

JWAAC Highways and Transport Sub Group Notes

11 February 2016, Conference Room 1, Durban House@ 6pm- 8.15pm

Present

WSCC: Graham Jones – Chairman (GJ), Ashvin Patel (AP) & Ann Rapnik (AR)

ADC: Paul English (PE) & Trevor Bence (TB)

Parishes: Felpham PC- Graham Matthews (GM), Middleton PC- David Allsopp (DA), Aldwick PC- Alan Smith (AS)

In attendance: Benjamin Whiffin (BW) - WSCC
Nick Burrell (NB) – WSCC
Anjali Kadam (AK) – WSCC
Kevin Moss (KM) – WSCC
Dominic Smith (DS)- WSCC
Alex Sharkey (AS2) – WSCC
Caroline Gosford (CG)- ADC

Chairman's welcome and apologies for absence

WSCC member Tony Sutcliffe and Parish Cllr Dawn Salter sent their apologies for absence. Cllr Daniel Barnes later sent apologies that he was delayed and no replacement could be arranged.

1. Notes from last meeting.

The notes from the 11 December 2015 were accepted by all in attendance.

2. TRO Proposal 'Pedestrianisation in the Old Town, Bognor Regis' by Caroline Gosford.

CG provided an initial overview of creating a pedestrian zone on Norfolk Street and the two areas of the High Street joining on the right and left hand sides at the top of the road. CG explained the key benefits of this; improving the public realm, benefiting public gateways and events, and enriching the pedestrian experience.

AP and GJ both positive about this proposal and agreed it would help draw people to Bognor Regis town.

Please see ADC map in Appendix A for the proposal area.

3. Highways update from Ben Whiffin, Area Highways Manager.

BW confirmed Felpham Relief Road will be opening on 4th March. BW explained the resurfacing work on the A229 will start on the 18th February and be completed in time for the opening of Felpham Relief Road.

High Street works in Bognor are set to start 22nd February and notices have now been erected for London Road and the High Street.

BW has spoken to a project manager and surveys are being carried out in the Fish Lane to Marine Drive area.

AS raised concerns regarding Fish Lane, but it was clarified AS had read the original draft report and hadn't been sent the finalised version.

TB confirmed the Morrison crossing plans have been withdrawn.

BW provided a TRO update: WSCC is introducing a new way in which TROs are assessed and need to meet the minimum criteria, which has been approved by John O'Brien. JWAAC will be given 2 annually, as a minimum. The criteria will be available at the next JWAAC meeting.

GM raised issue of Bognor Regis Campus expansion. Group discussion regarding the cycling and/ walking routes used by Chichester University students. Previously attempted to ask the council about the University routes but haven't had much success. GM suggested we chase this up with WSCC.

DS added he is not directly involved with the expansion but would like to support politically and financially- provided evidence and access looking at Felpham Way, roundabouts considered, 'left in, left out' idea. The transport assessment will address disruption and policy issues and will be submitted to County Highways for review.

GM confirmed some data has already been collected- estimated 60 movements at peak times.

PE elevated concerns regarding this figure and queried even with the new Relief Road in place, if this will be enough in the rush hour.

TB referred to the improvements to the Leisure Centre, which may add to the rush hour traffic. TB mentioned concerns over how to direct traffic into Bognor Regis and in a way which does not impact on residents. As of 1st April the Leisure Centre improvements (if successful), the College, and Butlins traffic will all be competing for one carriageway. GJ confirmed the Relief Road should take about 35% of congestion.

The Group had discussion about Butlins building issues. GM explained the total capacity of guests is not going up. GJ affirmed the Council has written to Butlins about the reception area being too close to the road, but are awaiting reply (we

have had a reply but no date decided). BW & GJ suggested setting up a meeting to put the case forward.

TB informed group the traffic at Southdown Pub/Tesco is causing chaos and is part of the reason why the roundabout is blocked out of Bognor Regis.

NB gave the following update regarding the A27- West Sussex is currently in consultation with Highways England, we are unsure when it will happen but would estimate mid-March. We are looking at the South Chichester CLC as a possibility for a joint meeting for residents and members, when WSCC will have a better idea of when and where Highways England meetings will be held.

GJ reminded the group whatever proposal for the A27 is put forward, it may still have ripple effects on the Bognor Regis region.

