

**Central Mid Sussex County Local Committee**

**15 September 2015**

**Haywards Heath Town Centre Transport Study**

**Consultation Report by Director of Strategic Planning & Place and Strategic Planning Manager**

<b>Ref: CMS03(15/16)</b>
<b>Key Decision: No</b>
<b>Part I</b>
<b>Electoral Division(s): (or N/A)</b>

### **Executive Summary**

The opening of the Haywards Heath Relief Road (HHRR) in summer 2014 has allowed through traffic to divert away from Haywards Heath Town Centre (HHTC) and there are opportunities to improve the town centre to make it a more attractive and vibrant place for people to visit and support local businesses.

In October 2014, the County Council commissioned Atkins to undertake a technical assessment and appraisal of transport options to improve the transport infrastructure in HHTC. The purpose of the Study was to identify and assess transport schemes that balance the needs of all users, improve accessibility to and around the town, and promote regeneration and economic growth.

This consultation report presents the conclusions of the Study including a value for money assessment of 21 schemes. The Study concludes that most of the schemes would offer good value for money and have the potential to be taken forward, either in isolation, or as packages (subject to addressing interdependencies). However, the Study notes that it could be challenging to develop a business case for one of the schemes (Muster Green Gyratory) because transport modelling indicates this could result in increased journey times and delays to some journeys.

The Study has been guided by the Haywards Heath Town Centre Transport Study Working Group which has included local Members from Haywards Heath Town Council, Mid Sussex District Council and West Sussex County Council. At this stage, however, all schemes are only at feasibility stage and no preferred options have been identified by the County Council.

For any scheme to be implemented, it will need to be included in the County Council's Capital Programme by demonstrating how it delivers corporate ambitions and intentions; these include the objectives of the West Sussex Transport Plan and the three priorities of the Future West Sussex Plan: giving children the best start in life, championing the West Sussex economy, and promoting independence in later life. It will also be necessary to identify or secure the necessary funding and carry out all relevant design stages, consultation and approvals prior to implementation. The details of possible funding sources for each scheme have been shown in Section 15 of this report.

## **Recommendations**

The Committee is recommended to:

- A. Note the contents of the Study report, its findings, and its recommendations;
- B. Request the Study report recommendations, once prioritised by the Committee, be taken into account by the County Council and partners when considering making future investment decisions against agreed County Council priorities, and in particular when seeking external funding and making use of developer contributions (in line with all relevant planning regulations);
- C. Request that the Cabinet Member for Highways and Transport:
  - i. publishes the report and invites local stakeholders to provide feedback to the Committee on its contents and identify their priority schemes;
  - ii. considers this priority list of schemes against agreed County Council priorities and if approved by the County Council, work with all relevant bodies to ensure the scheme objectives are delivered;
  - iii. notes that as and when other schemes emerge, they, too, will be assessed against County Council agreed priorities; and
  - iv. if identified as a priority by the County Council, more detailed work be undertaken to assess the potential of the Muster Green Gyrotory scheme.
- D. Continue the work of the Haywards Heath Town Centre Transport Study Working Group by; reviewing the feedback from local stakeholders, prioritising the schemes and/or packages, and reporting back to the Committee.

## **1. Background**

- 1.1 In October 2014, the County Council commissioned Atkins to undertake a technical assessment and appraisal of transport options to improve the transport infrastructure in Haywards Heath Town Centre (HHTC). The purpose of the Study was to develop a coherent package of transport schemes that balance the needs of all users, improve accessibility to and around the town centre and promote regeneration and economic growth.
- 1.2 The opening of the Haywards Heath Relief Road (HHRR) in 2014 has allowed through traffic to divert away from the town centre presenting opportunities to improve the town centre to make it a more attractive and vibrant place for people to visit and support local businesses.
- 1.3 The Study was undertaken in two stages. Stage 1 of the Study developed a package of schemes following data gathering, stakeholder consultation and appraisal of an initial long list of schemes. During Stage 2 of the Study, these schemes were tested through traffic modelling assessments and designs were progressed to feasibility stage. This included the preparation of scheme cost estimates, identification of scheme issues and risks, along with the completion of a Stage 1 Road Safety Audit.

