

<b>Chanctonbury County Local Committee</b>	CBY11 (08/09)
<b>Charlton Street and High Street – Traffic Regulation Order. Proposed Waiting restrictions</b>	<b>Key Decision: No</b>
<b>17<sup>th</sup> March 2009</b>	<b>Part I</b>
<b>Report by Director of Operations – Infrastructure and the Divisional Manager – Southern Area Highways</b>	<b>Electoral Division(s): Bramber Castle</b>

### **Executive Summary**

There are a large number of long standing complaints concerning traffic congestion within Charlton Street. This is caused by the general increase in traffic volumes, but also because larger vehicles servicing the Somerfield Store are forced to use the road as it is the only means of access.

Relatively minor adjustments to the parking restrictions within Charlton Street and the High Street will ensure that parking is removed from any pinch points and will allow traffic to flow much more freely.

The aim of the proposal is to reduce congestion within Charlton street where the restrictions are proposed.

### **Conclusions**

Following an informal public consultation with the residents of Charlton Street, objections to the proposals have been received. These objections have been considered and certain adjustments have been made to the restrictions where possible. The objections have been rationalised in [Appendix ii](#). On balance, The revised proposals are considered reasonable and should improve the passage of traffic along this road.

### **Recommendation**

That the Committee gives approval to the Director of Operations – Infrastructure, to proceed to formal advertisement of the proposals.

A future report will be presented for the CLC to consider, listing previous objections and any new objections received following the formal consultation of the proposals.

## **1. Background**

- 1.1 Charlton Street, Steyning runs from White Horse Square in the south to Mill Road in the north and varies in width from just over 5 metres up to a maximum of 7 metres. There are recorded long standing complaints concerning traffic congestion in Charlton Street caused partly by the overall increase in traffic generally, but also because of the larger vehicles servicing the Somerfield Store the only access to which is from this road.

- 1.2 The residents of Charlton Street tend to park on alternate sides of the road forming a chicane effect for through traffic. If however, any overlap of parking occurs, this reduces the available road space to a minimum making it difficult for cars to negotiate, and almost impossible for larger vehicles. There is also evidence of damage to overhanging roof eaves caused by large and high-sided vehicles. Relatively minor adjustments to the existing restrictions will ensure the parking is kept away from the most vulnerable areas eliminating the pinch points.
- 1.3 For both security reasons and to keep the exit from the Police Station free for emergency vehicles, the Police have for a considerable time protected the highway immediately outside the Police Station with "no waiting" cones. It is proposed to formalise this arrangement by introducing double yellow lines. Vehicles parking close to Carters Barns cause restricted manoeuvring for vehicles leaving that part of Charlton Street that leads to the Police Station. Twelve metres of double yellow lines at this location will remove this parking and resolve the issue.
- 1.4 At the junction of Mill Road and Sir George's Place, parking at this corner causes visibility problems and makes it difficult for larger vehicles to negotiate this bend. It is proposed to introduce 48 metres of double yellow lines to keep this section of road clear of obstruction.
- 1.5 The northeast corner of High Street, leading to Horsham Road, has long been an area of concern where any parked vehicles force overtaking cars onto the opposite carriageway at what is a blind bend. Buses and larger vehicles frequently have difficulty negotiating this corner.

## 2. Discussion

- 2.1 The reason for proposing this TRO is: For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising,
- 2.2 Formalising the 'Police No-Waiting' cones outside the Police Station to both provide security to the Station and for the free movement of Emergency vehicles.
- 2.3 Reducing the congestion caused by increased traffic from larger vehicles accessing the store for servicing purposes and public owned vehicles shopping at the store, manoeuvring around the parked vehicles on either side of the road owned by the residents in the immediate vicinity.
- 2.4 At informal consultation stage various objections have been received from residents within Charlton Street. As 1 objection still stands, the TRO must be presented to the CLC for their consideration to proceed with the formal consultation.

## 3. Proposals

- 3.1 Introduce 40 metres of double yellow line at the North and North Eastern corner of High Street at its junction with Horsham Road;
- 3.2 Introduce 25 metres of double yellow line outside Steyning Police Station;
- 3.3 Extend a section of double yellow lines on the Southwest section of Charlton Street by 37 metres.
- 3.4 Extend a section of double yellow lines on the Northeast section of Charlton Street by 22 metres.
- 3.5 Extend the existing double yellow lines at the Southeast corner of Charlton Street by 6 metres.
- 3.6 Extend the existing double yellow lines on the East side of "The Gardens" in Charlton Street, by 6 metres.
- 3.7 Introduce double yellow line Southeast of Carters Barn, to a point opposite the southern kerb line of the side road leading to the Police Station.
- 3.8 Introduce 48 metres of double yellow line at the Southeast corner of the junction of Mill Road and Sir George's Place.

#### **4. Consultation**

- 4.1 During the informal consultation a decision was taken to consult directly with the residents of Charlton Street. 8 letters of objection were received, raising several points of objection. A summary of these objections, together with a response from the Director of Operations - Infrastructure is provided in Appendix ii. The original objection letters are available for inspection from the legal service unit at County Hall.
- 4.2 As part of the statutory consultation the Local County Councillor, District Councillor, Police, Fire, Ambulance, Road Haulage and Freight Transport Associations were contacted. County Councillor Derek Deedman raised an objection at this time regarding the proposals, which is summarised in Appendix ii. No other objections were received.

#### **5. Resources Implications and Value for Money**

- 5.1 The proposals will be delivered and funded by existing highway signing and lining revenue budgets.
- 5.2 It is anticipated that the TRO will cost in the region £2000 to implement. This includes £600 for advertising and Approximately £1400 for works implementation.
- 5.3 Maintenance costs will be covered through existing maintenance budgets.

#### **6. Risk Management Implications**

- 6.1 If the recommendation is followed there a risk that those residents who objected may not believe their opinions have been considered. This is mitigated as the decision whether to proceed with the TRO is being made by the CLC at a meeting in public.
- 6.2 If the recommendation is not followed there is a risk that the congestion along Charlton Street will remain and that the aspiration of the local residents will not be met.

## 7. **Crime and Disorder Act Implications**

- 7.1 West Sussex County Council do not consider there to be any foreseeable crime and disorder act implications associated with this proposal.
- 7.2 The Police have been consulted and do not believe there are any Crime and Disorder implications for the proposals

## 8. **Human Rights Act Implications**

The rights of those living near to Charlton Street have been considered. The concerns of officers set out in paragraph 2 and the policy objective to manage the public highway has been set against these rights. Taking these points into consideration it is believed that the introduction of the proposals as detailed in the recommendation above is still justified.

## 9. **Customer Focus Appraisal**

As the value of the TRO is under £500K and is wholly within one ward a customer focus appraisal is not required. However the needs of all communities have been considered at the design stage.

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## **Appendices**

[Appendix i](#) – Existing and Proposed Parking Restrictions  
Appendix ii – Objections and Officer Response

## **Background Papers**

None

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