

## Consultation Response Summary

	<b>Objection/Comments</b>	<b>Comments from Director of Highways &amp; Transport</b>
	<p><u>2 Residents of Fir Tree Lane, West Chiltington</u></p> <p>As regular visitors to Storrington Village they are pedestrians while shopping, visiting the Optician, Bank and the Village Hall.</p> <p>They would like to see a traffic calming scheme similar to the Steyning/Southwater road layout. On many occasions they have had near misses with speeding vehicles, especially outside the Village Hall when they hold their Friday Market. They notice cars speed off the Tesco Roundabout more so when no cars are parked outside No. 42 West Street</p> <p>They notice when cars are parked in the allotted parking space it does have a traffic calming effect on drivers</p> <p>Suggests the only other solution would be traffic lights which will be too costly to install.</p> <p>Asks if the parking bay outside No. 42 might remain</p>	<p>In reference to Steyning/Southwater, the assumption is that the objector is referring to road width restricting build-outs as a traffic calming measure. Such a proposal would require a Community Highways Scheme application. It should also be noted that the introduction of traffic calming measures on West Street would contradict the aims stated in the Air Quality Action Plan, which is to reduce air pollution by allowing for the free flow of traffic.</p> <p>A signalised pedestrian crossing would require a Community Highways Scheme application, and would contradict the Air Quality Action Plan.</p>
	<p><u>Resident of Amberley Road</u></p> <p>Strongly objects to part of the TRO above, and base much of this on being the Coordinator of the Storrington Speedwatch Group, and thus have some knowledge of traffic movements, speeds and volume.</p> <p>Agrees with the proposals to North Street, as irresponsible parking along that section of the street leads to regular problems. However they hope that if this proceeds, it will be accompanied by a higher level of scrutiny by HDC's Parking Attendants.</p> <p>2. Believes the proposals related to West Street, namely the creation of a No Waiting area in the lay-by outside the Village Hall, and the removal of the 2 parking bays outside No. 46 West Street, are both counter-productive, and against the interests</p>	<p>There is no proposal to alter the current restriction in the layby outside the village hall. This is currently Limited Waiting, 1hr, No Return Within 1hr, 8am-6pm Mon-Sat, and will remain so.</p>

