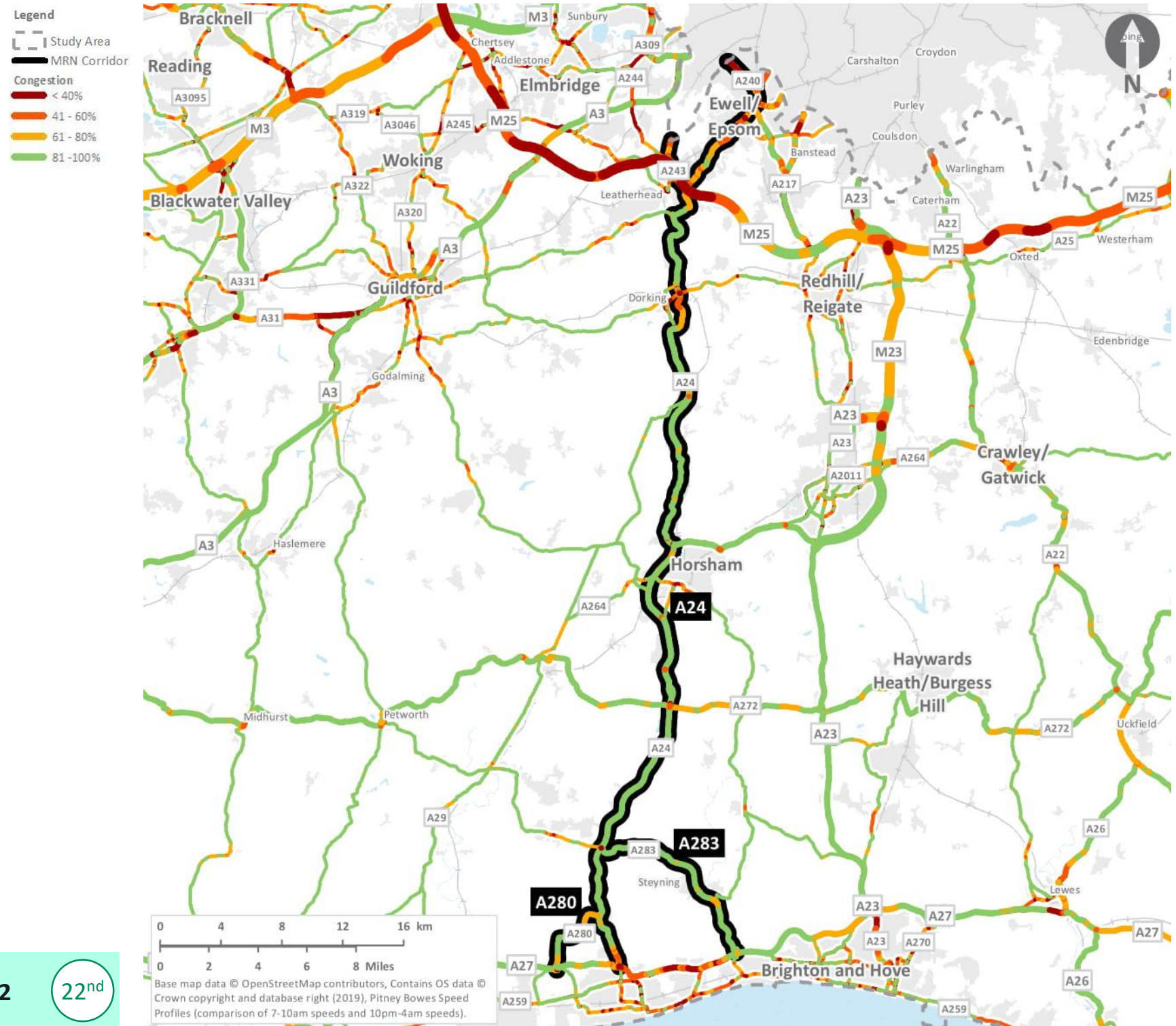
### Enhancements

Surrey County Council is planning several **safety interventions** on the northern section of this corridor, including:

- Flint Hill / Horsham Road roundabout;
- Mid Holmwood Lane junction;
- Old Horsham Road / Henfold Drive / Beare Green Roundabout;
- Coles Lane junction; and
- Clarks Green roundabout.

Surrey County Council and West Sussex County Council are also developing proposals for a new, single-carriageway **bypass between Horsham and Capel**.

West Sussex County Council is currently delivering a scheme at **Broadbridge Heath** (near Horsham), which will provide a relief road for this community. This will relieve some pressure on the A24 and A264 and support future housing development in this area.



Peak hour highway demand  
(Vehicles/hour on busiest section)

1,802

22<sup>nd</sup>



# South Central MRN Radial Corridor SC7

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## A26/A228 (Lewes – Leybourne)

### Description

This corridor relatively long route that provides important ‘semi-orbital’ connectivity across the South East. It connects Lewes (and, via a short section of the A27, the Brighton and Hove built-up urban area) with Royal Tunbridge Wells, Tonbridge, the western part of Maidstone, and (via the A228 Inner Orbital corridor) the Medway Towns. This road passes through largely rural areas, including the High Weald Area of Outstanding Natural Beauty, but also passes through several large towns.

### The key issues affecting this corridor are:

- **Priority industrial sector jobs:** This corridor has the second lowest concentration of priority industrial sector jobs in the South East area. This suggests future employment growth may be slower than other parts of the South East.

### The key opportunities to consider for this corridor are:

- **A26 and A228 highway development opportunities:** How can the A26 and A228 highways develop to support major housing and employment developments planned for this corridor?



## Economic Context

### Wealth

Median resident earnings along this corridor are £32,560, which is around average for the South East.

