

Summary of Comments and Objections
Burgess Hill, Crescent Road & Various Road Parking Restrictions

Objections:	Engineer's Response
<p>Resident of Grove Road – Objects to the proposal:</p> <p>Double yellow lines on the brow of the hill on Grove Road should be extended as parked traffic makes this road very dangerous. Cars speed down this road and parked cars cause considerable obstruction.</p>	<p>1/The 'brow of the hill' in Grove Road was not raised as an issue during the investigation of this scheme.</p> <p>2/There are existing DYL restrictions by the 'brow of the hill'. Extending these would remove the parking which currently creates a natural calming effect, so extending restrictions may encourage further speeding.</p> <p>3/Nearby private accesses already have Access Protection Lines (APL) to deter access obstruction, however if there is genuine obstruction gaining access onto the public highway this is a Police matter.</p>
<p>Resident of Crescent Road – objects to the proposal: Understands the need to keep junctions clear but allowing no resident parking along the rest of the road is unnecessary.</p> <p>Crescent Road has a weight restriction on it, limiting the size of vehicles using the road, so parking should be allowed on one side of the road, or with residents' permits. Reducing parking in the road will remove the traffic calming effect of parked cars and encourage speeding.</p> <p>Allowing parking near Crescent Way seems bizarre as this is close to the junction with will restrict sight lines for vehicles leaving Crescent Way.</p> <p>Queries whether new restrictions will be enforced as a lack of local enforcement makes moving around quite difficult at present.</p>	<p>4/This scheme does not prohibit residents or other public from parking in Crescent Road, the design still allow capacity for parking. The new configuration is aimed to encourage safe parking and improve give / take opportunity.</p> <p>5/The weight restriction is to limit vehicle weight in this road, and the Police are responsible to enforce this restriction. There will still be areas for residents and other public to park, maintaining the natural calming effect. A parking permit scheme was not the brief of this investigation and therefore falls outside of the scope of this project.</p> <p>6/The aim was to spread the parking pressures where practicable, this particular location was bias to heavy restriction so permitting a small volume of restricted parking assisted with the speed and capacity concerns. The parking does not significantly impact the existing limited visibility as the kerb profile already bends round to the right. This is an urban road and should be respected as such according to The Highway Code.</p> <p>7/ Enforcing these type restrictions are a District / Borough Council function. They are well aware of any new proposals and their</p>

	<p>responsibility to carry out enforcement. With that said, much of the restrictions on the ground are self-enforcing, due to the majority of the conscientious public.</p>
<p>3 households in Firtoft Close co-signed a letter: Widening parking controls in the surrounding area will add to demand for parking in Firtoft Close, which is presently unrestricted.</p> <p>Currently delivery vehicles, refuse collection vehicles and emergency vehicles can be obstructed by parked cars and driveways are prone to obstruction.</p> <p>Cars frequently park half on the pavement obstructing pedestrians.</p> <p>Requests additional restrictions in Firtoft Close to help mitigate these problems.</p> <p>Is also concerned about removing restrictions in the layby in Mill Road, north of Firtoft Close which will dangerously reduce visibility.</p> <p>Resident of Meeds Road (signatory of petition detailed separately below) – objects to the proposal: Pleas situation in Meeds Road is being considered but restricting parking to 3-4 spaces limited to 1 hour waiting will move car parking further down the road.</p> <p>People in properties without drives will be forced to park down the road or on the grass verge.</p> <p>Residents with drives will have to put their car in the road if expecting deliveries or visitors. The road is narrow and this parking will exacerbate problems accessing the road for</p>	<p>8/ Naturally altering the parking restriction will have an impact to other roads in the vicinity, hence introducing a balanced scheme to help mitigate negative displacement. However, not acting to the evolving trends to parking, risks much more for future growth and change to the wider area.</p> <p>9/ No representation from blue light services or waste management services, highlight these obstruction concerns. Firtoft Close already has junction protection and the residents always have the option to apply for an Access Protection Line (APL).</p> <p>10/ If this is a genuine occurrence, I would recommend this activity is reported to the Police who can determine if this contravenes section 137 – Highways Act 1980.</p> <p>11/ At this time this is a perceived impact, however if further additions are required this will need a new TRO application with local member support.</p> <p>12/ Cllr Andrew Barratt-Miles, has engaged with the residents to confirm the redaction of this small change the scheme.</p> <p>13/ There are no proposed limited waiting restrictions in Meeds Road. This is misunderstanding of the tile plans. The aim is to protect the bend to enable large vehicles, in particular blue light service access.</p> <p>14/ The new configuration in Meeds Close is a marginal one to improve the entrance and bend into Meeds Road.</p> <p>15/ There are 23 properties in Meeds Road, with approximately 11 with rear vehicle access from Station Road properties. The change will not add to the existing pressures, in fact it will mitigate larger vehicles struggling to gain access into Meeds Road.</p>

