



## **Burgess Hill Growth Programme Place and Connectivity**

*Public Engagement Report*  
September 2020



## Document Control Sheet

Project Name:	Burgess Hill Growth Programme
Project Number:	Place and Connectivity
Report Title:	Public Engagement Report – Consultation Summary
Report Number:	FINAL DRAFT

Issue and Status	Produced by	Reviewed by	Approved by
<b>v0.1</b> <b>FINAL DRAFT</b>	Name: <b>Sarah Founds</b> Technical Advisor Signature:  Date: <b>03 08 2020</b>	Name: <b>Chris Founds</b> Programme Manager Signature:  Date: <b>04 08 2020</b>	Name: <b>Nathan Spilsted</b> Strategic Development Project Manager Signature:  Date: <b>04 08 2020</b>
<b>v0.2</b>	Name: <b>Sarah Founds</b> Technical Advisor Signature:  Date: <b>09 09 2020</b>	Name: <b>Chris Founds</b> Programme Manager Signature:  Date: <b>10 09 2020</b>	Name: <b>Nathan Spilsted</b> Strategic Development Project Manager Signature:  Date: <b>10 09 2020</b>
<b>v0.3</b>	Name: <b>Sarah Founds</b> Technical Advisor Signature:  Date: <b>14 09 2020</b>	Name: <b>Chris Founds</b> Programme Manager Signature:  Date: <b>15 09 2020</b>	Name: <b>Nathan Spilsted</b> Strategic Development Project Manager Signature:  Date: <b>15 09 2020</b>
<b>v0.4</b>	Name: <b>Sarah Founds</b> Technical Advisor Signature:  Date: <b>16 09 2020</b>	Name: <b>Chris Founds</b> Programme Manager Signature:  Date: <b>17 09 2020</b>	Name: <b>Nathan Spilsted</b> Strategic Development Project Manager Signature:  Date: <b>17 09 2020</b>

## Limitations

*This report has been produced in full compliance with the General Data Protection Regulations. Good faith has been exercised in representing all information received directly from the public engagement questionnaire hosted on the Burgess Hill website and any responses received directly by Mid Sussex District Council and West Sussex County Council. The Author, or the Councils do not accept any responsibility for the accuracy of responses received, or the comments, views and opinions expressed and promoted.*

*The restrictions of Covid-19 resulted in the public engagement exercise being conducted virtually, and whilst exercising best practice to ensure the consultation was accessible and inclusive, the Councils recognise the challenges for respondents who may not have been able to respond. The Councils believe they have received good representation through this public engagement but will continually assess any requirement for further individual engagement as necessary on a project specific basis.*

## Contents

Document Control Sheet.....	2
Limitations.....	3
Executive Summary.....	8
1.0 Place and Connectivity Proposals .....	9
1.1 Background .....	9
1.2 Context.....	9
2.0 About the Public Engagement .....	11
2.1 Purpose of the consultation.....	11
2.2 Who was consulted.....	11
2.3 Dates and duration .....	11
2.4 What was asked .....	11
2.5 Methods for responding .....	11
2.6 Engagement materials and publicity .....	12
2.6.1 Website .....	12
2.6.2 Letters and leaflets.....	12
2.6.3 Emails to stakeholders .....	12
2.6.4 Press and media activity .....	12
2.7 Pre-consultation engagement .....	12
2.8 How we considered equalities in the consultation.....	12
2.9 Analysis of consultation responses.....	13
3.0 About the respondents .....	14
3.1 Introduction .....	14
3.2 Respondent type.....	14
3.3 Responding stakeholders.....	14
3.4 Distribution of respondents.....	15
3.4.1 Public engagement response locations – main map for all projects .....	16
3.5 Demographics .....	17
3.6 Responses to additional questions asked .....	17
4.0 Summary of all Engagement Responses .....	19
4.1 Burgess Hill to Haywards Heath Greenways East and West.....	20
4.1.1 Proposals.....	20
4.1.2 Public engagement responses .....	20
4.1.3 Public engagement response locations .....	22
4.1.4 Summary of main issues raised.....	23

4.1.5	Secondary issues raised .....	26
4.1.6	Eastern Route.....	27
4.1.7	Western Route .....	27
4.1.8	Summary of responses for future phases.....	28
4.1.9	Summary of responses in support .....	28
4.2	Wivelsfield Railway Station Area .....	29
4.2.1	Proposals.....	29
4.2.2	Public engagement responses .....	30
4.2.3	Public engagement response locations .....	31
4.2.4	Summary of main issues raised.....	32
4.2.4	List of secondary issues.....	33
4.2.5	Summary of responses for future phases.....	34
4.2.6	Summary of responses in support .....	35
4.3	Burgess Hill Railway Station Area .....	36
4.3.1	Proposals.....	36
4.3.2	Public engagement response locations .....	37
4.3.4	Summary of main issues raised.....	38
4.3.5	List of secondary issues.....	38
4.3.6	Summary of responses for future phases.....	39
4.3.7	Summary of responses in support .....	40
4.4	Town Centre – Western Gateway – London Road/Queen Elizabeth Avenue/Station Road	41
4.4.1	Proposals.....	41
4.4.2	Public engagement response locations .....	42
4.4.3	Summary of main issues raised.....	43
4.4.4	List of secondary issues.....	43
4.4.5	Summary of responses for future phases.....	44
4.4.6	Summary of responses in support .....	44
4.5	Townwide Green Links (Phase 1).....	45
4.5.1	Proposals.....	45
4.5.2	Public Engagement Response Locations.....	46
4.5.3	Summary of main Issues Raised.....	47
4.5.4	Secondary Issues Raised .....	47
4.5.5	Summary of responses for future phases.....	49
4.5.6	Summary of responses in support .....	49
4.6	The Triangle Leisure Centre Area.....	50

4.6.1	Proposals.....	50
4.6.2	Public Engagement Response Locations.....	51
4.6.3	Summary of main Issues Raised.....	52
4.6.4	Secondary Issues.....	52
4.6.5	Summary of responses for future phases.....	52
4.6.6	Summary of responses in support.....	52
4.7	Bus Infrastructure Improvements.....	53
4.7.1	Proposals.....	53
4.7.2	Public engagement response locations.....	54
4.7.3	Summary of main issues raised.....	55
4.7.4	Secondary issues.....	55
4.7.5	Summary of responses for future phases.....	55
4.7.6	Summary of responses in support.....	56
4.8	Proposed Cycle Parking.....	57
4.8.1	Proposals.....	57
4.8.2	Public engagement response locations.....	58
4.8.3	Summary of main issues.....	59
4.8.4	Secondary issues.....	59
4.8.5	Summary of responses for future phases.....	59
4.8.6	Summary of responses in support.....	60
4.9	Burgess Hill Town Centre – Church Road/Church Walk.....	61
4.9.1	Proposals.....	61
4.9.2	Public engagement response locations.....	62
4.9.3	Summary of main issues raised.....	63
4.9.4	Secondary Issues.....	63
4.9.5	Summary of responses for future phases.....	64
4.9.6	Summary of responses in support.....	64
4.10	Victoria Business Park.....	66
4.10.1	Proposals.....	66
4.10.2	Public engagement response locations.....	67
4.10.4	Secondary issues.....	68
4.10.5	Summary of responses for future phases.....	68
4.10.6	Summary of responses in support.....	68
5.0	Next steps.....	69
5.1	Detailed Design Considerations.....	69

5.2 Further Stakeholder Engagement.....	69
Appendix A.....	70
Website Consultation Portal.....	70
Consultation Press Release.....	70
Description of Proposals.....	73
Appendix B.....	76
Stakeholder Responses.....	76
Burgess Hill to Haywards Heath Greenways (east and west).....	76
Wivelsfield Railway Station Area.....	84
Burgess Hill Railway Station Area.....	87
Town Centre Western Gateway.....	90
Townwide Green Links.....	93
The Triangle Leisure Centre Area.....	96
Bus Infrastructure Improvements.....	98
Proposed Cycle Parking.....	99
Town Centre Church Walk.....	100
Victoria Business Park.....	105

## Executive Summary

Between May and June 2020, Mid Sussex District Council and West Sussex County Council carried out a non-statutory public engagement exercise for sustainable travel projects planned to be delivered under the Burgess Hill Growth Programme. The aim of these projects is to **create safe, direct and attractive walking and cycling routes and high-quality public space**, to encourage more people to walk, cycle and use public transport. The improvements are being delivered under the **Place and Connectivity Programme** and are designed to support planned sustainable development, population increase and economic growth activities across Burgess Hill.

The aim of the public engagement exercise was to help refine initial concept and feasibility designs and to identify how these projects could be further improved. The **restrictions of Covid-19** meant that the Council undertook this **“virtually”**, applying best practice wherever possible, and using a variety of inclusive engagement techniques. These included an on-line questionnaire via the Burgess Hill Growth Programme website, letters, email correspondence and press/media advertisement. In total, **307 members of the public and stakeholders responded** to the engagement exercise and recorded **over 450 individual responses**, across 10 projects. Some projects were consulted together such as the Greenways and Townwide Green Links due to their similar nature. These responses required further validation. **29 strategic stakeholders** provided detailed responses; including Town, Parish, District and County Councils; Homes England, Business Groups, Landowners, User Groups and Societies. 204 comments were received directly from members of the public concerning the Burgess Hill to Haywards Heath Greenways (East and West), with a strong representation against the Eastern Route proposals. Alternative routes for consideration were also proposed by residents.

The **main issues raised by respondents** included concerns over different surface types for routes; concerns over shared use of routes; damage to the environment and wildlife habitat; increase in anti-social behaviour; highway safety at intersections; maintenance considerations, and the increase in speed of cyclists on certain routes. Additionally, **respondents commented on the benefits** that such projects could bring, such as improved air quality, sustainable commuting routes and improved amenity around the Town Centre, including cycle parking provision and access to the railway stations.

A **detailed analysis of all responses** has been undertaken and is summarised in this report. The responses are also being carefully considered by the design and delivery teams, with initial comments included in the tables of main issues for each of the projects. The delivery team believe that many of the **issues raised can be addressed** through careful design treatment and considerate route planning, choice of materials and construction management and mitigation techniques.

**Further engagement** is planned with key strategic stakeholders where required once detailed designs have been progressed and comments have been incorporated wherever possible. Views and comments will continue to be sought from interested parties throughout the design and delivery of these important improvements within and around Burgess Hill.

## 1.0 Place and Connectivity Proposals

### 1.1 Background

The Place and Connectivity Programme is a combination of projects aimed at creating safe, direct and attractive walking and cycling routes linking communities, businesses and destinations within the Burgess Hill area. High quality improvements are also proposed to public spaces with the overall aim to encourage people to choose to walk, cycle and use public transport.

The projects where feedback will facilitate detailed design and delivery are:

- **Wivelsfield Railway Station Area**
- **Burgess Hill Railway Station Area**
- **Town Centre Western Gateway London Road/Queen Elizabeth Avenue/Station Rd**
- **Townwide Green Links Phase 1**
- **The Triangle Leisure Centre Area**
- **Bus Infrastructure Improvements**
- **Cycle Parking**

The projects at a concept design stage where feedback will facilitate additional design work with further public engagement:

- **Burgess Hill to Haywards Heath Greenways (following feedback received to this public engagement)**
- **Burgess Hill Town Centre – Church Road/Church Walk**
- **Victoria Business Park**

### 1.2 Context

In partnership, Mid Sussex District Council and West Sussex County Council working with the Coast to Capital Local Enterprise Partnership, secured a £21.8m funding package for sustainable transport improvements for Burgess Hill to help ensure that the Town grows sustainably consisting of £10.9m of central government Local Growth Fund and £10.9m of developer contributions.

The improvements, delivered through the Place and Connectivity Programme, are part the Burgess Hill Growth Programme, supporting the planned development of the Town, assisting in developing solutions to manage the growing population, and resulting travel demands.

The Place and Connectivity Programme is being delivered jointly by Mid Sussex District and West Sussex County Councils in partnership with others.

The Place and Connectivity Programme sits alongside a proposed expanded bus service facilitated by the Northern Arc strategic development that will link to the Northern Arc and other areas; and with wider plans to improve Burgess Hill and Wivelsfield train stations,

with discussions being held with Network Rail to examine what wider improvements can be delivered beyond improved public realm and access arrangements.

## 2.0 About the Public Engagement

### 2.1 Purpose of the consultation

The objectives of the public engagement were as follows:

- **Provide** communication with members of the public and stakeholders, presenting information about the proposals and allowing them to respond;
- **Assist** Mid Sussex District Council and West Sussex County Council to better understand any issues or impacts of which we were not previously aware of, and which might affect the overall proposals;
- **Enable** respondents to provide alternative suggestions for us to consider.

### 2.2 Who was consulted

The public engagement was made accessible and open to anyone who had a view about the proposals, although this was primarily relevant to residents, businesses, potential users, and stakeholders within the vicinity of our proposals.

### 2.3 Dates and duration

The public engagement ran for 6 weeks, from 14<sup>th</sup> May 2020 to the 25<sup>th</sup> June 2020.

### 2.4 What was asked

Our website included a questionnaire for respondents to complete giving them the opportunity to either agree, strongly agree, disagree, strongly disagree or neither agree nor disagree to each of the projects proposed. They were also given the opportunity to provide comments if they disagreed or strongly disagreed together with comments about future proposals.

Respondents were also asked to provide their name, email address, and postcode along with other certain demographic information although these questions were voluntary. Our public engagement “virtual website portal” is included in Appendix A.

Our public engagement was intended to enable us to learn what issues respondents might have with our proposals, together with any suggestions they have for how these issues could be mitigated. Respondents are also provided the opportunity to suggest other changes or improvements they feel might be made to future proposals. We developed our public engagement questionnaire accordingly and included within it a set of questions we felt would encourage respondents to consider specifically what issues they foresaw with our proposals. We made it clear that respondents could also submit their views to us in writing or via email.

### 2.5 Methods for responding

People were able to respond to the public engagement by:

- Answering the questions in the survey on our public engagement website at: [www.burgesshill.net](http://www.burgesshill.net)
- Sending a letter to: Mid Sussex District Council, Oaklands, Oaklands Rd, Haywards Heath, West Sussex, RH16 1SS
- Emailing us at: [enquiries@burgesshill.net](mailto:enquiries@burgesshill.net)

Foreign language translations, large print, Braille, or audio versions of our public engagement materials could also be requested, and on-line material was compatible with ‘Browse aloud’ for people who find it difficult to read on-line.

## 2.6 Engagement materials and publicity

We used a range of channels to raise awareness of the public engagement and ensure that members of the public and stakeholders were aware of its purposes.

### 2.6.1 Website

Our website [www.burgesshill.net](http://www.burgesshill.net) provided detailed information about the public engagement, including overview maps, drawings and images. The information was divided into the 10 scheme areas providing an overview of the scheme and explaining our proposals for each scheme in detail. A copy of the information we provided on our website is included in Appendix A.

### 2.6.2 Letters and leaflets

We sent letters to businesses, residents and landowners (i.e. those with land situated along the routes/projects).

### 2.6.3 Emails to stakeholders

We also sent an email to a wide range of stakeholders likely to be interested in the proposals.

### 2.6.4 Press and media activity

A Press Release was distributed to local and regional media at the time the public engagement was launched, and newspaper adverts were used to raise awareness.

## 2.7 Pre-consultation engagement

Engagement with stakeholders has been integral from the start of the process of forming the Place and Connectivity Programme. This has included:

- Working with the Burgess Hill Member’s Steering Group, a cross party group of elected Councillors and officers from Mid Sussex District Council, West Sussex County Council and Burgess Hill Town Council;
- Stakeholder meetings and workshops, and meetings with specific groups or individuals where required;
- Working with partner organisations such as Network Rail; and
- Engaging with relevant neighbouring local and county authorities.

The Northern Arc development site, The Hub Business Park and the A2300 improvements scheme are all delivering significant amounts of on-site and off-site sustainable transport improvements that will benefit the wider community and form part of the Place and Connectivity Programme. These proposals were also subject to public consultations and scrutiny.

## 2.8 How we considered equalities in the consultation

An Equality Impacts Assessment (EqIA) that accompanies the Place and Connectivity Programme considers the needs of people classified as having ‘protected characteristics’ as defined by the Equality Act 2020. This assessment concludes that there are future actions required to ensure that everyone had the opportunity to engage and remove barriers to

involvement for those who may have limited or more difficult access to the online aspect of this engagement. This consideration includes equipping documents with ‘Browse Aloud’ to make the material more accessible and making alternative formats available for those where English is not a first language. As this engagement was hosted entirely on-line because of the Covid-19 pandemic, due process was taken to ensure that responses could be made easily via the online form.

### 2.9 Analysis of consultation responses

All responses to the closed questions in our public engagement questionnaire were reviewed and the results tabulated and reported. The results are set out in the next chapter.

Respondents provided comments to the open questions which were read and analysed in detail. All comments and suggestions received, whether by email, letter or through our online questionnaire were reviewed in order to identify common themes raised by respondents.

A list of the issues raised, and the frequency can be viewed in Sections 3 and 4.

## 3.0 About the respondents

### 3.1 Introduction

This section provides information about the consultation respondents for all projects. Respondents have been classified into two core categories:

- (i) Member of the public;
- (ii) Stakeholders.

Respondent Type	Total
Member of the public	<b>278</b>
Stakeholder	<b>29</b>
Total	<b>307</b>

Table 1

A total of 51 members of the public responded more than once to the public engagement, providing comments to more than one of the proposed projects.

Where a member of the public has responded more than once to an individual scheme, their response and comments have been combined.

### 3.2 Respondent type

Respondents were asked to select which of the following respondent types best described them. Respondents were free to select as many options as they felt were appropriate.

Responding As	Total	%
Personal Interest	233	84
Representing an Interest Group	9	3
Business Interest	9	3
Student	1	0
Other	5	2
Blank	21	8
Total	278	100

Table 2

### 3.3 Responding stakeholders

We received 29 responses from organisations or individuals we would consider to be stakeholders. We distinguished ‘stakeholders’ to be all those respondents identified as organisations and bodies representing a wider group and landowners. This includes Local Authorities, transport groups, landowners, local neighbourhood or resident associations, businesses and business groups.

We have illustrated in the table below all those stakeholders who responded to the public engagement and which projects they responded against. We have included in Appendix B a summary of each of the responses received from these organisations or individuals, for each scheme.

Stakeholders	Projects										TOTAL RESPONSES BY STAKEHOLDER
	Burgess Hill to Haywards Heath East & West	Wivelsfield Station Area	Burgess Hill Railway Station Area	Burgess Hill Town Centre – Church Road/Church	Town Centre – Western Gateway	Victoria Business Park Access & Connectivity	Townwide Green Links	The Triangle Leisure Centre	Bus Infrastructure Improvements	Cycle Parking	
Atlas COPCO											1
Burgess Hill Business Parks Association											1
Burgess Hill Town Council											10
CPRE Sussex											6
Cyprus Hall Community Association											1
Dacorar (Southern) UK											10
East Sussex County Council											1
Friends of the Burgess Hill Green Circle											3
Hargreaves Property Investment & Development											1
Heaselands Estate											1
Historic England											10
Homes England											1
Hopkins Pharmacy											1
Hurstpierpoint & Sayers Common Parish Council											2
Lewes District Council & Eastbourne BC											9
Marketplace Shopping Centre - TC Manager											1
Metrobus											4
RBL Women's Section Royal Naval Association											1
Royal British Legion											1
SOFLAG South of Folders Lane Action Group											2
Sussex Area Ramblers											1
The British Horse Society											1
The Cock Inn Cycling Society											1
Theobald's Bridleway User Community											1
Wivelsfield Parish Council											1
West Sussex County Council (Highways and Transport)											7
West Sussex County Council (Public Rights of Way)											2
World's End Association											2
World's End Transport Users Group											1
<b>TOTAL STAKEHOLDER RESPONSES TO PROJECTS</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>84</b>

Table 3

### 3.4 Distribution of respondents

We asked respondents to provide us with their home postcode. 181 respondents did and these are shown plotted on the following map. Individual maps for each of the projects and the respective respondents have also been plotted and can be seen in the Summary of all engagement responses below;

## 3.4.1 Public engagement response locations – main map for all projects

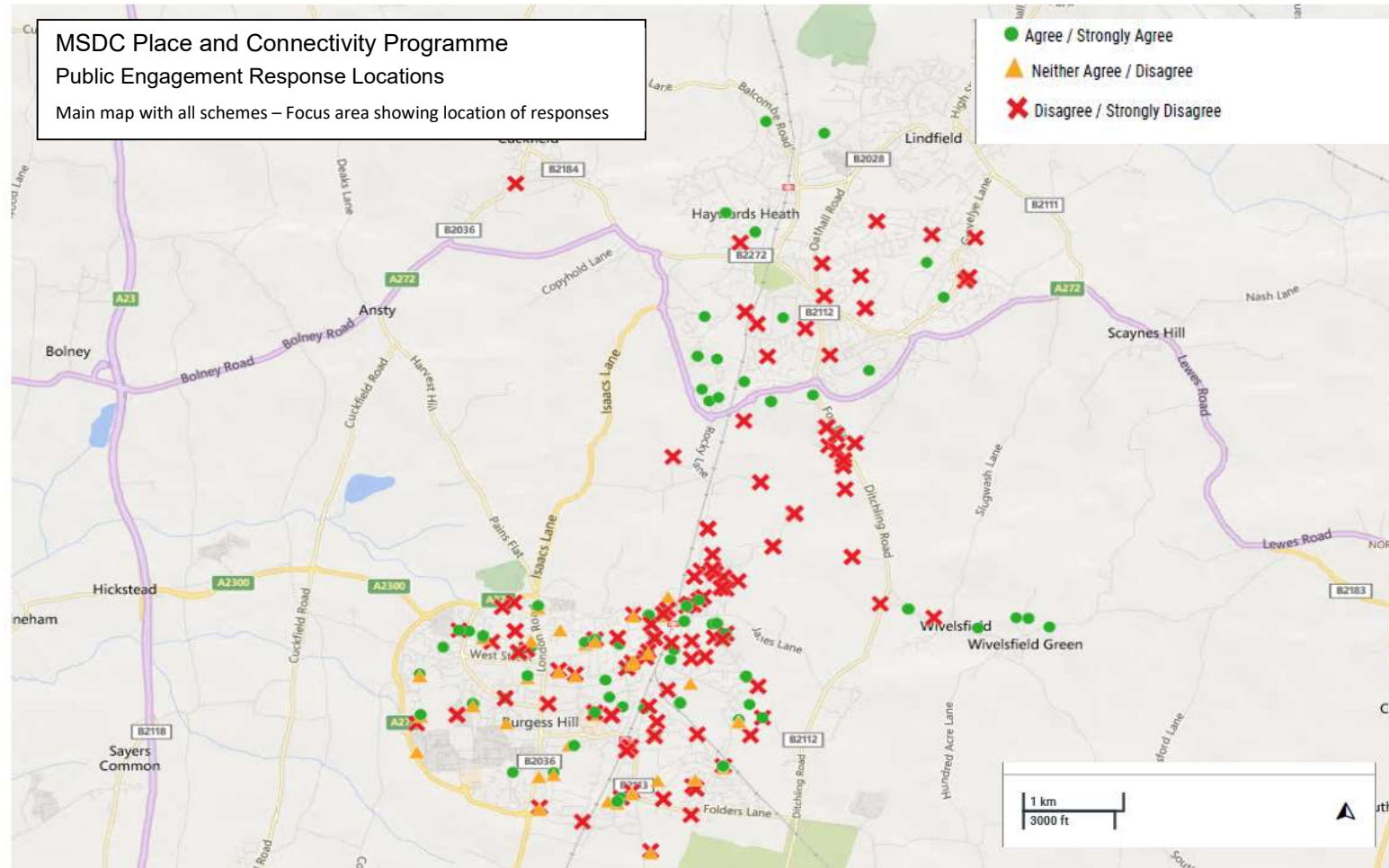


Figure 1

### 3.5 Demographics

We asked respondents to tell us about themselves, although they were under no obligation to provide any information. The following tables set out the information respondents gave us on their age and ethnicity.

Age	Count	%
Under 18	8	3
18 – 24	12	4
25 – 34	32	12
35 – 44	40	14
45 – 54	60	22
55 – 64	47	9
65 – 74	35	13
75 +	12	4
Blank	32	11
<b>Total</b>	<b>278</b>	

Table 4

Ethnic Group	Count	%
Asian/Asian British – Indian	1	1
Mixed - Other*	2	1
Mixed - White and Asian	1	1
Other ethnic group- Other*	4	1
White – White British	221	79
White – White Irish	4	1
White - White Other*	9	3
Blank	36	13
<b>Total</b>	<b>278</b>	

Table 5

### 3.6 Responses to additional questions asked

Would you like further contact from the Burgess Hill Project Team?	Count
Yes	<b>195</b>
No	<b>56</b>
Blank	<b>27</b>
<b>Total</b>	<b>278</b>

Table 6

Those respondents who answered ‘yes’ to receiving further contact with the Burgess Hill Team, and who have provided contact details, will be kept up to date with any progress and/or changes.

Would you like to be kept up to date with the Place and Connectivity Programme?	Count
Yes	<b>214</b>
No	<b>42</b>
Blank	<b>22</b>
<b>Total</b>	<b>278</b>

Table 7

Those respondents who answered ‘yes’ to being kept up to date with the Place and Connectivity Programme, and who have provided contact details, will be kept up to date with any progress.

Did you encounter any problems accessing information?	Count
Yes	<b>33</b>
No	<b>217</b>
Blank	<b>28</b>
<b>Total</b>	<b>278</b>

Table 8

Those respondents who answered ‘yes’ to encountering problems accessing information were asked to provide comments of which 39 responded. These responses will be used to help improve future engagement exercises. A list of the main comments as submitted are as follows:

- Had to find out about the proposal from a third party;
- Impossible to find on the MSDC website;
- Not obvious and impossible to find on the website;
- The response form was separate to the proposals which meant a lot of searching;
- Not advertised, local residents did not receive communication letters;
- Very long winded;
- Hard to navigate;
- Plans were hard to read;
- Finding the site with all the relevant information not easy with lots of links. You must make access to information easier if you want an open consultation;
- Full of jargon and meaningless words.

## 4.0 Summary of all Engagement Responses

This chapter summarises the outcomes of the public engagement, including the main issues raised by respondents in their written comments. This includes responses we received by letter or email and those submitted by people who completed our online public engagement questionnaire.

Taking into consideration all responses for all projects, 50% of respondents were against the proposals, 37% were in favour and 13% neither agreed or disagreed.

As shown in Figure 2 below, the majority of members of the public responding to the Burgess Hill to Haywards Heath East route (93%), do not support the proposals as they currently stand. However, of those responding to both the East and the West routes, 73% are mostly in favour.

Wivelsfield Station Area also received a high number of objections with 46% either disagreeing or strongly disagreeing with what was proposed and 42% in favour.

