

# Bourne Parishes – WSCC Councillor report

## Chidham and Hambrook Parish – February 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

### Highways issues

This year we have had the perfect storm, driven by climate change, to destroy the surface, drain systems and gullies on WSCC Highways. A summer with temperatures over 30 degrees and no rain dried out the ground, cracked sewer pipes and softened and degraded bitumen in road surfaces. This was followed by very heavy rains in Oct to Dec 2022 (45cm / 18in), combined with big freezes in December and January. The bottom line is that this is why there are so many potholes on Sussex Roads. Despite fixing 22,000 potholes in the last 9 months, WSCC will be spending an extra £4.7m above its £80m on Highways next year, but even this may not be enough to deal with ongoing climate change.

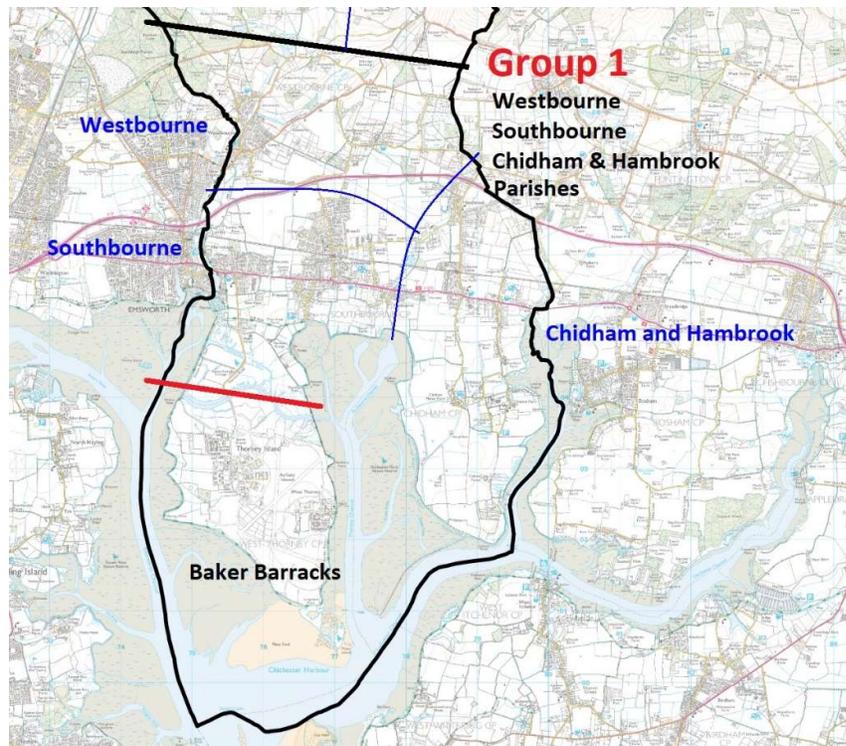
### Bourne road speed reduction Community Highways Scheme(s)

Group 1 meetings (Chidham and Hambrook, Southbourne and Westbourne) have now created and reviewed the suggested revised speed maps and options for speed reduction including signs and physical restrictions such as kerb build-outs to slow traffic.

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

**The strategy for road speed reduction is to use the revised 2022 WSCC Speed Policy to improve overall road safety across the whole Bourne area.**

This has resulted in maps for 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.



For Chidham and Hambrook the proposal is for almost universal 30mph speed limit which covers the A259, Broad Road, Priors Leaze Lane, Cot Lane and Chidham Lane. The only exception is either side of Chidham School where there will be a 20mph zone in addition to the changes proposed in the Community Highways Scheme due 2024.

Southbourne is proposed to have 20mph zones for its centre along Stein Road and surrounding residential roads, including the Bourne School and Park Road and Clovelly Road light industrial areas. These are areas with a combination of high volume traffic, where vulnerable road users are commonplace (children crossing, near schools, near care homes, cycle routes etc), where roads are very narrow ( under 4m) or where there are known bend or junction safety hazards. Prinsted is proposed to have a 20mph zone from the A259 to the slipway. All other areas will be 30 mph zones, including the A259.

Westbourne has already had a 20mph zone throughout its centre for over a decade and this has resulted in a 30% drop in road injuries versus the previous decade. This 20 mph area will be extended. Routes out of Westbourne will all be 30 mph and 40 mph, as roads like Foxbury Lane and Old Farm Lane have a 60 mph limit, entirely inappropriate for slim road widths with no footpath or road edge and many curves and bends along their length.

