

Report to Joint Eastern Arun Area Committee

November 2020

Rustington: Angmering Way and The Leas - Proposed Parking Restrictions

Report by Director of Highways, Transport & Planning and Head of Highways Operations

Electoral division: Rustington

Summary

Public consultation has taken place on a proposed Traffic Regulation Order to introduce waiting restrictions throughout Angmering Way and to introduce a short length of double yellow line on each side of The Leas to protect its junction with Station Road. A total of 16 objections to the Angmering Way proposals were received and 47 messages of support, including 27 from residents of Angmering Way. To address the concerns raised by all of the objectors, that the scheme was unfair to those residents who have little or no off-street parking facilities, it is now proposed to only implement the scheme in part, thereby retaining some unrestricted on-street parking spaces.

Recommendations

- (1) That the County Council Members of the Joint Eastern Arun Area Committee, having considered the objections to the proposal, authorises the Director of Law & Assurance to make a revised version of the advertised Traffic Regulation Order as detailed in Appendix B and for the amended restrictions to be implemented.

Proposal

1 Background and context

- 1.1 Concerns have been raised by residents of Angmering Way that, as the carriageway is narrow, parked vehicles opposite driveways make it difficult for some residents to get in and out. Commuters regularly park in this road as it is close to Angmering railway station, adding to the volume of parked vehicles. There is evidence that demonstrates that the relatively high demand for parking, combined with the narrow carriageway width, leads to drivers regularly parking with two wheels on the footway, thereby obstructing pedestrians. It has

also been reported that large vehicles, such as dustcarts have had difficulty manoeuvring past the parked cars.

- 1.2 At its meeting on 6 November 2018, the County Council Members of the Joint Eastern Arun Area Committee considered a written report by the Director of Highways and Transport & Head of Highways Operations and the recommendation from the Highways and Transport Sub-group concerning the prioritisation of traffic regulation orders requested by the local community. The County Council members of the committee resolved that the two highest scoring traffic regulation orders (TROs) be progressed as a priority, one of these being a scheme to introduce a waiting prohibition to prevent obstructive parking in Angmering Way, Rustington.
- 1.3 Subsequently, residents of The Leas and The Darlingsons explained their concerns about the parking that takes place in these roads, also close to Angmering railway station. It was suggested that the investigation for this TRO scheme should consider these roads too – and Station Road - to avoid simply displacing parking from Angmering Way into other nearby roads. This approach was supported by the local member.

2 Proposal details

- 2.1 The effect of the advertised proposals for Angmering Way was to introduce additional lengths of waiting prohibition to confine parking to a single side throughout its length, whilst keeping the turning areas completely clear. There would thus be no justification for anyone to park on the footway, as there would always be room to pass a vehicle parked legally on the carriageway, even in this relatively narrow road. As there is a demand for on-street parking from some of the residents, the additional double yellow lines are on the opposite side of the road from the locations where parking predominantly occurs at present, thereby maximising the available capacity.
- 2.2 To address the residents' concerns about the volume of commuter parking, wherever the proposed double yellow line would not apply it was proposed to introduce a single yellow line restriction that prohibited parking between 10am and 11am and between 2pm and 3pm, Monday to Saturday. This restriction was introduced in nearby Worthing Road just over three years ago, to address similar concerns.
- 2.3 The advertised proposals also included the introduction of a short length of double yellow line on each side of The Leas to prevent parking at its junction with Station Road.
- 2.4 The existing restrictions and the layout of these original proposals are shown on the drawing attached as Appendix A.
- 2.5 During the consultation for the scheme sixteen objections were received to the proposals for Angmering Way, all from residents of this road. All of the objectors raised the concern that there were properties in Angmering Way that have very limited or no off-street parking facility and that their residents therefore relied on the existence of unrestricted on-street parking spaces.
- 2.6 On review it was considered that these concerns could be mitigated by reducing the scale of the scheme, so that some lengths of unrestricted on-street parking would be retained in the vicinity of the properties with the least available off-

street parking. A revised proposal has therefore been designed, omitting all of the originally proposed single yellow lines.

- 2.7 The revised proposal also omits a short section of proposed double yellow line, outside 10a, Angmering Way, to allow the residents of that property to park across their driveway when other on-street space is unavailable.
- 2.8 No objections were received to the advertised restrictions in The Leas, so the amended scheme includes the original proposals for that road.
- 2.9 This revised scheme has been approved by the Local Member and is shown on the drawing attached as Appendix B.

