

Public Document Pack

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19 June 2019

Dear Member,

North Mid Sussex County Local Committee - Tuesday, 25 June 2019

Please find enclosed the following documents for consideration at the meeting of the North Mid Sussex County Local Committee on Tuesday, 25 June 2019 which were unavailable when the agenda was published.

- | Agenda No | Item |
|------------------|--|
| 6. | Progress Statement (Pages 3 - 16) |
| 8. | A22 Lewes Road, East Grinstead Pedestrian Crossing - (NMS02(19/20)) (Pages 17 - 40) |

The documents were late as officers were finalising the information.

Yours sincerely

Tony Kershaw
Director of Law and Assurance

To all members of the North Mid Sussex County Local Committee

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North Mid Sussex County Local Committee

Progress Report

25 June 2019

Date	Item	Actions	Contact
Dec 2017	Member update	Imberhorne Lane	Highways Manager
Update: Awaiting confirmation of road booking space. Provisionally school holiday time preferred.			
June 2017	Talk with Us	East Grinstead Road Space Audit	CPZ Lead Professional
Update: The Cabinet Member for Highways and Infrastructure made a decision On-street parking to support traffic management in December 2018. This included a programme for Road Space Audits across the County and stated that for East Grinstead: RSA completed – Expected Early 2019 RSA Public Consultation - Expected June 2019 Parking Management Plan Design – Expected November 2019 Parking Management Plan Consultation – Expected January 2020 Submission of report outlining consultation results and seeking approval to undertake statutory consultation – Expected April 2020 Parking Management Plan Statutory Consultation – Expected June 2020 Submission of final decision report – July 2020 Parking Management Plan Implementation – Expected March 2021			
November 2018	Talk with Us	Missing or Inaccurate Signage in Christopher Street, King Street and other roads in East Grinstead	Highways Manager
Update: King Street signs addressed and continuing liaison with MSDC parking enforcement team to rectify any missing signs.			
February 2019	Talk with Us	Trees on the A264	Highways Manager
Update: Update to be provided at the meeting.			

Updates on Previously agreed Traffic Regulations Orders (TROs)

Traffic Regulations Orders (TROs)	Action / Comment
Worth Abbey School, Turners Hill Request for 50mph limit west of school entrance.	Awaiting traffic data to see if request meets policy.(not a CLC TRO)
Top Road, West Hoathly Request from parish for Top Road to have a 40mph speed limit.	Top Road does not meet the policy for a 40mph limit however remedial measures have been installed and the Area Team will monitor. (not a CLC TRO)
Queen Victoria Hospital and surrounding area	See Community Highway Scheme below. Reserve CLC TRO
Lingfield Road and Lowdells Lane	15 points scored. Recommendation CLC TRO for 2018/19 priority.
Ship Street Request from residents to remove all or part of the parking	19 points scored. Recommendation CLC TRO for 2017/18 priority.
Middle Row No record of a TRO to support restrictions	Area Highway Team to repair damaged bollard and monitor situation. (not a CLC TRO)
Orchard Way Request for Double Yellow lines to assist refuge lorry accessing properties.	(within the existing CPZ) NDS to confirm outcome of review

Updates on Previously agreed Community Highway Scheme and IWP schemes

Ardingly Traffic Calming Scheme Phase 2	Area Highway Manager reviewing application prior to moderation.
West Hoathly	
Slaugham Traffic Calming Scheme	Detailed design in progress
Ashurst Wood	Maypole Road options being investigated School Lane options being investigated
Worth	Copthorne Brookhill Road options being investigated Crawley Down Sandy Lane. Vicarage Road and Bowers Place options being investigated

East Grinstead	<p>Pedestrian Crossing, De La Warr Road Application being processed</p> <p>West Street. Further remedial measure been considered.</p> <p>Railway Approach Application being processed</p> <p>Sackville Pedestrian Crossing upgrade (LTIP)</p>
Turners Hill	On-going Liaison between parish and Highway Authority

Update on Major Schemes

Turners Hill- resurfacing cross roads Easter 2019.

Road Space Audit

Update included at Appendix A.

West Sussex Highway - Annual Delivery Program 2019/20 (ADP)

Below is a list of the schemes programmed to be delivered during the financial year 2019/20 for the Mid Sussex Area split between the two County Local Committees (CLC). For full details of individual schemes see web site { <https://www.westsussex.gov.uk/roads-and-travel/roadworks-and-projects/road-projects/annual-delivery-programme/> }, Revenue Budget works not shown. Schemes listed in Parish alphabetical not delivery order.

Total cost of APD	£16,677k (Capital)	
Mid-Sussex	£2,620k (16% of Capital) {1/6 th = 17%}	and £1,139k (S106)
North Mid-Sussex CLC	£1,270k (7% of Capital) (1/3 rd of 1/6 th = 6%)	and £430k (S106)
Central & South Mid-Sussex CLC	£1,350k (8% of Capital) (2/3 rd of 1/6 th = 11%)	and £709k (S106)

North Mid-Sussex CLC

Town / Parish	Road Name	Description of works
Ashurst Wood	Maypole Road	Resurfacing £100,077
Copthorne	Copthorne Common Road West	Footway works £18k
East Grinstead	Lingfield Road	Resurfacing £227,599
East Grinstead	Kennedy Avenue	Micro Asphalt £50,786
East Grinstead	Moor Place	Micro Asphalt £9,048
East Grinstead	A22 Lewes Road	New pedestrian Crossing for Sackville School £24k +£100k (S106)
East Grinstead	Lingfield Road	New pedestrian Crossing near Lowdells Lane £65k
East Grinstead	Imberhorne Lane	Traffic Calming £130K(S106)
Slaugham	Parishwide	Traffic Calming £200K (S106)
Slaugham	Parish Lane	Surface Dressing £31,917
Slaugham	Cuckfield Lane	Surface Dressing £95,397
Turners Hill	Cross Road	Resurfacing £381,526
West Hoathly	Ardingly Road (Vowels Lane junction)	Resurfacing £56,952
Countywide	Countywide patching etc	1/12 th of budget £100k
Countywide	Countywide Drainage etc	1/12 th of budget £75k
Countywide	Countywide other etc	1/12 th of budget £60k
		Total = £1,700k Capital = £1,270k S106 = £430k

