

July 2023

## **Executive Summary**

### Part 1 - Issues, needs and/or initiatives and benefits.

#### 1. Local context

Clymping is a coastal community of 885 (2021 census). The village is bisected by the A259 between Littlehampton and Bognor Regis. The B2233 Yapton Road and Church Lane are heavily used HGV routes leading north from their junctions with the A259 towards Yapton and Ford/ Arundel respectively. Horsemere Green Lane (HGL) is a residential lane that unfortunately provides a convenient 'rat-run' between Yapton Road and Church Lane which is particularly used during peak periods and when traffic is heavy on A259.

#### 2. Road Safety

The Parish Council has for some time been very aware of community concerns for road safety on the local network and particularly HGL. This road is the only route available for residents to access all local facilities such as the playing field, two village halls, the Church and the local primary school. The Parish Council is therefore keen to promote changes designed to reduce car dependency, and reduce traffic volumes and speeds, as these are having a detrimental effect on the safety of walkers, cyclists, school children and those with mobility issues, as well as an adverse environmental impact on residents, along HGL.

#### 3. Needs

As a result of the considerable amount of residential and industrial development included in the Local Plan traffic volumes are increasing significantly, creating unique problems for HGL due to its location.

In summary these are:

- HGL is used daily as a regular cut through to avoid delays from congestion and other problems on the A259 and the wider network.
- The absence of a continuous footway along HGL forces pedestrians onto the narrow carriageway where they are exposed to passing traffic,
- Walking from the HGL residential area to the village amenities (Church, Church Hall, Village Hall, playground, School, beaches, and Littlehampton) requires Church Lane to be crossed to the only connecting pavement on the eastern side of Church Lane, which is heavily used by fast moving HGVs (40 mph limit) accessing the industrial areas on Ford airfield. There is no marked crossing and poor visibility to the south. This is particularly important as it is the only walking route to the village school from the HGL residential area.

- Piecemeal infill residential development (outside the Local Plan) that has added to residential traffic using HGL.
- Arun's current Local Plan includes over 4000 new homes in the Yapton/Ford/Clymping area. A large part of the inevitable additional traffic will need to access the A259 through Clymping given the restricted crossings of the railway to the north and west, and the river Arun. This is part of the justification for the proposed WSCC improvements to the A259 junctions between Flansham and Littlehampton. The pressures on HGL will only increase because of all the development and during the extensive A259 roadworks that would follow approval.
- HGL is seen as an 'active travel route' connecting the Local Plan developments to the coast (Ford Landings Masterplan F/4/20/OUT). HGL is also highlighted in the Propensity to Cycle Tool (<https://www.pct.bike/m/?r=west-sussex>) as both a fast and quiet route for cyclists.
- The Parish operates its own Speed Indicator Device (SID). This provides a warning of excessive speed and counts vehicles and their speed over time within the limits of forward-looking radar.

Traffic was most recently monitored at the midpoint of the lane during June 2023. Typically, we measured 2-way 2500 traffic movements (workdays) and 1500 (weekends). Average speeds were between 25.6 and 28.4 mph, 85% speed 33-34mph and top speeds of between 60 -70 mph for small numbers of speeders. The average speeds are moderated by SID warnings, the community Speed watch team and existing traffic calming build outs (full details in appendix (ii))

Before Covid lockdowns we more typically measured 1900 – 2000 two way movements. This implies something of the order of a 25-32% increase from February 2020 to June 2023 (whilst accepting the limitations of comparisons at different times of the year) with associated sound pollution in the form of traffic noise and nighttime light pollution on the unlit lane.

