

APPENDIX B – CHS9027

Consultation Response Summary

	Objection/Comments	Comments from Director of Highways Transport & Planning
1	<p>Resident of Chichester Road</p> <p>As a local resident and owner of adjacent land which boundaries on Piggery Hall Lane with access off Piggery Hall Lane the proposed hard closure at the junction of Piggery Hall Lane and the B2179 would be a considerable inconvenience when going about their day to day business with access to their land and access to East Wittering Village.</p>	<p>Summer traffic heading for the beaches during good weather, particularly on bank holidays, causes congestion across the national road network. The Manhood Peninsular is not immune from this phenomenon and with the improvement of Sat Navs and advance mapping traffic it is easier for motorists to find their way to the coast, diverting from main roads onto roads unsuitable for high traffic volumes.</p> <p>The proposed experimental order put in place road closures at times of peak traffic flow on the more minor roads, of which Piggery Hall Lane could have been one.</p> <p>It is important to note that when the Experimental Order was being considered the report presented to Chichester South County Local Committee referenced, Piggery Hall Lane was only included to “provide a contingency measure which will only be activated if there if there is robust evidence that the proposals in Appendices A and C (Chapel Lane, Acre Street Closures and 3 way traffic control at Pound Road) are having a significant detrimental impact on the Piggery Hall Lane residents.”</p> <p>In the event, through active management of the network during summer 2019, a need for closing Piggery Hall Lane was not identified and therefore not implemented.</p> <p>However in future years should the need be identified, and Piggery Hall Lane is closed, access will be maintained at all times via the diversionary routes.</p>
2	<p>Resident of Earnley Manor Close</p> <p>The proposed closure of local</p>	<p>Summer traffic heading for the</p>

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	<p>residential roads will only exacerbate the traffic problems experienced on the Manhood Peninsula.</p> <p>Traffic last year was queuing back onto the A27 at both Stockbridge and Hunston roundabouts.</p> <p>Traffic for the West Wittering beaches ran through every single road, from West Wittering, East Wittering , Bracklesham, Earnley, Almodington, Birdham, Sidlesham...</p> <p>Closing roads is not the solution. Believe WW Estates need to invest in pay on exit and or prepaid number plate recognition entry.</p> <p>WSCC and Hampshire Highways need to invest in appropriate live traffic news on The A3, A29, A27 advising of delays and queuing times.</p> <p>Believe the road closures will make matters worse.</p>	<p>beaches during good weather, particularly on bank holidays, causes congestion across the national road network. The Manhood Peninsular is not immune from this phenomenon and with the improvement of Sat Navs and advance mapping traffic it is easier for motorists to find their way to the coast, diverting from main roads onto roads unsuitable for high traffic volumes.</p> <p>The experimental order is put in place to keep the bulk of traffic on the major access roads, which does reduce traffic flow on the more the minor roads. This is part of a more comprehensive traffic management package proposed by West Wittering Estates (WWE) supported by variable message signs on the A27 and radio travel bulletins. WWE is also looking further at options including ticketing to speed up entry into the car park.</p> <p>The feedback from WWE, supported by a photographic log, is that queuing in Elms Lane, Acre Street and Chapel Lane has been significantly reduced and instances of anti-social behaviour similarly reduced.</p>
3	<p>Resident of Florence Close</p> <p>Objects to this proposal on the grounds that it is pointless and does not solve the underlying issue, which is the long queues of traffic into the car park owned by West Wittering Estate. It does allow residents of these roads clear access from their properties by preventing the build up of rat run traffic through the roads, but the nature of the closures then prevents those same residents from getting home again without having to sit in the queue of traffic all the way to the elm lane junction A diversion time of an hour at peak traffic conditions.</p> <p>Believes that the traffic issue would be fully solved instead by way of a no right turn into the WW Estate feeder road. Modelling of this option might</p>	<p>Summer traffic heading for the beaches during good weather, particularly on bank holidays, causes congestion across the national road network. The Manhood Peninsular is not immune from this phenomenon and with the improvement of Sat Navs and advance mapping traffic it is easier for motorists to find their way to the coast, diverting from main roads onto roads unsuitable for high traffic volumes.</p> <p>All the main routes on the Manhood Peninsular carry traffic to the beaches and each must carry its</p>

