

Community Highways Scheme
Application By Clymping Parish Council
July 2023

1. Introduction

Horsemere Green Lane (HGL) is an important local Clymping village road. It is a tree lined, unclassified, road with the character and ambience of a traditional Sussex country lane (see picture below) whilst providing the only access to over 200 homes on the lane and within the several individual housing developments along it. In recent years 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 or during A259 roadworks. This is mainly due to increased levels of activity in the Rudford Industrial Estate which lies to the north of HGL, to the numbers of recently completed housing developments in the area; and to the closure of the gated access in Yapton Road to the popular market (Thursdays, Saturdays and Sundays).



After pressure from the Clymping Parish Council (CPC) a traffic calming scheme and a 30mph speed limit were introduced in 2017 following joint work between the Parish Council and West Sussex Highways to try to discourage use of the lane and slow the traffic. This has only had limited success due to the traffic growth in the local area.

Because of continuing local concerns, the Parish Council now monitors the traffic. We record both the numbers of vehicles and their speeds. On workdays approximately 2500 vehicles a day use the lane and of these approximately 40% exceed the speed limit, despite the traffic calming, with recorded speeds of up to 70mph. This poses a direct risk to other users in the lane and especially to pedestrians, dog walkers, those with limited mobility, occasional equestrians, and cyclists. This risk is greatly increased due to the lack of a continuous footway along the length of HGL.

Because of all these factors, the requests of many local residents, and after discussions with WSCC officers and Cllr. Jacky Pendleton (WSCC), the Parish Council is now applying for a

‘Community Highways Scheme’ for a new proposal designed to alleviate both the current and the anticipated issues given the high levels of local development, planned development, and planned A259 roadworks that will inevitably impact the Lane.

The Objectives of the Scheme are:

- (i) To provide safe and secure routes for pedestrians and those of limited mobility providing access to local public transport, the village amenities, and Littlehampton
- (ii) To improve traffic calming to improve road safety for all users, especially cyclists, to reduce traffic speeds and to deter through traffic.
- (iii) To help retain the present rural ambience and character of Horsemere Green Lane

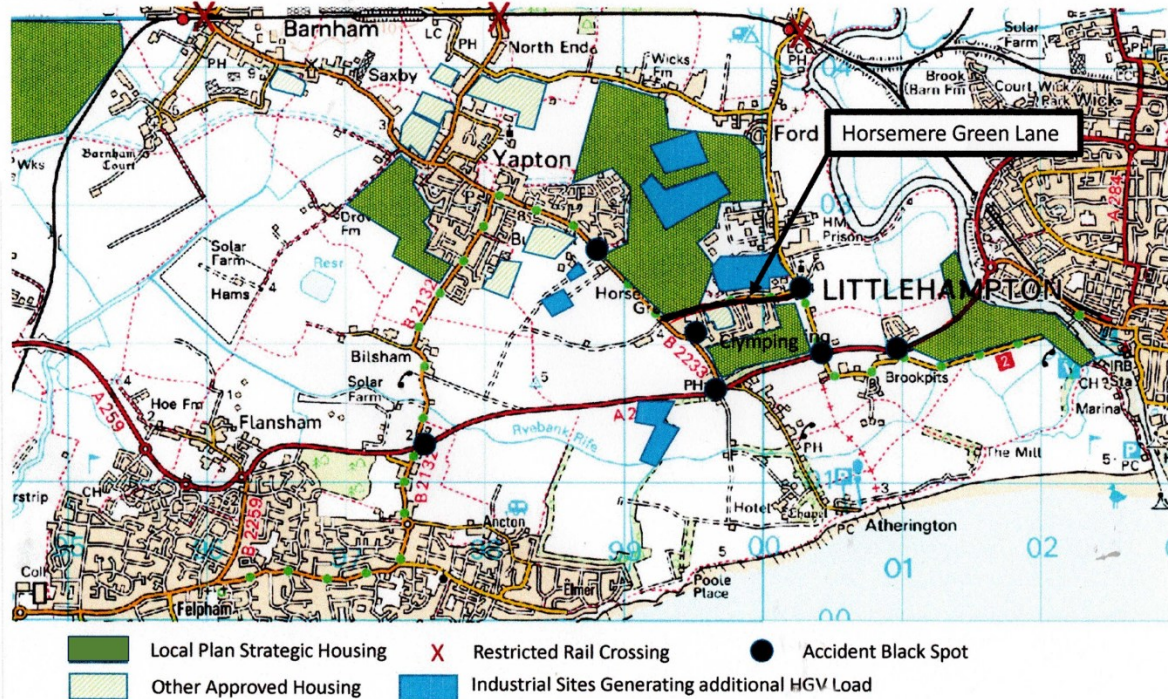
The submitted proposal (developed in conjunction with Consultants WSP) closely follows the “Vision and Objectives of the West Sussex Transport Plan 2022 -2036”. The intention is to make “active travel” safer and more attractive to residents to reduce dependency on cars. We want to improve non-vehicle access to the village amenities and local services. An important part of this is to encourage more use of public transport including the 700 and new 500 bus routes that are only conveniently accessible at the western end of Horsemere Green Lane. We also see these proposals as ways to connect better with the existing “active travel” route along the A259, to tackle inappropriate road speeds and reduce other traffic impacts such as air pollution, noise and rat running. In these regards it is consistent with the new WSCC speed limit policy <https://www.westsussex.gov.uk/news/vulnerable-road-users-and-active-travel-at-heart-of-new-speed-limit-policy/> .

