

Adur County Local Committee**3 December 2014****Shoreham-by-Sea, Lower Beach Road and Ferry Road****Traffic Regulation Orders (TROs)****Report by the Executive Director of Residents' Services****Ref: A05 14/15****Key Decision:****No****Part I****Electoral****Division:****Shoreham-by-Sea****Executive Summary**

Adur District Council has proposed an enhancement scheme to the South of the Ferry Bridge which includes changes to the parking within Ferry Road layby and waiting restrictions in the area. A statutory consultation has been undertaken with regards to proposals to change the layout of the road, the relocation of the zebra crossing and a prohibition of driving. During the consultation period 350 communications were received (see Appendix A), 277 of objection and 73 of support. These communications have been considered against other needs of the local community.

Recommendation(s)

That the Adur County Local Committee, having considered the content of this report, authorises the Head of Law Assurance and Governance to make the Traffic Regulation Order as advertised, in part, as described in 4.2.

1. Background and Context

- 1.1 Adur District Council are proposing an enhancement scheme to the South of the Ferry Bridge which include significant changes to the pedestrian realm, local District Council car park and the parking and waiting restrictions in the area. Details of this can be found in the background papers.
- 1.2 Ferry Road, Shoreham has a row of shops with a narrow footway. The layby within Ferry Road fronting those shops has 2 junctions and the common practice is to use one as "in" and the other as "out". As part of the enhancement works there is a proposal to remove parking within the layby and replace it with aesthetically pleasing pedestrian footway. The scheme would also involve the relocation of an existing pedestrian crossing to a more appropriate desire line. The current location is approximately 40m West of the proposed location.

The successful relocation of the crossing is dependent on having a reasonable width footway for users of the crossing to alight.

2. **Consultation**

- 2.1 The proposals were subject to a three week statutory consultation period.
- 2.2 **Members** – The local county council member gave consent for the scheme to proceed to formal consultation.
- 2.3 **External** - consultation was undertaken with borough, district, town councils and the police. Sussex police had no objections to the prohibition of driving or waiting restrictions. However, raised concerns from a safety perspective on the zebra crossing relocation.
- 2.4 **Public** – a statutory three week consultation was undertaken from 11/09/2014 – 2/10/2014. This included erecting notices on site, an advertisement in the Shoreham Herald and details of the proposals made available at the local library as well as at County Hall and on WSCC's website. Adur District Council had undertaken some local consultation and WSCC Local Member and ADC's Cabinet Member for Highways had met with local traders prior to the formal consultation period.
- 2.5 350 responses to the consultation were received, 277 of objection and 73 of support. Full details of the consultation can be found in the background papers. The comments raised and engineer's response can be found in Appendix A.
- 2.6 **Internal** – the Traffic Engineer for the area and Team Leader for WSCC's Signals Team were consulted and raised no objections. WSCC's Lead Professional for Safety Audits raised concerns during the formal consultation stage.

3. **Proposal**

- 3.1 West Sussex County Council proposes to make a permanent Traffic Regulation Order that will prohibit vehicles driving on the existing Lower Beach Road, the section adjacent to The Waterside Inn pub.
- 3.2 The Order also proposed to relocate a zebra crossing further to the east by approximately 40m, this would create an improved desire line for pedestrians coming from Shoreham Town towards the seafront.
- 3.3 The Order also included the layout of the layby within Ferry Road to change, the layby would be removed and would create a wide footway for pedestrians to have easier access to the local shops and to alight the relocated crossing.
- 3.4 The drawing, numbered TQ2104NEN and TQ2104NES (see Appendix B) shows the lengths of roads affected by the proposed Order.

4. Recommendation

- 4.1 Three options have been considered; Option 1 – Implement as Advertised, Option 2 – Partial implementation, Option 3 – Part implementation (with further future works). Further details on this can be found in Section 8.
- 4.2 Based on the overwhelming number of objections, the quantity of objections are significantly greater than support. Therefore the Officer Recommendation is for Option 3 – Part implementation (with further future work – see Appendix D and section 8.3 for details): To implement the scheme north of Riverside Road. This includes the regeneration of the car park and the new restrictions north of the road. This would leave the pedestrian footway in Ferry Road as is, with no changes to the parking in Ferry Road and the pedestrian crossing would remain at its existing location.

5. Resource Implications and Value for Money

- 5.1 The cost of implementing the scheme north of Lower Beach Road would be borne by the District Council. There would be no further costs to WSCC associated with this part of the scheme.
- 5.2 The further future works, i.e. relocation of the crossing and amendment to the parking / pedestrian area is anticipated to be in the order of £57,000. ADC have indicated they are willing to ring-fence the funds for the pedestrian area and crossing (estimate £30,000) for 2015/16 with WSCC needing to identify and allocate the additional £37,000 for the relocation of existing Statutory Undertakers Services in the highway through the Infrastructure Plan.

