

# **RUSPER PARISH NEIGHBOURHOOD PLAN**

## **ROADS & TRANSPORT**

As of 19<sup>th</sup> February 2019

The issue of roads is a primary concern for those living within the parish of Rusper. The village itself and the adjoining roads have become under increasing pressure from commuters using the parish as a 'rat run' particularly to reach Gatwick, Crawley and Manor Royal Industrial area with commuters finding it quicker cutting through Rusper than using the A264/Crawley-by-pass and neighbouring A roads. But, of course, the roads in Rusper and the parish were never intended for such heavy use.

Not only are levels of traffic unacceptable for such a small rural community, but the speed with which drivers use the narrow roads is also of grave concern.

The housing developments just completed within and around the parish in Ifield, Kilnwood Vale and also the forthcoming development in North Horsham are likely to add yet more pressure to the community and the issue of roads.

### **PUBLIC TRANSPORT:**

One of the key considerations for future development is accessibility to public transport.

The only public transport within the parish of Rusper is the no. 52 bus which runs on Mondays and Thursdays leaving Rusper village at 9.35am and journeying into Horsham via Lambs Green, Faygate, Colgate and Roffey, Tesco at Broadbridge Heath, finally arriving in Horsham at 10.05am.

Passengers then have 2 1/2hrs before the bus leaves Horsham at 12.35pm arriving back in Rusper at 13.05pm.

The twice-weekly bus is thus not feasible for those looking at public transport as a means to get to and from work; however, it does provide an invaluable service to elderly members of the community. The 8-10 regular senior users rely on the service for shopping, banking, for reaching medical appointments and as a means of staying in regular contact with others. And thus it is imperative to the community that this bus route is maintained.

There is also a school bus, which runs from Horsham and is operated by Sussex Coaches. The no. 639 bus leaves Rusper on school days at 7.32am and travels via Millais, Forest and Collyers Schools. It does not serve Horsham town centre nor the train station. The bus returns in the afternoon from Millais and Forest Schools (but not Collyers) arriving in Rusper at 15.27pm. According to Sussex Coaches it is possible for the general public to use this, although it is primary for students. The only other bus service is the regular service between Crawley and Charlwood (Metrobus route 21), which skirts the edge of the parish along the Charlwood Road.

In reality, those living in the parish of Rusper rely on cars and other motor vehicles for all their transport needs.

### **PARISH ROADS:**

There are three main areas of concern within the community when it comes to roads, usage, volume of traffic and speed. This is exasperated by the fact that none of the roads in the parish of Rusper are classified as either A or B roads although are increasingly becoming used as such.

These are as follows:

Rusper Village – the Horsham Road, East Street and the High Street, Green Lane and Friday Street

Lambs Green – Lambs Green Road and Faygate Lane

Ifield Wood – Ifield Wood, Charlwood Road and Bonnetts Lane

The traffic survey conducted in February 2017 (see below) clearly indicates how the village is being used by commuters headed for Gatwick and Crawley. Equally Green Lane and Friday Street have become a preferred route for commuters headed north or for the A24. These roads lack passing points and there is a real need to reduce speed limits. And similar issues are also being experienced in Lambs Green and in the Ifield Wood area.

As well as using the village of Rusper for their daily journey, commuters also come off the A264 at Faygate, journey up Faygate Lane and through the sleepy hamlet of Lambs Green (29 houses) via Lambs Green Road, in order to join the Rusper road, which then either leads into Ifield or Ifield Wood and Gatwick.

Although there isn't a traffic survey to support this, the residents of Lamb Green have expressed serious concern at both the volume and speed of traffic passing along the narrow road.

Equally Ifield Wood has become known as a 'short cut' to Gatwick airport with commuters and airport users regularly journeying along the Rusper Road towards Ifield, but then cutting up through Ifield Wood, into Charlwood Road and then into Bonnetts Lane which directly leads into the airport itself. These lanes are not designed for the level of traffic they are currently witnessing and again any further substantial housing development would only exasperate the problem.

