

Pulborough Village Transport Plan



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February 2010



**Horsham
District
Council**

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Section 1

Introduction

1.1 The location of Pulborough has always been a key factor in its development. Situated on the River Arun, which in the past was a vital waterway for transporting goods, it was a natural place for a settlement to develop when the Romans built a new road between London and Chichester known as Stane Street (now the A29). As the settlement grew over the years, a new east – west road was built (now the A283), and it is at Pulborough where both of these major routes currently meet and cross. Furthermore, in 1859 a new railway line was constructed from Three Bridges to Petworth, and shortly afterwards southwards to Bognor Regis, both via Pulborough, and so the village gained another important asset in its railway station.

1.2 These developments, historically, have led to many of Pulborough’s current transport problems. There are sections of both the A29 and A283 through the village which are constrained by narrow roads and footways, the proximity of historic buildings and by the terrain itself. The junction of the A29 and A283 (Figure 1) is a particularly difficult location as traffic has to negotiate its way between historic buildings and around a pair of small mini-roundabouts. Both roads carry high levels of traffic with the majority of drivers wanting to pass through the village quickly to other destinations. The main areas where the A29 and A283 narrow and cause difficulties are at Swan Corner, Church Hill, Sopers Hill and Lower Street, the village’s historical shopping centre. In these areas it would



be extremely difficult to widen the roads and footways without demolishing historic buildings or by removing large embankments containing mature trees and hedgerows. The two railway bridges in the village (the A29 over the railway line and the A283 that passes under it) are also both potentially hazardous for both motorists and pedestrians as they are narrow and lack good footway provision.

1.3 Unfortunately, these problems have no immediate solution and can only be addressed by major and expensive infrastructure projects such as the creation of a bypass or by widening the railway bridges. Furthermore, the geography of the village adds to the constraints (Figure 2). The River Arun and the Brooks are natural barriers to development to the south as is the proposed designation of an area to the west of the village as part of the South Downs National Park. The village itself stretches out for some distance northwards along the A29 as it rises on a steep escarpment north from the River Arun. In the meantime the amount of traffic passing through Pulborough increases as does the pressure for further development in the village, its neighbouring towns and within the district and county generally. Further development within the area, especially to the north or east of the village could simply add to the existing problems, although there may be a number of sustainable transport improvements or initiatives that could be undertaken and which would make a difference thereby reducing the amount of local traffic movements between different parts of the village.



Figure 2 - Pulborough Village Location

Section 2

Overview

- 2.1 In December 2008 a Village Transport Plan working group was formed to identify the main transport issues affecting the local community. West Sussex County Council, as transport authority, chaired the group with the aim of producing an overall Transport Plan for the Village. The group consisted of members and officers of both West Sussex County Council and Horsham District Council, together with members of Pulborough Parish Council and the Pulborough Society. Discussions also took place with the Pulborough Community Partnership and a public consultation exercise was carried out by residents' questionnaire between May and July 2009, and at a public exhibition in June 2009, to ask for the view of residents on a number of transport issues identified by the group. Residents were also asked to identify any additional transport issues that they felt were important to themselves and the local community.
- 2.2 The Village Transport Plan identifies the main transport issues facing the village not only at the present time and but also into the future. It will not resolve all of the transport problems in the village, but will highlight the primary areas of concern and identify a number of local improvements that could be delivered which would make a difference to the local community. A certain amount of development funding towards sustainable transport improvements in the village has already been secured from several new developments that have been built over the last few years. This funding will be used to deliver a number of improvements to sustainable transport modes in the village as agreed by the Village Transport Plan Group following local consultation.
- 2.3 As previously mentioned, the main focus behind the Village Transport Plan is to encourage and promote sustainable modes of transport across the village, with the emphasis on improving access and movement by walking, cycling and public transport rather than the private car. However, small scale road safety improvements which would benefit car users may also be considered but only if they offer improvements to sustainable transport modes. Improvements to on-street car parking and road surfacing materials will also be included within the transport plan if it is anticipated to contribute towards the wider objective of improving sustainable transportation.

- 2.4 The Village Transport Plan sets out a number of sustainable transport improvement schemes in the village that could be delivered quickly using existing funding available. It also sets out a number of longer term sustainable transport schemes which could be funded from the balance of existing funding or from future development contributions (or other financial sources) when they become available. The current level of existing development funding available for sustainable transport improvements in the village is over £200,000, although £100,000 of this has been set aside and will not become available until after the completion of the Horsham Core Strategy Review. The reason for this is to retain a potential contribution towards a new A29 footbridge over the railway line should further development come forward as part of the Core Strategy Review process.
- 2.5 A Village Transport Plan setting out a framework for future transport improvements in the village will not only set out the needs of the local community, but will give developers a clear understanding of what improvements could be required to allow development to take place. It will also offer more transparency and allow the local authority to link development with certain transport improvements in the knowledge that they would form part of an overall agreed plan. The Village Transport Plan will eventually inform the Pulborough Community Plan and could be used as an evidence base to assist the local planning authority when considering planning proposals in the village and surrounding areas.
- 2.6 Timetable of events undertaken to produce village transport plan:
- 9th December 2008** - First meeting of the VTP Group.
 - 28th January 2009** - Second meeting of the VTP Group.
 - 25th March 2009** - Third meeting of the VTP Group.
 - 29th April 2009** - Fourth meeting of the VTP Group.
 - 14th May 2009** - Talk on Village Transport Plan given at Pulborough Parish Council Open Meeting and launch of Residents Survey.
 - 10th June 2009** - Fifth meeting of the VTP Group.
 - 26th and 27th June 2009** - Public Exhibition of proposed transport improvements in Pulborough Village Hall. Information and plans made available on the Pulborough Parish Council and Dean Smith's pulboro.org websites.
 - 17th July 2009** - Closure date for comments on Residents Survey.
 - 5th August 2009** - Sixth meeting of VTP Group.
 - 14th January 2010** - Draft VTP circulated to VTP Group.
 - February 2010** - Final VTP Plan published.