- Recent analysis of Air Quality yielded results above WHO standards (<http://addresspollution.org/>). Any increase in traffic flows will add to the problem:
  - The annual average of the pollutant PM2.5 is 9.85mcg/m<sup>3</sup>. The World Health Organization limit is 5mcg/m<sup>3</sup>.
  - The reading for PM10 is 17.31mcg/m<sup>3</sup>. The limit is 15mcg/m<sup>3</sup>
  - The reading for N02 is 12.50mcg/m<sup>3</sup>. The limit is 10mcg/m<sup>3</sup>.
- The Parish Council recognises the need to balance investment and economic growth with the need to deliver a safe environment for users of HGL and Clymping. In addition to all the development in Yapton and Ford, the Parish is benefitting from new investments as follows:
  - a Specialist Dementia Care facility
  - Drive in café

- Caravan storage park
- Restoration of the Black Horse public house on Climping Street
- New waste treatment facilities on the Rudford Industrial Estate.
- Restoration of the village's childrens' playground

## Part 2 proposed works/activities

### Objectives

The Parish Council are proposing an integrated approach to addressing these needs by encouraging walking and cycling rather than the use of the car through the provision of pavements, safer crossings, traffic calming and a reduced speed limit (20 mph).

These proposals for HGL support the 'Vision and Objectives of the West Sussex Transport Plan 2022 -2036' in particular:

- Encouraging more active travel (p2) and connectivity to public transport for access to the local amenities and coast
- To discourage inappropriate speed and use of unsuitable rural routes using behavioural initiatives (p.5);
- Improving Public Health and Wellbeing (pp24-26): by encouraging walking and cycling and improving air quality and reducing traffic noise.
- Adopting the new 2023 West Sussex Speed Limit policy.

### Works/activities (see plan appendix (i))

- Improving connectivity between the strategic sites using HGL to provide a complete, end to end footway (as approved within Planning Application F/4/20/OUT) from Yapton Road in an easterly direction on the north side of HGL to opposite Wooldridge Walk.
- A crossing point to the south side of HGL and then filling in the missing footway sections as far as Church Lane.
- A separate refuge and crossing point of Church Lane to the south of HGL (not included in F/4/20/OUT) to encourage and make it safer for more residents to walk/cycle to the Village Hall with its full range of recreational amenities.
- A 20 mph speed zone for HGL and the side roads to make the lane safer for all users including cyclists:
  - Additional traffic calming using raised platforms at side road junctions,
  - Additional traffic signing indicating the presence of pedestrians and cyclists,
  - Traffic speed monitoring signs in both directions with visual signals to drivers,
  - A designed soft landscaping scheme to improve/retain the character of HGL.

## Part 3: Wider community support (for details see appendix (ii))

The community have been consulted in two stages. In the first 34% of households responded and unanimously supported the urgent need to address the challenges they face daily in HGL. The Parish commissioned WSP to produce two detailed redesign options that were discussed at a community meeting and through

questionnaires. The proposed works above take account of this feedback and likely cost.

We have specific support from the Primary School, the Church, Village Hall and our MP Nick Gibb.

#### Part 4 Scheme objectives

The objectives are:

- Completion of a pavement the length of HGL to encourage walking to all the village amenities including the Church, Village Hall and Village School and provide a safer connection to the public transport network.
- An additional refuge island to improve safety for crossing Church Lane to the pavement on the eastern side.
- The introduction of a 20 mph zone for HGL and its side roads with associated additional traffic calming features to discourage rat running, to improve safety for all users including cyclists, and to improve air quality and reduce sound pollution in the form of traffic noise.

#### Part 5 Costs and Part 6 Funding sources

This application is seeking a contribution of £233,000 from WSCC Community Highways based on the estimate from WSP. This is net of the provision of the pavement provided as a developer contribution associated with F/4/20/OUT, a contribution of £75k from the developer associated with CM/1/17/OUT and £25k from Parish CIL funding. In addition, the Parish invested £5.5k for consultant support to develop these proposals. We are also seeking ADC CIL funding in the event the two developments either don't proceed or are unacceptably delayed.

Full details of costings and financial contributions are set out in the Appendix (ii).

#### Part 7 Supporting evidence

Appendices:

- (i) Proposal plan
- (ii) Full application document

#### Part 8 County councillor support

Councillor Jacky Pendleton, District and County Councillor

**Please note that this is an executive summary as requested by WSCC Highways. Full details to support the application are set out in the appendices**