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18 June 2019

Dear Member,

Joint Western Arun Area Committee - Wednesday, 19 June 2019

Please find enclosed the following document(s) for consideration at the meeting of the Joint Western Arun Area Committee on Wednesday, 19 June 2019 which was unavailable when the agenda was published.

Agenda No	Item
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11.	Highways and Transport Subgroup Notes and report Appendices (Pages 3 - 16)
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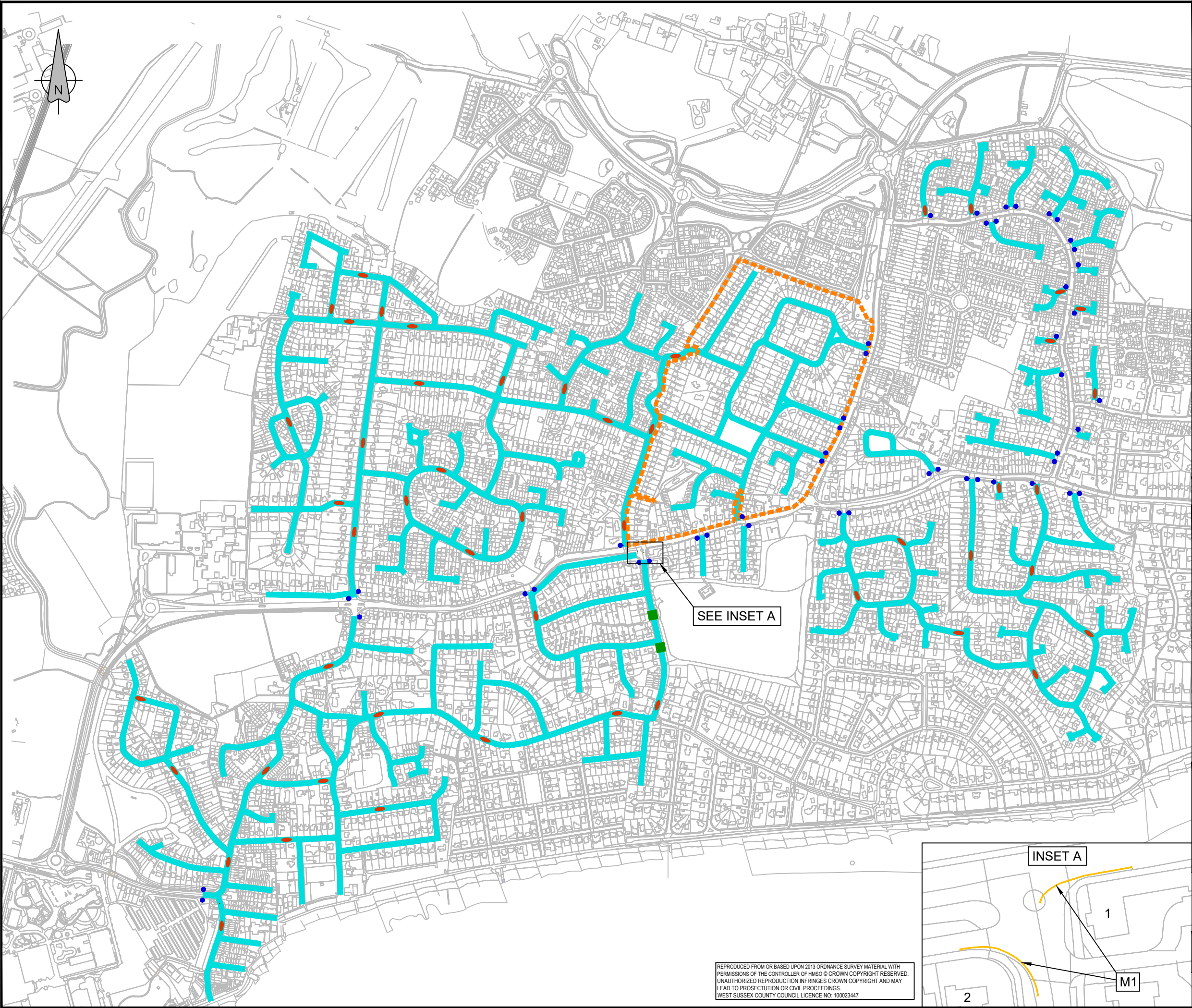
The notes of the meeting of the Highways and Transport Subgroup were not available when the agenda was published

