



Established 1894

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REPORT TO HIGHWAYS SUB-COMMITTEE

Subject: Proposed Traffic Management Scheme for Angmering ('TMS')
Date: 8 August 2016
Prepared by: Paul Barley

Background

- The TMS proposals were exhibited to the public on 20 April 2016 by way of an informal consultation exercise.
- This exercise was undertaken by agreement with WSCC in advance of, and in addition to, any formal exercise under the Highways Act 1980.
- Feedback was invited from the community on the proposed scheme.
- An additional feedback-gathering exercise was undertaken by the Angmering Traders Association in the weeks following the consultation, with the responses being passed to APC. Thanks are due to the Traders Association for their efforts in doing this.
- Feedback received from all sources was collated and passed to WSCC, as we had agreed to do.

The results of the feedback exercises

- As expected, the feedback exercises produced a broad spectrum of views, both in favour of the scheme as proposed, and against it.
- A number of alternative suggestions for traffic management measures were made by various respondents, the most common of which was the installation of speed cameras.
- The most consistently-expressed message was that the number of pairs of speed cushions proposed appeared excessive; it would be fair to say that this corresponded to the majority view.
- Stagecoach Bus have raised concerns about the proposed scheme, which they feel will adversely impact the viability of what is already a marginally-profitable route (the no. 9 service), and which may render the route liable to withdrawal.

Suggested alterations to the scheme

- Following the submission of the feedback to WSCC, the Sub-Committee condensed it into a list of suggested alterations, in order to capture as far as possible the comments made by the community.
- These alterations were discussed in technical terms with WSCC officers and County Councillor Urquhart on 28 July 2016, to ensure that what was proposed was deliverable within current design standards.
- It was stressed that, as the suggested alterations consisted mainly of removal of a number of proposed measures, instead of adding to them, there would be no requirement for additional

funding over and above that which was already earmarked for the scheme, and the reduction in projected construction costs would offset any additional design costs.

- WSCC reacted positively towards the suggestions, although it was acknowledged on all sides that input would be required by WSCC from design consultants, statutory consultees and Stagecoach Bus before the alterations to the scheme could be agreed upon and put out for formal consultation.
- The details of the suggested alterations that were discussed with WSCC are as follows:

Station Road

1. 20mph Gateway to be repositioned just north of Mill Road. This retains the existing 30 mph limit from the south end of Station Road up to the new location, which in turn will enable use of this stretch of road for the Community Speedwatch scheme which has been adopted by APC, and is in the process of being set up in conjunction with Sussex Police. It is not currently possible to undertake Speedwatch monitoring on roads with a 20mph speed limit.
2. Speed cushions to be **removed** from the start of Station Road scheme at Greenwood Drive/East Drive up to Mill Road.
3. Speed tables for 30mph to remain at junctions with Greenwood Drive/East Drive, Dell Drive and Mill Road. Table ramp angles to be adjusted for 30mph.
4. 3 speed cushions as per current design remain between the Gateway and the speed table at the Village Hall. These are an essential item to enable the build out to be removed and which will make traffic flow easier but with physical restriction on vehicle speeds. Control of vehicle speeds does not exist at the present time using the build out design.
5. Speed Tables at the Village Hall and the signal pedestrian crossing to remain. Signal pedestrian crossing will be converted from pelican (pedestrian signals opposite) to puffin (pedestrian signals on same side) type.

Roundstone Lane

1. Gateway and 6 speed tables to remain as per original design. These works are required in any case by the s278 agreement for the developments on the east side of Roundstone Lane.
2. The 20mph gateway at the north end of Roundstone Lane to be **removed** and replaced with a speed table. This enables the new 20mph zone to be connected to the existing 20mph zone in the High Street.
3. One pair of speed cushions to be installed before The Avenals/Weavers Ring and a further pair before Honey Lane/Hillside Crescent. This provides a small amount of traffic calming in the High Street. It is the intention of the PC to extend calming measures further along the High Street in conjunction with a separate project to include a review of footpaths and overall pedestrian safety.

Water Lane

1. Speed cushions in Water Lane up to the Table at Weavers Hill Junction to be **removed** and 20mph roundel signs on the road surface to be provided. Vehicle speed along this section of the road will be restricted by the level of on street car parking which will remain after the Chandlers business vacates the village.
2. Speed table at Water Lane/Weavers Hill junction to remain.
3. Single pair of speed cushions between Weavers Hill and the village gateway to remain.
4. 20mph gateway to be positioned just past Avenals Farm as per existing design.

Dappers Lane

1. 20mph gateway to be provided as per existing design.

Next steps

- WSCC have agreed to go back to the design consultants with the suggested alterations and will also seek views from the various consultees, including Stagecoach Bus. WSCC are reasonably confident that Stagecoach's concerns can be alleviated.
- WSCC will keep APC updated on progress, and have agreed to give fair warning of any intended Highways Act formal consultation, so that this can be as widely publicised as possible round the community.

Paul Barley
8 August 2016