1.4 This consultation report presents the conclusions of the Study technical assessment including the recommendations of the consultants.

## 2. Consultation

2.1 A range of Member, wider stakeholder and public engagement has been undertaken to inform the Study. The time and effort of the different groups and individuals who have engaged in the Study is duly acknowledged.

2.2 **Members** - The Study has been guided by the Haywards Heath Town Centre Transport Study Working Group which has included Members from Haywards Heath Town Council, Mid Sussex District Council and West Sussex County Council.

2.3 **Wider stakeholders** – Wider stakeholder engagement workshops were held to gain input into the Study, including representatives from local business, transport providers, community and voluntary organisations (Appendix A includes a list of stakeholder attendees). An initial wider stakeholder workshop was held to identify the key transport issues around Haywards Heath Town Centre, as well as to gain views on potential solutions. A second wider stakeholder workshop was held to receive views on sets of recommended and alternative options for key areas of the town centre developed by Atkins.

2.4 **Public** – Following the initial wider stakeholder workshop, a public consultation event was held, as well as a separate online survey which gained 264 responses. The public were asked to rate the importance of transport issues in the town as well as state their level of support for particular solutions.

## 3. The Study

3.1 The Study focused on three town centre areas:

- Commercial Square roundabout, Market Place and access to Haywards Heath Railway Station, and Perrymount Road connecting towards the town centre;
- The Broadway and Muster Green Gyratory; and
- South Road, Sussex Square Roundabout and Sussex Road.

3.2 The Study also considered the wider transport network of the town centre as well as transport measures applicable to the whole of the town centre.

3.3 The objectives of the Study were to:

- Understand the conditions in the town centre for pedestrian, cycle and vehicular movements, of access to, and within, the town centre;

- Identify opportunities for creating a high quality public realm to meet community aspirations around accessibility and permeability, particularly along B2272 South Road and B2028 The Broadway;
  - Identify suitable transport solutions to address identified issues and enable delivery of regeneration and growth in the town centre, with initial tested designs with costs and risks to implementation; and
  - Identify improvements to create safe, direct and attractive routes to encourage greater use of walking, cycling and public transport into the town centre and at Haywards Heath Station.
- 3.4 Using public and stakeholder feedback and with input from the consultants, a series of options were identified by Atkins for the main town centre study areas. The second wider stakeholder workshop resulted in stakeholder identification of a preferred series of schemes from two sets of options. The alternative options, which were not taken forward, are described in section 8.
- 3.5 Further analysis of the schemes was undertaken using the Department for Transport's Early Assessment Sifting Tool (EAST)<sup>1</sup> framework and WebTAG guidance<sup>2</sup>. The results of this appraisal analysis can be used to inform future decisions on which schemes may be taken forward.
- 3.6 The main junction proposals for Commercial Square Roundabout, Muster Green Gyratory and Sussex Square Roundabout were tested using peak time traffic flow data collected in March 2015, and traffic models developed for the signalised and priority junctions as appropriate. Base models were developed for 2015 traffic flows and the proposals were also tested using 2031 traffic flows derived from the WSCC County Strategic Traffic Model.
- 3.7 Forecast traffic flows for 2031 were based on the "Development Case committed and neighbourhood plan developments with primary transport interventions" used in the Mid Sussex Transport Study Stage 2 Report, September 2013 (Document Reference - CO03022422FR04).
- 3.8 The conclusions from the Study and the consultant's recommendations for each location are summarised in this report and in the Study report non-technical summary and scheme drawings in Appendices B and C. It should be noted that all schemes are designed to a feasibility stage only and may be subject to change at later design stages.

#### **4. Commercial Square Roundabout, Market Place, Haywards Heath Railway Station and Perrymount Road**

- 4.1 Proposals focus on improving pedestrian and cycle facilities at Commercial Square Roundabout and improving cycle route connectivity to and from

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<sup>1</sup> <http://assets.dft.gov.uk/publications/transport-business-case/east-guidance.pdf>

<sup>2</sup> <https://www.gov.uk/transport-analysis-guidance-webtag>

Sydney Road to the east and Market Place, Boltro Road and Harlands Road to the west of the railway bridge.

