



## FERRING PARISH COUNCIL

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### **PARKING IN SOUTH FERRING**

This letter has been produced by Ferring Parish Council in conjunction with the Ferring Road Scheme Association for information purposes.

In August 2019, Compass Travel informed Ferring Parish Council (FPC) with regards to difficulties in manoeuvring the No.8 bus around South Ferring due to inconsiderate parking. If the problem persists, they may have to consider suspending the service.

A meeting was subsequently held with Compass to discuss the problem and attempt to find a way forward. This has been reported at FPC Council meetings and in the Winter Flyer 2019.

Further discussions were held with Compass and West Sussex County Council (WSSCC) in early 2020 to explore ways forward, including the introduction of parking restrictions at both ends of South Drive. These talks were curtailed as a result of the lockdown restrictions and other priorities in the case of WSSCC. Compass Travel have indicated that their preference is double yellow lines along South Drive, into both West and Ocean Drives.

The situation has been made worse of late and added to the impact on residents as the lockdown restrictions were eased and West Sussex coastal communities became inundated with visitors. The issue was discussed at the recent FPC Full Council meeting and the matter passed to the Highways and Community (HAC) Committee to engage with residents. The HAC Committee is working with the Ferring Roads Scheme Association (FRSA) to identify solutions and to make the appropriate case(s) to address both issues. Both FRSA and FPC will be discussing the issues.

Both FPC and WSSCC regard the Bus service as essential to the community and that loss of the service would have a considerable detrimental impact on the wellbeing of those residents served by it. Ultimately it would be a commercial decision by Compass over which FPC have no direct control. FPC also consider that the wider issue of parking during peak visitor times presents a safety risk in terms of access for emergency services and to pedestrians walking through the area, or to the Beach. The priority for FPC is to ensure that vital bus services are maintained.

There is clearly some confusion/misunderstanding about the status of the roads in Ferring and the authority in relation to the roads. The majority of roads in Ferring are privately maintained, but form part of the public highway network, with a right of access to the General Public and therefore authority for any implementation of parking restrictions and enforcement sits with WSSCC and Arun District Council (ADC) respectively. A Fact Sheet laying out the status of the roads in Ferring has been posted on the FPC website <https://www.ferringparishcouncil.org.uk/private-streets-roads-explained-prepared-by-wscc-for-ferring-pc/>

The Parish Council has no authority over the Road system within the village.

The introduction of parking restrictions, whether they be permanent, seasonal or time limited will have a direct impact not only on residents in the affected roads, but also likely to have unintended consequences on side roads in the immediate vicinity and further back into the village. Any implementation of formal parking restrictions requires the issue of a Traffic Regulation Order (TRO) by WSCC which in turn requires the support of the community.

Requests for TROs can be submitted by anyone on behalf of the community and are prioritised on the basis of safety; traffic conditions; environment and economy; and how people benefit from the proposals. As WSCC receive hundreds of TRO requests every year, there is no guarantee of success.

Advice has been provided by WSCC on the ways in which parking restrictions could be introduced and it may be a range of solutions will be required to address the issues either collectively or individually in both the short and long term.

It has also been clarified by WSCC that the painting of any “Advisory” double yellow lines, without their authority would be unlawful and therefore must not be installed under any circumstances. However, it is possible that No Waiting Cones could be used as a short-term solution, although this would not be enforceable by the Police or Local Authority.

Any formal parking restrictions introduced under a TRO would be one, or a combination of the following; Permanent (i.e.; Double Yellow Lines); Seasonal (e.g.; April to September from 0900 – 1700); or Duration (e.g.; 2 hours between 0900 – 1700). It is clear that any restrictions could push the problem into side streets and further back into the Village and this will be taken into consideration. In addition, any seasonal or duration limited parking restrictions will require signage to detail the specific restrictions and will therefore need posts to be placed on existing verges, which in turn will require permission from individual residents.

As an interim measure a Temporary Traffic Regulation Order (TTRO) could be applied for which would last for 18 months, and would address the immediate issue, whilst a permanent TRO is assessed by WSCC. This approach would incur a financial cost in addition to those for installing appropriate markings and/or signs. Any application for a TRO or TTRO will require the support of residents and businesses who will be affected by the restrictions.

Other ideas that have been presented, including Residents Parking Schemes, have been investigated but would not fully address the issues.

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