



Established 1894

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MINUTES OF THE MEETING OF THE HIGHWAYS SUB-COMMITTEE HELD AT ANGMERING LIBRARY ON WEDNESDAY 8 JUNE 2016

Present: Councillors Mike Hill-Smith; Steven Mountain; John Oldfield; Roger Phelon;
Peter Thompson

In attendance: Paul Barley, Deputy Clerk; 11 members of the public

16/001 ELECTION OF CHAIRMAN

Councillor Mountain was proposed as Chairman of the Sub-Committee for the coming year by Councillor Thompson, seconded by Councillor Phelon.

There were no other nominations and on a show of hands, Councillor Mountain was unanimously **ELECTED** as Chairman of the Sub-Committee for the year 2016-17.

16/002 ELECTION OF VICE-CHAIRMAN

Councillor Phelon was proposed as Vice-Chairman of the Sub-Committee for the coming year by Councillor Oldfield, seconded by Councillor Mountain.

There were no other nominations and on a show of hands, Councillor Phelon was unanimously **ELECTED** as Vice-Chairman of the Sub-Committee for the year 2016-17.

16/003 APOLOGIES FOR ABSENCE

None.

16/004 DECLARATIONS OF PECUNIARY AND NON-PECUNIARY INTERESTS IN ITEMS ON THE AGENDA

None.

16/005 SUB-COMMITTEE TERMS OF REFERENCE

The Chairman noted that the Sub-Committee needed to consider its Terms of Reference, and in particular the following:-

- The membership needed
- Possible co-options from outside
- Meeting frequency
- Agenda content

The Chairman noted that the Terms of Reference needed to be a living document, rather than being set in stone.

Councillor Thompson noted that the starting point needed to be an understanding of relevant policies in the Neighbourhood Plan, how to implement them, and when to report back to the main Committee.

The Chairman noted that the list of items from the erstwhile highways working party should be considered. A document of no more than 1-2 pages should be created from these and the Neighbourhood Plan policies. **Clerk**

Consideration was then given to the matters listed in the agenda:

Membership

It was agreed that 5 Councillor members would be sufficient, and that the Standing Orders with regard to quorum at meetings (3 Councillor members present) would suffice.

Co-option

It was agreed that, as previously envisaged, there would be a need to co-opt non-councillors to the Sub-Committee for specific purposes. There was a need for a set of rules to be drawn up for non-councillor co-options and this should be put in hand in early course.

Meeting frequency

Following discussion it was agreed that a frequency of every 6 weeks, or more often if circumstances required, was appropriate. Meetings would need to be held in the evenings wherever possible, for the sake of convenience.

Agenda content

It was agreed that this would necessarily be driven by the former working party's schedule of highways matters, but would obviously not be limited to that.

Consideration was given to how matters raised by the public should be introduced into the Sub-Committee's work programme. It was agreed that the obvious routes were public consultation sessions at relevant meetings, and enquiries raised by members of the public with the Parish Office.

It was noted that standing agenda items for the time being should include the proposed Traffic Management Scheme, JEAAC Highway & Transport Working Group matters, and Community Speedwatch.

It was noted that an item dealing with reports from Sub-Committee members on particular areas of activity should feature after Clerk's report.

It was agreed that the Sub-Committee would report only to the main Committee.

16/006 THE CLERK'S REPORT ON ANY MATTERS OUTSTANDING FROM THE PREVIOUS FULL COMMITTEE MEETING, BUT NOT INCLUDED ON THIS AGENDA

None.

The Chairman adjourned the meeting for public consultation.

16/007 PUBLIC CONSULTATION

The Chairman regretted that the published Agenda for the meeting had omitted this item. Questions were invited from the members of the public present.

Mr Gibbs noted that he had previously served as a co-opted member of the erstwhile Emergency Committee. He had some considerable interest in highways matters. There appeared to be two linked projects – the A259 improvement scheme and the proposed Traffic Management Scheme. Concerningly, it was apparent that WSCC were not considering these projects together and the various firms of consultants engaged by WSCC appeared not to be talking to each other.

