

# Public Document Pack

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27 June 2019

Dear Member,

**Adur County Local Committee - Monday, 1 July 2019**

Please find enclosed the following documents for consideration at the meeting of the Adur County Local Committee on Monday, 1 July 2019 which were unavailable when the agenda was published.

<b>Agenda No</b>	<b>Item</b>
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<b>6.</b>	<b>TRO Sullington Way (A01(19/20)) &amp; (A04(19/20))</b> (Pages 3 - 34)
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Neither of the reports were finished and signed off when the agenda was published.

Yours sincerely

Tony Kershaw  
Director of Law and Assurance

**To all members of the Adur County Local Committee**

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<b>Executive Director Economy Infrastructure and Environment</b>	<b>Ref No: (A01(19/20))</b>
<b>Decision Report June 2019</b>	<b>Key Decision: No</b>
<b>Shoreham – Sullington Way Proposed Traffic Regulation Order</b>	<b>Part I</b>
<b>Report by Director of Highways, Transport and Planning Local Highway Operations</b>	<b>Electoral Division(s): Shoreham North</b>

### Summary

The proposal relates to Sullington Way, Shoreham. This is an officer promoted scheme to resolve a safety issue.

The Fire Service has requested to restrict parking in this close as they are currently experiencing problems accessing the Northern End of the road due to parked cars on both sides of the carriageway. There is a school located at the end of the close.

To improve safety access, it is proposed to introduce double yellow lines throughout the southern section of Sullington Way on the Western side.

Following the Statutory Public Consultation between 20<sup>th</sup> September and 11<sup>th</sup> October 2017 16 objections have been received along with 2 letters of support, which can be seen in Appendix B to this decision report.

### Recommendation

That the Adur County Local Committee, having considered that the resulting benefits outweigh the objections raised, authorise the Director of Law, Assurance and Strategy to make the Order as advertised.

### Proposal

#### 1. Background and Context

- 1.1 Sullington Way, Shoreham is a narrow residential road at the southern end with a Primary School at the northern end (St Peter's Catholic Primary School). This road gets busy at school pick up and drop off times and in the evenings when most of the residents are back from work.
- 1.2 West Sussex Fire and Rescue Service has raised concerns with regards to not being able to access the road due to parked cars and have requested waiting restrictions to prohibit vehicles from parking.
- 1.3 There are approximately 28 properties throughout the road.

- 1.4 Approximately 10 years ago West Sussex County Council gave residents the option to convert the grass verges into hard standing to enable parking. Only a few took this option. West Sussex County Council does not have the funds (approx. £2k per property) to offer this option.

## **2. Proposal**

- 2.1 The proposal is to introduce double yellow lines throughout the western kerb line from the junction of Middle Road for approximately 35m.
- 2.2 This will be an extension from the existing junction protection with Middle Road.
- 2.3 The proposal can be found in Appendix A

## **3. Resources**

- 3.1 It is estimated that the cost of introducing double yellow lines will cost approximately £300.

### **Factors taken into account**

## **4. Consultation**

- 4.1 The Statutory Public Consultation period was between 20<sup>th</sup> September and 11<sup>th</sup> October 2017. 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.
- 4.2 The Local Member Ms Debbie Kennard was consulted, as were Sussex Police. Neither raised any objection.
- 4.3 Following the consultation there were 16 objections and 1 of support.
- 4.4 The main points raised by the objectors were:
  - Not wanting restrictions but instead wanting to harden the existing grass verges.
  - There has been no evidence of regular obstruction throughout the road.

## **5. Risk Management Implications**

- 5.1 Residents and parents may choose to ignore the restrictions. This will be mitigated by ensuring the restrictions are regularly enforced.
- 5.2 If the TRO is not introduced the safety of the residents and school children will not be addressed.

## **6. Other Options considered**

- 6.1 A timed Single Yellow Line restriction was considered to aid to safe access throughout the day for the school, however this would not solve the issue if there was a fire or incident outside of the restricted times.

- 6.2 Paving the grass verges was also considered but this would not be progressed as a Traffic Regulation Order request. This would have to be prioritised via the Community Highway Scheme process. This is a relatively lengthy process and there is no guarantee that the scheme would be prioritised in a programme of works. There are no other budget allocations available to undertake such works. Even if verges were hardened there would be no guarantee that anti-social/ obstructive parking would cease.

## **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 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 user of the public highway.

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

- 9.1 Sussex Police has not issued any concerns regarding the Crime and Disorder Act regarding the proposed speed reduction.

