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18 June 2018

A meeting of the Central and South Mid Sussex County Local Committee will be held at 7.00 pm on Tuesday, 26 June 2018 at Martlets Hall, Civic Way, Burgess Hill RH15 9NN

Tony Kershaw
Director of Law and Assurance

Your local County Councillors



Pete Bradbury
Cuckfield & Lucastes



Andrew Lea
Lindfield & High Weald



Joy Dennis
Hurstpierpoint & Bolney



Kirsty Lord
Hassocks & Burgess Hill South



Sujan Wickremaratchi
Haywards Heath Town



Stephen Hillier
Haywards Heath East



Anne Jones
Burgess Hill East



Andrew Barrett-Miles
Burgess Hill North

Invite you to come along to the Central and South Mid Sussex County Local Committee

County Local Committees consider a range of issues concerning the local area, and where relevant make decisions. It is a meeting in public and has a regular 'talk with us' item where the public can ask questions of their local elected representatives.

Agenda

- 7.00 pm 1. **Election of Chairman and Vice Chairman**
- The Committee is asked to elect a Chairman and a Vice Chairman for the Central and South Mid Sussex County Local Committee for the 2018/19 municipal year.
- 7.05 pm 2. **Welcome and introductions**
- Members of Central and South Mid Sussex County Local Committee are Andrew Barrett-Miles, Pete Bradbury, Joy Dennis, Stephen Hillier, Anne Jones, Andrew Lea, Kirsty Lord, Sujan Wickremaratchi.
- 7.10 pm 3. **Declarations of Interest**

Members and officers must declare any pecuniary or personal interest in any business on the agenda. They should also make declarations at any stage such an interest becomes apparent during the meeting. Consideration should be given to leaving the meeting if the nature of the interest warrants it. If in doubt contact Democratic Services before the meeting.

7.10 pm 4. **Urgent Matters**

Items not on the agenda that the Chairman of the meeting is of the opinion should be considered as a matter of urgency because of special circumstances.

7.10 pm 5. **Minutes** (Pages 5 - 12)

To confirm the minutes of the meeting of the Committee held on 20 February 2018 (cream paper).

7.15 pm 6. **Progress Statement** (Pages 13 - 14)

The document contains brief updates on statements of progress made on issues raised at previous meetings. The Committee is asked to note the report.

7.25 pm 7. **Talk With Us Open Forum**

(a) Local Member Updates – Committee members are invited to provide verbal updates on recent and upcoming items of interest within their electoral divisions.

(b) Public Open Forum - To invite questions and comments from the public present at the meeting. The Committee would encourage those with more complex issues to submit their question(s) before the meeting (ideally several days) in order to allow a substantive answer to be given. Contact us on 0330 222 2540 or email: monique.smart@wesstsussex.gov.uk

7.45 pm 8. **Hassocks and Keymer Parking and Traffic Scheme (CSM01(18/19))** (Pages 15 - 38)

Report by Director of Highways and Transport attached.

The Committee is asked to consider the proposals to improve the safety of traffic movement and parking in the villages of Hassocks and Keymer and having considered the resulting benefits to the community, authorise the Director of Law and Assurance to make the order as advertised.

8.00 pm 9. **Penland Road & Various Roads - Traffic Regulation Order (CSM02(18/19))** (Pages 39 - 94)

Report by Director of Highways and Transport & Head of Highway Operations attached.

The Committee is asked to consider the proposals for Penland and surrounding Roads and authorise the Director of Law and Assurance to make the Order as advertised except for amendments outside 38/40 Penland Road, 43/45 Penlands Road, 94/96 Turners Mill Road, 24/26 Turners Mill Road, opposite 18/22 Pasture Hill Road, as detailed in paragraph 1.12 and Appendix C of the attached report.

- 8.15 pm 10. **Balcombe Road/Borde Hill Lane & Hanlye Lane, Haywards Heath - 30 MPH Speed Limit (CSM03(18/19))** (Pages 95 - 104)

Report attached by Director of Highways and Transport.

A new residential property development is being constructed on land south of Hanlye Lane, known as the Penland Farm Development. To accommodate this, the developer has been required to re-profile the junction of Hanlye Lane with Balcombe Road/Borde Hill Lane and install a new roundabout. Safely accommodating this new junction requires an adjustment to the length of the 30 mph speed limits on the roads approaching the new junction.

The Committee is asked, having considered the objections received to the proposal, to authorise the Director of Law and Assurance to make the proposed Traffic Regulation Order as advertised.

- 8.25 pm 11. **Blackthorns Primary School - School Keep Clear Traffic Regulation Order (CSM04(18/19))** (Pages 105 - 114)

Report by the Director of Highways and Transport attached.

A Traffic Regulation Orders (TROs) to enforce School Keep Clear markings and Traffic Signs was previously agreed for priority across Mid Sussex. This included proposals for School Keep Clears for Blackthorns Primary School in Blackthorns Close.

Following two public consultation objections from local residents have been received.

The Committee are asked, having considered the objections to authorise the Director of Law and Assurance to make the order as advertised.

- 8.35 pm 12. **Prioritisation of Traffic Regulation Orders (CSM05(18/19))** (Pages 115 - 118)

Report attached by Director of Highways and Transport.

The Committee is asked to review the proposals and agrees to

progress the top three highest scoring Traffic Regulation Orders (TROs).

8.40 pm 13. **Central and South Mid Sussex Community Initiative Funding** (Pages 119 - 126)

Report by the Director of Law and Assurance.

The Committee are asked to note the report and the amount available for the Committee to allocate in 2018/19.

8.50 pm 14. **Nominations for Local Authority Governors to Maintained Schools and Academy Governing Bodies (CSMS06(18/19))** (Pages 127 - 134)

Report by Director of Education and Skills.

The Committee are asked to approve the nominations of Authority School Governors as set out in the report.

9.00 pm 15. **Date of Next Meeting**

The next meeting of the Committee will take place at 7.00 pm on Tuesday 30 October 2018 at Mid Sussex District Council – Council Chamber.

Members wishing to place an item on the agenda should notify Monique Smart via email: monique.smart@westsussex.gov.uk or phone on 033022 22540.

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

Filming and use of social media

During this meeting the public are allowed to film the Committee or use social media, providing it does not disrupt the meeting. You are encouraged to let officers know in advance if you wish to film. Mobile devices should be switched to silent for the duration of the meeting.

Central and South Mid Sussex County Local Committee

20 February 2018 - At a meeting of the Committee held at 7.00 pm at Haywards Heath Library, 34 Boltro Rd, Haywards Heath RH16 1BN

Present: Mr A Barrett-Miles (Burgess Hill North), Mr P Bradbury (Chairman, Cuckfield and Lucastes) Mrs J Dennis (Hurstpierpoint and Bolney), Mr S Hillier (Haywards Heath East), Mrs A Jones (Burgess Hill East), Mr A Lea (Lindfield and High Weald) and Mrs K Lord (Hassocks and Burgess Hill South).

In attendance: Deborah Myers (Director of Education & Skills), Nick Burrell (Senior Advisor), David Penrose (Democratic Services Officer), Gulu Sibanda (Principal Communities Officer) and Richard Speller (Highways Area Manager)

Apologies for absence were received from Mr S Wickremaratchi (Haywards Heath Town).

Welcome and Introductions

51. The Chairman welcomed everyone in attendance to the meeting and invited members of the Committee and officers to introduce themselves.

Declarations of Interest

52. In accordance with the Members' Code of Conduct the following interests were declared:-

- Mr P Bradbury declared a non-pecuniary interest in item 6, as a Trustee of the Sussex Learning Trust.
- Mr A Lea declared an interest in item 6, as he was a consultant with the University of Brighton.

Minutes

53. Resolved – that the minutes of the Central and South Mid Sussex CLC meeting held on 31 October 2017 be approved as a correct record and that they be signed by the Chairman.

Urgent Matters

54. There were no urgent matters.

'Talk with Us' Open Forum & Community Updates

55. The Chairman welcomed the members of the public who had attended in order to discuss Woodlands Mead School and invited questions and comments from them. In the ensuing discussion, the following points were made:

- Cathy Pilbeam, a teacher, invited the Committee to visit the college site and shadow staff in order to appreciate the issues and short fallings at the College.
- A parent asked when the College would be in a position to meet the obligations of the students' Education Healthcare Plans.

- A transport provider for the school stated that the college building was not fit for purpose as it was unsuitable for wheelchairs.
- Ms K Lord urged Members to visit the site. She said that simple things like going to the toilet takes too long as students with mobility issues had to cross the playground into the main building. In adverse weather conditions this was inappropriate.

56. The Director of Education & Skills stated that prior to her appointment, a discussion had been held between the County Council and the School Governors to provide funding in order to replace both outdoor double classrooms at the school with two new ones incorporating a hygiene room and well as providing a new hygiene room inside the main college building. Once the Task and Finish Group had been put in place, the governors had asked that the works be put on hold and the funding used as a central core of funds to attract additional funds to do larger and more extensive works in the future. The governing Body had then changed as terms of office expired and she had been working with new Governors over the previous year to move things forward.

57. She went on to say that funds were in place to install the internal hygiene unit and in order to enable the Council to access the Special Provision Capital Fund from the Department of Education a public consultation had been in place on the Council's website. This would close on the 22 February but there had only been two comments in support of the hygiene room on the website. If there was no public support through this consultation, the Council would not be able to access the funds. She also undertook to supply a list of dates of confidential meetings with the Governing Body where Woodlands Meed had been discussed over the past year.

58. A parent asked about the £1.5 million for extra external classrooms and hygiene rooms. She wanted to know if this sum of money would give children "Access to the full curriculum such as Science and DT, full wheelchair access, adequate heating, air conditioning and hot water to wash their hands with".

59. In reply to a question about the Court Meadow site, the Chairman said that redundant buildings were no longer under the purview of a single Directorate, but were returned to a central pool. He couldn't comment on the view that the proceeds from the sale of the Court Meadow site should be used for Woodlands Meed and said the County Council did not operate in this way.

60. The Chairman pointed out that the Committee did not have executive power over Woodlands Meed School. He said that all comments from those at the meeting, together with responses from the Director of Education & Skills, be passed to the Cabinet Member for Education and Skills for his consideration.

61. The Chairman thanked those who came to address the Committee this evening, for being forthright and frank in their views, he acknowledged the passion and commitment of the views expressed and he paid tribute to Annabelle, a pupil at the School, who had opened the discussion. He said the committee would continue to review progress.

62. Mr Chapman asked that there should be a commitment to look at the roundabout at McDonalds in Burgess Hill, as it was causing long delays in the evening. The Area Highways Manager said that the roundabout had been through

the planning process and this hadn't been identified as an issue. Motorists should keep clear of the yellow box when approaching the roundabout. A Member said he would take the issue up with the planning team at West Sussex County Council.

63. In reply to a further question, the Area Highways Manager said that the developer of the Penland Road estate had responsibility to ensure that local roads near the development did not become saturated with mud and a danger to traffic. He undertook to discuss the matter with Mid Sussex District Council.

64. The Area Highways Manager said he would follow up the request to move the 30mph zone 17 meters further out from the Denning Place development undertaken by Fairfax on Broad Street in Cuckfield.

65. A Mid Sussex District Councillor asked for an update on the parking consultation in Heath Ward in Haywards Heath. There was concern over parking restrictions in Victoria Road in Burgess Hill. The Area Highways Manager undertook to provide this to the next meeting.

66. A Member said that he had discussed the matter with residents of Victoria Road and was considering submitting a TRO to introduce a way of staggering the parking in order to ensure that parking was still available to residents.

Resolved - that the Minutes from the Meeting be brought to the attention of the Cabinet Member his consideration and that he take note of the strong depth of feeling regarding the situation in respect of Woodlands Meed School.

Haywards Heath Sixth Form School Provision

(Mr P Bradbury and Mr A Lea declared non-pecuniary interests)

67. The Director of Education & Skills said that the Haywards Heath site was now owned by the Department for Education (DfE) and in order to facilitate the creation of the Chichester College Group, comprising Chichester College and the Crawley campus of Central Sussex College, it was working with local stakeholders including Mid-Sussex District Council, West Sussex County Council and the Coast to Capital LEP to explore potential uses for the site, prioritising educational use in the first instance.

68. Care would have to be taken in order to ensure that whatever options were put to the Department were sustainable and that lessons were learnt as to why the Haywards Heath site initially went wrong. This was a large piece of work, which included work around areas such as community, business and vocational options. The intention was to provide something that would be both viable and also of interest to the Department in order to ensure that educational provision would be in place on the Harlands Road site. It was also important to ensure that existing Post-16 provision in the local area was not destabilised.

69. The Chairman added that the local MP, Sir Nicholas Soames, was very supportive and was closely involved in the process. He had made it clear that what he wanted to see was academic 6th Form provision on the site as the core offer. It was clear that whilst the statutory responsibility lay with the DfE, both Mid Sussex and West Sussex Councils needed to be closely involved. It would also be a year

before a college could open, even if a solution were to be found, as 6th form choices were made by children early on in the academic year.

70. It was noted that many of the Sixth Form Colleges presently utilised by parents in the area were already quite full, and additional provision was needed. It was agreed that the Committee supported the vision of Sir Nicholas Soames and the County Council in providing Sixth Form provision to the area around Haywards Heath.

71. In reply to a question as to whether there would be mainstream sixth form provision for children with special needs in the area, the Director of Education & Skills said that a range of options were being looked at, to be put forward to the DfE. Post-16 provision outside the maintained Sixth Form schools was not under the control of the Local Authority, so options that were put forward would be at the behest of the Department. All of the schools in the local area had good provision for special educational needs either within the mainstream or within specialist support centers. The work around the Harlands Road site had a three to five year time scale.

72. A Member supported a comment that, given the population growth in the area, consideration should be given to the provision of a STEM (Science, Technology, Engineering and Maths) college. The Chairman added that a STEM focused primary school would be delivered as part of the Hurst Farm development.

Haywards Heath Town Centre Transport Study

73. The Highways Area Manager introduced the report. He said that as part of the County Council's Strategic Transport Investment Programme a technical assessment and appraisal of transport options in Haywards Heath had been commissioned in 2014. The purpose of the Study was to develop a coherent package of transport schemes that balance the needs of all users, improve accessibility around the town centre and promote regeneration.

74. A Member said that the study had been commissioned in order to consider ways of improving the centre of Haywards Heath but that there was little funding available at the moment. The Town Council were considering a vision for Haywards Heath in twenty to thirty years' time. The schemes that were laid out in the report were funded. The Commercial Square roundabout improvements would improve pedestrian safety on Queens Road. Work in Clair Park would provide additional cycling routes in the town.

75. A member suggested that West Sussex County Council should undertake an overall traffic study of the area, including the impact that the Hurst Farm development would have on Haywards Heath. The Highways Area Manager undertook to discuss the matter further with the Chairman.

Resolved – that the Committee write to the Cabinet Member for Highways and Infrastructure to request that when the Capital Programme be revised, due consideration be given to:

- A. The proposed delivery arrangements set out in table 2, and
- B. The proposed funding allocations set out in table 3.

Progress Statement

76. The Highways Area Manager introduced the progress statement. He provided the following updates:

- That Virgin Media had started their 18 month program to deliver high speed broadband to 19,000 homes across Burgess Hill.
- South East Water has closed Oathall Road in Haywards Heath in order to upgrade the water main. It was expected that the scheme would now finish in March.
- There were a growing number of accidents on Portsmouth Lane and High Beech lane and the Road Safety Team had agreed to consider whether there were any growing trends in the area. Consideration might be given to putting in a 40mph buffer zone and starting the 30mph further south than it presently was.
- That Section 106 monies had been used in Burgess Hill to provide real time bus information at 6 bus stops.
- That a Speed Indicator Device had been stolen, but as a self-insuring organisation, another could be purchased and alternative ways of securing it considered.
- The Penland Rd TRO had received over 120 objections and was being reviewed. There would be an increasing demand for on street parking in the area as car parks were closing down. The original proposals to remove on street parking would be taken out of the TRO, but the additional ones that had been included would remain. It would be brought to the meeting in June.
- The three TRO's in Hayward Heath that included Northlands Avenue, Bentswood area, Wealden Way, Lucastes Lane & Bolnore Road and Sergison Road would be brought forward shortly. Adverts would be issued shortly for the two TROs in Burgess Hill which comprised Crescent Road (& other roads) and Burgess Hill Manor Road, Leyland Park, Valebridge Drive, Adur Road and Stirling Court Road.
- It was noted that these were all large, relatively complex schemes, and that the intention going forward was for the Committee to address local, safety issues through the TRO process which would be designed and delivered within the calendar year. Larger parking issues would go through a separate process.

77. Resolved - that the Committee note the written and verbal updates.

A2300 Outline Business Case

78. The Committee noted the report. The Area Highway Manager said that funding was now available to complete the road by building the north carriageway. He added that the present central reservation crossovers would be removed when the road became a dual carriageway.

79. The Chairman said that he had received representations from the owners of Hickstead, which was a very important attraction in the heart of Mid Sussex. It was also stated by the local Member and the Chairman of Twineham Parish Council that

18 comments had been received about the draft plans. The Director of Highways and Transport would be meeting with them in order to address their concerns.

Transforming Grants: Crowdfunding

80. The Senior Advisor provided a presentation on the proposal to change the Council's funding model from a paper based system to an online Crowdfunding system.

Central and South Mid Sussex Community Initiative Funding Applications

81. The Committee considered a report on Community Initiative Funding by the Director of Law, Assurance and Strategy (copy appended to the signed minutes)

82. The Committee debated the respective merits of the current applications.

83. Resolved: that the following applications be approved:

99/CSMS - St Francis Bowls Club, £1,000.00 towards rebuilding of changing rooms. However the Committee wanted to see action to make the facilities more available to the local community.

107/CSMS - St Andrew's Church, £2,500.00 towards refurbishment and building of toilets.

111/CSMS - Bolney Local History Society, £2,000.00 towards publishing local history book.

113/CSMS - Sussex Clubs for Young People, £830.00 towards setting up the Duke of Cornwall Award.

139/CSMS - Burgess Hill Shed, £2,120.00 towards upgrade of Dust extractor

147/CSMS - Mid Sussex Cultural Group, £2,884.00 towards putting on classes.

152/CSMS - Clayton Volunteer Group, £2,430.00 Village Gateway Initiative

153/CSMS - FLaCK: Freeks Lane Community Kiosk, £565.00 towards renovation of community kiosks

155/CSMS - Haywards Heath Town Team CIC, £500.00 towards The River of Poppies.

160/CSMS - Poynings Volunteers, £2,500.00, towards children's play equipment.

164/CSMS - Haywards Heath Twinning Association, £1,500.00 Anniversary Project

172/CSMS - MSOPC, £695.00 towards outreach lunch.

175/CSMS - Cuckfield Bookfest, £1,500.00 towards Bookfest 2018.

193/CSMS - Bolney Volunteers, £3,000.00 towards Speed Indicator Device.

Nominations and Appointments to School and Academy Governing Bodies

84. The Committee considered a report by the Director of Children, Adults', Families, Health & Education (copy attached to the signed minutes).

85. Resolved –That the Committee approved the following nomination under the 2012 Regulations:-

- (1) Appointment: Cllr Joy Dennis for a four year term to Gattons Infant School and Mrs Susan Hatton for a four year term to Windmills Junior School;
- (2) Re-appointment: Mrs Denise Harbour for a further four year term to St Mark's C.E. Primary School and Mrs Claire Homer for a further four year term to Northlands Wood Primary Academy

Date of Next Meeting

86. The Chairman confirmed that the next meeting of the South and Central Mid Sussex County Local Committee would be held on Tuesday 26 June 2018 at 7pm at a venue to be confirmed.

The meeting closed at 22.24pm

Chairman

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Central and South Mid Sussex County Local Committee

26 June 2018

Progress Statement

Item	Topic	Issue	Action required by
Minutes of 01.12.15	Talk with us	Commuter parking at Wivelsfield Railway Station	Area Highway Manager
Awaiting confirmation that Section 106 funding has been released from the St. Wilfred footbridge project and Community Highway Scheme Moderation panel approve remedial measures.			
20.02.18	Talk With Us	Woodlands Meed School	Deborah Myers
Following the discussion at the last meeting some further questions have been raised by parents. A response to those is being prepared by officers and the Cabinet Member and will be shared before the next meeting.			
20.02.18	Haywards Heath Six Form School provision	Haywards Heath Six Form School provision	Richard Burrett
Following discussion at the last meeting, this matter was also raised at Full Council and the Cabinet Member undertook to provide a briefing for Members on the current situation with regard to the partnership working to re-establish Post-16 provision in the Haywards Heath area.			
Misc		Cuckfield Road Works	Area Highways Manager
Update to be provided at the meeting.			

Traffic Regulation Order Updates

	TRO Priorities- Previously Selected By Central Mid Sussex CLC	Latest Update
1	Northlands Ave (& other side roads), Hayward Heath	Pre-advertisement preparation stage
2	Bentswood area, Hayward Heath (inc St Josephs Way)	<i>Programmed for delivery in 2017/18</i>
3	Wealden Way , Lucastes Lane & Bolnore Road, Sergison Road, Hayward Heath	<i>Programmed for delivery in 2017/18</i>

	TRO Priorities- Previously Selected By South Mid Sussex CLC	Latest Update
1	Crescent Road (& other roads), Burgess Hill	Pre-advertisement preparation stage
2	Manor Rd, Leyland Park, Valbridge Drive, Adur Road and Stirling Court Road, Burgess	Pre-advertisement preparation stage

	Hill	
	Joint TRO program for Central & South Mid Sussex CLC	Latest Update
1	Three TRO's To be selected when results of RSA know.	

Community Highway Scheme and IWP scheme updates

Town / Parish	Scheme	Status
Hassocks	Traffic and Parking scheme	Implementation in progress
Haywards Heath	Oathall Road/ Ave junction improvement	Advanced stage of purchasing land, design. Implementation imminent.
Haywards Heath	Queens Road	Informal consultation underway.
Haywards Heath	Transport Study	Business Park signage and Clair Park Cycleway, design in progress. South Road public realm status unknown
Cuckfield	London Lane	Detail Design drawings to be issued for consultation imminent.
Cuckfield	Pedestrian crossing A272	Detail Design drawings to be issued for consultation imminent.
Hurstpierpoint	Touch 4 access path	Detail Design drawings to be issued for consultation imminent.
Bolney	CLC £2K The Street traffic calming	Options being considered
Hassocks	Railway Station parking	Parish and Section 106 funding TRO in progress.
Burgess Hill	Green Circle crossing of A273	Passed Moderation and preliminary design started.
Burgess Hill	East end of Janes Lane Change to speed limit	Passed Moderation and preliminary design started.
Burgess Hill	West end of Janes Lane Pedestrian crossing	Passed Moderation and preliminary design started.
Haywards Heath	Church Road Pedestrian crossing	Passed Moderation and preliminary design started.
Ansty	Footway improvement scheme	Passed Moderation and preliminary design started.

Central and South Mid Sussex County Local Committee	Ref No: CSM01(18/19)
26 June 2018	Key Decision: No
Hassocks and Keymer Parking and Traffic Scheme	Part I
Report by Director of Highways and Transport	Electoral Division(s): Hassocks and Burgess Hill South

Summary

A scheme to improve the safety of traffic movement and parking in the villages of Hassocks and Keymer was approved by South Mid Sussex CLC to mitigate the following issues identified from consultation with the community:

- Obstruction caused by indiscriminate parking especially in areas without parking restrictions and to improve traffic flow.
Proposed Measure: Parking restrictions introduced to keep sections clear of parked vehicles and maintain traffic flows, particularly for large vehicles.

These features and their proposed installation were advertised as part of the necessary Traffic Regulation Order process from 18 January 2018. In total 9 objections were received all of which were related to the parking restrictions. The speed limit change on Lodge Lane did not receive any objections and has already been implemented.

The scheme was planned for inclusion in the 2017/18 Programme; the contested Order currently prevents the implementation of the Parking regulation amendment. If the order is made as advertised, this will be implemented in the 2018/19 programme.

The following improvements were not subject to the traffic regulation order and have been implemented:

- Improve road user's visibility splays and reduce vehicle speeds at the Keymer Road junctions with Ockley Lane and Lodge Lane.
Measure Implemented: Works to narrow the junction bell mouths, coloured imprint surfacing to highlight the junctions and improvements to the adjoining footpaths at Keymer Road junctions with Ockley Lane and Lodge Lane
- Improve crossing location and waiting area for pedestrians and particularly school children waiting to cross Woodsland Road.
Measure Implemented: Footway widened on both sides of Woodsland Road
- Speeding traffic along Lodge Lane, particularly where the speeds limit changes from 30mph to national speed limit.
Measure Implemented: A change of speed limit on Lodge Lane to 40mph.

Recommendation

That the Central and South Mid Sussex County Local Committee, having considered the resulting benefits to the community outweigh the objections raised, authorises the Director of Law and Assurance to make the Order as advertised.

Proposal

1 Background and Context

- 1.1 Hassocks and Keymer are historic villages that sit underneath the South Downs escarpment and just a few miles north of the city of Brighton & Hove, on the south coast. It has direct links to the South Downs National Park and the South Downs area, with good multi modal links.
- 1.2 The main B2166 runs through both villages and as with the majority of the roads is presently subject to a 30 mph speed limit.
- 1.3 The lack of parking restrictions added to the good rail links from Hassocks railway station to onward routes between Brighton and London Gatwick, make the village an attractive parking area for commuters. This has a knock on effect on the local parking and currently there are no parking strategies in place to provide alternatives to this.
- 1.4 Following initial studies carried out by Hassocks Parish Council looking at the parking and traffic issues through the village, WSCC commissioned a feasibility study to prioritise the main issues. Following public consultation with the community a scheme was devised to address these issues, although it was noted at the outset that a lot of these would not be removed but most likely be moved on further afield.
- 1.5 Within Keymer village the issues were related to potential traffic speed, narrow footways and manoeuvres at junctions.

2 Proposal

- 2.1 Introduce new parking bays limiting waiting to 2 hours, no return within 2 hours 8am to 6pm Mon-Sat on the following roads: Chancellors Park, Downs View Road, Grand Avenue, Stanford Avenue, Woodland Road.
- 2.2 Introduce or amend the layout of single yellow lines prohibiting waiting 8am to 6pm Mon -Sat on lengths of the following roads: Friars Oak Road, Grand Avenue, Little Copse Road, North Court.
- 2.3 Introduce or amend the layout of double yellow lines prohibiting waiting at any time on lengths of the following roads: Little Copse Road, Pine Trees, Semley Road, Stanford Avenue, Wilmington Close, Woodland Road.
- 2.4 These features, which are subject to the proposed Order, are shown on drawings:

- c_midsussex tq2915nes
- c_midsussex tq3015nes
- c_midsussex tq3015nwn
- c_midsussex tq3015nws
- c_midsussex tq3015sen
- c_midsussex tq3016sws

These plans are included in Appendix B.

- 2.5 This order was proposed for the purpose of facilitating the passage of traffic and avoiding danger to persons or traffic.

3 Resources

- 3.1 The capital works will be undertaken by the County Council's term contractor under an agreed target price in order to achieve best value for money and £5,000 has been allocated for this.
- 3.2 Maintenance costs are expected to be minimal and will be absorbed through existing Highways Revenue Budgets
- 3.3 Value for money will be demonstrated through the proposal meeting the aspirations of the local community by aiding the reduction of vehicle speeds and unobstructed flow in the areas identified in Hassocks.

Factors taken into account

4 Consultation

- 4.1 Formal consultation with respect to the traffic regulation order parking restrictions took place from 18 January 2018.
- 4.2 **Members** – The Local Member did not raise any objections.
- 4.3 **External** – Mid Sussex District Council and Sussex Police raised no objections.
- 4.4 **Public** – Altogether 9 representations stating objections were received from members of the public. These are detailed, with responses, in Appendix A.

5 Risk Management Implications

- 5.1 The risk to the County Council is limited should the proposed Traffic Regulation Order be made.
- 5.2 No adverse impacts to residents or road users have been identified by the proposed parking restrictions.

6 Other Options Considered

- 6.1 No other options considered for the parking restrictions.

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, gender and sexual orientation.
- 7.2 The protected characteristics have been duly assessed in the course of this proposal's consideration. 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 proposed measures to improve the safety of traffic movement and parking will address some of the concerns with maintaining traffic flows caused by indiscriminate parking raised by residents of Hassocks and Keymer, giving a social benefit to those living there.

9 Crime and Disorder Act Implications

- 9.1 The Council does not consider there to be any foreseeable Crime and Disorder Act implications associated with this proposal. Sussex Police have confirmed that they consider there are no issues in relation to the Act.

10 Human Rights Implications

- 10.1 The Council does not consider there to be any foreseeable Human Rights implications associated with this proposal.