Mr Gibbs noted that making better use of the A280 Angmering bypass was the key to reducing unwanted through traffic, which was why consideration of both projects together was imperative. WSCC had repeatedly failed to answer questions with regard to roundabout design – they were just dualling the carriageway, with nothing to indicate that the roundabouts would not then be gridlocked by traffic looking to leave the A259. Feedback on the formal consultation for the improvement scheme had been promised some months ago, has not yet materialised.

The Chairman noted that the feedback was due to be published at the WSCC Joint Eastern Arun Area Committee meeting on 14 June 2016.

Mr Gibbs thanked the Chairman for the information but expressed concern that the feedback would be a summary of the consultation responses received, without actually addressing the points raised. The problem with traffic in Angmering village was more to do with traffic volume than speed. He was convinced that there was no need for either build-outs or humps. Traffic volume needed to be controlled by regulation – e.g. “access only” as implemented in Chichester city centre (but which, according to WSCC, could not be done here) – or average speed cameras, which would not deter people from visiting the traders. The Parish Council needed act in the best interests of the community. Speed humps would be unpopular. The A259 scheme would be a waste of money if not done properly.

Mr Newbon stated that he agreed with almost all that Mr Gibbs had said. The A259 route improvement was clearly the key to all this. He could not understand why WSCC could not pair the two schemes together. Equally he could not understand why the Parish Council was not being more forceful with WSCC in terms of getting the two schemes paired together. The A259 scheme ought to be completed and allowed to bed in before doing the Traffic Management Scheme. He asked that the Parish Council use all its influence to get WSCC to approach this logically. A traffic study should be done and no measures taken through the village until the A259 dualling was completed and its impact known.

The Chairman noted that the reason why the two schemes were not tied together was that the village scheme had been started before the A259 route improvement scheme had even existed. The A259 scheme had been triggered by the ADC Masterplan for the sites to the east of Roundstone Lane, and once that had appeared, the A259 scheme could be funded. The Parish Council’s submission to WSCC was about a year prior to that. Parsons Brinckerhoff were the consultants for the A259 scheme and had been working separately. That was not, however, a reason for the two schemes not to be joined together; it was an explanation of how the current situation had come about.

Mr Newbon noted that the point remained that no-one would really know what would happen with traffic in Angmering until the widening was done. It was better to wait and see.

The Chairman noted that he understood the principle. County Councillor Urquhart had given the impression that matters would be complicated as a result of the planning obligations for the Roundstone Lane Section 258 agreements – so the Roundstone Lane aspects of the scheme would happen come what may. The concern that had been expressed by WSCC is that if a scheme was not put in place, there would be no WSCC money available for a scheme in future, because a degree of WSCC funding was required.

Ms Richards noted that the tail was wagging the dog here. The timing of the scheme could not be driven by the possibility or not of funding from whatever source.

A member of the public noted that consideration should be given to installation of SPECS cameras. Although there was a significant start-up cost involved of £100,000 each, they would in time be self-funding.

The Chairman noted that there was a need to have a conversation with WSCC.

Mr Newbon requested that the Parish Council at least ask the question about the possibility of holding off the Traffic Management Scheme until the A259 works were completed.

Mr Thorne asked that the impact of the forthcoming Lyminster bypass scheme be considered when assessing the need for the scheme.

The Chairman noted that there would be a definite impact on east to west traffic. It was less certain whether there would be an impact on west to east traffic, as that traffic would have to cross the junction at Crossbush, rather than making a more or less unimpeded left turn.

Councillor Thompson noted, in respect to Mr Newbon's earlier point, that the Parish Council was obliged to consider the views of the community as a whole, not just those of a small group.

Mr Newbon responded that all he was asking was for the Parish Council to write to WSCC.

The Chairman noted that the proposed scheme was the WSCC response to the 20 mph point.

Mr Turner questioned why a 20mph speed limit was required in the first place, and what was wrong with a 30mph limit.

Mrs Turner asked whether the Parish Council's policy here ought to have been renewed following the election in 2015.

Councillor Thompson noted that 20 mph was what the community had wanted.

The Chairman noted that the majority of people – something of the order of 80-90% - wanted speeds reduced. The Parish Council did not know what would come out of that; no-one did.

