

# Public Document Pack

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25 February 2020

Dear Member,

## **Worthing County Local Committee - Monday, 2 March 2020**

Please find enclosed the following document(s) for consideration at the meeting of the Worthing County Local Committee on Monday, 2 March 2020 which was unavailable when the agenda was published.

<b>Agenda No</b>	<b>Item</b>
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- |           |                                                                                                              |
|-----------|--------------------------------------------------------------------------------------------------------------|
| <b>8.</b> | <b>Romany Road and Yeoman Road, Worthing - Proposed Traffic Regulation Order (W06(19/20))</b> (Pages 3 - 26) |
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The report was not available when the agenda was published.

Yours sincerely

Tony Kershaw  
Director of Law and Assurance

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

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<b>Worthing County Local Committee</b>	<b>Ref No: W06(19/20)</b>
<b>2 March 2020</b>	<b>Key Decision: No</b>
<b>Worthing – Romany Road and Yeoman Road Proposed Traffic Regulation Order</b>	<b>Part I</b>
<b>Report by Executive Director for Place Services and Director of Highways, Transport and Planning</b>	<b>Electoral Division: Northbrook</b>

### **Summary**

At present Romany Road and Yeoman Road are link roads between Titnore Lane and the A259 and presently there are no restrictions throughout the roads. There are a number of large businesses in the nearby area along with a well-attended, large gym and these roads are frequently parked up with vehicles belonging to those attending them.

The proposal relates to the introduction of lengths of double yellow lines through the extent of Romany Road and Yeoman Road, Worthing along with double yellow lines to also prevent parking into the junctions throughout the above-named roads as detailed in Appendix B.

This request was prioritised by the Cabinet Member for Highways and Infrastructure to be processed in 2019/20 for the request to remove the inconsiderate and potentially dangerous parking throughout Romany Road and Yeoman Road Worthing.

Following a Statutory Public Consultation between 5<sup>th</sup> Dec 2019 and 2<sup>nd</sup> Jan 2020 23 objections were received and 7 expressions of support. These are summarised as well as an officer response in Section 4 of the report and included in greater detail in Appendix A to this report.

### **Recommendation**

That the Worthing County Local Committee, having considered the results of the consultation, Authorises the Director of Law and Assurance to make the Order as advertised, as detailed in Appendix B.

## **Proposal**

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

- 1.1 At present Romany Road and Yeoman Road are link roads between Titnore Lane and the A259 and presently there are no restrictions throughout the roads. There are a number of large businesses in the nearby area along with a well-attended, large gym and these roads are frequently parked up with vehicles belonging to those attending them.
- 1.2 Due to the lack of parking and waiting restrictions, a potentially hazardous parking trend has arisen and at busier periods some locations become significant bottlenecks causing local congestion.

- 1.3 The local community has expressed their concern of the current parking trend and seeks to introduce restrictions to create a safer and free flowing environment.
- 1.4 This road is a bus route and this issue regularly causes delays to their schedule.

## **2. Proposal**

- 2.1 The proposal is to introduce significant lengths of double yellow lines on both sides of the road throughout Romany Road and Yeoman Road.
- 2.2 The area subject to the proposed Order and restrictions is shown in the plans in Appendix B.

## **3. Resources**

- 3.1 The Traffic Regulation Order process is carried out internally and is funded from the Highways and Transport Capital Budget.
- 3.2 The estimated cost of implementing this Traffic Regulation Order is £1,500.
- 3.3 Should any maintenance be undertaken on the road markings, the costs will be met from the parking account budget.

## **Factors taken into account**

### **4. Consultation**

- 4.1 **Members** - At the design stage, the local member for Worthing was consulted and supported the proposals.
- 4.2 **External** – Sussex Police have been consulted and supported the proposals. A large consultation was undertaken by the County Councillor in local resident group meetings. The vast majority consulted were in support.
- 4.3 **Public** - The Statutory Public Consultation period was between 5<sup>th</sup> Dec 2019 and 8<sup>th</sup> Jan 2020. Between these dates copies of the drawings and Statements of Reasons were placed at the local library, on the County Council website, Notices throughout the site and a Notice was placed in the West Sussex County Times. 27 Objections were received to the consultation. See Appendix A for further details and officer response.
- 4.4 Of the objections received 12 made representations to the proposal on the grounds of displacement parking to neighbouring roads and some objectors reported issues of antisocial behaviour from residents when they have parked in the neighbouring roads.
- 4.5 Of the objections received 4 made representations to the proposal on the grounds of wanting additional parking facilities such as a new car park or parking bays.
- 4.6 Of the objections received 12 made representations to the proposal siting the businesses do not have enough parking facilities.

4.7 Of the objections received 2 made representations to the proposal with no comments

4.8 **Officer Response –**

4.8.1 West Sussex County Council believes the majority of parking outside the gym, currently David Lloyd, has come from commuter parking for the nearby business. These vehicles at present are creating a hazard to other road users. The inconsiderate parking creates visibility issues along with blocking pedestrian access to dropped kerbs. This creates a further hazard for vulnerable users of the highway.

4.8.2 A reasonable informal consultation with the local residents and residents association had been undertaken by the County Councillor before the formal consultation. The informal consultation, which was primarily with local residents, response was in favour of the restrictions. The majority of the residents in the nearby roads who will encounter the displacement in parking, were communicated with and confirmed they would prefer the increase of vehicles in the nearby roads opposed to the danger and congestion of Romany Road.

4.8.3 The displacement parking may cause further issues with inconsiderate parking, but this has been reasonably mitigated by the introduction of suitable junction protection parking restrictions. The scheme will be reviewed in six months following completion and will be monitored by officer site visits.

4.8.4 It is appreciated some residents may not welcome commuter parking in residential areas. However, these roads are public highway and as long as the vehicles are parked safely and considerately then the residents have no grounds for complaints and the majority of residents have already supported the proposals with the knowledge cars will displace to the residential roads.

4.8.5 The lack of parking facilities in the nearby businesses has contributed to this issue and whilst this issue may be exacerbated, on balance it is believed that the significant safety benefits and reduction in local congestion outweighs the modest amount of displacement by a relatively small number of commuter parkers.

4.8.6 Road widening is estimated to cost many tens of thousands of pounds and the installation of parking bays would far exceed the budget limit for a Traffic Regulation Order and wouldn't be considered in this process.

4.8.7 If any members of the public wish to apply for the above, they would need to apply for a Community Highway Scheme.

Details can be found in the attached link:

<https://www.westsussex.gov.uk/leisure-recreation-and-community/supporting-local-communities/apply-for-a-community-highways-scheme/>

4.8.8 Traffic Regulation Orders are a democratic process and the restrictions present both positive and negative benefits to different communities. The CLC will consider all representations and officer response and make a decision they believe to be appropriate.

- 4.8.9 Once installed, the legal Order will be sealed. Once this has happened, enforcement will be undertaken by targeted visits by Civil Enforcement Officers.

## **5. Risk Implications and Mitigations**

- 5.1 Should the proposed TRO not be made the risks to the County Council are that the safety concerns that currently exist at the identified roads will not be addressed and could worsen given the ongoing local development.
- 5.2 Should the proposed TRO be made the risks to the County Council are that compliance to the new restrictions may be ignored creating unlawful activity in the area and also displacement to the local road network. This has been reasonably mitigated as the Borough Council will enforce these restrictions with target visits upon request.
- 5.3 There is a risk to local businesses, as the new restrictions will make it harder for commuters but there are sufficient parking spaces in the nearby roads. Also, the proposed restrictions are on a bus route and near a station. There are numerous car sharing clubs which can be joined via the West Sussex website and businesses should consider their own Travel Plans.
- 5.4 The restrictions could potentially see a slight increase in vehicle speeds. This will be monitored but due to the large number of vehicle movements throughout, it is anticipated this is likely to be modest at most.
- 5.5 There is a risk motorists will continue to park at this location. This will be mitigated by targeted enforcement by Civil Enforcement Officers should this occur.