The Triangle Leisure Centre Area, although having only a small number of respondents had the most in favour with 80% either agreeing or strongly agreeing with the proposals, followed by support for cycle parking (70%), Victoria Business Park (60%), Burgess Hill Town Centre: Church Road/Church Walk (59%), Townwide Green Links (54%) and Town Centre: Western Gateway (48%).

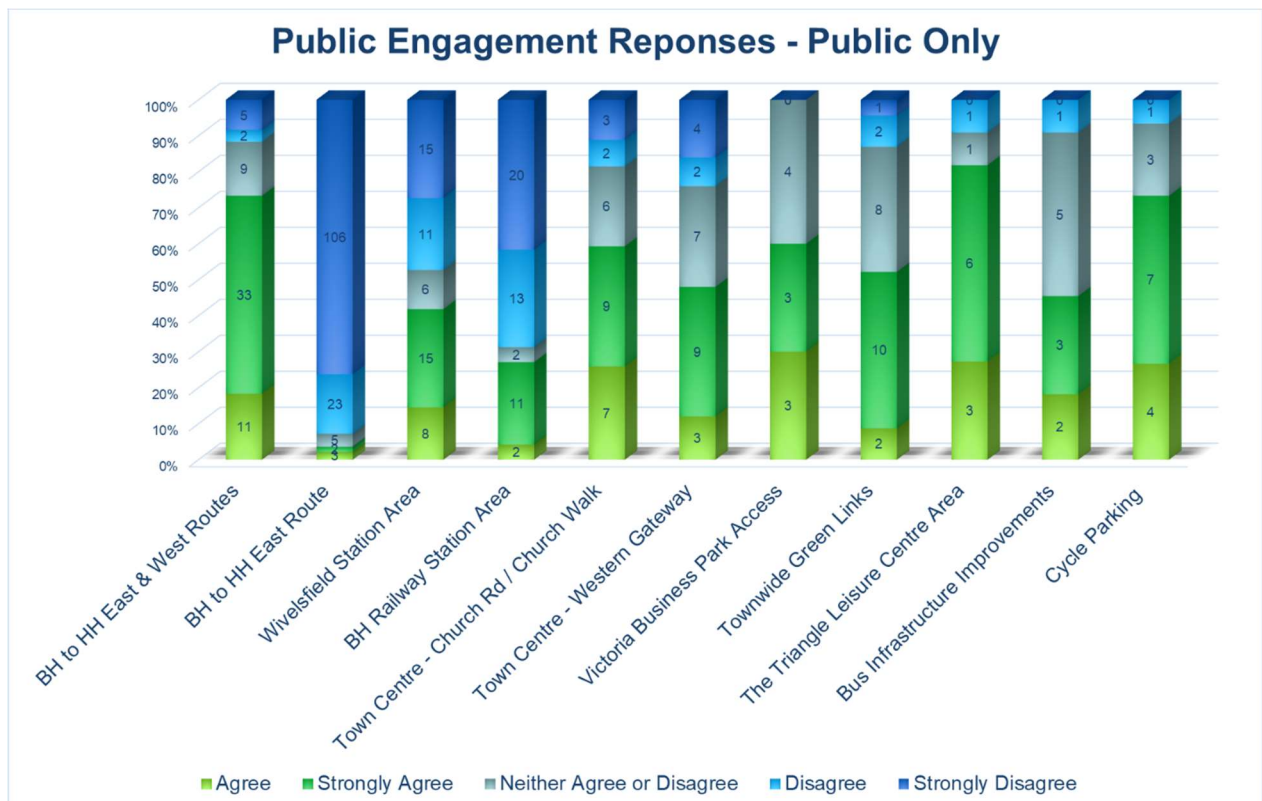


Figure 2

## 4.1 Burgess Hill to Haywards Heath Greenways East and West

### 4.1.1 Proposals

This scheme seeks to achieve a network of year-round routes, capable of use by walkers and cyclists and where appropriate horse riders connecting to existing and proposed infrastructure that support the aspirations of both District and Town Councils. The Greenway proposals consulted on were as per a Feasibility Study that was issued alongside the public engagement that proposes routes on both sides of the Brighton mainline railway within current highway boundaries and along existing public rights of ways. The primary route is a proposed Western Route which links Wivelsfield Station, Leylands Road, Maple Drive and the Northern Arc strategic housing development to Isaac's Lane via Freeks Lane along an upgraded existing public footpath. The secondary route is a proposed East Route which links Wivelsfield Station, the Northern Arc Strategic housing development and the East of Burgess Hill to Fox Hill (Haywards Heath).

### 4.1.2 Public engagement responses

A total of 204 responses were received from members of the public and 18 from strategic stakeholders, including West and East Sussex County Councils, Burgess Hill Town Council, Theobald's Road Residents Association, Heaselands Estate, Homes England and walking and equestrian user groups including the British Horse Society.

As both routes were linked together for the public engagement, the responses to the question asking 'Do you agree with the Design Proposals?', have been analysed and split into two; Responses relating to the Eastern route only (Figure 3 below); and responses made relating to both East and West Routes (Figure 4 below).

144 responses specifically related to the eastern route with 93% of these either disagreeing or strongly disagreeing with the proposal and 7% neutral, agreeing, or strongly agreeing.

Taking out the responses solely relating to the eastern route, 73% of respondents were in favour of the western route and 12% against.

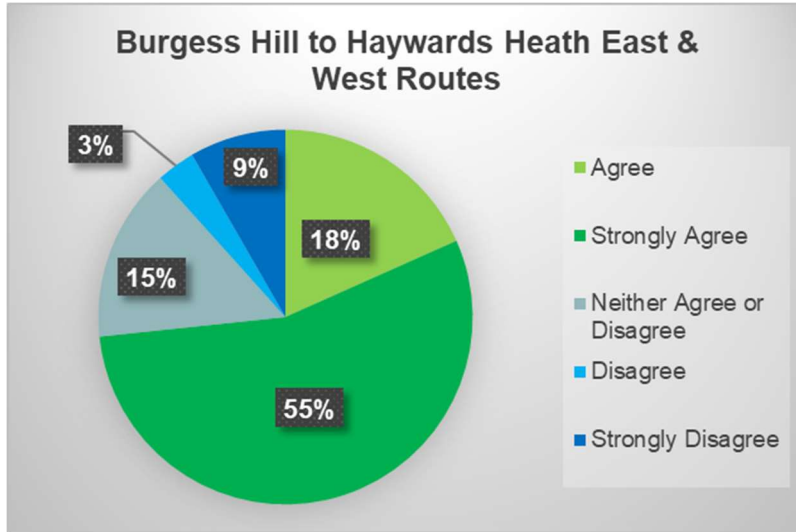


Figure 3 – Public Engagement Responses – East and West Routes

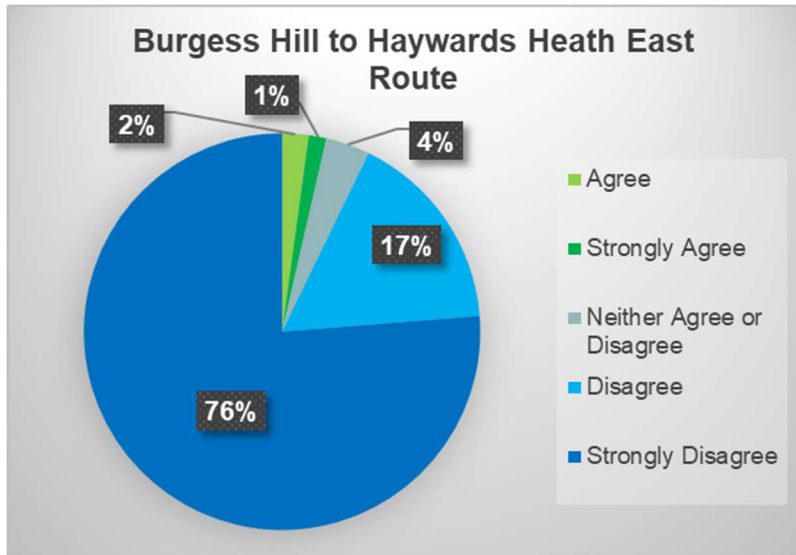


Figure 4 – Public Engagement Responses – East Route Only

## 4.1.3 Public engagement response locations

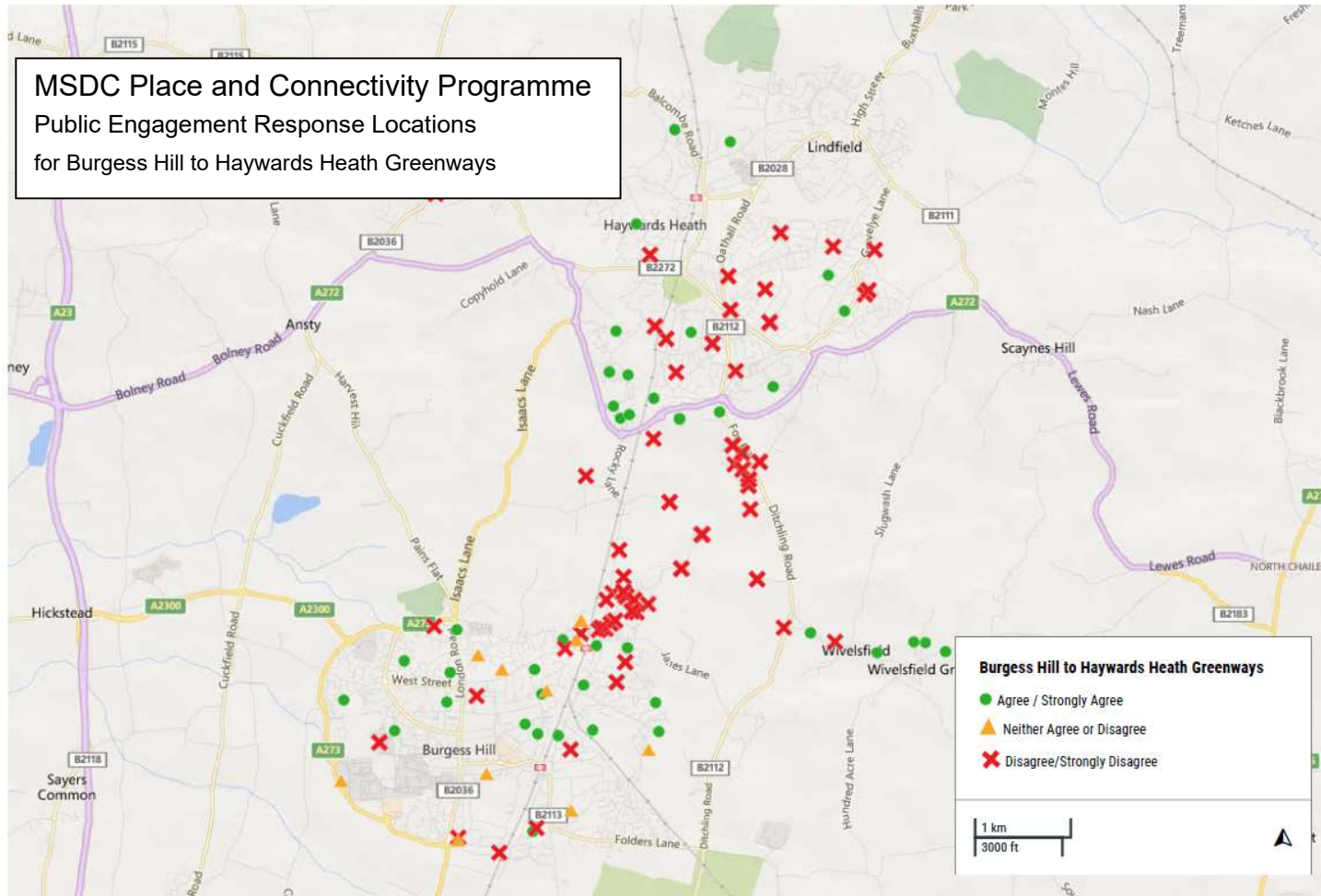


Figure 5

4.1.4 Summary of main issues raised

Issue	Summary of responses	Frequency		Designers Initial Response
		East	E & W	
1	Proposed sealed surfacing not suitable for Horse riders	30	2	Surfacing options are currently under consideration and final specifications have not been made. The surfacing will be chosen to enable all weather access for all users, including equestrian, and be made in reference to British Horse Society guidance
2	Concerns regarding speed of cyclists	58		The designs follow existing public rights of way and where steep gradients exist and it is considered required, measures could be put in place to remind cyclists to keep speed to a minimum.
3	Conflict between users in particular cyclists and horse riders	51		Where path widths are narrow, and it is considered required, measures could be put in place to remind cyclists to keep speed to a minimum/dismount/or warn of a reduced width.
4	Damage to the environment and not ecologically sound if mature trees and wildlife habitat need to be removed to accommodate any widening	72	2	The project team has included suitably qualified ecologists from inception, and all works would be carried out in line with advice from ecologists including supervision where appropriate. Any work required to trees will be based on arboriculture surveys and carried out in accordance with advice and best practice. Loss of any vegetation will be kept to a minimum and proposed widths will be reviewed to better fit within existing constraints to accommodate this aim.
5	Concerns that Lighting will have an adverse effect on wildlife	20		No lighting has been proposed as part of this phase of works, and any future lighting installation will be dependent upon agreement with the relevant Public Rights of Way team(s) and would require ecological surveys and licences with wildlife, and bat, friendly designs. Where this is not possible, lighting should not be installed.
6	Artwork and clutter along the route not required	7		Artwork has not been included within designs. Features such as benches, which have significant benefits for many users, will only be installed where designs and locations are agreed with

				the relevant Public Rights of Way team(s)/ landowners. Where this is not possible, artwork/ benches should not be installed.
7	Safety at highway intersections at both ends of the route not addressed as Phase 1	20	2	Highways works are not currently included within early scheme delivery however delivery of on highway improvements is crucial in forming a fully accessible link between Haywards Heath and Burgess Hill. Engagement with the relevant Highways Authority is on-going and will determine the delivery requirements for these elements.
8	No future usage predictions or demand	14	1	<p>It is the ambition of the Government for cycling to play a far bigger part in our future transport systems, increasing the number of existing cyclists on our roads.</p> <p>When predicting future demand for routes, the use of current or bespoke travel data should be seen in the context that the proposed routes, capable of year round use away from or with improved road highway conditions, do not currently exist and existing road conditions between the towns are only suitable for the most confident of cyclists.</p> <p>In addition, the new secondary school proposed in the Northern Arc will also likely be a destination for students from Haywards Heath and the proposed routes will provide much needed links for pupils, offering suitable independent alternatives to travelling to school by car. The new routes also offer an alternative route to those wishing to travel by sustainable means to the reopened Haywards Heath college. The proposed schemes also seek to increase leisure use by improving current conditions to enable use by all users whatever their ability to travel between the towns and/ or gain better access to the countryside.</p>
9	Not a direct commuter route	22	1	There are currently a number of known technical, landowner and ecological issues with creating a route away from the existing public rights of way network. However, alternative

				<p>routes submitted during the engagement will be assessed for feasibility following public engagement.</p> <p>It should be noted that the schemes also seek to increase use not just from commuters, but from leisure use by improving current conditions to enable use by all users whatever their ability to travel between the towns and/ or gain better access to the countryside.</p>
10	Concerns regarding Motorised scooters and trail bikes	17		Where unauthorised access occurs, enforcement action can be taken by the relevant highway authority.
11	Increase in Anti-social behaviour	3		There is no evidence to suggest that improvements to a route will result in an increase in anti-social behaviour. Increased use and natural surveillance can serve to reduce opportunities for anti-social behaviour.
12	Concerns regarding Fly Tipping	8		There is no evidence to suggest that improvements to a route will result in an increase in anti-social behaviour such as fly-tipping. Access controls could be utilised if such a problem exists.
13	Future Maintenance of all routes to ensure all year use	4		Low maintenance, all weather surfaces will improve the longevity of the path and reduce the need for regular maintenance. A maintenance plan will be drawn up and agreed as part of the design and delivery process and this would need to be in conjunction with the with the relevant Public Rights of Way team(s).
14	Queries regarding maintaining use and access during delivery and construction	3		Disruption to access of the route/s can be kept to a minimum during delivery and construction phases. Clear communication channels would be kept open throughout to those affected to allow details of any closures or restrictions to be relayed.
15	Conflict concerns regarding the moving of cattle and Farm vehicles	19		Cattle and farm vehicle movements are relevant to sections of the proposed eastern route already open to PRow public access. PRow users will remain responsible for access and control of farm operations.

Table 9

#### 4.1.5 Secondary issues raised

- Consultation needed with all user groups;
- Updated traffic data is required;
- Consider Equestrian needs on Theobalds Lane;
- Consider traffic calming on highway routes;
- Improve visibility and crossing at the roundabout on Fox Hill and also the junction and roundabout on the A272;
- Concerns regarding suitability of the pathway linking Maple Drive and Valebridge Road;
- Concerns regarding shared use on Fox Hill due to speed of cyclists travelling downhill and driveways;
- Parking on Fox Hill will block the proposed path for users.
- Maintenance work required on Fox Hill and Valebridge Road;
- Additional cycle infrastructure required on Fox Hill;
- Funds should be used on repairs and maintenance and not cycleways;
- Who will maintain the cycle paths within Lindon Homes which are currently maintained and funded by residents?;
- Safety concerns raised with regards to speed of cyclists within the Lindon Homes development and potential conflict with children playing and residents entering and exiting driveways;
- No explanation as to what the Dig Once solution is;
- Concerns regarding flooding of the River Adur and potential damage to properties if trees are removed;
- Reptile survey mats have been moved, invalidating data;
- Existing users want the current surface to remain;
- Concerns that the proposals may be deemed a precedent by developers seeking further planning applications within greenbelt;
- County Archaeologist will need to be consulted with regards to the Roman Road under Freek's Lane.

Several alternative routes were submitted for consideration during the public engagement:

- Alternative Central Routes (submitted routes either revised version of that discounted by feasibility study/ discounted in full by feasibility study and discounted in part by feasibility study);
- Alternative central/ east route discounted in part by feasibility study;
- Roadside verge routes along Rocky lane and Issacs's Lane;

- Slugwash Lane to Hurstwood Lane; and
- Convert one of the roads between Burgess Hill and Haywards Heath to a dedicated walking and cycle path local traffic access only (preferred option Valebridge Road through to Rocky Lane)

### Next Steps

### Alternative Routes

The feasibility and deliverability of the alternative routes suggested will be reviewed.

#### 4.1.6 Eastern Route

Should the current eastern route be considered appropriate for delivery, subject to the review of the alternative routes submitted, the design will need to take account of the responses received during the public engagement. The above designer's initial response to the main responses received provides a basis to how a revised design would be shaped working with relevant stakeholders.

Other issues of concern raised during the engagement are likely to be able to be resolved in the design and delivery process.

#### 4.1.7 Western Route

The Western route received very few individual responses and comments made were mainly in support as an alternative to the eastern route. The few objections received were mostly due to concerns that the route would not achieve a completed link with Haywards Heath together with comments that more suitable routes exist.

Heaselands Estate have reaffirmed their objections to the western route across their substantial land holding and have requested a review of the planning constraints of the proposed route crossing the Estate and further investigation into the discounted routes. As the substantive landowner, they have offered co-operation in investigating options for widening the public highway to accommodate a roadside route on either Rocky Lane or Isaac's Lane.

Homes England have given their support in the creation of the western route in principle but express concerns with regards to achieving the desired standard stated in the Feasibility Study due to restrictions caused by ecology and topographical conditions. Further discussions are proposed around the alignment of the route and delivery timescales.

#### 4.1.8 Summary of responses for future phases

Respondents were asked if they had any comments with regards to the design or development of future phases of improvements. The most frequently made comments were requests to concentrate on Town Centre cycling and linking residential areas and schools, shops, and local businesses (23).

Twenty nine respondents suggested alternative routes (outlined above) and one respondent requested looking at a circular greenway for future proposals with a route around both towns that is connected to existing cycling routes to Brighton.

#### 4.1.9 Summary of responses in support

13 of those respondents who were in favour of the proposals indicated no preference for either the eastern or western route. Two respondents preferred the Eastern route and five preferred the Western route with comments made stating that the proposals were well overdue, and money well spent (3).

Although in support of the proposals, three respondents emphasised the need to have good cycle supported infrastructure at both ends of the routes and three respondents preferred cycles routes to be completely off highway.

A question was raised as to whether three-wheeled motorised cycles would be allowed to use the routes.

Other comments made in support of the proposals included; great for commuting (3); surface must be designed to allow all year round usage (1); segregated routes would be preferred if possible (1); sensitive down lighting acceptable (1); wayfinding and discreet signage beneficial in raising awareness and keeping speeds low (1); and helps to improve air quality (1).

## 4.2 Wivelsfield Railway Station Area

### 4.2.1 Proposals

The Wivelsfield Railway Station area is identified as an area for improvement in the Town Wide Strategy and Neighbourhood Plan and is recognised as a priority area given the increasing role the station provides as a local transport hub to key employment and residential areas including the Northern Arc. The station lacks high quality level access and pedestrian and cycle links to the wider area and local character and identity. The proposals would provide high quality links to the wider proposed network of pedestrian and cycle improvements, facilitating safe and secure movement to and from the station. Improvements to the station access within the public highway are also proposed, together with public realm improvements and pedestrian / cycle links to the wider area over land adjacent to the station.

The Wivelsfield Station Area Improvement scheme includes measures to:

- Provide step free access to the north bound (west) platform and ticket office from street level via a lift installation;
- Relocate and upgrade the current signalised crossing located to the west of the station to align with wider improvements to pedestrian and cycle links to the station area;
- Provide additional safe and secure cycle storage;
- Formalise the pick-up / drop-off arrangements for the station;
- Formalise and improve pedestrian crossing provision between existing bus stops;
- Provide raised table pedestrian and cycle crossings at the Gladstone Road side road junction to provide safer crossings;
- Improve pedestrian links between the station and Junction Road;
- Improve lighting, repaint the bridge underside walls and install a painted public art installation on the bridge wing walls adjacent to the east and west entrances;
- Improve walking and cycling access from the south to link with existing traffic free route between Junction Road and St. Wilfrid's Road;
- Provide options to access a future car park and additional station facilities such as more cycle parking to the north of Leylands Road to support the growth in station users.

The proposals will enhance the public realm through use of better materials, improved lighting and public art and develop opportunities to contribute to the local character and identity of the Wivelsfield area and facilitate a wider Townwide wayfinding scheme.

## 4.2.2 Public engagement responses

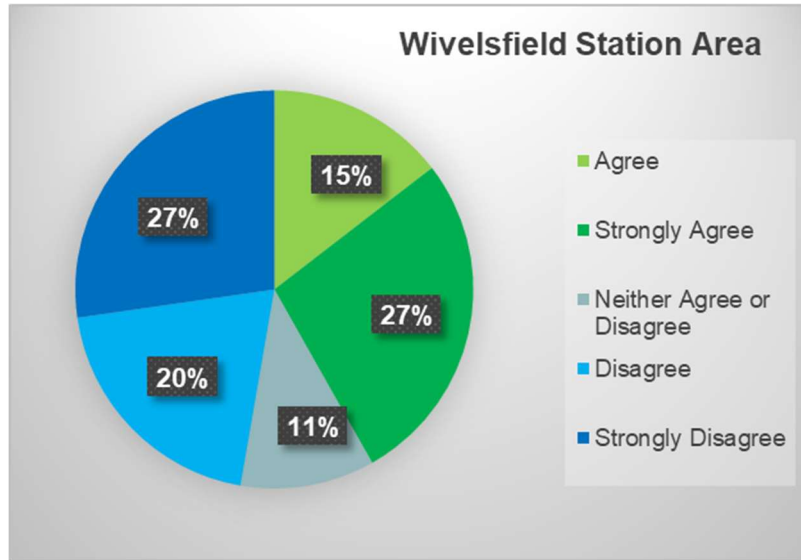


Figure 6 – Public Engagement Responses

55 responses were received from members of the public with 47% either disagreeing or strongly disagreeing and 42% in favour of the overall proposals. Responses were also received from 9 from strategic stakeholders including, West Sussex County Council Highways and Transport, Burgess Hill Town Council, Friends of Burgess Hill Green Circle, Worlds End Association and Worlds End Transport Users Group.