Section 3

Roads and Traffic

3.1 One of the main concerns that arose during the public consultation exercise was the growth in the volume of traffic passing through Pulborough and the increasing number of large goods vehicles (LGV's) using the road. The A29 Stane Street is a well-used primary route between London and the South Coast and whilst it has been improved in places over the years, it is still predominantly a single carriageway road for most of its length through West Sussex. The historic nature of the route also means that it passes through a number of well-established settlements where dwellings are located close to the road itself. A number of these settlements, such as Billingshurst and Coldwaltham, have either been by-passed or been subject to road improvements to reduce the impact of the increasing volume and size of vehicle using the road.

3.2 As the A29 passes through Pulborough there are a number of areas of constraint where the road is well below modern standards for a route carrying the volume of traffic it does. These constraints are particularly noticeable at Swan Corner (where the A29 and A283 meet), Church Hill and Sopers Hill. The potential for road improvements at all of these locations is seriously constrained by the proximity of historic dwellings, steep embankments and a railway bridge. There are currently no road improvement plans for any of these locations and it is unlikely that any major road scheme, such as a by-pass, is likely to come forward in the foreseeable future. Instead, West Sussex County Council has downgraded the route and introduced advisory signing encouraging traffic, especially LGVs, to use other north/south routes such as the A24 and A23. However, although advanced advisory signing has had some effect on restricting the growth of traffic through Pulborough, traffic volumes are still high.

3.3 The A283 is the other major route that passes through Pulborough which provides an important east-west link between Storrington and Petworth and the settlements in between. It also provides access to the historic centre of the village in Lower Street and Pulborough station in Station Road.



Figure 3 - Lower Street: Road Width Constraints

Although the A283 is not quite as heavily trafficked as the A29, it does also have

a number of constraints, particularly in the main shopping area of Lower Street (Figure 3), at the railway bridge on the Stopham Road and, as previously mentioned, at Swan Corner where the A283 meets the A29. Again, there is little scope to carry out road widening improvements in these locations due to the proximity of historic dwellings, a railway bridge and steep embankments. The speed, volume and size of vehicles passing along Lower Street is a significant concern as it is essential to maintain the vitality of the main shopping area and make it a more attractive place to do business.

3.4 During the Village Transport Plan process, traffic counts were carried out between 26th January and 30th January 2009 on both the A29 and A283 on the four main approaches to the village (see Appendix A). These traffic counts indicated that the A29 carried up to 11,000 vehicles per day and the A283 up to 9,000 vehicles per



Figure 4 – Tesco, London Road

day. The traffic count suggests that the two recent supermarkets in London Road (Figures 4 & 5) are major attractors of traffic, especially from the north and east of the village as well as within the village itself. An earlier traffic count carried out in New Place Road suggested little evidence of short-cutting between the A29 and



Figure 5 – Sainsbury's, London Road

A283 along Rectory Lane/Link Lane/New Place Road. However, Broomers Hill Lane to the east is a known short-cut between the A29 and A283 to avoid the centre of the village as there is a significant saving in time by using this route.

3.5 In addition to concerns about high levels of traffic on the main roads running through the village there are a number of other locations where traffic flow and parking problems combine to create obstructions and hazards for both motorists and other road users. A number of locations have been identified where this is a problem namely, at A29 London Road/New Place Road, Spinney North/The Spinney, Lower Street, Rectory Lane, Station Road and Rivermead. The introduction of waiting restrictions may therefore be appropriate in these locations to improve traffic flow and road safety.

3.6 For many residents, the perceived speed of traffic along both the A29 and A283 is an issue of concern for local residents. Although speed cameras have been installed at two locations in the village, if further development eventually goes ahead to the north of the village then it has been requested that consideration be given to extending the existing 30mph speed limit on the A29 northwards.

