

Report to Director of Highways, Transport and Planning

11 August 2021

Billingshurst - Stane Street – Proposed Traffic Regulation Order

Report by Head of Transport and Network Operations

Electoral Division: Billingshurst

Summary

Off-site highway works in connection with a development on land east of Billingshurst will include the provision of new bus stops in High Street Billingshurst to improve sustainable transport provision.

To support the new bus infrastructure and maintain the free flow of traffic it is proposed to introduce lengths of double yellow lines on both sides of High Street.

A Traffic Regulation Order (TRO) was advertised and during the statutory consultation an objection was received which has been summarised in [Appendix B](#) (PDF, 50KB) 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 Horsham District Council granted planning permission subject to a number of conditions for a development on land to the east of Billingshurst, north and south of the A272. The development will include 475 residential dwellings, a new primary school, dentists surgery and play space.
- 1.2 There are a number of highway and infrastructure improvement works associated with this development. New bus stops are being introduced on High Street. To prevent parked vehicles from affecting bus movements in the narrowed section of road it is proposed to introduce waiting restrictions on sections of both sides of High Street. On the western side between High Seat Copse and Coombe Hill and on the eastern side a 15 metre length to create a passing place.

2 Proposal details

- 2.1 To introduce a prohibition of waiting at any time (double yellow lines) on sections of both sides of High Street Billingshurst, on the western side between High Seat Copse and Coombe Hill and on the eastern side a 15 metre length south of High Seat Copse.
- 2.2 This Order is proposed to facilitate the passage on the road of any class of traffic and for avoiding danger to persons or traffic using the road.
- 2.3 TRO plan TQ0826SEN in [Appendix A](#) (PDF, 935KB) shows the extent of the proposed restrictions.

3 Other options considered (and reasons for not proposing)

- 3.1 It was originally intended to introduce double yellow lines on both sides of the High Street between High Street Copse and Coombe Hill. It was considered that this would create unnecessary parking displacement. The reduced lengths of double yellow lines will be sufficient to achieve their intended purpose whilst keeping parking displacement to a minimum.

4 Consultation, engagement and advice

- 4.1 An extended 28 day statutory consultation period ran between 21st January 2021 and 18th February 2021 due to COVID 19 restrictions. Between these dates copies of the Notice, Order plan, draft Order and statements of reasons were available to view on the WSCC website, a Notice was advertised in the West Sussex County Times newspaper and Site Notices were placed in the High Street. Notification of the consultation was sent directly to a range of stakeholders including the Police and bus companies and a letter drop to directly affected frontagers.
- 4.2 The local member was consulted and supports the proposed TRO.
- 4.3 Sussex Police were consulted and expressed no objection to the proposals.
- 4.4 During the statutory consultation an objection was received about the proposals from a resident that has been summarised in [Appendix B](#) (PDF, 50KB) to this report together with comments from the Director of Highways Transport and Planning.

5 Finance

- 5.1 The proposal represents good value as there is no capital funding. The developer has funded the TRO, will be undertaking the TRO works, and has deposited a surety bond to cover the estimated costs of the highway works and lining works included in the S278 Highways Agreement. Should the developer default on the highway works the bond will cover the costs of any works to ensure WSCC do not have to fund them.
- 5.2 Once the highway works are satisfactorily completed there will be a standard 12-month maintenance period. After 12 months, maintenance of the highway lining will revert to WSCC.

6 Risk implications and mitigations

Risk	Mitigating Action (in place or planned)
Should the proposed TRO not be made the risks to the County Council are that there would be a failure to properly implement measures agreed as necessary through the planning process to support bus movements and a likely increase in traffic congestion	To install the proposed restrictions to mitigate a predicted increase in traffic congestion.
Should the proposed TRO be made the risks to the County Council are that some local residents may be unhappy that they are unable to park outside their properties	The highway improvement package associated with this development has been planned to provide benefits to the local community. The resultant parking displacement is unfortunate but has been kept to an absolute minimum and parked vehicles will be accommodated elsewhere on the highway network.

7 Policy alignment and compliance

- 7.1 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.
- 7.2 The protected characteristics as defined in the Equality Act were duly considered in the course of the development and design of this TRO proposal. Double yellow lines will still provide a short-term parking option for vehicles displaying a blue badge and clock.
- 7.3 There are no human rights, climate change or public health implications associated with this proposal.
- 7.4 There is social value to this scheme as it seeks to support the provision of more sustainable forms of transport.

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Appendices

[Appendix A – TRO Plan](#) (PDF, 935KB)

[Appendix B – Objection summary](#) (PDF, 50KB)

Background papers

None