

**Summary of Comments and Objections - Worthing: Cross Street Waiting Restrictions**

<b>Objections to the Proposal:</b>	<b>Officer Response</b>
<p>Local Business: Railway Approach, Worthing, BN11</p> <p>My husband and I have owned and operated our local business for the past 35 years. During this time, we have seen numerous alterations to the road layout but feel this current proposal is by far the most detrimental one we have witnessed.</p> <p>Why is it necessary to replace the existing parking spaces with double yellow lines? Customers and deliveries to our local businesses will be seriously impacted and prevented from stopping briefly or for an extended time to enjoy a tasty meal in the cafe or to pop into our shop for a paper etc. Traffic flows freely around the area, unimpeded by the existing parking bays. Exactly who will benefit from these new proposals is a mystery. It will certainly affect local trade. Local businesses are striving hard to offer a service to the local community during these difficult times. We have had to cope with covid, energy crisis and train strikes and respectfully hope that you amend these proposals, so we do not fall at the final hurdle. Surely improvements are intended to make situations better for the locals, but these certainly are not going to do that. Thank you</p>	<p>The proposal to introduce waiting restrictions along Worthing Railway Approach is to enable contraflow cycling along Railway Approach and Cross Street with the aim of encouraging active travel, linking existing cycling routes and providing high quality infrastructure. The scheme forms part of West Sussex County Council’s Phase 2 Active Travel Fund (ATF) programme of works.</p> <p>Studies have evidenced that walking and cycling improvements can increase local retail spend by up to 30% (Lawlor, 2013), and with one car taking the same space of 5 people cycling, cycle parking delivers five times the retail spend per square metre than the same area of car parking (Raje and Saffrey, 2016). Additional cycle parking is proposed as part of the scheme.</p> <p>A parking bay user survey was carried out between 6<sup>th</sup> to 12<sup>th</sup> March 2023 of the bays on Railway Approach. Over the 7-day survey, there were a recorded 722 users of the parking bays, of which 20 visited the shop and 53 the café, totalling only 10% of users.</p> <p>In response to parking concerns WSCC are in the process of reviewing the proposed remaining parking bays along Victoria Road, with a view to improve the frequency of use. This work is underway. Alternative parking is available for 2-hour stays on Cross Street and Victoria Road. Shoppers can also use the bays on Oxford Road and Teville Place outside the hours of 10-11AM and 2-3PM.</p> <p>Sources: Lawlor, E (2013) The pedestrian pound. Just Economics for Living Streets.</p> <p>Raje F &amp; Saffrey A (2016) The value of cycling. University of Birmingham and Phil Jones Associates for Department for Transport.</p>

<p>Local Business: Railway Approach, Worthing, BN11</p> <p>My business will suffer with these parking restrictions it will mean that approx. half our customers that currently park outside will no longer be able to the same for the other small businesses along this stretch of railway approach and surrounding small businesses, some of which have survived through the pandemic, train strikes and now the cost of living crisis we all feel this could be the last straw for us and so unnecessary, traffic in this area has never been an issue the road is wide enough for buses and all other types of traffic</p>	<p>The parking alterations are necessary to safely accommodate a segregated on-carriageway cycle lane for contraflow cyclists, promoting safe sustainable travel within the area.</p> <p>Studies have evidenced that walking and cycling improvements can increase local retail spend by up to 30% (Lawlor, 2013), and with one car taking the same space of 5 people cycling, cycle parking delivers five times the retail spend per square metre than the same area of car parking (Raje and Saffrey, 2016). Additional cycle parking is proposed as part of the scheme.</p> <p>A parking bay user survey was carried out between 6<sup>th</sup> to 12<sup>th</sup> March 2023. Over the 7-day survey, there were a recorded 722 users of the parking bays, of which 20 visited the shop and 53 the café, totalling only 10% of users.</p> <p>In response to parking concerns WSCC are in the process of reviewing the proposed remaining parking bays along Victoria Road, with a view to improve the frequency of use. This work is underway. Alternative parking is available for 2-hour stays on Cross Street and Victoria Road. Shoppers can also use the bays on Oxford Road and Teville Place outside the hours of 10-11AM and 2-3PM.</p> <p>Sources: Lawlor, E (2013) The pedestrian pound. Just Economics for Living Streets.</p> <p>Raje F &amp; Saffrey A (2016) The value of cycling. University of Birmingham and Phil Jones Associates for Department for Transport.</p>
<p>Resident: Bruce Avenue, Worthing, BN11</p> <p>Please accept this correspondence as formal objection to the above proposed TRO, in the grounds that it is completely unnecessary and damaging to the customer of many long standing local business that rely on visitor parking bays around the station.</p>	<p>The parking alterations are necessary to safely accommodate a segregated on-carriageway cycle lane for contraflow cyclists, promoting safe sustainable travel within the area.</p> <p>In response to parking concerns WSCC are in the process of reviewing the proposed remaining parking bays along Victoria Road, with a view to improve the frequency of use. This work is underway. Alternative parking is available for 2-hour stays on Cross Street and Victoria Road. Shoppers can also use the bays on Oxford Road and Teville Place outside the hours of 10-11AM and 2-3PM.</p>