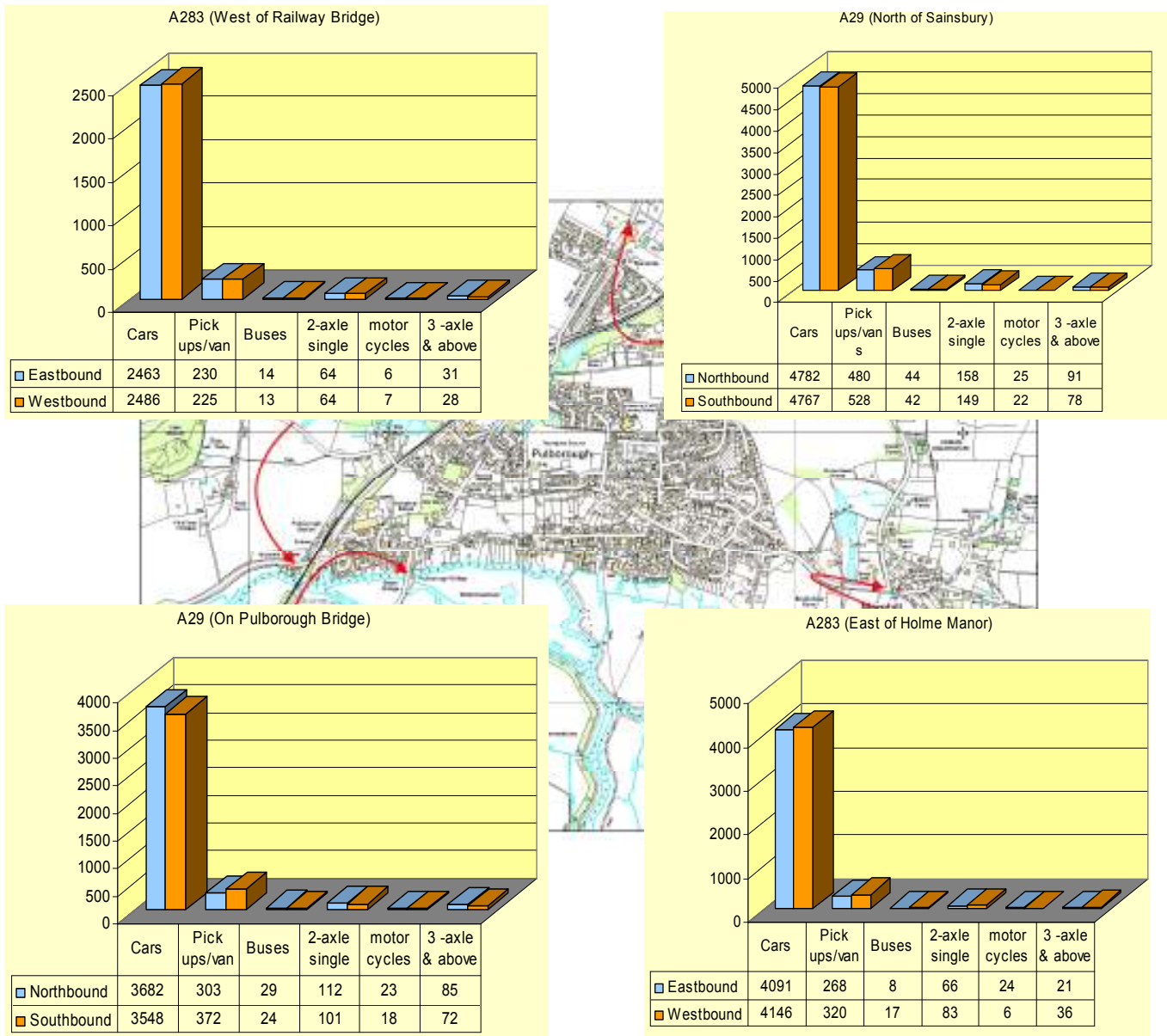


Figure 6 – Traffic counts: Average 24 hour flows from 26 – 30th Jan 2009

Section 4

Public Transport - Rail

4.1 Pulborough is fortunate in that it has retained its railway station on the Arun Valley mainline whereas many of the branch line stations at Petworth and Midhurst were closed years ago. Pulborough station is managed and operated by Southern with a general pattern of two services per hour Monday-Saturdays and one service per hour Sundays to London Victoria and Bognor Regis on the South Coast. It connects up with other services on the Brighton Mainline at Three Bridges to the north and the West Coast Way at Barnham to the south. Statistics from the Office of the Rail Regulator 2007/08 indicate that Pulborough station is the second busiest station on the Arun Valley Line after Billingshurst (excluding Horsham and Barnham) with total entries and exits of over 440,000 for the whole year. Of this figure, 20% held full price tickets, 30% reduced price tickets (including railcards) and 50% season tickets (see Figure 7 & Appendix B). Pulborough station and its services are therefore used by a high percentage of commuters to travel to work.

Pulborough Station 2007/2008 Entry and Exit Figures

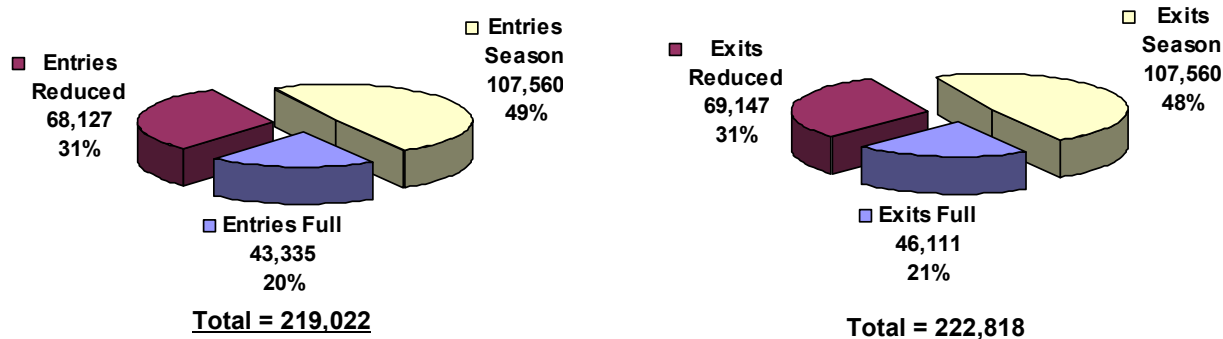


Figure 7 - 2007/08 Pulborough Station Figures

4.2 Although Pulborough does have a station, a number of issues relating to rail services arose during the public consultation process. Perhaps the most significant issue was the detrimental effect of the latest timetable changes have had, particularly by commuters from the village, West Chiltington, Storrington and some of the other outlying settlements. These changes have resulted in additional delays being experienced at Horsham whilst extra carriages are added and also by the need to change at Barnham station for services to Chichester. This has encouraged some people to drive to their destinations to save time or to other stations where direct services are offered. It should be noted that Network

Rail's Rail Utilisation Strategy for Sussex does not propose any changes to the current service arrangements as these have primarily been designed to improve strategic service efficiencies on other busier routes.

4.3 In addition to rail service issues, there are also serious problems with access to the northbound platform at the station as the only way this platform can be accessed by the public is via two flights of steps linked by a tunnel under the railway line itself. This can be a serious problem for people with mobility problems and for anyone else carrying heavy luggage. Proposals have been considered for providing alternative access to the northbound platform via a new footway under the Stopham Road railway bridge. This though would result in the narrowing of the carriageway under the bridge which would necessitate the introduction of traffic signals and one-way traffic. This was not considered to be realistically achievable due to the presence of an access and resident parking between the signal heads. Furthermore, queuing traffic could back up and obstruct the access road to the station itself.

4.4 Horsham District Council and West Sussex County Council will work with Network Rail and Southern in an attempt to resolve the access problems at the station. Indeed, Horsham District Council recently carried out a land survey of the station and the surrounding area to investigate the options which could include a possible new link road to the station from the western side of the railway bridge. Network Rail's RUS is also proposing a further 300 car parking at the station to cater for projected passenger growth on the service and to resolve



Figure 8 – Pulborough Railway Station

some of the on-street car parking problems in the area. A number of local residents though have expressed concerns about the scale of the extra parking provision and do not feel that it is justified as many rail passengers park on local roads to avoid paying car parking charges and this will not necessarily change if a large new car park is provided. West Sussex County Council is committed to working with Horsham District Council and the Sussex Commuter Rail Partnership to identify improvements at the station for those people using it.

- 4.5 There are also safety problems on the station forecourt area with conflict between buses turning, cars picking up and dropping off passengers and poorly defined traffic and pedestrian priorities. West Sussex County Council has prepared some design options for improving the station forecourt area and these were shown at the public exhibition in June 2009. However, these have been put on hold until such time as Horsham District Council has prepared a number of options to improve access to the station and to examine the opportunities for surrounding area. Any proposals developed by Horsham District Council will be subject to a public consultation exercise.

