

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. 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 Limmner Lane with no footways. A 20 mph roundel alone on this section many 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>