6. Impact of the proposal

- 6.1 Through the statutory duties placed on the County Council by the Road Traffic Regulation Act, the introduction of parking restrictions detailed in the report will provide better managed parking in the area and meet the needs identified by the member and the local community. Option 3 would ensure no immediate negative impact on local traders, which was the primary reason for the 277 objections. If the further works are undertaken parking would be retained and a more pleasing pedestrian realm would be created.
- 6.2 An Equality Impact Report (EIR) has been undertaken and is attached as an appendix to this report.
- 6.3 If the proposal (Option 3) is not implemented the needs of the greater local community may not be met.

7. Equality Duty.

- 7.1 An Equality Impact Report has been undertaken and is detailed below or attached as Appendix C.

- 7.2 **Social Value** – more considerate parking will contribute to a safer and more amenable environment. The option to compromise by amending the parking restrictions to a bay in Ferry Road would allow the pedestrians crossing and desire line to be implemented and also retain parking near to the shops to assist local shops in continuing to trade.

8. **Risk Management Implications**

- 8.1 Option one – Implement as advertised: The positives of implementing as advertised would be a new pedestrian area which improves the look of the local area. A new zebra crossing location, which is the desire line for pedestrians coming from the bridge. Improved safety within the pedestrianised area for vulnerable users. 73 members of the public supported this option. The dis-benefits would be 274 would be discontent with the decision. Three businesses have indicated they would struggle to remain trading with the lack of parking and will lose customers, furthermore will have to reduce staff numbers. The zebra crossing location has been mentioned by the police and a safety auditor who have concerns about the location near the junction of Ferry Road.
- 8.2 Option Two – Partial Implementation (Crossing and Ferry Road Waiting Restrictions are not implemented): 274 members of the public objected to changes in the Ferry Road waiting restrictions. Shops will be able to unload and park off-street. The dis-benefits of dropping the scheme would be no new crossing to aid pedestrians across the road at the desire line. There would be no regeneration of the area in Ferry Road. 73 people would supported the scheme will be disappointed. West Sussex County Council are unlikely to identify the full funds (est. £50,000) to undertake the scheme without Adur District Council's contribution.
- 8.3 Option Three – Part Implementation: Everything north of Ferry Road, This would mainly include the regeneration of the car park. The zebra crossing would remain in its current location. There would be no parking changes to the layby in Ferry Road. West Sussex County Council will request Adur District Council ring fence the money for the pedestrianised area and the zebra crossing and seek to fund the movement of utility services to allow the creation of a new layby allow parking (Approximately £37,000).

The benefits would be 274 members of the public objected to the proposals due to loss of parking, these objections should be greatly reduced. Shops will be able to unload and park in the layby. The dis-benefits of dropping the scheme would be no new crossing to aid pedestrians across the road at the desire line. There would be no regeneration of the pedestrianised area. 73 people who supported the scheme will be disappointed. The dis-benefits would be a need for a new TRO for changes to the parking arrangements, the new TRO would be subject to the democratic process and may receive objections. The proposal would be, at a later date, to pedestrianise the footway and create a 2/3 space layby to allow parking/unloading/loading for the shops by customers.

It should be noted there is a risk that WSCC may not be able to identify and secure the additional funding. In the event of this the crossing and pedestrian area would remain unchanged.

Geoff Mee

Interim Director
Residents' Services

Contact: Matt Gray 033022226358

Appendix A – Objection, comments and responses

Appendix B – Plans of proposal

Appendix C – Equality Impact Report

Appendix D – TRO Proposal (Option 4 – Further works)