## 4.2.3 Public engagement response locations

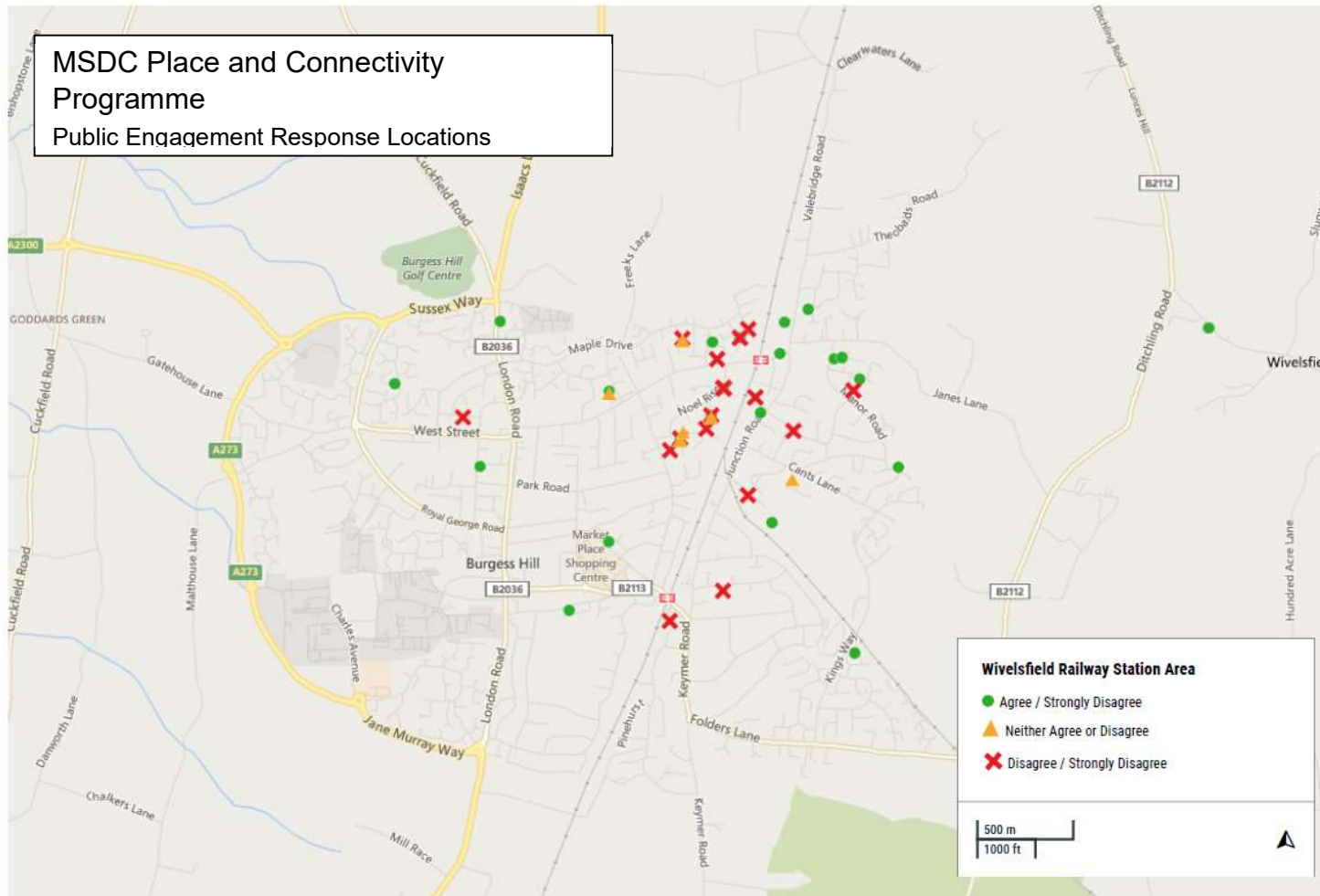


Figure 7

4.2.4 Summary of main issues raised

Issue	Summary of responses	Frequency	Designers Initial Response
1	Objections to the play area (loss of privacy/ anti-social behaviour/impact on character of area)	12	The outline proposals including provision of play features was not intended to indicate a formalised play area. Such features are intended to be natural and in keeping with the environment and will include elements of “incidental play”, such as steppingstones or logs, in conjunction with other ecological interventions such as tree planting and insect habitats. The inclusion and extent of such features will be reviewed during the design process.
2	Damage to the environment and ecological habitat if trees, roots and vegetation are to be removed to accommodate any widening	16	Any work required to trees will be based on arboriculture surveys and carried out in accordance with advice and best practice. Loss of any vegetation will be kept to a minimum and proposed widths will be reviewed to better fit within existing constraints to accommodate this aim.
3	Increase in noise, Anti-social behaviour & motorbike usage	10	There is no evidence to suggest that increased public amenity and access will result in an increase in anti-social behaviour. Increased usage and natural surveillance can serve to reduce opportunities for anti-social behaviour. In addition, access controls can be utilised to restrict unauthorised motor vehicle access 1.5m wide and above but care needs to be taken in restricting access below this width as this could disproportionately affect access for less able users. Where motorcycle access occurs, enforcement action and or measures can be installed to address this issue.
4	Concerns regarding the type of surfacing and an increase in cycling speeds	4	Surfacing options are currently under consideration and final specifications have not been made. The surfacing will be chosen to provide all weather access for all users; however, the design will ensure the route does not encourage cyclists to use excessive speeds and accounts for the safety of all users. Where steep gradients exist and it is considered required, measures could be put in place to remind cyclists to keep speed to a minimum.
5	Concerns with regards to shared use	3	Path width will be specified to provide space for all users and reduce conflict. Where topography requires ramping on the path, an alternative alignment is likely to be provided.

6	Increase in traffic on St Wilfrid’s Road due to people being dropped off for the Station	3	The proposed improvements seek to encourage access by foot and cycle with the intention of a reduced reliance on motor vehicle access, particularly when taking other projects across the area into account. In addition, the proposals seek to formalise and improve drop off and pick up arrangements at the station entrance area.
7	Artwork not supported along the route as the area is naturally beautiful	4	Any art programme is planned as a future phase and will be firstly be subject to agreement and would be undertaken with stakeholder input and designed in the context of the local environment.
8	Lighting concerns	4	No lighting has been proposed as part of this phase of works, and future lighting installation will be dependent upon ecological surveys and licences with wildlife, and bat, sensitive designs. Where this is not possible, lighting shall not be installed.  Lighting proposed to be improved under railway line and liaison with MSDC will be undertaken to ensure cycle route aligns crossing point and is lit appropriately.
9	Loss of privacy and security to properties and gardens is shrubs/vegetation is removed	3	No removal of screening vegetation along the boundary with the residential gardens’ is proposed as part of these works.
10	Increased accessibility to the area for Travelling communities	3	Access controls will be used to restrict unauthorised motor vehicle access. Formal nearby sites are now available to the north.

Table 10

#### 4.2.4 List of secondary issues

- Concerns regarding safety for users after dark;
- Concerns that lighting the route would have an adverse effect on wildlife;
- There will be less need for commuter routes in the future if employees are actively encouraged to work from home;
- Consider parking restrictions on Junction Road from Cants Lane North towards World’s End roundabout to allow the introduction of an on carriageway cycle lane;
- Artwork not supported on the tunnel or the station as it will become an eyesore when wearing off and encourage graffiti;
- Concerns that shared use and improving the existing surface will be dangerous and stressful for the partially sighted and mobility impaired as the speed of cyclists will increase and cause conflict;
- Consider improving the pedestrian links between the station and Junction Road;

- Consider a spur from the proposed path between St Wilfrid's Road and Leylands Road which leads to the south end of the north-bound platform;
- Consider traffic calming on Leylands Road with some on road parking facilities;
- Consider installing measures at particular pinch points to prevent cyclists from speeding and protect pedestrians;
- Consider creating a wildlife teaching centre;
- Improvements are required to the St Wilfrid's Road/ Junction Road link to encourage use and facilitate access;
- Plant trees to replace those cut down to enhance biodiversity and people's health and wellbeing;
- Request for residents only parking permits on Junction Road.

It is considered that the relevant issues of concern raised during the engagement can be overcome in the design and delivery process.

#### 4.2.5 Summary of responses for future phases

Respondents were asked if they had any comments with regards to the design or development of future phases of improvements.

The most frequently made comments were with regards to the proposed options to access a future car park to the north of Leylands Road. Five respondents were in favour of the proposal and five objected siting; the loss of space; concerns regarding anti-social behaviour; increase in noise; dangerous access entering and exiting from Leylands Road; and light intrusion into the rear of private properties.

A question was also raised with regards to the proposed dedicated drop off and pick up area and how it will be enforced together with objections regarding the reduction of the parking layby outside the shops to make way for a bus stop (3).

Three respondents shared their approval to the proposal for additional cycle parking also requesting extra cycle storage to the north of Leylands Road to support the growth in station users.

A request was also received for consideration to install railings through the Wivelsfield railway underbridge to provide protection for pedestrians against vehicles which are driven fast through this narrow section of carriageway. A statement was made assuming that CCTV would also be installed to cover the area to improve security.

Although (6) respondents were in favour of the proposed accessibility lift, suggestions were made for additional or an alternative accessibility access to the North platforms. A question was also asked about procedures if the lift was out of order and statements made with regards to the lift relying on the station being manned 24/7.

#### 4.2.6 Summary of responses in support

Of those respondents in favour of the proposals, 1 supported the suggested art installation, 2 were in favour of lighting as long as it is sensitively done and 1 was in favour of a play area.

### 4.3 Burgess Hill Railway Station Area

#### 4.3.1 Proposals

The Burgess Hill Railway Station area is identified as an area for improvement in the Town Wide Strategy and Neighbourhood Plan and is identified as a priority area given the critical role it plays as a gateway to the town. The station currently lacks high quality pedestrian and cycle links to the town centre and major employment areas.

The proposals provide a comprehensive link with the wider network of planned pedestrian and cycle improvements to facilitate safe and secure movement to and from the station with links to Keymer Road, Church Road and Station Road including a pedestrian and cycle crossings on Station Road achieved by upgrading the current signalised junction.

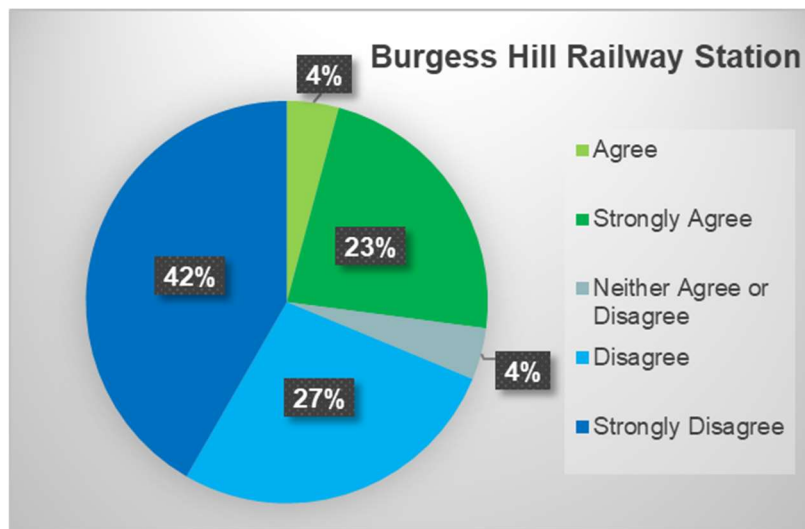


Figure 8 – Public Engagement Responses

The proposals also enhance the public realm by using better materials with opportunities to contribute to the local character and identity of Burgess Hill and facilitate a wider Townwide wayfinding scheme.

The proposals for the Burgess Hill Station Area are all contained within the existing public highway and have been developed with full regard to highway design standards and subject to road safety audits.

48 responses were received from members of the public with 69% either disagreeing or strongly disagreeing and 27% in favour of the overall proposals. Responses were also received from 5 from strategic stakeholders including, West Sussex County Council Highways and Transport and Burgess Hill Town Council.

## 4.3.2 Public engagement response locations

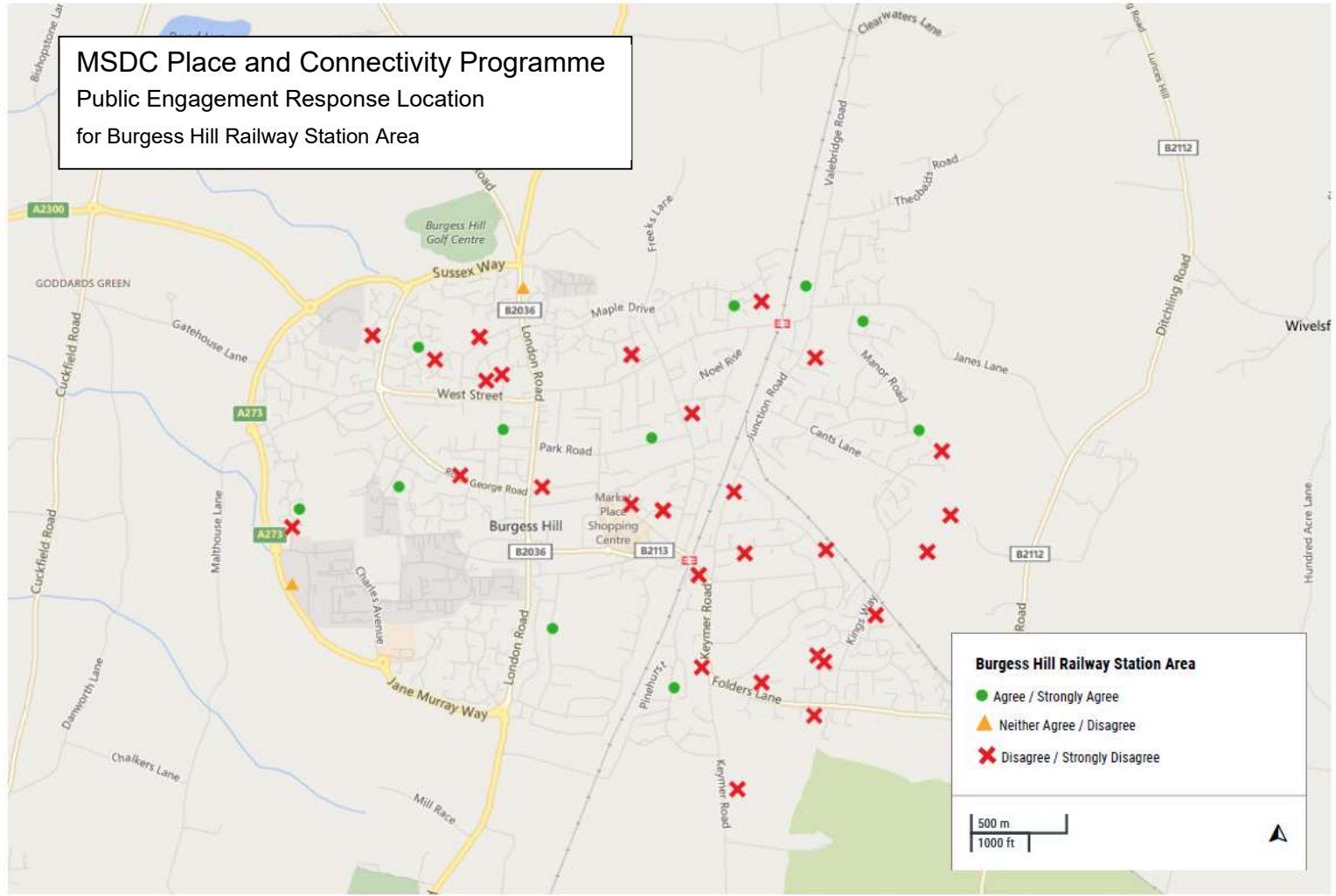


Figure 9

#### 4.3.4 Summary of main issues raised

Issue	Summary of responses	Frequency	Designers Initial Response
1	Concerns regarding shared use and in particular across the front of the station particularly during peak times	12	In light of new DfT cycle infrastructure design guidance, the proposals are currently being reviewed.  It should however be noted that several physical constraints on the corridor mean there is insufficient space to provide footways, two-way bus movements and (for all but a few short sections) two-way segregated cycle facilities.
2	Concerns that the retaining wall will have a negative impact on businesses with less visibility for passing trade and reduction in natural light.	17	The proposed wall is not expected to have a significant effect on light/visibility, but a cross-section / visualisation will be developed as part of the detailed design to better understand the impact.
3	Concerns regarding Mill Road being made into a single carriageway affecting traffic flows	2	Existing short-stay on-carriageway parking on the west side of Mill Road currently has the effect of reducing the approach to a single lane, for all but a short length near the give-way line.  The proposed single lane entry has been designed to cater for right-turning buses.

Table 11

#### 4.3.5 List of secondary issues

- Concerns regarding buses turning into Church Lane if there is only one lane at the junction of Station Road;
- Concerns regarding potential congestion for motorists turning into Church Road if the slip road is removed;
- Will car parking lost due to the proposed Toucan crossing outside the Burgess Heath Girls School be regained elsewhere?;
- Consider stopping the cycle way just before station entrance and restart the other side of taxi rank/Wolstonbury Way to avoid conflict with users;
- Raised table entrance to Wolstonbury Way is unsafe due to the gradient of the road;
- Concerns for pedestrian safety if the existing island on Mill Lane is removed;
- Introducing 3-way traffic signals will result in a build up of traffic waiting to turn right into Church road;
- The roundabout works perfectly well and there is no need for an additional crossing;

- The proposed traffic signals at the McDonald's roundabout will not improve traffic flow and motorists will use Queens Crescent as a rat run to avoid the lights;
- Re-locate McDonald's to a larger site or alternatively add another drive thru lane across the MSDC car park;
- Traffic flow will be affected if some lanes are being reduced from two to one to allow pedestrian islands to be enlarged;
- Personal safety of pedestrians could be compromised;
- The proposal for the retaining wall outside of the parade of shops will have a negative impact on their passing trade and the height of the retaining wall would have a negative impact on natural light levels;
- Concerns regarding shared use for partially sighted and mobility impaired users;
- The amount of width proposed for the taxi rank is inadequate and could result in incidents when car doors are opened;
- Consider creating a short cycle track on the north side of Station Road, to give cyclists some protection against passing cars;
- The toucan crossing across Keymer Road needs to be a Signalled Crossing;
- Proposals are going to further limit car space across what is already one of the congested parts of the town, focus should be on how to get more cars through this area to ease congestion and to therefore improve air quality for everyone in the town centre;
- Proposed designs do not adequately address the safety of crossing Wolstonbury Way for pedestrians walking to or from Burgess Hill Station from the west;
- The walking route from Queen's Crescent car park to the station is currently poor with a footpath only on one side of the road and no crossing;
- Careful consideration needs to be given to material choices for the public realm as this is a public transport gateway to the town;
- All businesses need to be kept informed when planning any works within the town centre to ensure improvements do not have a serious adverse effect on deliveries and parking;
- Cycle paths should be incorporated into the road and not the footway.

The issues of concern raised during the engagement can be overcome through detailed design.

#### 4.3.6 Summary of responses for future phases

Respondents were asked if they had any comments with regards to the design or development of future phases of improvement.

Comments and suggestions were made with regards to; Creating safer cycle routes to and from schools, especially secondary schools to help encourage the younger generation to use more greener and healthier modes of transport; building an east to west relief road to take some traffic away from the Town; install a zebra crossing on Queens Crescent for those walking to and from the train station from Church Road; give priority to the connections between the Town and places of work, schools and the Station; incorporate more segregated cycle/walking routes rather than

shared; improve traffic flow and parking/drop off; safer cycle access to turn right off Station Road into Grove Road; increase parking provision at the station; provide more cycle parking at the station; and Introduce shared use bikes at the station.

#### 4.3.7 Summary of responses in support

Of the 13 respondents who were in favour of the proposals, one stated that it was good to see the proposals for improving cycling and pedestrian infrastructure on an important transport corridor.

One respondent was in full support of Mill Road becoming a single carriageway to widen the pavement/cycle paths and believed it to be a positive move, and one respondent agreed that the area is in need of upgrading as it is busy in rush hour and anything to improve the traffic flow and parking/drop off is necessary.

One respondent was in total support of any projects which will increase sustainable transport (cycling etc) safe walking and better bus travel, whilst another thought that the scheme seemed to achieve improvements in these areas, and could also improve the look of this important area of Burgess Hill.

A positive comment was also received regarding the removal of parking spaces on Station road as it was agreed that it would make a safer road environment. The respondent also stated that there was a requirement for a loading bay as many small lorries/vans unload there and create dangerous road situations and they questioned whether this will be enforced by a traffic regulation order.

#### 4.4 Town Centre – Western Gateway – London Road/Queen Elizabeth Avenue/Station Road

##### 4.4.1 Proposals

The Western Gateway is identified as an area for improvement in the Town Wide Strategy and Neighbourhood Plan and is identified as a priority area as it functions as a key link between proposed improvements to town centre and west of the town centre, Burgess Hill railway station together with links to the north from the emerging Northern Arc pedestrian and cycle improvements.

25  
or

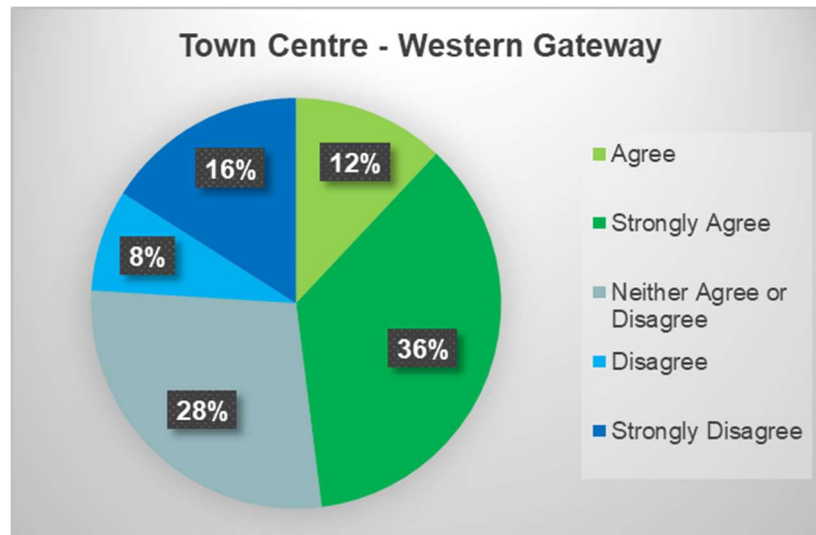


Figure 10 – Public Engagement Responses

responses were received from members of the public with 48% either agreeing strongly agreeing 24% objecting and 28% neither agreeing or disagreeing to the overall proposals. Responses were also received from 7 from strategic stakeholders including but not limited to; West Sussex County Council Highways and Transport; Burgess Hill Town Council; Lewes District Council; Historic England and Metrobus.

## 4.4.2 Public engagement response locations

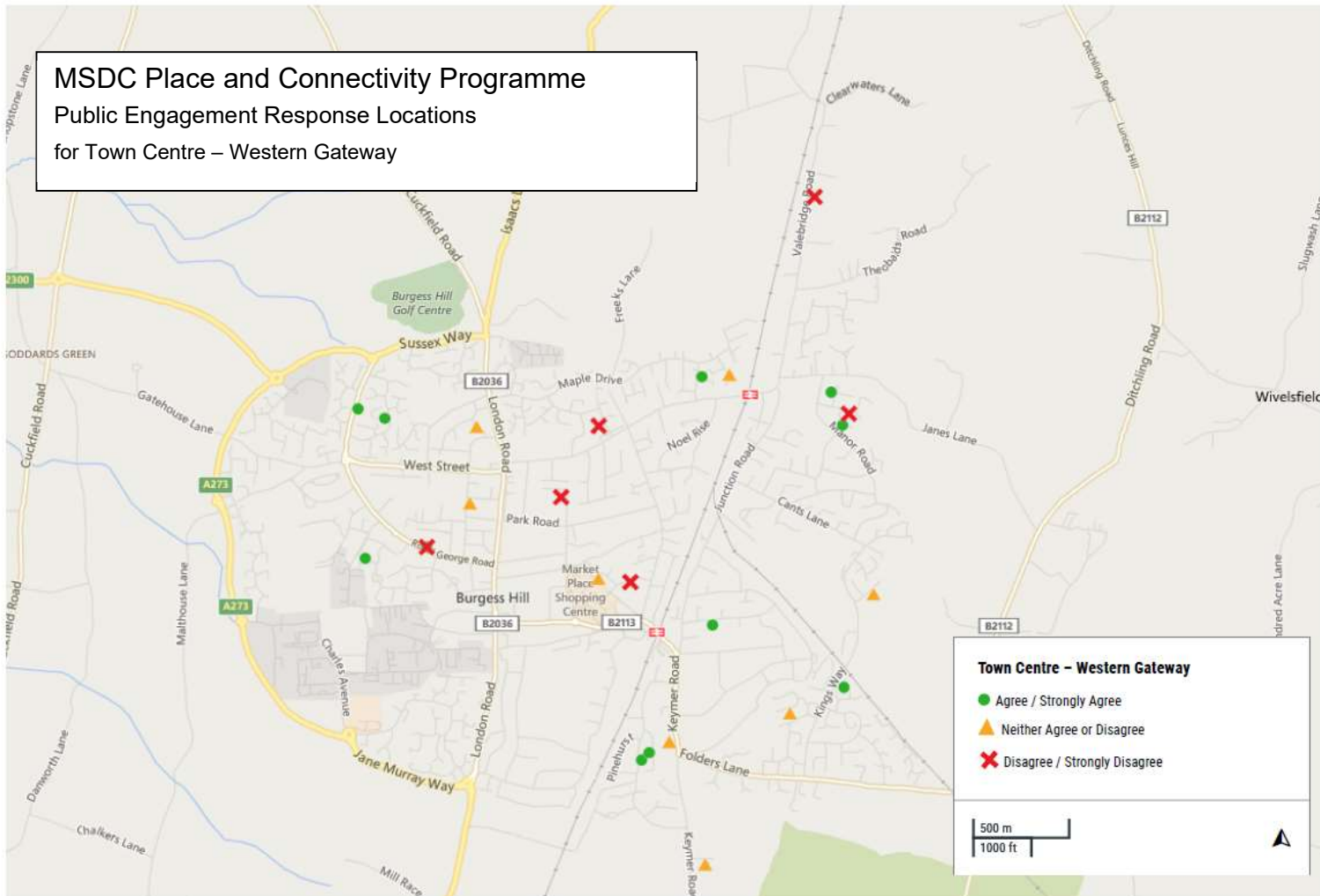


Figure 11

#### 4.4.3 Summary of main issues raised

Issue	Summary of responses	Frequency	Responses
1	Concerns with the removal of the roundabout and the installation of traffic signals and the potential adverse effect on traffic flows	13	Area network modelling has shown a reduction in the highest journey times and has allowed for more balanced congestion management. Bus priority measures and network control (such as green waves at peak times) will be incorporated into the detailed design.
2	Concerns with shared use unless the width of path is substantially wide enough	2	In light of new DfT cycle infrastructure design guidance, the proposals are currently being reviewed. It should however be noted that several physical constraints on the corridor, between Civic way and Hoadley's Corner, mean there is insufficient space to provide footways, two-way bus movements and continuous two-way segregated cycle facilities.

Table 12

#### 4.4.4 List of secondary issues

- All options remove safety for pedestrians and cyclists. Environment will be worse, more stationary cars, more pollution and more respiratory problems;
- The proposed raised table at the entry to the left turn on station road will involve the removal of existing railings and islands further back, which already present perfectly safe crossing places. This is a busy junction with lots of traffic sitting at the entrance which will block the way for cyclists and pedestrians;
- The safety and behaviour of users has not been taken into consideration with the proposal to remove the railings which will result in pedestrians crossing at any point along the road;
- The biggest cause of queues at the current roundabout is the sheer volume of traffic needing to travel through the town centre and traffic lights will not ease the situation;
- The siting of the pedestrian crossing between the two car parks is too close to the junction;
- Removing the pedestrian crossing on Queen Elizabeth Ave would result in pedestrians having to negotiate a busy road and use the footpath from Station Road to go to the doctor's surgery;
- Agree with the removal of the stone garden public art feature but not to replace with an amphitheatre. Tasteful paving or even a mosaic in the centre of the resulting space would give us a much needed, multi -purpose town square which is all that is needed;
- Disagree with the removal of the rose garden of remembrance in which the war memorial is sited;

- Concerns of safety regarding the proposals for pebbles which will cause issues for anyone who is visually or mobility impaired and present a trip hazard for small children;
- Felled trees need replacing, planted directly into the ground and not in tubs;
- Traffic travelling from the railway station towards London Road will not be able to access the Waitrose/town car park;
- Congestion during rush hour is due to Burgess Hill Station, the two pedestrian crossings at Barclays and McDonalds roundabout and high volumes of school children and workers using the crossings;
- Concerns regarding the proposed raised table entry for Queens crescent which appears to be about 6m wide from the give way lines. To leave you will have to stop on the crossing whilst assessing whether safe to exit. The same applies to Station road but here it is nearly 10m wide and the same issues.
- Consider using yellow box markings at the roundabout;
- Proposals will most likely create further delays to traffic resulting in an increase in tailbacks and congestion if the all red sequence of the signals is biased towards pedestrian/cyclists use;
- Proposals will not ease congestion as traffic may have to stop at 2 sets of traffic lights;
- The crossing at the western end of Queen Elizabeth should be a signalled crossing;
- The western end of Station Road needs to have two lanes coming up to the junction with McDonalds;

The issues of concern raised during the engagement can be overcome through detailed design, additional traffic modelling work which is currently underway and through feedback on specific items raised within the engagement process.

