

ARUN DISTRICT COUNCIL

REPORT TO AND DECISION OF PLANNING POLICY SUB-COMMITTEE ON 15 DECEMBER 2020

SUBJECT: A259 Bognor Regis to Littlehampton Corridor Enhancement

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DATE: December 2020

EXTN: 37654

PORTFOLIO AREA: Planning

EXECUTIVE SUMMARY:

This report is being brought to Planning Policy Sub-Committee as an urgent item.

Originally, the intention was to combine an update on the A259 Bognor Regis to Littlehampton Corridor Enhancement, with the update on the West Sussex County Council (WSCC) Transport Plan Review. However, due to a delay in some information becoming available from WSCC, with regard to the A259 Enhancement project, that element of the update could not be submitted with the main agenda pack. All required information is now available; therefore this item can be presented for Planning Policy Sub-Committee to note.

The report provides an update on the technical work carried out as part of the feasibility stage, by WSCC, on the A259 Bognor Regis to Littlehampton Corridor Enhancement scheme. It includes an overview of the outcomes of the WSCC A259 Bognor Regis to Littlehampton Corridor Enhancement Feasibility Study, and also sets out how the county council is now proposing to proceed with the scheme, including timescales for further technical work and an overview of funding streams.

The report also makes reference to the relationship between the delivery of this scheme alongside the Arun Local Plan strategic housing allocations, both in terms of timescales and developer contributions.

RECOMMENDATIONS:

That Planning Policy Sub-Committee: -

- 1) Notes the update provided regarding the West Sussex County Council A259 Bognor Regis to Littlehampton Corridor Enhancement Scheme.

1. A259 BOGNOR REGIS TO LITTLEHAMPTON ENHANCEMENT SCHEME:

- 1.1 On 30 June 2020, Planning Policy Sub-Committee noted the preparation of the Arun Transport Apportionment Paper, which established a framework for seeking developer contributions towards the Arun Local Plan transport mitigation package.

- 1.2 The transport mitigation package includes all highway junctions which were identified by the Arun Transport Study (ATS) as requiring improvements as a result of growth from the Arun Local Plan.
- 1.3 The apportionment paper recognises the need to deliver safety improvements to Comet Corner and Oystercatcher Junctions along the A259 between Bognor Regis and Littlehampton. However, the paper also highlights the fact that West Sussex County Council (WSSCC) was also undertaking work to investigate more strategic options for improving the full stretch of the A259 between Bognor Regis and Littlehampton.
- 1.4 The A259 between Bognor Regis and Littlehampton was recognised, through the Local Plan Examination, as a stretch of road that would require enhancement, as a result of growth in the district.
- 1.5 Subsequently, this part of the A259 has also been defined, by the Department for Transport (DfT) as part of the Major Road Network (MRN) because it is a strategically important local road. And, following consideration of a Pre-Strategic Outline Business Case in July 2019, the enhancement of the A259 between Bognor Regis and Littlehampton was identified as a top-ten priority scheme by Transport for the South East.
- 1.6 More recently, in October 2020, West Sussex County Council's Highways and Transport Hub agreed to add the scheme to the Capital Programme commencing in 2022/23 on the basis that the capital cost will be externally funded. The scheme will seek MRN funding through the submission of an Outline Business Case, there will be a requirement of a 15% local contribution as set out in the Local Major Road Network and Large Local Majors guidance¹. The current cost estimate for the scheme is £29,525,000 at 2020 prices including risk (20%), optimism bias (44%) of construction costs and an allowance for inflation (of £3.3 million).

2. WHAT DOES THE SCHEME INVOLVE?

- 2.1 WSSCC commissioned an options appraisal and feasibility study to investigate the corridor and identify a scheme that would support planned growth and regeneration.
- 2.2 As part of that work, a number of short-listed options have been appraised, and a corridor package, consisting of preferred options for each of the key junctions, has been prepared. It includes reconfiguring a number of key junctions along the corridor which are listed below:

A. A259/ B2132 Comet Corner junction:

- Re-alignment and conversion to a four-arm roundabout, with sustainable transport interventions including bus priority measures.

¹ <https://www.gov.uk/government/publications/major-road-network-and-large-local-majors-programmes-investment-planning>

B. A259/ Grevatt's Lane - Bairds Business Park junction:

- Extend 40mph speed limit to include junction (currently approx. 90m east of junction). Improve signage and visibility of the junction to road users (signage/markings/entry treatments). And upgrade existing ghost-island central reserve (hatched road markings) to a physical island (option 20a/b).