Lee Harris
Executive Director of Economy,
Infrastructure and Environment

Matt Davey
Director of Highways and Transport

Contact:

Roland Plumb (WSCC Project Manager) 0330 222 6479
Syed Islam (WSCC Senior Highway Engineer) 0330 222 3177

Appendices

Appendix A – Consultation Response Summary

Appendix B – Plans of Advertised Proposals

Background Papers

None

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Summary of Comments and Objections
West Sussex County Council
(Mid Sussex District) (Parking Places & Traffic Regulation)
(Consolidation No.2) Order 2006)
(Hassocks: Various Roads Amendment) Order 2018

Comments	Engineer's Response
<p>Resident of Chancellors Park: Objects to the proposals on Chancellors Park –</p> <p>The proposed changes add to the problems of obstruction caused by heavy commuter parking in the road by forcing five cars to be parked further down an already congested road. When the road is congested cars and lorries mount the grass verges to inch through gaps and get through.</p> <p>Planning applications are being considered which could potentially increase the number of houses in Hassocks by 900+. The knock on effect on traffic and parking in Hassocks will also make the current problems worse with motorists trying to find "rat runs" and alternatives to avoid the congestion.</p> <p>Changes in Hassocks should be made in conjunction with changes to address the commuter parking problem, not separately.</p> <p>Replacing existing parking with 2hr limit parking will only make the current situation worse as it will result in more cars parking further down the road and making it even more congested than it is today.</p>	<p>The proposed parking restrictions on the Chancellors Park are to assist in maintaining the traffic flow, by creating areas for vehicles to pass within this heavily parked road and traffic, particularly larger vehicles such as HGV's and Waste Collection vehicles, struggle to pass through or are totally obstructed. At the same time formalised parking to help ease the parking issues.</p> <p>These proposals may shift the problem parking further afield, however this is unavoidable when small scale measures such as this are implemented and an area wide parking strategy may better address the general parking issues in Hassocks and Keymer.</p>
<p>Resident of Farm Close: Objects to the proposals - why are there no proposals for parking restrictions in Stonepound Road? This road is used as a rat run and has no passing spaces when cars are parked along the southern end of the road. This creates chaos when cars are travelling in both directions.</p> <p>Parking on the bend in Stonepound Road completely restrict the view of the road ahead when travelling northwards. Steps are being taken to address parking in North Court. Unless something is done about the parking in Stonepound Road then the council is sending more cars into this area to block the road.</p>	<p>Stonepound Road was not included in the original scope of the works, nor during the subsequent design process that has been implemented; and therefore not considered for this scheme.</p>
<p>Resident of Downs View Road – Supports the scheme – Regularly sees major problems on Downs View Road, working from home recently respondent saw cars parked in a way that resulted in vans being unable to get passed them and reversing back along the road. An ambulance or fire engine would have been obstructed.</p>	<p>Comment noted.</p>

<p>Resident of Little Copse Road – Supports the scheme but suggests amendments: Restrictions should be placed on the bend joining Little Copse Road to Abbots Close.</p> <p>Single yellow line on Little Copse Road should be extended to finish at no.25 to make it easier for lorries and emergency vehicles get by.</p> <p>Vehicles parking on the pavement at this location people with pushchairs or wheelchairs will be forced to use the road.</p> <p>Many problems in the area are caused by commuter parking and it was previously suggested to prohibit parking from 11am to 12pm Monday to Friday. This would solve the problem and be easy to enforce.</p>	<p>Comment noted. The restrictions in addition to the proposals are beyond the scope of the current scheme.</p>
<p>Resident of North Court: Objects to the location of the parking restrictions - supports the proposal as commuter parking is at ridiculous levels, however, the proposal for the single yellow line in North Court should be outside the houses and not on the grassed bend opposite. Respondent’s drive has been blocked in on numerous occasions by commuters parking and a yellow on the bend will force the commuters to battle for a space nearer driveways.</p> <p>Supports the proposal for the other roads in Hassocks but North Court should be re-considered. A residents parking scheme would be preferable.</p>	<p>The proposed parking restrictions on the bend in North Court are to assist in maintaining the traffic flow, by creating areas for vehicles to pass within this heavily parked road and traffic, particularly larger vehicles such as HGV’s and Waste Collection vehicles, struggle to pass through or are totally obstructed.</p> <p>These proposals may shift the problem parking further afield, however this is unavoidable when small scale measures such as this are implemented and an area wide parking strategy may better address the general parking issues in Hassocks and Keymer.</p>
<p>Resident of North Court: Objects to the proposals - Proposed restriction in North Court will encourage the cars that arrive on a daily basis to access the park in the remaining lengths of the road. There needs to be provision for ample parking for the station that is cheap enough for commuters to use.</p> <p>Scheme inconveniences residents but leaves commuter parking problems.</p>	<p>The proposed parking restrictions on the bend in North Court are to assist in maintaining the traffic flow, by creating areas for vehicles to pass within this heavily parked road and traffic, particularly larger vehicles such as HGV’s and Waste Collection vehicles, struggle to pass through or are totally obstructed.</p> <p>Agree that the proposals may shift the problem parking further afield, however this is unavoidable when small scale measures such as this are implemented and an area wide parking strategy may better address the general parking issues in Hassocks and Keymer.</p>
<p>Resident of North Court: Objects to the proposals -</p> <p>Proposed restrictions on the bend in North Court, combined with restrictions in nearby roads, will increase the demand for parking in the remaining parts of the road. This will obstruct bin lorries and</p>	<p>The proposed parking restrictions on the bend in North Court are to assist in maintaining the traffic flow, by creating areas for vehicles to pass within this heavily parked road and traffic, particularly larger vehicles such as HGV’s and Waste Collection vehicles, struggle to pass through or are</p>

<p>ambulances and block residents' driveways.</p> <p>Suggests:</p> <ul style="list-style-type: none"> • restricted parking on one side of the road, to avoid any narrow areas to allow for ambulances and bin lorries as well as removal vans and delivery trucks to pass. • restrict parking 1 metre either side of each drive way • Mark parking bays to keep parking in areas where it can be accommodated without obstruction. • Introduce a residents parking scheme. 	<p>totally obstructed.</p>
<p>Residents of North Court: Objects to the proposals – Proposal will increase the commuter and holiday car parking, for many roads, including North Court.</p> <p>There are many times when we have great difficulty exiting our driveways; due to the inconsiderate parking.</p> <p>With the new regulations, the whole of the close will be constantly filled with commuter and holiday cars leaving residents' visitors nowhere to park.</p> <p>A restriction of 1 hour a day, say 10 to 11am would solve this problem.</p>	<p>The proposed parking restrictions on the bend in North Court are to assist in maintaining the traffic flow, by creating areas for vehicles to pass within this heavily parked road and traffic, particularly larger vehicles such as HGV's and Waste Collection vehicles, struggle to pass through or are totally obstructed.</p>
<p>Resident of North Court: Objects to the proposals - Is grateful that the Council realises that there is a parking problem in North Court, caused mainly by commuters blocking the road with their cars from approximately 7am until 7pm. The plans, whilst admirable for safety reasons will cause more problems for residents</p> <p>Restricting parking on the bend will push commuters to park in every available space and the road will be full. Recently observed 11 cars parked on the bend and 2 in the turning space this week. Some left overnight.</p> <p>Those 11 cars will move further into the road, parking either side of driveways, causing restricted vision and access to the properties. It will also restrict the ability of residents to have visitors, tradesmen, medical assistance (one resident has a carer twice a day) and in the case of residents having more than one car this will mean no road space for them to park close to their own property.</p> <p>At the moment some residents have to park with wheels on the pavement because of the narrowness of the road.</p> <p>Understands the need to keep the turning space free as lives close to it and often has large lorries turning on their driveway as they are unable to use the turning area due to parked cars. Requests that parking is restricted on weekdays only and not at</p>	<p>The proposed parking restrictions on the bend in North Court are to assist in maintaining the traffic flow, by creating areas for vehicles to pass within this heavily parked road and traffic, particularly larger vehicles such as HGV's and Waste Collection vehicles, struggle to pass through or are totally obstructed.</p>

Agenda Item 8
Appendix A

<p>weekends The residents have previously asked for a one hour parking restriction in the road, preferably between 9 and 10 am. This would allow the residents to carry on their business as normal and eliminate the need for yellow lines as the road would not be full. All nearby roads are full to capacity with three cars parking daily on the grass verge in Stanford Avenue causing it to be a sea of churned-up mud. Another alternative is a residents parking scheme.</p> <p>Accepts that roads are to be available to everybody, Unfortunately North Court is used as a car park instead of a residential road.</p>	
<p>Resident of North Court – Supports the proposal: requests that the new single yellow line is extended to outside no.s 28 &51. This will aid bin lorries to turn round to leave the close.</p>	<p>Comment noted. The restrictions in addition to the proposals are beyond the scope of the current scheme.</p>
<p>Resident of Pine Trees: Supports the proposals but wishes for some amendments to be made – Approves of measures to ease parking problems but suggests amendments to the proposed restrictions. The double yellow lines proposed at the junction of Stonepund Road should be extended to a point opposite the entrance to the Old Coachhouse. This would prevent creative parking which causes obstruction at this location. Respondent also highlights areas where verge parking frequently takes place and requests measures be taken to prevent this. Restrictions will need proper enforcement.</p>	<p>Comment noted. The restrictions in addition to the proposals are beyond the scope of the current scheme.</p>
<p>Resident of Semley Road – Supports proposed restrictions: Rail users park cars on grass verges and makes the road into a chicane with little clearance for vehicles, making emergency access difficult. Restrictions would be beneficial at the junction of North Court and Stanford Avenue. Downs View Road is difficult to access for vehicles such as minibuses.</p>	<p>Comment noted. The restrictions in addition to the proposals are beyond the scope of the current scheme.</p>
<p>Resident of Semley Road – Supports proposed restrictions: Proposals show gaps between the areas of 2 hour limited waiting restrictions which should be double yellow lines. The junction of Semley Road is shown with a limited waiting restriction when this should be double yellow lines.</p>	<p>Comment noted. The restrictions in addition to the proposals are beyond the scope of the current scheme.</p>
<p>Resident of Stanford Avenue: Objects to prohibition of waiting at any time outside 26 to 32 Stanford Avenue: The proposal is suggested to prevent objectionable parking. The objectionable parking is that of commuters and holiday makers using Stanford Avenue for long term and station parking. This would reduce parking availability for</p>	<p>The proposed parking restrictions on Stanford Avenue are to assist in maintaining the traffic flow, by creating areas for vehicles to pass within this heavily parked road and traffic, particularly larger vehicles such as HGV's and Waste Collection vehicles, struggle to pass through or in some cases</p>

<p>legitimate visitors. A far better solution is to introduce 2 hour limited waiting zones in these areas. The issue is of commuter parking and not of problem parking. In three years as a local resident respondent has not been aware of any adverse incident that resulted from parking in the area proposed to be yellow lines.</p>	<p>obstructed.</p>
<p>Resident of Stanford Close: Objects to the proposal – Proposed restrictions will prevent parking in front of their home. One resident at the property works shifts and the other needs to park close to home due to a long term medical condition.</p>	<p>These proposals may displace local parking as well as shift the problem parking further afield, however this is unavoidable when small scale measures such as this are implemented and an area wide parking strategy may better address the general parking issues in Hassocks and Keymer.</p>
<p>Resident of Hassocks – Supports proposed restrictions: Commuters presently park on grass verges causing damage and cars are often dumped for a week or more by people going on holiday. Proposals will help problems round schools and local businesses and improve everyday life for residents.</p>	<p>Comment Noted.</p>

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No waiting
at any time



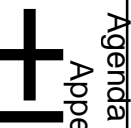
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MID SUSSEX DISTRICT: HASSOCKS
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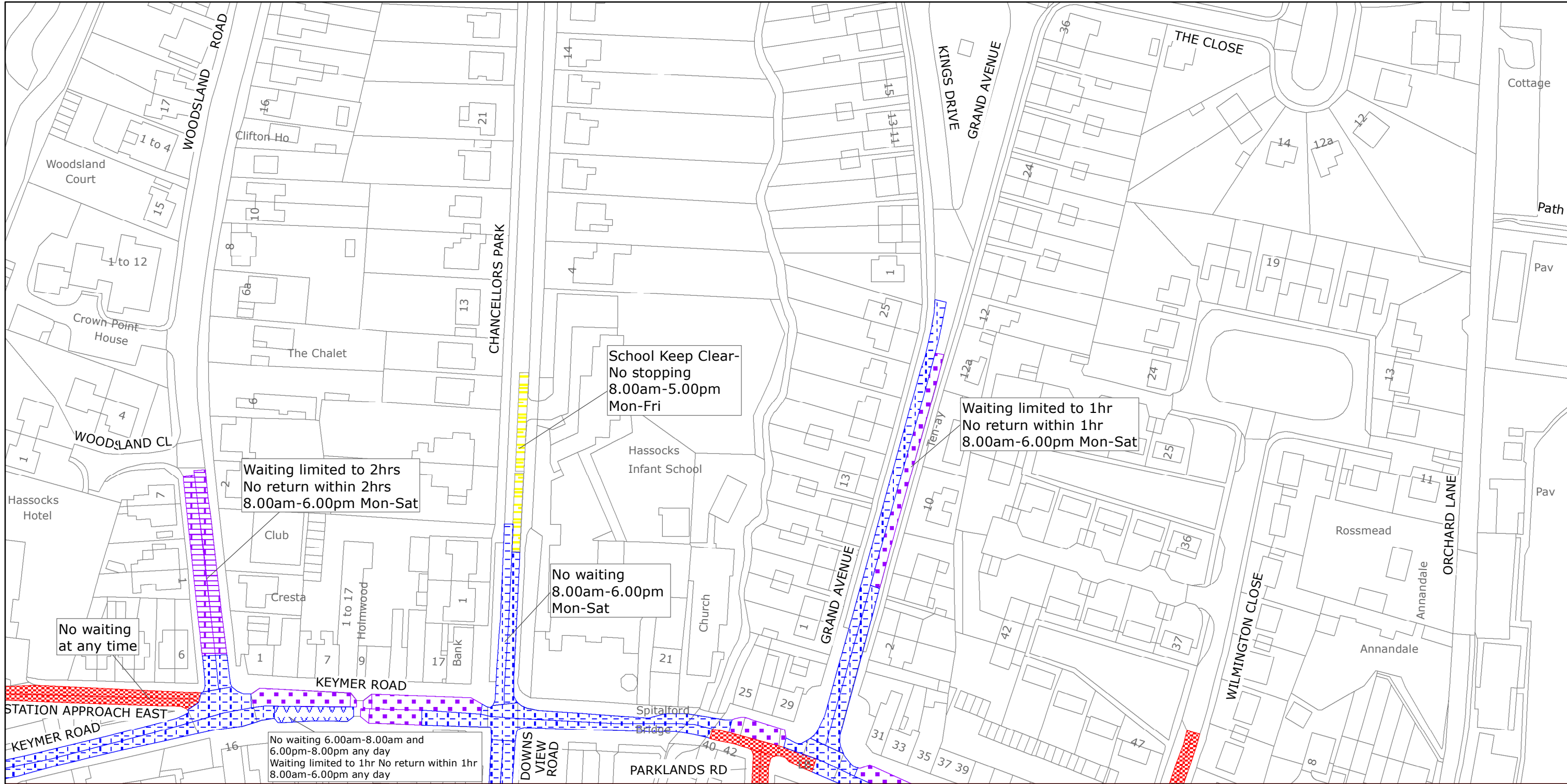
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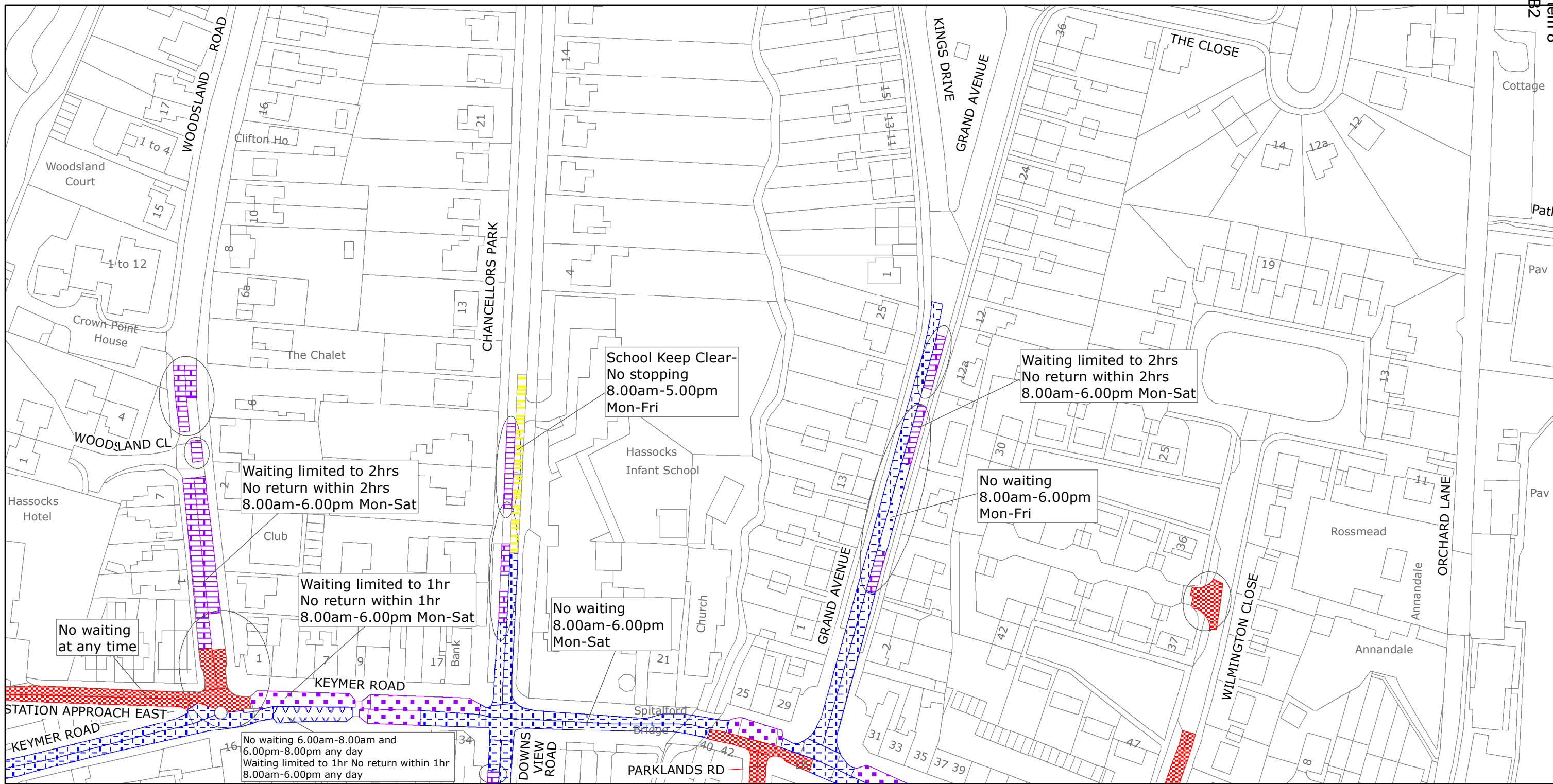
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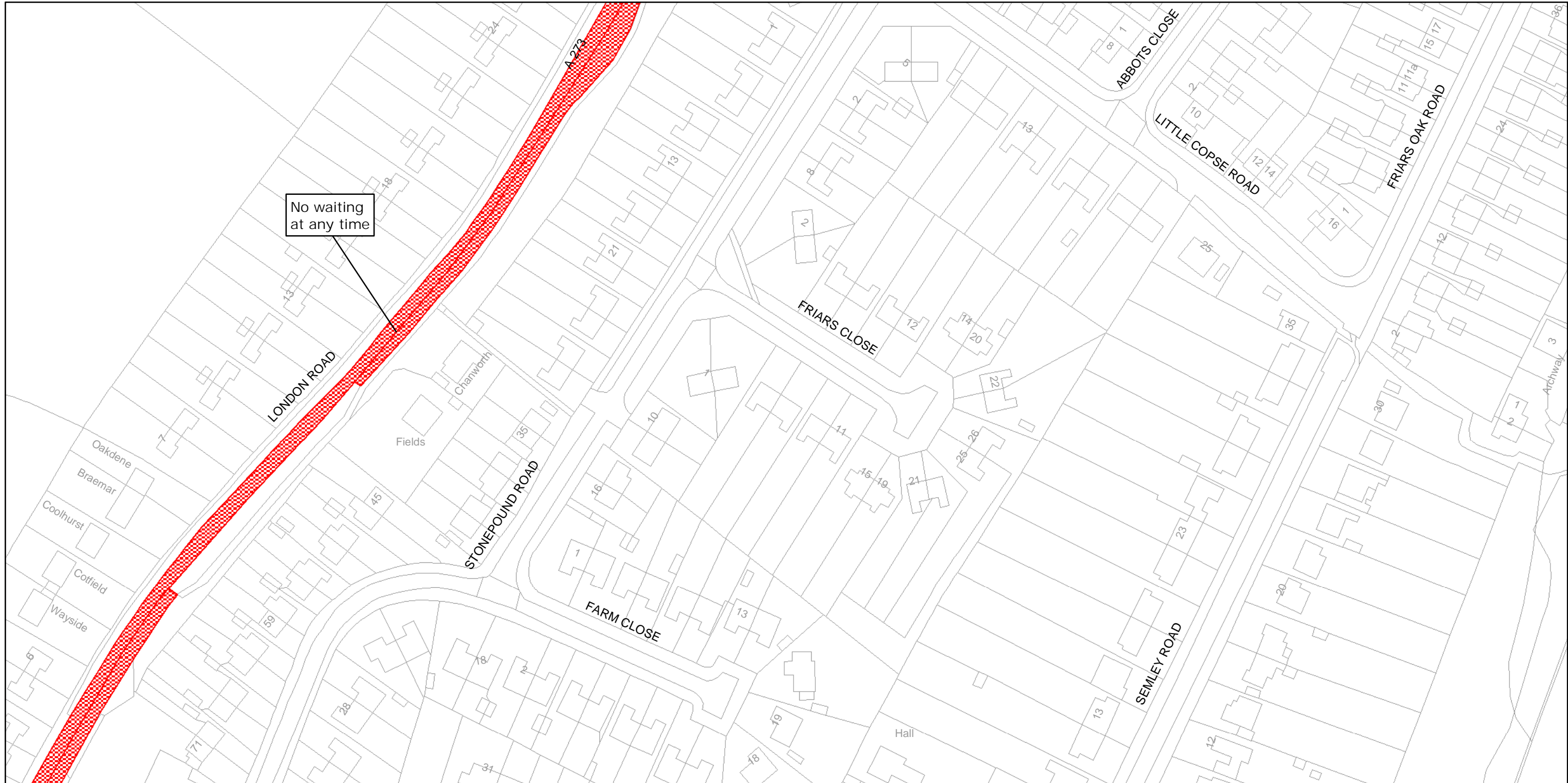
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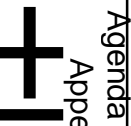
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No waiting
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No waiting
8.00am-6.00pm
Mon-Fri



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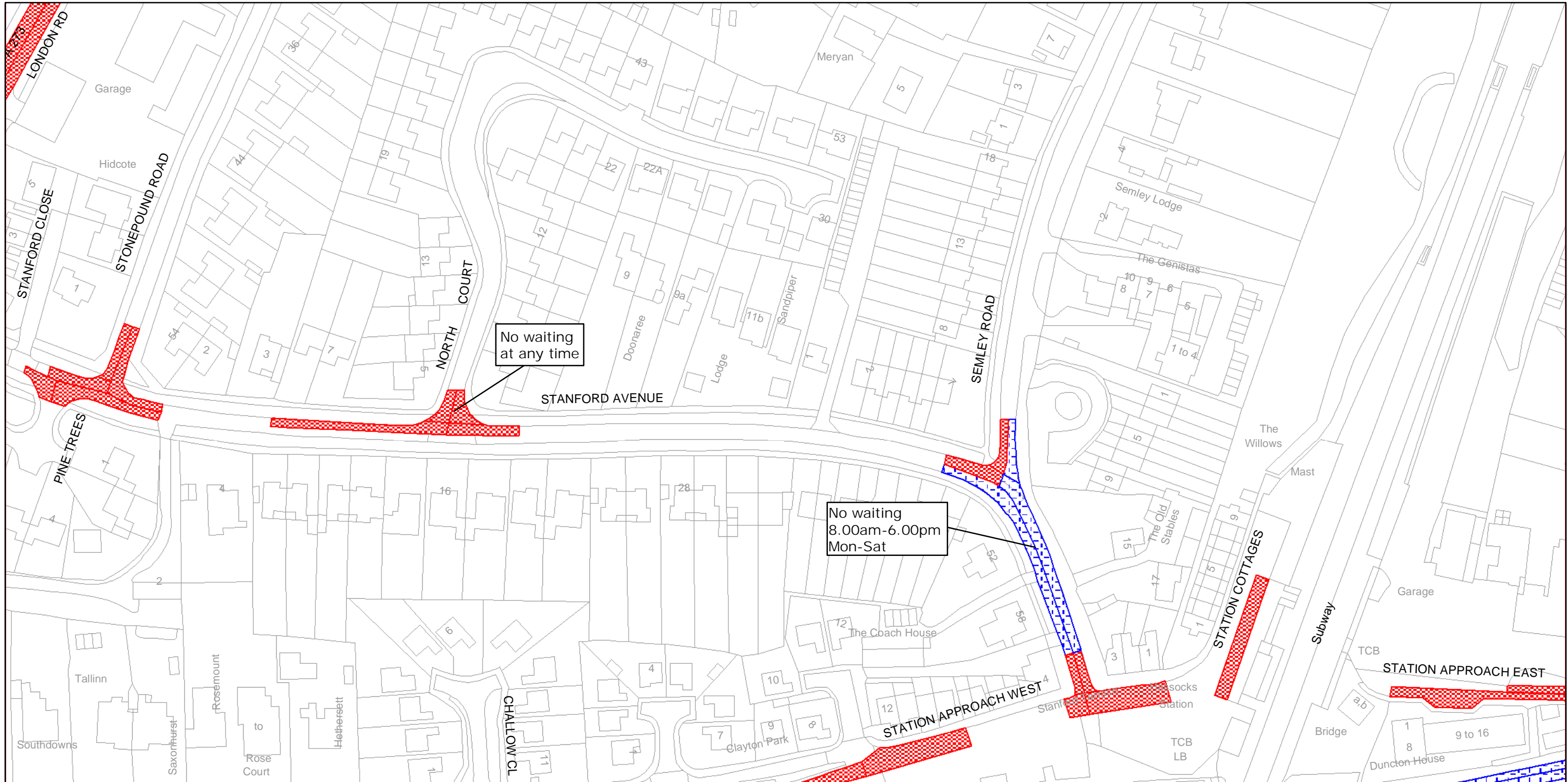
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No waiting at any time

No waiting 8.00am-6.00pm Mon-Sat

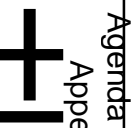


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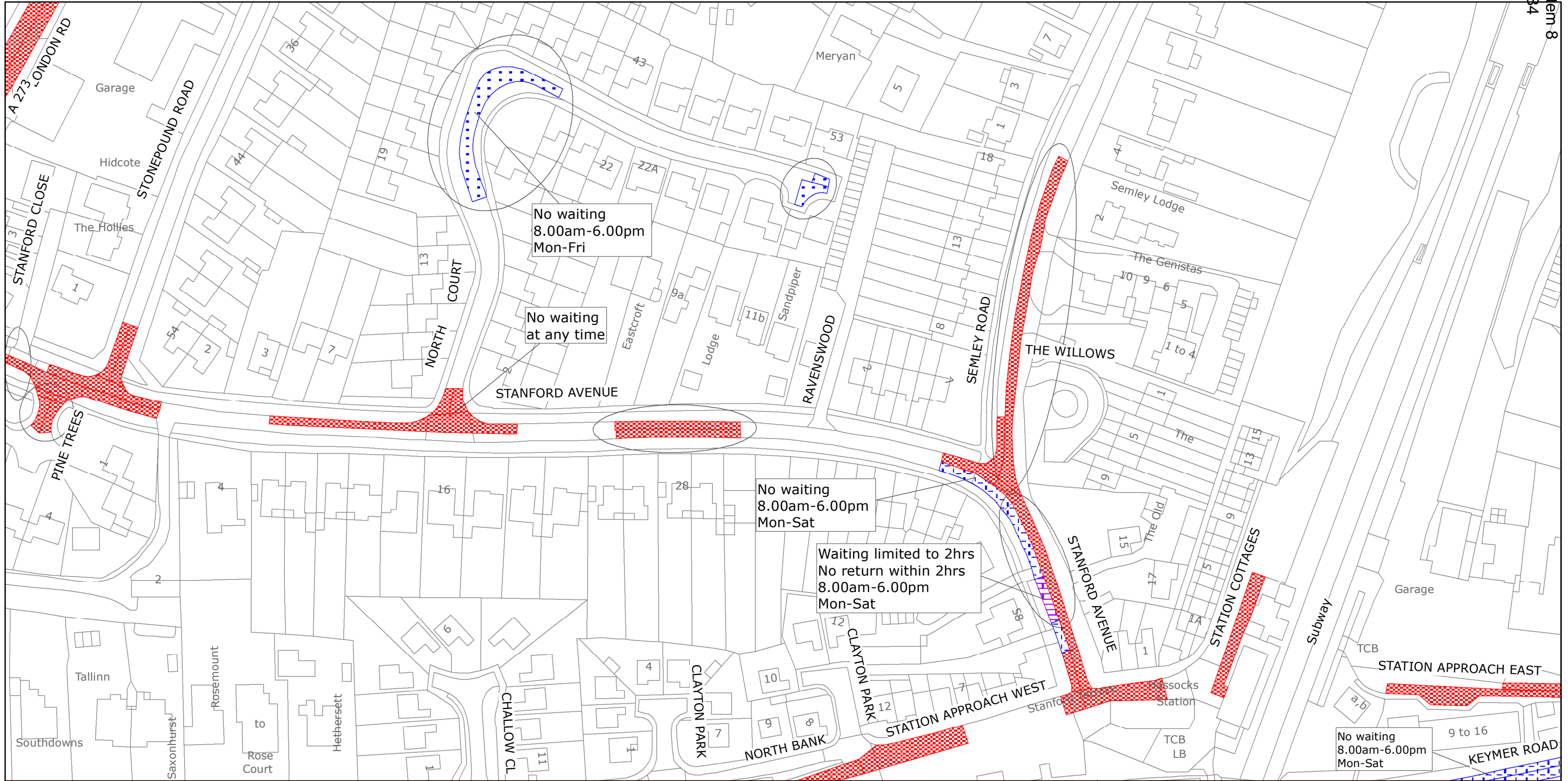
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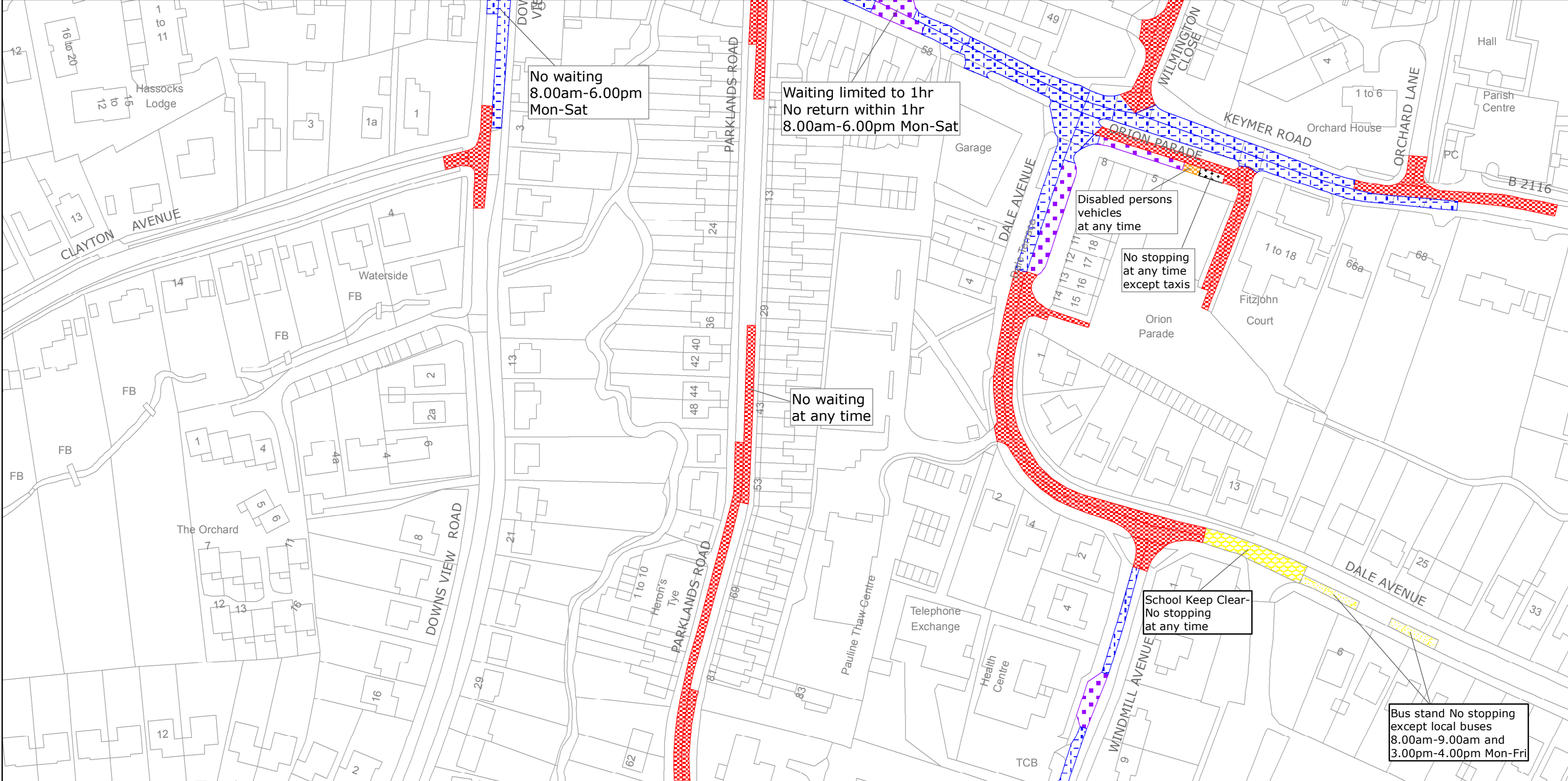
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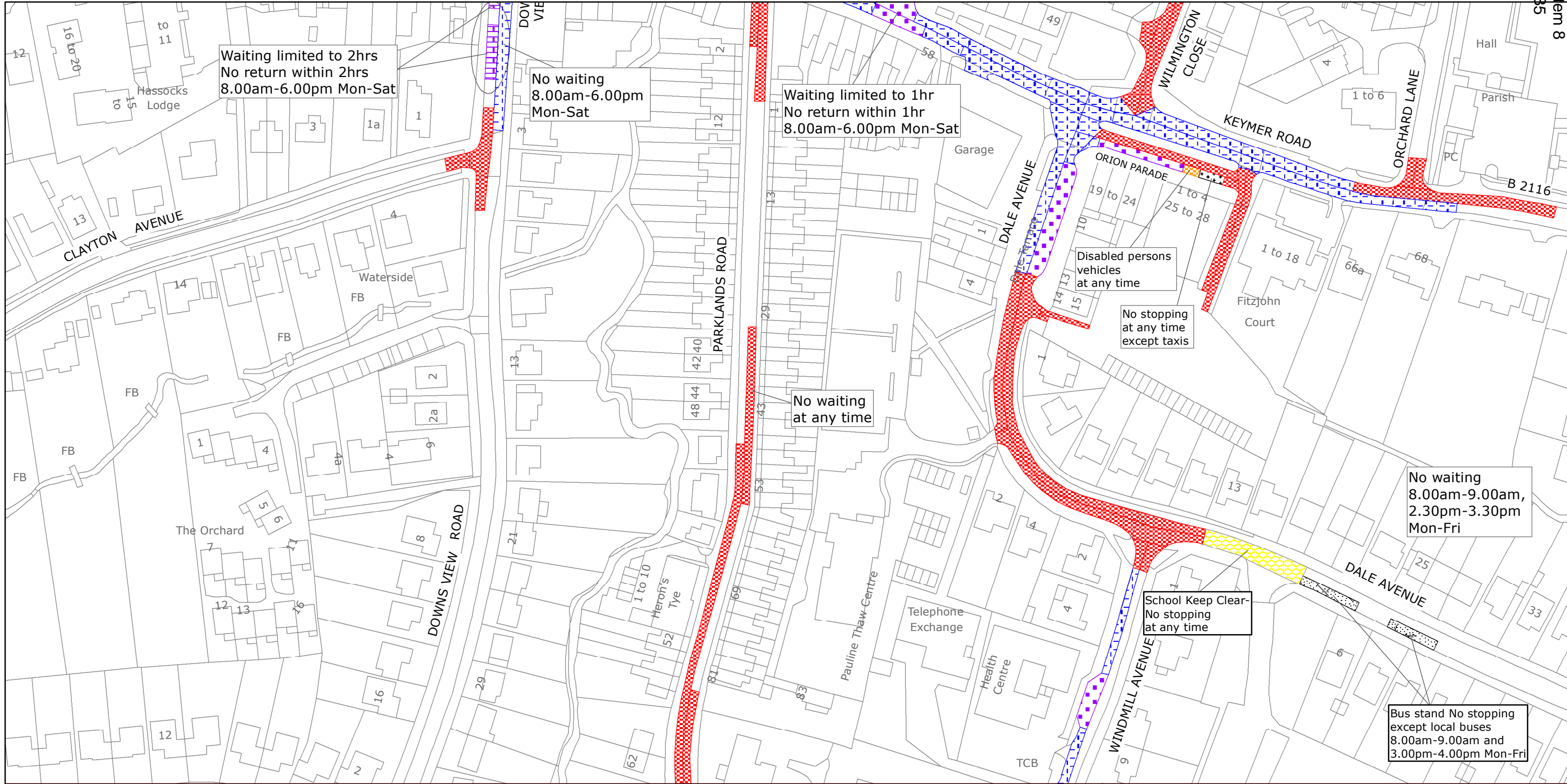
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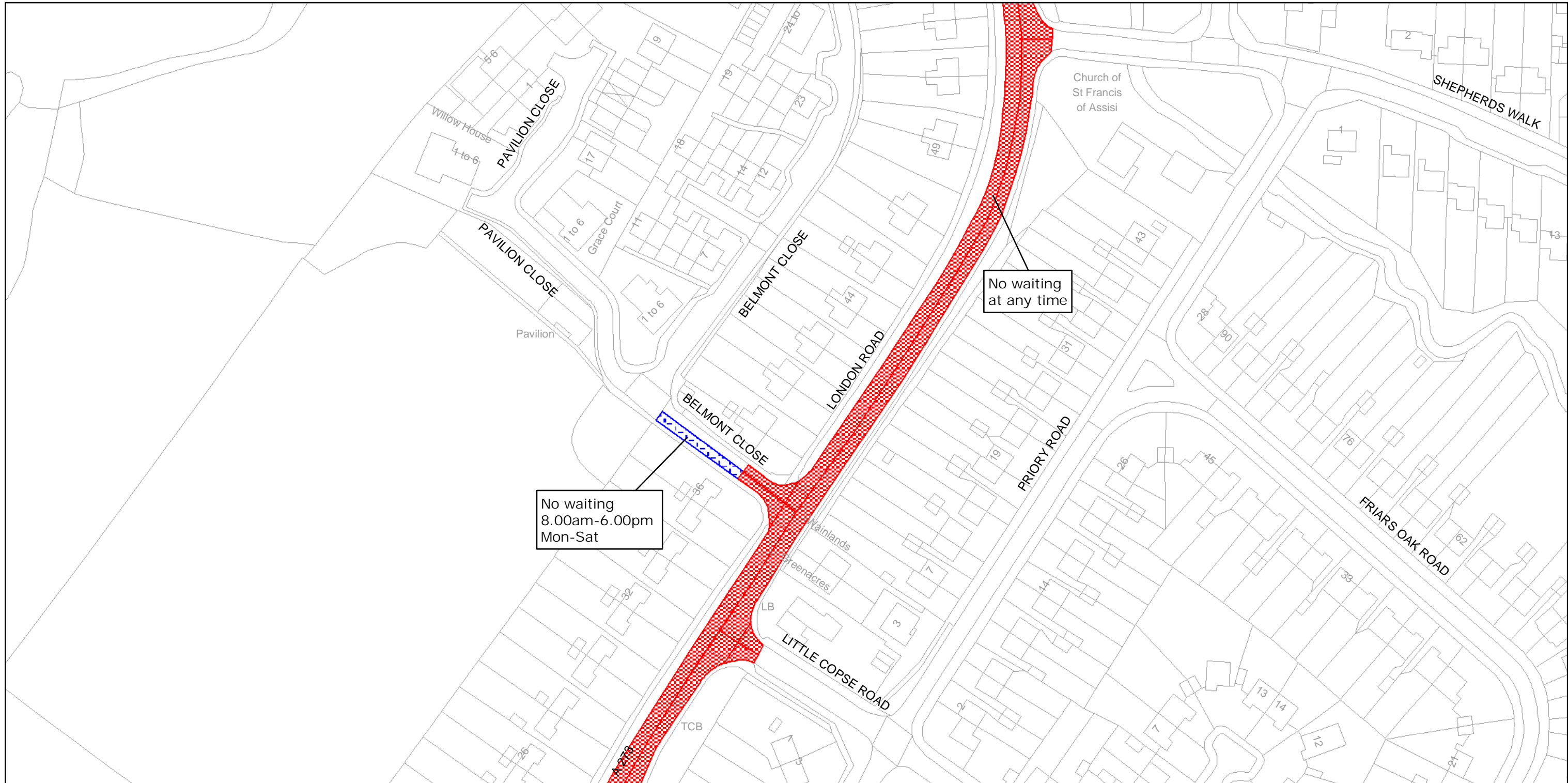
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MID SUSSEX DISTRICT: HASSOCKS
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MID SUSSEX DISTRICT: HAS SOCKS
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**TILE REF NO:
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Central and South Mid Sussex County Local Committee	Ref: CSM02(18/ 19)
26 June 2018	Key Decision: No
Mid Sussex – Penland Road & Various Roads Traffic Regulation Order	Part I
Report by Director of Highways and Transport & Head of Highway Operations	Electoral Division: Haywards Heath Town and Cuckfield & Lucastes