## **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.

**Matt Davey**

Director of Highways, Transport  
& Planning

**Michele Hulme**

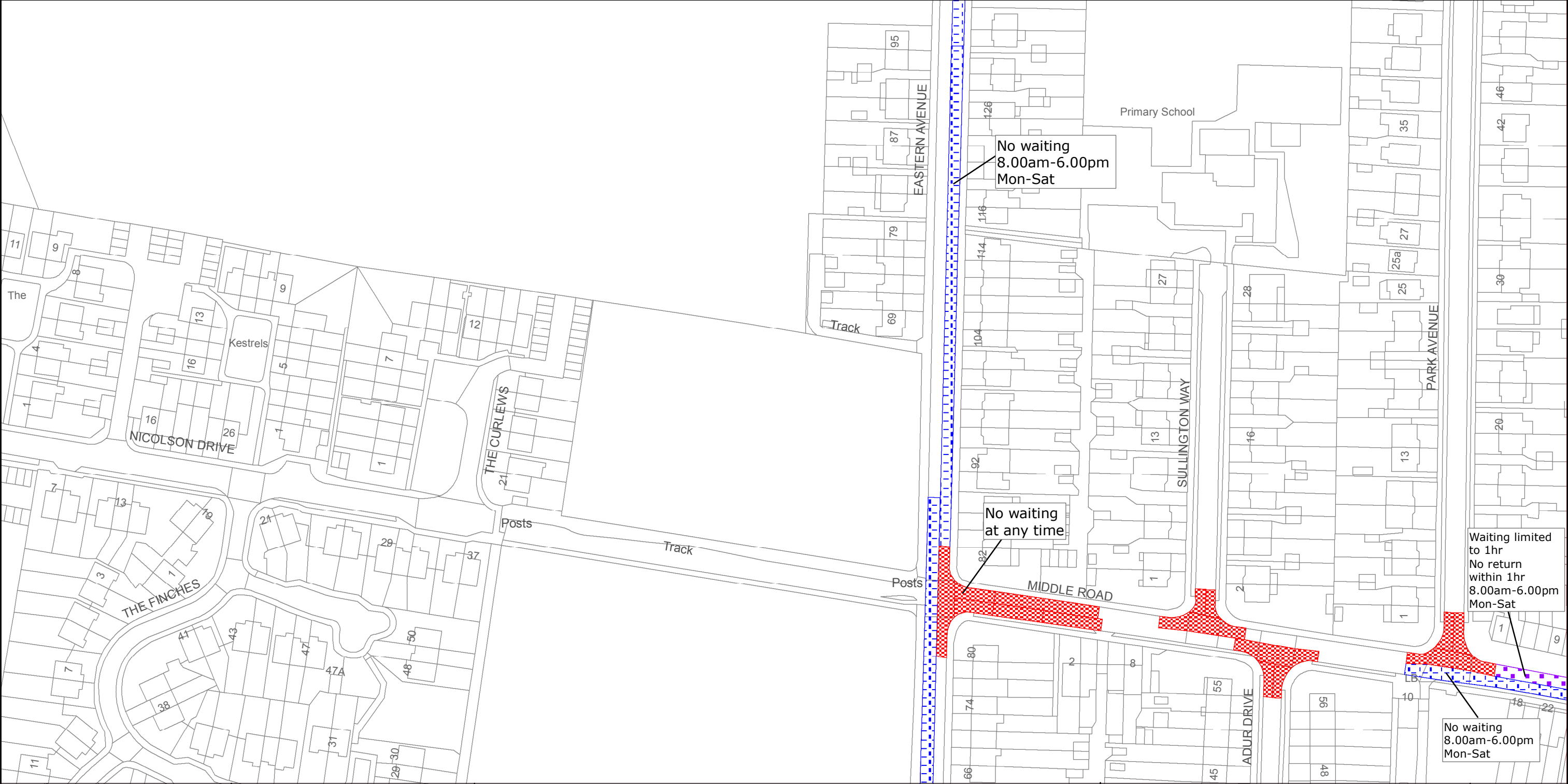
Head of Local Highway Operations

**Contact:** Matt Gray 0330 222 6358

## **Appendices**

Appendix A – plans of existing restrictions and advertised proposals  
Appendix B – summary of objections and Officer responses.

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Highways & Transport  
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ADUR DISTRICT: SHOREHAM/SOUTHWICK  
WAITING RESTRICTIONS

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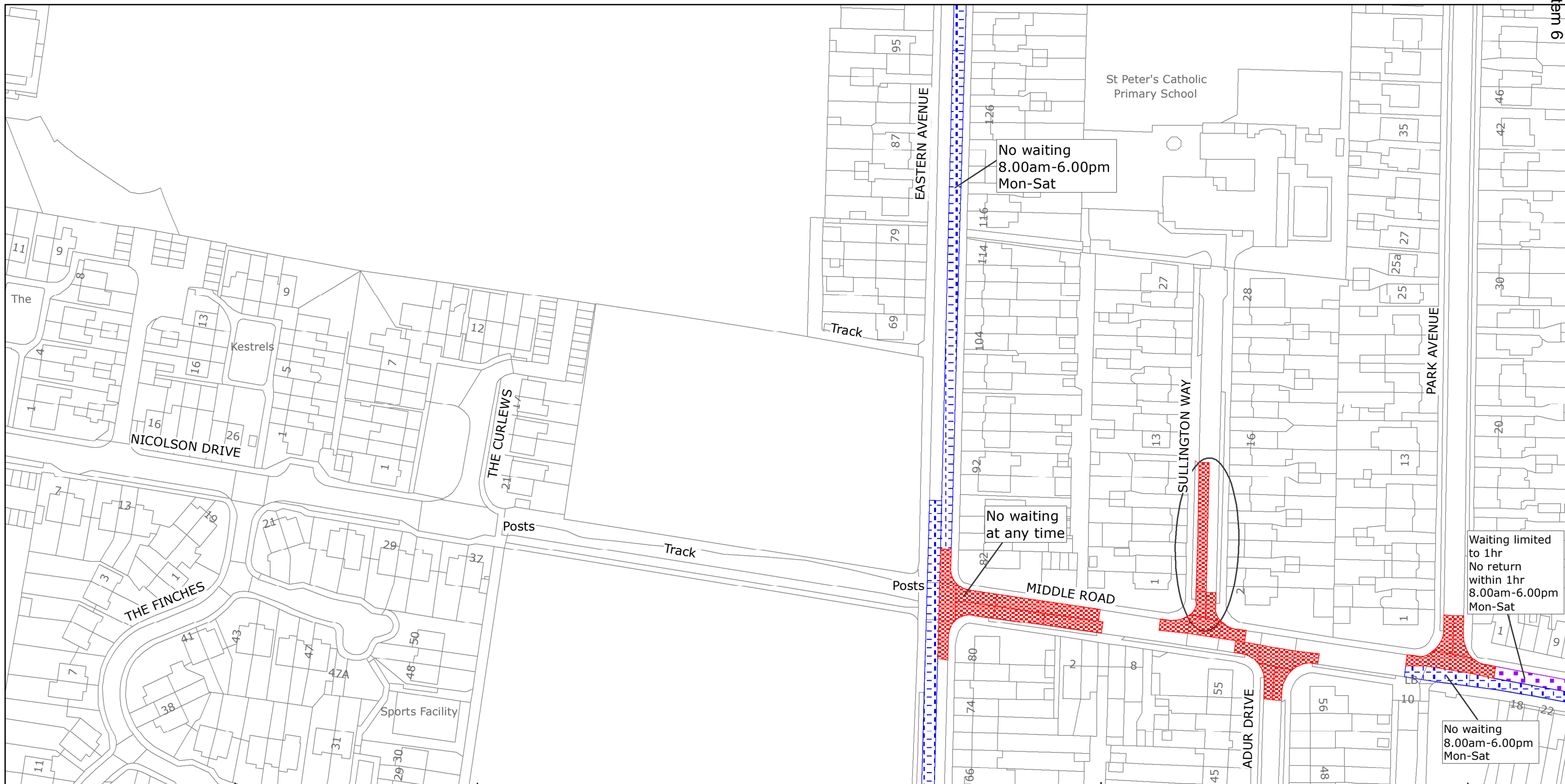
TILE REF NO:  
TQ2205NWS

SHEET ISSUE NO 2  
SHEET ACTIVE FROM - 14/10/2013



Agenda Item

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at A3 size  
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ADUR DISTRICT: SHOREHAM/SOUTHWICK  
PROPOSED WAITING RESTRICTIONS (06.08.2018)

TILE REF NO:  
TQ2205NWS

SHEET ISSUE NO 3\_ADR1805  
SHEET ACTIVE FROM - DD/MM/YYYY



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## Appendix B

**Summary of Comments and Objections**  
**Shoreham-By-Sea: Sullington Way Parking Restrictions**

Comments	Officer Response
<p>1. Resident of Sullington Way - Objects to proposal: Something has to be done in the road but yellow lines will not help as no-one takes any notice of them. The road needs resident's parking or the grass verges to be removed.</p>	<p>The request for the scheme came from West Sussex Fire and Rescue service as in the event of an emergency it may not be possible for them to reach St Peters Catholic School or the properties throughout.</p> <p>This issue is due to the narrow nature of the road and the inappropriate parking throughout Sullington Way.</p> <p>Due to the potential seriousness of the issue WSCC needs to respond to the request as soon as is practicable. The most expedient way of doing this is via parking and waiting restriction Traffic Regulation Order.</p> <p>There is no budget available to replace the existing grass verge into a hard verge (like the northern section). This could be applied for via a Community Highway Scheme (CHS) which can be found online at:  <a href="https://www.westsussex.gov.uk/leisure-recreation-and-community/supporting-local-communities/apply-for-a-community-highways-scheme/">https://www.westsussex.gov.uk/leisure-recreation-and-community/supporting-local-communities/apply-for-a-community-highways-scheme/</a></p> <p>A CHS has a programme of two to three years from request to implementation, which officers believe is too long to wait.</p> <p>Due to the low number of injury accidents near the school, the relatively high cost and the high number of requests throughout the county it is difficult to predict if this CHS request would be a priority for the Cabinet Member for Highways and Transport.</p> <p>West Sussex County Council has full support from Sussex Police, Fire and Rescue and the County Councillor to proceed with the proposal on safety grounds.</p>

