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11 June 2019

Dear Member,

Central and South Mid Sussex County Local Committee - Wednesday, 12 June 2019

Please find enclosed the following document(s) for consideration at the meeting of the Central and South Mid Sussex County Local Committee on Wednesday, 12 June 2019 which was unavailable when the agenda was published.

| Agenda No | Item |
|------------------|-------------|
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- | | |
|-----------|--|
| 8. | Crescent Road Traffic Regulation Order (CSMS02 (19/20)) (Pages 3 - 32) |
|-----------|--|

The report was delayed as officers were finalising the detail.

Yours sincerely

Tony Kershaw
Director of Law and Assurance

To all members of the Central and South Mid Sussex County Local Committee

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| Central and South Mid Sussex County Local Committee | Ref: CSMS02 (19/20) |
| 12 June 2019 | Key Decision: No |
| Burgess Hill – Crescent Road Proposed Traffic Regulation Order | Part I |
| Director of Highways, Transport and Planning & Head of Highway Operations | Electoral Division: Burgess Hill East |

Summary

Based on resident concerns surrounding parking congestion, obstruction, footway parking, out of date timing restrictions and lack of junction protection, the County Local Committee (CLC) supported a Traffic Regulations Order (TRO) investigation, by which a proposal has been submitted for public consultation and received both resident support and objection.

The scheme includes;

- New lengths of various waiting restrictions on lengths of Church Close, Church Road, Crescent Road, Grove Road, Lower Church Road, Meeds Road, Middle Way and Mill Road in Burgess Hill.
- Prohibit waiting at any time at the junctions of Mill Road/Midfields Walk, Mill Road/Millbank, Mill Road/Millers Way, Mill Road/St Wilfreds Way.
- Remove lengths of existing waiting restrictions in Crescent Way, Crescent Road, Mill Road and Slimbridge Road. New disabled bay facility outside St Johns Church.

A new Order is therefore proposed to avoid danger to persons or traffic using the affected lengths of road and to facilitate the safe passage of pedestrians and traffic.

The three week statutory consultation for the TRO ran between 19 July 2018 – 9 Aug 2018, which resulted in 9 comments of support received and 7 objections received which have been summarised in Appendix B associated with this Report.

A petition was also received with 12 signatures specific to Meeds Road. Further engagement was carried out by the respective local member.

At the Central and South Mid Sussex CLC meeting on 30 October 2018 members agreed and supported the introduction of this TRO proposal.

Recommendation

That the Director of Highways, Transport and Planning authorises the Director of Law and Assurance to make the Order as advertised.

Proposal

1. Background and Context

- 1.1 **Crescent Road** is situated close to local amenities, and with this convenience, staff, customers and general public alike utilise this road for long term parking. Some properties have access to private drives and others have limited to no access, despite this, inconsiderate and obstructive parking is experienced and is concentrated to the remaining part of the road without restrictions thus contributing to forward visibility and access difficulties.
- 1.2 **Mill Road** runs north / south linking Station Road with Leylands Road. Some of the junctions already have junction protection, however others remain without protection, therefore to maintain consistency all junctions will benefit from double yellow lines reinforcing rule 243 of the Highway Code. Also at the most southern end of Mill Road, out of date limited waiting times will be altered to improve customer times and to encourage economy for businesses.
- 1.3 **Grove Road** has experienced several historical improvements to protect the northern bend under a previous TRO. Over time it has been identified further minor improvements would benefit safe access to Knyveton Court and the southern section of the bend, therefore double yellow lines will marginally be extended.
- 1.4 **Crescent Way** is situated between Church Walk shopping parade and Cyprus Road car park. A wide pedestrian build aids people crossing, however vehicles abuse this location by mounting and parking on this area. Further to this, a frozen foods company has recently established itself operating a home delivery service from the rear of its premises, as such whilst still addressing the business needs minor restriction improvements have been proposed to aid pedestrian access to the town and car park. (Please note contact has been made with Iceland Health and Safety Officer regarding their parking, storage and delivery practices).
- 1.5 **Lower Church Road** is situated west of St Johns Church. On the bend there is a convenient pharmacy, however those picking up prescriptions tend to park on or near the bend, creating a visual and physical obstruction for other road users. Therefore, it is proposed to upgrade existing restrictions to avoid all parking on this bend. Also, fronting St Johns Church is a service road, due to negative parking on the access, this will benefit further from double yellow lines and the provision of a disabled bay facility assisting vulnerable users.
- 1.6 **Church Road** bend adjacent to Barclays Bank currently has double yellow lines and dedicated shared disabled and loading bay facilities. However, when full blue badge holders taken it upon themselves to park on bend with double yellow lines for 2-3 hours which is permitted, however not in the event it creates a hazard for other road users. In these situations bus drivers attempting a manoeuvre into Church Road are confronted with vehicle obstruction, preventing safe passage into road. Therefore, no loading / unloading restrictions are proposed to prohibit all parking on bend.

- 1.7 **Church Close (cul-de-sac)** situated rear of St Johns Church grounds experiences similar parking trends to Crescent Road due to its close proximity to town. Although not a through route, the congested parking inhibits forward visibility and restrictions access for blue light services, refuse collection as well as home deliveries. It will also aim to protect footways from being parked on.
- 1.8 **Middle Way (cul-de-sac)** comes off Mill Road situated between Crescent Road and Cyprus Road. It is located just east of Cyprus Road car park and Church Walk, attracting a healthy volume of pedestrian movement, however also negative parking. Restrictions proposed aimed to alleviate the western end of the road and pedestrian drop crossing points from being obstructed and discourage footways parking.
- 1.9 **Meeds Road** is a dog leg cul-de-sac located just off Station Road, south of Queen Elizabeth Avenue. During a Fire & Rescue emergency attendance, crews struggled to gain access to property during a house fire, due to parked cars on bend. As a result, double yellow lines are proposed to extend to include the bend and consolidate any anomalies to maintain accuracy with the legal order.
- 1.10 **Slimbridge Road** is a minor consolidation change from a previous TRO, which includes the removal of several metres of double yellow lines.
- 1.11 Concluding the public consultation the scheme received 9 in support and 7 objections including the organiser of a 12 signature petition.
- 1.12 The 12 signature petition was specific to changes in Meeds Road cul-de-sac. Concerns included displacement parking and lack of parking capacity, other concerns raised but these were found to be a misinterpretation of the advertised plans, therefore beyond the scope of this scheme. Hassocks & Burgess Hill South division member Ms Kirsty Lord and the County Council Area Highway Manager wrote to residents on 31 January 2019 to resolve any related confusion.
- 1.13 After resident feedback and deliberation on site, Burgess Hill North division member Mr Andrew Barratt-Miles agreed to maintain original small sections of restrictions, where the scheme suggested removing them. Location in particular in Mill Road between Midfields Drive and Firtoft Close junctions.

2. **Proposal**

- 2.1 The proposal was to alleviate congestion primarily in Crescent Road, however in light of several other pressing issues relating to the same or similar parking and visibility difficulties, the opportunity was taken to address these as part of this one scheme.
- 2.2 The original scheme advertised included minor consolidation changes to meet current demands. The original advertised plans are in Appendix A.
- 2.3 The Order is proposed to avoid danger to persons or traffic using the road or for preventing such danger from arising, to facilitate the safe passage of traffic and improve the amenity of the area through which the road runs.

3. Resources

- 3.1 The cost to the Council for the installation of the TRO should be in the region of £1800.00 to be met from the Community Traffic Order Regulation budget which was approved in April 2019 as part of the Highways and Infrastructure 2019/20 Forward Works Programmes and Annual Delivery Programme decision ref HI03 (19/20).

Factors taken into account

4. Consultation

- 4.1 **Members** - At the design stage, the local members for Burgess Hill were consulted and supported the proposals.
- 4.2 **External** –Sussex Police were consulted at design stage and raised no objection.
- 4.3 **Public** - The three week statutory consultation for the TRO ran between 19 July 2018 to 9 August 2018. Notification of this was sent directly to a range of stakeholders including the Police and emergency services, District and Parish Councils. During this consultation period, notices were erected on site, a copy of plans and a statement of reasons were placed at the local library, and the advertisement placed in the local press and on the County Council's website.
- 4.4 During the consultation period, 9 comments of support were submitted and 7 comments of objection were received, including a 12 signature petition. They have been summarised in Appendix B to this report.
- 4.5 The local County Councillors have confirmed their support for the original proposals whilst still considering public feedback received.

5. Risk Management Implications

- 5.1 Should the TRO not be made, the risk to the County Council would be continued obstructive and footway parking at junctions and bends, affecting access for general highway users including refuse / delivery vehicles and emergency services.
- 5.2 Should the TRO be made, the risk to the County Council is that some car users will need to find alternative parking provisions and may migrate further into other neighbouring roads.
- 5.3 Implementing the scheme as per CLC decision, may also encourage long term users to utilise the existing car parking facilities. A future re-visit may be required if there is evidence that the scheme had not adequately addressed the facts discovered during the original investigations, possibly promoting a more strategic view of the area considering natural future development and growth in this area.

6. Other Options Considered

- 6.1 The proposed restrictions are considered the best option to ensure that the road junctions are kept clear of obstruction and to discourage parking where it is not safe to do so. Updating and reconfiguring existing restriction to be robust enough to manage current trends.
- 6.2 There are future plans to strategically study Burgess Hill parking situation, in light of continual growth and change.