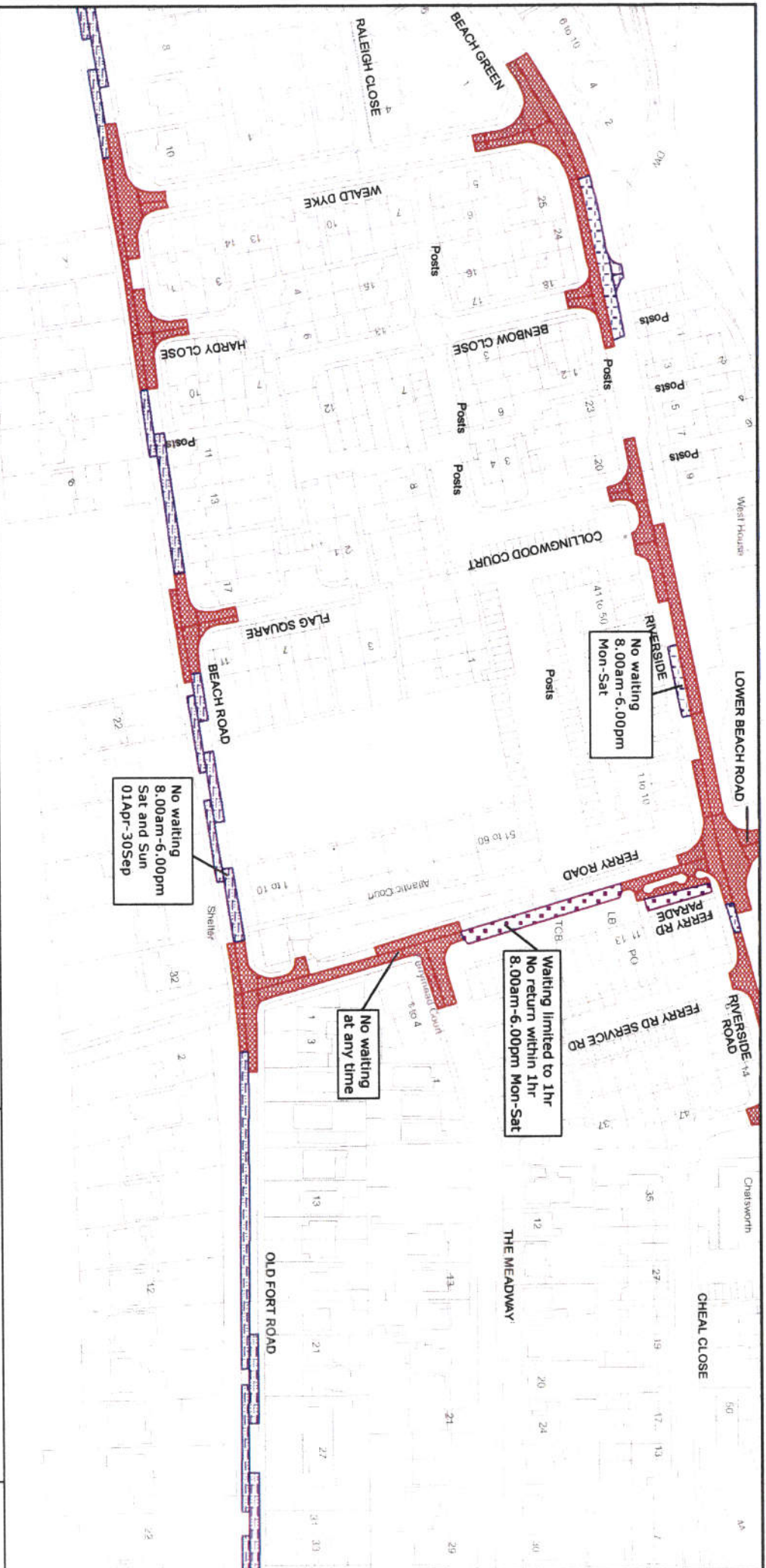
Background Papers

Consultation Documents:

[http://www.westsussex.gov.uk/living/roads and transport/roads and footways/traffic management/traffic regulation orders tro/closed tro consultations/adur county local committee.aspx](http://www.westsussex.gov.uk/living/roads_and_transport/roads_and_footways/traffic_management/traffic_regulation_orders/tro/closed_tro_consultations/adur_county_local_committee.aspx)