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<p>Resident: Eirene Road, Worthing, BN12</p> <p>Object to proposal. It will have a major impact on local businesses, resulting in loss of business and ultimately closure of businesses.</p> <p>In this current climate you should be promoting local independent businesses and doing everything you can to support them not taking away their trade. There is absolutely no need to make any changes as per your proposal.</p>	<p>The parking alterations are necessary to safely accommodate a dedicated on-carriageway cycle lane for contraflow cyclists, promoting safe sustainable travel within the area.</p> <p>Studies have evidenced that walking and cycling improvements can increase local retail spend by up to 30% (Lawlor, 2013), and with one car taking the same space of 5 people cycling, cycle parking delivers five times the retail spend per square metre than the same area of car parking (Raje and Saffrey, 2016).</p> <p>In response to parking concerns WSCC are in the process of reviewing the proposed remaining parking bays along Victoria Road, with a view to improve the frequency of use. This work is underway. Alternative parking is available for 2-hour stays on Cross Street and Victoria Road. Shoppers can also use the bays on Oxford Road and Teville Place outside the hours of 10-11AM and 2-3PM.</p> <p>Sources: Lawlor, E (2013) The pedestrian pound. Just Economics for Living Streets.</p> <p>Raje F &amp; Saffrey A (2016) The value of cycling. University of Birmingham and Phil Jones Associates for Department for Transport.</p>
<p>Resident: West Parade, Worthing, BN11</p>	<p>The proposal to introduce waiting restrictions along Worthing Railway Approach is to enable contraflow cycling along Railway</p>

