

Horsemere Green Lane – the future?

Results of the Consultation

1. Context

Horsemere Green Lane (HGL) is an important local village road. It has the character of a country lane whilst providing the only access to the current 220 homes in the individual housing developments along or on the lane. Traffic levels have increased as other drivers use the lane as a convenient through route or short cut, particularly at peak periods when the A259 is very congested.



Traffic calming and a 30mph speed limit were introduced following joint work by the Parish Council and West Sussex Highways to discourage use and slow the traffic. The Parish Council monitors the traffic. We record both the numbers of vehicles and their speeds.

Approximately 2000 vehicles a day use the lane and of these approximately half exceed the speed limit with recorded excessive speeds of up to 70mph with the commensurate risk to other users in the lane especially pedestrians, dog walkers, those with limited mobility and cyclists. This risk is especially true given the lack of a continuous pathway.

The Council and its Highways Workgroup were keen to understand what residents feel about the lane as it is today and also about the future given the plans for housing development in Yapton, Ford and Clymping totalling approximately 4000 new homes and industrial development at Ford (the incinerator).

The big question was of course what might be done? We included four conceptual ideas/options. These were not designed, costed or assessed for feasibility – a full design study is required for this. We were however keen to seed ideas to stimulate thinking.

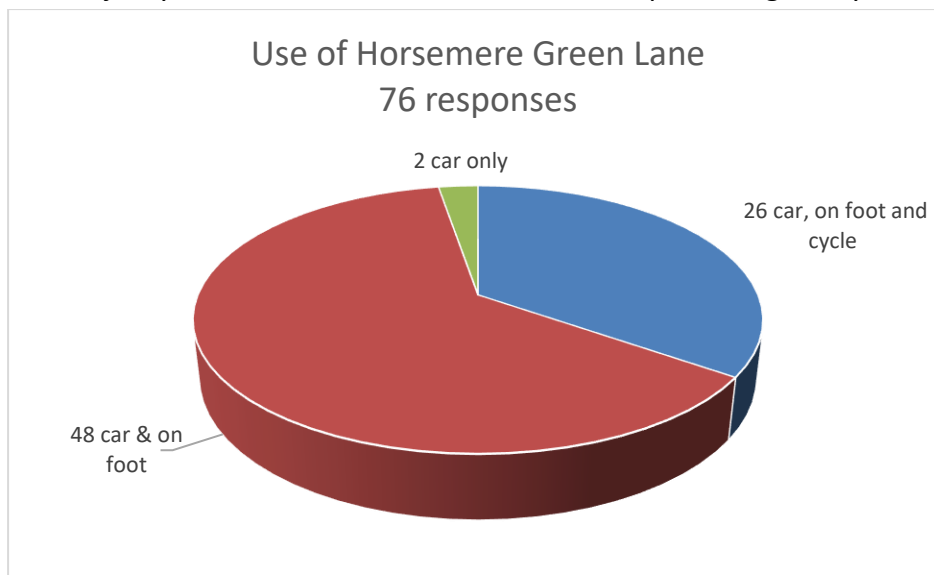
2. Survey Response Rate

We received 76 responses, 63 returned paper questionnaires and 13 were scanned and emailed. Although the survey was included in Clymping Village News to all Clymping residents, all bar one response was from those living on or along Horsemere Green Lane. For those living on or along Horsemere Green Lane the response rate was 34% which is high for a survey, especially one requiring the return of the paper copy by hand or by scanning/email. There is clearly a high level on concern about the current state of affairs and about the future for Horsemere Green Lane.

3. Reponses to Survey Questions

1. Use of the lane

The majority use cars and foot with a reasonable percentage of cyclists



There were three motorcyclists and one wheelchair/mobility scooter user recorded.

2. Level of concern about the existing volume of traffic using HGL



Average score for 76 responses – 4.76

A high level of concern.

3. Level of concern about the speed of existing traffic along HGL



Average score for 76 responses – 4.87

A high level of concern

4. Safety when you are walking or cycling in HGL?



Average score for 76 responses – 4.51

The vast majority feeling unsafe or intimidated when on foot or cycling

5. Sufficiency of existing traffic calming measures



Average score for 76 responses – 4.66

There were a number of comments about the inadequacy of the build-outs with some preferences for speed humps.

6. Safety of the HGL/Church Lane junction



Average score for 76 responses – 4.64

Residents remain very concerned about visibility exiting Horsemere Green Lane into Church Lane. There were some suggestions for mirrors to be installed to improve visibility both ways on Church Lane. There was one suggestion to make the exit from Horsemere Green Lane turn left only and install a roundabout at the entrance to Rudford estate. There were several suggestions for a mini roundabout or traffic

lights at the junction. The key point is that any future upgrade of Horsemere Green Lane must resolve the issues at the junction with Church Lane.

