

£1 million S106 developers contribution towards road mitigation measures from the Blakesmead development in Felpham.

Can I have an itemised breakdown of the costs associated with the S106 money referred to above?

Is there any money left over from this budget and is there any planned spending?

The “improvements” at Comet Corner have not had the desired effect of improving safety at that junction. This solution was to make the junction more visible to emerging traffic but unfortunately has fallen victim to the law of unintended consequences in that traffic now goes through at an alarming speed making it more difficult to exit Comet Corner. The deceleration lane installed allows vehicles accessing Middleton-on-Sea from the A259 to leave the highway earlier clearing the view for the through traffic heading west. This leaves traffic able to go through unhindered by vehicles turning off into Middleton-on-Sea. If there is any money left in the Road Mitigation budget would the County Council consider funding a TRO limiting the speed limit to 40mph at Comet Corner in line with the speed limit at the Oystercatcher junction?

The original idea for a traffic light solution at Comet Corner had to be aborted due to the high costs which exceeded the money in the budget. Costs were associated with this aborted solution (£125k) which were taken from the Road Mitigation budget. Will the County Council now put back this money into the budget given that it was agreed by Councillors after advice from an Officer of the Council?

Are the developers, who’s financial contribution was made towards Mitigation works, aware that the £125k referred to has not resulted in any improvements and only funded design works that have been shelved?

A259 at Rowan Way

A proposal for safety improvements to the entrance/exit of the Retail Park off Rowan Way were approved and put on to the IWP for the financial year 2018/19. Work has not commenced. Can I have an update on this project and when/if this work will commence?

Answers:

1. Breakdown of expenditure (actual, planned and remaining) of the £1m S106 money.

Middleton-on-Sea £500k:-

£125k Traffic Signal junction design

£375k Improvement scheme completed June 2017

Felpham £500k:-

£20.5k Sea Road pedestrian refuge island and Old Coastguards pedestrian build out

£18k B2259/Downview Road signals alterations

£96k Downview Road, Outerwyke Road and Wroxham Way traffic calming

£140k Summerley Lane mini roundabout

£107k 20 limit design and implementation (actual and estimated)

£20k Limmer Lane junction design

£16k Vicarage Lane junction design

£2k Vicarage Lane footway

£3k Flansham Park design

Therefore current expenditure (including delivery of 20 limit) is £422.5k
Investigations currently on-going for pedestrian improvements near to Vicarage Lane junction.

- 2.** Comet Corner safety. The funding available through S106 was not enough to carry out major changes here, so a 'shopping list' of minor actions was considered by locally elected representatives, the decisions made were implemented in about June 2017. The agreed works were implemented in May/June 2017. Despite Mr Jones' concerns about safety, these have not been borne out in measured the safety record. The personal injury accident rate (as recorded by Sussex Police) for this junction shows:-

5 years up to October 2014 – 6 PIA in 5 years

5 years up to March 2019 – 5 PIA in 5 years.

This shows a continuing improvement (and remains far better than the pre 2000 figures of about 5 each year).

- 3.** 40mph speed limit. Although an application for a 40mph speed limit could be made through the on-line TRO request process, it is unlikely to be successful as the WSCC speed limit policy requires criteria to be met for both measured speed and frontage development or road characteristic. This is to ensure that once implemented, there is a chance that the majority of drivers would understand the need for a lower limit and so adhere to it.
- 4.** S106 funding. There is no further funding available at the present time to top up the S106 contributions here, or to replace the money spent on the traffic signals design. There has been no communication with Developers over the use of the funds. The expenditure was made on the basis of decisions made at that time, which fell within the remit and requirements of the planning decision. Note that the A259 from Bognor to

Littlehampton, and its principal junctions, is currently under review alongside the Arun District local plan. Also that WSCC have made application to Transport for South East for Major Road Network funding for a major improvement scheme here.