- 4.2 **Commercial Square** – Proposals include widened pedestrian islands, shared footway/cycleways on the south side of the junction, and potential public art provision (Appendix C.02).
  - 4.3 **Sydney Road** – A shared footway/cycleway is proposed on Sydney Road. 27 parking spaces would need to be removed and a review of traffic management on nearby streets undertaken (Appendix C.01).
  - 4.4 **Mill Green Road/Queens Road Junction** – Proposals include realigning the junction, formalising a right turn lane and installing a wider island for pedestrians to reduce traffic speeds and improve safety (Appendix C.02).
  - 4.5 **Market Place, Boltro Road, Bannister Way** – West of the railway bridge a shared footway/cycleway is proposed on Market Place to link with a quiet route on Boltro Road (Appendix C.09), along with a contraflow cycle way on part of Harlands Road to improve conditions for westbound cyclists. Repainting of the railway bridge is also proposed (Appendix C.08).
  - 4.6 **Perrymount Road and Clair Road** – A footway/cycleway is proposed on Perrymount Road and Clair Road, along with a raised table and uncontrolled crossing at the Clair Road junction to link with Clair Park. Clair Road is proposed to be one-way also using the new station exit. Parking is retained for the length of Perrymount Road (Appendix C.02).
- 5. The Broadway and Muster Green Gyratory**
- 5.1 Proposals focus on improving pedestrian facilities and the public realm of the Broadway from Heath Road to South Road.
  - 5.2 **The Broadway (between Heath Road and Muster Green North)** – Proposals include widened footways to enable public realm improvements, and crossing improvements at Heath Road. 15 parking spaces would be removed with 12 of these spaces relocated into the Muster Green Gyratory section of the Broadway (please see below) (Appendix C.04).
  - 5.3 **Muster Green Gyratory** – Proposals include closing the Broadway arm of the gyratory to vehicle through traffic, allowing the creation of shared use space. This would include some provision for car parking as well as being open for cyclists. The Broadway proposals aim to enhance and extend the existing café culture of The Broadway and provide a space for community events or markets. It is proposed to convert the Muster Green North, Dolphin Road and South Road sides of the gyratory to two-way operation (Appendix C.04).
- 6. South Road, Sussex Square Roundabout and Sussex Road**

- 6.1 Proposals focus on improving conditions for pedestrians and cyclists and providing public realm improvements to improve the attractiveness of this area of the town for shopping visitors.
- 6.2 **South Road** – Proposals include footway widening, additional cycle parking, and improved ‘raised surface’ crossing points, and opening up access between South Road and Victoria Park in association with a potential new café on the northern edge of the park. Four formalised disabled parking bays are proposed in addition to existing parking, loading and taxi bays. HGV and delivery restrictions at peak pedestrian times are also proposed (Appendices C.05 and C.06). Section 8.1 explains that South Road proposals could be adapted at a later date to include an alternative proposal to partially close South Road at certain times.
- 6.4 **Sussex Square Roundabout** – Proposals include shared footway/cycleways around the junction, widened pedestrian islands and raised tables for the South Road and Sussex Road junction arms (Appendix C.07).
- 6.5 **Sussex Road** – Proposals include footway widening, a raised table at the existing controlled crossing, retention of existing parking and provision of additional cycle parking (Appendix C.07).