7. Equality Duty

- 7.1 The protected characteristics as defined in the Equality Act were duly considered in the course of the development and design of this TRO proposal. As such officers have identified no issues that conflict with the councils Local Authority Equality Duty.
- 7.2 The comments and objections received about the proposals did not raise Equality Act issues but were assessed in relation to the protected characteristics and no relevant impact emerged.

8. Social Value

- 8.1 The proposals to deter obstructive parking at junctions, on pavements and on bends, align with the County Council's policy on Social Value insofar as they aim to improve the local road environment for existing and future users.
- 8.2 It is acknowledged that loss of parking may be regarded as having an adverse impact on residential amenity but the primary concern of the Council must be to discharge its statutory duty to manage the highway network and ensure the safety of all road users.

9. Crime and Disorder Act Implications

- 9.1 The County Council does not consider there to be any foreseeable Crime and Disorder Act implications associated with this proposal. The view of Sussex Police has been sought, who confirm they believe there are no issues in relation to the Crime and Disorder Act.

10. Human Rights Implications

- 10.1 It is unlawful for a public authority to act in a way that is incompatible with a convention right. The policy objective to avoid danger to all road users and reduce congestion should then be set against these rights. Taking these points into consideration it is believed that the introduction of this Traffic Regulation Order is still justified.

Matt Davey
Director of Highways,
Transport and Planning

Michele Hulme
Head of Highway Operations

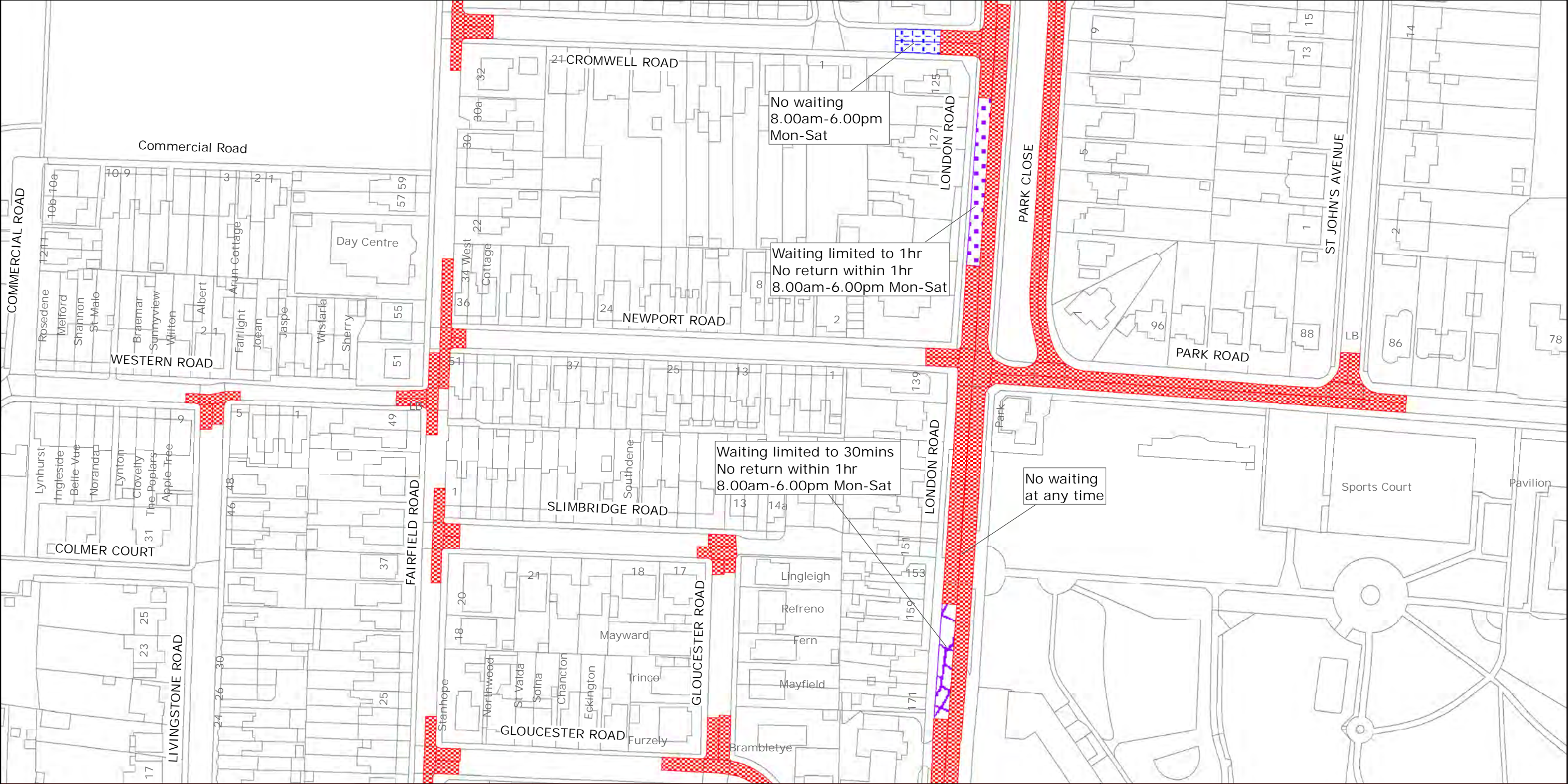
Contact: Nick De Sousa, Traffic Officer – 033 022 26366

Appendices

Appendix A – plans of existing restrictions and advertised proposals
Appendix B – summary of objections