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	<p>well draw a conclusion that closures on piggery hall lane and chapel lane would still be needed, but the diversion routes would then take significantly less time, as the beach traffic would all have turned left at the Birdham Garage roundabout. With traffic being delivered to west Wittering beach only by way of a left turn, it would be delivered significantly faster. WW Estate have consistently told us that they are easily dealing with traffic flow at the car park gates, and have said that the traffic is simply not being delivered to them fast enough. My alternative proposal delivers traffic to them faster.</p> <p>In addition, by having beach traffic flow in one direction only it would allow the buses to choose to travel only anticlockwise during these busy summer months. This would allow them to travel almost unimpeded from the Birdham roundabout all the way through the loop and back to chichester, significantly improving the bus service and perhaps even making it a viable alternative to the car park.</p> <p>They object to this proposal on the grounds that they need a proposal which tackles the problem of the traffic and not a proposal which only applies a sticking plaster to the symptoms of it.</p>	<p>share. The traffic management plan associated with the road closures includes alternative route signs directing traffic southwards via Bell Lane and Bracklesham Lane and feedback from local residents suggests this is being used.</p> <p>It will always be the case that not all drivers will, or be able to, follow the alternative route. A physical barrier prohibiting right turns at the junction of Pound Road with the B2179 Cakeham Road would push right turning traffic southwards further along Cakeham Road where it would need to find somewhere to turn and re-join the westbound access traffic to the car park, thereby impeding this traffic flow.</p> <p>The active traffic management introduced by STOP/GO boards at the Pound Road junction provides an optimal solution to control vehicle manoeuvres at this junction.</p>
4	<p>Resident of Shalbourne Crescent</p> <p>Regarding the proposal by West Wittering Estate about closing the junction on Piggery Hall Lane to ease congestion in the summer months. While they fully understand why the proposal has been made they feel that West Wittering Estate have a far easier solution themselves. Currently, they have a pay on arrival system that causes the slowness of the traffic. If they were to change the system to pay on exit it would allow for faster entry and a greater traffic flow.</p>	<p>WWE has been looking at ways to improve ticketing and access to its car park and has introduced contactless card payment and vehicle number plate recognition for annual passes. It has considered "Pay on Exit" and concluded that currently at peak times it can take up 22:30 to clear the car park. Pay on exit would increase this time greatly. Given the volume of cars wanting to access the beach at West Wittering and the traffic capacity of the roads, any impact would be minimal.</p> <p>The experimental order is put in place to keep the bulk of traffic on</p>

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		<p>the major access roads, which does reduce traffic flow on the more the minor roads. This is part of a more comprehensive traffic management package proposed by West Wittering Estates (WWE) supported by variable message signs on the A27 and radio travel bulletins. WWE is also looking further at options including ticketing to speed up entry into the car park.</p> <p>Traffic volumes are such that ticketing alone is unlikely to resolve capacity issues on the road network and short term closures will still be needed to effectively manage traffic flow.</p>
5	<p>Resident of Sandpiper Walk</p> <p>All the residents living in this area will be negatively affected. It means they will have to take a long route through East Wittering and Bracklesham to reach Birdham and Chichester instead than using Piggery Hall Lane, adding to the congestion.</p> <p>Beside, the residents won't know about the closures until driving to the end of Piggery Hall Lane and Chapel Lane.</p>	<p>The proposed experimental order put in place road closures at times of peak traffic flow on the more minor roads, of which Piggery Hall Lane could have been one.</p> <p>As explained for point 1 above, the Piggery Hall Lane closure was only included as a contingency if the other proposals caused an unforeseen issue.</p> <p>In the event, through active management of the network during summer 2019, a need for closing Piggery Hall Lane was not identified and therefore not implemented.</p> <p>However in future years should the need be identified, and Piggery Hall Lane is closed, access will be maintained at all times via the diversionary routes.</p> <p>Most local residents will be aware that good weather results in increased traffic flow to the Manhood Peninsular. The weather forecast should raise awareness of potential for road closures and up to date advice is given out on the West Witterings Estate's web site, local radio travel bulletins and West Sussex roadworks information.</p>

