

Worthing County Local Committee**4 September 2013****Review of the Worthing County Local Committee Infrastructure Plan and Montague Street Town Centre Enhancement Scheme****Report by Director of Communities Commissioning and Community and Economic Development Manager****Ref No. W04
(13/14)****Key Decision: No****Part I****Electoral
Divisions:
All in Worthing
CLC area****Executive Summary**

The County Local Committee (CLC) maintains an understanding of community priorities, ensuring they are suitably reflected within their Infrastructure Plan (IP). This report follows the CLCs request for an update on work associated with the Worthing 20 mph speed limit scheme identified in the IP so they can consider next steps. The report also highlights local discussions relating to the progression of a Montague Street Town Centre Enhancement (TCE) scheme in Worthing and recommends its inclusion within the IP.

Recommendations

1. That a town-wide consultation on a proposed Worthing 20 mph speed limit scheme in line with Option 2 be progressed, with the delivery of any scheme then subject to future prioritisation in the IP (paragraph 2.1.2 and 2.1.3).
2. That inclusion of the Montague Street TCE scheme within the IP be agreed (section 2.2).

1. Background

- 1.1 The CLC is committed to prioritising highways and transport improvements within their IP.
- 1.2 In January 2012, the CLC identified 7 priorities for inclusion in its IP, 3 of which are now complete and 4 remain outstanding.
- 1.3 IP priority schemes are developed through appropriate and proportionate consultation, involving either the local member(s) or CLC, depending on the nature of the scheme, to ensure the impact of proposals can be understood and addressed.
- 1.4 The CLC has previously supported in principle the development of Worthing 20 mph speed limit scheme and given its town-wide significance have asked to be updated on progress in order to consider next steps.

- 1.5 In recent months, local discussions indicate support to progress of a Montague Street TCE scheme in Worthing and so it is important to consider the scheme in relation to other priorities identified in the IP.

2. Discussion

2.1 Overview to Worthing CLC Infrastructure Plan

2.1.1 In January 2012, the CLC identified 7 priorities for inclusion in its IP. Progress to date has seen the completion of 3 priorities, 2 in the 2012/13 Integrated Works Programme (IWP) and 1 in the current 2013/14 IWP. The outstanding 4 priorities are being / have been designed and delivery is anticipated by 2015/16 as resources and funding allow. The current cost estimates for 3 of the outstanding priorities are identified at up to £50k, with the remaining proposal, the Worthing 20 mph speed limit priority scheme, likely to exceed £350k.

2.1.2 In January 2013, the CLC requested the preparation of option proposals for a 20 mph speed limit scheme, with a view that a town-wide consultation could take place after County Council elections held in May 2013. Traffic speed survey data, assessed alongside the 20 mph speed limit design guidance established 3 option proposals:

- Option 1 proposes; a town-wide 20 mph speed limit scheme, which excludes A and B class and some local distributor roads but includes many residential streets that, due to relatively high recorded speeds, do not conform to relevant design guidance. The scheme cost is initially estimated to be up to £400K.
- Option 2 (the recommended option) proposes; a town-wide 20 mph speed limit scheme, which again excludes A and B class and some local distributor roads but also minimises the inclusion of residential streets not conforming to relevant design guidance. The scheme cost is initially estimated to be up to £350k. This option is recommended for consultation because it is most likely to achieve a sustained reduction in traffic speed across the town.
- Option 3 proposes; small-scale localised schemes, promoted as a IP priority on an individual basis, where in principal support can be demonstrated from within the community (rather than developing a town-wide 20 mph speed limit). Scheme costs would vary depending on the nature of works proposed.

2.1.3 To progress the consultation for either Option 1 or 2, funding of up to £50k would be required – the £50k is included within the estimates provided in 2.1.2. The delivery of any scheme would then be subject to future prioritisation within the IP (hence committing to progress the consultation does not confirm a commitment to the delivery of the scheme).

2.1.4 Initial cost estimates for both Option 1 and 2, would involve schemes that primarily introduce road signs and markings. Should any agreed scheme be delivered in due course, post-completion monitoring would be necessary to measure effectiveness and may show traffic speeds on some roads have not

sufficiently reduced. In such cases, it may be necessary to consider; revising the scheme extent (i.e. removing roads included by the 20 mph speed limit) or, introducing complementary traffic calming to better control traffic speeds (current speed data indicates that for; Option 1: approximately 30 streets may require intervention costing between up to £1.5m to £1.9m and, Option 2: approximately 17 streets would require intervention costing between £850k to £1.2m).

- 2.1.5 Further information on the progression of work associated with the 20 mph speed limit is provided in appendix A.1,2,3.

2.2 Overview to the Montague Street Town Centre Enhancement Scheme

2.2.1 The Worthing Town Centre Master Plan, produced in October 2006, highlights various locations, including Montague Street/Place, Chapel Road/ South Street, where improving the quality of public spaces would contribute towards regeneration and economic benefits.

2.2.2 The Worthing CLC IP includes 2 priorities covering areas identified in the Master Plan, 1) traffic signal facilities on Warwick Street/ The Steyne have been improved to benefit pedestrian movement and 2) a commitment to progress pedestrian improvements on Montague Street surrounding its junction with Crescent Road.

2.2.3 In recent months, local discussions involving Worthing Borough Council (WBC), West Sussex County Council (WSCC) and Worthing Town Centre Initiative (WTICI), has led to support in progressing the Montague Street TCE scheme. In April 2013, WSCC agreed to progress the scheme, providing the opportunity to expand and coordinate works associated with the existing IP priority on Montague Street (discussed in 2.2.2) and to bring forward planned major refurbishment works addressing street surfaces which have deteriorated sooner than anticipated due to poor weather conditions experienced last winter. The full WBC meeting, held on 17 May, agreed the use of up to £750k eligible S.106 transport contributions to support the cost of the scheme.

