

South Chichester County Local Committee Briefing Note

30 October 2018

West Wittering –Chapel Lane & Acre Street

Experimental Traffic Regulation Order

Report by Chris Dye, Area Highway Manager, Highway Operations

Summary

The County Council has been approached by West Wittering Estate (WWE) for assistance in managing the traffic flow to and from the West Wittering Beach car park. The demand for access to the beach has always been high and with the improvement of satellite navigation systems (Sat Navs) and advanced mapping, traffic is navigating its way to the coast, diverting from the main access roads and using narrower single track roads that are unsuitable for high volume traffic.

As a result of the issues, WWE has brought forward plans to better manage peak traffic flow in West Wittering, which would need to be provided on the publicly maintainable highway. Consequently WWE need the highway authority's permission to do so, and where required, make the appropriate Traffic Regulation Orders (TROs) to support the proposal which comprise of a; part time closure of Chapel Lane; part time managed closure of Acre Street and are supported by other traffic management measures.

Recommendation.

That the South Chichester County Local Committee considers the proposals set out by WWE and at this stage provide feedback to WWE and Highway Officers, which will be noted and considered before a formal TRO is presented to the Committee at a later date.

Proposal

1. Background and Context

- 1.1 The County Council has been approached by WWE for assistance in managing the traffic flow to and from the West Wittering Beach car park.
- 1.2 The demand for access to the beach has always been high. At peak times efforts have been made by WWE to manage the access by providing travel information via variable message signs and radio travel bulletins with a view to both inform drivers of the length of queuing, time delays and perhaps to persuade some visitors to divert to alternative locations. WWE have also undertaken on-site works to improve the efficiency of processing customer payments and speed up access to the car parks.

- 1.3 In recent years, with the advent and improvement of satellite navigation systems (Sat Navs) and advanced mapping, traffic is trying to find its way to the coast, diverting from the main access roads and using narrower single track roads that are unsuitable for high volume traffic flows.
- 1.4 This is of concern to local community in West Wittering and WWE acting as a 'good neighbour' has engaged its own traffic management consultants to investigate measures that might aid and assist better access to the coast and reduce congestion. The current proposals would need to be provided on the publicly maintainable highway and consequently WWE need the highway authority's permission to do so and where required make the appropriate TROs to support the proposals.
- 1.5 Due to the complex nature of the traffic movements in the area, it is considered that any traffic management proposals requiring a TRO should be introduced by way of an Experimental TRO, for which Committee approval is required, but will be further supported by temporary traffic management for which Committee approval is not specifically required.

2. Proposal

2.1 The proposals are as follows:

- (i) Chapel Lane - Experimental Prohibition of Driving (Part Time) (1 April to 30 September) - at its northern end, at the junction with the B2179 Chichester Road, southwards for a distance of five metres.

The closure will be implemented by way of a temporary barrier to operate at times of peak traffic flow. At off peak times the barrier will be secured open or removed.

The alternative route for traffic to access Chapel Lane during times of operation will be via B2179 Chichester Road, B2179 Rookwood Road and Elms Lane.

- (ii) Acre Street - Experimental Prohibition of Driving (Part Time) with Limited Access, for residents of Chapel Lane, Elms Lane and Acre Street only, (1 April to 30 September) - at its junction with Piggery Hall Lane westwards for a distance of five metres.

This closure will be implemented through a 'soft closure' by the provision of a manned gate, to operate at times of peak traffic flow and allow residents access. At off peak times the gate will be secured open or removed.

The alternative route for traffic, diverted by the closure, to access Acre Street during times of operation will be via Piggery Hall Lane, B2179 Chichester Road, B2179 Rookwood Road and Elms Lane.

2.2 The lengths of road in Chapel Lane and Acre Street which are the subject of the proposed Experimental Closure Order are shown in Appendix A, drawing number CHS 9027.

- 2.3 Appendix B (Dwg No.-KS/07.06.18SL27540-2) shows other supporting traffic management measures that do not require Committee approval and includes temporary Stop/ Go board installation at the junction of B2179 Rookwood Road and Pound Road, to facilitate access and egress from the West Wittering Beach car park and placing of advisory no parking cones in Elms Lane to ease congestion.
- 2.4 It is considered that the proposals will only need to be implemented during the summer months, at the weekends and Bank Holidays, during periods of fair weather. The days of operation will be determined by WWE based on the weather forecast and projected parking demand from WWE's empirical parking statistics and with the prior approval of the County Council's Network Manager or delegated officer.
- 2.5 The proposals intend to prevent the use of the aforementioned roads by any vehicle that is not considered to be a resident, in order to protect and allow emergency access, reduce community tensions from poor parking and driver practices whilst removing the restrictions that some residents have experienced whereby they have been prevented from being able to leave their properties.

Updates and General Information

- **Monitoring** - Experimental Traffic Regulation Orders can only remain in place for a maximum period of 18 months and are either made permanent or withdrawn. Within this period the success or otherwise of the scheme will be assessed by review of the number of objections received, the level of local approval including the views of West Wittering Parish Council and Sussex Police.
- **Resources** - WWE is proposing to fund the TROs and will be responsible for the cost of all associated works.
- **Key Stakeholder Consultation** – Mr Montyn, local member, and West Wittering Parish Council support the proposals and Sussex Police, West Sussex Fire Service, South East Counties Ambulance Service raise no objections, on the understanding that any Experimental Order is managed and monitored in the manner outlined in historic correspondence with the County Council.
- **Public consultation** – An Experimental Order requires only key stakeholder consultation before they become operational. However with any Experimental Order, the operational date is the start of a six month statutory objection period. If any objections are received to these proposals during that period, that cannot be resolved or mitigated, they will be reported to the Committee for its further consideration at a later date.
- **Risk Management Implications** – If any objections are received to an Experimental Order, these must be resolved before the Local Authority could proceed with any potential final or permanent solution.
- **Equality Duty** - The protected characteristics, as defined in the Equality Act, were duly considered in the course of the development and design of

this TRO proposal and no equality issues have been identified.

- **Social Value** - The proposals align with the County Council's policy on Social Value insofar as they are supporting traffic management proposals promoted by WWE in response to concerns raised by the local community with a view to improving traffic management on the network and the local road environment.
- **Crime and Disorder Act Implications** - The County Council does not consider there to be any foreseeable Crime and Disorder Act implications associated with this proposal. The view of Sussex Police has been sought, who confirm they believe there are no issues in relation to the Crime and Disorder Act, however it is acknowledge that there are currently community tensions with the current situation.
- **Human Rights Implications** - It is unlawful for a public authority to act in a way that is incompatible with a convention right. The policy objective to avoid danger to all road users and reduce congestion should then be set against these rights. Taking these points into consideration it is believed that the introduction of this Traffic Regulation Order is justified.

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Appendices

Appendix A – Plan showing proposed traffic regulation orders

Appendix B – Plan of showing supporting traffic management proposal

Background Papers

None