## **6. Other Options Considered**

- 6.1 The option of having breaks in the lengths of double yellow lines to allow a small amount of commuter parking was considered. Whilst providing very modest benefit, these spaces would still continue to cause congestion and also increase vehicle movements as all those displaced are likely to check this area for availability on a daily basis before displacing elsewhere, so this option is not recommended.

## **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 proposal 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 The County Council has no significant concerns with regards to its Crime and Disorder Act implications. Respondents to the consultation have confirmed there have been occasional confrontations between motorists and local residents. If the proposals are implemented this will be monitored by officers via feedback from the public and amendment to the parking restrictions may need to be considered. This will be at the discretion of the Highway Manager in consultation with the local member.

## **10. Human Rights Implications**

- 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

### **Lee Harris**

Executive Director for Place Services

### **Matt Davey**

Director of Highways, Transport and Planning

**Contact: Matt Gray 0330 222 6358 (Traffic Officer Worthing Adur)**

## **Appendices**

A – Consultation Summary and Officer Response

B - Plans of the proposal

## **Background Documents**

HIGHWAY INFRASTRUCTURE MAINTENANCE LEVELS 2019/20

<http://www2.westsussex.gov.uk/ds/mis/310719hi11a.pdf>

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## Appendix A

### **Summary of Comments and Objections** **Worthing: Romany Road and Yeoman Road Parking Restrictions**

#### General Officer Response

- 4.8.1 West Sussex County Council believes the majority of parking outside the gym, currently David Lloyd, has come from commuter parking for the nearby business. These vehicles at present are creating a hazard to other road users. The inconsiderate parking creates visibility issues along with blocking pedestrian access to dropped kerbs. This creates a further hazard for vulnerable users of the highway.
- 4.8.2 A reasonable informal consultation with the local residents and residents association had been undertaken by the County Councillor before the formal consultation. The informal consultation, which was primarily local residents, response was in favour of the restrictions and the majority of the residents in the nearby roads who will encounter the displacement in parking, were communicated with and confirmed they would prefer the increase of vehicles in the nearby roads opposed to the danger and congestion of Romany Road.
- 4.8.3 The displacement parking may cause further issues with inconsiderate parking, but this has been reasonably mitigated by the introduction of suitable junction protection parking restrictions. The scheme will be reviewed in six months following completion and will be monitored by officer site visits.
- 4.8.4 It is appreciated some residents may not welcome commuter parking in residential areas. However, these roads are public highway and as long as the vehicles are parked safely and considerately then the residents have no grounds for complaints and the majority of residents have already supported the proposals with the knowledge cars will displace to the residential roads.
- 4.8.5 The lack of parking facilities in the nearby businesses has contributed to this issue and whilst this issue may be exacerbated, on balance it is believed that the significant safety benefits and reduction in local congestion outweighs the modest amount of displacement by a relatively small number of commuter parkers.
- 4.8.6 Road widening is estimated to cost many tens of thousands of pounds and the installation of parking bays would far exceed the budget limit for a Traffic Regulation Order and wouldn't be considered in this process.
- 4.8.7 If any members of the public wish to apply for the above, they would need to apply for a Community Highway Scheme.  
Details can be found in the attached link:  
<https://www.westsussex.gov.uk/leisure-recreation-and-community/supporting-local-communities/apply-for-a-community-highways-scheme/>
- 4.8.8 Traffic Regulation Orders are a democratic process and the restrictions present both positive and negative benefits to different communities. The CLC will consider all representations and officer response and make a decision they believe to be appropriate.
- 4.8.9 Once installed, the legal Order will be sealed. Once this has happened, enforcement will be undertaken by targeted visits by Civil Enforcement Officers.

Comments	Engineer's Response
<p>Resident of Corfe Close: Commuter parking in Romany Road, especially near David Lloyds has been a safety problem for years. When the bus stops outside David Lloyds traffic flow is completely blocked with tailbacks in both directions.</p> <p>Has witnessed 2 collisions and many near misses with vehicles pulling out of David Lloyd car park unable to see approaching traffic due to parked cars.</p> <p>Suggests that restrictions will need frequent enforcement, including at weekends when people using the football pitches by Romany Road frequently park on grass verges.</p> <p>Respondent frequently crosses Romany Road on foot, which is often dangerous due to speeding traffic. Removing all the commuter parking will increase traffic speeds. A pedestrian crossing outside David Lloyds might help this.</p> <p>The new restrictions will move commuter parking into Carisbrooke Drive, Harlech Close, Bridgenorth Close and Corfe Close, which are residential, narrow and even less suitable for commuter parking. Pavement parking in these roads is already a problem for pedestrians and adding more commuters will make this worse. Restrictions will be needed in these side roads as well otherwise the same issues affecting Romany Road will be seen there.</p>	<p>Please look at response</p> <p>4.8.1 – Aware of issues of parking</p> <p>4.8.2 – Large formal consultation prior</p> <p>4.8.3 – Displacement</p> <p>4.8.4 – Commuter parking</p> <p>4.8.7 – Community Highway Scheme</p> <p>4.8.8 – TRO process</p> <p>4.8.9 - Enforcement</p>
<p>Resident of East Preston: no further comments submitted</p>	<p>No Comment</p>
<p>Resident of Brighton: Commuters park on street because there is not enough parking off street. Installing double yellow lines will move parking into residential areas, which is unfair on the residents. Suggests lowering the speed limit as traffic speeds are causing more harm than the parking.</p>	<p>Please look at response</p> <p>4.8.1 – Aware of issues of parking</p> <p>4.8.2 – Large formal consultation prior</p> <p>4.8.3 – Displacement</p> <p>4.8.4 – Commuter parking</p> <p>4.8.8 – TRO process</p> <p>4.8.9 - Enforcement</p> <p>The road is suitable for a 30mph, a 20mph limit would not be suitable and wouldn't meet the criteria in the speed limit policy.</p>
<p>Resident of Lancing: There is not enough off-street parking, so employees do not always have the choice to park at their place of work. Stopping parking near David Lloyd will move it</p>	<p>Please look at response</p> <p>4.8.1 – Aware of issues of parking</p> <p>4.8.2 – Large formal consultation prior</p> <p>4.8.3 – Displacement</p>

to residential areas. An alternative car park should be installed.	4.8.4 – Commuter parking 4.8.5 – Lack of parking facilities 4.8.6 – Road widening and parking 4.8.7 – CHS 4.8.8 – TRO process 4.8.9 - Enforcement
Resident of Bognor Regis: Objects to restrictions on Silver Birch Drive which will restrict visitors to the area.	Please look at response 4.8.1 – Aware of issues of parking 4.8.2 – Large formal consultation prior 4.8.3 – Displacement 4.8.4 – Commuter parking 4.8.8 – TRO process 4.8.9 - Enforcement
Resident of Goring: objects due to the number of offices nearby and the lack of parking facilities available.	Please look at response 4.8.1 – Aware of issues of parking 4.8.5 – Lack of parking facilities 4.8.8 – TRO process 4.8.9 - Enforcement
Resident of Littlehampton: Proposal will lead to more parking in residential areas with drives being blocked. There is no need to cover the whole of Romany Road with double yellow lines, a short stretch near the entrance to David Lloyd would be appropriate.	Please look at response 4.8.1 – Aware of issues of parking 4.8.2 – Large formal consultation prior 4.8.3 – Displacement 4.8.4 – Commuter parking 4.8.8 – TRO process 4.8.9 - Enforcement  The distance proposed of parking restrictions has been agreed by the County Councillor. It was decided if a short distance was proposed, it was simply push the issue further down the road.
Resident of East Preston: As Managing Director of a local company is concerned about where staff will park as there is limited parking available in the Yeoman Gate Business Park. Staff tried parking in the new roads near the Guild Care nursing home, but this caused conflict with local residents.	Please look at response 4.8.1 – Aware of issues of parking 4.8.2 – Large formal consultation prior 4.8.3 – Displacement 4.8.4 – Commuter parking 4.8.5 – Lack of parking facilities 4.8.8 – TRO process 4.8.9 - Enforcement
Resident of Pulborough: Strongly objects to proposal – no further reasons supplied.	No comment
Business owner at Yeoman Gate: Employers' car parks in the vicinity are full to capacity	Please look at response 4.8.1 – Aware of issues of parking

