

Report to Councillor Joy Dennis, Cabinet Member for Highways and Transport

November 2021

Haywards Heath – Bentswood Area - Various Roads: Proposed Traffic Regulation Orders

Report by Matt Davey, Director of Highways, Transport & Planning

Electoral divisions: Haywards Heath East and Haywards Heath Town

Summary

At its meeting on 29 November 2016, the then Central Mid Sussex County Local Committee (CLC) was presented with a report on traffic regulation order prioritisation.

Proposals for the Bentswood area were considered and approved at that meeting for inclusion in the works programme. Subsequently, these roads fell within an area which was the subject of a wider ranging review of parking within the Haywards Heath area and postponed pending its outcome. The decision was taken not to progress the wider scheme and the proposals for the Bentswood area have therefore been resurrected.

During the formal consultation stage, seven objections together with one individual letter of support were received.

Recommendations

That the Cabinet Member for Highways and Transport, having considered that the resulting benefits to the community outweigh the objections raised, authorises the Director of Law & Assurance to make the Order as advertised with a minor revision to the proposals for Fairbanks (as set out in sections 2 and 3 of the report).

Proposal

1 Background and context

- 1.1 At its meeting on 29 November 2016, the then Central Mid Sussex County Local Committee (CLC) considered a report on traffic regulation order prioritisation.
- 1.2 Proposals for the Bentswood area were considered and approved at that meeting for inclusion in the works programme. Subsequently, these roads fell within an area which was the subject of a wider ranging review of parking within the

Haywards Heath area and postponed pending its outcome. The decision has been taken not to progress the wider scheme and the proposals for the Bentswood area have therefore been resurrected.

- 1.3 All roads described in the proposed Traffic Regulation Order (TRO) are residential in character, with properties fronting the road having very limited off-street parking. Consequently, the roads are subject to high levels of on-street parking. The County Council has received representations from local people about the congested on-street parking, which restricts visibility at road junctions and inhibits the passage of through traffic.
- 1.4 It is proposed to introduce a suite of parking restrictions on roads across the Bentswood area, at strategic locations in order to better manage the parking.

2 Proposal

- 2.1 The proposal will introduce localised parking restrictions on a number of roads and in summary are at the following locations:
 1. Woodland Road junction of Mayflower Road
 2. Western road junction of North Road
 3. New England Road Junction of High Trees
 4. Priory Way junction of Augustines Way
 5. New England Road junction of Fairbanks, westwards towards Hazelgrove Road
 6. St Joseph's Way - Loading Bays
 7. Washington Road – Oathall Avenue
 8. Washington Road junction Little Bentswood
 9. Little Bentwood junction of Little Bentswood Close
 10. Little Bentswood junction Bentswood Crescent
 11. New England Road Junction Bentswood Road
 12. Allen Road – 5No Locations
 13. America Lane junction Hanbury Lane
 14. Hanbury Lane junction of Woodstock Place
 15. New England Road / America Lane junction Bentswood Road
 16. America Lane Junction Allen Road
 17. America Lane / Pilgrim Gardens
 18. America Lane junction Boston Road
 19. America Lane / Barn Cottage Lane
 20. America Lane – eastern end
- 2.2 The new Order is proposed for road safety reasons, to facilitate the passage of traffic and improve the amenities of the area through which the affected lengths of roads run.

3 Proposal details

- 3.1 The lengths of road which are the subject of the proposed Order are shown in Appendix A to the report with the following drawing numbers:
 - TQ3323nen
 - TQ3323nes
 - TQ3323nwn
 - TQ3323nws

- TQ3324sen
- TQ3324ses
- TQ3423nwn
- TQ3423sen
- TQ3423swn
- TQ3423sws

4 Other options considered (and reasons for not proposing)

The proposal relates to the introduction of new parking restrictions, requiring the introduction of a TRO as the only legal mechanism for delivering enforceable parking restrictions. Consequently, there are no other options that would deliver the desired outcome.

5 Consultation, engagement and advice

- 5.1 **Members** - At the design stage, the local members for Haywards Heath East (Cllr Hillier) and Haywards Heath Town (Cllr Wickremaratchi) were consulted, supported the proposals within their respective Electoral Divisions as outlined and approved the wider consultation and public advertisement.
- 5.2 **External** - Sussex Police were consulted and raised no objection.
- 5.3 **Public** – The four week formal consultation period for the traffic regulation orders to support the scheme ran between 18 February 2021 and 18 March 2021. This included the Police, Mid Sussex District Council, Haywards Heath Town Council and motoring organisations. During this consultation period, notices were erected on site; copies of the notice sent to frontagers immediately abutting the proposals; and advertisement placed in the local press and on the County Council's website. Due to social distancing requirements during the COVID-19 restrictions, paper copies of documents were not made available in council offices or libraries. People without access to a computer who wished to view of the scheme details were advised to telephone the County Council to receive the documents by post.
- 5.4 During the consultation period seven objections were received to the proposals which have been summarised in Appendix B to this report together with comments from the Director of Highways, Transport & Planning. There was also one individual letter of support.
- 5.5 The general points raised by the objectors were:
- Concerns about displacement of parking
 - Preventing access to properties
 - No reasonable alternative for residents to use
 - Additional restrictions required
- 5.6 The local County Councillors have confirmed their continued support for the proposals insofar as they apply to their respective Electoral Divisions. With one minor change in Fairbanks, Haywards Heath to respond positively to the request for a minor reduction in the extent of the proposed parking restrictions which is supported by the local member for Haywards Heath East (Objection 5 Refers)

6 Finance

- 6.1 The estimated cost for installation of this scheme is £5,200. This will be managed within the £50,000 capital funding for Traffic Regulation Orders in the Highways and Transport Delivery Programme 2021/22. Future maintenance will be met from the Highways Maintenance budget.
- 6.2 The proposal represents good value as it has been scored in accordance with the STEP scoring system.
- 6.3 The proposal will be processed within existing staff resources. Future maintenance costs are not expected for at least 10 years as and when the signs need to be replaced.

7 Risk implications and mitigations

Risk	Mitigating Action (in place or planned)
Should the proposed TRO be made the risk to the County Council is that parked vehicles will create problems in other roads in the locality	The Council will monitor the situation and propose further restrictions if necessary.
Should the proposed TRO not be made, the risk to the County Council is that the concerns raised by the local community through its CLC and local members will not have been addressed.	To implement the parking restrictions as determined following public advertisement

8 Policy alignment and compliance

- 8.1 Waiting prohibitions are subject to civil enforcement, it is not considered that the modest increase in their extent proposed will introduce any significant legal implications for the County Council.
- 8.2 It is considered that the proposal does not raise issues under the Crime and Disorder Act. Sussex Police has been consulted and raised no concerns in this respect.
- 8.3 Anyone who holds a disabled persons' Blue Badge would be able to park on the proposed yellow lines for up to three hours, if they do not cause an obstruction to other road users. It is considered that any remaining effect of this proposal on those with protected characteristics under the Disabilities or Equality Acts is minor in nature and is justified by the need to preserve safety and access in the area through which the affected roads run, particularly in the event of an emergency.

- 8.4 There are no human rights, climate change or public health implications associated with this proposal.
- 8.5 There is social value to this scheme, which complies with the Council's policy as it seeks to address an issue that has safety implications and improving access requirements for all residents of the affected roads.

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Appendices

Appendices A 1 to 10 – Plans showing the existing and advertised restrictions
Appendix B – Summary of comments and objections

Background papers

None