This Community Highways Scheme Application describes the issues for Horsemere Green Lane providing the spatial and historical context to the scheme. It describes the public consultation that identified significant local support for such a scheme, the current road traffic data for the lane, and the initial design studies commissioned by the Parish Council with consultants WSP. The design study offered two proposals and the current proposal was developed from these based on the public responses, cost considerations and discussion with WSCC Highways engineers. As a result, we are requesting £233k from the Community Highways scheme net of other contributions.

2. The Issues for Horsemere Green Lane, Clymping

The village of Clymping (see Map 1 below) lies in an area of West Sussex bounded by the railway to west and north with constrained crossing points, the river Arun to the east and the sea to the south. The only unhindered through route is the A259 and West Sussex County Council now recognises the limitations of this primary route and its junctions for local traffic. The effect of the constraints to the north are to force traffic south through Clymping village to the A259. This is an area of major housing and industrial development (as shown on Map 1) will only add to traffic volumes and impacts on highways safety unless due consideration is given to infrastructure for active travel.

Map 1 – Development in an Enclosed Highways Cell



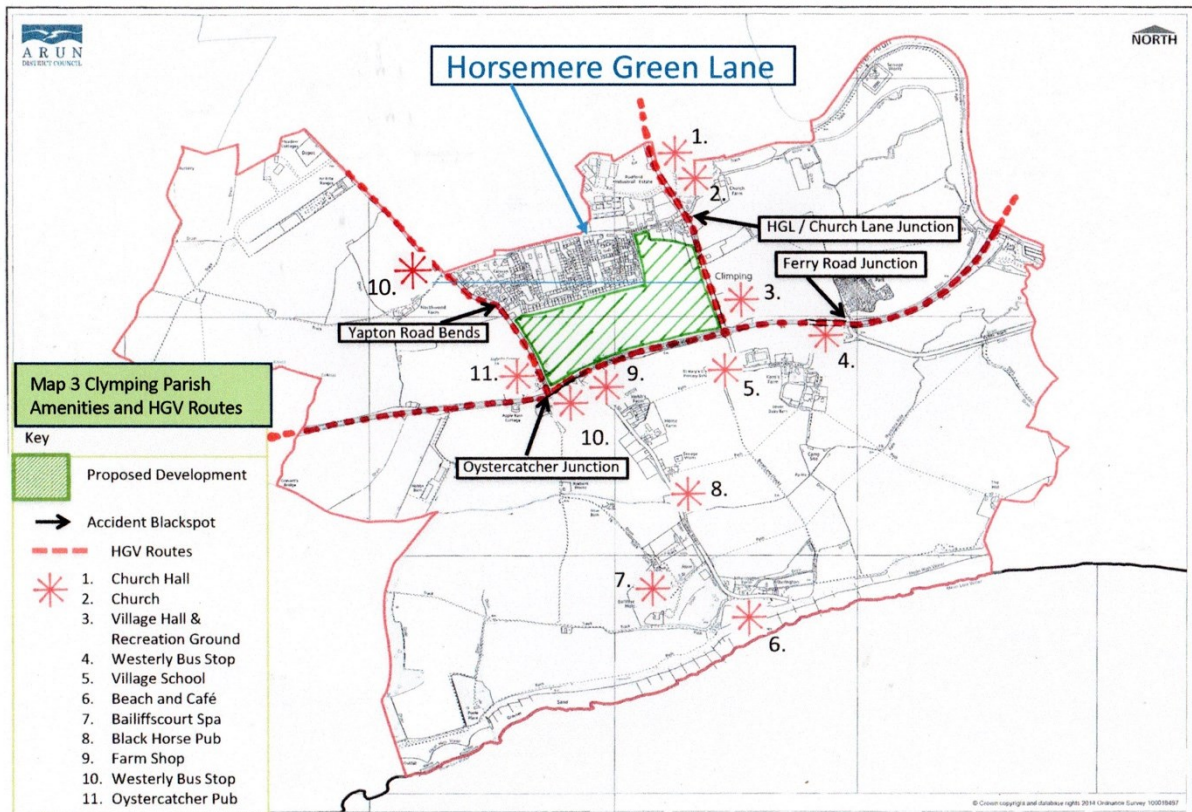
Today HGL is an attractive rat run for through traffic as it runs parallel to the frequently congested A259 enabling traffic to join or leave at the current Church Lane roundabout rather than using more difficult and dangerous Oystercatcher Junction. This is especially true during the morning rush hour when traffic re-routes to avoid A259 holdups.