Data has been considered from [www.crashmap.co.uk](http://www.crashmap.co.uk) that shows deaths (two cyclists in the last decade), serious injuries and slight injuries, bearing in mind that with the latter only 10% to 20% of these make it into Police records.

The good news is that the recent resident research around Stein Road, Southbourne showed 80% resident support for a 20mph zone, so it is hoped that this will be reflected in other 20 mph nominated areas within the Bourne area.

Speed limit changes will need to be supported by signs and road markings, as well as physical support like kerb build outs, to encourage all drivers to comply with any changes in speed limits. In main residential areas like Southbourne, Nutbourne and Hambrook, residents will likely tolerate this new signage for the benefits it offers. However, it is recognised in the AONB and areas like Prinsted and Chidham, all new signs and road markings will have to be carefully considered to ensure that residents approve of these changes to reap the benefits of lower road speeds.

Smaller road sections can be added by Parishes during the Bourne Speed Policy proposal process or at a later date, using the normal TRO process that takes a two to four months in most cases. Despite most of the speed change proposals likely being delivered via CHS, there will still also be the opportunity to have smaller program CHSs and TROs that can deliver faster and simpler sections of road with lower speeds, and that may also combine other requirements. For example Chidham school already has a CHS underway and the 20mph zones either side should be able to be appended to this. In Southbourne a TRO could be considered for the rail crossing that combines cycle waiting box, yellow lines near the crossing and a road and pavement surface relay.

### **Next action**

The aim is to have online meetings every two weeks until Groups are happy with their proposals for speed changes on main roads in their areas, plus discussion 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 by their Parish representative for discussion and formal approval for passing to WSCC Highways teams for a CHS review.

Proposals will include a combination of hand drawn maps, Word documents with bullet points justifying the proposed speed on each road and an Excel spreadsheet with What 3 Words locations and detailed notes for relevant signs and road markings that will be suggested. The Parish proposals will then be passed to WSCC to use their new Earthlight mapping system to create a complete digital plan of speed limits all around the Bourne area.

Once WSCC Highways approves the overall plan for Group 1 in the South and Group 2 in the North of Bourne area then this will progress forward as a Community Highways Scheme (CHS) for implementation in 2024/25. Note: there will inevitably be some queries that will require feedback from AKB to Parishes via their chosen representatives.

Parishes should also bear in mind that proposed speed changes will definitely require detailed resident consultation, as is usual with both CHS and TRO applications, and these should be seeking around 75% approval from nearby residents for the individual speeds proposed for each road section.

The process to implement these major speed changes will likely take at least two years if delivered via a Community Highways scheme (or one year if delivered in a smaller CHS that costs under £25,000 to implement, e.g. Chidham).

### **Funding Community Highways Schemes**

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.

However, having had a meeting with WSCC Active Travel team, they have outlined that there are S106 and CIL contributions for Southbourne and Chidham and Hambrook that could be used to support both the CHS schemes and ChEmRoute, which is likely to be a £7m to £10m project. The key is that funds should be used for sustainable travel (creating non vehicle transit routes routes and encouraging walking and cycling) as well to improve road safety.

Whilst Parishes have other project priorities too, such as Broad Road traffic calming in Chidham and Hambrook and Stein Road speed reduction in Southbourne, the WSCC Active Travel Team has indicated that some form of Parish contribution to ChEmRoute will strongly influence the go-ahead for the whole ChEmRoute scheme by National Highways.

More detail has been clarified from Nathan Balchin at the WSCC Active Travel Team re Chidham and Hambrook Parish CIL and 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. Figures in yellow are TBC.

The good news is that Chidham and Hambrook has £160,000 in flexible S106 (possibly £200k) and £129 in CIL, with Southbourne having £11k in S106 and up to £477k in CIL that the Parishes could choose to contribute.

All of the spend has to be within Chidham and Hambrook Parish boundaries but it can include spend on road structures and signs for the proposed speed limit reductions as well as on ChEmRoute along the A259 or projects such as Chidham School CHS or for improvements to Pynham Meadow Parish community facilities.

Bear in mind that Chichester District Council also has CIL funds it can contribute to larger projects like ChEmRoute.