## 7. Wider Area Measures

- 7.1 **Butler’s Green / Paddockhall Road Mini-Roundabout** – A widened shared footway/cycleway and a widened pedestrian refuge for cyclists are proposed (Appendix C.10).
- 7.2 **Clair Park and St Wilfrid’s Way** – Shared footways/cycleways are proposed to link Sydney Road and Clair Road, Oathall Road and Clair Road, and Oathall Road and St Wilfrid’s Way to the Orchards Shopping Centre and South Road (Appendix C.14 and C.06).
- 7.3 **Haywards Heath Relief Road gateway measures** – A mix of gateway features, footway widening and raised tables are proposed at the Butler’s Green Road / Tyler’s Green (Appendix C.11), Rocky Lane / Wivelsfield Road (Appendix C.12) and Lewes Road (Appendix C.13) Roundabouts. These aim to promote the impression that the routes into Haywards Heath are intended for local traffic, and to encourage through traffic to use the HHRR.
- 7.4 **20mph speed limits** – These are proposed for Perrymount Road, The Broadway, the Muster Green Gyratory, South Road, Sussex Road, Boltro Road, Market Place, and around the Milton Road – Harlands Road – Bannister Way – Market Place one-way system.
- 7.5 **Additional transport measures** – The Study has also considered other potential improvements to bus services, signage, information and travel behaviour change measures which could also support the objectives of the Study. This includes further partnership working to coordinate bus service operations as well as marketing, shared ticketing and bus stop

improvements. Further work on a signage strategy is also recommended, including to encourage use of appropriate routes to business parks. Behaviour change initiatives to promote new infrastructure and initiatives such as car share are also recommended.

## 8. Alternative Options

- 8.1 Atkins developed two main sets of options for each of the main study areas. For Perrymount Road, an alternative option to enhance pedestrian facilities, as opposed to cycling facilities, was proposed. In the Gyratory section of the Broadway, an alternative option proposed maintaining southbound through traffic, but restricting turning movements to Church Road and South Road only, to reduce congestion in this location. For South Road, the alternative option focused on partial closures of South Road at certain times to provide a more attractive space for shopping visitors at peak times. These options were not favoured by stakeholders and so were not considered in further detail; however, the South Road proposals could be adapted to include this measure at a later date if this was desirable.

## 9. Scheme Costs

- 9.1 Costs include design fees and are risk adjusted. A 15% optimism bias and inflation costs are applied on top of these figures in line with DfT guidance for the purposes of initial EAST appraisal (as discussed in paragraph 3.5).

<b>Scheme</b>	<b>Cost</b>
Mill Green Road / Queen's Road junction	£125,000
Commercial Square Roundabout	£265,000
Perrymount Road (North)	£230,000
Perrymount Road (South)	£910,000
The Broadway	£630,000
Muster Green Gyratory	£2,520,000
South Road (West)	£880,000
South Road (East)	£1,450,000
Sussex Square Roundabout	£520,000
Sussex Road	£850,000
Sydney Road	£430,000
St Wilfrid's Way	£30,000
Market Place	£520,000
Harlands Road	£350,000
Boltro Road	£25,000
Butler's Green Road Mini-Roundabouts	£70,000
Butler's Green Road / Tyler's Green Roundabout	£125,000

<b>Scheme</b>	<b>Cost</b>
Rocky Lane Roundabout	£90,000
Lewes Road Roundabout	£120,000
Clair Park	£170,000
20mph Speed Limit	£80,000
<b>Total Estimated Cost</b>	<b>£10,390,000</b>

## **10. Study Business Case**

- 10.1 The EAST appraisal has concluded that most of the schemes would offer good value for money and have the potential to be taken forward, either in isolation or as packages (subject to addressing interdependencies) depending on the available funding opportunities. The EAST appraisal highlights that the schemes could support the vitality and viability of the town centre promoting economic growth, as well as improve accessibility, improve road safety, encourage sustainable travel and promote low carbon transport.
- 10.2 The Study also notes that it could be challenging to develop a business case for the whole package primarily because transport modelling of the Muster Green Gyratory proposals has shown there could be an increase in journey times and delays to some journeys elsewhere. It is currently unclear whether or not these impacts are due to the limitations of the transport modelling methodology or suggest a more fundamental problem with the feasibility of the proposals. In any case, there will be a need for further assessment of the potential for traffic to reroute via the HHRR before a decision is taken to develop this scheme. It should also be noted that the Muster Green Gyratory proposals are directly linked to The Broadway proposals in that they will provide space to relocate some of the parking proposed to be removed from The Broadway; this dependency will need to be addressed in due course.

