

AGENDA ITEM NO.

ARUN DISTRICT COUNCIL

**REPORT TO AND DECISION OF THE ECONOMIC COMMITTEE
ON 29th MARCH 2022**

PART A : REPORT

SUBJECT: Pier Road Littlehampton Proposals

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DATE: February 2022

EXTN: 01903 737845

PORTFOLIO AREA: Economy Group

EXECUTIVE SUMMARY:

Pier Road has been closed to traffic under Covid 19 measures during summer 2020 and summer 2021. This report asks the Committee to consider undertaking consultation regarding future closures and, if agreed, whether these should be partial, full, permanent or seasonal.

RECOMMENDATIONS:

It is recommended that:

- i. Drawings for the 3 options at 2.2 in this report be commissioned.
- ii. Public consultation on these options as well as the option to 'do nothing' be consulted upon during summer 2022.
- iii. That a report containing the details and outcome of the consultation be brought to this Committee later in the year for further decisions to be made.

1. BACKGROUND:

1.1. Pier Road in Littlehampton is a north / south two-way street leading from the town centre to the seafront. The River Arun runs parallel to Pier Road. The northern end of Pier Road is a mix of residential and commercial premises whilst the southern end is populated with some residential properties and a range of restaurants, takeaways and tourist outlets. At the southernmost end yellow lines are present on both sides of the carriageway and these are in force between 1st April and 30th September. The pavement on the eastern side outside the business premises is approximately 2 metres wide. The much wider, raised river walkway runs along the western side with a 2 metre pavement at road level.

1.2. Pier Road is a popular area, particularly during good weather. During the Covid19 pandemic the decision was made to close the road to traffic for the summer season to allow for social distancing and for customers to be able to queue and visitors to be able to walk without being in danger from passing traffic, in what can become a congested area.

1.3. Tables and chairs were provided and whilst, due to the temporary nature of the closure and the need to retain emergency access, facilities were basic, the closure was generally popular with the public. The businesses in Pier Road, except for one or two, were not in favour of the closure and consider it damages their trade.

1.4. Members have asked that consideration be given to whether the road should be closed permanently, seasonally, partially, or fully or should remain open to traffic.

2. FUTURE CLOSURES

2.1. A Temporary Traffic Regulation Order (TTRO) to close Pier Road for summer 2022 would be problematic. Issues that would need to be addressed and overcome include:

- the lack of a reason for closing the road - Covid restrictions are no longer in place as they were for the previous 2 closures.
- timing – a TTRO outside those that were available for Covid restrictions takes at least 10 weeks to be agreed.
- funding – no budget is identified for items that would be required to close the road – such as barriers, tables etc.
- resourcing – the Council does not have sufficient staff resource to carry out this project within the required timescale.

In addition, comment has been made about the basic nature of facilities provided for both closures and it is difficult to see how, in such a short time, this issue could be overcome.

2.2. It is suggested that during summer 2022 a wide-ranging consultation exercise should be undertaken regarding future closure of Pier Road. This consultation should look at several options.

- Full permanent closure – Pier Road from the junction of Clifton Road (north of Mussel Row, No. 47) to the junction with South Terrace be closed permanently.
- Full closure on a seasonal basis - Pier Road from the junction of Clifton Road (north of Mussel Row, No. 47) to the junction with South Terrace be closed from July – the end of September each year.
- Partial permanent closure – Pier Road from the junction of Clifton Road (north of Mussel Row, No. 47) to the junction with South Terrace be made one way (either North or South) with pavement widened on the eastern side.
- The use of Experimental Traffic Regulation Orders to support any of the above options.
- Do nothing - that no closure be considered, and the road remains as currently.

2.3. An experimental order is like a permanent traffic regulation order in that it is a legal document which imposes traffic and parking restrictions such as road closures, controlled parking and other parking regulations indicated by double or single yellow lines etc. The Experimental Traffic Order can also be used to change the way existing restrictions function.

2.4. An Experimental Traffic Order is made under Sections 9 and 10 of the Road Traffic Regulation Act 1984

2.5. An experimental order can only stay in force for a maximum of 18 months while the effects are monitored and assessed. Changes can be made during the first six months of the experimental period to any of the restrictions (except charges) if necessary, before the Council decides whether or not to continue with the changes brought in by the experimental order on a permanent basis.

2.6. Each of these options will need drawings to be commissioned showing the closure area and traffic diversions which will be an important part of the overall picture. It is expected that this work would cost around £5,000.

3. OPTIONS:

3.1 To undertake consultation during summer 2022

3.2 Not to undertake consultation during summer 2022 and make decisions based on information that is already available.

4. CONSULTATION:

| Has consultation been undertaken with: | YES | NO |
|---|-----|----|
| Relevant Town/Parish Council (for previous decisions) | X | |
| Relevant District Ward Councillors (for previous decisions) | X | |
| Other groups/persons (please specify) | | |

| 5. ARE THERE ANY IMPLICATIONS IN RELATION TO THE FOLLOWING COUNCIL POLICIES: (Explain in more detail at 6 below) | YES | NO |
|---|-----|----|
| Financial | X | |
| Legal | | |
| Human Rights/Equality Impact Assessment | | X |
| Community Safety including Section 17 of Crime & Disorder Act | | X |
| Sustainability | | X |
| Asset Management/Property/Land | | X |
| Technology | | X |

| | | |
|--|----------|--|
| Other (please explain) Officer resources | x | |
| 6. IMPLICATIONS: The cost of commissioning drawings for a road closure scheme are around £5,000. Officer resources for this part of the project can be managed inhouse. | | |

7. REASON FOR THE DECISION: To allow opinions regarding the future closure of Pier Road to be documented and a decision about further actions, if any, to be made at a later stage.

8. BACKGROUND PAPERS:

None