Yours sincerely

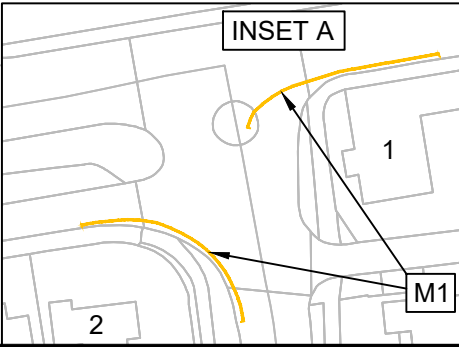
Tony Kershaw
Director of Law and Assurance

To all members of the Joint Western Arun Area Committee

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- NOTES:
1. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 2. OS MAPPING ACCURACY NOT CHECKED AND LINES MAY NOT BE ACCURATE.
- LEGEND:
- PROPOSED 20MPH LIMIT AREA
 - PROPOSED 20 MPH ROUNDEL
 - PROPOSED SPEED CUSHION
 - PROPOSED GATEWAY SIGN
- M1 PROPOSED LOCATION OF NEW DOUBLE YELLOW LINE MARKINGS (NORTHERN END OF SUMMERLEY LANE AND FELPHAM WAY). SUMMERLEY LANE ROAD MARKINGS TIE IN WITH PROPOSED NEW ROAD LAYOUT FOR SUMMERLEY LANE SCHEME.
- THE ROUNDEL ESTATE - EXISTING SIGNS & ROUNDELS TO BE RETAINED

DRAWING STATUS: S2 - FOR INFORMATION



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PROJECT:

FELPHAM 20MPH LIMIT

TITLE:

OVERVIEW PLAN
PROPOSED 20MPH LIMIT AREAS

SCALE @ A3:	NTS	CHECKED:	GM	APPROVED:	BS
PROJECT No:	70047708	DESIGNED:	GM	DRAWN:	RAB
DRAWING No:	70047708-001	DATE:	NOV18	REV:	P01

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Appendix B Felpham: Various Roads 20 MPH Speed Limits

Summary of Comments and Objections

Objections to the Proposal

Comments	Engineer's Response
<p>Resident of Shirleys Garden: The Atkins report, commissioned by the Parliamentary Advisory Council for Transport Safety stated that there is insufficient evidence to conclude that there has been a significant change in collisions or casualties following the introduction of 20 mph speed limits in residential areas. Manchester City Council has cancelled the introduction of 20 mph speed limits as they make no difference to accident rates. Traffic calming has recently been introduced in Outerwyke Road and Downview Road. If other roads have problems with speeding traffic these should be dealt with specifically. Suggests using developer funds to create a layby in Summerley Lane to address parking and passing problems</p>	<p>The introduction of a 20mph limit was not intended as a casualty reduction scheme rather than to encourage drivers to adopt lower speeds in areas which are predominantly residential. This could also encourage walking and cycling. Monitoring results from other areas shows that, for a signed only 20mph speed limit as is proposed here, typically a 1mph reduction in average speed may be achieved; this is expected to be the result of reducing speeds of those drivers that travel the fastest.</p> <p>Physical traffic calming has been and will be introduced where current traffic speeds exceed that which can be reasonably expected to be self-enforcing.</p> <p>JWAAC Highways & Transport (H&T) Sub Group on 30th January 2014 voted to recommend the Felpham prioritised package of proposals to be progressed. Additional schemes would have to be funded from other sources.</p>
<p>Resident of Kingsmead: Apart from Limmer Lane, which has no footway this funding could be put to better use elsewhere.</p>	<p>Approximately £1m of developer contributions were secured from the Site 6 development to undertake off-site works of 'alteration, improvement and addition to existing roads in the vicinity of the site which the County Council consider necessary to accommodate and mitigate any adverse impact on the existing road network' as stated within the S106 Agreement. Discussion with councillors resulted in this being allocated approximately 50/50 between Felpham and Middleton Parish Councils to fund Felpham Relief Road mitigation measures and Comet Corner Improvements.</p> <p>JWAAC Highways & Transport (H&T) Sub Group on 30th January 2014 voted to recommend the Felpham package of proposals progress.</p>