<p>and team members parking near David Lloyd have no alternative. If they park in residential roads they are abused by residents. Respondent's office has 60 staff and 26 parking spaces provided. There is no way to accommodate their travel needs without parking on neighbouring roads. Without proper plans to provide alternative parking that is safe for staff and respects residents' concerns and rights respondent objects strongly to these proposals.</p>	<p>4.8.2 – Large formal consultation prior 4.8.3 – Displacement 4.8.4 – Commuter parking 4.8.5 – Lack of parking facilities 4.8.8 – TRO process 4.8.9 - Enforcement</p>
<p>Resident of Penfold Road: Has worked for a local business for 8 years and during this time parking has become increasingly difficult. Planning consent has been given to new houses in the area and for businesses to expand, causing an influx of people to the area. Further restrictions will cause more traffic in surrounding residential areas where there is already rising frustration. Respondent and colleagues have already experienced vandalism to their vehicles. Widening roads such as Romany Way and creating parking bays in the wide verges would help improve the situation rather than impeding it.</p>	<p>Please look at response 4.8.1 – Aware of issues of parking 4.8.2 – Large formal consultation prior 4.8.3 – Displacement 4.8.4 – Commuter parking 4.8.5 – Lack of parking facilities 4.8.6 – Road widening and parking 4.8.7 – CHS 4.8.8 – TRO process 4.8.9 - Enforcement</p>
<p>Resident of Arundel Road: Works within Yeoman Gate, which is a business park containing 14 offices. Parking is very limited and recent addition of Haviland House, the Caffyns dealership and new housing estate has increased demand. Residents in the Silver Birch estate already demonstrate animosity to commuters, with verbal abuse, damage to vehicles and abusive notes on cars being common. Some improvements are needed, but the proposals will compound problems for local businesses. Also suggests that access onto Yeoman Road from Yeoman Way is made left turn only, as the proximity of the exit to the Southern Water car park makes this junction dangerous in busy times. Alternative parking provision needs to be made before any yellow lines are installed.</p>	<p>Please look at response 4.8.1 – Aware of issues of parking 4.8.2 – Large formal consultation prior 4.8.3 – Displacement 4.8.4 – Commuter parking 4.8.5 – Lack of parking facilities 4.8.6 – Road widening and parking 4.8.7 – CHS 4.8.8 – TRO process 4.8.9 - Enforcement</p>
<p>Resident of The Waterfront: Scheme restricts parking for colleagues.</p>	<p>Please look at response 4.8.1 – Aware of issues of parking 4.8.2 – Large formal consultation prior 4.8.3 – Displacement 4.8.4 – Commuter parking 4.8.8 – TRO process 4.8.9 - Enforcement</p>

Employee at Yeoman Gate: There are very limited parking spaces and proposal will be a nightmare for many.	Please look at response 4.8.1 – Aware of issues of parking 4.8.2 – Large formal consultation prior 4.8.3 – Displacement 4.8.4 – Commuter parking 4.8.8 – TRO process 4.8.9 - Enforcement
Resident of Shoreham: There are not enough spaces at the office. Staff are encouraged to park in surrounding roads but get abuse from residents who also take steps to block parking. Restrictions will make the situation worse.	Please look at response 4.8.1 – Aware of issues of parking 4.8.2 – Large formal consultation prior 4.8.3 – Displacement 4.8.4 – Commuter parking 4.8.8 – TRO process 4.8.9 - Enforcement
Resident of Littlehampton: There is not enough parking for the business employees, restrictions will make it more difficult for commuters who have no alternative but to drive to the area.	Please look at response 4.8.1 – Aware of issues of parking 4.8.2 – Large formal consultation prior 4.8.3 – Displacement 4.8.4 – Commuter parking 4.8.8 – TRO process 4.8.9 - Enforcement
Resident of Worthing: Extent of the proposals is unnecessary, particularly along Romany Road. More and more businesses have opened in the area and with a lack of parking for workers restrictions will make it more difficult to park, encouraging inconsiderate parking. With parking on one side of Romany Road there is still ample room for 2 cars to pass by. Buses and larger vehicles may have to wait to pass but only during peak times.	Please look at response 4.8.1 – Aware of issues of parking 4.8.2 – Large formal consultation prior 4.8.3 – Displacement 4.8.4 – Commuter parking 4.8.8 – TRO process 4.8.9 - Enforcement
Resident of Steyning: The council's statement that office workers are choosing to park on the road to avoid queues exiting the car park are incorrect. Workers park on the road because there is insufficient off-street parking at the offices. Staff have tried to park in residential roads instead of using Romany Way but this caused conflict with residents angry about cars being parked near their properties. Respondent has cannot get to work from Steyning on public	Please look at response 4.8.1 – Aware of issues of parking 4.8.2 – Large formal consultation prior 4.8.3 – Displacement 4.8.4 – Commuter parking 4.8.8 – TRO process 4.8.9 - Enforcement

transport and has no option but to drive, so where else should they park?	
Resident of Storrington: Works in Yeoman Gate and presently struggles to find a place to park for the day. Has no other option but to drive to work. Currently parks in surrounding housing estates but residents are already unhappy with this and these roads cannot cope with extra cars parking there.	Please look at response 4.8.1 – Aware of issues of parking 4.8.2 – Large formal consultation prior 4.8.3 – Displacement 4.8.4 – Commuter parking 4.8.8 – TRO process 4.8.9 - Enforcement
Resident of Worthing: Parking issues in Romany Road are primarily caused by people working at Equinity and the issue only exists Monday to Friday 9-5. At all other times the road is clear. Prohibiting all parking on these roads at any time will displace parking into narrower residential roads, causing problems with access for emergency vehicles. It would be better to prohibit parking too close to junctions and then monitoring this to see if this alone improves traffic flow and safety. Visibility along Romany Road between Fulbeck Avenue and the David Lloyd Roundabout could be improved by installing bus laybys in the verges.	Please look at response 4.8.1 – Aware of issues of parking 4.8.2 – Large formal consultation prior 4.8.3 – Displacement 4.8.4 – Commuter parking 4.8.5 – Lack of parking facilities 4.8.6 – Road widening and parking 4.8.7 – CHS 4.8.8 – TRO process 4.8.9 - Enforcement
Resident of Worthing: Objects due to lack of parking for offices and homes without driveways.	Please look at response 4.8.1 – Aware of issues of parking 4.8.2 – Large formal consultation prior 4.8.5 – Lack of parking facilities 4.8.8 – TRO process 4.8.9 - Enforcement
Resident of Steyning: Works on the Yeoman Gate part of the estate. Used to park in Silver Birch Drive, but this caused conflict with residents so has been parking on Romany Road for 18 months without problems. Double yellow lines will move parking into residential areas again and cause further conflict. Worthing benefits from the businesses in the area but there is not enough parking and businesses need staff. There is no public transport to the area from Steyning so has no option but to drive.	Please look at response 4.8.1 – Aware of issues of parking 4.8.2 – Large formal consultation prior 4.8.3 – Displacement 4.8.4 – Commuter parking 4.8.8 – TRO process 4.8.9 - Enforcement
Resident of Rustington: Works in Yeoman Gate which does not have enough parking for the staff at each office. Has tried parking in	Please look at response 4.8.1 – Aware of issues of parking 4.8.2 – Large formal consultation prior