Adur District Pedestrian Realm Proposals

<http://www.adur-worthing.gov.uk/media/media,105064,en.pdf>



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ADUR DISTRICT: SHOREHAM/SOUTHWICK WAITING RESTRICTIONS

TILE REF NO:
TQ2104NES

SHEET NO 1
SHEET ACTIVE FROM - 05/03/2009

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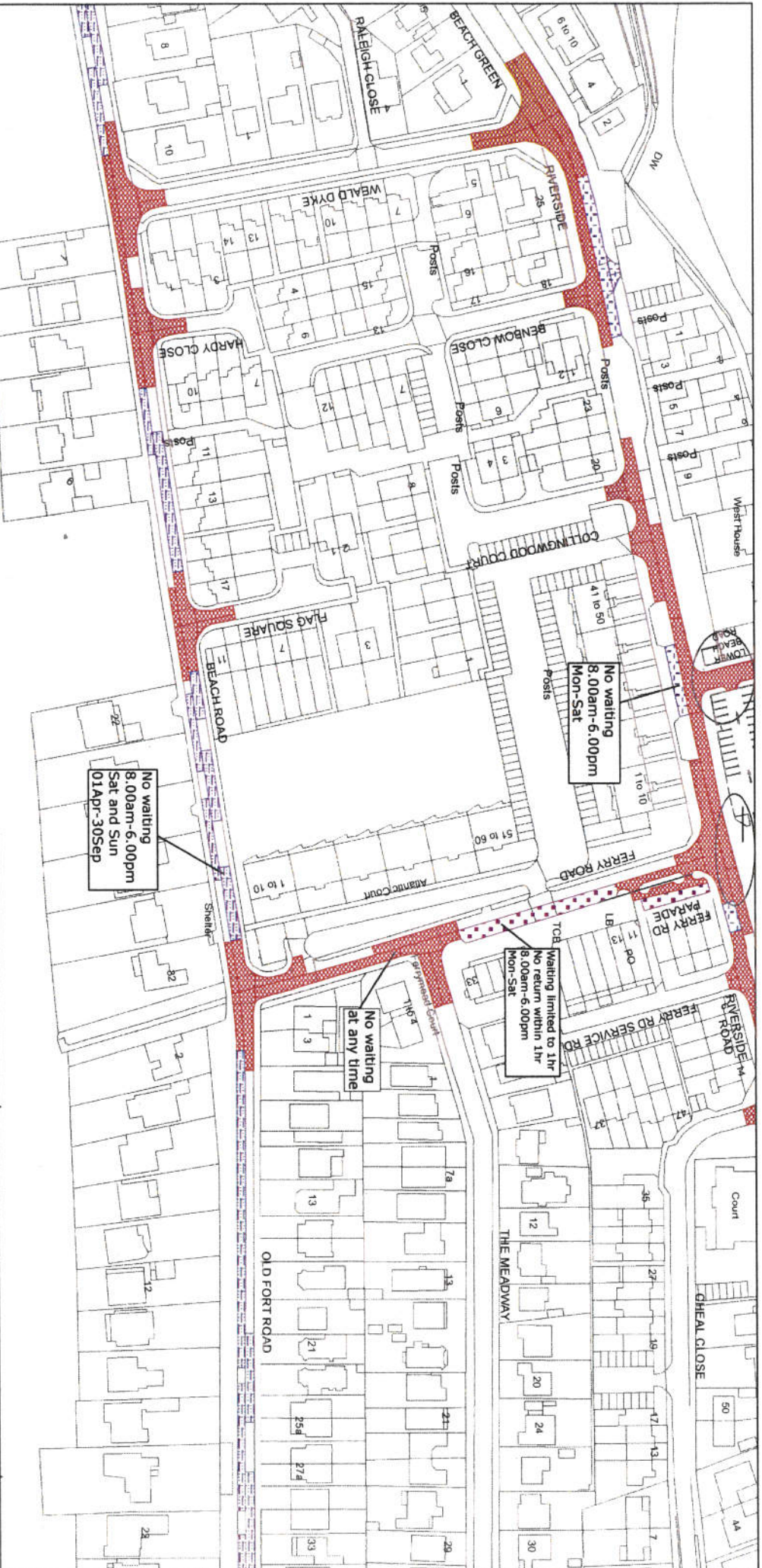
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PROPOSED WAITING RESTRICTIONS (04.11.2014)

