

Bourne Parishes – WSCC Councillor report

Chidham and Hambrook Parish – January 2023

Parish	Issue	Type	Priority	Requested	Actioned
Chidham & Hambrook	Chidham school Community Highways Scheme	Highways	1	Nov-21	In progress
Chidham & Hambrook	Speed reductions and traffic calming - WSCC TFG	Highways	2	Sep-22	In progress
Chidham & Hambrook	ChEmRoute improvements & speed reductions	Highways	2	Nov-21	In progress
Chidham & Hambrook	Introduce Gigabit Broadband	Technology	2	Nov-21	With Parish
Chidham & Hambrook	Launch the free travel Bourne Community Bus	Transport	3	Nov-21	Launched June
Chidham & Hambrook	Cycle path from Cala homes to Chidham school	Transport	3	Feb-21	Cancelled

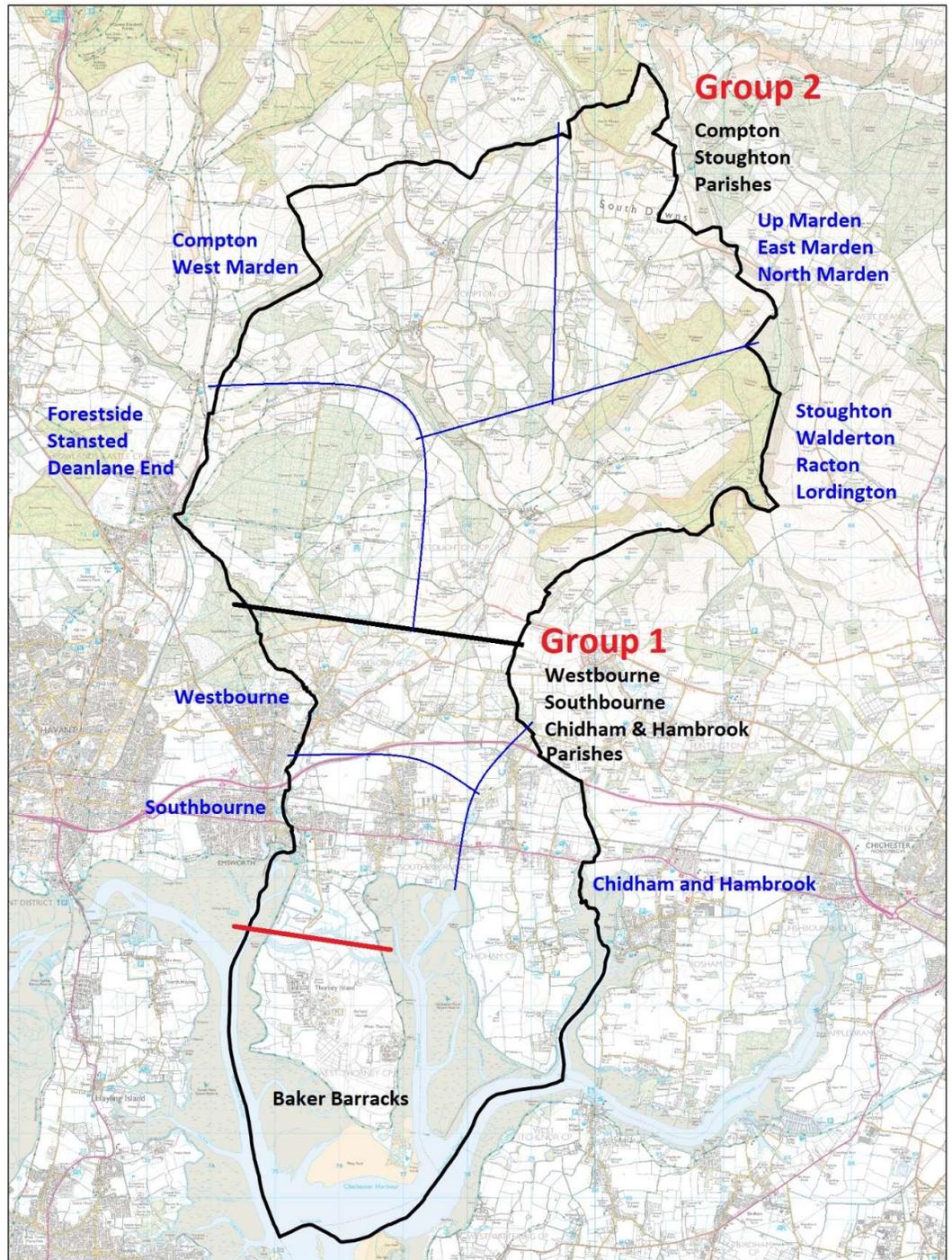
Bourne road speed reduction

New WSCC Speed Policy was approved by the Road Safety TFG, WSCC CHESC committee and WSCC Cabinet Member for Highways in December 2022 and is now live (online later this week).

There were some queries around the Policy for 20mph zones and this now says “Average speeds should be below 26mph or speed reduction measures may be required”. This means that speeds in proposed 20mph zones can now be above 26 mph, but Parishes should actively consider speed reduction measures to reduce speeds below 26mph. These could include traffic signs, road markings, vertical deflections or horizontal deflections as well as SIDs and road crossing systems.

Bourne Parishes

Group 1 meeting (Chidham and Hambrook, Southbourne and Westbourne) reviewed speed policy on main roads across the Bourne area in November and December.



Group 2 (Stoughton and Compton) meetings are in January. Bosham and Fishbourne will be involved via Julian Joy.

The strategy for road speed reduction is to use the revised WSCC Speed Policy to improve overall road safety across the whole Bourne area.

This has resulted in maps of all Parishes in Group 1 with proposed changes in the main from National Speed limit (60mph) to 50mph and 40mph, 40mph down to 30 mph in residential areas and villages and 30 mph down to 20mph.

20mph is most suited to central village areas and where vulnerable road users are commonplace (children crossing, near schools, near care homes, cycle routes etc), where roads are very narrow (<4m) or where there are known bend or junction safety hazards supported by accident statistics and/or approved resident research. Unlike 30mph signs 20mph signs can be repeated along a route for recognition.