Map 2. Clymping Current Paths and Pavements
(Extracted from West Sussex County Council Accidents Map)



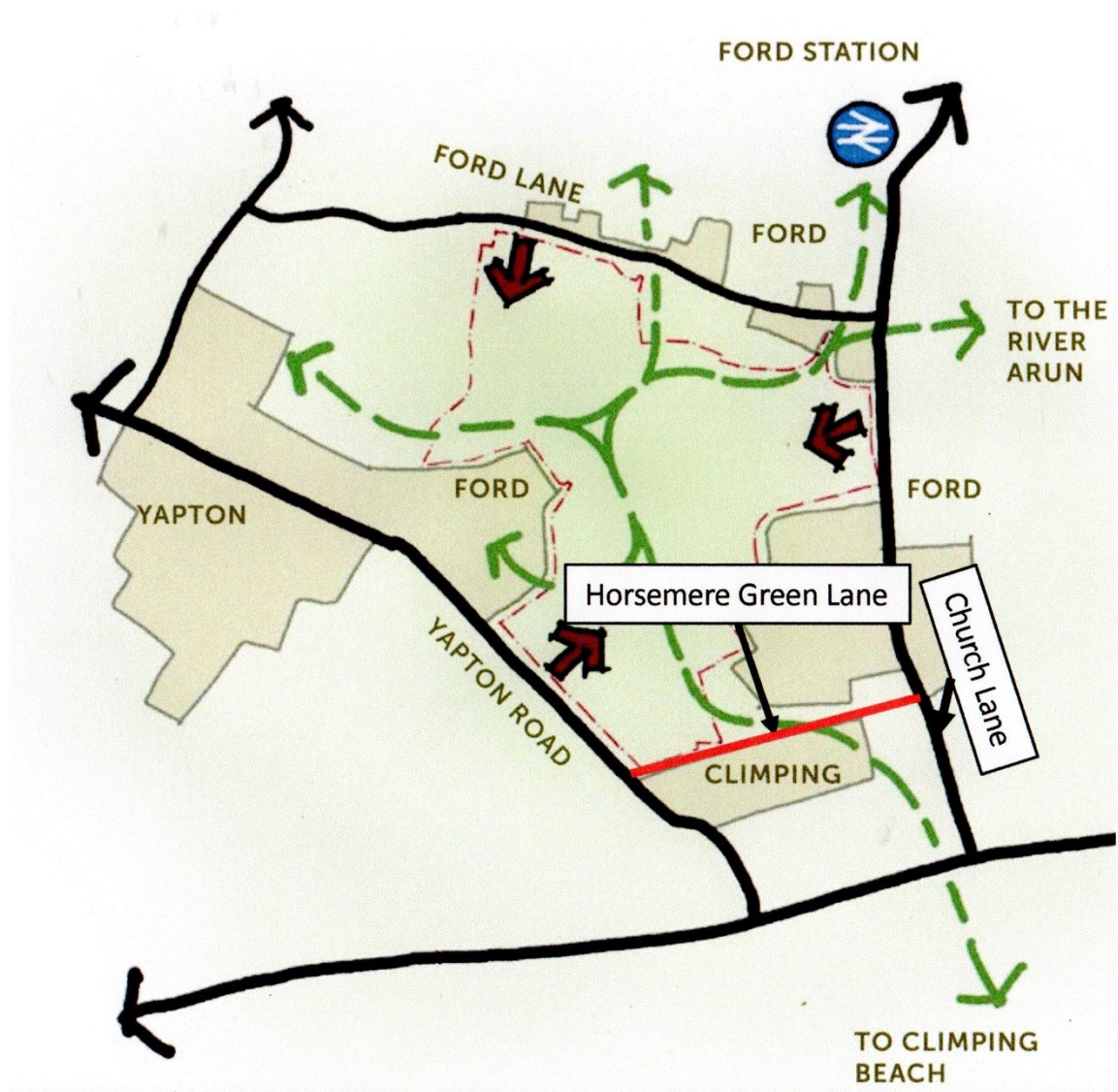
There are currently 247 homes along Horsemere Green Lane and its side roads following recent developments. There is no continuous pavement along HGL for safe access to the main local bus routes (500 & 700) in Yapton Road (see Map 2). School children routinely have to walk in the carriageway to get to the bus. At the eastern end of HGL pedestrians must cross the heavily used Church Lane to reach the only southerly pavement. The visibility is poor either way at the junction and there is no identified crossing point or island in Church Lane to assist either pedestrians or cyclists.