#### 4.4.5 Summary of responses for future phases

Respondents were asked if they had any comments with regards to the design or development of future phases of improvements and one suggestion was that a pedestrian right of way is needed such as a zebra crossing across Church Road for those trying to cross to Mill Road. Many pedestrians in the area are elderly, school children, young families as well as commuters.

#### 4.4.6 Summary of responses in support

Of those respondents in favour, one stated that they thought the proposals were good as they more actively focussed on walking and cycling rather than the car and being able to cross the road outside McDonald's on a signalled crossing was very welcome. A further comment was made agreeing that the cycle routes are a great idea as the roads need improving to allow safer cycling to the town centre.

## 4.5 Townwide Green Links (Phase 1)

### 4.5.1 Proposals

The Townwide Green Links are a combination of on and off-highway walking and cycling improvements that will link key locations in the town together and support the aspiration of the Townwide Strategy and Neighbourhood Plan to improve walking and cycling links across Burgess Hill.

The Green Links will tie in with existing infrastructure and infrastructure proposed to be delivered through the Place and Connectivity Programme including off-site improvements being delivered by the Northern Arc development. The proposals are grouped according to the strategic value and the complexity of the link into:

- The Phase 1 links are proposed for delivery following this public engagement; and
- Links for delivery at a later phase (termed as Phase 2 improvements) that will be subject to further public engagement before these are delivered but helped shaped by this public engagement exercise.

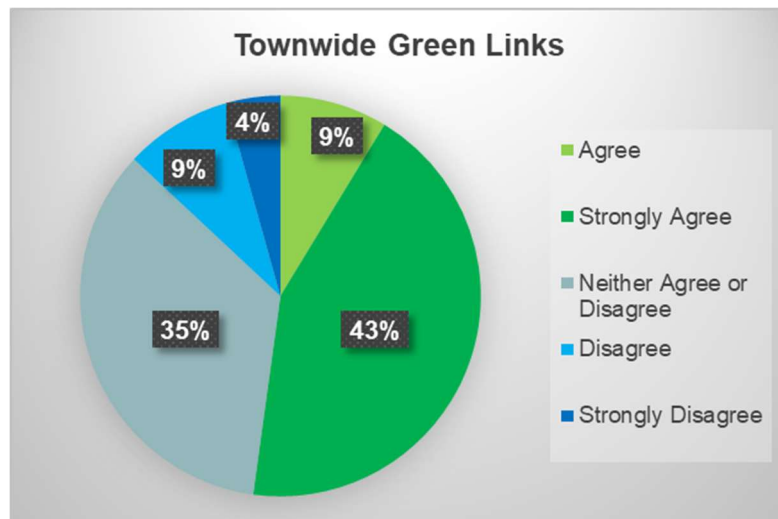


Figure 12 – Public Engagement Response

23 responses were received from members of the public with 52% either agreeing or strongly agreeing 16% objecting and 32% neither agreeing or disagreeing to the overall proposals. Responses were also received from 10 strategic stakeholders including but not limited to; West Sussex County Council Public Rights of Way; Burgess Hill Town Council; Hurstpierpoint and Sayers Common Parish Council; and Friends of Burgess Hill Green Circle.

## 4.5.2 Public Engagement Response Locations

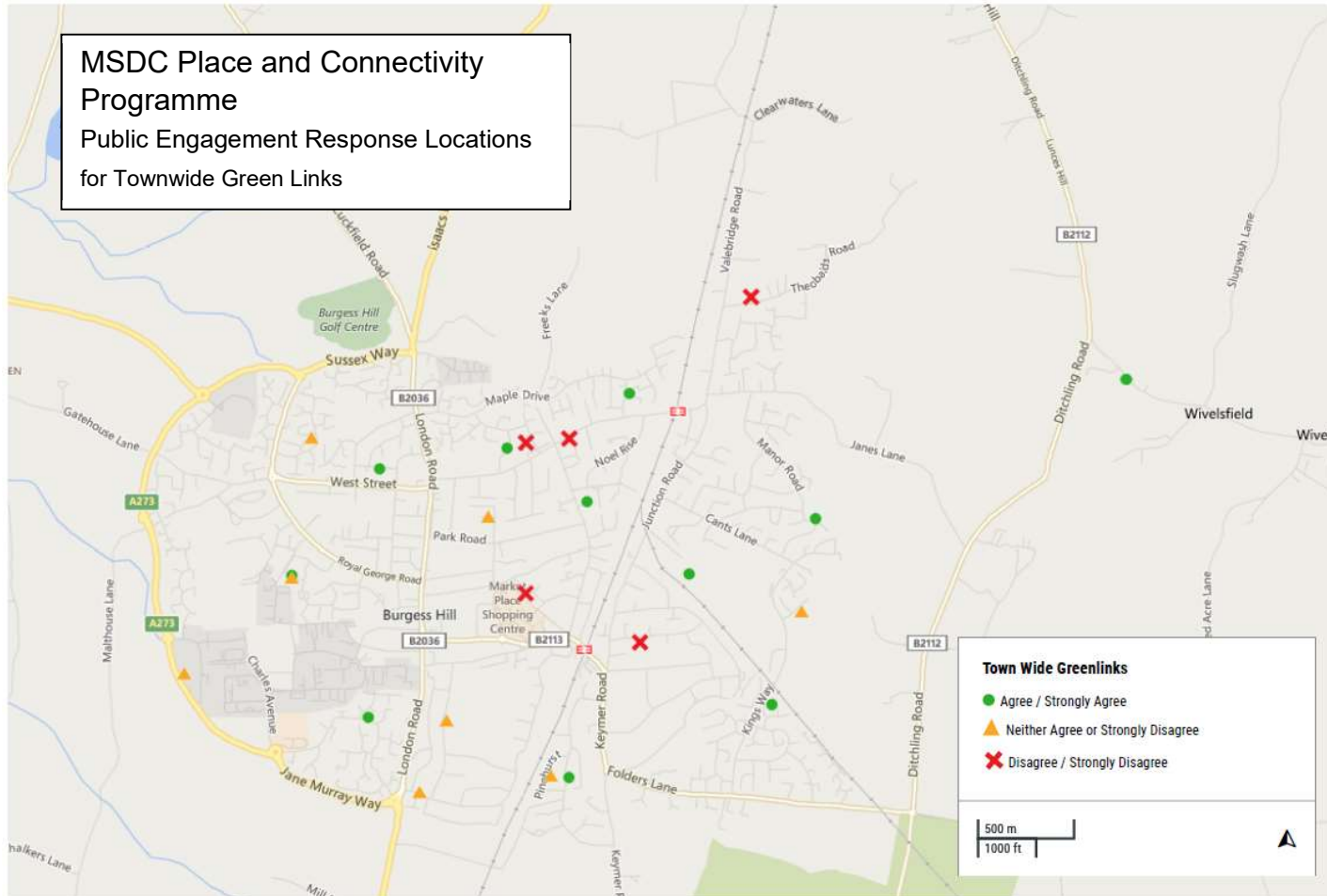


Figure 13

#### 4.5.3 Summary of main Issues Raised

Issue	Summary of responses	Frequency	Designers Initial Response
1	Concerns regarding types of surfacing proposed for all users and in particular Horse Riders, all year round	3	Surfacing options are currently under consideration and final specifications have not been made. The surfacing will be chosen to enable all weather access for all users, including equestrian where relevant. Where there is equestrian use, reference will be made to British Horse Society guidance.
2	Concerns regarding who will be responsible for future maintenance	1	Low maintenance, all weather, surfaces will improve the longevity of the path and reduce the need for regular maintenance. Future maintenance will be the responsibility of the maintaining authority and agreements will be made during design stages.
3	Concerns regarding shared use and safety for all users	1	Path width will be specified to provide space for all users and reduce conflict. Where steep gradients exist and it is considered required, measures could be put in place to remind cyclists to keep speed to a minimum.
4	Ecology and Environmental Concerns	1	The project team has included suitably qualified ecologists from inception, and all works would be carried out in line with advice from ecologists including supervision where appropriate. Any work required to trees will be based on arboriculture surveys and carried out in accordance with advice and best practice. Loss of any vegetation will be kept to a minimum and proposed widths will be reviewed to better fit within existing constraints to accommodate this aim.
5	Speed of cyclists	1	Path width will be specified to provide space for all users and reduce conflict. Where steep gradients exist and it is considered required, measures could be put in place to remind cyclists to keep speed to a minimum.

Table13

#### 4.5.4 Secondary Issues Raised

- Consultation and discussions required with WSCC with regards to their plans for cycle paths within Hurstpierpoint & Sayers Common Parish Council area. Any proposals outside of Phase 1 on the A2300 will require involvement and consultation with the Parish Council;
- If new routes are difficult to travel and not linked or continuous, they will not be used;

- Concerns regarding shared use on Upper St Johns Road which has a narrow footpath on west side only and which is frequently used by mobility scooters from the care home;
- Upper St Johns Road is heavily parked with no safe turning for larger vehicles and poor visibility at the junction with Park Road;
- Existing A273 route is mainly a leisure route due to number of gates and pinch points limiting the appeal as a commuter route. For leisure, Burgess Hill is ideal however out of town involves a dangerous mix of cars and cyclists;
- Proposals will significantly improve the access across the A273 but unsure if the pinch points are being addressed;
- Northern Arc appears to be providing cycle routes on slower roads but an off- road link into the back of Bolnore would encourage cycling between BH and HH;
- Consider a route through Bachelors Farm to head towards Ditchling;
- Consider links between Western greenway at Freeks Lane and the Town Centre in particular through the southern end of Freeks Lane to Leylands Road and along Mill Road with traffic lights at the junction;
- Consider an additional route in Common Lane from Bulls Farm to the track that joins Wellhouse Lane and a route from Wellhouse Lane to Broadlands on Keymer Road;
- Improvements needed on the link through the Northern Arc development area and the link through the NE via Oak Hall Farm;
- No objection in principle however widening the entrance to Marle Place park seems excessive when there is a 3m+ gated entrance to the park from Upper St Johns Road;
- Route 10. The link between Birchwood Grove Road and The Holt is already used by equestrians. Some people do not like riding the at-grade bridleway crossing of One O'Clock Lane and take the Kings Way road bridge followed by the Holt, then on to Birchwood Grove Road which is a bridleway. MSABG has this link as a desire and has considered making a DMMO application for the short linking stretch;
- Route 11. A woodland buffer was included in the approval of the Sunley residential development. These trees, along with the remains of an old ditch, delimits it to the west. These properties have encroached 6ft (one panel) on to the bridleway since 183. MSDC/WSCC declined to enforce the original width so the amount of widening that Sustrans suggest will be limited. Where existing bridleways are being used to deliver the shared routes that are the aspiration of this project the existing use by horses must not be compromised. Where new routes are created and especially when FP routes are being used, the paths should be upgraded to bridleway status rather than cycle tracks/paths created. This enables all comers to use the routes (including push chairs and mobility vehicles). Where controlled road crossings are included, they should allow for horses to cross. If there is insufficient space for a full Pegasus crossing at least enable us to reach the buttons off a reasonable sized horse!

The projects benefit from strong public support demonstrated during the public engagement process albeit with some concerns regarding surfacing, ecology and safety of users, all of which can be addressed during the detailed design stages.

#### 4.5.5 Summary of responses for future phases

Respondents were asked if they had any comments with regards to the design or developments of future phases of improvements.

Six respondents requested additional routes or improvement measures to be considered; along A273 London Road; Ockley Lane between Wellhouse Lane and the bridleway through to Ditchling: widening the bridleway past Bachelors Farm; installing crossing points along the route from Gatehouse Lane to Keymer Road; and constructing a shared use path in Common Lane from Bulls Farm to the track that joins Wellhouse Lane and onto Keymer Road.

Comments were made with regards encouraging connectivity links to outside Burgess Hill Centre to the Business Park, Triangle and Shops.

#### 4.5.6 Summary of responses in support

Of the 13 respondents in support of the proposals, two made specific comments with regards to the necessity of wayfinding and the surface being suitable for all weather use.

One respondent suggested looking at a link between the Western Greenway proposals (Freeks Lane) and a route towards the Town Centre.

## 4.6 The Triangle Leisure Centre Area

### 4.6.1 Proposals

The scheme is selected as a priority area for improvement to support the aspiration of the Townwide Strategy and Neighbourhood Plan to improve walking and cycling links.

The current facilities and provision for those wanting to travel to the site on foot, bike or public transport are generally unsatisfactory particularly considering this busy leisure centre attracts some 820,000 visits per year and provides a through route for residents. The level of activity at the Triangle Leisure Centre is also predicted to grow significantly due to the continuing popularity of the facility and increased demand from local housing and employment growth.

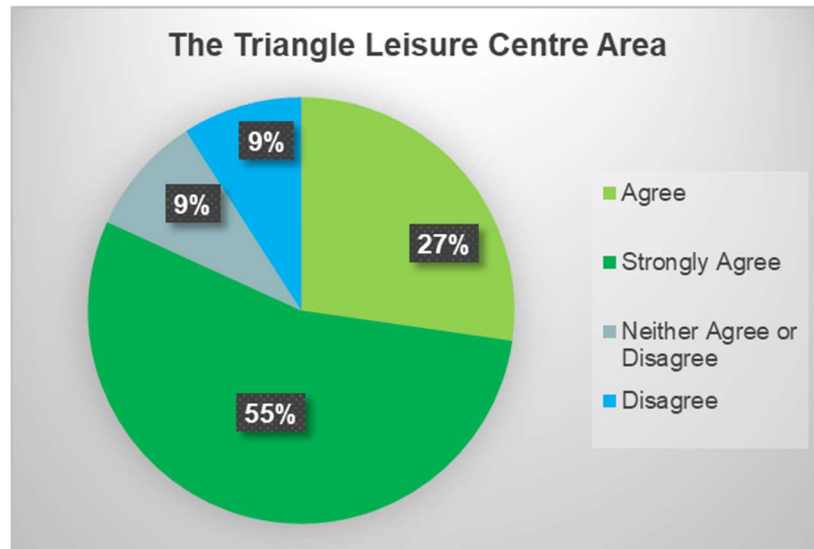


Figure 14 – Public Engagement Responses

The proposals will enhance public spaces as the Leisure Centre and improve access to and across the site from the adjacent areas. The scheme also considers concurrent proposals to expand the car park and increase artificial sports pitch provision at the site to cater for increased demand from the Northern Arc.

Only a small number of responses (11) were received from members of the public with 9 either agreeing or strongly agreeing 1 objecting and 1 neither agreeing or disagreeing to the overall proposals. Responses were also received from 8 strategic stakeholders including but not limited to; West Sussex County Council Highways and Transport; Burgess Hill Town Council; Hurstpierpoint and Sayers Common Parish Council; Lewes District Council; and Friends of Burgess Hill Green Circle.

## 4.6.2 Public Engagement Response Locations

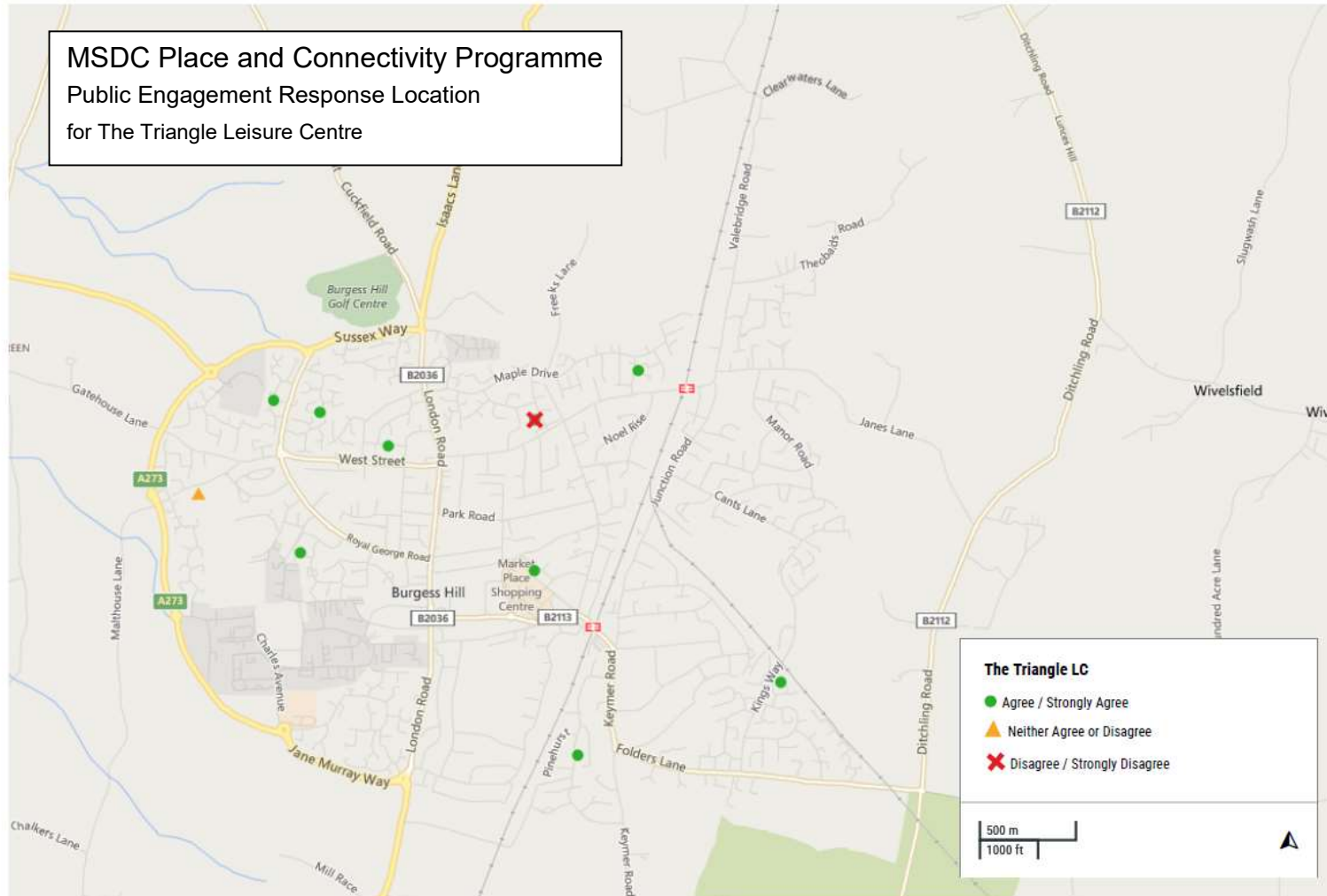


Figure 15

#### 4.6.3 Summary of main Issues Raised

Issue	Summary of responses	Designers Initial Response
1	Concerns regarding drop-off area being used for parking resulting in blocked access for buses.	The drop-off area is designed for access only, with substantial parking and drop-off space available beyond. The bus access and drop-off area design will be subject to swept path analysis to ensure bus movements are accommodated. Where unauthorised parking creates obstructions, enforcement will be necessary.
2	Concerns regarding conflict between pedestrians and cyclists given the high percentage of children using the route.	Designs will provide suitable space for pedestrians and people on cycles in order to segregate movements and reduce conflict. This also involves an improved on-carriageway environment for more confident people on cycles.

Table 14

#### 4.6.4 Secondary Issues

- Lack of cycle parking spaces are a problem at the Triangle so a proposed increase is good;
- Traffic on Sussex Way needs to be slowed down;
- More secure areas required to store bikes safely;
- There should be more provision for parents using the Triangle as a drop off for students attending St Paul's via the underpass;
- Consider introducing a one-way system in the car park and align all spaces at 45 degrees for more efficient and quick parking;
- Improve the pedestrian route along the leisure centre building through the installation of green walls rather than artwork;
- Create a one-way entrance only via a filter lane from A273 Jane Murray Way directly into car park;

#### 4.6.5 Summary of responses for future phases

Two respondents have commented on the speed at which vehicles are driven along Sussex Way and have requested measures to slow them down.

#### 4.6.6 Summary of responses in support

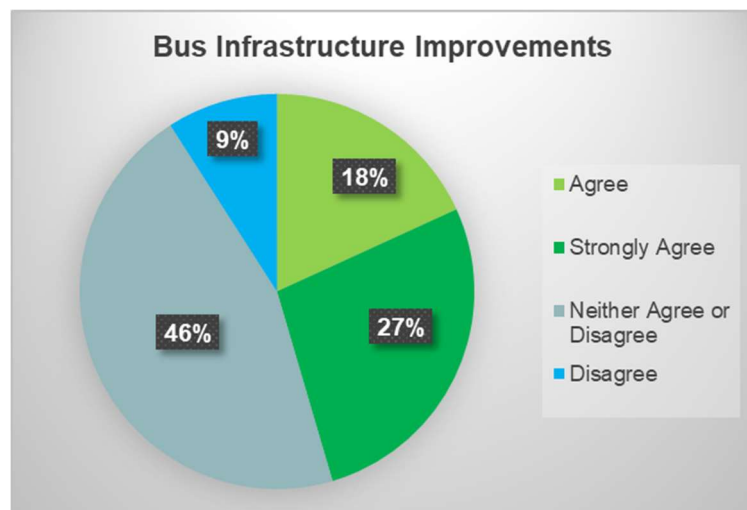
There were 8 responses in support of the proposals, agreeing that improvements are needed.

### 4.7 Bus Infrastructure Improvements

#### 4.7.1 Proposals

Improvements are proposed to key bus stops throughout Burgess Hill to include improved passenger waiting facilities and provision of additional Real Time Passenger Information (RTPI) screens to support increased use and service improvements to be delivered via the Northern Arc.

The current proposals identify 26 existing bus stops with higher levels of passenger patronage and would support improvements and installation of RTPI. Further locations for provision will be shaped by public engagement.



Only a small number of responses (11) were received from members of the public with 45% either agreeing or strongly agreeing 9% objecting and 46% neither agreeing or disagreeing to the overall proposals. Responses were also received from 8 strategic stakeholders including but not limited to; West Sussex County Council Highways and Transport; Burgess Hill Town Council; Hurstpierpoint and Sayers Common Parish Council; Lewes District Council; and Friends of Burgess Hill Green Circle

Only a small number of responses (12) were received from members of the public with 50% either agreeing or strongly agreeing 8% objecting and 42% neither agreeing or disagreeing to the overall proposals. Responses were also received from 5 strategic stakeholders including but not limited to; Burgess Hill Town Council; Lewes District Council; and Metrobus

Figure 15 – Public Engagement Response

## 4.7.2 Public engagement response locations

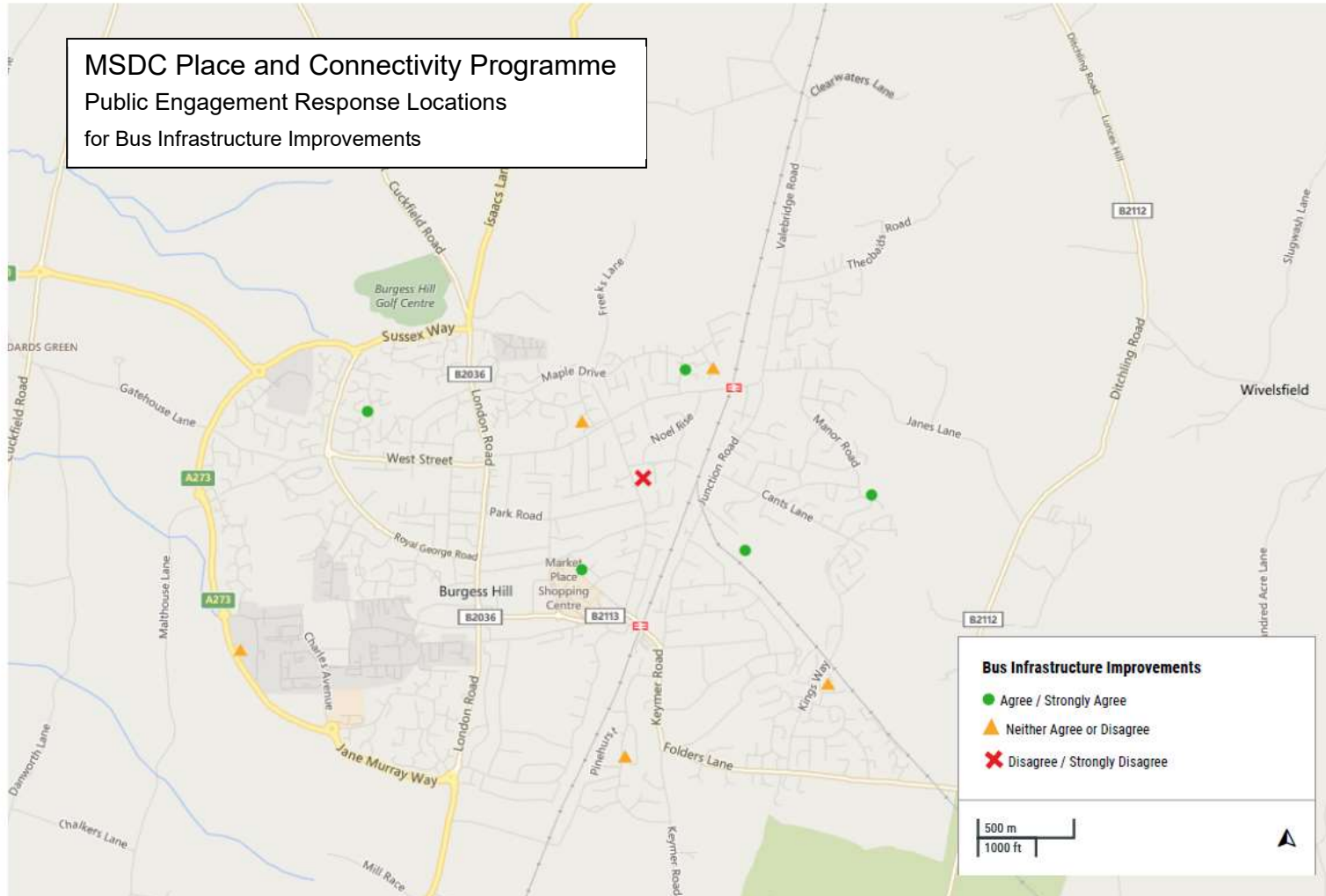


Figure 16

#### 4.7.3 Summary of main issues raised

Issue	Summary of responses	Designers Initial Response
1	No road improvements put forward to help bus service such as measures at junctions.	Road improvements proposed within the Western Gateway seek to improve overall journey time through Burgess Hill Western Gateway, including passenger transport journey times comprising GPS based bus priority.
2	More direct and frequent services required to key locations such as train stations and evening entertainment venues such as cinema and restaurants.	Funding requirements for the Place and Connectivity Programme only allow funding to be spent on transport infrastructure improvements and cannot be used to support bus services.

