Summary

Formal advertisement of the Angmering Traffic Calming scheme commenced on 17th February 2017 and lasted for the statutory 21 days. Comments received during this formal consultation resulted in:

- 120 supports
- 61 objections
- 102 support with comments

Angmering Parish Council published ‘supporting information’ to accompany the formal consultation process. The ‘supporting information’ courted comments on the proposed scheme and the ‘support with comments’, indicated above, reflect the Parish Council communication with residents.

The purpose of this report is to request consideration of the ‘support with comments’ responses and for a decision to be made on the progression of this scheme in light of those responses.

Recommendation

That the County Council Members of the Joint Eastern Arun Area Committee, having considered the responses to the formal consultation, authorises the Director of Law and Assurance to make the order as advertised and install the scheme.

Proposal

1. Background and Context

1.1 In 2004 priority build-outs, also referred to as ‘chicanes’ were installed as traffic calming features within Angmering Village in an effort to dissuade traffic from the village and instead use the newly opened Angmering bypass.

1.2 The 2014-2029 Angmering Neighbourhood Plan identified “The current ‘traffic calming’ measures result in high speeds between these features” (Para. 9.6) referring to road users increasing their speed between the priority build-outs. A link to The Angmering Neighbourhood Plan is as a background document at the end of the report and is available on the Angmering Parish Council website.
1.3 As a result of the significant housing development in Angmering, S106 monies were secured for improvements to the current traffic calming measures as identified within the 2014-2029 Angmering Neighbourhood Plan.

1.4 Feasibility work commenced in mid-2014 and progressed with data acquisition and several iterations of design culminating in a finalised design being available by the end of 2016. The scheme consists of the removing of the existing ‘chicane’ features and replacing them with alternate traffic calming including raised tables and speed cushions. The existing 20mph speed limit is also proposed to be extended.

1.5 The purpose of this report is for consideration of the responses received to the formal consultation for the scheme and for a decision to be made on the progression of this scheme in light of those responses.

1.6 It should be noted that further design iterations for this scheme will be prevented due to time and budgetary constraints and therefore the decision will be to progress to construction or remove the scheme from the works delivery programme.

2. Proposal

2.1 It is proposed to install the scheme as designed and advertised. This includes

- The removal of existing ‘chicane’ traffic calming features
- Raised tables installed at junctions in Station Road, Water Lane and Roundstone Lane
- Raised table installed at the controlled crossing facilities in Water Lane
- Speed cushions installed in Station Road, Roundstone Lane and High Street
- Carriageway Roundel Road Markings installed in Water Lane and High Street
- Extension of 20mph speed limit into Water Lane, Roundstone Lane and further south in Station Road.

2.2 By removing the existing traffic calming features and replacing these with raised tables and speed cushions, the proposals will address the concerns raised by the community regarding traffic behaviours within the existing calming features.

2.3 The schemes final design has incorporated features that are anticipated to lower driver speeds through the village whilst not compromising current abilities to park and negatively impacting highway drainage.

2.4 Details of the features included in this scheme and those subject to the proposed Order are shown in plans detailed in appendix B.

2.5 This Order was proposed to preserve or improve the amenity of the area through which the affected roads run and to address concerns raised by residents of Angmering, as identified within the Angmering Neighbourhood Plan, regarding traffic speeds in the village.
3. **Resources**

3.1 It is estimated that the cost of the proposed works will be £360,000 to be funded from S106 allocations.

3.2 The scheme’s implementation will address community concerns identified in section 1.2 of this report.

3.3 The works will be undertaken by the County Council’s term contractor under a target price contract in order to achieve best value for money in the schemes delivery.

**Factors taken into account**

4. **Consultation**

4.1 Throughout the design process consultation exercises have been undertaken with Angmering Parish Council as detailed below:

- Results of feasibility work presented to Angmering Parish Council January 2015.
- Preliminary design presented to Angmering Parish Council August 2015.
- Preliminary design completed, encompassing Parish Council comments, December 2015.

4.2 An informal consultation exercise, comprising of public exhibition and a Q&A session, was held on 20th April 2016 as part of Angmering parish Council’s annual meeting; feedback from this informal session was utilised to inform the final design.

4.3 Formal advertisement of the Angmering Traffic Calming scheme commenced on 17th February 2017 and lasted for the statutory 21 days.

4.4 **Members** - The member for Angmering & Findon has been consulted on the scheme as advertised and supports its implementation.

4.5 **External** – Arun District Council, local bus operators and the emergency services were consulted. One objection was received from the local bus Operator detailed in Appendix D, the remaining raised no objections.