**Sadly, it is currently not feasible or advisable to encourage commuters or villagers to use bicycles as a form of transportation. The volume of traffic and the speed of many of these vehicles greatly impact on the safety of cyclists. Further more the roads are often narrow in places (forcing vehicles into the path of on-coming vehicles), bordered by high hedges with no passing points and poor visibility around the many corners and turns. And thus, cycling cannot be encouraged with any conscience until such time as measures are in place to slow traffic and make car and commercial vehicle drivers aware of the dangers.**

#### **GATWICK AIRPORT:**

At present Gatwick employs over 3,000 staff and around 55% of these employees live locally in RH postcodes (Gatwickairport.com). And it would appear that many of these employees endeavour to journey to work through the parish of Rusper.

And now having failed to win the bid over Heathrow in plans for further expansion, Gatwick Airport has been accused by the residents group Communities Against Gatwick Noise and Emissions (Cagne) of endeavouring to introduce "a second runway by the back door". Spokesperson Sally Pavey said that the expansion had been turned down by the Airports Commission and the airport did not have the transport links or facilities for more (*The Guardian 15<sup>th</sup> October 2018*).

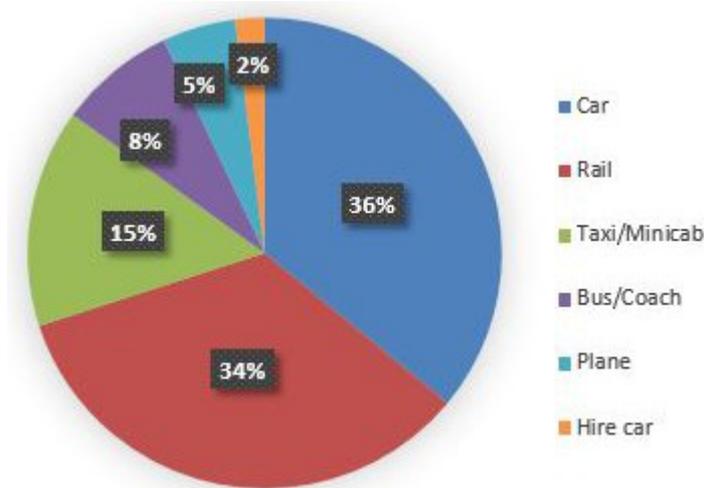
And that is a key problem for the parish of Rusper, the impact of yet more cars and traffic needed to support this runway.

In brief, Gatwick's 40-year planning agreement will end in 2019 and the airport is drafting plans, which could bring the existing standby runway into routine use. Aside from the issues of noise, air pollution (The Airports Commission found that pollution would rise at Gatwick greater than at Heathrow due to lack of infrastructure) one of the biggest concerns is the impact on roads.

To again quote Sally Pavey: "During the campaign to oppose Gatwick's second runway the lack of infrastructure was, and is still today, the Achilles Heel that stops Gatwick plans. And yet Gatwick continues to grow in passenger numbers from 40,267,938 in 2015 to 43,130,306 in 2016 with no additional investment in roads."

Indeed Cagne estimates that a second runway would require an estimated additional 63,000 new workers with additional housing needs and again putting even more pressure on surrounding roads. "Many local roads through the neighbouring towns and villages would become congested with queues at junctions and a general environmental deterioration" (CAGNE.ORG?)

**Car Parking and Means of Travel to Gatwick - source Gatwick website - Master Plan 2018**



There are currently 39,000 car parking spaces ‘on airport’ and a further 21,196 authorised spaces ‘off-airport’. The diagram shows the current parking provision on-airport. There are a further 6,200 spaces allocated for staff car parking. Gatwick is looking to increase this by 24.5% from the 2017 capacity (gatwickairport.com).

