

Briefing Note

Shoreham-By-Sea: Sullington Way Parking Restrictions

Background

Sullington Way is a residential cul-de-sac which is relatively narrow at its southern end and provides access to St Peters Catholic Primary School. Currently vehicles regularly park on both sides of the road throughout its whole length and the fire service has expressed concerns that this would prevent a fire appliance from reaching properties at the northern end of the road, including the school.

Restrictions have been proposed that are intended to resolve this situation, which is currently considered to be potentially unsafe in the event of an emergency.

The consultation documents for the proposal can be found at:

<https://www.westsussex.gov.uk/media/11965/adr1805.pdf>

West Sussex County Council proposes to make a permanent Traffic Regulation Order under the provisions of the Road Traffic Regulation Act 1984, the effect of which will be to extend the double yellow lines on the western side of Sullington Way in Shoreham-By-Sea, northwards by a distance of approximately 40 metres.

The new Order is proposed to facilitate the passage of a class of traffic.

There has been a statutory three week consultation period in accordance with the Road Traffic Regulation Act. This consultation has received 16 representations, of which 15 are objecting and one was supporting and also requested lines throughout the whole length of the road.

The objections predominantly suggest that the restrictions will; reduce parking and hence locally displace vehicles; may not be enforced; and also several requesting the hardening of verges into parking areas.

Due to the potential likelihood and impact of a fire at the school and subsequent risk to children's lives the TRO was formally proposed with minimum informal public engagement as there is a statutory consultation period within the Act.

No decision will be taken on the Sullington Way TRO proposal at the November CLC. This decision will be taken at the subsequent CLC based on the evidence presented to them in the appropriate decision report.

Options Considered

1. Do nothing – This would have the benefit of allowing residents to park freely along Sullington Way. However, access for a fire Engine to the school is frequently blocked by resident's vehicles not leaving a suitable gap.
2. Maximum Parking Restrictions – It is difficult to anticipate what size of vehicles residents may choose to purchase, which can include for example large recreational vehicles. Whilst this option would remove any potential parking issues, given the current types of vehicles used by residents in this road, this option was considered too restrictive.
3. Minimum parking restrictions – Sullington Way is narrowest at its southern end. The 40m proposed is the minimum that could be implemented to give a fire engine a reasonable chance of accessing the school or residents properties in the event of a fire.
4. Verge hardening – this is a relatively expensive option as it cost to WSCC was anticipated to be in the order of £15,000. WSCC highways do not have a budget for project such as this. As such it would need to be promoted by residents as a Community Highway Scheme. If this was proposed now and selected by the Cabinet Member for implementation at the next selection opportunity, given current resourcing levels, this would be implemented in the 2020 financial year.

Due to the potential risk to the children's lives doing nothing was not deemed an appropriate option.

Maximum parking restrictions was considered too restrictive.

Due to the regular frequency of the road being impassable and the impact should a fire engine not being able to reach the school in the event of a fire Option 4 was discounted, hence a Traffic Regulation Order restricting parking at key locations (Option 3 above) was the only option that could be implemented within a reasonable time scale.

Next Steps

1. A decision report (which has yet to be drafted) on the proposed TRO will be presented at the next CLC. Members will be made aware of all communications and officers will make a recommendation based on the information provided.
2. If the CLC decides to implement the TRO it will be implemented shortly after the decision and the Order will be sealed and become enforceable.
3. In the event of implementation, should residents wish to make a proposal to change to the restrictions they may do so via the following link:
<https://www.westsussex.gov.uk/roads-and-travel/traffic-regulation-orders/about-tros/apply-for-a-tro/>
Should the residents wish to propose an improvement to the existing highway infrastructure they can do so via:
<https://www.westsussex.gov.uk/leisure-recreation-and-community/supporting-local-communities/apply-for-a-community-highways-scheme/>

Either of these options must be supported by the local WSCC member and also suitable support by local residents would need to be demonstrated.