

<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.

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## **Appendices**

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