

Joint Western Arun County Local Committee	Ref No: (WA06(19/20))
November 2019	Key Decision:
Bersted: Elbridge Avenue Proposed Parking Restrictions	Part I
Report by Director of Highways & Transport	Electoral Division: Bersted

Summary

A Traffic Regulation Order has been advertised to prohibit parking on two roundabout features on Elbridge Avenue. 22 Objections to the proposal were received.

Recommendation

That the Joint Western Arun County Local Committee, having considered the objections to the proposal, authorises the Director of Law & Assurance to make the Order as advertised and for the proposed restrictions to be implemented.

Proposal

1. Background and Context

- 1.1 Elbridge Avenue is one of two roads providing access into the Willows Edge development in Bersted, which when complete will provide 800 homes, a community centre and a primary school. Elbridge Avenue has two roundabout features towards the western end of the road.
- 1.2 The first roundabout, at its junction with Merston Place and Pennicott Road, is surrounded by a wide block paved area which is intended to provide an open area and footway but has become used habitually for additional parking for adjacent properties.
- 1.3 The second roundabout, at its junction with Alding Crescent and Pennicott Road is narrower and surrounded by grass verges.
- 1.4 Complaints have been received that parked cars on the block paved area of the first roundabout, and on the approach to the second roundabout restrict sight lines and cause obstruction for vehicular traffic and pedestrians.
- 1.5 A Stage 3 Safety Audit of the road was completed shortly after the proposal was advertised. This identified that parking at both locations described above was a cause for concern, particularly as the road is one of only two routes available into the estate for the emergency services.

- 1.6 The Safety Audit also recommended additional restrictions on the full length of Elbridge Avenue between the two roundabouts. This recommendation is being considered separately and a further TRO is likely to be proposed in due course.

2. Proposal

- 2.1 It is proposed to make a Traffic Regulation Order (TRO) introducing double yellow lines around both roundabout features, with lines extending into the approaching roads to maintain visibility for approaching vehicles. The extent of the proposed restrictions is shown in Appendix A.

3. Resources

- 3.1 The TRO has been applied for by Persimmon Homes, who will pay for the administrative costs associated with the TRO, and install the new yellow lines to approved council specification. Future maintenance of the lines will be met from the highways maintenance budget.

Factors taken into account

4. Consultation

- 4.1 The statutory TRO consultation opened on 24 January 2019 and ran until 14 February 2019. Notices were published in the Bognor Regis Observer and notices of the proposals were put up on site. Documents showing the proposed restrictions were available in Bognor Regis Library and on the TRO Team webpage during the consultation period. Notice of the proposal was e-mailed to statutory undertakers, including the emergency services, Bersted Parish Council and Arun District Council, as well as local bus companies.
- 4.2 The Local Member, Mr Edwards supported the scheme and Sussex Police responded to confirm they had no objection.
- 4.3 During the public consultation 22 messages of objection were received, mostly from residents of properties adjacent to the first roundabout. No objections were received to restrictions at the second roundabout.
- 4.4 A summary of the individual points of objection received is attached at Appendix B.
- 4.5 The majority of objections (21) were made on the basis that parking on the first roundabout is necessary due to there being insufficient parking allocated to individual properties within the estate. Some respondents have parking allocated for 2 cars but have 4 cars in the household.
- 4.6 In addition to the main point above, 7 of the 22 objections also mentioned concern about the cars parked on the roundabout being displaced into other surrounding roads, which are narrow and may be obstructed.
- 4.7 While there is some sympathy for residents' concerns, it is considered that parking on a roundabout is not an acceptable solution to the issues raised. The potential safety issues associated with any potential obstruction to

access for emergency services vehicles outweigh the inconvenience of finding a more suitable place to park.

5. Risk Management Implications

- 5.1 If the TRO is made as advertised residents currently parking on the roundabout will be inconvenienced by having to find more suitable parking further away from their homes. This may lead to displaced parking causing issues at new locations within the estate, requiring management with further measures in the future.
- 5.2 If the TRO is not made there is a risk that parking at this location will increase, leading to large vehicles being obstructed and being unable to access to the rest of the estate for refuse collections or deliveries. In the worst case scenario this issue could delay or prevent an ambulance or fire appliance reaching the scene of an emergency.

6. Other Options Considered

- 6.1 Following the consultation, discussions with the local traffic engineer took place to consider the option of reducing the scope of the scheme and allowing parking on the first roundabout. When the Road Safety Audit report was published the option to reduce the restrictions was discounted due to safety concerns discussed above.

7. Equality Duty

- 7.1 One response to the consultation raised concerns that restrictions on the roundabout would affect the ability of elderly visitors to access the respondent's property. It is however lawful to stop on double yellow lines to drop off a passenger in these circumstances, so the restriction will not prevent access as claimed. Disabled persons' Blue Badge holders may park on double yellow lines for up to 3 hours, provided that they park in a way that does not cause an obstruction.
- 7.2 Further responses mentioned that the restrictions would create difficulties for parents with young children. The exemption mentioned in 7.1 also allows parents to stop on double yellow lines to pick up/drop off children, provided a vehicle is only parked for so long as is necessary.
- 7.3 It is considered that any remaining effect of this proposal on those with protected characteristics under the Equality Act is minor in nature and is justified by the need to preserve safety in the area through which the affected road runs, particularly in the event of an emergency.

8. Social Value

- 8.1 The proposal complies with the Council's policy of providing a Strong, Safe and Sustainable Place, as it seeks to address an issue that has safety implications for all residents of the Willow Edge development.

9. Crime and Disorder Act Implications

- 9.1 It is considered that the proposal does not raise issues under the Crime and Disorder Act. Sussex Police agree with this view.

10. Human Rights Implications

- 10.1 There are no Human Rights implications associated with this proposal.

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Appendices:

Appendix A – Plan showing the proposed restrictions

Appendix B – Summary of comments and objections

Background Papers

None