<p>Object to proposal. I use this area regularly and have not seen any issues with traffic or parking - I see no benefit restricting parking further than already in place.</p>	<p>Approach and Cross Street with the aim of encouraging active travel, linking existing cycling routes and providing high quality infrastructure. The scheme forms part of West Sussex County Council's Phase 2 Active Travel Fund (ATF) programme of works.</p> <p>In response to parking concerns WSCC are in the process of reviewing the proposed remaining parking bays along Victoria Road, with a view to improve the frequency of use. This work is underway. Alternative parking is available for 2-hour stays on Cross Street and Victoria Road. Shoppers can also use the bays on Oxford Road and Teville Place outside the hours of 10-11AM and 2-3PM.</p>
<p>Resident: Gaisford Road, Worthing, BN14</p> <p>Object to proposal. Reference to Tile No TQ1403SWN. Having lived in this area and had access to the road adjacent to the front of the station for nearly 50 years I have never seen or heard of any serious issue with the flow of traffic past the station. I see no advantage to change the current access to parking in this area from cross street to Oxford road on the southern side and believe the only impact would be to the trade enjoyed by the various shops opposite the railway station. The garage, paper shop and cafe serve a useful service to the local community which would be impacted by the reduction in trade due to the reduced level of parking.</p> <p>Assuming that your proposed changes are not made without research can you clarify what benefits will be gained by this scheme to the southern side of the railway approach.</p> <p>Can you tell me when the public consultation on these proposed changes will take place when verbal objections and responses can be heard.</p>	<p>The proposal to introduce waiting restrictions along Worthing Railway Approach is to enable contraflow cycling along Railway Approach and Cross Street with the aim of encouraging active travel, linking existing cycling routes and providing high quality infrastructure. The scheme forms part of West Sussex County Council's Phase 2 Active Travel Fund (ATF) programme of works.</p> <p>The proposals were the subject of TRO Consultation between 19th January and 9th February.</p> <p>A parking bay user survey was carried out between 6<sup>th</sup> to 12<sup>th</sup> March 2023. Over the 7-day survey, there were a recorded 722 users of the parking bays, of which 20 visited the shop and 53 the café, totalling only 10% of users.</p> <p>In response to parking concerns WSCC are in the process of reviewing the proposed remaining parking bays along Victoria Road, with a view to improve the frequency of use. This work is underway. Alternative parking is available for 2-hour stays on Cross Street and Victoria Road. Shoppers can also use the bays on Oxford Road and Teville Place outside the hours of 10-11AM and 2-3PM.</p> <p>Studies have evidenced that walking and cycling improvements can increase local retail spend by up to 30% (Lawlor, 2013), and with one car taking the same space of 5 people cycling, cycle parking delivers five times the retail spend per square metre than</p>

	<p>the same area of car parking (Raje and Saffrey, 2016).</p> <p>Sources: Lawlor, E (2013) The pedestrian pound. Just Economics for Living Streets.</p> <p>Raje F &amp; Saffrey A (2016) The value of cycling. University of Birmingham and Phil Jones Associates for Department for Transport.</p>
<p>Resident: Railway Approach, Worthing, BN11</p> <p>Object to proposal. The provision of double yellow lines in Railway Approach will cause major problems for all of the small business outlets in the area including</p> <p>a) Montys cafe which is already battling with the recession and rail strikes, this business relies heavily on vehicles being able to park for a short while to either dine or collect take a way meals</p> <p>b) The Quick Stop newsagents which is the same situation as Montys Cafe regarding short term parking</p> <p>c) Ace Garage which has a limited forecourt requiring access and uses Railway Approach for short term parking whilst repositioning vehicles</p> <p>d) Arrow Taxis which frequently has vehicles requiring to stop in Railway Approach to load both able and disabled passengers</p> <p>There is also a Nursery School in Victoria Rd which has vehicles stopping to take and collect children twice a day, there is already a problem in this area with vehicles parking on the already existing cycle lane and bus stop to drop off and collect children as well as pulling up at the legal "high" shop and the Chemists on the corner. The addition of yellow lines will only increase this ( any Worthing bus driver will tell you how frustrating it is when they cannot get round the corner because of parked cars and vans on the cycle lane as well as the residents who suffer bus horns blowing regularly and the associated tailbacks)</p> <p>I feel that this scheme should be looked at again as it will result in the local community losing small shops and looking even more derelict than Teville Gate</p>	<p>The double yellow lines are necessary to safely accommodate a dedicated on-carriageway cycle lane for contraflow cyclists, promoting safe sustainable travel within the area.</p> <p>A parking bay user survey was carried out between 6<sup>th</sup> to 12<sup>th</sup> March 2023. Over the 7-day survey, there were a recorded 722 users of the parking bays, of which 20 visited the shop and 53 the café, totalling only 10% of users.</p> <p>In response to parking concerns WSCC are in the process of reviewing the proposed remaining parking bays along Victoria Road, with a view to improve the frequency of use. This work is underway. Alternative parking is available for 2-hour stays on Cross Street and Victoria Road. Shoppers can also use the bays on Oxford Road and Teville Place outside the hours of 10-11AM and 2-3PM.</p> <p>Public consultation on the proposed alterations and traffic regulation order was carried out between 19<sup>th</sup> January to 9<sup>th</sup> February 2023, to which responses and objections were received. These are being reviewed and responded to, with responses to be published in due course.</p> <p>Sources: Lawlor, E (2013) The pedestrian pound. Just Economics for Living Streets.</p> <p>Raje F &amp; Saffrey A (2016) The value of cycling. University of Birmingham and Phil Jones Associates for Department for Transport.</p>

