

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

June 2022

Burgess Hill – Leylands Road, Station Road & Adjoining Roads: Traffic Regulation Order Amendments

Report by Matt Davey, Assistant Director (Highways, Transport and Planning)

Electoral division(s): Burgess Hill East; Burgess Hill North

Summary

The proposed Traffic Regulation Order (TRO) Amendments are prepared as part of the Western Gateway and Station Improvements scheme being delivered as part of the Burgess Hill Place and Connectivity Programme (PCP), which comprises a major element of the wider Burgess Hill Growth Programme. The Western Gateway and Stations Detailed Design were completed in November 2021 with the subsequent tender of a delivery contractor approved in January 2022.

The scheme requires amends to existing TROs on Station Road, Queens Crescent (Burgess Hill Town Centre) and Leylands Road, Gladstone Road (Wivelsfield Station) to ensure delivery of the planned pedestrian and cycle improvements.

The scheme proposals have been the subject of public engagement and ongoing dialogue with key stakeholders through the Burgess Hill Growth Board and the Burgess Hill Member Steering Group. Local Members were notified of the proposed TRO in 2021 and formal consultation was held in February 2022.

During the formal consultation stage, a total of 24 objections (14 regarding Burgess Hill Station elements, 5 regarding Wivelsfield Station elements and 5 regarding both locations together) and one individual letter of support were received.

Recommendations

That the Cabinet Member for Highways and Transport, having considered the overall balance of on-street parking provision and the resulting benefits to the community of the wider Burgess Hill Place and Connectivity project outweigh the objections raised, authorises the Director of Law & Assurance to make the Order as advertised with a minor revision to the proposals for Leylands Road (as set out in section 2 of the report).

Proposal

1 Background and context

- 1.1 The Burgess Hill Strategic Growth Programme reflects the development strategy for the town and region in the Local Enterprise Partnership (LEP) 2014 and 2018-2030 Economic Plans; the Mid Sussex District Council (MSDC) District Plan 2014-2031; the Mid Sussex Economic Strategy 2018-2031 and the West Sussex Economic Growth Plan 2018-2023 and realises the ambitions of Burgess Hill Town Council's Town Wide Strategy (2011) and Burgess Hill Neighbourhood Plan (2016).
- 1.2 The Burgess Hill Strategic Growth Programme is supported by the Mid Sussex Growth Deal – a partnership between West Sussex County Council and Mid Sussex District Council, which prioritises delivery of key infrastructure led schemes to support identified growth at Burgess Hill including the PCP.
- 1.3 The PCP is delivering coordinated investment in public realm improvements and sustainable transport infrastructure that are integral to unlock planned growth at Burgess Hill.
- 1.4 The need for the PCP is reflected in the £10.9m Local Growth Funding secured to enable strategic improvements to pedestrian and cycle connectivity to support identified development with pace and certainty, securing conditions for the successful delivery of the Burgess Hill Growth Programme.
- 1.5 The principal strategic objective of the PCP is to create viable conditions for growth and the successful delivery and integration of identified development sites in Burgess Hill to successfully achieve the sustainable delivery of the Burgess Hill Strategic Growth Programme.
- 1.6 The Burgess Hill Western Gateway, Burgess Hill and Wivelsfield Station project is a key element of the Burgess Hill Strategic Growth Programme and will:
 - Improve access to and within the town centre, ensuring development is connected to key facilities, particularly for pedestrians and cycles
 - Create safe, direct and attractive routes to encourage greater use of walking, cycling and public transport
 - Enhance the quality of facilities for public transport interchange at Burgess Hill and Wivelsfield station
 - Provide capacity improvement and alter junctions taking into account the level of development and expected changes in traffic volumes, with improved Public Realm on the Queen Elizabeth Avenue and Station Road corridor
- 1.7 The strategic benefits of the PCP also make significant contribution to local, regional and national recovery from the impact of COVID-19 in providing pedestrian and cycle infrastructure links between key destinations in Burgess Hill that will support changing travel patterns for local journeys and access to new homes and jobs.
- 1.8 As part of the delivery of the wider scheme to improve footways, cycle facilities and junctions, it is proposed to introduce amendments to the existing parking restrictions on three roads within Burgess Hill at the following locations:

- Station Road
- Queens Crescent
- Leylands Road
- Gladstone Road

1.9 The new order is therefore proposed to avoid danger to persons or other traffic using the affected lengths of roads and to preserve or improve the amenities of the area through which the road runs.

2 Proposal details

2.1 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:

- TQ3118NEN (Waiting Restrictions)
- TQ3118NEN (Proposed Waiting Restrictions)
- TQ3118NWN (Waiting Restrictions)
- TQ3118NWN (Proposed Waiting Restrictions)
- TQ3220SWS (Waiting Restrictions)
- TQ3220SWS (Proposed Waiting Restrictions)

2.2 The proposed amendments in Station Road would remove the current parking bay (approx. 20m - 4 vehicle lengths) on the north side of Station Road between Mill Road and Grove Road. These bays are currently enforced for limited waiting 1hour, no return 1hour 08:00-18:00 Mon – Sat.