<p>2. District Councillor: has been approached by more than 20 concerned residents who would have preferred more local consultation on the road before the TRO was proposed. Residents feel that the double yellow lines will not address the issues in the road and that regular parking patrols are needed. Parents have been aggressive to residents, blocking drives and even parking on driveways. Residents ask whether it would be possible to drop kerbs but keep grass verges, using a grass mesh instead to allow parking there? Ask whether school traffic could be reduced by using advisory signs to warn that emergency access is needed? Residents would like to see more travel to school on buses or by bicycle. The head teacher is happy to work with parents on this and will also discuss opening the school car park for people attending evening classes etc.</p>	<p>The TRO proposed is the only option WSCC could implement within reasonable timescale, hence the statutory consultation was deemed sufficiently appropriate</p> <p>See officer response to Comment 1 above.</p>
<p>3. Resident of Sullington Way: Proposed restrictions will not help access for emergency vehicles. It would be better to remove the bollards from the grass verges to allow parking partly on the verge. There is enough width available to do this while maintaining pedestrian access. Verges could be paved if this would help. This would avoid a loss of parking and avoid problems for residents with children who would otherwise be unable to park in their own road.</p>	<p>See officer response to Comment 1 above.</p>
<p>4. Resident of Sullington Way: Double yellow lines will reduce parking for residents and increase the number of parents dropping children in the middle of the road, which will cause an accident. This will also increase parking in Middle Road and many people will park on the lines, meaning residents lose parking for nothing. Best option would be to remove grass verges to widen the road, keeping parking while maintaining access for fire engines etc.</p>	<p>See officer response to Comment 1 above.</p>
<p>5. Resident of Sullington Way: Double yellow lines will cause problems further along the</p>	<p>See officer response to Comment 1 above.</p>

<p>road. The situation would be better resolved by removing the grass verges. Presently it is impossible to park in the road during school pick up times and yellow lines will make this situation worse. More residents will apply for dropped kerbs, digging up gardens which is not good for the environment.</p>	
<p>6. Resident of Sullington Way: Proposal will make current situation worse. As the school has expanded in size parking for staff has been reduced, with teachers now parking on Sullington Way, causing problems for residents. Parents then make matters worse and pick up/drop off times. Some years ago WSCC offered to install hard standings outside resident's houses. Some residents agreed this, but others kept the grass. Residents who kept the grass then often park on the hard standings outside other people's houses. The situation has been made worse by households with 3 or more cars but no driveways. Problem should be solved by creating hard standings outside all the houses and making the road a residents' only parking zone.</p>	<p>See officer response to Comment 1 above.</p>
<p>7. Resident of Sullington Way: Double yellow lines should continue to the top of the road and cover the turning bay. A neighbour at this end of the road recently had a chimney fire and the fire engine could get no-where near the house, a fire at the school would be disastrous. Other residents are saying there are no problems with access but this is not true as the bin lorries are often unable to access the road and it is sometimes impossible to get through in a car due to bad parking. Some residents refused to have the verges outside their houses tarmaced a few years ago and this causes all sorts of problems with parking. Something needs to be done as cars often park on white access lines blocking drives.</p>	<p>The reasoning behind ending the double yellow lines where they are proposed is to restrict enough throughout the road to ensure a fire truck or HGV can safely get through but not removing all of the parking available for residents.</p> <p>The restrictions stop where the grass verges have previously been hardened as this section of the road is wider due to vehicles parking on the existing hardened verges.</p> <p>Officers will monitor this by occasional inspection and engagement with members of the public and the restrictions can be reduced or increase if deemed to not be appropriate.</p>
<p>8. Resident of Sullington Way: Residential parking is already at a premium due to the school. Residents will be forced to dig up gardens for parking, losing green space and local habitat.</p>	<p>It is noted that the proposed restrictions will remove spaces for residents to park, however it is the officers opinion that on balance the safety of the residents and school children outweighs the parking concerns raised.</p>

<p>Increasing the number of driveways will further decrease on street parking. Enforcement is currently insufficient, how will the new lines be enforced?</p>	<p>West Sussex Fire and Rescue service have reported on numerous occasions not being able to access the school due to parking at the southern end. Officers are also aware of the Ambulance Service and Waste Collection Service not being able to access the northern end of the road. The restrictions will be enforced by Worthing and Adur Borough Council.</p>
<p>9. Resident of Sullington Way: Yellow lines will cause parking closer to people's driveways, causing access issues. The lines will prevent residents parking near their homes to battle for parking spaces further along the road, making it more likely they will obstruct driveways. The lines may well make congestion in the road worse as parents will park on them to drop off children. Suggests removing grass verges to provide better parking without blocking the road. Finally queries whether new lines would actually be enforced – current lines are not enforced so parents just ignore them.</p>	<p>See officer response to Comment 1 above.</p>
<p>10. Resident of Sullington Way: Yellow lines will not help, mesh in the grass verges will create space for wider vehicles to pass by while maintaining green space and trees. This would also avoid moving the problem elsewhere.</p>	<p>See officer response to Comment 1 above.</p>
<p>11. Resident of Sullington Way: There is currently high demand for parking so restrictions will have a detrimental effect on every household in the road, forcing residents to park in other roads and moving the problems there. If vehicles are too wide for the roads then more suitable vehicles should be used. Believes last fire in the road was in 2014 and was dealt with by rolling hosepipes along the road. Fire hydrants should be installed to ensure access to water for the fire service. Recently refuse vehicles could not get to the northern end of the road but this was due to parking on an area not covered by the new lines. Since then the problem has not recurred. Rather than increase the lines they should be reduced, current lines at the junction with Middle Road are too long.</p>	<p>See officer response to Comment 1 above.  Installing Fire hydrants is not a practicable option due to cost and then the expectation to install them throughout all roads in West Sussex.</p>

