

Consultation Report

Traffic management options to counter potential traffic increases in Warnham parish on the closure of Broadbridge Heath Bypass

Summary and conclusion

Concern has been expressed that the closure of the existing Broadbridge Heath Bypass will result in increased numbers of drivers seeking alternative cut-through routes via the lanes and roads of Warnham. The parish council has conducted a public consultation survey to determine whether the residents of Warnham would support traffic management measures being introduced to counter the potential traffic increases.

The results show significant support, 76% of respondents to the survey, for an identified package of measures. This result provides a sound basis for traffic management measures to be developed in detail and implemented as part of the Broadbridge Heath development.

The need for traffic management

The current development of 963 residential units by Countryside Properties at Broadbridge Heath will incur closure of the existing Broadbridge Heath Bypass to all traffic except buses. The bypass will be replaced by a new link road from a roundabout to be built on the A264 near Newbridge Nursery to a two-level intersection to be constructed on the A24 south of the Broadbridge Heath Sports Centre.

Traffic travelling between the A281 Guildford Road direction and the A24 Horsham/Crawley direction will need to travel an extra half mile to use the new link road and could experience additional delays due to junctions and pedestrian crossing points on the new link road. The extra distance and time of the new route could induce some traffic to seek alternative cut-through routes though Warnham. There are many cut-through routes in Warnham which are increasingly used, particularly so during peak periods when queues form at the junctions on the main road network surrounding the parish. Particularly vulnerable to increased traffic flows following the closure of the Broadbridge Heath Bypass is the cut-through route from the A281 Guildford Road via Strood Lane and Byfleets Lane to Broadbridge Heath Road and Friday Street and thence to Robin Hood Lane, Bell Road and Knob Hill to rejoin the A24.

Warnham Parish Council has alerted the planning and highway authorities and the developers to the potential area-wide traffic effects of the Broadbridge Heath development since the publication of details of the scheme in 2007. West Sussex County Council has identified traffic increases on the roads and lanes of Warnham in the traffic forecasting model used in the design of the scheme highways and junctions. The initial planning brief for the development required that there should be no increases in traffic on the country lanes as a result of the development.

The parish council and residents formed a Traffic Working Group to jointly review traffic management measures that could be used to counter increases in cut-through traffic. These have varied from simple changes to traffic signs to the radical step of highway closures. The topic was discussed at WSCC's County Local Committee in Horsham on 12 March 2012. The Committee Chairman invited the parish council to consult with the parish to identify a package of measures that would be acceptable to the parish that the Highway Authority could consider for implementation as part of the Broadbridge Heath development.

Traffic management measures

The Traffic Working Group in preliminary discussion with WSCC identified the following package of measures that could be introduced at relatively low cost to counter the threat of increased cut-through traffic:

- restrictions on turning movement at the junction of Strood Lane and A281 Guildford Road,
- narrowing Byfleets Lane (Granny's Lane) to constrained single track with formal passing places, and
- a reduced speed limit on Broadbridge Heath Road.

The restrictions on turning movements are to ban the left turn into Strood Lane from the Guildford Road and the right turn out of Strood Lane. These movements would be made by travelling south to the Farlington School / Nowhurst Lane roundabout to make a U-turn to either enter Strood Lane by making a right turn or continuing to the Guildford direction. The extra time taken to travel to the

roundabout would make the use of Strood lane less attractive as a cut-through and encourage use of the new link road. Changes to the road geometry would be required at the A281 / Guildford Road junction to emphasise the restricted movements.

The narrowing of Granny's Lane is to restrict its use to single lane, as it is now predominantly, but to curtail over-running onto the grass verges to pass on-coming traffic by the construction of substantial banks to the verges that cannot be mounted by traffic. Passing places would be constructed and surfaced within the narrowed sections.

A speed reduction on Broadbridge Heath Road has been petitioned for by residents and supported by the parish council for many years. The north-south axis of Broadbridge Heath Road / Bailing Hill / Church Street / School Hill / Knob Hill is an established cut-through route with speed limits over much of its length but with a de-restricted section north of Broadbridge Heath. Previous proposals have included a maximum of 40 mph between the A24 at Knob Hill and Broadbridge Heath.

Consultation leaflet

The Traffic Working Group prepared a consultation leaflet setting out the background to the potential changes to traffic volumes in the parish and identified the package of counter measures that could be considered. The leaflet and accompanying questionnaire are shown in Appendix 1.