All of the village amenities and bus stops require access to and the crossing of either Yapton Road or Church Lane to access the church, the halls, the village school, the recreation ground, the beach, pubs/restaurants or public transport (see Map 3). In the absence of safe and convenient active routes residents usually prefer to drive.



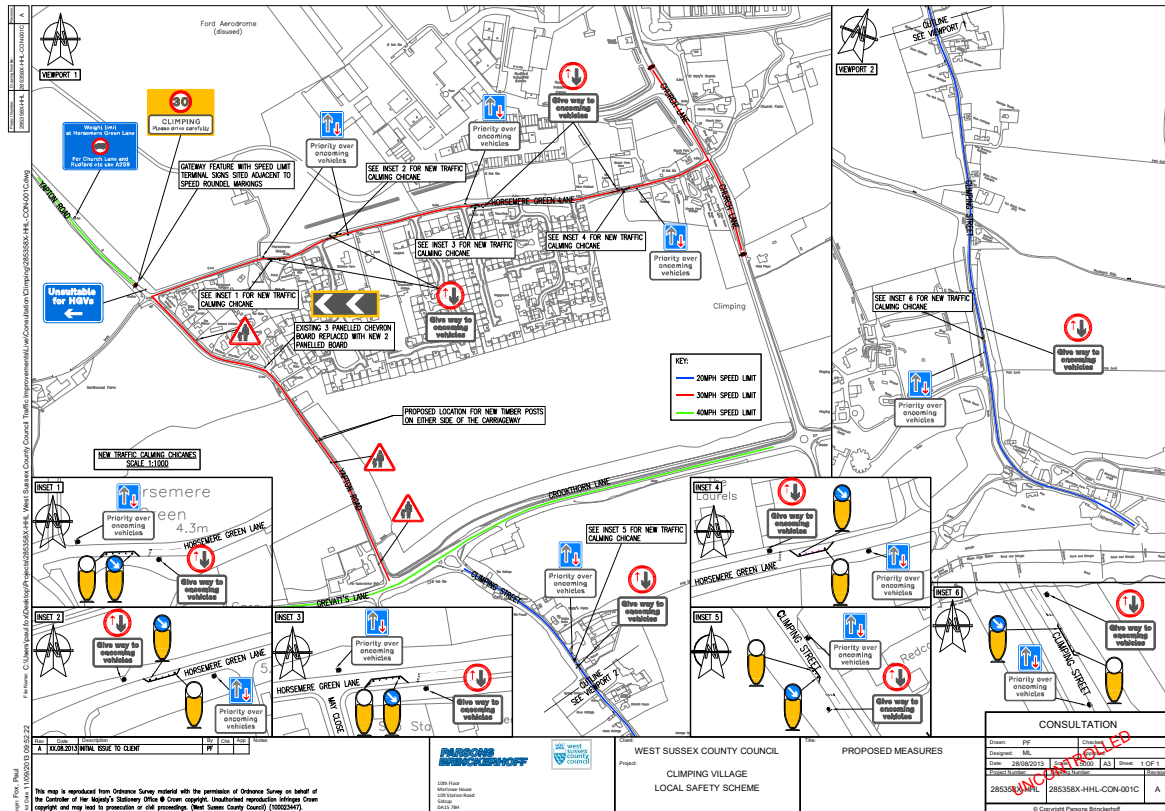
Major Strategic Housing developments are proposed in the Arun Local Plan in Clymping (CM/1/17/OUT – 300 homes) and Ford (F/4/21/OUT – 1500 homes). The Ford Masterplan envisages an active route to the south firstly along Horsemere Green Lane and then south onto the A259 cycleway that would significantly add to the numbers of pedestrians, cyclists and those of limited mobility using the lane.

HGL is also already highlighted in the Propensity to Cycle Tool (<https://www.pct.bike/m/?r=west-sussex>) as both a fast and quiet route for cyclists. It needs to be kept that way.