Table 15

#### 4.7.4 Secondary issues

- A demand responsive service is required possibly with a mobile request service as currently there is no flexibility;
- Improvements to interchanges required at stations;
- Lack of bus services in the evenings are hampering cultural connectivity particularly for the older generation and those who do not drive;
- Green minibuses would fit more into traffic flow than the single deck buses currently in service as well as being climate friendly;
- No clear price structure for bus journeys or timetable/frequency;
- People are put off using after Covid19;
- Consider a shared use cycle/bus route on the existing cycle path east of Victoria Gardens from Station Road into the Industrial Estate;
- With the development of the A2300 and Northern Arc there is opportunity to include a bus station on the western edge of town which may encourage long-distance services to include Burgess Hill in their routes.

Issues raised will be looked at in details and considered during the detailed design stages.

#### 4.7.5 Summary of responses for future phases

Respondents were asked if they had any comments with regards to the design or development of future phases of improvements. The most frequently made comments were with regards to the service provided. Having a more flexible demand responsive and regular service was suggested (3) and also improvements to timetables showing a clear pricing structure and frequency possibly with live timing boards with links to key transport hubs that coincide with train timetables requested (3).

Three respondents suggested that improvements to vehicles were needed such introducing Green minibuses or a Hybrid-electric Hydrogen fleet, which could include wi-fi connectivity and charging points to particularly encourage the younger generation and commuters to use.

Discounts for those working on Victoria Business park was also put forward by one respondent.

#### 4.7.6 Summary of responses in support

Of the 6 respondents who were in support, one stated that bus improvements will make using public transport more attractive in future. This is even more important after the Covid 19 situation as many people have been put off using public transport for health and social distancing reasons.

## 4.8 Proposed Cycle Parking

### 4.8.1 Proposals

Improved cycle parking is proposed for early delivery to support the aspiration of the Townwide Strategy and Neighbourhood Plan to increase cycle parking generally and support increased use. The identified locations are outside of the priority locations such as the Triangle Leisure Centre that will be delivering improved cycle parking provision as an integral part of these improvement projects.

The proposed locations are at: Burgess Hill Football Club; Worlds End Recreation Ground; St. John’s Park; Sidney West Recreation Ground; Fairfield Recreation Ground; and West End Farm Recreation Ground.

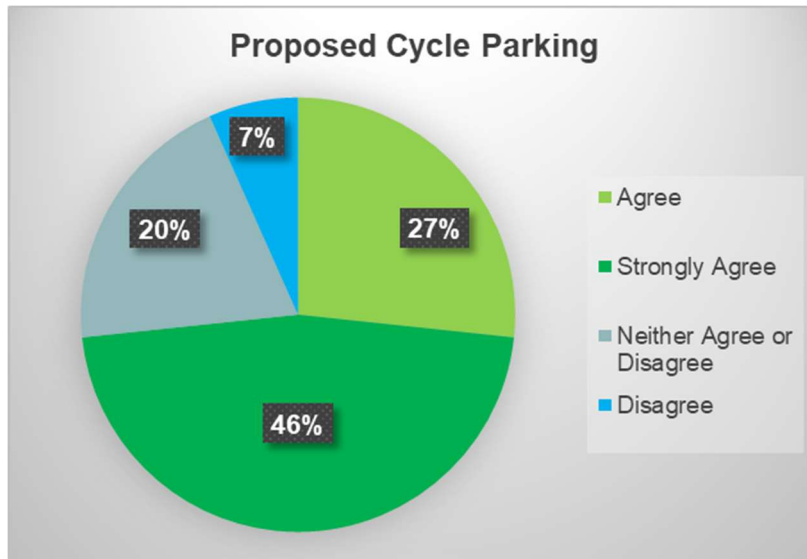


Figure 17 – Public engagement responses

There were 15 responses received from members of the public with 73% either agreeing or strongly agreeing 7% objecting and 20% neither agreeing or disagreeing to the overall proposals. Responses were also received from 4 strategic stakeholders including but not limited to; Burgess Hill Town Council; and Lewes District Council.

## 4.8.2 Public engagement response locations

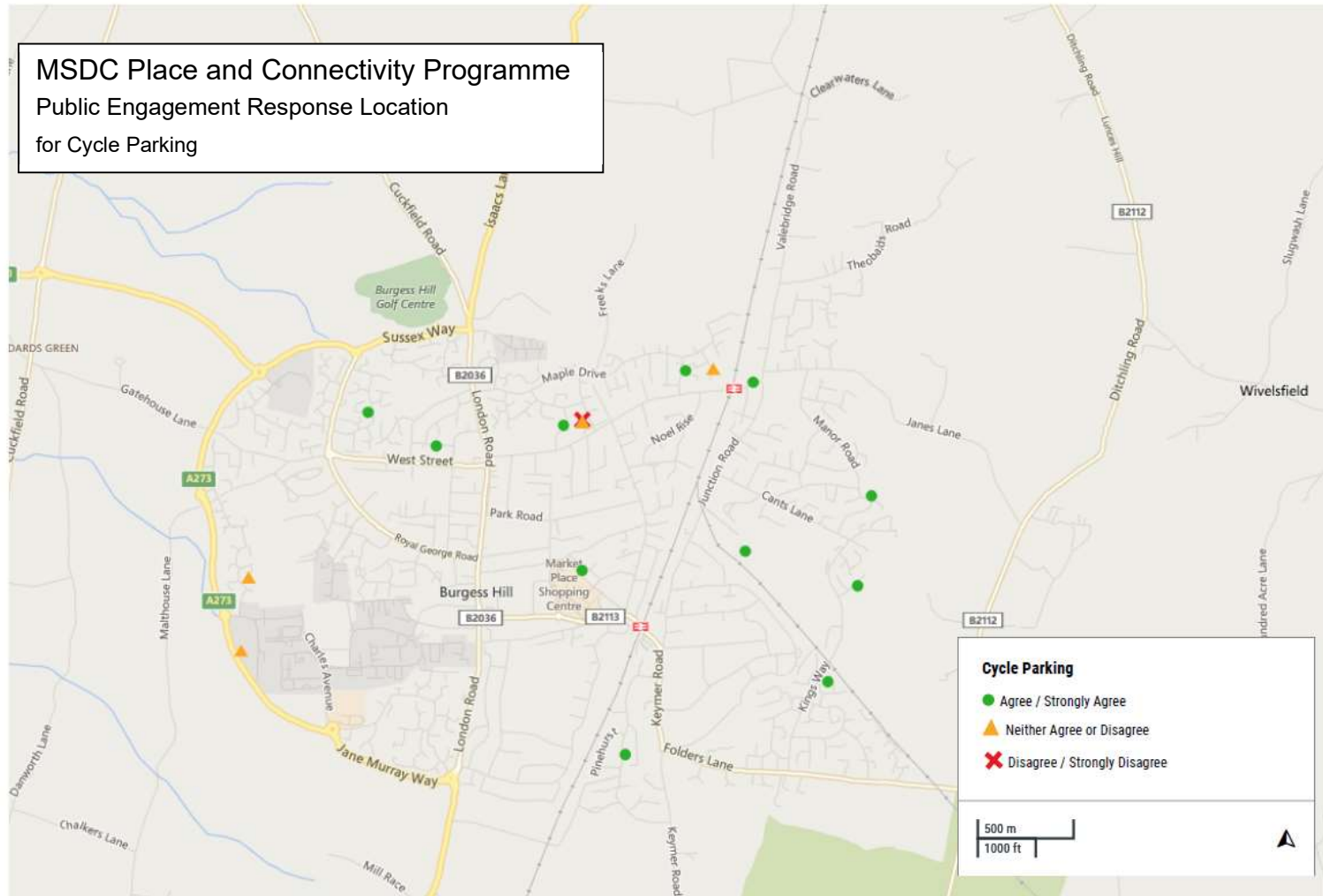


Figure 18

#### 4.8.3 Summary of main issues

Issue	Summary of responses	Response
1	Cyclists prefer safe areas in sight of other people and away from roads so that bikes cannot be so easily stolen.	Siting will be looked at in detail and considered during the detailed design process.
2	Covered, secured, cycle parking is required in the town centre to encourage cycling all year round.	Cycle parking is being considered as part of the New River Town Centre redevelopment scheme and is being considered in the proposals for improvements to the Town Centre (Church Road/Church walk) proposal.
3	Moving the Wivelsfield cycle rack from a well-used area to a less used corner will likely increase the theft and vandalism.	The proposal is to provide additional cycling parking in addition to existing provision. The siting of additional provision will be looked at in detail and considered during the detailed design process.
4	Secure parking at the train station would also be beneficial	It is proposed to provide additional cycling provision at both railway stations detailed in the proposals for these priority areas.

Table 16

#### 4.8.4 Secondary issues

- Bike racks need to be located in accessible areas;
- There must be plenty of cycle parking across the town, and of a variety of types;
- Longer stay at stations and for staff cycling to work required;
- Sheffield stands at convenient locations for shopping, and rest stops on the Greenway;
- Consider residential cycle parking, for residents of flats with no storage space.

Issues raised will be looked at in detail and considered during the detailed design process.

#### 4.8.5 Summary of responses for future phases

Respondents were asked if they had any comments with regards to the design or development of future phases of improvements.

The most frequently made comments were regarding ensuring there is sufficient secure parking taking in to account an increase in future usage with five respondents requesting more.

One respondent stated that an increase in secure sites to leave bikes would encourage people to cycle into town from Victoria Business Park at lunch times rather than driving.

#### 4.8.6 Summary of responses in support

Of the 12 respondents in favour, two made comments that they believed the proposals help support the increase in cycling following Covid19 and rise of e-bikes too for commuting for the cycle parking. They stated that the lack of secure places to park bikes in Burgess Hill, has been a big issue so they are very happy that this is now being addressed.

### 4.9 Burgess Hill Town Centre – Church Road/Church Walk

#### 4.9.1 Proposals

Burgess Hill Town Centre, specifically the Church Road and Church Walk corridor is identified as an area for improvement in the Town Wide Strategy and Neighbourhood Plan and is identified as a priority area for public realm and connectivity improvements to support the growth of the town and encourage people to shop locally and to complement the current town centre regeneration proposals.

The Church Walk and Church Road corridor is a part road / part pedestrianised street forming the main spine through the town centre providing a gateway route into the town centre from the railway station with views to St John’s Church visible along the entire length of the route. However, the area currently suffers from visual clutter and a relatively poor public realm, which is dominated by vehicular use on Church Road.

The concept proposals upgrade the public spaces along the route and to enhance and bring together the various distinctive character areas. Any proposals would also need to be reflective of the emerging New River Retail proposals for the regeneration of Burgess Hill Town Centre, focused on the area to the west of the Church Walk corridor.

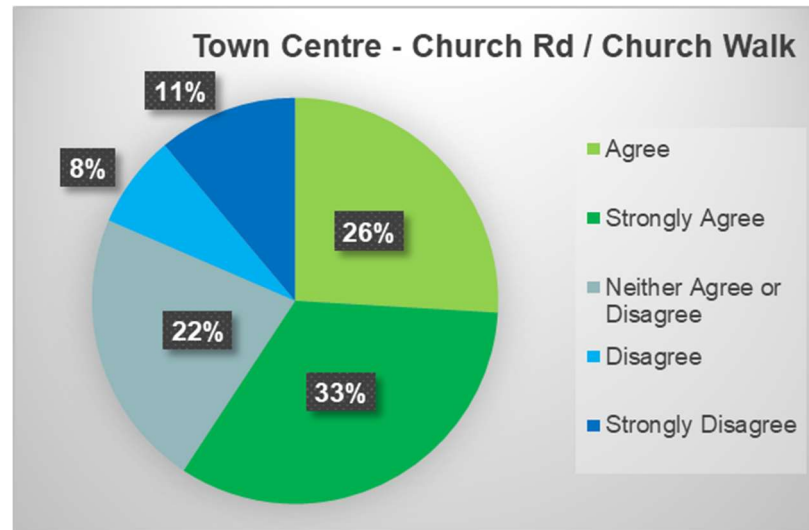


Figure 19 – Public engagement responses

The proposals are currently at the concept stage and will be developed further following this public engagement to prepare preliminary and detailed design for further public engagement and delivery in subsequent stages of the Place and Connectivity Programme.

There were 27 responses received from members of the public with 59% either agreeing or strongly agreeing 19% objecting and 22% neither agreeing or disagreeing to the overall proposals. Responses were also received from 11 strategic stakeholders including but not limited to; West Sussex County Council Highways and Transport; Burgess Hill Town Council; Lewes District Council; Metrobus; and The Royal British Legion.

## 4.9.2 Public engagement response locations

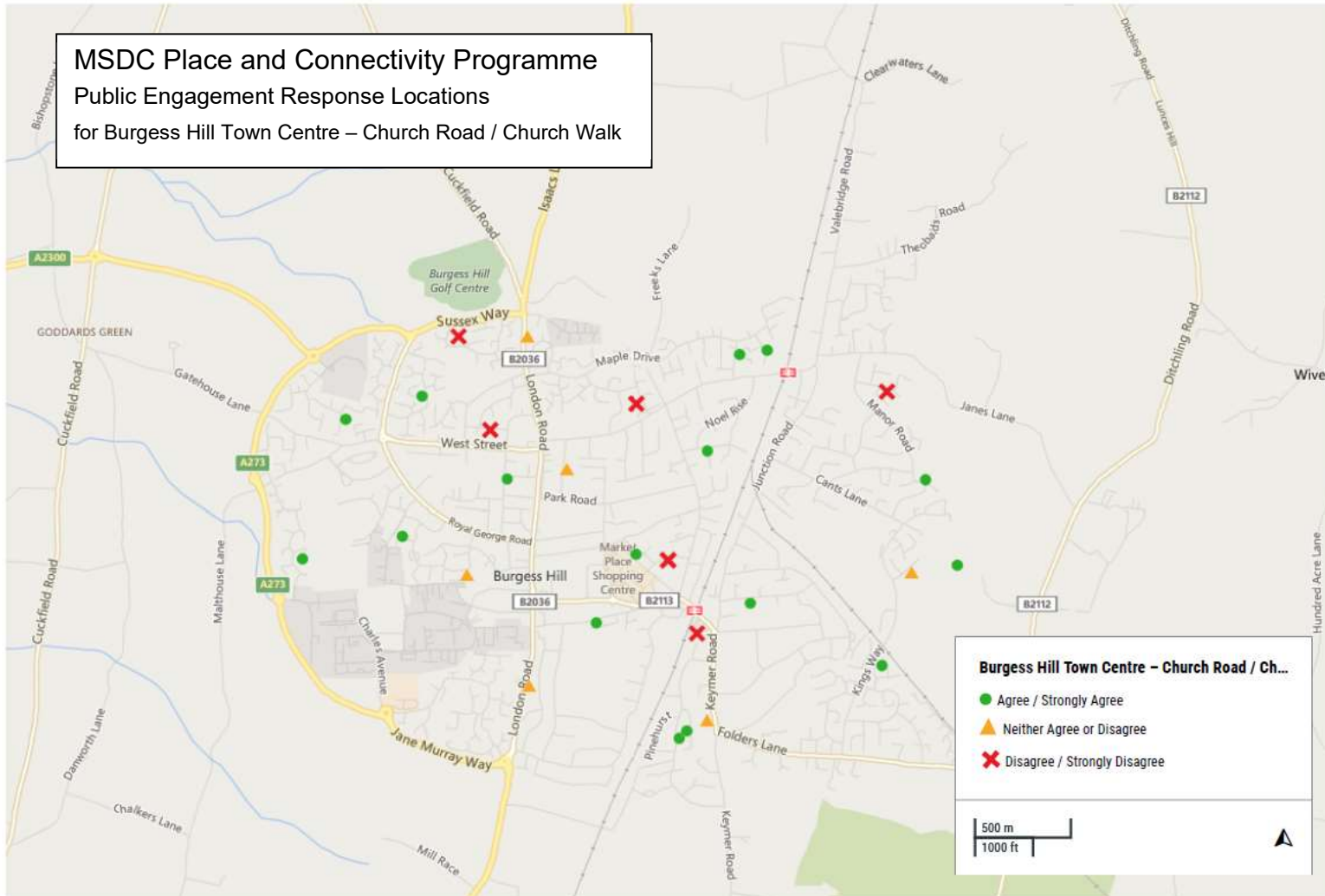


Figure 20

#### 4.9.3 Summary of main issues raised

Issue	Summary of responses	Designers Initial Response
1	Objections to changes to the War Memorial gardens and removal of the flagpole. (5)	Noted, the flag-pole may need to be moved because of construction but will be reinstated. Retaining the current layout/boundary of the wall as well as the War Memorial to remain as is.
2	Concerns regarding planters blocking the footpath and causing issues for visual and mobility impaired users (2)	Clear way in front of shops on both sides and been taken into account. Location of street furniture will take account of all user group. We could engage with a blind user group through design development. Street furniture will be a minimum of 600mm high and visual contrast will be considered. Will determine the relevant user group to engage with in either Burgess Hill or the wider WSCC area.
3	Concerns regarding ASB, Vandalism to artwork, planters and bus stop living roof. (3)	Materials are being designed and purpose built for this location. One of the main objectives for the scheme is to promote and encourage high numbers of pedestrian activity which could see a reduction in ASB. This will be reviewed in line with the design process.

Table 17

#### 4.9.4 Secondary Issues

- The removal of the left turn lane outside Barclays bank will cause queuing and congestion;
- A 2way cycle path up to station with links to the schools and secure parking is required;
- Cycle paths need to have raised kerbs to stop vehicles blocking the pathways;
- The whole area should be pedestrianised;
- Concerns that the heritage will be taken out of the Town Centre;
- There needs to be a wide, safe footpath the entire length of Mill Road with a light controlled pedestrian crossing between park road and St Wilfrid's road;

- The raised table is a good idea but parking restriction required to prevent visibility being blocked;
- The proposed Amphitheatre style seating is a waste of time and could encourage anti-social behaviour, consider using the space for a more active market;
- Consider moving MacDonald's into the new town centre, rather than go to the expense/upheaval of altering the configuration of the roundabout next to the current MacDonald's;
- Plant new trees in the ground and not planters that significantly restrict root growth as these make them extremely vulnerable to pests and diseases;
- There is no provision on the plan for disabled parking which should be nearer to the western end so that people who cannot walk far can get access to the town centre;
- A ground level development of amphitheatre or outdoor movie screening space with eateries and courtyard dining would be a real community asset;
- All footpaths and access points for shared walkways/ cycle paths should have proper dropped kerbs for buggies/bikes/wheelchairs and clear markings for sight impaired users.

The issues of concern raised during the engagement can be overcome through detailed design and through feedback on specific items raised within the engagement process. It should be noted that given the very subjective nature of public realm improvements, these proposals will be subject to further stakeholder and public engagement during the next design stages.

#### 4.9.5 Summary of responses for future phases

Respondents were asked if they had any comments with regards to the design or development of future phases of improvements. General comments were; the town centre needs safe, accessible areas for all with benches that support backs; cycle parking facilities need to be at better points - where they can be seen and not easily accessed from the road; and a bus stop could be created at the top of Church Road or somewhere on Cyprus Road.

#### 4.9.6 Summary of responses in support

The responses in support of the proposals included the following comments:

The layby is a good idea but there need to be more to stop cars parking on the pavement and the bus needs a layby so that the traffic is not held up.

The proposals are good, a good understanding of how the area is used at the moment. I would like to see more plants and trees but other than that this is great.

I strongly support the use of trees, artwork, planters, and lots of places to sit. If you get this right, it will make a huge difference to Burgess Hill. Please ensure there is plenty of cycle parking provision throughout the corridor, and not just at each gateway.

These designs look brilliant, the town centre is very run down and needs improving. The cycle hubs are a great idea and if the cycle paths are improved, I would cycle to town.

We are a small town and we need to do more to encourage cycling and less car usage.

This area of town is very outdated and has a lot of clutter. I agree with everything you have suggested on the proposal.

The town centre needs a modern refresh and I think the proposal meets that brief.

### 4.10 Victoria Business Park

#### 4.10.1 Proposals

The Victoria Business Park is identified as a priority for improvement to support the aspiration of the Townwide Strategy and Neighbourhood Plan to improve walking and cycling links because it is the major employment area in Burgess Hill and therefore a key location for trip generation. The proposals have been developed to create better links within the business park itself and to / from adjacent areas and to enhance links to existing and proposed cycle facilities including the Western Gateway, Burgess Hill Town Centre and the ‘Green Circle’ route running roughly parallel to the A273.

The concept proposals would predominantly be contained within the public highway and are designed to reflect current West Sussex County Council cycle design guidance. However, there are a number of areas where it may be necessary to investigate options for the use of third-party land for the delivery of specific elements of the proposals after the public engagement.



Figure 21

The proposals are currently at the concept stage and will be developed further following this public engagement to prepare preliminary and detailed design for further public engagement and delivery in subsequent stages of the Place and Connectivity Programme.

There were only 10 responses received from members of the public with 60% either agreeing or strongly agreeing and 40% neither agreeing or disagreeing to the overall proposals. Responses were also received from 7 strategic stakeholders including but not limited to; Burgess Hill Town Council; Burgess Hill Business Park Association; and Lewes District Council.

### 4.10.2 Public engagement response locations

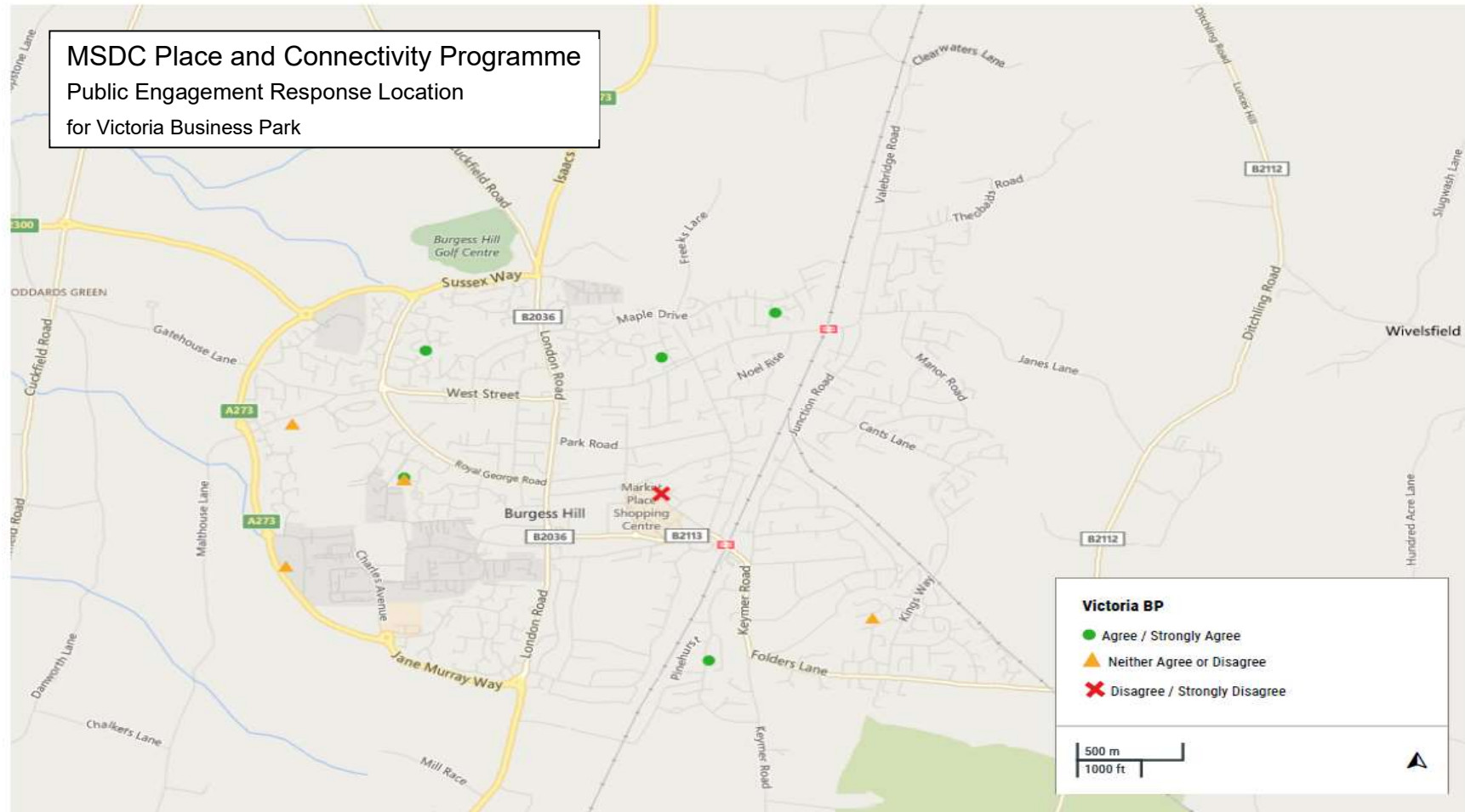


Figure 22

#### 4.10.3 Summary of main issues raised

Issue	Summary of responses	Designers Initial Response
1	Concern regarding too many cars in the Victoria Business Park with cars being park on footways an issue (5).	Ongoing consideration given to parking activity and how this will be facilitated during the prelim design stage.

Table 18

#### 4.10.4 Secondary issues

- Although some parts of the link between Victoria industrial area to the Birchwood Grove area are good, other roads are just dangerous due to cars;
- Proposals do not address how it will cope with more cars on the VBP roads in the future with additional traffic from 5000 extra households;
- Where the carriageway is reduced to allow cycles/ pedestrians to cross, what provision is being made for the existing parked vehicles?;
- Concerns regarding HGVs using Victoria Road as a cut through rather than going through the Business Park.

The issues of concern raised during the engagement can be overcome through detailed design and through feedback on specific items raised within the engagement process.

#### 4.10.5 Summary of responses for future phases

Respondents were asked if they had any comments with regards to the design or development of future phases of improvements. Comments were made regarding; the existing condition of the carriageway requiring repair work carried out; and Bus routes from the station to business park at peak business hours would be very useful as connectivity is the key point.

#### 4.10.6 Summary of responses in support

One respondent stated that cycle improvements through the Business Park are needed as the Roads are busy with HGV and lorries. If paths are widened for shared use or new cycleways put in it will be a bonus to making it safe. It was also stated that Shared use cycleway/footways would work well at this location as there aren't as many pedestrians so not as much conflict.

## 5.0 Next steps

The public engagement exercise has provided an excellent insight from members of the public, stakeholders and interested parties.

### 5.1 Detailed Design Considerations

This has identified areas for further consideration against the overall delivery and detailed design choices to be made. The Delivery Team have undertaken an initial review of **all** responses received. Where alternative options and improvements have been suggested, these have initially been appraised against objectives and outcomes expected for individual projects and will be further validated during detailed design stages.