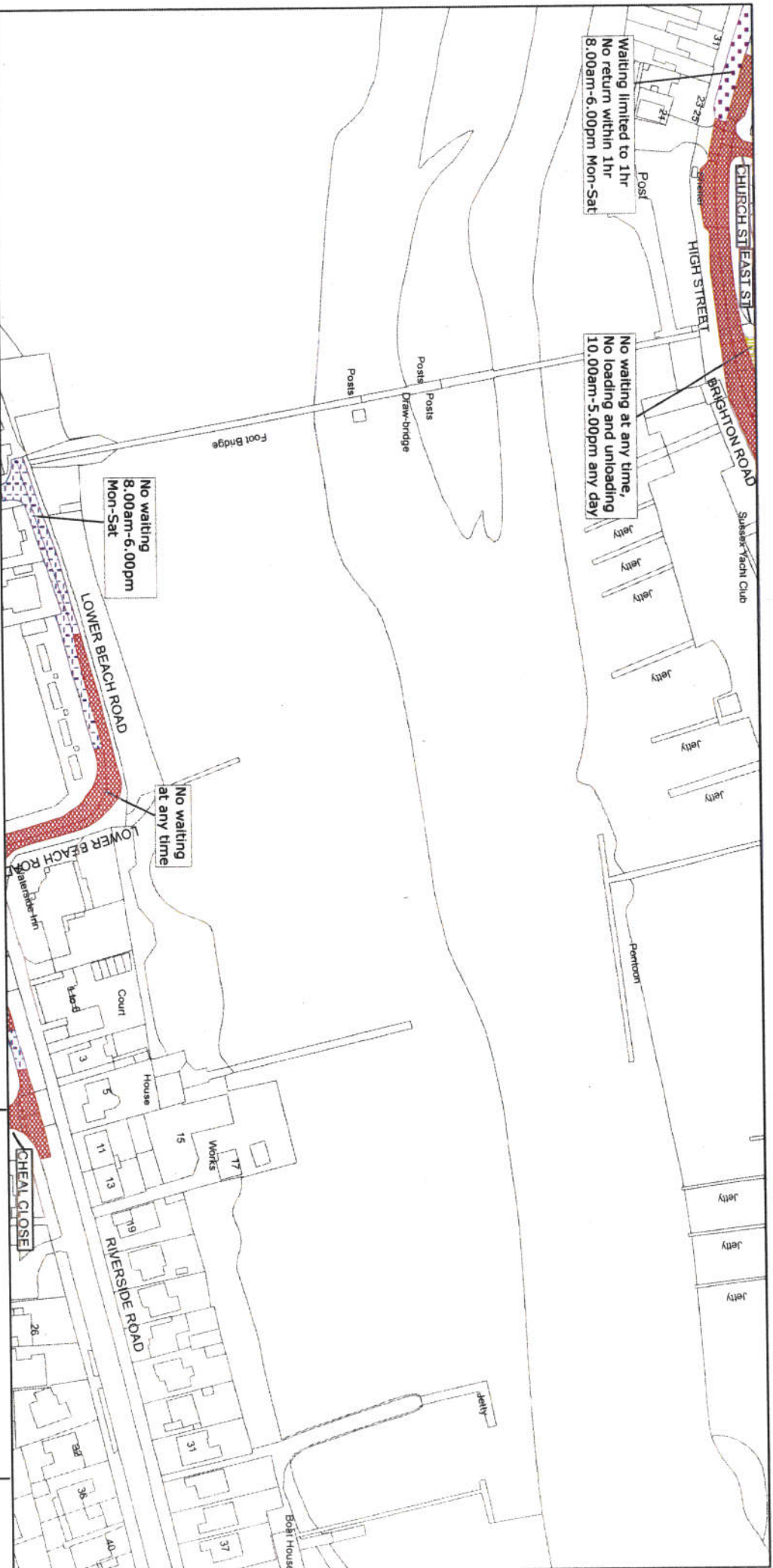
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ADUR DISTRICT: SHOREHAM/SOUTHWICK
WAITING RESTRICTIONS