Source The Landings Ford, Masterplan Document (active travel routes in green)

The issues with HGL and other village roads have been recognised by WSCC. In 2014, the Climping Village Local Safety Scheme was proposed by WSCC designed by Parsons Brinckerhoff (drawing 2885358-HHLCON-001C dated 17.02.2014)



The proposals for HGL were implemented in 2017 with just 4 build outs spaced more widely than would be recommended today; and a speed limit reduction from 40 mph to 30 mph. Unfortunately, the proposals for speed limit reductions (40mph to 30mph) in both Yapton Road and Church Lane were not implemented. They remain dangerous to cross by pedestrians.

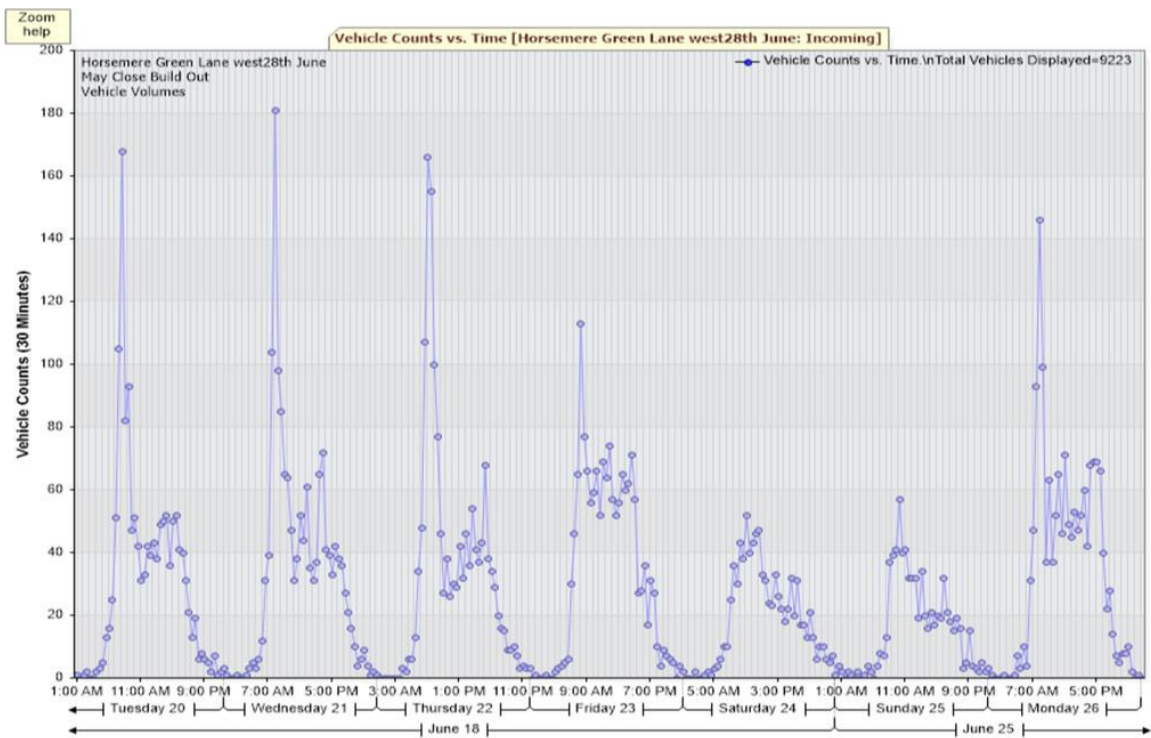
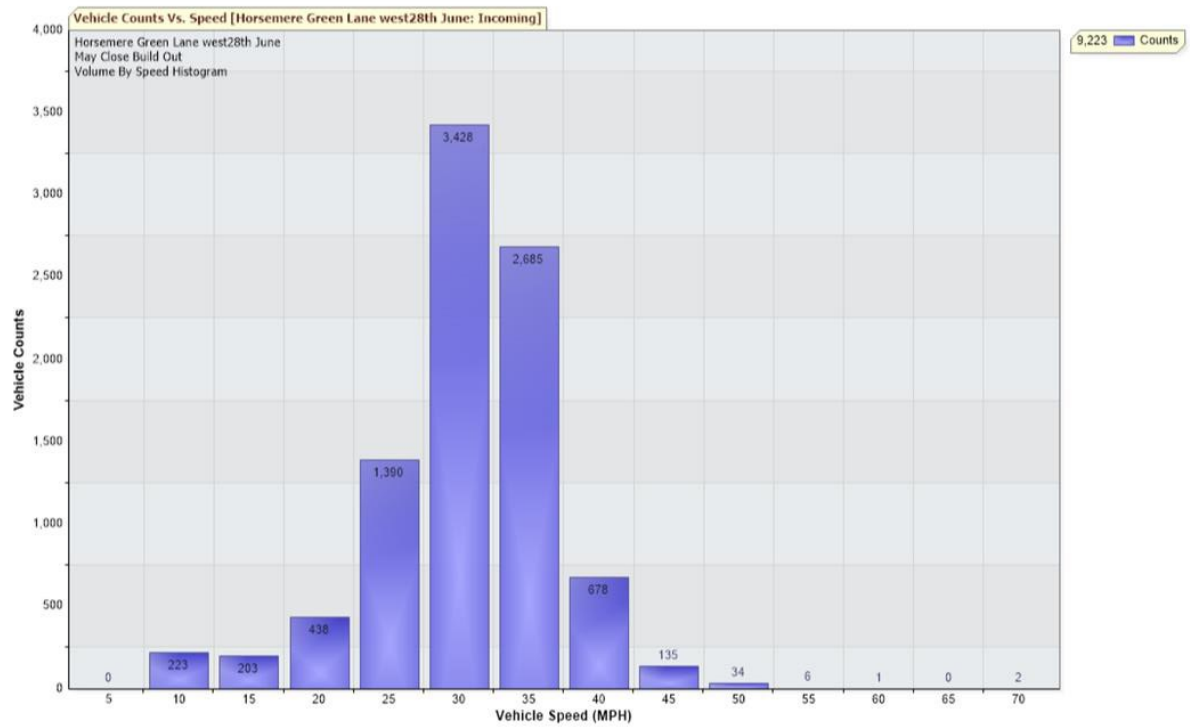
3. Traffic assessment

