

Summary of Proposed Junction Improvements



Figure: A22/A2290 Corridor and Junctions for Improvement

A22 (Hailsham and Stone Cross)

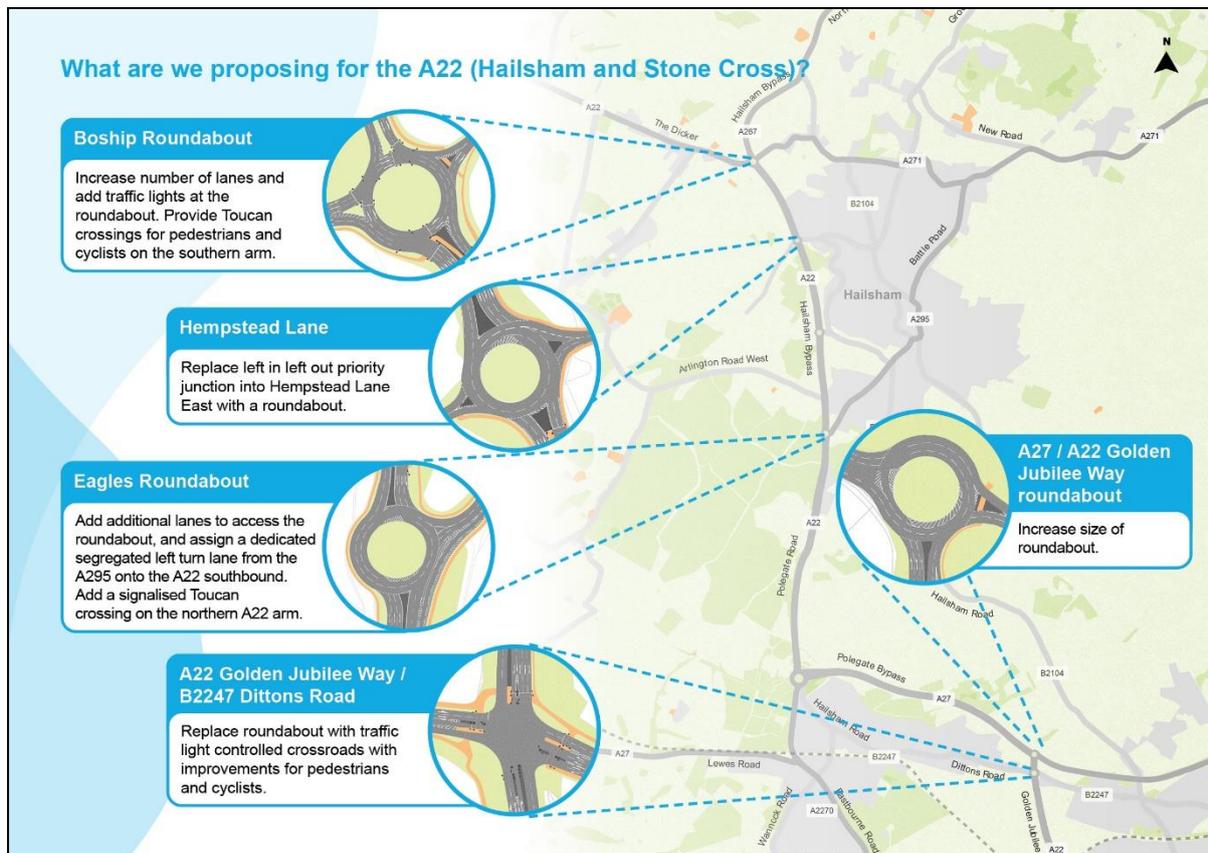


Figure: A22 Hailsham and Stone Cross Junction Proposals

Boship Roundabout

The proposals are to widen and add traffic lights to the A22 south, A22 west and A267 northern approaches and to widen the circulatory on an enlarged roundabout. This will reduce congestion, improve journey times and help buses to move through the junction. A Toucan crossing is proposed on the southern arm to provide a safe crossing for pedestrians and cyclists. Traffic lights will be provided on the western arm to enable safe access and exit from the Boship Hotel. All works would take place within the existing highway boundary.

Hempstead Lane Junction

The proposals are to replace the current priority left in left out junction with a roundabout. This allows movements from all approaches to travel in every direction, which is not possible with the existing layout. A signalised Toucan crossing is proposed on the southern arm of the junction. The speed limit would need to be reduced to 40mph.

Eagles Roundabout

The proposals are to add flared entry lanes to the north and south A22 approaches and to add a segregated left turn between the A295 and the A22 south, allowing left turning traffic to bypass the roundabout. This reduces congestion, benefits north to south bus movements and access onto the A22, and improves safety. The existing local egress close to the roundabout entry on the A295 will need to be removed and replaced by a left in left out junction arrangement on the A22 southbound giving safe access to “The Cottage” and other businesses. A signalised Toucan crossing is proposed on the northern arm of the junction, this would require a change in the existing speed limit at the junction to 40mph. All works would take place within the existing highway boundary.

Golden Jubilee Way Roundabout

Proposals for the A22/A27 Golden Jubilee roundabout on the National Highways managed Strategic Road Network (SRN) are to increase the size of the roundabout to give additional circulatory lanes and additional lanes on the entry of the A27 north-western arm and the A22 southern arm.

Dittons Road Roundabout

Proposals for the A22/B2247 Dittons Road roundabout are to replace the existing circulatory with traffic light-controlled crossroads. Additional flare lanes will be added on all arms to provide 3 or 4 lanes on the approach at all arms and two exit lanes on the northern, southern and eastern arms. There will also be traffic light-controlled pedestrians and cyclists crossings on the western, northern and eastern arms to link into the cycle route along Dittons Road towards Polegate town centre and the Cuckoo Trail route which runs parallel to the A22 Golden Jubilee Way. These improvements will provide additional capacity, reducing congestion, improving journey times and road safety. All works on both junctions will take place within the existing highway boundary.