C. A259/ B2233 Oystercatcher/ Climping Street junction:

- Re-alignment of Yapton Road east and convert to a four-arm roundabout (focus land take to the south due to environmental constraints), with sustainable transport interventions including bus priority measures.

D. A259 Church Lane/ Crookthorn Lane Roundabout:

- Adopt/revise developer proposed roundabout including potential for closing the Crookthorn Lane arm to traffic (ped/cycle only), with sustainable transport interventions including bus priority measures.

E. A259 Ferry Road:

- convert existing staggered cross-roads to a four-arm roundabout (normal type). This is likely to require realignment of both existing minor arm approaches.

F. A259 Bridge Road Roundabout:

- Upgrade/revise existing roundabout through the implementation of localised widen/free left turns where possible. Minor improvements. Inclusion of crossing points for peds/cycles.

G. A259/A284 Wick Roundabout:

- Convert to a signalised four-arm crossroad junction.

3. HOW WILL THE SCHEME BE FUNDED?

3.1 Transport for South East has identified this scheme as a priority for the region, so WSCC will need to prepare an Outline Business Case (OBC), to be submitted to the DfT. If this is successful, a Full Business Case will be prepared whereby funding will be allocated, subject to a Ministerial decision.

3.2 Work is due to commence on the preparation of traffic modelling, to inform the OBC, from December 2020 at the earliest, and it is due to be completed by summer/autumn 2021. Subject to all required elements contributing towards the final OBC, being completed to schedule, it is due to be finished by the end of June 2022.

3.3 As set out above, in line with other Major Road Network improvements, there is a requirement of a 15% local contribution. It is expected that this will come from developer contributions from the strategic housing allocations in the district, in line with the approach set out in the transport apportionment paper.

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| 4. CONCLUSION | | |
| 4.1 This report provides an update on the current situation regarding the A259 Bognor Regis to Littlehampton Enhancement Scheme, and the Outline Business Case process. | | |
| 4.2 The Planning Policy Team will continue to engage with WSCC as the OBC is prepared, and key findings emerge. Where traffic modelling is prepared as part of the OBC, officers will work with WSCC to understand whether joint working could ensure technical work is aligned. | | |
| 5. PROPOSAL(S): | | |
| 5.1 That the update regarding the A259 Bognor Regis to Littlehampton Enhancement Scheme, and the Outline Business Case timetable is noted. | | |
| 6. OPTIONS: | | |
| 6.1 That the update regarding the A259 Bognor Regis to Littlehampton Enhancement Scheme, and the Outline Business Case timetable is noted. | | |
| 7. CONSULTATION: | | |
| 7.1 With regard to the update on the A259 Bognor Regis to Littlehampton Enhancement Scheme, the report has been prepared in consultation with West Sussex County Council Transport Planning and Policy Team. | | |
| Has consultation been undertaken with: | YES | NO |
| Relevant Town/Parish Council | | x |
| Relevant District Ward Councillors | | x |
| Other groups/persons (please specify): West Sussex County Council – Transport Policy Team | x | |
| 8. ARE THERE ANY IMPLICATIONS IN RELATION TO THE FOLLOWING COUNCIL POLICIES: (Explain in more detail at 6 below) | YES | NO |
| Financial | | X |
| Legal | | X |
| Human Rights/Equality Impact Assessment | | X |
| Community Safety including Section 17 of Crime & Disorder Act | | X |
| Sustainability | | X |
| Asset Management/Property/Land | | X |
| Technology | | X |
| Other (please explain) | | X |

9. IMPLICATIONS:

9.1 The modelling, to be carried out, as part of the preparation of the Outline Business Case will have implications for the council, in that some of the work will provide relevant data for modelling Local Plan impacts, and will provide opportunity for joint working.

9.2 The Outline Business Case work will impact on S.106 negotiations. In particular whether they will be directly related to contributing towards the enhancement scheme. This situation will need to be monitored, and officers will continue to liaise with WSCC regarding the progress of the Outline Business Case.

11. REASON FOR THE DECISION:

12.1 That the update regarding the A259 Bognor Regis to Littlehampton Enhancement Scheme, and the Outline Business Case timetable is noted.

12. BACKGROUND PAPERS:

None