

Report to the Director of Highways, Transport and Planning

July 2021

Horsham: Blackbridge Lane near Jockey Mead, Proposed Pedestrian Refuge and associated removal of On-street Parking Bays to be replaced with No Parking at Any Time

Report by Head of Highways

Electoral division: Horsham and Riverside

Summary

Recommendation

To proceed with the proposal as planned and advertised, notwithstanding the one objection received in response to Statutory Public Consultation.

Proposal

1 Background and context

We have funding approved in the Community Highway Scheme programme to build a central pedestrian refuge at this location in the current financial year i.e. 2021/22. The estimated Capital cost is £60,000.

2 Proposal details

- 2.1 The proposed location is 10 metres east of Jockey Mead where adjacent land owner Sussex Weald has kindly agreed to dedicate a small triangle of land along the southern side of Blackbridge Lane (subject to ongoing legal agreement) so that we can widen the carriageway to fit in a pedestrian refuge.
- 2.2 To prevent vehicles from parking either side of the refuge and blocking the carriageway, and to help maintain intervisibility between pedestrians and traffic, we also need to remove several lengths of adjacent on-street parking bays, amounting to approximately nine spaces, and replace them with double yellow lines i.e. no waiting at any time. Please see accompanying layout drawing [70071917 WSP DD 100 001 at Appendix 1](#) (PDF, 528KB).

3 Other options considered (and reasons for not proposing)

Other nearby locations were considered however this is considered the optimum location given that we can widen the road to fit the refuge in and is in a location where people want to cross the road, due to the proximity of the shops and other community facilities.

4 Consultation, engagement and advice

- 4.1 We have consulted Horsham Denne Neighbourhood Council (HDNC), previous local WSCC Member Mrs Millson, and Sussex Police. Whilst HDNC and Mrs Millson would have preferred the parking bays to have remained it was accepted that their removal was necessary to facilitate the refuge.
- 4.2 New local WSCC Member Mr Milne has subsequently been advised of this scheme and the objection received and indicated his support for the proposal.
- 4.3 An extended 28 day statutory consultation period took place from 11th February to 11th March 2021 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 West Sussex County Times newspaper. Due to social distancing requirements, paper copies of documents were not available to view in council offices or libraries but Site Notices were put up and notices were posted to all frontagers.
- 4.4 As a result, one objection was received from a resident of nearby Hengist Close which under the currently agreed TRO procedure must be reported back to the Local WSCC Member for their consideration, hence this report.
- 4.5 The objection comments were as follows:
- 4.6 "Due to the lack of parking on Hengist close for residents and visitors, a lot of people park in this bay. If this bay is no longer available it will make parking very difficult and stressful for all. Most residents in Hengist close have two cars and therefore the maximum amount of street parking is required and greatly appreciated. Please do not take his away. Many thanks".
- 4.7 Whilst these concerns are appreciated we consider that the benefits of installing the refuge to assist pedestrians outweigh the disadvantages to traffic and also that there is sufficient nearby on-street parking capacity to facilitate the loss of these nine spaces.

5 Finance

- 5.1 Capital consequences £60,000 for construction, plus legal costs associated with the dedication of land of £3000. All of which will be funded from the Community Highway Schemes programme in the Highways and Transport Delivery Programme 2021/22.
- 5.2 Planned revenue costs for pedestrian refuge islands with illuminated signs are low (typically about £75 pa for energy and a planned maintenance visit). Whilst revenue budgets for highways maintenance are already stretched, the additional costs related to this proposal are relatively small.
- 5.3 The administration of the proposal will be carried out using existing staffing resources.

6 Risk implications and mitigations

That local aspirations for improved pedestrian facilities will not be met.

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 proposal is considered to meet with the County Council's Social Value Policy in that it aims to improve the local road environment in terms of safety for the residents and users of Blackbridge Lane.
- 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, which complies with the Council's policy of providing a Strong, Safe and Sustainable Place, as it seeks to improve safety for road users by the provision of improved pedestrian facilities.

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Appendices:

Appendix 1 - [Layout drawing 70071917 WSP DD 100 001](#) (PDF, 528KB)

Background papers

None