Central & South Mid-Sussex CLC

Town / Parish	Road Name	Description of works
Ardingly	Holmans	Footway Micro £6k
Albourne	Shaves Wood Lane	Surface Dressing £26,288
Ansty & Staplefield	Broxmead Lane	Surface Dressing £23,005
Ansty & Staplefield	Staplefield Road	Surface Dressing £183,771
Ansty & Staplefield	Slough Green Lane	Surface Dressing £32,125
Ansty & Staplefield	Cedar Avenue	Junction works £103K (S106)
Ansty & Staplefield	Bolney Road	Footway works £100k
Bolney	Spronketts Lane	Surface Dressing £24,828
Bolney	Colwood Lane	Surface Dressing £11,134
Bolney	Jeremy's Lane	Surface Dressing £14,344
Burgess Hill	Keymer Road	Study for New pedestrian Crossing (girls School) £12k (S106)
Burgess Hill	Jane Lane x2	Crossing £70k (S106)
Burgess Hill	Fairlea	Footway works £27k
Burgess Hill	Queens Crescent	Footway Micro £5k
Cuckfield	London Lane	Traffic Calming £104K(S106)
Hurstpierpoint & Sayers Common	Reeds Lane	Surface Dressing £33,044
Hurstpierpoint & Sayers Common	London Road	Surface Dressing £77,106
Hassocks	Dale Avenue	Walking & Cycling scheme £60K
Haywards Heath	South Road (east)	Town Enhancement Scheme £60k (S106)
Haywards Heath	South Road (west)	Town Enhancement Scheme £60k (S106)
Haywards Heath	Commercial Square	Town Enhancement Scheme £50k (S106)
Haywards Heath	Summerhill Lane	Route Safety Scheme £50k
Haywards Heath	Queens Road	Traffic Calming £80K
Haywards Heath	A272 Isaac's Lane	Pedestrian Crossing £150k & £180K (S106)
Haywards Heath	Clair Park Cycle Scheme	Design Phase £40k
Haywards Heath	Church Road	Pedestrian Crossing £10k & £20K (S106)
Haywards Heath	Business Park signage	Signs £70k
Haywards Heath	Northlands Avenue	Footway works £34k
Haywards Heath	Beech Hill	Footway Micro £35k
Lindfield	Shenstone	Footway Micro £6k
Lindfield	West Common	Resurfacing £50,688
Lindfield (Rural)	Lewes Road	Surface Dressing £38,683
Countywide	Countywide patching etc	1/12 th of budget £100k
Countywide	Countywide Drainage etc	1/12 th of budget £75k
Countywide	Countywide other etc	1/12 th of budget £60k
		Total = £2,059k Capital = £1,350k S106 = £709k

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PARKING STRATEGY REFRESH 2019/20

REPORT OF: Divisional Leader – Commercial Services & Contracts
Contact Officer: Claire Onslow
Email: claire.onslow@midsussex.gov.uk Tel: 01444 477586
Wards Affected: All Wards
Key Decision: No
Report to: Scrutiny Committee for Customer Services and Service Delivery
Date: 20th March 2019

Purpose of Report

The purpose of the report is:-

1. To provide the Scrutiny Committee with a summary of the key findings of the Burgess Hill and East Grinstead Road Space Audits.
2. To set out the planned approach for taking forward the Parking Strategy refresh in 2019/2020.

Recommendations

3. The Committee are asked to note the contents of this report.
-

Background

4. In partnership with West Sussex County Council (WSCC), Mid Sussex District Council commissioned Consultants, WSP, to carry out two Road Space Audits (RSA's) - one for Burgess Hill (to respond to, and inform the Burgess Hill town centre regeneration project and Northern Arc development); and the other for East Grinstead (in response to the increasing demand for parking provision as a result of development within a restricted area).
5. A third Parking Study is to be commissioned for Haywards Heath in early 2019 to provide supporting evidence for the Haywards Heath Town Centre Masterplan, and feasibility work around the redevelopment of the Orchards shopping centre.
6. The primary objective of commissioning the above works is to inform the future direction of the Council's approach to parking. The studies provide a factual and robust evidence base that considers the current provision of the road network along with on and off street parking stock, and identifies potential future demands. The reports are therefore technical and detailed; however, a summary of each can be found at Appendices A and B.
7. The Council has committed to refreshing its car parking strategy during 2019/20, as the current ten year strategy expires in 2020.

Summary of key findings

8. Whilst both town centre reports looked at the specific issues relating to each locality, common themes and issues emerged in the final reports. This data provides a factual evidence base which will inform future strategies of both WSCC and MSDC to ensure the long term functionality of the District's town centre economies.

9. A summary of the key findings of the reports and recommended actions for each area can be viewed in Appendices A and B. However the common emerging themes are highlighted below:
- (a) There is growing demand for on and off street parking provision to serve a wide range of conflicting public needs. Based on known development demands, current provision of on and off street parking will not meet future demand and could compromise the effectiveness of the district's town centres. Measures to mitigate and effectively manage future parking provision will therefore need to be considered in strategic planning by both WSCC and MSDC.
 - (b) The effectiveness of the East Grinstead Controlled Parking Zone (CPZ) may be compromised as demand exceeds supply, so measures to address these issues, and a potential extension, will need to be considered by WSCC.
 - (c) The County Council may consider the introduction of a controlled parking zone in Burgess Hill to mitigate congestion and support sustainable transport plans as a result of the Burgess Hill Growth project.
 - (d) There is evidence of key locations within each town being impacted by neighbourhood businesses and services creating peak time demand for parking which exceeds supply, therefore compromising the effectiveness of current provision. This includes the Victoria Industrial Estate, Burgess Hill and the Queen Victoria Hospital, East Grinstead.
 - (e) Whilst there is evidence of a number of workplace transport plans in place, there is limited evidence that these are being monitored, which raises questions about their effectiveness and makes it difficult to draw any conclusions on whether stated intentions are reducing demand for parking and car reliance.
 - (f) Parking provision needs to be considered against the various planning, transport and growth strategies in place, and/or being developed, to improve sustainable transport options, whilst balancing the current over-reliance on cars in the area due to its rural nature and the frequency of public transport services.
10. The evidence provided from the reports will guide the strategic direction for the Council when refreshing the Parking Strategy in 2019/ 2020.

Preparing for the Parking Strategy Refresh 2020

11. The refresh work to the Parking Strategy will set the future strategic direction for the delivery of off street parking provision by the Council supporting other key strategies such as the District Plan and the Economic Development Strategy.
12. An internal corporate officer working group will be set up in early 2019/20 to support the work of a Member Working Group which will be set up in June 2019 to guide and steer the work. The proposed terms of reference for this group can be found at Appendix C.

13. Refreshing the Parking Strategy provides the Council with an opportunity to consider the future strategic direction of the District's car park portfolio, considering how it needs to respond to growing demand and the future economic requirements of the town and parish centres. It will explore the different approaches available to ensure parking provision across the district is fit for purpose into the future.
14. The table below provides an indicative timeline for the proposed development of the Parking Strategy. A more detailed timeline will be worked up and regular updates will be reported to this Scrutiny Committee.

	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20
EG & BH RSA's and proposed next steps to MT /Board																	
HH RSA Commissioned																	
EG & BH RSA's and proposed next steps to Scrutiny																	
HH Parking Study Preparation																	
HH Parking Study to Scrutiny (tbc)																	
Parking Strategy Consultants Commissioned																	
Parking Strategy Members' working group established																	
Parking Strategy Preparation																	
Parking Strategy Consultation																	
Parking Strategy Sign off Process																	
Parking Strategy Adopted																	

15. It is proposed that £70k from specific reserves is allocated in the 2019/20 budget to support the delivery of the Parking Strategy actions and this has been included in the Corporate Plan and Budget for 2019/20.

Conclusions

16. The Burgess Hill and East Grinstead Road Space Audits have provided a valuable evidence base from which to start shaping the future strategic direction of Parking Services in Mid Sussex; and the forthcoming Haywards Heath Parking Study will complete this evidence base. This will provide a detailed picture of current and future potential issues.
17. The studies have concluded that, based on the projected levels of growth in the district over the coming years, current on and off-street parking provision will be insufficient to meet demand.
18. The forthcoming Parking Strategy will focus on how this Council, and WSCC (as the Highways Authority) work together to respond to this challenge, to ensure the Council's car park portfolio supports planned, sustainable growth in line with the Council's key strategic priorities particularly in the Economic Development Strategy, the Sustainability Strategy and the District Plan.
19. A Member Working Group will be set up in June 2019 to guide and steer this work.