4.6 **Public** - Public notices were issued on site, and an advertisement made in the Littlehampton Gazette. Online consultation was also undertaken on the WSCC website. This resulted in the following number of representations received:

- 120 supports
- 61 objections
- 102 support with comments

4.7 It is noted that Angmering Parish Council published ‘supporting information’ to accompany the formal consultation process. The ‘supporting information’ courted comments on the proposed scheme and the 102 support with
comments, indicated above, reflect the outcome of the request for comments on this documentation.

4.8 As part of the formal consultation process all statutory consultees were written to. An objection was received from the local bus operator Stagecoach. Prior to the formal consultation being undertaken officers met with representatives of the bus operator in an attempt to address their concerns that the proposed traffic calming features would result in delays to their services that could result in services being withdrawn. Following this meeting the gradients of the entry and exit ramps, associated with the traffic calming features, were relaxed to the permitted minimum.

4.9 In total 283 responses were received in support of the scheme, of these 102 made additional comments as detailed in Appendix A.

4.10 As the additional comments detailed in Appendix A are similar to points raised by objectors as shown in Appendix D, the CLC is referred to the engineer’s comments in Appendix D to also respond to the issues summarised in Appendix A.

4.11 Internal - The Improvements Team Manager has been consulted and has raised concerns with Angmering Parish Council that the existing traffic calming measures installed are working as intended and their removal and replacement with the proposed measures may lead to increased traffic flows through the village.

5. Risk Management Implications

5.1 Proceeding with the proposal does not guarantee that the community aspirations of improved traffic calming will be realised. Specifically, the proposal seeks to replace a set of traffic calming features, with a quantifiable effect on traffic volume, with replacement features of which their impact cannot be quantified until post implementation.

5.2 Not proceeding with the proposal would constitute a failure in realising the potential to meet the community desire of removing the existing traffic calming measures and the associated negative perception of increased noise and disturbance from vehicles speeding between the existing chicane features.

5.3 An objection from the local bus operator represents a risk of a public service being withdrawn. The design being proposed considered the objection and the design was altered to accommodate the objection as far as possible however it would not be possible to achieve the local community aspirations and alter the design to wholly accommodate this objection. The Local Member and Parish Council have been made fully aware of this risk.

6. Other Options Considered

6.1 During the design stages alternate options were considered and consulted upon with Angmering Parish Council. These include:
An Extension of 20mph speed limit south on Station Road—proposed at Parish request and subsequently removed following informal consultation.

The proposed speed cushions in Water Lane were replaced with roundel road markings as the existing on street parking was considered to provide a natural traffic calming effect.

Speed Cushions on Roundstone Lane were considered following consultation with the local bus company Stagecoach. This was not feasible as there is not sufficient road width in Roundstone Lane to install pairs of speed cushions and therefore full width road humps was the most appropriate solution.

6.2 During the consultation a number of alternative solutions were proposed by members of the public. Those raised during the formal consultation are shown in Appendix D along with an engineer’s response.

6.3 All proposals and comments have been considered, however WSCC officers are of the view that the designed scheme is the most appropriate design to meet the objectives of this scheme.

7. **Equality Duty**

7.1 **Equality Duty** - The Equality Act 2010 bans unfair treatment and seeks equal opportunities in the workplace and in wider society. It also imposes a Public Sector Equality Duty. The protected characteristics are age, disability, gender reassignment, marriage/civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

7.2 The protected characteristics have been duly considered and assessed in the course of the consideration of this proposal. No relevant or disproportionate impact upon any of the protected characteristics in the Equality Act 2010 has been identified in the consideration of the proposals detailed in this report.

7.3 An Equality Impact Report has been compiled and is detailed below or attached as Appendix C.

8. **Social Value**

8.1 The proposals will address concerns from the community as detailed in 1.2, giving a social benefit to those living there.

9. **Crime and Disorder Act Implications**

9.1 Sussex Police were formally consulted on this scheme and raised no concerns regarding implications on Crime and Disorder. Officers have also considered WSCC obligations under the Act and no issues have been identified.

10. **Human Rights Implications**

10.1 It is unlawful for a public authority to act in a way that is incompatible with a convention right. Officers have considered the scheme proposals and
implications it may have on Human Rights and are satisfied the proposals will not have a negative impact. It is believed that the introduction of this TRO is justified

**Lee Harris**  
Executive Director Economy,  
Infrastructure & Environment

**Matt Davey**  
Director of Highways & transport,  
Economy, Infrastructure & Environment

**Contact:** Thomas Collins, 03302226353

**Appendices**

- [Appendix A](#) – Consultation response summary
- [Appendix B](#) – Scheme Overview Plan and Design
- [Appendix C](#) – Equality Impact Report (EIR)
- [Appendix D](#) – Consultation Summary Engineers Response

**Background Papers**

Angmering Neighbourhood Plan

[http://www.angmeringparishcouncil.gov.uk/neighbourhood-plan](http://www.angmeringparishcouncil.gov.uk/neighbourhood-plan)