Background Papers

None



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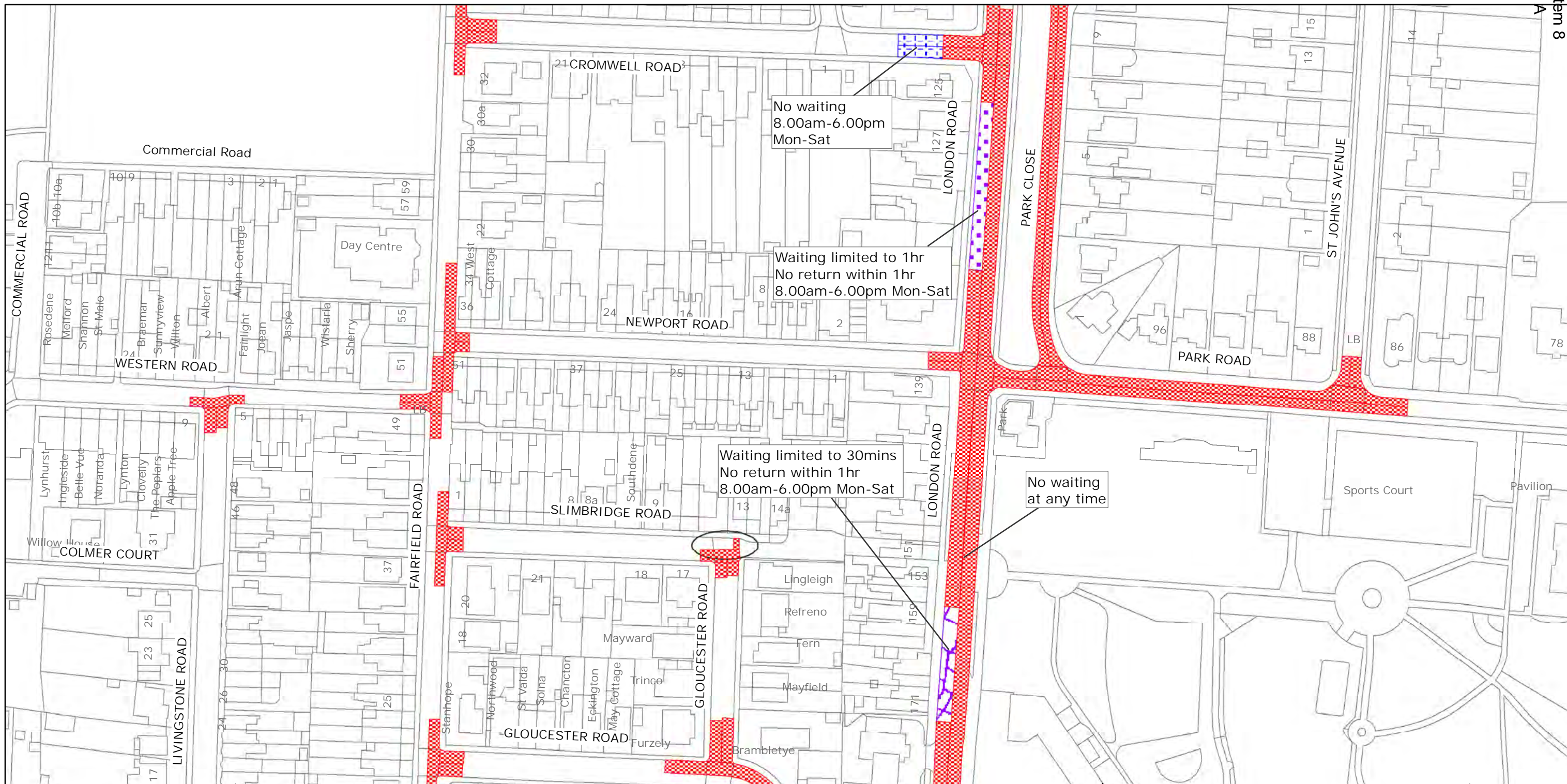
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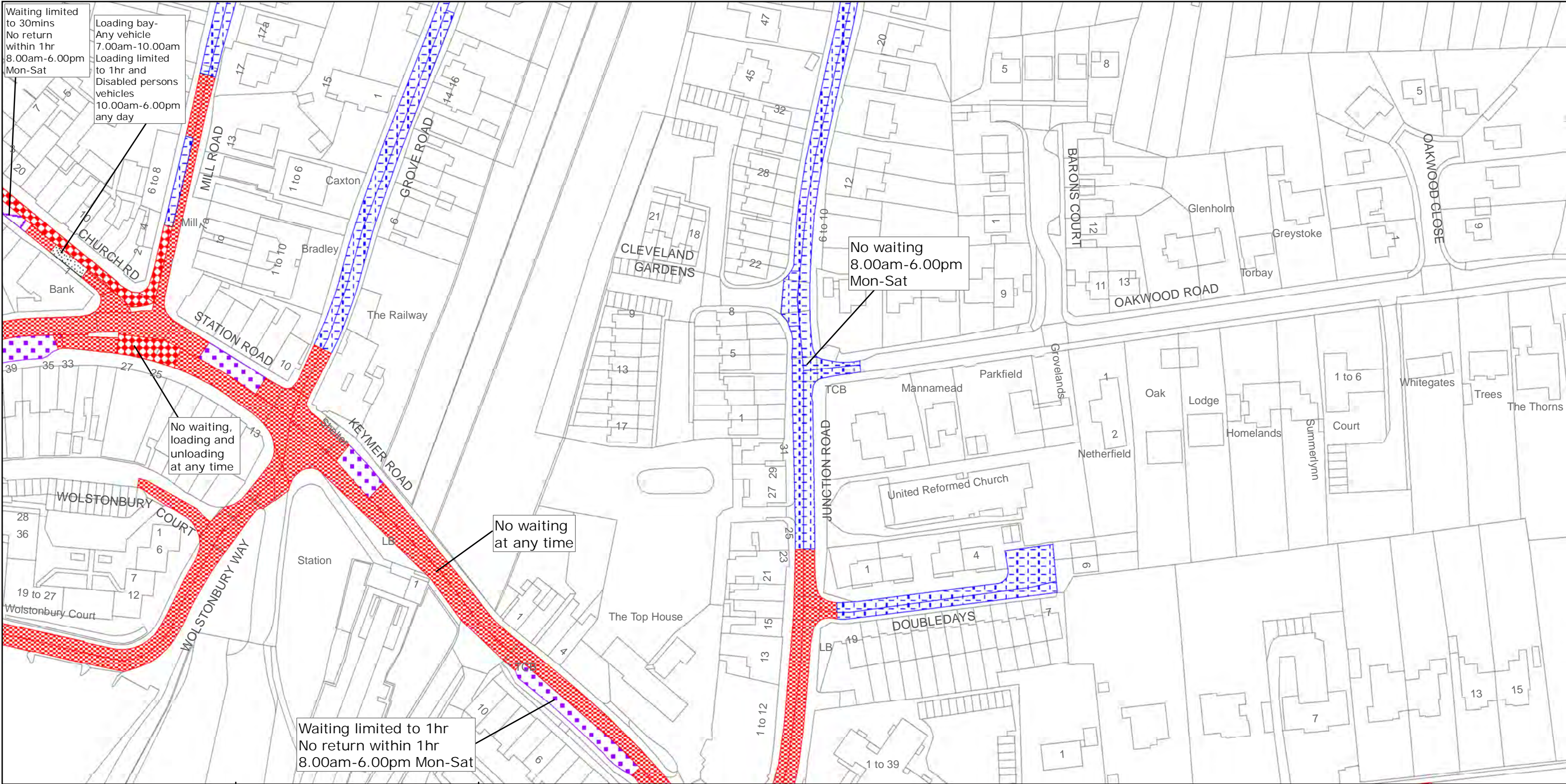
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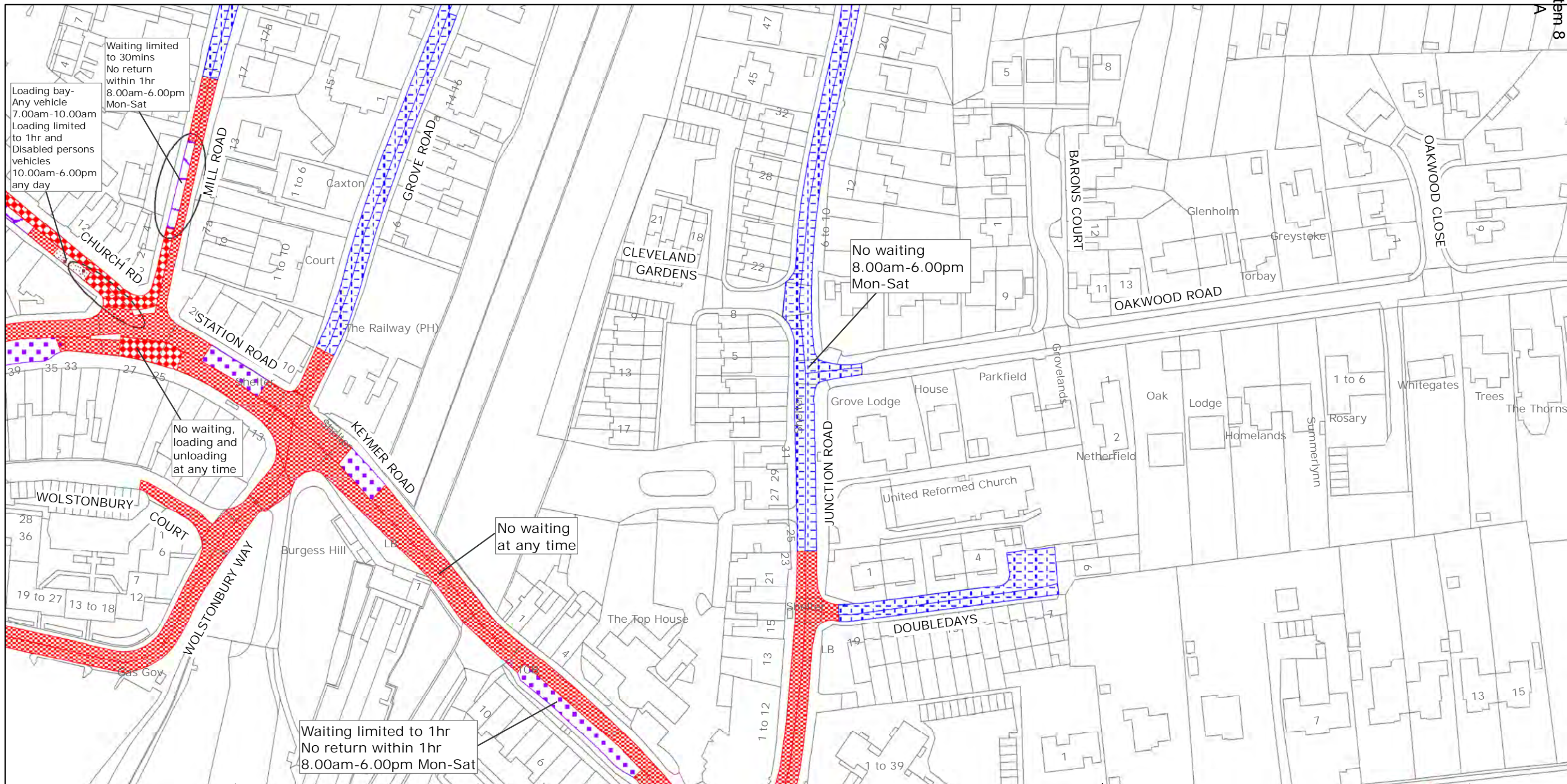
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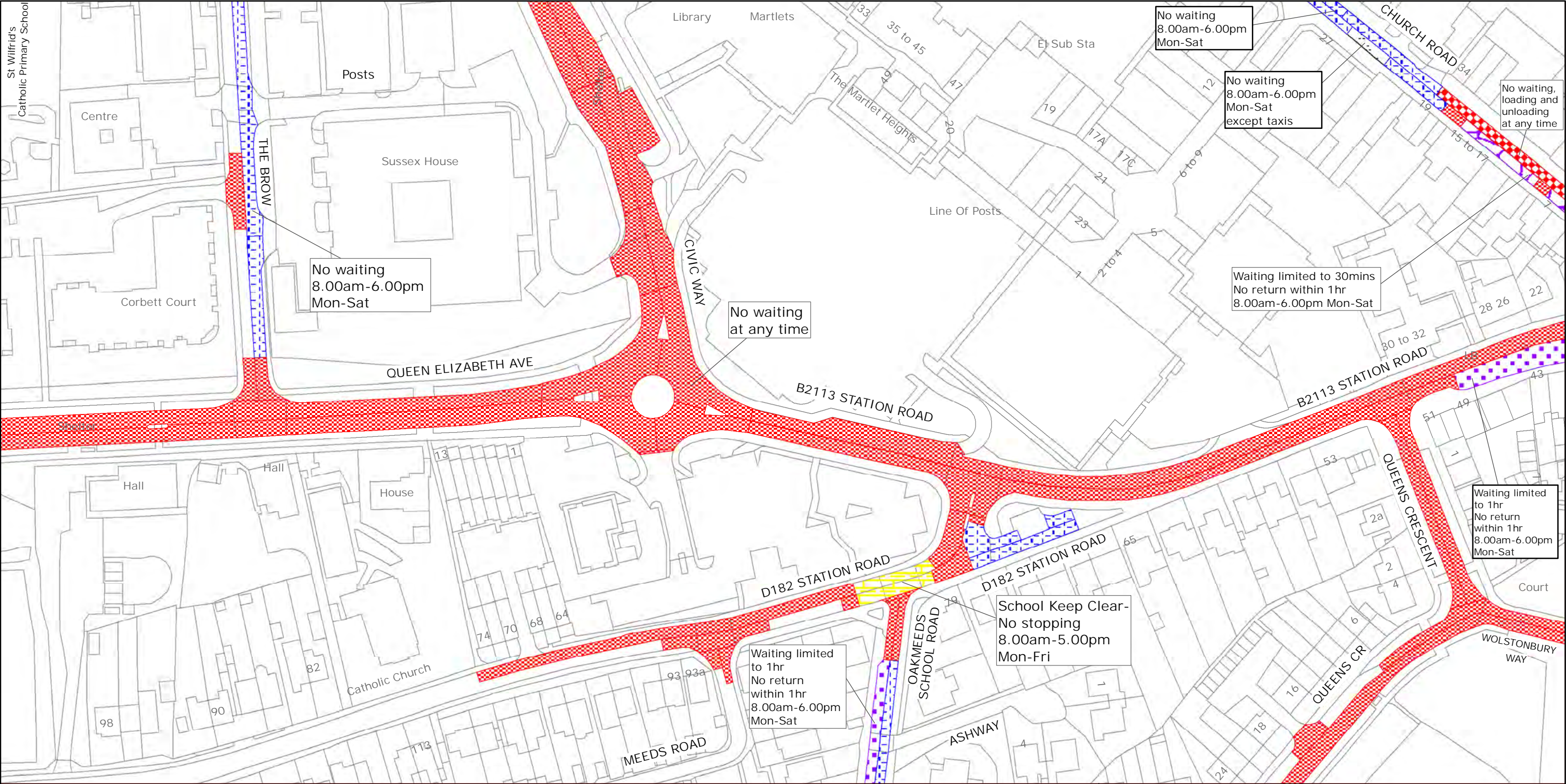
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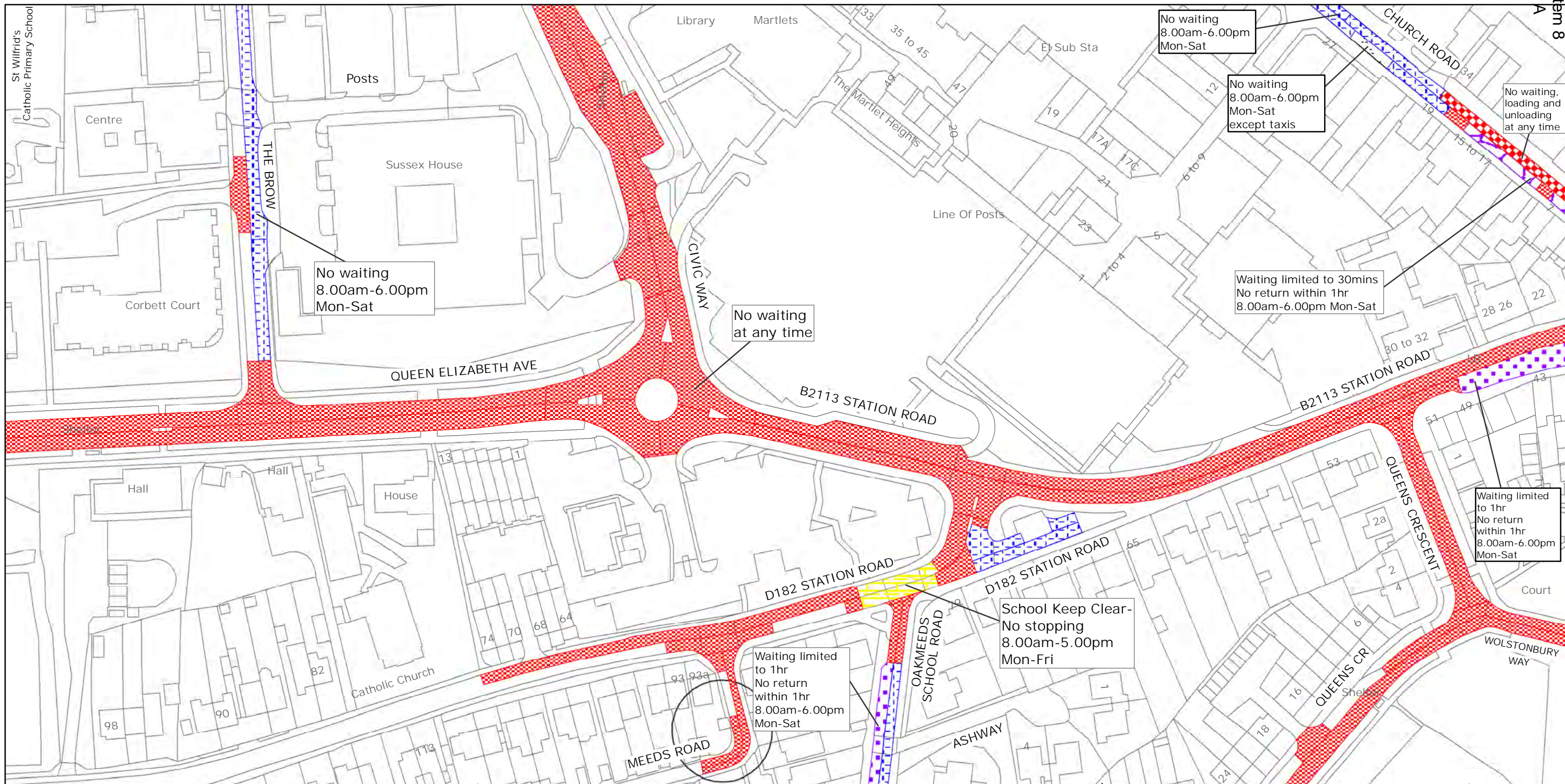