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	<p>Asks how can emergency services and doctors and nurses go through?</p> <p>Believes it would be easier to create a traffic restrictor with a sign stating this route is only for residents or a camera tracking the car plates and sending fines to the non-residents if going through.</p>	<p>The Experimental Traffic Regulation Order includes an exemption for emergency vehicles and the active traffic management associated with the road closures would facilitate emergency access.</p> <p>Camera tracking can only be effectively delivered through a congestion charging scheme which is currently geared to a permanent scheme such as that delivered in London and not designed for short term operation such as that required for the Manhood Peninsular. In 2019 it would have been put into use on four days only.</p>
6	<p>Resident of Chichester</p> <p>Does not believe the scheme will work. They agree with stopping beach traffic using these back roads as they use the roads as a car park to abandon cars and walk to the beach however, residents need access from both ends.</p> <p>They live in Chichester, keep livestock on elms lane and work in Itchenor and use the junction of chapel lane and Chichester road every day. They believe that manned gates would be the best option, it will cost more but they understand that west wittering car park charges over £8 per car, with the thousands of cars that travel down they believe that they should be partly responsible for the costs.</p>	<p>The experimental order put in place is road closure at times of peak traffic flow on the more minor roads that have been severely affected in previous years.</p> <p>There are manned gates at the junction of Acre Street with Piggery Hall Lane which allows access to Chapel Lane and Elms Lane for permit holders. A manned gate at Chapel Lane would result in queues forming on the B2179 Chichester Road, whilst permits are checked, adding unnecessarily to the general queuing contrary to the aims of the proposal.</p> <p>The issuing of permits is restricted to manageable numbers and is confined principally to residents, land owners and businesses within the road closure. Additional permits have been issued to residents within the Parish of West Wittering, to family members, carers and the like. Applications for permits should be made to WWE office.</p> <p>West Wittering Estates (WWE) are managing and fully funding the scheme.</p>

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	<p>Maybe with some communication between train companies and buses there may be the opportunity to reduce the traffic travelling from further afield. The traffic issue will not be resolved locally without making people further afield aware of the issues faced with heading to west wittering beach.</p>	<p>It is unlikely that visitors travelling by train and bus will make a significant contribution to the vehicular traffic, bound for the beaches on the Manhood Peninsular. Wider travel information is provided by way of radio travel bulletins and variable message signs on the A27. Travel information is also provided on WWE website and West Sussex roadworks information.</p>
7	<p>Resident of Longlands Road</p> <p>Believes the proposal is simply going to add to the traffic in the area as local residents will be forced to drive further to get to and from Itchenor, or if living in Piggery Hall Lane to go south to get to Bracklesham Lane.</p> <p>Also, there is no indication of what sort of notification there will be that West Wittering Estate plan to implement the restriction on a particular day and for what period of time.</p>	<p>Summer traffic heading for the beaches during good weather, particularly on bank holidays, causes congestion across the national road network. The Manhood Peninsular is not immune from this phenomenon and with the improvement of Sat Navs and advance mapping traffic it is easier for motorists to find their way to the coast, diverting from main roads onto roads unsuitable for high traffic volumes.</p> <p>The experimental order is put in place to keep the bulk of traffic on the major access roads, which does reduce traffic flow on the more the minor roads. This is part of a more comprehensive traffic management package undertaken by West Wittering Estates (WWE) supported by variable message signs on the A27 and radio travel bulletins. WWE is also looking further at options including ticketing to speed up entry into the car park.</p> <p>Most local residents will be aware that good weather results in increased traffic flow to the Manhood Peninsular. The weather forecast should raise awareness of potential for road closures and up to date advice is given out on the West Witterings Estate's web site, local radio travel bulletins and West Sussex roadworks information.</p>