Executive Summary

During a previous Central Mid Sussex County Local Committee meeting, it was agreed to approve the progression of a Traffic Regulation Order to resolve parking issues raised by local residents and businesses concerning out of date restrictions, inconsiderate and obstructive parking affecting several roads north end of Penland Road and The Spinney, also southern end roads including Pasture Hill Road and Sydney Road. The support of Local Members led to an extension to other surrounding roads for a more strategic view of the demands.

The residents' concerns included general all-day parking in residential areas, which are adjacent to business, educational and community hubs including Haywards Heath Railway Station. Business concerns raised lack of customer parking for smaller businesses who had to compete with larger stores with dedicated parking facilities.

The three week statutory public consultation for the TRO ran between, 24th Aug - 14th September 2017.

Following advertisement 119 comments were received specifically relating to the parking scheme, as a result the local members agreed to reduce certain elements of the original proposal and maintain the measures that addressed safety concerns, lack of business parking and some general all day parking.

Recommendation

That the Central and South Mid Sussex County Local Committee authorises the Director of Law and Assurance to make the Order as advertised except for amendments outside 38/40 Penland Road, 43/45 Penlands Road, 94/96 Turners Mill Road, 24/26 Turners Mill Road, opposite 18/22 Pasture Hill Road, as detailed in paragraph 1.12 and Appendix C highlighting revised plans.



1. Background and Context

- 1.1 This Haywards Heath area has historically experienced several parking schemes, including the potential proposal of a Controlled Parking Zone. However this failed to garner sufficient local support to progress. As a result, the alternate past parking schemes were designed with a bias to the local residents' demands, making nearby hubs secondary to utilise what was left of the on street parking. This has had a negative affect over time and this Traffic Order scheme was seen as an opportunity to address the balance of these wider issues for all users.
- 1.2 These factors were brought to the attention of the local members, Sujan Wickremaratchi and Pete Bradbury. Several Ward Members of other councils also had an interest and also agreed to support this wider scope approach, which included the removal of outdated restrictions and the introduction of new restrictions to ensure safety for the public highway user.
- 1.3 We also engaged with the wider community, including businesses in Sydney Road, Harland's Primary School, Central Sussex College, bus operators servicing Bannister Way and general residents in the area.
- 1.4 The renovation of Haywards Heath Railway Station and the introduction of a new Waitrose Store, with its own parking provisions, has increased the profile of this area making the existing parking opportunities more competitive for all, particularly for the smaller local businesses, hence the attraction of revising the existing restrictions, by increasing capacity and turn-over for customers where possible.
- 1.5 Although Central Sussex College is currently closed, it may well reopen as an educational base. Therefore, a student presence could still be a continual factor in the local area. The railway station improvements would naturally invite further commuter attraction, which would inevitably grow over time.
- 1.6 The bus service operation in Bannister Way has always been popular however, discussions with WSCC Highways and MSDC Parking Team raised concerns regarding the unsafe congestion build up fronting Sainsbury's entrance. As a result, discussions with the bus operator resulted in a revision of their time tables, and further to this a Bus Stand facility has been proposed in-conjunction with this scheme. The combination of these changes has and will improve future sustainable transport in the long term.

- 1.7 During a series of meetings with MSDC Parking Team an issue was raised concerning hazardous parking and abuse of the existing restrictions positioned on the bend in Burrell Road. HGV, general staff and customer parking associated to nearby businesses indiscriminately parked on the footway and bend causing forward visibility difficulties and unnecessary obstruction to pedestrians using the footway.
- 1.8 As a measure to reduce risk to the public using the pedestrian facilities, it is proposed the existing parking restrictions are to be upgraded to no loading at any time. This will encourage the HGV deliveries to utilise the dedicated loading points on their private grounds, and staff and customer parking to utilise private forecourts where appropriate to business and on street parking.
- 1.9 During public engagement, residents located on the north side of Balcombe Road (Fairfield Way and Oakhurst Lane) were worried about migrating commuter parking affecting their roads. Although the design of the scheme was to provide pockets of safe all-day parking and deter this activity, the residents were not convinced it would work, therefore demanded blanket measures which prevented all day parking. However, a balance was reached and the proposal included some all day and limited waiting restrictions to address these concerns.
- 1.10 Following public consultation (24 Aug – 14 Sept 2017) there were 118 comments associated with this scheme including 109 objections, 8 supports and 1 retracted their objection. Majority of objections were related to residents not supporting all day parking outside or close to their homes.
- 1.11 In light of the public consultation response, a meeting was held (12 Dec 2017) with WSCC Officers and Local Members Pete Bradbury and Sujan Wickremaratchi to discuss options moving forward. Members agreed the scheme still provided safety and economic benefits therefore, these areas would remain. This included the restrictions proposed north side of Balcombe Road.
- 1.12 As such the scheme proposals have been scaled down addressing public feedback, but still honouring safety and areas meriting local businesses and still with an attempt to meet the challenges of capacity parking. Specific locations now not progressing include, outside 38/40 Penland Road, 43/45 Penlands Road, 94/96 Turners Mill Road, 24/26 Turners Mill Road and opposite 18/22 Pasture Hill Road.
- 1.13 Despite its selection in 2014, during the task & finish group revision for TROs, it was agreed that this legacy (Penland Road) scheme was to be included within its list of priorities for traffic regulation orders (TROs), introducing a series of measures to address the problems identified in the above mentioned roads.

2. **Proposal**

- 2.1 To alleviate parking pressures for all highway users and mitigate various safety and economic concerns. Existing restrictions were revised and redundant measures were removed or re-configured to suit contemporary parking trends. Despite the scheme was reduced in size, it was still considered as providing value to the area, however not on the same scale as originally designed. Therefore, recognising the future growth and attraction Haywards Heath will bring in the coming years, a strategic overview in the form of a Road Space Audit (RSA) would be recommended for the future.
- 2.2 The lengths of road that were the subject of the proposed Order are shown on plans TQ3225NES, TQ3225SEN, TQ3225SES, TQ3224NEN, TQ3224NES, TQ3324NWN & TQ3324NWS.

The advertised plans are in Appendix **A**

- 2.3 Following public consultation, the proposals have been reviewed and as a result, have been revised. This is a community led TRO and there is scope to reduce the size of this scheme without re-adverting it.
- 2.4 Regulation 14 of SI No. 2489 of 1996 allows an Order to be modified before it is made. The revised proposal would no longer include changes to areas within TQ3225SES tile plan, also outside 94-96 & 24-26 Turners Mill Road (TQ3224NEN). Opposite 18-22 Pasture Hill Road (TQ3224NES) and outside 38/40 and 43/45 Penland Road (TQ3225SES).
- 2.5 The revised restriction is shown on plans TQ3225SES, TQ3224NEN & TQ3224NES.

The revised plan is in Appendix **C**

- 2.6 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 pedestrian / vehicular 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 regions of £500.00 to be met from the Community Traffic Order Regulation budget.

Factors taken into account

4. **Consultation**

- 4.1 **Members** - At the design stage, the local members Sujan Wickremaratchi and Pete Bradbury were consulted together with ward members of other councils, including Sandra Ellis, Jonathan Ash-Edwards and Clive Laband, who all supported the original proposals.
- 4.2 **External** - Sussex Police and Mid Sussex District Council Parking Team were consulted at design stage and raised no objection. Consultation and discussion were carried out with representatives of various hubs who did not object to the original proposals.
- 4.3 **Internal** – WSCC Safer Routes to School Team were consulted at design stage and raised no objection.
- 4.4 **Public** - The three week statutory consultation for the TRO ran between 24th Aug – 14th Sept 2017. Notification of this was sent directly to a range of stakeholders including the Police and emergency services, bus companies. During the consultation period notices were erected on site, a copy of plans and a statement of reasons were placed at the local library, and the Notice advertised in the West Sussex Times and on the County Council’s website.
- 4.5 During the consultation period 109 comments of objection were received in relation to the proposals. The objections have been summarised in Appendix **B** attached to this report together with comments from the Director of Highways and Transport.
- 4.6 Comments made by residents were reviewed by the Local Members Sujan Wickremaratchi and Pete Bradbury who confirmed their continued support for the proposals, however agreed modifications to the original proposal to mitigate the objections through the Delegated Officer reporting procedure.

5. **Risk Management Implications**

- 5.1 Due to obstructive parking at junctions, on pavements, on verges and bends, should the proposed TRO not be made, the risk to the County Council is that vehicles will continue to perform this negative and hazardous activity, inhibiting the public highway user from utilising the highway as it was intended to be used.
- 5.2 Should the TRO be made the risk to the County Council is that car drivers will need to find alternative safe parking provision, also encourage those to utilise dedicated safe areas, with some possible migration into neighbouring roads.

6. **Other Options Considered**

- 6.1 A Road Space Audit for Haywards Heath with a view to analyse and recognise the continual development in this area so a more robust strategic solution can better manage parking within the town.
- 6.2 The extent of the advertised parking restrictions was based on a number of site visits and community engagement by officers. In consideration to comments received the advertised proposals for Penland Road scheme has been revised and reduced. This will still result in a prohibition of parking on the junctions to improve visibility and safety and will allow parking provision where it is safe to do so.

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. Any vehicle is permitted to stop on double yellow lines to load and unload, including passengers, providing it is safe to do so. Those with a blue disabled badge can park for up to three hours, provided it is safe to do so.
- 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 and on pavements align with the County Council's policy on Social Value insofar as they aim to improve the local network environment for existing and future users.
- 8.2 It is acknowledged that removal of free parking as allocated in the original parking design will not fully address the growing demands and may be regarded as having an adverse impact to all users of this area and those who use nearby amenities. 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

Michele Hulme

Assistant Head of Highway
Operations

Contact: Nick De Sousa (Mid Sussex Traffic Officer).

Appendices

Appendix A – plans of existing restrictions and advertised proposals

Appendix B – summary of objections

Appendix C – plan of revised proposals

Background Papers

None

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TRAFFIC REGULATION ORDER (TRO) CONSULTATION

CMS1405MM – Penland Road, Haywards Heath

24/8/17 – 14/9/17

Contents

Notice	Page 2
Statement of Reasons	Page 3
Draft Order	Page 6
Plans (existing & proposed)	Pages 8-21

West Sussex County Council
(Mid Sussex District) (Parking Places & Traffic Regulation) (Consolidation No.2)
Order 2006)

(Haywards Heath: Western Parking Review) Order 2017

NOTICE is hereby given that West Sussex County Council proposes to make a permanent Traffic Regulation Order under the provisions of the Road Traffic Regulation Act 1984, the effect of which will be to introduce or amend waiting restrictions in the following roads in Haywards Heath:

Balcombe Road, Barnmead, Burrell Road, Fairfield Way, Harlands Road, Mill Green Road, Oakhurst Lane, Orchard Close, Orchard Way, Pasture Hill Road, Penland Close, Penland Road, Queens Road, The Spinney, Sugworth Close, Sydney Road, Turners Mill Road.

Full details of the proposals in this notice can be viewed on our website at www.westsussex.gov.uk. The website includes a response form for any comments or objections.

The documents may also be inspected at County Hall Chichester, during normal office hours, and at Haywards Heath Library, 34 Boltro Road, Haywards Heath during normal library opening hours.

Any comments or objections about the proposal must be received before 14 September 2017. These may be submitted via the response form on the website mentioned above, by e-mail to tro.team@westsussex.gov.uk or in writing to TRO Team, West Sussex County Council, The Grange, Tower Street Chichester, PO19 1RH. For legal reasons, only correspondence including a full name and address will be considered. Please quote reference CMS1405-MM in all correspondence.

Dated this 24th day of August 2017.
Director of Law & Assurance, County Hall, Chichester.

West Sussex County Council
(Mid Sussex District) (Parking Places & Traffic Regulation) (Consolidation No.2)
Order 2006)

(Haywards Heath: Western Parking Review) Order 2017

STATEMENT OF REASONS
FOR PROPOSING TO MAKE THE ORDER

West Sussex County Council proposes to make a permanent Traffic Regulation Order under the provisions of the Road Traffic Regulation Act 1984, the effect of which will be to introduce or amend waiting restrictions on roads in Haywards Heath as follows:

Balcombe Road:

Drawing No: TQ3225NES and TQ3225SEN

- Introduce double yellow line junction protection measures at its junctions with Oakhurst Lane, Fairfield Way and Penland Road,
- Extend length of current double yellow line junction measures at its junction with Barnmead,
- Introduce double yellow line junction protection measures at its junction with Oakhurst Lane.

Barnmead:

Drawing No: TQ3225SEN

- Remove a length of current single yellow line on southern side of the road to provide unrestricted parking.

Burrell Road:

Drawing No: TQ3224NEN and TQ3224NES

- Amend waiting restrictions outside Nuffield Hospital to accommodate a layby,
- Introduce double yellow lines and prohibit loading/unloading at any time on both sides of the road at the bend mid-way along Burrell Road,
- Extend length of double yellow line on eastern side of the road at its junction with Harlands Road and remove length of single yellow line on eastern side of the road to provide areas of unrestricted parking.

Fairfield Way:

Drawing No: TQ3225NES

- Introduce lengths of single yellow line prohibiting waiting 9am to 10am & 1pm to 2pm Mon-Fri,
- Introduce double yellow line junction protection measures at junctions with Orchard Way, Orchard Close and Balcombe Road.

Harlands Road:

Drawing No: TQ3224NEN

- Remove length of single yellow line on northern side of the road to provide unrestricted parking,
- Introduce double yellow line junction protection measures at junction with the cul-de-sac at 56-70 Harlands Road.

Mill Green Road:

Drawing No: TQ3324NWN

- Introduce restriction limiting waiting to 1 hour, no return within 1 hour 8am-6pm mon-Sat in layby on the eastern side of the road.

Agenda Item 9

Appendix A

Oakhurst Lane:

Drawing No: TQ3225NES

- Introduce double yellow line junction protection measures at its junction with Balcombe Road,
- Introduce single yellow line prohibiting waiting 9am to 10am and 1pm to 2pm Mon-Fri on western side of the road.

Orchard Close:

Drawing No: TQ3225NES

- Introduce double yellow line junction protection measures at its junctions with Fairfield Way and the junction of the north/south section of Orchard Close.

Orchard Way:

Drawing No: TQ3225NES

- Introduce double yellow line junction protection measures at its junction with Fairfield Way.

Pasture Hill Road:

Drawing No: TQ3224NES

- Remove a length of waiting restrictions on southern side of the road to provide unrestricted parking,
- Introduce double yellow lines on southern side of the road to provide junction protection at the junction with Pasture Hill Road cul-de-sac.

Penland Close:

Drawing No. TQ3225SES

- Double Yellow Line junction protection measures at its junction with Penland Road.

Penland Road:

Drawing No: TQ3225NES, TQ3225SEN and TQ3225SES

- Introduce double yellow lines on lengths of road between Balcombe Road and The Spinney,
- Introduce lengths of single yellow lines prohibiting waiting 9am to 10am & 1pm to 2pm Mon-Fri on various lengths of the road,
- Introduce double yellow line junction protection measures at its junction with Sugworth Close,
- Introduce double yellow line junction protection measures at its junction with Penland Close,
- Remove lengths of current single yellow line restriction to provide unrestricted parking near its junction with Penland Close and Sugworth Close.

Queens Road:

Drawing No: TQ3324NWS

- Introduce parking bay with waiting limited to 1 hour, no return within 1 hour 8am-9pm Mon-Sat on northern side of the road near its junction with Mill Green Road.

The Spinney:

Drawing No: TQ3225NES and TQ3225SEN

- Introduce lengths of single yellow lines prohibiting waiting 9am to 10am & 1pm to 2pm Mon-Fri.

Sugworth Close:

Drawing No: TQ3225SEN

- Introduce double yellow line junction protection measures at its junction with Penland Road,
- Remove length of current single yellow line on eastern side of the road to provide unrestricted parking.

Sydney Road:

Drawing No. TQ3324NWS

- Introduce a restriction for waiting limited to 1 hour no return within 4 hours 8am to 6pm Mon-Sat in the layby on the north side of the road, immediately west of its junction with the commercial square roundabout.

Turners Mill Road:

Drawing No: TQ3224NEN and TQ3225SES

- Remove lengths of current single yellow line on the eastern side of the road to provide unrestricted parking.

The new Order is proposed to improve the amenities of the area through which the affected lengths of roads run and to facilitate the passage of traffic.

The attached drawings, listed above show the lengths of roads affected by the proposed Order.

Director of Law & Assurance
8 June 2017

CMS1405-MM

WEST SUSSEX COUNTY COUNCIL
((MID SUSSEX DISTRICT) (PARKING PLACES & TRAFFIC REGULATION)
(CONSOLIDATION NO.2) ORDER 2006)

(HAYWARDS HEATH: WESTERN PARKING REVIEW) ORDER 2017

West Sussex County Council in exercise of their powers under Sections 1 (1) 2 (1) and (2), 4 (2), 45, 46, 49 and 53 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 ("the Act") as amended and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby make the following Order: -

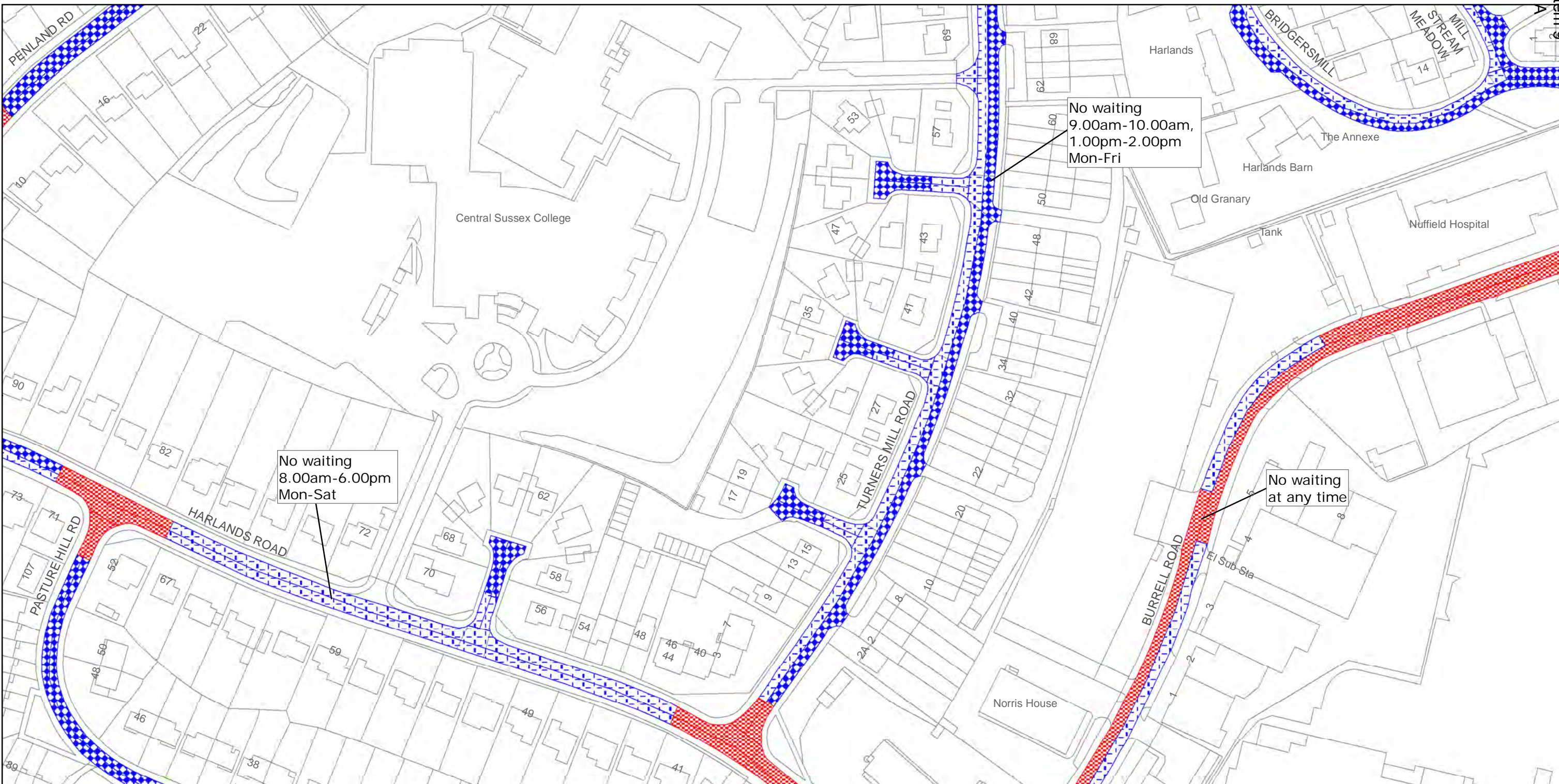
1. This Order shall come into operation on the ***** day of ***** 2011 and may be cited as "West Sussex County Council ((Mid Sussex District) (Parking Places & Traffic Regulation) (Consolidation No.2) Order 2006) (Haywards Heath: Western Parking Review) Order 2017".
2. The "West Sussex County Council (Mid Sussex District) (Parking Places & Traffic Regulation) (Consolidation No.2) Order 2006" is hereby amended by the replacement of the plans specified in the First Schedule to this Order, with the plans specified in the Second Schedule, attached hereto.
3. The "West Sussex County Council (Mid Sussex District) (Parking Places & Traffic Regulation) (Consolidation No.2) Order 2006" is hereby amended by the insertion of the plans specified in the Third Schedule, attached hereto.

