



## **Green Links across the Manhood Peninsula (GLaM) – A Key Statement from the Manhood Peninsula Partnership**

The aim of this Key Statement is to influence all those who can act to improve Green Links across the Manhood Peninsula, including:

- Local communities, particularly Parish Councils as they develop neighbourhood plans; and respond to planning applications
- Chichester District Council as it decides on planning applications; delivers the Local Plan, and develops a Green Infrastructure Strategy and an Infrastructure Delivery Plan
- West Sussex County Council as it manages the local road and public rights of way networks; implements the Rights of Way Improvement Plan; and comments on the highway and transport aspects of planning applications
- Chichester Harbour Conservancy and the Royal Society for the Protection of Birds as they manage our outstanding harbours and the visitors they attract
- Funding bodies as they consider requests for contributions towards project costs
- Local businesses as they consider sponsorship of projects and new business opportunities

## **Green Links across the Manhood Peninsula (GLaM) – rights of way and other route proposals and aspirations**

The Manhood Peninsula Partnership (MPP) supports and advocates the improvement of rights of way and other pedestrian, cycle and equestrian routes across the peninsula. The MPP wants to work with and to bring together route advocates, route providers and route funders to achieve a superb network of green links across the Manhood – the **GLaM** network.

### **Key benefits**

An improved and extended network of well-maintained green links/access routes across the whole of the Manhood peninsula could:

- Provide better links between communities for all journeys – to work, to school, and to have fun
- Enhance the wellbeing of local residents by delivering physical and mental health benefits through offering safe and enjoyable walks and cycle rides
- Encourage local people and visitors to get out of their cars and explore the area, reducing the burden on the congested roads and keeping more local and visitor expenditure on the peninsula
- Boost the local economy and provide opportunities for new and existing business to grow
- Broaden the shoulders of the tourism market, drawing in visitors who want out-of-season countryside and coastal experiences, which will help bolster the local economy during the

low season and offer opportunities and better financial security for 'green tourism' and businesses, such as cycle hire and accommodation providers

- Reinforce the 'sense of place', enabling the Manhood Peninsula to become better known as somewhere with wonderful scenery and impressive wildlife that is readily accessible to visitors

## **What are green links/access routes?**

The peninsula has a network of public rights of way, including footpaths and bridleways; and two significant cycle routes, Salterns Way and Bill Way. These all encourage "green", non-car journeys. Many of the routes are actually *green* – with trees, hedgerows and other features that provide a living landscape for wildlife and for our enjoyment.

Quiet lanes are also important – especially in Apuldram, Almodington and Batchmere, and Birdham, Sidlesham and Earnley – where they link up with footpaths and bridleways away from the main road traffic routes. Protecting the character of the quiet lanes and managing traffic speeds will be important to protecting the tranquillity and attractiveness of the Manhood.

Much of the rights of way network is historical. New routes have been created where the vision of an individual, an organisation or a partnership has found the necessary funding, won the necessary acceptance and agreements, and managed to implement schemes. We have Salterns Way and Bill Way and the new routes at Medmerry (the "Medmerry Way"?) to show for their efforts. But the many existing paths etc. don't always join up in ways that make for attractive and convenient routes that link the settlements and attractions of the Manhood.

An improved and better integrated network of routes would benefit existing residents and businesses, and provide for more enjoyable journeys, improved health and wellbeing, and more opportunities for local businesses.

The existing route providers – West Sussex County Council and Chichester Harbour Conservancy – have ambitions to improve and extend their routes. The WSCC South Chichester County Local Committee has resolved to approve as a transport priority the Manhood Greenlinks project to enhance and connect footpaths, cycle paths and bridleways around the Medmerry Coastal Realignment Scheme. Around the harbours and the open coast "spreading room" will be necessary as paths are threatened by erosion; central government, through Natural England, is pursuing a national coastal path, although full delivery is likely to take many years.

The Environment Agency and the RSPB are delivering exciting new routes as part of the Medmerry scheme. Sustrans aim to extend Bill Way from Selsey to Sidlesham to complete the Selsey to Chichester route. Sidlesham Parish Council is exploring how to create a green network corridor in the parish. Selsey Town Council and Selsey Coastal Trust have aspirations for a coastal promenade. Other community groups and businesses have their own ideas about improvements and provision of missing links.

Linking our local network with longer distance routes is important, too, as that may attract users that are currently unaware of the attractions of the peninsula – from routes such as the South Coast National Cycle Route that links to Portsmouth and to Bognor Regis and Brighton; and Centurion Way and the Lipchis Way (Liphook to West Wittering) that link to the South Downs National Park.

We need to bring all these initiatives together to provide a complete network of pedestrian and cycle routes, as much off-road as possible, and an extended range of bridleways. Where possible, more paths need to be made easier for users of wheelchairs and mobility scooters. We need well-signed routes, particularly circular ones that encourage exploration and discovery. And we need good sources of information about routes: on the internet and in publications and leaflets.

