

Joint Western Arun Area Committee	Ref No:
Date : 19 June 2019	Key Decision: No
20mph Felpham Area Wide 20mph Limit - objections arising from advertisement of the traffic regulation order (TRO)	Part I
Report by Executive Director for Place and Director of Highways, Transport and Planning	Electoral Division(s): Felpham

Summary

Promotion of an area wide 20mph limit is a priority for local councillors. The current proposal covers all local roads in Felpham parish, apart from main roads, private roads and those roads playing a more significant role in the road network. Proposals also include 2 pairs of speed cushions in Summerley Lane and a short section of double yellow line on the corner of Felpham Way adjacent to the new mini roundabout.

Comments received during the formal advertisement period resulted in 12 objections and 8 in support of the proposals. It is considered that there are benefits to introducing the area wide 20mph limit 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, Transport and Planning 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. Following discussion with councillors this was allocated 50/50 between Felpham and Middleton-on-Sea Parish Council areas. This led to decisions to fund a package of Felpham Relief Road mitigation measures and, in Middleton-on-Sea, improvements at Comet Corner.

- 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 five locations (a pedestrian refuge island near the junction with Sea Road, footway alterations near the junction with Old Coastguards, alterations to the traffic signal junction of B2259 and Downview Road, traffic calming in Downview Road, Wroxham Way and Outerwyke Road and a mini roundabout at the Summerley lane junction).

2. Proposal

- 2.1 The proposal comprises the introduction of a village wide 20mph limit, 2 pairs of speed cushions to help moderate speeds where they are highest, and a short section of double yellow line (refer to plan in Appendix A).
- 2.2 Whilst the majority of roads in Felpham are included in the order, roads such as Felpham Way, Flansham Park, Flansham Lane, Upper Bognor Road and Middleton Road play a greater role in the highway network and will therefore generally remain 30mph.
- 2.3 Private Roads on private estates are not included in the order; however, private streets over which the public have access are included in the order. The Blakes Mead development has not been included at this time as the roads have not yet been adopted as public highway. It may be possible to address this area at a later time.
- 2.4 Also included in proposals are 2 pairs of speed cushions (similar to those recently implemented in Downview Road) as speeds on this section of road were measured to be in excess of 25mph.
- 2.5 A short section of double yellow line is included to help improve visibility at the recently constructed mini roundabout.

3. Resources

- 3.1 The Traffic Regulation Order is carried out internally and does not require funding. It is estimated that the cost of implementation will be £50,000 and is funded from S106 allocations. The Felpham package of measures features in the Highways and Transport Integrated Forward Works and Annual Delivery Programme approved by the Cabinet Member for Highways and Infrastructure decision ref HI03 (19/20) and this scheme is therefore in the programme for delivery in 2019/20.
- 3.2 The works will be undertaken by the County Council's highways term maintenance contractor.

Factors taken into account

4. Consultation

- 4.1 Formal advertisement of the 20mph speed limit commenced on the 7th February and lasted for the statutory 21 days. The additional features (speed cushions and short section of double yellow line in Summerley Lane) were advertised from 16th May for 21 days.
- 4.2 The County Councillor Hilary Flynn supports the proposal. Felpham Parish Council support the proposal. Sussex Police have not raised any objection.
- 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:
- 12 objections from members of the public
 - 8 responses in support of the proposal
- 4.4 The responses are summarised in Appendix B, along with officer comments. Any further objections arising from the later consultation on the additional features will be reported to JWAAC.
- 4.5 The main concern raised is value for money. National research indicates that reduction in average speed of about 1mph can be expected from introduction of this type of signed-only speed limit. Whilst this is not significant it is considered important to set an expectation that drivers proceed at a slower speed in residential areas. Other countries also have lower speed limits in residential areas. Whilst existing average speeds are already relatively low, the proposal is intended to reinforce existing driver behaviour which should benefit all road users and primarily residents in this locality, and also to help cyclists and pedestrians feel safer.

5. Risk Management Implications

There is a risk that speeds are not reduced and they fall outside of the criteria for a 20mph speed limit. However, speeds on the majority of roads already conform with the requirements, some roads have already been treated with traffic calming measures (such as Downview Road) and another is planned to be treated as a part of this proposal (Summerley Lane). Sussex Police have confirmed that will be unable to deploy resources to enforce the limit on a regular basis, however the scheme is designed to be largely self-enforcing.

6. Other Options Considered

- 6.1 It is not possible to extend the 20mph limit to roads outside the residential areas as speeds on the through-roads are higher with consequential crime and disorder implications if a lower limit were implemented here, and would therefore not be supported by Sussex Police.

- 6.2 Extensive traffic calming features such as speed cushions have been rejected as unnecessary because speeds are already relatively low. There is also concern that extensive use of traffic calming features could have a negative impact on public transport and emergency services.

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.

8. Social Value

The proposals align with the County Council's policy on Social Value insofar as they aim to improve the local road environment for existing users and existing and future residents.

9. Crime and Disorder Act Implications

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

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 order is justified.

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Appendices

- Appendix A – plan of proposals
Appendix B – summary of responses