2.3 The proposed amendments in Queens Crescent would introduce two new parking bays (total of approx. 25m (5 vehicle lengths) on the east and west verge. These bays are proposed as limited waiting 1hour, no return 1hour 08:00-18:00 Mon – Sat.

2.4 The proposed amendments at Leylands Road introduce No Waiting at Any Time on the southern kerb line between Junction Road and Gladstone Road (current restrictions comprise No Waiting 08:00 – 18:00 Mon – Sat) and would introduce an additional drop-off bay adjacent to the station restricted to limited waiting 30mins, no return 1hour 08:00-18:00 Any Day

3 Other options considered (and reasons for not proposing)

4.1 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.

4 Consultation, engagement and advice

4.2 Members - at the design stage, the local members for Hassocks and Burgess Hill South (Cllr Kirsty Lord) and Burgess Hill East (Cllr Richard Cherry) were consulted, supported the proposals within their respective Electoral Divisions as outlined and supported the wider consultation and public advertisement.

4.3 External - Sussex Police were consulted and raised no objection.

- 4.4 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.
- 4.1 In addition to the above consultation, the Burgess Hill Western Gateway and Stations scheme has been subject to wider consultation during the development of the Burgess Hill Place and Connectivity Programme summarised below:
- (a) Burgess Hill Place & Connectivity Programme – the proposals are supported by the LEP and a formal public engagement during mid-2020 demonstrated local support for the schemes. Comments received have been considered and influenced the detailed design.
 - (b) Details of ongoing engagement through the Burgess Hill Place & Connectivity Programme work and regular updates through the Burgess Hill Growth Programme [web pages](#).
 - (c) Members – local County Council Members for Burgess Hill North, Burgess Hill East, Hurstpierpoint & Bolney together with wider membership of the Burgess Hill Member Steering Group.
 - (d) External – officers, including Senior Executive Officers at Mid Sussex District Council and Burgess Hill Town Council.
 - (e) The current proposals are supported by the Burgess Hill Growth Board and Member Steering Group and endorse the ongoing design process and identified approach to tender and procurement.
- 4.5 During the consultation period 24 objections were received to the proposals which have been summarised in Appendix B. There was also one individual letter of support.
- 4.6 The general points raised by the objectors were:
- Removal of time limited waiting bays on Station Road
 - Impacts of introducing parking bays in Queens Crescent
 - Limited waiting time restrictions in Leylands Road
 - Location of raised table on Gladstone Road
- 4.7 The local County Councillors have confirmed their continued support for the proposals insofar as the apply to their respective Electoral Divisions. With one minor change in to the proposals at Leylands Road to respond positively to the request for a change in the hours of operation of the parking bays adjacent to local retail (including laundrette and hairdressers) extending the current Limited Waiting 30mins, no return 1hour 08:00-18:00 Any Day to Limited Waiting 1hour, no return 1hour 08:00-18:00 Any Day which reflects consultation feedback.

5 Finance

- 5.1 The estimated cost for installation of this scheme is £5,200. This will be met through the approved capital funding for the delivery of the Burgess Hill Western Gateway and Stations in 2022/23. Future maintenance will be met from the Highways Maintenance budget. The proposal represents good value as they are being delivered to support the delivery of a wider scheme designed to improve walking and cycling accessibility with Burgess Hill with the funding linked to the Coast to Capital Local Growth Fund grant desired for the delivery of the Burgess Hill Place and Connectivity Scheme.

6 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. Where possible the proposals will re-provide parking bays within a reasonable walking distance in order to mitigate removal of bays.
Should the proposed TRO not be made, the risk to the County Council is that the wider Burgess Hill Western Gateway and Stations scheme (part of the Burgess Hill Place and Connectivity Programme) would be impacted in the extent to which it can deliver benefits to walking, cycling and accessibility.	To implement the parking restrictions as determined following public advertisement

7 Policy alignment and compliance

- 7.1 Waiting prohibitions are subject to civil enforcement. The locations of the proposed TRO amendments are currently subject to civil enforcement and the proposed amendments will not introduce any significant legal implications for the County Council.
- 7.2 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.
- 7.3 Anyone who holds a disabled person's 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.
- 7.4 There are no human rights, climate change or public health implications associated with this proposal.

- 7.5 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 and would preserve or improve the amenities of the area through which the road runs through the wider benefits delivered through the Place and Connectivity Programme.

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Appendices

Appendix A – Plans showing the existing and advertised restrictions

Appendix B – Summary of responses

Background papers

None