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	<p>Why should local residents suffer because WWE aren't willing to invest in a faster method of getting people in and out of the car park, such as pay on departure. Why can there not be better notification on the A27 than the current "check our website" to indicate the length of traffic queues towards the beach and hopefully deter people from coming.</p>	<p>Traffic volumes are such that that ticketing alone is unlikely to resolve capacity issues on the road network and short term closures will still be needed to effectively manage traffic flow</p>
8	<p>Resident of Nab Walk</p> <p>Asks about what arrangements are being made for residents who want to get around, expects them to have free and easy access and asks, if not why not</p>	<p>Summer traffic heading for the beaches during good weather, particularly on bank holidays, causes congestion across the national road network. The Manhood Peninsular is not immune from this phenomenon and with the improvement of Sat Navs and advance mapping traffic it is easier for motorists to find their way to the coast, diverting from main roads onto roads unsuitable for high traffic volumes.</p> <p>As a consequence, at these times, local residents in the wider community of the East and West Wittering parishes, have expressed the view that they do not have free and easy access to their properties during periods of high traffic flow, and have raised the issue with all local council's and West Wittering Estates .</p> <p>The feedback from WWE, supported by a photographic log, is that queuing in Elms Lane, Acre Street and Chapel Lane has been significantly reduced and instances of anti-social behaviour similarly reduced.</p>
9	<p>Resident of Elmstead Park Road</p> <p>Ask if it is proposed to issue permits to residents of the road affected as they make 2 journeys each day to visit a Care Home on the Chichester Road and need to have access via Chapel Lane to Elms Lane.</p>	<p>The issuing of permits is restricted to manageable numbers and is confined principally to residents, land owners and businesses within the road closure. Additional permits have been issued to residents within the Parish of West Wittering, to family members, carers and the</p>

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		<p>like. Applications for permits should be made to WWE office.</p> <p>However access to Chichester Road could be by way of the alternative route for traffic provided via Rookwood Road.</p>
10	<p>Resident of Sandpiper Walk</p> <p>Asks if we close Piggery Hall Lane on hot days how they are supposed to get to their homes?</p> <p>Believes this will cause more congestion if they have to go along the Bracklesham Road or use the West Wittering Road.</p>	<p>The proposed experimental order put in place road closures at times of peak traffic flow on the more minor roads, of which Piggery Hall Lane could have been one. As referenced in response 1 above, the proposed Piggery Hall Lane closure was only included as a contingency option and was never anticipated that there would be a need to enact it.</p> <p>In the event, through active management of the network during summer 2019, a need for closing Piggery Hall Lane was not identified and therefore not implemented.</p> <p>However in future years should the need be identified, and Piggery Hall Lane is closed, access will be maintained at all times via the diversionary routes.</p> <p>Whilst local access would add to traffic flow on the diversionary route it would be comparatively small percentage of the total traffic flow and its effect would be negligible.</p>
11	<p>Resident of Locksash Close</p> <p>The following may be of help in future assessment of the TRO. Locksash Close was identified in the Village Design Statement 2006 as a problem area for residents and their car parking. The 27th August 2019, once again suffered from inconsiderate parking from beach visitors. It is becoming dangerous and impossible to walk on the pavement as this is now reserve for cars.</p>	<p>On-street parking is beyond the scope of this proposal. Residents can apply to the County Council for parking restrictions. An application form can be found on the West Sussex County Council website.</p>
12	<p>Resident of Selsey</p> <p>Asks if the temporary TRO for West</p>	<p>The temporary road closures were</p>

