

1 Introduction

1.1 The Billingshurst Parish Neighbourhood Plan (the Plan) Option Development Workshops report (February 2018)¹ asks:

What are the key routes for walking and cycling and how can these routes best be improved for pedestrians and cyclists?

- I. What are the key movement routes into the village – where are people coming from, where are they going to (presumably mainly the High Street, GP surgery, schools and railway Station)?
- II. What are the key movement routes to connect Billingshurst up with rural parts of the parish and other centres? Where are the main destinations?

1.2 This paper sets out the issues for walking and cycling in the parish identified at various past parish Plan consultations. Options, gathered both from those past consultations and from technical sources, are then suggested for the issues identified.

1.3 Walking and cycling are regular activities for many people and desirable activities for many others, who may be hindered by the lack of opportunities available to them. This may be the result of a lack of infrastructure, a lack of confidence to start, a limitation of personal health, or other. Walking and cycling are held up to be activities that improve personal health, the local environment (through reducing vehicle use), and social / community cohesion.

1.4 There are two principle types of user: those walking or cycling for communicational purposes, such as to reach services, e.g. the shops, the library; and those who walk or cycle for recreational purposes, whether as a purely physical pursuit or as part of a social activity. The needs of each user type can be quite different.

1.5 References to walking include those who use a mobility scooter or powered wheelchair. Ordinarily it is an offence for the public to drive on a footway (commonly known as pavements) or public path (Road Traffic Act 1988 s34); however, subject to criteria such as not being faster than 8mph and a maximum width of 0.85m (<https://www.gov.uk/mobility-scooters-and-powered-wheelchairs-rules/driving-on-footpaths-and-parking>), these vehicles are permitted.

1.6 The issues discussed within this paper are those concerned with walking and cycling as an activity rather than issues, such as infrastructure, e.g. pedestrianisation of the High Street, related to the activity.

2 Billingshurst Parish Plan Vision

2.1 The Vision², as it relates to walking and cycling, aspires to ‘keep the community together’, having a ‘synergy that comes from its ‘joined-up’ ‘community’ and ‘physical’ infrastructure’, with ‘ample play and leisure facilities enrich the lives of all ages’, its ‘lovely green spaces ... enjoyed by everyone’ as ‘people can move around the village and its inter-connected areas on pavements and paths with ease, efficiently and in safety. Many people choose to walk or bike locally and this reduces car movements, congestion and the associated pollution’.

3 Issues identified during Plan consultations

3.1 Consultations at the initial stage of developing the Plan identified a number of issues of concern for residents³. Additional evidence of issues and concerns have been found in the Community-Led Plan 2015-2020⁴, the Billingshurst Community Partnership document 'Developing a Plan for Sustainable Service Provision in the Rural Community of Billingshurst' (June 2008)⁵ and the Jengers Mead and Billingshurst Retail Offer Study (Dec 2011)⁶. These are set out in Appendix 1.

3.2 Key concerns highlighted for walking and cycling are as follows:

3.2.1 Walking

- A. poor crossing points of High Street
- B. 'Natwest corner' of East Street and High Street
- C. narrow footways (pavements), e.g. east side of High Street
- D. pavements in poor condition
- E. parking and the impact on pedestrian safety
- F. footways narrowed by encroaching vegetation (hedges and grass verges)
- G. access for mobility impaired or those with pram, e.g. need for dropped kerbs
- H. no lights on Coombe Hill - Jengers Mead path
- I. develop safe walking routes near schools
- J. opportunities for nature walks and links to villages

3.2.2 Cycling

- A. narrow roads due to parked cars
- B. drains and potholes on roads
- C. route to Wisborough Green
- D. not possible to cycle round the entire town, or connect west paths with east paths
- E. upgrade 'cinder path' for cycling
- F. Lower Station Road feels narrow when on a cycle and with traffic around.

3.3 A number of consultation comments refer to improvement of the width and surfacing of existing footways, also their suitability for use by the disabled. In a general context, these issues are considered maintenance and lie with West Sussex County Council (WSCC) as local highway authority to consider and implement as and when it undertakes works - it should be implementing works to the latest standards and mindful of local needs. WSCC also holds formal enforcement powers that can be exercised, for example, to require adjacent property owners to cut back hedges and trees encroaching into footways. The parish council already regularly liaises with WSCC on road issues; it is, therefore, suggested the Plan recognise this as follows:

That the parish council continues to routinely liaise with WSCC to inform its maintenance and enforcement programme with particular regard to identifying parish priorities for footway surface improvements including widening and access for the disabled

3.4 It is possible for parish residents to assist WSCC in its maintenance responsibilities. It is understood the parish council is supporting creation of a group of volunteers who could be tasked to clear existing footways back of encroaching soil and grass, clean road signs, and more.

3.5 Vehicle parking was highlighted as an issue through the Plan consultations, affecting the width of various footways. Responsibility for parking enforcement lies with Horsham District Council (HDC) and offenders are liable for Penalty Charge Notices.