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TQ2104NEN

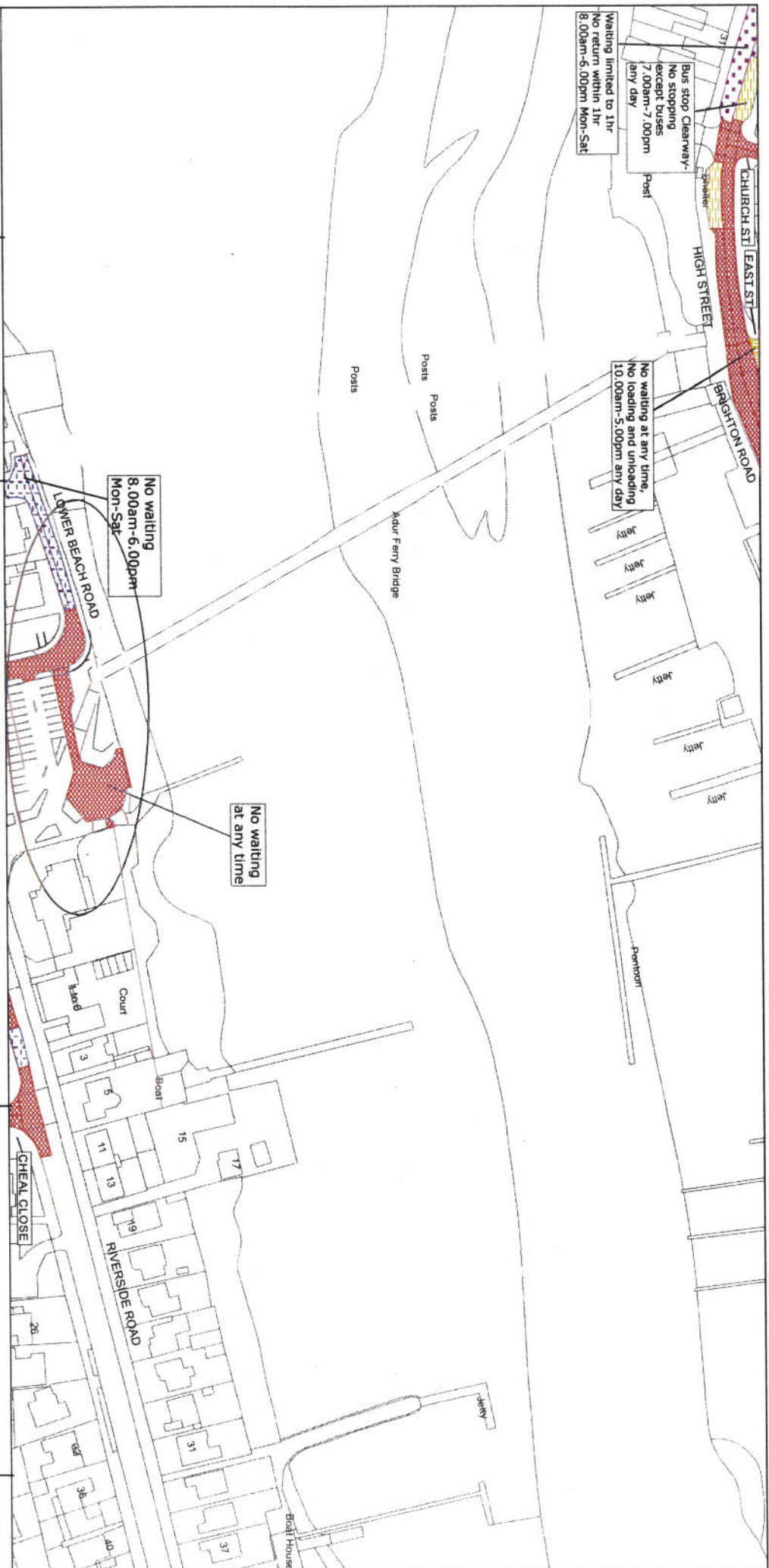
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ADUR DISTRICT: SHOREHAM/SOUTHWICK
PROPOSED WAITING RESTRICTIONS (21.07.2014)

TILE REF NO:
TQ2104NEN

SHEET ISSUE NO 3_ADR9002
SHEET ACTIVE FROM - DD/MM/YYYY



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Summary of Comments and Objections

Proposed Prohibitions of Driving and Waiting restrictions on Ferry Road Service Road and Lower Beach Road in Shoreham Beach

Proposal to Relocate the existing Zebra Crossing on Riverside Road Shoreham Beach

Riverside Road - Re-location of Zebra Crossing:

The proposal to relocate the existing Zebra Crossing on Riverside Road to a new location immediately east of its junction with Ferry Road received **3 objections** from local residents who raised concerns that the new location was too close to the junction of Ferry Road for safety.

In addition Sussex Police raised concerns about the relocation of the crossing on safety grounds.

The WSCC Safety Audit Lead Professional has also reviewed the proposal and objects to the new location of the crossing on safety grounds. The proposed location is considered too close to the junction of Ferry Road. There is also a dropped kerb on the north side of Ferry Road giving access to the forecourt of The Waterside Inn. This forecourt is presently used for seating but the owners of the pub would be entitled to revert this area to parking at any time, making this location unsuitable for a crossing.

Ferry Road Service Road - Removal of vehicular access:

Support for the Proposal:

The Member of Parliament for the local area, Rt Hon Tim Loughton MP supported the proposal and organised a form for signature by local residents, urging WSCC to implement the regeneration scheme without further delay. **44** signed copies of this form were received during the consultation.

A further **29** e-mails of support on similar terms were received.

Therefore a total of 73 messages of support were received.

Objection to the Proposal:

An unknown person organised a letter drop to local properties with a letter for signature by local residents supporting the regeneration of the local area but objecting to the removal of the parking spaces provided by the Ferry Road Service road. **256** signed copies of this letter were received during the consultation.

A further **18** e-mails objecting to the proposal were received.