Mr Newbon asked how the Parish Council intended to canvass the views of the community.

The Deputy Clerk explained that the current intention was to circulate the WSCC formal consultation form (once it had materialised) to every household, with a Parish Council newsletter. Details would also be published on the website. The Parish Council was open to suggestions of any better method.

Mr Newbon noted that this sounded reasonable.

The Chairman advised that there would be a further public exhibition in addition to all this.

Mr Gibbs commented that public opposition to the gap closures on the A259 20 years ago was significant, but was ignored by WSCC. The concern was that that would happen again here.

Mr Turner again noted that speeding was not a problem.

Mr Thorne commented that, as a resident in Station Road, he would disagree strongly on that.

Mr Gibbs commented that WSCC had been very patronising. They had said to him that they could not understand why he, as a member of the public, would want to see the calculations on junction design.

The Chairman noted that he had been under the impression that the calculations had been made available.

Councillor Oldfield noted that, so far as he was aware, they had not been published.

The Chairman noted that the information was supposed to have been available – there had been some discussion about it at the JEAAC Highways and Transport meetings.

Mr Gibbs noted that WSCC seemed to think that they did not have the information. He agreed with Mr Newbon that nothing should be done until the A259 scheme was complete.

A member of the public noted that car suspension was not designed to cope with the repeated impact of traffic calming measures. There would be claims for the cost of repairs. It was also notable that borough councils in North London (e.g. Barnet) have removed humps.

Ms Richards noted that this was also the case in Bramber. There, humps had been replaced with rumble strips. She would urge the Parish Council to do more research.

The Chairman noted that actions from here would be to chase up the WSCC responses to questions in the short term. There would almost certainly be a need for another meeting. The formal public consultation would probably take place in the following 2-3 months, by which time we should know more about the anticipated timetable for the A259 – on present information we were looking at October/November 2017 for that.

Ms Richards noted that the proposed Community Speedwatch scheme should help identify the extent of the problem with speeding in the village.

The Chairman noted that the continual problem with WSCC was that they had very few people – no highway engineers, all the technical work being outsourced to consultants – and they were not receptive at all to new ideas.

The Chairman noted that WSCC would consult on the scheme as currently proposed. Their ability to change it would be driven by the results. It would not change before that.

The meeting reconvened.

16/008 WSCC TRAFFIC MANAGEMENT SCHEME

It was noted that the approach to be taken by the Parish Council with regard to the formal public consultation would be as noted under the previous item – distribution of comment forms to all households, in addition to publicity online. It was imperative for as many responses as possible to be obtained.

16/009 JEAAC H&T SUB GROUP MINUTES

The Chairman noted that the key point from the Group's last meeting was in connection with the TRO process – each Parish would have the opportunity to put forward 2 TRO proposals. The key point was that whilst the Parish Council could put up whatever proposal it wished, that had to be accompanied by proposals as to how the Parish Council would fund it.

16/010 SPEEDWATCH PROPOSALS

The Chairman noted that the Sub-Committee was being asked to consider the implementation of the Community Speedwatch project, once this had been agreed by the Parish Council. It was noted that the matter would be on the agenda for the Parish Council to consider on 13 June 2016.

The Deputy Clerk gave an update on the progress made by Councillor Lee Hamilton-Street in getting the project off the ground, and noted that volunteers for the scheme were required. A minimum of 8 people was required in order to inaugurate a scheme formally. A number of possible sites for speed monitoring had been identified. Once the Parish Council had formally adopted the scheme, training could be arranged.

16/011 FUTURE TRAFFIC MANAGEMENT FOR ANGMERING

The Chairman noted that the Sub-Committee needed to consider what additional traffic management proposals might be considered, in addition to current or proposed projects. It was noted that the concerns raised by residents in the High Street and Weavers Hill regarding traffic speeds indicated that there was scope for a second phase of traffic management measures, further to the current proposed scheme in whatever form it eventually materialised.

The Chairman turned to the schedule of highways matters that had been considered by the erstwhile working group.

Item 1 was the proposed Traffic Management Scheme, which had already been discussed at length earlier in the meeting.

