

Rusper Village Home Zone Scheme

Introduction

This is a proposal to pedestrianise the centre of Rusper village in a similar manner to the way that The Carfax in Horsham was altered some years ago. The High Street, including the junction at the Star public house, would be treated as a shared use area for pedestrian and road traffic along the lines of the Home Zones Initiative being adopted in several areas around the UK. These are also known as Woonerf schemes as they follow principles already well established in Holland. It will mean that the road and pavement are merged into a single level surface with priority given to pedestrians throughout.

Road traffic speeds will be restricted to 20mph maximum and the road surface will be a changed paving to encourage vehicles to move slowly.

Additional width restrictions will be applied at all entry points to this area to further reduce traffic speeds and make drivers aware of the mixed use of the roads in this area.

The intention is to increase the use of the village centre by the local community and to make it safer for all those using the area. Hopefully, it will also lead to revitalisation of the area.

A further target would be to reduce traffic using country lanes around the village as at rat run and make the roads generally safer.

The hope is that this scheme will be funded by the West Sussex County Council *Strategic Transport Investment Programme* (see <http://www2.westsussex.gov.uk/ds/mis/310713ht07.pdf>).

Note that this scheme was introduced in 2012 and applications are reviewed annually.

Area for Consideration

The initial area would cover the High Street from the parish car park in the north down to the Star junction in the south, incorporating short parts of East Street and Horsham Road to complete the area around the Star junction.

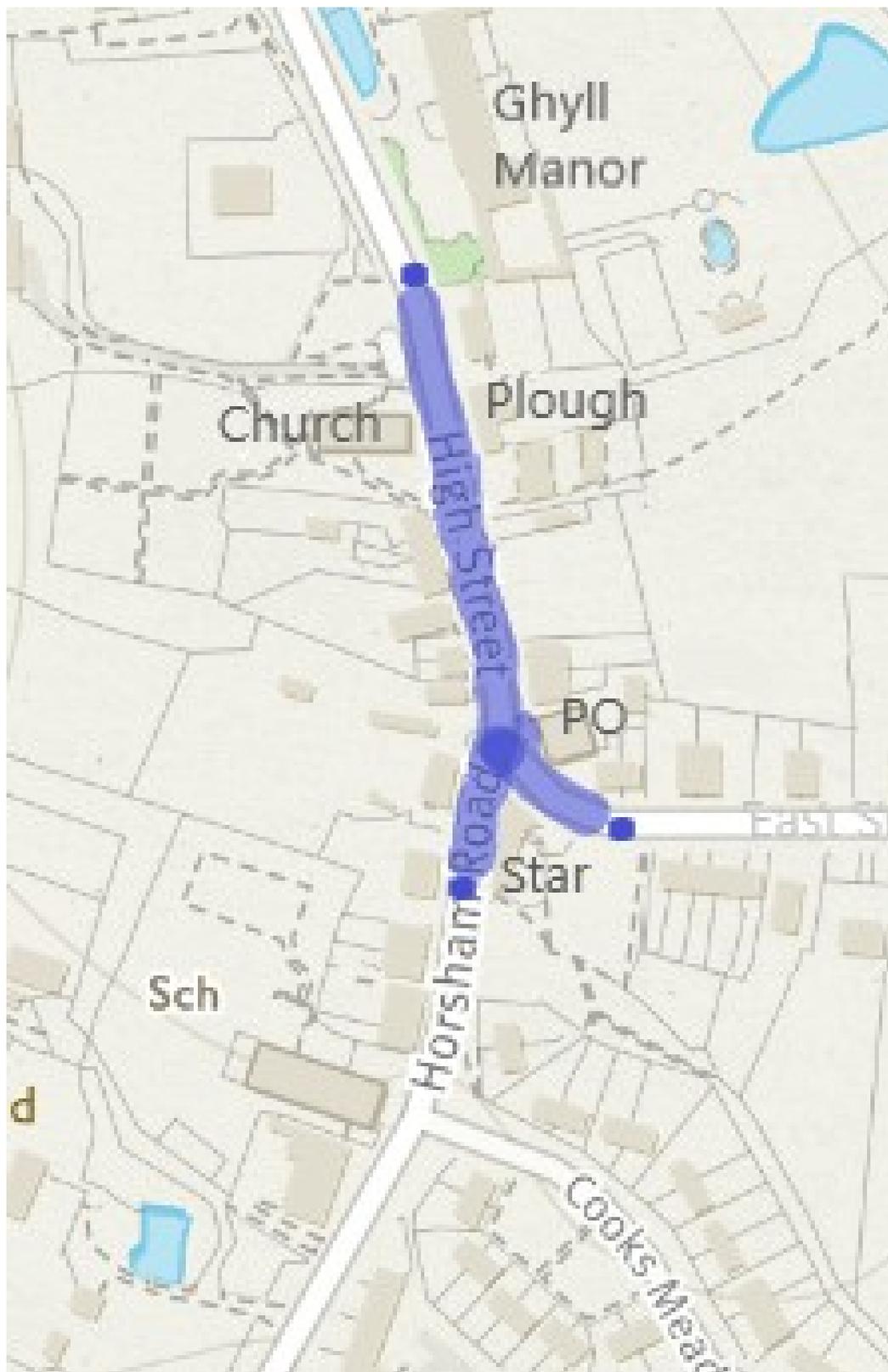
As part of this, the traffic priority at the Star junction would be changed so that traffic from all directions has to stop or give way in a similar way to priorities on a mini roundabout.