	Fixed S106 (Alternative Scheme Only)	Flexible S106 (CHEM route or Alt Scheme)	Available CIL (Parish Decision)
Chidham		£93,279.00	£89,366.82
		£41,490.00	£39,767.34
		£27,846.00	
		£39,034.00	
<b>Total:</b>		£201,649.00 (162,615.00)	£129,134.16

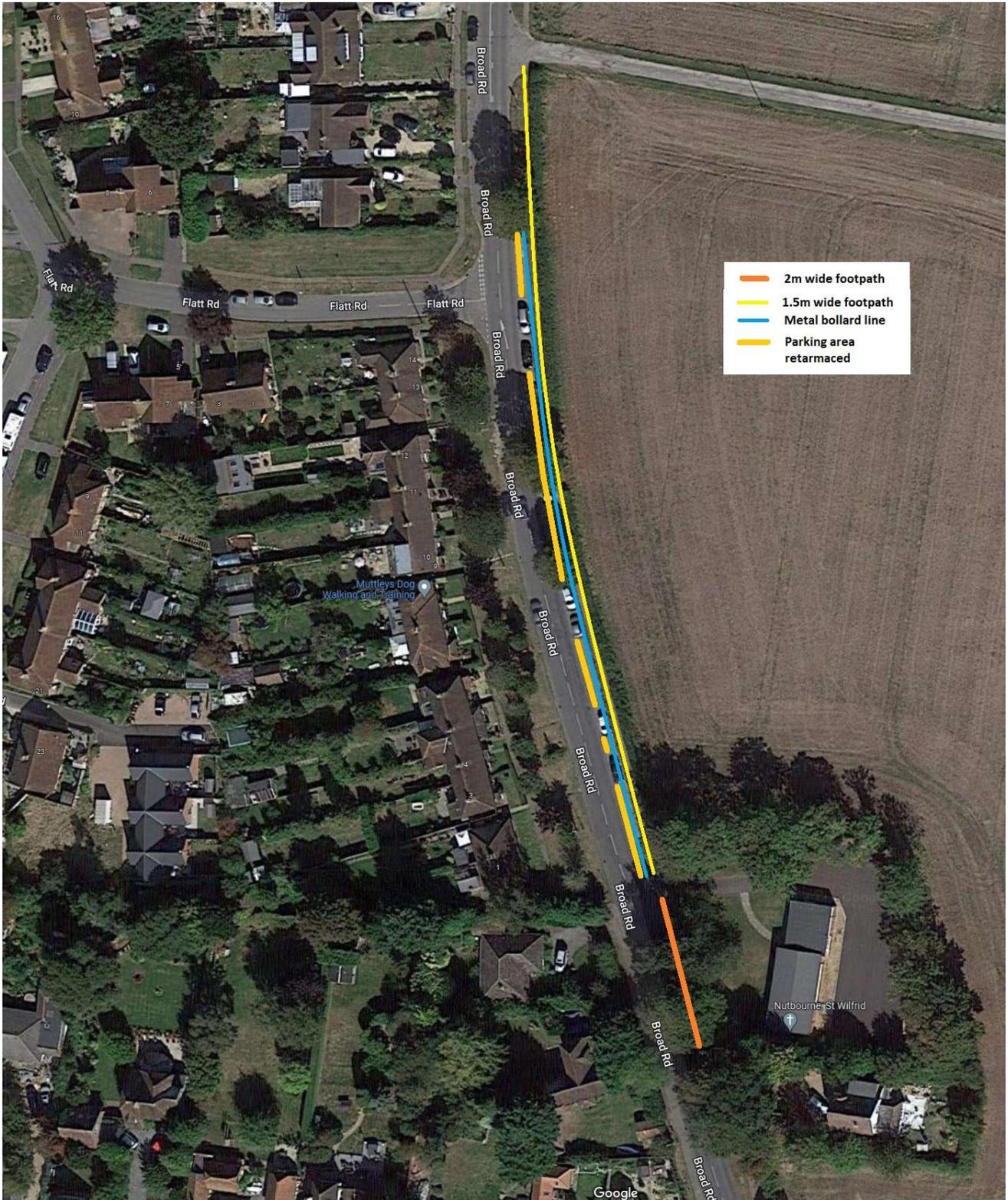
These monies could include as a contribution to either a Community Highways Scheme (CHS) or Local Travel Improvement Program (LTIP) scheme, or for a top-up for costs beyond a 'fast' TRO which has a £5,000 spend cap.

