

Agenda Item 8A

Joint Downland Area Committee – Area Action Plan 2 December 2013

No	Key Outcomes Required	Scheme	Lead & Support Agencies	Target and Date	Progress at September 2013
1	Additional parking and cycle racks at Ford Station.	Improve parking facilities at Ford Station so commuters do not have to drive to Barnham.	Karl Roberts ADC	April 2013	Karl Roberts met a representative of Network Rail in September. Where there is demand for parking beyond what is provided at a station, then Network Rail would look into options to expand. Demand would need to be sufficiently high to make a business case for the investment in land purchase, construction and running costs (CCTV maintenance, car park patrols etc). The current parking (albeit very limited) is free of charge so the introduction of charges and how well that would be taken by passengers would also have to be taken into account. Network Rail have had a look at the current passenger numbers for Ford station, and they suggest that the number of people using the station is actually too low currently to support a car park of the size required to generate the return on investment that we need. However if the demand is there Network Rail would look at the feasibility in more detail.
2	Maintenance of coastal defences at Clymping	The Environment Agency has indicated that it will provide a measure of protection until 2013	Chairman, Environment Agency and Arun District Council	The funding would need to be in place by 2013	The Judicial Review has taken place and the Environment Agency successfully defended their position. The EA are reviewing matters through internal processes. If any changes are required then they will re-consult.
3	To have a scheme agreed by 2012 to enable small numbers of affordable homes in rural areas.	Draft Housing Strategy for Arun District 2010-2015	ADC	2014	Presentation about the Slindon affordable housing project to JDAC in 2014

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4	To improve Broadband Provision	To make superfast broadband services accessible across West Sussex	WSCC	April 2015	<p>West Sussex Better Connected is an ambitious project to make better, faster broadband accessible to the whole county.</p> <p>In line with government policy we aim for the majority of residents and businesses to be able to access superfast broadband speeds of 24Mbps by spring 2016.</p> <p>West Sussex County Council has contracted with BT Telecommunications Plc. to build the necessary communications infrastructure to provide improved fibre-based broadband services.</p> <p>The project builds on the on-going commercial deployment of superfast broadband in the county and means that by spring 2016:</p> <ul style="list-style-type: none"> <li>• More than 90% of all properties in West Sussex will have access to superfast fibre-based broadband infrastructure</li> <li>• all properties in the areas which are eligible for funding through the project should be able to access basic broadband speeds of a minimum of 2Mbps.</li> </ul> <p>Detailed planning is needed to make sure we achieve the best possible coverage for the county in the most cost effective way. This is a complex project and many factors have to be taken into account. These include the location of the existing telecommunications infrastructure, the topography and geology of the county and planning regulations. It is inevitable that some areas will see improvements before others.</p> <p>The plan for the rollout of the new technology will be based on survey work to inform how the technological solution offered by BT can be delivered on the ground.</p>

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					<p>Openreach, the infrastructure division of BT, will carry out the geographical survey work needed to plan how to build the necessary telecommunications infrastructure. This means reviewing an area of nearly 800 square miles and including 23,000 postcodes. The survey work will be done in phases each expected to take between six to nine months to complete. Once planning for each phase is complete we will be able to announce which areas are set to receive upgraded or new broadband services funded by the project.</p> <p>We expect planning for the first phase to be completed by spring 2014 when we hope to announce the first areas set to receive improved broadband services through the project.</p> <p>More information is available at <a href="http://www.westsussex.gov.uk/broadband">www.westsussex.gov.uk/broadband</a></p>
5	Seek improvements to transport infrastructure in the JDAC area.	<ul style="list-style-type: none"> <li>• A27, A259 and A29 Improvements</li> <li>• Lymminster bypass.</li> </ul>	Highways Agency, WSCC, ADC	Ongoing	<p><b>A284 Lymminster bypass</b></p> <p>* The Coast to Capital Local Transport Body has agreed to provide £3million for the scheme subject to the submission of an acceptable transport business case.</p> <p>* WSCC has appointed a consultant (WSP) to undertake preliminary design, environmental impact assessment and preparation of a transport business case for the scheme. The completion of these services will enable WSCC to make a planning application for the scheme, initiate negotiations for land acquisition and submit a business case to the Local Transport Body.</p> <p><b>A27 Arundel</b></p> <p>An A27 Policy Development Group, tasked to investigate short term solutions for the A27, reported to the WSCC Cabinet Member for Highways &amp; Transport in early August. Their findings for Arundel were that whilst minor 'online' improvements (including proposals for A27A284</p>

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					<p>Crossbush junction) are likely to be necessary to support planned development or other network improvements, such short term solutions are not likely to significantly improve A27 performance in this area. In light of the above, and the government announcement in the June 2013 Spending Review to complete an A27 corridor study (including Arundel &amp; Worthing) in 2015-19, the Cabinet Member is minded to press the Highways Agency to determine appropriate longer term solutions at Arundel (which may include 'offline' solutions) as part of this corridor study.</p> <p><b>A29 Realignment</b></p> <p>A viability study has been completed by consultants commissioned by Arun District Council into options for realigning the A29 between Bognor Regis and A27, this builds on the earlier A29 Woodgate Study. The most recent study investigated, refined and appraised route options east and west of Westergate village to report on a preferred alignment. Following this assessment process, a 7.4km bypass alignment to the east of Westergate, between Lidsey and Fontwell, was recommended as the preferred alignment. The consultants recommended this route as it was assessed to provide the greater traffic and road safety benefits, as larger traffic reductions are forecast at key junctions and roads; and deemed to provide a more quality route option for traffic generated from proposed large scale developments. Further work would be required to develop a business case for any future scheme. The cost of the whole bypass route is £50.8m - including costs for construction, land, design and risk - and a substantial financial contribution would be required from any development to assist with delivery. At this time there is no timetable for delivery.</p> <p><b>A259</b></p> <p>Although a small section of the A259 is in the JDAC area, the majority is in JWAAC and JEAAC. JDAC will be consulted on studies when necessary.</p>

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6	Flooding and Drainage	Key issues and actions concerning the major flooding that affected West Sussex in June 2012.	WSCC/EA	On-going	WSCC Officers and EA representative attended the September meeting to update (see minutes). Further updates to be provided as requested.