### Priority Industrial Sectors

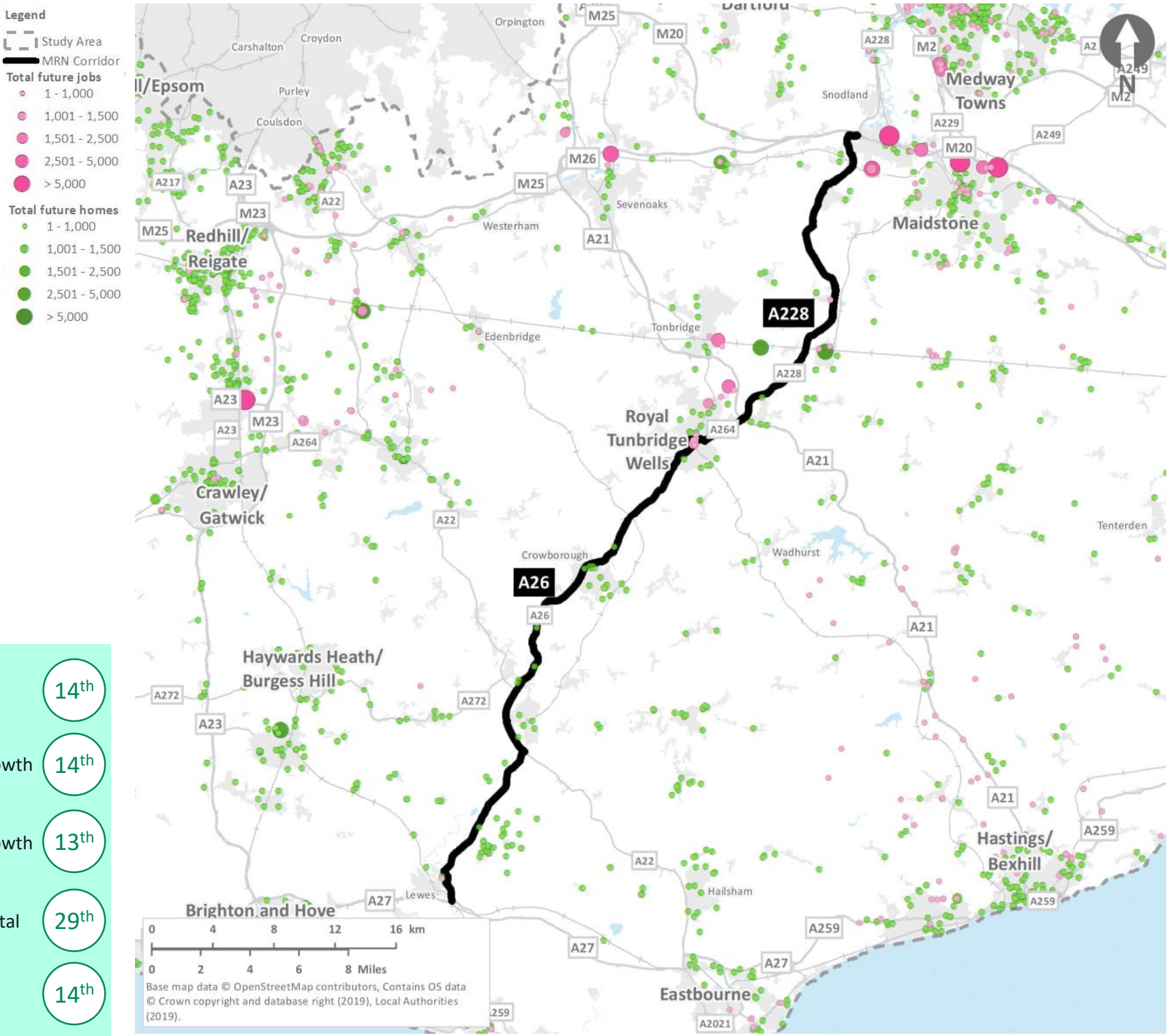
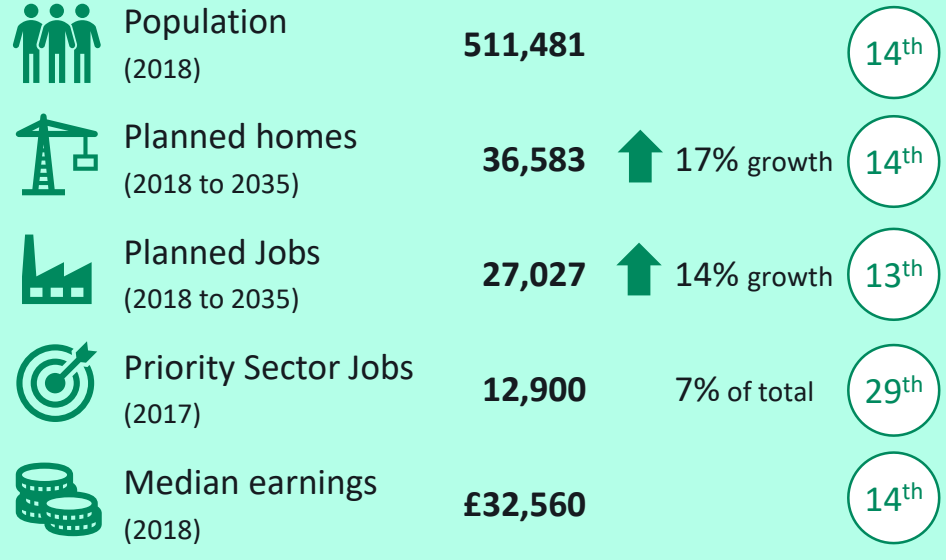
The priority industrial sectors on this corridor are:

- Advanced manufacturing;
  - Air transport;
  - Automotive manufacturing;
  - Computer and consumer electronic manufacturing;
  - Computer software programming and publishing;
  - Creative, cultural and media and the visitor economy (and support services);
  - Data processing and hosting;
- Electric power generation and transmission;
  - Environmental technology and energy;
  - Horticulture and food manufacturing;
  - Insurance and financial services;
  - Life sciences and healthcare;
  - Medical technology;
  - Pharmaceuticals;
  - Telecommunications; and
  - Transport and logistics.

7% of jobs on this corridor are in priority industrial sectors, which is the second lowest concentration of these jobs in the South East area. This indicator is particularly low for the Lewes district (3%).

### Development

Significant housing and employment growth is planned towards the northern end of the corridor in Kent. Major developments on this corridor include the Kings Hill development, which is directly served by the A228 highway. Smaller developments are planned in Uckfield but development is limited in Lewes, where there are significant areas of protected landscapes.



## Social Context

### Deprivation

There are some pockets of deprivation at the northern end of this corridor where it passes through the Medway Valley and to the west of Maidstone.