4 What are the key movement routes into the village – where are people coming from, where are they going to (presumably mainly the High Street, GP surgery, schools and railway station)?

4.1 Key movement routes (for walking and cycling) into and around Billingshurst parish can be identified from understanding the key destinations, services and interactions people seek to benefit from. Key services and facilities within the parish are considered to be:

Adversane:

- A. Adversane Hall
- B. The Blacksmiths Arms
- C. Bobtails Montessori School

Billingshurst:

- A. village centre (shops, library, churches, pubs, etc.)
- B. Billingshurst Community and Conference Centre (BCCC)
- C. Billingshurst surgery
- D. industrial estates as employment sites
- E. Jubilee Fields
- F. leisure centre
- G. open spaces such as Station Road Gardens (SRG), Cleveland Gardens, Rosier Wood, the 'running track', etc.
- H. railway station
- I. schools
- J. tennis club

Five Oaks:

- A. BP petrol station.

4.2 Whilst not specifically included above, it should be recognised also that key destinations, in whichever part of the parish residents live, include to family and friends who live locally and to alternative transport modes, such as bus stops.

4.3 Consideration of the above suggests the following as popular routes, excluding estate / minor roads:

Adversane:

- A. Adversane green
- B. Adversane Lane
- C. Footway alongside A29 from village green to Parbrook roundabout, Billingshurst

Billingshurst:

- A. Broomfield Drive to Brookers Road to railway station
- B. Coombe Hill into Jengers Mead
- C. Daux Avenue and Daux Road to railway station

- D. Daux Avenue and Marringdean Road into Rosier Wood
- E. Little East Street to High Street
- F. Footway alongside A272 from former windmill to High Street
- G. Footway alongside A272 from Platts Roundabout to Stane Street
- H. Footway alongside Lower and Upper Station Roads
- I. Footway alongside Natts Lane
- J. Footway alongside Marringdean Road
- K. Footway alongside Stane Street, from Holland roundabout south to Parbrook roundabout including the High Street
- L. Forge Way to Morris Drive 'green corridor'
- M. High Street to Carpenters
- N. Hilland roundabout to Parbrook roundabout ('running track')
- O. Little East Street to High Street
- P. Mill Lane
- Q. Natts Lane to Myrtle Lane ('Cinder Path')
- R. Rowan Drive to Jubilee Fields
- S. Station Road to St Mary's ('Church Path')
- T. Wicks Road to Alicks Hill

Coneyhurst:

- A. Footway alongside A272 running east from West Chilton Lane (north)

Five Oaks:

- A. Footway alongside A264 running from A29 to just past the BP petrol station
- B. Footway alongside A29 running south to Billingshurst and north to Haven Road.

5 What are the key movement routes to connect Billingshurst up with rural parts of the parish and other centres? Where are the main destinations?

5.1 Whilst the above has identified key movement routes within the four main settlements of the parish, the routes are largely used as walking routes within those settlements for communicational purposes. It is important to identify also routes that connect settlements both within and outside the parish, routes that are used also for cycling, and routes available for recreational purposes.

5.2 Within the parish, Billingshurst village stands at the crossroads of the A272 and A29. Not surprisingly, these roads are the key routes linking the main settlements - the A272 corridor between Coneyhurst and Lordings Lane west of Billingshurst, and the A29 corridor from Five Oaks to Adversane.

5.3 There are a number of potential destinations for the parish to develop links to. The Plan Consultation Comments (March 2017)³ suggested links to Wisborough Green, the Downs Link bridleway, the South Downs and to the Wey South footpath to be desirable.

6 The access networks

6.1 In connecting settlements, there are two public highway networks for use by walkers and cyclists. The road highway network, comprising of roads and associated footways (commonly referred to as pavements), is the most familiar and probably most routinely used network. Due largely to being sealed (Tarmac) or paved surfaces, also that parts are

lit, this network is considered reasonably convenient for use all year round. It is not permissible to ride a bicycle on a footway and offenders can be subject to a Fixed Penalty Notice. Cycle tracks, with or without rights for walkers, can be provided adjacent to roads instead of footways.

6.2 There is also the network of public footpaths and public bridleways, collectively known as Public Rights of Way (PROW). This network is found more often outside of settlements in more rural parts of the parish; a map can be found at <http://www2.westsussex.gov.uk/lvmaps/imap.html>. Public footpaths are for walkers only and public bridleways for walkers, cyclists and horse riders; there is no category of PROW solely for foot and cycle users.

6.3 The PROW network could offer an alternative means to connect settlements for communicational needs. Examination of the local PROW network suggests there are few existing paths providing reasonably direct alternatives to the road network. It must also be appreciated the PROW network is not required to be maintained to the same standards as the road network and so, due to surfaces being predominantly local soil, and also because of the vagaries of seasonal factors such as vegetation growth and flooding, these paths are not always the most convenient option to provide communicational access.