## **11. Study Recommendations**

- 11.1 The Study has grouped schemes by area where they are self-contained and notes the potential to bring forward different packages of schemes as part of a phased approach. Packages could be focused on particular themes or geographical areas to suit local priorities, available funding opportunities or the potential to support economic growth. A phased approach would also reduce the impact of construction and provide flexibility to respond to funding opportunities as and when they arise.
- 11.2 Proposals at Muster Green Gyratory are noted as being more challenging to bring forward due to the impact on the operation of the local road network. Due to the limitations of the transport modelling methodology used in the Study, it is recommended that further feasibility work is undertaken before deciding to take this proposal forwards. The Study recommends that an origin – destination survey is undertaken to determine the number of vehicles currently using the B2272 as a through route and therefore to estimate the number of vehicles that may re-route



to the HHRR if the changes at Muster Green Gyratory and Sussex Square are implemented. The Study also recommends that further assessment of the impact of vehicles re-routing onto other local roads as a result of the proposals is undertaken. If the impact of the Muster Green scheme on traffic is found to be unacceptable, the scope of this scheme may need to be revisited.

## **12. Presentation**

- 12.1 The Study concludes with a presentation to the Central Mid Sussex CLC at the meeting on 15 September 2015 which will explain the Study approach, the key project stages, the conclusions, and the recommendations to address the findings of the Haywards Heath Town Centre Transport Study.

## **13. Implementation**

- 13.1 Implementation of schemes identified in the Study would either be through new development or the County Council's Capital Programme. The Capital Programme is currently undergoing a review to ensure alignment of schemes with the County Council corporate objectives. The Integrated Works Programme (IWP) is the highways element of the Capital Programme. The IWP is usually approved by the Cabinet Member for Highways and Transport in March.
- 13.2 As the County Council has limited resources for investment, all schemes will need to be assessed alongside other potential investment priorities. It will be important to demonstrate how schemes meet the core three priorities of the Future West Sussex Plan of: giving children the best start in life, championing the West Sussex economy, and promoting independence in later life. In particular, schemes emerging through the Study will need to demonstrate the wider economic growth benefits they will deliver.

## **14. Alignment with Local Growth Opportunities**

- 14.1 The proposals within the Study have the potential to make a significant contribution to long term economic growth in the town. By improving the public realm and pedestrian and cycling connectivity to the town centre shopping streets, it will attract more people to shop in the area, increasing footfall, turnover and the associated benefits.
- 14.2 The town faces strong competition from main shopping centres in the sub-region such as Brighton and Crawley and public realm improvements will improve its competitiveness with these centres. Town centre retail property vacancies increased from 10 in 2008 to 18 in 2014 (Mid Sussex District Council Retail Study Update 2014). Public realm and access improvements will help to retain and encourage higher value and national retailers to move into the town centre by increasing footfall and dwell time in the town centre.

- 14.3 The schemes identified in the Study could also support a range of committed and potential employment and housing development opportunities to come forward, including those identified in the Haywards Heath Town Centre Masterplan (2007), the Draft Haywards Heath Neighbourhood Plan (2014) and the Pre-Submission Draft Mid Sussex District Plan (2015). For potential development sites, there will be a need to understand and quantify the potential to provide economic growth to support the preparation of a future business case. Paragraphs 14.4-14.7 provide an indication of local growth opportunities which may be supported by schemes identified in the Study.
- 14.4 The Perrymount Road, Commercial Square and Clair Park proposals could improve access to and support:
- The new 4,000m<sup>2</sup> Waitrose and Railway Station development;
  - Potential major redevelopment of leisure facilities at Clair Hall;
  - Potential enhancements to the Commercial Square secondary retail facilities.
- 14.5 Improvements to the Broadway and the Muster Green Gytratory could support:
- Enhancement and extension of The Broadway café culture;
  - Provision of attractive public space for events and potential additional market activities;
  - The new retirement development behind The Broadway and adjacent to Church Road.
- 14.6 Along South Road and Sussex Road proposals could support:
- Potential improvement and extension of facilities at the anchor Orchards Shopping Centre;
  - Potential new café in Victoria Park;
  - Enhancements to the viability of weaker secondary shopping areas.
- 14.7 The Transport Study proposals as a whole could improve access to the town centre retail and employment centres for a number of potential, but currently unallocated, housing development sites. This includes a site for 71 dwellings at The Priory adjacent to Sussex Square, and a site for 24 new homes adjacent to Church Road and St Wilfrid's Way which would be directly served by proposals from this Study. These sites are identified in separate consultation for the Haywards Heath Neighbourhood Plan which identifies sites for approximately 750 new homes across the town. The Pre-Submission Draft Mid Sussex District Plan identifies a housing provision figure of 11,050 homes from 1<sup>st</sup> April 2014 to 2031, including a strategic development of 3,500 homes to the north and north west of Burgess Hill. As Haywards Heath is a key shopping and leisure destination for residents across and beyond the town, these schemes have potential to support delivery of these new homes.