The Parish operates its own Speed Indicator Device (SID). This provides a warning of excessive speed and data; numbers of 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.

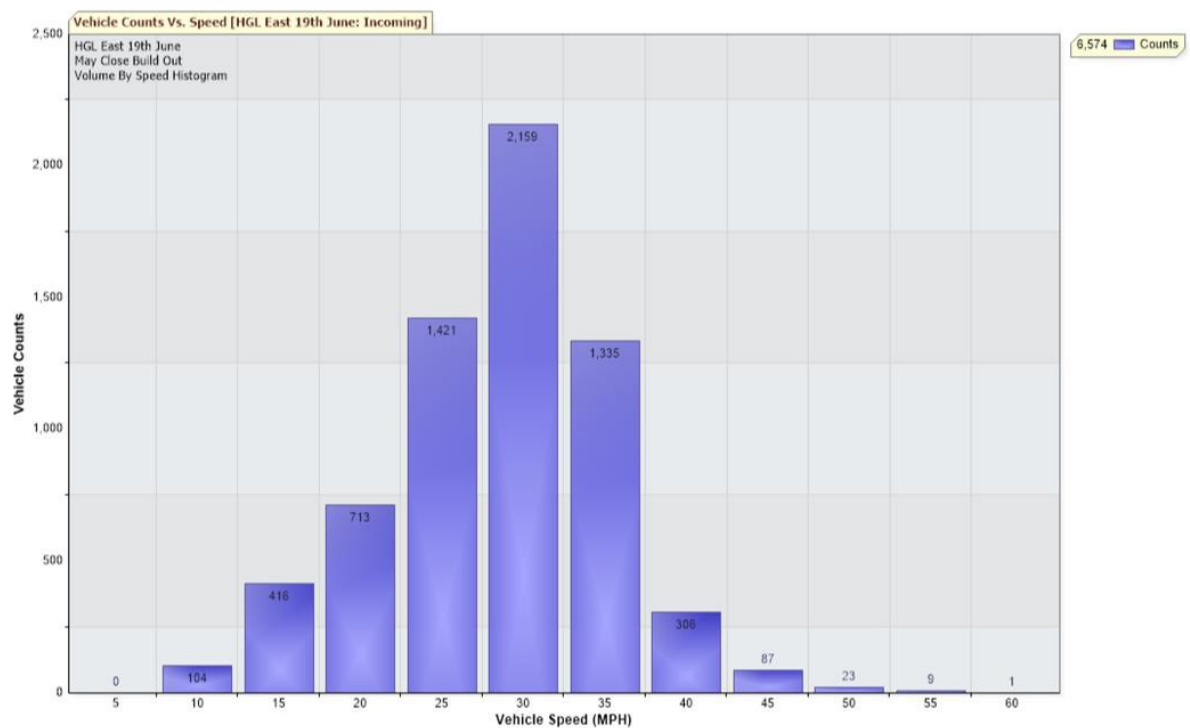
On workdays the easterly flow shows a significant peak consistent with the morning rush to work and school:

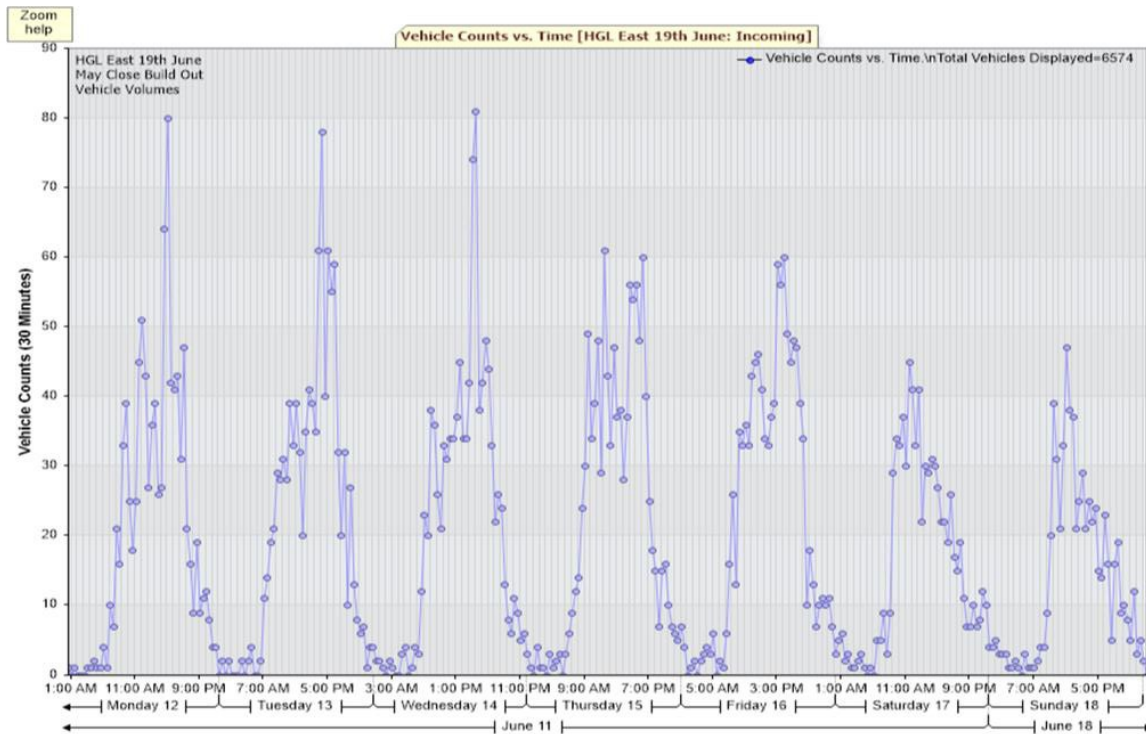
- Vehicle Count 1523 (workdays) 806 (Weekends)
- Ave speed 28.4mph
- 85% speed 34mph
- 39% exceeding the 30mph speed limit
- Maximum speed recorded 70 mph



The westerly flows show a different pattern with a less pronounced afternoon peak. SID was positioned close to a build out where westerly vehicles must give way, inevitably lowering the recorded average speeds at this point:

- Vehicle Count 1033 (workdays) 704 (Weekends)
- Ave speed 25.6mph
- 85% speed 33mph
- 28% exceeding the 30mph speed limit
- Maximum speed recorded 60 mph





In June 2023, during a period of excessive queuing on the A259 at the road works for the new crematorium, the westerly average traffic flow in HGL rose from the typical 1000 to 2300 vehicles a day. We recognise that this is unusual, but it is also a stark warning of what we may see if the A259 proposals proceed: a significantly busier and more dangerous Horsemere Green Lane.

Overall, in total we are typically seeing 2500 two-way vehicle movements on workdays, but only 1500 on weekends, which emphasises the extent of rat running.

Another interesting and worrying aspect arising from our data is that in February 2020, before Covid lockdowns, we measured 1900 two way traffic movements. This implies something of the order of 20 -25% increase February 2020 to June 2023 (whilst accepting the limitations of comparisons at different times of the year). The increase in traffic inevitably increases sound pollution and at night light pollution along the unlit lane.

The Clymping Parish Council also supports a 'Community Speed Watch' volunteer group on Horsemere Green Lane. Their presence from time to time does have a limited additional traffic calming effect. However, at the time of writing and over the past 6 one-hour sessions, 43 motorists were recorded and reported exceeding 36mph with one at 50mph.