There is also the option to add 20mph 'quiet lanes' and for areas where roads are regularly congested with traffic (Stein Road) or seasonally congested (Prinsted).

This will save time, effort and possible failure of single smaller schemes that would normally use Traffic Regulation Orders to try and reduce speed on individual local roads.

This strategy requires Parish representatives from seven areas, with three in the South, from Southbourne, Chidham and Hambrook and Westbourne Parishes. There are four areas in the North covering Compton and Stoughton Parishes, although there may be a need for four representatives to cover the more rural East and West parts of the two Parishes.

The aim is to have meetings online every two weeks until each Group is broadly happy with their proposals for speed changes on main roads in their areas, plus discuss at a separate meeting physical and psychological options for speed reduction. The proposals, maps and speed reduction options will then be presented back to each relevant Parish for approval.

Once Parishes have formally approved their individual plans then, together with a combination of hand drawn maps, bullet points and any What 3 Words location notes for relevant speed sign changes, it will be passed to the WSCC Highways team to use their new Earthlight mapping system to create a complete plan of speed limits around the Bourne area.

Once WSCC Highways approves the overall plan for Group 1 in the South and Group 2 in the North of the Bourne area then this will progress forward as a Community Highways Scheme (CHS) for implementation in 2024. Note: there will inevitably be some queries that will require feedback from AKB to Parishes via their chosen representatives.

However, bear in mind that there is no increased Highways budget for implementation of this Speed Policy and it uses existing 2022/23 limited Community Highways Scheme, Traffic Regulation Order and LTIP budgets. If there is high demand for speed changes from Parishes WSCC may decide to increase TRO and CHS budgets in future years.

