

## Appendix G: Traffic & Movement

**Roads, Transport and Parking Working Group** - Items that cannot be included as planning policies, but which must still be addressed

<b>FOOTPATHS, FOOTWAYS and CYCLEWAYS</b>		
<b>Issue, problem and cause</b>	<b>Measure and how</b>	<b>Priority</b>
<ul style="list-style-type: none"> <li>• Footways (alongside roads) and footpaths (designated public footpaths) are often discontinuous creating dangers.</li> <li>• Footpaths terminate on dangerous highways.</li> <li>• Footways and footpaths are ineffective as 'safe routes to school' because of missing links including in the village centre.</li> <li>• The footway outside Woodies is narrow and potentially dangerous when vehicles mount the pavement.</li> <li>• WSCC suggested cycle routes are on busy highways that are bus routes with on street parking.</li> <li>• It is unclear whether cyclists can legally use some public footpaths.</li> <li>• Except for the Dappers</li> </ul>	Review the footpath and footway network, identify 'missing links' and provide these links	High
	Signpost a north-south cycle route using Roundstone Lane, Weavers Hill, Dappers Lane and Swillage Lane to access the South Down National Park.	High
	Specifically create a shared use footway / cycleway on north side of Water Lane between Dappers Lane and the 'by-pass'.	High
	Specifically create a shared use footway / cycleway on north side of A259 from the Sainsburys traffic lights to Station Road include a safe crossing of Station Road.	High
	Specifically create a footway on the east side of Weavers Hill behind the wall.	High
	Provide a footpath from the point that the footpath from Pine Trees Close terminates on the south side of the A27 along to Dappers Lane.	High
	Investigate whether the footpath north from Rectory Lane along the west side of the village could be shared cycle use.	Medium
	Investigate whether the Cow Lane by-way to the west of the southern part of the 'by-pass' could be extended up to the Water Lane / 'by-pass' junction.	Low
	Clarify those footpaths and footways cyclists are permitted to use and those they are prohibited from using.	Low
Provide a safe pedestrian / cyclist / equestrian crossing of the A27 in the area to the west of Hammerpot.		

<p>Lane underpass and the one west of the Patching flyover pedestrian / cyclist / equestrian crossing of the A27 in Angmering is dangerous.</p>	<p>Reduce the width of High Street at Woodies by possibly prohibiting parking on opposite side of road, widening footway outside Woodies and extending the hand railing down the hill.</p>	<p>High</p>
---	--	-------------

<p style="text-align: center;"><b>TRAFFIC MANAGEMENT</b></p>		
<p>Issue, problem and cause</p>	<p>Measure and how</p>	<p>Priority</p>
<ul style="list-style-type: none"> <li>• The volume, speed and type (HGVs) of traffic through the village.</li> <li>• The 'by-pass' route is not attractive enough.</li> <li>• The route through the village centre is not sufficiently unattractive to through traffic.</li> <li>• The current 'traffic calming' measures result in high speeds between these features.</li> <li>• The vehicular connection between the village and the South Downs National Park is poor.</li> </ul>	<p>Dual the single carriageway lengths of the A259 between the roundabout at the southern end of the 'by-pass' and the roundabout north of Angmering railway station to reduce journey times and make the route more attractive. Fund from the development of the Asda and Morrison stores whose customers will benefit and from further development in Angmering that will add to traffic on local roads.</p>	<p>High</p>
	<p>Revise the 'traffic calming' in the village to install sensitive measures (combination of mini-roundabouts and tables) that will slow traffic in a safe manner to increase journey times and make the route less attractive. Fund from the development of the Asda and Morrison stores whose customers will benefit and from further development in Angmering that will add to traffic on local roads.</p>	<p>High</p>
	<p>Replace the Water Lane / 'by-pass' junction with a roundabout that will permit Water Lane to southbound 'by-pass' manoeuvres reducing southbound traffic on Roundstone Lane particularly considering potential development of site(s) off Roundstone Lane. Fund from the proposed development off Roundstone Lane.</p>	<p>High</p>
	<p>Impose weight limit on through traffic on village roads. This is believed to be 'highest priority' by West Sussex County Council. Current WSCC budget.</p>	<p>High</p>
	<p>Enforce speed limits. Current Sussex Police budget</p>	<p>High</p>
	<p>Erect 'village access only' signs on roads leading to village. (examples used for Patching)</p>	<p>High</p>
	<p>Erect 'unsuitable for heavy goods vehicles' signs on roads leading to village. (examples used for Patching)</p>	<p>High</p>
	<p>Increase the area around the village centre covered by the 20 mph speed limit.</p>	<p>-</p>
	<p>Take great care as to the manner in which the highway infrastructure of any new development should be connected to that in the village and surrounding the village.</p>	<p>-</p>
<p>Enhance access to the village and between the village and the South Downs National Park by reinstating the two way operation of the north end of Dappers Lane</p>	<p>-</p>	

<b>PUBLIC TRANSPORT</b>		
<b>Issue, problem and cause</b>	<b>Measure and how</b>	<b>Priority</b>
<ul style="list-style-type: none"> <li>• The impact upon local residents and the structural damage caused to unsuitable residential roads by the use of full size buses through the village..</li> <li>• Government guidance indicates bus routes should not be on roads less than 6 metres wide. Many are 5.5 metres wide and narrower and were built as estate roads with no expectation of bus use.</li> <li>• Weavers Hill has a width restriction of, it is believed, 6ft 6ins.</li> <li>• At times the car park at Angmering railway station becomes crowded or full discouraging its use. (Some passengers for London opt for the longer drive to Arundel railway station instead).</li> </ul>	Smaller buses ('hoppa' buses) are available and should be used on services through the village to reduce their impact on the environment and the community.	High
	Encourage the operation of small buses between the village and Angmering railway station over the extended commuting day to improve the attractiveness of travelling by train from Angmering railway station.	Medium
	Encourage the railway station operator to increase parking capacity at Angmering railway station. (This is a parking issue but it is also an opportunity to enhance rail travel).	Medium
		-

<b>PARKING</b>		
Issue, problem and cause	Measure and how	Priority
<ul style="list-style-type: none"> <li>• It is often difficult to park in the village centre.</li> <li>• The uncertainty of finding a parking space encourages villagers to drive elsewhere to shop to the detriment of village shops.</li> <li>• Need for further parking because of numbers of people who work in the village who park for the whole day.</li> <li>• Parking on narrow and busy roads such as Arundel Road and elsewhere results in damage to parked cars, congestion and danger.</li> <li>• At times the car park at Angmering railway station becomes crowded or full discouraging its use. (Some passengers for London opt for the longer drive to Arundel railway station instead).</li> <li>• The Amenity parking at the north end of Dover Lane is sometimes full.</li> </ul>	Ensure parking in the village centre is of limited duration and robustly enforced. (A more robust approach to parking enforcement in Rustington has increased turnover and, most importantly, improved availability).	-
	If village centre residents are disadvantaged provide them with permits.	-
	Encourage the provision of further parking. If the Chandlers site is redeveloped require the provision of community car parking.	-
	Consider whether dedicated car parking bays can be provided in the wider verge areas.	-
	Encourage existing householders to park off road.	-
	Require that all new development has adequate off street parking.	-
	Encourage the railway station operator to increase parking capacity at Angmering railway station.	-
	Encourage the enlargement of parking capacity at Dover Lane.	-
	Consider a parking facility similar to that at Dover Lane off Swillage Lane.	-
		-