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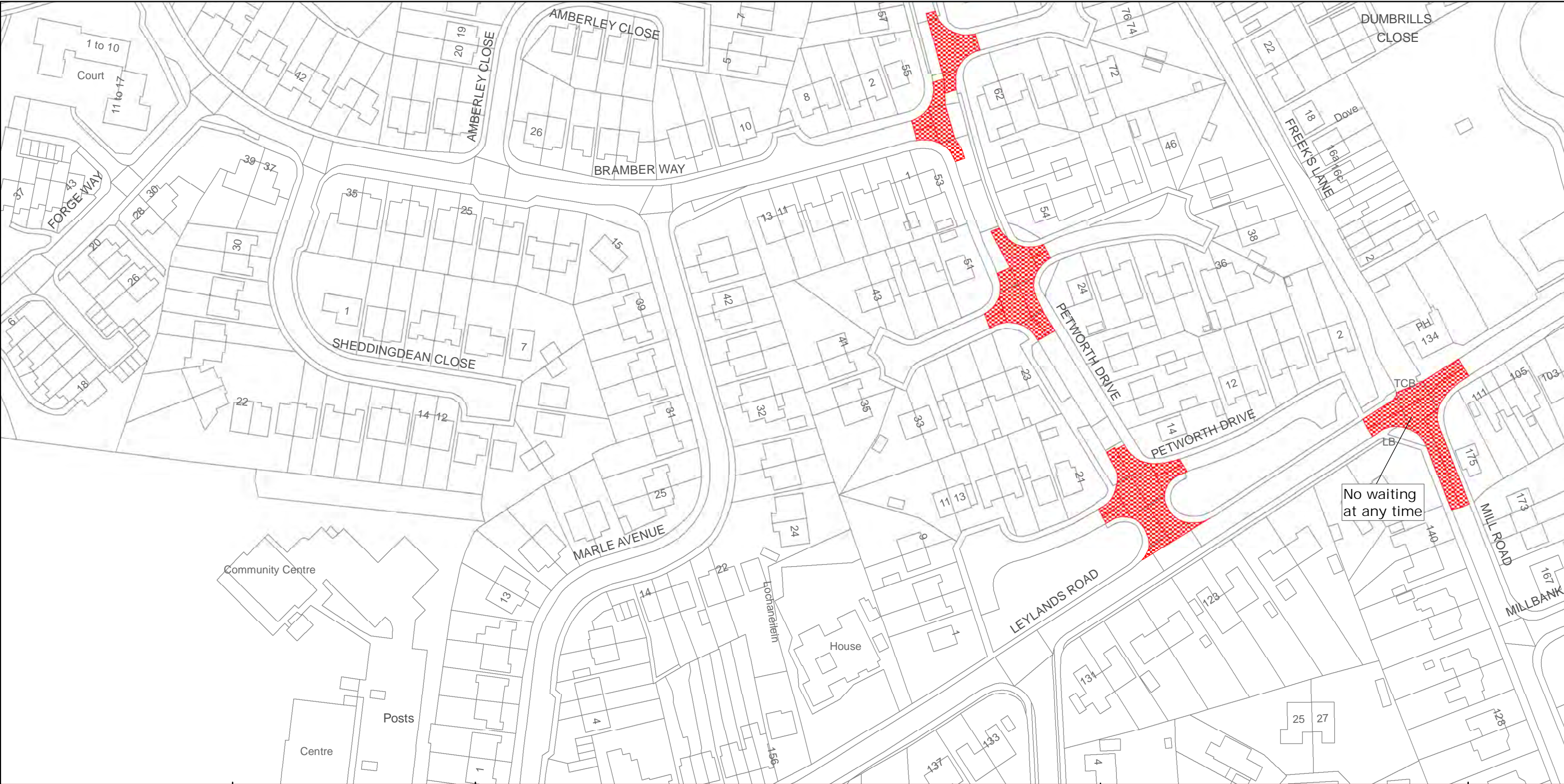
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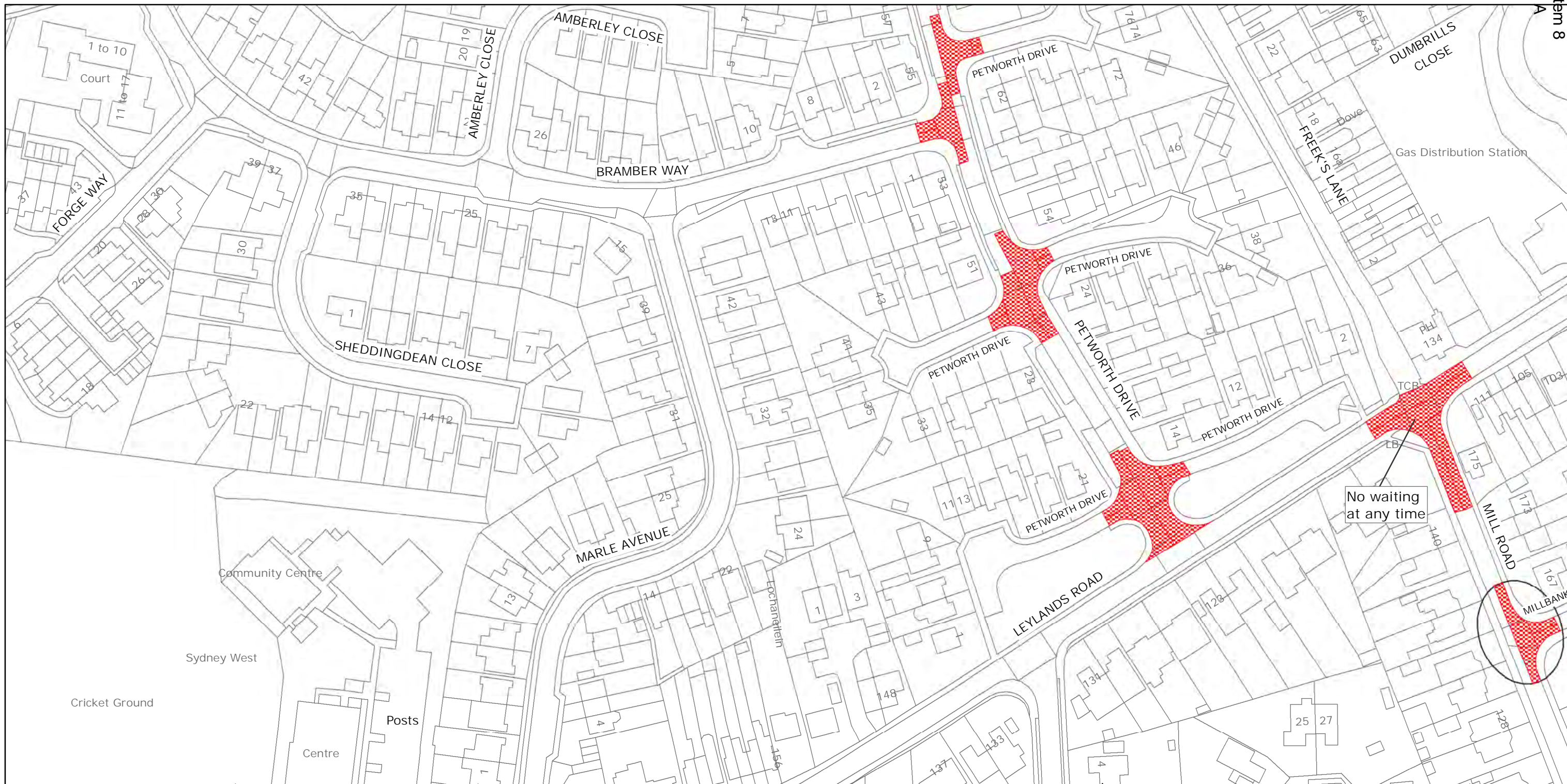
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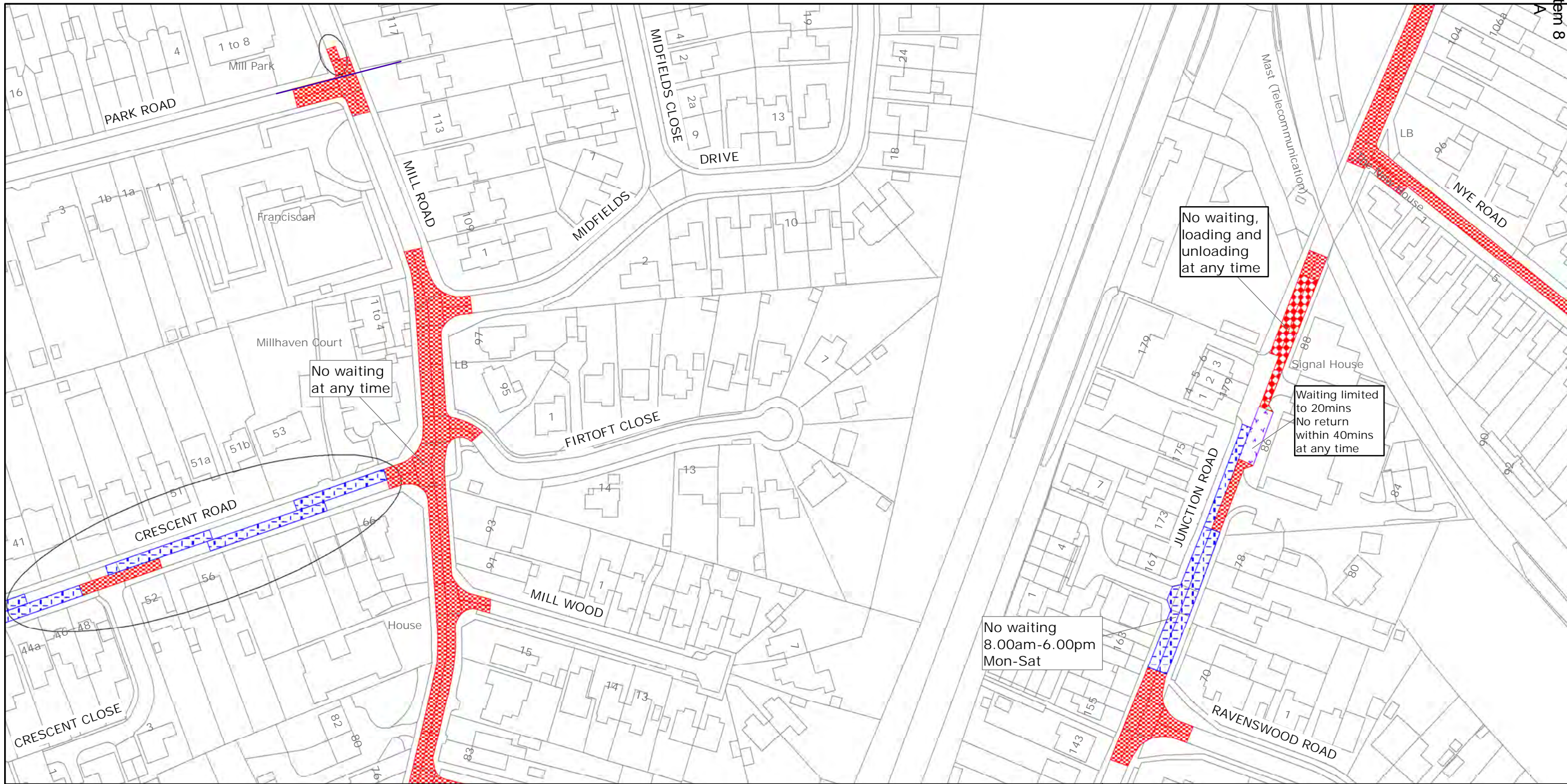
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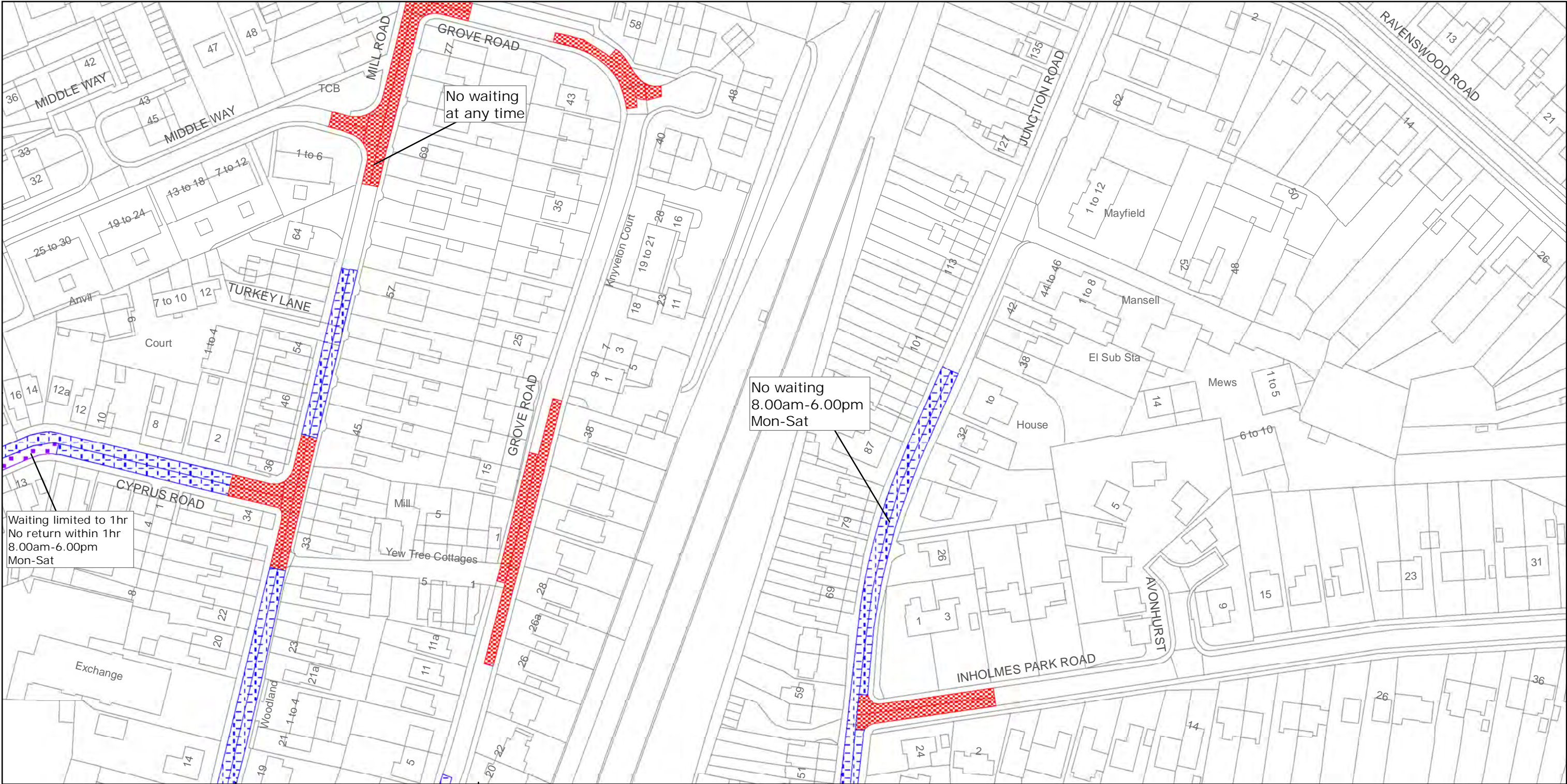
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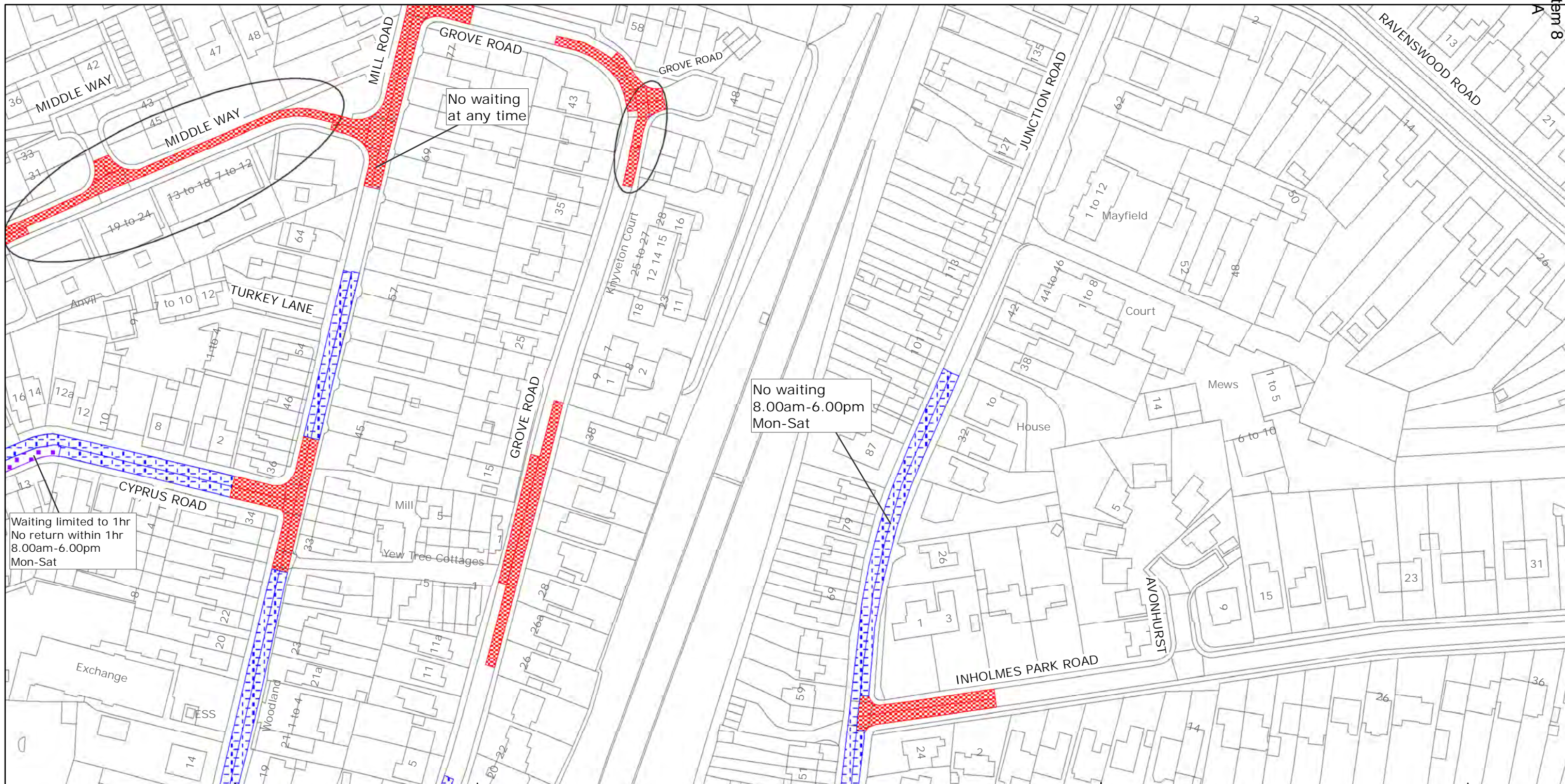