### Education

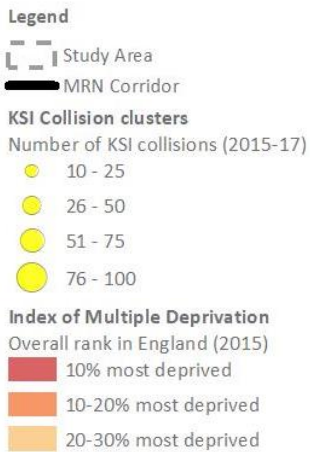
43% of the population is educated to National Vocational Qualification at level 4 or above, which is above average for the South East area.

### Safety

There were two clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17. One of these is in Uckfield, and the other just to the south of Royal Tunbridge Wells.

### Housing Affordability

Housing affordability is around average on this corridor (but nonetheless is still relatively low) Both house prices and average earnings are around average for the South East area.



	Deprived areas (2018, England)	6%	22 <sup>nd</sup>
	Highly educated population (2018, % NVQ Level 4 or above)	43%	12 <sup>th</sup>
	Average house price (2018, average of corridor's districts)	£333,323	14 <sup>th</sup>
	Housing affordability ratio (House price / earnings)	10.2	15 <sup>th</sup>



## Environmental Context

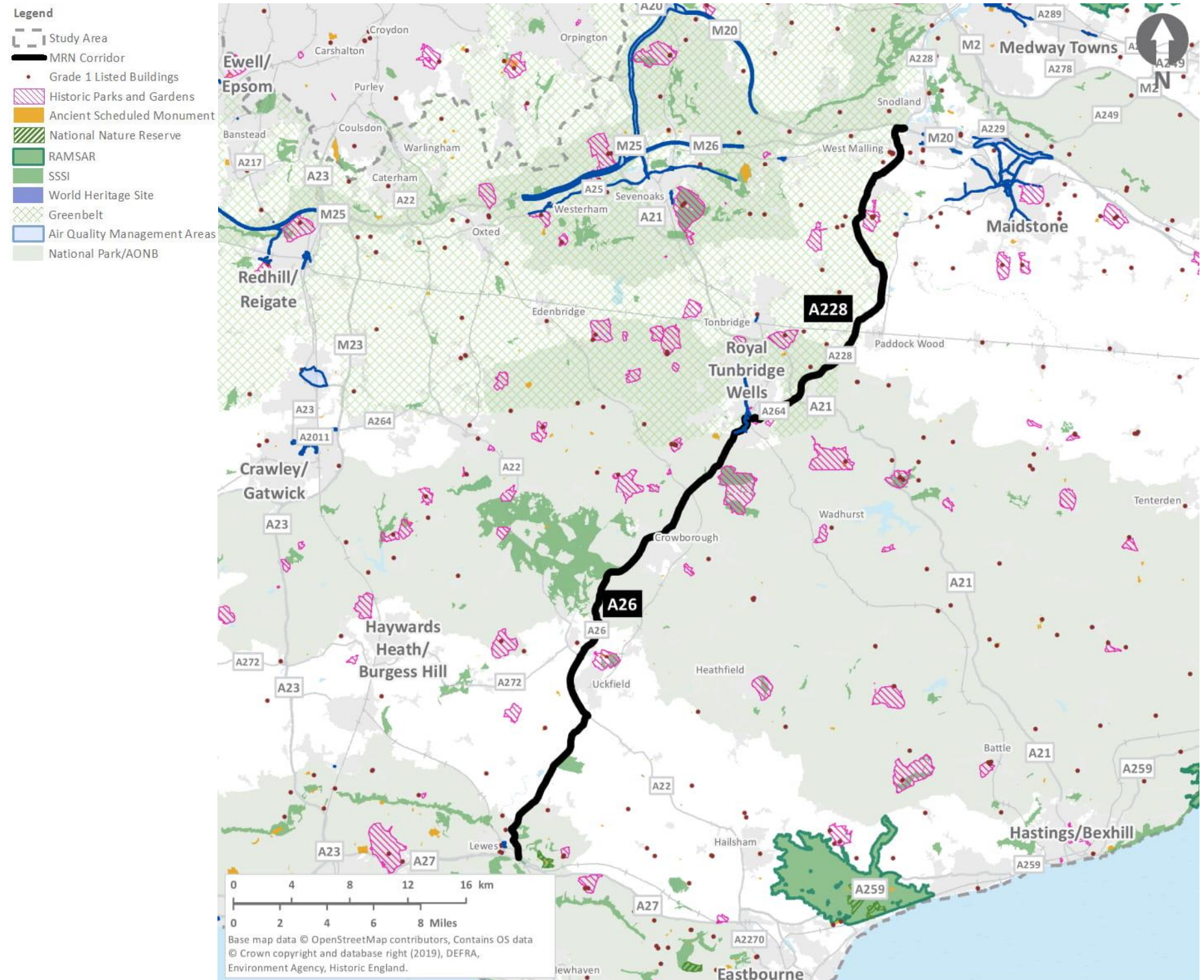
### Protected Areas

This corridor passes through several regionally important protected areas, including:

- the South Downs National Park (at the southern end of the corridor);
- the High Weald Area of Outstanding Natural Beauty (in the middle of the corridor);
- The Ashdown Forest Site of Special Scientific Interest; and
- the London Greenbelt (at the northern end of the corridor).

### Air Quality

There is an Air Quality Management Area in the southern part of Royal Tunbridge Wells, which overlaps a short portion of this corridor.





## Highways

### Demand

It is estimated that this corridor carries 1,617 vehicles per hour on its busiest section during the AM peak.

