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| North Horsham County Local Committee | Ref No: NH06(18/19) |
| 25 February 2019 | Key Decision: No |
| Christ's Hospital – Christ's Hospital Road Proposed Traffic Regulation Order | Part I |
| Report by Director of Highways and Transport & Head of Highway Engineering | Electoral Division(s): Southwater & Nuthurst |

Summary

The proposal relates to Christ's Hospital Road, Station Road, King Edward Road, Bluecoat Pond and Barnes Wallis Avenue. At their meeting on 7 March 2016 North Horsham County Local Committee (CLC) resolved to promote the installation of double yellow lines on Christ's Hospital Road, The Avenue, Station Road and King Edward Road, with two short stretches of single yellow line on Christ's Hospital Road, either side of the access to Bluecoat Pond. The original proposal also included single yellow lines throughout Bluecoat Pond and Barnes Wallis Avenue.

As a result of objections received during the public consultation period between 4 October and 25 October 2018, the proposal for a single yellow line throughout Bluecoat Pond and Barnes Wallis Avenue has been omitted from the final proposal.

Recommendation

That the North Horsham CLC considers the objections to the scheme, and the responses in Appendix B, and authorises the Director of Law and Assurance to implement the remainder of the proposal for double yellow lines on Christ's Hospital Road, The Avenue, Station Road and King Edward Road, including the two short stretches of single yellow line on Christ's Hospital Road, as per plans shown in Appendix A.

Proposal

1. Background and Context

- 1.1 At present there are no parking restrictions throughout the area subject to the proposal.
- 1.2 Christ's Hospital Railway Station, located at the northern extent of Station Road and 120m north of the area subject to the proposal, is a busy station often used by commuters travelling to Horsham and London. There is a pay-and-display car park at the station with a capacity of 63 spaces.
- 1.3 Christ's Hospital School is also located within the village, attracting large numbers of visitors for events, and in the grounds of the school there is also a Sports and Leisure Centre which is open to the public. There are currently

plans to expand this Leisure Centre to include an athletics track and other sports facilities. The plans for this expansion include a new 272-space car park.

- 1.4 The principal roads affected by the proposal are Christs Hospital Road and King Edward Road, both of which are street-lit roads that are subject to a 30mph speed restriction. There are two build-out features on Christs Hospital Road, close to its junction with Bluecoat Pond, where priority is given at the eastern build-out to eastbound traffic, and to westbound traffic at the western build-out.
- 1.5 The area subject to the proposal is on a bus route, with a bus stop located on the western build-out feature on Christs Hospital Road, and two bus stops located on King Edward Road.
- 1.6 It has been observed that there is a significant amount of on-street parking around Christs Hospital Road, The Avenue, Station Road and King Edward Road. This parking has been observed to be at least in part the result of an overflow of vehicles from the car park at the railway station.
- 1.7 Drivers have traditionally parked their cars in a sensible manner in this area, however more recently it has been observed that the density of on-street parking has led to some vehicles causing an obstruction to traffic flow.
- 1.8 Given that the proposal is for double yellow lines along Christs Hospital Road, Station Road and King Edward Road, it was anticipated that there would be some parking displacement as a result. In particular, it was deemed likely that there would be a noticeable increase in commuter parking on Bluecoat Pond and Barnes Wallis Avenue. With this in mind it was proposed that these roads should be subject to a single yellow line restriction, No Waiting Mon-Sat, 10-11am, in order to allow for resident parking whilst deterring commuter parking. However this part of the proposal has now been omitted as a result of objections received in the public consultation period, with the agreement of the local member.
- 1.9 The proposal as originally advertised can be viewed on plans shown in Appendix C.

2. Proposal

- 2.1 The proposal is to install 700m of double yellow lines on both sides of Christ Hospital Road (1400m in total), 24m of double yellow lines at the junction of King Edward Road and Station Road and 20m of double yellow lines on both sides of The Avenue (40m in total), as shown in Appendix A.
- 2.2 It is also proposed to install single yellow lines, with a no waiting restriction that applies Monday to Saturday, 10am – 11am, along two stretches of Christs Hospital Road either side of the access to Bluecoat Pond, as shown in Appendix A.

3. Resources

- 3.1 It is estimated that the cost of introducing the proposal will be approximately £2,920. The proposals are an identified North Horsham CLC priority and they pre-date the 2016 TRO process changes. If the Traffic Regulation Order is implemented, the cost will be funded from the approved Highways and Transport Integrated Forward Works Annual Delivery Programme 2018/19 decision ref HI30(17/18) in the Capital Programme 2018/19 – 2022/23.

Factors taken into account

4. Consultation

- 4.1 The 21-day Statutory Public Consultation period was between 4 October and 25 October 2018. Between these dates copies of the drawings and Statements of reasons were placed at the local library, on the County Council website and Notices were placed on Christs Hospital Road and on Bluecoat Pond.
- 4.2 The Local Member Mr Nigel Jupp was consulted, as was Sussex Police, who registered that they had no objection to the proposals.
- 4.3 During the consultation period 11 objections were received, along with 14 expressions of support for the scheme. Of the 11 objections received, 9 were concerned specifically with the measures proposed for Bluecoat Pond and Barnes Wallis Avenue. It was therefore considered that there was not clear community support for this aspect of the proposal and it has as a result been omitted from the final proposal. See appendix B for a summary of these objections.
- 4.4 The decision to remove the proposed parking restrictions in Bluecoat Pond and Barnes Wallis Avenue was taken after discussion with the local member, Nigel Jupp.

5. Risk Management Implications

- 5.1 If the TRO is introduced without the parking restrictions on Bluecoat Pond and Barnes Wallis Avenue, as per the original proposals, there is a risk that a significant amount of commuter parking will be displaced onto Bluecoat Pond and Barnes Wallis Avenue.
- 5.2 If the TRO is not introduced there is a risk that the safety concerns regarding obstructive parking in the area will continue.

6. Other Options considered

- 6.1 For this scheme a fuller extent to the proposals was considered, to include a single yellow line restriction on Bluecoat Pond and Barnes Wallis Avenue. This was rejected in light of the number of objections received from residents on the two roads where the single yellow line restriction was proposed.

7. Equality Duty

- 7.1 The Equality Act 2010 bans unfair treatment and seeks equal opportunities in the workplace and in wider society. It also imposes a Public Sector Equality Duty. The protected characteristics are age, disability, gender reassignment, marriage/civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 7.2 The protected characteristics have been duly considered and assessed in the course of the consideration of this proposal. No relevant or disproportionate impact upon any of the protected characteristics in the Equality Act 2010 has been identified in the consideration of the proposals detailed in this Report.

8. Social Value

- 8.1 The introduction of parking restrictions along this area of the network is considered to meet with the County Council's Social Value Policy in that it delivers a safer environment for users of the public highway.

9. Crime and Disorder Act Implications

- 9.1 Although Sussex Police expressed no desire to object to the proposal, they did express the concern that the parking restrictions would migrate the current issue with on-street parking onto other roads in the area, which could in turn generate Crime and Disorder Act issues. The County Council believes that this concern does not negate the requirement to act on the safety issues already present in the area.

10. Human Rights

- 10.1 It is unlawful for a public authority to act in a way that is incompatible with a convention right. There are no concerns regarding any human rights implications in the scheme.

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Appendices

Appendix A – plans of existing restrictions and final proposals

Appendix B – summary of objections

Appendix C – plans of existing restrictions and advertised proposals, including the restriction that has been omitted from final proposal.

Background Papers - none