<p>Resident of Ashmere Gardens: Scheme is a waste of money. Average speeds were recently surveyed at around 23 mph so if obeyed, the reduction in speeds will be minimal. Police do not have the resources to enforce the new speed limits. Extra signs will reduce drivers' vision and increase risk of accidents. Due to narrow width in Summerley Lane and the legally parked cars speed there is usually around 10 mph so why spend the money on speed bumps? £50,000 could be better spent.</p>	<p>Typically a 1mph reduction in average speed may be achieved; this is expected to be the result of reducing speeds of those drivers that travel the fastest. Pedestrians and cyclists can also feel safer which encourages increases in walking and cycling.</p> <p>Apart from the gateway signing from 30mph to 20mph the majority of signing will be painted roundels on the road surface and will be unlikely to cause great distraction for drivers.</p>
<p>Resident of Flansham Park: If speed limits are being reduced to improve safety it is strange that one of the busiest roads, Flansham Park, is excluded. Traffic along Flansham Park has increased and each day children have to cross and walk along this road on the way to school. Parked vehicles cause problems with sight lines on the bend near Pulborough Way and Uppark Way, making it difficult to see approaching vehicles, which are often speeding. Press reports state the scheme will cost £50,000 to implement and this could be reduced by including Flansham Park because no gateway signs would be needed on side roads. At previous public meetings the Parish Council stated they would use the developer funding to improve the junction of Flansham Park with the B2259. A roundabout is needed at this junction to improve safety.</p>	<p>Flansham park has been excluded from the 20mph limit as it is considered to play a more important role in the road network. The road functions as a route from Middleton to the A259 bypass. The roundabout discussed in the past was not considered a priority by Felpham Parish Council when a list of prioritised schemes was produced.</p>
<p>Resident of Haywards Close: Scheme is using a sledgehammer to crack a nut. Would support a 20 mph zone in central Felpham; Felpham Road, Vicarage Lane</p>	<p>Approximately £1m of developer contributions were secured from the Site 6 development to undertake off-site works of 'alteration, improvement and addition to existing roads in the vicinity of the site which</p>

<p>and Limmer Lane but there is no need for a reduced speed limit north of the B2259.</p> <p>Drivers in this area have already had traffic cushions imposed without thought to dangers from vehicles parking adjacent to the features. These speed cushions should be sufficient to control traffic speeds, unless expenditure on these features was a complete waste of money as predicted at the time.</p> <p>It would be more useful to have a detailed study of where parking restrictions might be employed. For example the turn from Mornington Crescent into Haywards Close is frequently full of parked vehicles leading to a collision risk.</p> <p>Proposes a more nuanced approach to examining roads with a known problem rather than a scattergun approach. Has never noted a speeding problem in the area and the scheme seems to be pandering to politically correct thinking.</p>	<p>the County Council consider necessary to accommodate and mitigate any adverse impact on the existing road network' as stated within the S106 Agreement. This is allocated approximately 50/50 to fund Felpham Relief Road mitigation measures and Comet Corner Improvements.</p> <p>The JWAAC Highways & Transport (H&T) Sub Group on 30th January 2014 voted to recommend the Felpham package of proposals progress.</p> <p>Parking restrictions are not included in the package of works approved by JWAAC Highways & Transport (H&T) Sub Group.</p>
<p>Resident of Crossbush Road: 20 MPH schemes are not effective, as seen in other towns where it has been implemented. There is not a problem with speeding in Felpham, some of the roads already have speed humps</p>	<p>Typically a 1mph reduction in average speed may be achieved; this is expected to be the result of reducing speeds of those drivers that travel the fastest. Pedestrians and cyclists can also feel safer which encourages increases in walking and cycling.</p>
<p>Resident of Broom Field Way: Scheme is a waste of public funds. The only two roads that need a 20 mph speed limit are the road through Felpham village and Limmer Lane.</p>	<p>Approximately £1m of developer contributions were secured from the Site 6 development to undertake off-site works of 'alteration, improvement and addition to existing roads in the vicinity of the site which the County Council consider necessary to accommodate and mitigate any adverse impact on the existing road network' as stated within the S106 Agreement. This is allocated approximately 50/50 to fund Felpham Relief Road mitigation measures and Comet Corner Improvements.</p> <p>The JWAAC Highways & Transport (H&T) Sub Group on 30th January 2014 voted to</p>