4. Air Quality

With traffic comes air pollution. An assessment that is available (<http://addresspollution.org/>) based on an Imperial College London database show for HGL:

- Particulates that are damaging to respiratory health:
 - The annual average level of the pollutant PM2.5 is 9.85mcg/m3. The World Health Organization limit is 5mcg/m3.
 - The value for PM10 is 17.31mcg/m3. The WHO limit is 15mcg/m3
- The value for NO₂ is 12.50mcg/m3. The WHO limit is 10mcg/m3. NO₂ is known to increase mortality rates and damage respiratory health.

These values underline the importance of deterring and reducing through traffic and encouraging local active travel.

5. First Public Consultation

During the summer of 2021 the Parish Council undertook an extensive survey of homeowners along Horsemere Green Lane. There was a high 34% return rate based on the then 220 homes.

The results confirmed the issues outlined in above, i.e.:

- Car use predominates.
- High level of concern about the existing traffic volumes in 2021.
- Very high level of concern about speeding traffic.
- Real concerns for safety when walking or cycling.
- Concern about the adequacy of the traffic calming (only 4 build outs and 30 mph speed limit.
- Concern about the safety of the Horsemere Green Lane/ Church Lane Junction and pedestrians crossing there.
- Nearly all were concerned that proposed developments will worsen the situation in Horsemere Green Lane and that this would affect their quality of life.
- Universal support for a review designed to reduce rat running and prioritise access for residents whilst providing a continuous safe and convenient route for non- vehicle users.

4 conceptual ideas for improvement were suggested to prompt feedback. Two were subsequently considered not implementable (a physical closure point on the lane and closure of the lane to through traffic using an ANPR camera system). A two-way scheme and a one-way scheme taken through to the design stage.

6. Design Stage Consultation

WSP produced two designs encompassing the main features the Parish Council work group felt appropriate:

- “Two-way system” with raised junction platforms, 20 mph and 3m wide shared pedestrian/cyclist green route the length of Horsemere Green Lane with the current open sections of drainage ditch culverted given limited width availability.
- “One-way system” east west with similar 20 mph speed limit, raised platforms but using some of the old highway width for a green route.

We received good feedback with 40 responses 23 for a two-way system, 9 for a one-way approach and 8 for neither. Virtually all voting for neither see the only solution as a complete blockage of the lane probably between May Close and Appletree Walk, some voting for one way only did so as the blockage was not offered. The one-way system was the most controversial as many saw it as particularly inconvenient to them personally with the need to circulate around using the A259; and the perceived uncertainty that the A259 Review and junction improvements will ever come to fruition.

The main majority support was for:

- A two-way scheme.
- A pavement whole length as a priority.
- 20 mph speed limit, in line with recent WSCC policy.
- Further traffic calming along the lane for making it safer for all users.
- A pedestrian refuge island for safer crossing of Church Lane.

The 3m wide active travel route was unpopular given the way it urbanised the lane and completely changed its look. We decided to consider the possibility of a segregated cycle way as a future project, depending on the success of this first phase.

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

7. Proposal (attached below)

The final option being put forward to WSCC features the views of the community and following discussion with WSCC Highway engineers. Key features are:

- A complete, end to end footway (as approved within Planning Application F/4/21/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 four 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)
- 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,
 - 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.

NB. A future second proposal may be required to provide segregated space for cyclists, but this is not part of this proposal as the new 20mph speed zone is expected to provide a better safety regime for cyclists.

8. Cost and Sources of Funding

- Initial design work by WSP funded by Clymping Parish Council £5.5k,
- Footway to be installed as part of the Ford Landings development F/4/20/OUT,
- Refuge in Church Lane and HGL 20 mph Zone traffic calming estimated by WSP at £275k with future detailed design work £58k.

Sources of funds:

- Initial design work commissioned by PC £5.5k,
- Footway cost to be borne by the Ford Landings development F/4/20/OUT,
- £75k contribution as part of Clymping development CM/1/17/OUT,
- PC further contribution £25k from Parish CIL receipts,
- Application to WSCC Community Highways Scheme fund of £233k.
- A possible contribution from ADC District CIL monies if the developments F/4/20/OUT and CM/1/17/OUT either don't proceed to implementation or to timely implementation given the pressing problems that exist today.

9. Conclusion

CPC seeking funding of £233k through the WSCC Community Highways Scheme to provide safe and convenient routes for pedestrians together with a 20 mph zone including additional traffic calming to slow traffic, to provide improved safety for all road users, to help retain the character of the road: and to promote active travel in Clymping, all in accordance with WSCC's current Transport Policies.

Cllr. Colin Humphris

On behalf of Clymping Parish Council

July 2023

