

Report to Councillor Joy Dennis, Cabinet Member for Highways and Transport

October 2021

West Itchenor: Itchenor Road and The Street - Proposed Waiting Restrictions

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

Electoral division: The Witterings

Summary

A public consultation was undertaken in June/July 2021 on a proposed Traffic Regulation Order relating to West Itchenor to alter the waiting restrictions in the Itchenor Road and The Street. These residential roads are very close to Chichester Harbour and it has been reported that indiscriminate parking has become common place all year round, frequently causing congestion, damage to verges and, as most of Itchenor Road has no footway, placing vulnerable road users at higher risk. The proposals include changing the existing seasonal daytime prohibition of waiting so that it applies at all times on the eastern side of The Street, at its narrower northern end and all year round from The Ship Public House to St Nicholas Church, to maintain access to the village and harbour for emergency and service vehicles. Seven objections to the proposals were received, including one from a local resident and one resident wrote to support the proposals.

Recommendations

- (1) That the Cabinet Member for Highways and Transport, having considered the objections to the proposals, authorises the Director of Law & Assurance to make the Traffic Regulation Order as advertised, as set out in section 2 and Appendix A of the report, and for the restrictions to be implemented.
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Proposal

1 Background and context

- 1.1 Itchenor Road and The Street are mainly residential roads that lead to Chichester Harbour, where there is a busy jetty and several slipways. There is a large car park nearby, with space for up to 200 vehicles but also a regular demand for the limited number of free on-street parking spaces, that appears to have increased in recent years. At present, the on-street parking is controlled by seasonal daytime waiting restrictions.
- 1.2 Concerns have been raised by West Itchenor Parish Council, who had received reports from residents, that inconsiderate parking is now creating access problems all year round, as many motorists choose to park on-street when the restrictions do not apply. The car park operates a Pay and Display scheme that applies at all times and it is only lightly used in the winter months.
- 1.3 The Parish Council subsequently wrote to properties in these roads and the responses received from residents also highlighted that, as well as restricting access and causing damage to the verges (through parking and overrunning when passing parked vehicles), the parking created safety concerns relating to vulnerable road users in Itchenor Road, which is narrow and has no footways.
- 1.4 On 9 March 2021, The Cabinet Member for Highways and Infrastructure approved the progression of all the Traffic Regulation Orders (TROs) requests received in the year to July 2020 that had scored 10 or more points in their priority assessments but had not already been selected for this by the County Local Committees. One of these was the request to change seasonal restrictions in West Itchenor to apply all year round.
- 1.5 Following further representations from the Parish Council and after discussion with the local member, it was decided that the seasonal restrictions in The Street should be considered to be within the scope of this TRO investigation.

2 Proposal details

- 2.1 The effect of the advertised proposals for the eastern side of The Street, north of the existing marked parking bays is to change the existing seasonal daytime prohibition of waiting, that applies between 8am and 6pm each day from 1st April until 31st October each year, so that it applies at all times. The existing seasonal restriction on the western side is to remain. This will protect access to the harbour for all essential traffic, including large vehicles such as delivery lorries, those towing boats on trailers, refuse collection lorries and emergency service vehicles.
- 2.2 To address the residents' concerns, highlighted by West Itchenor Parish Council, about parking along Itchenor Road and The Street, south of the parking bays on the eastern side, an all-year-round daytime (8am - 6pm) prohibition of waiting replaces the existing seasonal prohibition.
- 2.3 These proposals are shown on the drawings attached as Appendix A.

3 Other options considered (and reasons for not proposing)

- 3.1 Discussions with parish councillors investigated the possibility of altering all of the waiting restrictions in The Street so that they would apply all year round.

- 3.2 Although retaining on street parking on one side of the road, during the winter months, when traffic is relatively light, might lead to occasional minor delays, as the carriageway width is insufficient to enable two large vehicles to pass when there are parked cars, it was considered that prohibiting waiting would be unreasonably restrictive for the residents, some of whom have little or no private parking facilities.
- 3.3 The possibility of extending the existing limited waiting in The Street southwards to replace the existing bus stop has also been considered, as there is not currently a bus route that serves the village.
- 3.4 It was decided instead not to do this as the access road to Itchenor Sailing Club is immediately south of the bus stop bay and parking there would restrict visibility for drivers entering The Street from it. Instead, the single yellow line restriction will apply so, should the bus bay be removed in the future, this length of road will still be protected from parking between 8am and 6pm each day. This would also enable the space to be used for loading and unloading for the sailing club or other nearby premises.

4 Consultation, engagement and advice

- 4.1 The statutory TRO consultation opened on 24 June 2021 and ran until 22 July 2021. This is a week longer than the statutory minimum period, to give more opportunity to comment on the proposals while there were pandemic restrictions in operation. To ensure that all the frontagers were aware of the proposals, even those who may have been staying at home due the pandemic, notices were delivered to each property as well as being published in the local newspaper and erected on site. Documents showing the proposed restrictions were available on the TRO Team webpage during the consultation period. Because the use of libraries was limited by the pandemic restrictions, it was not practicable to enable the public to have access to paper copies of the documents at a local library. Instead, the public notices directed those without internet access to telephone the Highways Hub, so that paper copies could be sent to them by post.
- 4.2 Consultation documents were sent to West Itchenor Parish Council, Chichester District Council, the emergency services and all local bus companies. No objections were received from these statutory consultees.
- 4.3 The Local Member, Pieter Montyn, supported the scheme and Sussex Police responded to confirm they had no objection.
- 4.4 During the public consultation seven messages of objection were received from residents of West Sussex (including one from West Itchenor) along with a message from a frontager in support of the advertised scheme.
- 4.5 A summary of the objections and message of support is included in Appendix B, which also includes an officer response to the points made.
- 4.6 The local member has indicated that, having considered the comments received during the consultation, he continues to support the proposals.

5 Finance

- 5.1 The estimated total cost for installation of the amended scheme is £2,000. These costs will be managed within the £50,000 capital funding for Traffic

Regulation Orders in the Highways and Transport Delivery Programme 2021/22. Future maintenance will be met from the Highways Maintenance budget, which, for the current financial year, is £9.866m.

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 this TRO is introduced there is a risk that the restrictions may lead to displaced parking causing issues at new locations, requiring management with further measures in the future.	The northern (double yellow line) part of this scheme is primarily designed to better manage parking, by constraining it to a single side of the road, rather than to reduce the number of spaces in the affected roads. Further south, the 180 – 200 space harbour car park has sufficient capacity to take the small number of cars that are likely to be displaced during the winter months, when the extended prohibition applies.
Should the proposed TRO not be made the risks to the County Council are that the concerns raised by the local community and the identified road safety concerns will not be addressed.	To install the restrictions as planned.

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 has been consulted and raised no concerns in this respect.

7.3 Anyone who holds a disabled persons' Blue Badge would 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. It is considered that any remaining effect of this proposal on those with protected characteristics under the Disabilities or Equality Acts 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.

7.4 There are no human rights, climate change or public health implications associated with this proposal.

7.5 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.

Matt Davey
Director of Highways, Transport & Planning

Michele Hulme
Head of Highway Operations

Contact Officer: Rob Torrance, Traffic Officer; 03302 226360;
rob.torrance@westsussex.gov.uk

Appendices

Appendix A – Plans showing the existing and advertised restrictions
Appendix B – Summary of comments and objections

Background papers

None