3 Other options considered (and reasons for not proposing)

- 3.1 In order to address the objections referred to in paragraph 4.4 below that related to the difficulties that the removal of all long-term parking from Angmering Way would create for residents of those properties with little or no off-street parking space, consideration was given to omitting most of the restrictions in the turning circles, to which several of these properties are adjacent, from the advertised scheme.
- 3.2 However, representations were then made by some of the residents who had supported the advertised scheme that, at present, parked cars often prevent the turning circles from being used for this primary function, leading to reports of drivers of delivery vehicles having to reverse along this residential street. Prohibiting this parking will make the road and footways safer for the residents and other road users.
- 3.3 It is thus now proposed to retain the proposed prohibition of waiting in the turning circles within the amended scheme and address the objectors' concerns about the lack of long-term parking by omitting the proposed daytime restrictions instead.

4 Consultation, engagement and advice

- 4.1 The statutory TRO consultation opened on 23 January 2020 and ran until 13 February 2020. Notices were published in the local newspaper and notices of the proposals were put up on site. Documents showing the proposed restrictions were available in Angmering Library and on the TRO Team webpage during the consultation period.
- 4.2 Consultation documents were sent to Rustington Parish Council, Arun District Council, the emergency services and all local bus companies. No objections were received from these statutory consultees.
- 4.3 The Local Member, Cllr Purchase, supported the scheme and Sussex Police responded to confirm they had no objection.
- 4.4 During the public consultation 16 messages of objection were received, from residents of properties in Angmering Way. No objections were received to the proposed restrictions in The Leas. A total of 47 messages in support of the advertised scheme were received, comprising 27 from residents of Angmering Way, 8 from residents of nearby roads and 12 from visitors to residents of Angmering Way.

4.5 A summary of the objections and messages of support is included in Appendix C, which also includes an officer response to the points made.

5 Finance

5.1 The estimated cost for installation of this scheme is £500. This will be managed within the £50,000 capital funding for Traffic Regulation Orders in the Highways and Transport Delivery Programme 2020/21. Future maintenance will be met from the Highways Maintenance budget, which, for the current financial year, is £9.768m.

5.2 The proposal represents good value as it has been scored in accordance with the STEP scoring system approved by the members of the County Council.

5.3 The proposal will be processed within existing staff resources.

6 Risk implications and mitigations

Risk	Mitigating Action (in place or planned)
If the revised TRO is introduced there is a risk that the restrictions may lead to displaced parking causing issues at new locations in nearby roads, requiring management with further measures in the future.	It is anticipated that the majority of these vehicles belong to train commuters and it has been observed that there is plenty of spare capacity in the station car park to accommodate these.
If the TRO is not made there is a risk that parking in Angmering Way will gradually increase, leading to large vehicles continuing to be obstructed and being unable to access to the full length of the cul-de-sac 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.	To introduce additional lengths of waiting prohibition to confine parking to a single side throughout its length, whilst keeping the turning areas completely clear as outlined in paragraph 2.1 above.

7 Policy alignment and compliance

7.1 Waiting prohibitions are subject to civil enforcement; it is not considered that the modest increase in their extent proposed will introduce any significant legal implications for the County Council.

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

- 7.3 One response to the consultation raised concerns that restrictions in Angmering Way would affect the ability of care workers and other visitors to access the respondent's property and those of other elderly residents. However, the revised scheme retains unrestricted parking that could be used by care workers and other visitors. Any of these who hold a disabled persons' Blue Badge would also be able to park on the proposed yellow lines for up to three hours, if they do not cause an obstruction to other road users.
- 7.4 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 and access in the area through which the affected roads run, particularly in the event of an emergency.
- 7.5 There are no human rights, climate change or public health implications associated with this proposal.
- 7.6 There is social value to this scheme, which 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 affected roads.

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Appendices

Appendix A – Plan showing the existing and advertised restrictions
Appendix B – Plan showing the amended proposals
Appendix C – Summary of comments and objections

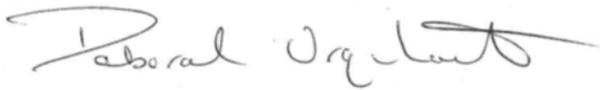
Background papers

None

Agreed



Katharine Eberhart
Director of Finance and Support
Services



Cllr Deborah Urquhart
Chairman
Joint Eastern Arun Area Committee

Action Authorised



Tony Kershaw
Director of Law and Assurance

Date: 23/11/20