Parishes should also bear in mind that proposed speed changes will require resident consultation, as is usual with both CHS and TRO applications and should be seeking around 75% approval from nearby residents for the individual speeds proposed for each road section. Large area changes such as the ones proposed for Bourne will inevitably be seen by WSCC Highways as Community Highways Schemes and, as they will likely involve WSCC Highways budgets of over £25,000, will take around 2 to 3 years to be implemented in full.

Smaller road sections can be added by Parishes during the process or at a later date, using the normal TRO process that takes a two to four months in most cases.

Next action

Review speed reduction options and then look at some of the more psychological aspects of speed reduction much of which, as with ChEmRoute, can likely be helped by the £120k S106 funds to improve road safety. Good psychological ways to reduce vehicle speeds are the use of positive reinforcement of a village area through white gates and 'welcome to the village' signs, for example. These seem to work in getting people to reduce their speed as they approach a village. Where surveys have been undertaken they have been shown to reduce vehicle speeds by 4 to 5 mph. Glasdon are official suppliers of signs to WSCC and they have a number of designs:

<https://www.externalworkindex.co.uk/entry/137340/Glasdon-UK/Glasdon-Gateway-village-welcome-signs/>

Thornham sewage capacity and storm sewage overflows

We have a meeting planned with Southern Water on Wed 8th February to discuss their DWMP plans to improve Thornham sewage capacity (as well as Bosham). Despite water companies writing to Government asking to become statutory undertakers (basically a legal consultee on all planning applications and appeals), Government has so far yet to respond. It is hoped that this may be included as part of the press release from Michael Gove in December, which should also include Councils taking more control of their own new housing numbers in their Local Plans.

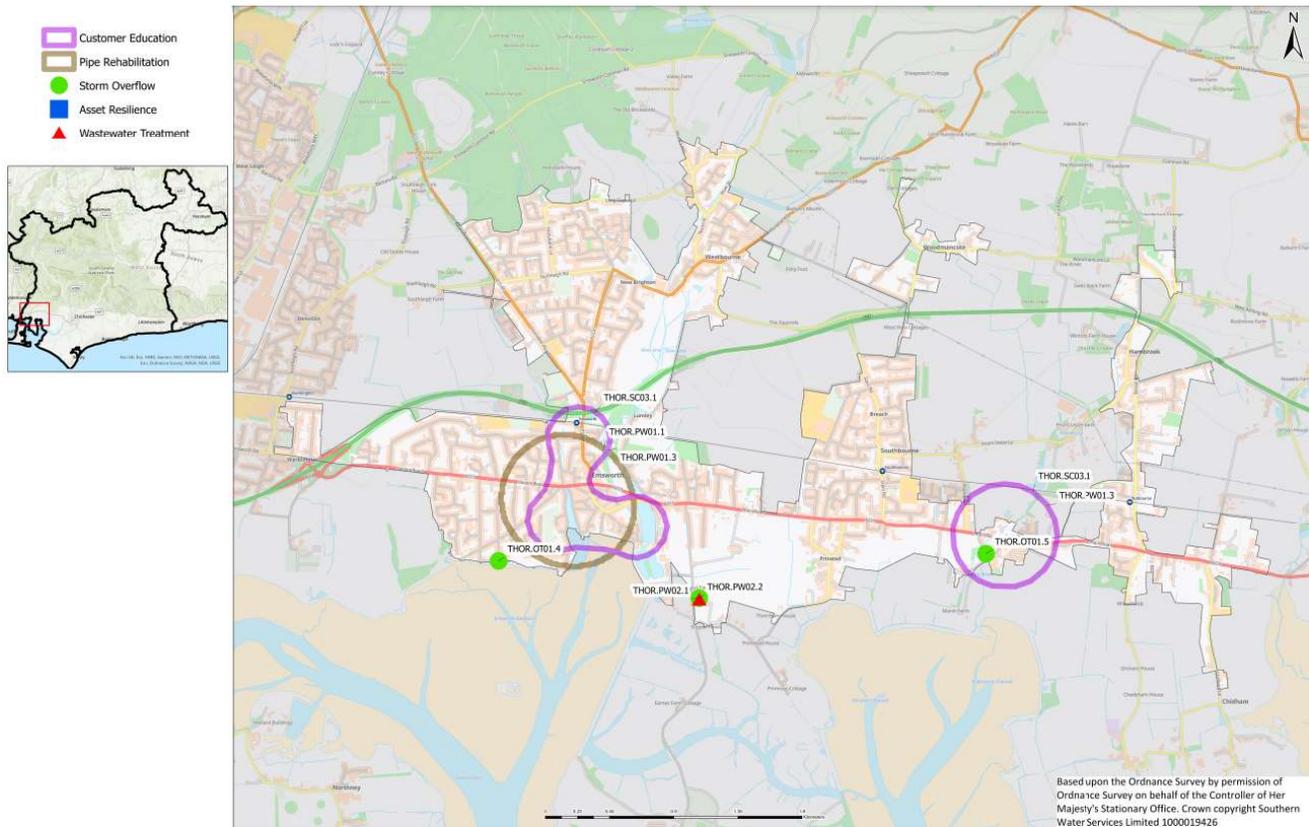
Thornham was at 95% capacity in 2021, based on the EA permit Q90 DWF. We now know, based on Census 2021 data, resident numbers increased by around 9% from 2011 to 2021 in Bourne coastal villages, a total of 2,200 extra residents to add to the current total of 22,350 residents that feed sewage into Thornham. This is a large concern to all Southern Bourne Parishes as no improvement work of significance has been done at Thornham in the last decade.

