

Questions and answers - Horsham County Local Forum – 10 November 2021

In attendance:

County Councillors

Charlotte Kenyon (Chair). Amanda Jupp, Nigel Jupp, Christian Mitchell, Paul Linehan, Jay Mercer, Andrew Baldwin, Katie Nagel, Paul Marshall and Sarah Payne.

Apologies

John Milne and Nigel Dennis.

Residents

Peter Wood, Derek Moore, Brian Johnson, Sally Pavey, Jillian Walker, David Buckley & Michelle Cook.

Question 1 from Chris Allen:

We have recently had a new 30mph speed limit implemented on our rural road (Tower Hill / Two Mile Ash Rd). Most drivers have adapted to the new speed limit - however - many have not - and a significant minority travel through sections of the new 30mph area at 50-60mph or even higher speeds. Can WSCC & SPC help us address this problem please?

Response to Question 1, provided by Mike Thomas, Area Highway Manager:

The enforcement of speeding vehicles is currently undertaken by the Police, and they have asked that any issues are referred directly to them. In a very small number of instances the issue of speeding can be attributed to the layout and alignment of the existing highway infrastructure but in most cases, this is linked to poor driver behaviour. If you have an interest engaging with the Police, the first thing you can do is to contact your local Police Community Support Officer (PCSO). These details are available from Sussex Police online at www.sussex.police.gov.uk or by telephone on 101.

Contact with the Police can lead to discussions about what is already known regarding the area in terms of any traffic and speeding problems. If appropriate, and considered a priority, the Police will be in a position to undertake initial speed surveys to understand the extent of the problem and begin to consider the potential solutions. Whilst we do not want to pre-empt the evidence gathering and analysis stage, possible outcomes might be to undertake some specific enforcement activity in the area, or initiate some type of speed awareness campaign, possibly in conjunction with the County Council Road Safety colleagues, or possibly even getting the wider community involved in monitoring speeds via Community Speed watch.

<https://www.communityspeedwatch.org/>

Another Sussex Police initiative that you might find useful to know about is Operation Crackdown. Again details about this are on the Police website or can be found at www.operationcrackdown.org. This gives residents the specific opportunity to report incidents of anti-social driving that the Police will then follow up and investigate.

If residents would like to request engineering measures they may do so via a Community Highway Scheme which can be made via the following link:

<https://www.westsussex.gov.uk/leisure-recreation-and-community/supporting-local-communities/apply-for-a-community-highways-scheme/>

Question 2 from Derek Moore:

The flooding in Cripplegate lane has been happening for about 3 years. About a month ago, a CCTV team identified the cause as a collapsed drain. I have communicated with Councillor Nigel Jupp about this on numerous occasions but still after 3 years it's still not fixed. The bus service has to miss 3 stops every time we have any heavy rainfall, which needs people to walk about ½ mile to use the bus or walk home. Why does such a straightforward issue like this, take so long to resolve?

Response to Question 2, provided by Mike Thomas, Area Highways Manager:

The Cripplegate Lane issue is due to a collapsed pipe. This requires a significant scheme to replace the pipe, which is currently being designed by our Improvements Team to ensure it remains fit for purpose. We do not have an implementation date for this scheme yet. This was originally planned for 2022/23 financial year, however we are looking to significantly accelerate this if we can resolve some outstanding issues with BT.

Question 3 from Derek Moore:

A section of footpath at the junction of Cripplegate Lane and Worthing Road, disappears for about 20 metres, requiring pedestrians to walk in the road. Again, I have raised this with Councillor Jupp on numerous occasions but to no avail.

Response to Question 3, provided by Mike Thomas, Area Highway Manager:

This is due to the location of many telegraph poles in a very narrow band of highway. It would not be possible to put in an acceptable width of footway as wheelchair users could start to proceed down this path but not be able to complete their journey leaving them stranded at an unsafe location. – **It was flagged that this was in fact incorrect as it was only the location of one streetlight that would be causing an issue. Jenna Barnard agreed to take this back to Mike Thomas.**

Question 4 from Derek Moore:

About 6 years ago, the road surface around Lintot Square traffic lights has broken up but as none of the potholes are deep enough, it remains in a very poor state. The cause being that when it was laid when the new section of road that was built, was substandard and not to the specification WSCC Highway Engineers agreed. The people have been short-changed by the road laying contractor not complying with the specification. When will this area be resurfaced properly?

