

Report to Crawley County Local Committee

February 2021

Crawley – Langley Drive - Proposed Traffic Regulation Order

Report by Director of Highways, Transport and Planning and Head of Highways Operations

Electoral division: Langley Green & Ifield East

Summary

The proposal relates to a request from residents of Langley Green for parking restrictions in a residential area in the vicinity of community health centre, shops and school.

Approved by the Crawley CLC on 21st November 2019 for delivery in the 2020/21 TRO works programme.

Obstructive and inconsiderate parking in Langley Drive and at other nearby locations restricts access and visibility for traffic entering and leaving the roads making the roads unsafe for both drivers and pedestrians. Inconsiderate parking for nearby shops & medical centre obstructs access and there is evidence of damaged kerbs & grass verges in Langley Drive & Leveret Lane.

Following the Statutory Public Consultation, between 28th October 2020 and 25th November 2020, there were 14 objections received, along with 2 expressions of support. All objections are included in Appendix B to this report.

Recommendations

That Crawley CLC consider the objections to the scheme, and the responses in Appendix B, and authorise the Director of Law and Assurance to make the order as advertised except for the amendments as detailed in the revised scheme referred to in paragraph 2.3 and attached in Appendix C.

Proposal

1 Background and context

- 1.1 Langley Drive - Access to Langley Green medical centre. Obstructive and inconsiderate parking is negatively affecting driver & pedestrian access and safety. To support the TRO application the applicant submitted 5 Operation Crackdown anti-social behaviour reports requesting parking restrictions to

improve safety, access and visibility, to deter anti-social parking at the access to the Langley Green community health centre.

- 1.2 Leveret Lane - Two disabled residents of nearby Leveret Lane made TRO applications to formalise existing disabled bays that they claim were being abused by other local drivers. To support the request for new parking restrictions, the residents contacted their local MP and County Councillor and obtained their written support.
- 1.3 Langley Drive - Residents have reported clashes and conflict with 2-way traffic opposite No.49/51 Langley Drive, with evidence of resulting damage to adjacent verges and kerbs. A section of double yellow line was proposed to deter parking on a bend, improve forward visibility and allow 2-way traffic to travel freely without the need for drivers to mount the kerb & footway.
- 1.4 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 i) Langley Drive - It is proposed to introduce double yellow lines at the access to the Langley Green community health centre to reinforce Highway Code Rule 243 and to introduce lengths of prohibition of waiting at all times (double yellow lines) on a section opposite No.49/51 Langley Drive; and ii) Leveret Lane - formalise the disabled persons parking bays opposite Nos. 9 & 13 Leveret Lane.
- 2.2 The original restrictions advertised included lengths of road that were the subject of the proposed Order, are shown on plans TQ2537NEN, TQ2637NWN, TQ2638SWS. The original advertised plans are shown in Appendix A.
- 2.3 Following public consultation, the proposals have been reviewed to reduce the extent of the proposed parking restrictions. This was a community led TRO. There is scope to restrict parking at locations with public support to improve visibility and safety whilst retaining some local parking provision.
- 2.4 The amended proposal after public consultation can be viewed on the map TQ2638SWS provided in Appendix C.

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 the local community has expressed concerns about obstructive parking at the medical centre access for a long period of time, indicating that the proposal to take action in the short term has merit.

4 Consultation and engagement

- 4.1 An extended 28 day statutory consultation period took place from 28th October 2020 and 25th November 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 Brenda Smith was consulted and expressed her 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 28th October 2020 and 25th November 2020 there were 14 objections received, along with 2 expressions of support. All objections are included in Appendix B to this report.
- 4.5 Of the 14 objections received:
 - 12 expressed concerns about proposals for restrictions in Leveret Lane. They believed this should be considered as an unnecessary proposal for this location, as they believe both disabled applicants already have off-road space for the disability vehicles in question.
 - 2 expressed concerns about proposals opposite No.49/51 Langley Drive. They believed this should be considered as an unnecessary proposal for this location. They believed that the proposals would exasperate existing parking problems, resulting in more parking on the grass verges as residents would have less parking spaces on the road to use.

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.

3 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 The provision of formalised disabled bays in the locations where advisory bays have been in existence for a number of years would not meet current policy requirements in regards to either criterion for alternative off-street parking provision or by the nature of the applicants disability. Where demand for on-street parking is at a premium WSCC has to assess necessity against policy criterion. It is regrettable that formalising the disabled bays is not considered appropriate in these locations due to demand for on-street parking as highlighted in the consultation responses.
- 7.4 The disbenefit of this proposal on those with protected characteristics under the Equality Act 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.

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Appendices

Appendix A – Plan showing the existing and advertised restrictions

Appendix B – Summary of comments and objections

Appendix C – Revised final proposals

Background papers

None

Agreed

Katharine Eberhart

Director of Finance and Support
Services

Cllr Richard Burrett

Vice Chairman
Crawley County Local Committee

Action Authorised



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Tony Kershaw

Director of Law and Assurance

Date.....03/03/21.....