

Appendix B

Summary of Comments and Objections **Haywards Heath: Queens Road Proposed Traffic Calming, 20 mph** **speed limit and Prohibition of HGVs**

Comments	Engineer's Response
<p>Resident of Church Avenue: Parking opposite the Bridge Road junction should be reviewed as HGVs exiting the junction will swing out onto the wrong side of the road. Vehicles approaching will be unsighted due to parked cars.</p> <p>Most HGVs will have to access the industrial Estate via Sydney Road- parking arrangements there should be reconsidered.</p> <p>20 mph order should be considered for Sydney Road.</p> <p>Fire Service and ambulance often use Queens Road to avoid traffic on Sydney Road. Speed humps may cause them difficulties.</p> <p>Raises concerns about visibility for traffic at Commercial Square roundabout and requests this area is also reviewed.</p>	<p>Although we are not in a position to include this suggestion in these proposals we will note it for consideration in the next periodic review of waiting restrictions in this area.</p> <p>As above.</p> <p>The proposals for 20mph only cover the roads affected by and adjacent to the traffic calming measures. It is not proposed to lower the 30mph speed limit in Sydney Road which as the B2108 remains the local through-route.</p> <p>The speed cushions are designed to enable wider-wheelbase vehicles to straddle them. The Ambulance Service has been formally consulted and raised no objections to these proposals.</p> <p>This roundabout is outside the scope of the proposals.</p>
<p>Residents of Sydney Road: Concerned about the effect of the Queens Road scheme on Sydney Road: 30 mph Speed Limit on Sydney Road is rarely complied with. Cars parking on Sydney Road park with 2 wheels on the pavement due to the narrow width of the road, causing hazard for pedestrians, people with pushchairs and wheelchair users. Westbound traffic often fails to give way to traffic resulting in eastbound traffic driving along the pavement. There are no pedestrian crossing points either, making the road very hazardous for pedestrians.</p>	<p>The proposals in Queens Road are intended to discourage unnecessary through-traffic which may result in some vehicles re-routing to Sydney Road which is considered capable of coping with this increase. If any further measures are required for parking or pedestrians these can be considered in future reviews.</p>

<p>Proposed scheme will increase numbers of HGVs using Sydney Road, and may increase general traffic seeking to avoid the speed humps, making all of the above issues worse.</p>	<p>The number of HGVs using Queens Road is around 130 daily and as a result of the proposals these and a proportion of other vehicles are likely to transfer to Sydney Road.</p>
<p>Resident of Gordon Road: Questions what enforcement measures will be taken to prevent HGVs using the roads in the TRO, or to enforce the 20 mph speed limit. If no extra measures are put in place there is no point to the scheme.</p> <p>Traffic trying to avoid the speed humps will filter down Gordon Road, where many young children play as part of the 'Playing Out' scheme.</p>	<p>Regulatory signs will be located at each end of the proposed weight restriction to enable Police enforcement if required.</p> <p>Regulatory signs and the presence of speed cushions are designed to encourage compliance with the lower 20mph limit.</p> <p>It is very unlikely that traffic will divert to using Gordon Road which is a considerably longer route than Queens Road and the 'Playing Out' Scheme only operates on a limited number of days each month.</p>
<p>Resident of Gordon Road: Current 30 mph speed limit in the area is not dangerous to pedestrians or drivers and there is no school in the area. Having different speed limits is confusing to drivers and no one sticks to the 20 mph limit anyway. Does not understand why the road is closed to allow children to play when there is a park round up the road.</p> <p>The government has recently discussed that speed humps should be scrapped and they have negative effect on the environment.</p> <p>They would also slow emergency services' vehicles and there is an ambulance station at one end of the road and a hospital nearby.</p>	<p>The 20mph speed limit will be clearly signed and the proposed speed cushions are designed to encourage compliance.</p> <p>The justification and operation of the 'Playing Out' scheme is a matter for Mid Sussex District Council and beyond the scope of these proposals.</p> <p>There was a joint Defra DfT report published in July 2017 'The UK Plan for Tackling Roadside Nitrogen Dioxide (NO2) Concentrations' which was quite complex and covered a number of points. Diesel vehicles emit more NO2 when driven over speed bumps compared to speed cushions, as proposed here. And traffic calming does result on more changes of gear and higher exhaust emissions; however, this is more critical dependant on the background pollution at any given location and must be weighed against the road safety benefits of slower speeds.</p> <p>Wider wheel-based Emergency Service vehicles like ambulances can straddle speed cushions to minimize discomfort. The Emergency Services have been formally consulted on these proposals and raised no objections.</p>