The tabulated summaries presented in this report will be used to inform detailed design choices, material palettes and route selection. The initial assessment of responses, confirms that the Delivery Team believe that issues can be addressed in a positive manner, working with Programme and cost considerations in mind. Early considerations include;

- Investigating the most appropriate surface finish for each project, ensuring suitability for all users, all year round.
- Ensuring good widths are maintained for shared use routes, only departing from these where physical or ecological constraints prohibit.
- Addressing concerns regarding shared use, speed of cyclists and anti-social behaviour.
- Ensuring maintenance plans are drawn up and agreed as part of the design and delivery process, including maintenance free design wherever possible.
- Safeguarding damaging environmental habitats through construction work with mitigations and attendance by ecologists, as part of site supervision where required.
- Keeping tree and vegetation removal to an absolute minimum and only when necessary.

The Delivery Team will maintain an open mind around all comments provided and will continually test proposals to ensure they address as many concerns as possible. A Peer Review will be undertaken following completion of the detailed design. This will consider if each project has met its objectives and refer to the main public engagement responses received and assess if these have been addressed.

### 5.2 Further Stakeholder Engagement

The Delivery Team have commenced further detailed engagement with strategic stakeholders, which will be extended to relevant interest groups. For statutory consultees, approvals and permissions will be sought. For interested parties and user groups, this will be to confirm proposals and seek assurance that the right balance has been reached. The Delivery Team also recognise that not all concerns raised in the responses received are able to be resolved. In certain circumstances the detailed design may only be able to mitigate concerns and not resolve issues. Where difficult decisions are to be taken, the Delivery Team will aim to communicate proposals early with any affected party.

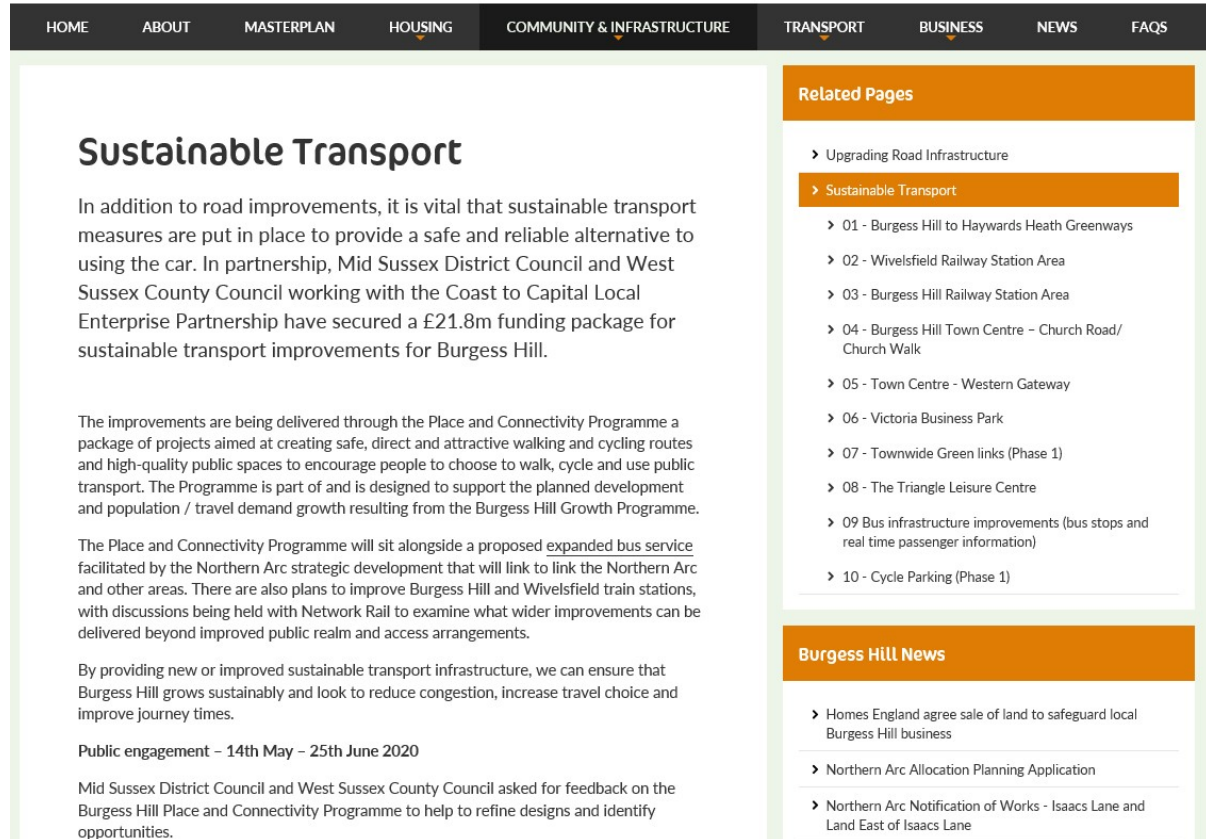
## Appendix A

### Website Consultation Portal



If you have any comments, questions or concerns please fill out our feedback form

HAVE YOUR SAY >



The screenshot shows a website navigation menu with categories: HOME, ABOUT, MASTERPLAN, HOUSING, COMMUNITY & INFRASTRUCTURE, TRANSPORT, BUSINESS, NEWS, and FAQs. The main content area is titled "Sustainable Transport" and contains three paragraphs of text. To the right, there are two sections: "Related Pages" with a list of 10 items, and "Burgess Hill News" with a list of 3 items.

### Sustainable Transport

In addition to road improvements, it is vital that sustainable transport measures are put in place to provide a safe and reliable alternative to using the car. In partnership, Mid Sussex District Council and West Sussex County Council working with the Coast to Capital Local Enterprise Partnership have secured a £21.8m funding package for sustainable transport improvements for Burgess Hill.

The improvements are being delivered through the Place and Connectivity Programme a package of projects aimed at creating safe, direct and attractive walking and cycling routes and high-quality public spaces to encourage people to choose to walk, cycle and use public transport. The Programme is part of and is designed to support the planned development and population / travel demand growth resulting from the Burgess Hill Growth Programme.

The Place and Connectivity Programme will sit alongside a proposed expanded bus service facilitated by the Northern Arc strategic development that will link to link the Northern Arc and other areas. There are also plans to improve Burgess Hill and Wivelsfield train stations, with discussions being held with Network Rail to examine what wider improvements can be delivered beyond improved public realm and access arrangements.

By providing new or improved sustainable transport infrastructure, we can ensure that Burgess Hill grows sustainably and look to reduce congestion, increase travel choice and improve journey times.

Public engagement – 14th May – 25th June 2020

Mid Sussex District Council and West Sussex County Council asked for feedback on the Burgess Hill Place and Connectivity Programme to help to refine designs and identify opportunities.

#### Related Pages

- > Upgrading Road Infrastructure
- > Sustainable Transport
  - > 01 - Burgess Hill to Haywards Heath Greenways
  - > 02 - Wivelsfield Railway Station Area
  - > 03 - Burgess Hill Railway Station Area
  - > 04 - Burgess Hill Town Centre – Church Road/ Church Walk
  - > 05 - Town Centre - Western Gateway
  - > 06 - Victoria Business Park
  - > 07 - Townwide Green links (Phase 1)
  - > 08 - The Triangle Leisure Centre
  - > 09 Bus infrastructure improvements (bus stops and real time passenger information)
  - > 10 - Cycle Parking (Phase 1)

#### Burgess Hill News

- > Homes England agree sale of land to safeguard local Burgess Hill business
- > Northern Arc Allocation Planning Application
- > Northern Arc Notification of Works - Isaacs Lane and Land East of Isaacs Lane

### Consultation Press Release

## Public encouraged to comment on Burgess Hill walking and cycling improvements - Mid Sussex District Council and West Sussex County Council are asking for feedback about the sustainable transport projects of the Burgess Hill Place and Connectivity Programme.

Mid Sussex District Council is currently working with West Sussex County Council to deliver the Place and Connectivity Programme. The Programme consists of a package of projects aimed at creating improved, high quality walking and cycling routes and public spaces to and through the town to encourage people to choose to walk, cycle or use public transport in the future.

The Programme is designed to support the [Burgess Hill Growth Programme](#). Projects include improved access arrangements for Burgess Hill and Wivelsfield train stations, an enhanced town centre (Church Road and Church Walk), improved town wide walking and cycling links between key destinations and enhanced leisure routes including the Green Circle.

The £21.8 million Programme is funded by government grant and developers' contributions. The grant funding must be spent by Spring 2021.

Although not a statutory requirement West Sussex County Council and Mid Sussex District Council would like to hear the views of the community and businesses about the Projects. Because of the Covid-19 pandemic, the planned public engagement will now be hosted entirely online. Residents, workers and visitors are all asked to visit [www.burgesshill.net](http://www.burgesshill.net) to give their feedback. The online platform will be live for a six-week period from 14<sup>th</sup> May to 25<sup>th</sup> June 2020.

Jonathan Sharrock, Chief Executive at Coast to Capital said, *“Improvements to walking and cycling routes are vital for creating safer towns of the future and the Connectivity Programme will provide long term green enhancements to Burgess Hill. This is a fantastic opportunity to share your views and I would urge you to give feedback online. I look forward to hearing future developments as they arise.”*

Councillor Judy Llewellyn-Burke, Mid Sussex District Council Deputy Leader added: *“This is a fantastic programme of projects for the town which have been progressing well in the planning stages. While we recognise these are strange times we also need to ensure we continue to look forward and make progress where we can to support local economic activity and jobs. Burgess Hill will grow significantly over the next 15 years into a modern, thriving town where local people want to live and work. The Place and Connectivity Programme will be important in joining up these areas, joining the dots. These ambitious partnership projects will deliver safe, direct and attractive routes and public spaces where people will want to go and use of walking, cycling and public transport will be encouraged in the future when Coronavirus travel restrictions ease.”*

Bob Lanzer, West Sussex County Council Cabinet Member for the Economy, said: *“These plans represent a comprehensive package of sustainable transport and public realm improvements to support growth within Burgess Hill. They will also support the wider, West Sussex economic recovery following the Coronavirus outbreak, so I am pleased we can move forward with online public engagement soon. I would encourage Burgess Hill residents, those who work in the town and those who visit it to please take the time to give your feedback on the proposals.”*

Mid Sussex District Council, in partnership with the Local Enterprise Partnership Coast to Capital and West Sussex County Council, has secured £10.9 million from

the Ministry of Housing, Communities and Local Government (MHCLG) for the Place and Connectivity Programme. The funding supplements the £16.96m already secured from the Local Growth Fund to assist with the upgrading of the A2300.

## **ENDS**

1. *Local Enterprise Partnerships are playing a vital role in driving forward economic growth across the country, helping to build a country that works for everyone. That's why by 2021 Government will have invested over £12bn through the Local Growth Fund, allowing LEPs to use their local knowledge to get all areas of the country firing on all cylinders. Analysis has shown that every £1 of Local Growth Fund invested could generate £4.81 in benefits.*
2. *If you would like some further facts about the Fund, or the wider regeneration work going on across the country, contact MHCLG press office by emailing [NewsDesk@communities.gov.uk](mailto:NewsDesk@communities.gov.uk)*
3. *Key facts:*
  - *The government has awarded £9.1bn in three rounds of Growth Deals to local areas to drive economic growth.*
  - *LEPs are investing in a wide range of projects informed by detailed analysis of the most pressing economic needs in each of their areas, including transport, skills, business support, broadband, innovation and flood defences.*

For more information please contact Mat Jarman on 01444 477478 or

[Mat.Jarman@midsussex.gov.uk](mailto:Mat.Jarman@midsussex.gov.uk)

### Description of Proposals

In addition to road improvements, it is vital that sustainable transport measures are put in place to provide a safe and reliable alternative to using the car. In partnership, Mid Sussex District Council and West Sussex County Council working with the Coast to Capital Local Enterprise Partnership have secured a £21.8m funding package for sustainable transport improvements for Burgess Hill.

The improvements are being delivered through the Place and Connectivity Programme a package of projects aimed at creating safe, direct and attractive walking and cycling routes and high-quality public spaces to encourage people to choose to walk, cycle and use public transport. The Programme is part of and is designed to support the planned development and population / travel demand growth resulting from the Burgess Hill Growth Programme.

The Place and Connectivity Programme will sit alongside a proposed expanded bus service facilitated by the Northern Arc strategic development that will link to link the Northern Arc and other areas. There are also plans to improve Burgess Hill and Wivelsfield train stations, with discussions being held with Network Rail to examine what wider improvements can be delivered beyond improved public realm and access arrangements.

By providing new or improved sustainable transport infrastructure, we can ensure that Burgess Hill grows sustainably and look to reduce congestion, increase travel choice and improve journey times.

### Public engagement – 14th May – 25th June 2020

Mid Sussex District Council and West Sussex County Council asked for feedback on the Burgess Hill Place and Connectivity Programme to help to refine designs and identify opportunities.

Because of the Covid-19 pandemic, this non-statutory public engagement was hosted entirely online to enable the Place and Connectivity Programme continue to progress, not only to support the growth of Burgess Hill, but also to support local economic activity and jobs.

We asked for feedback on:

Projects where feedback will facilitate the detailed design of and the delivery of accessibility and connectivity and public space improvements for early delivery and over later phases of the Programme:

- Burgess Hill Railway Station area
- Wivelsfield Railway Station area
- The Triangle Leisure Centre area
- Town Centre - Western Gateway
- Burgess Hill to Haywards Heath Greenways
- Townwide Green links (Phase 1)
- Cycle parking (Phase 1)
- Bus infrastructure improvements (bus stops and real time passenger information)

Projects that are at a concept design stage where feedback will facilitate additional design work with further public engagement ahead of delivery:

- Burgess Hill Town Centre – Church Road/ Church Walk
- Victoria Business Park
- Townwide Green Links (proposed later phase improvements)

You can see the locations and phases of the projects on the below map ([PDF Link](#) )



### Place and Connectivity Programme

Public Engagement May-June 2020

#### Accessibility and connectivity improvements at:

- 1 Burgess Hill to Haywards Heath Greenways
- 2 Wivelsfield Railway Station area
- 3 Burgess Hill Railway Station area
- 4 Town Centre – Church Road / Church Walk
- 5 Town Centre – Western Gateway
- 6 Victoria Business Park
- 7 Townwide Green Links
- 8 Triangle Leisure Centre area
- 9 Bus Infrastructure improvements
- 10 Proposed cycle parking

Part of the BH Growth Programme



Coast to Capital



We have also provided some Frequently Asked Questions to help answer queries that may arise on the Place and Connectivity Programme.

## Appendix B

### Stakeholder Responses

#### Burgess Hill to Haywards Heath Greenways (east and west)

<p><b>East Sussex CC</b></p>	<p>Support in principle however cautious in agreeing before details of proposed designs/specifications or an agreed way of working together finalised.</p> <p>ESCC would not want to be drawn into the resolution or management of any objections relating to Theobald’s Lane due to lack of capacity to liaise with landowners or to manage the contractors involved in improving the surface of the bridleway. ESCC Legal Team would need involvement.</p> <p>Limited/generic information in relation to surfacing specifications, structure design and drainage plans. More detail required.</p> <p>Consultation and promotion of the route should make clear to the public so that expectations as to the standard of the route are not raised. (E.g. some potential users may expect a sealed surface and lighting etc.)</p> <p>Suggest that the local representatives of the Ramblers, Open Spaces Society, British Horse Society, any local access groups, any local cycling groups and Cycling UK are consulted at an early stage.</p> <p>Agreement required regarding future maintenance of any surface or structure implemented as part of the improvements. The County Council would struggle to maintain the route and proposed structures to a higher standard, without a commuted sum and this may have a particular impact on access for cyclists.</p>
<p><b>West Sussex CC</b></p>	<p>What is the expected timescale for delivery?</p> <p>An alternative to the western option is suggested in the West Sussex Walking &amp; Cycling Strategy, although a significant proportion of this does not follow existing PRow and would require landowner consent/CPO</p> <p>Need to avoid dumping cyclists out on to busy roads. N.B. The West Sussex Walking &amp; Cycling Strategy does not include any proposals for Fox Hill. Fox Hill is a bus route and so reducing the carriageway width may be challenging.</p> <p>The Hurst Farm option (eastern route) appears to have potential. Although less direct than Fox Hill it may be more attractive to cyclists.</p>
<p><b>West Sussex CC PRow</b></p>	<p>Structures-</p> <p>Removal of gates and replacing with bollards on PRow will require the consent of the landowner as they are ultimately responsible for the</p>

	<p>maintenance of structures and they may actually require gates for stock control.</p> <p>New structures require consent of the necessary landowner as well as approval by WSCC PROW Team. An application to install a new structure would need to be submitted and considered.</p> <p>Future responsibility/maintenance of structures such as culverts/bridges needs to be considered and each discussed on an individual case by case basis</p> <p><b>Lighting-</b> Who will be responsible for maintaining this? The lower level lighting also becomes easily covered in overgrown vegetation, who will be liable for ensuring this is cut back?</p> <p><b>Signage/Seating/Artwork-</b> New signage/seating/artwork will require the prior consent and approval of the landowner concerned and if PROW signage is proposed to be moved or altered in anyway, the PROW Team need to be consulted.</p> <p><b>Legal issues-</b> There are a number of ‘minor amendments’ proposed in relation to the legal lines of Footpaths and bridleways. These will require legal orders/agreements to be undertaken which will need to be discussed with the PROW team. Such legal processes can be time consuming and the desired outcome cannot always be guaranteed.</p> <p>Path widening may also require a legal process to alter the Definitive Map and Statement to ensure the width of the path is retained for the future</p> <p><b>Consultees-</b> Close consultation is required with user groups, in particular the British Horse Society in relation to the general plans and site specific proposals to check they are in agreement and comply with their needs?</p>
<p><b>CPRE Sussex</b></p>	<p>CPRE Sussex generally welcome transport proposals that will make the movement of people and goods less carbon intensive and more sustainable. Walking and cycling schemes can help achieve this.</p> <p>Overall, whilst we welcome the principles behind the proposals there is insufficient detail in the consultation to determine whether our ambitions can be met by these projects as described.</p> <p>CPRE Sussex would expect that such schemes be truly sustainable, delivering biodiversity net gain to help counter any habitat loss and to enhance the ecosystem services</p> <p>The interests of different groups of users of such routes (e.g. walkers/pedestrians, cyclists, horse-riders) should be balanced and there should be due regard to the interests of existing and new residents, allowing adaptation to climate change by taking opportunities to develop natural flood</p>

	<p>management techniques and use of sustainable drainage systems that slow the flow of water through the catchment appropriately.</p> <p>Surfaces should not encourage cyclists to ride at speed along paths, especially given the increasing prevalence of battery assisted forms of movement (e.g. e-bikes and scooters).</p> <p>Path and bridleway widths should be minimised as far as possible to avoid loss of existing green and open space both between and within the Towns. Wildlife bridges and tunnels should be installed where any path exceeds 3m. Paths that are up to 5m in width seem unnecessary and would lead to a substantial increase in fragmentation of natural habitats and alter the character of an area Improvements must minimise the cutting down of trees and any felled should be replaced with ones that will fulfil the same ecological functions.</p> <p>The Eastern Greenway is a less direct route that does not connect to public facilities. More direct routes need to be considered.</p> <p>The Western Route’s abrupt termination is regrettable as it has advantages over the Eastern route for cyclists and could extend the bridleway network, although the justification for such a wide route is unclear.</p> <p>Either route should not form the basis for further development that would consume green and open space.</p>
<p><b>Sussex Area Ramblers</b></p>	<p>Object to the proposed Eastern greenways cycleway. It would have a serious detrimental effect to the existing ancient Bridleway 47BH which forms part of an important, ancient and much used bridleway crossing the East Sussex/West Sussex border.</p> <p>The proposed cycleway totally contradicts the character of the area and is inappropriate as a commuting route between Burgess Hill and Haywards Hill.</p>
<p><b>Burgess Hill Town Council</b></p>	<p>Supports a greenway route between Burgess Hill and Haywards Heath and recognises there are legal issues with both western and eastern routes so would like to request before any commitment is made by the consultants/planners that consideration is given to a third option near Rocky Lane as an alternative route between the two towns.</p>
<p><b>The British Horse Society</b></p>	<p>The British Horse Society would be concerned if the character of the bridleway was to materially change and, in particular, if the majority of the bridleway which is not currently tarmacked (the majority is natural earth surface) was to be ‘sealed’.</p> <p>This route is an important route for equestrians in the area who use it to access the toll rides and the Society would not want to see the route developed in any way that would make it less safe for horse riders to use it. The proposed ‘sealing’ of the route would have the effect of increasing the speed of cyclists which would make the route less desirable for horse riders.</p>

<p><b>Worlds End Association</b></p>	<p>Strong objections to this plan. We feel it is not the best route for the following reasons -</p> <p>Not the most direct route from Burgess Hill to Haywards Heath.</p> <p>The route would start and finish on busy main roads, being Valebridge Road and Fox Hill</p> <p>The bridleway sections beyond the end of Theobalds Road are uneven and crossed by a river which would mean expensive re-alignment and re-surfacing, bridge modification and so on at great cost to the local Council Tax payers and of minimal benefit to them.</p> <p>A tarmac cycleway is not in keeping with the rural nature of the present route, which is ideally suited to the current users who are local residents, walkers and horse-riders. Minor improvement in the drainage arrangements is all that is needed, at minimal cost and disruption to local residents and users.</p> <p>The natural landscape must be maintained. A tarmac road would be costly to construct and would not be suitable for horse-riders. A simple relaying of the surface in uneven sections and some drainage work is all that would be required.</p> <p>There are alternative routes. e.g. a cycle path running along the west side of the railway lines to the viaduct, then a new small scale bridge for cyclists and pedestrians only, over Valebridge Road and a short ride up to the A272 via Kiln Wood or Clearwater Lane. Then there is already a cycle path on the A272 to Haywards Heath.</p>
<p><b>Theobalds Bridleway User Community</b></p>	<p>The Eastern route will not deliver what is promised:</p> <ul style="list-style-type: none"> <li>• Will not be used – MSDC’s own data source justifying this shows only 8 – 16 cycle users</li> <li>• Not environmentally friendly – quite the opposite, very damaging</li> <li>• Unnecessary and inappropriate urbanisation – by design, quite deliberately</li> <li>• Not vehicle free – will also negatively impact traffic on Fox Hill particularly</li> <li>• Bridleway – so horses, then pedestrians, have priority over cyclists – this is the law</li> <li>• Not popular – current significant (100 – 200) daily users disfavoured</li> <li>• Very indirect – significantly longer than a direct route along Rocky Lane</li> </ul> <p>The money could be much better spent</p> <ul style="list-style-type: none"> <li>• 30 times as many cyclists would use better connected provision within BH itself</li> <li>• More secure, covered cycle parking places would attract users</li> <li>• Think about a central route if is really needed (doubtful)</li> <li>• There are issues to address – but fewer than envisaged for the Eastern route already</li> </ul>

<p><b>Friends of the BH Green Circle</b></p>	<p>Oppose the alternative cycle route proposed by the residents of Theobalds Road. The suggestion that it could cut through the top of the caravan park, through the laid hedge into Furze Common Field &amp; along to Lower Plantation is totally ill-conceived in terms of the nature reserve &amp; its wildlife - as well as the completely unsuitable terrain.</p>
<p><b>Dacorar (Southern) UK</b></p>	<p>We support the links to the East of our site linking Burgess Hill to Haywards Heath. These improvements to walking and cycling can reduce any constraints to modal shift, as a result of existing dangerous environments, that may be currently acting as a dis-incentive to sustainable travel.</p> <p>We also believe that by providing attractive Greenways, a safer and more pleasant means of travel can ensure accessibility to all through increased public realm.</p> <p>These network routes will enhance East to West links and extend the proposed routes in our STP development as well as those proposed in the Northern Arc, building on the green superhighway.</p> <p>The Eastern Greenway scheme will be delivered in phases, however, we would seek to understand further alignments with our work at the Science and Technology Park and our partner working with Homes England on the Northern Arc, as our development progresses to the formal planning stage.</p> <p>In principle we support the Western Greenway scheme that will link Wivelsfield Station towards the Northern Arc and we welcome further engagement on how our scheme to the West can add further links to the Northern Arc.</p>
<p><b>Lewes District Council and Eastbourne Borough Council</b></p>	<p>LDC strongly support the principle of establishing a network of cycleways in this location and recognise that infrastructure that supports the safe use of cycles as a realistic transport choice has a number of key benefits including:</p> <ul style="list-style-type: none"> <li>- Improved transport sustainability</li> <li>- Addressing climate change</li> <li>- Reducing traffic</li> <li>- Improved air quality promotion</li> <li>- Increased physical activity</li> <li>- Improved public health and personal well being</li> <li>- Increase social inclusion for those who do not have access to a car</li> <li>- Supports wider tourism</li> <li>- Helps create a healthier community environment</li> <li>-</li> </ul> <p>It is against this background that LDC support the establishment of a network of cycle paths and greenways to enhance connectivity across the policy area.</p> <p>Some residents in our District have raised concerns around the suggested route including over lighting and ensuring compatibility with existing users of Theobalds Road bridleway and Wivelsfield Parish Council have also objected.</p>

	<p>We would expect MSDC and WSCC to fully consider these concerns when they make their final choice over location and design of route.</p>
<p><b>Heaselands Estate</b></p>	<p>Page 23 of the feasibility study states ‘route H2 follows a non-PROW track with open access through woodland’ This statement suggests that the proposed route which runs through land owned by Heaselands Estate is ‘access land’ accessible by the public for walking and outdoor recreation on foot. We can confirm that the land in the ownership of Heaselands Estate, north of the footway and proposed as part of route H2, is NOT open access land. This should be corrected in any future reports.</p> <p>We support the principle of creating Greenways between the towns to provide a safe and more pleasant means of travel between the two, as well as promoting routes that are accessible to all users regardless of their ability to enable all to enjoy the natural environment. However, we have raised particular concerns over proposed route H2 from Holmbush Farm Bridleway to the A272 which is indirect, crosses an area of ancient woodland and introduces public access in an area where there is currently none. Proposed Route H2 could also interfere with farming practices.</p> <p>National and local planning policy places great importance in protecting the abundance of ancient woodland in the District. As ancient woodland is irreplaceable, and the impact of development on this habitat will always result in net loss, proposed H2 route is not acceptable. The anticipated level of public access is far more intensive than currently present on the footway and bridleway routes and has the potential to obstruct farming operations and impact negatively on the conservation of the surrounding environments. The safety risks from introducing infrastructure that would attract greater levels of public movement across key access points on Heaselands Estate and this is particularly evident within the northern section of Route W.</p> <p>The study undertaken by Sustrans dismissed several routes on the grounds that they were not feasible. However, it is too early in the process to reject these alternative options before further work has been undertaken to investigate the options for running new cycle infrastructure in parallel with existing transport corridors, including in conjunction with WSCC.</p> <p>Improvement of existing corridors would ensure irreplaceable woodland and area important habitats are not disrupted and would create a more sustainable long-term solution.</p> <p>Heaselands Estate would be open to discussions with the District Council, Sustrans and WSCC as Highway Authority to support further exploratory work on the discounted D routes such as appropriate widening of the public highway on either Rocky Lane or Isaac’s Lane, or both in order to establish a more suitable route alongside the road.</p>
<p><b>Historic England</b></p>	<p>Historic England supports the broad purpose and intentions of the programme to improve the experience of pedestrians and cyclists in and around Burgess Hill by upgrading key routes and enhancing public realm. Positive changes in the local environment can help to increase the understanding of the historic environment and appreciation of heritage assets as people have more opportunity to enjoy the spaces they are in and</p>