Therefore a total of 274 messages of objection were received.

| Objection/Comments | Comments from Head of Highways & Transport |
|--|--|
| <p><u>Riverside Road - Re-location of Zebra Crossing:</u></p> <p>The proposal to relocate the existing Zebra Crossing on Riverside Road to a new location immediately east of its junction with Ferry Road received 3 objections from local residents who raised concerns that the new location was too close to the junction of Ferry Road for safety.</p> <p>In addition Sussex Police raised concerns about the relocation of the crossing on safety grounds.</p> <p>WSCC's Safety Audit Lead Professional has reviewed the proposal and objects to the new location of the crossing on safety grounds. The proposed location is considered too close to the junction of Ferry Road. There is also a dropped kerb on the north side of Ferry Road giving access to the forecourt of The Waterside Inn. This forecourt is presently used for seating but the owners of the pub would be entitled to revert this area to parking at any time, making this location unsuitable for a crossing.</p> | <p>The relocation of the zebra crossing is an integral part to the TRO scheme of the pedestrianised area.</p> <p>This relocation will play a major part into bringing customers from over the bridge to the new pedestrianised area.</p> <p>Along with the other amendments to the Lower Beach Road, this will now become the most common desire line and will require a safe crossing area.</p> <p>Currently the zebra crossing location is barely used and people cross the road at the location of the proposed zebra crossing.</p> <p>The new location of the zebra crossing will also stop vehicles from driving over the footway to access the shops due to the tight angles of the vehicular access.</p> <p>The crossing is close to the junction, Sussex Police have concerns about the location. However, it still remains safer to move the zebra crossing to where most people cross, opposed to keeping the existing zebra crossing where it is and not being used.</p> <p>The design has been viewed by WSCC Engineering Solutions Head of Service and the Signals Team Lead Professional. Whilst there may be some modest safety implications it is believed that this is the pedestrian desire line that a significant majority of pedestrians will use. The safety benefit of a designated crossing at the proposed location, that will benefit the most vulnerable road users, outweighs the benefit of having a modestly safer crossing at a location that will not be used.</p> |
| <p><u>Ferry Road Service Road - Removal of vehicular access:</u></p> <p>An unknown person organised a letter drop to local properties with a letter for signature by local residents supporting the regeneration of the local area but objecting to the removal of the parking spaces provided by the Ferry Road Service road. 256 signed copies of this letter were received during the consultation.</p> <p>A further 18 e-mails objecting to the proposal were received.</p> | <p>The removal of the vehicular access is an integral part to the regeneration of the local area. It will create a new pedestrianised footway with access to the shops.</p> <p>It will create a safe area to shop without the need to worry about vehicles driving over the footway to access the layby.</p> <p>The nearby car park is also getting regenerated and is a minutes walk from the shops and will benefit from the new relocation of the zebra crossing.</p> <p>It will safely take all users of the car</p> |

ADR9002 SHOREHAM Lower Beach Road
Summary of Objections & Responses

APPENDIX B

| | |
|--|---|
| | <p>park across the road to the new footway.</p> <p>The wider footway will allow all vulnerable users easier access to shops.</p> <p>However, the weight of public opinion (277 vs. 73) cannot be discarded. Hence, despite the safety benefits the recommendation is to delay (possibly permanently) the implementation of the crossing and pedestrian footway south of Riverside Road until a reasonable compromise can be agreed.</p> |
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Equality Impact Report

| | |
|-------------------------------|---|
| Title of proposal | Shoreham-by-Sea, Sussex Wharf Traffic Regulation Orders (TROs) |
| Date of implementation | Spring / Summer 2015 |
| EIR completed by: | Name: Matt Gray Tel: 0330 222 6358 |

1. Decide whether this report is needed and, if so, describe how you have assessed the impact of the proposal.

Adur District Council are proposing an enhancement scheme to the South of the Ferry Bridge which include significant changes to the pedestrian realm, local District Council car park and the parking and waiting restrictions in the area. The proposals are funded by Adur District Council.

Following public advertisement 350 responses to the consultation were received, 277 of objection and 73 of support.

In assessing the impact of the proposal, representations to the Local Member have been considered to establish the community need.

2. Describe any negative impact for customers or residents.

There may be some displacement of vehicles to other areas of Lower Beach Road.

3. Describe any positive effects which may offset any negative impact.

It will create a safer area for pedestrians and vulnerable users and potentially both road safety and localised congestion will be improved together

4. Describe whether and how the proposal helps to eliminate discrimination, harassment and victimisation.

The proposals do not significantly help to eliminate discrimination, harassment and victimisation.

5. Describe whether and how the proposal helps to advance equality of opportunity between people who share a protected characteristic and those who do not.

The proposals will provide a benefit to disabled motorists who can park on double yellow lines for up to three hours provided it is safe to do so.

6. Describe whether and how the proposal helps to foster good relations between persons who share a protected characteristic and those who do not.

The proposal does not directly help to foster good relations between persons who share a protected characteristic and those who do not.

7. What changes were made to the proposal as a result? If none, explain why.

The analysis showed that the proposals are a community led initiative designed to introduce better parking behaviour into the local community. The proposals represent a measured response to the problems identified in the area and it is for these reasons that no changes were made to the proposals with regards to those with a protected characteristic.