Parking in the road is already at a premium and proposal to reduce it further is totally unacceptable.	
12. Resident of Sullington Way: Understands reasons for the proposal as they had a chimney fire and the fire brigade could not reach them. However, extending the yellow lines will mean residents will not be able to park near their homes, which is already a problem as it is. This will affect car insurance premiums etc. It would be better to remove the verges so cars can be parked while maintaining road width.	See officer response to Comment 1 above.
13. Resident of Sullington Way: Road has 28 houses and is a no-through road. New lines will remove 6 parking spaces but access for emergency services to the northern end of the road will not be improved by this. It would be better to remove the white posts on the verges and tarmac over the grass, allowing cars to park with 2 wheels on the verge. The new lines will be used as quick drop off spaces by parents dropping children at school.	See officer response to Comment 1 above.
14. School Governor: Placing yellow lines at only the bottom end of the road will not solve the risk caused by emergency services vehicles being unable to access the northern end of the road, including the school. Would prefer to see lines along the whole length of the road to ensure safe access to the school in an emergency. Lisa James	<p>The request for the scheme came from West Sussex Fire and Rescue service due to numerous complaints about being unable to reach St Peters Catholic School the properties throughout.</p> <p>This was due to the narrow nature of the road and the parking throughout Sullington Way.</p> <p>Installing lines through the whole road will cause a lot of displacement parking and issues in neighbouring roads.</p> <p>The proposal will allow access for the Fire trucks to safely pass and to keep as much residential parking as possible.</p>
15. Resident of Sullington Way: Access is presently difficult but proposed solution is not a good one. It would be better to tarmac the verges in the road. This may be expensive in the short term but will save in future maintenance costs of the unwanted verges and do away with the hazard of slippery cuttings on the pavements.	See officer response to Comment 1 above.

<p>16. Resident of Sullington Way: Dustcarts do have some difficulties in the road but these have been resolved with co-operation from residents. Suggests a trial run is tried with a fire engine to establish whether there is really an access problem. Many other roads in the area are narrow and have similar problems.</p>	<p>See officer response to Comment 1 above.</p>
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<p><b>Support for the proposed restrictions:</b></p>
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<p>Resident of Sullington Way: Supports the proposal but would like to see the lines extended throughout the whole of one side of the road.</p>
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<b>Adur County Local Committee</b>	<b>Ref No: (A04(19/20))</b>
<b>Date: 1 July 2019</b>	<b>Key Decision: NO</b>
<b>School Keep Clear Traffic Regulation Order</b>	<b>Part I or Part II: 1</b>
<b>Report by Executive Director of Place and Director of Highways, Transport and Planning</b>	<b>Electoral Division(s): Adur CLC Area</b>

### **Summary**

Yellow zigzag 'School Keep Clear' (SKC) markings are used to prevent vehicles parking too close to school entrances, where they can cause obstruction and restrict visibility. Many SKC markings are advisory without a Traffic Regulation Order (TRO). The latter enables enforcement. The members of Adur County Local Committee (CLC) requested a TRO to be prioritised to ensure entrances to the schools in their area are protected by SKC markings and a TRO.

SKC markings and associated TROs were advertised for 14 schools in the Adur area. 30 objections in total were received (which have been summarised in Paragraph 4.4 of this report) relating to 3 schools, and 1 comment of support relating to 1 school.

### **Recommendation**

That the Adur CLC authorise the Director of Law and Assurance to bring the TRO into operation as advertised.

## **Proposal**

### **1. Background and Context**

- 1.1 Yellow zigzag SKC markings are used to prevent vehicles parking too close to school entrances, where they can cause obstruction and restrict visibility. Many SKC markings are advisory and are not well observed. The members of Adur CLC requested a TRO to be prioritised to ensure entrances to the schools in their respective areas were protected by legally enforceable SKC markings.
- 1.2 WSCC identified locations for the required SKC markings and traffic signs ensuring they were compliant with the Traffic Signs Regulations and General Directions (TSRGD). Additional waiting restrictions were also proposed where considered necessary.
- 1.3 The purpose of the restrictions is to improve visibility and safety for children and families as part of the journey to and from school.

### **2. Proposal**

- 2.1 The proposals cover 14 schools in the Adur CLC area, the majority of which have not received any objection following advertisement of the proposals. Therefore in accordance with WSCC procedures these are now approved for implementation. This is due to take place later in 2019/20.
- 2.2 However objections have been received relating to three locations, these are outlined in paragraph 4 below and Appendix B.  
  
The following paragraphs outline the proposals at sites where objections have been received. Plans are included in Appendix A.
- 2.3 North Lancing, Browning Road (North Lancing Primary School) – proposal to introduce SKC 8am to 5pm Mon – Fri .
- 2.4 Lancing, Seaside Avenue, Freshbrook Road and Old salts Farm Road (Seaside Primary School) – proposal to introduce SKC 8am to 5pm Mon – Fri in seaside Avenue, and extensively along Freshbrook Road and Old Salts Farm Road.
- 2.5 Shoreham, Sullington Way and Eastern Avenue (St Peters Catholic Primary School) - in Eastern Avenue proposal to introduce SKC 8am to 6pm Mon – Fri (to match existing adjacent limited waiting instructions), and in Sullington Way SKC 8am to 6pm Mon – Fri.
- 2.6 A comment of support has been received relating to Holmbush Primary School, this is also shown in Appendix B.
- 2.7 The TRO has been proposed to protect the safety of vulnerable road users and to improve accessibility and build confidence in sustainable travel choice. The proposals also provide clarity to improve driver behaviour as part of the journey to and from school.

### **3. Resources**

- 3.1 The Traffic Regulation Order is carried out internally and does not require funding. The proposed cost for the required lining and signing at the above sites is in the region of £1,500 for each location and is part of a wider programme of work delivered as part of the Local Transport Improvement programme (LTIP). This batch delivery approach offers the County Council improved value for money. This is funded through the County Council's annual capital delivery programme approved by the Cabinet Member for Highways and Infrastructure April 2019 decision ref HI03 (19/20) and forms part of a countywide CLC priority.
- 3.2 Ongoing maintenance of the new signage and lines will be managed by Highways and Transport. Future maintenance will be funded from the Highways and Transport maintenance revenue budget.

### **Factors taken into account**

### **4. Consultation**

- 4.1 At the preliminary design stage the schools were consulted on the proposed extent and location of the SKC markings. The Local Member, Area highway Manager and Sussex Police were also consulted. No objections were raised.



- 4.2 A three week statutory consultation period ran between 14/03/2019 – 4/04/2019. During this consultation period, notices were erected on site, a copy of plans and a statement of reasons were made available at the local library and on the County Council website, and a copy of the Public Notice advertised in the local press.
- 4.3 The County Councillors for the constituencies covering the schools continue to support the proposals (George Barton for N Lancing, Ann Bridges for Seaside and Debbie Kennard for St Peters).
- 4.4 During the consultation period there were no negative comments from any of the statutory consultees.
- 4.5 During consultation a total of 30 objections were received relating to three school sites, these are listed with officer comments in Appendix B. These mainly relate to loss of on-street parking and particularly outside of the busiest times of the school day. Concern was also expressed about the ability of enforcement agents to take action.
- 4.6 Whilst it is understood that parents wish to park to drop-off children, and residents wish to park near their properties, these proposals relate to safety of school children and is attempt to provide a safer environment immediately adjacent to school accesses. Without a TRO in place it is not possible to enforce the markings and, whilst not able to be present at every location all of the time, enforcement agencies are able to respond when there is persistent abuse of the TRO. The School Keep Clear markings also enable enforcement of no loading or drop off, unlike double yellow lines which permit this.
- 4.7 It is not possible, within this programme focussing on school-gate issues, to address all of the local parking issues. These need to be progressed separately.