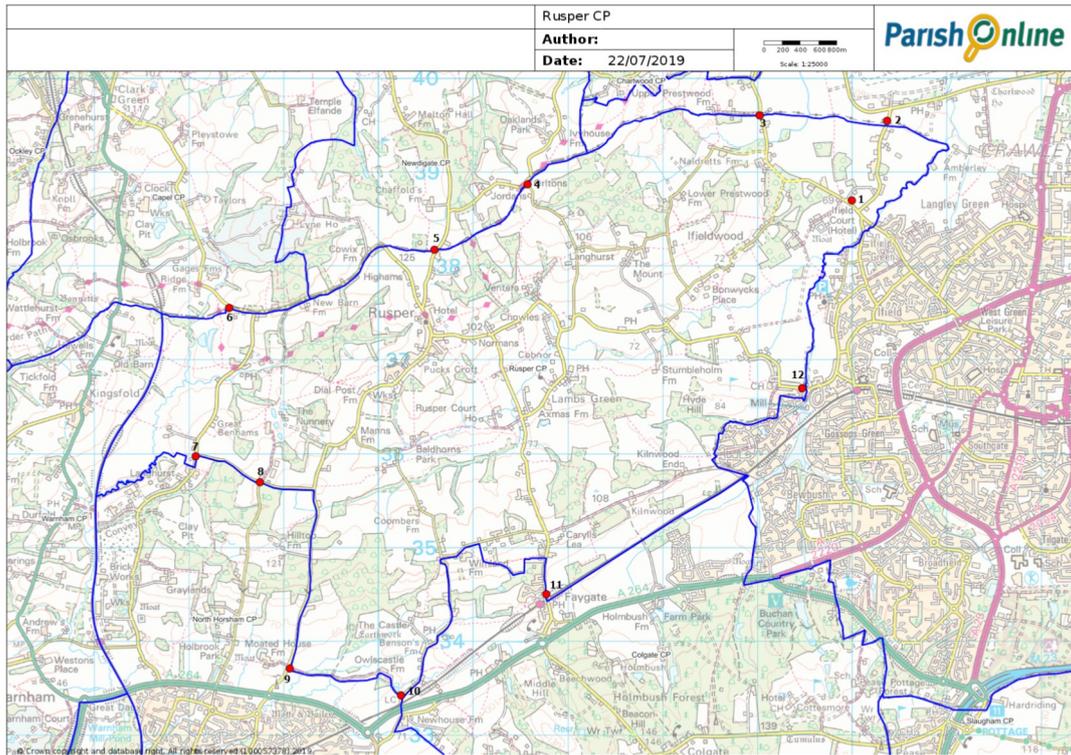
GAL (Gatwick Airport Limited) readily admits that “This investment will ensure that enough parking is provided at the airport to meet the forecast increase in demand that is expected as passenger numbers grow, allowing for any changes in mode share”. However, there is no plan whatsoever to ease the burden on neighbouring parishes and the roads, nor any investment in these local communities.

**SUGGESTED TRAFFIC CALMING MEASURES:**

The excessive volume of traffic using the parish of Rusper as a ‘rat run’ is only going to increase with the newly built and on-going housing developments in Ifield, Kilnwood Vale and the impending North Horsham Development, along with the potential expansion of Gatwick Airport, and thus we strongly recommend that extensive traffic calming measures are now necessary to protect the identity of the rural community of Rusper and safety of its residents. These could include the following:

Signage to indicate ‘you are now entering the rural parish of Rusper please drive accordingly’ at all 13 parish entry points, as indicated on the map below:

- 1) Charlwood Road/Bonnetts Lane junction – this would cover the Ifield Drive and Ifield Green entry roads
- 2) The north end of Bonnetts Lane as you enter Gatwick Airport
- 3) Charlwood Road/Prestwood Lane junction
- 4) Orltons Lane/Partridge Lane
- 5) Newdigate Road/Sussex Border Path
- 6) Capel Road to the west of Friday Street
- 7) Bottom of Friday Street just south of the junction with Green Lane
- 8) Green Lane/Old Holbrook – please note there could be the need for further signage dependent on the North Horsham Development road layout
- 9) Rusper Road just north of the A264/Rusper roundabout – again could be a need for further signage dependent on the North Horsham Development road layout
- 10) Wimlands Road just north of the railway level crossing
- 11) Faygate Lane just north of the railway bridge
- 12) Ifield/Rusper roundabout



Physical traffic calming measures:

- 1) Entry 'gates' at all 13 entry points to further reinforce that this is a rural community with narrow and often hazardous unclassified roads
- 2) Pinch points with priority given to traffic leaving the parish. Exact location of the pinch points to be discussed, but these are recommended at roads entering and leaving the parish from Horsham, Crawley, Capel and Faygate
- 3) Speed 'cushions' which could be located at key points entering and leaving the village of Rusper itself on Newdigate Road, Capel Road, East Street and Horsham Road
- 4) Village Home Zone Scheme with roads narrowing on village entry points and blending or road surfaces through the centre of the village of Rusper itself
- 5) Community Speed watch scheme as part of Operation Crack Down

Please note that as part of the on-going concerns as to the volume and speed of traffic, the parish is introducing a single mobile monitoring device, which will have six mount points around the parish. This will monitor the number of vehicles and their speed.

- 1) Newdigate Road by Ghyll Manor
- 2) Junction of Lambs Green and East Street
- 3) Horsham Road by Gardeners Green
- 4) Rusper Road by the Martin Grant housing development
- 5) Lambs Green by the Lamb Inn and Faygate Lane
- 6) Faygate Lane by the junction of Lambs Green

The results of these findings will be shared with HDC and West Sussex Highways as part of the continuing dialogue as to the greatly needed traffic calming measures.

## **SUMMARY OF RUSPER VILLAGE TRAFFIC SURVEY**

As of 16<sup>th</sup> February 2017

A survey was conducted by Metrocount Traffic Executive on road usage and traffic through the village of Rusper in February 2017. This comprised volume, categories of vehicle and speed as the vehicles entered and left the village. The survey took place from Monday 6<sup>th</sup> February through to Monday 13<sup>th</sup> February inclusive totalling 7.4 days (Monday 6<sup>th</sup> was a half day).

The results provide a detailed and alarming overview into the traffic problems affecting the village of Rusper specifically and also give an insight as to the volume and frequency of traffic through other areas of the parish.

The survey overwhelmingly shows how commuters are using Rusper as a 'rat run' for Gatwick and surrounding businesses particularly with traffic coming from Horsham and the South. The pressure of traffic through the village during the morning rush hour (as demonstrated by the survey) is verging on intolerable and with the North Horsham Development bringing another 2750 proposed houses and commuters, many likely to use the Rusper and the Horsham Road as a means of reaching Gatwick and other areas; it is likely to reach breaking point.

Although traffic management is not specifically an area covered by the Neighbourhood Plan it does have a strong bearing on the feasibility of future housing developments with yet more cars and commuters burdening roads already unable to sustain present and future agreed developments, and this needs to be a serious consideration.

#### SURVEY OVERVIEW:

The survey conducted by Metrocount Traffic Executive included a half-day, namely Monday 6<sup>th</sup> February with monitoring not commencing until 2.00pm, as well as the full days from Tuesday 7<sup>th</sup> February through to midnight on Monday 13<sup>th</sup> February. Thus for reasons of specificity and to fully reflect the patterns of traffic as well as the volume, the following summarises the results of the report from midnight on Monday 6<sup>th</sup> February through to the following Monday 13<sup>th</sup> February again ending at midnight. This provides five full weekdays and two full weekend days.

Over 125,000 vehicle movements were monitored passing through the village during the period 6<sup>th</sup> to 13<sup>th</sup> February 2017, of which 114,000 were classified as Class 2 (saloon, hatchback and estates etc). In other words, over 91% of vehicles recorded were cars or similar. Of these cars, over 84% were recorded during the working week. But it is the traffic patterns and speed of the drivers, which are of most concern. And again, this will only be exasperated with further housing developments.

The survey was conducted at five points in the village monitoring traffic travelling East and West as well as North and South.

#### **Site 1 (12349-001) Horsham Road - East Bound (Gardeners Green):**

This recorded vehicles as they approached Rusper from Horsham and the south and just before they reach the village and the 30mph zone. As the road is quite narrow with many corners to navigate, just under 9% exceeded the 40mph speed limit. However, what is important to note is that around 40% of vehicles monitored travelling into the village during the working week from this direction, travelled between 7.00-9.00am.