Appendix A: RSA Conclusions – Burgess Hill

The table below summaries the key actions to be taken from the first phase of the Burgess Hill Road Space Audit;

Action	Solution	Agency
Coordinated approach to strategic decision making impacting BH growth	As WSCC & MSDC sustainable transport packages and strategies come on line, ensure parking is integrated into those conversations at all levels.	WSCC & MSDC
Increased demand for on street parking as a result of town centre development and increased population	<p>Potential to introduce a CPZ around the town centre and railway stations: to manage resident, business and worker demand for parking balanced with restricted free parking serving town centre businesses.</p> <p>To be developed alongside off street provision and policies to ensure a combined strategic approach.</p>	<p>WSCC</p> <p>Operational impact for MSDC in terms of enforcement and administration of CPZ</p>
Parking Strategy: Review MSDC off street parking provision	<p>Manage the current and future demand for off street parking to meet projected levels of growth; balancing MSDC land asset management and preserving MSDC revenue in the long term.</p> <p>Detailed review of off street tariff structure and stay length designation by location with a view to considering the introduction of a differential tariff structure to maximise provision of space for facilities vs reducing car journeys</p> <p>Resource compliance-monitoring to ascertain the effectiveness of enforcement with vehicles staying for the correct time in car parks that may impact capacity availability</p> <p>(The above may form a town specific Parking Management Plan to be developed alongside on-street policies to ensure a combined strategic approach.)</p> <p>Invest in intelligence-led transport systems to inform traffic flows, road & car park space availability to reduce unnecessary journeys.</p>	<p>MSDC</p> <p>MSDC</p> <p>MSDC</p> <p>MSDC & WSCC</p> <p>MSDC & WSCC</p> <p>MSDC</p>

Action	Solution	Agency
	<p>Regular review of all MSDC policies to ensure the impact of parking demand / provision as a result of planned and permitted development is considered in a strategic way.</p> <p>Work with WSCC and the private sector to develop a Parking Management Plan for the Victoria Industrial Estate; managing demand for worker parking vs mitigation with sustainable transport policies.</p>	MSDC & WSCC
Monitor impact of private sector travel plans	Ensure business demand for parking is mitigated by sustainable transport policies and provision.	WSCC

Appendix B: RSA Conclusions – East Grinstead

Action	Solution	Agency
Increased demand for on street parking as a result of forecasted development and economic growth	<p>Review of existing CPZ provision to minimise conflict of users, consider enforcement hours and capacity to ensure fit for purpose.</p> <p>Review potential to extend the CPZ into outlying areas to manage the demand for free, all day parking impacting residential areas.</p> <p>Fully resource compliance monitoring to ascertain the effectiveness of enforcement for vehicles within the CPZ to fully understand capacity availability</p> <p>To be considered alongside off street policies to ensure a combined strategic approach.</p>	Operational impact for MSDC in terms of enforcement and administration of CPZ
Parking Strategy: Review MSDC off street parking provision	<p>Manage current and future demand for off street capacity to meet projected growth; balancing MSDC land asset management and preserving MSDC revenue in the long term.</p> <p>Detailed review of off street tariff structure and stay length designation by location with a view to considering the introduction of a differential tariff structure to maximise provision of space for facilities vs reducing car journeys</p> <p>Resource compliance monitoring to ascertain the effectiveness of enforcement with vehicles staying for the correct time in car parks that may impact capacity availability</p> <p>(The above may form a Parking Management Plan to be developed alongside on street policies to ensure a combined strategic approach.)</p> <p>Invest in intelligence led transport systems to inform traffic flows, road & car park space availability to reduce unnecessary journeys.</p> <p>Regular review of all MSDC policies to ensure the impact on parking demand / provision as a result of development is considered in a strategic way.</p>	<p>MSDC</p> <p>MSDC</p> <p>MSDC</p> <p>MSDC & WSCC</p> <p>MSDC & WSCC</p> <p>MSDC</p>

Action	Solution	Agency
Monitor impact of private sector travel plans	Ensure business demand for parking is mitigated by sustainable transport policies and provision	WSCC
Strategic improvements to the sustainable transport network	Provision of effective networks to provide a viable alternative for car usage	WSCC

Appendix C: Draft Terms of Reference for the Member Steering Group

The aim of the Parking Strategy Member Steering Group is:

To provide political oversight and guidance in relation to the development and delivery of the Parking Strategy Refresh (2020 – 2030).

The Role of the Members' Steering Group is to:

- Oversee the development of a strategy for managing the provision of off-street car parking and the Council's car park estate.
- Act as the Task and Finish Group for the development of the Parking Strategy Refresh.
- Provide advice and guidance to the Scrutiny Committee for Customer Services and Services Delivery

Membership shall comprise:

- Chair – From the Scrutiny Committee for Customer Services and Service Delivery
- Mid Sussex District Council:
 - Portfolio Holder for Service Delivery (observer capacity)
 - Portfolio Holder for Economic Growth (observer capacity)
- Five additional Members from the Scrutiny Committee for Customer Services and Service Delivery
- Supporting Officers:
 - Assistant Chief Executive - MSDC
 - Divisional Leader for Contracts & Commercial Services - MSDC
 - Business Unit Leader – Parking Services – MSDC
 - MSDC Officers as required to present topics for discussion
 - WSCC to inform strategic on –street provision

Meeting frequency:

The Members' Steering Group will meet bi-monthly with additional meetings held if necessary with the agreement of the Chair. It is anticipated that 4 - 5 meetings will be convened, to inform the development of the Parking Strategy refresh.

North Mid Sussex County Local Committee	Ref No: NMS02 (19/20)
A22 Lewes Road, East Grinstead Pedestrian Crossing	Key Decision: No
25 June 2019	Part I
Report by Director of Highways, Transport and Planning	Electoral Division: East Grinstead South & Ashurst Wood

Summary

The scheme was identified by Sackville School as there has been significant concern from the school community, as part of the journey to school for many children, involves crossing the A22. The school community is supported by the Local Member who has secured funding for the proposed implementation of a formalised crossing on Lewes Road in East Grinstead.

Following a public consultation a number of objections were received from members of the public. These have been summarised, with related officer comments, in Appendix B to this report. During the formal consultation there were also over 60 letters of support received

Recommendation

That the North Mid Sussex County Local Committee, having considered that the resulting benefits to the community outweigh the objections raised, authorises the Director of Law and Assurance to make the order as advertised and install the pedestrian crossing and associated new cycleway.

Proposal

1. Background and Context

- 1.1. The scheme was identified by Sackville School as there has been significant concern from the school community, as part of the journey to school for many children, involves crossing the A22, a main road in and out of East Grinstead. The school have identified that although there is an underpass school children feel vulnerable using the facility and prefer to cross the A22 at the current centre refuge. In addition the subway does not meet the requirements to facilitate cycling and thus there is a requirement to provide a facility for cyclists to cross the A22. The school community is supported by the Local Member who has secured funding for the proposed implementation of a formalised crossing on Lewes Road in East Grinstead.

