

**Bourne Parishes – WSCC Councillor report**

**Chidham and Hambrook Parish – May 2022**



**Specific actions taken**

**Chidham school CHS 3047555**

The aim is to improve child safety outside Chidham school. Revised proposal agreed, with extended zig-zags on both sides and new crossing area marked with roadside textured pavement and bollards either side of the crossing area.

This scheme is now with WSCC Planned Deliver Team, who have sent the proposal (based on the application submitted and subsequent revisions) to a design contractor for initial design, which should be completed in August / September 2022. Once they have design plans they will engage with Chidham and Hambrook and AKB to approve.

Once approval is then received back from the school this goes back to WSCC Highways for implementation 2023/24.

**Broad road cycle route** – traffic counters have been placed related to a WSCC Highways plan via WSP consultants which will aid a walking and cycling route from the new Sunley development along the A259 and down to Chidham School. A new crossing is planned on the A259 near Cot Lane and this is why the current counters have been sited. Decision still awaited from WSP via WSCC.

**Road Safety Task and Finish Group**

I attended the second meeting of small group of WSCC Councillors and officers 4th May at County Hall. The first task the group has been set is to review all of WSCC speed limit policies by September,. Tom Richardson is chairing, an ex Traffic Police Officer which will really help, with the Cabinet Member for Highways Joy Dennis and her assistant Sean McDonald (both who have been helpful re ChEmRoute).

This group is expected to deliver speed limit policies as a first measure for public consultation in June and to take to WSCC CHESC and Cabinet in September for ratification.

Methodology of the TFG

* Receive and consider reports on existing strategies / policies and advise on any suggested revisions
* Advise officers on the output of resident Highways consultations and subsequent amendments required to various strategies / policies and agree recommended updates to strategies / policies to the Cabinet Member
* Ensure that any amendments to any policies are in line with other policies such as the West Sussex Transport Plan, Active Travel Plan, Climate Change Strategy, Sustainable Travel Strategy etc.
* Talk to WSCC Police to ensure any spedd policy plans are implementable or can be enforced locally

I have also flagged the major disparity between the A27 deaths and serious injuries and the A259 (20 times more risk per mile travelled), and the fact that road safety review must take into account liaison with BCs and DCs re Local Plan new house building, as well as the fact that infrastructure like road bridges cannot be built until new houses are built.

All the signs are that, once the new WSCC speed policies are approved, this will help hugely towards gaining more 20mph zones in villages, help local Neighbourhood Plan 20mph zones, plus the 20mph speed reductions required to make ChEmRoute more of a success, as well as delivering speed reductions across the board in all of West Sussex.

**Views on road risk and road speeds – issues raised with the WSCC TFG**

I thought you might be interested in [www.crashmap.co.uk](http://www.crashmap.co.uk) data (fed from WSCC Police stats) that shows what happens when a 20 mph zone is introduced in a rural village. Westbourne has around 2,000 residents and has had a 20mph limit through its entirety for over a decade, one of the first villages in West Sussex to achieve this and therefore very useful to study in terms of the effects of 20mph limits on accidents and the implications for other villages as well as A-roads. The comparison is with New Brighton Hampshire stats, which speak for themselves:

* Westbourne 1999 – 2008 road deaths: 0, serious injuries: 3, slight injuries: 18
* Westbourne 2012 – 2021 # road deaths: 0, serious injuries: 0, slight injuries: 8 **So the 20mph zone introduction has meant a 60% overall reduction in all injuries**
* New Brighton \* 1999 – 2008 road deaths: 1, serious injuries: 5, slight injuries: 16
* New Brighton 2012 – 2021 road deaths: 0, serious injuries: 5, slight injuries: 26 = **23% increase in all injuries**

# 20mph zone has been in place across the whole of Westbourne since circa 2010

\* New Brighton is immediately adjacent and West of Westbourne and north of Ensworth in Hampshire. It has a similar population with 30mph zones throughout a large housing estate.
Note: I’m running a separate project in Westbourne to restrict HGVs on rural roads (due to delivery truck SAT NAV routing)