In simple terms, this meant a staggering average of around 790 vehicles during this two-hour period each and every weekday.

#### **Site 1 (12349-001) Horsham Road - West Bound (Gardeners Green):**

This recorded vehicles travelling in the opposite direction on the same stretch of road, as they leave the village and journey towards Horsham and the south. Similarly, although having just left Rusper and entering the 40mph zone, the corners and narrow roads help to keep those exceeding the speed limit to just over 10%. What is telling is that just over 11% of vehicles travelling south through the village journeyed during the rush hour period of 7.00-9.00am. This meant just under 250 vehicles compared with three times the amount trying to get through the village from the south in the same period.

#### **Site 2 (12349-002) Horsham Road - East Bound (Pucks Croft Cottage):**

The survey also placed cameras further along Horsham Road as vehicles entered the village itself and well inside the 30mph zone. Out of nearly 13,000 vehicles and cars coming from Horsham and the

south into Rusper over the period surveyed, nearly 72% exceeded the 30mph speed limit as they entered the village.

Equally, nearly 40% of vehicles monitored during the week journeyed between 7.00-9.00am, giving an average of over 805 vehicles travelling through Rusper during this two-hour period every weekday. The 790 cars that were monitored on the same road but further out and similarly travelling towards the village (site 1), now being joined by villagers themselves journeying to work.

**Site 2 (12349-002) Horsham Road - West Bound (Pucks Croft Cottage):**

Again nearly 13,000 vehicles were recorded during the seven-day period. Just under 65% of these vehicles exceeded the speed limit as they left Rusper on this stretch of road.

And as with site 1, the survey saw just under 11% of cars travelling south through this point during morning rush hour giving an average weekday tally of 240 cars leaving the village headed south between 7.00-9.00am.

**Site 3 (12349-003) Horsham Road - North Bound (Primary School):**

Moving further into the village itself, the third site was situated outside Rusper Village School. Of the vehicles monitored, 42% exceeded the speed limit of 30mph.

Reflecting the results found in Site 2 east-bound, nearly 40% of cars journeying during the week did so between 7.00-9.00am, averaging 800 cars, all endeavouring to travel north through the village on a road often becoming single lane and past parents dropping off their young children.

**Site 3 (12349-003) Horsham Road - South Bound (Primary School):**

Situated on the opposite side of the road and monitoring vehicles as they navigate the centre of the village and journey down the hill past the school, the survey caught nearly 60% of vehicles exceeding the 30mph limit. This is likely to be because less than 11% of vehicles passed through the village south bound during the two-hour morning rush hour when their speed would have been forcibly reduced.

On average this meant around 230 cars a day travelling through the village southbound between 7.00-9.00am,

**Site 4 (12349-004) East Street - East Bound (end of housing):**

There are three entry points into the village of Rusper, the first being from south and Horsham, the second being from the north ie via the High Street, and the third to the east suitably named 'East Street'. East Street is the cut through for many travelling to Gatwick or Crawley and invariably cars exiting the village via East Street do so at speed. This is reflected in the fact that 65% of cars monitored during this week in February exceeded the speed limit when leaving the village. Of which nearly 25% travelled along East Street between 7.00-9.00am.

This gave an average of around 460 cars every day during this morning rush hour period.

**Site 4 (12349-004) East Street - West Bound (end of housing):**

Traffic also exceeded the speed limit on entering Rusper via East Street with 60% of vehicles travelling at over 30mph. Over 20% of these cars entered the village between 7.00-9.00am averaging around 400 cars during this two-hour period every weekday.

**Site 5 (12349-005) High Street - North Bound(Ghyll Manor):**

As well as leaving the village via East Street, commuters can also reach Gatwick via the High Street, journeying into Newdigate and down Partridge Lane. Rusper High Street is also used to journey north and in particular to reach the A24.

Equally in their haste, the survey reported that nearly 64% of vehicles exceeded the 30mph speed limit on leaving the village via the High Street with around 780 cars heading north between the hours of 7.00-9.00am every weekday.