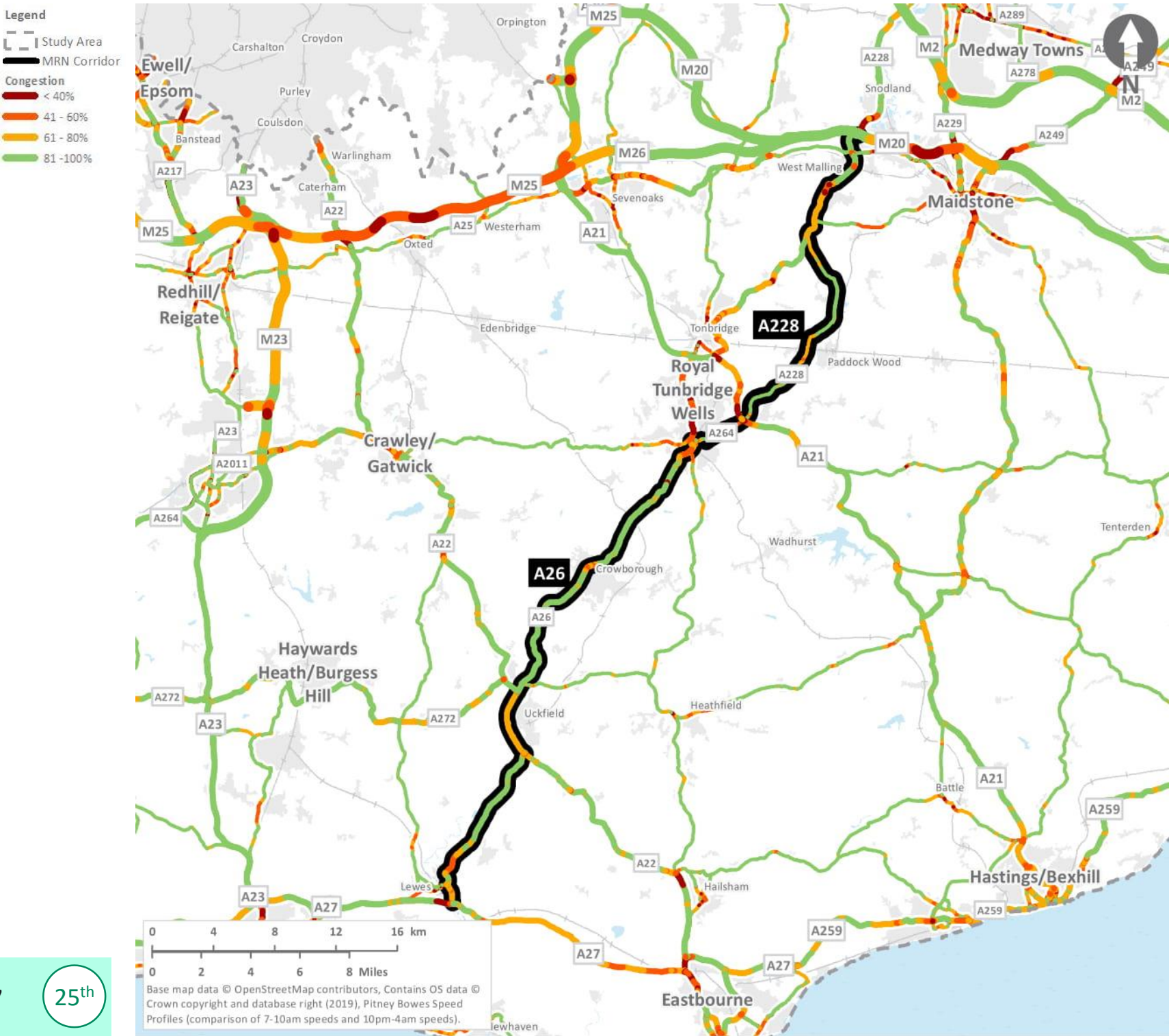
### Issues and Opportunities

Although much of this route functions relatively well, there are some congestion hot spots where average AM peak speeds fall significantly below free flow speeds. These hot spots include the points of the corridor where the A228 passes through the southern outskirts of Royal Tunbridge Wells, as well as near West Malling/King's Hill and where the A26 joins the A27 at Lewes. There is also congestion on the A26 approach into Lewes near Ringmer and where this highway joins the A27 bypass at Southerham. There are also localised congestion on the Uckfield bypass and at Crowborough where the A26 passes through the town.

### Enhancements

Highways England is developing a package of proposals for the **A27 east of Lewes**, which should address some of the congestion issues facing this road and the A26 at the southern end of this corridor.

There have been other schemes promoted on this corridor in the past, such as the **A228 Colts Hill bypass** (which is promoted by Kent County Council), but at the time of writing, there are no firm commitments to fund further major enhancements on this corridor.



Peak hour highway demand  
(Vehicles/hour on busiest section)

1,617

25<sup>th</sup>





# South Central MRN Radial Corridor SC8

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A272 (Maresfield – A24)  
A2300 (Burgess Hill)

## Description

This corridor provides east – west connectivity for several towns in East Sussex and West Sussex at the southern half of the A23 corridor. Although this is a relatively short corridor, it provides important inter-urban connectivity for fast growing towns including Burgess Hill and Haywards Heath.

## The key issues affecting this corridor are:

- **Housing growth:** Significant housing growth is planned for this corridor, and improvements to the Major Road Network are already being delivered to accommodate this growth. However, this housing growth is not matched by employment growth, which suggests out-commuting will increase on this corridor.

## The key opportunities to consider for this corridor are:

- **Encouraging public transport:** How can new residents be encouraged use public transport – particularly the Brighton Main Line – for commuting journeys? Could this include investing in new stations and/or better access to stations on this corridor?

# A272 (Maresfield – A24) and A2300 (Burgess Hill)

## Economic Context

### Wealth

Median resident earnings along this corridor are £32,614, which is around average for the South East.