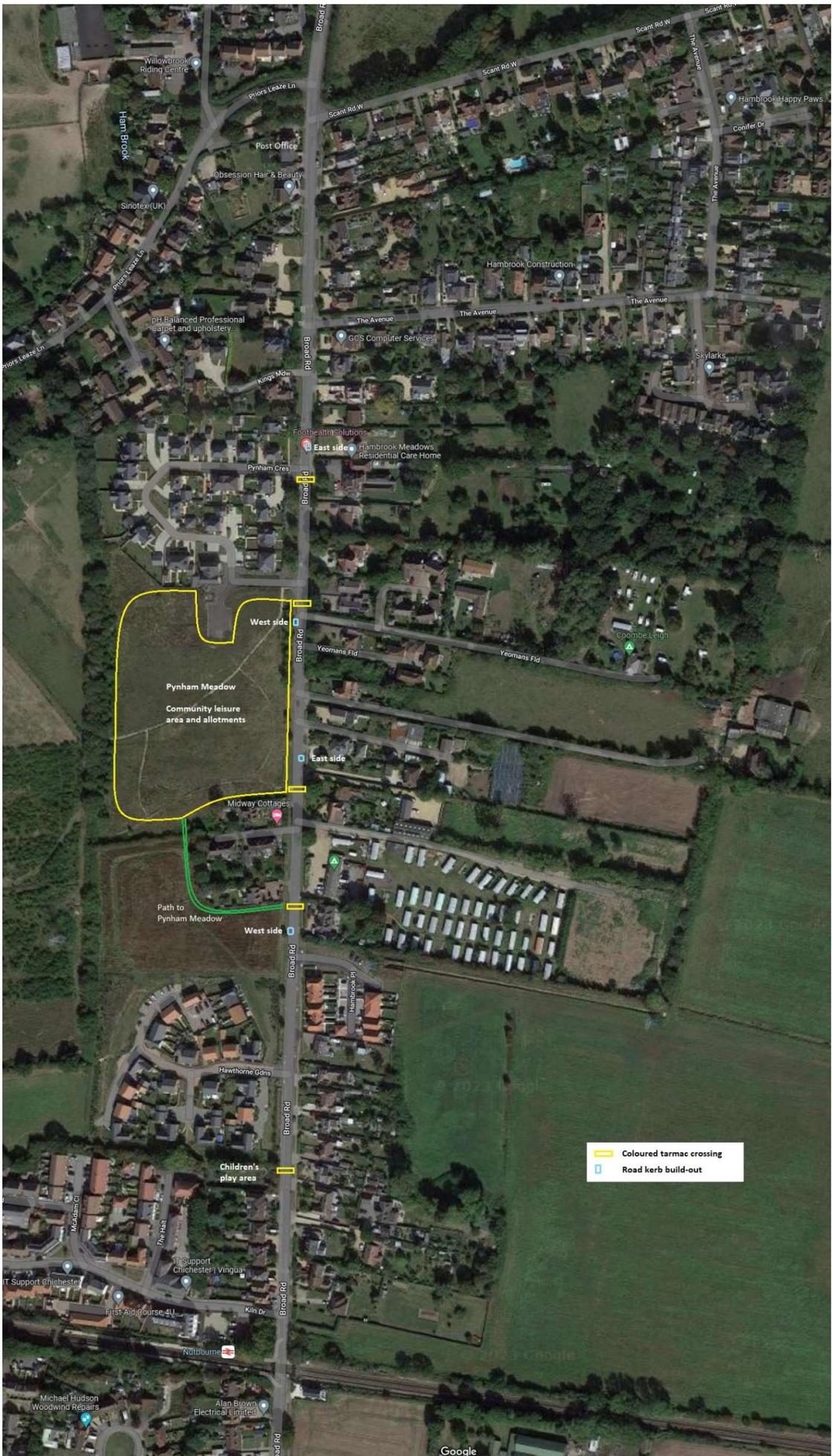
- Supporting infrastructure to help enforce planned speed reduction policies proposed in the Parish
- Footpath and public rights of way improvements e.g. footpath widening, surface improvement (not maintenance)
- Cycle trails and cycleway schemes (including ChEmRoute which is now back on track)
- Safer 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. Any Parish funding contributions basically then make it more likely that the speed reduction CHS scheme and ChEmRoute are approved.