<p>If traffic needs to be slowed a 20 mph speed limit without the humps should be sufficient.</p>	<p>WSCC policy is that average speeds ought to be below 24mph to make a 20mph speed limit workable, otherwise physical features are required for enforcement purposes. In the case of Queens Road average speeds are up to 26mph hence speed cushions are considered necessary.</p>
<p>Resident of Queens Road: Objects to speed cushions as they cause noise and pollution. Does not want them near their house as the road is busy and polluted as it is.</p> <p>Objects to the 20 mph speed limit as it is too slow and drivers will lose concentration through boredom.</p> <p>Supports HGV Ban provided bins will still be collected.</p>	<p>Whilst speed cushions can result in additional noise and pollution this should be weighed against the road safety benefits of lower speeds.</p> <p>This seems unlikely and road users are under a legal obligation to maintain reasonable care and attention at all times when driving.</p> <p>Yes they will. The proposed 7.5 tonne restriction has an exception for all vehicles which require access i.e. that need to stop at any premises along the route but not travel through it to reach another destination.</p>
<p>Resident of Gordon Close: Objects to the scheme because it will increase traffic on Sydney Road which is already congested. With cars parked on both sides of Sydney Road making access difficult. It would be better to use funds to install double yellow lines on Sydney Road. This would allow traffic to pass and make people less likely to use Queens Road as a cut-through.</p>	<p>It is likely that a proportion of vehicles will transfer to Sydney Road which is a B road and the local through-route.</p> <p>Although we are not in a position to include this suggestion in these proposals we will note it for consideration in the next periodic review of waiting restrictions in this area.</p>
<p>Resident of Gordon Road: Concerned about HGVs having to access the road via Bridge Road from the Scrase Bridge roundabout as Gordon Road might become a way to avoid the speed cushions.</p> <p>Access from the roundabout into Queens Road is narrow due to permitted parking. This needs to be improved by removing parking but this would be unfair to local residents. This issue will cause a bottleneck of traffic. Traffic management measures such as prescribed routes should be considered to improve traffic flow at the affected junctions.</p>	<p>It is very unlikely that traffic will divert to using Gordon Road which is a considerably longer and more tortuous route than Queens Road.</p> <p>Although we are not in a position to include this suggestion in these proposals we will note it for consideration in the next periodic review of waiting restrictions in this area.</p>
<p>Resident of Queens Road: speed cushions will increase noise for residents due to tyre noise</p>	<p>Whilst speed cushions can result in additional noise and pollution this should be weighed</p>

<p>and vehicles accelerating and decelerating. 20 mph speed limits are ineffective measure causing stress to drivers focussing on keeping to a low speed, reducing safety.</p> <p>Prohibiting HGVs is unnecessary as these vehicles do not cause particular concern and sending them along Sydney Road will cause congestion.</p> <p>Proposed measures are over the top as surveys did not identify problems with speeding. Costs could be better spent elsewhere.</p> <p>If traffic calming is required better alternatives could be used such as chicanes and zebra crossings.</p>	<p>against the road safety benefits of lower speeds.</p> <p>The introduction of speed cushions and 20mph speed limit is an opportunity to restrict the small but significant number of around 130 HGVs which use Queens Road each weekday and these would be better suited to use Sydney Road.</p> <p>These proposals are in response to local concerns expressed through Haywards Heath Town Council and confirmed as supported through resident's feedback.</p> <p>Speed cushions are considered a better option in the circumstances of Queens Road because chicanes would be more disruptive to frontagers, remove parking areas, and result in vehicles meeting head-on at certain points.</p> <p>There are sufficient gaps in the traffic flow for pedestrians to cross without the need for Zebra crossings.</p>
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Support for proposed measures

Resident of Queens Road: Fully supports the proposed scheme, requests that parking issues at the location of certain speed humps is considered to prevent vehicles parking in a way that obstructs driveways.
Resident of Queens Road: Fully supports the scheme, size and speed of vehicles entering Queens Road from Oathall Road causes danger for residents pulling onto Queens Road. Traffic frequently speeds along Oathall Road and straight into Queens Road.
Resident of Queens Road: scheme is welcome and much needed as Queens Road is treated like a race track.
Resident of Gordon Road: Supports scheme and suggests that double yellow lines are considered on Both sides of Queens Road from the Scrase Bridge Roundabout to the entrance to Bridge Road. Parked cars make this length of road extremely dangerous at times and this will be worse if more large vehicles use this part of the road.