<p>Silver Birch Drive area but the roads are narrow making damage to parked cars likely and residents get annoyed with cars outside their houses all day. Now parks near David Lloyd and has never had trouble with damage to the car there.</p> <p>The amount of yellow lining proposed will move parked cars into residential areas. Romany Road should have laybys installed. Believes it is untrue that people park on Romany Road to avoid queues exiting car parks, the issue is caused by a lack of available parking.</p> <p>Exiting Yeoman Road is always difficult and traffic does build up. Traffic lights at junctions would be one solution.</p> <p>Restrictions are over the top and do not consider the impact on residential areas.</p>	<p>4.8.3 – Displacement</p> <p>4.8.4 – Commuter parking</p> <p>4.8.5 – Lack of parking facilities</p> <p>4.8.6 – Road widening and parking</p> <p>4.8.7 – CHS</p> <p>4.8.8 – TRO process</p> <p>4.8.9 - Enforcement</p>
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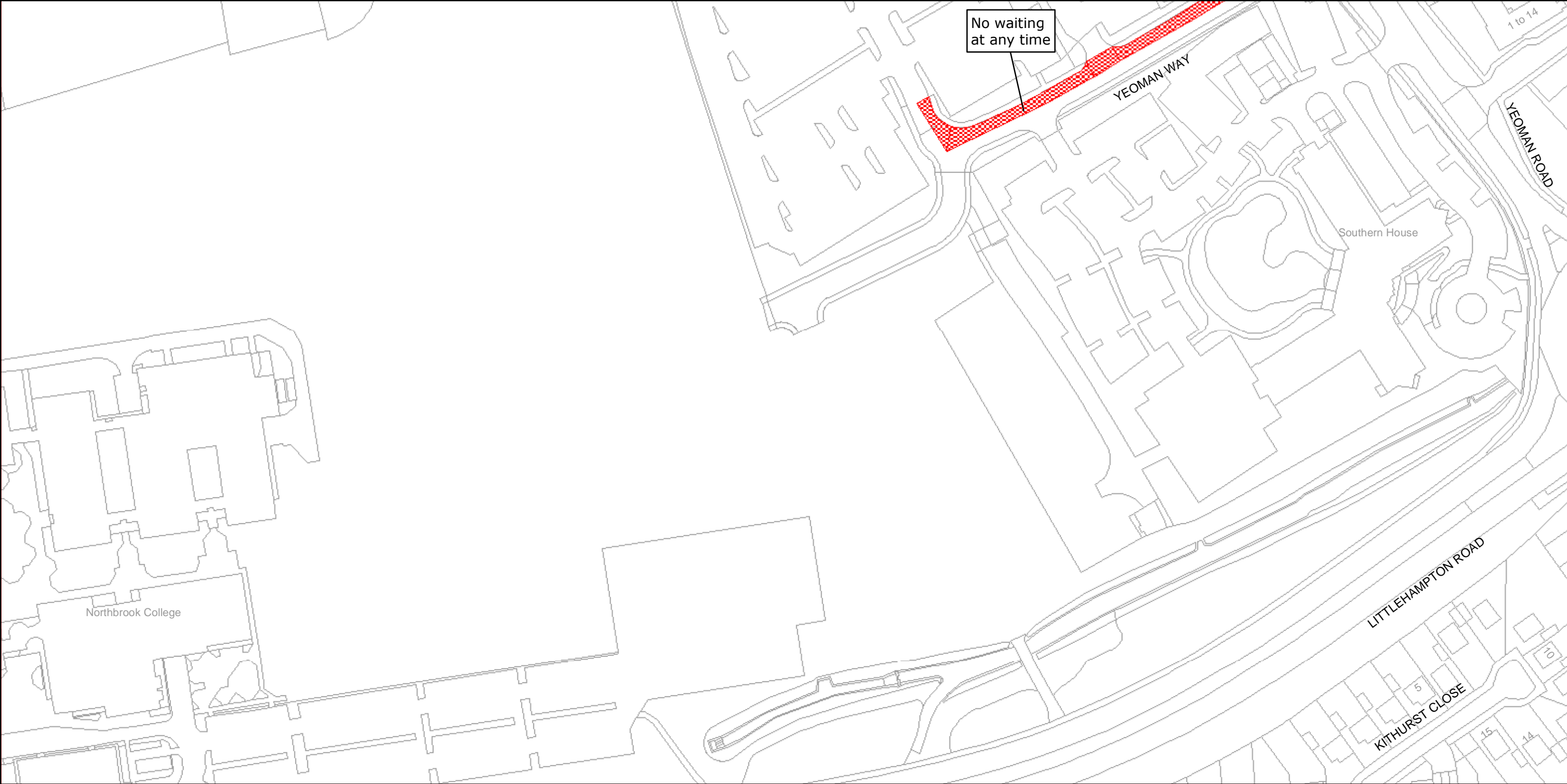
#### Support for the Proposal:

<p>Resident of Batemans Close: Has to drive along Romany Road regularly and the parked cars make the road dangerous for passing cars, people trying to exit David Lloyds and pedestrians trying to cross the road. Buses pass along the road every 10 minutes during the day, making passing along Romany Road and exiting from Carisbrooke Drive extremely treacherous.</p>
<p>Resident of Callon Close: Supports proposal but asks if restrictions can be extended to include the whole length of Fulbeck Avenue. Cars on this length of road cause problems with Tesco delivery lorries. Campervans and caravans also park here and are being lived in. The road is often used by boy racers day and night and respondent suggests traffic calming. The roundabout at Squadron Drive is often ignored, making an accident at this location likely.</p>
<p>Resident of Fulbeck Avenue: Supports the proposal but is a little concerned about cars being displaced into other roads.</p>
<p>David Lloyd Member: Exiting the car park has become increasingly dangerous due to parked cars, especially as parking now takes place opposite the entrance as well. Traffic is frequently chaotic when buses are trying to get through. Many incidents have occurred with many near misses. Double yellow lines are needed urgently before a serious accident occurs.</p>
<p>David Lloyd member: sad to hear rumours that double yellow lines may not be installed in the near future, and worse that may have to wait until someone is killed before the lines are installed. It is very dangerous exiting the car park due to selfish parking.</p>
<p>David Lloyd member: Lines are absolutely necessary as soon as possible. When leaving the car park visibility is very bad, leaving people having to edge out into the middle of the road before they can see approaching traffic.</p>

There is ample off-street parking for businesses if people were prepared to walk 2-4 minutes to work, which seems a small price to pay for the safety of others.

Staff member at David Lloyd: There has been a number of incidents caused by cars parked next to the club car park exit, which cause people to have to drive halfway into Romany Road before they can see approaching traffic. This is a very dangerous way to exit the car park and has caused some accidents. Do not wish to wait until someone is seriously hurt before something is done so supports the installation of lines as soon as possible.