FIRST SCHEDULE
Plans to be Replaced

TQ3224NEN (Issue Number 4)
TQ3224NES (Issue Number 3)
TQ3225SEN (Issue Number 3)
TQ3225SES (Issue Number 4)
TQ3324NWN (Issue Number 4)
TQ3324NWS (Issue Number 4)

SECOND SCHEDULE
Replacement Plans

TQ3224NEN (Issue Number 5)
TQ3224NES (Issue Number 4)
TQ3225SEN (Issue Number 4)
TQ3225SES (Issue Number 5)
TQ3324NWN (Issue Number 5)
TQ3324NWS (Issue Number 5)



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MID SUSSEX DISTRICT: HAYWARDS HEATH
 WAITING RESTRICTIONS

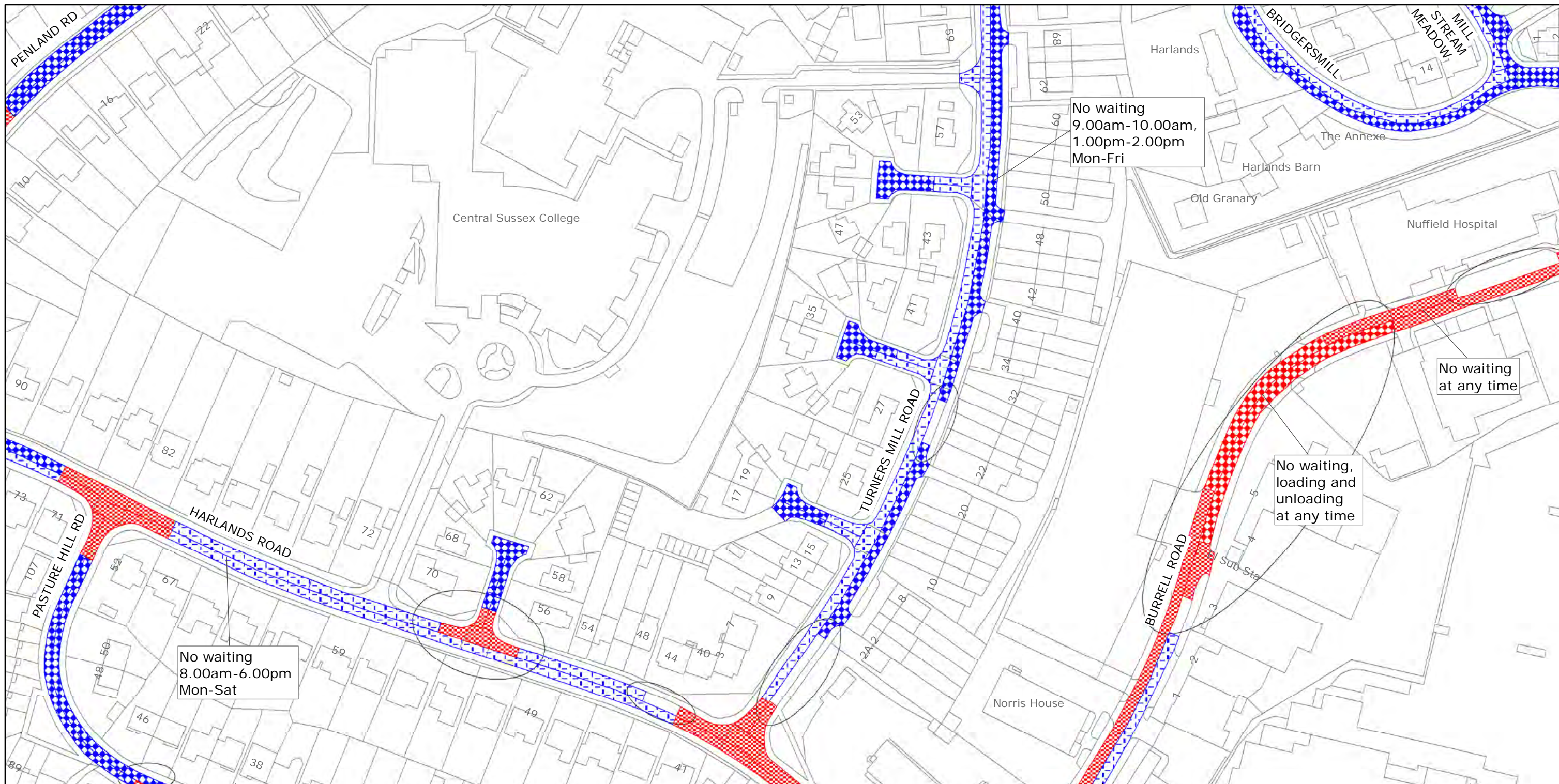
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TILE REF NO:
 TQ3224NEN

SHEET ISSUE NO 4
 SHEET ACTIVE FROM - 12/10/2015



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No waiting
8.00am-6.00pm
Mon-Sat

No waiting
9.00am-10.00am,
1.00pm-2.00pm
Mon-Fri

No waiting
at any time

No waiting,
loading and
unloading
at any time



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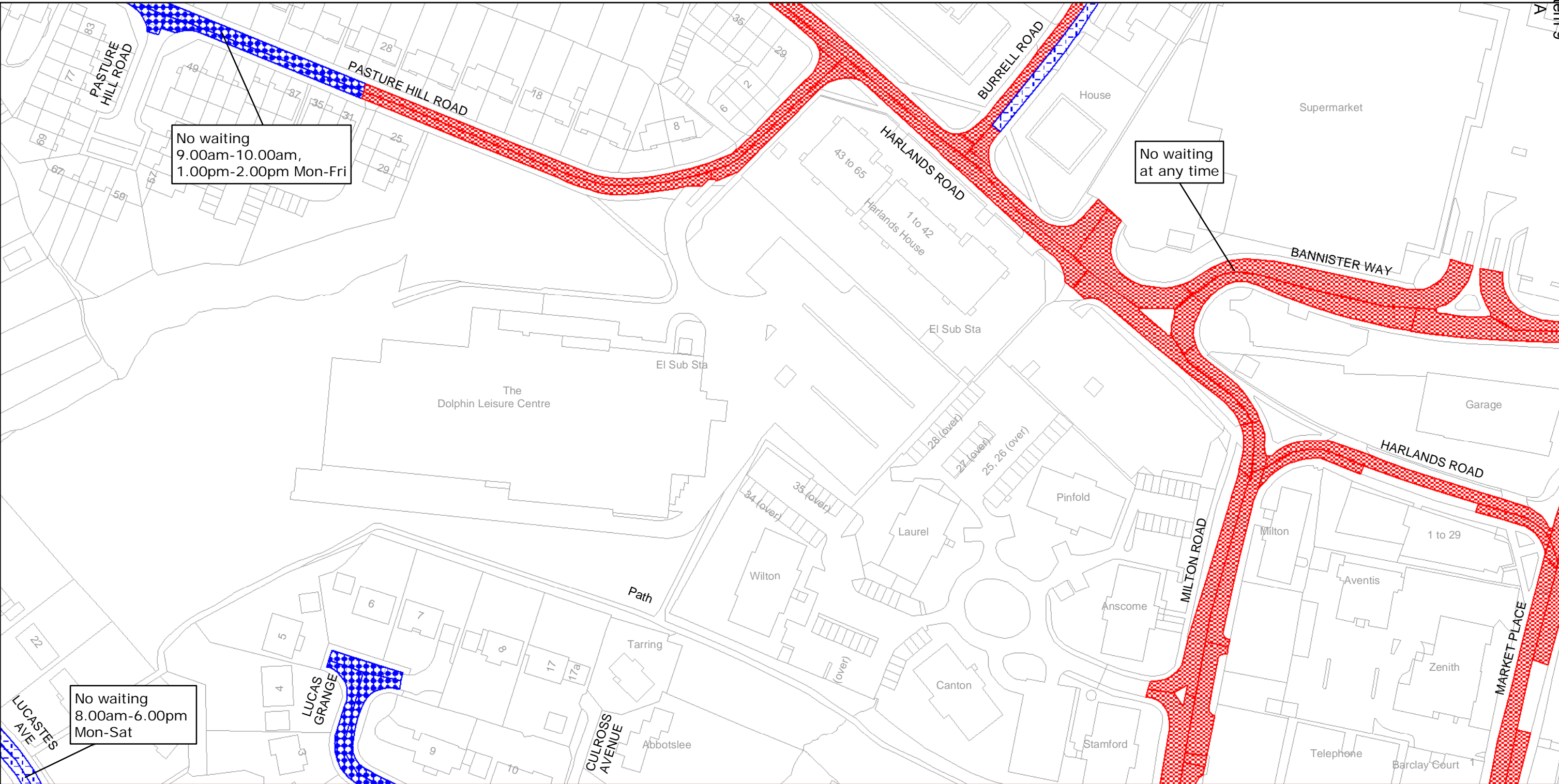
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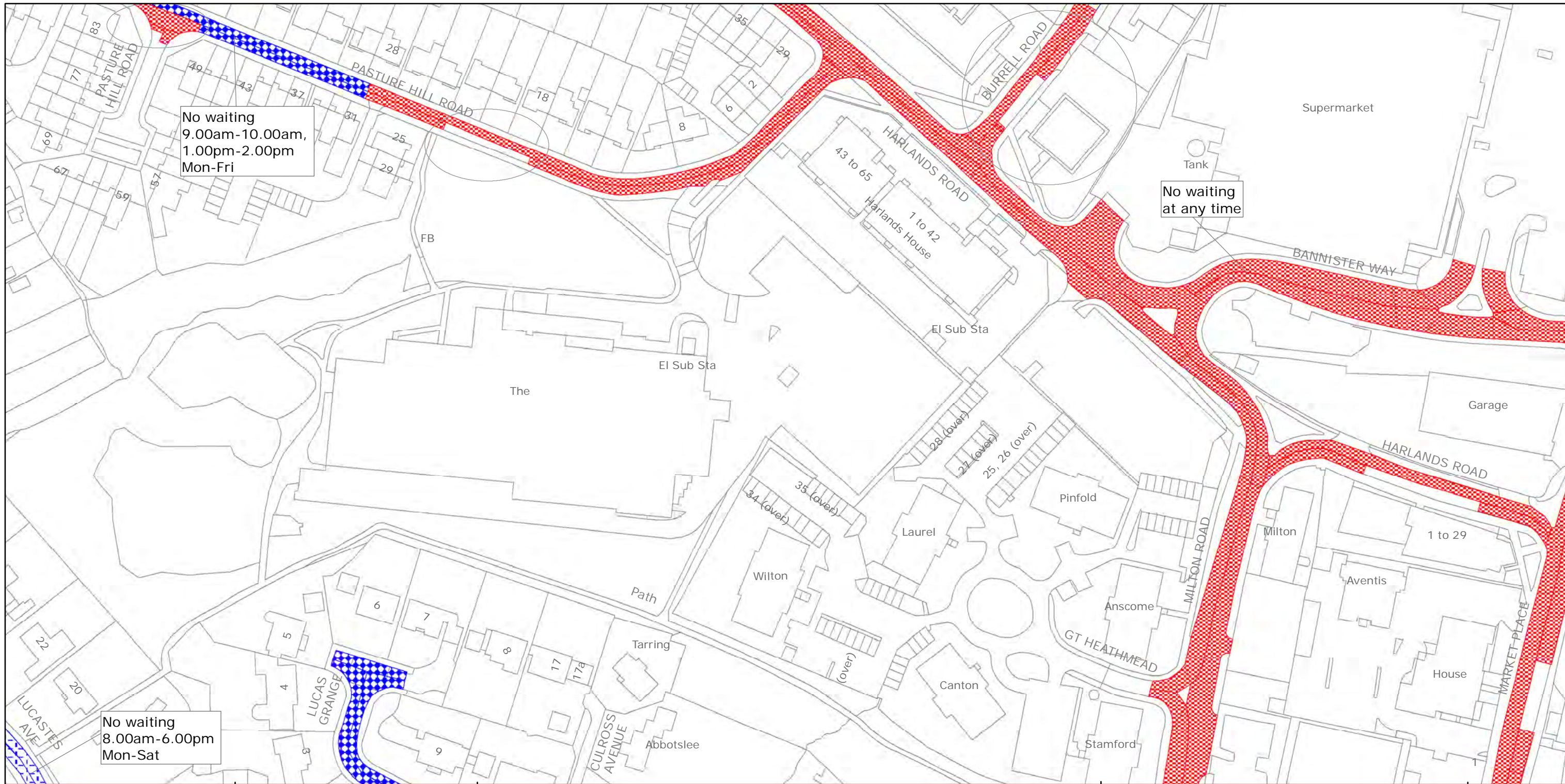
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No waiting
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1.00pm-2.00pm
Mon-Fri

No waiting
at any time

No waiting
8.00am-6.00pm
Mon-Sat



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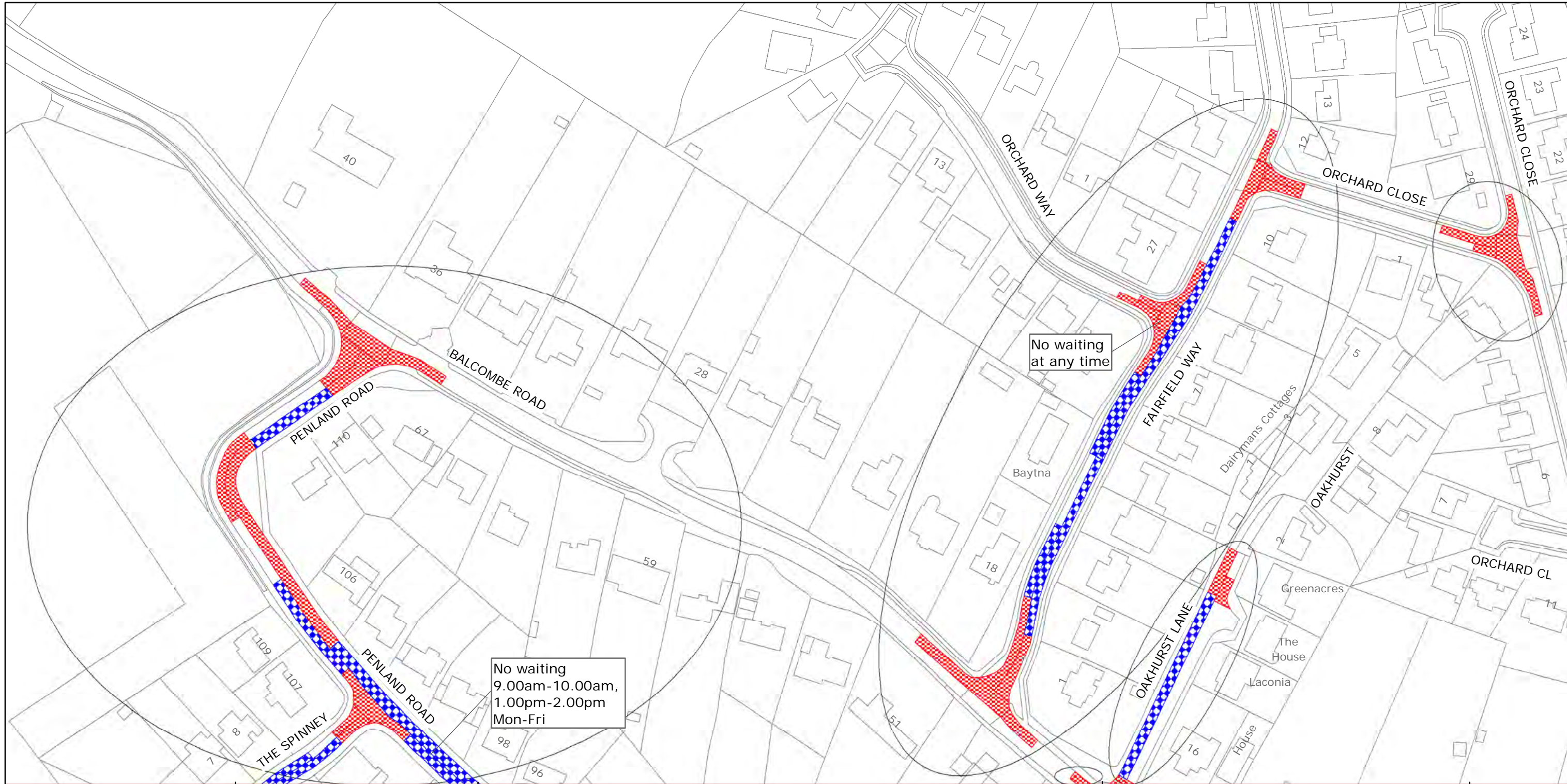
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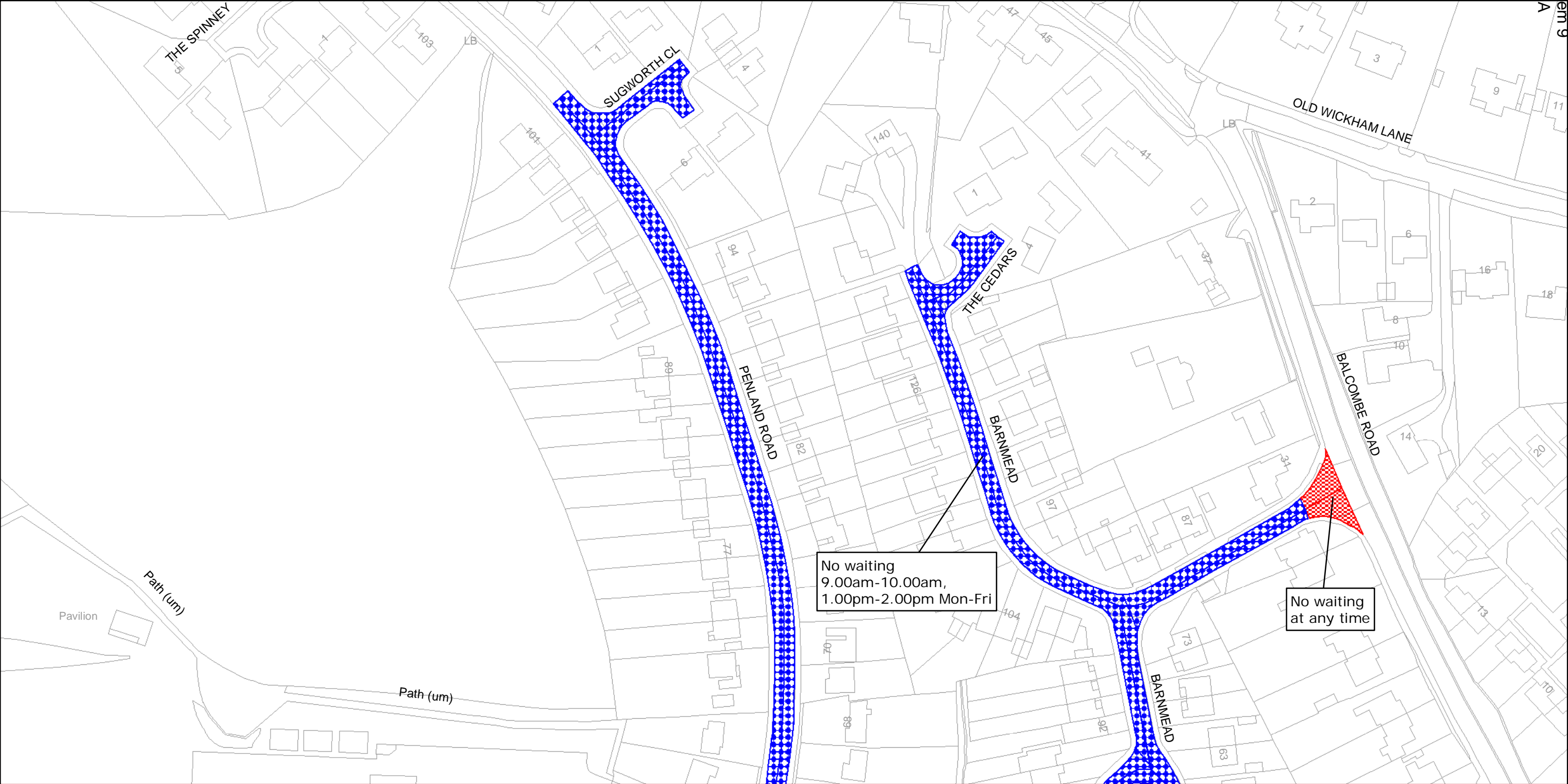
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Agenda Item
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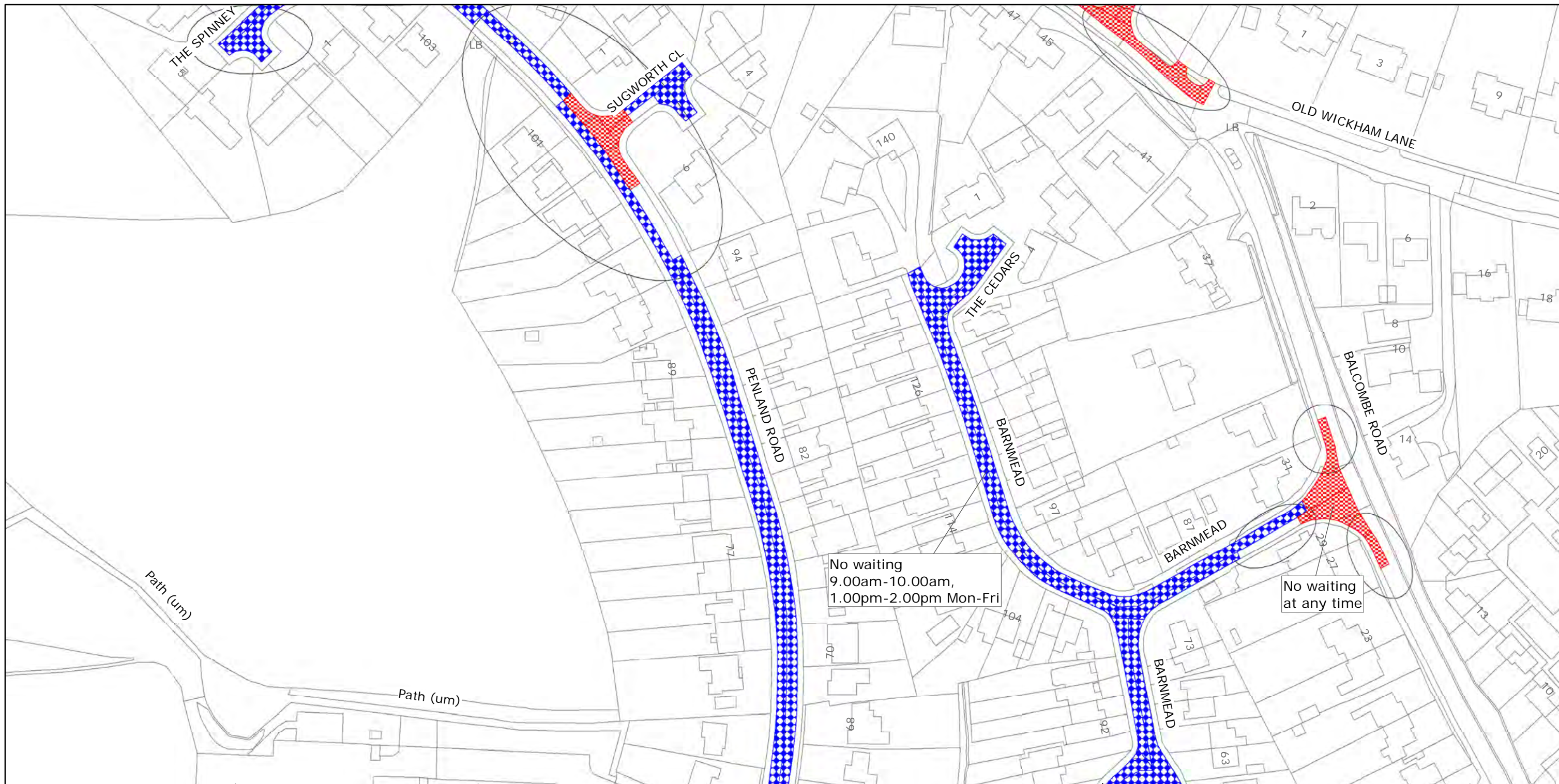
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 PROPOSED WAITING RESTRICTIONS (15.04.2016)

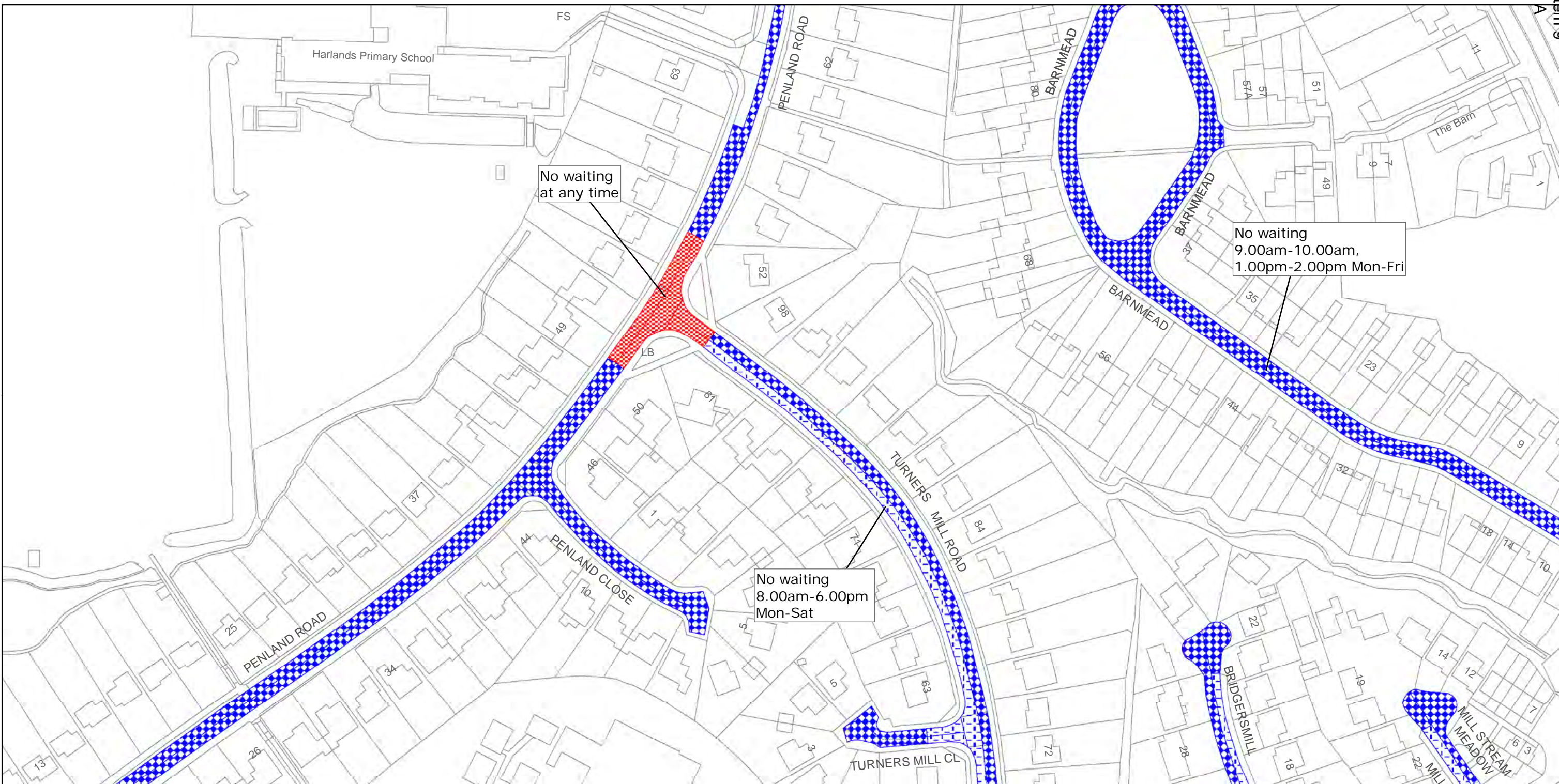
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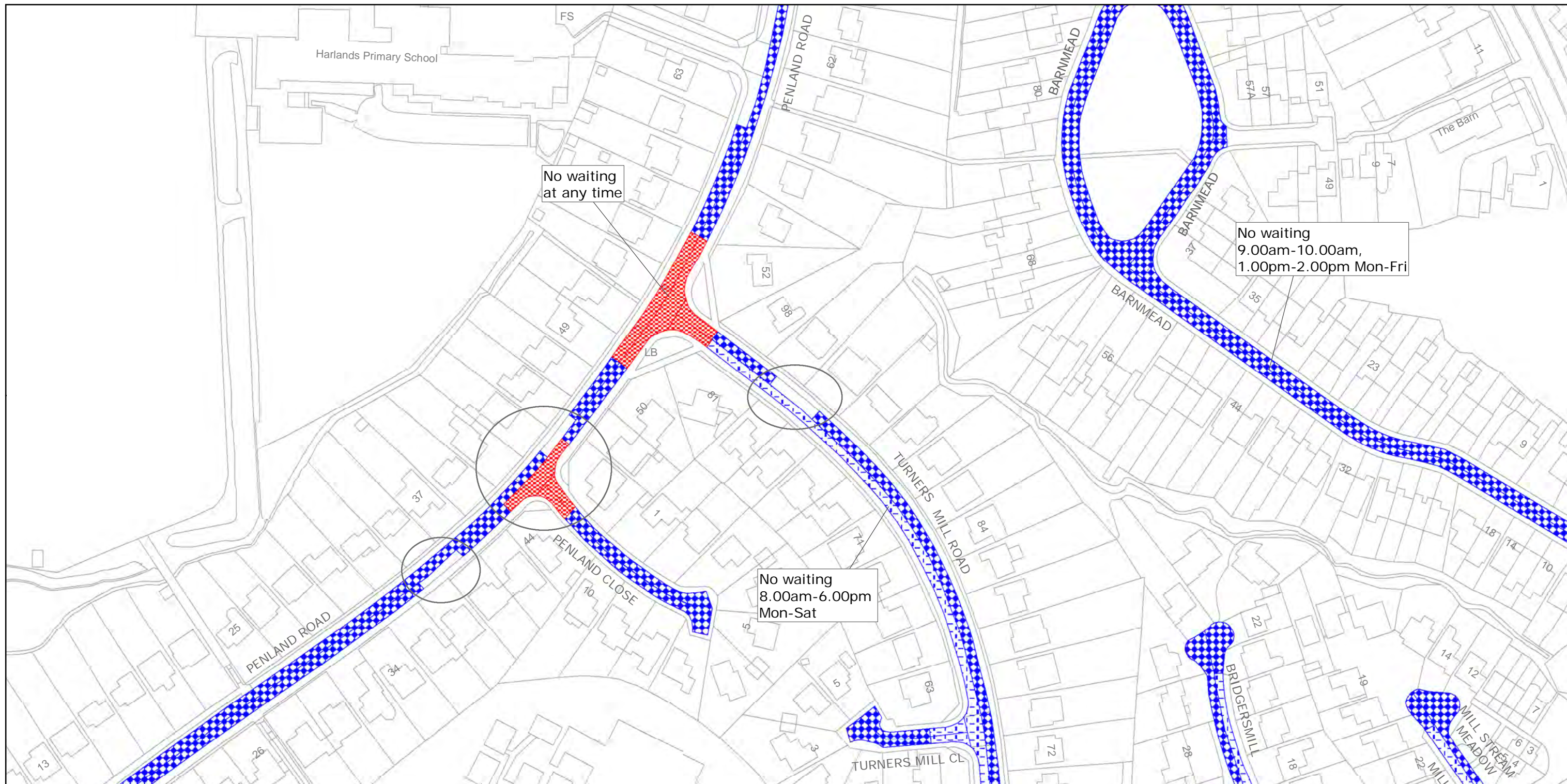
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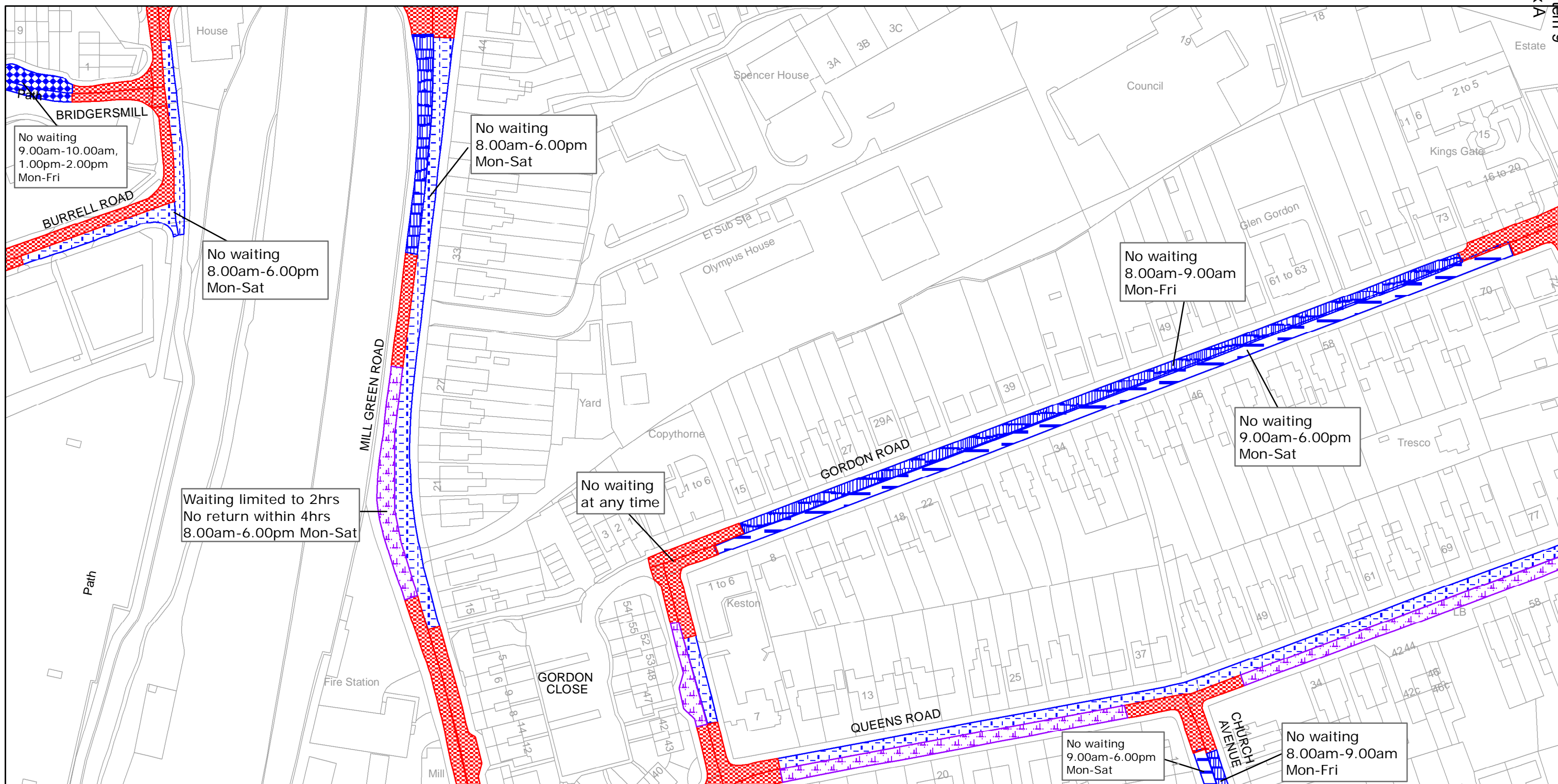
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Agenda Item 9
 Appendix 9
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 WAITING RESTRICTIONS