	<p>pass through.</p> <p>These comments are based on the information provided by you at this time and for the avoidance of doubt does not reflect our obligation to advise you on, and potentially object to, any specific development proposal which may subsequently arise from this or later versions of the plan and which may, in our view, have adverse effects on the historic environment</p>
<p><b>The Cock Inn Cycling Society</b></p>	<p>Cycling and walking will probably rise following post Covid19 and also the increase in use of e-bikes too for commuting, so cycle parking required.</p> <p>If possible, having dotted lines on the route specifically for cyclists will help ensure clarity between cyclists and other users on the route.</p>
<p><b>Homes England</b></p>	<p>Homes England supports these broad goals which is why we have included a number of pedestrian and walking trails around and through the site, including the Green Circle and Green Superhighway. These form part of the consented development promoted by Homes England in its capacity as master developer. The details of these routes have been set out in a number of documents supporting the outline planning application and were therefore discussed and agreed with both the District Council and the County Council. The majority of these routes will be delivered by the housing developers for the different phases of the development.</p> <p>We note that one of the proposed walking and cycling improvement routes under the Places and Connectivity project align in part with the Green Circle and the Green Superhighway (essentially the section along Freeks Lane) and are therefore subject to the plans already agreed under the planning application process, as well as the Street Design and Adoption Manual. This section is constrained in terms of width, lighting and surfacing due to the existing topography and ecological habitat values it has. Therefore, it is uncertain whether the improvements proposed in the Place and Connectivity Programme can be delivered to their full extent. We would welcome further discussions with both the County Council and District Council to better understand their proposals and delivery strategy and to come to a decision on a way forward for these proposals.</p>
<p><b>Wivelsfield Parish Council</b></p>	<p>Fully supports the emphasis on sustainable transport and increasing the number of safe cycle route available, however Wivelsfield Parish Council fully supports the many grounds for objection cited by residents of Theobalds Road and the Theobalds Road Residents’ Association.</p> <p>To Summarise just a few of the arguments against the idea of a cycle way along Theobalds Road:</p> <ol style="list-style-type: none"> <li>1. The road is privately owned and is a designated bridleway</li> <li>2. the road is narrow, there are no turning spots, few passing places and it struggles to cope with existing traffic.</li> </ol> <p>For the road to be deemed an appropriate official cycle way, it would have to be upgraded at considerable expense.</p> <p>As the bridleway must stay as a bridleway, the cycle route would need to be a separate route along what is already a narrow road, with pedestrians and vehicles also needing access.</p>

- |  |  |
|--|--|
|  | <p>5. There is no evidence of demand for a cycle route on this side of the town.</p> <p>6. Neither Valebridge Road or Fox Hill (at either end of Theobalds Road) are wide enough to safely accommodate a cycle route.</p> <p>7. The junction of Theobalds Road onto Valebridge Road has limited visibility and is dangerous owing to the ever-increasing volume of traffic along Valebridge Road.</p> <p>8. Theobalds Road is outside of Mid-Sussex, forming part of Wivelsfield Parish in the Lewes District. There is no benefit to Wivelsfield residents, but rather it is detrimental to them.</p> |
|--|--|

Wivelsfield Railway Station Area

<p><b>Burgess Hill Town Council</b></p>	<p>Welcome the proposed improvements at Wivelsfield Railway Station however there is a lack of clarity in the plan regarding a car park on the north side off Leylands Road, west of railway line, and that there are further opportunities to explore.</p> <p>Provision of a pedestrian crossing across Junction Road from St Wilfrid’s Bridge to Cants Lane should be brought forward as part of this project (Route 16 in the Feasibility Report).</p> <p>Should be access to the railway platform from the proposed new path between St Wilfrid’s Road to Leylands Road</p> <p>Drop off/pick up point in Gordon Road/Gladstone Road area needs to be discouraged.</p>
<p><b>World’s End Transport Users Group</b></p>	<p>Very supportive of the plans put forward for improvement.</p> <p>Welcome the proposal to install a lift on the west (i.e. northbound) side of the station. However, suggest a second lift on the east (i.e. southbound side) of the station from the Ticket Office up to the southbound platform to allow a step-free access from the Ticket Office via the entrance on Gordon Road. Alternatively, a footpath from the Ticket Office, alongside the Scout Hut and thence to the ramped entrance in Gordon Road.</p> <p>Planning Application (DM20/1838) may affect this strip of land from the subway (east end) towards the Gordon Road ramped access. Land could be reserved in this application for the purpose.</p> <p>Support the concept of the footpath/cycle way to the west of the railway between St Wilfred’s Road and Leylands Road. We understand others are suggesting direct and step-free access between this footpath/cycle route and the northbound platform and/or subway, thereby avoiding the need to go down to Leylands Road and then back up the stairs or lift (and vice versa when exiting the station). We would support this as long as it does not take away the case for the proposed lift on the west (i.e. northbound) side of the station.</p> <p>Large cycle storage required at the proposed station car park opposite on Leylands Road, in addition to the existing rack in the drop-off area. This should be near to the re-located pedestrian crossing and on the route of the Green Link cycle path from the south.</p> <p>The existing pick-up/drop off point at the east entrance requires no change but we feel strongly that there needs to be a turn-around area in the new carpark, to avoid the need for turning around in the small drop-off area, which would be unsafe. Pick-up/drop off waiting time here should be limited to 10 minutes.</p> <p>Assume the whole area will be covered by CCTV for improved security.</p> <p>Who will be responsible for delivering the project and paying for it?</p>

<p><b>CPRE Sussex</b></p>	<p>The proposal to open/improve access to this green space is to be welcomed provided that suitable environmentally sensitive lighting is provided for safety purposes. Some improvements to the St Wilfred's Rd – Junction Rd link may well be required to encourage use and facilitate access. Some of the trees cut down in recent years at this location could be replaced to enhance biodiversity and peoples' health and wellbeing.</p>
<p><b>Lewes District Council and Eastbourne Borough Council</b></p>	<p>LDC recognise that infrastructure that supports the safe use of cycles as a realistic transport choice has a number of key benefits including:</p> <ul style="list-style-type: none"> <li>- Improved transport sustainability</li> <li>- Addressing climate change</li> <li>- Reducing traffic</li> <li>- Improved air quality promotion</li> <li>- Increased physical activity</li> <li>- Improved public health and personal well being</li> <li>- Increase social inclusion for those who do not have access to a car</li> <li>- Supports wider tourism</li> <li>- Helps create a healthier community environment</li> </ul> <p>It is against this background that LDC support the establishment of a network of cycle paths and greenways to enhance connectivity across the policy area.</p>
<p><b>Dacorar (Southern) Limited</b></p>	<p>Our Science and Technology Park proposal looks to develop enhanced sustainable transport which aims to achieve a modal shift of c.10%. In order to achieve this, we will be ensuring that we maximise links with stations as part of any sustainable transport provision. We support the increase in quality of the environs and public realm to ensure high quality safe and secure movement to and from the station. As the Wivelsfield project evolves, we would like to further understand how there may be alignment with the STP regarding a wider town wide wayfinding scheme</p>
<p><b>Friends of Burgess Hill Green Circle</b></p>	<p>It seems likely that some of the railway fields north of Leylands Road may be converted to a car park for station users. It's obviously important that the only access to the caravan park and Bedelands itself for large vehicles, mowers and other plant, as well as caravans, be maintained here via the height restrictor. Of course, providing a car park near Wivelsfield Station is important too, but preferably the upper field could be left as it is for wildlife, which is plentiful there. The present footpath connection for pedestrians to Maple Drive, Coopers Close etc is of local value too.</p>
<p><b>West Sussex CC</b></p>	<p>What is the expected timescale for delivery? The wider the path the better. Is there an opportunity to segregate peds and cycles? There appears to be sufficient space to provide a min 4m wide path rather than the proposed 3-4m path. Who would maintain the path? Is there an opportunity to continue the path on the northern side of Leylands Road?</p> <p>Highway Improvements: The quality of the public realm at the Leylands Rd /Junction Rd junction is undermined by the parking outside the Watermill Lane as much as the street clutter. It surely would be to the benefit of the pub as well as the quality of the street environment if the parking was removed and replaced with an attractively landscaped areas with tables and chairs that serve the pub.</p> <p>The Connectivity scheme looks well-meaning. Unfortunately, this space lacks natural surveillance, and the comments of the local Crime</p>

	<p>Prevention Design Adviser will need to be sought and taken on board. The proposals would also benefit from being coordinated with the proposed development site at the northern end which could help address this; it will also influence the alignment of the route.</p> <p>The bridge improvements are supported but it is critical there are enough funds for maintenance / management as otherwise the good work will tarnish over time and undermine the project.</p>
<p><b>Historic England</b></p>	<p>Historic England supports the broad purpose and intentions of the programme to improve to the experience of pedestrians and cyclists in and around Burgess Hill by upgrading key routes and enhancing public realm. Positive changes in the local environment can help to increase the understanding of the historic environment and appreciation of heritage assets as people have more opportunity to enjoy the spaces they are in and pass through.</p> <p>These comments are based on the information provided by you at this time and for the avoidance of doubt does not reflect our obligation to advise you on, and potentially object to, any specific development proposal which may subsequently arise from this or later versions of the plan and which may, in our view, have adverse effects on the historic environment.</p>

Burgess Hill Railway Station Area

<p>Burgess Hill Town Council</p>	<p>Sandstone retaining wall between Keymer Court and access road to railway car park needs to be repaired, not a good first impression to Burgess Hill.</p> <p>Review the cycle lane provision from Hoadleys Corner Roundabout (Keymer Road) through to Civic Way Roundabout (McDonalds) as the current proposals contain a number of potential hazards for motorists, cyclists and pedestrians.</p> <p>Keymer Parade, concerned that delivery vehicles and cars will mount pavement if layby is narrowed (also at layby in Station Road, no's 33-49), and detrimental to shops if the steps are removed between the two levels. Careful consideration needed for the aesthetic lay-out if the retaining wall is raised as a result of pavement widening.</p> <p>Object to a shared 2-way cycle path/footway passing in front of Burgess Hill Station. Clear risks to people leaving and entering the station from cyclists coming down the hill. The amount of space allowed for the taxi rank is inadequate, leading to risks to cyclists from taxi drivers opening their doors. The risks are increased at the pinch point where the pavement narrows to 2.4 metres and is further impeded by the Pelican crossing.</p> <p>Concerned about 2-way cycling across shop fronts between Wolstonbury Way and Queens Crescent. Also need to consider pinch point at Queens Crescent where the pavement narrows significantly.</p> <p>Table crossings at side roads (Wolstonbury Way, Queens Crescent and Station Road where it branches) are welcome for the improved safety offered to pedestrians and cyclists. However, the junctions may be regularly blocked and the priority for pedestrians, cyclists or motorists needs to be satisfactorily resolved. Corner radii need to be reduced to reduce speeds.</p> <p>The 2-way cycle lanes create safety problems at the entry and exit points at Civic Way and Hoadleys Corner roundabouts where cyclists must cross the road. Consider alternative of traffic lights at these junctions.</p> <p>Object to the Toucan Crossing proposed for Keymer Road as it does not solve this issue at Hoadleys Corner, and in either configuration (traffic lights or roundabout) would be of limited benefit to cyclists and pedestrians who wish to access Junction Road and Silverdale Road.</p> <p>Given the issues noted above, consider withdrawing the proposed shared pavements throughout Project 3 and replace with on-carriageway cycle lanes, particularly on the north side of Station Road in the eastbound (uphill) direction as a minimum.</p> <p>Retain as much as possible of the proposed pavement widening which is of benefit to the street ambience and allows for the provision of cycle parking and seating at the bus stop and the station.</p>
<p>Cyprus Hall Community Association</p>	<p>The junction of Station Road and Church Road appears to have only one lane, buses have to swing across both lanes to be able to turn into Church Road.</p> <p>Majority of the hirers of Cyprus hall use that route or Mill Road to come to the Hall, however in both cases the slip road has gone so people will have to wait</p>

	<p>much longer to get into Church Road and the queues will be longer if there is only one lane.</p> <p>Not everyone rides a bike, in fact most of the hirers come by car or public transport! Why is so much emphasis being put on bike lanes?</p> <p>It would be far better to repair all the pot-holes in the roads before wasting money on plants and trees!</p> <p>Due to lock down there are a lot of people who have not had the chance to see the plans especially if they are not on-line, the period for people to look at them should be extended by 3 months.</p>
<p>Dacorar (Southern) Ltd</p>	<p>Connections with the Science and Technology Park (STP) and surrounding railway stations will be important in enhancing connectivity. This scheme aspires to facilitate a wider town wide wayfinding scheme.</p> <p>We would like to work with the authorities in considering the STP as a key local destination and understand how pedestrian and cycle movements between Burgess Hill Station and our STP, can be prioritised.</p> <p>As part of the emerging allocation, we are undertaking additional transport modelling and would therefore wish to be engaged with this project, to understand how any changes to the Station Road/Church Road mini-roundabout may impact on highway capacity.</p>
<p>West Sussex CC</p>	<p>key consideration is safeguarding the plane trees on both sides of the road; Julie Bolton's (WSCC's Tree Officer) advice should be sought.</p> <p>Support the creation of a traffic control junction at Civic Way/QEA as it should make it more pedestrians and is also cycle-friendly; consideration of this should perhaps also be given to the London Rd junction.</p> <p>The Station Rd/Station Rd + Wolstonbury Way junctions could consider tighter radii to make it more pedestrian friendly.</p>
<p>Lewes District Council and Eastbourne Borough Council</p>	<p>LDC recognise that infrastructure that supports the safe use of cycles as a realistic transport choice has a number of key benefits including:</p> <ul style="list-style-type: none"> <li>- Improved transport sustainability</li> <li>- Addressing climate change</li> <li>- Reducing traffic</li> <li>- Improved air quality promotion</li> <li>- Increased physical activity</li> <li>- Improved public health and personal well being</li> <li>- Increase social inclusion for those who do not have access to a car</li> <li>- Supports wider tourism</li> <li>- Helps create a healthier community environment</li> </ul> <p>It is against this background that LDC support the establishment of a network of cycle paths and greenways to enhance connectivity across the policy area.</p>
<p>Historic England</p>	<p>Historic England supports the broad purpose and intentions of the programme to improve to the experience of pedestrians and cyclists in and around Burgess Hill by upgrading key routes and enhancing public realm. Positive changes in the local environment can help to increase the understanding of the historic environment and appreciation of heritage assets as people have more opportunity to enjoy the spaces they are in and pass through.</p> <p>While Historic England has no comments to make on the details of the programme's specific proposals, which deal largely with matters beyond its</p>

	<p>remit and areas of competence, you may find it helpful to refer to the public realm advice on the Historic England website: <a href="https://historicengland.org.uk/advice/caring-for-heritage/streets-for-all/">https://historicengland.org.uk/advice/caring-for-heritage/streets-for-all/</a>.</p> <p>Historic England would strongly advise that the Council's own conservation advisers are closely involved throughout the preparation of the programme, as they are often best placed to advise on local historic environment issues and priorities, and consideration of the design options relating to the historic environment.</p> <p>These comments are based on the information provided by you at this time and for the avoidance of doubt does not reflect our obligation to advise you on, and potentially object to, any specific development proposal which may subsequently arise from this or later versions of the plan and which may, in our view, have adverse effects on the historic environment</p>
--	---

### Town Centre Western Gateway

<p>CPRE Sussex</p>	<p>These schemes must incorporate more green space to lift the character of the Burgess Hill Town Centre as a lot of internal green space is being lost due to development proposals.</p> <p>Several very substantial cycle routes are proposed that greatly reduce green space and even some of the proposals that have not been prioritised take green space for cycle routes without any consideration of compensatory action.</p> <p>There is an opportunity here to greatly improve the character of the centre of the Town by expanding (or even inserting in the case of Church Walk) green areas and working to prevent fragmentation of existing green space. The current plans could be reworked to advantage to maximise green space use.</p> <p>Green space provision should be an integral part of the proposals; they should not be thought of as a nice to have or a residual after the hard surfaces have been laid down.</p>
<p>Burgess Hill Town Council</p>	<p>No evidence that the 4-way traffic lights at the Station Road/Queen Elizabeth Avenue/Civic Way (McDonalds) roundabout will resolve the issue of traffic backing up and blocking access to McDonalds drive-thru.</p> <p>Suggest a 2 lane solution is created off Station Road using part of MSDC car park as part of any plan.</p> <p>Take into consideration Metrobus' comments to add a combined Bus and Cycle lane in the Eastbound direction and revisit proposals for Queen Elizabeth Avenue and McDonald's roundabout to prioritise bus and cycle usage.</p>
<p>Metrobus</p>	<p>We are against the idea of signalling the two main roundabouts in Burgess Hill. From our experience of this in other areas, we found it caused more delays as traffic built up. Particularly in rush hour, more traffic would be sat idle, resulting in an increase to air pollution.</p> <p>Only 4% of the total roadside emissions from transport is caused by buses. As so many other operators, we struggle with a constant battle of the ever-growing congestion faced in the day to day operations.</p> <p>Timetable running times are affected, making it more difficult to keep to a dedicated frequency. To put this into perspective, average bus journey times across our network have increased by a whopping 40% in the last decade and if we are to inspire future generations to make the right travel choices, we must start to turn this around now.</p> <p>We do however suggest if any of these roundabouts were to receive traffic light signalling, it would be good to see some important bus priority measures in place. This works simply through the GPS systems fitted to our buses. Traffic lights will change when a bus approaches to give them priority to minimise delay to service.</p> <p>In discussions with local councillors of Burgess Hill Travel Forum, we suggested using the space to on Queen Elizabeth Avenue to its best advantage by introducing a shared lane for both bus and cycles.</p>

	<p>Around 2000 hours of bus passenger’s time every year is spent in traffic queues that could be avoided through a bus lane.</p> <p>Cyclist’s should not feel vulnerable sharing the lane with a bus. The professional drivers on all of our services are used to sharing space considerably with other users through their dedicated training. We also host cycle safety days in Brighton where we invite the local police, cycling groups and our colleagues from the training school to gain a better understanding of the challenges faced by all parties.</p> <p>Lewes Road in Brighton is an example of how safe cycling innovations have been achieved where space was available for separate cycle and bus lanes, featuring bus stop islands for cyclists to freely ride around. Automated passenger announcements were added to the buses, informing passengers to look left for cyclists when leaving the bus. These are award winning initiatives that should provide real assurance and can be replicated in Burgess Hill.</p>
Dacorar (Southern) Ltd	<p>As linked to the Western Gateway project, we support improved links with Burgess Hill Railway Station and the Northern Arc. We note that the Town Centre Western Gateway project includes the proposal to replace existing Queen Elizabeth Way/Civic Way/Station Road roundabout with a 4-arm signalised junction with Toucan Crossings. We would like to understand how this may impact on any transport modelling and discussions with the Highways authority, as our STP development evolves.</p>
Lewes District Council and Eastbourne Borough Council	<p>LDC recognise that infrastructure that supports the safe use of cycles as a realistic transport choice has a number of key benefits including:</p> <ul style="list-style-type: none"> <li>- Improved transport sustainability</li> <li>- Addressing climate change</li> <li>- Reducing traffic</li> <li>- Improved air quality promotion</li> <li>- Increased physical activity</li> <li>- Improved public health and personal well being</li> <li>- Increase social inclusion for those who do not have access to a car</li> <li>- Supports wider tourism</li> <li>- Helps create a healthier community environment</li> </ul> <p>It is against this background that LDC support the establishment of a network of cycle paths and greenways to enhance connectivity across the policy area.</p>
West Sussex CC	<p>Would there be value in adding an early cycle release system at the signalised junction, in addition to the Toucans, for cyclists who choose to ride on the road? Jon Forster may have a view on this.</p> <p>Can priority be given to cycles at side road junctions? Ditto McDonald's car park entrance? Scope for contraflow cycling on Mill Road? Scope to create a shared footway cycleway on the north side of Keymer Road between the proposed Toucan and Burgess Hill School for Girls (final drawing)? The school is a key destination and currently the proposed Toucan does not seem to lead eastbound cyclists anywhere.</p> <p>A key consideration is safeguarding the plane trees on both sides of the road; Julie Bolton's (WSCC's Tree Officer) advice should be sought.</p> <p>Support the creation of a traffic control junction at Civic Way/QEA as it should make it more pedestrian and cycle-friendly; consideration of this should perhaps also be given to the London Rd junction.</p>

	<p>The Station Rd/Station Rd + Wolstonbury Way junctions could consider tighter radii to make it more pedestrian friendly</p>
<p>Historic England</p>	<p>Historic England supports the broad purpose and intentions of the programme to improve to the experience of pedestrians and cyclists in and around Burgess Hill by upgrading key routes and enhancing public realm. Positive changes in the local environment can help to increase the understanding of the historic environment and appreciation of heritage assets as people have more opportunity to enjoy the spaces they are in and pass through.</p> <p>While Historic England has no comments to make on the details of the programme's specific proposals, which deal largely with matters beyond its remit and areas of competence, you may find it helpful to refer to the public realm advice on the Historic England website: <a href="https://historicengland.org.uk/advice/caring-for-heritage/streets-for-all/">https://historicengland.org.uk/advice/caring-for-heritage/streets-for-all/</a>.</p> <p>In particular, the examples and illustrations in the Streets for All and Streets for All: South East documents may be useful in relation to works affecting heritage areas and settings, such as Church Road and Church Walk in Burgess Hill town centre: <a href="https://historicengland.org.uk/images-books/publications/streets-for-all/">https://historicengland.org.uk/images-books/publications/streets-for-all/</a> and <a href="https://historicengland.org.uk/images-books/publications/streets-for-all-south-east">https://historicengland.org.uk/images-books/publications/streets-for-all-south-east</a>.</p> <p>Historic England would strongly advise that the Council's own conservation advisers are closely involved throughout the preparation of the programme, as they are often best placed to advise on local historic environment issues and priorities, and consideration of the design options relating to the historic environment.</p> <p>These comments are based on the information provided by you at this time and for the avoidance of doubt does not reflect our obligation to advise you on, and potentially object to, any specific development proposal which may subsequently arise from this or later versions of the plan and which may, in our view, have adverse effects on the historic environment</p>
<p>SOFLAG</p>	<p>Serious concerns regarding traffic congestion if the Church Road/Station Road mini roundabout is converted to a traffic signalised junction.</p>

## Townwide Green Links

<b>CPRE Sussex</b>	These proposals seem to risk a series of fragmented developments. A more coherent plan is needed to ensure complete routes work for all intended users.
<b>Burgess Hill Town Council</b>	<p>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, for example:</p> <ul style="list-style-type: none"> <li>• No. 11 Kings Way to Manor Road – improves the bridleway 10BH</li> <li>• No 15 Mill Road/Leylands Road + traffic lights</li> <li>• No. 16 St Wilfrid’s Bridge to Junction Road new path and crossing</li> <li>• No. 17 Manor Road link up east side (Unicorn) housing to Wivelsfield Railway Station</li> <li>• No 21 Fairfield Recreation Ground to Royal George Road path as a route to Southway School</li> <li>• No 22 pedestrian priority to Southway School</li> <li>• No. 23 London Road – improvements to make it safe for pedestrians</li> <li>• No. 25 Chanctonbury Road – traffic calming to reduce rat run</li> <li>• No 26 – open up the existing gate between Wykeham Way to The Holt to make it a shared route</li> </ul> <p>The Pegasus equestrian crossing across A273 London Road is supported.</p>
<b>Hurstpierpoint &amp; Sayers Common Parish Council</b>	<p>Phase 1 of the Programme includes little that affects Hurstpierpoint directly. However, we note the Townwide Green Links, and whilst these are contained within Burgess Hill itself, we are currently discussing with WSCC the provision of Cycle paths within our parish some of which would look to connect to locations such as the Triangle.</p> <p>Unfortunately COVID 19 has put these discussions on hold at this point, but we would ask that these discussions are taken into account when considering the Green Links, in particular those relating to Jane Murray Way.</p> <p>We note that the A2300 does not form part of Phase 1, but given that a large part of this falls within Hurstpierpoint Parish we would obviously wish to be involved in any consultations that arise at a later date. Thank you.</p>
<b>Friends of the BH Green Circle</b>	We hope that the surface of the section yet to be completed will be suitable for not only pedestrians and cyclists, but also for horse riders and that the existing footbridge over the A2300 will be kept intact and used as part of the route. Also, that the native hedgerows will be planted along the route with a generous width of land for wildlife connectivity as well.
<b>Dacorar (Southern) UK</b>	<p>Whilst we appreciate the Green Circle improvement scheme will be delivered in phases, we support the overall objective, to enhance significant improvements, ease of movement and quality of public realm. We also note that this builds on both onsite and offsite Northern Arc proposals.</p> <p>The Townwide Green Links appear to be a combination of on and off highway walking and cycling improvements that will link key locations in the town together and support the aspiration of the Townwide Strategy and Neighbourhood Plan, to improve walking and cycling links across Burgess Hill.</p> <p>As these Green Links will tie in with existing and proposed infrastructure to be delivered through the Place and Connectivity Programme, including off-site improvements being delivered by the Northern Arc development, we believe that our Science and Technology Park proposals provide a further opportunity</p>

	to expand Green Links and link with the green superhighway, which forms part of the A2300 enhancements
<b>Lewes District Council and Eastbourne Borough Council</b>	<p>LDC recognise that infrastructure that supports the safe use of cycles as a realistic transport choice has a number of key benefits including:</p> <ul style="list-style-type: none"> <li>- Improved transport sustainability</li> <li>- Addressing climate change</li> <li>- Reducing traffic</li> <li>- Improved air quality promotion</li> <li>- Increased physical activity</li> <li>- Improved public health and personal well being</li> <li>- Increase social inclusion for those who do not have access to a car</li> <li>- Supports wider tourism</li> <li>- Helps create a healthier community environment</li> </ul> <p>It is against this background that LDC support the establishment of a network of cycle paths and greenways to enhance connectivity across the policy area.</p>
<b>West Sussex CC</b>	<p>Could be developed further into a LCWIP (following the prescribed 6-step Scope to install cycle repair station(s)? MDSC would need to maintain.</p> <p>Priority is based on complexity and strategic value, rather than existing and predicted use, casualty reduction, access to education/key destinations. As a result, several of the routes have the same priority score/ranking. That said, it would make sense to deliver all the Priority 1 routes at the same time if possible, in order to create an initial network (phase 1). Is that the plan?</p> <p>Would be useful if the scoring system could be explained (e.g. what dictates a score of 1, 2 or 3?) There does not appear to be an assessment of cost/vfm? Are high level cost estimates available for inclusion?</p> <p>Will the growth programme also deliver Phase 2? This would add extra value to Phase 1 and go some way to delivering a completed cycle network for BH. Has PRoW team been consulted on these routes (e.g. where they run on footpaths)?</p> <p>Green Circle Has British Horse Society been consulted - particularly with reference to crossing design? Presumably, BHS is a key stakeholder and being consulted as such?</p> <p>Scope to install cycle repair station(s)? MDSC would need to maintain. Should Zebra Crossing read Parallel Crossing? e.g. to business park/York Road - opportunity to improve cycle access to the business park?</p> <p>It is likely that proposed changes in speed limits will need to align with WSCC's speed limit policy. Contact Jon Forster for details. Also seek JF's view re: use of thermoplastic logos on the carriageway.</p>
<b>West Sussex CC PRoW</b>	<p>Structures- Removal of gates and replacing with bollards on PROW will require the consent of the landowner as they are ultimately responsible for the maintenance of structures and they may actually require gates for stock control. New structures require consent of the necessary landowner as well as approval by WSCC PROW Team. An application to install a new structure would need to be submitted and considered. Future responsibility/maintenance of structures such as culverts/bridges needs to be considered and each discussed on an individual case by case basis</p> <p>Lighting-</p>