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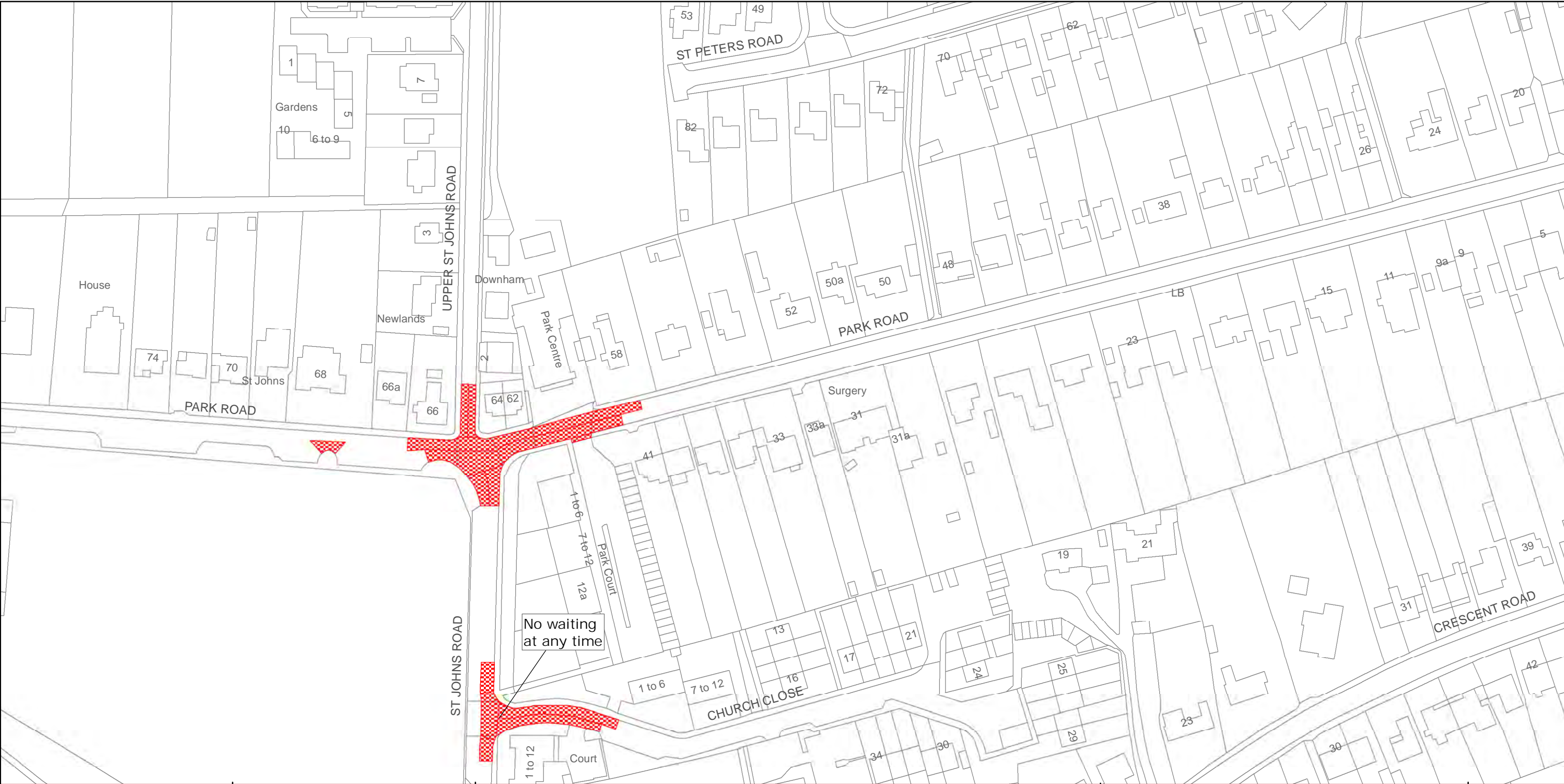
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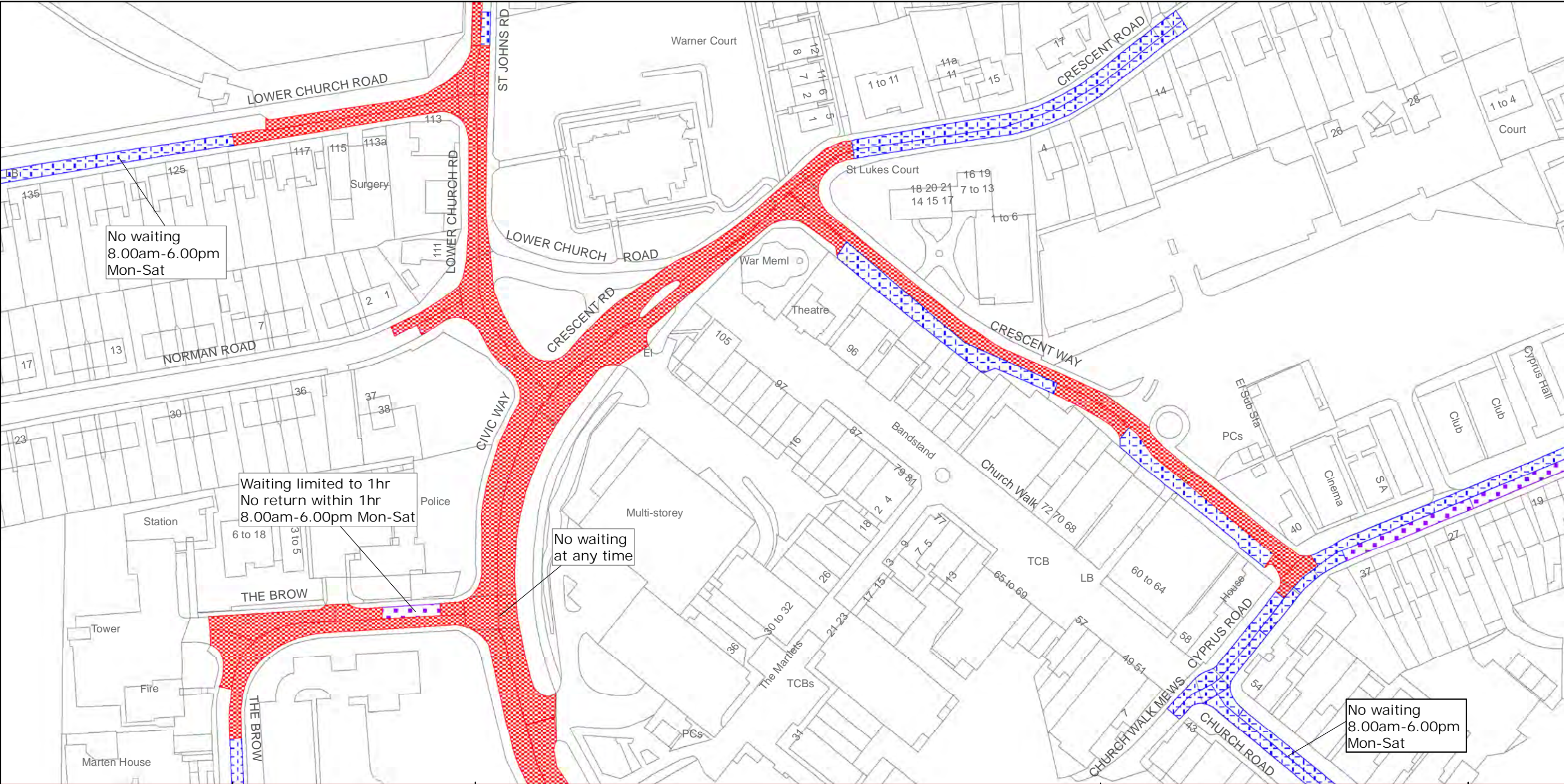
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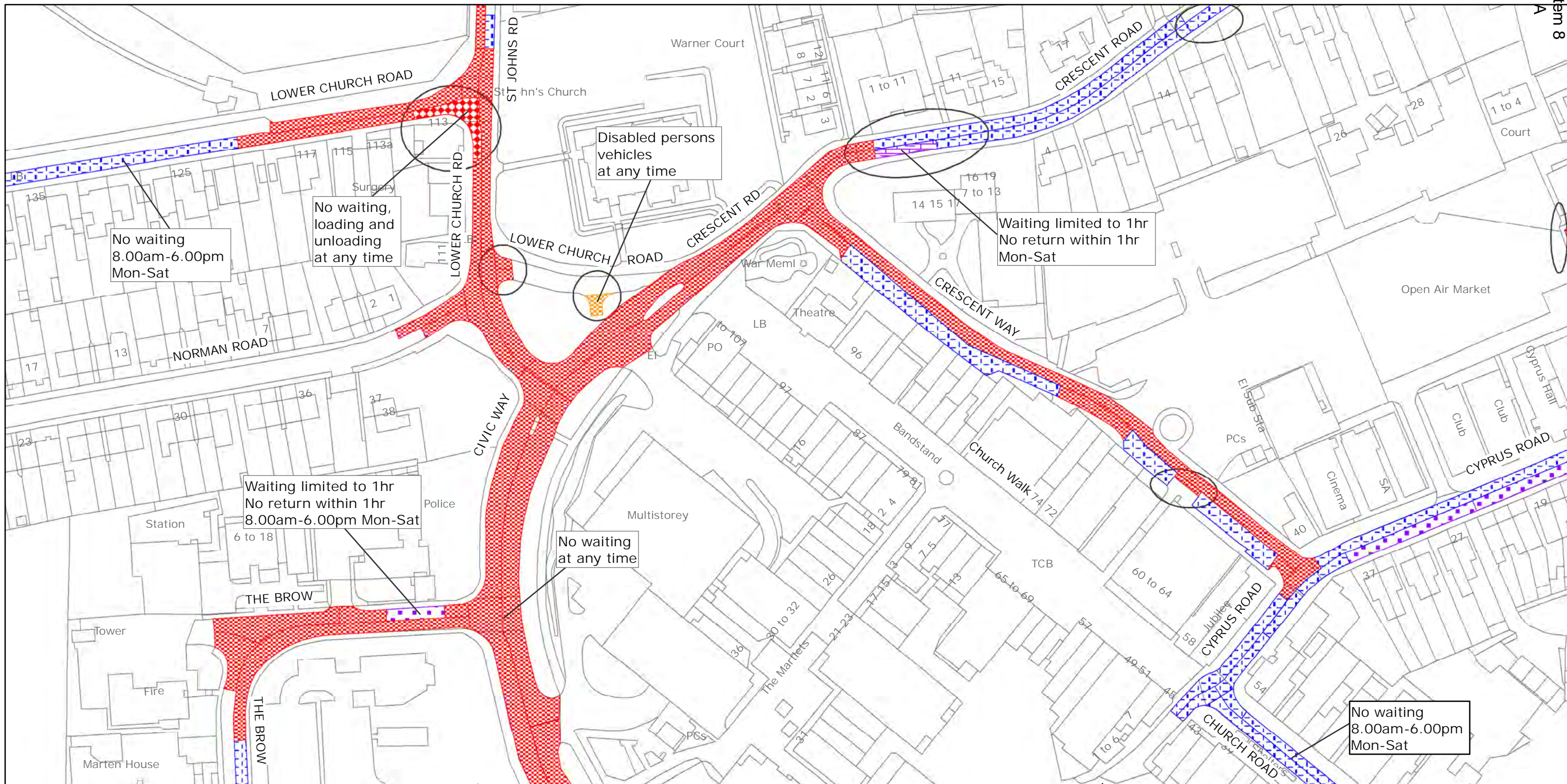
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Summary of Comments and Objections
Burgess Hill, Crescent Road & Various Road Parking Restrictions