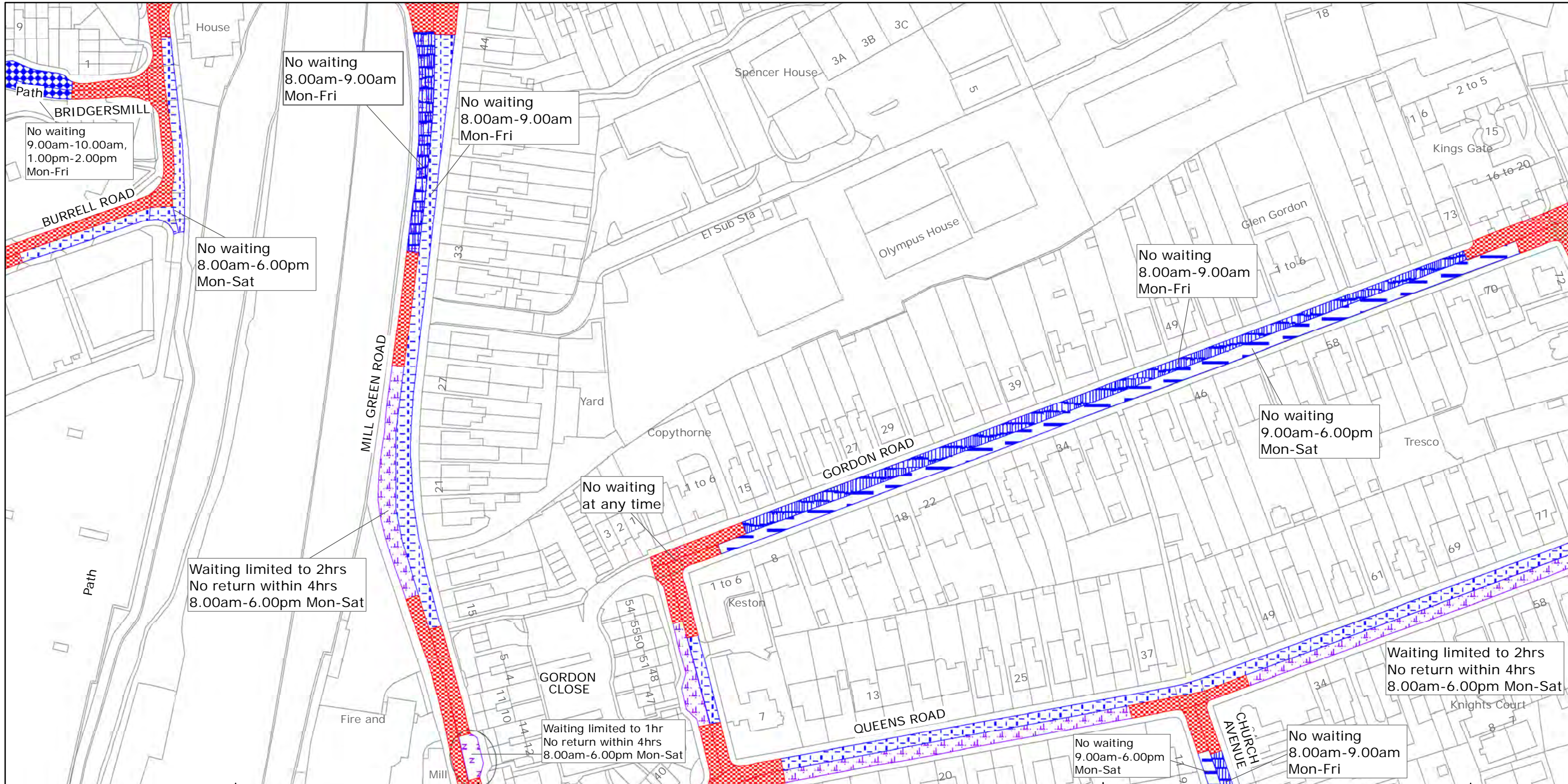
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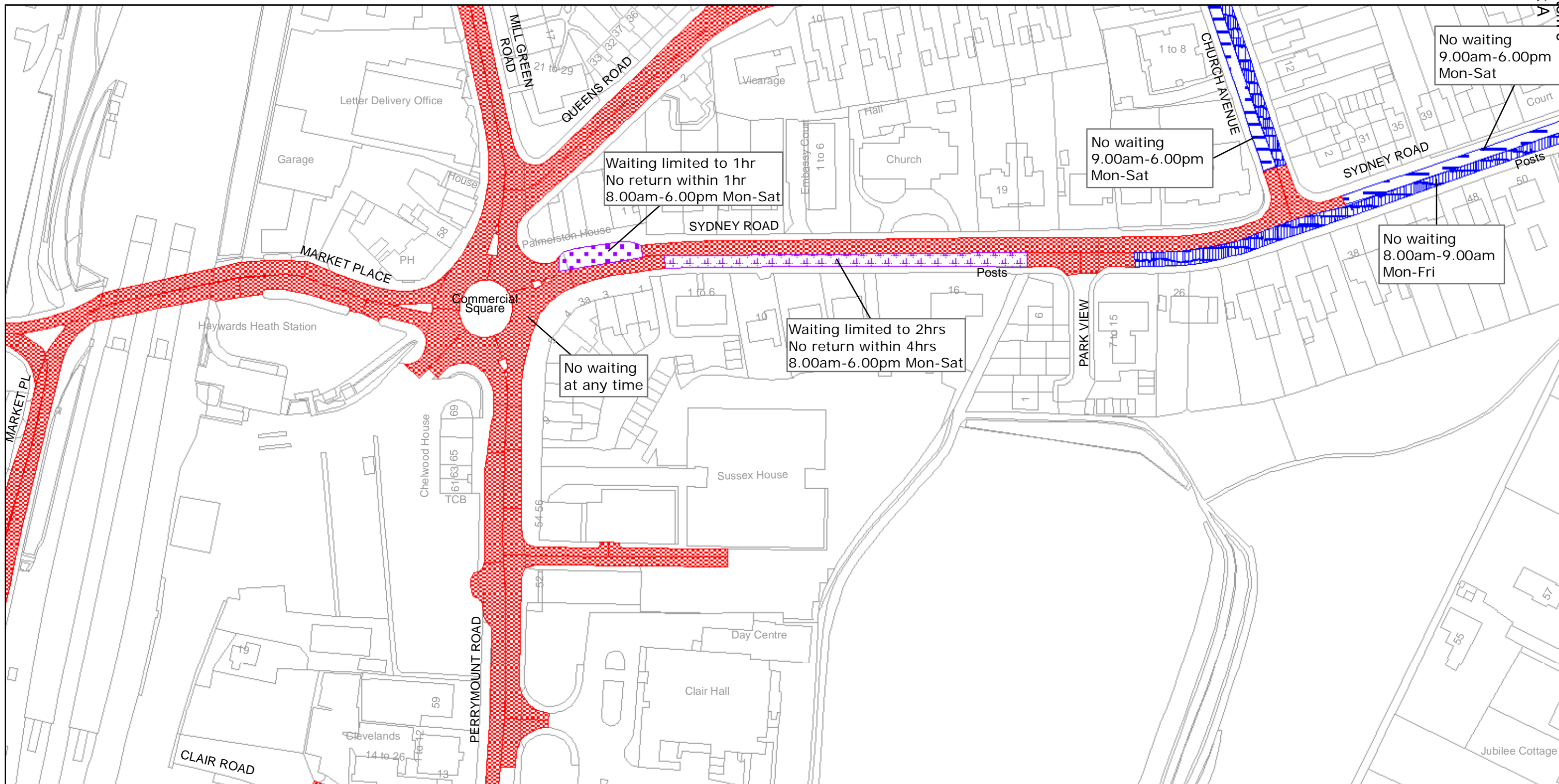
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 PROPOSED WAITING RESTRICTIONS (11.05.2017)

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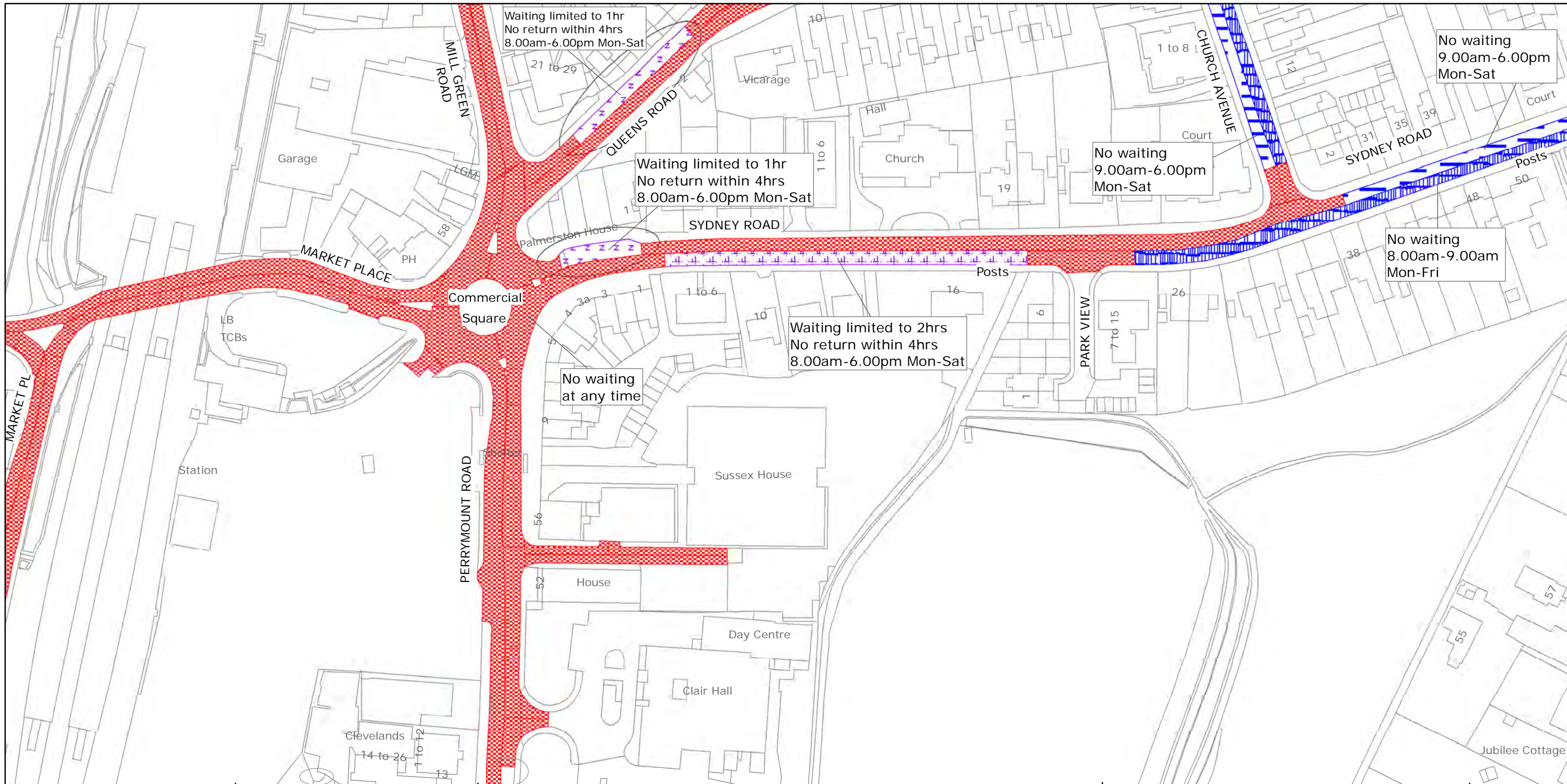
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Appendix B

Summary of Comments & Objections Barnmead

Objections received from 3 respondents:

3 residents raise concern that removing yellow lines will attract commuters and allow parked cars to cause obstruction.

As the Public Highway, all public highway users have the equal right to utilise this network.

The main brief for this project was to study the impact of historical and outdated restrictions and introduce a balanced change so as not to be bias to one particular group user.

Revoke pockets of restrictions where appropriate to help ease the parking pressures being experienced in the wider area.

Barnmead has currently approx 680m of its entire length covered with a 'No waiting 9am-10am, 1pm-2pm Mon-Fri' restriction.

The new proposal's aim was to revoke approx 20m, adjacent to 29 Balcombe Road (south side). This does not encourage highway or private access obstruction.

This enables safe free capacity for no more than 4 vehicles to park safely and ease the parking pressures being experienced in the surrounding areas.

This has support from the Local Member and Ward Members.

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Appendix B

Summary of Comments & Objections Fairfield Way and Orchard Close

Objections received from 13 respondents:

12 Raised concerns that parking restrictions should apply throughout all lengths of Fairfield Way and Orchard Close to prevent obstruction and commuter parking.

1 Raised concerns that the unrestricted parking areas were poorly located and should be moved to prevent obstruction to driveways opposite.

Support was received from 4 residents:

1 respondent supported the scheme generally, but felt more lines should be added

2 respondents supported the scheme but felt the unrestricted parking areas were poorly located and should be moved to prevent obstruction to driveways opposite

1 respondent requested that double yellow line restrictions be relaxed to allow residents to park on them at weekends.

As the Public Highway, all public highway users have the equal right to utilise this network.

The main brief for this project was to study existing restrictions so as to introduce a balanced design for all and not to be bias to one particular group user.

During investigations evidence suggested the immediate section of Fairfield Way experienced some negative weekday parking, therefore concluded minimal alterations were adequate.

The positive changes proposed south of Balcombe Road, were designed specifically to discourage parking north of Balcombe Road. There is no evidence to suggest these cul-de-sacs would be worse off.

Even so, a meeting was held with Local Member Sujana Wickremaratchi and local residents, in which the Local Member supported further more restrictions to encompass Fairfield Way including Orchard Way and Orchard Close as per resident's requests.

If the local community seek blanket parking restrictions, this will require a strategic view and will need a Road Space Audit with the full support of Local Member Sujana Wickremaratchi.

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Appendix B

Summary of Comments & Objections Harlands Road

Objections received from 12 respondents:

9 Object to the road having unrestricted parking which will be taken up by commuters or people accessing the airport.

3 Object to allowing unrestricted parking on the basis that parked cars will cause safety issues or restrict access to driveways.

Support was received from 1 respondent.

As the Public Highway, all public highway users have the equal right to utilise this network.

The main brief for this project was to study the impact of historical and outdated restrictions and introduce a balanced change so as not to be bias to one particular group user.

Little will change in Harlands Road, which includes a minor alteration just west of Turner Hill Road, which can safely accommodate all day or limited parking to address the demands of the area.

This will also have the added bonus of natural traffic calming.

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Appendix B

Summary of Comments & Objections Oakhurst Lane

Objections received from 6 respondents:

5 Request further restrictions than those proposed.

1 Requested amended layout of restrictions than originally proposed.

As the Public Highway, all public highway users have the equal right to utilise this network.

The main brief for this project was to study the impact of historical and outdated restrictions and introduce a balanced change so as not to be bias to one particular group user.

Revoke pockets of restrictions where appropriate to help ease the parking pressures being experienced in the wider area.

Oakhurst Lane has currently no restrictions.

This scheme aimed to protect the junction and access to private road, reinforcing rule 243 of The Highway Code, including the introduction of combining limited waiting restrictions with the existing free area of parking capacity.

This new configuration would enable some free all parking and limited waiting capacity.

This has support from the Local Member and Ward Members. However any future change requests will be outside of this scheme and will require further engagement with the Local Member and will need to follow the Traffic Regulation Order Process or Strategic Road Space Audit.

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Appendix B

Summary of Comments & Objections Pasture Hill Road

Objections received from 3 respondents:

3 respondents object to increasing all day parking as this will be used by commuters. Increased parking will cause obstruction in the road and affect access to residents' driveways.

As the Public Highway, all public highway users have the equal right to utilise this network.

The main brief for this project was to study the impact of historical and outdated restrictions and introduce a balanced change so as not to be bias to one particular group user.

Revoke pockets of restrictions where appropriate to help ease the parking pressures being experienced in the wider area.

Pasture Hill Road has currently a combination of Double Yellow Lines and 'No waiting 9am-10am, 1pm-2pm Mon-Fri' restrictions.

The new proposal's aims were to revoke approx 30m, opposite properties 18, 20 & 22 (south side). This does not encourage highway or private access obstruction, (Now removed from scheme).

Also improve further with 24/7 restrictions the junction leading to Pasture Hill Road cul-de-sac, reinforcing rule 243 of The Highway Code.

This enables safe free capacity for no more than 6 vehicles to park safely and ease the parking pressures being experienced in the surrounding areas.

This has support from the Local Member and Ward Members.

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Appendix B

Summary of Comments & Objections Penland Road and adjoining Cul de Sacs

Objections received from 20 respondents:

17 respondents object to increasing unrestricted parking areas as they will be used by commuters with no benefit to residents, visitors or tradespeople and the potential to cause safety and obstruction issues.

2 respondents object to increasing un-restricted parking as this will obstruct access to driveways.

1 respondent objected to the extension of yellow lines in the road as this will cause difficulty for parents dropping off/collecting children from the school and prevent school volunteers from parking nearby.

Support was received from 2 respondents

1 respondent offered general support

1 respondent from The Spinney supported the new restrictions proposed there but raised concerns about the proposal to leave a length of unrestricted parking.

As the Public Highway, all public highway users have the equal right to utilise this network.

The main brief for this project was to study the impact of historical and outdated restrictions and introduce a balanced change so as not to be bias to one particular group user.

This northern section of Penland Road generated this Traffic Regulation Order, investigation. Therefore efforts were made to understand the behavioural parking trends and demands being experienced here.

As a result The Spinney and Sugworth Close have consistent restrictions. The northern bend is protected including some sections re-configured to address the everyday parking demands clearly exhibited in this area.

Minor lengths of Penland Road either side of Penland Close were revoked to aid the peak school parking and general parking pressures, (Now removed from the scheme).

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Appendix B

Summary of Comments & Objections Turners Mill Road

Objections received from 38 respondents:

26 respondents object to increasing unrestricted parking areas as they will be used by commuters with no benefit to residents, visitors or tradespeople.

11 respondents raised concerns about increased parking in the road causing safety issues and obstruction to driveways.

1 respondent objected to the extension of yellow line restrictions as this will make parking more difficult for parents of school children.

As the Public Highway, all public highway users have the equal right to utilise this network.

The main brief for this project was to study the impact of historical and outdated restrictions and introduce a balanced change so as not to be bias to one particular group user.

Revoke pockets of restrictions where appropriate to help ease the parking pressures being experienced in the wider area.

Turners Mill Road has currently a combination of 'No waiting 8am-6pm Mon-Sat' and 'No waiting 9am-10am, 1pm-2pm Mon-Fri' restrictions throughout its entire approx 580m length road including cul-de-sacs, which currently benefits the residents from all day parking.

Part of the proposal's aim was to revoke restriction/s outside properties 94 – 96 and 24, 26 & 28, (Now removed from the scheme).

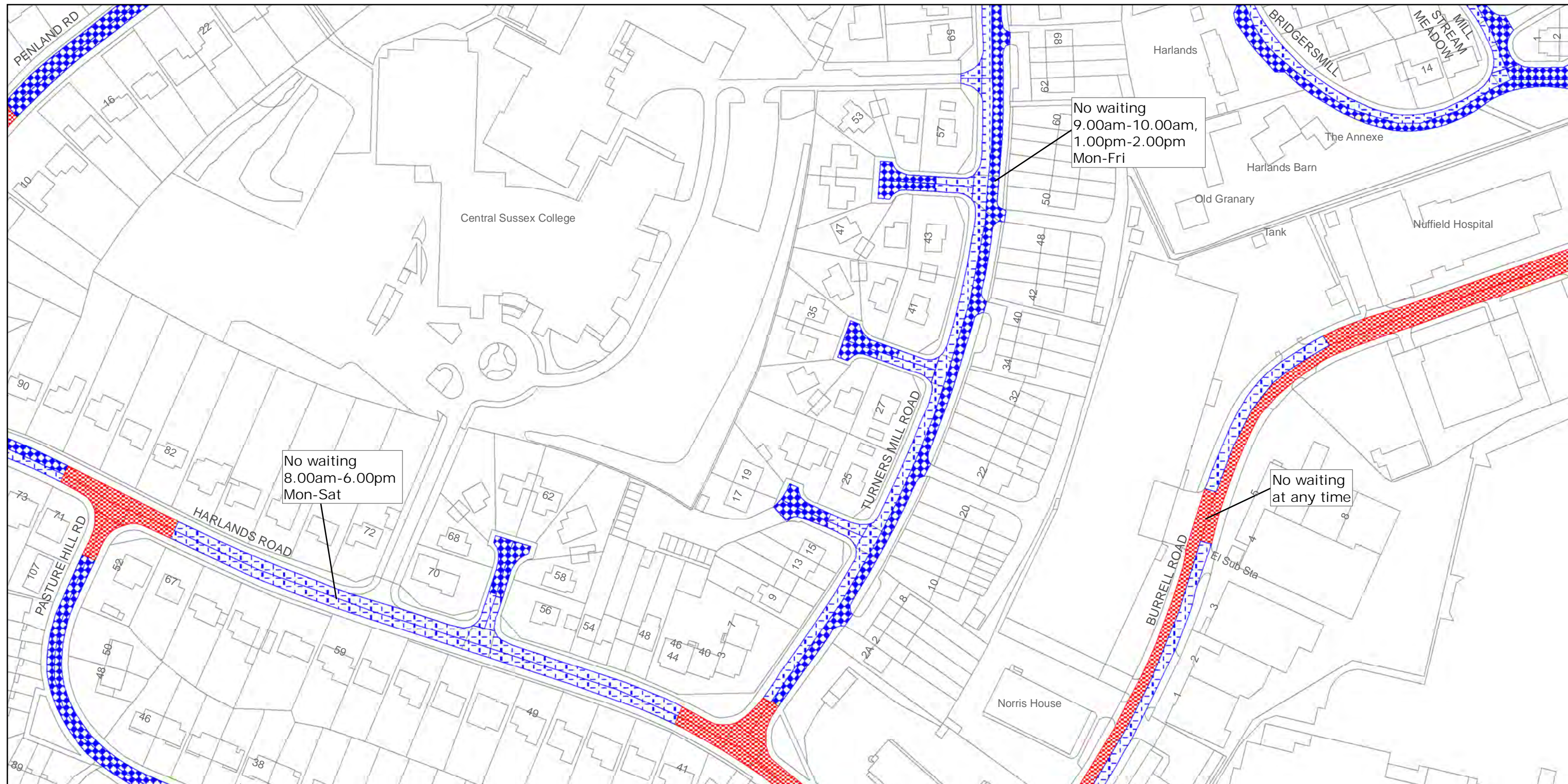
Scheme included revoking a section of road adjacent to Chester House (east side), to help meet capacity demands.

This enables safe free capacity for several vehicles and ease the parking pressures being experienced in this road and surrounding areas.

Any extension of Double Yellow Lines, have been concentrated on junction areas to reinforce rule 243 of The Highway Code. (No Double Yellow Lines have been altered in this road).

This has support from the Local Member and Ward Members.

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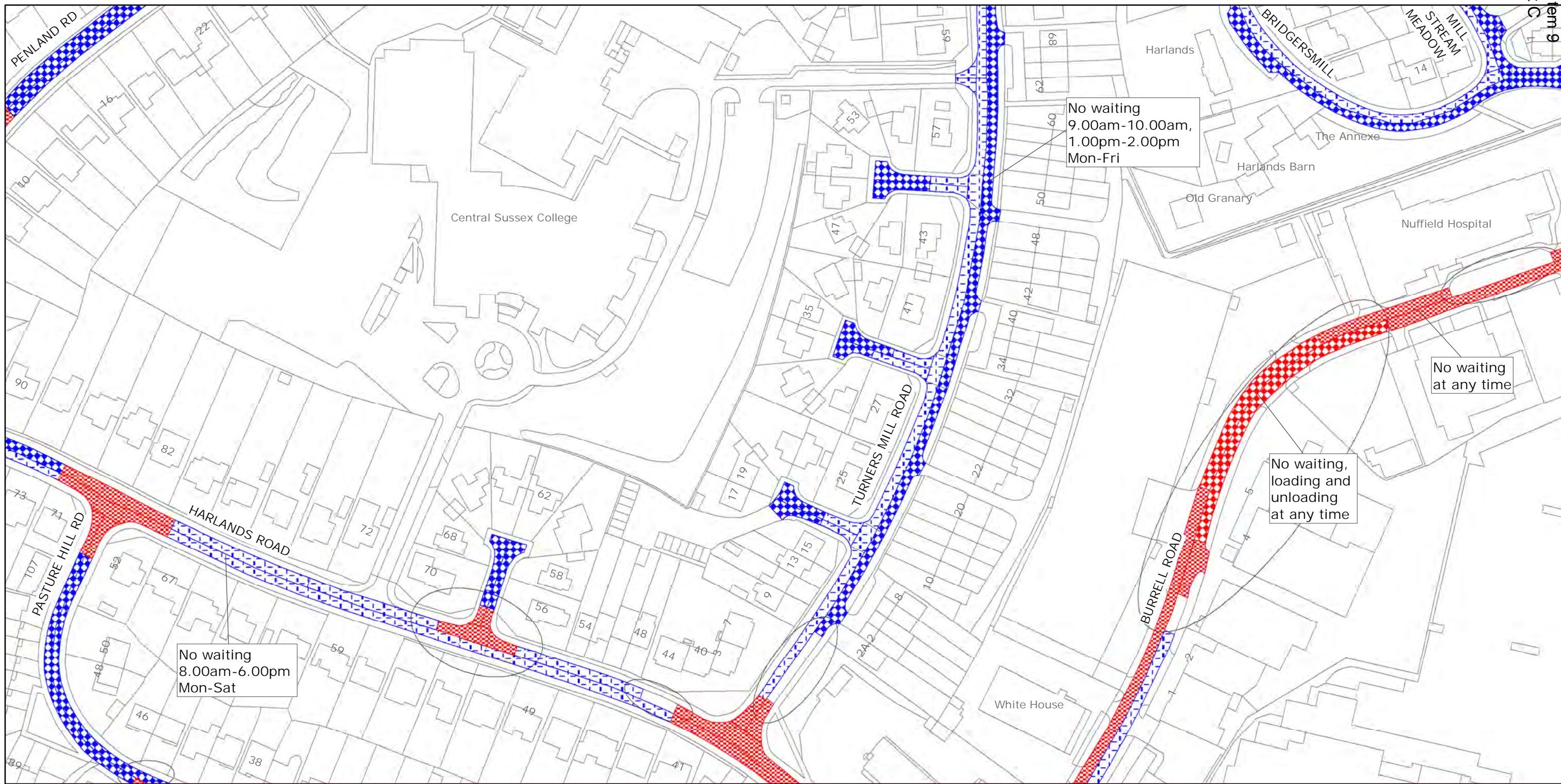
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 WAITING RESTRICTIONS

TILE REF NO:
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SHEET ISSUE NO 4
 SHEET ACTIVE FROM - 12/10/2015

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No waiting
8.00am-6.00pm
Mon-Sat

No waiting
9.00am-10.00am,
1.00pm-2.00pm
Mon-Fri

No waiting,
loading and
unloading
at any time

No waiting
at any time



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MID SUSSEX DISTRICT: HAYWARDS HEATH
PROPOSED WAITING RESTRICTIONS (17.01.2018)

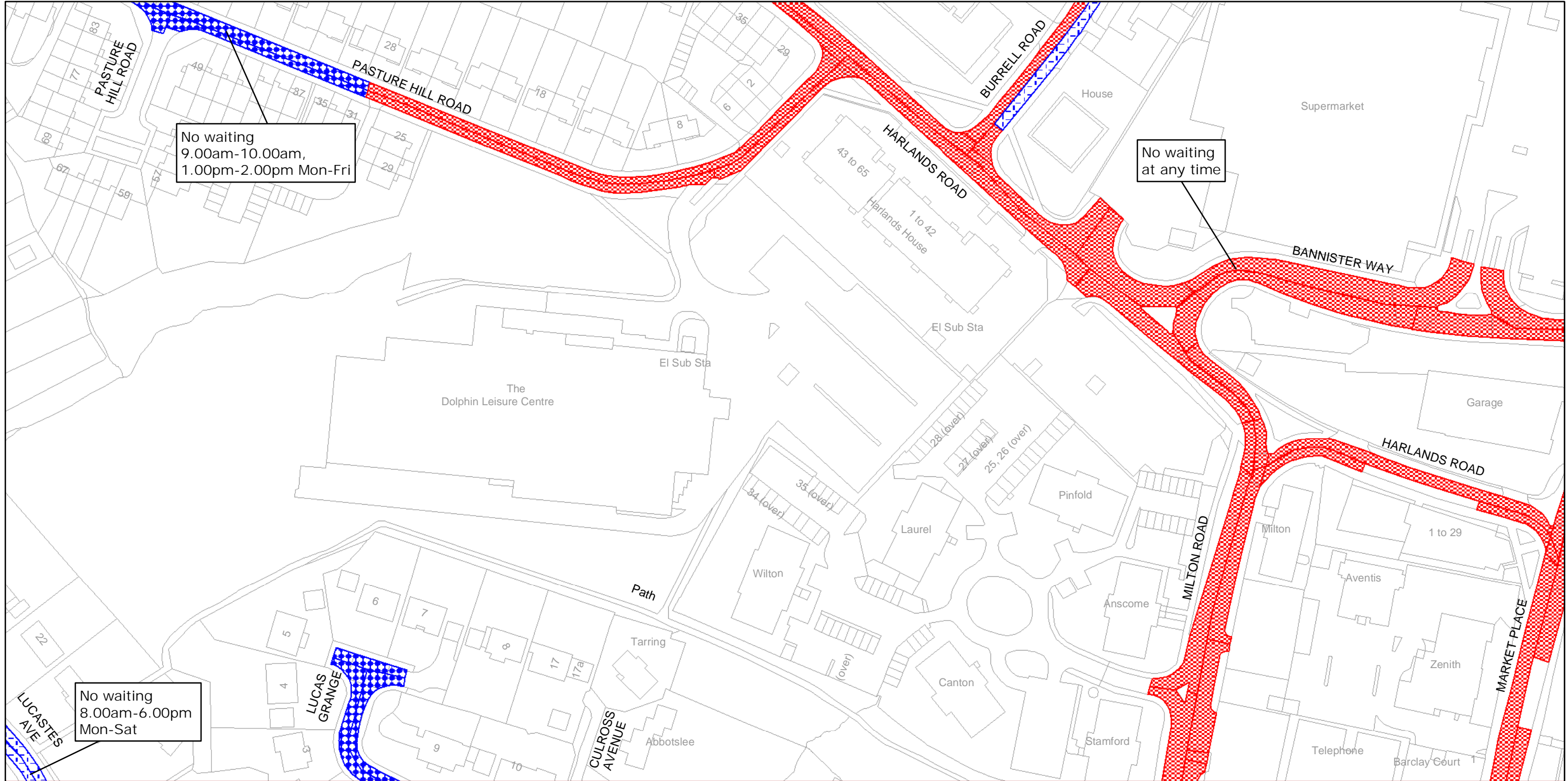
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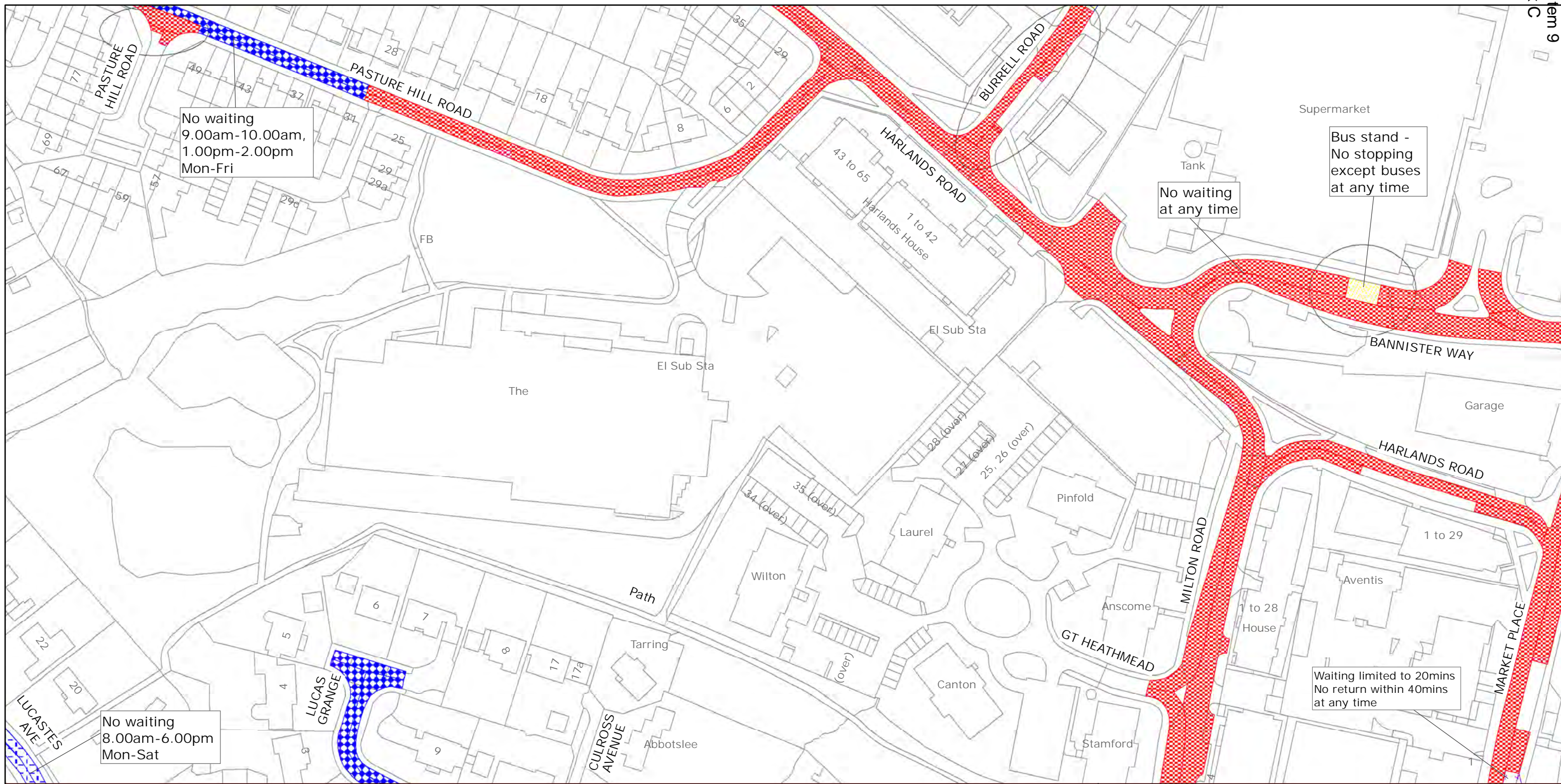
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 WAITING RESTRICTIONS