	<p>recommend the Felpham package of proposals progress.</p> <p>Felpham Road and Limmer Lane are included within the 20mph Limit</p>
<p>Resident of Park Drive: This will be a complete waste of money and the limit will not be enforceable. A lot of the time traffic is probably going at less than 20 mph anyway.</p>	<p>Approximately £1m of developer contributions were secured from the Site 6 development to undertake off-site works of 'alteration, improvement and addition to existing roads in the vicinity of the site which the County Council consider necessary to accommodate and mitigate any adverse impact on the existing road network' as stated within the S106 Agreement. This is allocated approximately 50/50 to fund Felpham Relief Road mitigation measures and Comet Corner Improvements.</p> <p>The JWAAC Highways & Transport (H&T) Sub Group on 30th January 2014 voted to recommend the Felpham package of proposals progress.</p> <p>20mph limits tend to have the greatest effect on the faster travelling cars and this can bring benefit to the village as a whole.</p> <p>20mph speed limits are designed to be largely self-enforcing. Where speeds are considered to be too great for a 20mph limit additional speed reducing measures are introduced.</p>
<p>Resident of Burley Road: Would support proposal if it would improve safety but doesn't think it will. There is constant pressure of maintenance budgets and adding another 50 signs and 50 road markings will only increase this problem.</p>	<p>20mph limits tend to have the greatest effect on the faster travelling cars and this can bring benefit to the village as a whole.</p> <p>The point about maintenance budgets is noted and, whilst the scheme will result in an increase in signs overall, the design ensures that the increase is limited.</p>
<p>Resident of Coniston Close: Scheme will increase air pollution. Having lived in Brighton which has 20 mph speed limits, does not believe they have any effect. Trying to obey the 20 mph limit leads to drivers behind wanting to overtake and drivers watch the speedo more than the road. In increases chances of road rage from impatient drivers and is a</p>	<p>20mph limits tend to have the greatest effect on the faster travelling cars and this can bring benefit to the village as a whole.</p> <p>Approximately £1m of developer contributions were secured from the Site 6 development to undertake off-site works of 'alteration, improvement and addition to existing roads in the vicinity of the site which the County Council consider necessary to accommodate and mitigate any adverse impact on the existing road network' as</p>

<p>total disaster, money should be spent on more urgent matters such as Comet Corner.</p>	<p>stated within the S106 Agreement. This is allocated approximately 50/50 to fund Felpham Relief Road mitigation measures and Comet Corner Improvements.</p> <p>The JWAAC Highways & Transport (H&T) Sub Group on 30th January 2014 voted to recommend the Felpham package of proposals progress.</p> <p>Significant changes to Comet Corner, such as traffic signals or a roundabout, would cost substantially more than £1m and would therefore not have been possible even if all of this funding were to be used in this way.</p>
<p>Resident of Kingsmead: 20 mph speed limit is unnecessary, general views expressed in 2016 do not represent general consultation. Since then the relief road has relieved the village of traffic. The only roads that could justify it are those without suitable pathways to walk along safely. Scheme is unlikely to be enforced and there are other ways £50k could be better spent on local highway matters.</p>	<p>The question was added to the 2016 consultation to gain a feel for public support of the measure rather than a justification. Two thirds of respondents indicated support for the measure.</p> <p>Whilst there has been a reduction in the amount of traffic, particularly on the old A259, on more local roads traffic patterns and driver behaviour are likely to be largely unchanged.</p> <p>20mph limits are designed to be self-enforcing and, where speeds are measured as being higher, a number of features have been and will be installed to support this.</p>
<p>Resident of Felpham: Scheme is a waste of money. With the exception of Limmer Lane which has no pavement cannot see safety benefit of the scheme and feels the £50k could be much better spent in the community. A community police officer could be provided for a year with this money.</p>	<p>Approximately £1m of developer contributions were secured from the Site 6 development to undertake off-site works of 'alteration, improvement and addition to existing roads in the vicinity of the site which the County Council consider necessary to accommodate and mitigate any adverse impact on the existing road network' as stated within the S106 Agreement. This is allocated approximately 50/50 to fund Felpham Relief Road mitigation measures and Comet Corner Improvements.</p> <p>The JWAAC Highways & Transport (H&T) Sub Group on 30th January 2014 voted to recommend the Felpham package of proposals progress.</p>

