

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

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 5th Dec 2019 and 2nd 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 5th Dec 2019 and 8th 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

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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>