I also reviewed the A27 versus the A259 from the Warblington (Havant) A27 junction through to the Fishbourne Junction again, which is useful in that this enables a direct comparison of a 70mph limit dual carriageway with our 30 / 40 / 60 mph A259. Here are the comparative stats:

* A27 2012 – 2021: deaths: 5, serious injuries: 20, slight injuries: 70 (8 serious injuries on Fishbourne roundabout)
* A259 2012 – 2021: ~ deaths: 1, serious injuries: 44, slight injuries: 96
**The conclusion is that the A259 had 48% more road injuries from accidents vs the A27**

~ the A27 is around 11 miles versus 8.5 miles on the A259 AND carries five times the volume of traffic, so the risk per vehicle mile means the A259, so the actual A259 risk vs A27 is ((96+44+1)\*11/8.5 \* 5)/(70+20+5) = **9.6 TIMES**.

If we look at just deaths and serious injuries A27 vs A259 = ((44+1) \*11/8.5 \* 5 /(20+5) = **11.6 TIMES**

However, whilst the risk per mile of death or injury on the A259 is over 10 times that on the A27, the main risk factor is still the number of junctions onto the A259, rather than speed risks in themselves (68% of all injuries were at A259 road junctions). Only 31 out of 95 of the slight injuries on the A259, and 14 out of the 44 serious injuries were not at A259 road junctions. Interestingly, the only 60mph stretch of the A259, the 1 mile long Bosham straight, which also has an off-road cycle lane, has only had one non vehicle casualty in the last 10 years, a slight injury to a cyclist.

141 killed or injured on the A259 in the last 10 years – stark data showing 88% road casualties were on two wheels:

* 6% Children: 8 total (2 seriously injured)
* 6% Pedestrians: 9 total (5 seriously injured)
* **16% Motorcyclists: 22 (12 seriously injured)**
* **72% Cyclists: 102 (1 killed, 18 seriously injured)**

What this suggests re road risks is:

* Speed related to risk is important (5 deaths on the A27 due to higher impact speeds up to 70mph versus one on the A259)
* 20mph limits in villages appears to reduce road risks substantially (the Westbourne experience over the last decade)
* Speed on rural A-roads (A259 30mph and 40mph zones) less important than driver awareness / behaviour at road junctions
* 68% of all injuries were at A259 road junctions, so these need to be better designed, with improved visibility where possible
* We need more driver education to look out for 30 / 40 mph motorcyclists (all bar 2 of 12 serious accidents were at junctions)
* 60 mph zones on A roads are not inherently dangerous if they have no junctions and good cycleways (e.g. Bosham straight)
* 72% casualties cyclists on the A259: we need cyclists segregated from traffic as much as possible (ChEmRoute design plan)
* Education required on the new Highway Code from Jan 2022 to improve driver behaviour towards cyclists and pedestrians
* Restrictions on the number of car spaces for new housing that currently brings 1.6 new cars per household average
* Encouraging Active Travel, with 25% car trips under one mile and 40% under 2 miles (a 10 minute cycle ride) in 2020
* Encouraging more use of local buses and public transport post COVID (the free Bourne minibus launches in June)
* PR campaign focus on older drivers returning to the roads, younger drivers (25% accidents) and increasing tech use in cars
* Planning for a future with alternatives for elderly car drivers - 20% of all Chichester residents will be over 70 by 2030
* Average speed cameras on A-roads as used in East Sussex (and working well on the A27 smart motorway)

**ChEmRoute A59 for cycles and pedestrians**

WSCC Highways has now had several meetings with National Highways, whose project this cycle route is.

NT has broadly accepted the suggested redesign principles agreed with the Bourne’s Forum, local Parishes and cycle groups, including no shared pathways, keeping and improving / extending existing one way cycle lanes and 20 mph zones in the six areas where the road width makes it difficult to meet LTN1/20 compliant safety standards.

