

## **Report to Director of Highways, Transport and Planning**

**February 2021**

### **Crawley – Sandringham Road - Proposed Traffic Regulation Order**

#### **Report by Head of Highways Operations**

**Electoral division: Broadfield**

---

#### **Summary**

The proposal relates to a request from residents of Broadfield for parking restrictions in a residential area in the vicinity of Seymour Primary School.

Approved by the Crawley **County Local Committee (CLC)** on 21st November 2019 for delivery in 2020/21 TRO works programme. Delay to progression of the TRO was because of the Covid 19 virus restrictions during 2020.

Obstructive and inconsiderate parking close to junctions and accesses is affecting driver and pedestrian access & visibility. Several residents have made contact about obstruction issues in Sandringham Road & Fulham Close. Seymour primary school is located nearby which add to the parking issues. Parking restrictions on junctions and narrow sections of the road will aid traffic movements and will prevent obstructions.

Following the Statutory Public Consultation, between 5th November and 3rd December 2020, there was 1 objection received, along with 1 expression of support. The objection is included in [Appendix B](#) (PDF, 56KB) to this report.

#### **Recommendations**

That the Director of Highways, Transport and Planning authorises the Director of Law and Assurance to make the Order as advertised.

#### **Proposal**

##### **1 Background and context**

- 1.1 Vehicles are routinely parking in close proximity to junctions of Sandringham Road, Seymour Road & Fulham Close so as to obstruct visibility and affect the free flow of traffic. Reports indicate that drivers and pedestrians have difficulty negotiating the road junctions with poor forward visibility due to parked cars.
- 1.2 Several residents have made contact about obstruction issues in Sandringham Road, Seymour Road & Fulham Close, where inconsiderate parking can block visibility along the road. Seymour primary school is located nearby which add to the parking issues at school drop off & pick up times.

- 1.3 On 21st November 2019, the Crawley County Local Committee resolved to include within its list of priorities for traffic regulation orders (TROs), measures to address the problems identified on these roads.

## **2 Proposal details**

- 2.1 It is proposed to introduce double yellow lines in and around the junctions of Sandringham Road, Seymour Road & Fulham Close to enforce Highway Code Rule 243. This aims to discourage drivers from parking in unsuitable locations and will mean that enforcement action can be taken against drivers contravening the waiting restrictions.
- 2.2 The restrictions advertised included lengths of road that were the subject of the proposed Order, as shown on plans TQ2534NEN. The original advertised plans are shown in [Appendix A](#) (PDF, 1MB).

## **3 Other options considered**

The other option considered was to do nothing at the present time and await the possible introduction of the Crawley Road Space Audit. However it was considered that the local community has expressed concerns about long-term parking in the area for a long period of time, indicating that the proposal to take action in the short term has merit.

## **4 Consultation, engagement and advice**

- 4.1 An extended 28 day statutory consultation period took place from 5th November 2020 to 3rd December 2020 due to Coronavirus restrictions. Between these dates copies of the drawings and statements of reasons were placed on the County Council website and a Notice was placed in the Crawley Observer newspaper. Notices were also posted to residents and placed on street lighting columns in the parking areas subject to the proposal.
- 4.2 The local member Cllr Brian Quinn was consulted and expressed his support for the scheme.
- 4.3 Sussex Police, the WSCC Parking Strategy team and Crawley Borough Council were consulted and expressed no objection to the proposals.
- 4.4 Following the Statutory Public Consultation between 5th November to 3rd December 2020, there was 1 objection received, along with 1 expression of support. The objection is included in [Appendix B](#) (PDF, 56KB) to this report.

## **5 Finance**

- 5.1 The estimated cost for installation of this scheme is £500. This will be managed within the £50,000 capital funding for Traffic Regulation Orders in the Highways and Transport Delivery Programme 2020/21. Future maintenance will be met from the Highways Maintenance budget.
- 5.2 The proposal represents good value as it has been scored in accordance with the STEP scoring system.
- 5.3 The proposal will be processed within existing staff resources. Future maintenance costs are not expected for at least 10 years as and when the lining needs to be refurbished.

## 6 Risk implications and mitigations

Risk	Mitigating Action (in place or planned)
Should the TRO be made, the risk to the County Council is that car drivers will need to find alternative parking provision and may migrate further into the residential area and into neighbouring roads.	The Crawley Road Space Audit could look at limited waiting and pay & display dedicated parking bays in suitable locations away from junctions and bends throughout the area as a whole. The local roads do have sufficient capacity to take the small number of cars that are likely to be displaced.
Due to obstructive parking at junctions, should the proposed TRO not be made the risk to the County Council is that parked vehicles will continue to obstruct access for residents, refuse vehicles and emergency services.	To install the restrictions as planned.

## 7 Policy alignment and compliance

- 7.1 Waiting prohibitions are subject to civil enforcement; it is not considered that the modest increase in their extent proposed will introduce any significant legal implications for the County Council.
- 7.2 It is considered that the proposal does not raise issues under the Crime and Disorder Act. Sussex Police has been consulted and raised no concerns in this respect.
- 7.3 One respondent to the consultation raised concerns that the proposed restrictions will add to difficulties parking near their home, making access and travel difficult. However, there is unrestricted parking nearby in the vicinity of the proposed scheme.
- 7.4 It is considered that any remaining effect of this proposal on those with protected characteristics under the Equality Act is minor in nature and is justified by the need to preserve safety and access in the area through which the affected roads run, particularly in the event of an emergency.
- 7.5 There are no human rights, climate change or public health implications associated with this proposal.
- 7.6 There is social value to this scheme, which complies with the Council's policy of providing a Strong, Safe and Sustainable Place, as it seeks to address an issue that has safety implications for all residents of the affected roads.

Michele Hulme  
**Head of Highway Operations**

**Contact Officer:** John Cunningham, Traffic Officer,  
[john.cunningham@westsussex.gov.uk](mailto:john.cunningham@westsussex.gov.uk)

## **Appendices**

[Appendix A](#) – Plan showing the existing and advertised restrictions (PDF, 1MB)

[Appendix B](#) – Summary of comments and objections (PDF, 56KB)

## **Background papers**

None