| Objections: | Engineer's Response |
|---|---|
| <p>Resident of Grove Road – Objects to the proposal:</p> <p>Double yellow lines on the brow of the hill on Grove Road should be extended as parked traffic makes this road very dangerous. Cars speed down this road and parked cars cause considerable obstruction.</p> | <p>1/The 'brow of the hill' in Grove Road was not raised as an issue during the investigation of this scheme.</p> <p>2/There are existing DYL restrictions by the 'brow of the hill'. Extending these would remove the parking which currently creates a natural calming effect, so extending restrictions may encourage further speeding.</p> <p>3/Nearby private accesses already have Access Protection Lines (APL) to deter access obstruction, however if there is genuine obstruction gaining access onto the public highway this is a Police matter.</p> |
| <p>Resident of Crescent Road – objects to the proposal: Understands the need to keep junctions clear but allowing no resident parking along the rest of the road is unnecessary.</p> <p>Crescent Road has a weight restriction on it, limiting the size of vehicles using the road, so parking should be allowed on one side of the road, or with residents' permits.</p> <p>Reducing parking in the road will remove the traffic calming effect of parked cars and encourage speeding.</p> <p>Allowing parking near Crescent Way seems bizarre as this is close to the junction with will restrict sight lines for vehicles leaving Crescent Way.</p> <p>Queries whether new restrictions will be enforced as a lack of local enforcement makes moving around quite difficult at present.</p> | <p>4/This scheme does not prohibit residents or other public from parking in Crescent Road, the design still allow capacity for parking. The new configuration is aimed to encourage safe parking and improve give / take opportunity.</p> <p>5/The weight restriction is to limit vehicle weight in this road, and the Police are responsible to enforce this restriction. There will still be areas for residents and other public to park, maintaining the natural calming effect. A parking permit scheme was not the brief of this investigation and therefore falls outside of the scope of this project.</p> <p>6/The aim was to spread the parking pressures where practicable, this particular location was bias to heavy restriction so permitting a small volume of restricted parking assisted with the speed and capacity concerns. The parking does not significantly impact the existing limited visibility as the kerb profile already bends round to the right. This is an urban road and should be respected as such according to The Highway Code.</p> <p>7/ Enforcing these type restrictions are a District / Borough Council function. They are well aware of any new proposals and their</p> |