Section 5

Public Transport - Bus

5.1 There are a number of bus services that serve Pulborough (see Figure 9 & Appendix C). The No.100 service from Burgess Hill – Pulborough, the No.101 service from Pulborough to Horsham, the No.71/73 service from Pulborough to Chichester, the No.85 Billingshurst to Chichester and the No.72 service from Storrington to Pulborough are all operated by Compass. The No.1 service from Worthing to Midhurst is operated by Stagecoach with the No.69 service from Alford to Pulborough and the No.79 service from Pulborough to Worthing operated by Countryliner.

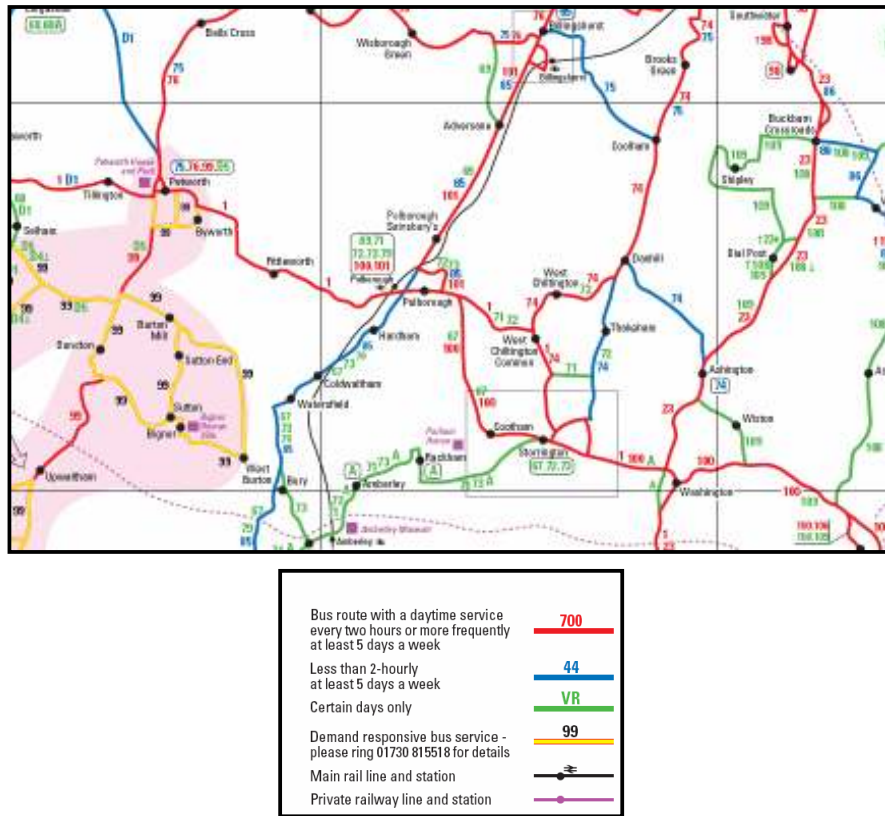


Figure 9 – Pulborough Bus Services

5.2 The most regular of the aforementioned bus services is the No.1 service operated by Stagecoach which runs an approximately hourly service Mondays to Saturdays on the A283 through the village stopping at Pulborough station and any request stops on route. It is not really designed as a commuter service but provides a useful link between neighbouring towns and villages and the major shopping and services in Worthing. The No.100 service operated by Compass runs approximately hourly along the A283 and A29 stopping at Pulborough station and

providing links to Horsham and Burgess Hill and a number towns and villages in between, including Horsham Hospital. The No. 101 Compass service operates along the A29 stopping at Pulborough station and also provides links to a number of towns and villages, including Brinsbury College and Horsham Hospital. The remaining Compass services No. 71, 72 and 85 provide useful links but are much less regular, as are the two Countryliner services which are limited to a single service on a Tuesday.



Figure 10 – Location of Bus Stops in Pulborough

5.3 West Sussex County Council is working with the bus companies and other community bus providers to improve services to the village where possible and to improve access to these services. As previously mentioned, West Sussex County Council is also working with Horsham District Council, Network Rail and Southern to improve the public transport interchange at Pulborough station and is also liaising with the Parish Council about introducing new technology at bus stops such as real time passenger information that lets passengers waiting know whether a bus is on time or has been delayed. Additional physical improvements to encourage bus use such as new shelters, seats and raised kerbs to allow easier access for the less-able will also be identified and introduced where appropriate. Some of these improvements could be delivered using existing funding sources.

Section 6

Walking – Surfaced Footways and Footpaths

6.1 Walking is one of the most sustainable means of getting around and is also generally good for health and well-being. It is, therefore, something that should be encouraged both as an alternative to the private car and as a recreational activity. If convenient and safe pedestrian links are available within the village then this can reduce car use and encourage more people to walk to the local facilities that they use such as shops, schools, medical services, the station, bus services, community facilities etc. Clearly, in many instances, it will be necessary to use the private car or other forms of public transport to access places of work, facilities and services in larger towns or to carry out activities such as bulk food shopping. However, if convenient and safe walking links are provided in the village then this could cut down on some of the local trips that residents make and reduce the amount of traffic on the network. This is more about giving people a choice to the private car and making it easier for non-car owners to move around the village and access the services they need rather than trying to prohibit car use altogether.

6.2 The existing pedestrian links in Pulborough are far from satisfactory, particularly in the historical areas of the village that generate the most pedestrian movement. This includes not only their narrow width and lack of continuity, but also the state of the surfaces which have been dug up and then reinstated, often resulting in uneven surfaces. The Lower Street shopping area (Figure 11) has been identified as one of the main areas of concern due to the busy A283 main road, the narrowness of the footways in front of the shops and the enclosed feel of the street. This makes pedestrians using Lower Street feel very vulnerable, especially when large goods vehicles pass close by at speed. The introduction of a speed camera



Figure 11 – Lower Street Shopping Area

and review of on-street and servicing restrictions have had some benefit, but the current environment is not exactly pedestrian friendly and the visual appearance of this area does not reflect its conservation area status. In this respect, the

Pulborough Community Partnership is working with West Sussex County Council, Horsham District Council and the Parish Council to develop a number of options for Lower Street that would improve and enhance its appearance and make it a much more attractive place for shoppers. A public consultation exercise will be carried out by the Community Partnership once these options have been drawn up.