- 1.2. The proposed pedestrian crossing location will be sited 30m to the east of the junction with Bourge-De-Peage Avenue, and approximately 60m to the west of Herontye Drive, which is on the desire line for the majority of pedestrians and cyclists. The crossing will replace the current centre refuge which is the current preferred crossing location. The proposed scheme will significantly improve the journey to and from school by improving safety and access for sustainable travel.
- 1.3. The current footway between the proposed crossing, the school entrance and Herontye Drive will be upgraded to a shared use path and the crossing will be installed as a Toucan crossing, which allows cyclist and pedestrians to use the facility.
- 1.4. This location will provide a formalised clear crossing place primarily for access to the school but will also offer wider community benefits in a busy road environment. Lewes Road is a key access road into the town.
- 1.5. The proposed improvement will be funded from S106 monies.
- 1.6. The crossing will be 4.0 meters wide and will incorporate dropped kerbs and tactile paving. There will be six poles used with bleeper units that will be active during the hours of 7AM and 10PM. Kerb side detection would prevent vehicles being stopped if the pedestrian crosses or changes their mind prior to obtaining a green man signal, to cross. When operated, tactile cones would activate to indicate to pedestrians with visual impairment that all traffic has been signalled to stop.
- 1.7. A scheme overview is provided as Appendix A.
- 1.8. Following a public consultation a number of objections were received from members of the public. These have been summarised, with related officer comments, in Appendix B to this report.

2. Proposal

- 2.1 It is proposed to install a controlled Toucan Crossing and a new stretch of shared use path at the location identified in section 1.2 in Lewes Road as designed.
- 2.2 The proposal will address concerns raised by the community regarding difficulties in crossing Lewes Road.
- 2.3 The proposal will give pedestrians and cyclists wishing to cross the road at this location a safer method to do so.

3. Resources

- 3.1 The scheme is in the Highways and Transport Integrated Forward Works and Annual Delivery Programmes 2019/20 ref HI03(19/20) approved by the Cabinet Member for Highways and Infrastructure April 2019 with an allocated budget of £125,000.

- 3.2 The annual maintenance cost is estimated at £1,500 per year. This is currently unfunded and implementing this scheme may impact upon the Council's ability to deliver other revenue funded works.
- 3.3 The scheme's implementation will address community concerns identified in section 1.1 of this report.
- 3.4 The works will be undertaken by the County Council's term contractor to achieve best value for money.

Factors taken into account

4. Consultation

- 4.1 Formal consultation was undertaken between 25 February 2019 and 8 March 2019 by way of Site Notices on the County Council website and also erected on the proposed location and letters in envelopes marked "Consultation Document" hand delivered to all frontages and affected properties/residences.
- 4.2 Local Member Jacquie Russell was consulted and gave permission to advertise the scheme.
- 4.3 Mid-Sussex District Council, East Grinstead Town Council, local bus operators, and the emergency services were consulted and raised no objections.
- 4.4 Public notices were issued on site, and an advertisement made in East Grinstead Library. Online consultation was also undertaken on the County Council website. Forty four objections were received raising concerns over the crossing location with particular reference to the proximity of an underpass. These are detailed with responses in Appendix B.

5. Risk Management Implications

- 5.1 Should the proposed scheme be undertaken, then the risk to the County Council is limited; conversely if it is not made it is likely to have negative consequences in terms of the continuation of road safety concerns by residents of East Grinstead.
- 5.2 The scheme is likely to achieve a safe crossing point for pedestrians and have a positive influence on driver behaviours in this section of Lewes Road.
- 5.3 The revenue maintenance costs of the scheme are unfunded and maintaining this installation may result in other revenue activities being under funded.

6. Other Options Considered

- 6.1 There is an existing dropped kerb and centre refuge uncontrolled crossing point in Lewes Road at the proposed location, however due to its width and the volume of traffic, it is not suitable to remain as an uncontrolled crossing.

- 6.2 There is an underpass approximately 100m to the west of the proposed location; however people are not permitted to cycle through it. Additionally concerns were raised regarding safety of children and the distance away from the current desire line.
- 6.3 Due to the reluctance of pedestrians, especially school children, to utilise the underpass and the desire line it was decided that the proposed location is the only suitable and safe location for the crossing to be installed.

7. Equality Duty

- 7.1 The Equality Act 2010 bans unfair treatment and seeks equal opportunities in the workplace and in wider society. It also imposes a Public Sector Equality Duty. The protected characteristics are age, disability, gender reassignment, marriage/civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 7.2 The protected characteristics have been duly considered and assessed in the course of the consideration of this proposal. No relevant or disproportionate impact upon any of the protected characteristics in the Equality Act 2010 has been identified in the consideration of the proposals detailed in this report.

8. Social Value

- 8.1 The proposals will address concerns from the community as detailed in 1.1, giving a social benefit to those living there.

Matt Davey

Director of Highways,
Transport and Planning

Contact: Adam Norris, Project Manager, 033 022 26379

Appendices

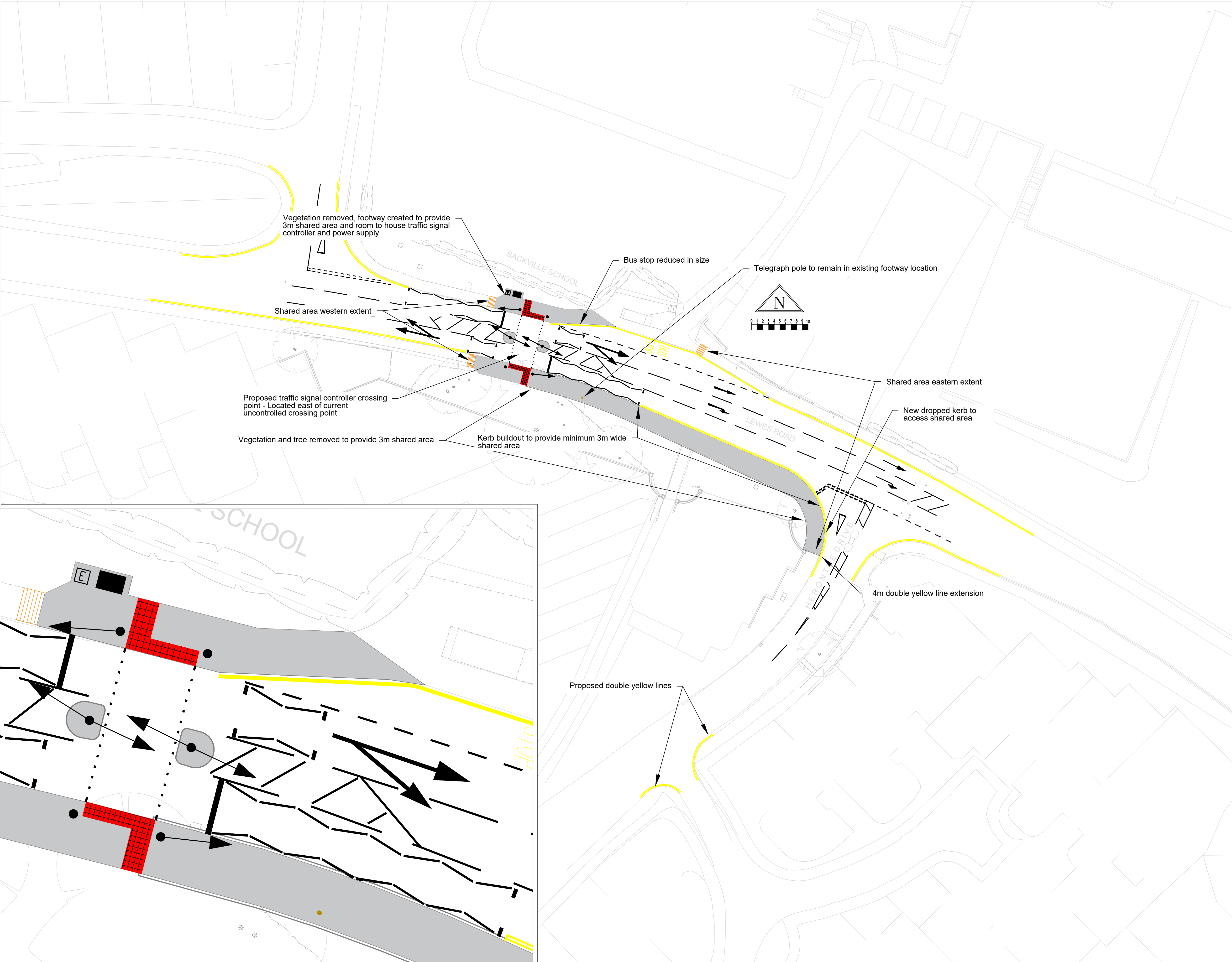
Appendix A – Scheme Overview Plan

Appendix B – Consultation response summary

Appendix C – Location Map including Subway location

NOTES

1. This is a General Arrangement for consultation use only.
2. This drawing should not be used as a construction drawing.