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MID SUSSEX DISTRICT: HAYWARDS HEATH
PROPOSED WAITING RESTRICTIONS (17.01.2018)

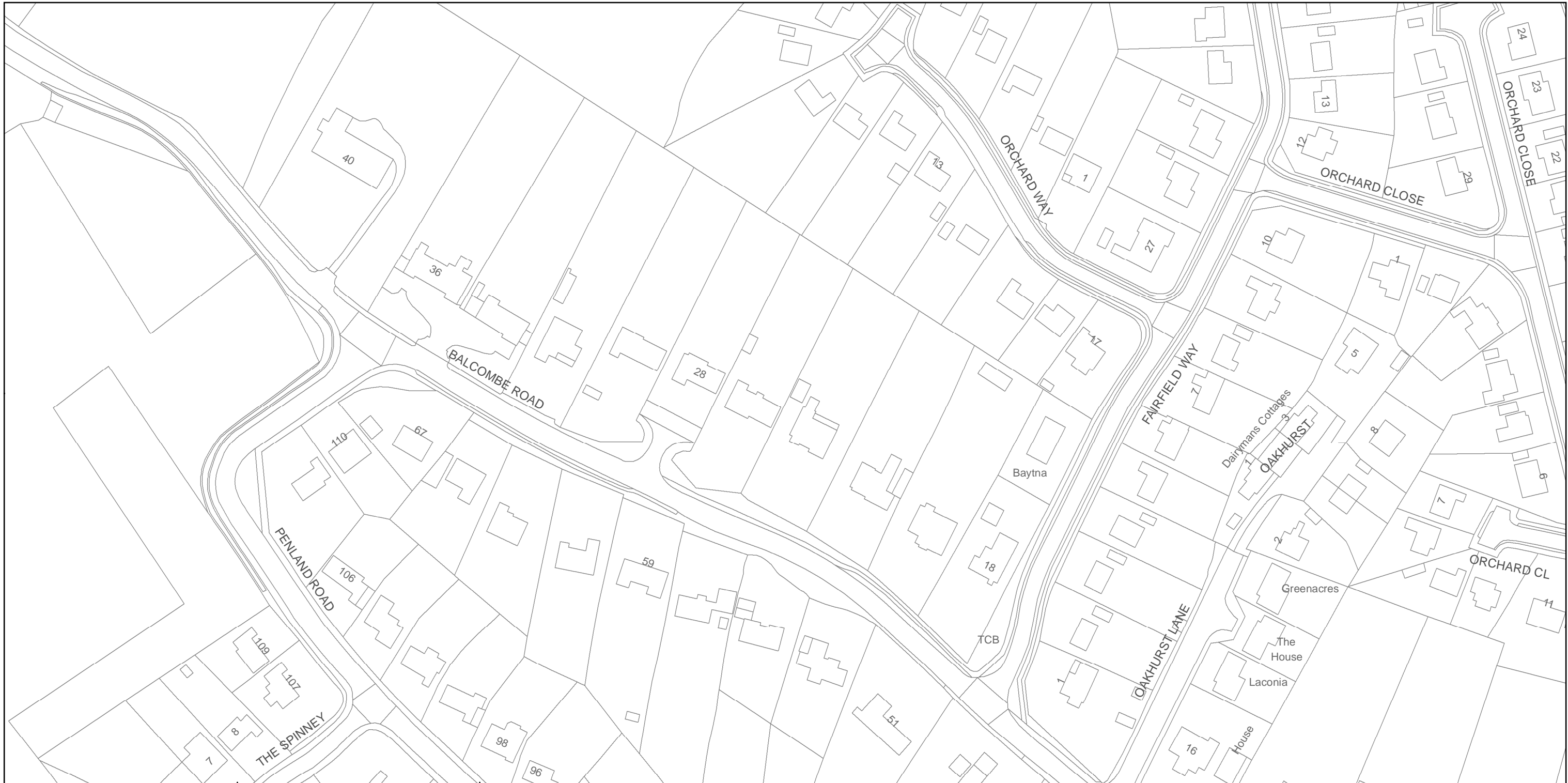
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MID SUSSEX DISTRICT: HAYWARDS HEATH
 NO EXISTING WAITING RESTRICTIONS

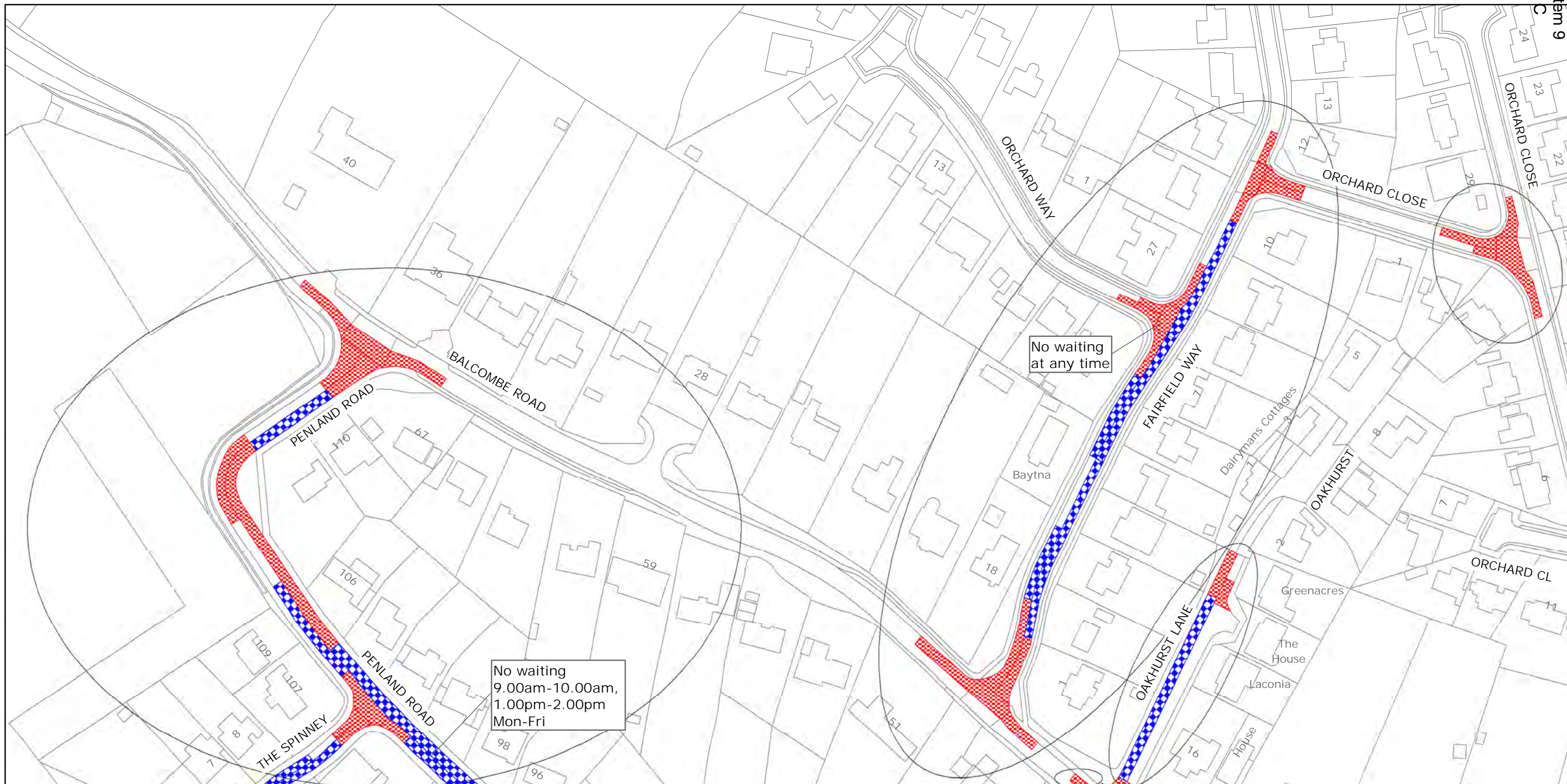
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MID SUSSEX DISTRICT: HAYWARDS HEATH
 PROPOSED WAITING RESTRICTIONS (30.05.2017)

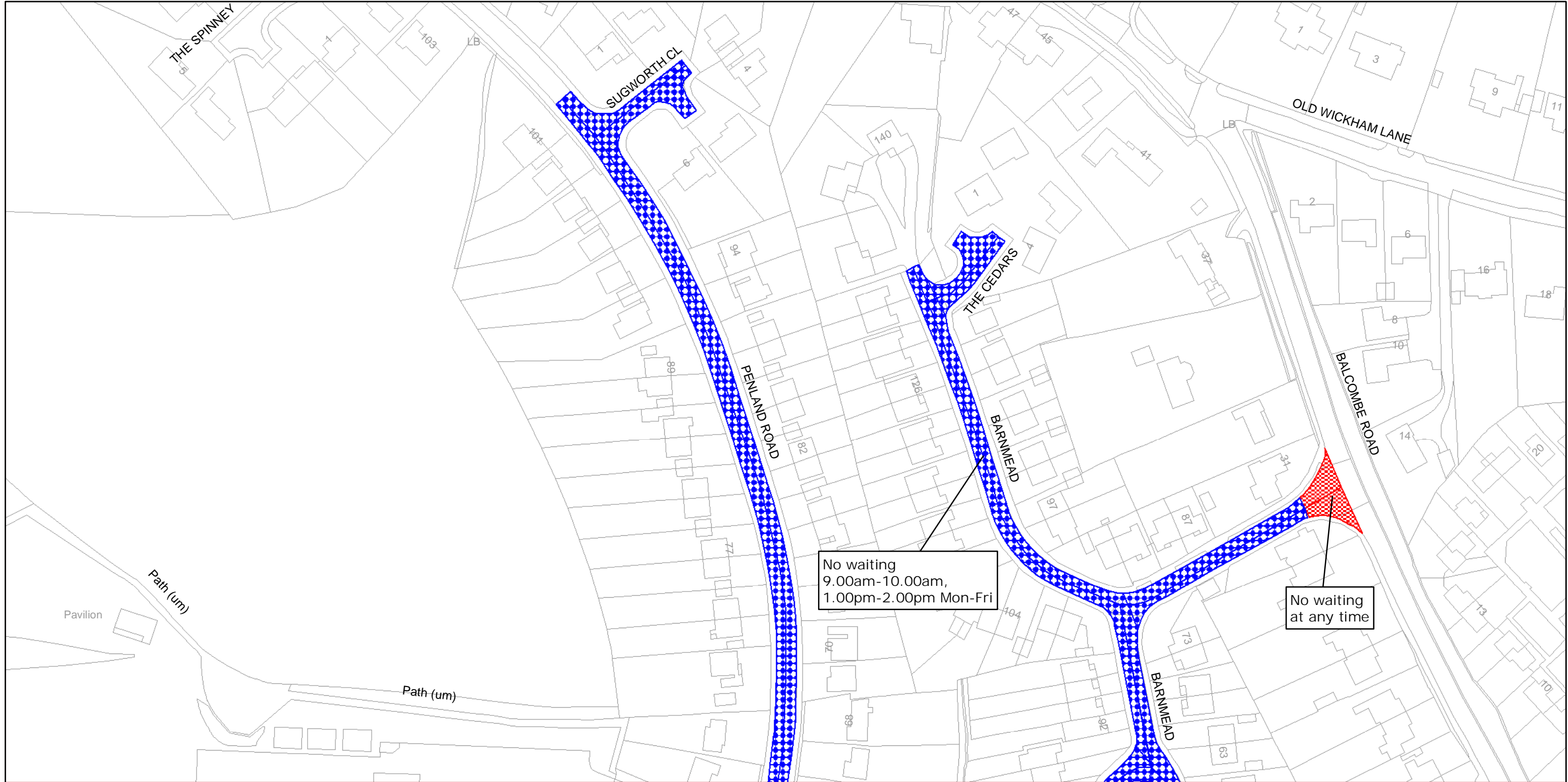
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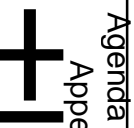
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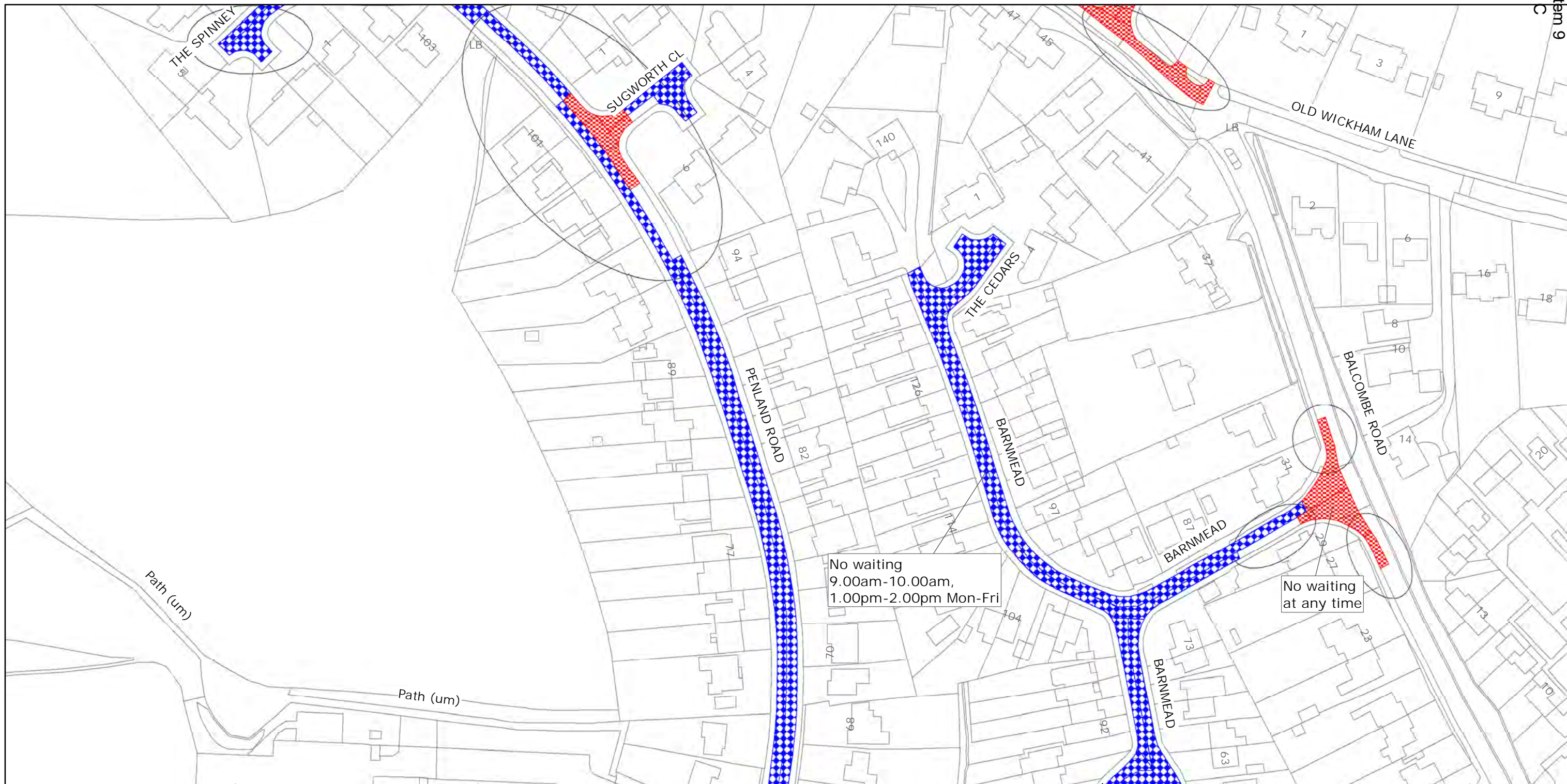
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PROPOSED WAITING RESTRICTIONS (15.04.2016)

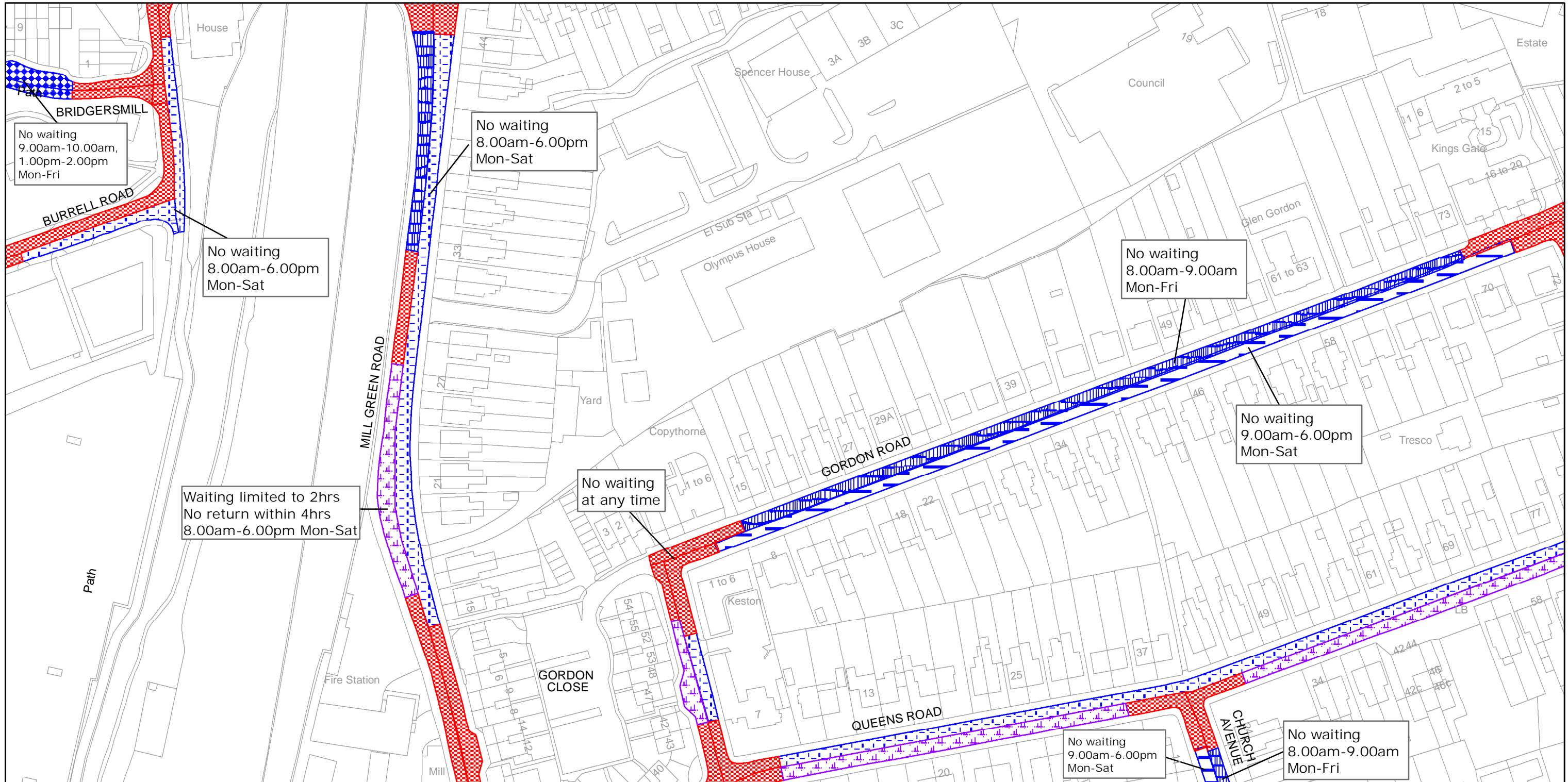
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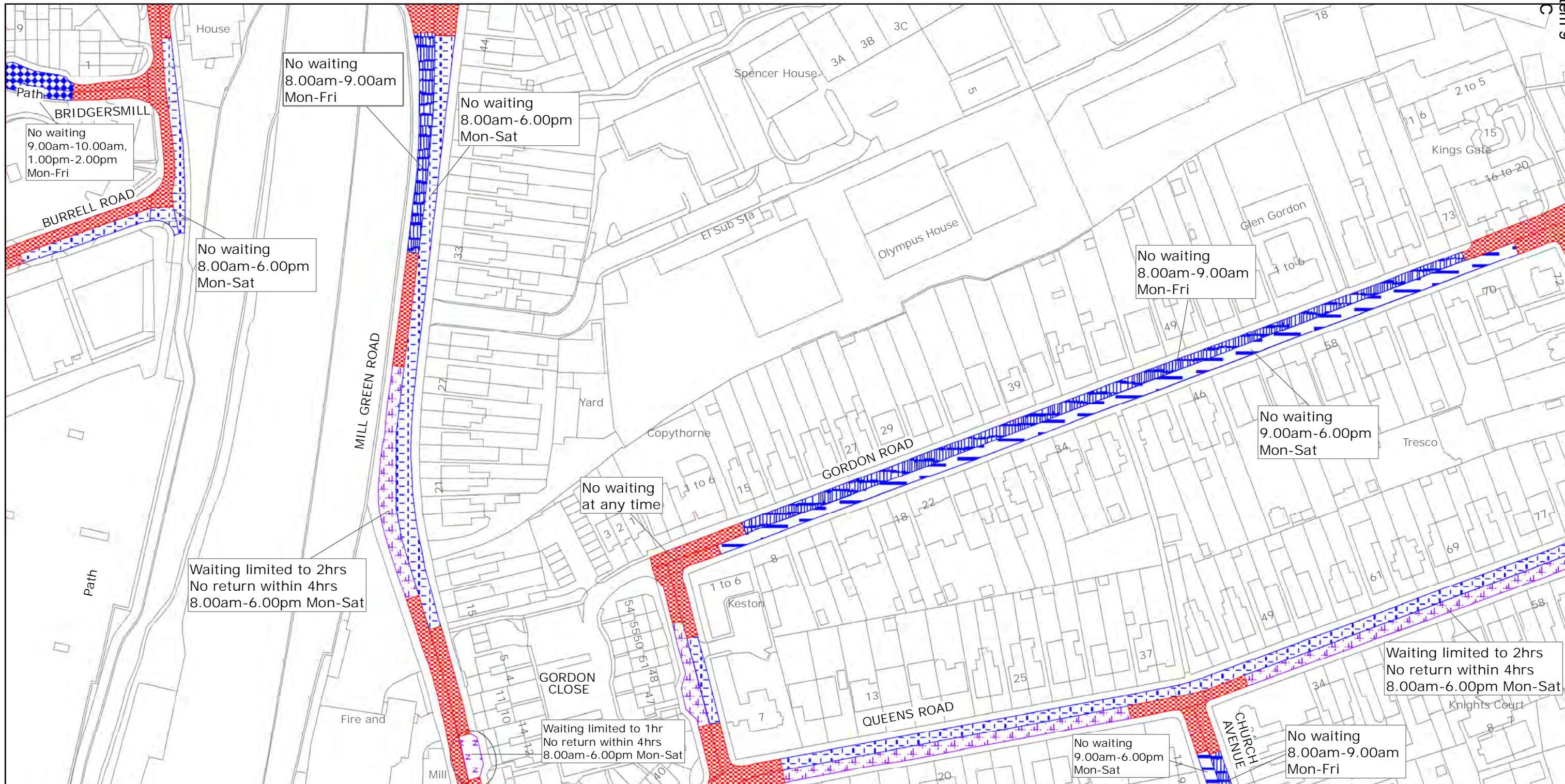
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 PROPOSED WAITING RESTRICTIONS (14.09.2017)

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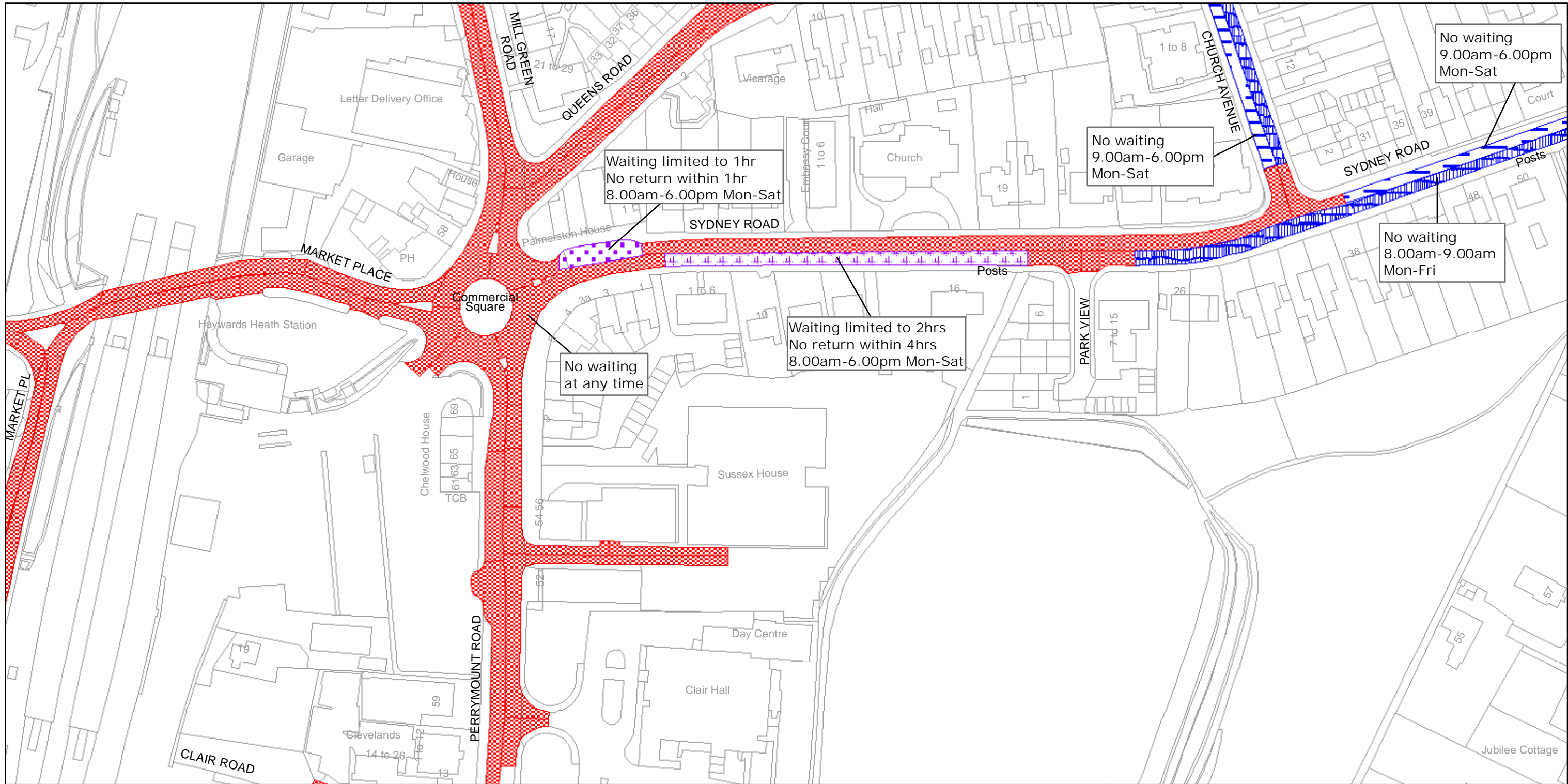
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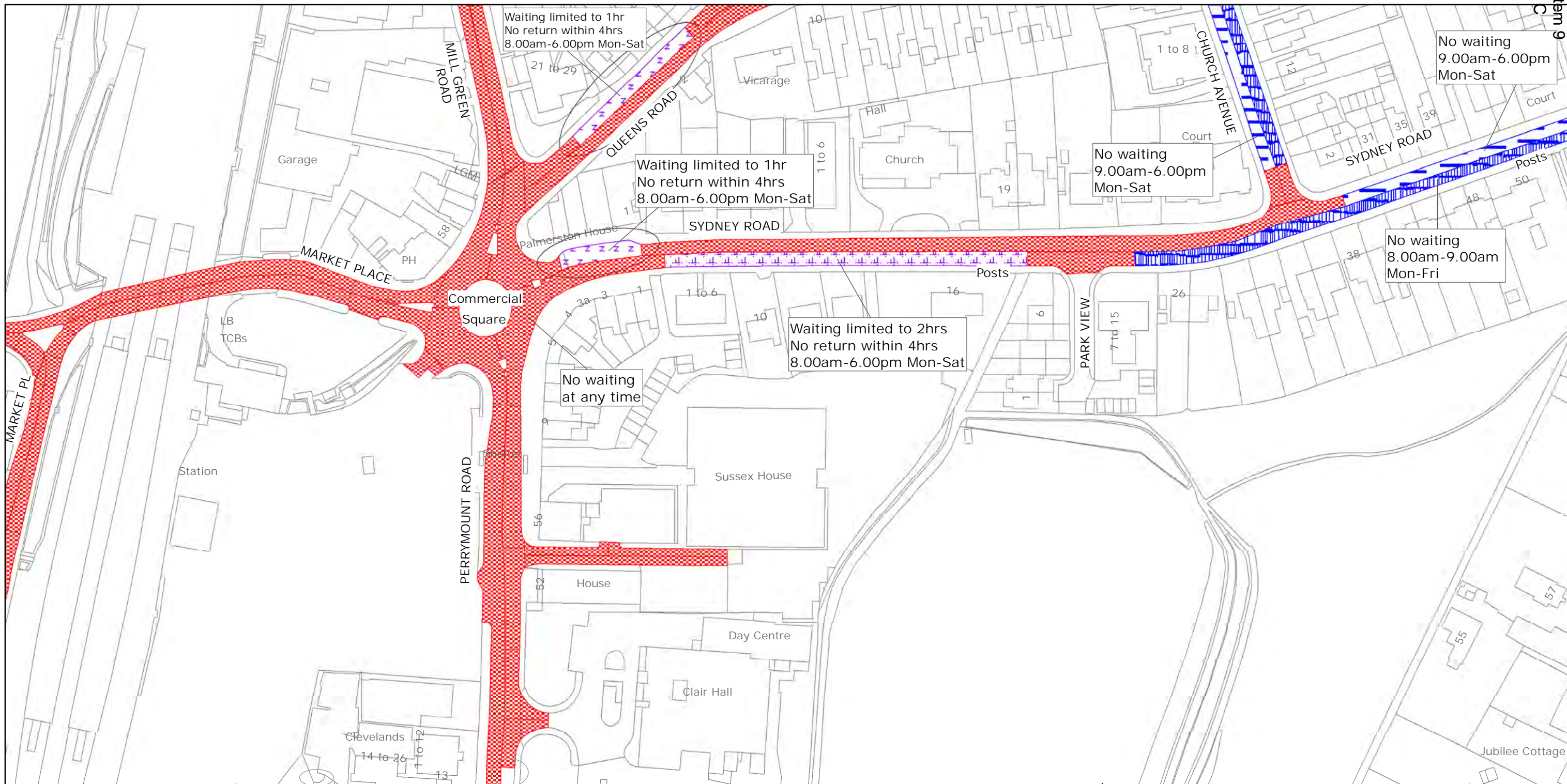
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PROPOSED WAITING RESTRICTIONS (11.05.2017)

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Central And South Mid Sussex County Local Committee	Ref No: CSM03(18/19)
26 June 2018	Key Decision: No
Haywards Heath: Balcombe Road/Borde Hill Lane & Hanlye Lane 30 MPH Speed Limit	Part I
Report by Director of Highways and Transport and Head of Highways Engineering	Electoral Division(s): Cuckfield & Lucastes

Summary

A new residential property development is being constructed on land south of Hanlye Lane, known as the Penland Farm Development. To accommodate this, the developer has been required to re-profile the junction of Hanlye Lane with Balcombe Road/Borde Hill Lane and install a new roundabout.