- 6.3 Another area where there is a high degree of pedestrian movement is at Pulborough station. A particular problem here is the lack of a connecting footway along the northern side of the A283 Station Road and the absence of level access to the northbound station platform. Although there is a useful footpath link to the station from Church Place known as the 'cinder path', this is not well lit or overlooked, so some people are reluctant to use it after dark for security reasons. Most pedestrians approach the station from the south but have to cross Station Road near the station entrance from the footpath and bus stop on the south side. This can be potentially hazardous, especially for the less able, but it would be difficult to introduce a safe pedestrian crossing facility in this location due to the proximity of accesses and the fast food businesses. A new footway to the northbound platform under the railway bridge would also be difficult to provide as traffic signals and single lane working would have to be introduced which, again, would be complicated by the poor visibility due to the bend in the road, the proximity of accesses and the presence of resident car parking. West Sussex County Council will, however, continue to work with Horsham District Council, Network Rail and Southern to try and find a long term solution to these problems.
- 6.4 The main north/south footways in the village (along the A29 London Road) that provide access to the new health centre and the two supermarkets are poor, being very narrow and with a lack of continuity in places. This is a particular issue in Church Hill and Sopers Hill where the narrowness of the existing footways, overhanging vegetation and the proximity to live traffic make them unpleasant to use. There is also a lack of footway continuity and safe crossing points at locations such as Swan Corner, and the narrow width crossing the railway bridge acts as a major constraint for people pushing buggies or using mobility scooters. The provision of a separate A29 footbridge across the railway line has been identified as one of the main transport priorities for Pulborough particularly as more development is taking place in the north of the village. The very high associated cost of providing a separate footbridge though means that is unlikely

that it will be deliverable in the short term. The environmental impact of any new footbridge in this location would also need careful consideration.

6.5 The main east/west footways in the village between Pulborough station and the many shops and services located in the Lower Street area are also poor, again being narrow and with a lack of continuity in places. As there is no footway along the north side of the A283 Station Road, pedestrians approaching the station from Swan Corner have to walk on the south side of Station Road and cross at the station entrance. The A29 at Swan Corner also acts as a barrier for pedestrians crossing between Station Road and Lower Street, with less-abled residents finding it difficult to cross the A29 safely to access the village shops and services in Lower Street due to the heavy traffic flow and speed of approaching vehicles. This is made worse by the poor visibility at the existing pedestrian island and by the very narrow width of the footway which has been reduced to provide car parking in front of the former estate agents. It is particularly hazardous to cross the main road between the two mini-roundabouts if heading northwards along Church Hill, although there are now two alternative routes using the cinder path or the new ramp leading up across the East Glebe Field to Rectory Lane. From Swan Corner eastwards, the footways are of a reasonable standard until the Lower Street shopping area where they start to narrow down again.

6.6 Other well-used pedestrian routes in the village are Potts Lane (Figure 12) which provides a convenient link from Rectory Lane into Lower Street. However, there is a discontinuation of the footway in Rectory Lane and this together with poor pedestrian visibility and approaching traffic speeds makes it a potentially hazardous place to cross the road.

The footways outside of St. Mary's School are also well used during school dropping off and picking up periods but these footways are of generally adequate width and the recent introduction of a school safety zone using development contributions has had the effect of reducing speeds and improving safety.



Figure 12 – Rectory Lane: Looking East to Potts Lane

Section 7

Walking – Public Footpaths and Bridleways

- 7.1 Besides the main surfaced footways that run adjacent to the roads, there are a number of public bridle paths and footpaths in the village that provide useful links that are away from busy roads. These are primarily recreational routes but, if improved, could encourage more people to use them to walk to the shops, schools and other local facilities. For example, Public Bridleway 2328 (BW2328) runs east/west along Old Rectory Lane and is a more pleasant alternative to the main roads should people want to access Pulborough station or the shops and services in Lower Street and London Road. The crossing of the A29 is admittedly a problem but so is the condition of the unsurfaced footpath which is narrow and often waterlogged during winter. Certain improvements to this route could encourage more people to use it at all times of the year instead of just the drier months.
- 7.2 Other public footpath routes such as Public Footpath 3500 (FP3500) through Pocket Park also suffers from deterioration and flooding in the winter months but is well used for recreation and for accessing local facilities, such as the sports and recreation club. If the surface and drainage problems could be addressed then more people would be encouraged to use the route. The resurfacing of the footpaths, removal of the silted culverts the and introduction of a new footbridge could make it easier to use whilst at the same time improving the local environment and ecology of the area.
- 7.3 As previously mentioned, the north/south footway along the A29 is not particularly pleasant to use and this can discourage walking even to local shops and services, particularly by those people living in the north of the village where development has occurred in recent years. There is, however, an alternative to walking along the A29 and that is to use FP2330 (Figure 13) and BW2332 that run from Sandpiper Close south to Link Lane thereby avoiding the main road altogether. This route would need considerable improvement though as its surface is poor, its gradient steep just south of the railway line and it lacks proper drainage in places. It is also unlit,



not overlooked and users have to cross the main Arun Valley railway line at an unprotected crossing. Whilst it could never be considered as a safe route to school or as an easy route for the less-abled, it could, nevertheless, be improved to be a more pleasant alternative to using the A29. Indeed, its use may increase if Network Rail was eventually to provide a footbridge across the railway line and parents organised walking buses to and from the local school.

- 7.4 It should be appreciated though that walking is not just solely about getting from place to place, it is also a recreational activity and an enjoyable pastime. Pulborough is fortunate to be surrounded by beautiful countryside, being very close to the South Downs National Park boundary. An area of special interest is the Wild Brooks lying to the south of the village, a large open flood plain with a wide variety of flora and fauna. Yet although there are public rights of way crossing the Wild Brooks, access to them is often restricted for the less-abled due to the need to negotiate stiles at field boundaries, difficult gradients and unstable structures. The promotion of improved access to the public rights of way network is one of the themes of West Sussex County Council's Public Rights of Way Improvement Plan which seeks to negotiate with landowners to try and improve access where possible.