However, the biggest issue is to reduce storm sewage overflows that have increased 10 times in terms of the number of hours of discharge into Chichester Harbour since 2017. Sewage fed from houses is only one third of the total volume of water processed through Thornham each day on average. The other two thirds comprises of combined sewage overflows, road runoff, field runoff, sewage pipe infiltration through cracked pipes and joints and rainwater getting into the sewage system. With climate change driving harder and more frequent heavier rainfall, this is one of the prime reasons storm sewage overflow hours have increased, and why Councillors are working hard to get Southern Water to tackle this issue. We are also seeking to get analysis of exactly what is in the storm overflows, as well as starting to measure the volumes discharged into Chichester Harbour, as currently we only know duration.

What we know is that Southern Water currently plans to spend £53m in the next 20 years at Thornham, but that much of the major improvement work is in the medium and longer term, which means it will not happen until around 2030 at the earliest.

DWMP Investment Needs for Thornham (THOR)

Reference	Location of Risk	Issues	Option	Indicative Cost	Indicative Timescales	Potential Partners
THOR.SC03.1	Watersedge Gardens, Victoria Road, Main Road, Harbour Way	Internal Flooding - Blockages	Enhanced maintenance: Customer Education	£115K	Short	West Sussex CC Chichester DC
THOR.PW01.1	Emsworth	Internal Flooding - Collapses / Bursts	Sewer CCTV surveys, integrity checks and re-lining / enforcement	£255K	Short	-
THOR.PW01.3	Watersedge Gardens, Victoria Road, Main Road, Harbour Way	Internal Flooding - Blockages	Enhanced maintenance: Proactive Jetting	£70K	Short	-
THOR.PW01.4	Thornham WTW	Flooding & Drainage - Overflows (Bathing & Shellfish)	Construct storage tank or separate surface water to reduce spill frequency from Chichester WTW CSO.	£5,865K	Short	West Sussex CC Chichester DC
THOR.PW01.14	Woodlands Avenue	Flooding & Drainage	Flood Storage: Attenuate excess flows in sewer network using storage tanks to reduce risk of flooding. Option priced based on storage tanks but surface water separation is the preferred approach.	£3,405K	Long	West Sussex CC Chichester DC
THOR.PW01.15	Main Road, Nutbourne	Flooding & Drainage	Flood Storage: Attenuate excess flows in sewer network using storage tanks to reduce risk of flooding. Option priced based on storage tanks but surface water separation is the preferred approach.	£1,010K	Medium	West Sussex CC Chichester DC
THOR.PW01.16	Brook Gardens	Flooding & Drainage	Flood Storage: Attenuate excess flows in sewer network using storage tanks to reduce risk of flooding. Option priced based on storage tanks but surface water separation is the preferred approach.	£1,955K	Medium	West Sussex CC Chichester DC
THOR.PW02.1	Thornham WTW	Growth-Increase Capacity	Deliver additional Primary Settlement Tank and Submerged Aerated Filter to increase Hydraulic and Biological capacity of the works.	£34,900K	Medium - Long	Environment Agency
THOR.PW02.2	Thornham WTW	Growth-DWF at WTWs	Review permit for the WTW with the EA, and deliver additional primary, secondary and tertiary treatment to increase DWF capacity of the works.	£2,205K	Medium	-
THOR.OT01.2	Chichester and Langstone Harbours Solent and Dorset Coast Solent Maritime	Nutrients	Develop a nutrient budget to understand the risks and sources impacting Habitat sites.	£695K	Short	Natural England
THOR.OT01.3	Catchment Wide	Flooding & Drainage	Study: Model improvements, including flow surveys for storm and dry weather flow, and model calibration.	£200K	Short	-