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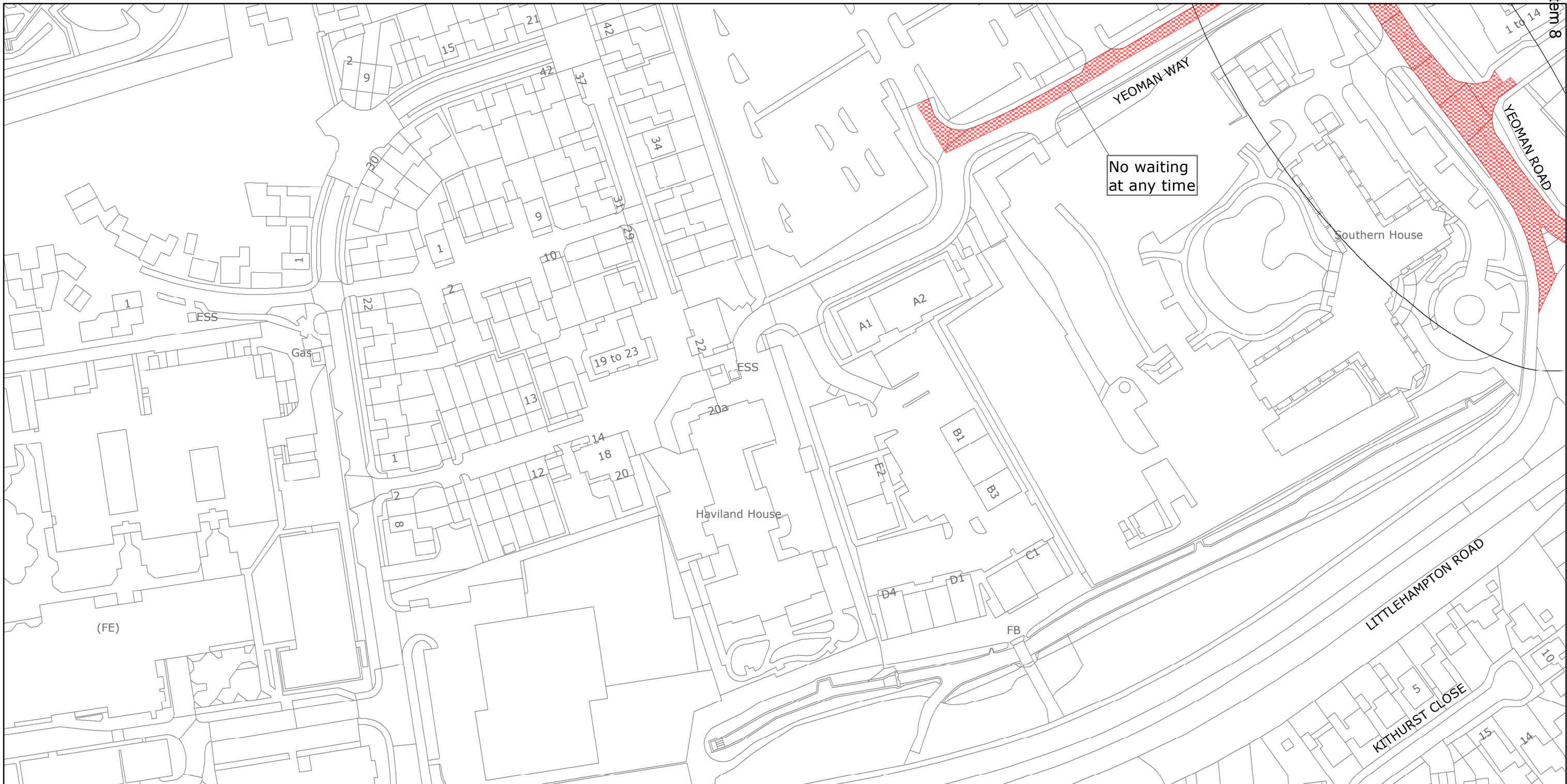
WORTHING BOROUGH: NORTHBROOK WARD  
WAITING RESTRICTIONS

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SHEET ACTIVE FROM - 02/07/2007



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WORTHING BOROUGH: NORTHBROOK WARD  
PROPOSED WAITING RESTRICTIONS (11.11.2019)

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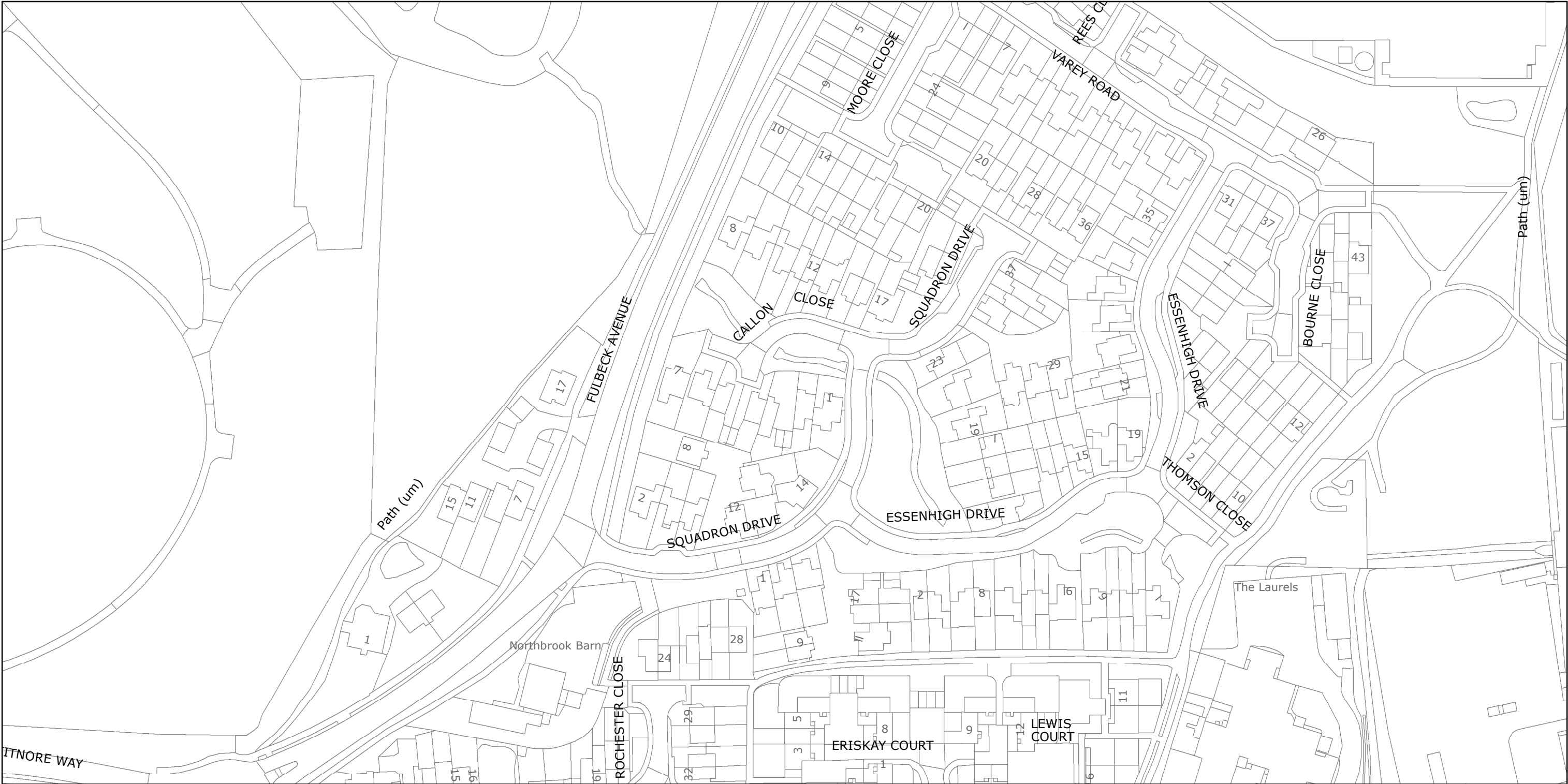
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West Sussex County Council  
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Tower Street  
Chichester  
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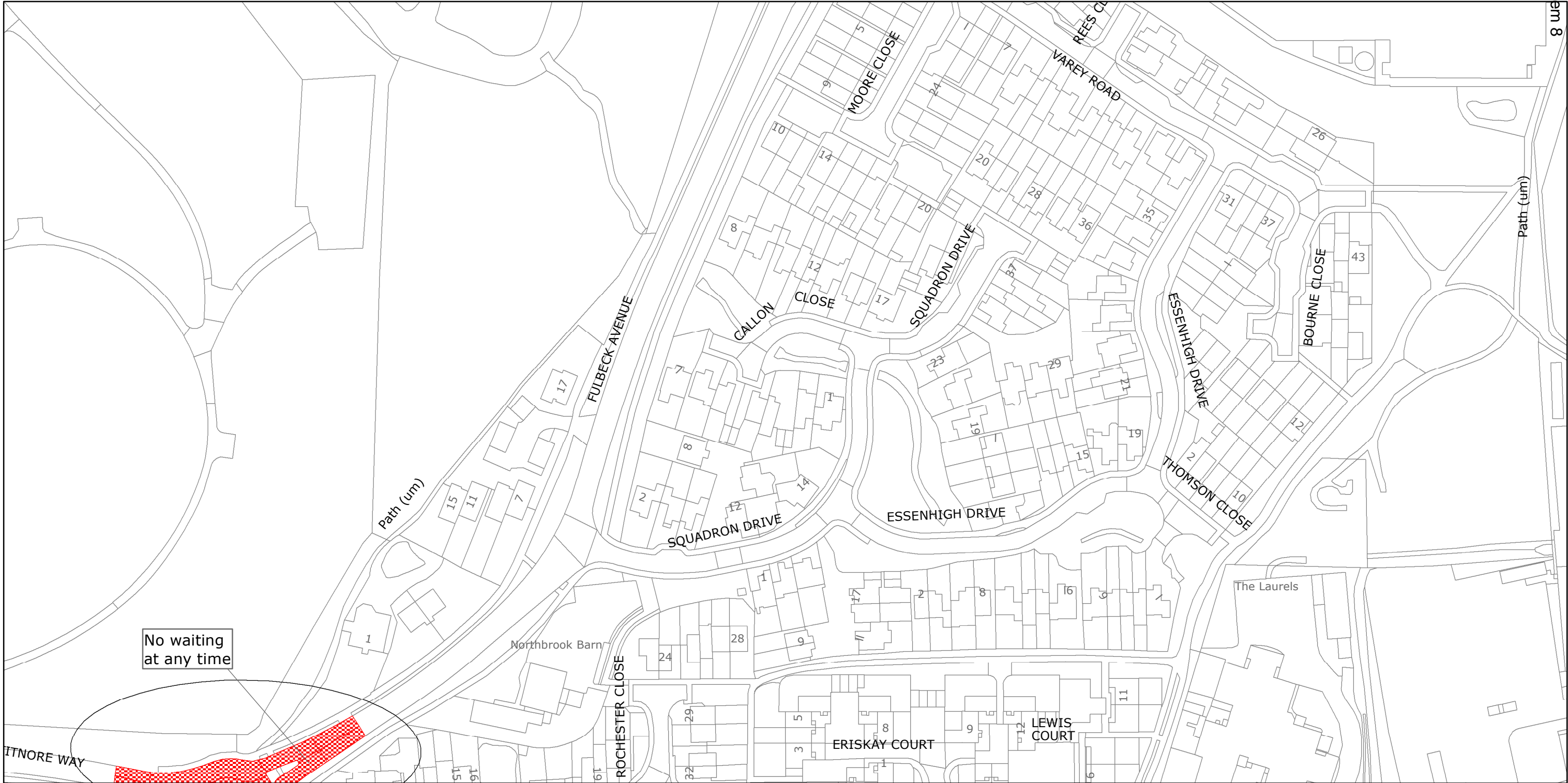
WORTHING BOROUGH: NORTHBROOK WARD  
  