Safely accommodating this new junction requires an adjustment to the length of the 30 mph speed limits on the roads approaching the new junction. A Traffic Regulation Order for this adjustment has been advertised and objections received from local residents.

Recommendation

That the Central and South Mid Sussex County Local Committee, having considered the objections to the proposal, authorises the Director of Law and Assurance to make the proposed Traffic Regulation Order as advertised and to bring it into effect.

Proposal

1. Background and Context

- 1.1 On 9 June 2017 Mid Sussex District Council approved planning consent for the construction of 210 houses on land at Penland Farm, Haywards Heath, located south of Hanlye Lane.
- 1.2 Access to the new houses will be via a new junction onto Hanlye Lane.
- 1.3 When considering this arrangement it was felt that the existing junction between Hanlye Lane and Balcombe Road/Borde Hill Lane should be improved to accommodate the additional vehicle movements associated with the new development. The developer was therefore obliged to enter an Agreement under Section 278 of the Highways Act 1980 to re-profile the junction and install a new roundabout.

- 1.4 To accommodate this new junction layout it is necessary to adjust the lengths of the current speed limits on Hanlye Lane and Balcome Road/Borde Hill Lane.

2. Proposal

- 2.1 A 30mph speed limit is proposed on Hanlye Lane from its new junction with Balcombe Road/Borde Hill Lane, westwards for a distance of 130 metres.
- 2.2 The current 30 mph speed limit on Balcombe Road/Bordehill Lane would be extended northwards by a distance of 235 metres.
- 2.3 A plan showing the proposed changes is attached as Appendix A.

3. Resources

- 3.1 All costs associated with installing the revised speed limits will be met by the Penland Farm developer. Future maintenance costs will be paid from the Highways Maintenance budget.

Factors taken into account

4. Consultation

- 4.1 The proposal was advertised on 23 November 2017 in the Mid Sussex Times with documents available on the WSCC website and at Haywards Heath Library.
- 4.2 Consultation documents were sent to statutory consultees including: Sussex Police, the Fire Service, the Ambulance Service, The Freight Transport Association, Road Haulage Association, all local bus companies, Haywards Heath Town Council and Mid Sussex District Council. None of these statutory consultees raised objections to the proposal.
- 4.3 The Local Member, Mr Bradbury was consulted on the proposal and raised no objection.
- 4.4 Seven messages raising objections or concerns were raised by local residents. None of the correspondence received raised objection to the new 30 mph speed limits themselves, but were all submitted on the basis that the new 30 mph speed limit on Borde Hill Lane should extend further north than proposed.
- 4.5 The issues raised are detailed in Appendix B along with a response from the WSCC officer managing the scheme.

5. Risk Management Implications

- 5.1 If the order is not confirmed as advertised there is a risk that the access arrangements approved during the planning process for the new development will have to be delayed or re-designed in breach of planning consent granted by Mid Sussex District Council.

6. Other Options Considered

- 6.1 The layout of the new roundabout and junction of Hanlye Lane with Balcombe Road/Borde Hill Lane, and the associated speed limit changes has been set by Mid Sussex District Council in consultation with West Sussex County Council Highways officers during the planning approval process for the Penlands Farm development. No further options are available at this stage.

7. Equality Duty

- 7.1 The new junction and associated changes to local speed limits are proposed to safely accommodate access to a new property development. As such the proposal does not adversely affect any group with protected characteristics under the Equality Act.

8. Social Value

- 8.1 The proposal does not conflict with WSCC policies on social value.

9. Crime and Disorder Act Implications

- 9.1 West Sussex County Council officers do not believe the scheme will give rise to any issues covered by the Crime and Disorder Act. Sussex Police have also stated that they believe no Crime and Disorder Act issues will arise if the scheme is implemented.

10. Human Rights Implications

- 10.1 This proposal does not raise any issues that would be affected by the Human Rights Act.

Matt Davey

Director of Highways and Transport

Guy Bell

Head of Highways Engineering

Contact:

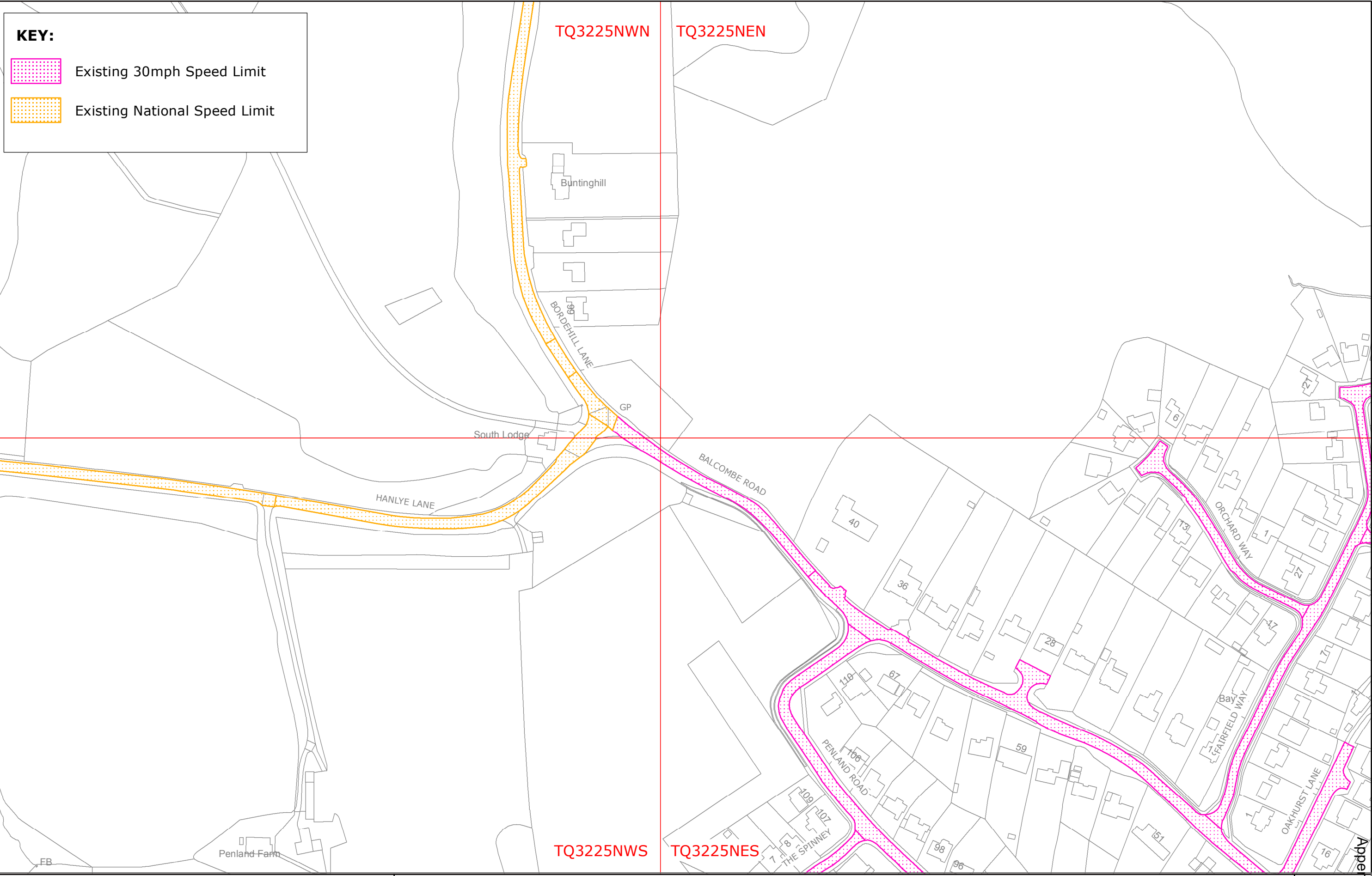
Appendices:

Appendix A – Plan showing proposed Speed Limit Amendment

Appendix B – Summary of Comments and Objections

Background Papers: None

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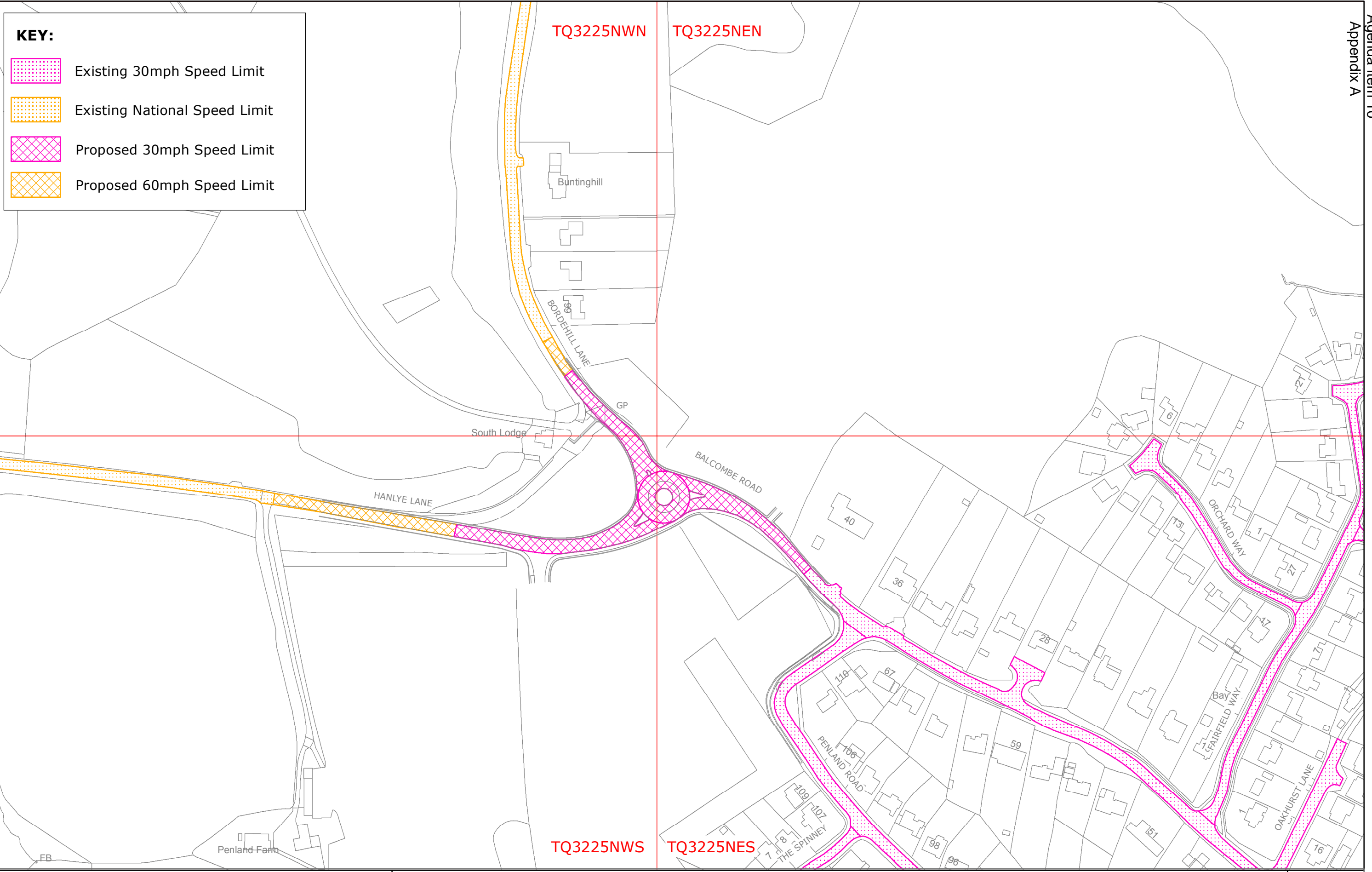


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MID SUSSEX DISTRICT: HAYWARDS HEATH
 Hanlye Lane & Bordehill Lane
 Existing Speed Limits

SCALE: 1:2,000





Appendix

Summary of Comments and Objections
Haywards Heath: Balcombe Road/Borde Hill Lane & Hanlye Lane
30 MPH Speed Limit Order

Comments	Engineer's Response
<p>Resident of Borde Hill Lane: Traffic on local roads has grown in recent years. Borde Hill Lane is unlit and has many hazards including wildlife and slow farm vehicles. The road is also affected by events traffic from Borde Hill Gardens and Ardingly Showground. The road surface is poorly maintained with poor drainage. Other local traffic schemes have increased local traffic further and the recent road widening at the entrance to Borde Hill Gardens encourages overtaking. As a result there is a high level of accidents in the road. Respondent has had front railings destroyed by an overturned car, and a car hit a telegraph pole opposite their property brining down local power lines. Neighbours have had cars crashing through the driveway. A scheme was proposed by WSCC in 2013 to reduce the speed limit on this length of road and residents were told this had been put on hold pending the outcome of planning for the Penland Farm development. Respondent agrees with the amended 30 mph speed limits, but due to the above factors, the 30 mph speed limit, or possibly a 40 mph speed limit should extend northwards to the junction with Copyhold Lane. This would reduce accidents and reduce noise and pollution.</p>	<p>The proposed scheme is being funded entirely by the developer at Penland Farm and the scope of the proposed scheme was formally agreed during the planning process. This agreement is legally binding and as such the developer cannot be obliged to extend the current scheme as requested.</p> <p>Any proposal to change a speed limit requires careful assessment against nationally agreed criteria which form the basis of the WSCC Speed Limit Policy. As well as other factors this policy requires that any new speed limit must be within a certain percentage of the current average traffic speed of the affected road. The introduction of the new roundabout on Borde Hill Lane will inevitably have an effect on traffic speeds, but the extent of this effect cannot be measured until after the roundabout has been installed. It is not therefore presently possible to assess whether the longer speed limits requested by residents comply with the WSCC speed limit policy.</p> <p>Bearing in mind these issues it is recommended that after the new roundabout is installed residents should make an application to the CLC for a separate scheme reviewing the speed limits on Borde Hill Lane. An application on this basis could be considered for prioritisation by the CLC as one of their community TROs for the relevant financial year.</p>
<p>Resident of Borde Hill Lane: Requests that speed restrictions of 30 or 40 mph are introduced on Borde Hill Lane from the new roundabout to Skew Bridge. This length of road has become increasingly dangerous making any pedestrian access impossible and accidents have occurred with a neighbour</p>	<p>Please see above</p>

Agenda Item 10
Appendix B

<p>having more than one car arrive in their front garden.</p>	
<p>Resident of Borde Hill Lane: Had hoped new speeded limits would extend much further north. All other roads coming into Haywards Heath, Cuckfield and Lindfield have reduced speed limits but Borde Hill Lane is still national speed limit despite having 17 houses within 1 mile of the start of the 30 mph speed limit on Balcombe Road. There is a strong case for a 30mph or 40 mph speed limit extending north to Skew Bridge as there have been several accidents on this length of road, one bringing down electricity cables, fortunately without causing serious injuries.</p>	<p>Please see above</p>
<p>Resident of Borde Hill Lane: In 2013 the Highways department proposed a 40 mph speed limit from Hanlye Lane to the entrance to Borde Hill Gardens. This was put on hold due to the Penland Farm Development. This original plan should now be installed as a minimum.</p> <p>All other roads approaching Haywards Health, Lindfield and Cuckfield from the north have reduced speed limit zones as they approach residential areas. Borde Hill Lane has 17 houses on it within 1 mile of the current 30 mph speed limit on Balcombe Road. There is a strong case for a 30 or 40 mph speed limit extending to Skew Bridge.</p> <p>Traffic tends to accelerate hard as soon as it passes the current 'de-restriction' sign at the Hanlye Lane junction. This has been the cause of several accidents with cars leaving the road, four of which have ended up in respondents front garden in the last 10 years. New roundabout will improve safety at the Hanlye Lane junction but the speed limit should be extended further north to improve safety by these houses.</p> <p>Pedestrians are often seen using the road between Hanlye Lane and Borde Hill Gardens. With high traffic speeds and no pavement the situation is dangerous.</p> <p>Volume of traffic on the road is very high with respondents often having to wait for 20 or 30 cars to pass before being able to enter or leave their driveway.</p> <p>Vehicles often overtake near the entrance to Borde Hill Lane, suggests a double white line</p>	<p>Please see above</p> <p>WSCC did carry out an initial 'design stage' consultation on proposals to review the speed limits on Borde Hill Lane in 2013. Funding allocated to the scheme in 2013 is no longer available.</p>

<p>system there. Nuisance from loud motorcycles, heavily accelerating vehicles and high volume of traffic has lead respondent to consider moving away. Estate agents report that the situation on Borde Hill Lane affects the value of their property.</p>	
<p>Resident of Borde Hill Lane: Extent of proposed speed limit is pointless given the history of the road and correspondence from residents. It will not stop cars accelerating hard towards Borde Hill Estate and cars approaching the new roundabout will arrive too fast as they will not see the signs until they are on the roundabout. 30mph limit should extend to Borde Hill Estate, with a 40mph limit from there to Skew Bridge. The road has increasing amounts of traffic and this will increase further with the new development. Respondent has had to assist in several RTAs over the years and has been hit from by other cars twice when signalling to enter their driveway. Other roads approaching Haywards Heath have lower speed limits despite having no houses on them so does not understand why Borde Hill Lane, has houses and a higher speed limit. The road has no lighting or footway so is dangerous for pedestrians.</p>	<p>Please see above</p>
<p>Resident of Borde Hill Lane: Supports lower speed limits but proposal does not extend far enough north. Current situation is dangerous for pedestrians and residents along the road who try to walk anywhere. Road has high volumes of traffic which has increased over the years and the new houses will add to the number of vehicles using the road, making it even more dangerous for pedestrians. The council should be improving traffic and pedestrian safety along this section of road by extending the 30 mph speed limit northwards beyond the entrance to Borde Hill Gardens.</p>	<p>Please see above</p>
<p>Resident of The Spinney: Supports lower speed limits but proposed area should be much larger. On Hanlye Lane the 30 mph</p>	<p>Please see above</p>

Agenda Item 10
Appendix B

<p>speed limit should extend 100m west of the new junction. On Borde Hill Lane the speed limit should start at least 100m north of the new roundabout.</p>	
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Central and South Mid Sussex County Local Committee	Ref No: CSM04 (18/19)
26 June 2018	Key Decision: NO
Blackthorns Close, Blackthorns Primary School - School Keep Clear Traffic Regulation Order.	Part I
Director of Highways and Transport and Service Manager of Transport and Countryside	Electoral Division(s): Lindfield and High Weald

Summary

Yellow zigzag 'School Keep Clear' markings are used to prevent vehicles parking too close to school entrances, where they cause obstruction and restrict visibility. Many School Keep Clear markings are advisory without the requisite Traffic Signs and are not being well observed. The members of North Mid Sussex County Local Committee requested a TRO be prioritised to ensure entrances to the schools in their area are protected by School Keep Clear markings and Traffic Signs allowing them to be enforced.

School Keep Clears for Blackthorns Primary School were proposed in Blackthorns Close.

Following the initial consultation in May 2017 we received objections from residents of Blackthorns Close so the plan was redesigned to address their concerns and following a second public consultation in December 2017 we have now received comments from Blackthorns Residents Association.

Following public advertisement nine objections to the proposals was received which has been summarised in Paragraph 4.4 of this report.

Recommendation

That the Central and South Mid Sussex CLC having considered that the resulting benefits to the community outweigh the objections raised authorise the Director of Law and Assurance to make the Order as advertised.

Proposal

1. Background and Context

- 1.1** Yellow zigzag 'School Keep Clear' markings are used to prevent vehicles parking too close to school entrances, where they cause obstruction and restrict visibility. Many School Keep Clear markings are advisory and are not well observed. The members of Central Sussex County Local Committee requested a TRO be prioritised to ensure entrances to the schools in their area are protected by legally enforceable School Keep Clear markings.
- 1.2** WSCC identified locations for the required School Keep Clear markings and traffic signs ensuring that they were compliant with the Traffic Signs Regulations and

General Directions. Additional waiting restrictions were also proposed where considered necessary in specific sites

- 1.3** The purpose of the restrictions is to improve visibility and safety for young people travelling to and fro school.

2. Proposal

- 2.1 The proposal will introduce/formalise school keep clear markings in Blackthorns Close to prohibit any vehicle from stopping on the markings Monday to Friday between 8am and 5pm excluding bank holidays, additional Single yellow line with a timed restriction of Monday to Friday 8am to 5pm excluding bank holidays and introduce double yellow lines at the junction of Blackthorns Close and Blackthorns.

- 2.2 The length of road which is/are subject of the proposed Order is shown in Plan No. TQ3424NWN and TQ3425SWS.

The plans are included in Appendix A.

- 2.3 The Order has been proposed to prevent danger to persons or traffic using the roads, improve the amenities of the area through which the affected lengths of roads run and to facilitate the passage of traffic.

3. Resources

- 3.1 The entire cost for the lining/signing to implement the TRO is in the region of £1.5k and is part of a wider batch of works to offer improved Value For Money. This is funded as part of an approved IWP with allocated capital funding. This work forms part of a countywide CLC priority. Once the scheme is delivered maintenance is kept up by Highways.

Factors taken into account

4. Consultation

- 4.1 At the design stage, Blackthorns Primary School was consulted on the proposed extent and location of the school keep clear restriction. The Local Member and Sussex Police were also consulted. No objections were raised.
- 4.2 A three week statutory consultation period ran between 30/11/2017 - 21/12/2017. During this consultation period, notices were erected at the school, a copy of plans and a statement of reasons were made available at the local library and on the County Council website, and a copy of the Public Notice advertised in the Mid Sussex County Times
- 4.3 During the consultation period there were no negative comments from any of the statutory consultees

4.4 Nine Objections were received and are summarised below, together with the response on behalf of the Interim Director Highways & Transport.

<u>Objection</u>	<u>Response</u>
<p>The parking restriction proposal CMS8013-MM concerns my road. In general terms I am happy with the proposals. However, I have a concern with the junction between Blackthorns and Appledore Gardens. This junction is right next to my house and has at present no parking restriction markings. As a consequence people park right on the junction at school times. This causes major chaos due to no room for turning left or right with constant heavy traffic along Appledore Gardens</p> <p>I suggest that parking restriction signage and lining is provided at this junction while the fuller parking proposal is being provided. Naturally I am happy to meet your representative at any time to discuss my proposal.</p> <p>You should also note that I have submitted a separate request to the WSSC Highways department. This has been given an enquiry number of 2449690.</p>	<p>Following a meetings with the three local schools and the Blackthorns Residents Association with Cllr Andrew Lea and Richard Speller, the residents group will be working with highways to look all the junctions within the community to develop a separate community led TRO. It is recognised that the restrictions will potentially displace 5 vehicles from Blackthorns Close into the wider community at peak school run times, this will be monitored by the school and community and highways and this will then support a community led TRO.</p>
<p>We are resident in Blackthorns, Lindfield. We have been passed details of proposed yellow lines in Blackthorns Close only. We live on the next close in the road and I believe that these lines will not solve the growing problem of parking in our road but will merely push the traffic further along and into our close! I do agree the lines are needed but more than what is proposed. People park on the corner of our close and I often can't see around the corner to pull out or indeed get in or out of my driveway- we are on the corner. Please consider at the very least putting yellow lines on the corners too</p>	<p>Parking on the corner of Blackthorns Close and Blackthorns will be addressed with Double Yellow Lines as part of this proposal, the school will be working with WSSC to promote highway code rule 243 to parents and the wider community. Additional junctions will be reviewed by highways as part of a request for a community led TRO following a review of the impact the SKC TRO has on the community.</p>
<p>Blackthorns is a narrow road and needs to be considered as a whole. Vehicle access for residents is extremely difficult at school run times and at other school events. Long term parking is an issue. Emergency Vehicle access is vital at all times. The whole road is not suitable for large coaches at any time. The restrictions proposed will merely move the problems further along the road and exacerbate the current</p>	<p>The current lack of restrictions in Blackthorns Close does lead to potential access issues for emergency vehicles, by restricting the parking to the East side of the carriageway flow of traffic, visibility and</p>

<p>problems residents have.</p>	<p>safety is improved.</p>
<p>I am writing to express my deep concerns to the proposal in reference around Blackthorns school. The road outside my property and that of my neighbours sustains a heavy and often dangerous cacophony of school traffic twice a day and any restrictions nearer the school will only add to the volume of traffic and often dangerous parking (on corners of junction opposite 27 Blackthorns) and blocked driveways I have suffered personally. Whilst I welcome safety improvements this scheme needs looking at in the wider context of the effect on properties further in Blackthorns. School parking in residential areas is often dangerous with young children and parked and moving cars a worrying mix in an area not designed for such. I urge the team to strongly reconsider the proposal in the wider context of the effect on properties such as mine further in Blackthorns</p>	<p>Parking on the corner of Blackthorns Close and Blackthorns will be addressed with Double Yellow Lines as part of this proposal, the school will be working with WSCC to promote highway code rule 243 to parents and the wider community.</p>
<p>I am a resident of Blackthorns.</p> <p>Whilst I understand the reasons for the proposal, there is a need for wider consideration of the current major problems in Blackthorns and Blackthorns Close and the effect of the proposal.</p> <p>The effect will be to transfer school parking problems to the rest of Blackthorns which is a cul-de-sac and where there is already an excessive amount of school traffic.</p> <p>Additionally, currently, school traffic parks on the corners (including pavements!) of the second small cul-de-sac between Nos. 28 and 42 which causes the same problems as at the junction of Blackthorns and Blackthorns Close. Children, parents (with buggies etc.) and residents are forced to walk onto Blackthorns road to cross the cul-de-sac. The school coaches and a large proportion of traffic use this second cul-de-sac to turn quickly to exit Blackthorns. This is an unsafe situation and it is only a matter of time before there is a serious accident and injury.</p> <p>The proposed restrictions will result in even more cars trying to park in an overfull Blackthorns which has already resulted in occasions of gridlock, abuse of residents, parking across driveways, damage to vehicles and to verges.</p> <p>The school coaches are an added problem –</p>	<p>Parking on the corner of Blackthorns Close and Blackthorns will be addressed with Double Yellow Lines as part of this proposal, the school will be working with WSCC to promote highway code rule 243 to parents and the wider community.</p> <p>The proposals will enable coaches to access and exit Blackthorns Close easier, however the school acknowledges at peak times this can be difficult and will work with the other two schools to identify a safe coach parking alternative – potentially on Oathall school site.</p> <p>The walking path between Blackthorns and Lindfield Primaries works both ways and parking crossover does occur with Blackthorns parents parking by Lindfield and</p>

<p>presumably their parking is being considered?</p> <p>Also, the problems are exacerbated by parents of Lindfield school pupils parking in Blackthorns / Blackthorns Close and walking through the gate between the two Schools. This has become a real problem since the gate, previously locked, was opened.</p> <p>Whist we accept that something needs to be done to address the traffic issues, due to the school parking and traffic movements we feel the proposals outlined will in fact make matters worse by moving the parking/waiting problem elsewhere along Blackthorns.</p> <p>Current parking in the close up to the school, is in a defined area where there are minimal properties and minimal associated driveways. Part of the close is also wider than Blackthorns itself allowing some space for parking. The restrictions at the 'T' junction will help relieve some of the major congestion. However if there are restrictions in the close cars will just park in the main Blackthorns roadway which is no wider than the close, and has many more properties with driveways. There is also considerably more traffic flow and this would be restricted even further than present along much of the roadway due to one way alternate working only being possible passed parked cars. This situation would remain for most of the day as many of the parked cars belong to staff from the school.</p>	<p>Lindfield Parents parking by Blackthorns, the schools believe this to be an even swap however they are working together to survey this route. At the meeting 05/01/18 closure of this safe route was rejected by the schools as it would add traffic at each school site as parents historically will not walk the longer road via Appledore Gardens.</p>
<p>I am registering my objections to any parking restrictions on "lengths of Blackthorns" in Lindfield as detailed in the current proposal. This is because any restriction will have a knock on effect on parking on the street and we require daily access to on street parking. I am a resident on the street and require access to on street parking. I strongly disagree with the proposal for restrictions on "lengths of Blackthorns".. We do not consider that "The Blackthorns community association's" views on this matter are representative of all residents who actually live on the street and require on street parking.</p>	<p>The only proposed restriction on Blackthorns is at the junction with Blackthorns Close to protect the junction and the crossing point,</p>
<p>I am not against your limited proposals, but do not believe that they are sufficient to address the serious parking & congestion problems which currently prevail in Blackthorns around 9.00 am & 3.00 pm each school day.</p> <p>Blackthorns is a residential cul-de-sac & was not</p>	<p>Parking on the corner of Blackthorns Close and Blackthorns will be addressed with Double Yellow Lines as part of this proposal, the school</p>