6.4 The PROW network is generally used for recreational purposes, often for a ramble by family and friends. Billingshurst has an extensive network of public footpaths albeit walkers have on occasions to use lengths of road to connect between certain paths. Billingshurst parish has, by comparison, very few public bridleways and those that exist do not conveniently link to each other, requiring use of sometimes lengthy sections of road for people to continue their journeys. This can deter some; for example, families seeking to cycle together safely in the countryside, or visitors seeking to base themselves in the parish.

6.5 In addition to the public highway networks, a number of routes can be available through agreement. An example is the 'running track' between Hilland roundabout and Parbrook roundabout, where foot and cycle use is permitted and maintenance is the responsibility of HDC. Other routes can be provided through the generosity of landowners and do not require any formal agreement though can be withdrawn at any time.

7 Public highway standards

7.1 WSCC is the local highway authority for the county and has a duty to maintain the two highway networks. It also has powers to improve both networks.

7.2 Footways and cycle tracks alongside the road highway network are inspected routinely and maintained; more details can be found at <https://www.westsussex.gov.uk/roads-and-travel/maintaining-roads-verges-and-pavements/road-and-roadside/pavements-and-footpaths/>

7.3 Presently WSCC does not publish maintenance standards for its footways and cycle tracks. Examination of standards of Oxfordshire County Council (OCC)⁷, a county WSCC sees as comparable with for its road highway footway and cycling network, identifies its standards for surfacing and widths as follows:

7.3.1 Surfacing: 'Path surfaces should be appropriate to the environment and users - in urban areas should be sealed with 'black top'. In rural areas other surfaces may be more

appropriate, such as compacted stone, or grit rolled into a stone surface, especially if the routes are shared with equestrian users (obtain advice from local riders and British Horse Society), or if the route is located in a sensitive location such as Area of Outstanding Natural Beauty or open countryside.’ (para 3.4.3)

7.3.2 Width (segregated paths): ‘A section of a segregated path for cycle users should be 3 metres or wider, with 2.5m as a minimum acceptable for short sections (no greater than 100m). For walkers a minimum of 1.5m (2m+ recommended) is to be provided and for equestrians a minimum of 3m.’ (para 3.4.7)

7.3.3 Width (shared paths): ‘For shared use paths - 3 metres the recommended width, 2.5 metres the minimum.’ (para 3.4.9)

7.4 WSCC inspects and maintains its PROW routinely; further details can be found at <https://www.westsussex.gov.uk/land-waste-and-housing/public-paths-and-the-countryside/public-rights-of-way/>

7.5 Similarly with the WSCC road highway service, WSCC PROW service does not publish standards for surfacing and widths. This is common to most local authorities as PROW tend to run across privately owned land often used for private purposes, e.g. farming, gardens; and run across terrain varying in topography, soil type, land use, and protected status, e.g. ancient woodland. Path widths are rarely legally defined and often are determined through a process of investigation of historic records.

8 Methods to create higher or new public highway rights

8.1 Creation of new public highway rights as part of the road highway network will, where the highway boundary does not extend, often require purchase of land and dedication of highway rights. Cycle tracks are often created by converting an existing footway, and require the authority to evidence its use of its powers; a formal order process is not needed and it can be sufficient merely to change to appropriate signage¹⁰.

8.2 Where land is being developed as part of planning consent, it can be possible for the developer and highway authority to agree provision for footways and cycle tracks on land in control of the developer; this can be seen on the current Countryside Properties development on Marringdean Road.

8.3 Creation of new or higher public access rights as part of the PROW network are generally achieved through creation agreements under the Highways Act 1980 Section 25. These formal legal agreements between the landowner and the authority create a public access right but without need for transfer of land title. It is common to use these agreements to create new public footpaths or public bridleways over existing public footpaths.

8.4 Planning permission to align and surface new highways is generally not needed; once agreement is reached between the highway authority and landowner to dedicate public highway rights, the highway authority’s permitted development rights allow for the practical works to be delivered.

9 Options to improve local communicational access

9.1 To meet the Vision objectives², the highway networks can be improved to better provide for existing and future parish residents and visitors. Improvement could be either by up-grading existing facilities or creating new routes. A number of options are proposed below though whether each is supportable by all the relevant stakeholders, or the funds exist to deliver each, is not currently known.

Options for improving access within and between existing settlements

9.2 The Plan can identify existing infrastructure needing improvement (other than maintenance) and new infrastructure that is desirable. A number of specific concerns for walking access in and around Billingshurst High Street were made at earlier Plan consultations. Consideration is being made elsewhere in development of the Plan for the High Street, potentially considering issues such as pedestrianisation, so this paper does not develop solutions here. It can, however, be recognised that existing infrastructure is a limitation for residents; for example, poor crossing points of the High Street, around 'Natwest corner', narrow footways such as the east side of High Street pavements in poor condition.