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| | responsibility to carry out enforcement. With that said, much of the restrictions on the ground are self-enforcing, due to the majority of the conscientious public. |
| <p>3 households in Firtoft Close co-signed a letter: Widening parking controls in the surrounding area will add to demand for parking in Firtoft Close, which is presently unrestricted.</p> <p>Currently delivery vehicles, refuse collection vehicles and emergency vehicles can be obstructed by parked cars and driveways are prone to obstruction.</p> <p>Cars frequently park half on the pavement obstructing pedestrians.</p> <p>Requests additional restrictions in Firtoft Close to help mitigate these problems.</p> <p>Is also concerned about removing restrictions in the layby in Mill Road, north of Firtoft Close which will dangerously reduce visibility.</p> <p>Resident of Meeds Road (signatory of petition detailed separately below) – objects to the proposal: Pleased situation in Meeds Road is being considered but restricting parking to 3-4 spaces limited to 1 hour waiting will move car parking further down the road.</p> <p>People in properties without drives will be forced to park down the road or on the grass verge.</p> <p>Residents with drives will have to put their car in the road if expecting deliveries or visitors. The road is narrow and this parking will exacerbate problems accessing the road for</p> | <p>8/ Naturally altering the parking restriction will have an impact to other roads in the vicinity, hence introducing a balanced scheme to help mitigate negative displacement. However, not acting to the evolving trends to parking, risks much more for future growth and change to the wider area.</p> <p>9/ No representation from blue light services or waste management services, highlight these obstruction concerns. Firtoft Close already has junction protection and the residents always have the option to apply for an Access Protection Line (APL).</p> <p>10/ If this is a genuine occurrence, I would recommend this activity is reported to the Police who can determine if this contravenes section 137 – Highways Act 1980.</p> <p>11/ At this time this is a perceived impact, however if further additions are required this will need a new TRO application with local member support.</p> <p>12/ Cllr Andrew Barratt-Miles, has engaged with the residents to confirm the redaction of this small change the scheme.</p> <p>13/ There are no proposed limited waiting restrictions in Meeds Road. This is misunderstanding of the tile plans. The aim is to protect the bend to enable large vehicles, in particular blue light service access.</p> <p>14/ The new configuration in Meeds Close is a marginal one to improve the entrance and bend into Meeds Road.</p> <p>15/ There are 23 properties in Meeds Road, with approximately 11 with rear vehicle access from Station Road properties. The change will not add to the existing pressures, in fact it will mitigate larger vehicles struggling to gain access into Meeds Road.</p> |

