



Established 1894

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MINUTES OF THE MEETING OF THE HIGHWAYS SUB-COMMITTEE HELD AT ANGMERING LIBRARY ON THURSDAY 11 AUGUST 2016

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

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

16/016 APOLOGIES FOR ABSENCE

None.

16/017 DECLARATIONS OF PECUNIARY AND NON-PECUNIARY INTERESTS IN ITEMS ON THE AGENDA

None.

16/018 CO-OPTION OF NON-COUNCILLOR MEMBER OF THE COMMITTEE

The Chairman noted that the Sub-Committee was being asked to consider, and if thought fit, to proceed with the co-option of a representative of the Angmering Traders Association in relation to the proposed Traffic Management Scheme.

It was noted that under the Parish Council's Standing Orders, sub-committees may co-opt non-Councillors as members in order to assist with specific projects. Non-Councillor members of sub-committees are required to abide by the relevant provisions of the Members' Code of Conduct, excluding the Register of Interests.

It was noted that Sophie Richards of Meat In The Square was willing to act as a non-Councillor member of the Committee.

The Deputy Clerk confirmed that Ms Richards had been provided with a copy of the relevant provisions of the Code of Conduct.

On a proposal by Councillor Oldfield, seconded by Councillor Thompson: That Sophie Richards be co-opted as a non-Councillor member of the Sub-Committee for the purposes of the proposed Traffic Management Scheme, with the ability to appoint a deputy if she was not available – unanimously **AGREED**.

The Chairman thanked Ms Richards for her willingness to volunteer and welcomed her as a member of the Sub-Committee.

16/019 APPROVAL OF THE MINUTES OF THE MEETING HELD ON 8 JUNE 2016

The minutes of the Sub-Committee's meeting held on 8 June 2016 were agreed as a correct record and were signed by the Chairman.

16/020 THE DEPUTY 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.

16/021 PUBLIC CONSULTATION

Mrs Turner wished to clarify that Ms Richards was entitled to speak in relation to agenda items other than public consultation, as she was now a member of the Sub-Committee. The Deputy Clerk confirmed that this was the case and thanked Mrs Turner for raising this point.

Mr Gibbs wished to speak in relation to both the A259 route improvement scheme and the Traffic Management Scheme.

Feedback on the A259 consultation earlier in the year, which had been promised for publication on WSCC's website, had still not appeared. Consultants had apparently been engaged to consolidate the responses, but nothing had been forthcoming yet in terms of answers to questions raised.

Mr Gibbs had attended the consultation in February 2016 and had been assured that he would receive answers to his questions if these were submitted in writing – he had done this, but no-one had been back to him yet. The concern with the scheme as proposed was that in order to gain access to and depart from the various retail sites along the route, a considerable amount of U-turns would occur at the various roundabouts.

This did not appear to have been considered as part of the junction designs; indeed, very little consideration appeared to have been given to the roundabouts at all. It was a well-established principle of highway design that the capacity of a road was in large part determined by the capacity of its junctions.

The Chairman noted that the designers had had all of this data and more when they had completed their design. They had all the new housing numbers within their flow rate calculations. Mr Gibbs would be best advised to refer his questions to the Parish Office in writing, and they could then be referred on to the Parish's contacts at WSCC Highways. It needed to be stressed that WSCC had no highways engineers in its direct employment these days, the regrettable consequence of which was that WSCC was now significantly lacking in top-level technical knowledge.

Mr Gibbs stated that in his view, the A259 scheme should be finished before the Traffic Management Scheme was embarked upon. It was still unclear to him why WSCC was unwilling or unable to deter rat-running by local regulation.

The Chairman noted that it was important to remember that this was not a rat-running deterrent scheme, it was a scheme designed to keep traffic speeds at 20 mph or below in the village centre. The village would, before long, have a population nearing 11,000. It also needed to be kept in mind that the works proposed for Roundstone Lane were required under a Section 278 agreement made with the developers of the Roundstone Lane sites.

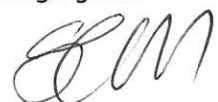
Mr Turner wanted to know what the rationale was for hindering traffic passing through the village centre. There were no recorded incidents of death or serious injury in the area.

The Chairman noted that the Police accident statistics did not reflect incidences of demolition of the buildouts.

Mr Turner noted that he had had it in black and white from the Police that there was no safety issue and no speeding issue in the village.

The Chairman invited questions in relation to the proposed scheme, as revised.

Mrs Turner asked what the purpose was in having a raised table at the village green

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pedestrian crossing.

The Chairman noted that this was to enable a level crossing for pedestrians, as well as to provide a traffic calming feature.

Mrs Turner noted that care would need to be exercised to avoid impeding access for goods vehicles making deliveries to the Co-Op.

Mr Turner expressed dissatisfaction at the way the report on the proposed alterations to the scheme, which had been circulated prior to the meeting, had been worded. In his view, it played down the public's opposition to the scheme. Why had those in favour of the scheme been mentioned first?

The Deputy Clerk noted that, as the author of the report, this was merely the way he had chosen to word it; it could just as easily have been the other way round and there were no inferences to be drawn from the choice of wording.