9.3 Access improvement schemes suggested from the Plan consultations are as follows:

9.3.1 Broomfield Drive to Brookers Road to railway station: creation of a cycle track. This would require securing additional land to widen the existing route, both Broomfield Drive to Brookers Road and Brookers Road to the railway station, and surfacing. Illegal vehicle access would be prevented by installing bollards. Additional cycle parking facilities would be needed at the railway station.

9.3.2 Coombe Hill into Jengers Mead: a feasibility study could be undertaken on installing lighting for users' convenience and safety, and a scheme implemented if considered feasible.

9.3.3 Little East Street to High Street: creation of a cycle track. This would require widening a short section of the existing path west of Rosehill.

9.3.4 Hilland roundabout to Parbrook roundabout ('running track'): this path is already permitted for foot and cycle use but is presently in poor condition. The parish council is currently requesting HDC bring the route to a suitable standard and the parish council should continue to liaise with HDC to keep the path maintained. The parish council could seek to improve the various feeder paths onto the track; for example, one existing path from Morris Drive is advertised as a cycle track but has stepped access onto the 'running track' - the steps could be replaced with a ramp.

9.3.5: Natts Lane to Myrtle Lane ('Cinder Path'): creation of a cycle track. This would require securing additional land, possibly from the Weald School, to widen the existing route, and surfacing. Lighting may be considered necessary at both ends of the path for safety at the vehicle junctions.

9.3.6: Rowan Drive to Jubilee Fields: creation of a cycle track. Widening the existing paths to the A29 footbridge and into Jubilee Fields for the benefit of walkers and cyclists will support the on-going use of Jubilee Fields for recreation and community activities. Given the proximity of various property boundaries, also the possibility of the existing footbridge being a limitation, a feasibility study will first need to be undertaken on what could be achieved.

9.3.7: The consultation³ attracted comment to develop safe walking routes near schools. It is not certain presently which routes are envisaged or needed, therefore it is suggested to engage with the schools themselves to identify existing and future needs and thereafter to undertake feasibility studies and, where appropriate, deliver schemes.

9.3.8 Development of the north east sector of Billingshurst is just beginning. With at least 475 new houses to be constructed, this gives good reason to improve walking and cycling links into the village centre. This can be achieved by two routes, which would be justified by appealing to different users and maximising convenience (see para 9.11). There could be a shared use route provided from the spine road through the new development to Little East Street and onto the High Street. Additionally, access along East Street to 'Natwest corner' could be improved. Discussion at Plan consultation events identified the new spine road could take vehicle traffic around the village rather than through it and so permit redesign of the village centre to be more pedestrian friendly; this could allow East Street to be improved.

9.3.9 In addition to shared use routes into the village centre, a shared use route from the new development could be created to the railway station and out to Wooddale Lane along public footpath 1941.

9.3.10 In the event increased cycling into the village centre is encouraged, cyclists will need suitable and sufficient numbers of cycle racks in and around the centre.

9.4 Plan consultation events identified a number of walking and cycling access schemes between existing settlements that could improve residents' quality of life in the parish. Options for improvements are examined below.

9.5 Adversane - Billingshurst

9.5.1 Maximise the useable width of the existing A29 footway. Generally there is a width 1.6m between the road edge and hedge but for much of the length there is a narrow grass strip alongside the hedge, which can reduce the useable width in places to about 1m. The footway could be widened by stripping back the grass verge and any encroachment side and surface vegetation; this would enhance the facility for walkers and motorised scooter users but not be suitable for formalising as a cycleable route.

9.5.2 An obvious and direct cycleable route from the centre of Adversane does not suggest itself. Widening of the existing footway to 3m would not seem practically possible given the various properties that exist up to the existing footway. This needs further consideration.

9.6 Coneyhurst - Billingshurst

9.6.1 Create a cycle track in the A272 northern verge (already part of the road highway boundary) from Willow Farm to opposite Rosier Gate; it is not practical to provide a cycle track past Rosier Gate given the limitation of the railway bridge. Having crossed the road, the public footpath to Daux Road could be upgraded to public bridleway (or cycle track in the event of future development). This would still leave an issue of how to safely and conveniently connect between Willow Farm and the existing A272 footway in Coneyhurst.

9.6.2 Create a public bridleway from West Chilton Lane north of Coneyhurst Farm along public footpath 1927 to connect with Marringdean Road at Stonepits Lodge. A 3m width could be created where this does not already exist and much of the route already has a stoned surface. This route could be in addition to 9.6.1 as it could attract a different user whilst also overcoming the present lack of a safe connection along the A272 to Willow Farm.

9.7 Five Oaks - Billingshurst

9.7.1 Maximise the useable width of the existing A29 footway for the benefit of walkers and mobility scooter users. Generally there is a width 1.3m-1.5m between the road edge and hedge; however, due to soil and grass encroachment of the surface, and hedge encroachment into the footway space, the path width can be as little as 0.7m. It is difficult for people to pass each other safely in that width in such close proximity to the heavily trafficked A29. This route would not be suitable for formalising for cycling.