Support for the proposal

<p>Resident of Flansham Park: Supports the proposal but asks why Flansham Park has been excluded from the scheme. Cars travel through at over 40 mph with the road used as a rat run from Middleton Road to the new Flansham Lane roundabout. This road is often crossed by children and elderly people and visibility is generally poor. Traffic speed here needs to be reduced and enforced. Compliance with the speed limit is never monitored at this location, with police preferring easier targets such as the flyover in Bognor Regis or Aldwick Road.</p>
<p>Resident of Marine Drive West: Supports blanket 20 mph scheme. This won't guarantee drivers will comply with the new limit but will reduce average traffic speed and it has been shown that every 1mph reduction reduces fatalities by 10%.</p> <p>Lower speeds will make roads safer to pedestrians and cyclists and may encourage people not to use their car, with health and environmental benefits. Concerns about emissions are increasingly less relevant as more people switch to electric cars. Would like to see similar proposals in Bognor Regis.</p>
<p>Resident of Bosham: It has been demonstrated that 20 mph speed limits are more appropriate for residential areas, leading to less pollution and reduced accidents.</p>
<p>Resident of Limmer Lane: Fully supports scheme, suggests a further 20 mph roundel close to the entrance to The Crescent. This is in the middle of the area which has no footway and will be an extra reminder in the most dangerous section.</p>
<p>Resident of Wroxham Way: Restriction is much needed with traffic volume and speed increasing. Schools in the area of Downview Road are affected by speeding traffic which takes no notice of the speed humps. Vehicles need to slow down</p>
<p>Resident of Downview Road: Traffic volume has increased since the new development and many vehicles use the road as a cut through. The restriction will hopefully reduce noise levels and improve safety for pedestrians and cyclists and may help reduce risk of residents' cats being run over on the road. The speed cushion scheme has done little to improve things as most cars straddle them.</p>
<p>Resident of Summerley Lane: Supports the scheme but asks serious consideration be given to adding a speed cushion to the west of the Summerley Lane/Limmer Lane junction. This is to ensure traffic speeds are reduced on the eastbound approach to the corner and westbound approach to the section of Limmer Lane with no footways. A 20 mph roundel alone on this section may not ensure speeds are reduced sufficiently to avoid danger to pedestrians and cyclists.</p>
<p>Resident of Felpham Way: Supports scheme but would like it extended to Felpham Way.</p> <p>If speed limit is reduced to 20 mph this road would be safer for children walking to Felpham College.</p> <p>Slowing traffic would encourage drivers to use the bypass, reducing pollution in the village and helping traffic flow, while improving safety for pedestrians and cyclists.</p>

**Joint Western Arun Area Committee (JWAAC)
Highways and Transport Sub-Group**

28 May 2019, Conference Room 1, Durban House, Bognor Regis at 6pm

Present

West Sussex County Council (WSCC): Chairman Ashvin Patel (AP), David Edwards (DE), Hilary Flynn (HF), Jacky Pendleton (JP).

Arun District Council (ADC): Paul English (PE)

Towns: Bognor Regis Town Council – Steve Goodheart (SG)

Parishes: Felpham – Roslyn Kissell (RK), Middleton - Shirley Haywood (SH),

Aldwick – Lilian Richardson (LR), Clymping – Colin Humphris (CH),

*Pagham - Peter Atkins (PA) – **left the meeting at 6.15pm*

In attendance: Jack Bacon (JB) – WSCC
 Peter Bradley (PB) – WSCC

1. Chairman's welcome and apologies for absence

- 1.1 The following councillors sent their apologies for absence; WSCC Members Derek Whittington and Dawn Hall, John Charles (ADC), Graham Jones (Middleton), Alan Smith (Aldwick). ADC officer Caroline Gosford also sent apologies for non-attendance.

2. Notes from last meeting

- 2.1 PE reminded the group that he was still awaiting a response to a letter received from a resident concerning vehicles parked at blind corners on Flansham Lane, Felpham.

Action: JB to follow-up and forward questions to Ben Whiffin (Area Highways Manager).

- 2.2 LR asked for an update as to whether Willows Edge's developer has since requested a TRO consisting of double yellow lines applied in the lead up to junctions and roundabouts due to inconsiderate parking.

Action: JB to follow-up and request update from Ben Whiffin.

The notes from the meeting on 25 September 2018 were accepted by all in attendance.

3. Sub-Group survey responses

- 3.1 The group acknowledged the document and requested for the survey to be re-issued in light of receiving only four responses (ADC, Bognor TC, Felpham PC and Middleton PC).

Action: JB to circulate survey and report feedback at the next meeting.