## **5. Risk Management Implications**

- 5.1 Should the proposed TRO not be made the risk to the County Council is that the concerns raised by schools regarding inconsiderate and dangerous parking behaviours in the vicinity of the school entrances will not be addressed.
- 5.2 Should the proposed TRO be made the risk to the County Council is that the proposed restriction will protect the school entrance but parking will migrate into neighbouring roads. The County Council continues to support school communities to discourage inconsiderate parking behaviours. This will be monitored and revisited where necessary and appropriate.

## **6. Other Options Considered**

- 6.1 WSCC officers believe that the proposed restrictions respond to the concerns raised by the school communities regarding road safety as part of the journey to and from school.

## **7. Equality Duty**

- 7.1 WSCC has considered its public sector quality duties and has not identified any outstanding issues under the Equality act.

**8. Social Value**

- 8.1 The proposals align with the County Council's policy on Social Value insofar as they are supported by the school community to improve the local road environment.

**9. Crime and Disorder Act Implications**

- 9.1 The County Council does not consider the scheme to create any crime and disorder issues. Officers have consulted with Sussex Police, who share this view. It is considered this will not change if implementation takes place.

**10. Human Rights Implications**

- 10.1 There are not considered to be any Human Rights Act Implications.

**Lee Harris**  
Executive Director of Place

**Matt Davey**  
Director of Highways, Transport and  
Planning

**Contact:** Peter Bradley: 0330 222 2104  
Ian Patrick: 0330 222 6715

**Background Papers** None

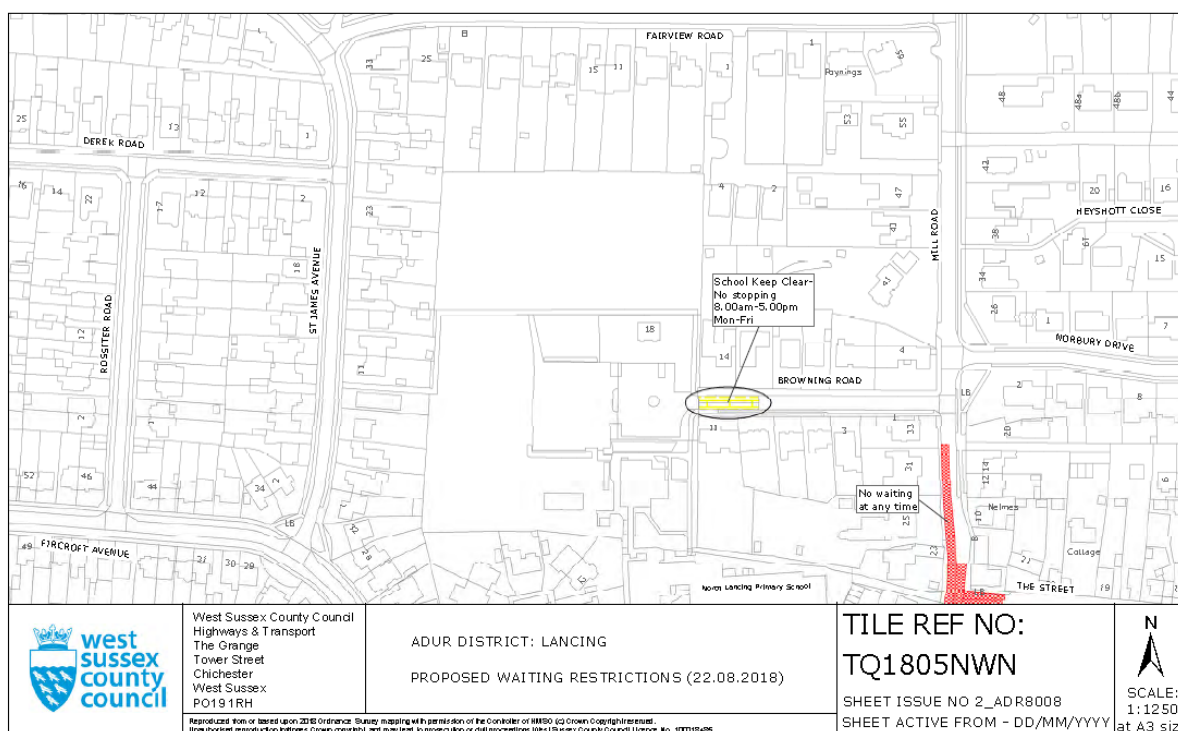
**Appendices**

Appendix A – Plans of Proposals

Appendix B – summary of objections and officer response

## Appendix A – Plans of Proposals

### A.1 Lancing, North Lancing Primary School

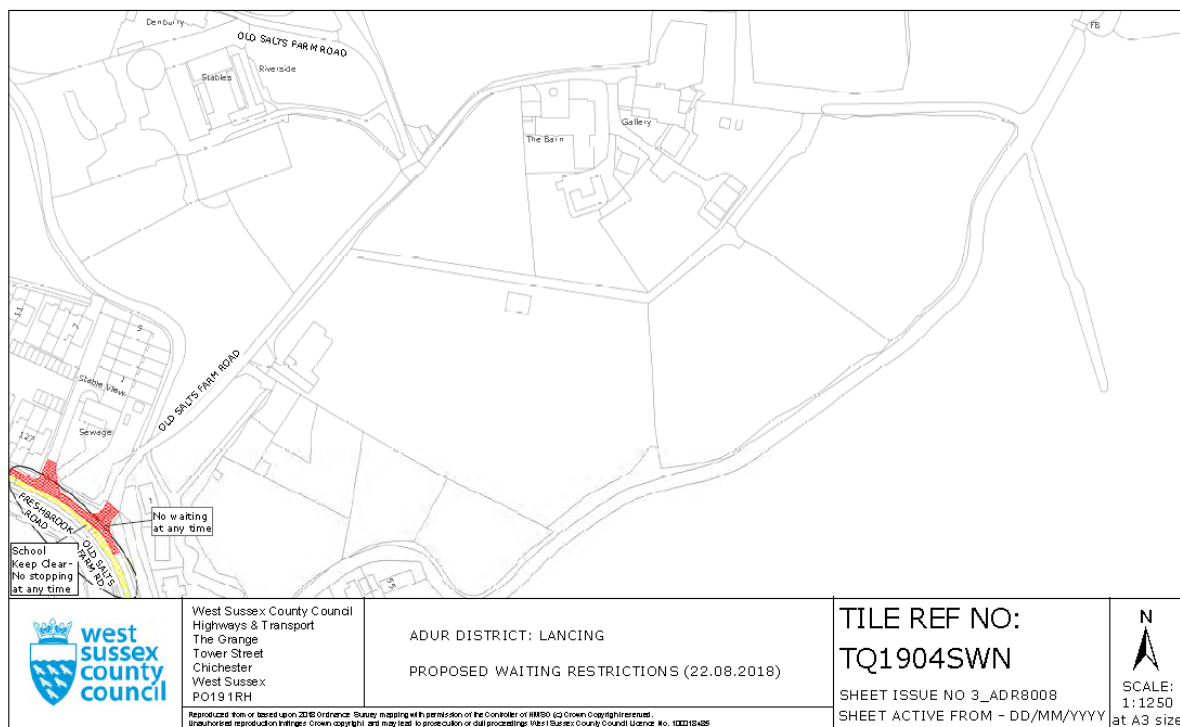
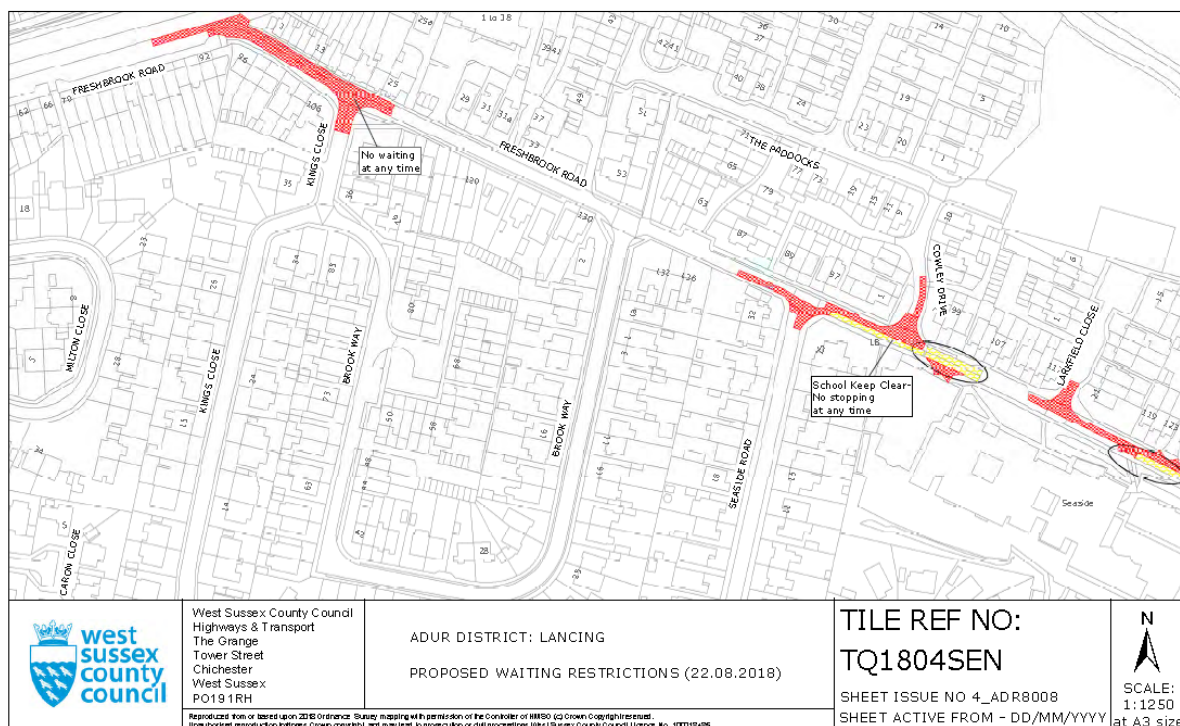