## **Support for the Green Links across the Manhood network**

To identify and map proposals for the whole peninsula, the Manhood Peninsula Partnership brought together representatives from WSCC, CDC, Sidlesham Parish Council, the West Sussex Local Access Forum, Sustrans, local businesses, RSPB and the Manhood Wildlife & Heritage Group. This built on and extended the work of the Medmerry Stakeholders Advisory Group (MStAG), who developed aspirational routes associated with the Medmerry Managed Realignment Scheme.

The Manhood Peninsula Partnership's **Green Links across the Manhood Peninsula [GLaM]** proposals are supported by the vision set out in both the MPP's Destination Management study and the Integrated Coastal Zone Management (ICZM) Plan, *Towards ICZM on the Manhood Peninsula*, adopted by Chichester District Council.

The **GLaM** proposals reflect strategies prepared by key partner organisations:

- "Chichester – a very special place". The Sustainable Community Strategy for Chichester District 2009-2026 produced by Chichester in Partnership
- The emerging Chichester Local Plan 2014-2029
- Chichester City Local Cycling & Walking Infrastructure Plan (LCWIP) 2020
- West Sussex Transport Plan 2011-2026
- West Sussex Rights of Way Management Plan 2018-2028
- West Sussex Walking & Cycling Strategy 2016-2026
- South Downs Cycling & Walking Strategy 2017-2027 (SDNPA)
- Chichester Harbour AONB Management Plan 2019-2024
- RSPB management plans for Pagham Harbour and for Medmerry
- Coastal West Sussex and Greater Brighton Local Strategic Statement 2015-2031

## **Implementation**

Working within the overall **GLaM** vision, we need to make sure that longer-term strategies recognise route aspirations and that they plan accordingly for their delivery. We also need to be opportunistic, identifying and seizing opportunities whenever and wherever they arise, particularly as a result of planning applications.

The emerging **Green Links across the Manhood Peninsula [GLaM]** proposals are set out below and visually represented on the accompanying map.

The next stages are to discuss and refine these ideas with key stakeholders, to identify route champions and funding opportunities, to get the routes into plans and strategies, and then to press ahead with improving the Green Links network.

The Manhood Peninsula Partnership will consult widely on the **GLaM** proposals and incorporate helpful comments into its **GLaM** strategy. Given the organisations that the MPP is seeking to influence, it hopes that the **GLaM Key Statement** will be adopted by them and will influence their actions and decisions. It is anticipated that the MPP will ask Chichester District Council to adopt the

**Key Statement** as a material consideration for planning applications. As the MPP develops projects it will use this **Key Statement** to support and justify bids for funding and hopes that others will do the same.

## Proposed Green Links

The emerging **Green Links across the Manhood Peninsula [GLaM]** are identified in three broad phases: Phase 1 for achievement in the short-term - the next one/three years - to maximise the benefits of the Environment Agency's works at Medmerry; phase 2 for achievement in the next three/five years; and phase 3 for achievement in the next five years+. The phasing is indicative rather than fixed in any way; once detailed investigation work has been carried out, individual routes may be brought forward or moved to later.

At this stage, routes have not all been scoped in detail. Apart from existing ones, the routes shown on the map are purely indicative and further work is required to agree them with all parties and to fully define them.

### Phase 1:

- 1 Pagham Harbour Visitor Centre to Medmerry - footpath and cycleway [plus, eventually, a bridleway]
- 2 Pagham Harbour Visitor Centre to Bird Pond, Sidlesham – extension of footway alongside road carriageway; provision of bridleway
- 3 Bunn Leisure – permissive bridleway access to Medmerry

### Phase 2:

- 4 Bracklesham Barn to Earnley to Medmerry – footpath, cycleway and bridleway
- 5 Bill Way II – cycleway from Sidlesham Ferry ( Pagham Harbour Visitor Centre) to Selsey
- 6 Selsey coastal promenade
- 7 Jury Lane – upgrade footpath to bridleway
- 8 Mapson's Lane – use of farm track for bridleway linking Sidlesham to Birdham
- 9 Pagham Harbour Visitor Centre to Pagham village bridleway

### Phase 3:

#### West Manhood

- 10 West Wittering to East Wittering and Bracklesham to Earnley cycleway/bridleway
- 11 Salterns Way (Shipton Green) to Bracklesham cycleway/bridleway

#### East Manhood

- 12 North Selsey to Medmerry bridleway
- 13 -
- 14 Sidlesham Ferry to East Beach, Selsey bridleway
- 15 Bill Way to Pagham bridleway

#### North Manhood

- 16 Chichester Canal – towpath improvements from Hunston to Chichester Marina to connect to Salterns Way
- 17 Chichester to North Mundham via Southern Leisure Lakes- bridleway improvements to link to new A27 bridge
- 18 Hunston to North Mundham – linking Chichester Canal towpath to Bill Way
- 19 Vinnetrow Road bridleway crossing
- 20 Vinnetrow Road to A259 - upgrading of existing bridleways
- 21 Hunston to Merston/Colworth - Portsmouth to Arundel canal towpath improvements

This Key Statement was updated by the GLaM project group (Green Links across the Manhood Peninsula), a subgroup of the Manhood Peninsula Partnership in Feb 2021.

Further information about the **Manhood Peninsula Partnership** can be found at:

<http://peninsulapartnership.org.uk/>

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