

Questions and answers - Chichester County Local Forum – 24 November 2021

In attendance:

County Councillors attending: Simon Oakley (Chair). Sarah Sharp, Tom Richardson, Kate O'Kelly, Donna Johnson, Janet Duncton, Jeremy Hunt, Pieter Montyn.

Apologies: Andrew Kerry-Bedell, Julian Joy.

Residents: Carol Purnell, Linda Boize, Joan Foster, Gareth Edmunds, Samantha Wright, Catherine Beach, Chris Molyneux, Alex Mamaeus, Colin Hicks, Sally Arnold, Pamela Kensington, Paul Matthews, Lynda Hunter, Penny Plant, Henry Potter, Robin Kidd, Maria Legg, Timothy Firmstone, Keith Martin.

Question 1 from Lynda Hunter:

With the National Highways RIS2 programme now kicked off but with the START of any potential construction on any potential agreed solution to the A27, being 2030 at the earliest, what is WSCC Highways NOW planning to do to alleviate the severe problems of congestion, pollution and delay caused by the A27 problems?

We are aware that the CDC Local Plan must provide mitigations for any planned new building developments, but the new Environment Act given Royal Assent last week, determines that the Local Plans must now look at a 30 year horizon, rather than the current 15 years; given that the Local Plan is already late and will now be further delayed to incorporate this new 30 year life span, the Local Plan solutions are also unlikely to generate any improvements to our local roads any time soon.

Also, the Local Plan does not consider current problems, only the planned problems expected to be created by new build. Therefore, problems created by building work along the East West Corridor which are already completed will not be considered by the new Local Plan whenever it is finally completed.

Therefore, how are we to move forward in the short term to gain A27 (and adjoining roads) road improvements and to resolve the knock-on effects on our villages which create increasing use of rat runs for heavier and heavier commercial vehicles on top of increasing numbers of local domestic road users?

This is not a problem which will just go away, something must be done now so what can we do at local Parish level to assist WSCC highways in this action?

Response to Question 1, provided by Matt Davey, Director Highways, Transport and Planning:

National Highways are currently developing the A27 Chichester scheme to promote to Government for delivery in a future Roads Investment Strategy (RIS) and Parish Councils are encouraged to engage with this process to ensure the scheme meets local objectives. As the current RIS ends in 2025, if the Chichester scheme is selected for implementation, construction could commence

between 2026 and 2030. In the near term, as development takes place but before any major scheme can come forward, there is a need for smaller scale improvements on the A27 to keep traffic moving and on the local network to encourage walking, cycling and public transport use and minimise the increase in traffic. The West Sussex Transport Plan is currently being reviewed and will set out the County Council's plan to achieve this. Parish Councils are encouraged to support the County Council to deliver the Plan, recognising that funding and resources will be constrained and where there are conflicts between different road users, compromises are likely to be necessary.

Question 2 from Henry Potter:

why are advisory road signs not removed immediately the works are completed but left as 'litter' often for many weeks?

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

I would like to reassure you that WSCC Highways do always remove signs in a timely matter for their own works. We do have a large amount of works by third parties on the highway, which we have a duty to facilitate and only have limited control over and modest resources to supervise. We are not responsible for their policies on traffic management and / or sign collection, and if you have an issue with a particular provider we recommend you contact them directly to ensure you receive a direct response. Our resources are limited, however we will review any issue with the highway that is reported to us, including redundant temporary signs, which I would recommend residents report via Love West Sussex.

Question 3 from Henry Potter:

Why cannot more attention be paid to local services and events when making TROs for necessary road works? Often by other Agencies.

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

We do reasonably take into account all local services and events when permitting temporary traffic works. However, when issues like this arise it is usually that the event / service organiser has not booked the appropriate road space or informed our Streetworks team to ensure the particular stretch of highway remains free for their event. Due to emergencies, we cannot guarantee that the road space will remain free, how ever we be reasonably practicable where possible. Road space is generally booked on a first come, first served basis.

Question 4 from Robin Kidd:

I would like to ask a question. I noted WSCC recently announced a roll-out of more electric car charging points:

<https://www.westsussex.gov.uk/news/ev-chargepoint-roll-out-in-west-sussex/>

In the Announcement it lists the district and borough councils in partnership with WSCC on this initiative. I notice that Chichester District is not in partnership. Does this mean there will be no extra EV charge points in Chichester District? Please can our local WSCC councillors (some of whom are also CDC councillors) comment on this, if possible from both the county and district viewpoints?