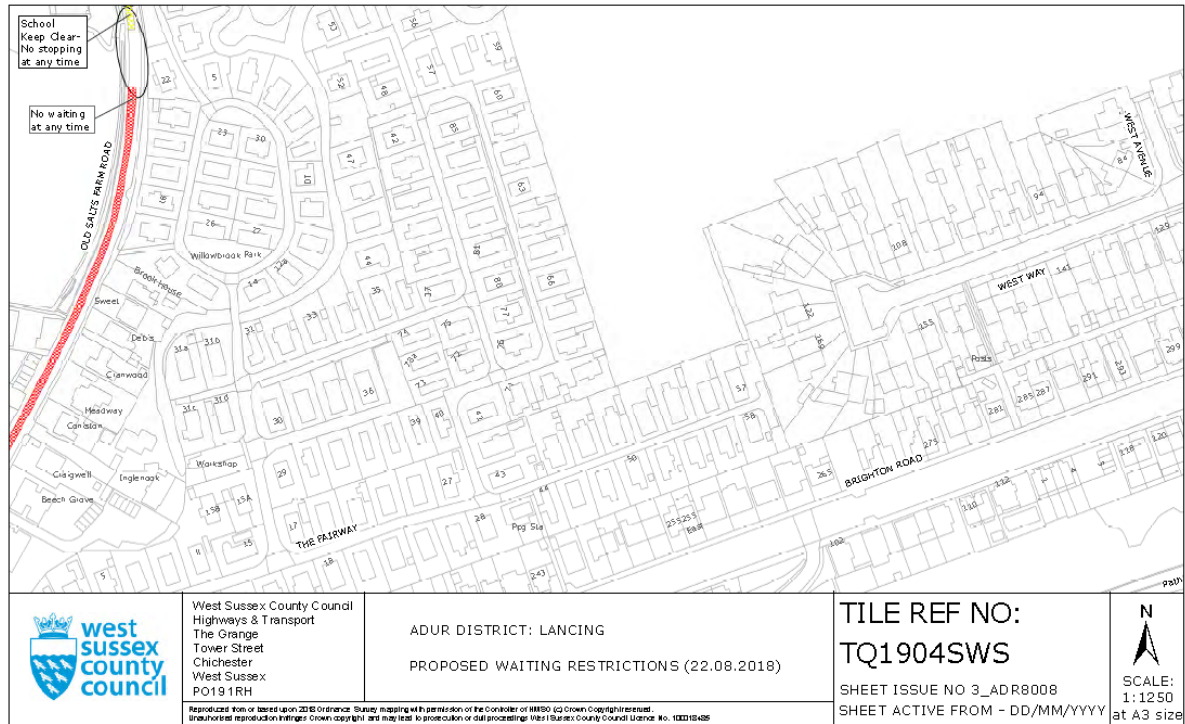
### A.2 Lancing, Seaside Primary School

#### A.2.1 Seaside Avenue

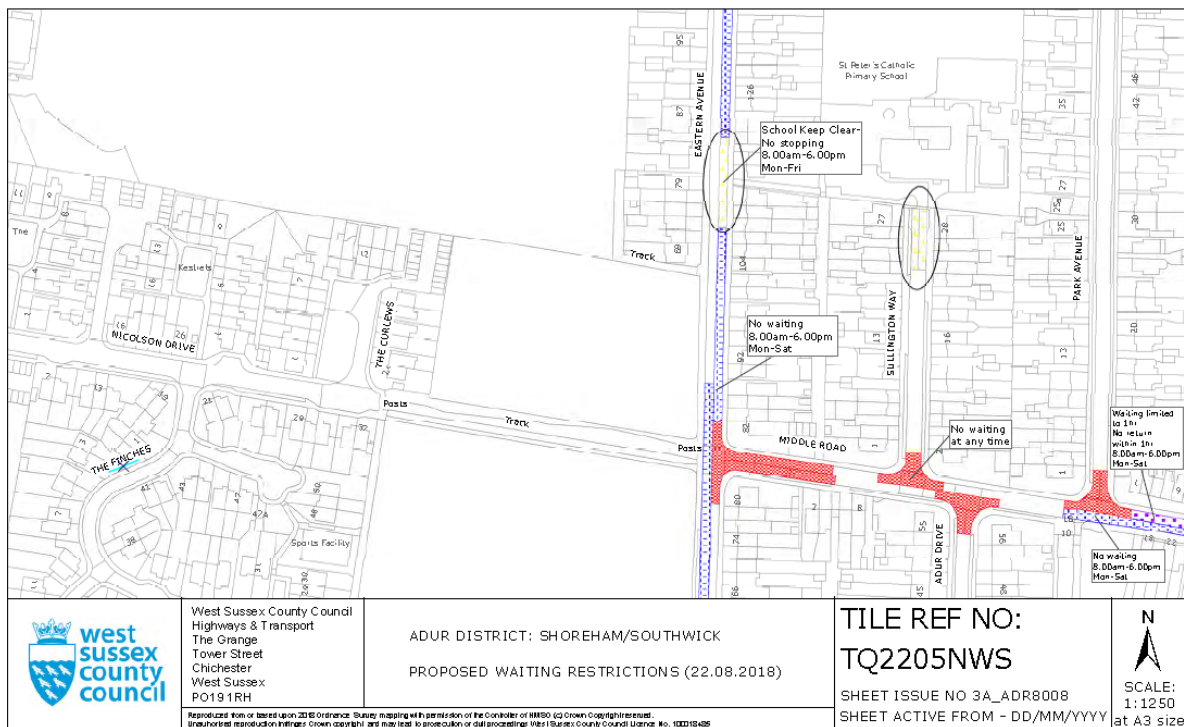


## A.2.2 Freshbrook Road, Old Salts Farm Road





### A.3 Shoreham, St Peters Catholic School



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## Appendix B.1

**Summary of Comments and Objections**  
**Adur School Keep Clear Scheme**

Lancing: North Lancing Primary School - Browning Road

Comments	Officer Response
Resident of Griffiths Avenue: Is a parent who regularly parks in another road and walks her child to the entrance in Browning Road. Restrictions in Browning Road will create a turning circle encouraging parents to turn there without driving into the car park. This will make the area more dangerous for parents and children walking to school.	The intention is to keep the area immediately adjacent to the school gate clear of any parked vehicles, currently there are no enforceable markings here. Approving this proposal will enable implementation of enforceable restrictions. The local enforcement agency can, and does, respond to reports of persistent abuse of parking restrictions.
Resident of Norbury Drive: TRO will make the end of Browning Road into a drop off point, making it more dangerous for children walking to school as cars will use it to turn round. It would be more effective to install double yellow lines on Mill Road and sign Browning Road as being for residents' access only.	See above. Also it is not possible in this schools parking project to address all of the local issues of parking –with solutions such as residents' access only or residents' parking schemes.
Resident of Browning Road: Restriction will make the road dangerous for children walking to school as it will provide a very large area for parents to pull over and drop children off. Parked cars currently prevent this. Road users will not respect the new markings which will not be enforced and the road will be more dangerous.	See above.
Resident of Browning Road: Restriction will provide a bigger drop off area, increasing traffic in a road not designed for it. Traffic turning at the end of the road will make the school entrance less safe, defeating the object of the TRO. Scheme will prevent respondent parking outside their home for no benefit.	See above.
Resident of Browning Road: Current amount of school traffic in Browning Road causes problems for residents and restrictions will make it worse as the road will be more attractive for parents. The road is too narrow to accommodate parking on both sides, with current arrangement making access difficult for the emergency services. Vehicles drive too fast in the road too. The school wishes to allow parents to drop off at the roundabout in the school grounds but this will encourage	See above.

more traffic into Browning Road. Suggests residents permit parking scheme in Browning Road, double yellow lines on the north side of the road, school traffic limited to staff and not parents, main pupil access to be via original school entrance opposite The Street, or by the village hall.	
Resident of Browning Road: school traffic in the mornings and afternoon is problematic for residents. School has asked parents not to drive into the school but some persist. Children should be dropped off in Mill Road or access the school by walking via Mill Road where the crossing patrol is. More should be done with signage to encourage this. Keep clear markings will encourage parents to use this area as a drop off, the opposite of its intended purpose.	See above.