<p>larger vehicles, such as refuse collection lorries. Displaced vehicles will block drives and the turning head at the bottom of the road. Restrictions will need to be enforced.</p> <p>A residents' permit scheme would be a better solution to the problems in the road.</p>	<p>There is already evidence of parking affecting private drives and the turning head, therefore as mentioned this change will not add to the existing trends being experienced.</p> <p>16/ A parking permit scheme were not the brief of this investigation and therefore, falls beyond the scope of this project.</p>
<p>Resident of Firtoft Close – objects to proposal:</p> <p>Firtoft Close is relatively narrow and existing double yellow lines should be extended by at least 15 metres around the S Bend, creating easier access for refuse vehicles, the emergency services and residents.</p> <p>Current parking arrangements leave vehicles having to mount the pavement to access the close.</p> <p>Removing restrictions between Midfield Drive and Firtoft Close will create hazard for vehicles leaving Firtoft Close by reducing visibility of approaching traffic, much of which is speeding.</p>	<p>17/ No representation from blue light services or waste management services, highlight these obstruction concerns.</p> <p>18/ If this is a genuine occurrence, I would recommend this activity is reported to the Police who can determine if this contravenes section 137 – Highways Act 1980.</p> <p>19 / Cllr Andrew Barratt-Miles, has engaged with the residents to confirm the redaction of this small change the scheme.</p>
<p>Resident of Crescent Road – objects to propose:</p> <p>Changes are needed but a system of residents parking would be preferable, with a reduced speed limit otherwise the road would become a proverbial race track.</p> <p>The proposal to install parking bays near Crescent Way would dangerously restrict visibility.</p> <p>It would be better to have 1 hour parking bays in Cyprus Road car park.</p>	<p>20/ A parking permit scheme or speed reduction was not the brief of this investigation and therefore, falls beyond the scope of this project.</p> <p>21/ The aim was to spread the parking pressures where practicable, this particular location was bias to heavy restriction so permitting a small volume of restricted parking assisted with the speed and capacity concerns. The parking does not significantly impact the existing limited visibility as the kerb profile already bends round to the right. This is an urban road and should be respected as such according to The Highway Code.</p> <p>22/ Cyprus Road car park is not part of the public highway and WSCC do not manage it, therefore private grounds.</p>

<p>Whatever measures are introduced a lower speed limit and traffic calming is important.</p>	<p>23/ The Police have not raised the issue of speed in this road. In fact much of the concern was volume and poor parking which already slowed the traffic down. There will still be parking permitted for residents and public alike which will continue to maintain the natural calming effect.</p>
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<p>Petition signed by 12 residents of Meeds Road:</p> <p>The 12 residents signing the petition strongly object to the proposal for Meeds Road. Not all residents in the street have vehicle parking access to their properties, already some of the local residents park on a regular basis on the grass verge at the top entrance of Meeds Road because they have nowhere to park. We would like to propose you agree to make the plan of making 2x1 hour parking places into Permit Holders only spaces to at least 2 of the residents who are willing to pay.</p>
<p>Engineers Response:</p> <p>24/ Fronting properties 2-8 there is a green verge area with no obvious vehicle crossover access. Although this is utilised as a parking area, it is not designated as one.</p> <p>25/ The DYL lengths are purposely aligned to protect the sweep paths of a Fire Appliance making the manoeuvre around the bend. Therefore, this restriction will also encompass the highway verge area in line with the DYL restriction.</p> <p>26/ A parking permit scheme or the construction of parking areas were not the brief of this investigation and therefore, falls beyond the scope of this project.</p> <p>27/ To investigate the viability of a parking permit scheme it would need to include the whole length of road. Essentially, would require full support from the local member and residents. It may be an opportunity that a Road Space Audit (RSA) could analyse the wider benefits of this concept.</p> <p>28/ Cllr Kirsty Lord & Area Highway Manager communicated with residents of Meeds Road, (30 Oct 2018) concerned about this proposal. The aim was avoid confusion regarding the aims of the scheme.</p> <p>29/ The Cabinet Member is proposing to secure funding dedicated to verge hardening or similar to enable parking provisions to areas experiencing genuine parking pressures.</p>

Support for proposed Restrictions:

Resident of Grove Road: Supports scheme

Resident of Church Road supports scheme but feels Park Road has been overlooked and will become more difficult to use when surrounding roads have restricted parking.

Resident of Crescent Road: Supports the scheme but concerned that it will no calm speeding traffic using the road as a rat run.

Resident of Crescent Road: The way people park in the road has got worse over recent years, with more cars parking with no consideration for residents trying to access driveways.

Business in Mill Road: Welcomes change in restrictions in Mill Road, customers are constantly harassed by traffic wardens even when just collecting orders, so the short term parking bays will be very welcome.

Resident of Crescent Road: Road has got busier and busier over the last 20 years and most parking is by commuters. Welcomes the single yellow lines, though would prefer them throughout the whole length of both sides of the road.

Resident of Crescent Road: Supports scheme as parking currently makes it difficult for residents to access driveways.

Resident of Crescent Road: Supports scheme as heavy parking makes it hard for deliveries to access the road, as well as restricting the passage of traffic. At peak times it is difficult to pass along the road, especially for the emergency services.

Resident of Crescent Road: Parking on both sides of the road restricts the passage of traffic and makes it difficult for residents to access driveways. Proposals will address this and are much appreciated.