### Priority Industrial Sectors

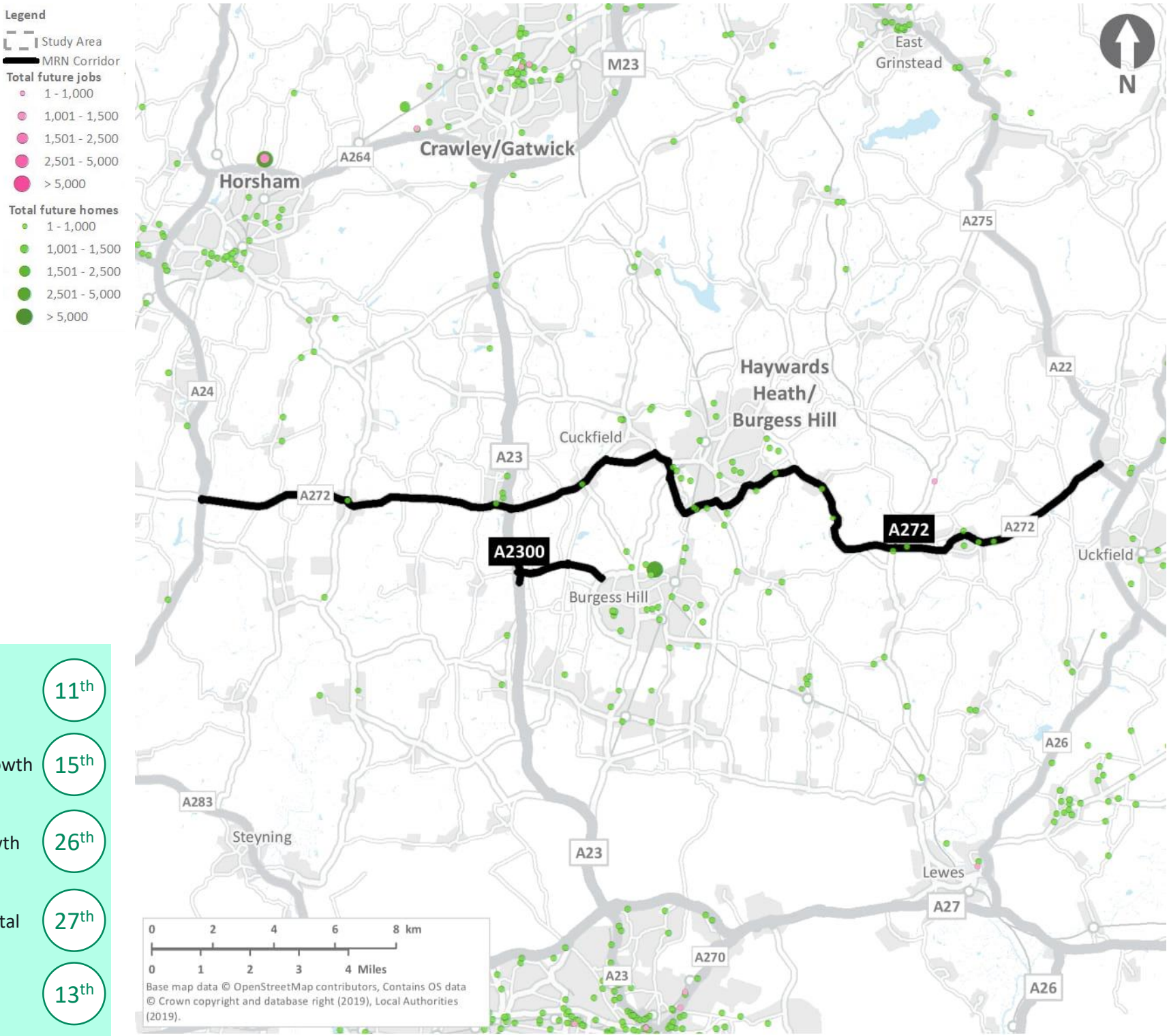
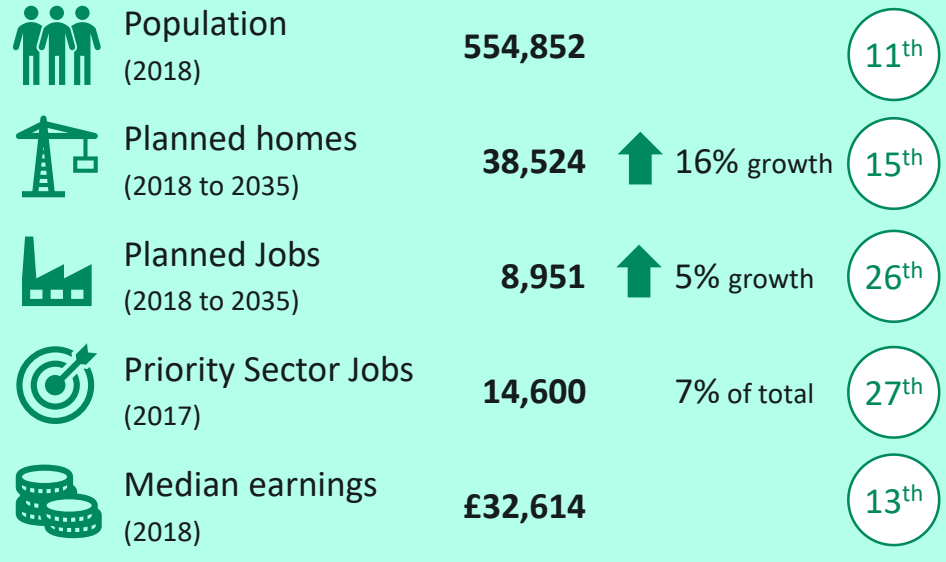
The priority industrial sectors on this corridor are:

- Advanced manufacturing;
  - Air transport;
  - Automotive manufacturing;
  - Computer and consumer electronic manufacturing;
  - Computer software programming and publishing;
  - Creative, cultural and media and the visitor economy (and support services);
  - Data processing and hosting;
- Electric power generation and transmission;
  - Environmental technology and energy;
  - Horticulture and food manufacturing;
  - Insurance and financial services;
  - Life sciences and healthcare;
  - Medical technology;
  - Pharmaceuticals;
  - Telecommunications; and
  - Transport and logistics.

7% of jobs on this corridor are in priority industrial sectors, which is very low for the South East area. This indicator is particularly low for the Lewes district (3%) but higher for the Horsham (10%) and Mid Sussex (9%) districts.

### Development

Significant housing development is planned for this corridor, notably around Burgess Hill and Haywards Heath. This housing growth is expected to significantly exceed future employment growth on this corridor, which suggests future development may drive more out-commuting from towns on this corridor.





## Social Context

### Deprivation

There are few areas of significant deprivation on this corridor.