National Highways will now take these proposals internally to review timing and scope for redesign and to make a decision on whether they are willing to fund this redesign. It is hopeful that this will happen, given material changes in policy on cycling via the Government Gear Change report July 2021, LTN1/20 relating to cycleway design and the new Highways code issued end Jan 2022 that now gives greater priority to cyclists and pedestrians on the road.

Julian and I had another meeting last week with WSCC Highways to clarify some of the next steps:

* NH are on board with the 6 ChEmRoute redesign principles reviewed by Bourne residents
* However, WSCC has to redefine speed policies re the new TFG before NH will fully respond
* TFG Speed Policy feedback into NH post resident consultation summer and WSCC Cabinet ratification Sept
* Active Travel England set up by Government July and feedback will support ChEmRoute redesign with NH
* Sustrans has some funding to help with new ChEmRoute cycling sections to make it more continuous
* Need to have a WSCC budget for ongoing route maintenance (grass ingress, hedges etc)
* Average speed cameras could be an ideal A259 enforcement solution (only in East Sussex currently)
* Liaison with WSCC Police and Katy Bourne to ensure they are on board with any proposed speed changes etc
* New project looking at moving traffic offences may also help with ChEmRoute implementation on the road
* WSP will be looking at both ChEmRoute and East (Chichester end) of any proposed routes – better comms
* Funding: likely from DoT Capability Fund and Active Travel Funds, plus NH redesign funding for ChEmRoute

Re ChEmRoute next steps, post TFG Speed Policy compilation and public consultation, timing was suggested for WSCC Cabinet Policy ratification Sept and then then WSCC will get a response back to NH in October for them to respond to re ChEmRoute redesign that will hopefully better meet the vast majority of resident needs. Julian and I have offered to get involved with trying to make the public consultation research short, sharp, consistent and statistically significant, as well as ensuring it gets out to as many people as possible. The Bourne’s Road Forum will certainly help in this, along with input from the key local cycle groups and other groups like horse riders.

Given there will always be residents who complain about cyclists, highways issues and any proposed changes, we also need to ensure we keep everyone updated on the plans for the whole route from Chi centre to Emsworth borders. This will mean clearly communicating what we are doing re each plan stage, why and when. We expect that we may need a monthly update press release from WSCC to keep all local residents on board as possible.

**Electric scooters**

As Parishes are aware, use of e-scooters is illegal on public roads and pavements in West Sussex, but the sale of them is not. I called Halfords about their sale of them in the County but they refused to comment, despite still selling them in West Sussex. So far over 250 e-scooters were seized across West Sussex with 126 in 2022 alone.

Legislation on e-Scooters, and whether they are allowed on roads and pavements, is due to be announced in the Queen’s speech on 10th March. However, if they are legalised then this could cause further issues, with 750,000 e-Scooters on UK roads, many of which may not meet Government hire scheme standards on safety, top speed, licence plates (to track them) and audible warning sounds. Either way, if scooters are allowed on UK roads then users may still need a driving licence and insurance, as is currently required in all 32 UK trial areas, or face 6 points and a £300 fine. So more work ahead for WSCC Police we suspect…

Until 10 May (and only then if legislated for public use) If residents see electric scooters then please report them. Operation Crackdown gives residents an opportunity to report incidents of people riding scooters or any anti-social driving, that the Police then follow up and investigate: [www.operationcrackdown.org](http://www.operationcrackdown.org) For any other issue that presents an immediate risk to public safety please phone: 01243 642105.

**Buses**

WSCC received £17.4m from Government for bus improvements (£90m was requested) but Surrey and Hampshire got nothing at all from Government in this round as part of the Bus Back Better Program). A Task and Finish Group (TFG) of the Communities, Highways and Environment Scrutiny Committee met to act as critical friend to the Cabinet Member for Highways and Transport in the development of the authority’s Bus Enhanced Partnership Plan. West Sussex Bus Service Improvement Plan consultation is underway and all residents are encouraged to contribute.