SCHEME PLAN - 1:100

SCHEME PLAN - 1:200

01	03-10-18	GENERAL ARRANGEMENT FOR PUBLIC CONSULTATION CREATED	RC	PEG	???
Rev	Date	Description	By	Chkd	Appd

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Title: Proposed Traffic Signals Refurbishment
7. General Arrangement
Sackville School, Lewes Road, East Grinstead,
West Sussex.



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Technology Solutions UK
Point 3, Haywood Road, Warwick, CV34 5AH, United Kingdom
Originator: RC
Checked: PEG
Approved: ??? - WSCC
Approval Date: ???-??-18

DRAWING No: 0003768-TS-07-ISS1
ISS: 01
REV: 03

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Summary of Comments and Objections
East Grinstead: Lewes Road (A22) Pedestrian Crossing

The below table summarises the objects which are primarily the same, therefore the response below covers the majority of the comments.

Response 1

Feedback provided from the schools is that children do not feel safe using the underpass particularly during the winter months. In addition the underpass is not suitable for a cycleway.

The crossing is being funded 100% by Section 106 money; obtained from developers, therefore at no cost to the County Council.

Response 2

If crossings are wanted at alternative locations, then the Community Highway Scheme procedure should be followed.

Response 3

Whilst congestion may increase, the crossing will provide a safer route for pedestrians and cyclists to cross Lewes Road along the proven desire line. The crossing will incorporate the latest technology, detecting pedestrians using the crossing and reverting back to vehicle green once they have reached the footway.

Response 4

Following feedback received during consultation, yellow hatched boxes are being installed, increasing ease for drivers turning right out of both Herontye Drive and Bourge-De-Peage Avenue, whenever the crossing is in use.

Comments	Engineer's Response:
Resident of Rill Walk: "What is the Underpass for? Safety of people crossing the road".	See response 1
Resident of Tudor Close: When attending the local schools as a child use of the subway was encouraged. There is no need to cross the main road when the subway is available a short walk away. This is pure laziness from children and parents and will cause annoyance and delays for residents and commuters.	See response 1
Resident of Estcots Drive: There is already a perfectly good underpass. There needs to be a crossing on Bourg De Peage Avenue near the schools. Crossing the road here is taking your life in your hands.	See response 1
Resident of Sycamore Drive: Unnecessary, there is an underpass that has been used for years. The road isn't dangerous to cross, children should be taught to cross the road properly. Reducing the size of the bus stop will cause problems too as there isn't enough room for a bus as parents use it to drop children off at school. Crossing will cause chaos for traffic at busy times. Crossing is a waste of money.	Response 1 & Lewes Road is one of the main routes into East Grinstead, with an average flow of 600 vehicles per hour in each direction The reduction in the bus stop is limited and will not impede the bus movement, parents using the bus stop as a drop off point are contravening Highway Code rule 243
Resident of Garden Wood Road: Original road included an underpass to provide a safe crossing for pedestrians. WSCC have encouraged dangerous crossing but installing a traffic island and failing to maintain the underpass drainage. There is already safe crossing provision and objects on road safety and value for money grounds.	See response 1
Resident of Pine Way Close: Proposal will add to congestion on the A22 trunk road. There is an existing underpass only a few metres away. It would make more sense to put a toucan crossing on Bourg De Peage Avenue.	See response 1 & 3

<p>Resident of Hampton Way: Crossing is unnecessary due to the underpass and is being proposed in the wrong place. If crossing can be justified it should be located south of Herontye Drive, allowing traffic to clear from Herontye while the lights are red. Herontye Drive should be left turn only during peak periods. Proposed location will cause immense problems for those wishing to turn right from Herontye towards Forest Row.</p>	<p>See response 1 & 4</p>
<p>Resident of Tanyard Avenue: Crossing is a short distance from an existing underpass used by pupils at the nearby schools. Very few people cross the road at the site of the proposed crossing. A higher priority is the parking issue on Heronty Drive at the Lewes Road junction which is becoming increasingly dangerous.</p>	<p>See response 1 & 2 & Proposal includes extension of existing double yellow lines, which will be enforceable should parking violations occur.</p>
<p>Resident of Pegasus Way: The road already has a subway a short distance away. This is the safest route for children and other pedestrians and the crossing would encourage them to use a less safe method to cross the road. A crossing would be better on Bourg De Peage Avenue a short distance from Lewes Road. This would help children accessing both schools. This location has become more dangerous since the departure of the School Crossing Patrol person, who left and has not been replaced.</p>	<p>See response 1 & 2</p>
<p>Resident of Merlin Way: Perfectly good crossing 50 metres north of the proposed crossing. The subway was built so nobody had to cross a busy A road. The money should be used to enhance the crossing instead of wasting it on a crossing that is more hazardous to use.</p>	<p>See response 1</p>

<p>Resident of Fairlawn Drive: Underpass is 50 metres from this crossing, so cannot understand the need for it and questions whether any accidents have been reported involving children in the last 10 years. Cost of the crossing would be better spent on easing congestion, not making it worse. Asks if crossing can operate only at school times.</p>	<p>See response 1</p> <p>WSCC do not operate part-time signals; this crossing can be used by all pedestrians.</p>
<p>Resident of Ashurst Wood: There is already an underpass to service the need for a crossing point. Locating the crossing within 10m of two dangerous junctions is ridiculous. Reducing the size of the bus stop is unworkable as the bay is barely large enough for a bus now. The idea of the crossing seems to be to impede traffic so that cars travelling from the south are able to turn right into Bourg De Peage Avenue more easily, while allowing cars to exit from the same junction across the A22. A far better solution would be for the school to encourage children to use the existing pedestrian underpass.</p>	<p>See response 1 & 4</p> <p>Crossing is not being installed within 10m of any junction; regulations prevent this.</p> <p>Buses observed using the bus stop without issue, and plenty of space available to reduce bus stop slightly.</p>
<p>Resident of York Avenue: Will cause more traffic congestion especially when exiting Herontye Drive. Suggests a roundabout at the end of Woodbury Avenue, a ventral barrier between it and the Beeching Road Roundabout and then all drivers from Herontye and Bourg De Peage Avenue turn left only. Pedestrians should use the underpass.</p>	<p>See response 1 & 2</p>
<p>Resident of Ashurst Wood: Lights will cause tailbacks to Ashurst Wood and in the opposite direction to Beaching Way causing traffic jams in school times. There is no point to this as there is an underpass already. If this is intended to encourage children to cycle to school it would be better to spend money on improving the road from Forest Row to enable children to cycle to school safely.</p>	<p>See response 1 & 2 & 3</p>