### Education

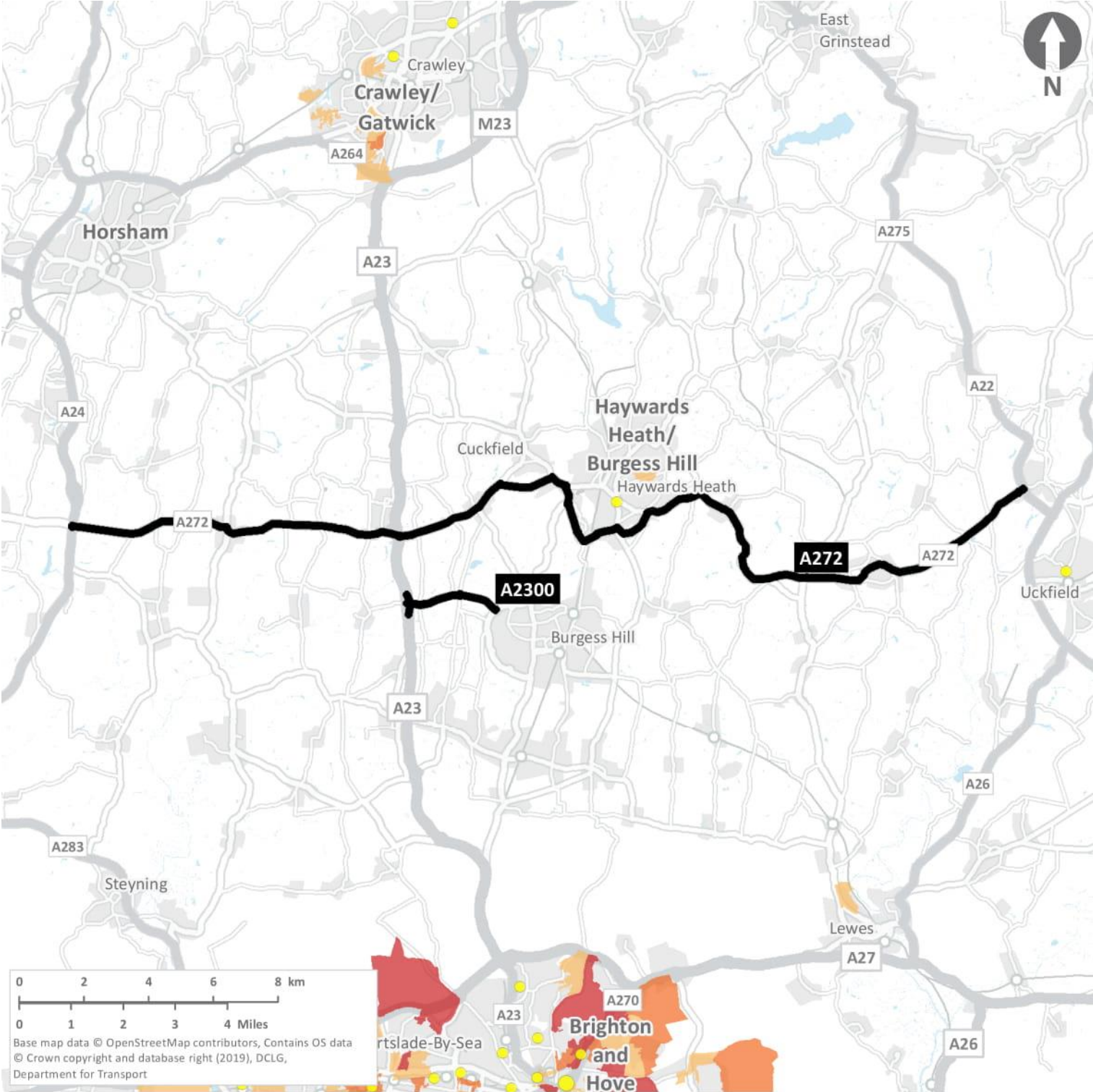
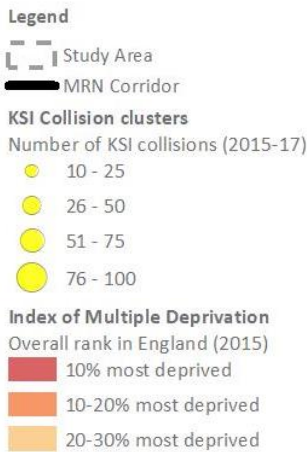
47% of the population is educated to National Vocational Qualification at level 4 or above, which is very high for the South East area.





### Safety

There were no clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17.

### Housing Affordability

Housing affordability is relatively low on this corridor.



	Deprived areas (2018, England)	4%	25 <sup>th</sup>
	Highly educated population (2018, % NVQ Level 4 or above)	47%	7 <sup>th</sup>
	Average house price (2018, average of corridor's districts)	£341,126	13 <sup>th</sup>
	Housing affordability ratio (House price / earnings)	10.5	18 <sup>th</sup>