Ms Richards noted that there were two schools of thought with regard to the scheme – firstly, that we should wait until the A259 scheme was complete; secondly, that the revised scheme was a sensible scheme we could work with. There were concerns about how the scheme would be implemented. There was also a need to make the position clear about speed indicator devices (SIDs) and speed cameras and why these were not viable options, and why it was not possible to wait for the A259 route improvement scheme to be completed. The revised scheme was much better than the original proposal.

The Chairman noted that some initial measures had been added for the High Street, which would hopefully go some way towards dealing with the initial concerns there. WSCC have provided for a traffic management scheme in their build programme – this should have been in the 2016/17 but due to administrative difficulties, and delays in receipt of monies from developers, it would not be completed in that financial year, although it should at least be started. To put matters in perspective, the A259 scheme was provisionally due to start in October 2017, completing in early 2019.

The Chairman noted that the proposed traffic management scheme was not designed to stop rat-running – that was the purpose of the build-outs and WSCC were of the view that they had achieved what they had set out to do. If the build-outs were to be removed, they would have to be replaced by some form of speed-control measure. If the matter was to be left in abeyance for the 3 years that the A259 will take, then it would have to be started again. Rat-running was mostly a problem at the start and end of the day; excessive speed was an issue throughout the day.

Councillor Phelon noted that WSCC had indicated previously that they were not in favour of SIDs due to reliability issues.

Ms Richards noted that she knew someone who was able to supply portable SIDs, and that these appeared to be more reliable than permanent installations.

Councillor Thompson noted that WSCC were unlikely to be willing to investigate that possibility, but the Parish Council could certainly look into the feasibility of acquiring one.

Mr Gibbs noted that, as he had said in the past, the solution here was average speed cameras. These could be hired.

Following some discussion of this point, Councillor Phelon noted that the answer from WSCC and the Sussex Safer Roads Partnership was that cameras, whether fixed location or average speed, were not an option. This had been noted at previous meetings and there was, therefore, little to be gained in further discussion of the subject.

Ms Richards noted that it would be a good idea to compile a list of frequently-asked questions about the proposed scheme. Some examples which had come out of the informal consultation were as follows:

- What is the purpose of the scheme?
- Why can't we have fixed speed cameras or average speed cameras?
- Why are there no speed indicator devices?
- Why is this scheme being promoted now and not left until after completion of the A259 route improvement scheme?
- Why are there more tables in Roundstone Lane than elsewhere in the scheme?
- What are the different sorts of traffic calming measures?

It was agreed that this was an appropriate step and the Chairman directed the Deputy Clerk to compile a suitable list of questions, including those above, which could be circulated as part of the publicity for a future formal consultation.

Ms Richards noted that the bus operators in the area would need to be consulted and that the calculations for the table ramp angles would need to be adjusted in order to reflect the retention of the 30 mph limit in Station Road.

The Chairman noted that the WSCC-approved contractor who had been engaged to install traffic calming measures in Ham Manor had angled the ramps so that they could be traversed at the speed limit without damage or discomfort.

Mrs Turner noted that it would be beneficial for the plans and frequently-asked questions to be published on the Parish Council's website in due course.

The meeting reconvened.

16/022 WSCC TRAFFIC MANAGEMENT SCHEME

The Deputy Clerk referred to his report, circulated prior to the meeting. In view of the discussion that had taken place under the previous agenda item regarding the suggested revisions to the scheme, this was taken as read and it was noted that revised designs would now be awaited from WSCC.

16/023 SPEEDWATCH PROPOSALS

The Deputy Clerk gave an update on the progress made in setting up the project:

- The scheme had been formally adopted by the Parish Council at its meeting on 13 June 2016. This was a necessary precursor to setting up the scheme in practical terms.
- Six sites around the village had been identified and assessed as suitable for monitoring – these were at locations in Station Road, Arundel Road, High Street, Downs Way, and Dappers Lane.
- 25 volunteers had come forward, of whom 11 had now completed their online basic training and could now receive training in use of roadside monitoring equipment.
- The Deputy Clerk had received co-ordinator training, including use of the radar gun, from the Police Sergeant responsible for overseeing the scheme.
- Roadside training for volunteers would therefore commence in due course.
- Once regular speed monitoring was in progress, it would enable data to be compiled on vehicle speeds through the village, and this would establish whether and to what extent there was an issue with excessive speed.

16/024 MATTERS REQUIRING CONSIDERATION AT FUTURE MEETINGS OF:

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

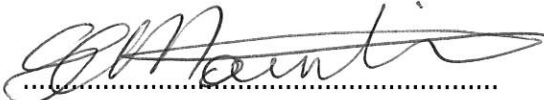
The Chairman noted that the Traffic Management Scheme proposals would form the bulk of the Sub-Committee's work for the time being.



16/025 DATE OF NEXT MEETING

It was agreed that the Sub-Committee's next meeting would, subject to member availability, be held in Angmering Library on Thursday 29 September 2016, at 7.30pm.

The meeting concluded at 20:44.


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Chairman


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Date