

<b>South Chichester County Local Committee</b>	<b>Ref No: SC13(18/19) CHS 9027</b>
<b>February 2019</b>	<b>Key Decision: No</b>
<b>West Wittering –Chapel Lane, Acre Street and Piggery Hall Lane</b>  <b>Experimental Traffic Regulation Order</b>  <b>Urgent Action</b>	<b>Part I</b>
<b>Report by Chris Dye, Area Highway Manager for Chichester District, on behalf of Matt Davey, Director of Highways and Transport</b>	<b>Electoral Division: The Wittering</b>

### **Summary**

The County Council has been approached by West Wittering Estate (WWE) for assistance in managing the traffic flow to and from the West Wittering Beach car park. The demand for access to the beach has always been high and with the improvement of satellite navigation systems (Sat Navs) and advanced mapping, traffic is navigating its way to the coast, diverting from the main access roads and using narrower single track roads that are unsuitable for high volumes of traffic.

As a result of the issues, WWE has brought forward plans to better manage peak traffic flow in West Wittering, which would need to be provided on the publicly maintainable highway. Consequently WWE need the Highway Authority's permission to do so, and where required, make the appropriate Traffic Regulation Orders (TROs) to support the proposal which comprise of 2 principle phases; Phase 1 and 1A (Appendices A and C) which consists of a part time closure of Chapel Lane and a part time managed closure of Acre Street, including control of the Rookwood Road and Pound Road. Phase 1B and 1C (Appendices B and D) includes the closure of Piggery Hall Lane and the associated diversion route.

### **Recommendation.**

That the South Chichester County Local Committee approves the Director of Law & Assurance to make and advertise the Experimental Traffic Regulation Orders outlined in paragraph 2 for a maximum period of 18 months.

# Proposal

## 1. Background and Context

- 1.1 The County Council has been approached by WWE for assistance in managing the traffic flow to and from the West Wittering Beach car park.
- 1.2 The demand for access to the beach has always been high. At peak times efforts have been made by WWE to manage the access by providing travel information via variable message signs and radio travel bulletins with a view to both inform drivers of the length of queuing, the likely time delays and with the hope of persuading some visitors to divert to alternative locations. WWE have also undertaken on-site works to improve the efficiency of processing customer payments and speed up access to the privately managed car parks.
- 1.3 In recent years, with the advent and improvement of satellite navigation systems (Sat Navs) and advanced mapping, traffic is trying to find its way to the coast, diverting from the main access roads and using narrower single track roads that are unsuitable for high volume traffic flows.
- 1.4 This is of concern to local community in West Wittering and WWE, acting as a "good neighbour", has engaged its own traffic management consultants to investigate measures that might aid and assist better access to the coast and reduce congestion. The current proposals would need to be provided on the publicly maintainable highway, consequently WWE need the Highway Authority's permission to implement the proposals and where required make the appropriate TROs.
- 1.5 Due to the complex nature of the traffic movements in the area, it is considered that any traffic management proposals requiring a TRO should be introduced by way of an Experimental TRO, for which Committee approval is required, but will be further supported by temporary traffic management for which Committee approval is not specifically required.
- 1.6 In November 2018, the South Chichester County Local Committee received a presentation from the WWE in relation to the Phase 1 and 1A (Appendix C) proposals, to establish if the principle of the operations were agreeable. The committee embraced the proposals and acknowledged that both the County Council and WWE were trying to improve the situation for the local community.
- 1.7 Since the presentation to the Committee, a residents group in Piggery Hall Lane have approached WWE and the County Council to discuss their concerns that Phase 1A could have by diverting traffic along Piggery Hall Lane which in turn could cause access issues and inappropriate parking, which has been experienced by the Elm Lane, Chapel Lane and Acre Street residents.

Piggery Hall Lane is not comparable to the aforementioned roads due to the carriageway being wider, and already takes a reasonable proportion of traffic due to the industrial estate situated in the vicinity and a higher number of residential dwellings.

It is also felt that the proposals set out in Appendices A and C will control the priority and queue lengths of traffic entering Pound Road and as such Piggery Hall Lane won't be significantly affected.