Response to Question 4, provided by Ruth O'Brien, Advisor, Sustainability Team:

Chichester District Council chose not to be part of the EV Partnership, however this does not mean that Chichester District residents will not benefit from EV chargepoint installations.

One of the first actions of the new partnership is to plan to the network. Implementation will focus on areas where people do not have off road parking, and a priority will be to place chargepoints in the most convenient place for the people that will use them.

To try and ensure we can do this, West Sussex County Council, as the highway authority will enable chargepoints to be installed on street, but the contract arrangement also makes provision for council land, including Town and Parish land and community owned sites (e.g. Community Groups, Churches, Village Halls) to be factored into the planning if there is a need, and the landowner agrees.

We believe this approach will enable charge points to be provided in a wider and better range of locations and enable charge points to be rolled out more rapidly across West Sussex.

Chichester District Council's decision to not join the partnership means we won't be factoring in Chichester District Council car parks when we carry out network planning.

However, if we identify a Chichester District Council car park as a critical to meeting a need in the area, it is our intention to approach them, to see if they would reconsider.

We are keen to hear the views of local residents on where charge-points should be located, and would encourage everyone to make use of the online form to record their thoughts on this:

<https://www.connectedkerb.com/west-sussex-chargepoint-network>

Question 5 from Maria Legg:

We are residents in West Sussex and are hugely concerned about the speed at which motorists use the B2141. It passes our hamlet and it is extremely frightening to cross the road where there is a footpath and also to pull in a car from North Marden on to this road. It seems that there is no speed limit and cars, and bikes are often racing each other particularly on the wide stretch as they come up past the turning to North Marden.

As there is a huge drive to lower emissions and improve our climate would it not be good to put some speed reduction measures in place on this beautiful stretch of road going through the South Downes National Park. In addition to the environment there has been two deaths just after the North Marden turn off plus several near misses with deer crossing the road which is awash with small dead animals all along it!

There are many footpaths that cross over along the whole of this road and it's terrifying to suddenly hear a car coming at 80/90 mph round a bend before you even had a chance to see it! I do hope that something can be done about this death trap.

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

Enforcement of speeding vehicles is currently undertaken by the police and they have asked that any issues are referred to them. In some instances the problem might be to do with the actual highway infrastructure or problems with speed limits, but in many instances it is to do with poor driver behaviour.

The first port of call should be the local Police Community Support Officer (PCSO) or appropriate local officer. These details are available from Sussex Police online at www.sussex.police.gov.uk or by telephone on 101.

Contact with the Police should lead to discussions about what is already known about the area in terms of any traffic problems and if appropriate they will be in a position to undertake 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 you would like to request a material change to the highway such as traffic calming, you will need to request a Community Highway Scheme via:

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

https://www.westsussex.gov.uk/media/12525/chs_guidance.pdf

We generally receive more requests than we have the resources to implement. Any requests we receive have to compete on a value for money basis on the information available and given the above, and that we do not know what else

will be requested it is difficult to anticipate if this proposal would be selected for progressing.

Information on the scoring can be found at:

<http://www2.westsussex.gov.uk/ds/cttee/ecs/ecs110316i4.pdf>

Question 6 from Timothy Firmstone:

The County Council is promoting their Walking and Cycling Strategy, so why are the footpaths and cycle lanes so poorly maintained for the public to use generally and especially in Birdham?

Response to question 6 provided by Mike Thomas, Area Highway Manager:

The comment is a little vague as it does not confirm if this is concerning Bridleways or Public Highway. Every part of the public highway is inspected at least once per year to ensure it is reasonably safe, with ad-hoc inspections as and when issues are reported. We do only have limited resources and can often be unaware of issues like this should they arise. We are grateful if any safety issues are reported via Love West Sussex and we will make an ad-hoc inspection. Many Parishes assist us in maintaining the footpaths to a higher standard than we are resourced to do, and we would gladly work with the parish if they wished to do so.

Question 7 from Mr Seabrook:

As a Nutbourne resident very concerned over the Chem route. Nutbourne has the narrowest part of the route, with a very busy pedestrian crossing enroute and a pavement on one side. Where they are not proposing to reduce the speed limit to 20mph. The proposal does not have any concerns about pedestrians. What is the legal advice from the County Council on this aspect?