If successful, then the central area could be extended along the Horsham Road to include the area down to the School and Village Hall.

To ensure the safety of the scheme, in addition to the central area of the High Street, applying pinch points along all three roads into the village would make it clear to all traffic that they are now entering an area that has different usage than the country lanes they have just left. This should avoid the situation, especially at times when traffic volume is low, where fast moving traffic suddenly enters an area where pedestrians are expecting the traffic to be moving considerably. The proposed three points for these pinch points are shown on the second map below and would again have priority for traffic leaving the village, so traffic entering is forced to slow. Additional signage at these points could make it clear that priorities ahead have changes. Ideally they would also be preceded by “gating” markings and side fences to again emphasise the change of area.

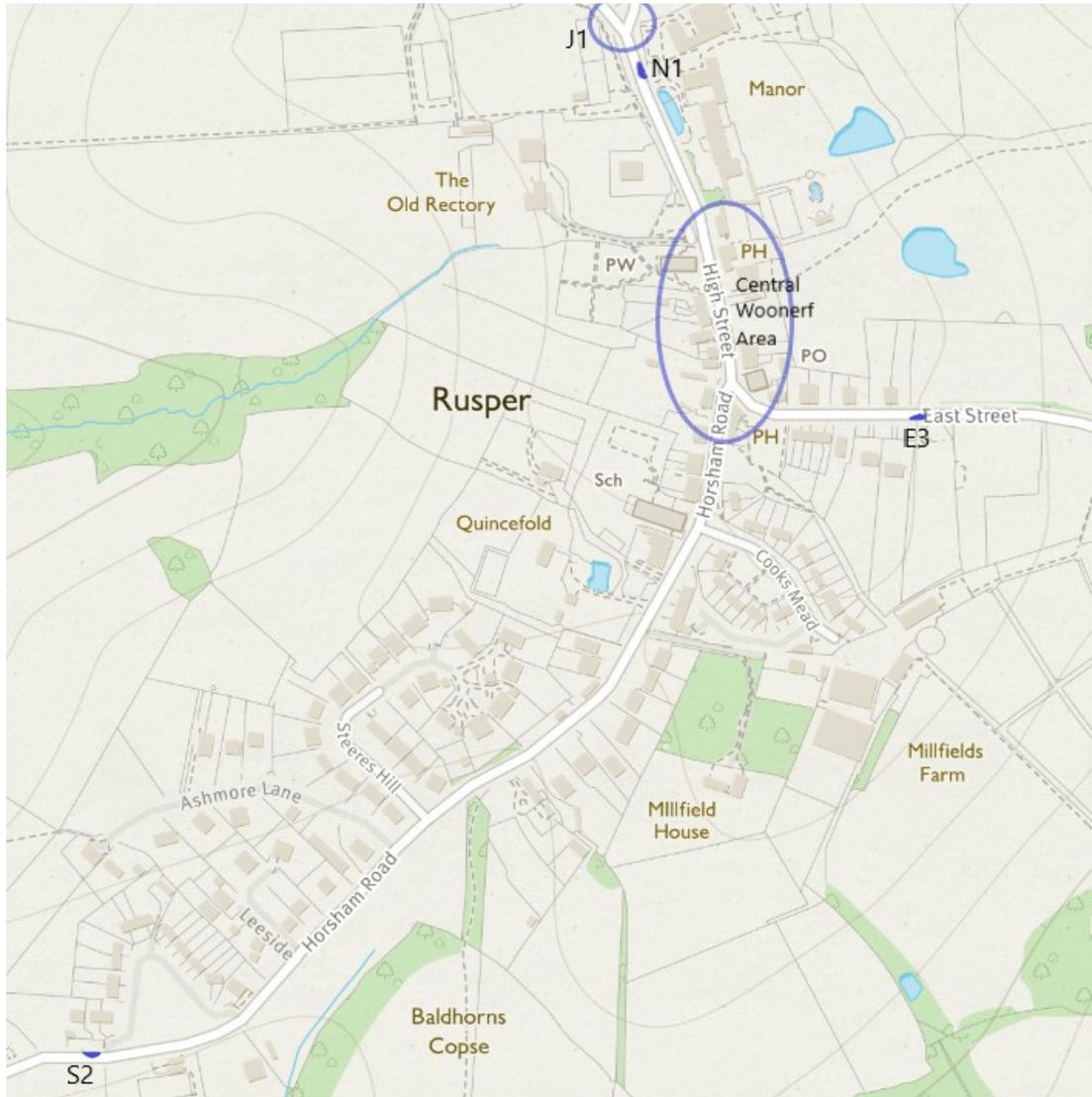
It would also be good to consider changing the junction with the Capel Road to the north of the village to introduce a mini-roundabout here to avoid confusion of traffic coming from two directions approaching the outer northern pinch point. This would be a simple change to road markings on the junction, with no structural road changes.