AS requested longer consultation periods for the consultation, NB explained we initially have 7 weeks, but 12 weeks has been requested by West Sussex County Council in a joint letter from the Leader of the Council and the Cabinet Members for Highways and Transport. West Sussex County Council will provide a FAQ sheet, with background and the process the council is following. NB informed the group once plans and options are given, WSCC will have a full council debate.

TB has spoken to Harvey Rogers regarding Felpham Relief Road and Site 6 TROs. HR has provided the statement shown in Appendix B. It is pointed out that regarding Site 6 TROs any adoption of roads by WSCC is voluntary.

BW explained the council perspective was that WSCC will only adopt the road if it meets certain standards and won't want to take on a maintenance liability. If the road doesn't comply with the policy, it won't qualify for a 20mph speed limit.

PE brought up potential problems with this- that there could be 700 new homes heading towards private estate maintenance roads and any problems will be directed to the local councillors.

GJ suggested a meeting with a representative from the Arun planning committee.

4. Strategic Planning presentation from Dominic Smith, Team Manager for County Highways

DS provided a summary of the role the Highway Authority have as a statutory consultee, including the assessment, recommendation and planning processes. Please see Appendix C for the presentation slides by DS.

DS answered questions from the group and confirmed that if roads aren't adopted by WSCC, there will be contributions by the developers and every safety audit takes place early on in the planning process.

5. Felpham Road Mitigation/Comet Corner with Kevin Moss and Alex Sharkey

KM and AS elaborated on the Site 6 Felpham Mitigation draft report section 3.3; approximately £1 million of developer contributions are going towards the Felpham Mitigation and Comet Corner developments. It is hoped there will be progression within 6-9 months. There will be redesign and consultations in autumn this year, by this time the conclusions will be clearer. Approval will be requested from H&T sub group and JWAAC at the end of 2016. Implementation period will be after April 2017. The rules outside the policy are being examined (e.g. speed limits) and the developments will be moving as quickly as possible. Any complications will happen in parallel.

GJ was reassured that the Felpham schemes are still being looked at.

GM is in agreement with section 3.3 of draft report.

6. AOB

GJ has flagged up the accident at Oyster Catcher Road recently with John O'Brien. GJ has checked and the area of the accident doesn't fall in the JWAAC boundary. It is currently under investigation with Sussex Police.

NB reported that there have been 3 petitions in conjunction since the accident, including one with the County Council and one in Parliament.

7. Date of Next Meeting

To be confirmed in the next few weeks.

Close of meeting.

Appendix A- Map of ADC of proposed TRO

Appendix B- Update from Harvey Rogers

Appendix C- Presentation by Dominic Smith (Please note Appendix C is a separate attachment available on request)

Appendix A- Map of Proposed TRO Area



Arun District Council Maps



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Appendix B- Update from Harvey Rogers

'The following course of action would be needed to change the speed limit within the Felpham development from 30mph to 20mph: -

1. An assessment would need to be undertaken to establish whether the road layout within the development meets the 20mph Zone criteria.
2. If successful, a TRO would be required to make the 20mph Zone enforceable by the police.
3. The developer(s) would need to agree to fund the changes to the existing 30mph signs (4 in total and quite large), the Zone assessment work and if successful, the TRO. Could be in the region of £10,000 plus.
4. It would need to be determined whether a TRO can be made without the roads being adopted.

Need to bear in mind the following: -

1. The County Council have /are experiencing difficulties in getting the developer to follow the road adoption process and build the roads in accordance with the requisite standards.
2. The site has been divided up into phases and is being built by 3 developers. In total there will be 7 phases and 7 legal road adoption agreements (S38). None of these are in place at present, so none of the roads have been adopted and this is unlikely to change in the foreseeable future.
3. The design of the roads within only one phase has been agreed with WSCC at this stage. This process began back in 2010.
4. The road adoption agreements cannot be put in place for each phase of the development until the road design is agreed.
5. There is no guarantee the roads within the development will be adopted by WSCC, so could remain private and never be adopted.
6. There are no through roads within the development, so if there are speeding problems these are being caused by the residents themselves.

7. The principle of the roads within the development having a 30mph speed limit was agreed through the planning application process and was granted consented by Arun DC in 2008/9.
8. Back in 2008/2009 it was common practice for roads within new developments to be designed to contain vehicle speeds to 20mph, but for them to have a formal 30mph speed limit. Today things are probably done differently – our Planners could confirm if needed.
9. Moving forward is not straight forward and would involve much staff time and the co-operation of the developer.

This list is not exhaustive as put together quickly as the priority at the moment is to get everything ready for the relief road to open on 4th March.'