# Broad Road speed reduction plan

This week Jane and I toured Broad Road to review how we might enforce the 30 mph speed limit. Ideas as follows:



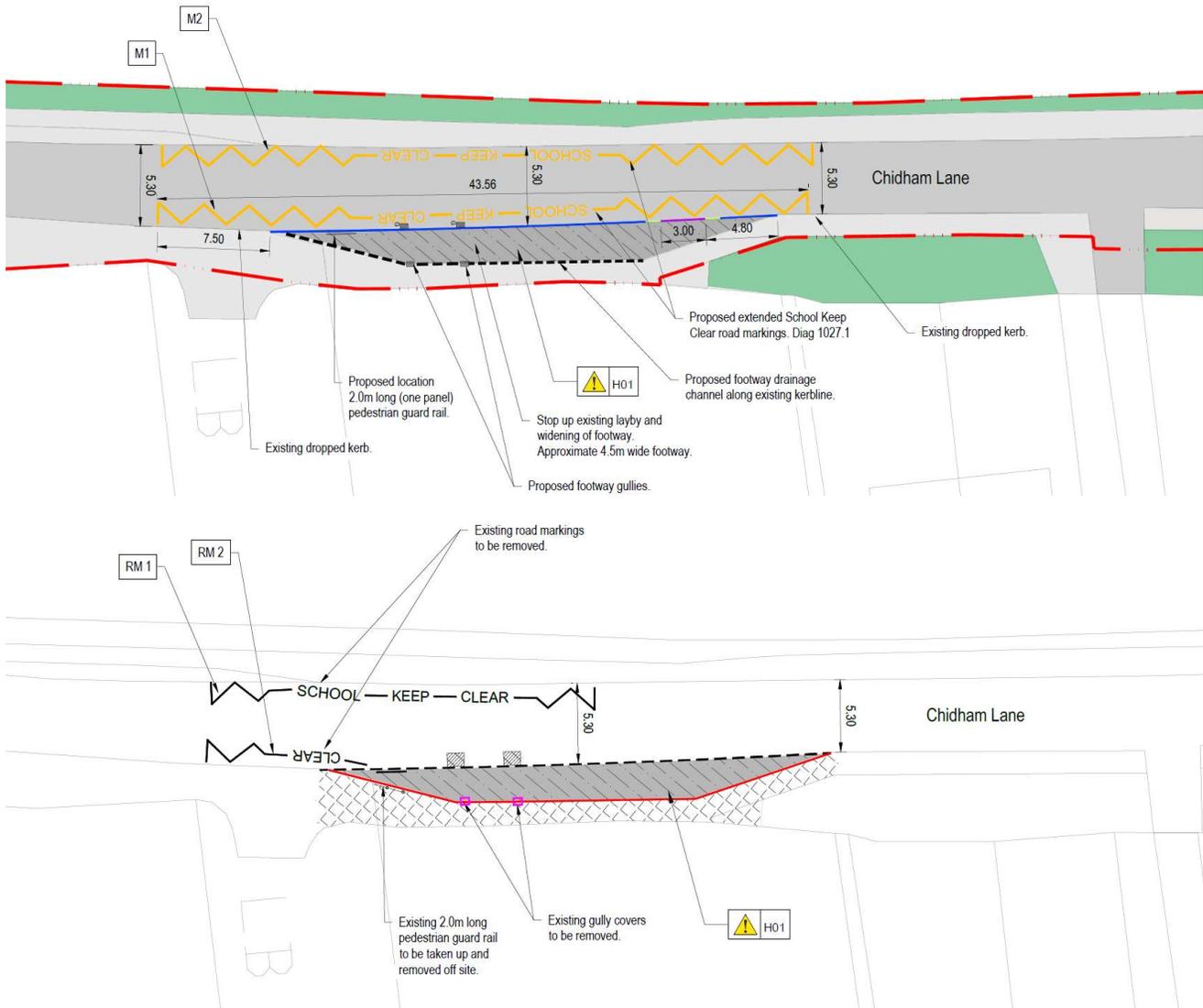


Coloured tarmac crossing  
Road kerb build-out

## Chidham School Community Highways Scheme

Plans are underway for alterations to the highway outside of Chidham Primary School, which mainly consists of closing the existing layby. Part of the scheme includes extending the existing "School Keep Clear" marking to suit the new layout. Altering the SKC marking also requires an amendment to the Traffic Regulation Order (TRO).