<p>Resident of Edinburgh Way: Crossing is unnecessary due to underpass less than 100m away. If the current refuge island is inadequate it should be revised without installing traffic lights.</p> <p>Lights will cause long queues on the A22 especially at school times.</p> <p>Having the crossing so close to Herontye Drive will cause problems exiting the estate. If it is installed a box junction marking should be installed to keep the junction clear.</p> <p>Scheme is a waste of money and should be used for more urgent priorities.</p>	<p>See response 1 & 3 & 4</p>
<p>Resident of Harwoods Lane: No need as there is an underpass already. Will cause traffic delays and better things to spend money on.</p>	<p>See response 1 & 3</p>
<p>Resident of The Glades: Crossing will create more of a hazard at an already busy junction. Traffic approaches Bourg De Peage Avenue very quickly from the roundabout causing many near misses at the junction. A crossing that works only during school opening and closing times would help but there is a perfectly good underpass nearby.</p> <p>Money would be better spent sorting out traffic issues on Bourg De Peage Avenue. A crossing there outside the school would be ideal.</p>	<p>See response 1 & 2 &</p> <p>WSCC do not operate part-time signals; this crossing can be used by all pedestrians.</p>
<p>Resident of Wagg Close: As a resident with 3 children, firmly believe that the crossing would be better located on Bourg De Peage Avenue. Traffic and parked cars near the two schools is massive and its only a matter of time until a child is run over. Lewes Road has a subway already.</p>	<p>See response 1 & 2</p>

<p>Resident of Edinburgh Way: This will hold up traffic in school hours. Parents already cause traffic problems dropping children off in the bus layby and near Herontye Drive and this will make traffic worse. There is already a subway and cyclists can use this if they dismount.</p> <p>A large number of pupils waiting and jostling at the new crossing is not safe and will cause considerable delay on the overused A22.</p>	<p>See response 1 & 3</p> <p>Proposal includes extension of existing double yellow lines, which will be enforceable should parking violations occur.</p>
<p>Resident of Beech Green Lane: A crossing is not needed due to the subway. A crossing will cause congestions and possibly accidents.</p>	<p>See response 1 & 3</p>
<p>Resident of Elm Drive: Objects to prioritising a crossing on Lewes Road over a crossing on Bourg De Peage Avenue. Lewes Road has an underpass but a lack of any safe crossing facility on Bourg de Peage Avenue is a much bigger danger. Parents ignore the school markings forcing others to cross between parked cars. If nothing is done a child may be killed and this needs to be addressed urgently.</p>	<p>See response 1 & 2 &</p> <p>Proposal includes extension of existing double yellow lines, which will be enforceable should parking violations occur.</p>
<p>Resident of Herontye Drive: Questions whether air pollution readings have been taken at this location and whether the likely effect of the crossing on pollution has been considered. As an Asthma sufferer pollution is already an issue and the crossing may make this worse.</p> <p>Questions why the current underpass is not considered adequate?</p>	<p>See response 1</p>
<p>Resident of Estcots Drive: No need for a crossing due to underpass. A controlled crossing is needed outside Estcots.</p>	<p>See response 1 & 2</p>

<p>Resident of East Grinstead: Traffic on the A22 is presently bad at school run time. Traffic queues are long and have got worse since traffic islands were put in as traffic stops to let people to cross and cars waiting to turn into Bourg De Peage Avenue cannot turn due to congestion. Crossing will make these issues worse.</p> <p>Children often cross at the layby before Herontye Drive, not bothering to use the islands and this will not change when the crossing is installed, it will just add to current issues. There is already an underpass but many children don't use it. Most Children are dropped off by car and very few cycle. It would be better to install barriers along the road so they can only cross at the islands. This would stop cars dropping off children at inappropriate places too.</p>	See response 1 & 3
<p>Resident of Ashurst Wood: Local Traffic flow is terrible and crossing will make this worse. There is already an underpass 100m east of the proposed crossing</p>	See response 1
<p>Resident of Tudor Close: Crossing will back up traffic and would be better placed on the island south of Herontye Drive. If installed as proposed box junction markings should be installed to help traffic exit Heronty Drive. Road already has an underpass that will attract antisocial behaviour if made redundant by the crossing.</p>	See response 1 & 2 & 3
<p>Resident of Sandringham Close: Crossing will cause extra traffic making it more difficult to exit Heronty Drive. Suggests yellow box junction markings.</p>	See response 4
<p>Resident of Ashurst Wood: Concerned about the effect on traffic flow, a small delay can have effects back to Forest Row.</p> <p>Supports the aim of increasing cycling to school but there are no connecting cycle routes. Would support scheme if it was part of a more detailed cycle scheme including a cycle path to the south.</p>	<p>See response 3 &</p> <p>There is a longer term plan to improve sustainable transport use within this area.</p>

Resident of Mallard Place: There is a much safer underpass a few feet away from the crossing location. A crossing will cause traffic chaos on the A22 and make the area more congested. Enforcement of existing restrictions on Bourg De Peage Avenue would improve safety.	See response 1 & 3
Resident of Tudor Close: Crossing will make it even more difficult to pull out from Herontye Drive to turn right onto the A22. A box junction should be installed.	See response 4
Resident of Hunters End: Drives the road at school times every day and hardly sees anyone crossing in the road, presumes that pupils feel happier and safer using the underpass. Toucan crossing will cause more traffic congestion and encourage people to cross a very dangerous and congested road with parents dropping children off at the lights, creating the chance of serious accidents. Much safer to use the underpass.	See response 1 & 3
Resident of Herontye Drive: Local traffic is very bad and there are often badly parked cars causing obstructions in the area. Crossing will make traffic worse and parking restrictions are needed. Most children will use the new crossing rather than the underpass holding up traffic more.	See response 1 & 3
Resident of Warburton Close: Crossing is unnecessary due to underpass being nearby. Current situation works well so spending money on a crossing is a waste of money. A box junction would be needed at Herontye Drive. Money would be better spent on providing a crossing patrol between the schools on Bourg De Peage Avenue.	See response 1 & 4
Resident of Kennedy Avenue: Traffic is bad in the area and there is a subway 100 yards away.	See response 1

Resident of Estcots Drive: Scheme is a waste of money with underpass less than 200 metres away. Safety was never a problem until traffic islands were put in encouraging people to cross at dangerous locations.	See response 1
Resident of The Dell: There is already an underpass at this location, crossing is too close to the roundabout and may not be seen by drivers in time. It will add to congestion at school times.	See response 1 & 3
Resident of Sandringham Close: Crossing not needed with underpass nearby and is a waste of money. Traffic in the area is already backed up to Beeching Way with parking reducing nearby roads to a single lane, causing additional congestion, made worse by school buses. A crossing will create gridlock. Pollution from stationary traffic will reduce air quality and cause health risks.	See response 1 & 3
Resident of Tanyard Avenue: Crossing is unnecessary with underpass nearby. A crossing will cause extra traffic delays, as seen when there were recently roadworks in the road.	See response 1 & 3
Resident of Sandringham Close: Crossing will make it almost impossible to gain access to the A22 from side roads at peak times. A box junction at Herontye Drive would help but traffic lights are needed at the top of Herontye Drive.	See response 4
Resident of Regal Drive: Crossing will be detrimental to drivers turning southbound from Herontye Drive. There is already an underpass. With more cars on the road than ever before, ways need to be found of keeping them moving, not stopping them. Impatient drivers may jump the lights leading to accidents, which would not happen if people use the subway.	See response 1 & 3