NO EXISTING WAITING RESTRICTIONS

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TILE REF NO:  
**TQ1004NES**

SHEET ISSUE  
SHEET ACTIVE FROM -

**N**  
  
Agenda Item 8  
**SCALE**  
1:1250  
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PROPOSED WAITING RESTRICTIONS (MG\_15.11.2019)

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TQ1004NES

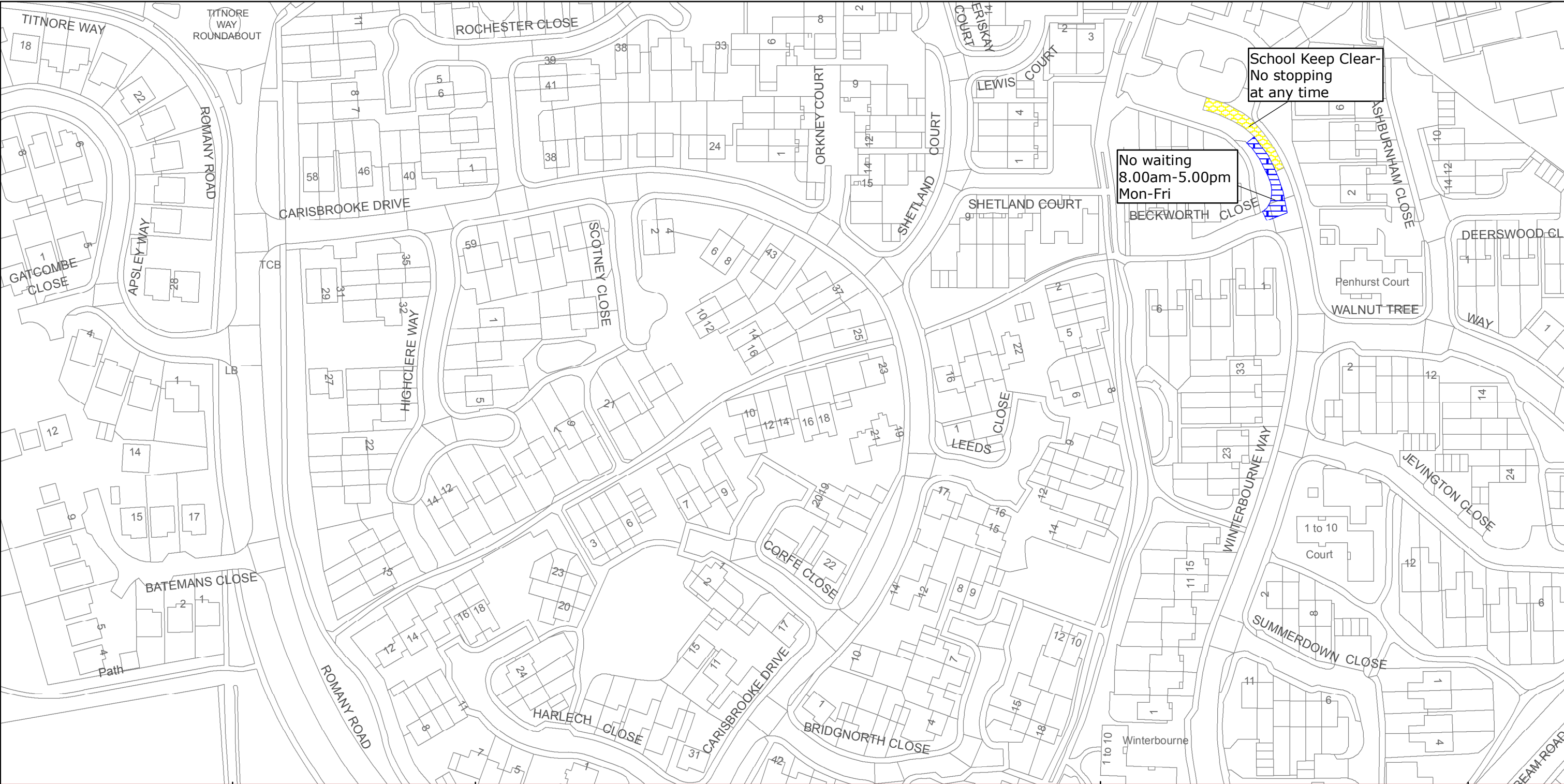
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SHEET ACTIVE FROM - DD/MM/YYYY

N



SCALE:  
1:1250  
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WORTHING BOROUGH: NORTHBROOK WARD

