

Chanctonbury County Local Committee	Ref No: CBY07(18/19)
13 March 2019	Key Decision: No
Storrington – North Street Proposed Traffic Regulation Order	Part I
Report by Director of Highways and Transport and Head of Highways Operation	Electoral Division(s): Storrington

Summary

The proposal relates to North Street, West Street and Monastery Lane, Storrington. At their meeting on 15th November 2017 Chanctonbury County Local Committee resolved to promote the installation of No Waiting, No Loading and Unloading restrictions on North Street, and the installation of a single disabled bay. It was also resolved to promote the installation of double yellow lines on West Street, in place of an existing Limited Waiting bay approximately 30m in length. Further to this, it was resolved to install double yellow lines along Monastery Lane, from its junction with West Street, to a point just south of the entrance to the allotments.

Following the Statutory Public Consultation between 7th June and 28th June 2018 ten objections were received, with one objection also including an associated petition that had 128 signatures and was specifically concerned with the proposed measures on West Street. All objections are included in Appendix B to this report.

Recommendation

That Chanctonbury County Local Committee consider the objections to the scheme, and the responses in Appendix B, and authorise the Director of Law and Assurance to implement all measures proposed.

Proposal

1. Background and Context

- 1.1 The proposal for this Traffic Regulation Order originated with the Parish Council, working in conjunction with the Storrington Air Quality Steering Group.
- 1.2 Air quality in Storrington has for nearly twenty years been measured as one of the worst in South-East England, prompting Storrington to be declared by Horsham District Council as an Air Quality Management Area for nitrogen dioxide in December 2010. This committed local authorities to improving air quality in the area, and an Air Quality Action Plan was submitted to Defra in September 2013.
- 1.3 In August 2016 Horsham District Council reported that the levels of nitrogen dioxide have shown an overall downward trend at the majority of monitoring

sites in Storrington. However, in May 2018 the World Health Organisation continued to identify Storrington as one of 30 towns or cities in the UK where fine-particle air pollution levels were above their recommended limit of 10 micrograms per cubic metre.

- 1.4 As part of the Air Quality Action Plan sent to Defra in 2013, it was identified that one cause of the high levels of air pollution in the town was congestion at a number of points along the West Street, and that measures should be taken to alleviate this issue.
- 1.5 According to data provided by the Environmental Protection Officer at Horsham District Council, vehicles moving at 20mph produce NOx emissions at a rate that is nearly 50% lower than vehicles idling or travelling at 5mph.
- 1.6 At the junction of West Street and North Street there is at present double yellow lines on both sides of the road. This area has frequently been used for loading and unloading purposes, particularly by vehicles delivering to the One Stop shop on the junction. Where these vehicles have been stationary on the junction this has caused an impediment to the free flow of traffic along West Street.
- 1.7 On the north side of West Street, outside Nos 40-44, there is currently an area of limited waiting, allowing for the parking of approximately three vehicles for up to 1 hour, 8am-6pm, Monday to Saturday. This bay is frequently full with parked cars and when traffic along West Street is heavy the parked vehicles can force eastbound traffic to stop and idle, waiting for a break in westbound traffic, and as a consequence this contributes to the air quality issue in the area.
- 1.8 Monastery Lane, from its junction with West Street going south, currently has no parking restrictions throughout. This area includes a pay and display car park that is often at capacity, as well as a doctors surgery, a new housing development, and an allotment. At present this area can be subject to heavy parking down a narrow road, and is therefore an impediment to the free flow of traffic along Monastery Lane.

2. Proposal

- 2.1 On the junction of North Street and West Street, the proposal is to install No Waiting, No Loading and Unloading restrictions on both sides of the junction, for 90m on the west side and 40m on the north side. It was also proposed that a blue badge-holders only disabled bay should also be installed on the east side of North Street, to improve access for disabled visitors to the shopping area.
- 2.2 On the north of West Street, outside Nos.40-44, it is proposed that the limited waiting bay be replaced with double yellow lines for approximately 30m, in order to facilitate the free flow of traffic.
- 2.3 On Monastery Lane it is proposed that double yellow lines be installed on both sides of the road, up to a point just south of the entrance to the allotments, in order to allow traffic to move along Monastery Lane more safely.

- 2.4 The aim of these proposals is to generate an improvement in the air quality in Storrington.
- 2.5 All the proposed measures can be viewed on the maps provided in Appendix A.

3. Resources

- 3.1 It is estimated that the cost of introducing these measures will be £2500. The cost of the TRO 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 twenty-one day Statutory Public Consultation period was between 7th June and 28th June 2018. Between these dates copies of the drawings and Statements of reasons were placed at the local library, on the County Council website and a Notice was placed in the West Sussex County Times. Notices were also placed on West Street, North Street and Monastery Lane.
- 4.2 The Local Member Mr Paul Marshall was consulted and has expressed his support for the scheme. Sussex Police were consulted and raised no objections to the proposal.
- 4.3 Following the Statutory Public Consultation between 7th June and 28th June 2018 ten objections were received, with one objection also including an associated petition that has 128 signatures and is specifically concerned with the proposed measures on West Street. All objections are included in Appendix B to this report.

5. Risk Management Implications

- 5.1 If the TRO is introduced there is a risk that, in seeking to facilitate the free passage of vehicles, we reduce the amount of parking stock in the area around the shopping centre.
- 5.2 If the TRO is not introduced the concerns of the local community will not be addressed and the air quality in the village will continue to be a local issue.

6. Other Options considered

- 6.1 Given the many proposals made by the Air Quality Steering Group to improve pollution levels in the town, it was considered that those measures specifically concerned with reducing congestion could form part of a

Community Highways Scheme application. This was rejected in favour of a separate Traffic Regulation Order application, to deal exclusively with the congestion issues.

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 proposed measures are considered to meet with the County Council's Social Value Policy in that it delivers a safer environment for user of the public highway.

9. Crime and Disorder Act Implications

- 9.1 There are no crime or disorder implications likely to result from this proposal.

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 advertised proposals
Appendix B – summary of objections

Background Papers - none