

Appendix B TRO Objections and Responses

Comments Received Regarding Burgess Hill Station Elements (Station Road, Queens Crescent etc.)

	Objection	Response
1	Resident of Park Road: Accepts need to improve accessibility but the parking spaces being lost are valuable and constantly used. It seems a waste of money to be moving parking spaces around when issues such as poor road surface and pot-holes need addressing across the town.	The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent, within a short walking distance. Funding for the Place and Connectivity Programme is secured through government grant specified for the delivery of identified pedestrian, cycle and public realm improvements to support growth in Burgess Hill. The funding is not able to be used for wider highway maintenance.
2	Employee working in Station Road: Parking in the road is important for customers of local shops. There is little parking in the side roads, so removing parking from Station Road will considerably harm businesses.	The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent, within a short walking distance.
3	Resident of Station Road: Objects to proposal in the road.	No specific reasons given
4	Resident of Priory Road: Parking in Station Road causes no issues and is of benefit to local businesses.	The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent, within a short walking distance.
5	Resident of Station Road: Why remove parking from traders constantly let down by the local council? A cycle lane is no use when roads leading into the town are undriveable. Money is needed to enhance the town and show loyalty to traders who pay rates.	The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent, within a short walking distance. Funding for the Place and Connectivity Programme is secured through government grant specified for the delivery of identified pedestrian, cycle and public realm improvements to support growth in Burgess Hill.
6	Resident of Crescent Road: Objects to installing new parking bays in Queens Crescent with is a waste of money. There is adequate parking in Station Road and a car park available in Wolstonbury Way. Money should be spent on bollards to stop pizza delivery drivers driving onto the pavement of Queens Crescent at its junction with Station Road, which obstructs vision and access for pedestrians and wheelchair users.	The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent and, within a short walking distance. The parking bays proposed for Queens Crescent will be contained within the existing verge and be supported by new bollards to deter drivers from driving onto the footway at this point. Footways and crossing will also be improved to provide a safe pedestrian / cycle route
7	Resident of Hazel Grove: Proposed traffic light junction and loss of parking on Station Road are un-necessary. There is already a pedestrian crossing on Station Rad, so there will be no advantages to the traffic system changing this. The town is in a state due to unfinished developments and more shoppers need to be attracted, rather than driving them away due to a lack of parking. Removing the parking bay will adversely affect shops. Replacement parking in Crescent Road make no sense with an existing car park a short distance away.	The replacement of the roundabout with traffic signals improves capacity and provides a safer pedestrian link between Station Road and the Town Centre, taking into account the level of development and expected changes in traffic volumes in the area. The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent and Mill Road, within a short walking distance.
8	Resident of Station Road: Removing parking bays on Station Road will inconvenience customers and harm local businesses. The town needs more parking, not less.	The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent, within a short walking distance.
9	Resident of Munns Drive: Works on Station Road and the bays are handy for customers and staff to park. Losing them will be a big blow, there is not enough parking as it is.	The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent, within a short walking distance.
10	Resident of Dunstable Farm Road: Bays on Station Road are vital for customers using local businesses. Businesses will suffer if they lose customers popping into town to collect prescriptions or takeaways etc. Scheme is spending money for the sake of it.	The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent, within a short walking distance. Funding for the Place and Connectivity Programme is secured through government grant specified for the delivery of identified pedestrian, cycle and public realm improvements to support growth in Burgess Hill. The funding is not able to be used for wider highway maintenance.