9.7.2 Create a new footpath and cycle track on the eastern side of the A29. From the 40mph zone at Five Oaks a 4m-wide strip is available behind the hedge and is already part of the road highway boundary. This strip ceases opposite Billy's On The Road so would require extending south, across the entrance to Summers Place, crossing New Road and connecting to the Hilland roundabout, from where walkers and cyclists will enter a 30mph zone and a continuing footway is available.

9.8 Lordings Lane - Billingshurst

9.8.1 The existing footway along the south side of the A272 could be widened and may be suitable as a cycle track, which would connect to the old Newbridge Road and from there the bridge spanning the A29 to connect with Billingshurst. Along much of the existing footway it should be possible to widen the path as the existing highway boundary extends to the southern hedge. There would, however, be a pinchpoint due to a mature tree, which narrows the width to about 1m; it may be possible to agree to route a cycle track behind this tree.

Options for improving access within future settlements

9.9 If, or when, there are proposals to expand settlements in the parish, such expansion should ensure suitable infrastructure provision is delivered in order that existing residents have no lesser facilities and that future residents have the best experience of living within the parish.

9.10 This can be achieved in part by the future Plan setting standards for future development. HDC, as the planning authority, will then have to consider development applications with weight given to these standards - the existence of a Neighbourhood Plan is a material consideration.

9.11 Referring again to the OCC walking and cycling standards⁷, this sets an aim to 'ensure that the distance required to make a journey by bicycle is minimised. Indeed it should be more convenient to walk or cycle than to drive'. This aim could be adopted within Billingshurst to realise the Plan's Vision.

9.12 Further study of the OCC document⁷ identifies standards as follows:

'Any path connecting one street to another must be planned so that it can be used by both pedestrians and cycle users. Pedestrian only paths ... should not normally be provided. This maximises convenience for cycle users and prevents unsatisfactory situations where paths have been designed for pedestrians only but also become used by cycle users.' (para 2.1.2)

'within a site, it is essential to recognise and incorporate existing public rights of way into the well-connected network of streets and paths and to make these available to cycle users where they are suitable or can be made suitable without impacting the other users of the path. If unsuitable, alternative parallel facilities for cycle users are to be provided.' (para 2.2.10)

9.13 The OCC standards recognise, for PROW, that off-site connections will generally need to be developed to create meaningful new routes; the parish council could play a leading role locally, supported by WSCC, to negotiate with landowners to create these meaningful new routes.

9.14 Billingshurst Parish Council can continue to play a role to secure the needs of the parish by continuing to scrutinise future planning applications and require developers to provide walking and cycling access infrastructure.

10 Options to improve local recreational access

10.1 The Billingshurst Parish Neighbourhood Plan Consultation Comments (March 2017)³ suggested links to Wisborough Green, the Downs Link bridleway, the South Downs and to the Wey South footpath to be desirable. The consultations also identified a desire for nature walks and links to villages. These are examined together below.

10.2 It needs to be recognised that to achieve desired routes outside of the parish boundary, the parish will need to liaise and work with neighbouring parish councils and other stakeholders it will not necessarily hold influence with. Expectations should be set accordingly.

Wisborough Green

10.2. A walking and cycling route alongside the A272 in entirety is not a practical option, not least due to the constraint of New Bridge.

10.3 Off-road recreational links, meaning earth and possibly stone surfaces, could potentially be created out of Billingshurst to connect to existing bridleways.

10.3.1 One route could link to Lordings Road and, subject to a suitable road crossing, use the existing bridleway close to Tanners Farm to reach Wisborough Green south of St Peter's Church.

10.3.2 Another route could be possible if cycle access is permissible on the footbridge spanning the A29 into Jubilee Fields (para 9.3.6), and from there upgrading the existing public footpaths that cross a paddock and follow the access drive at Tedfold. On reaching Rowner Road, an existing bridleway runs to Newpound Common, from where Newpound Lane links to Wisborough Green.

The Downs Link bridleway

10.4 The Downs Link is a popular bridleway, often used by families and organised cycle rides, for off-road access between Guildford and Shoreham. It's nearest point to Billingshurst parish is at Slinfold village on Hayes Lane.

10.5 It may be possible to develop a cycle track or bridleway running parallel to the A29 north from Five Oaks to Hayes Lane, from where walkers and cyclists would need to use the lane. This route would additionally create a safe link for an existing bridleway north of Five Oaks running west through Ingfield Manor School to The Haven.

10.6 An alternative route could be to upgrade public footpath 1478 east from Five Oaks to connect with an existing bridleway running to Bashurst Hill, from where a short length of road would be used to connect to an existing bridleway running to Itchingfield, from where the Downs Link can be accessed using the local roads. This route would additionally provide for residents of Five Oaks to link to an existing bridleway providing access south to New Road and to Rosier Gate.