However, as a compromise it is felt that the proposals set out in Appendices B and D for Piggery Hall Lane should be included in the Order as a contingency measure, which will **only** be activated if there is robust evidence compiled to demonstrate the proposals in Phase 1 and 1A are resulting in demonstrable and significant road safety issues, comparable to those that have been experienced by the Elms Lane residents in previous years i.e. 'fly parking' and significant vehicles queues creating emergency access issues.

## **2. Proposals**

2.1 The proposals are as follows:

### **Phase 1A (Refer to Appendix C):**

**Chapel Lane;** Experimental Prohibition of Driving (Part Time) (1st April to 30<sup>th</sup> September), at its northern end with the junction of the B2179 Chichester Road, southwards for a distance of five metres.

The closure will be manned by an operative and implemented by way of a temporary barrier to operate at times of peak traffic flow. At off peak times the barrier will be secured open or removed.

The alternative route for traffic to access Chapel Lane during times of operation will be via B2179 Chichester Road, B2179 Rookwood Road and Elms Lane.

**Acre Street** - Experimental Prohibition of Driving (Part Time) with Limited Access, for residents of Chapel Lane, Elms Lane and Acre Street only, (1st April to 30<sup>th</sup> September) - at its junction with Piggery Hall Lane westwards for a distance of five metres.

This closure will be implemented through a "soft closure" by the provision of a manned gate, to operate at times of peak traffic flow and allow residents access. At off peak times the gate will be secured open or removed.

The alternative route for traffic, diverted by the closure, to access Acre Street during times of operation will be via Piggery Hall Lane, B2179 Chichester Road, B2179 Rookwood Road and Elms Lane

### **Phase 1B and 1C (Refer to Appendix Phase D):**

This includes all the proposals set out for Phase 1A above but with the inclusion of:

**Piggery Hall Lane;** Experimental Prohibition of Driving (Part Time) (1st April to 30<sup>th</sup> September), at its northern end with the junction of the B2179 Chichester Road, southwards for a distance of five metres.

The closure will be manned by an operative and implemented by way of a temporary barrier to operate at times of peak traffic flow. At off peak times the barrier will be secured open or removed.

The alternative route for traffic to access Piggery Hall Lane during times of operation is as set out in Appendices B and D which is via Bell Lane, Bracklesham Lane, Stocks Lane and Church Road.

- 2.2 The lengths of road in Chapel Lane and Acre Street Lane which are the subject of the proposed Experimental Closure Order and associated diversion route, are shown in Appendix A, drawing number WW01.
- 2.3 The length of road in Piggery Hall Lane, which is subject to the proposed Experimental Closure Order, and associated diversion route, is shown on Appendix B, drawing number WW02.
- 2.4 As intimated in the summary above, Phase 1 (Appendix C) shows other supporting traffic management measures that do not require Committee approval and include temporary Stop/Go board installation at the junction of B2179 Rookwood Road and Pound Road, to facilitate and regularise access and egress from the West Wittering Beach car park, with the addition of advisory no parking cones in Elms Lane to ease congestion.
- 2.5 It is considered that the proposals will only need to be implemented during the summer months, at specific weekends and Bank Holidays and/or during periods of fair weather. The days and duration of operation will be determined by WWE based on the weather forecast and projected parking demand from WWE's parking statistics, only being implemented with prior approval from the County Council's Network and Traffic Manager or delegated officer.  
As referenced above, Phase 1 and 1A (Appendices A and C) will be the default arrangement when approval is provided by the Network and Traffic Manager, with Phase 1B and 1C (Appendices B and D) activated **only** if there is robust evidence compiled to demonstrate the proposals in Phase 1 and 1A are resulting in demonstrable and significant road safety issues, comparable to those that have been experienced by the Elms Lane residents in previous years i.e. 'fly parking' and significant vehicles queues creating emergency access issues.
- 2.6 The proposals intend to prevent the use of the aforementioned roads by any vehicle that is not considered to be a resident, in order to protect and allow emergency access, reduce community tensions from poor parking and driver practices, whilst removing the restrictions that some residents have experienced whereby they have been prevented from being able to leave their properties.
- 2.7 **Monitoring** – The Experimental Traffic Regulation Orders can only remain in place for a maximum period of 18months and can either be made permanent or withdrawn. Within this period the success or otherwise of the scheme will be assessed by review of the number of objections received, the level of local approval received, including the views of West Wittering Parish Council and Sussex Police.

