

**Summary of Comments and Objections
Ferring: South Drive & West Drive Parking Restrictions**

Objections: (5 Messages Received)

Comments	Engineer's Response
<p>Resident of Orchard Close: The problems in these roads could be resolved by diverting the bus route, rather than imposing new restrictions.</p> <p>The new scheme will move parking to other roads, have residents in these roads been consulted?</p> <p>Questions how the restrictions will be enforced as current restrictions in the area are rarely enforced adequately. The new restrictions will not be self-enforcing.</p>	<p>The registered bus route provides a valuable service to local residents who would lose this facility if the route were diverted elsewhere.</p> <p>The proposed scheme has been developed at the request of and in conjunction with the Ferring Roads Scheme Association (that maintains the majority of the roads in South Ferring) and Ferring Parish Council, both of which have consulted with and kept residents informed of the extent and progress of the proposals. The Parish Council wrote at the outset to all properties in South Ferring, south of Beehive Lane. The amount of parking likely to be displaced is minimal and the scheme is not expected to have any impact north of this road because, other than at junctions, where parking that would contravene the guidance in the Highway Code is being prohibited, the aim is simply to better manage the parking by constraining it to a single side of the road. The formal consultation was advertised on-street (beyond the extent of the proposed restrictions), on Parish Council noticeboards and on the Parish Facebook page.</p> <p>The restrictions will be largely self-enforcing, due to the presence of yellow lines and time plates but Arun District Council will be able to issue fixed penalty notices to offenders. This area is not known to suffer from congestion or safety issues as a result of illegal parking, so there is no indication that existing restrictions are not being adequately enforced.</p>
<p>Resident of West Drive: Supports the principal of the scheme but the proposed restrictions do not go far enough. The opposite side of the road will fill with</p>	<p>At present, parking occurs on both sides of the road, so that pedestrians have either to walk on private property or weave around the parked vehicles.</p>

<p>parking and lead to pedestrians walking across gardens causing damage, or in the road which will be dangerous due to the parked cars. It would be better to stop parking on both sides of the road at peak times.</p>	<p>The proposals aim to better manage the parking by constraining it to a single side of the road, which is expected to improve conditions for pedestrians. Parking will be prohibited on both sides of the road at junctions, to retain visibility and access but it is not considered that prohibiting all parking at peak times can be justified elsewhere in these residential roads.</p>
<p>Resident of West Drive: Grateful for efforts to resolve the problem but cannot support the current design. Proposal is based only on the impact of parking on bus services and not on the affect to residents, waste services and emergency services. The temporary restriction in place has moved parking to ne side of the road, preventing residents on the unrestricted side from leaving their driveways. Would prefer a scheme of double yellow lines on both sides of the road to the junction of Oval Waye, or adding restrictions to the western side of the road.</p>	<p>The principal aim of this scheme is to prevent the careless parking that has prevented the local bus service from completing its route. The proposals will better manage the parking by constraining it to a single side of the road, which will also benefit the drivers of the large vehicles operated by the waste and emergency services. There are no temporary restrictions in place in the roads affected by the proposals. Parking so as to prevent egress to the highway from a private access is already an offence, that can be reported to the police, without any requirement that a yellow line restriction be in place. Whilst there is always some demand for visitor and residential parking in these roads, it does not regularly lead to large vehicles being obstructed. Thus the restrictions only need to apply in the daytime, during the summer months, when overflow from the nearby beach car park has resulted in such obstruction. It is not considered that prohibiting parking at all times and/or on both sides of the road can be justified along these residential roads.</p>
<p>Resident of Herm Road: The proposed restriction will push parking into adjacent roads, easing one problem and causing another. Most roads in Ferring experience problems with access for large vans, building lorries etc. and adding these restrictions is not proportionate or appropriate.</p>	<p>Other than at junctions, where parking that would contravene the guidance in the Highway Code is being prohibited, the scheme aims to better manage the parking simply by constraining it to a single side of the road, so the amount of parking likely to be displaced is minimal. The restrictions target those roads where it is known that the local bus has been prevented from continuing along its route by obstructive parking (and where other large vehicles are also likely to have been similarly affected). The proposed</p>

	restrictions will alleviate this problem, so are appropriate and - other than at the junctions – will only apply at times when the parking demand is highest, so are also proportionate.
Resident of West Drive: The buses using West Drive only travels south to north. The proposed restrictions allow parking on the western side of the road, which will require the bus to drive on the wrong side of the road. Surely the restrictions should be on the western side of the road?	It is clear that the obstructive parking occurs in the summertime, when there are many visitors to the beach. The majority of these approach West Drive from South Drive, or from the car park after failing to find space there. Allowing parking on the west side means that they do not have to cross the road, potentially in conflict with pedestrians and oncoming traffic, when parking. Leaving their parking space is also easier and safer than if parked on the offside. Due to the carriageway width, whichever side of the road parking takes place on in West Drive, some traffic has to pass it on the wrong side of the road. However, the road is straight and there is plenty of forward visibility, so this does not appear to be leading to any significant issues.

Support: (12 Messages Received)

Resident of West Drive: Restrictions are badly needed as the increase in parking is causing safety issues. Ambulances have difficulty gaining access and there are regular near misses with cars at the entrance to the Bluebird Cafe when parking is heavy.
Resident of Sea Drive: Supports scheme but it will require regular enforcement.
Resident of West Drive: Supports proposal as parking in the area is problematic.
Resident of Ferring Close: Increased traffic in the pandemic has caused inconsiderate parking by visitors, which is hazardous for pedestrians and causes access problems for residents. Access is also difficult for delivery vehicles and refuse collection etc.
Resident of West Drive: Supports stated reasons for the scheme, which is also justified by problems experienced by emergency services.
Resident of Oval Waye: Restrictions are needed to maintain access and to prevent damage to privately maintained roads and verges by badly parked vehicles.
Resident of South Drive: In the summer cars parked on both sides of South Drive make it difficult or impossible for buses or emergency vehicles to pass.
Resident of Ferring Close: Increased parking in the summer causes hazards for pedestrians and restrict access for any large vehicles including buses, delivery vehicles and the emergency services.
Resident of Ferring Close: Parked cars often make it difficult to exit Ferring Close by obstructing vision. For pedestrians it is often dangerous trying to dodge between parked vehicles.
Resident of Sea Drive: Supports scheme but the restrictions need to be extended up one side of Ocean Drive to prevent parking moving there, which would obstruct buses at a different location.

Resident of South Drive: Welcomes scheme but restrictions are also needed on both sides of South Drive and West Drive.

Residents of Ferring Close: Restrictions are needed to maintain the local bus service, which is essential for elderly residents. They are also needed to maintain access for the emergency services and larger vehicles making deliveries or used for refuse collection.

Restrictions will also improve safety for pedestrians and cyclists. Would also support a 20 mph speed limit for the area.