## **15. Funding Opportunities**

15.1 If any schemes identified in the Study are approved by the County Council for inclusion in the Capital Programme, it will also be necessary to secure sufficient funding for design and implementation. There are several possible sources including:

- **Highways capital funding** – the County Council is allocated block highway funding grants from central Government which are allocated annually through the IWP.
- **Developer funding** – where improvements would help to mitigate the impact of development in Haywards Heath, funding for mitigation measures may be secured through developer contributions. If a scheme is necessary to make development acceptable in planning terms, this would be through a section 106 agreement. Or alternatively, this could be through a Community Infrastructure Levy (CIL) which, once introduced, will be collected and allocated by the Local Planning Authority.
- **External challenge funding** – as opportunities arise, applications for funding can be submitted; for example to central Government or the Coast to Capital Local Enterprise Partnership (LEP). These are typically related to specific themes, issues or objectives such as the Local Growth Fund, which is linked to economic growth through delivery of housing and jobs. Funding tends to be allocated through a competitive process.

15.2 The location and scope of the schemes proposed through the Study have been reviewed against potential funding sources. The St Wilfred's Way, Boltro Road and Butler's Green Road Mini-Roundabouts schemes are directly linked to development options identified in the separate consultation on the draft Neighbourhood Plan and have potential to mitigate the impact of development by improving conditions for walking and cycling. The cost of these schemes also indicates that there is potential for these to be delivered entirely using developer funding in line with all relevant planning regulations.

15.3 The remaining schemes identified in the Study, will provide improvements to existing transport provision and also mitigation for new development by encouraging more sustainable travel patterns. Therefore, these schemes are likely to require funding from a range of sources including developer contributions, external challenge funding and/or highways capital funding.

## **16. Next Steps**

16.1 The conclusions in the Study are based on a technical assessment of the options at feasibility stage, with the consultant's recommendations for further design and analysis. This will allow the necessary planning processes, including public consultation, detailed design, and securing the necessary funding and approvals.

- 16.2 On the basis that further work will be required before any schemes identified in the Study can be taken forward and no decisions are being made on schemes at this stage, the Committee is recommended to:
- A. Note the contents of the Study report, its findings, and its recommendations;
  - B. Request the Study report recommendations, once prioritised by the Committee, be taken into account by the County Council and partners when considering making future investment decisions against agreed County Council priorities, and in particular when seeking external funding and making use of developer contributions (in line with all relevant planning regulations);
  - C. Request that the Cabinet Member for Highways and Transport:
    - i. publishes the report and invites local stakeholders to provide feedback to the Committee on its contents and identify their priority schemes;
    - ii. considers this priority list of schemes against agreed County Council priorities and if approved by the County Council, work with all relevant bodies to ensure the scheme objectives are delivered;
    - iii. notes that as and when other schemes emerge, they, too, will be assessed against County Council agreed priorities; and
    - iv. if identified as a priority by the County Council, more detailed work be undertaken to assess the potential of the Muster Green Gyratory scheme.
  - D. Continue the work of the Haywards Heath Town Centre Transport Study Working Group by; reviewing the feedback from local stakeholders, prioritising the schemes and/or packages and reporting back to the Committee.

