

Joint Western Arun Area Committee	Ref No: JW05(18/19)
31 October 2018	Key Decision: no
Felpham, Summerley Lane Mini Roundabout and relocation of controlled crossing – objections arising from advertisement of the traffic regulation order (TRO)	Part I
Report by Executive Director Economy, Infrastructure & Environment and Director of Highways and Transport	Electoral Division(s): Felpham

Summary

Further to discussions at previous meetings of JWAAC, the proposal to install a mini roundabout at the junction of Summerley Lane and Felpham way has been progressed. To enable construction at this point it is necessary to move the existing controlled crossing further East.

Formal advertisement of proposals commenced on 3rd May and lasted for the statutory 21 days (closing on to 24th May). Comments received during this period resulted in 7 objections, three objections from key stakeholders. It is considered that there are benefits to installing the mini roundabout and relocating the controlled crossing and that these outweigh the concerns expressed by the objections.

Recommendation

That the County Council Members of Joint Western Arun Area Committee, having considered the responses to the formal consultation, authorises the Director of Law and Assurance to make the order as advertised and the Director of Highways and Transport to install the scheme.

Proposal

1. Background and Context

- 1.1 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 split approximately 50/50 to fund Felpham Relief Road mitigation measures and Comet Corner Improvements.
- 1.2 The JWAAC Highways & Transport (H&T) Sub Group on 30th January 2014 voted to recommend the Felpham package of proposals progress.
- 1.3 The JWAAC meeting in March 2016 agreed recommendations to delay delivery beyond the opening of the relief road and that further consultation be carried out prior to implementation

- 1.4 Localised consultation has already resulted in works being implemented at four locations (a pedestrian refuge island near the junction with Sea Road, footway alterations near the junction with Old Coastguards and alterations to the traffic signal junction of B2259 and Downview Road and traffic calming in Downview Road, Wroxham Way and Outerwyke Road).
- 1.5 The next phase of implementation aims to address concerns over queuing times and safety of vehicles exiting Summerley Lane onto Felpham Way.

2. Proposal

- 2.1 The proposal comprises the introduction of a mini roundabout at the junction of Summerley lane and Felpham way.
- 2.2 To install the roundabout, the controlled crossing to the East will be relocated approximately 30m further east.
- 2.3 As the equipment at the existing crossing is nearing the end of its useful life, and full replacement was already being planned, the costs associated with relocating the crossing will be funded from a separate refurbishment budget.

3. Resources

- 3.1 It is estimated that the cost of the design and construction will be £120,000 to be funded from S106 allocations. The Felpham package of measures features in the Integrated Works Programme and this scheme is therefore in the programme for delivery in 2018/19.
- 3.2 The works will be undertaken by the County Council's term maintenance contractor.

Factors taken into account

4. Consultation

- 4.1 Formal advertisement of the scheme commenced on the 3rd May and lasted for the statutory 21 days
- 4.2 The County Councillor Hilary Flynn supports the proposal.
- 4.3 Public notices were erected on site, and an advertisement made in the local press. Online consultation was also undertaken on the WSCC website. This resulted in the following representations received:
 - 7 objections of which two were District Councillors and one from a Felpham Parish Councillor.
- 4.4 The responses are summarised in Appendix B, along with officer comments.

5. Risk Management Implications

- 5.1 Implementation is likely to result in reduced queuing times for traffic exiting Summerley Lane. Traffic on the Felpham Way will also be impacted, potentially at peak times by a small amount of queueing and at other times by reduced traffic speeds.
- 5.2 There is a risk that pedestrians may not walk the additional 30m to use the controlled crossing in its relocated position. However a proportion of crossing movements result in pedestrian movements to the north east so this is not expected to be significant.
- 5.3 There is a risk of public concern over increased pollution from vehicles queuing on Felpham way. Whilst this may be the case it can be offset by reduced queues along Summerley Lane and fewer vehicles opting to take alternative routes through local housing estates.

6. Other Options Considered

A number of different layouts for the mini roundabout have been considered and disregarded. The proximity to the controlled crossing limited the options available here.

7. Equality Duty

- 7.1 The Equality Act 2010 bans unfair treatment and seeks equal opportunities in the workplace and in wider society. It also imposes a Public Sector Equality Duty. The protected characteristics are age, disability, gender reassignment, marriage/civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 7.2 The protected characteristics have been duly considered and assessed in the course of the consideration of this proposal. No relevant or disproportionate impact upon any of the protected characteristics in the Equality Act 2010 has been identified in the consideration of the proposals detailed in this report.
- 7.3 An Equality Impact Report has been compiled and is detailed below or attached as Appendix C.

8. Social Value

- 8.1 The proposals will address concerns from the local community about traffic queues on Summerley Lane and will give social benefit to those using Summerley Lane as their main access route from residential communities.

9. Crime and Disorder Act Implications

- 9.1 Sussex Police were formally consulted on this scheme and raised no concerns regarding implications on Crime and Disorder. Officers have also considered WSCC obligations under the Act and no issues have been identified.

10. Human Rights Implications

- 10.1 It is unlawful for a public authority to act in a way that is incompatible with a convention right. Officers have considered the scheme proposals and

implications it may have on Human Rights and are satisfied the proposals will not have a negative impact. It is believed that the introduction of this TRO is justified.

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Appendices

Appendix A – plan of proposals

Appendix B – summary of responses