<p>I also trust that there will some sort of public meeting where views and concerns of all local residents and tennents can be taken into consideration</p>	
<p>Resident: Queens Road, Worthing, BN11</p> <p>Hello West Sussex County Council I am sending this email to object to bringing in Double Yellow lines at Railway Approach/Victoria Rd. I believe it`s a very poor decision by the Council as it will impact many owners Of the shops and cafe and takeaways within the Station Area, I have used Monty`s Cafe so many times and it`s part of the community and These shops need passing trade and if there is nowhere to park the customers Will go off elsewhere, Already these places have been hit with Covid closures And with today's cost of living crisis, These places cannot survive without that trade. If the Council wants to "Grow" Worthing Station Area then they need to "Keep" these lovely old places, And in fact, promote them as they have been in situ for many a year. The cars parked along the road cause no congestion, Traffic runs thru Freely and efficiently. Please reconsider your decision and help the business in the area.</p>	<p>The proposal to introduce waiting restrictions along Worthing Railway Approach is to enable contraflow cycling along Railway Approach and Cross Street with the aim of encouraging active travel, linking existing cycling routes and providing high quality infrastructure. The scheme forms part of West Sussex County Council's Phase 2 Active Travel Fund (ATF) programme of works.</p> <p>Studies have evidenced that walking and cycling improvements can increase local retail spend by up to 30% (Lawlor, 2013), and with one car taking the same space of 5 people cycling, cycle parking delivers five times the retail spend per square metre than the same area of car parking (Raje and Saffrey, 2016). Additional cycle parking is proposed as part of the scheme.</p> <p>A parking bay user survey was carried out between 6<sup>th</sup> to 12<sup>th</sup> March 2023 of the bays on Railway Approach. Over the 7-day survey, there were a recorded 722 users of the parking bays, of which 20 visited the shop and 53 the café, totalling only 10% of users.</p> <p>Sources: Lawlor, E (2013) The pedestrian pound. Just Economics for Living Streets.</p> <p>Raje F &amp; Saffrey A (2016) The value of cycling. University of Birmingham and Phil Jones Associates for Department for Transport.</p>
<p>Resident: South Farm Road, BN14</p> <p>I was most disappointed to read of your proposed plans with regard to the above.</p> <p>This small but incredibly useful commercial area is so convenient and worthy. I have lived in Worthing for over a decade and regularly use Monty's Café, Ann's paper shop and also the beauty parlour. There is also plenty of opportunity for passing trade which</p>	<p>The proposal to introduce waiting restrictions along Worthing Railway Approach is to enable contraflow cycling along Railway Approach and Cross Street with the aim of encouraging active travel, linking existing cycling routes and providing high quality infrastructure. The scheme forms part of West Sussex County Council's Phase 2 Active Travel Fund (ATF) programme of works.</p> <p>Studies have evidenced that walking and cycling improvements can increase local</p>

the businesses rely on heavily, due to the ease of parking etc.

I simply struggle to understand the rationale for change in this area, particularly the claim of congestion. Passing through this area daily at a variety of times I have yet to see any form of congestion.

Worthing is becoming an increasingly difficult place to live and these little offshoots within the town make all the difference, especially as the town centre is so unappealing with all the drug dealers and drunks, and useless shops.

Allow these small and vital businesses to continue and focus your efforts on the areas in Worthing that need attention!

retail spend by up to 30% (Lawlor, 2013), and with one car taking the same space of 5 people cycling, cycle parking delivers five times the retail spend per square metre than the same area of car parking (Raje and Saffrey, 2016). Additional cycle parking is proposed as part of the scheme.

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