The South Downs

10.7 To make a largely off-road connection between Billingshurst and the South Downs will require a considerable commitment given the distance involved. Within Billingshurst parish it is possible public footpaths 1322 and 1323 could be upgraded to bridleway so as to connect with Adversane Lane, and by creating a path in the existing wide road verge this would link to existing bridleways running south in the direction of Gay Street and North Heath. Using quiet lanes and other bridleways connections are available to Pulborough and West Chiltington villages, and from the latter more quiet lanes and bridleways provide a connection to Storrington along Hurston Lane. Once there, an existing route using The Plantation, Fern Road, School Lane and Greyfriars Lane provides a reasonable route to ascend the chalk escarpment.

The Wey South footpath

10.8 This promoted walk follows the towpath of the former Wey & Arun Canal, London's 'Lost Route to the Sea'. It runs in part within Billingshurst parish, close to the River Arun and the parish's western boundary. Existing public footpaths and bridleways provide reasonably convenient links to connect Adversane and Billingshurst with the towpath, albeit using paths that may not be suited to year-round use.

10.9 Improving the surface of existing paths and identifying new short lengths to provide better off-road connections would increase the accessibility to a quiet and remote part of the parish.

10.10 It would be possible to devise promoted trails from the villages, which would support the local tourism economy too.

Other

10.11 In addition to the above, and appreciating some of the options that are available, off-road access for walking and cycling could be enhanced and developed similarly to Burgess Hill's developing Green Circle Network. This programme seeks to create a ring of green spaces around the town with radiating links into the town. A similar concept applied

in Billingshurst parish, which would help meet the wider ambitions expressed through the Plan consultations, could create a green circle around Billingshurst village and also around the parish boundary with links between the two.

11 Realising schemes

11.1 Improvement schemes can be delivered through a number of mechanisms. As discussed earlier, HDC as planning authority has considerable power to require infrastructure provision as part of or in mitigation for new development.

11.2 This can be achieved by a developer directly delivering an agreed scheme of works; or the developer agreeing to make a financial contribution to be used for identified purposes, known as a Section 106 obligation. Section 106 obligations can, however, only be secured for use within the development boundary.

11.3 There is a relatively new funding stream, the Community Infrastructure Levy (CIL), that can require financial contributions from new development. HDC has approved its CIL levy structure and is already collecting this money. Of this, 15% is automatically due to a parish for development in its area, increasing to 25% should that parish adopt a Neighbourhood Plan, and it is for the parish council to decide how to allocate and spend that money. This is in addition to a proportion of the remaining District-wide pool of CIL monies held by HDC; however, this pool will attract other stakeholders to bid, such as WSCC, and HDC will determine the priorities the monies can support.

11.4 In addition to Section 106 and CIL funds, other monies are available to realise schemes identified in this paper. For example, WSCC operates a Community Highways Scheme (<https://www.westsussex.gov.uk/leisure-recreation-and-community/supporting-local-communities/apply-for-a-community-highways-scheme/>) and invests capital monies in the road highway and PROW networks.

References

- 1 Billingshurst Parish Neighbourhood Plan Option Development Workshops report (February 2018)
- 2 Billingshurst Parish Neighbourhood Plan Vision
- 3 Billingshurst Parish Neighbourhood Plan Consultation Comments (March 2017)
- 4 Community-Led Plan 2015-2020
- 5 Developing a Plan for Sustainable Service Provision in the Rural Community of Billingshurst (for Billingshurst Community Partnership, June 2008)
- 6 Jengers Mead and Billingshurst Retail Offer Study (for Horsham District Council, Dec 2011)
- 7 [Oxfordshire Cycling Design Standards](#) (Summer 2017)
- 8 [West Sussex Walking and Cycling Strategy](#) (2016 - 2026)
- 9 [Local Transport Note 2/08](#), Department for Transport (2008)
- 10 [Local Transport Note 1/12](#) Department for Transport (2012)

APPENDIX 1

Billingshurst Parish Neighbourhood Plan Consultation Comments (March 2017)

Traffic

- Notes the road network in general from the village is heavy with traffic and often narrow – a deterrent and hazard to cyclists
- provision for crossing the road, (bottom of East Street) for pedestrians using the church path to access the village centre
- cars parking on dropped kerbs is dangerous for wheelchair users
- shop mobility hireable buggies / bikes / mini-tramway
- Adversane crossroads – desperately needs attention. The pavement that leads from Adversane Lane to the bus stop on the A29 has been severely damaged by the lorries cutting the corner as they turn left to head south on the A29. It is dangerous for pedestrians
- footpath/cycle path from Five Oaks to village, narrow and dangerous – especially section from Summers Place

Parking/Pedestrianisation

- concerns about parking and the safety of pedestrians in Coombe Hill, Frenches Mead and Lakers Meadow
- junction of the A272 / High Street at Natwest bank and Cinnamon restaurant is very dangerous to cross
- footpath alongside Natwest is very narrow
- crossings in High Street are in the wrong place – should be from Natwest to Sainsbury's
- narrow Natwest pavement
- pavement by Natwest a real problem for pushing a wheelchair
- narrow pavements on east side of High Street
- we should make it safer to walk to school
- Lower Station Road is narrow due to parked cars. as a cyclist i find there is a hazard from this and trying to avoid drains/potholes whilst cars insist on passing me
- Lower Station Road is dangerous for drivers let alone people cycling. i wouldn't dare take a bike there
- Marringdean Road now very dangerous – needs footpath all the way along
- pavement/footpath Marringdean Road – highly dangerous

