



Green Links across the Manhood Peninsula (GLaM) – A Key Statement from the Manhood Peninsula Partnership- Update June. 2023

The aim of this Key Statement is to involve, and hopefully, 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; revises the Local Plan, and develops a Green Infrastructure Strategy and annually revises its 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; comments on the highway and transport aspects of planning applications and revises its Walking and Cycling Strategy.
- Chichester Harbour Conservancy and the Royal Society for the Protection of Birds as they manage our outstanding harbours and the coastal realignment at Medmerry, 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 as well as Quiet Lanes and 20MPH on side roads. The MPP wants to work with and to bring together route advocates, route providers and route funders to achieve a connected 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 sustainable links between communities for all journeys and promote Active Travel opportunities – to work, to shop, 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, horse riding, and cycling
- 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.
- To improve the safety of the congested and dangerous road network for all road users. The A286 has over 19000 traffic movements a day in summer, and there have been seven

fatalities in the last seven years on the A286, B2179 and B2198, between the A27 and West Wittering, two of whom were cyclists.

- Reduce congestion and air pollution
- Encouraging use of public transport, walking and cycling is an obvious mitigation, but requires suitable infrastructure
- 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/hospitality 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
- Respond to the climate emergency, declared at a national level and by WSCC and CDC to provide infrastructure offering a genuine alternative low carbon transport, that is attractive and accessible.
- A network that links with other forms of low carbon transport such as buses and trains, by providing cycle racks at strategic locations on the public transport network.

What are green links/access routes?

The peninsula has a network of public rights of way, including footpaths and bridleways; and three significant cycle routes, Salterns Way, BEN 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. Such roads are especially important for horse riding eg Elms lane, where there are many stables.

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 being developed at Medmerry including BEN Way to show the progress being made.

The existing route providers – West Sussex County Council, RSPB, Sustrans and Chichester Harbour Conservancy – have ambitions to improve and extend their routes. The WSCC South Chichester County Local Committee 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, has agreed the route for the National Coastal Path, which is soon to be signed through the area.

Sustrans has extended Bill Way [NCN 288] from Selsey to Sidlesham to complete for the first time a Selsey to Chichester route. Sidlesham Parish Council is exploring how to create a green network corridor in the parish. Selsey Town Council has aspirations for coastal improvements. 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 will attract users that are currently unaware of the attractions of the peninsula – from routes such as the South Coast National Cycle Route [NCN2] that links to Portsmouth and to Bognor Regis and Brighton; and Centurion Way [NCN 88] and the Lipchis Way (Liphook to West Wittering) that link to the South Downs National Park. Centurion Way currently goes as far as West Dean, is soon to be extended to Singleton, giving a route to Selsey of over 16 miles, mainly off road.

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, British Horse Society, 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 Chichester Local Plan 2014-2029- now being revised
- Chichester City Local Cycling & Walking Infrastructure Plan (LCWIP) 2020
- West Sussex Transport Plan 2022-2035
- West Sussex Rights of Way Management Plan 2018-2028
- West Sussex Walking & Cycling Strategy 2016-2026 -to be updated
- South Downs Cycling & Walking Strategy 2017-2027 (SDNPA)
- Chichester Harbour AONB Management Plan 2019-2024
- RSPB management plans for Pagham Harbour and for Medmerry [in revision]
- Coastal West Sussex and Greater Brighton Local Strategic Statement 2015-2031

Implementation

The emerging **Green Links across the Manhood Peninsula [GLaM]** proposals are set out below and visually represented on the accompanying map. GLaM has recently approved a paper "Manhood Peninsula as Mini Holland Pilot Project 2022", which updates previous work and offers an interconnected permissive cycle paths across the Manhood Peninsula. This document has been sent out all Parish Councils on the Manhood Peninsula for consultation, where local knowledge can best refine the proposed routes.

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, and through submitting revised Local Plan Policies for the ICZM and for Active Travel. 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 – Already implemented 2020-2022

Phase 2 – Likely to be achieved 0-2 years; and

Phase 3 in period 3-10 years subject to landowners permission and funding.

Major existing Routes are Shown in **Purple ie. Salterns Way; BillWay [Route288] and NCN2**

At this stage, proposed 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, and find the necessary/requisite funding.

Phase 1: Completed 2020-2022 [Shown in Red].

- 1 Pagham Harbour Visitor Centre to Medmerry -Extension of Route 288
- 2 Pagham Harbour Visitor Centre to Bird Pond, Sidlesham – extension of footway alongside road carriageway; provision of bridleway
- 3 Seal Bay Resort – cycle access through their land linking West Street , Selsey with Medmerry; now designated as NCN 288
- 4 Earnley to Medmerry – footpath, cycleway and bridleway; now signed as BEN Way.

So for the first time you can cycle, and walk , from the centre of Chichester to the High Street, Selsey, mainly off-road or on minor roads.

Future phasing has been attempted not to prioritise schemes but simply to reflect current expectations of the providers. These could change.

Phase 2- Likely to be achieved 0-2 years [Shown in Light Blue]

5. Bracklesham Barn to Earnley Car -Park
6. Earnley car- park to Medmerry Park
7. Quiet Lanes- numerous
8. Salterns Way improvement at Shipton Green
9. Route 288 improvements at Lowlands, North Mundham, and between Church Farm Lane and Rookery lane, Sidlesham.
- 10 Birdham Greenway- subject to ecology and funding
- 11 Selsey Greenway- Free School to Hunston, subject to funding.

Phase 3 -in period 3-10 years [Shown in Dark Blue]

12. Jury Lane – upgrade footpath to bridleway; part of Selsey Greenway
- 13 Mapson’s Lane – use of farm track for bridleway linking Sidlesham to Birdham

14 Pagham Harbour Visitor Centre to Pagham village bridleway

West Manhood

15 West Wittering to East Wittering and Bracklesham to Earnley cycleway/bridleway

16 Salterns Way (Shipton Green) to Bracklesham cycleway/bridleway

East Manhood

17 North Selsey to Medmerry bridleway- Golf Links Lane; part of Selsey Greenway

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18 Sidlesham Ferry to East Beach, Selsey bridleway.

19 Bill Way to Pagham bridleway

North Manhood

20 Selsey Greenway- Hunston to Sidlesham

21 Chichester to North Mundham via Southern Leisure Lakes- bridleway improvements to link to new A27 bridge

22 Bracklesham to Birdham

23 Vinnetrow Road bridleway crossing

24 Vinnetrow Road to A259 - upgrading of existing bridleways

25 Hunston to Merston/Colworth - Portsmouth to Arundel canal towpath improvements

26 NCN 2 Extension; South Mundham to Summer Lane Pagham.

This Key Statement was updated by the GLaM project group (Green Links across the Manhood Peninsula), a subgroup of the Manhood Peninsula Partnership in December 2022.

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

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

Or by contacting the MPP Project Officer, Jane Cunningham 01243 521091 jcunningham@chichester.gov.uk