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<p>of local residents, local traders, and local business as a whole.</p> <p>a) The lay by outside the Village Hall is used very regularly by volunteers and traders at the regular Friday morning market, for both delivery and collection of goods, and again on Tuesdays by another market. There is no other place for these people to stop now that half of the Monastery Lane car park is given over to doctors of the Glebe Surgery. It appears that this layby will remain available for use for 20 minutes loading and unloading, which is essential.</p> <p>b) The proposal to remove both the 2 parking bays outside No 46 West Street confirms that the business of local traders and their customers has not been taken into account.</p> <p>These 2 parking spaces are in constant use by both the owner of Stable Antiques and by the many local, part-time traders who rent a space within Stable Antiques, together with customers who buy furniture and other bulky goods from this shop.</p> <p>These 2 parking bays also have a very positive purpose that Highways seems not to wish to acknowledge. They effectively slow down the traffic to safe speeds, as otherwise vehicles heading east would leave the mini-roundabout accelerating even faster, and with pedestrian centre islands outside the Village Hall, accidents are therefore avoided. Removing these 2 bays will create the opportunity for motorists to accelerate from the roundabout, ignoring pedestrians crossing via the central reservation.</p> <p>Generally, there seems a view that traffic flow needs to be speeded up? This is merely pandering to the needs to commercial heavy vehicle traffic, and those motorists that have no business in Storrington. We do not want to speed up the traffic flow, as that will make it more attractive to all vehicles travelling east west and the reverse to come through</p>	<p>Whilst we accept that there is limited parking stock in Storrington, and that these spaces are important to businesses in the town, we are also required to balance this need with those of pedestrians who are suffering a detrimental effect from the air quality in the town. It is the judgement of WSCC that the loss of just three limited waiting parking spaces would not be excessively damaging to local businesses. It should also be noted that the double yellow lines which would replace the parking bay under this proposal would allow for loading and unloading to Stable Antiques.</p> <p>With regards the speed of vehicles along West Street, there is a permanent speed data capture point on West Street, located just east of its junction with Rectory Road. Readings taken during January 2019 show a current mean average speed on West Street of 24.1mph. It is considered highly unlikely that the removal of the limited waiting area will result in traffic speeds higher than the current speed restriction of 30mph. However, WSCC will undertake to assess speed data again if the proposal is implemented, to ascertain its effect on speeds.</p> <p>The aim of the proposal is to allow for a smoother flow of traffic and to reduce the number of vehicles that are forced to idle on West Street.</p> <p>In light of the Air Quality Action Plan, as well as current air quality statistics from the World Health Organisation, we do not consider it a valid policy to encourage</p>
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<p>Storrington. We wish to decrease the speed and numbers of the flow by making it more difficult for traffic to use Storrington as a rat run. This will result in large commercial vehicles finding it less attractive to come through the town, and so they will go elsewhere. This will then in turn reduce the air pollution.</p> <p>This argument is strengthened by the fact the WSCC's Advisory Routes map that guides all goods vehicles, shows the A27, A24, A29 and A272 as the box by which they should travel, NOT Storrington</p> <p>It does not help local residents and traders for whom the traffic needs to be slowed down, rendered safe, creating a safe environment for pedestrians, and wherever giving pedestrians priority.</p>	<p>congestion in the town in order to make it less attractive to through traffic.</p> <p>As stated, WSCC does advise heavy goods vehicles to use an alternative route to the one that passes through Storrington. However, given the statistics that show the increase in NOx emissions when all types of vehicles are travelling at 5mph or lower, this does not alter our obligation to improve air quality by allowing for the free flow of traffic where possible in the town. This would primarily benefit pedestrians.</p>
<p><u>Resident of West Street</u></p> <p>Wish to lodge a strong objection to the absurd idea of removing the 3 parking spaces outside No. 42 West Street and replacing with double yellow lines. All this will do is push traffic further into the heart of Storrington more quickly, where it will be slowed down by the 2 sets of traffic lights and the mini roundabout at the junction of High Street, School Hill and Manleys Hill, causing traffic to back up. <b>There will be a safety issue.</b> If cars are able to accelerate more quickly from the mini roundabout at the junction of the Amberley Road/Monastery Lane/West Street there is significant danger of someone being injured trying to cross the road at the island opposite the village hall.</p> <p>Questions why the proposed traffic order sites air pollution as the reason for this order and how this will be improved by removing 3 car parking spaces which are essential for the local businesses/village hall and residents to</p>	<p>Whilst the slowing of traffic for the signalised pedestrian crossing points on the High Street is unavoidable, the free-flow of traffic 280m to the west of the first traffic lights would still have a beneficial effect on air quality in that section of the town.</p> <p>Pedestrians crossing at the pedestrian refuge outside the village hall are already required to be observant of traffic coming eastbound off the roundabout, as there are frequent occasions when the absence of westbound traffic means that eastbound vehicles are not required to idle close to the limited waiting area. There is no reason to assume that traffic speeds would be any higher than currently is the case when there is a free flow of traffic. The proposal would merely reduce the number of vehicles creating increased air pollution by idling. If the proposals are implemented, WSCC will assess speed data to ensure that a law and disorder has not been created by vehicles travelling above the speed limit.</p>

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<p>park in</p> <p>Believes that the A27 bypass around Arundel and Crossbush needs to be completed, so that large lorries and those using Storrington as a convenience/rat run to Gatwick can use the proper “A” roads.</p> <p>As a local resident in Storrington they have seen a steady increase in the amount of traffic going through the village. Believes that if the existing parking spaces outside 42 West Street are removed all that will happen is that residents, when unloading heavy shopping bags, and people visiting Stable Antiques next door, will park on the yellow lines to load and unload their goods. Likewise customers purchasing a large item of furniture will need to park as close to the shop as possible in order to load into their car.</p> <p>Believes the Order will have a negative affect on small businesses.</p> <p><b>NOTE: This objection included a petition that had 130 signatories.</b></p>	<p>The Air Quality Action Plan requires local authorities to take action regarding air quality without reference to the A27 bypass proposals.</p> <p>As stated, it is the case that customers and delivery vehicles will be permitted to load and unload on the double yellow lines that would replace the parking bay. However it is considered likely that this will provide for a much less frequent obstruction on the highway than the current parking bay.</p> <p>It is the judgement of WSCC that the loss of just three limited waiting parking spaces, whilst allowing for loading and unloading, would not be excessively damaging to local businesses.</p>
<p><u>Community Market</u></p> <p>Wish to register objections to the proposal for a new Traffic Regulation Order</p> <p>Question the logic of trying to increase the speed of traffic flows through the village. In our view this will inevitably lead to more traffic and an increase, not decrease in pollution. The solution to the undoubted air quality problems of the town need steps to reduce through traffic, particularly HGV diesels and the like. Believe the propsoed measures will prove quite inadequate for this purpose while penalising legitimate users of local businesses.</p> <p>Are particularly concerned about the proposals in relation to North Street and</p>	<p>The aim of the proposal is not to increase speed through the village, but rather to ease the flow of traffic in order to improve air quality. Current speed data shows an average speed of 24.1mph in a 30mph zone, strongly indicating that there is not a compliance issue at present. If the proposals are implemented, WSCC will assess speed data to ensure that a law and disorder has not been created by vehicles travelling above the speed limit.</p> <p>The proposal as it relates to North Street is for a current double yellow line restriction to be upgraded to a</p>

