



Homes
England

The Housing and Regeneration Agency

Rusper Road

Summary of Changes

Key Principles

- Reducing traffic using Rusper Road.
- Reducing future car use on the immediate local road network within Ifield and Ifield West
- Improving the reliability and frequency of bus services within the local area
- Allowing the creation of new active travel corridors between Rusper Road and Ifield Station, improving pedestrian and cycle safety.

Rusper Road is a strategic link between the proposed new community at West of Ifield, the existing Ifield community, the train station and Crawley town centre.

There are opportunities to improve the function and layout of Rusper Road, and this has been thoroughly evaluated and consulted upon, and the impact on existing communities has been considered.

Consultation feedback showed that people are concerned about existing traffic on the Rusper Road. Under our plans, the existing Rusper Road would become a no through road for vehicles, whilst providing continued access to pedestrians and cyclists.



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What are the changes to Rusper Road and how will these affect me?

We have set out changes to Rusper Road to ensure the Crawley Western Multi-Modal Corridor is integrated into the existing road network, facilitate high frequency bus services and prioritise the use of sustainable and active travel modes, which we consider will have a number of positive impacts.

How will my current journey be affected?

Travelling from Rusper towards Crawley, the existing Rusper Road will be diverted into the site to connect to the Crawley Western Multi-Modal Corridor. From here, journeys into Crawley will be made via Ifield Avenue while those wanting to head towards Ifield will use Ifield Green to rejoin Rusper Road.

Travelling from Crawley towards Rusper, the same journey would be taken in reverse, with drivers turning left from Ifield Avenue / Ifield Green to access the Crawley Western Multi-Modal Corridor before rejoining the existing Rusper Road.

It is estimated that during peak times, overall journey times could be extended by between 4 -5 minutes, but in part these will be offset by a package of other offsite highway improvements such as those planned at the junctions on Ifield Avenue.

What will happen to the existing Rusper Road?

Where Rusper Road is no longer providing for through traffic, it will become part of the active and sustainable travel network connecting existing residents in Crawley to the new facilities within the neighbourhood centre as well as connecting future residents of the development to Ifield Station.

Along the orange sections, existing residents will still be permitted to access their properties, but it will become a no through route. On this section, walking and cycling conditions will be improved and east-west connectivity maintained via a new crossing of the Crawley Western Multi-Modal Corridor.

The section of Rusper Road will also see a significant reduction in vehicle movements. This means it will be suitable as a main bus route that will connect the scheme to Crawley Town Centre and Ifield Station. Small scale improvements along this section alongside SMART technologies will allow for buses to be prioritised and to access the site via a bus only gate where the current Golf Club entrance is located.

The scheme will also help facilitate improvements to walking, cycling and bus priority to be made within the local areas as set out in the Crawley Local Cycling and Walking Infrastructure Plan (LCWIP).



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Crawley Western Multi-Modal Corridor



Building the first phase of the Crawley Western Multi-Modal Corridor will connect West of Ifield with Crawley and the wider area. It forms part of our commitment to reducing local traffic impacts and providing alternative travel choices.

The Crawley Western Multi-Modal Corridor will provide the main access to West of Ifield and is designed to facilitate future extension to create a new strategic transport connection between the A23 and A264.

To the North East, the new road will connect to Charlwood Road via a new signal-controlled junction located between Ifield Green and Bonnetts Lane, while to the South the road will connect to Rusper Road.



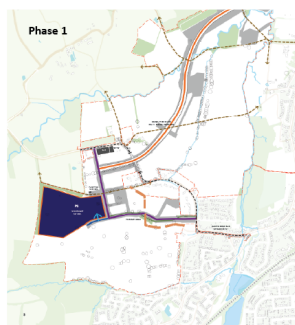
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Rusper Road in the phasing timeline

Our indicative phasing promotes infrastructure-first principles, including delivery of transport infrastructure at Rusper Road in the first two phases. We would appoint a contractor to carry out these changes once we have planning certainty, at which time more detailed timelines would be available.

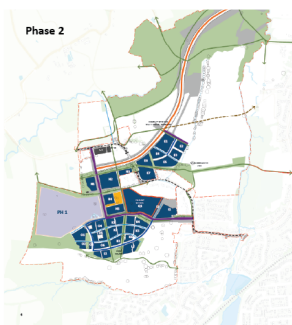
Prior to any construction taking place, the local community will be updated.



Years 1 - 3

Phase 1 Key Features

- Rusper Road Bus Improvement (to be kept open to allow access to the school until Crawley Western Multi-Modal Corridor open)
- Crawley Western Multi-Modal Corridor
- Substation
- Water Treatment Works
- Pumping Station
- 6/8FE Secondary School
- Primary Road



Years 3 - 10 🏠 c.1249

Phase 2 Key Features:

- In order to reduce potential rat running from the development to Ifield and villages to the northwest of the site we propose stopping-up and the realignment of Rusper Road
- Enhance/upgrade existing Public Rights of Way within site
- Neighbourhood Centre activation uses
- The Meadows Green Link
- Green amenity spaces
- Ridge Square
- River Valley Park
- Market Square



Years 7 - 12 🏠 c.713

Phase 3 Key Features:

- The Grove Sports Hub
- Ridgeway Park
- Green amenity spaces
- The Meadows Green Link continued
- Ifield Brook Meadows
- Business Employment (S)



Years 10 - 15 🏠 c.764

Phase 4 Key Features:

- Business Employment
- Green amenity spaces
- The Meadows Park
- Ifield Brook Meadows



Years 14 - 15 🏠 c.274

Phase 5 Key Features:

- The Meadows Park
- Green amenity spaces
- Ifield Brook Meadows
- Sports pitches



Key Principles

- Delivery of 3,000 new high-quality homes to help meet local housing needs,
- 35% of which will be affordable housing.
- Circa. 2,800 direct jobs created from the development and many more in the local supply chain.
- New infrastructure connections to Crawley and the wider area.