Plan of Central Woonerf Area



This plan shows the area, in blue, that would have the road level raised to blend with the pavement and where priorities are changed so that all users have equal priority, but where low bollards provide protection for pedestrians along the edges of the area shared with road traffic.

Map of Outer Pinch Points



Three outer pinch points, at N1, S2 and E3 on the map above, would provide additional traffic calming and warn drivers of the change of priority ahead.

A change to the priorities at the Capel Road junction, marked J1 on the map, to introduce a mini-roundabout, would further increase safety and avoid confusion about priorities for traffic approaching the northern pinch point, N1 on the map.

Additional Detail

The proposal does not include any changes to existing parking, although some restrictions around the Star junction might be considered if parking becomes easier in the quieter areas of the High Street.

Small bollards will be used to mark the edge of the area available for motor vehicles to help protect pedestrians outside of those areas. The bollards, along with shallow drainage gullies, will mark the road edges for vehicles, but car and other drivers should be aware that this is a shared area where they need to be cautious of pedestrians at all times.

Each of the three roads entering the zone will be narrowed to single file traffic with priority for traffic leaving the zone at each point. This will mean that any traffic entering the zone will need to

stop and give way to traffic exiting the zone.

Depending on expert advice, the proposal is to raise the road areas of approximately 2,300 sq m with a paving material over the existing tarmac road, extending out over the current pavement and parking areas. The existing tarmac could be pre-drilled to provide for additional self drainage through the new paving, depending on the material used, but would include the retention of the existing road drains.

In addition to the road narrowing at the entrances to the zone, the road between the Church and the Plough would also be narrowed. This will emphasise the pedestrian nature of the zone and make the crossing from the Church to the public houses and playground opposite much safer.

Useful References:

"The Evaluation Of The Effectiveness Of Traffic Calming Devices In Reducing Speeds On 'Local' Urban Roads In New Zealand" <https://core.ac.uk/download/pdf/35470933.pdf> for effects of various changes on speed and use. This is a New Zealand study, but still useful.

Department for Transport Traffic Calming, Local Transport Note

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf

Home zones A planning and design handbook

(https://www.researchgate.net/publication/267624323_Home_zones_A_planning_and_design_handbook)

Home Zones Initiative (<https://orca.cf.ac.uk/11287/1/Biddulph%20Home%20Zones%20Initiative.pdf>)

JRF Design Home Zone Handbook (<https://www.jrf.org.uk/report/home-zones-planning-and-design-handbook>)

Examples of these, or similar arrangements, within the UK are:

Moston, Manchester: <http://g.co/maps/gzhch>

Mapperly in Nottinghamshire

Great Bookham, Surrey https://www.google.co.uk/maps/@51.2791254,-0.3743191,3a,75y,52.39h,85.17t/data=!3m6!1e1!3m4!1sSU_wj5tzbG8Rqqk8m8_Yaw!2e0!7i13312!8i6656?hl=en

A Woonerf in Leicester (<https://www.le.ac.uk/emoha/leicester/woonerven.html>)

Cost Estimates

£XX for approx 2,300 sq m of road level raising

£XX for alterations to man hole covers.

£XX for bollards

£XX for road signs and any surface marking

£XX for temporary road closures during work

£XX for outer pinch points