

Report to Assistant Director (Highways Transport and Planning)

November 2022

Worthing – Broadwater Street West South Farm Road and Adjoining Roads - Proposed Waiting Restrictions

Report by Head of Local Highway Operations

Electoral Division: Cissbury

Summary

On 31 January 2022, the Cabinet Member for Highways and Transport approved 12 traffic regulation order (TRO) applications from local communities for progression towards potential implementation.

An application had been made to the County Council, supported by local residents, for limited waiting restrictions to be introduced on the A24 Broadwater Street West, to prevent the long-term parking of large vehicles and thereby enable more effective use of this parking facility. This application also requested the introduction of double yellow line junction protection for Lamorna Grove to provide safer egress onto the A24 and prevent parking at the adjacent bus stop. This application was one of the 12 considered and approved in January 2022 by the Cabinet Member for inclusion in the 2022/23 TRO works programme. A scheme was developed by officers and proposals were then advertised between 21 July 2022 and 18 August 2022. Three objections to the proposed scheme were received. To address the concerns highlighted by the objectors, that the proposed measures were excessively restrictive, the advertised 2-hour waiting limit has been eased to 4 hours and a short length of waiting prohibition has been omitted.

Recommendation

- (1) That the Assistant Director (Highways Transport and Planning), having considered the objections to the proposals, authorises the Director of Law and Assurance to make a revised version of the advertised Traffic Regulation Order (as set out in section 2 of the report) and for the amended restrictions to be implemented.
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Proposal

1 Background and context

- 1.1 On 31 January 2022, the Cabinet Member for Highways and Transport was presented with a report by the Director of Highways, Transport and Planning on traffic regulation order (TRO) prioritisation.

- 1.2 A request for a TRO to introduce limited waiting in A24 Broadwater Street West was considered and approved by the Cabinet Member for inclusion in the 2022/23 works programme.
- 1.3 Broadwater Green is bounded by A24 Broadwater Street West, South Farm Road and Ardsheal Road; all have primarily residential frontage with properties facing the green across these three classified roads. The green is close to a substantial local shopping area and a primary school and, on occasions, events are held on it. Consequently, there is a generally high demand for short to medium term parking, particularly in Broadwater Street West and Ardsheal Road.
- 1.4 Concern has been raised by the local community that the availability of parking space for visitors to the green, parents collecting children from the school and the customers needed to sustain the adjacent businesses is being restricted by the use of Broadwater Street West for the long-term parking of large vehicles, including caravans, camper vans, lorries and trailers with advertising hoardings.
- 1.5 Currently, there are no restrictions that limit the maximum length of time a vehicle may be parked around the green.
- 1.6 Concern has also been raised that parking on the Broadwater Street West at the approach to its junction with Lamorna Grove reduces visibility of oncoming traffic for drivers exiting this private road and restricts access to the adjacent bus stop, leaving the A24 traffic liable to obstruction by stationary buses.
- 1.7 An application was made to the County Council for limited waiting restrictions, supported by local residents, raising concern about the impact of long-term parking on the availability of spaces for visitors and for double yellow lines to protect visibility at the bus stop and adjacent junction of Broadwater Street West with Lamorna Grove, where the concerns were about safety and obstruction to the passage of through traffic on the main road into Worthing town centre.

2 Proposal details

- 2.1 The effect of the advertised proposals was to introduce a 2-hour maximum waiting limit with no return within 2 hours, between 8.30am and 6pm, Mondays to Saturdays throughout those areas of Broadwater Street West where it was considered that parking could be accommodated safely. This restriction would prohibit long-term parking, freeing up parking spaces for use by visitors to the area. Double yellow lines were proposed to protect the junctions of Broadwater Street West with Lamorna Grove and Grove Road by preventing parking where it could create potential safety hazards by restricting intervisibility. The yellow lines to the north-west of Lamorna Grove would also help to reduce congestion on the A24 by keeping the bus stop clear of parked vehicles. Broadwater Street West is a four-lane dual carriageway and double yellow lines were also proposed along the offside of each carriageway, to prevent the long-term parking from simply being displaced there from the nearside.
- 2.2 The advertised proposals also included the introduction of double yellow lines along the eastern side of South Farm Road and at its junction with A2032 Poulter's Lane, to prevent this busy route from being obstructed by displaced parking.

