

Executive Director Residents' Services

November 2014

Horsham Various Roads – On Street Car Club Spaces: Proposed Traffic Regulation Orders

Report by Director Highways and Transport (interim) and Service Manager Engineering Solutions

RefHON8008

Key Decision:
No

Part I

Electoral Division:
Tanbridge &
Broadbridge
Heath; Horsham
Hurst

Executive Summary

The County Council made a successful bid for Government funding from its Local Sustainable Transport Fund (LSTF). It is proposed to allocate part of this funding to develop a Community Car Club for Horsham, which has been designed to provide a realistic alternative to increasing car ownership and will support other smarter travel choices such as walking, cycling and using public transport. By way of advance works to this programme Traffic Regulation Orders need to be made to provide allocated on-street parking to support the scheme.

Following the formal consultation one individual objection was received from members of the public, which have been summarised in Appendix C to this report, together with comments from the Director of Highways and Transportation (interim).

Under the County Council's revised constitution, should proposals for new traffic regulation orders receive five or fewer objections then these will be considered by way of a delegated officer's report.

Recommendation

That the Executive Director Residents' Services, having considered that the resulting benefits of the proposal to the community outweigh the objection raised, authorises the Director of Law, Assurance and Strategy to make the Order as advertised.

1. Background and Context

- 1.1 The County Council made a successful bid for Government funding from its Local Sustainable Transport Fund (LSTF). A key part of the overall LSTF programme is the West Sussex Sustainable Travel Towns programme, which was awarded £2.3m – including £1m for behavioural change

projects. These projects include the development of a Community Car Club for Horsham, which has been designed to provide a realistic alternative to increasing car ownership and will support other smarter travel choices such as walking, cycling and using public transport.

- 1.2 Horsham Car Club is operated by Co- Wheels. Co -Wheels Car Club is a national organisation that provides vehicles for occasional use on a time rental basis. Car Clubs support the transport sustainability agenda, by providing an alternative to second car ownership.
- 1.3 Research has shown that member ship of a car club reduces levels of car use and changes its members travel behaviour , transferring some travel to walking and cycling and tending to make fewer journeys overall.
- 1.4 For Car Clubs to be successful parking spaces need to be allocated on street, in convenient locations close to town centre area. The spaces advertised have been identified by Co- Wheels as fulfilling those criteria.

2. **Consultation**

- 2.1 At the design stage, the Local Member for Tanbridge and Broadbridge Heath, the Local Member for Horsham Hurst and Sussex Police were consulted. The Local Members supported the proposal and Sussex Police raised no objection to it.
- 2.2 The three week formal consultation period ran between 30 October 2014 and the 20 November 2014. During this consultation period, notices were erected on site, a copy of plans and a statement of reasons were placed at the local library and on the County Council website, and a copy of the Public Notice advertised in the local paper.
- 2.3 During the consultation period there were no negative comments from any of the statutory consultees.
- 2.4 One individual objection was received from a member of the public which has been summarised in Appendix C to this report, together with comments from the Director of Highways and Transportation .

3. **Proposal**

- 3.1 The following traffic regulation orders are proposed to support the Car Club Scheme:
 - **North Street** – Introduction of one Car Club Space – To include no waiting at any time across a communal vehicular access to resolve an existing obstruction issue.
 - **Brighton Road** - Introduction of one Car Club Space – To include the formalisation of an existing Advisory Disabled Parking Bay and additional Prohibition of Waiting to improve visibility for drivers exiting from New

Street

- **Bishopric** - Introduction of one Car Club Space

3.2 The length of road which is the subject of the proposed Order is shown in Appendix B with the following drawing numbers:

- TQ1630NEN
- TQ1630NES
- TQ1730NEN
- TQ1730SEN

3.3 The Car Club parking spaces are proposed to meet the County council's objective of supporting sustainable transport initiatives. This Order has been proposed to improve the amenities of the area through which the road passes.

4. **Resource Implications and Value for Money**

4.1 The estimated cost of the works is £2000 which will be met from the LSTF programme.

5. **Impact of the proposal**

5.1 Through the statutory duties placed on the County Council by the Road Traffic Regulation Act, the introduction of the Traffic Regulation Orders detailed in the report will support the County Councils policies for improving sustainable transport.

5.2 **An Equality Impact Report (EIR)** has been undertaken and is attached as Appendix A to this report.

5.3 The proposed TRO is of a limited nature and it is considered that the increased environmental benefits will affect all residents equally and not pose a risk to anyone with a protected characteristic as defined by the Equality Act. Consequently the EIR should have no specific bearing on the Committees decision.

5.4 **Crime and Disorder Act Implications** - The County Council does not consider there to be any foreseeable Crime and Disorder Act implications associated with this proposal. The view of Sussex Police has been sought, who confirm they believe there are no issues in relation to the Crime and Disorder Act.

5.5 **Human Rights Implications** - It is unlawful for a public authority to act in a way that is incompatible with a convention right. The views of the officers set out in paragraph 3.3 and the objective of working with communities in delivering the County Council's services should then be set against these rights. Taking these points into consideration it is believed that the introduction of this TRO is justified.

5.6 **Social Value** - The proposals aligns with the County Council's policy on

Social Value insofar as it supports the County Council's sustainable transport objectives and be of benefit to the wider community

6. **Risk Management Implications**

- 6.1 Should the proposed TRO not be made the risk to the County Council is that the Car Club spaces could not be provided, contrary to its sustainable transport objectives, with the additional risk of a loss of government (LSTF) funding.
- 6.2 Should the proposed TRO be made the risk to the County Council is a community concern at the loss of three parking spaces in the Controlled Parking Zone by the allocation to the Car Club and that parked vehicles displaced by the proposals will create problems in other roads in the locality. The Council will monitor the situation and propose further restrictions if necessary.

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(interim)

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Appendices

Appendix A – Equality Impact Assessment
Appendix B – Plans of Advertised Proposals:

- TQ1630NEN
- TQ1630NES
- TQ1730NEN
- TQ1730SEN

Appendix C - Consultation Response Summary

Background Papers

None