Section 8

Cycling

- 8.0 It is acknowledged that Pulborough is not one of the easiest places for cyclists. The combination of narrow, busy roads and steep gradients make it difficult to get around the village safely. The uneven surface of the roads in some places is also another deterrent to cycling. The A29 and A283 routes are particularly difficult for cyclists to use because of the volume of traffic - especially LGV's. There is little scope for cycle improvements and neither route could be considered safe for cyclists to use. This makes it difficult to promote cycling along the main roads as a practical and safe alternative to the private car both within the village and the surrounding area.
- 8.1 One possible solution in trying to encourage more cycling in the village is to improve those cycle routes that largely avoid the A29 and A283. Improved surfacing along local roads and public bridleways that form important links within the village and to the surrounding villages and countryside may encourage more cycling, not just to reach local facilities and services, but also recreationally. This could include the upgrading of public footpaths to public bridleways where possible, the latter of which permit legal cycle use. The opportunity to provide new cycle links should also be considered as part of any future development proposals for the village.
- 8.2 As previously mentioned, there is scope to improve parts of the public bridleway network to provide better surfacing and drainage for cyclists. There is also scope to further investigate upgrading some public footpath routes to allow cycle use subject, of course, to the necessary consultation and agreement of the landowner. The provision of convenient and secure cycle stands at key locations, such as the station, shopping areas and community facilities is also another factor to consider when trying to encourage cycle use as well as providing cycle storage facilities for homeowners as a condition of new development.

Section 9

Lower Street Shopping Area

- 9.0 The Kent Architectural Centre (KAC) is currently working with West Sussex County Council, supporting the West Sussex Design Commission. The KAC has subsequently been invited by the Pulborough Community Partnership and the County Council to prepare proposed improvement scheme options to assist the the regeneration of Pulborough with the focus on the historic shopping centre of Lower Street. The Community Partnership is funding this initial design work. The County Council, on behalf of the West Sussex Design Commission, has also agreed to contribute to this work.
- 9.1 The KAC will work alongside the community and local authorities to ensure that there is a common vision for the village for the next twenty or so years. However, whilst it is essential to have this overarching vision, its delivery will require improvements to take place on the ground. In this respect, the KAC will have to work with the County Council, as highway authority, as some improvement schemes will require alterations to the public highway which will require its formal consent. The County Council will though assist in the process of trying to deliver the vision within the appropriate statutory legislation.
- 9.2 Although the County Council has advised the KAC that any significant reduction in the road width on Lower Street would not be appropriate due to the potential for delays and short-cutting, there may be opportunities to improve road safety and also the street scene by reviewing the following :
- Footway widths
 - Location of pedestrian crossings
 - Street lighting
 - Street furniture
 - Surface treatments
 - On-street parking restrictions
- 9.3 Full public consultation of the improvement scheme options will be carried out by the KAC. Although the funding source for carrying out an agreed scheme has still to be identified, it may be possible to deliver parts of the scheme independently as and when funding opportunities arise. There may also be opportunities to secure some funding towards a scheme from the routine road maintenance budget if scheme delivery can be co-ordinated with the maintenance programme.

Section 10

Parking

- 10.1 During the public consultation process, there were a number of locations in the village where on-street car parking is causing a safety problem for pedestrians, cyclists and motorists. In recent years, there has been a noticeable increase in

car parking along the grass verges on the A283 Stopham Road generated by residents of the nearby cottages and by commuters using Pulborough station (Figure 14). Although



Figure 14 – Stopham Road: Parking on grass verge

this car parking is not especially hazardous in itself, it is rather unsightly at the gateway to the village and requires drivers and their passengers to walk to the station along sometimes muddy verges and in the road under the railway bridge because of the lack of footways. Further investigation is needed to establish why on-street parking in this location has increased but the likely causes are lack of spaces in the station car park, unwillingness to pay car parking charges and higher levels of car ownership amongst residents of the cottages. It is also likely that some commuter parking takes place on other surrounding roads, but to a less noticeable degree.

- 10.2 As previously mentioned, on-street car parking is causing problems at the junction of New Place Road with the A29 London Road causing obstruction of the footway and conflict between vehicles turning into and out of the junction. The introduction of waiting restrictions at this junction would most likely resolve these problems although this may displace car parking to locations further along New Place Road.

Section 11

Deliverable Short Term Improvements

- 11.1 In order to address some of the area of concern in the village, the following short-term improvements have been agreed by the Village Transport Plan Group following the public consultation exercise in the village. These improvements will be funded using existing Section 106 developer contributions secured by Horsham District Council and currently held by West Sussex County Council and are planned to be carried out within the 12 months from 1st January 2010.
- 11.2 Road and Traffic Improvement Schemes
- Introduce waiting restrictions at the junction of New Place Road and the A29 London Road to improve access for all vehicles and to prevent on-street parking on the southern footway.
 - Introduce waiting restrictions at the junction of Spinney North with The Spinney to improve access for buses and emergency vehicles.
- 11.3 Public Transport – Rail Improvement Schemes
- Provision of Real Time Passenger Information at Pulborough station bus stops.
- 11.4 Public Transport – Bus Improvement Schemes
- Area Wide – Provide bus shelters together with raised kerbs where possible to improve pedestrian access to buses at bus stops – locations to be agreed with the Parish Council.
 - Area Wide - Real-time Passenger Information modules at bus stops – locations to be agreed with the Parish Council.
- 11.5 Walking – Surfaced Footways and Footpaths
- Rectory Lane/Potts Lane - Extend existing footway in Rectory Lane and provided pedestrian build-out and traffic calming feature to improve pedestrian safety.
 - Improve the existing street lighting on the Cinder Path between Church Place and Pulborough station.
 - A29 Church Hill - Once off vegetation clearance of bank in Church Hill to make the existing footway width more usable.