8. Explain how the impact will be monitored to make sure it continues to meet the equality duty owed to customers and say who will be responsible for this.

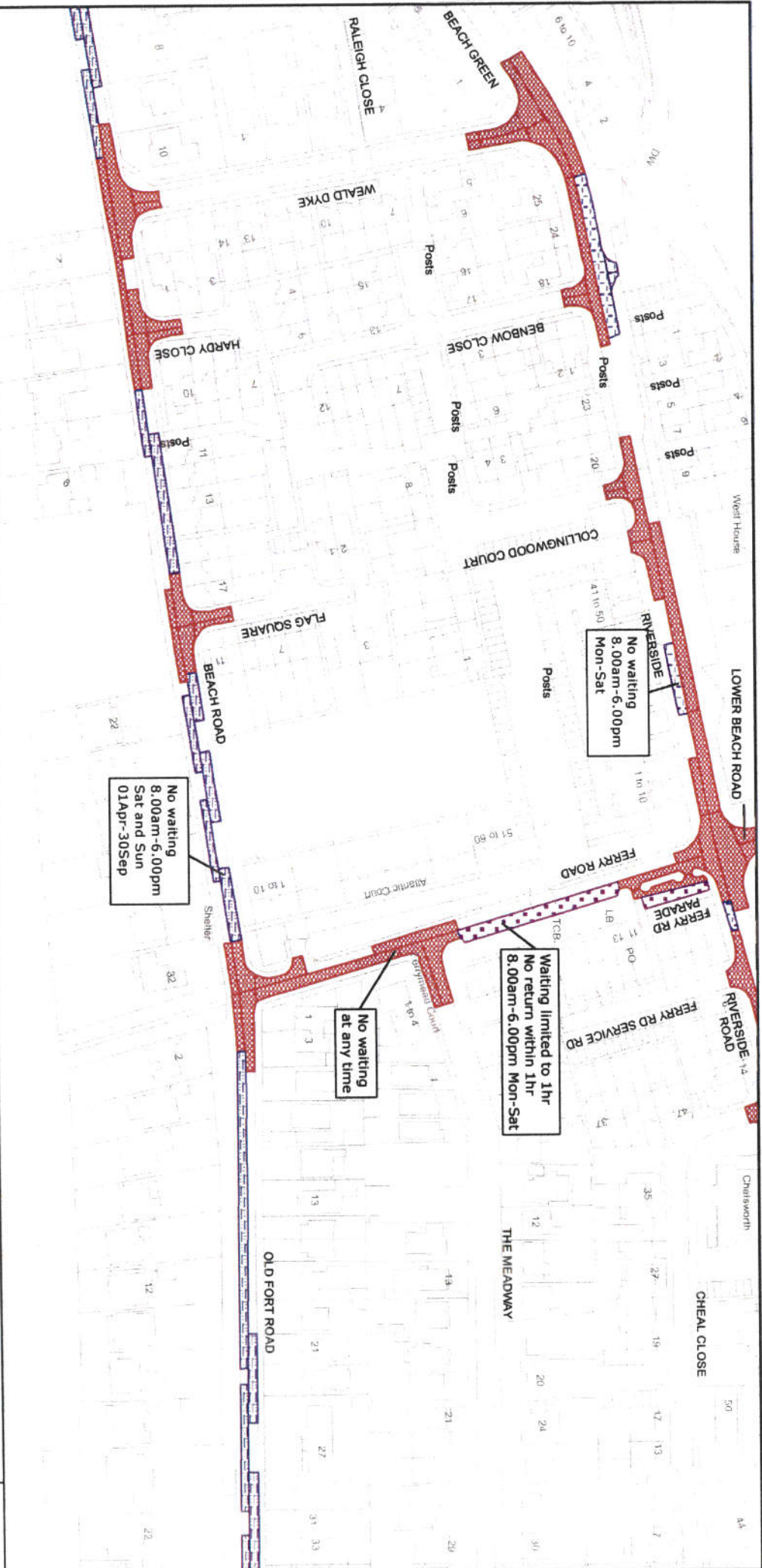
The true effect of the proposal will only be known once it is implemented. It will be monitored by feedback from customers and the District Council which is responsible for enforcement of parking restrictions.

West Sussex County Council's Community and Economic Development Team will be responsible for the monitoring.

To be signed by a Director or Head of Service to confirm that they have read and approved the content.

| | | | |
|-------------|-------------|-------------|---------------------------|
| Name | Barry Candy | Date | 11 th Nov 2014 |
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| Your position | Highway Service Manager |
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