Item 2 was the Water Lane/A280 junction – WSCC had proposed to put traffic lights here, to

help those wishing to turn right into the village. It had also been intended to extend the right-hand turn filter lane to accommodate 35 cars. It was apparent that this idea had arisen from a fundamental misconception by WSCC of what was needed in terms of traffic management, and had since been abandoned.

Item 3 concerned flooding at Hammerpot – this had been significantly alleviated by the recent culvert works carried out under the A27. It was also noted that Southern Water's contractors had at last dealt with the leaking main in Arundel Road, outside Wilmington, which had got rid of the surface water there.

Item 4 concerned the proposed one-way scheme for the bottom of Roundstone Lane at the East Preston level crossing. This had been postponed for review following the completion of the A259 widening scheme.

Item 5 dealt with parking in the village. Various ideas had been mooted at various times. It was noted that the forthcoming relocation of Chandlers would relieve some of the current pressure on parking in the village centre. A parking scheme was needed for the whole village. One suggestion which had been made by several people was the imposition of a one-way system using Stubbs Hill, the High Street, and Weavers Hill, although this would obviously have an impact with regard to the no. 9 bus route. The various possibilities required to be considered in more detail in future.

Item 6 was the Windmill Bridge car/bike/pedestrian route – it was noted that this were being dealt with by WSCC.

Item 7 related to a request received for a pedestrian bridge on the west side of East Preston level crossing – this was felt to be unlikely to happen.

Item 8 concerned footpath provision in the village, which needed to be reviewed in much greater detail at a future meeting.

Item 9 was the extension of the double yellow lines in the stretch of Station Road between Blue Star roundabout and the station level crossing, to dissuade dangerous parking by commuters who were seeking to avoid the car parking charges at Angmering station car park. This would need to be part of a wider TRO under the new rules mentioned earlier. It was noted that there were also problems with commuter parking in Worthing Road.

Item 10 concerned the future of Manor Nursery and the unresolved matter of access to the site. It was noted that this was very much up in the air at the moment and that the planning position was that outline permission only had been granted.

Item 11 concerned the possible link road between Roundstone Lane and the A280, which would provide a way for traffic to access Bramley Green and the new developments without using the A259 or coming through the village. It was noted that the current position was that WSCC would not object to such a proposal (which was an improvement from their earlier position) but that it would have to be funded by parties other than WSCC. This would have to be discussed with the Rugby Club in the event that development was proposed on their site.

Item 12 was the A259 route improvement scheme, which as noted earlier in the meeting was due to be discussed at the forthcoming Area Committee meeting.

Item 13 was the Section 278 agreement with regard to Roundstone Lane, which had been dealt with as part of the proposed Traffic Management Scheme.

Councillor Thompson noted that he had received an enquiry from a resident concerning the apparently unfinished rights of way from The Walkway and Willow Wood Close into the Dell Estate, and why these had not been opened up. The Deputy Clerk noted that the reason for this was likely to be land ownership issues.

16/012 PUBLIC FOOTPATHS AND CYCLEWAYS

The Chairman noted that the agenda item asked the Sub-Committee to consider what work could be done to remedy the shortage of suitable footpaths and cycleways in the village. It was noted that this featured on the Working Group's list of items to consider, and would be dealt with at a future meeting.

16/013 CAR PARKING

This was noted under item 11.

16/014 MATTERS REQUIRING CONSIDERATION AT FUTURE MEETINGS OF:

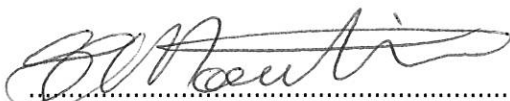
- 1) This Sub-Committee
- 2) The HTP Committee

The Chairman noted that the Traffic Management Scheme proposals would form the bulk of the Sub-Committee's work for the time being.

16/015 DATE OF NEXT MEETING

It was agreed that the Sub-Committee's next meeting should be fixed for a date no later than 6 weeks from the date of the current meeting, with at least 10 working days' notice.

The meeting concluded at 13:08.


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Chairman

Date.....11th August 2016