	<p>Who will be responsible for maintaining this? The lower level lighting also becomes easily covered in overgrown vegetation, who will be liable for ensuring this is cut back?</p> <p><b>Signage/Seating/Artwork-</b> New signage/seating/artwork will require the prior consent and approval of the landowner concerned and if PROW signage is proposed to be moved or altered in anyway, the PROW Team need to be consulted.</p> <p><b>Legal issues-</b> There are a number of 'minor amendments' proposed in relation to the legal lines of Footpaths and bridleways. These will require legal orders/agreements to be undertaken which will need to be discussed with the PROW team. Such legal processes can be time consuming and the desired outcome cannot always be guaranteed.</p> <p>Path widening may also require a legal process to alter the Definitive Map and Statement to ensure the width of the path is retained for the future</p> <p><b>Consultees-</b> Close consultation is required with user groups, in particular the British Horse Society in relation to the general plans and site-specific proposals to check they are in agreement and comply with their needs?</p>
<b>SOFLAG</b>	Support improvements to Townwide Green Links and Green Circle including enhancements to the access point at Keymer Road.
<b>Historic England</b>	<p>Historic England supports the broad purpose and intentions of the programme to improve to the experience of pedestrians and cyclists in and around Burgess Hill by upgrading key routes and enhancing public realm. Positive changes in the local environment can help to increase the understanding of the historic environment and appreciation of heritage assets as people have more opportunity to enjoy the spaces they are in and pass through.</p> <p>Historic England would strongly advise that the Council's own conservation advisers are closely involved throughout the preparation of the programme, as they are often best placed to advise on local historic environment issues and priorities, and consideration of the design options relating to the historic environment.</p> <p>These comments are based on the information provided by you at this time and for the avoidance of doubt does not reflect our obligation to advise you on, and potentially object to, any specific development proposal which may subsequently arise from this or later versions of the plan and which may, in our view, have adverse effects on the historic environment.</p>

The Triangle Leisure Centre Area

<b>Burgess Hill Town Council</b>	The Town Council supports the plans for this project.
<b>Dacorar (Southern) Limited</b>	<p>As part of the Science and Technology Park proposals we are in discussions with key partners including WSCC as Highway Authority and Metrobus and Compass as bus operators. We note that this scheme improves bus stops facilities and proposes the introduction of live bus timetables (RTPI).</p> <p>We also welcome improved secure cycle parking facilities and wayfinding especially from the route on Sussex Way, to compliment connectivity with the Northern Arc development. This can be further enhanced, as appropriate, with our STP proposals.</p> <p>We note that the level of activity at the Triangle Leisure Centre is predicted to grow significantly due to the continuing popularity of the facility and increased demand from local housing and employment growth, in the area. We therefore support any proposals that will enhance public spaces at the leisure centre and improve access to and across the site from adjacent areas.</p>
<b>Metrobus</b>	Access Road to Northern Arc – the lack of priority access to, from and through the various phases of Northern Arc was discussed with local Councillors. This will make future services less attractive to use, more costly to deliver and could potentially encourage new residents to travel by car, creating more congestion to the growing number in Burgess Hill.
<b>Lewes District Council and Eastbourne Borough Council</b>	<p>LDC recognise that infrastructure that supports the safe use of cycles as a realistic transport choice has a number of key benefits including:</p> <ul style="list-style-type: none"> <li>- Improved transport sustainability</li> <li>- Addressing climate change</li> <li>- Reducing traffic</li> <li>- Improved air quality promotion</li> <li>- Increased physical activity</li> <li>- Improved public health and personal well being</li> <li>- Increase social inclusion for those who do not have access to a car</li> <li>- Supports wider tourism</li> <li>- Helps create a healthier community environment</li> </ul> <p>It is against this background that LDC support the establishment of a network of cycle paths and greenways to enhance connectivity across the policy area.</p>
<b>West Sussex CC</b>	<p>Consult Ian Patrick re: school access/parking proposals          Sussex Way is a bus route.</p> <p>Is narrowing the carriageway to 6m feasible?</p>
<b>CPRE Sussex</b>	<p>Burgess Hill may be losing a lot of internal green space to development proposals, so these schemes must incorporate more green space to lift the character of the Burgess Hill Town Centre. Several very substantial cycle routes are proposed that greatly reduce green space and even some of the proposals that have not been prioritised take green space for cycle routes without any consideration of compensatory action.</p> <p>The current plans could be reworked to advantage to maximise green space use. Green space provision should be an integral part of the proposals; they should not be thought of as a nice to have or a residual after the hard surfaces have been laid down</p>

**Hurstpierpoint &  
Sayers Common  
Parish Council**

Phase 1 of the Programme includes little that affects Hurstpierpoint directly. However, we note the Townwide Green Links, and whilst these are contained within Burgess Hill itself, we are currently discussing with WSCC the provision of Cycle paths within our parish some of which would look to connect to locations such as the Triangle.

Unfortunately COVID 19 has put these discussions on hold at this point, but we would ask that these discussions are taken into account when considering the Green Links, in particular those relating to Jane Murray Way.

We note that the A2300 does not form part of Phase 1, but given that a large part of this falls within Hurstpierpoint Parish we would obviously wish to be involved in any consultations that arise at a later date. Thank you.

## Bus Infrastructure Improvements

<p><b>Burgess Town Council</b></p>	<p>Welcomes improved passenger waiting facilities and provision of additional Real Time Passenger Information (RTPI) screens.          Note the ‘Wish List’ put forward by the Town Council for new bus shelters will affect the type of RTPI screen installed.</p> <p>Take into consideration Metrobus’ comments suggesting a bus and cycle lane and revisit proposals for Queen Elizabeth Avenue and McDonald’s roundabout</p>
<p>Dacorar (Southern) Ltd</p>	<p>As with our comments on previous projects, we are working very closely with Metrobus and Compass regarding improved bus passenger waiting facilities and quality provision within our STP. Links with key transport nodes and the Northern Arc will be essential in ensuring a quality experience and comprehensive service. Therefore, the 26 existing bus stops improvements and installation of RTPI are supported.</p>
<p>Metrobus</p>	<p>We suggested the idea of introducing ‘superhub’ bus shelters to key locations in Burgess Hill. A superhub is a sort of departure lounge that can feature advanced technology such as FREE Wi-Fi, touch screen information (e.g. weather, traffic delays etc.) and even a coffee shop where space permits. We have been having similar discussions with Crawley BC and WSCC to introduce this exciting new piece of innovation to many stops across Manor Royal.</p> <p>We see from the deigns of Church Road, improvements have been made to the infrastructure, creating a more exciting shop window to our customers with green space shelters. However, the drawings do seem to feature a lot of cars... hardly fitting for a plan that’s supposed to reduce car usage. It is also worth noting that the drawing has reduced the bus bays down to 2 spaces. This can have am Impact on services as sometimes, particularly in rush hour, all 3 bays are required to prevent buses blocking the road for other road users.</p> <p>We are excited to see more RealTime information displays installed across the town. This will help to inform passengers better, not only with live bus tracking but also to post important updates such as diversions, delays or even special on bus offers. We would suggest the possibility to explore the opportunity to install these inside key areas such as the railway station, shopping centre and even shops.</p>
<p>Lewes District Council and Eastbourne Borough Council</p>	<p>LDC recognise that infrastructure that supports the safe use of cycles as a realistic transport choice has a number of key benefits including:</p> <ul style="list-style-type: none"> <li>- Improved transport sustainability</li> <li>- Addressing climate change</li> <li>- Reducing traffic</li> <li>- Improved air quality promotion</li> <li>- Increased physical activity</li> <li>- Improved public health and personal well being</li> <li>- Increase social inclusion for those who do not have access to a car</li> <li>- Supports wider tourism</li> <li>- Helps create a healthier community environment</li> </ul> <p>It is against this background that LDC support the establishment of a network of cycle paths and greenways to enhance connectivity across the policy area</p>

### Proposed Cycle Parking

<p><b>Burgess Hill Town Council</b></p>	<p>Supports additional cycle parking in Burgess Hill however the consultation provides limited information such as the type and design of cycle parking.</p> <p>Consider including the following locations to Phase 1:</p> <ul style="list-style-type: none"> <li>• Co-op, Junction Road</li> <li>• Co-op, Maple Drive</li> <li>• Co-op, Kings Way</li> <li>• Tesco Express, Gatehouse Lane</li> </ul> <p>Prefer covered cycle parking but request they are well lit and CCTV installed to reduce anti-social behaviour.</p>
<p>Dacorar (Southern) Ltd</p>	<p>As stated with previous projects, improvements to enhance cycle parking and provision is supported and our STP proposals will ensure that cycle parking and access is maximised.</p>
<p>Lewes District Council and Eastbourne Borough Council</p>	<p>LDC recognise that infrastructure that supports the safe use of cycles as a realistic transport choice has a number of key benefits including:</p> <ul style="list-style-type: none"> <li>- Improved transport sustainability</li> <li>- Addressing climate change</li> <li>- Reducing traffic</li> <li>- Improved air quality promotion</li> <li>- Increased physical activity</li> <li>- Improved public health and personal well being</li> <li>- Increase social inclusion for those who do not have access to a car</li> <li>- Supports wider tourism</li> <li>- Helps create a healthier community environment</li> </ul> <p>It is against this background that LDC support the establishment of a network of cycle paths and greenways to enhance connectivity across the policy area.</p>

## Town Centre Church Walk

<p><b>CPRE Sussex</b></p>	<p>These schemes must incorporate more green space to lift the character of the Burgess Hill Town Centre as a lot of internal green space is being lost due to development proposals.</p> <p>Several very substantial cycle routes are proposed that greatly reduce green space and even some of the proposals that have not been prioritised take green space for cycle routes without any consideration of compensatory action.</p> <p>There is an opportunity here to greatly improve the character of the centre of the Town by expanding (or even inserting in the case of Church Walk) green areas and working to prevent fragmentation of existing green space. The current plans could be reworked to advantage to maximise green space use.</p> <p>Green space provision should be an integral part of the proposals; they should not be thought of as a nice to have or a residual after the hard surfaces have been laid down.</p>
<p>RBL Women's Section, Royal Naval Assoc. RBL., Member of the Remembrance committee</p>	<p>Planting trees down the side of Church walk will make marching during the annual Remembrance parade impossible. This has taken place for many, many years. Trees were removed on the other side because they were causing problems so why put trees back in the walk?</p> <p>The opening up of the War Memorial would be sacrilegious. The area has been designed to be a place that people can go to remember those who gave their lives in 2 world Wars and should stay as a special monument with the walls and gates not treated as a picnic area. No one from the Ex Service groups especially the Royal British Legion has been consulted about any changes, you have even removed the flag pole.</p>
<p><b>Burgess Hill Town Council</b></p>	<p>Support locating trees and plants in Church Walk and Church Road, though request use different species of trees as Lime trees produce sticky sap and Crab Apple trees drop their fruit and cause trip and slip hazards to pedestrians.</p> <p>The Town Council has the opportunity to choose the design of planters for plants. As a standard policy, trees should be planted into the ground rather than planters.</p> <p>A raised table crossing is needed across Crescent Road from Church Walk to St John's Church and also at junction across St John's Road by St John's Church to St John's Park.</p> <p>Formalise the entrance into St John's Park from St John's Road.</p> <p>Do not support the idea of an amphitheatre.</p> <p>Agree to removal of existing Stone Garden. A flexible open space could be framed in some way to include Memorial Garden and extend the planter by the Post Office to complement an extension to the Memorial Garden and make a more attractive welcoming entrance into the town centre.</p> <p>Consider a ground level water feature at the bottom of Church Walk which can be turned off for events.</p>

	<p>Request the street lighting is redesigned from Bandstand down to the Town Council offices so there is a clearer area for event staging.</p> <p>Seating/planting next to Theatre Club is disconnected from main Memorial Garden, suggest plants thinned out and add more seats. Retain all roses but transplant as part of an enlargement of the Memorial Garden.</p> <p>War Memorial low brick wall by Crescent Road/Way uninteresting and entrance is facing away from town centre so not inclusive. Would like entrance facing the town centre, make Memorial Garden bigger by bringing it out into Church Walk/next to Theatre Club, but still have it as an area set apart/tranquil contemplation, plus additional seating. The War Memorial Trust need to be consulted on proposed works.</p> <p>Review location of bike storage area so that the risk of opportunistic theft is reduced to a minimum.</p> <p>Retain the Bandstand and 'Choochy-train' seat.</p> <p>Seating and tree protection should be produced from sustainable materials (e.g. sustainable hardwood or recycled materials).</p>
<p>Acting Chairman Burgess Hill Royal British Legion</p>	<p>Concerns regarding the plan to 'open' the War Memorial to the wider environment. There are within Burgess Hill, many Veteran's groups, including the RBL, Royal Naval Association, Burma Star etc., who view the Memorial as not only a symbol of sacrifice and remembrance, but as a place for quiet reflection and contemplation. Over the years, the Memorial garden has been somewhere were anyone can go, for a moments peace, away from the bustle of the town - even though the Memorial is still close to the town centre, it nonetheless feels distant and therefore more peaceful. Additionally, historically there has been little or no vandalism around the Memorial, due I believe to its separation from Church walk.</p> <p>It is the RBL's view that all the above would be compromised by opening up the gardens into the wider surrounds of Church Walk. Whilst we appreciate the Memorial is the Town's Memorial, we ask that you appreciate that its existence in its current form, means so much to the military veterans of Burgess Hill and should continue to remain this way for their families as well, when they are no longer with us.</p> <p>Concerns regarding the plans for the central area of Church Walk, from Cyprus Road to the Post Office. The contingents which make up the annual Remembrance Parade, march down Church Walk, from the top of the town and the current proposals would make this all but impossible. This in turn would lead to trying to plan a different route, which would entail more comprehensive road closures, additional traffic policing and a growing safety aspect which would not be sustainable for this event. Additionally, there would be very limited space for the crowds which turn out for this event, to gather around or near the War Memorial. As these Remembrance Parades have been a feature for over 100 years, we feel it would wrong to put them in jeopardy.</p> <p>Overall I feel the plans are ill thought out and clearly have not been discussed with any local interest group. The building of an 'amphitheatre' style area would cause all sorts of problems to pedestrians, particularly the disabled. To be honest, all that needs to be done is remove the stone garden, open up the whole walkway and make it available for markets, on a regular basis, to help with economic regeneration.</p>

<p>Metrobus</p>	<p>We see from designs of Church Road, improvements have been made to the infrastructure, creating a more exciting shop window to our customers with green space shelters. However, the drawings do seem to feature a lot of cars which is hardly fitting for a plan that is supposed to reduce car usage. It is also worth noting that the drawing has reduced the bus bays down to 2 spaces. This can have an impact on services as sometimes, particularly in rush hour, all 3 bays are required to prevent buses blocking the road for other road users.</p>
<p>Dacorar (Southern) Ltd</p>	<p>This area forms the main spine through the town centre providing a gateway route into the town centre from the railway station. We support the upgrade to public spaces and the underlying concept that improvements can be made to provide comprehensive links with the Burgess Hill Railway Station, Station Rd, Northern Arc, our STP and wider Town Centre Regeneration.</p>
<p>Lewes District Council and Eastbourne Borough Council</p>	<p>LDC recognise that infrastructure that supports the safe use of cycles as a realistic transport choice has a number of key benefits including:</p> <ul style="list-style-type: none"> <li>- Improved transport sustainability</li> <li>- Addressing climate change</li> <li>- Reducing traffic</li> <li>- Improved air quality promotion</li> <li>- Increased physical activity</li> <li>- Improved public health and personal well being</li> <li>- Increase social inclusion for those who do not have access to a car</li> <li>- Supports wider tourism</li> <li>- Helps create a healthier community environment</li> </ul> <p>It is against this background that LDC support the establishment of a network of cycle paths and greenways to enhance connectivity across the policy area.</p>
<p>Market Place Shopping Centre – Centre Manager – Sam Mansell</p>	<p>It is great that this is being reviewed and lovely to hear that these considerations are being accounted for in Burgess Hill.</p> <p>The website is a little hard to navigate and to understand what is being proposed.</p> <p>Would you be able to outline/give a little more guidance on whether anything that is proposed here will affect the running/ access to our Service Area ‘C’ which is located off Station Road, Burgess Hill?</p> <p>Will the proposed traffic light system being introduced by the roundabout on Queen Elizabeth Avenue/Station Road/McDonalds impact upon the exit of the car park adjacent to Waitrose, creating a back log of vehicles into the car park if customers are encouraged only to turn left?</p>
<p>Richard Hopkins – Hopkins Pharmacy 29 Station Road</p>	<p>I own and run Hopkins Pharmacy, 29 Station Road, Burgess Hill and have recently been made aware of plans to convert the footpath outside my Pharmacy to a combined use of pedestrians and cycle path.</p> <p>I wish to inform you that the majority of my patients are elderly or disabled who have reduced mobility and would be unable to react to either cyclists turning a safe pavement to an unsafe one, in short I can see accidents happening if this plan is allowed to continue with elderly people being hurt.</p> <p>Some of my customers travel to collect their medication by electric wheelchair, these people would be unable to do so as there would be not enough space, thereby disadvantaging them.</p> <p>A better plan would be to look at lower exit from the station on the south side , there is room to upgrade the road to 2 lanes and with relocation of businesses there would be space for a bus hub which would transfer the commuters from the station into the bus network, also more parking could be considered. This</p>

	<p>area is deficient in a proper footpath from this area to the Wolstonbury Way car park, currently people have made a muddy path through the bushes straight onto Wolstonbury Way with no path on that side.</p>
<p>West Sussex CC</p>	<p>This scheme is well-meaning but is in danger of looking fragmented and “busy” with too many ideas that seem to lack a coordinated coherent vision.</p> <p>Using different coloured surface treatment can look dramatic the day after the scheme has been completed but as it tarnishes over time it can contribute to the sense of clutter.</p> <p>Would there be value in adding an early cycle release system at the signalised junction, in addition to the Toucans, for cyclists who choose to ride on the road? Jon Forster may have a view on this.</p> <p>Can priority be given to cycles at side road junctions? Ditto McDonald’s car park entrance? Scope for contraflow cycling on Mill Road? Scope to create a shared footway cycleway on the north side of Keymer Road between the proposed Toucan and Burgess Hill School for Girls (final drawing)? The school is a key destination and currently the proposed Toucan does not seem to lead eastbound cyclists anywhere.</p>
<p>Historic England</p>	<p>Historic England supports the broad purpose and intentions of the programme to improve to the experience of pedestrians and cyclists in and around Burgess Hill by upgrading key routes and enhancing public realm. Positive changes in the local environment can help to increase the understanding of the historic environment and appreciation of heritage assets as people have more opportunity to enjoy the spaces they are in and pass through.</p> <p>While Historic England has no comments to make on the details of the programme’s specific proposals, which deal largely with matters beyond its remit and areas of competence, you may find it helpful to refer to the public realm advice on the Historic England website: <a href="https://historicengland.org.uk/advice/caring-for-heritage/streets-for-all/">https://historicengland.org.uk/advice/caring-for-heritage/streets-for-all/</a>.</p> <p>In particular, the examples and illustrations in the Streets for All and Streets for All: South East documents may be useful in relation to works affecting heritage areas and settings, such as Church Road and Church Walk in Burgess Hill town centre: <a href="https://historicengland.org.uk/images-books/publications/streets-for-all/">https://historicengland.org.uk/images-books/publications/streets-for-all/</a> and <a href="https://historicengland.org.uk/images-books/publications/streets-for-all-south-east">https://historicengland.org.uk/images-books/publications/streets-for-all-south-east</a>.</p> <p>Historic England would strongly advise that the Council’s own conservation advisers are closely involved throughout the preparation of the programme, as they are often best placed to advise on local historic environment issues and priorities, and consideration of the design options relating to the historic environment.</p> <p>These comments are based on the information provided by you at this time and for the</p>

	<p>avoidance of doubt does not reflect our obligation to advise you on, and potentially object to, any specific development proposal which may subsequently arise from this or later versions of the plan and which may, in our view, have adverse effects on the historic environment.</p>
--	---

## Victoria Business Park

<p><b>Burgess Hill Town Council</b></p>	<p>Proposals for Victoria Business Park need to be reconsidered with the alternative of selective on-carriageway cycling provision.</p> <p>Current proposal underestimates the level of street parking in the area and capacity required and the plan is not practical on this point.</p> <p>Safe route for cyclists is around the Green Circle path network with entry/exit points into Victoria Business Park.</p> <p>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 from Victoria Road to York Road.</p> <p>Request funds from this project are used for traffic lights at Mill Road/Leylands Road</p> <p>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.</p>
<p><b>Hargreaves Property Investment &amp; Development</b></p>	<p>How is it intended parking restrictions will be imposed on the private section of York Road, which is owned by Hargreaves?</p> <p>What is proposed in respect of these restrictions; no waiting/no more than a certain amount of time etc. ?</p> <p>Provides a professional well-kept appearance and for which such planting was a requirement and agreed under condition by way of the planning permission for Burgess Hill Trade Centre.</p> <p>In addition to the landscaping, there is an illuminated totem sign advertising the development, where is it intended this will be moved to considering the widening of the footpath?</p> <p>How much, by reference to a plan of the land on the north side of York Road, will be taken noting the increase to 2.3 metres; might this also incorporate pushing back the existing car parking spaces as well as the removal of the landscaping which will then reduce the amount of parking and circulation? I note from my question within the Zoom conference call that you stated works will be completed within the existing highway boundary only?</p> <p>How is it intended that this land will be treated i.e. is it to be acquired, licence granted or other arrangement which enables these works to be undertaken and open to the public on private land?</p> <p>The proposed “informal crossing” at the junction of York Road and Charles Avenue is a significant health and safety risk; vehicles speed round the corner from Charles Avenue, meaning that anyone crossing the road will not be seen until the last minute, this area is not lit so will be particularly difficult in the winter.</p> <p>The land take at the south-western corner of the junction of Charles Avenue and York Road ignores the fact there is an access from the car park of Unit 2 York Road in this area.</p> <p>The “proposed on-street parking” will result in stacking and delays in this area</p>

	<p>meaning that two-way traffic along what is the main entrance to the Burgess Hill Industrial Estate is restricted to one-way moreover, this area already suffers from parking issues whereby the adjacent trampoline centre visitors park across such spaces.</p> <p>A reduction in the carriageway width should be avoided at all costs, seemingly the reason for reducing the carriageway width and/or reducing the width of the footpath adjacent to the hotel is that this will result in the need to acquire an area of landscaping from the front of the hotel.</p> <p>If it is acceptable to remove the landscaping on north side of York Road then by implication it should be acceptable to remove the landscaping outside the hotel.</p> <p>With what is a very busy road anyway, the suggestion of restricting the width to 7.2 metres should be rescinded; this is used by a considerable amount of HGV's and reducing the width from 7.5 to 6 metres at the southern end of Charles Avenue will merely result in accidents, health and safety issues and delays to traffic.</p> <p>Reference to removing the verge on the south side and moving the road south to create a new 3.5 metre facility, in effect shifting the road south, is pointless when the 3.5 metre shared path could merely be widened by taking land from the owners on the north side of the road.</p> <p>Reference to increasing the width of Albert Drive, along what length of roadway in York Road does this occur or is this as per drawing sheet 01 &amp; 02?</p> <p>Reference to a potential future opportunity in respect of a pedestrian link along the Pookbourne landscaped area, east of Charles Avenue; this is private land with no existing footpath and is available merely to the businesses of the estate, therefore should not be provided.</p> <p>Reference to “on-street parking” at the northern end of Charles Avenue. This area requires the existing width to remain in order to prevent a log jam with vehicles parking on the road, moreover there is no justification for on-street parking in this location when the associated and surrounding businesses have adequate parking provided already.</p> <p>Reference to “improve and widen the existing link” this is the road / pavement to the east of Alexander Rose; unclear how this will be widened but further details required.</p> <p>Whilst the suggestions of improved connectivity, footpath / links are to be applauded this should not be at the detriment of the existing area and businesses as proposed at the moment.</p>
Dacorar (Southern)Ltd	<p>Whilst we appreciate that this is still at concept stage, we support enhancement of employment provision in the town centre as well as enhanced pedestrian and cycle provision, particularly any improved links with the 'Green Circle' cycle route.</p>
Lewes District Council and Eastbourne Borough Council	<p>LDC recognise that infrastructure that supports the safe use of cycles as a realistic transport choice has a number of key benefits including:</p> <ul style="list-style-type: none"> <li>- Improved transport sustainability</li> <li>- Addressing climate change</li> <li>- Reducing traffic</li> <li>- Improved air quality promotion</li> <li>- Increased physical activity</li> <li>- Improved public health and personal well being</li> </ul>

	<ul style="list-style-type: none"> <li>- Increase social inclusion for those who do not have access to a car</li> <li>- Supports wider tourism</li> <li>- Helps create a healthier community environment</li> </ul> <p>It is against this background that LDC support the establishment of a network of cycle paths and greenways to enhance connectivity across the policy area.</p>
Burgess Hill Business Park Association	Overall look favourably on the plans to improve transport arrangements in Burgess Hill. Such improvements should have a positive impact on the parking issues and congestion that adversely impact the industrial estate today.
Atlas COPCO	Some good ideas in isolation however, they do not seem to come together seamlessly and/or logically. Increasing sustainability of transport to/from the VBP and offering alternative modes to the currently popular single occupancy of car travel would be beneficial.