THOR.OT01.4	Kings Road Emsworth No.2 CSO	Flooding & Drainage - Overflows (Bathing & Shellfish)	Construct storage tank or separate surface water to reduce spill frequency from Chichester WTW CSO.	£1,000K	Short	West Sussex CC Chichester DC
THOR.OT01.5	School Lane Nutbourne CEO	Flooding & Drainage - Overflows (Bathing & Shellfish)	Construct storage tank or separate surface water to reduce spill frequency from Chichester WTW CSO.	£1,000K	Short	West Sussex CC Chichester DC



Also bear in mind that Thornham capacity increase may not be possible. Joff Edevane, Southern Water’s technical expert said, “There is no environmental capacity in the receiving water to increase load from Thornham works beyond current DWF permit levels. The WwTW {treatment works} already treats to the highest technical limits for the limiting factor for the waterbody the effluent will be discharged into.” And by technical limits he means the maximum amount of Nitrogen from sewage being discharged. The waterbody he’s referring to is Chichester Harbour which we know that, despite its importance to wildlife, continues to decline rapidly in its environmental health.

This still places Parishes in a quandary about realistic new housing numbers for the Local Plan, and we have to hope that Michael Gove will provide some sanity in the current disastrous new housing calculation system and far too easy and zero cost appeal system for unscrupulous housing developers and enshrined in the current version of the NPPF.

S106 contribution projects

It has been confirmed that Chidham and Hambrook Parish has around £120k in S106 contributions that it is able to commit up to end March 2025 and spend up until end March 2025 on suitable projects involving sustainable travel and road safety initiatives. All of the spend has to be within Chidham and Hambrook Parish boundaries.

These could include as a contribution to either a Community Highways Scheme or LTIP scheme:

- Supporting infrastructure to help enforce planned speed reduction policies proposed in the Parish
- Footpath and public rights of way improvements e.g. footpath widening, surface improvement (not maintenance)
- Cycle trails and cycleway schemes (including ChEmRoute which is now back on track)
- Safer cycle and walking routes e.g. in and around Chidham school
- Integrating new housing with community assets e.g. Cala Homes development on Broad Road
- Rail travel – cycle storage, electric bike hire and EV charging area
- 3 and 4 wheel EV schemes near hubs like the village hall, rail station, local pubs etc
- WSP consulting advice on Integrating sustainable transport with current roads and infrastructure
- Pedestrian and cyclist road safety improvements and traffic calming measures
- Physical road safety measures: SIDs, speedwatch schemes, crossing points and islands, coloured safety tarmac
- Advice on building in sustainable travel options into future housing developer proposals
- Refurbishment of unused bus stops or creation of bus shelters or new safe areas for stops for the Bourne Bus
- Real time passenger information boards e.g. for bus stops
- Option for land purchase if it is specifically for sustainable travel or road safety improvement

I suggest creating a Parish working group to outline options for review with WSCC Highways. I will then set up a meeting for Mike Thomas to visit the Parish and provide advice on options for the S106 spend. The good news is the £120k can be used to add to the CHS scheme already in progress involving speed reductions across the Parish. This S106 contribution basically then makes it more likely that the speed reduction CHS can be approved for go ahead.