I have approved go-ahead via Keith Budd and Tracie McGovern at WSCC and this will likely be delivered in 2024.



## ChEmRoute

This project is moving ahead again after a pause from March 2022 until the new WSCC Speed Policy was approved, a Policy that enables 20mph areas at places like Fishbourne, where the road is less than 4.0m wide. During the WSCC December Council meeting I was asked by the Cabinet Member for Highways to team up with Sean McDonald, who is WSCC Councillor active travel delivery specialist, in order to bring ChEmRoute to fruition over the next two years.

Active Travel England was created by Government about 6 months ago and ATE first met with WSCC Highways in early 2023. Brain Reagan, head of ATE, said that the shared vision Parishes have for ChEmRoute, as outlined in the slides we created back in March, is what they termed 'pure gold' in terms of ambition. The project is critical for WSCC in that it has the potential to move us from a current Active Travel score of zero up to 1 or 2 over the next few years (Hampshire is ahead of West Sussex on active travel implementation with a current ATE score of 2).

ATE support is also very encouraging in order to get National Highways to approve funding for the third round of ChEmRoute redesign which will be undertaken by their design consultants WSP and, fortuitously, comprises of exactly the same WSP team and people that WSCC also is contracted to for active travel route design planning.

Over the next two months WSCC officers in their Active Travel Team will meet with Councillors (we had our first meeting today with one involving Julian Joy due later this month) and we will then ask Parishes to involve an Active Travel representative, as we have done with the Speed Groups and Bourne Trail, to keep the project moving.

The likely budget for ChEmRoute will be in the order of £7m to £10m based on similar projects and there are still a lot of hurdles to review such as speed limits, pinch-points, land requirements where there are no current cycle lanes and coordinating with Chichester City and Hampshire CC to make sure the route works the same way East and West.

Key principles and aims:

- Nobody approves of a two-way contra-flow route mixing cyclists and pedestrians along ChEmRoute #
- Create a continuous route that works for both leisure (4 to 12 mph) and commuter (12 to 20 mph) cyclists
- No switching of cycle routes from one side of the road to another at any point along the route
- No conversion of existing pedestrian paths to cycle lanes (but areas like the Bosham straight retained)
- No removal of any existing higher speed commuter cycle lanes, with land purchased to extend these lanes
- Cycle lanes in the road gives cyclists priority over roads and drives at all junctions, with clearly marked lines
- All 20mph sections in villages should have traffic calming measures to ensure that they can be enforced
- Remove status of the A259 as a resilient road (A27 substitute) to reduce hazards to all from large vehicles
- Extend ChEmRoute all the way into Chichester and to Warblington junction re consultation with Havant BC

Design changes:

- Ensure there is sufficient width (12.4m garden wall to garden wall opposite) along the whole of ChEmRoute
- Cycle paths and pedestrian paths min 1.5m wide, with current paths and the road changed to enable this
- One way only 1.5 – 2.0m cycle lanes running in the same direction as traffic and protected by rumble strips
- Cycles could share the road for short distances at the five pinch points (20mph traffic calmed sections only)
- Where there are existing shared cycle and pedestrian routes (Bosham straight) then mark separate lanes
- Segregate the off-road cycle routes with 1.2m black bollards with blue cycle signs. (no offset fence gates)

Key challenges:

- 1) Five 'pinch points' with less than 12.4m total width to ensure a 1.5m cycle path and 1.5m pedestrian path
- 2) Needs to handle likely rapid increase in eBikes that can travel at over 15 mph (possibly eScooters too)
- 3) Weekly bin collection strategy – many parts of the route have bins right across them for one or two days

# Apart from the obvious risks due to cyclists and pedestrians mixing, the main problem with contra-flows (two-way cycle lanes in built-up areas) is cars seeking to turn from the road into a drive or side road across the traffic flow. In this case they are not looking over their right shoulder for any cycle traffic coming from behind on the opposite side of the road, they are looking ahead for a gap in the oncoming traffic. This means they could easily miss a bike coming at 20mph from behind, particularly if it is busy and the gaps in oncoming traffic are few and far between.