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11	<p>Resident of Potters Lane: Bays on Station Road are invaluable to local shops and shoppers, including those picking up prescriptions from the local chemist. Installing double yellow lines will encourage illegal parking. Removing them would be a disgraceful loss of public amenity.</p>	<p>The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent, within a short walking distance.</p>
12	<p>Resident of Wolstonbury Way: Queens Crescent is not a big enough road to support the addition of lay-bys without disrupting traffic. The road leads to three schools and has a lot of traffic at peak times. Adding parking spaces will cause disruption t Station Road. New spaces will become default spaces for the delivery drivers at the adjacent pizza delivery firm and not available to others.</p>	<p>The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent and, within a short walking distance.</p> <p>The parking bays proposed for Queens Crescent will be contained within the existing verge and be supported by new bollards to deter drivers from driving onto the footway at this point. Footways and crossing will also be improved to provide a safe pedestrian / cycle route</p>
13	<p>Joint response from two residents of Queens Crescent: Current restrictions in Station Road are not adequately policed so there is serious doubt the new restrictions proposed will be effective.</p>	<p>Enforcement issue. Outside scope of scheme.</p>
	<p>The timing of restrictions proposed do not take account of the business pattern of the fast-food business on the corner of Station Road and Queens Crescent. There is currently very little monitoring of restrictions during the proposed times, and none outside of these hours.</p>	<p>Enforcement issue. Outside scope of scheme.</p>
	<p>There seems to be no proposal to restrict parking on pavements on either side of Queens Crescent. Parking on pavements causes a serious risk to pedestrians, especially wheelchairs users or those with pushchairs. When the proposed bays in Queens Road are full, this pavement parking will continue. This could be prevented by bollards, but none are proposed.</p>	<p>The parking bays proposed for Queens Crescent will be contained within the existing verge and be supported by new bollards to deter drivers from driving onto the footway at this point. Footways and crossing will also be improved to provide a safe pedestrian / cycle route</p>
	<p>Where grass verges remain parking will continue and will only be prevented by solid closely spaced bollards.</p>	<p>The parking bays proposed for Queens Crescent will be contained within the existing verge and be supported by new bollards to deter drivers from driving onto the footway at this point. Footways and crossing will also be improved to provide a safe pedestrian / cycle route</p>
	<p>Removing parking in Station Road and creating new parking places in Queens Crescent will not solve the existing problems in Queens Crescent, but will push problem parking further along the road, causing increased risk of accidents close to the junction of Wolstonbury Way, where there are already frequent near misses daily. School children frequently use this route and do not always take consideration of oncoming traffic, even when vision is unimpaired by parked vehicles.</p>	<p>The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent and Mill Road, within a short walking distance.</p> <p>Existing double yellow lines (No Waiting at Any Time) will be retained at junctions and clear of the proposed parking bays, which will be subject o enforcement.</p>
	<p>While opposing the scheme, respondents suggest allowing businesses free parking in the Queens Crescent car park to relieve parking demand in the road and an increase in enforcement.</p>	<p>Outside the scope of scheme</p>
14	<p>Business in Station Road: The loss of 1 hour parking bays is detrimental to businesses in Station Road. The bays are used as a safe area to make deliveries/collections to local busineses and removing them will add to the decline of the high street as it will make it less convenient to use businesses there.</p>	<p>The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent, within a short walking distance.</p> <p>There are no proposals to restrict loading / unloading on Station Road and there is a formal loading bay located at the southern end of Church Road, a short waling disance from Station Road</p>
	<p>Requests that the design be reconsidered to keep as many 1-hour parking bays on the north side of the road, so planned works can be achieved while maintaining parking.</p>	<p>The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent, within a short walking distance.</p> <p>There are no proposals to restrict loading / unloading on Station Road and there is a formal loading bay located at the southern end of Church Road, a short waling disance from Station Road</p>

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Comments Regarding Wivelsfield Station Elements (Leylands Road, Gladstone Road etc.)

	Objection	Response
1	Resident of Burgess Hill: Regularly uses the Laundrette in Leylands Road. Drying washing there takes at least 1 hour, so 30-minute restriction outside the shops will cause users a problem.	Existing restrictions on Leylands Road are Waiting Limited 30 mins, No Return within 1hr, 08:00-18:00, Any Day. No changes are proposed to the current waiting restrictions
2	Resident of Gladstone Road: Proposed bays on Leylands Road will prevent people from using the Laundrette and chip shop and will prevent people picking up passengers at the station. These vehicles will be displaced onto Gladstone Road, which already has dangerous lives of traffic. Residents in these roads have difficulty parking outside their houses as it is.	Existing restrictions on Leylands Road are Waiting Limited 30 mins, No Return within 1hr, 08:00-18:00, Any Day. No changes are proposed to the current waiting restrictions The proposals include the provision of an additional limited waiting bay adjacent to the station entrance, increasing the provision of limited waiting bays on Leylands Road
3	Resident of Mill Road: Limited waiting bays on Leylands Road will prevent people using the laundrette, which is an essential local amenity. Current ad-hoc arrangement for dropping of passengers to the station works well and does not need changing.	Existing restrictions on Leylands Road are Waiting Limited 30 mins, No Return within 1hr, 08:00-18:00, Any Day. No changes are proposed to the current waiting restrictions The proposals include the provision of an additional limited waiting bay adjacent to the station entrance, increasing the provision of limited waiting bays on Leylands Road
4	Resident of Tinchurch Drive: Installing 30-minute parking bays on Leylands Road would make it impossible to use the laundrette.	Existing restrictions on Leylands Road are Waiting Limited 30 mins, No Return within 1hr, 08:00-18:00, Any Day. No changes are proposed to the current waiting restrictions
5	Resident of Chanctonbury Road: 30-minute parking bays in Leylands Road do not give enough time to dry washing, which takes at last 40 minutes. Washing is too heavy to be walked there.	Existing restrictions on Leylands Road are Waiting Limited 30 mins, No Return within 1hr, 08:00-18:00, Any Day. No changes are proposed to the current waiting restrictions

Comments Regarding Both Elements

	Objection	Response
1	Burgess Hill Town Councillor: Objects to restrictions on Station Road which will prevent businesses from loading/unloading and to the removal of parking bays from the road. These should be retained, leading to an increase of local parking which would benefit trade. Supports TRO in Queens crescent but highlights need to prevent any overall loss of green verge.	The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent, within a short walking distance. There are no proposals to restrict loading / unloading on Station Road and there is a formal loading bay located at the southern end of Church Road, a short waling disance from Station Road The proposals for Queens Crescent include the re-provison of grass verge / additional planting.
2	Burgess Hill Town Councillor: Removing the parking bay on Station Road will be detrimental to businesses there. Removing the green verge in Queens Crescent will negatively affect drainage in an area prone to flooding. The traffic calming feature in Gladstone Place is in the wrong place and should be half-way along the road.	The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent, within a short walking distance. There are no proposals to restrict loading / unloading on Station Road and there is a formal loading bay located at the southern end of Church Road, a short waling disance from Station Road The proposals for Queens Crescent include the re-provison of grass verge / additional planting together with significant improvements to the drainage infrastructure in Queens Crescent. The Traffic Calming in Gladstone Road forms part of the pedestrian enhancements in this corridor and comprised a raised table crossing at the junction of Leylands Road