Bourne Area Youth Club

There is an ongoing need for a Youth Club in the Bourne area for a long time, but it has yet to materialise. There is still a key need to provide a place for our younger residents to go, and to give them somewhere they feel is their own to meet and discuss local issues in, as well as to prevent the ever-present challenge of boredom and to get teenagers out of their bedrooms, off their smartphones and socialising with each other more.

There are four key aspects to the Youth Club project to get it off the ground

1. Venue: this should be relatively central so Southbourne seems a good option and has more likely locations
2. Staff: trained staff that are able to manage positive interaction with groups of children from 10 to 18
3. Cash: we will need seed funding (possibly to build a new club or refurbish an existing building)
4. Transport: we have the option to use the Bourne Bus to get people to and from the chosen venue

Transport is actually the least problematic as Parishes have the use of the Bourne bus from 16:00 from January.

We still need representatives from Southbourne, Westbourne, Chidham and Hambrook, Bosham and Thorney to meet online in January 2023 to discuss these key four issues and come up with a plan to get this off the ground and suitably funded and resourced. Councillors will also likely be involved to help with funding and planning issues etc.

Bourne Community Bus

The Bourne Bus timetable changed on 3rd January and **bus travel now finishes at 16:00**. We have also made the timetable and routes as simple as possible. 5,000 new timetables have been printed and were distributed to all Parishes in December.

So far passenger numbers seem similar and people have commented on the new timetable being easier to understand. We have taken out Patricia Way and added in Garsons Road in Southbourne, where many elderly and less active residents live, and also added the Wren centre in Westbourne to cover the housing estates near there.



Chidham and Hambrook stops at St Wilfrid's and Broad Road PO will remain unchanged.

Whilst these stops are not hugely used currently, we are coming into poorer Winter weather and there is the Cala Homes estate being built at the top of Broad Road opposite the post office bus stop, with 118 houses (so around 300 residents within 2 years).

There are also hundreds of other residents at Scant Road and The Avenue.

Bruce has indicated more marketing will be done with the new timetable which will get more residents on board.

Our second bus, a 15 seat Mercedes Sprinter also with a disabled lift, has had a very busy December with Xmas parties and trips and is covering its £400 per month costs with hires for birthdays, weddings, and an increasing number of social trips for families from the military.

Please promote this facility, which is a lot cheaper than most other hire services for any vehicle.

Local resident or group hire is from £30 per half day self-drive up to £150 for a full day with a driver. For bus hire rates & details see www.bournebus.co.uk/hire-the-bus/



All Parishes are reminded to budget for £2,000 Bourne Bus contribution from June 1st 2023 for 2023/24 budget year.