**Site 5 (12349-005) High Street - South Bound (Ghyll Manor):**

Just over 45% of vehicles also exceeded the 30mph speed limit when entering the village from the north. Rather telling is the fact that only just under 11% of cars entering the village via the High Street do so during the morning rush between 7.00-9.00am, although this number still amounts to around 240 cars a day during this weekday period. It is likely that those living north of the village use Partridge Lane in the morning as a means to get to Gatwick and Crawley rather than face a congested Rusper village, and Capel road to access the A24.

#### WHY IS THIS RELEVANT TO THE NEIGHBOURHOOD PLAN?

The survey summarises that on an average weekday the village of Rusper sees 4,250 vehicles using the Horsham Road either travelling east or west, 4,448 vehicles using the High Street either travelling north or south, and 3,774 vehicles using East Street.

Nearly 40% of the daily traffic travelling from Horsham or from the south into Rusper via Horsham Road does so between 7.00 and 9.00am. That accounts for over a staggering 800 vehicles in just a two-hour period. Compare this to the 10% of the daily traffic travelling on the same road at the same time, but out of the village west bound.

The High Street also sees heavy traffic around this time with on average 780 vehicles travelling north out of the village between 7.00 and 9.00am. Again this compares with the 10% headed south on the same road at the same time.

East Street sees slightly less traffic during the weekday although what is significant is that there are markedly less vehicles using East Street as a commuter 'rat run' out of the village. Just under 25% of traffic monitored travelling east along East Street during the weekday did so between the peak hours of 7.00-9.00am, totalling an average of 460 vehicles. Although, the road did see significantly more traffic coming into the village with 20% or 400 vehicles travelling west.

Not only do the results show that the village is under pressure from the volume of vehicles and cars particularly during rush hour, but the speed of vehicles passing through the village is also a worry. For instance, over 70% of vehicles entering the village from the south along Horsham Road (east bound) exceeded the 30mph limit.

What is the significance for future housing developments?

The February 2017 traffic survey clearly shows two things. Firstly, that the village is under enormous pressure from commuters using it as a preferred route to Gatwick and nearby businesses, this is clearly indicated with the volume of traffic entering the village from the Horsham Road and either leaving the village via the High Street or East Street.

And secondly, that the speed with which commuters enter and leave the village exceeds safety levels at every turn.

Thus any further substantial housing developments, without introducing a bypass or extensive traffic calming measures, would bring yet further traffic endeavouring to pass through the village at rush hour and potentially bring Rusper to a standstill altogether.

#### **SURVEY FACT SHEET**

- There were 125,062 vehicle movements through the village of Rusper between midnight on Monday 6<sup>th</sup> February and midnight on Monday 13<sup>th</sup> February 2017
- Of this 114,101 were Class 2 vehicles (saloon, hatchback, estate, 4WD, pick-up, light van, bicycle, motorbikes)
- Class 2 thus totalled 91.24% of all vehicles monitored
- 96,258 of all Class 2 vehicles (cars etc) passed through the village during the week ie midnight Monday 6<sup>th</sup> through to midnight Friday 10<sup>th</sup>, and then again from midnight

Sunday 12<sup>th</sup> through to midnight Monday 13<sup>th</sup> February (totalling five days)- accounting for 84.36% of all Class 2 vehicles monitored

The vehicles were monitored at five points and in both directions at each point. Three of the points were situated along Horsham Road to the south of the village, the fourth on East Street to the east of the village, and the fifth on the High Street to the north of the village.

These can be summarised as follows:

**Site 001/Horsham Road - East Bound (Gardeners Green):**

- 11,945 vehicles were recorded in total over the seven-day period
- 10,063 of these (84.24%) were recorded during the week giving a daily weekday average of 2,012 vehicles
- 39.18% of all vehicles travelling during the week did so between 7.00-9.00am
- On average 789 vehicles were recorded travelling on each weekday between 7.00-9.00am
- 1057 of all vehicles monitored exceeded the 40mph limit - totalling 8.85%