### **3. Resources**

- 3.1 Making and advertising the Experimental Traffic Regulation Orders will not require funding as this would be carried out internally by the County Council if approved.

- 3.2 For info, WWE are intending to fund the operation and implementation of all the works if approved, as set out in Appendices A-D.

## **Factors taken into account**

### **4. Consultation**

- 4.1 **Members** - At the original design stage, the local member for The Witterings Division was consulted and supported the proposals as outlined. The latest proposals have also been made aware to the local member who has confirmed his support.

As also touched on, the Chichester South County Local Committee were presented with the concept of the proposals set out in Appendices A and C, intimating their support for trailing the scheme, albeit the proposals evolved since the presentation.

- 4.2 **External** - Sussex Police has been consulted on the latest proposals and do not raise any objection on the understanding that the Experimental Order is managed and monitored in the manner outlined in historic correspondence with the County Council.

West Sussex Fire Service, South East Counties Ambulance Service and West Wittering Parish Council were also consulted and raised no objection.

- 4.3 **Public** – Experimental TROs require only informal consultation before they become operational and that has been confined to the local member and limited external consultees listed in paragraph 4.2. However the operational date is the start of a 6 month statutory consultation period, which can include objections, support or feedback to the proposals in relation to making the experimental provisions permanent. If objections are received to these proposals during the 18 month period that cannot be resolved, they will be reported to the Committee for its further consideration at a later date.

At the end of the 18 month period, Officers will report back to the Chichester South County Local Committee providing a transparent review of the operations when implemented, including the correspondence received during the consultation period, and the committee will decide whether the Experimental TRO should be made permanent.

### **5. Risk Management Implications**

- 5.1 Should the proposed experimental TRO be made the risk to the County Council would be that some local residents will object to the proposal within the consultation period, which must be resolved before the Local Authority could proceed with any potential final and permanent scheme.
- 5.2 Should the proposed experimental TRO not be made, the risk to the County Council is that the concerns raised by the local community and local member will not have been addressed. However the experimental TRO cannot run for any longer than 18 months and must be made permanent or withdrawn by the end of that period.

### **6. Other Options Considered**

6.1 No other options were considered as the proposed TRO is the only mechanism available to support traffic management by a 3<sup>rd</sup> Party i.e. WWE

## **7. Equality Duty**

7.1 The protected characteristics as defined in the Equality Act were duly considered in the course of the development and design of this TRO proposal and no equality issues were identified.

## **8. Social Value**

8.1 The proposals align with the County Council's policy on Social Value insofar as they are supporting traffic management proposals promoted by WWE in response to concerns raised by the local community with a view to improving traffic management on the network and the local road environment.

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

9.1 The County Council does not consider there to be any foreseeable Crime and Disorder Act implications associated with this proposal. The view of Sussex Police has been sought, who confirm they believe there are no issues in relation to the Crime and Disorder Act.

## **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. The policy objective to avoid danger to all road users and reduce congestion should then be set against these rights. Taking these points into consideration it is believed that the introduction of this Traffic Regulation Order is justified.

**Matt Davey**

Director of Highways & Transport

**Contact:** Chris Dye, Area Highway Manager - Chichester District: 01243 642105

## **Appendices**

Appendix A – TRO Tile Plan showing proposed traffic regulation orders for Chapel Lane and Acre Street, with supporting diversion route.

Appendix B – TRO Tile Plan showing proposed traffic regulation orders for Piggery Hall Lane and supporting diversion route, including proposals from Appendix A

Appendix C – Plans showing traffic management proposals for Phase 1 and Phase 1A

Appendix D – Plans showing traffic management proposals for Phase 1B and 1C

## **Background Papers**

None

**Agreed**

.....  
**Katharine Eberhart**

Director of Finance, Performance  
& Procurement

.....  
**Simon Oakley**

Chairman  
South Chichester  
County Local Committee

---

**Action Authorised**

.....  
**Tony Kershaw**

Director of Law and Assurance  
Date.....