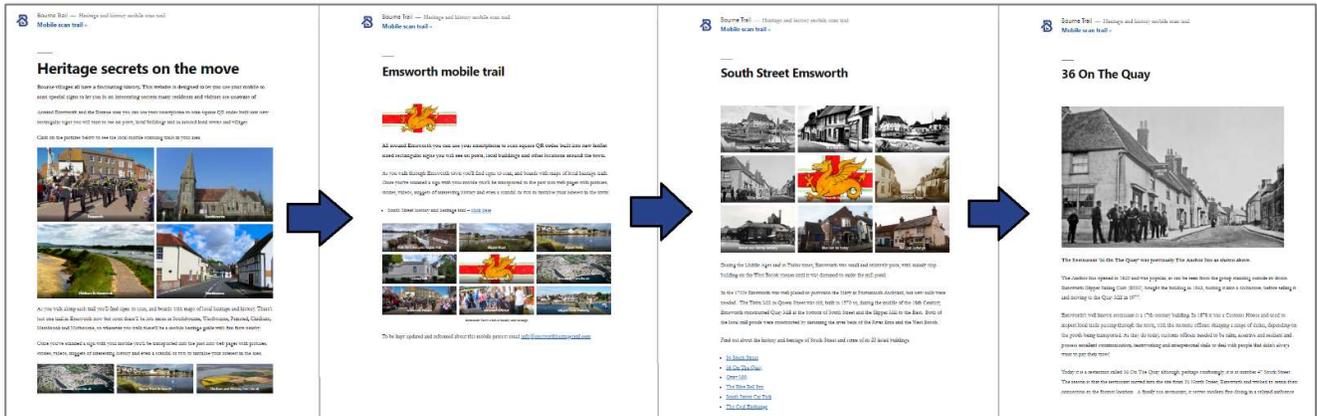
- The bus website gives all the details of Bourne Bus services, timetables and news and also a bus hire form
- See www.bournebus.co.uk for more details. For bus related queries contact andrew4bourne@gmail.com
- The new bus timetable can be viewed and downloaded at www.bournebus.co.uk/timetable

There are QR codes to scan to donate £1, £2 or £5 and we will also install a Sumup payment system on the bus so that, whilst all travel is free for residents, anyone can donate to bus running costs instantly via card tap and pay.

Bourne Trail history and heritage mobile scanning website

The Bourne heritage trail is a project that helps people find out more about their local area with their mobile, as well as encouraging exercise. It has signs with QR codes and NFC tags scanned by a mobile and leading to a new website.

Steve Tanner has contributed 12 pages of content for Chidham and Hambrook Parish and these are currently being reviewed by the Parish, together with choice of Parish logo that should be square on a white background.



Small weatherproof signs and posters will highlight history and heritage around Bourne villages, with links to local buildings, tourist sites, local people, museums, industrial heritage and wildlife sites etc. The signs can be screwed onto standard 4 in oak posts (as in the SDNP) or installed on new pavement posts (like the [WSSC Glasdon ones here](#))

Example sign design around 25cm x 8cm

6 Blue Bell Inn

web: bit.ly/BTEbluebell

SCAN ME

QR code app

TAP HERE

Enable NFC

Originally known as The Brewery Tap, The Blue Bell was owned by Mr Hipkin who also owned the brewery at the rear of the pub, located in what is now Emsworth's public car park. In 1891 the landlord was also a plumber and decorator. Why not pop in for a pint!

www.bournetrail.co.uk

See other heritage and history points of interest across Bourne villages and towns on this trail plus videos, maps and more.

Southbourne | Emsworth | Westbourne | Fishbourne
Nutbourne | Chidham | Hambrook | Prinsted | Bosham

Tamper proof screw points

Trail branding

Trail location

High resolution picture + UV inks

Bit.ly to type in for those that cannot scan

QR code and NFC Tag (on back)

Location description

Main trail website

Website visit encouragement

Bourne area contributors

The project cost £10,000 including website build and content creation and image editing. £6,000 will fund development of the website build and around 60 pages (12 per Parish) with around £4,000 more to print the QR code signs as stage one of the Bourne Trail project.

The December project meeting reviewed the first trial 6 website pages for the Emsworth heritage trail that covers South Street. The local school has been trialling the route and the feedback has been positive on both the signs, content and design and the website pages. 12 website pages have been created on the website so far.

There are now four Parishes that have contributed £5,500 in total so far to the Bourne Trail project and that are creating website content including Chidham and Hambrook, Southbourne, Westbourne and Emsworth. Bosham, Fishbourne, Compton and Stoughton Parishes are also interested for Q2 2023.

Each parish is asked to contribute £2,500 to the Bourne Trail project by mid April at the latest.

Action required:

- Review or create site website page content (Word)
- Source good quality pictures for site pages (JPEG)
- Create a Parish logo (square on a white background)
- Website content to review: www.bournetrail.co.uk