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	<p>Wittering beach was in place Saturday 29 June 2019 and if so, was this responsible for the total chaos on the Selsey-Chichester Road B2145.</p> <p>They had to get to Bognor Regis on Saturday, and although we had no trouble getting there but it took two hours to get back to Selsey, no matter what route we tried to take. The B2145 was one continuous traffic jam from round about the Anchor Inn on B2145, through Hunston and on to the A27. It also continued through North Mundham right to the Bognor Regis turn off past the garden centres. Chichester was gridlocked by traffic trying to get to the Manhood. It was absolutely ridiculous. It appeared that the whole situation was caused by traffic attempting to reach the West Wittering beach and using satnavs to do it by whatever means possible. Consequently, they were using the lanes accessible from the Selsey road to go the back way, and in doing so gridlocked the whole Selsey Road. Intolerable!!</p> <p>They understand that the TRO is to help alleviate problems for Wittering residents but it has caused a nightmare for Selsey</p>	<p>in place on the 29th June. It cannot be confirmed one way or the other whether it resulted in increased traffic on the B2145 to Selsey or whether it was a factor of the good weather attracting holiday makers is in greater numbers to the Selsey beaches.</p> <p>The TRO when in place at Wittering is designed to keep traffic on the main roads and prevent the minor roads being used to avoid the main road accesses to the beach. There is no signposting or travel advice that would direct vehicles to the B2145 to Selsey Road. Travel bulletins informing of queues to West Wittering may lead some drivers to seek alternative locations.</p>
13	<p>Chichester Resident</p> <p>Rather than implement a road blocking service suggests West Wittering Estate beach management should install Pay & Display machines and then with REG recognition they can pay/automate the barrier on exit. This system works in chichester car park, barrier automatically opens on exit , when paid and receipt entered Or like Dartford tunnel just have a car reg recognition and send fines - they can manage - they are creating the local traffic problem and need to take full ownership to resolve without impacting local residents by closing roads</p>	<p>The experimental order is put in place to keep the bulk of traffic on the major access roads, which does reduce traffic flow on the more the minor roads. This is part of a more comprehensive traffic management package undertaken by West Wittering Estates (WWE) including variable message signs on the A27 and radio travel bulletins. WWE is also looking further at options, including ticketing, to speed up entry into the car park.</p> <p>WWE has been looking at ways to improve ticketing and access to its car park and has introduced contactless card payment and vehicle number plate recognition for annual passes. It has considered</p>

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		<p>“Pay on Exit” and concluded that currently at peak times it can take up 22:30 to clear the car park. Pay on exit would increase this time greatly. Given the volume of cars wanting to access the beach at West Wittering and the traffic capacity of the roads, any impact would be minimal.</p> <p>Camera tracking can only be effectively delivered through a congestion charging scheme which is currently geared to a permanent scheme such as that delivered in London and not designed for short term operation such as that required for the Manhood Peninsular. In 2019 it would have been put into use on four days only.</p> <p>Consequently such measures are unlikely to resolve capacity issues on the road network generally and short term closures will continue to be needed at peak times to effectively manage traffic fl.</p>
14	<p>Resident of Piggery Hall Lane</p> <p>Wishes to comment on the effect the recent TRO (29/06/19) has had on traffic flow and its impact on residents.</p> <p>With the new TRO in place, Piggery Hall Lane experienced a day of sudden and continuous solid stacked traffic that extended from the Chichester Road/Itchenor crossroads southwards to Acre Street, where some of it tried to turn right but was stopped from doing so.</p> <p>In addition to that southward going traffic, there was even more traffic coming up from East Wittering heading north to the Itchenor crossroads.</p> <p>This came to a standstill outside their house. Such congestion has never occurred before and is a direct consequence of the TRO. This was exactly as they had predicted except for the fact that there was more traffic coming from the south than we had</p>	<p>The proposed experimental order put in place a road closures at times of peak traffic flow on the more the minor roads, of which Piggery Hall Lane could have been one.</p> <p>As referenced in response 1 above, the proposed Piggery Hall Lane closure was only included as a contingency option and was never anticipated that there would be a need to enact it.</p> <p>In the event, through active management of the network during summer 2019, a need for closing Piggery Hall Lane was not identified and therefore not implemented, although some northbound queuing was observed.</p> <p>As a result the advance signing at the junction of Piggery Hall Lane and Stocks Lane was reviewed and amended and additional traffic marshals positioned at the Stocks Lane to advise motorists that there</p>