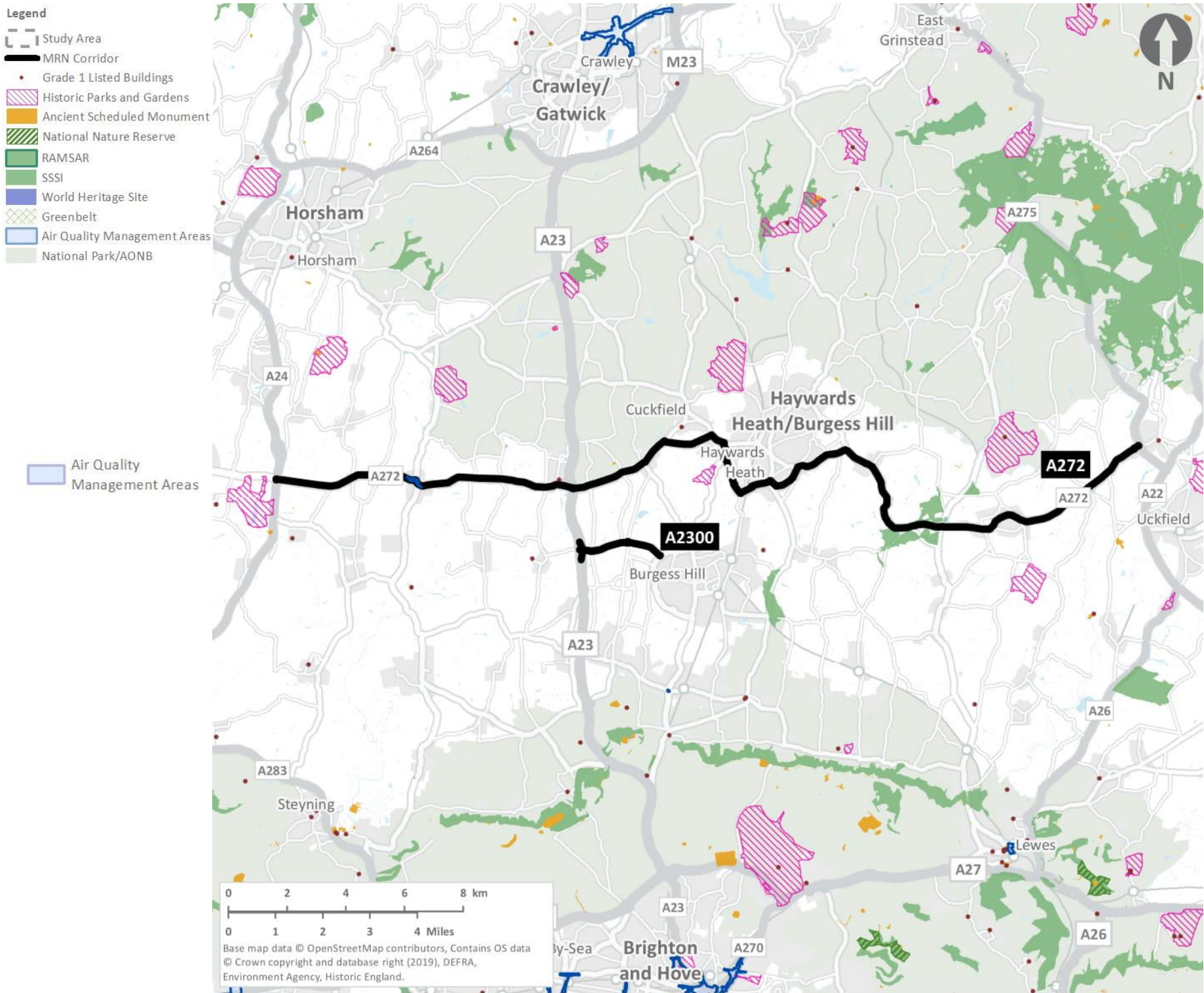
## Environmental Context

### Protected Areas

This corridor runs along the southern edge of the High Weald Area of Outstanding Natural Beauty. It also passes through a Site of Special Scientific Interest at Chailey Common and runs by several parks and gardens, including Pond Wood by the A24/A272 junction at the western end of the corridor.

### Air Quality

There is a small Air Quality Management Areas close in Cowfold, which is located on the western part of this corridor on the A272 highway.





## Highways

### Demand

It is estimated that this corridor carries 1,125 vehicles per hour on its busiest section during the AM peak.

### Issues and Opportunities

There are some congestion hot spots on this route where it intersects with other roads, particularly the A272/A281 junction in Cowfold, where AM peak speeds on the A272 fall below 60% of free flow speeds.

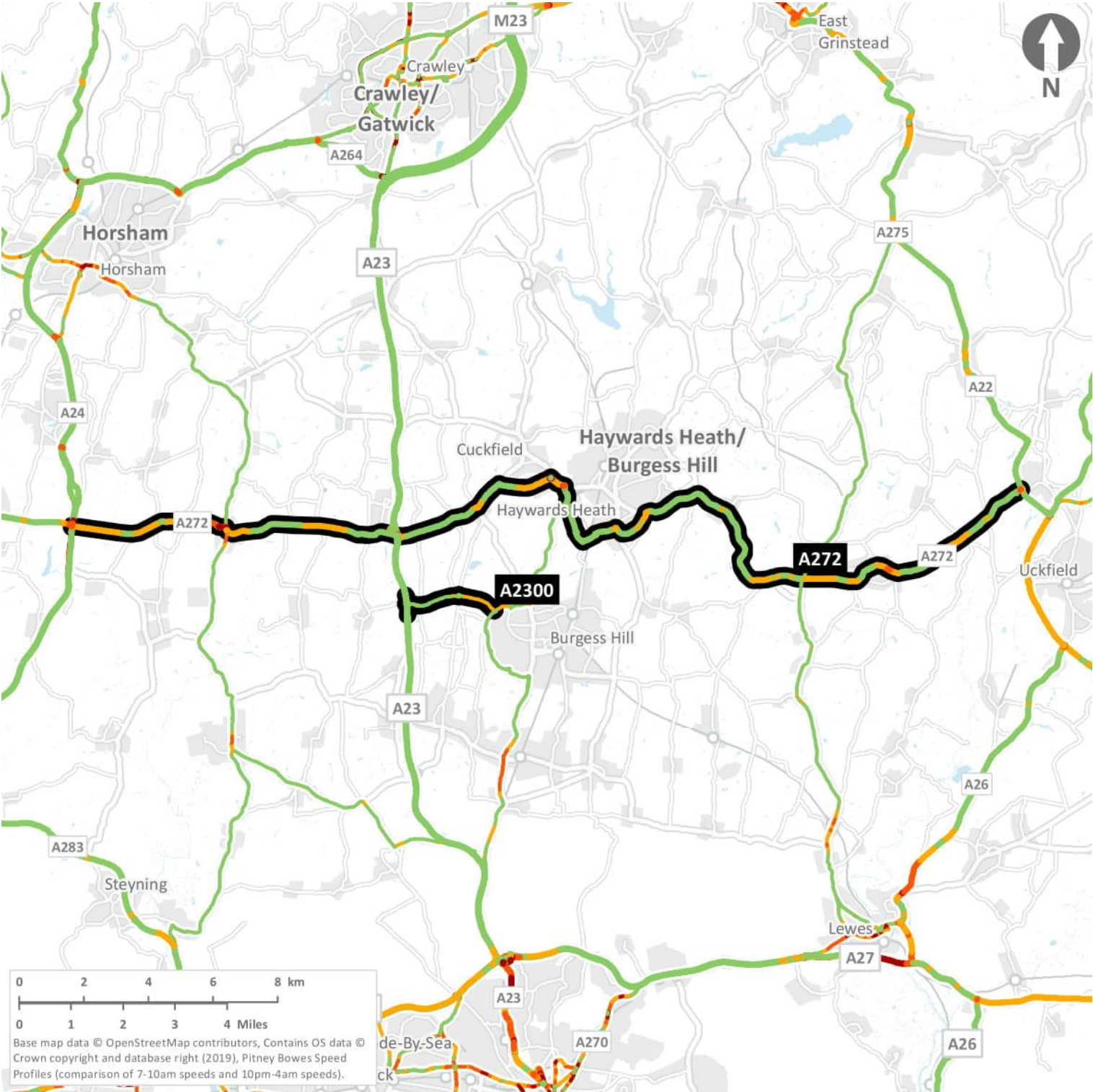
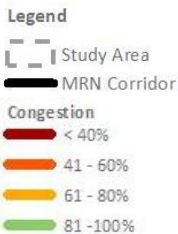
### Enhancements

The **A2300** is currently being upgraded to a dual-carriageway to support housing development in Burgess Hill.