The consultation leaflet included a questionnaire to determine whether the package of measures would be acceptable to the parish. The questionnaire was sent or delivered to properties in the parish with the aim of 100% coverage. A reply paid envelope was included for reply to the parish clerk. Respondents to the consultation were also invited to identify other traffic management measures as part of the package or raise other highway issue in the parish for further investigation.

Questionnaire responses

The leaflet was provided to about 795 properties and 303 were returned - a response rate of 38%. Response rates varied across the parish; from 100% in post codes in Strood Lane, 50% to 80% in village roads and 20 % or less from roads to the north of the parish less likely to be affected by the traffic flow changes and highway proposals.

Five questions were asked with the following responses.

No.	Question	Yes	No
1	Are the traffic conditions in Warnham of concern to you?	288 95%	
2	Do you consider that traffic problems in Warnham have got worse in the recent years?	268 88%	
3	Having read the consultation leaflet, do you consider that traffic volumes in Warnham are likely to increase with the closure of the Broadbridge Heath Bypass?	287 95%	
4	Do you agree that measures should be introduced to control traffic using Strood Lane?	256 84%	32 11%
5	The proposed package of measures comprises: <ul style="list-style-type: none"> - banned turns at Strood Lane/ Guildford Road junction - single lane and passing places in Byfleets Lane (Granny's Lane) - reduced speed limit on Broadbridge Heath Road. Do you support this package of measures being introduced?	229 76%	

It is noted that 95% of respondents agreed that traffic volumes on Warnham roads are likely to increase as a result of the Broadbridge Heath development unless ameliorative action is taken.

A reduced percentage, 84%, agreed to traffic control measures being introduced and 76% agreed to the specified package of measures, although many advocated measures in addition to the identified measures. 11 % answered 'No' to the package of measures and the remainder left the answer blank. A variety of alternative measures were identified but with no common theme. Such measures included: speed humps, road closures, improvement to the A24, narrowing Strood Lane or to wait and see until the Broadbridge Heath Bypass is closed to confirm any change in flows on the Warnham roads.

A few respondents expressed concern that traffic using the Farlington School/Nowhurst Lane roundabout to make a U-turn and/or turning right off the A281 Guildford Road to enter Strood Lane could introduce an accident hazard. This will require further evaluation.

Other traffic issues

The distribution of leaflets throughout the parish provided the opportunity for respondents to identify other traffic issues of concern.

The most commonly cited issue was **traffic speeds** and the lack of adherence to speed limits. 112 respondents (37%) identified this issue. Abuse of the 20 mph zone limit and lack of speed limit enforcement were foremost in the comments. Additional traffic calming measures were sought, particularly speed humps.

Respondents mainly from Northlands Road and Mayes Lane expressed concern that any measures to control access to Strood Lane could have the undesired effect of diverting traffic from the Clemsfold Roundabout to the A29 and the additional use of **Northland Road / Threestile Road** as an alternative cut-through route to the A24.

The following issues were identified by large numbers of respondents and should be considered further:

- the dangers and lack of visibility at the **Bell Road / A24 junction**, pedestrian crossing difficulties,
- operational difficulties associated with the **mini-roundabout at the junction of Friday Street and Bailing Hill**. Vehicles frequently exceed the 20 mph on approaching the roundabout from the south and there is inadequate visibility to Bailing Hill when exiting from Friday Street,
- **Flooding** through blocked or inadequate drainage at the junction of Friday Street and Byfleets Lane. The flood water freezes in the winter and has been the cause of many minor accidents.

Other issues identified by small numbers or individuals for further consideration include:

- the need for average speed cameras and traffic activated signs,
- inadequate road maintenance,
- HGVs travelling through the village lanes,
- parking on alternate sides of the road in Friday Street,
- parking in Church Street, particularly associated with the health studio,
- difficulties in crossing Church Street / need for pedestrian crossing,
- road closures – variously: Bell Road / Knob Hill / Strood Lane,
- safety improvements at Kingsfold including a pedestrian crossing on the A24,
- Warnham Road, Broadbridge Heath, changed to one way southwards.

Summary details of all the responses are shown in Appendix 2.

Report approved by Warnham Parish Council on 24 July 2012.