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<p>expected.</p> <p>Believes this is to the detriment of local business, the danger to horse riders posed by the heavy, continuous traffic, cyclists and walkers was obvious and alarming. No one is used to or expects such traffic in Piggery Hall Lane.</p> <p>The new TRO has negatively impacted Piggery Hall Lane through the creation of new traffic jams, heavier traffic flow, heightened noise and increased pollution through static idling traffic along the lane, for the whole duration the TRO was in place. The problem of traffic jams in Chapel/Elms Lane and Acre Street has simply been shunted to a different location.</p> <p>Believes other local residents feel the same and this should be a strong point of evidence when re-assessing the suitability and future design of the TRO.</p> <p>UPDATE on the three-day TRO imposed for the Bank Holiday weekend just past (26th August 2019).</p> <p>Advises that Piggery Hall Lane became once again a cut-through for hugely frustrated drivers who just left one jam to join another - thereby ending up further back down the queue. In this way, the drivers involved actually ended up in a worse state than they were in when at a standstill in Elms Lane</p> <p>Sadly the partial gridlock worsened a great deal over the bank holiday weekend of three TRO days: day-long jams, appallingly dangerous driving down the wrong side of the road to turn right at the crossroads, horn blowing 'games' to pass the time, pollution from idling engines,</p>	<p>was no access to the beach via Piggery Hall Lane.</p> <p>Historically there have been complaints about congestion in Piggery Hall Lane and the proposals were in part designed to reduce the instance of congestion. A number of concerns were raised locally about the proposed closure of Piggery Hall Lane and in the event its closure was not implemented</p> <p>The feedback from WWE, supported by a photographic log, is that queuing in Elms Lane, Acre Street and Chapel Lane has been significantly reduced and instances of anti-social behaviour similarly reduced.</p> <p>Of the objections received, only one refers to worsened traffic conditions in Piggery Hall Lane as a result of the TRO. A greater number raised objections to the proposed closure.</p> <p>As referred to above feedback suggests that there was a noticeable improvement in traffic flows and queuing</p>
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<p>acrimonious exchanges and people needing to use toilets that of course do not exist in a semi-rural environment</p> <p>Most worryingly, the marshal guarding Acre Street was actually <i>driven at</i> and forced to let a couple of the most aggressive drivers through for their own safety.</p> <p>Having said that, by Bank Holiday Monday some clearer signage at the bottom of Church Road at least reduced the traffic coming from the South.</p> <p>It would seem that WWE cannot influence the satnav companies after all and therefore, the closed off roads are still coming up as open and clear - hence the desperate driving up Piggery Hall Lane. Suggest clearer signage is required</p> <p>There is no doubt that - also as predicted - daily overall usage of Piggery Hall Lane is regrettably also increasing- now that it is more familiar as a 'cut through'.</p> <p>They believe there still has to be consultation about a long-term alternative - or at least an attempt at finding one, since the indicators are that this area will get more popular, not less.</p> <p>There were more cars accommodated in more fields than ever before this past weekend. Locals seem to believe that it accommodated more than 10,000, although there is no information provided.</p> <p>Asks if highways endorse this approach of accommodating ever greater numbers and the risks this entails? Asks if from a road safety</p>	<p>It is acknowledged some drivers have directed their frustrations towards the marshals. The traffic marshals are trained to deal with such issues and the indications are that it is no worse than with more conventional highway work.</p> <p>Not all Sat Navs operate real time information but this is an area that is an improving situation. The effectiveness of the temporary signing will be kept under review by West Wittering Estates</p> <p>With rising car ownership and vehicle usage traffic flows may well have increased in Piggery Hall Lane, as it will have done on many other routes.</p> <p>Further consultation would be undertaken should alternative or longer term highway solutions be defined. However any further</p>
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	perspective, other ideas could be investigated?	<p>proposal would need to be proportional to the problem identified which currently is short term and weather dependent.</p> <p>West Sussex County Council has no control over the numbers of vehicles lawfully permitted that use them. From a road safety perspective there is no evidence to support the notion that the roads are statistically less safe during holiday periods although the frustration caused by the congestion that occurs at these times is better understood.</p>
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