ChEmRoute review

1. Immediate release of National Highways research to all relevant interest groups
2. Review revised ChEmRoute proposals e.g. no shared use and LTM1/20 compliant
3. Use Parishes to feed in resident and local vehicle driver views into consultation
4. Discussion of how ChEmRoute fits in with CDC and Parish Neighbourhood Plans
5. Consider inclusive benefits for cyclists, pedestrians, vehicles, riders, disabled etc

Going forward

1. Ringfence the ChEmRoute 'designated funds' budget and WSP recast for changes
2. WSCC £10k budget for an independent review of proposed ChEmRoute changes
3. Run 4 user working group workshops once revised ChEmRoute route is finalised
4. Realistic review of safer and simpler options and pragmatic implementation plan
5. ChEmRoute Action team (Council, Parish, resident, minorities) working with WSP

## Thornham sewage capacity and storm sewage overflows

We have a meeting planned with Southern Water on 14<sup>th</sup> February to discuss DWMP plans to improve Thornham sewage capacity (as well as Bosham). Thornham was at 95% capacity in 2021, based on the EA permit Q90 DWF, and Bosham was over EA permit level in 2021.

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

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

## Amendment to UK Infrastructure Bank heralds faster plans to reduce sewage

The prospect of taxpayers' funds going to water companies who pay their executives millions of pounds in bonuses, while permitting prolific sewage discharges, is something most Bourne residents are frustrated with.

After nearly 18 months of campaigning at every level, and with Conservative MPs including Gillian Keegan voting against motions to limit sewage and storm sewage overflows for two years, the Liberal Democrats have finally worn down the UK Government, as the only political party tackling and campaigning against sewage.

The Government's new infrastructure bank will provide £22bn of infrastructure finance to tackle climate change and support regional and local economic growth across the UK. Lib Dem MP Richard Foord tabled an amendment to the UK Infrastructure Bank Bill, which has just been passed in the House of Commons, with pressure from residents and campaign groups forcing the Government to stand down their opposition to the anti-sewage campaign.

The amendment agreed now ensures the new Infrastructure Bank will not invest in any water companies unless they produce a costed and time-limited plan to end sewage discharges into local rivers, harbours and seas. Whilst this does not mean reductions in sewage will happen quickly, it does mean we will no longer get the ever-extending timetables for sewage improvements that we have got up until now from Government.

This is a victory for millions of residents everywhere, from grassroots activists protesting on beaches and at riversides to local campaigners, councillors, MPs and Peers tackling this at every level, all who have voiced their outrage at water companies being allowed to get away with polluting our rivers, harbour and coastlines.

# Bourne Community Bus

The Bourne Bus timetable changed on 3<sup>rd</sup> January 2023 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 coastal Parishes in December. See the revised 2023 timetable: [www.bournebus.co.uk/trimetable](http://www.bournebus.co.uk/trimetable)

## FREE minibus for all local residents



HAVANT - SOUTHBOURNE - NUTBOURNE - WESTBOURNE  
EMSWORTH - THORNEY - CHICHESTER - BOURNE COLLEGE

- 16 seats - Tue, Thur, Friday 8:30 am - 4:00 pm
- 20 bus stops in popular local village locations
- Trips to Chichester, Havant and Emsworth
- Carries wheelchairs and pushchairs easily!

Tuesday, Thursday, Friday A.M.	08:30 - 09:47	09:47 - 10:44	10:44 - 12:00
Church Road bus stop	08:34		
Canberra Road bus stop	08:38		
Emsworth High Street	08:42		
Tesco Havant bus stop	08:52	09:47	10:44
Spring Arts Centre	08:56	09:51	↓
Canberra Road bus stop	↓	↓	10:58
Church Road bus stop			11:02
Garsons Road	09:07	10:02	11:10
St John's Church car park	09:09	10:04	11:12
St Wilfrid's hall car park	09:11	10:06	11:14
Hambrook Post Office bus stop	09:13	10:08	11:16
Southbourne Tesco	09:18	10:13	11:21
Westbourne Square	09:22	10:17 - 10:19	11:25
Cricketers Pub	09:25	10:22	11:28
Homefield Road	09:28	10:25	11:31
Wren centre bus stop	09:31	10:28	11:34
New Brighton Road - Fairlea Road	09:33	10:30	11:36
New Brighton Road - Christopher Way	09:34	10:31	11:37
Emsworth High Street	09:37	10:34	11:40
Tesco Havant bus stop	09:47	10:44	↓
Chichester County Hall			12:00
		link with 54 bus south	Thorney parking area 12.30

