

Report to Assistant Director (Highways Transport and Planning)

September 2022

Rudgwick – Church Street - Proposed Waiting Restrictions

Report by Head of Local Highway Operations

Electoral Division: Broadbridge

Summary

On 31st January 2022, the Cabinet Member for Highways and Transport approved 12 traffic regulation order (TRO) applications from local communities for progression in the 2022/23 works programme.

An application had been made to the County Council, supported by 44 local residents, the head teachers of 2 local schools, a local nursery and a residents' association, for parking restrictions at the junctions of the B2128 Church Street with Orchard Hill and Queen Elizabeth Road and Queen Elizabeth Road with Tates Way. The Tates Way carriageway is not wide enough to accommodate parking on both sides and the application also requested restrictions to prevent further obstruction and verge damage where this has been taking place. This application was considered and approved in January 2022 by the Cabinet Member for Highways and Transport for inclusion in the 2022/23 TRO works programme. The proposals were then advertised between 16 June 2022 and 14 July 2022. One objection and one response in support of the proposed scheme were received which have been summarised and responded to in [Appendix B \(PDF, 53KB\)](#) to this report.

Recommendation

- (1) That the Assistant Director (Highways Transport and Planning), having considered the objections to the proposals, authorises the Director of Law and Assurance to make the Traffic Regulation Order as advertised and for the restrictions (as set out in section 2 of the report) to be implemented.
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Proposal

1 Background and context

- 1.1 On 31st January 2022, the Cabinet Member for Highways and Transport was presented with a report by the Director of Highways, Transport and Planning on traffic regulation order (TRO) prioritisation.
- 1.2 Proposals for the Church Street area were considered and approved by the cabinet member for inclusion in the 2022/23 works programme.
- 1.3 There area around Church Street is residential in character, with two schools and a children's nursery in the adjacent side roads. Consequently, the roads are

often subject to high levels of on-street parking, particularly at school times and there are many pedestrians who have to cross at road junctions.

- 1.4 Concern has been raised by the local community that cars are being parked on the corners at the junctions of Church Street with Orchard Hill and Queen Elizabeth Road and Queen Elizabeth Road with Tates Way, obstructing access and obscuring visibility, thereby causing congestion and making it hazardous to use the junction. An additional concern is for the safety of pedestrians, especially school children.
- 1.5 Currently, there are no restrictions at this crossroads junction.
- 1.6 Concern has also been raised that road users in Tates Way are being obstructed and the verges damaged as the carriageway is not wide enough to accommodate the parking when it takes place on both sides of the road.
- 1.7 The road traffic collision data for the latest 5 years records a child pedestrian in Orchard Hill received serious injuries.
- 1.8 An application was made to the County Council for parking restrictions, supported by letters from 44 local residents, the head teachers of the two local schools, a local nursery and the Tates Way Residents Association raising concern about the congested on-street parking, which restricts visibility at the road junctions, inhibits the passage of through traffic and leads to verge damage.

2 Proposal details

- 2.1 The proposal will introduce localised parking prohibitions at the junctions of Church Street with Orchard Hill and Queen Elizabeth Road and Queen Elizabeth Road with Tates Way, extended to address local conditions, such as along one side of Tates Way and to include the bend in Church Street, north of the Orchard Hill/Queen Elizabeth Road crossroads, for road safety reasons.
- 2.2 The lengths of road which are the subjects of the proposed Order are shown in Appendix A to the report with the following drawing numbers:
 - [TQ0833SES \(PDF, 1MB\)](#)
 - [TQ0833SWS \(PDF, 605KB\)](#)

3 Other options considered (and reasons for not proposing)

- 3.1 The proposal relates to the introduction of new parking restrictions, requiring the introduction of a TRO as the only legal mechanism for delivering enforceable parking restrictions. Consequently, there are no other options that would deliver the desired outcome.

4 Consultation, engagement and advice

- 4.1 **Members** - At the design stage, the local member for Broadbridge was consulted; supported the proposals and approved the wider consultation and public advertisement.
- 4.2 **External** - Sussex Police was consulted and raised no objection.
- 4.3 **Public** - The four-week formal consultation period for the traffic regulation orders to support the scheme ran between 16 June 2022 and 14 July 2022.

This included the Police, Horsham District Council, Rudgwick Parish Council and other stakeholders. During this consultation period, notices were erected on site; copies of the notice sent to frontagers immediately abutting the proposals; the advertisement placed in the local press and on the County Council's website. Due to social distancing requirements during the COVID-19 restrictions, paper copies of documents were not made available in council offices or libraries. People without access to a computer who wished to view of the scheme details were advised to telephone the West Sussex County Council to receive the documents by post.

- 4.4 During the consultation period an objection to the proposals was received from a Rudgwick resident; it has been summarised in [Appendix B \(PDF, 53KB\)](#) to this report together with comments from the Assistant Director (Highways, Transport & Planning).
- 4.5 A message in support of the proposals was also received; it too has been summarised in [Appendix B \(PDF, 53KB\)](#) to this report together with comments from the Assistant Director (Highways, Transport & Planning).
- 4.6 Councillor Christian Mitchell, the local county councillor, has confirmed his continued support for the proposals.

5 Finance

- 5.1 The estimated cost for installation of this scheme is £600. This will be managed within the £50,000 capital funding for TROs in the Highways and Transport Delivery Programme 2022/23. The Parking Manager has confirmed that future maintenance will be met from the sum allocated annually to Horsham District Council, from the WSCC Parking Strategy budget, for the maintenance of the signs and road markings required to indicate waiting restrictions within its boundary. The sum allocated for such maintenance for the current financial year is £20,000.
- 5.2 The proposal represents good value as it has been assessed and scored in accordance with the STEP (Safety/Traffic conditions/Environment and economy/People) scoring system, in compliance with the County Council TRO policy that applied at the time it was approved by the cabinet member.
- 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 road markings need to be replaced.

6 Risk implications and mitigations

Risk	Mitigating Action (in place or planned)
Should the proposed TRO be made the risk to the County Council is that parked vehicles will create problems in other roads in the locality.	The Council will monitor the situation and propose further restrictions if necessary
Should the proposed TRO not be made, the risk to the County Council is that the concerns raised by the local	To implement the parking restrictions as determined following public advertisement

Risk	Mitigating Action (in place or planned)
community through its local member will not have been addressed.	

7 Policy alignment and compliance

- 7.1 Waiting prohibitions are subject to civil enforcement, undertaken by the local district or borough council by arrangement with the WSCC Parking Strategy Team; 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 Anyone who holds a disabled persons' Blue Badge may park on the proposed yellow lines for up to three hours, if they do not cause an obstruction to other road users. Any remaining effect of this proposal on those with protected characteristics under the Disabilities or Equality Acts 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.
- 7.4 There are no human rights, climate change or public health implications associated with this proposal.
- 7.5 There is social value to this scheme that was developed in conjunction with the local community, as it improves access for all residents of the affected roads and seeks to address an issue that has safety implications, so complies with the Council's policy of keeping people safe from vulnerable situations.

Michele Hulme

Head of Highway Operations

Contact Officer: Rob Torrance, Principal Traffic Engineer, Tel 03302 226360, rob.torrance@westsussex.gov.uk

Appendices

Appendix A – Plans showing the existing and advertised restrictions:

- [TQ0833SES \(PDF, 1MB\)](#)
- [TQ0833SWS \(PDF, 605KB\)](#)

[Appendix B – Summary of comment and objection \(PDF, 52KB\)](#)

Background papers

None