Jengers Mead & High Street / & Access

- improve Jengers Mead. build a link from Jengers Mead to library car park for pedestrians
- need even camber on all pathways. wheelchair access to all shops including opticians, butchers and fish & chip shop etc
- path from library car park to Jengers Mead x3
- resiting the telephone exchange so as to give access between Jengers Mead and library car parks. it would transform the centre of Billingshurst x3

Retail

- better disabled access

Recreation

- all pathways to Jubilee Fields need redoing
- somewhere needed to walk near Daux Avenue
- need cycling paths; many Roads are too dangerous to cycle on.
- no main link to the Downs Link which is a great cycle route.
- as much cycling help as possible
- cycle lanes
- support of local cycle lanes
- off Road cycle route from village to the Limeburners would give opportunity to avoid A272. this could then become a family outdoor destination
- upgrade footpath from Daux Road/farm to Rosier Gate to bridleway status – with designated crossing point of the A272 cyclists can then access an existing bridleway (2 comments)
- improve short section of footpath 1938 from Brookers Road to birch drive – path could be surfaced and widened for people to get to and from the Station
- A272 footpath along Stane Street (along willows, Penfold Grange) is very bad for walking/running
- create a cycle route from the Parbrook area over A29 to B2133 with safe crossing points to connect to bridleway 780
- footpath – connect route 780 to footpath Streele Farm – Lordings Lock. no current prowl to move from one to the other just west of Tanners Farm
- could have a cycling route through Daux Wood and fields
- footpath upgrades at the north end of High Street opposite The Alders or additional footpath on east side
- upgrade existing footpaths to bridleways where paths are already wide enough – will provide alternatives to roads for cyclists
- upgrade footpaths 1322 & 1323 to bridleway for access to Steepwood and beyond
- incorporate cycle lanes to station, schools and shops
- there could be more cycle paths in and around the village (2 comments)
- cycling anywhere near the station is dangerous
- improvements needed for walking/cycling from Five Oaks area to the village. currently too narrow
- create cycle route from village (fp 1340) through Jubilee Fields to Rowner Road
- would like to see improved links with the South Downs rather than having to drive to the nearest link
- and obviously pedestrian ways
- access for all ages/abilities/disabilities

Housing

- pathways /cycleways/roads need to be planned to take people direct from new developments to major village destinations, i.e. station, schools. traffic to avoid local roads and housing
- make sure there are pleasant walking routes from all new houses into the village centre so the people feel a part of it

Infrastructure

- protect the church path – pedestrian access from/to school and the centre. helps to maintain a small element of rural character of village which is fast disappearing
- pavements in dreadful condition in many place (6 comments)
- needed in Marringdean Road
- live one mile down Marringdean Road. footpath needs to be continued down Marringdean to walk safely

- Marringdean Road – walking dangerous with no footpath
- need walking paths
- Five Oaks – we don't have any. very poor
- lack of maintenance of footpaths & hedgerows
- pavements are very, very poor at the moment. pushing a pram about the village is terrible
- 264 children supposed to walk to the Weald – no pavements.
- footpaths in a poor state of repair
- church path
- church path – walking route (7 comments) church path (further 8 comments)
- church path needs an upgrade – it is an important walking route from/to Station from/to the High Street
- protect the verges. especially on narrow Roads. protect verges & green chains
- preserve all footpaths. all footpaths/bridleways in the parish should be protected
- camber of pathways – accessibility
- wheelchair access from East Street into the village. steps from the church path not negotiable
- sharp corner near the Limeburners – pavement needed – dangerous.
- pavements are bad in the High Street – the camber is wrong
- disabled paths needed all around Station Road – Lower Station Road.
- walking paths
- will the new development bypass have a cycle path?
- East St access to High Street, especially for less able
- pavement at East St by Natwest is extremely narrow and with hgvs turning into East Street it is quite dangerous for pedestrians
- bottom of East St is too narrow for wheelchairs, mobility aids and wider pushchairs
- West Street – drop kerbs for wheelchair access
- access to Jubilee Fields very difficult on foot
- narrow crumbling pavements at Parbrook along the A29 from Natts Lane to Cranham Avenue. very dangerous for people with mobility problems and to young children and buggies. little poor quality street lighting on this stretch
- no safe cycle routes in the area for kids/recreation
- better routes with cycle paths and walking routes need – especially around schools!
- pathways in Station Road gardens (3 comments)
- all paths on the west of the town (3 comments)
- a cycle route to the village of Wisborough Green would be very helpful, especially for motorists (7 comments)
- all paths – Jubilee Fields
- a magic walking route from the Station to the primary school that only appeared at drop off/pick up times to make it safer and easier for all to use
- overgrown hedges make walking difficult and dangerous – paths too narrow (2 comments)
- need an extension of Myrtle Lane footpath across bottom of Station Road Gardens into Weald
- improve footpaths to Daux and Rosier woods (overgrown, muddy and uneven)
- maintain all footpaths and pavements
- path alongside by-pass and development estate
- Penfold Grange has good paths/green spaces/cycle ways. New developments could learn from this
- pedestrians and cyclist should be given more priority – not just cars and traffic
- footpath on A29 Adversane - Billingshurst