2.2.4 The scheme would involve high quality improvements to street surfaces and new street furniture. The scheme, anticipated for delivery in the 2014/15 IWP is to be developed to a value £1m, through a project working group, including WBC, WSCC, WTICI and the wider community. The cost is met from the £750k S.106 funds and £250k County Council Capital funds.

2.3 Next Steps for the Worthing CLC Infrastructure Plan

2.3.1 The Montague Street TCE scheme requires S.106 funding otherwise available to support the progression of existing IP priorities and it is also necessary to ensure that County Council capital funding is effectively targeted. The WSCC Cabinet Member for Highways and Transport will consider the position of the CLC when seeking to include the Montague Street TCE scheme within the 2014/15 IWP and agreeing the associated budget allocations in the programme.

- 2.3.2 The Montague Street TCE scheme can progress alongside the delivery of the relatively small-scale outstanding IP priority schemes. It is anticipated that the Traffic Calming Measures on Durrington Hill and the Junction Improvement – A259 Brighton Road/ Brougham Road, currently estimated to cost up to £50k could still be delivered by 2015/16. The other priority scheme, also estimated at up to £50k, involving improvements on Montague Street at the junction with Crescent Road would form part of the wider Montague Street TCE scheme.
- 2.3.3 The activities involved in the development and delivery of the Montague Street TCE scheme are relatively straight forward in contrast to the progression of the 20 mph speed limit scheme.
- 2.3.4 The Worthing 20 mph speed limit scheme, involves considerably more work to establish and deliver an agreed scheme design and the benefits of any scheme introduced are likely to take longer to be realised. Consultation activities will be extensive and following the introduction of a scheme, monitoring may lead to the need to invest in further highway works (as discussed in 2.1.4). The existing IP priority highlights that scheme delivery is 'subject to the outcome of public consultation' but the priority also provides a commitment to identify sufficient resources to progress any agreed scheme.
- 2.3.5 The Montague Street TCE scheme constrains the use of resources to fully implement a 20 mph speed limit scheme associated with the existing IP priority. However, funding of up to £50k could still be made available to support the progression of a consultation. Preparation work could begin straight away with the undertaking of widespread consultation on scheme proposals anticipated to commence by summer 2014.
- 2.3.6 The timescales for delivering a 20 mph speed limit scheme, if prioritised in the IP in due course, would depend on various considerations including; the outcome of the consultation, the need to accommodate detailed design work and wider programming considerations (e.g. funding availability and commitments to progress other IP priorities). At this early stage of consideration, it is indicated that should the consultation identify a feasible scheme by summer 2014, the earliest opportunity to deliver a scheme, subject to the availability of funds, would be 2016/17.
- 2.3.7 The table in Appendix B covers the funding considerations associated with report recommendations.

3. Proposal

3.1 The report proposes:

- 3.1.1 That inclusion of the Montague Street TCE scheme within the IP be agreed (section 2.2).
- 3.1.2 That a town-wide consultation on a proposed Worthing 20 mph speed limit scheme in line with Option 2 be progressed, with the delivery of any scheme then subject to future prioritisation in the IP (paragraph 2.1.2 and 2.1.3).

4. Alternative Options Considered

- 4.1 It is important for the CLC to prioritise local highway and transport improvements in their IP. Maintaining a four year plan supports the efficient design and programming of proposals, however, it is also important to recognise how on-going local developments (in this case discussions relating to the progression of the Montague Street TCE scheme) are considered in the IP.
- 4.2 The CLC could decide not to proceed with the 20 mph speed limit scheme at all. However the Committee indicated prior to the elections in May 2013 that a town-wide consultation could be undertaken in order to obtain the community's views on whether to proceed with a scheme.

5. Customer Focus Appraisal

- 5.1 A Customer Focus Appraisal (CFA) has been undertaken and is attached as Appendix C to this report.
- 5.2 To meet the requirements of the Equality Act 2010 the needs of individuals and communities will be considered during the design stage of projects, and there will be proportionate consultation with users, those affected and elected representatives.

6. Resource Implications and Value for Money

- 6.1 The IP is to reflect community priorities to guide the allocation of resources. The introduction of the Montague Street TCE scheme provides the opportunity to coordinate improvement works typically associated with the scope of IP schemes and wider refurbishment works addressing the poor condition of the existing highway. An appropriate adjustment to the existing IP priority on the Worthing 20 mph speed limit scheme enables a staged approach to the allocation of resources to support scheme development, firstly to undertake consultation and then to deliver any scheme agreed - alternatively the IP could altogether prevent the progression of any future work on this scheme.

7. Risk Management Implications

- 7.1 The CLC needs to review existing IP priorities to ensure they remain current. This avoids any uncertainty and conflict in terms of identified community priorities and the way in which schemes are progressed.

8. Crime and Disorder Act Implications

- 8.1 There are no crime and disorder implications.

9. Human Rights Act Implications

- 9.1 There are no human rights implications.

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[Appendix Ai](#) – Proposed 20 mph Speed Limit Information

[Appendix Aii](#) - Proposed 20 mph Speed Limit Information

[Appendix Aiii](#) - Proposed 20 mph Speed Limit Information

[Appendix B](#) – Worthing CLC IP Information

[Appendix C](#) – Customer Focus Appraisal