Resident of Glendyne Way: A crossing on Bourg De Peage Avenue would be more beneficial. Proposed crossing will cause delays on the A22. Further yellow lines are needed on Glendyne Way.	See response 2 & 3
Resident of Cantelupe Road: With the current subway there is no need for anyone to cross the road at this location. Very few people cross the road at this location previously and a crossing will add to other local traffic problems caused by school traffic and the traffic islands.	See response 1 & 3
Resident of Hurst Farm Road: Rush hour traffic will coincide with times the crossing is busiest causing congestion. Traffic queues will prevent vehicles accessing side roads so box junction will be needed at Herontye Drive. Queues on A22 will also lead to lengthy queues in Herontye Drive.	See response 3 & 4
Resident of Greensted Avenue: Crossing will create congestion and may encourage kids to cross between queued cars, making it more dangerous. There is an adequate subway nearby which has worked well for years, a Toucan crossing will mix children with traffic. The money would be better spent repairing roads and making them safe for everyone.	See response 1 & 3

Support for the proposed Crossing:

Resident of Coronation Road: Crossing will help children cross more safely
Resident of Gloucester Close: Would also support a new crossing on Bourg De Peage Avenue
Resident of Holyrood: Crossing will help son who is highly anxious and finds the crowded underpass daunting. Crossing will also make turning right out of Herontye Drive easier.
Resident of Mindelheim Avenue: Increases safety on road with increased traffic and will slow traffic improving access at junctions. Bourg De Peage Avenue needs planning to make it safer during peak times. Current bad parking there is an accident waiting to happen, with parents parking on pavements, verges and zig zags. This needs to be resolved before installing a crossing.
Resident of Woodbury Avenue: Does not believe a crossing will negatively affect the road and is needed for safety of the significant number of children crossing the road.
Resident of Mallard Place: Supports scheme as the road is dangerous. Suggests a crossing (possibly a zebra crossing) on Bourg De Peage Avenue.
Resident of Glendyne Way: Walks their child to school and crossing the road safely is difficult. Suggests another crossing is needed on Bourg De Peage Avenue.
Resident of The Courtyard: Anything calming traffic on the A22 is worthwhile. The crossing will help traffic turning right from Herontye Avenue as traffic is often speeding and sight lines are inadequate.
Resident of Mill Way: Using the current crossing point is frightening as you end up in the middle of the road with traffic passing either side at high speed. Proposal will remove this situation and improve safety, at the moment when a car stops to let people cross, cars behind are not aware and there is a risk of rear end collisions. The crossing will improve safety by giving advance warning of vehicles stopping.
Resident of Byron Grove: Plan will make it a much safer place to cross.
Resident of Ashdown View: This is a horrible area to cross the A22.
Resident of Mindelheim Avenue: Crossing here is a good idea but it would be of more use to put one on Bourg De Peage Avenue to connect the primary and secondary schools.
Resident of Campbell Crescent: Crossing will improve safety for children and slow traffic.
Resident of Regal Drive: Suggests enforcing compliance with the crossing with cameras and signs warning motorists of the new crossing.
Questions whether reducing the size of the bus stop will retain sufficient capacity.
Suggests yellow lines are needed at the junctions of Herontye Avenue/Glendyne Way and at Herontye Avenue/Tanyard Avenue.
Resident of Oak Croft: Crossings are essential to provide safe routes for school and is a step in the right direction in enabling modal shift to walking and cycling.

Resident of Birch Tree Gardens: This is a very busy location at school pick up and drop off times and the crossing will support safe passage for pedestrians. Crossing should channel movements across the A22 to one location, whereas at present crossing takes place sporadically at different points.
Resident of Forrest Row: A crossing outside a school is good for childrens' safety.
Resident of Edinburgh Way: This is a welcome measure to improve safety. There is an equal need for a crossing on Bourg De Peage Avenue.
Resident of Ashurst Wood: Crossing will be very helpful
Resident of Hillary Close: Supports crossing but suggests that one is needed on Bourg De Peage Avenue between the schools. The A22 has an underpass but there is no alternative safe crossing between the schools. This location is very unsafe to cross and there is no longer a school crossing patrol.
Resident of Waterside: Crossing would provide a safe place for children to cross. A crossing on Bourg De Peage Avenue would be of benefit too as crossing here is dangerous due to amount of traffic and bad parking.
Resident of Harwoods Lane: Crossing will improve safety of children travelling to school.
Resident of the Oaks: Crossing is important for safety of children travelling to and from school. Suggests a crossing on Bourg De Peage Avenue.
Resident of Harmans Mead: Suggests a crossing is also needed on Bourg De Peage Avenue between the schools.
Resident of Stephenson Drive: Significant improvement to safety for pupils accessing the school from the south.
Resident of Upper Hartfield: A lot of parents and children cross at this location and a crossing will make it safer for them and also slow traffic.
Resident of Woking: Crossing will make crossing a busy road safer.
Resident of Stephenson Drive: There is a great need for children to cross this road and the underpass is not convenient for those walking from the direction of Herontye Drive. Lewes Road is a dangerous road to cross as traffic rarely slows for pedestrians.
Resident of Forrest Row: A crossing on Bourg De Peage Avenue would also make the area safer.
Resident of Forest row: Much safer for school children
Resident of Forest Row: Regularly drives along the road and finds children crossing in in a wave, which is an accident waiting to happen.
Resident of Dunnings Road: Crossing should proceed due to number of children crossing this section of road.
Resident of Forest Row: Crossing is badly needed, has children who attend school and seen near misses at this location. Drivers don't stop or even slow down, a safe crossing can't come soon enough.
Resident of Lancaster Drive: A crossing is also much needed on Bourg De Peage Avenue near the schools. Since son started at school has been continually concerned by the volume and speed of traffic along Bourg De Peage Avenue. Traffic calming should be considered as well as a crossing.