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| <p>larger vehicles, such as refuse collection lorries. Displaced vehicles will block drives and the turning head at the bottom of the road. Restrictions will need to be enforced.</p> <p>A residents' permit scheme would be a better solution to the problems in the road.</p> | <p>There is already evidence of parking affecting private drives and the turning head, therefore as mentioned this change will not add to the existing trends being experienced.</p> <p>16/ A parking permit scheme were not the brief of this investigation and therefore, falls beyond the scope of this project.</p> |
| <p>Resident of Firtoft Close – objects to proposal:</p> <p>Firtoft Close is relatively narrow and existing double yellow lines should be extended by at least 15 metres around the S Bend, creating easier access for refuse vehicles, the emergency services and residents.</p> <p>Current parking arrangements leave vehicles having to mount the pavement to access the close.</p> <p>Removing restrictions between Midfield Drive and Firtoft Close will create hazard for vehicles leaving Firtoft Close by reducing visibility of approaching traffic, much of which is speeding.</p> | <p>17/ No representation from blue light services or waste management services, highlight these obstruction concerns.</p> <p>18/ If this is a genuine occurrence, I would recommend this activity is reported to the Police who can determine if this contravenes section 137 – Highways Act 1980.</p> <p>19 / Cllr Andrew Barratt-Miles, has engaged with the residents to confirm the redaction of this small change the scheme.</p> |
| <p>Resident of Crescent Road – objects to propose:</p> <p>Changes are needed but a system of residents parking would be preferable, with a reduced speed limit otherwise the road would become a proverbial race track.</p> <p>The proposal to install parking bays near Crescent Way would dangerously restrict visibility.</p> <p>It would be better to have 1 hour parking bays in Cyprus Road car park.</p> | <p>20/ A parking permit scheme or speed reduction was not the brief of this investigation and therefore, falls beyond the scope of this project.</p> <p>21/ The aim was to spread the parking pressures where practicable, this particular location was bias to heavy restriction so permitting a small volume of restricted parking assisted with the speed and capacity concerns. The parking does not significantly impact the existing limited visibility as the kerb profile already bends round to the right. This is an urban road and should be respected as such according to The Highway Code.</p> <p>22/ Cyprus Road car park is not part of the public highway and WSCC do not manage it, therefore private grounds.</p> |

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| Whatever measures are introduced a lower speed limit and traffic calming is important. | 23/ The Police have not raised the issue of speed in this road. In fact much of the concern was volume and poor parking which already slowed the traffic down. There will still be parking permitted for residents and public alike which will continue to maintain the natural calming effect. |
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Petition signed by 12 residents of Meeds Road:

The 12 residents signing the petition strongly object to the proposal for Meeds Road. Not all residents in the street have vehicle parking access to their properties, already some of the local residents park on a regular basis on the grass verge at the top entrance of Meeds Road because they have nowhere to park. We would like to propose you agree to make the plan of making 2x1 hour parking places into Permit Holders only spaces to at least 2 of the residents who are willing to pay.

Engineers Response:

24/ Fronting properties 2-8 there is a green verge area with no obvious vehicle crossover access. Although this is utilised as a parking area, it is not designated as one.

25/ The DYL lengths are purposely aligned to protect the sweep paths of a Fire Appliance making the manoeuvre around the bend. Therefore, this restriction will also encompass the highway verge area in line with the DYL restriction.

26/ A parking permit scheme or the construction of parking areas were not the brief of this investigation and therefore, falls beyond the scope of this project.

27/ To investigate the viability of a parking permit scheme it would need to include the whole length of road. Essentially, would require full support from the local member and residents. It may be an opportunity that a Road Space Audit (RSA) could analyse the wider benefits of this concept.

28/ Cllr Kirsty Lord & Area Highway Manager communicated with residents of Meeds Road, (30 Oct 2018) concerned about this proposal. The aim was avoid confusion regarding the aims of the scheme.

29/ The Cabinet Member is proposing to secure funding dedicated to verge hardening or similar to enable parking provisions to areas experiencing genuine parking pressures.

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| Support for proposed Restrictions: |
| Resident of Grove Road: Supports scheme |
| Resident of Church Road supports scheme but feels Park Road has been overlooked and will become more difficult to use when surrounding roads have restricted parking. |
| Resident of Crescent Road: Supports the scheme but concerned that it will no calm speeding traffic using the road as a rat run. |
| Resident of Crescent Road: The way people park in the road has got worse over recent years, with more cars parking with no consideration for residents trying to access driveways. |
| Business in Mill Road: Welcomes change in restrictions in Mill Road, customers are constantly harassed by traffic wardens even when just collecting orders, so the short term parking bays will be very welcome. |
| Resident of Crescent Road: Road has got busier and busier over the last 20 years and most parking is by commuters. Welcomes the single yellow lines, though would prefer them throughout the whole length of both sides of the road. |
| Resident of Crescent Road: Supports scheme as parking currently makes it difficult for residents to access driveways. |
| Resident of Crescent Road: Supports scheme as heavy parking makes it hard for deliveries to access the road, as well as restricting the passage of traffic. At peak times it is difficult to pass along the road, especially for the emergency services. |
| Resident of Crescent Road: Parking on both sides of the road restricts the passage of traffic and makes it difficult for residents to access driveways. Proposals will address this and are much appreciated. |

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