

**Notes of Place & Connectivity Meeting on 28<sup>th</sup> May 2020 via Zoom**

**Attendees:** Robert Eggleston (RE), Janice Henwood (JH), Peter Chapman (PC), Simon Hicks (SH), Sylvia Neumann (SN), Robert Duggan (RD), Joe Foster (JF), Anne Eves (AE), Matthew Cornish (MC), Tofojjul Hussain (TH), Lee Gibbs (LG), Andrew Barrett-Miles (ABM), Steve Cridland (SC), Liz Clark (LC)

**Discussion points:**

**Project 6 Victoria Business Park**

PC – the proposal underestimates the level of parking on Charles Avenue and capacity required, plan not practical.

AE & JF – agree with PC's thoughts and Jumpin' Inflatable Fun may not have helped the case.

SN – where there are cycle ways people may park on them.

JF – it's a highway issue, need TRO's, have they undertaken a survey when Jumpin' open to see volume of vehicles? Need to reconsider plan.

RD – whole area doesn't need cycle paths as a lot of cyclists are adults not on school route. Doesn't need dropped kerb crossing at every junction/entrance.

JF – people getting to Business Park, is it about getting people to the entrance of the Business Park and then they walk to their final destination?

RE – people arriving by train and work on Business Park, pick up the equivalent of a 'Boris' bike from railway station.

RD - right infrastructure not great as built at different age.

MC – condition of roads for cyclists is bad.

ABM – agree to have links from Victoria Business Park to the Green Circle. Hargreaves are still in the game regarding a road being built across their land from Victoria Road/Victoria Avenue to York Road, it was in the Town Wide Plan.

ABM – would rather see this money spent on traffic lights at Mill Road/Leylands Road as it is a 'safer route to school' and should be deemed a higher priority. Traffic lights would include pedestrian crossing and cost approx. £60k, already had £15k. Costs not in yet for pavement modifications.

JF – question deliverability, is it going to work having shared cycle/footways in a busy business park with heavy traffic? There are other priorities such as the Mill Road/Leylands Road traffic lights.

RE – shared used cycle/footway design should follow Sussex Way model i.e. stepped down. Follow WSCC guidelines. ABM supported this, segregate cyclists and pedestrians, would increase costs.

RE - proposed 'no access to lorries' in Victoria Avenue to Victoria Business Park, off Royal George Road. ABM confirmed the original plan was to make Victoria Avenue/Road into a cul-de-sac with a new link road built across Hargreaves land from York Road and he still advocates this. RE and ABM have had discussions about the east/west routes

LC – did Councillors support the proposal to change the existing steps next to Burnside to a ramp to provide an accessible link to Consort Way? All supported this proposal.

AE and SN – crossing points for cyclists to get from Hammonds Ridge, front of Tesco onto Charles Avenue were not brilliant, disjointed. RD if cycle path on wrong side of road cyclist may as well stay on the road.

AE – Jane Murray Way between Boeing and B&Q, outside B&Q dismount, no dropped kerbs, not designed for cyclists.

RE – safer route is around the Green Circle path network so users are off the road as there are points of entry/exit from the Green Circle into Victoria Business Park. Potential future opportunities instead of trying to make something work.

ABM – agree the proposals for Victoria Business Park needs to be re-looked at.

**Summary Recommendation:** The following comments be made to Mid Sussex District Council:

- a) the proposals for Victoria Business Park needs to be reconsidered with the alternative of selective on-carriageway cycling provisions.
- b) the proposal underestimates the level of parking on Charles Avenue and capacity required and the plan is not practical on this point.
- c) safe route for cyclists is around the Green Circle path network with entry/exit points into Victoria Business Park.
- d) propose 'no access to lorries' in Victoria Avenue to Victoria Business Park from Royal George Road and make Victoria Avenue/Road into a cul-de-sac with a new link road built across Hargreaves land to York Road.
- e) request funds from this project are used for traffic lights at Mill Road/Leylands Road junction as it is a 'safer routes to school' and should be deemed a higher priority.
- f) support the proposal to change the existing steps by Burnside to a ramp to make it accessible to all as it is a well-used route.

### **Project 7 - Town wide Green Links (Phase 1)**

JH – pleased to see a Pegasus equestrian crossing is will be installed. Friends of the Green Circle supported this crossing.

ABM and RE – welcome Green Circle improvements.

RE – asked JH if the Sussex Way stepped down model should be adopted on the Green Circle network. JH this is a wildlife corridor so did not think appropriate to use stepped down paths. ABM horses would find it difficult to use. All agreed to keep Sussex Way stepped down model on the highway only.

RD – Green route 3 Maple Drive to Marchants Way – a good route to Sheddingdean Business Park, could it be extended northwards through the woods? ABM advised this was ancient woodland area.

SH – Green route 6 Leylands Road/Marle Place/Upper St Johns Road – good to widen path but need to improve crossing at Leylands Road. ABM proposed traffic lights at Mill Road/Leylands Road junction would assist with slowing vehicles and making gaps for pedestrians/cyclist to cross the road.

RD – Green route 10 Birchwood Grove Road to Kings Way - dangerous crossing over Folders Lane, how about improving the crossing with traffic lights. Kings Way end unclear refuge.

RD & JH – some of the projects under Phase 2 were a higher priority under amenity and costs and should be brought forward to Phase 1, such as:

- No. 11 Kings Way to Manor Road – improve the bridleway 10BH
- No 15 Mill Road/Leylands Road traffic lights
- No. 16 Junction Road new path
- No. 17 link up east side housing to Wivelsfield Railway Station
- No 21 Fairfield Recreation Ground to Royal George Road path as a route to Southway School
- No 22 pedestrian priority to Southway School
- No. 23 London Road – small improvement to make it safe for pedestrians
- No. 25 Chanctonbury Road – traffic calming to reduce rat run
- No 26 – open up the existing gate between Wykeham Way to The Holt to make it a shared route

PC – agree improvements are needed to the existing narrow path from Fairfield Recreation Ground to Royal George Road. Maintenance of vegetation is lacking and overgrown.