In the longer term, Transport for the South East would like to see further **improvements to the M23/A23** at:

- Crawley to Burgess Hill; and
- Hooley Interchange.

These improvements should have knock-on benefits for the A272 and A2300 Major Road Network corridor.



Peak hour highway demand  
(Vehicles/hour on busiest section)

1,125

27<sup>th</sup>





# South Central MRN Radial Corridors

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## International Gateways





## Railways

The M23/A23 corridor connects London, the South Coast, and other parts of the South East with London Gatwick Airport. This corridor also serves the Port of Newhaven and Shoreham Port.

Many of the Major Road Network Corridors in this area shadow the A23/M23 and provide important functions as diversionary routes and first-mile-last-mile access routes.

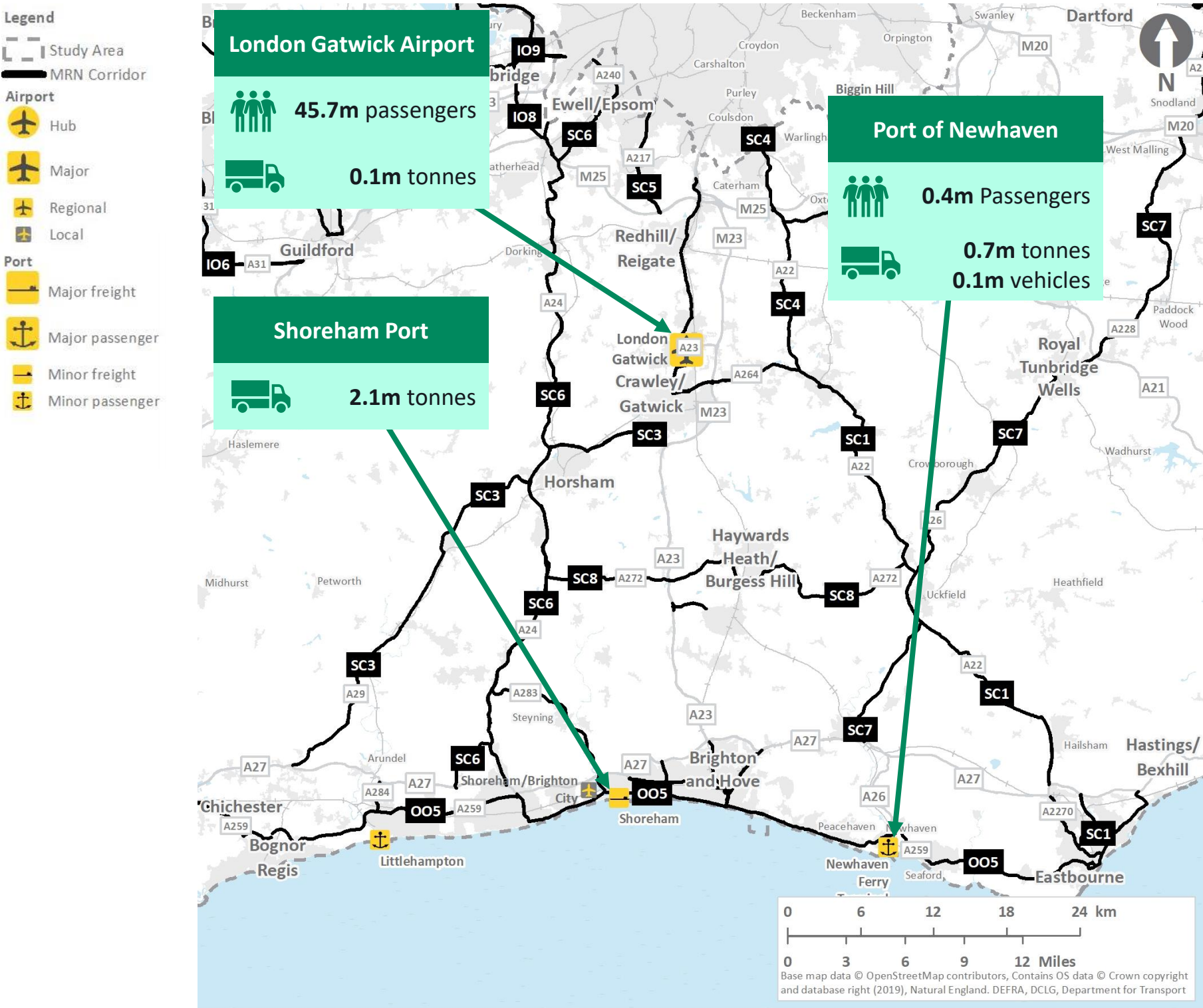
### Issues and Opportunities

London Gatwick Airport is the 2nd busiest UK airport and the 8th busiest airport in Europe, with over 45 million passengers in 2017. It is a hub for three airlines, including British Airways, and a focus city for further three. It is the busiest single runway airport in the world and regularly experiences congestion during the summer. Gatwick Airport put forward proposals to develop a second runway to the Davies Commission, however, the Department for Transport currently favours providing an additional runway at Heathrow Airport only .

The Port of Newhaven may be adversely impacted by changes in border/ferry operations that might arise from the UK's departure from the European Union.

### Enhancements

Gatwick Airport has published a draft Master Plan that sets out how the airport proposes to grow within its existing footprint. This will be achieved through making more use of the runway during off-peak periods, by making greater use of the second (standby) runway during peak operations, and by increasing airplane occupancy and capacity.



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