Resident response survey comments, opinions and suggestions - <https://yourvoice.westsussex.gov.uk/westsussbus>

The new Bourne Bus (launch 7th June) [www.bournebus.co.uk](http://www.bournebus.co.uk) links with the 54 bus service at Westbourne twice a day. Whilst the 54 service is safe until March 2023, we are aware that the Bourne Bus may need to service northern Bourne Parishes if the 54 is at future risk, and will plan future Bourne Bus services accordingly.

**Road signs and lines**

Over successive Winters many signs have become ‘greenified’ and many white lines and road markings worn or obscured. There is an opportunity for lucky parishes to get road lines renewed and signs cleaned up.

West Sussex will work on routes that suffer from these issues so please nominate routes or specific whole lengths of road that suffer from these issues and that could do with a white line refresh and signs all being cleaned up.

Note: WSCC Highways is not looking for single locations within Parishes but longer routes of a hundred metres to a kilometre or more that can be resolved in one go

* Email: membershighways@westsussex.gov.uk

**Temporary TROS for the Platinum Jubilee – road closures or parking restrictions**

For the Queen’s Platinum Jubilee, street parties, fetes, processions, parades and community events, road closure requests should be made to CDC which deals with applications for road closures.

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/temporary-road-closures/district-and-borough-councils-road-closures/>

For other road restrictions or closures of through roads for any other reason of less than 5 days then 8 week’s notice is required and the cost is £433. It may also be possible to get CDC to close the road for a single day event using the Town Police Clauses Act, which is free.

Visit <https://www.westsussex.gov.uk/roads-and-travel/highway-licences/temporary-road-closures/>

Whilst the whole WSCC TRO process is being revamped, you can also still find out about current temporary TRO progress via the email ttro@westsussex.gov.uk

**Resident cost of living support**

During a time when many residents are struggling to meet household bills, WSCC has provided direct services and funding for support services that may help families concerned about cash. These include Citizen’s Advice money debt and advice service, Age UK money advice service, care funding advice from Carewise, Council tax support (reduction of up to £150 via CDC), free school meals during school holidays, free Wi-Fi and internet at WSCC libraries and a library loan service for both toys and DVDs. All can be found at [www.westsusex.gov.uk](http://www.westsusex.gov.uk)

**Chichester Mayor**

New mayor for 2022/23 will be Julian Joy, WSCC Councillor for Chichester West, with deputy Richard Plowman

**Bourne Community Bus – June launch plan + 100 Parish A4 leaflets for distribution**

**The free Bourne Bus is planned to launch on Tuesday 7th June, with trial services on Tuesday, Thursday and Friday.**



It will start from Thorney Island and run from 08:30 to 18:00 hours through Emsworth, Nutbourne, Hambrook, Westbourne, Southbourne, New Brighton, stopping at Havant Tesco, Chichester, Emsworth and Bourne College.

We have a team of eight volunteer drivers from Parishes that have all passed their MIDAS qualification to drive the 16 seater Mercedes Sprinter, with disabled rear ramp access. After negotiation with WSCC, we have also agreed that we will source a second Mercedes Sprinter that is around 2 years old, also with disabled access, and Southbourne Community Land Trust will share the monthly costs and bus availability with Community Transport Sussex.

The Bourne bus project is run by Southbourne Community Land Trust (SCLT). After advertising the role the Trust has now appointed me as Project Manager from May to end Dec, to support the bus service launch and initial operation.

The minibus finance lease deal is complete with London Hire and the two buses are at the graphics centre to have all their Bourne Bus and Parish and support partner logos added, before being delivered to Thorney Island mid-May.

* Mercedes Sprinter 16 seater – disabled rear tail-lift – section 22 licence (the FREE resident bus Tue, Thur and Fri)
* Mercedes Sprinter 16 seater – disabled access - for local resident and group hire with or without a driver.