**Site 001/Horsham Road - West Bound (Gardeners Green):**

- 12,710 vehicles were recorded in total over the seven-day period
- 10,869 of these (85.52%) were recorded during the week giving a daily weekday average of 2,174 vehicles
- 11.25% of all vehicles travelling during the week did so between 7.00-9.00am
- On average 247 vehicles were recorded travelling on each weekday between 7.00-9.00am
- 1,290 of all vehicles monitored exceeded the 40mph limit - totalling 10.15%

**Site 002/Horsham Road - East Bound (Pucks Croft Cottage):**

- 12,703 vehicles were recorded in total over the seven-day period
- 10,743 of these (84.57%) were recorded during the week giving a daily weekday average of 2,149 vehicles
- 37.5% of all vehicles travelling during the week did so between 7.00-9.00am
- On average 806 vehicles were recorded travelling on each weekday between 7.00-9.00am
- 9,113 of all vehicles monitored exceeded the 30mph limit - totalling 71.74%

**Site 002/Horsham Road - West Bound (Pucks Croft Cottage):**

- 12,926 vehicles were recorded in total over the seven-day period
- 11,044 of these (85.44%) were recorded during the week giving a daily weekday average of 2,209 vehicles
- 10.86% of all vehicles travelling during the week did so between 7.00-9.00am
- On average 240 vehicles were recorded travelling on each weekday between 7.00-9.00am
- 8,338 of all vehicles monitored exceeded the 30mph limit - totalling 64.51%

**Site 003/Horsham Road - North Bound (Primary School):**

- 12,163 vehicles were recorded in total over the seven-day period
- 10,200 of these (83.86%) were recorded during the week giving a daily weekday average of 2,040 vehicles
- 39.17% of all vehicles travelling during the week did so between 7.00-9.00am
- On average 799 vehicles were recorded travelling on each weekday between 7.00-9.00am
- 5,117 of all vehicles monitored exceeded the 30mph limit - totalling 42.07%

**Site 003/Horsham Road - South Bound (Primary School):**

- 12,802 vehicles were recorded in total over the seven-day period
- 10,921 of these (85.31%) were recorded during the week giving a daily weekday average of 2,184 vehicles
- 10.59% of all vehicles travelling during the week did so between 7.00-9.00am
- On average 231 vehicles were recorded travelling on each weekday between 7.00-9.00am
- 7,423 of all vehicles monitored exceeded the 30mph limit - totalling 57.98%

**Site 004/East Street - East Bound (edge of housing):**

- 11,056 vehicles were recorded in total over the seven-day period
- 9319 of these (84.29%) were recorded during the week giving a daily weekday average of 1,864 vehicles
- 24.81% of all vehicles travelling during the week did so between 7.00-9.00am
- On average 462 vehicles were recorded travelling on each weekday between 7.00-9.00am
- 7,211 of all vehicles monitored exceeded the 30mph limit - totalling 65.22%

**Site 004/East Street - West Bound (edge of housing):**

- 11,207 vehicles were recorded in total over the seven-day period
- 9547 of these (85.19%) were recorded during the week giving a daily weekday average of 1,909 vehicles
- 20.9% of all vehicles travelling during the week did so between 7.00-9.00am
- On average 399 vehicles were recorded travelling on each weekday between 7.00-9.00am
- 6,852 of all vehicles monitored exceeded the 30mph limit - totalling 61.14%

**Site 005/High Street - North Bound (Ghyll Manor):**

- 13,395 vehicles were recorded in total over the seven-day period
- 11,188 of these (83.52%) were recorded during the week giving a daily weekday average of 2,238 vehicles
- 34.93% of all vehicles travelling during the week did so between 7.00-9.00am
- On average 782 vehicles were recorded travelling on each weekday between 7.00-9.00am
- 8,531 of all vehicles monitored exceeded the 30mph limit - totalling 63.69%

**Site 005/High Street - South Bound (Ghyll Manor):**

- 14,155 vehicles were recorded in total over the seven-day period
- 11,044 of these (78.02%) were recorded during the week giving a daily weekday average of 2,209 vehicles
- 10.86% of all vehicles travelling during the week did so between 7.00-9.00am
- On average 240 vehicles were recorded travelling on each weekday between 7.00-9.00am
- 6,448 of all vehicles monitored exceeded the 30mph limit - totalling 45.55%