7. Are you aware of the future developments planned for the surrounding area?
95% (72) stated that they were aware and just 5% (4) felt unsure (actual number of responses in brackets).
8. Do you think traffic levels in HGL will increase significantly?
100% respondents believe traffic levels will increase significantly
9. Do you feel that this will adversely affect your safety and/or quality of life?
97% (74) felt that it would affect their safety and/or quality of life. 3% (2) were unsure
10. Would you support a new investigation into what might be done to protect HGL in the future?
There was 100% support for a design study

4 Options for the future.

The stated vision was:

Our vision is that Horsemere Green Lane should be upgraded to provide “access only” for residents to stop rat running and with a multiuser pathway for pedestrians, cyclists etc provided along its length.

Residents were asked to consider 4 options:

Option A - a complete closure (blockage) of HGL at some point along its length. This might be at some point in the middle of HGL or at either end. This would make the lane either one or two cul de sacs. It would require construction of turning points and controlled access for emergency vehicles through the barrier point. A continuous multiuser pathway would be provided on the south side.

Option B - make HGL a one-way street (East to West) narrowing the carriage way for vehicles to allow space for a segregated multiuser pathway along the length of the lane. Making it east west removes the need for the blind turning out into Church Lane.

Option C - Create a new traffic order for HGL to become an 'access only' street and enforce it by creating an electronic enforcement system using number plate recognition technology (ANPR). Vehicles simply traversing the HGL could be recorded and reported based on the

time taken to pass the cameras at each end of the lane. A continuous multiuser pathway would be provided on the south side.

Option D - make HGL an ultralow speed route (10 or 15 mph) with a review and tightening of the present traffic calming and but with a specific new walking and cycling areas designated within the highway.

Currently WSCC is consulting on junction improvements along the A259. In thinking about these options residents were asked to assume improvements at the Oystercatcher and Church Lane junctions will be implemented.

Residents were asked to rank the options in their order of support, 1st, 2nd, 3rd, 4th OR ‘not acceptable’. These were scored simply 1 – 5 with 1 their strongest preference etc. Residents were also asked to indicate their level of support for each of their ranked options, but the responses were very limited and patchy, so the analysis was focussed on the rankings. The table below shows the total scores, the lowest being most preferred. As we might expect there was a wide variation of views, so the table also shows the number of responses ranking each option as the most preferred and the number of responses ranking each as “Not Acceptable”. There is some evidence from the comments that Option C was not well understood.

Option	A	B	C	D
Total Score*	197	226	197	226
1 st Preference	26	11	21	16
Not Acceptable	17	14	7	13

**The lower the score the most preferred*

Options A and C were preferred although there was a broad spread of opinions.

“A” had the highest number of first preferences but also the most “Not Acceptable” responses mainly due the perceived inconvenience. A number saw this as the only solution to rat running. One proposal was to block the lane between May Close and Appletree walk using the junction areas as the turning points/hammer heads. One commented that blockage had been proposed before and roundly rejected. Most concerns were about inconvenience, the lack of alternatives if the A259 is blocked, the safety of the Church Road junction and a lack of belief that WSCC will do anything about the Oystercatcher. There were a number of suggestions for a mini roundabout or traffic lights at the Church Lane junction and a reduction of the speed limit in Church Lane to 30mph.

“C” was felt to be the least disruptive but technologically complex and some doubted it was enforceable. It was the least contentious but also least understood.

Option B had support but was seen as dependent on improvements to the Oystercatcher. Option D was considered unenforceable, people speed today.

The proposal for a continuous multi-user pathway was seen as important to many in all the options. The need to address the difficulties of the Horsemere Green Lane junction with Church Lane is common to all the options except option B.

There were a number of comments thanking the Parish Council for taking this initiative.

5 Conclusions

There is a very high level of concern about Horsemere Green Lane today, and a nervousness about the future. These concerns are about the loss of residential amenity and safety of residents living on or along Horsemere Green Lane. This translates into a high level of support for a revised lane format providing residents access only and providing a continuous safe and convenient route for non-vehicle users. There were strong supporters and detractors for all the options considered so far but the complete blockage of the lane/conversion to two cul-de-sacs and a technological approach to restricting use emerged as the most favoured options. The junction with Church Lane also has to be addressed.

The next stage will be to commission a detailed design study and formal consultation on the preferred option(s) based on cost and feasibility.

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