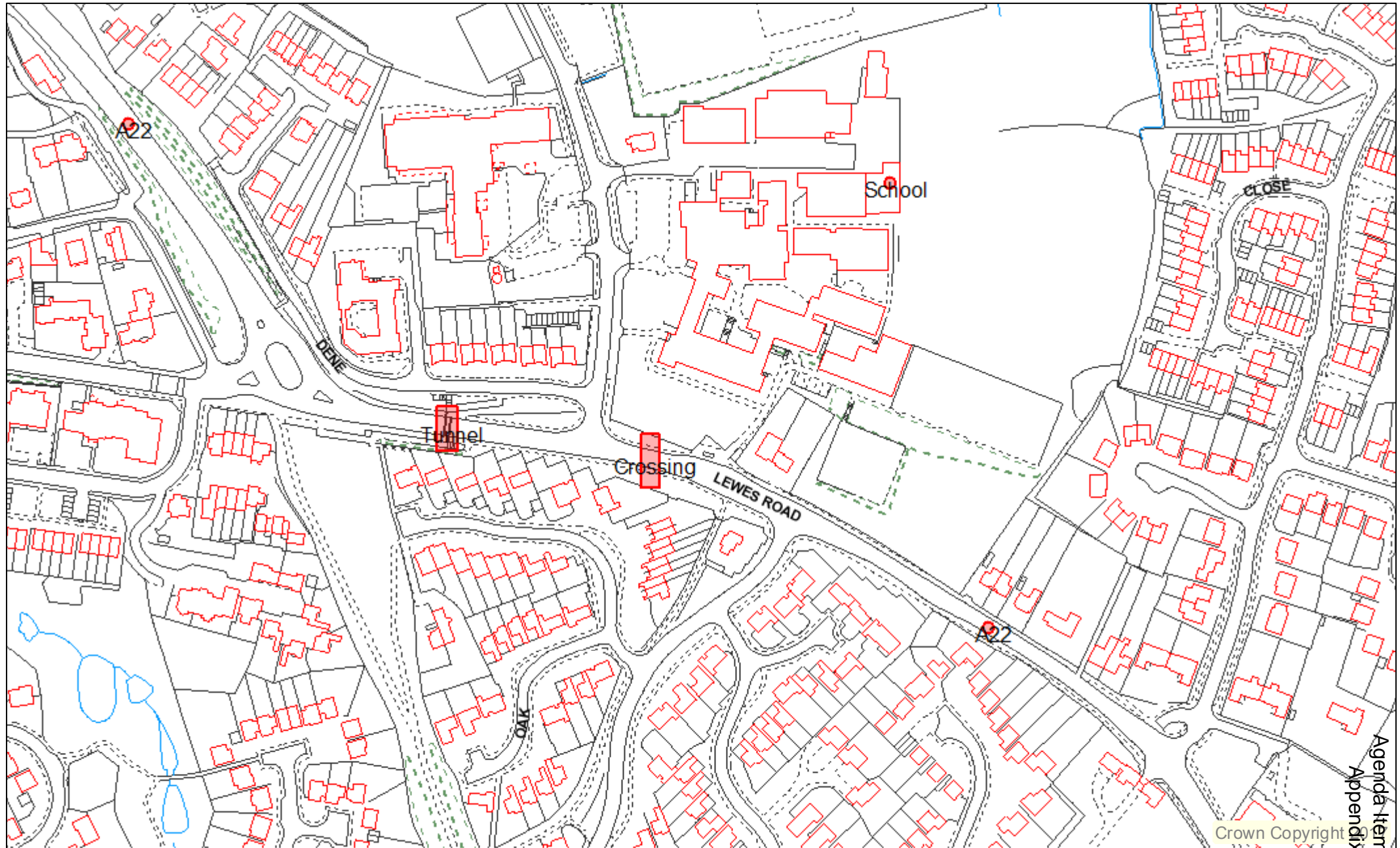
Resident of Greenhurst Drive: Crossing will save lives of adults and children alike.
Resident of Ashurst Way: This is in great need so children are safe going to school.
Resident of Hurst Farm Road: Crossing is needed for safety of Children and parents.
Resident of Perry Avenue: Crossing much needed for children at the school and local residents
Resident of Garden House Lane: Road is dangerous for children crossing on the way to school.
Resident of Lake View Road: Local roads are not safe for children, a crossing here will help children living off Herontye Drive cross the A22 safely.
Resident of Estcots Drive: A crossing is also needed on Bourg De Peage Avenue near the schools. The A22 crossing will also help cyclists accessing the route to Forest Row.
Resident of Mindelheim Avenue: Supports the crossing but suggests having sensors to allow the lights to change immediately if no cars are present and allowing an interval between the lights changing at busy times to allow the traffic to flow.
Resident of Rockdene Close: Son travels to school each day and the traffic here is crazy, creating danger for students.
Resident of Blenheim Close: Supports the proposal
Resident of Stuart Way: Has seen students struggle to cross the road here. Crossing will also help residents, when walking the dog crossing at the traffic island is unsafe as the dog can be frightened by passing traffic.
Resident of Edinburgh Way: Supports crossing but a crossing on Bourg De Peage Avenue is even more needed. Would support crossings on both roads.
Resident of Lewes Road: Many children and parents cross the road here. Council should also consider a yellow box junction or 'keep clear' area at the junction of Bourg De Peage Avenue. This junction is dangerous, especially at the start and end of the school day.
Resident of Dormansland: Parked cars near the school cause a massive issue, with traffic driving on the wrong side of the road to get round, which children are crossing the road. There is a lack of safe places for school children to cross, or for cyclists to ride.
Resident of McIndoe Road: Agrees with crossing but it will only work if people do not have to wait too long after the button is pressed. Main problem in the area is traffic on Bourg De Peage Avenue. This road should be one way or made a no through road. Little thought has been given to how cyclists will reach the crossing, how do they access the shared path?
Resident of Barton Crescent: It can take ages to crss the road with young children. A crossing is also needed in Bourg De Peage Avenue
Resident of Verbania Way: Supports the scheme.
Resident of Newton Avenue: Crossing is essential as the road is dangerous to cross.
Resident of Forest Row: Supports crossing as has a child at a local school
Resident of Woodbury Avenue: Supports scheme but strongly feels a crossing is also needed on Bourg De Peage Avenue.
Resident of Eden Vale: Supports scheme to improve safety for children

Resident of Brook Close: Although there is a subway nearby supports the scheme on safety grounds. An area wide review is needed with a crossing urgently needed on Bourg De Peage Avenue. Railings are also needed to prevent parents dropping off children in dangerous locations.
Resident of Mason Close: Proposal will encourage cycling to and from school, reducing the amount of motorised traffic on the road. Concerned that the cycle path on Herontye Drive is too short and should be longer so that it is easier to cross over and reach Forest Way.
Resident of Warburton Close: Supports crossing but feels more should be done to help children walking to school. There is no safe crossing point across Warburton Close and this could make the subway obsolete when the crossing is installed. A zebra crossing should be installed at the top of the subway ramp to help people safely cross Walburton Close, and the subway tidied up generally.
Resident of Forest Row: Supports the proposal
Resident of Forest Row: Supports the proposal
Resident of Ashdown View: Agrees crossing is needed
Ashurst Wood Parish Council: Supports a safe place for students to cross the road but has reservations about the effect of a crossing on traffic. Traffic on the A22 causes considerable tailbacks to Ashurst Wood and beyond. Providing a crossing will not encourage cycling or walking to school unless a wider scheme to provide a safe cycling/walking route from Ashurst Wood to East Grinstead is provided.
Resident of Heronty Drive: Crossing will aid potentially 1500-1800 children get to school in the healthiest way possible.
Resident of Morton Road: Approves of the crossing, but thinks a box junction marking should be installed to help traffic turn into Herontye Drive more freely. Enforcement is needed in the bus stop layby on the A22 as parents use this to drop children off then cause delays pulling back onto the A22. The slip road for traffic turning left into Heronty Drive increases the speed of traffic turning into the road. Speeds at this junction need to be reduced.
Resident of Bourg De Peage Avenue: Supports crossing which will provide a much safer point to cross on Lewes Road and force traffic to slow. Strongly suggests a further crossing is needed near the schools on Bourg De Peage Avenue, which is extremely busy. A crossing here would encourage parents and children to cross at one point, rather than weaving between parked cars. It may also encourage vehicles to drive more slowly near the schools. Traffic calming in the road would also be much appreciated.
Resident of Bulldogs Bank: Cycling Forum support the scheme but have concerns about the detail. Footway on the south side of the A22 does not have provision for a shared cycle path, is there a possibility of widening the footway to create a shared space? Current cycleway from NCN21 to west of Fairfield Road should be connected to this development. Without this connectivity there are likely to be disputes over cyclists on the pavement. Suggests a review but sustainable transport consultants.

Resident of Barton Crescent: Crossing is imperative for children getting to school. Also suggests a crossing on Bourg De Peage Avenue, which will protect children and may reduce the number of parents parking illegally outside the schools, which makes it more difficult to cross the road.

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A22 Crossing



Date:
Author: North MS CLC
Scale 1:2,467
Map Notes:

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West Sussex County Council
100023447 (2017)

Agenda Item
Appendix

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