4. Progress Statement

- 4.1 JP questioned the proposed location of the bollards to be installed at Yapton Primary School. It is preferred that they are located on the opposite side of the road to the school by the grass verge. - *PB could not comment but offered to consult Highways officer Rob Torrance.*

Action: PB to seek clarification and update JP directly.

The group noted the progress statement.

5. Sub-Group administration 2019/2020

- 5.1 The group questioned if there was an update on the potential reinstatement of Joint Downland Area Committee (JDAC). – *JB was not in a position to comment on the subject.*

Action: JB to consult WSCC officer Nick Burrell and update the group if appropriate.

- 5.2 LR asked if Joint Eastern Arun Area Committee (JEAAC) requires town and parish councils to contribute an administration fee. – *JB confirmed that JEAAC is resourced by town and parish councils and the committee does not receive any clerk support from WSCC Democratic Services.*
- 5.3 The Chairman requested that the group formally consider the alternative proposed options.
- 5.4 The consensus of the group was that Option 1 is not viable as it would significantly extend the length of JWAAC meetings.
- 5.5 The Chairman informed the group that Bognor TC have made it known that its committee are in favour of Option 1. SG confirmed this proposal.
- 5.6 It was suggested that the options should be posed to Bognor TC again as well as local parish councils due to a change in political make-up following May's election.
- 5.7 The Chairman agreed that Bognor TC should be asked to re-consider its options as it is understood the proposal came from the committee and did not represent the view of the council.
- 5.8 The Chairman requested that Bognor TC and JWAAC parish councils are written to, re-iterating the purpose of the Sub-Group for the benefit of newly-elected councillors. The group were in agreement.

Action: JB to draft a letter and share with AP.

- 5.9 LR suggested that clarification should first be sought regarding JDAC prior to contacting the councils. The Chairman agreed and requested that ADC are written to firstly and asked for an update on the JDAC decision as this would influence the proposed communication with parish councils.

Action: JB to consult Nick Burrell and report back to the group.

- 5.10 PE re-iterated the group's view that if the decision is to remain as two Joint Area Committees, then all Arun Highways matters should be first raised at the Sub-Groups before they are filtered into JWAAC. PE went on to express his concern that without the Sub-Group, parish councils would have to raise their issues at JWAAC, thereby considerably extending the length of meetings and impact on the time allocated to Any Other Business.

- 5.11 **The group voted all in favour of Option 2 – subject to JDAC's potential reinstatement.**

Option 2: Requesting administrative support from willing town and parish councils on a rolling basis, as per the existing arrangement.

6. General update from Project Manager, Peter Bradley

- 6.1 PB announced that Frith Road (Bognor) traffic calming proposals have been advertised; any objections have been resolved and implementation is intended during the school's summer break. However, this may be delayed until September/October 2019 based on current timescales.
- 6.2 PB updated the group about a TRO recently advertised at Elbridge Avenue (Bognor), a new development off the relief road's western-most roundabout:
- Proposed works include introducing waiting restrictions at two small roundabouts at the newest estate off the main roundabout.
 - The advert has received a large number of objections, therefore the Sub-Group will provide a recommendation at its next meeting prior to a decision taken at JWAAC on 27 November 2019.
 - The TRO is being progressed by the developer as a condition of WSCC adopting the estate.
- 6.3 DE asked whether the Frith Road TRO could be run in conjunction with another proposed TRO at nearby Appletree Way by Westloats Lane. – *PB confirmed that the latter is not yet ready to be advertised and warned that the suggestion could delay the TRO implementation at Frith Road.*

- 6.4 The Chairman asked a question submitted in advance on behalf of WSCC Cllr Dawn Hall concerning the delayed re-surfacing works at Pagham Road, Bognor (near to Tesco and Millfarm Estate). – *PB promised to seek an update.*

Action: PB to source an update and inform Cllr Hall directly.

- 6.5 DE asked for an update on behalf of a resident regarding the proposed resurfacing of Greencourt Drive, Bognor, and nearby footways. Photo evidence has been submitted to Ben Whiffin.

Action: PB to liaise with Ben Whiffin and update DE directly.

- 6.6 JP requested a timeline for the TRO proposal at Elmer Road, Middleton, involving year-round parking restrictions. It's thought that the TRO was agreed for implementation this financial year.

Action: PB to source an update and inform JP directly.

- 6.7 JP asked for an update regarding planned works to refresh white lines at Church Lane, Clymping.