AE – G5.3 remove stile PROW 16BH/17BH/18BH make it easier for cyclists to ride on path running parallel with railway line. RD gradient too steep on PROW 17BH. JH - path running parallel with railway line is very narrow in areas and concerned about pedestrian safety.

AE – Route 18 Mill Road section between Cyprus Road and Station Road/Church Road roundabout make one-way street make into two-way for cyclists and same for Cyprus Road. ABM a safety audit would need to be undertaken and unlikely to be adopted by WSCC.

AE – need to widen and straighten paths across Fairfield Recreation Ground to make it easier for cyclists.

RD – suggested the phasing for the Townwide Green Links are revisited to ensure better connectivity. Some routes would work better if combined into one project and more beneficial to users.

**Summary Recommendation:** The following comments be made to Mid Sussex District Council:

- a) the Town Council welcomes the proposed improvements to the Townwide Green Links, however requests the phasing of the projects is revisited to provide better connectivity across the town and to bring forward some of the Phase 2 schemes into Phase 1.
- b) the Pegasus equestrian crossing across A273 London Road is supported.

#### Project 8 - Triangle Leisure Centre

RD – very good. T6.4 and 6.5 crossing over Sussex Way, lights controlled or zebra crossing access into Northern Arc/West End Farm Meadows. T5.6 error in shared design.

AE – footpath back of The Acorns needs widening and floods. Like path opposite The Woolpack and Tesco Express.

PC – thought odd that a sports pitch designed next to the underpass to St Paul's School/College.

**Summary Recommendation:** The following comments be made to Mid Sussex District Council:

- a) the Town Council supports the plans for this project.

#### Project 9 - Bus Infrastructure Improvement (Bus Stops/RTPIs)

AE – updated the group on a video call meeting with Metrobus regarding the Place & Connectivity Consultation. Metrobus stated they preferred roundabouts to traffic lights as it helped with the traffic flow and reduced pollution from idling vehicles. If traffic lights were installed at roundabouts could the lights be set to give priority to approaching buses? Buses have on board GPS system which sends a signal to the traffic lights to change to their priority. On Queen Elizabeth Avenue north side instead of creating a cycle path, remove the central hatchings to create a joint bus and cycle lane (heading west to east) to become a 3 lane highway.

JH – Metrobus also suggested introducing park 'n ride off the A23/A2300. Horsham has a scheme and works well due to on-street parking restrictions to stop drivers parking on the side roads. ABM advised the Steering Group had considered this but felt not suitable but looking at increasing routes into the new science park.

RD – Metrobus were disappointed there seemed to be no plans to include bus routes from the outset in the Northern Arc.

JH – enhance bus shelters. In light of Metrobus' comments regarding installing traffic lights at roundabouts could the lights incorporate bus priority?

ABM - not in favour of Toucan crossing in Keymer Road, it's a nice to have/not value for money but Leylands Road/Mill Road traffic lights is a priority. Metrobus' comments are good ones.

JH – traffic does flow at Hoadleys roundabout (Station Road/Junction Road/Silverdale Road/Keymer Road), don't need lights here.

AE – has requested MSDC to install pollution sensors at the Hoadleys roundabout, have to wait till September.

**Summary Recommendation:** The following comments be made to Mid Sussex District Council:

- a) the Town Council welcomes improved passenger waiting facilities and provision of additional Real Time Passenger Information (RTPI) screens.
- b) be noted the 'Wish List' put forward by the Town Council for new bus shelters will affect the type of RTPI screen installed.
- c) take into consideration Metrobus' comments and revisit proposals for Queen Elizabeth Avenue and McDonald's roundabout.

### **Project 10 – Cycle Parking (Phase 1)**

RD – in St John's Park there needs to be more than one location for cycle parking, suggested one near Tennis Courts, Skate Park and Park Centre end. JF agreed as the park is quite large.

JF – would the cycle parking be covered? Concerned about anti-social behaviour issues.

SN – concerned about anti-social behaviour with covered cycle parking, prefer uncovered.

MC – uncovered cycle parking is useless, would prefer covered cycle parking but need to be well lit to reduce anti-social behaviour. CCTV? Never used double height cycle parking so not sure how easy they are to use.

RE – location of cycle parking in St John's Park should be near the car park area, do not support having several locations in the park as will encroach on the use of the park and clutter within it. Suggested need more information regarding design/scale of proposed cycle parking.

SH – offered to contact Nathan Spilsted at MSDC.

AE – maybe different cycle parking at different locations. Sidney West only needs 1. Good to see Football Club is on the list. Also suggested Co-op stores in Maple Drive, Junction Road and Kings Way.

SN – what about Tesco Express?

LC – advised proposed locations were on MSDC land which makes it easier regarding permissions.

**Summary Recommendation:** The following comments be made to Mid Sussex District Council:

- the Town Council supports additional cycle parking in Burgess Hill however the consultation provides limited information such as the type and design of cycle parking.
- the Town Council would also ask the following locations are added to Phase 1:
  - Co-op, Junction Road
  - Co-op, Maple Drive
  - Co-op, Kings Way
  - Tesco Express, Gatehouse Lane
- the Town Council prefers covered cycle parking but request the are well lit and CCTV to reduce anti-social behaviour.