<p>designed to cope with a large volume of traffic. However we now have parents with children at two local schools attempting to park in our road in order to drop off and collect their children. Originally only those with children at Blackthorns Academy used Blackthorns to access the school, but a few years ago a decision was made to leave open a pedestrian gate which separates Blackthorns Academy from the adjacent Lindfield Primary Academy, as a result many parents from that school also now try to park in Blackthorns, instead of using the main school entrance located close to Lindfield Common.</p> <p>The current excessive volume of cars driving & parking in Blackthorns presents a serious danger to the parents & children of both primary schools, as well as to the many children from the nearby Oathall Secondary who also use Blackthorns to walk to & from school. This situation could easily be remedied by restricting access through the gate to only the few parents who have children attending both primary schools. This should significantly reduce the volume of traffic using Blackthorns.</p>	<p>will be working with WSCC to promote highway code rule 243 to parents and the wider community.</p> <p>The walking path between Blackthorns and Lindfield Primaries works both ways and parking crossover does occur with Blackthorns parents parking by Lindfield and Lindfield Parents parking by Blackthorns, the schools believe this to be an even swap however they are working together to survey this route. At the meeting 05/01/18 closure of this safe route was rejected by the schools as it would add traffic at each school site as parents historically will not walk the longer road via Appledore Gardens.</p>
<p>I think the proposed permanent Traffic Regulation Order that will introduce/formalise enforceable School Keep Clear Markings prohibiting stopping for Blackthorns School is acceptable in terms of positioning of the markings but I think the timing should be from 8am to 4pm and not 8am to 5pm. After 3.30pm there is little, if any, discernible school traffic in Blackthorns and this order will therefore penalise residents. I believe it is wrong to adopt a "one size fits all" arrangement for all schools in terms of the timing restriction.</p> <p>Blackthorns has been subject to increased traffic of late because parents of children attending Lindfield Academy School also park in the Blackthorns area and walk their children through the field which is accessed from a gate by Blackthorns School. Closing this gate would greatly reduce congestion in the Blackthorns area and make it safer for everyone else. Introduction of the markings will of course stop dangerous parking, but it will not relieve the congestion</p>	<p>The timings are designed to cover the whole school day when access may be required and this includes after school clubs, keeping the road clear and preventing part time staff blocking the road, following the initial consultation excluding bank holidays was added as part of the amendment to the original plan.</p> <p>The walking path between Blackthorns and Lindfield Primaries works both ways and parking crossover does occur with Blackthorns parents parking by Lindfield and Lindfield Parents parking by Blackthorns, the schools believe this to be an even swap however they are working together to survey this route. At</p>

	<p>the meeting 05/01/18 closure of this safe route was rejected by the schools as it would add traffic at each school site as parents historically will not walk the longer road via Appledore Gardens.</p>
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4.5 Four Comments of support were received

<p>Daily 'school-run' traffic causes grid-lock in Blackthorns and Blackthorns Close which spills over into 'road-rage' incidents with vehicles leaving the carriageway to negotiate jams by driving along the verge and pavement. Congestion, parking and unacceptable driver behaviour presents a risk to pedestrians, especially children. Access to Blackthorns school and nearby homes by the emergency services is clearly compromised at times and represents an unacceptable risk.</p> <p>The proposed restrictions are welcome. They would be further enhanced by extending the "No waiting at any time" restriction to include the junction with the close off Blackthorns at TQ34262511. Vehicles often park on this junction in contravention of the Highway Code.</p> <p>Grid-lock could be prevented by imposing a residents only parking restriction on the section of Blackthorns between Blackthorns Close and Appledore Gardens. Parking by school traffic routinely reduces this section of the road to single carriageway and given Blackthorns is a cul-de-sac, mayhem ensues. I appreciate such restrictions may exceed the scope of the proposed TRO perhaps needs to be a separate initiative along with the development and implementation of a sustainable transport policy.</p>
<p>This proposed action for parking around the school is fair, and I am in favour. We are pleased to see that the proposed restrictions do not affect Blackthorns past Blackthorns close. Restrictions significantly past Blackthorns close would cause problems to residents further along the road</p>
<p>I support the proposal but believe that it does not go far enough. For example there is a second close in Blackthorns between house numbers 28 & 42 where cars regularly park on the corners, often on the pavement, during school arrival & leaving times. This presents a significant danger to the many parents & children walking along the pavement & attempting to cross the road at a time when it is exceptionally busy with school traffic.</p> <p>The measures currently proposed will ease congestion in the close leading up to Blackthorns Primary Academy, but will not ease the congestion in the rest of Blackthorns. In fact it will make it worse, as motorists who are no longer able to park in the close will seek to park elsewhere in Blackthorns.</p> <p>Blackthorns is a cul-de-sac and currently, during school term time it is very difficult to enter or exit the road between 8.30 to 9.30 am & again from from 2.30 to 3.30 pm. This problem has worsened during the last few year's, I believe this dates back to a decision taken some years ago to allow children & their parents to pass freely through a pedestrian gate located between</p>

Blackthorns Academy & the neighbouring Lindfield Primary Academy. Previously this gate had been kept closed & locked at most times.

The result of this change is that many parents with children at either school now attempt to park in Blackthorns when dropping off & collecting their children, causing serious congestion. I believe strongly that the parking problem & the resulting congestion could be greatly eased if there was some control over who is permitted to pass through the pedestrian gate between the two schools.

The head & deputy head at Blackthorns Academy have argued that there are a few parents with children at both schools who need to use this gate, in which case access should be restricted to only these parents. Thus parents who only have children at Lindfield Primary Academy would return to using the main school entrance located close to Lindfield Common where there is alternative parking available.

My comments relate to the proposals within this TRO for the Blackthorns Primary Academy area (Blackthorns Close and Blackthorns). I welcome and fully support this TRO for the Blackthorns Close area.

However I was party to discussions between Blackthorns Community Association, WSCC Highways & WSCC Councillor Andrew Lea in September when 'No Waiting At all times' restrictions were also proposed around the 2nd Junction (unnamed Close) to the North of the junction with Blackthorns Close and Blackthorns. Parent parking throughout Blackthorns creates significant disruption and this junction in particular is frequently used to turn large vehicles, School coaches etc. The turning circle at the far end of Blackthorns being inadequate for the size of these vehicles.

4.6 The Local Member has been made aware of the consultation responses and supports implementation of the TRO

5. Risk Management Implications

5.1 Should the proposed TRO not be made the risk to the County Council is that the concerns raised by schools about inconsiderate parking in the vicinity of the school entrances will not be addressed and the threat to safety will continue.

5.2 Should the proposed TRO be made the risk to the County Council is that the proposed restriction will protect the school entrance but parking will migrate into neighbouring roads. The Travelwise Team are working with the school community to discourage inconsiderate parking behaviour the Council will monitor the situation and propose further restrictions if necessary.

6. Other Options Considered

6.1 WSCC officers believe that the length of the proposed restrictions is justified on the grounds of pupil safety, and this approach is supported by the school'

7. Equality Duty

- 7.1 WSCC has considered it's public sector quality duties in the attached Equality Impact Report, which has not identified any outstanding issues under the Equality act.

8. Social Value

- 8.1 The proposals align with the County Council's policy on Social Value insofar as they are supported by the School community to improve the local road environment.

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 TRO is justified.

Matt Davey
 Executive Director of Economy
 Infrastructure and Environment

Andy Ekinsmyth
 Service Manager Transport
 & Countryside

Contact: Ian Patrick: 0330 222 6715 Pene Mather:0330 222 6747

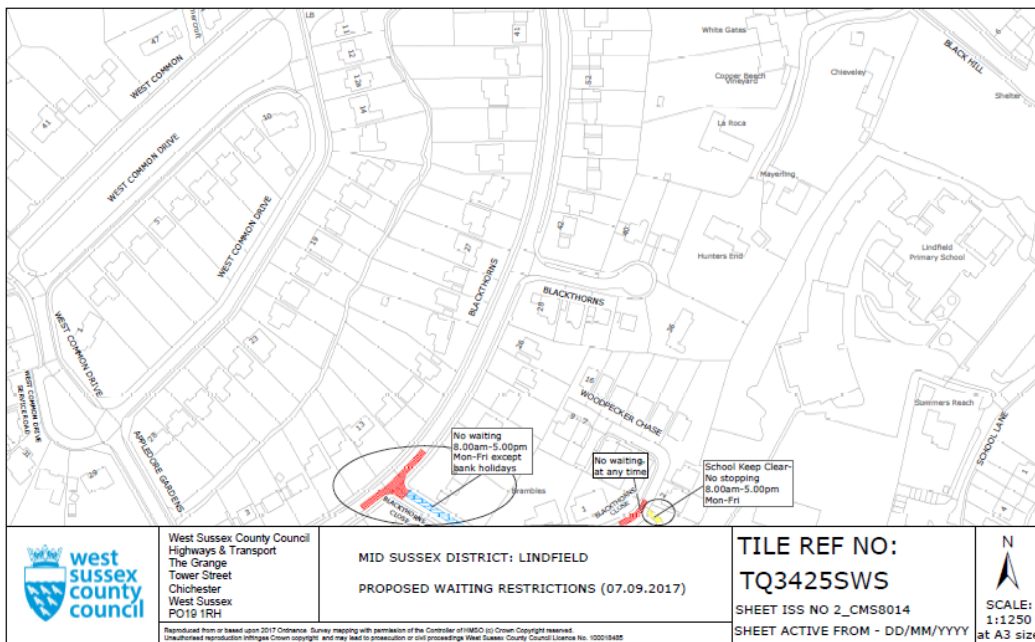
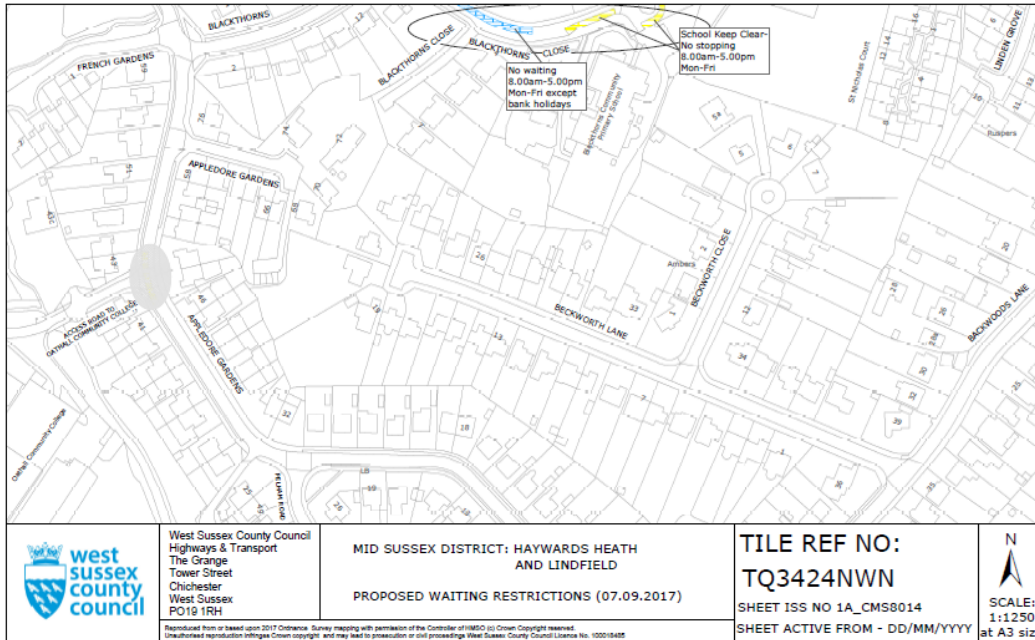
Appendices

Appendix A – Plan

Background Papers

None

Appendix A – Plan



Central and South Mid Sussex Committee**26 June 2018****Prioritisation of Traffic Regulation Orders 2017/18****Report by Director of Highways and Transport and
Head of Highways Operations**

Ref No: CMS05(18/19)
Key Decision: No
Part I
Electoral Divisions: All in CLC area

Executive Summary

Community requests for Traffic Regulation Orders (TROs) that cost under £3,000 to implement are considered annually by County Local Committees (CLCs). More complex TROs are considered for progression as a Community Highways Scheme and so fall outside the process.

The TRO Requests received since July 2016 have been assessed and scored and the results are attached for the CLC to consider and prioritise in line with the Cabinet Member Report for Traffic Regulation Orders – Assessment and Implementation Process (see link in Background Reading) for progression in the 2018/19 works programme.

Recommendation

That the Committee agrees to progress the top three highest scoring TRO from the list attached at Appendix A, subject to any adjustments made at the meeting.

Proposals**1. Background and Context**

1.1 Traffic Regulation Orders (TROs) are legal orders that support enforceable restrictions and movements on the public highway. For the purposes of this report the term TRO includes speed limits, parking controls, and moving offences such as width restrictions and Heavy Goods Vehicles (HGV) restrictions.

1.2 TROs are generated from four sources including:

- County Local Committees (requests from members of the public)
- 3rd party / developer schemes
- Highway improvement schemes through the Integrated Works Programme (IWP) – traffic calming, school safety, etc.)
- Parking schemes in partnership with District & Borough Councils.

This report deals with County Local Committee TROs only.

- 1.3 The framework for assessing TROs was approved by the Cabinet Member for Highways and Transport in March 2016. In summary, the framework assesses TROs against four criteria: Safety, Traffic Conditions, Environment & Economy and People which give the acronym STEP. A new assessment framework was considered necessary to align with the County Council's corporate priorities and the increasing demand for TROs across the county. Full details of the criteria can be found in the Cabinet Member Decision report:

http://www2.westsussex.gov.uk/ds/edd/ht/ht14_15-16.pdf

- 1.4 Following a review of County Local Committees (CLC) in 2016/17 the number of CLCs reduced from 14 to 11. Therefore the TROs have been reallocated as detailed in the table below. There has been no reduction in the number of TROs.

CLC and Number of Members	No of TRO's
Adur (6 Members)	2
Worthing (9 Members)	3
Joint Eastern Arun Area (6 Members)	2
Joint Western Arun Area (7 Members)	2
North Chichester (4 Members)	1
South Chichester (7 Members)	2
Crawley (9 Members)	3
Chanctonbury (4 Members)	1
North Horsham (8 Members)	3
North Mid Sussex (5 Members)	1
Central & South Mid Sussex (8 Members)	3
NEXT TOP Scoring TRO County Wide	15
Total TRO's (Indicative)	38

- 1.5 Appendix A lists the TROs identified as being viable for progression, and from which the CLC will prioritise its allocation for progression.

2. **Proposal**

- 2.1 The Committee is asked to consider the list of TRO requests and, subject to any desired changes, to approve the applicable quota as a programme of work to be initiated over the coming year and delivered in the 2017/18 works programme.
- 2.2 The CLC is requested to progress the highest scoring TRO within the CLC area. Whilst there is scope to progress a lower scoring TRO as a preference, sound justification should be provided for doing so as this will be at the expense of a request that is considered by officers to be a higher priority.

2.3 Where a particular CLC does not currently meet their full allocation, any outstanding incomplete requests will be considered at the following years round of CLC's and then discarded if not selected.

2.4 Any TROs not selected as the highest priorities for CLCs may be considered on a priority basis for progression on a county-wide basis at the Cabinet Members discretion.

3. **Resources**

3.1 The costs of implementing the proposed number of TROs will be met from the Highways Capital budget. The proposals contribute to the County Council's objectives for transport and present the most efficient way of meeting community needs and dealing with the growing demands for TROs.

Factors taken into account

4. **Consultation**

4.1 Individual member support has been gained for each proposal and reasonable local community support has been demonstrated. As with any TRO, wider consultation will be carried out in the usual way as each of the TRO requests is processed.

5. **Risk Management Implications**

5.1 The higher the priority score, the greater the potential benefit to the communities who use West Sussex Highways. Should the CLC not select the top scoring TROs consideration should be given if this could expose the county council to any risk if challenged.

6. **Other Options Considered**

6.1 Members of the public must engage the local council member with regards to the suitability of their proposals and gain their support. The member of the public must also demonstrate local support for any proposals which must also pass a feasibility test undertaken by WSCC Officers. Given this it is accepted, as this is prior to any statutory consultation, the option proposed is the most suitable to solution to ease or resolve the issues in the area. Hence no further options are considered.

7. **Equality Duty**

7.1 Highways Officers will consider the outcome intentions on an individual basis for those TROs that are prioritised. The outcomes to test would be:

- eliminate unlawful discrimination, harassment and victimisation;
- advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
- foster good relations between people who share a protected characteristic and people who do not share it.

8. **Social Value**

- 8.1 The proposed approach allows for the community via the CLC to progress and deliver their concerns through a consistent route to enable social, economic or environmental benefits to the County.

9. **Crime and Disorder Act Implications**

- 9.1 There are no identifiable Crime and Disorder Act implications associated with this proposal. The approved assessment framework takes into account factors that could address crime and disorder associated with traffic and driver behaviour. Crime and disorder implications will be considered in each TRO proposal as it is assessed and the police are statutory consultees in this process.

10. **Human Rights Act Implications**

- 10.1 The rights of those living within the CLC area of the county have been considered. Vulnerable users form an integral part of the assessment criteria.

Matt Davey

Director of Highways & Transport

Michele Hulme

Assistant Head of Highway Operations

Contact: Area Highway Manager

Appendices

Appendix A – CLC TRO Priority List – [to follow](#)

Background Papers

http://www2.westsussex.gov.uk/ds/edd/ht/ht14_15-16.pdf

Central and South Mid Sussex CLC

Confirm Enquiry Number	Division	Parish	Dominant Road Name	Local Member	TRO Type Parking / Speed Limit / Moving	Summary	Member Approved Consultation Yes / No	Selected Approved In progress Rejected	Approx Cost	Score
425758	Burgess Hill	Burgess Hill	Chanctonbury Road	K Lord	Parking	Junction protection	Yes	Selected	500	23
432288	Pyecombe	Pyecombe	London Road	J Dennis	Parking	Junction Protection	Yes	Selected	1000	41
437227	Haywards Heath	Haywards Heath	South Road	S Wickremaratchi	parking	timing	Yes	Selected	1500	47

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Central and South Mid Sussex County Local Committee

Ref: N/A

Community Initiative Funding

**Key Decision:
No**

26 June 2018

Part I

Report by Director of Law and Assurance

**Electoral Divisions:
All in Central and
South Mid Sussex CLC
Area**

Recommendation

- i) That the Committee considers the pitches made to the Community Initiative Funding as set out in Appendix A and pledge funding accordingly.

Proposal

1. Background and Context

The Community Initiative Fund (CIF) is a County Local Committee (CLC) administered fund that provides assistance to local community projects. Bids should show evidence of supporting one or more of The Five Ways to Wellbeing - a set of evidence-based actions which promote people’s wellbeing. They are: Connect, Be Active, Take Notice, Keep Learning and Give.

The terms and conditions, eligibility criteria and overall aim of the CIF have been agreed by all CLC Chairmen and they, along with details of the Five Ways of Wellbeing, can be found on the County Local Committee pages of the West Sussex County Council website using the following link

http://www.westsussex.gov.uk/your_council/meetings_and_decision-making/county_local_committees/community_initiative_funding.aspx

For projects to be considered for funding they must upload their project idea to the West Sussex Crowd (www.westsussexcrowd.org.uk) funding platform and pitch to the Community Initiative fund.

2. Proposal

That the Committee considers the pitches to the Community Initiative Funding as set out in Appendix A.

Pledges will be considered in the preparation and fundraising stage. When considering pitches in the preparation stage, decisions are subject to the applicant receiving full verification from locality and starting fundraising by the end of the financial year.

3. Resources

For the 2018/19 financial year, Central and South Mid Sussex CLC has a total of £41,291.49 for allocation. Details of awards made in the last year are included in Appendix B.

There are currently no new pitches for consideration by the Committee. When new pitches are submitted they will be outlined in Appendix A and can also be viewed at: www.westsussexcrowd.org.uk

CIF is intended for applications up to £5,000.

Factors taken into account

4. Consultation

Before a project can be added to the West Sussex Crowd it must be eligible for the [spacehive](#) platform, and then before beginning crowd funding must be verified by [Locality](#). This involves inspecting the project to make sure it's viable and legitimate. The Democratic Services Officer, in consultation with the local County Councillor, will preview all projects that have then gone on to pitch to the Community Initiative Fund to ensure they meet the criteria.

District and Borough Council colleagues are consulted on whether applicants have applied to any funds they administer. In addition, some CLCs have CIF Sub Groups that preview pitches and make recommendations to the CLC.

5. Risk Management Implications

There is a risk in allocating any funding that the applicant will not spend some or all of it or that it might be spent inappropriately. Therefore the terms and conditions associated with CIF provide for the County Council to request the return of funds.

6. Other Options Considered

The pitching process asks for information about whether a project could proceed if the organisation only received 90 per cent of the funding applied for. The CLC is invited to take this into consideration in deciding the level of any award.

The Committee do have the option to defer or decline pitches but must give valid reasons for doing so.

7. Equality Duty

Democratic Services Officers consider the outcome intentions for each pitch. It is considered that for the following pitches, the intended outcomes would:

- advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
- foster good relations between people who share a protected characteristic

and people who do not share it.

The CLC in considering any pitch should be alert to the need to consider any equality implications arising from the bid or the way the money is to be used if any are indicated in the information provided.

8. Social Value

The criteria for the Community Initiative Funding asks applicants to evidence support for one or more of the Five Ways to Wellbeing - a set of evidence-based actions which promote people's wellbeing.

9. Crime and Disorder Act Implications

The applications for decision contain projects that will positively benefit the community and contribute toward the County Council's obligations to reduce crime and disorder and promote public safety in section 17 of the Crime and Disorder Act 1998.

10. Human Rights Act Implications

The County Council's positive obligations under the Human Rights Act have been considered in the preparation of these recommendations but none of significance emerges.

Tony Kershaw

Director of Law and Assurance

Contact: Monique Smart – 0330 222 2540

Background Papers: Pitches are available to view on www.westsussexcrowd.org.uk

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Current Pitches

The following projects have pitched to the community initiative fund since the last meeting:

Actively Fundraising

There are currently no active pitches

In Preparation

Heating for Hassocks Guide Hut – This application will be considered at the next meeting in October 2018 assuming it is actively fundraising at that point.

<https://www.spacehive.com/heating-for-hassocks-guide-hut>

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Community Initiative Funding: Summary for 2017 – 2018

The following applications have received funding in the 2017/2018 financial year.

Applicant	Summary	Member	Awarded	Evaluation
3/CSMS 4Sight	towards an Outreach Worker in Burgess Hill one day per week	Anne Jones	£2,500.00	No Evaluation for received
40/CSMS The Bookchat Roadshow	Author fees, advertising and marketing	Sujan Wickremaratchi	£1,000.00	No Evaluation for received
42/CSMS Scaynes Hill Cricket Club	for the purchase of sight screens	Andrew Lea	£2,148.00	No Evaluation for received
30/CSMS Lindfield Arts Festival	towards toy activity	Andrew Lea	£1,200.00	No Evaluation for received
48/CSMS Haywards Heath Town Team CIC	towards the purchase of parts to retro-fit electric drives for bicycles.	Stephen Hillier	£1,500.00	No Evaluation for received
50/CSMS Burgess Hill Rugby Football Club	towards new kit for the team(s)	Andrew Barrett-Miles	£2,500.00	No Evaluation for received
68/CSMS IMPACT Tasty Team	towards equipment for children's cooking classes	Stephen Hillier	£1,452.00	No Evaluation for received
99/CSMS St Francis Bowls Club	Towards rebuilding of changing rooms	Stephen Hillier	£1,000.00	No Evaluation for received
107/CSMS St Andrew's Church	Towards refurbishment and rebuilding of toilets	Anne Jones	£2,500.00	No Evaluation for received
111/CSMS Bolney Local History Society	Towards publishing a local history book	Joy Dennis	£2,000.00	No Evaluation for received
133/CSMS Sussex Clubs for Young People	Towards setting up the Duke of Cornwall award	Pete Bradbury	£830.00	No Evaluation for received

Agenda Item 13
Appendix B

139/CSMS Burgess Hill Shed	Towards upgrade of dust extractor	Anne Jones	£2,120.00	No Evaluation for received
147/CSMS MidSussex Cultural Group	Towards putting on classes	Anne Jones	£2,884.00	No Evaluation for received
152/CSMS Clayton Volunteer Group	Village Gateway Initiative	Kirty Lord	£2,430.00	No Evaluation for received
153/CSMS FLaCK: Freeks Lane Community Kiosk	Towards renovation of community kiosks	Andrew Barrett-Miles	£656.00	No Evaluation for received
155/CSMS Haywards Heath Town Team CIC	The River of Poppies	Sujan Wickremaratchi	£500.00	No Evaluation for received
160/CSMS Poynings Volunteers	Towards children's play equipment	Joy Dennis	£2,500.00	No Evaluation for received
164/CSMS Haywards Heath Twinning Association	Anniversary Project	Sujan Wickremaratchi	£1,500.00	No Evaluation for received
172/ CSMS MSOPC	Towards outreach lunch	Andrew Lea	£695.00	No Evaluation for received
175/CSMS Cuckfield Bookfest	Bookfest 2018	Pete Bradbury	£1,500.00	No Evaluation for received
193/CSMS Bolney Volunteers	Towards a speed indication device	Joy Dennis	£3,000.00	No Evaluation for received

Central and South Mid Sussex County Local Committee

26 June 2018

Nominations for Local Authority Governors to Maintained Schools and Academy Governing Bodies

Report by Director of Education and Skills

Ref: CSM06(17/18)

Key Decision: No

Part I

Electoral Divisions: All in CLC Area

Executive Summary

The County Local Committee (CLC) duty regarding school governance is to stimulate interest and commitment to the governance of maintained schools and academies in the area and to identify and nominate suitable persons to serve as school governors on behalf of the County Council.

This report asks the Committee to make nominations of Local Authority Governors as outlined below.

Recommendation

That the nomination (s) for appointment(s) / reappointment(s) of Local Authority Governor(s) set out in Appendix A, be approved.

Proposal

1. Background and Context

- 1.1 The function of the nomination of school governors to maintained schools and academies is delegated to County Local Committees (CLCs) because it enables local county councillors to maintain a valuable link with the schools and helps promote to the wider public the important role of school governors.
- 1.2 Local authority governors are nominated by the local authority but appointed by the governing body. The CLC can nominate any eligible person as a local authority governor, but it is for the governing body to decide whether their nominee has the skills to contribute to the effective governance and success of the school and meets any other eligibility criteria they have set. The duty of the CLC is therefore to identify and nominate suitable persons to serve as school governors for maintained schools and academies on behalf of the County Council. The CLC, as representatives of the local authority, should make every effort to understand the governing body's requirements and identify and nominate suitable candidates. Without a CLC nomination a school is not able to appoint a Local Authority governor.
- 1.3 CLCs' delegated powers include the ability to appoint Authority, Community and Parent Governors to temporary governing bodies. Further changes are expected in due course in relation to temporary governing bodies.

1.4 CLCs also have the function to make nominations for the County Council to governing bodies of academies in accordance with either the funding agreement with the relevant government department or instrument of governance, as appropriate.

2. **Nominations for Local Authority Governors**

2.1 All county councillors are entitled to nominate for any school, although normal practice has dictated that the local county councillor's nomination can take precedence. County councillors should aim to familiarise themselves with the schools in their local area and are advised to consult the chairman of governors and/or head teacher concerning any local authority governing body vacancies.

2.2 The role of a governor can be complex as specific actions or ways of operating will vary depending on the type of school, its individual ethos and current circumstances. Governors provide the strategic leadership for schools alongside the head teacher. They should look to provide support and challenge for the school. Experience gained through a range of activities e.g. work, voluntary service or family life, where relevant, should be given equal consideration.

2.3 The 2012 Regulations (as amended) require that any newly-appointed governor has, in the opinion of the person making the appointment, 'the skills required to contribute to the effective governance and success of the school'. This could include specific skills such as an ability to understand data or finances as well as general capabilities such as the capacity and willingness to learn.

2.4 The following criteria are in place for the nominations of local authority governors:

- i) governors are nominated on the basis of suitability and not in accordance with political party affiliations,
- ii) applicants will not normally be nominated as local authority governors at a school if they are the husband, wife or partner of a permanent member of staff at that school,
- iii) where the local authority appoints additional members to the governing body of a school identified by Ofsted as having serious weaknesses or requiring special measures, such governors will be appointed by the relevant Cabinet Member on the nomination of the relevant Director since it is usually advantageous to bring in experienced governors from other areas
- iv) where the local authority appoints additional members to the governing body of a school identified by Ofsted as having serious weaknesses or requiring special measures, such governors will be appointed by the relevant Cabinet Member on the nomination of the relevant Director since it is usually advantageous to bring in experienced governors from other areas

- v) if a county councillor is appointed as a local authority governor, and either does not stand for re-election or does not retain the seat during the quadrennial County Council elections, his/her term of office will automatically end on 31 August next following the elections. A county councillor, who resigns his /her seat on the Council, will within 4 months of his/her resignation cease to be a local authority governor. In either case, he/she is, of course, eligible for re-appointment if nominated by a county councillor.

- 2.5 If there are more applications than vacancies this will be made clear in Appendix A. Any discussion of the relevant merits of the candidates will be discussed in Part II of an agenda, in the absence of the press and public. This should then not discourage any potential candidates from applying, knowing that any discussion of their application will occur in private session.

3. **Reappointments**

- 3.1 Details of local authority governors seeking nomination for reappointment are forwarded to the governing body chairman and to the local county councillor. These nominations automatically progress to the next CLC meeting for decision unless an objection is received from a member by the given closing date. The governing body would be asked for comments on the nomination, and an objection may be lodged on the grounds of poor attendance.

4. **Current Vacancies**

- 4.1 The current vacancies in the CLC area are detailed in Appendix B.
- 4.2 Information about the role of school governors is available on the County Council website via this link:

<https://www.westsussex.gov.uk/education-children-and-families/schools-and-colleges/information-for-governors/>

5. **Proposal**

That the Committee makes the nomination (s) of Governors as set out in the recommendation above and Appendix A.

6. **Resources**

There are no resource implications arising from this decision as it is a nomination to a governing body.

Factors taken into account

7. **Consultation**

Local county councillors, head teachers and chairmen of governors have been consulted on all applications received. It is assumed that all are in support unless objections are received by Governor Services and/or the local county councillor.

8. Risk Management Implications

There may be a risk that on-going vacancies on a school governing body above a level of 25% will weaken its effectiveness.

9. Other Options Considered

County councillors can decide not to make a nomination to a governing body. They may defer an application if they require further information or consultation to enable them to come to a decision. In such a case the Governing Body cannot make an appointment.

10. Equality Duty.

The Equality Duty does not need to be addressed as it is a decision making an appointment or nomination to a governing body.

11. Social Value

None

12. Crime and Disorder Act Implications

None

13. Human Rights Implications

None

Deborah Myers

Director of Education and Skills

Contact: Governor Services Administrator
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Appendix A: Local Authority Governors - Appointments, Reappointments or Nominations

Appendix B: Current Vacancy List

Background Papers: None.

Local Authority Governors - Nominations Under the 2012 Regulations

Maintained Schools

Nominations for Reappointment:

Downlands Community School

Mrs Diana Hunt for a further four year term

Nominations for Appointment:

St Joseph's Catholic Primary School

Mrs Helen Bilton for a four year term

Twineham Primary School

Mrs Joy Dennis for a four year term

Academies:

None

Temporary Governing Bodies

None

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Authority Governor Vacancies for South/Central Mid Sussex County Local Committee Area

School	Division	Division Member	Vacant From	Current Status	Chairman	Head
Birchwood Grove Community Primary School	Burgess Hill East	Anne Jones	Feb-17	Outstanding	Ed Perrett	Sylvia White
Twineham C.E. Primary School	Hurstpierpoint & Bolney	Joy Dennis	May-18	Nomination forwarded to CLC	Unknown	Scott Reece
St Joseph's Catholic Primary School	Haywards Heath East	Stephen Hillier	Jan-18	Nomination forwarded to CLC	Ron Ekins	Catherine Walker

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