Action: PB to consult Rob Torrance and update JP directly.

7. Felpham 20mph improvement scheme proposals

- 7.1 The Chairman referred members to the officer report and reminded the group to provide a recommendation to JWAAC on 19 June.

- 7.2 HF introduced the matter and pointed out that a number of the petition's signatories reside on Felpham Way – a route that the proposal does not apply to as a main road.

- 7.3 HF re-iterated her continued personal backing of the scheme, proposed and supported by Felpham PC.

- 7.4 It was explained that the matter was raised by a resident at the previous meeting of JWAAC where the individual was reminded by the committee that the proposal had gone to public consultation and received an overwhelming response to proceed with the scheme's implementation.

- 7.5 The group understood that Arun Police would not have any involvement in enforcing the speed limit and that it was in the interest of residents and regular Felpham visitors to report speeding offences.

- 7.6 A member of the group was of the belief that the majority of road users' compliance with the reduced speed limit would encourage others to do the same.

- 7.7 DE reminded the group that the proposal was initially argued in January 2014 following the original recommendation at a time when the A259 represented the main road. He went on to say that since then the relief

road has significantly reduced the level of traffic passing through Felpham village.

- 7.8 RK drew attention to section 2.4 of the report and spoke of Downview Road's residents' discontent with its speed cushions, explaining how road users have avoided them by driving down the centre of the road. She went on to express her concern that the scheme will not be enforced.
- PB explained that the aim is to reduce the average speed below 24mph with current data recorded at 27mph on Summerley Lane. On this basis, only a minor reduction is required in order to make it a compliant scheme. He went on to confirm that the speed measurement would be repeated at Downview Road should the scheme be implemented.
- 7.9 PB addressed a point made in the petition's covering letter regarding the spelling error of a road name listed in the original TRO. WSCC Legal Services considered it frivolous as it was clear what the intention was, therefore the road in question would still be included in the scheme.
- 7.10 PB informed Members that the reasoning behind advertising the two pairs of speed cushions and short section of double yellow lines separately is due to it being omitted from the original TRO. It was confirmed that no objections had been raised at the time of the meeting. PB assured the group that if any additional objections are submitted, he will add an addendum to the report and communicate with HF prior to JWAAC.
- 7.11 The Sub-Group considered the report and recommendation from the Executive Director for Place and Director of Highways, Transport and Planning. The group supported the recommendation included and requested it be put forward to JWAAC for consideration.
 It was therefore **RECOMMENDED** that the county council Members of JWAAC, having considered the responses to the formal consultation and petition, authorise the Director of Highways, Transport and Planning to install the scheme.

8. Any Other Business

- 8.1 HF questioned whether the proposed improvements to the cycle facilities between Felpham Way and Downview School had yet been taken to Felpham PC for consultation. *- RK confirmed it had not and HF said she would raise it at the next meeting of Felpham PC.*
- 8.2 LR requested if an update could be provided on the A29 realignment scheme prior to JWAAC – the group were supportive of this.
Action: PB to source an update and share it with the group.
- 8.3 It was requested that WSCC Cabinet Member for Highways and Infrastructure, Roger Elkins, is invited to attend JWAAC on 19 June – this

was supported by the Chairman. Following the Sub-Group, Members were invited to submit questions in advance.

- 8.4 CH declared that it is critical to introduce new linkage to the A27 in order to reduce industrial traffic passing through Yapton, Ford and Clymping. It was revealed that Clymping PC is campaigning for a road leading north out of the airfield, across the railway and a junction at the A27 as an alternative route. SH concurred with the idea on behalf of Middleton PC.
- 8.5 SG suggested inviting those parishes not part of the Sub-Group's membership to attend the next meeting in an attempt to engage the councils in cross-division local issues. The Chairman was in support.
Action: JB to invite all Western Arun parishes to the next meeting.
- 8.6 PE raised the ongoing issue of motorcyclists speeding through the Blake's Mead development in Felpham. A temporary barrier is currently in place at the entrance of the estate but it was suggested that this is replaced with multiple concrete planters to deter motorcyclists' entry and force them to dismount.
Action: PB to clarify the level of Section 106 funding allocated and inform PE directly.

9. Date of next meeting

- 9.1 The group considered two options and agreed for the next meeting to take place on Tuesday 29 October 2019 at Durban House, Bognor Regis (6pm).
The meeting ended at 7.37pm.