A22 South / A2290 (Eastbourne)

These proposals are at an earlier stage of development and will be delivered subsequent to the A22 proposals.

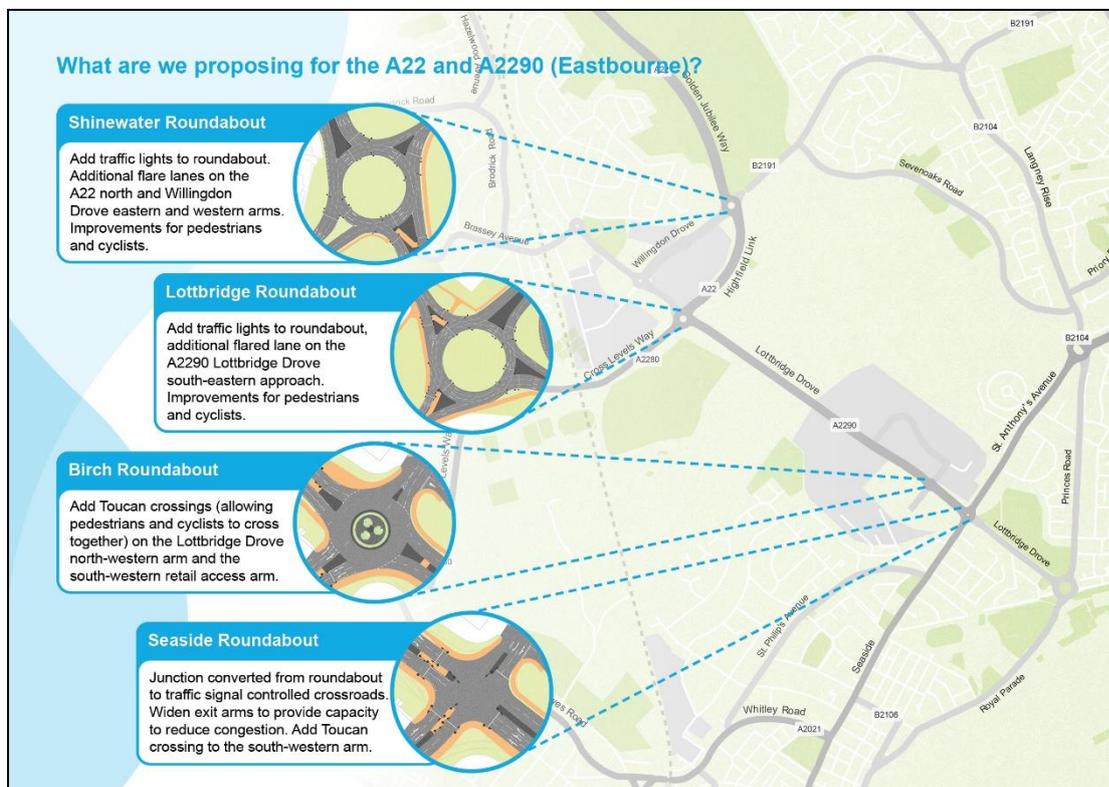


Figure: A22 and A2290 Eastbourne Junction Proposals

Shinewater Roundabout

The proposals are to add traffic lights to all arms of the junction and the circulatory of the roundabout. Additional flared approach lanes provided on the A22 north and Willington Drive eastern and western arms will provide more capacity, reducing delays and address existing road safety issues. The improved Toucan crossing on the Highfield Link (A22 South arm) aligns with desire lines across the A22, and the footpath on the south-eastern side of the junction and will be widened for shared use. Traffic lights also give potential for bus priority on the Willington Drive arms for bus services which run between the Shinewater/Langney area and the employment sites as well as the rail station in Hampden Park. The improvements would all take place within the existing highway boundary.

Lottbridge Roundabout (A2290 Lottbridge Drove/A2280 Cross Levels Way/A22 Highfield Link)

The proposals are to add traffic lights to all approaches and the circulatory of the roundabout. An additional flared lane on the A2290 Lottbridge Drove south-eastern approach; an extension of the existing flared section on the Lottbridge Drove north-western approach; and additional flare lane capacity on the circulatory sections next to the A2280 Cross Levels Way and Lottbridge Drove north-western arms will give additional capacity. This will reduce delays, address safety issues related to visibility on the Cross Levels Way approach. Improvements for pedestrians and cyclists include an upgraded Toucan crossing, more in line with desire lines and a new crossing on the north-western Lottbridge Drove arm. Whilst no bus services currently run through the junction, traffic lights provide potential for bus priority if required in the future. All improvements would take place within the existing highway boundary.

Birch Roundabout

Improvements here are complimentary to improvements at Seaside roundabout situated south of Birch roundabout. The proposals will provide improved pedestrian and cycling crossing facilities through Toucan crossings on the Lottbridge Drove north-western arm and the southwestern retail access arm.

Seaside Roundabout

Proposals are to convert the existing four arm roundabout to a traffic light-controlled crossroads. The entry arms would be widened to three lanes on the Seaside north-eastern arm and to four lanes on the Lottbridge Drove south-eastern arm, including segregated left turning lanes on the Lottbridge Drove north-western arm and the Seaside south-western arm. The exit arms would also be widened. This creates additional capacity to reduce congestion. Traffic lights provide potential for bus priority in the future particularly for east-west bus journeys along the Seaside corridor. Toucan crossings will be provided on the Seaside south-western arm to link the existing cycle route which runs along both the northern and southern sections of Lottbridge Drove.