- A29 Church Hill and Sopers Hill – Commission a consultants report on the long term maintenance options for the banks in Church Hill and Sopers Hill to make the existing footway width more usable.
- Commission a consultant’s report to look into the feasibility of installing a separate new footbridge over the railway line at Sopers Hill (adjacent to the A29 road bridge)

11.6 Walking – Public Footpaths and Bridleways

- Pocket Park (between New Place Road and Recreation Ground) - Resurface existing public footpaths (FP3500), remove existing stream culvert and replace with new wooden footbridge.
- Old Rectory Lane (between Lane End House and Dormers) – Improve and resurface existing public bridleway (BW2328).
- New Place Nursery (north of) - Resurface public footpath (FP2330) from public bridleway BW2332 northwards to the railway line, including providing steps and handrail as necessary.
- New Place Nursery (east of) - Widen and resurface footpath and bridleway (FP2330 & BW2332) from New Place Nursery southwards to Spinney North to include new drainage.
- Barn House Lane (off Lower Street) - Install new kissing gate in Barn House Lane leading to the Wild Brooks.

Section 12

Potential Longer Term Improvements

- 12.1 The following longer-term improvements have also been identified (but subject to further consideration by the Village Transport Plan Group) following the public consultation exercise in the village. These improvements could be funded either using existing/future Section 106 developer contributions or other potential funding sources.
- 12.2 Road and Traffic Improvement Schemes
- Potential introduction of revised waiting restrictions in Lower Street as part of the Lower Street regeneration scheme.
 - To consider an extension of the 30mph speed limit on the A29 at Codmore Hill should further development come forward in this part of the village.
 - To consider Rectory Lane for Homezone treatment to reduce traffic speeds and make it a safer environment for pedestrians and cyclists.
- 12.3 Public Transport – Rail Improvement Schemes
- Possible contributions towards improving access to the northbound platform at Pulborough station.
- 12.4 Public Transport – Bus Improvement Schemes
- Carry out alterations to Pulborough station forecourt area to improve access for buses and to enhance bus waiting facilities and pedestrian access.
- 12.5 Walking – Surfaced Footways and Footpaths
- Install a separate new footbridge over the railway line at Sopers Hill, adjacent to the A29 road bridge (please note that £100,000 of the existing Section 106 funding has been ring fenced towards this improvement until November 2011 should further development come forward in the village as part of the Horsham Core Strategy Review process).
 - The removal of the layby at Swan Corner (outside the former estate agents office) to improve the footway width in this location, particularly for mobility buggy and pushchair users (the two lost car parking spaces to be relocated where possible).
 - The relocation of the existing central pedestrian island on the A29 London Road (south) southwards to improve pedestrian visibility and provide a safer pedestrian crossing arrangement.

- Possible contributions towards the highway aspects of the Lower Street regeneration scheme.

12.6 Walking – Public Footpaths and Bridleways

- To lobby Network Rail to provide a new footbridge across the railway line on public footpath 2330 (Network Rail are responsible for pedestrian safety where definitive footpaths cross the railway line and carry out regular risk assessments on each crossing point).

Section 13

Summary

- 13.1 The aforementioned transport issues and proposed improvements in Pulborough have been identified following a 12 month consultation period with representatives of the local community and as a result of the feedback from the Pulborough residents' survey and public exhibition. This Village Transport Plan may not include every transport issue raised during the consultation exercise, but it does identify the main areas of concern and sets out a plan for delivering a number of sustainable transport improvement schemes which could influence the way people travel within the village. Existing development funding will help to achieve some of these schemes in the short term with other longer term schemes being subject to funding from future development. The production of a Village Transport Plan should therefore add weight to requests for contributions from future development as it will clearly identify schemes where contributions will be spent in accordance with planning guidelines.

Appendices

Appendix A

A29 and A283 traffic counts summary: Average 24 hour flows from 26/01/09 to 30/01/09

A29 Northbound (north of Sainsbury) – Site 5800

Total = 5580

4782 Cars
480 Pick ups/vans
44 Buses
158 2-axle single
20 3-axle single
20 4-axle single
12 4-axle double
24 5-axle double
15 6-axle double
25 motorcycles

A29 Southbound (north of Sainsbury) – Site 5800

Total = 5586

4767 Cars
528 Pick ups/vans
42 Buses
149 2-axle single
15 3-axle single
20 4-axle single
13 4-axle double
16 5-axle double
14 6-axle double
22 motorcycles

A29 Northbound (on Pulborough Bridge) – Site 5802

Total = 4234

3682 Cars
303 Pick ups/vans
29 Buses
112 2-axle single
16 3-axle single
21 4-axle single
9 4-axle double
24 5-axle double
15 6-axle double
23 motorcycles

A29 Southbound (on Pulborough Bridge) – Site 5802

Total = 4135

3548 Cars
372 Pick ups/vans
24 Buses
101 2-axle single
11 3-axle single
29 4-axle single
9 4-axle double
12 5-axle double
9 6-axle double
1 6-axle multi
1 7-axle multi
18 motorcycles

A283 Eastbound (east of Holme Manor) – Site 5803

Total = 4480

4091 Cars
268 Pick ups/vans
8 Buses
66 2-axle single
6 3-axle single
9 4-axle single
4 4-axle double
2 5-axle double
24 motorcycles

A283 Westbound (east of Holme Manor) – Site 5803

Total = 4626

4146 Cars
320 Pick ups/vans
17 Buses
83 2-axle single
12 3-axle single
13 4-axle single
4 4-axle double
5 5-axle double
2 6-axle double
6 motorcycles

A283 Eastbound (west of railway bridge) – Site 5801

Total = 2809

2463 Cars
230 Pick ups/vans
14 Buses
64 2-axle single
15 3-axle single
7 4-axle single
3 4-axle double
3 5-axle double
3 6-axle double
6 motorcycles

A283 Westbound (west of railway bridge) – Site 5801

Total = 2824

2486 Cars
225 Pick ups/vans
13 Buses
64 2-axle single
6 3-axle single
12 4-axle single
5 4-axle double
3 5-axle double
2 6-axle double
7 motorcycles

Appendix B

Summary of the Statistics of the Office of the Rail Regulator for Pulborough station

| Year | Station Name | District or Unitary Authority | Entries Full | Entries Reduced | Entries Season | Entries Total | Exits Full | Exits Reduced | Exits Season | Exits Total |
|---------|--------------|-------------------------------|--------------|-----------------|----------------|---------------|------------|---------------|--------------|-------------|
| 2006/07 | Pulborough | Horsham | 37,565 | 61,882 | 98,490 | 197,937 | 41,017 | 61,831 | 98,490 | 201,338 |