Resident of Abbotts Way: Respondent walks grandchildren to school via Browning Road and proposal looks terrible. Parents dropping kids off won't take any notice of the markings and a large section of road will be opened up for parents to drive faster and pull over. This will not make the road any safer as parked cars stop vehicles pulling up and turning round outside the school gates.	See above.
Resident of Browning Road: New road markings will defeat the intended result of the scheme. Cars currently park at this point, preventing it being used as a drop off point. Markings will create a natural drop off area for parents. If the school restricts access to their car park parents will then have no choice but to turn in this part of the road. Suggests mirrors are installed at the junction with Mill Lane to help vehicles exiting.	See above. Also it is not permissible to install mirrors on the public highway as the images can be misleading and they become a maintenance liability to keep clean.
Resident of Browning Road: The entrance to a staff car park does not warrant School Keep Clear markings. The markings will create a drop off zone and an area where parents will perform a 3 point turn to leave the road, making the situation worse than it is now and with no enforcement. Parking too close to the junction of Mill Road and Browning Road makes access dangerous.	See above.
Resident of Griffiths Avenue: Having a no parking area will encourage more traffic in Browning Road as parents know they can drop off kids. Some drivers presently drive onto the pavement when parking or turning. The TRO is unsafe.	See above.
Resident of Greenoaks: Proposal is inconsiderate to residents in Browning Road and will create safety issues with children walking on a narrow path on a narrow road which parents will use for dropping off, picking up and turning round.	See above.
Resident of Browning Road: TRO may help but only if it is enforced. Removing parking may also result in parking on pavements and across driveways. Accessing the school via Browning Road is not suitable as the road cannot cope with high levels of traffic at school pick up/drop off times. Presently school traffic can enter the car park and turn	See above.



round at the roundabout but the school which to prevent this, which may be convenient to the school but will worsen traffic problems in Browning Road. Suggests Residents parking scheme in the road, restricting traffic to staff only, reinstating the main school entrance in Mill Road and providing off street parking opposite the northern end of First Avenue.	
Resident of Norbury Drive: Markings will make Browning Road more dangerous because it will be used as a drop off point. Parked cars reduce the speed of traffic and provide a protective barrier between road and pavement.	See above.
Resident of Ring Road: Objects on grounds of safety for Children	See above.
Resident of Upper Brighton Road: Restrictions will leave a large area for parents to drop off children meaning more vehicles in a small road while children are on the way to school. Vehicles will use residents' dropped kerbs to park on the pavement to leave room for other cars to park.	See above.
Resident of Swanbourne Close: Area will be used to drop off children, making the road dangerous. Unless there is someone to enforce this every day the road will be more of a nightmare than it already is.	See above.