- 2.3 There are existing double yellow lines in Ardsheal Road, on the southern side of Broadwater Green to help keep the routes out of Worthing Fire Station, located in this road, clear of obstructive parking but, where there is room for parking in this road, the advertised proposals introduced a 2-hour maximum stay, matching the restriction proposed for Broadwater Street West (outlined in paragraph 2.1). The effect of this was also to prevent long-term parking to release spaces for use by visitors, shoppers and parents collecting children from the primary school, which is situated in nearby Rectory Gardens.
- 2.4 The existing restrictions and the advertised proposals are shown in Appendix A to the report ([TQ1401NWS \(PDF, 1MB\)](#) and [TQ1404NWN \(PDF, 1MB\)](#)).
- 2.5 During the consultation for this scheme three objections were received to the proposals. The objectors raised concerns that the proposals were over-restrictive and could displace parking to other nearby residential roads.
- 2.6 On review it was considered that these concerns could be mitigated by amending the waiting limit from the advertised 2 hours to allow parking for up to 4 hours, as this would be of benefit to a wider range of visitors to the area, as well as to residents. A revised proposal has therefore been designed and recommended by officers that also omits a short length of the advertised double yellow line in Grove Road, adjacent to the Penhurst Court flats, where there is limited off-street parking for residents and visitors.
- 2.7 The revised scheme is shown in Appendix C to the report with the following drawing numbers:
- [TQ1404NWS \(PDF, 3MB\)](#)
 - [TQ1404NWN \(PDF, 2MB\)](#)

3 Other options considered (and reasons for not proposing)

The proposal relates to the introduction of new parking restrictions, requiring the introduction of a TRO as the only legal mechanism for delivering enforceable parking restrictions. Consequently, there are no other options that would deliver the desired outcome.

4 Consultation, engagement and advice

- 4.1 **Members** - At the design stage, the local member for Cissbury was consulted, supported the proposals and approved the wider consultation and public advertisement.
- 4.2 **External - Sussex** Police was consulted and raised no objection.
- 4.3 **Public** –The four-week formal consultation period for the traffic regulation orders to support the scheme ran between 21 July 2022 and 18 August 2022. This included the Police, Worthing Borough Council and other stakeholders. During this consultation period, notices were erected on site; copies of the notice sent to frontagers immediately abutting the proposals; the advertisement placed in the local press and on the County Council’s website. Due to social distancing requirements during the COVID-19 restrictions, paper copies of documents were not made available in council offices or libraries. People without access to a computer who wished to view of the scheme details were

advised to telephone the West Sussex County Council to receive the documents by post.

- 4.4 During the consultation period three objections to the proposals were received from local residents; they have been summarised in [Appendix B \(PDF, 117KB\)](#) to this report together with comments from the Assistant Director (Highways, Transport and Planning).
- 4.5 Councillor Elizabeth Sparkes, the local county councillor, has confirmed her support for the revised proposals.

5 Finance

- 5.1 The estimated cost for installation of this scheme is £6220. This will be managed within the £50,000 capital funding for TROs in the Highways and Transport Delivery Programme 2022/23. The Parking Manager has confirmed that future maintenance will be met from the sum allocated annually to Worthing Borough Council, from the WSCC Parking Strategy budget, for the maintenance of the signs and road markings required to indicate waiting restrictions within its boundary. The sum allocated for such maintenance for the current financial year is £20,000.
- 5.2 The proposal represents good value as it has been assessed and scored in accordance with the STEP (Safety/Traffic conditions/Environment and economy/People) scoring system, in compliance with the County Council TRO policy that applied at the time it was approved by the cabinet member.
- 5.3 The proposal will be processed within existing staff resources. Future maintenance costs are not expected for at least 5 years as and when the road markings need to be replaced.

6 Risk implications and mitigations

| Risk | Mitigating Action (in place or planned) |
|---|---|
| Should the proposed TRO be made the risk to the County Council is that parked vehicles will create problems in other roads in the locality. | The Council will monitor the situation and propose further restrictions if necessary. |
| Should the proposed TRO not be made, the risk to the County Council is that the concerns raised by the local community through its local member will not have been addressed. | To implement the parking restrictions as determined following public advertisement. |

7 Policy alignment and compliance

- 7.1 Waiting prohibitions are subject to civil enforcement, undertaken by the local district or borough council by arrangement with the WSCC Parking Strategy Team; it is not considered that the 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 may park without time limit within the proposed 4-hour maximum waiting bays or on the proposed yellow lines for up to three hours if they do not cause an obstruction to other road users. Thus, the 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 that was developed in conjunction with the local community, as it improves access for all residents of the affected roads and seeks to address an issue that has safety implications, so complies with the Council's policy of keeping people safe from vulnerable situations.

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Appendices

Appendix A – Plans showing the existing and advertised restrictions:

- [TQ1401NWS \(PDF, 1MB\)](#)
- [TQ1404NWN \(PDF, 1MB\)](#)

Appendix B – [Summary of comment and objection \(PDF, 117KB\)](#)

Appendix C – Plans showing the existing and revised restrictions:

- [TQ1404NWS \(PDF, 3MB\)](#)
- [TQ1404NWN \(PDF, 2MB\)](#)

Background papers

None