Tuesday, Thursday, Friday P.M.	12:40 - 14:07	14:07 - 15:00	15:00 - 16:00
Church Road bus stop	12:44		
Canberra Road bus stop	12:48		
Emsworth High Street	12:52		
Tesco Havant bus stop	13:02		15:00
Spring Arts Centre	13:06		15:05
Chichester County Hall	↓	14:07	↓
Garsons Road	13:17	14:27	15:16
St John's Church car park	13:19	14:29	15:18
St Wilfrid's hall car park	13:21	14:23	15:20
Hambrook Post Office bus stop	13:23	14:21	15:22
Southbourne Tesco	13:28	14:32	15:27
Westbourne Square	13:32	14:35	15:31
Bourne Community College	↓	↓	15:35 - 15:45
Canberra Road bus stop			15:53
Church Road bus stop			15:57
Cricketers Pub	13:35	14:38	Bus stop locations
Homefield Road	13:38	14:41	Thorney
Wren centre bus stop	13:41	14:44	Emsworth
New Brighton Road - Fairlea Road	13:43	14:46	Westbourne
New Brighton Road - Christopher Way	13:44	14:47	Southbourne
Emsworth High Street	13:47	14:50	Hambrook & Nutbourne
Tesco Havant bus stop	13:55	15:00	Havant
Chichester County Hall	14:07		Chichester
		link with 54 bus north	Thorney parking area 16:00

# 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.

## Chidham & Hambrook trail web pages

either revision of <https://bournetrail.wpcomstaging.com/2022/12/06/chidham-hambrook-trail/>

OR: Hambrook / Nutbourne / Chidham web pages separately

**12 pages to select for phase 1: Content mid Feb, web pages complete by mid March, signs printed end March**

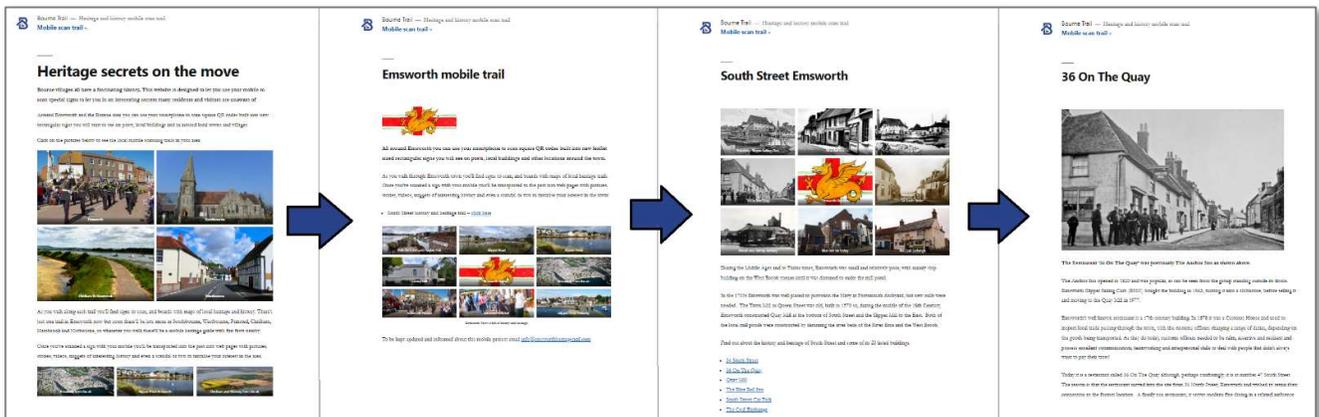
**To complete / edit from Steve Tanner's original content:**

1. Village Hall
2. Catchpond
3. Christmas Cottage

**Options for the other 9 pages:**

4. St Marys Church
5. Honor Wayte
6. Poor Cottage (Permission required)
7. Wadeway Cottage (perm)
8. Chidmere House (perm)
9. Middleton House (perm)
10. Manor House (perm)
11. Old House at Home (perm)
12. Barleycorn (perm)
13. Old Chidham school
14. The Ham Brook
  
15. Watercress Farm – AKB to do
16. Droving + Bosham Inn (perm) – AKB to do

Also you will need a web page for each trail e.g. like [Emsworth South Street](#) if you want them as individual trails



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](#))