Response to question 7 from Simon Oakley:

As County Councillor's we are not able to give you a definitive legal answer to this question. Simon did confirm that Councillors Andrew Kerry-Bedell and Julian Joy will be meeting with the cabinet member next week and they will come back and confirm any outcome with Mr Seabrook after this meeting has taken place.

Question 8 from Lynda Hunter:

Lynda raised concerns about the underpass from Fishbourne to Chichester as it is becoming increasingly into disrepair and becoming undesirable Lynda questioned whose responsibility this area would fall under.

Response to question 8 from Simon Oakley and Pieter Montyn:

This falls under Councillor Joy's division but Pieter Montyn confirmed that the underpass itself was the responsibility of West Sussex County Councils Highways responsibility.

Any anti-social behaviour would need to be reported to the police and the local PCSO.

Jenna Barnard will refer and raise these concerns to Mike Thomas, Area Highway Manager and Simon Oakley asked Lynda Hunter to report via Love West Sussex.

Question 9 from Gabrielle Adams:

As a full-time cyclist Gabrielle raised concerns about the Chem-route as it seems that this will have serious consequences for Cyclists and pedestrians. Pedestrians cannot hear cyclists on this route due to the traffic and feels this will be a huge downgrade to the area for cycling. What else can we do to fight the corner for people who travel actively?

Response to question 9 from Simon Oakley:

We have two councillors on this committee who are on the Task and Finish Group for the Chem-route proposals and these comments and feedback are very very useful and will be taken back to the group.

The Chem route proposals are sponsored by National Highways and will be executed by the County Council as the highway's authority. Local Councillors do need to be informed of people's views as this is the correct process in which feedback should be taken forward as officers will be taking everything onboard from local members.

Kate O'Kelly confirmed that active travel is the absolute top priority, and these proposals are going to be challenged across the area. It is clear that there are lots of issues as is being shown just at this forum alone. We don't want to lose these proposals, but they do have to be right. It has got to be made better before they expect to deliver it and they are going to have to listen carefully. So please do continue to engage.

Question 10 from Maria Legge:

Maria raised concerns regarding the speeds at which people are using the B12141 to Goodwood as the police do not seem to want to enforce the speed limits. What is the point in all the green changes if we have a motorway going through the national park?

Response to question 10 from Simon Oakley:

Simon confirmed that Tom Richardson has been working closely with the police on this matter in the north of the downs.

Tom has been working closely for several years with the anti-social driving across the downs and asked Maria to email him directly so that he could support her in taking this forward with the police.

Councillor Kate O'Kelly confirmed that The Cabinet Member for Highways and Transport is currently doing a review of the Speed Limit Policy and this will hopefully be being debated at December's council meeting.

Question 11 from Samantha Wright:

There is no mention in any of the Transport Documentation about a car park and ride on the east side of Chichester where this would be easily possible? – this would be an effective way of relieving some of the pressure on the roads and traffic.

Response to Question 11 from Simon Oakley:

Simon agreed that the levels of traffic on this side of Chichester (Spitalfield lane etc) is certainly on the council's radar and on National Highways radar.

With regards to park and ride, this has been reviewed and studied and looked at as where would this be based, as all viable options would mean you would still need to cross the city which would therefore defeat the object.

The County Council does also have a scheme being worked up to take the pressure off the two mini roundabouts and the through roads in that area. Work is underway to try and mitigate these two issues.

Question 12 from Ron Hague:

Have all of the parishes who will be impacted by the proposed incinerator at Ford been made aware of its visual impact on their areas?

Response to Question 12 from Councillor Jacky Pendleton:

Here is a list of the parish councils that have been consulted on the Ford EfW application ([WSCC/011/21](#)):

- Walberton
- Arundel Town
- Ford
- Clymping
- Yapton
- Littlehampton Town
- Lyminster and Crossbush
- Felpham Parish

All have made comments on the application, which can be seen under the 'consultation response' on our web pages.

Other parishes who have made comments (not directly consulted) are:

- Aldingbourne
- Barnham and Eastergate
- Bersted
- Oving

- Middleton
- Rustington

These are also available under the 'public comments' tab.

The application is currently targeted for 30 November committee.

People can ask to speak at the Planning and Rights of Way Committee. The public participation procedure allows up to six people (three in support, including applicant, agent or other supporters, and three against), to address the Committee on each planning or rights of way application. Each speaker will be given five minutes. We take requests to speak on a strictly first-come, first-served basis.

This can be applied for once the agenda for the meeting has been published (5 clear working days prior to the meeting)