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## Appendix B.4

**Summary of Comments and Objections**  
**Adur School Keep Clear Scheme**

Shoreham-By-Sea: Holmbush Primary School/Herons Dale

Support for the Proposal

Comments
Resident of Hawkins Crescent: Has lived in the road for 11 years and only seen parking enforcement take place once. Parents do not observe white access protection lines and obstruct driveways. Supports scheme but this may cause new issues with driveways being obstructed, which is a problem for elderly residents. Double yellow lines should be considered to help, and also at the junction with Hawkins Road as parking there causes problems for pedestrians and drivers.

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## Appendix B.2

**Summary of Comments and Objections**  
**Adur School Keep Clear Scheme**

Lancing: Seaside Primary School

Comments	Officer Response
Resident of Freshbrook Road: Double yellow lines are needed opposite junctions and driveways. They are needed to enable safe access and passing places, especially around the corner on Old Salts Farm Road.	The proposals attempt to achieve a balance between providing a clear road with accepting that local people need places to park. More extensive restrictions would further reduce parking availability.
Resident of Seaside Avenue: Lives opposite entrance to Seaside Primary School. Supports comments by other residents and suggests reduced timings on the proposed markings.	The timings of the proposed restrictions aim to cover the majority of the school activities. A shorter period would mean that after school activities are not covered.
Resident of Seaside Avenue: Has experienced 3 years of disruption and deteriorating relationship between Seaside School and local residents. Entrance on Seaside Avenue was originally intended for pedestrians and cyclists but parents ignore signs and park on yellow lines to drop children in Seaside Avenue. At school pick up times residents are often unable to get in and out of the road at all. Current restrictions are of little benefit to the school and frustrate law abiding residents with 24/7 parking restrictions. New proposal is unfair to residents as the school finishes each day at 2.50 and gates are locked at 3.30pm. Proposed restrictions remain in force until 5pm which is unnecessary. A fairer balance would be to apply lines 8am to 9am and 2pm to 3.30pm Mon to Fri term time only. Restrictions beyond this are of no benefit to the school and reduced restrictions would aid relations between residents and the school.	The School Keep Clear restriction also prohibits stopping to load and unload, unlike the existing double yellow line marking which allows it. This gives enforcement agencies a greater opportunity to keep these areas clear.  The aim is to keep the time of the order consistent across Adur district. This help drivers understand what is required of them.
Resident of Seaside Avenue: Entrance in this cul-de-sac was never in the right place due to the extra traffic using the road and having to turn round. Double yellow lines are ignored. Parents ignore signs saying the entrance is non-vehicular. School gates are only open at limited times therefore there is no need for the restriction to apply for so long during the day. Markings will be ignored by parents and penalise	The local enforcement agency can, and does, respond to reports of persistent abuse of parking restrictions.

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residents.	
Resident of Seaside Avenue: When school entrance was opened in the road residents were promised it was for 'walk and drop' with no cars, but parents ignore the signs. New road markings are a waste of time unless they are policed every morning and afternoon.	The local enforcement agency can, and does, respond to reports of persistent abuse of parking restrictions.

## Appendix B.3

**Summary of Comments and Objections**  
**Adur School Keep Clear Scheme**

Shoreham-By-Sea: St Peters Catholic Primary School

Objections to the proposal

Comments	Officer Response
Resident of Sullington Way: Restrictions will not address the real traffic safety matters for children entering the school. Questions whether the scheme has been considered alongside outstanding proposal for double yellow lines at the other end of the road and how many parking spaces will be lost.	The intention is to keep the area immediately adjacent to the school gate clear of any parked vehicles, currently there are no enforceable markings here. Approving this proposal will enable implementation of enforceable restrictions. It is not possible to address all of the local parking concerns through this programme of work. The concerns of Sullington Way residents regarding parking and the width of the road are being considered separately.
Resident of Sullington Way: Residents and school users will lose out on parking spaces, creating greater congestion at the southern end of the road and neighbouring streets. Access to the school has not been a problem previously.	See above.
Resident of Sullington Way: Stopping near the school entrance is not a particular problem in Sullington Way. Dropping off does not tend to happen at the northern end of the road. Restrictions will make parking even harder for residents and lead to more cars blocking driveways.	See above.
Resident of Sullington Way: As a resident of the school end of the road respondent will have to either move the car around to avoid the restriction or pave over their front garden for off road parking, increasing local flooding risks. Plans for the school show the entrance as being on Eastern Avenue but Sullington Way is used for deliveries and by many pupils. Parents often park on yellow lines to drop children off with no enforcement to prevent them. Further restrictions will impede the lives of Sullington Way residents. Suggests a	See above.  The School Keep Clear restriction also prohibits stopping to load and unload, unlike the existing double yellow line marking which allows it. This gives enforcement agencies a greater opportunity to keep these areas clear. The local enforcement agency can, and does, respond to reports of persistent abuse of parking restrictions.

residents' only parking scheme.	
Resident of Sullington Way: There are no speeding cars at this location due to the road being a cul-de-sac and parked cars will be moved further down the road where they are more likely to block driveways. This is also more likely to block access for the emergency services. Lack of parking will encourage more people to pave over gardens for parking, losing vital green space.	<p>Whilst the safety of school children is the main aim of the proposal, it is accepted that speeding is not a specific issue here.</p> <p>It is not possible to address all of the local parking concerns through this programme of work. The concerns of Sullington Way residents regarding parking and the width of the road are being considered separately.</p>
Residents of Sullington Way: Restriction will encourage parking across driveways, residents already struggle with this and have had to have access protection lines installed. The restriction will need to be monitored every day between 8am and 6pm to enforce it otherwise parents will not be deterred. Sullington Way requires a revised speed limit and speed cameras. The road is in poor condition so should be resurfaced before any new lines are painted.	<p>See above.</p> <p>Road condition is monitored and assessed for future surfacing and repairs. If there are specific potholes, residents can report these via the WSCC on line fault reporting pages.</p>
Resident of Sullington Way: Restrictions will leave inadequate parking for residents and will cause parking problems in nearby roads. Green verges and gardens will be removed to provide extra parking. Parking in the road forces drivers to slow down and take care so improves child safety. Current arrangements have worked well in 27 years they have been a resident.	See above.
Resident of Sullington Way: Supports safety for children but the issue in the road is poor driving, restrictions won't affect this but will only impact residents, who will lose their parking and the new marking will give parents a clear place to drop children off and turn round. Access to the school from Sullington Way should be stopped altogether.	See above.
Resident of Sullington Way: Proposed lines will encourage more parents to use the road to drop children off. The lines are unfair on local residents. School does not start until 9am and finishes at 3.15 so why are restrictions from 8 till 6? Restrictions at the bottom of the road should be replaced with removing grass verges to provide parking. If restrictions are installed more households will pave over gardens, which will impact the environment. Children should access the school from Eastern Avenue and the gates in	See above.



<p>Sullington Way closed except for staff. There are two schools with access from Eastern Avenue so this would make the situation easier to monitor and enforce.</p>	
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