- is it possible to cycle round the entire town? connect west paths with same around east side. (5 comments)
- improve footpaths to Limeburners & Adversane (6 comments)
- Weald school across Station Road Gardens to cinder track & Natts Lane. already unofficially used should be adopted properly.
- Station Road corner needs a wider pavement (2 comments)
- traffic calming, narrower lanes with wider pavements
- Marringdean Road needs a pavement and crossing (3 comments)
- yes, support for pedestrians. traffic calming less “rat-running”
- footpath, Adversane to Billingshurst far too narrow
- live in Adversane, pavements too narrow
- Adversane to Billingshurst, narrow path, too many brambles overhanging in summer
- Lower Station Road – cyclists are never given enough room. the pavement is very narrow – when hgvs drive along it the pavement does not feel like a safe place to be
- walking really difficult with wide lorries
- footpaths – if hedges were trimmed back it would ease the situation
- some i do not walk to as they are too far from my house – shortage of time to walk
- walk school run. walk to work. walk to the station. walk to rainbow toddlers at the village hall
- walk to the village hall, station and to and from friends
- footpath at lower Stane Street is narrow and uneven – not fit for purpose
- some pavements are not good for walking – and parked vehicles
- would it be possible to make the Womens Hall more easily accessible; especially for the disabled
- hedges overgrown on to pavements – makes walking to school dangerous in some places; pavements too narrow
- the pavement at the top of the High Street/Stane Street needs maintaining. the grass verges are encroaching and need edging and some residents hedges are overhanging the pavements
- a complete review of pavements required. pavements in Marringdean Road and down Alick's Hill/Stane Street between the Billingshurst primary school and Weald bus Lane area
- pavements are uneven, potholed causing puddles. overtaken with hedges and poorly maintained verges which need edging, especially in Stane Street/top of High Street
- some of the pavements are dangerous because they are so uneven and in places overgrown.
- path from Coombe Hill to Jengers Mead is dangerous! no lights, loose paving stones. i am 28 years old and i am fearful of walking down it. most of my neighbours are 60+
- pavements in poor condition. footpaths in poor condition
- what is foot access from south side of the A272 development (old blackcurrant field)?
- need accessible pavements with good camber & dropped kerbs
- wheelchair accessible pavements in all areas
- Daux Avenue bad pavements on one side
- lack of pavements
- whose responsibility are Road verges? there are some extremely poor areas (brambles mainly) as you come into Billingshurst from 5 oaks, it's a really poor welcome to the village. an equally scrubby area at the west end of Natts Lane – blocks visibility at the mini-roundabout, and looks awful
- adequate & safe pavements Stane Street end near Penfold and Cranham

Community-Led Plan 2015-2020

Senior Citizens

- Gentle enjoyable walks with local nature/interest/history element

Open Spaces and Environment

- Improving pedestrian accessibility
- Maintain and promote existing footpaths and rights of way
- Maintain facilities and improve accessibility (village and residential areas)

Community Safety

- Develop safe walking routes near schools, e.g. footpath between schools

Jengers Mead and Billingshurst Retail Offer Study (for HDC, Dec 2011)

- Vision includes providing 'a more accessible, convenient and improved environment for local businesses and its growing resident population'
- Options identify a new route created between supermarket and Jengers Mead, one way to establish would be to remove the BT exchange (para 9.2, p73)
- In discussing pedestrian movement, study states 'permeability could be improved in some parts of the village, notably between the High Street and housing areas' (para 4.7, p23)
- There are good cycle links to the east and west and while there are no dedicated cycle Lanes along the High Street, low volumes of traffic result in a generally cycle friendly environment (para 4.8, p25)

Developing a Plan for Sustainable Service Provision in the Rural Community of Billingshurst (for BCP, June 2008)

Services for a sustainable community need to have, amongst other things:

- accessibility of jobs, key services and facilities by public transport, walking and cycling.
- facilities to encourage safe local walking and cycling (p8)

In considering Tourism, hospitality and visitor facilities, the study notes Billingshurst 'doesn't contain any significant large historic tourist attractions and is less attractive to walkers than the downland villages to the south'. It goes on to suggest 'opportunities particularly exist around walking (for example town trails and nature walks, and also providing links from villages to the Wey-South trail)) and cycling, perhaps linked to Stations, which in turn would generate retail and hospitality spend.' (p23)

In considering how residents travel to services, a survey for the study found only 3% used foot or bike to access village centre services (p29)