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		Gladstone Road designed to improve safety by providing a flush continuous crossing point for pedestrians.
	Bays in Leylands Road should have 2 hour limited waiting restriction to support local businesses. Further consultation is needed on any traffic lights at the junction of Station Road/Mill Road/Church Road as the current roundabout is adequate.	Existing restrictions on Leylands Road are Waiting Limited 30 mins, No Return within 1hr, 08:00-18:00, Any Day. No changes are proposed to the current waiting restrictions. The proposals for Western Gateway and Stations Improvements have been subject to public engagement including liaison with Burgess Hill Town Council and engagement with the Burgess Hill Member Steering Group.
	Providing shared cycleway/footway must be subject to additional consultation. The incline on Station Hill near the station is steep which may make a shared footway dangerous.	The proposals for Western Gateway and Stations Improvements have been subject to public engagement including liaison with Burgess Hill Town Council and engagement with the Burgess Hill Member Steering Group. The proposals have been designed to an approved standard and have been subject to a Stage 1 and 2 Road Safety Audit and no concerns raised in respect to this section of the scheme.
3	Resident of Petworth Drive: There is no reason to remove free parking bays in Station Road. They provide quick access to a chemist, take-away and convenience store. Proposed new spaces in Queens Crescent are a good idea but should be in addition to the existing bays. Removing parking spaces in Leylands Road affects access to the Post Office. If money is available for local roads it should be spent to resolve madness on the McDonalds roundabout. The town is struggling following introduction of expensive parking and poor management of a development project. Free short term parking bays should be kept.	The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent, within a short walking distance. Funding for the Place and Connectivity Programme is secured through government grant specified for the delivery of identified pedestrian, cycle and public realm improvements to support growth in Burgess Hill.
4	Burgess Hill Town Council: Parking on Layland's Road should be kept to a size allowing 4 cars to park and the current 2 hour waiting time should be retained.	Existing restrictions on Leylands Road are Waiting Limited 30 mins, No Return within 1hr, 08:00-18:00, Any Day. No changes are proposed to the current waiting restrictions The proposals include the provision of an additional limited waiting bay adjacent to the station entrance, increasing the provision of limited waiting bays on Leylands Road
	Proposed parking bays in Queens Crescent would require the removal of grass verges which would worsen problem of water drainage and water run off flooding houses on the road. The green verges should be retained to keep their positive environmental impact. There is a free car park nearby which is free after 6pm.	The proposals for Queens Crescent include the re-provision of grass verge / additional planting together with significant improvements to the drainage infrastructure in Queens Crescent.
	A traffic calming feature on Gladstone Road is supported but the appropriate position would be halfway up the hill, rather than at the junction were traffic slows anyway. This would maximise the effect in reducing traffic on Gladstone Road.	The Traffic Calming in Gladstone Road forms part of the pedestrian enhancements in this corridor and comprised a raised table crossing at the junction of Leylands Road Gladstone Road designed to improve safety by providing a flush continuous crossing point for pedestrians.

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5	<p>Resident of Homestead Lane: There is no justification for removing the parking places on Station Road between Grove Road and Mill Road and there should not be double yellow lines on Leylands Road between Junction Road and Gladstone Road. At this location there should be a 15-minute parking allowance to facilitate attending the Post Office. There should be similar short-term parking outside shops at Junction Road.</p>	<p>The removal of parking bays on Station Road are required to safely deliver junction and crossing improvements. The loss of limited waiting parking bays have been kept to a minimum with re-provision of limited waiting bays made in Queens Crescent and Mill Road, within a short walking distance.</p> <p>Existing restrictions on Leylands Road are Waiting Limited 30 mins, No Return within 1hr, 08:00-18:00, Any Day. No changes are proposed to the current waiting restrictions</p> <p>The proposals include the provision of an additional limited waiting bay adjacent to the station entrance, increasing the provision of limited waiting bays on Leylands Road</p> <p>The proposals at Leylands Road include a build-out to improve crossings between the parking bays and the northern footway that would improve access to local bus stops and the post office.</p>
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Support for the Proposal:

	Support	Response
1	<p>Resident of Swift Close: Full supports the scheme except it makes no provision for stopping cars being driven across the pavement outside the Post Office on Leylands Road. This can be very dangerous as pedestrians have to negotiate them by walking in the road. It would be good to resolve this as part of this scheme.</p>	<p>The proposals at Leylands Road include a build-out to improve crossings between the parking bays and the northern footway that would improve access to local bus stops and the post office.</p>