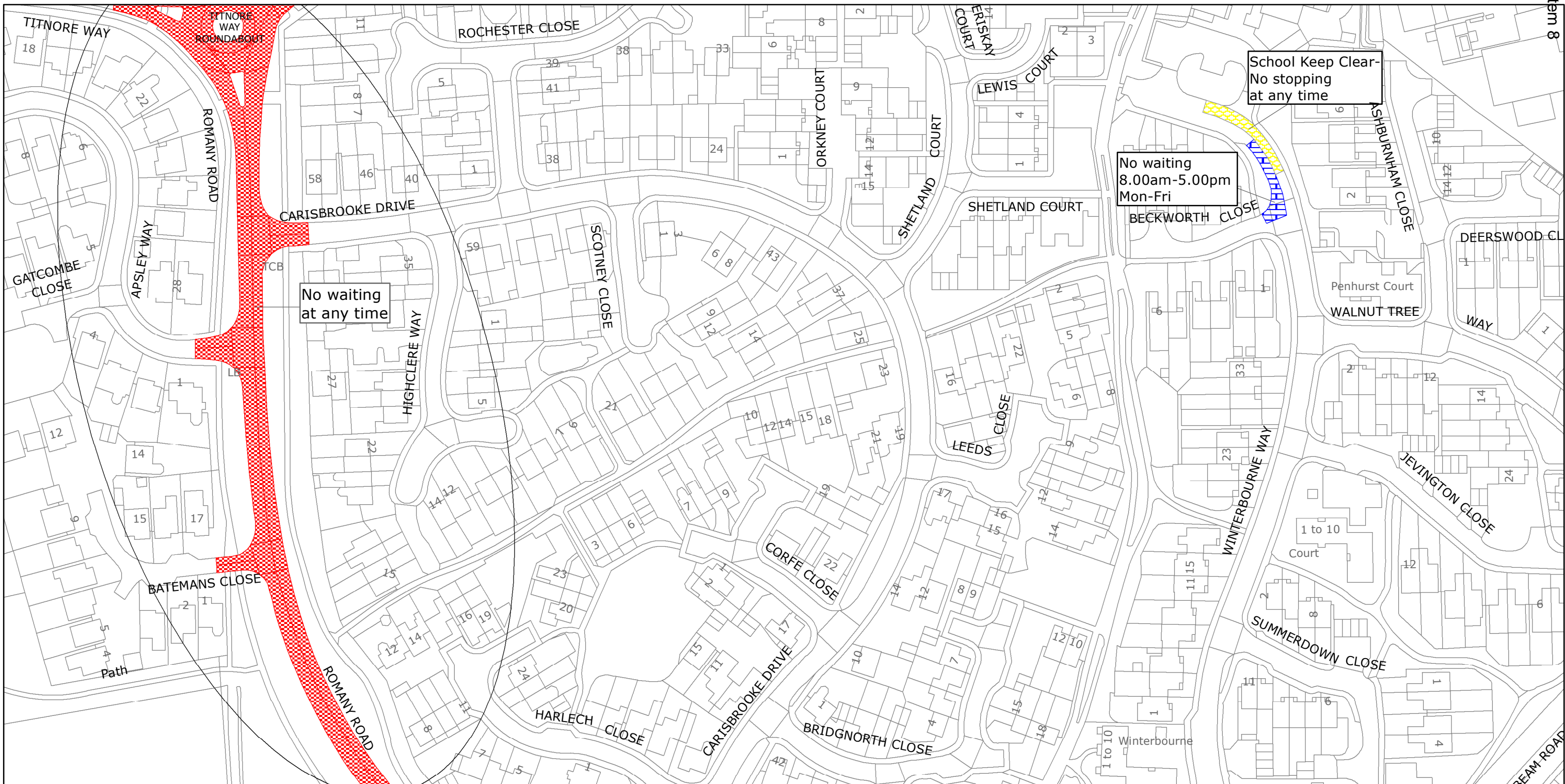
WAITING RESTRICTIONS

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TILE REF NO:  
TQ1004SEN

SHEET ISSUE NO 1  
SHEET ACTIVE FROM - 02/03/2015

N  
Agenda Item 8  
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PROPOSED WAITING RESTRICTIONS (MG\_15.11.2019)

TILE REF NO:  
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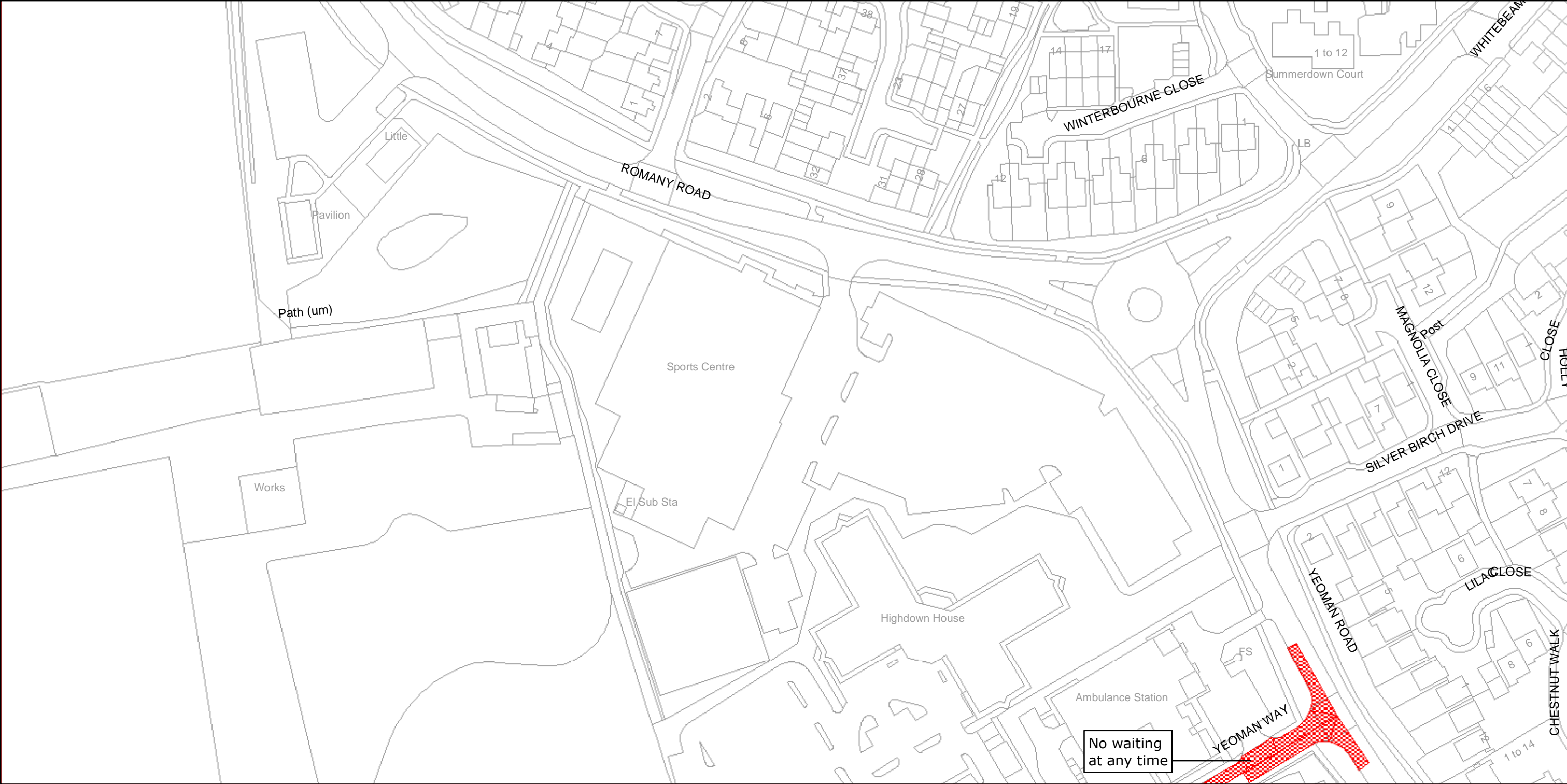
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SHEET ACTIVE FROM - DD/MM/YYYY