Response to Question 4, provided by Mike Thomas, Area Highway Manager:

The current Area Highway Manager (AHM) is not aware of this issue. The opportunity to rectify this contractually has now passed. The Area Highway Manager will request the Senior Highway Steward to review this next time he is in the area. However the AHM has driven this many times and does not believe it is likely to be at the current priority level to receive any further attention. We do welcome issues like this being reported via Love West Sussex:

<https://love.westsussex.gov.uk/reports/home>

Question 5 from Derek Moore:

s106 monies from the Martindale's Development at the top of Southwater about 8-10 years ago was to install a footpath between Wilberforce Way and Hangman's Hill roundabout, along Blakes Farm Road. Nothing happened as the amount did not cover the full cost of installation of the footpath. Costs have now escalated and the gap between the 106 and installation is even bigger. Pedestrians are forced to walk on a road which has a 40 MPH speed limit. It is little wonder that the public lose confidence in their county council when this is allowed to happen

Response to question 5, provide by Mike Thomas, Area Highway Manager:

This is noted, however there is no question here.

Question 5 from David Buckely:

In August 2020 there was a fatal accident on the A281 at the junction with the Downslink. At the inquest the Coroner issued a PFD requiring a response from WSCC. The Chief Exec promised a detailed report by mid October.

We have been supported by and worked closely with Cllr C Mitchell but we still have no indications of County's thinking. Why the delay?

Response to question 5, provide by Penelope Schofield's office, HM Coroner:

West Sussex County Council response to the Regulation 28: Report to Prevent Future Deaths Relating to the inquest into the death of Pathushan Sutharsan

Following the receipt of the covering letter and Regulation 28: Report to Prevent Future Deaths issued by Penelope Schofield, Senior Coroner for West Sussex, dated 7th June 2020 (ref 02114-2020), the County Council would like to respond with the comments and actions detailed below.

Following the police notification of the fatal collision involving Mr Sutharsan the authority began its own now well-established investigation procedure. Based on the information available at the time a number of remedial measures were implemented to mitigate the occurrence of a similar incident involving cyclists travelling on the Downs Link. The measures were detailed in our report to the coroner dated the 7th December 2020. In summary these works consisted of:

- Forming a chicane at the bottom of the downhill approach to the A281, compelling users to slow down as they enter the obstacle and to prevent a fast approach on to the junction with the A281
- Permanent, conspicuous signs have been installed down the slope and on the chicane with varying messages warning of the main road ahead
- Traffic signs on the A281 warning motorists of the crossing point have been standardised in both directions. The new warning signs show warnings for equestrians, pedal cyclists and include a 'Pedestrian Crossing' plate.
- Vegetation has been cleared back to improve visibility at the crossing point.

It is considered that the combined above works will mitigate the risk of a similar collision to that of Mr Sutharsan occurring in the future at this location.

With regard to the Matters of Concern raised:

A feasibility study looking into ways to improve the crossing point is currently being undertaken by the authority's term consultant, WSP. An options appraisal report will be completed by October 2021. The study is primarily focused on, but not limited to, the options for a bridge or traffic light controlled road crossing.

If the report determines that there are appropriate, technically feasible solutions, the preferred option will be progressed through the WSCC's capital governance procedures, either as a project to be taken forward in the Local Transport Investment Programme or as a major scheme. In either case a full business case will be developed, and the scheme assessed against the County Council's objectives and priorities for potential inclusion in a future capital programme.

Following consultation with the BHS, and in addition to those measures mentioned above, we have recently altered the height of the Speed terminal signs so that they do not block the sight line for equestrians. Further planned improvements for this summer are enhanced red surfacing to further highlight the crossing to drivers and additional hedge cutting to further improve the visibility for people crossing the road.