## **17. Resource Implications and Value for Money**

- 17.1 The implementation of schemes identified in the Study would either be through new development or the County Council's Capital Programme. There are no budgetary or resource implications for the County Council at this stage, as no decision is being taken to progress any of the schemes or packages identified in the Study.
- 17.2 The Study concludes that most of the schemes (totalling an estimated cost of £10.4m) would offer good value for money and have the potential to be taken forward, either in isolation, or as packages (subject to addressing interdependencies). However, before any scheme or package can be progressed by the County Council, it will need to be demonstrated that it delivers corporate ambitions and intentions; these include the objectives of the West Sussex Transport Plan and the priorities in the Future West Sussex Plan, particularly the delivery of wider economic

benefits. Furthermore, even if a scheme or package would deliver corporate ambitions and intentions, there will be a need to prioritise the schemes/packages as part of a phased approach to delivery (as this would give the flexibility to respond to funding opportunities as and when they arise).

- 17.3 Account also needs to be taken of the constraints on the County Council's resources and the competing pressures for funding across the authority. Therefore, even if a scheme/package is prioritised, this does not necessarily mean that it will be taken forward as there will still be a need to identify and/or secure the necessary funding before it can be approved and progressed for scheme development and, ultimately, implementation. Therefore, the progression of prioritised schemes/packages will be dependent upon the availability of internal and/or external funding. In addition, it should be noted that, even if external funding is available, this may be contingent on match-funding being provided by the County Council.

## **18. Impact of the proposal**

- 18.1 An Equalities Impact Assessment is not required as this is a consultation report and no decision is being taken to accept the consultants' recommendations. Stakeholder workshops and initial public consultation early in the Study was carried out to inform the consultants' report. Further public consultation would be required as part of the next stages of the design process prior to implementation of any scheme. An Equalities Impact Assessment would usually be prepared at a later stage once public and stakeholder consultation has been undertaken.

## **19. Crime and Disorder Act Implications**

- 19.1 There are no Crime and Disorder implications associated with this report.

## **20. Human Rights**

- 20.1 No immediate implications. The rights of those living near to any improvement scheme and users of the transport network affected would need to be considered in due course, if any scheme is progressed.

## **21. Risk Management Implications**

- 21.1 The main risk associated with this report is that scheme improvement options are released into the public domain, raising expectation that improvements will be implemented before funding has been secured for implementation. To manage this risk, paragraph 16.1 clarifies that budgetary provision would need to be identified before any of the options could be implemented.
- 21.2 Project risks would be updated in due course if any improvement scheme is progressed. Risks identified at this feasibility stage include, funding, and public acceptability.

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## Appendices

- A. [Wider Stakeholder Workshops attendees list](#) (PDF, 11KB)
- B. [Haywards Heath Town Centre Transport Study, Non-Technical Summary, Atkins](#) (PDF, 125KB)
- C. Scheme drawings:
  - [0A - Haywards Heath Town Centre Transport Study Scheme Layout Plan](#) (PDF, 3580KB)
  - [01 - Sydney Road \(east\)](#) (PDF, 566KB)
  - [02 - Commercial Square, Sydney Road \(west\), Mill Green Road and Perrymount Road \(north\), and Market Place \(east\)](#) (PDF, 942KB)
  - [03 - Perrymount Road \(south\)](#) (PDF, 612KB)
  - [04 - The Broadway and Muster Green Gyratory](#) (PDF, 734KB)
  - [05 - South Road \(west\)](#) (PDF, 623KB)
  - [06 - South Road \(east\)](#) (PDF, 777KB)
  - [07 - Sussex Square and Sussex Road](#)
  - [08 - Market Place west, Harlands Road and Bannister Way](#) (PDF, 732KB)
  - [09 - Boltro Road](#) (PDF, 511KB)
  - [10 - Butler's Green Mini-Roundabout and Muster Green North](#) (PDF, 523KB)
  - [11 - Tyler's Green / Butler's Green Road Roundabout](#) (PDF, 423KB)
  - [12 - Rocky Lane / Wivelsfield Road Roundabout](#) (PDF, 416KB)
  - [13 - Lewes Road Roundabout](#) (PDF, 404KB)
  - [14 - Clair Park and St Wilfrid's Way](#)(PDF, 1608KB)