The second bus is designed for local residents and groups to hire at a very reasonable cost, from £30 per half day self-driver to £150 per full day with a driver. For bus hire rates and details see [www.bournebus.co.uk/hire-the-bus/](http://www.bournebus.co.uk/hire-the-bus/)

The way the bus licences work gives us more service flexibility, as we can switch licences between the two buses or, for example, have two free route buses or two for hire on Monday, Wednesday and weekends etc. The second bus also means we can raise money to fund minibus operational costs for both buses, as well as bid for WSCC contracts on school runs, trips out for care home residents etc. We will also have a Sumup payment system installed on the bus so that, whilst all travel is free for residents, travellers can donate to bus running costs instantly via card tap and pay.

We currently have £50,000 pledged or in the SCLT account which will run the two buses for around two years, but we’ve also identified over £50,000 in additional grants that the Bourne Bus can target over the next 24 months to keep the service healthy financially and to fund the running costs and operation of the two buses. Eight Parish drivers have completed their MIDAS minibus certification. We also have five other military qualified drivers on our roster of volunteers and two more Parish volunteer drivers for the second bus (total 15 drivers).

Having said that, we always need more drivers so if you know anyone else that might like to be a volunteer driver for a half or full day a week, let me know or please promote the web page at [www.bournbus.co.uk/volunteerr-drivers/](http://www.bournbus.co.uk/volunteerr-drivers/)

Marc Ravenhill at Thorney Island has taken over from Dickie Davis as new Thorney Welfare Officer in later May / early June. Warrant Officer Darren Hollis is also working with Marc to ensure that the bus service runs smoothly.

**Launch Timing Plan:**

* **May:** two Mercedes Sprinters arrive at Thorney Baker Barracks, Section 22 license, policies, website
* **May 24th:** parish teams internal launch event at Thorney Island Baker Barracks for final review pre launch
* **June 4th**: Bourne Bus to feature in the Queen’s silver Jubilee parade – let me know if you’d like to be on it!
* **June 7th:** soft launch of operational bus service with close review of performance throughout June
* **July**: review of routes, bus service official launch promotion, PR and interviews in the Chichester Observer

**Latest on sewage**

Meetings with Southern Water in April reinforced the two key issues of sewage capacity and storm sewage overflows. With the latter we await a Defra report later this year on new standards for sewage companies but on the former we seem to be making headway, at least with Thornham and Bosham works.

As you all likely know by now Chichester Council Officers calculate new housing capacity related to sewage capacity using a method approved by the EA and Southern Water, on the basis of 500 litres per household at 5 year average Dry Weather Flow (DWF) and the EA permit limit at each sewage works.

According to CDC calculations there is less than 180 houses equivalent of capacity at Thornham sewage works which serves Nutbourne, where the two Pallant developer appeal developments are, plus 21,000 other residents in Chidham, Hambrook, Westbourne, Southbourne, Prinsted, Hermitage, Thorney Island and Emsworth.

in 2021 Dry Weather Flow at Thornham and most of the 10 CDC area sewage works increased on average by 20%, whereas in previous years it only varied by one or two percent each year. This big increase is being investigated by Southern Water’s technical team, but is believed due to a combination of more home working, a greater proportion of Chichester’s 7% of second homes in use, increased tourism (Thornham serves mostly coastal areas) and climate change (increasing heavier rainfall bursts).

If this 20% higher sewage flow level is maintained in subsequent years, then Thornham will likely have no more than around 600 houses capacity by 2025, two years before any remedial capacity work could be implemented by Southern Water as part of their 5 years AMP8 funding round to Ofwat that delivers funding only from April 2025.

**Given neighbouring Parishes like Southbourne are still seeking 1,250 houses as part of a revised Neighbourhood Plan, and this is still included in the Chichester Council Local Plan draft for 2024 – 2039, even 200 new houses in Chidham and Hambrook may not be achievable at all using current sewage capacity at Thornham.**