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<p>Monastery Lane and their impact on users of the Village Hall. They operate the Community Market from the hall every Friday selling fresh local produce and crafts. Our stallholders and customers, many of whom limited mobility, already have difficulty in finding parking convenient for the hall with off road parking in the area limited and restricted in time. The proposals can only exacerbate this situation and throw doubt on the viability of the market. There is an urgent need for more off road parking in this and other areas of the village and unless your proposals include provision of such facilities they can only damage the community they are intended to assist.</p>	<p>no loading and unloading restriction. This is with the aim of aiding the free flow of traffic, previously affected by delivery vehicles parking on the corner of the West Street and North Street junction. There are no parking spaces being lost in this area.</p> <p>The measures proposed in Monastery Lane are specifically directed at the northern end of the lane, where the carriageway is very narrow and has no footpath on either side of the road. It has been observed that motorists have parked in such a way as to cause a hazard to pedestrians and to hamper the free flow of traffic on what is a single track road. There are suitable parking places to the south of this area.</p>
<p><u>Resident of Sylvan Mead</u></p> <p>As a Storrington resident wish to register an objection to the proposed changes of waiting, loading &amp; unloading at any time on sections of North Street, The Square &amp; High Street, a disabled persons vehicles bay in North Street &amp; lengths of double yellow lines on the northern side of West Street &amp; on both sides of Monastery Lane.</p> <p>Believes that in addition to causing further access &amp; delivery problems for the local traders in the village coupled with more difficulty for disabled customers, a side effect is likely to speed up through traffic which is the last thing anyone wants. Speeding through traffic will be detrimental to pedestrian safety and could encourage even more commercial traffic. Surely emphasis should be brought to bear on discouraging traffic through Storrington which would be entirely in line with the proposed better traffic flow around Arundel (Option 5A).</p>	<p>Whilst we accept that there is limited parking stock in Storrington, and that these spaces are important to businesses in the town, we are also required to balance this need with those of pedestrians who are suffering a detrimental effect from the air quality in the town. It is the judgement of WSCC that the loss of just three limited waiting parking spaces would not be excessively damaging to local businesses.</p> <p>The aim of the proposal is not to increase speed through the village, but rather to ease the flow of traffic in order to improve air quality. Current speed data shows an average speed of 24.1mph in a 30mph zone, strongly indicating that there is not a compliance issue at present. If the proposals are implemented, WSCC will assess speed data to ensure that a law and disorder has not been created by vehicles travelling above the speed limit.</p>

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<p><u>Business in West Street</u></p> <p>Local people are horrified at this absurd idea for West Street and that speeding up the traffic will only increase the dangers to pedestrians. Without these parking spaces in West Street the traffic will not be filtered into the village and the result will be more traffic queuing in the centre where pollution is a main issue for concern. Free flow traffic will only increase the amount of traffic that uses Storrington as a convenient route.</p> <p>Questions why no 'on street' notices were displayed about the proposal and consultation period and why this West Street TRO is being added onto the issue at North Street which does require attention.</p>	<p>In light of the Air Quality Action Plan, as well as current air quality statistics from the World Health Organisation, we do not consider it a valid policy to encourage congestion in the town in order to make it less attractive to through traffic.</p> <p>Pedestrians crossing at the pedestrian refuge outside the village hall are already required to be observant of traffic coming eastbound off the roundabout, as there are frequent occasions when the absence of westbound traffic means that eastbound vehicles are not required to idle close to the limited waiting area. There is no reason to assume that traffic speeds would be any higher than currently is the case when there is a free flow of traffic. The proposal would merely reduce the number of vehicles creating increased air pollution by idling.</p> <p>During the statutory public consultation on-street notices were placed on North Street, on the south side of West Street, and on Monastery Lane.</p>
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