N



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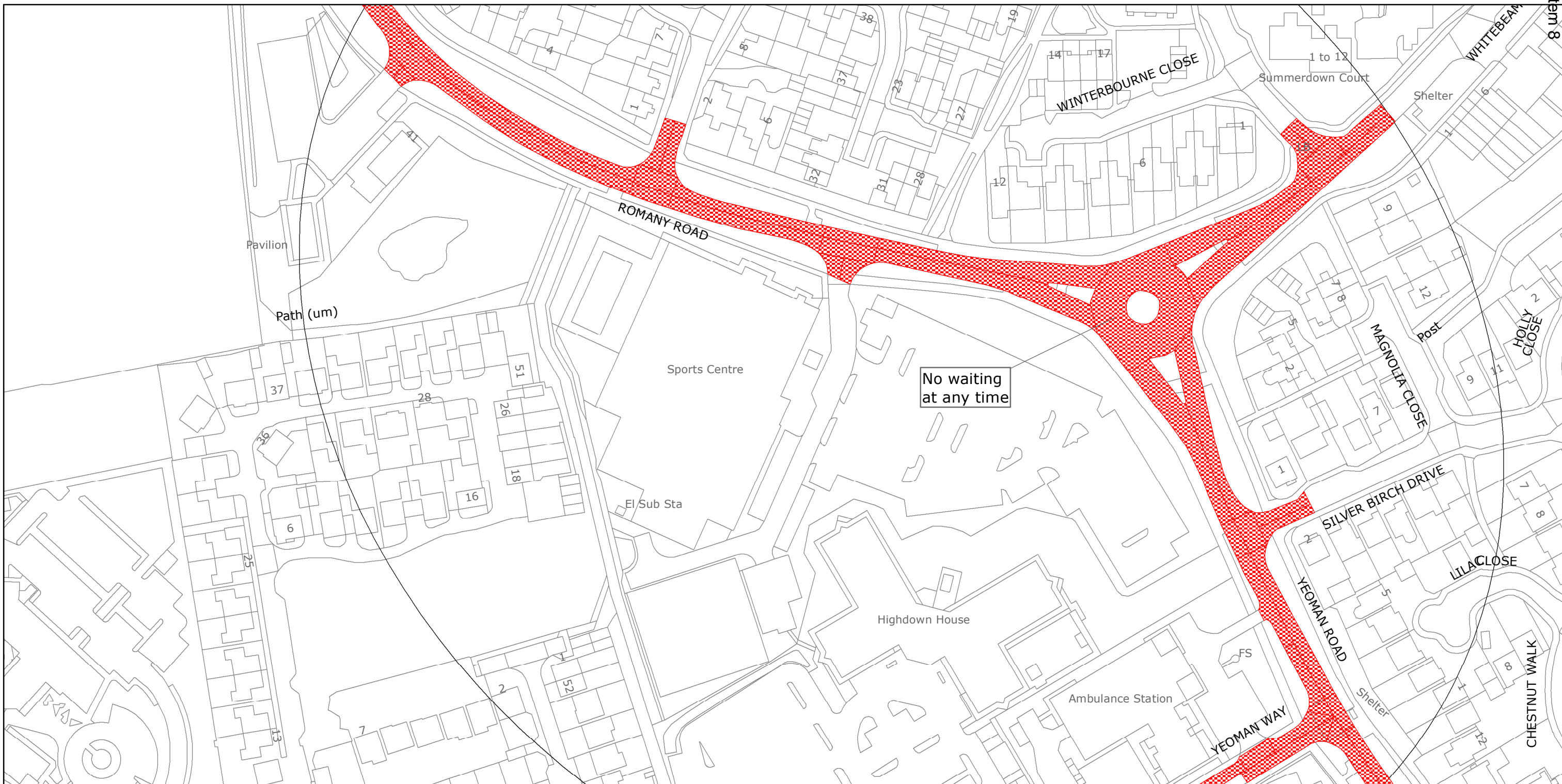
WORTHING BOROUGH: NORTHBROOK WARD  
WAITING RESTRICTIONS

TILE REF NO:  
TQ1004SES

SHEET ISSUE NO 1  
SHEET ACTIVE FROM - 02/07/2007



SCALE:  
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WORTHING BOROUGH: NORTHBROOK WARD  
PROPOSED WAITING RESTRICTIONS (MG\_15.11.2019)

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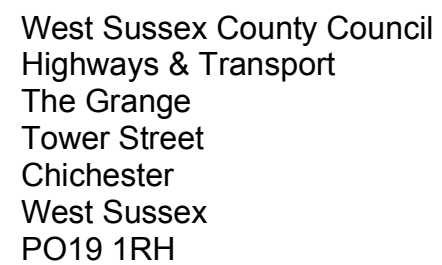
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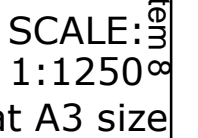
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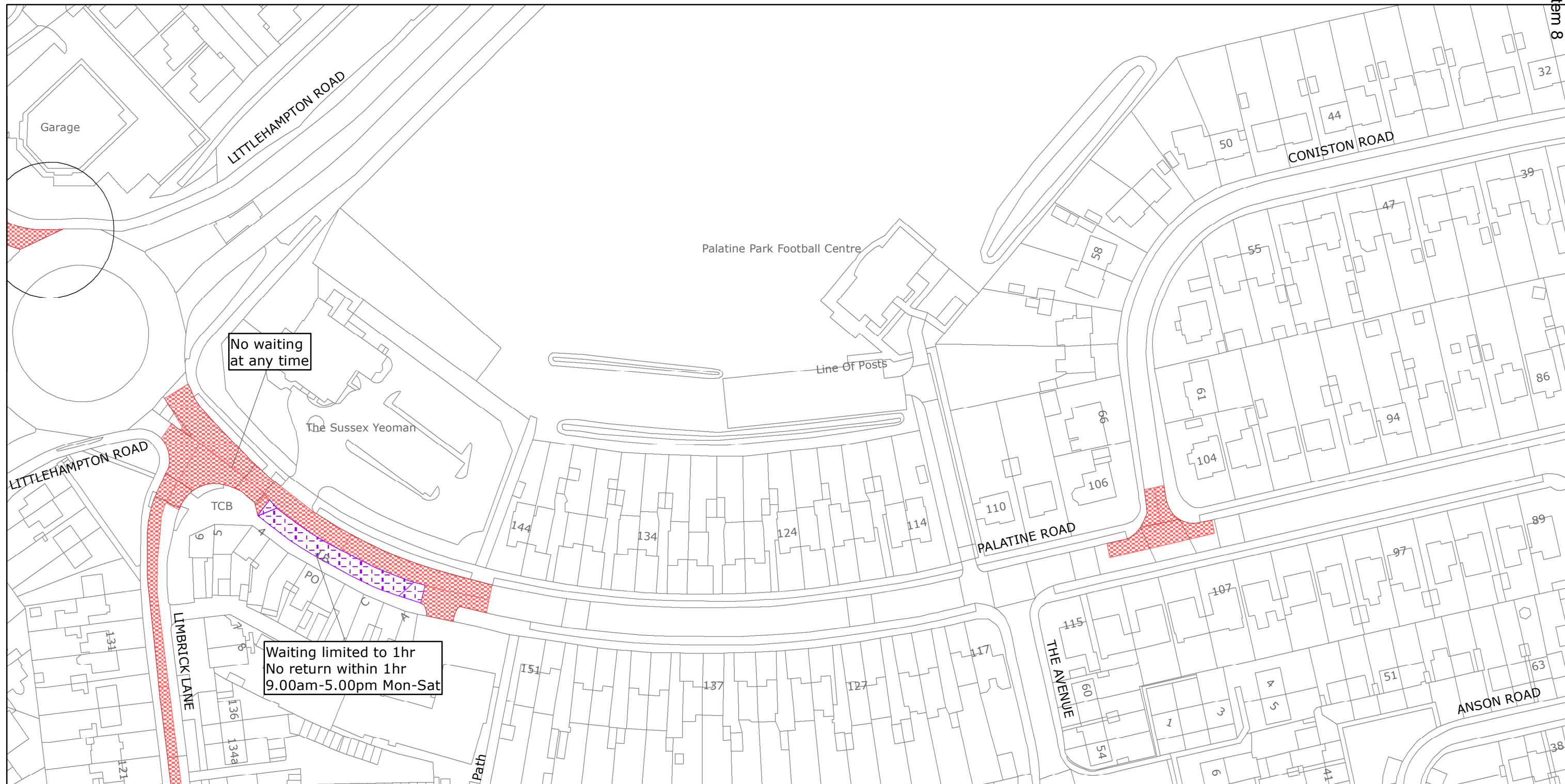




WORTHING BOROUGH: CASTLE WARD  
 WAITING RESTRICTIONS

SHEET ISSUE NO 2  
SHEET ACTIVE FROM - 29/02/2016





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WORTHING BOROUGH: NORTHBROOK AND CASTLE WARDS

PROPOSED WAITING RESTRICTIONS (11.11.2019)

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TILE REF NO:  
TQ1103NWN

SHEET ISSUE NO 3\_WOR1904  
SHEET ACTIVE FROM - DD/MM/YYYY



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