Appendix C

Bus services serving Pulborough

| Service Number | Route Description | Operator | Mon - Sat | Evening | Sunday |
|----------------|--|----------|------------|---------|----------|
| 1 | Worthing - Findon - Storrington - Midhurst | SD | Hourly | - | 2 Hourly |
| 67 | Storrington - Pulborough - Coldwaltham - Bury - Chichester (wed & sat) | AK | 1 Journey | | |
| 69/79 | Alford - Kirdford - Pulborough - Bury - Arundel - Worthing (tue) | CL | 1 Journey | | |
| 71 | Pulborough - Storrington - Chichester (wed) | CP | 1 Journey | | |
| 72 | Storrington - West Chillington - Pulborough (Tue & Fri) | CP | 2 Journeys | | |
| 73 | Storrington - Bury - Pulborough (tue & fri) | CP | 2 Journeys | | |
| 85 | Chichester - Arundel - Pulborough - Billingshurst | CP | 2 Journeys | | |
| 100 | Pulborough - Storrington - Steyning - Henfield - Burgess Hill | CP | Hourly | | |
| 101 | Horsham - Slinfold - Billingshurst - Pulborough | CP | Hourly | | |

Appendix D

Results of Pulborough Residents Survey

Question

The main highway and transport related issues in the village are:

Crossing the road

26 strongly agree/agree
2 not sure
6 strongly disagree/disagree

Footways/Pavements

28 strongly agree/agree
4 not sure
5 strongly disagree/disagree

Cycle routes

10 strongly agree/agree
12 not sure
10 strongly disagree/disagree

Cycle parking facilities

8 strongly agree/agree
10 not sure
11 strongly disagree/disagree

Public Footpaths/Bridleways

21 strongly agree/agree
9 not sure
5 strongly disagree/disagree

Excessive speed of traffic

31 strongly agree/agree
2 not sure
4 strongly disagree/disagree

Parking in public car parks

12 strongly agree/agree
9 not sure
11 strongly disagree/disagree

Parking on the street

21 strongly agree/agree
5 not sure
8 strongly disagree/agree

Quality of existing street furniture (bollards, signs etc)

6 strongly agree/agree
8 not sure
11 strongly disagree/disagree

Quality of existing road surfaces

20 strongly agree/agree
8 not sure
7 strongly disagree/disagree

Bus Services

17 strongly agree/agree
10 not sure
7 strongly disagree/disagree

Bus stops

11 strongly agree/agree
15 not sure
5 strongly disagree/disagree

Disabled access

14 strongly agree/agree
14 not sure
1 strongly disagree/disagree

Appendix E

Pulborough Residents Survey - Comments Received

| Resident's Street/Road | Comments |
|-------------------------------|---|
| Pulborough | <ul style="list-style-type: none"> Car parking attendants slapping fines on cars in the Pulborough car park on half day closing, Saturday afternoons and generally interfering with the viability of shops in Lower Street |
| Old Place | <ul style="list-style-type: none"> Street furniture in the village is excessive, often duplicated, and ugly. Village becomes unnecessarily urbanised – which prompts more. |
| Lower Street | <ul style="list-style-type: none"> Cycling down Lower Street from the village is dangerous due to the uneven surface and need to avoid potholes and traffic when one has to pull out in the middle of the road. |
| Lower Street | <ul style="list-style-type: none"> Crossing onto the pavement outside Pulborough station. Bad lighting on Lower Street near A29 mini-roundabout. |
| Rectory Lane | <ul style="list-style-type: none"> Junction of Rectory Lane and Potts Lane is very dangerous for schoolchildren and the elderly. Pedestrian access over the railway bridge on the A29 near Sopers Cottages needs a pedestrian footbridge. |
| Rectory Lane | <ul style="list-style-type: none"> Crossing from Potts Lane into Rectory Lane. Traffic speeds through village in Lower Street from 'Oddfellows' west to A29 mini-roundabout. |
| Not stated | <ul style="list-style-type: none"> Crossing the road by Harwoods - the refuge in the middle of the road is not big enough. Footpath too overgrown to safely use and access to bridge across culvert to Cousins Way recreation ground – bottom of Glebelands. |
| Moat Lane | <ul style="list-style-type: none"> Require safe pedestrian access to shops and station at Swan Corner – although roundabout is there, it is hazardous to cross the road with a blind corner at the 'Corn Store'. General concern of very large lorries travelling down the narrow stretch of A29 by Swan Corner. Church Hill is not safe for pedestrians going to the medical centre. |
| Stane Street Close | <ul style="list-style-type: none"> Footpath on the A29 opposite Sopers Cottages is restricted due to the falling bank, trees and rubbish, making the pavement narrower making people having to walk on the roadside next to heavy lorries. So close, that they nearly suck you into them. Trees are overhanging signs and also obstructions to the Stane Street Close roundabout – plus traffic is travelling much too fast. Speed limit should go back to 30mph from 'The Rose' pub. |
| Not stated | <ul style="list-style-type: none"> Pavement – from Harwoods and the traffic lights – especially under the trees. |
| Spinney | <ul style="list-style-type: none"> Parking at the junction of New Place Road and A29 is causing big problems in the area. |
| Lower Street | <ul style="list-style-type: none"> Parking partly on pavements – Lower Street, especially opposite the junction with Rectory Lane. Coming out of Church Place in a car is dangerous due to the speed of traffic coming up the hill on the A29. |

| | |
|------------------|---|
| Lower Street | <ul style="list-style-type: none"> • Nowhere to sit with shopping while waiting for a bus home – outside Sainsbury. • Not enough buses to Sainsbury. |
| Stopham Road | <ul style="list-style-type: none"> • Station car park overflow – commuters and holidaymakers leave cars all day/week in resident's roads and parking places – Stopham Road and Arun Prospect. • Crossing road – Swan Corner, Lower Street charity shop to MBC, and chip shop to station. • Are there any cycle routes ?. I am a cyclist and encourage my children, but very dangerous, narrow and busy roads. |
| Link Lane | <ul style="list-style-type: none"> • Pavements not wide enough because the council kills the weeds but does not remove them or the soil holding them – corner of Link Lane from cul-de-sac at No.10 all the way round to the recreation ground. • Flooding on the pavement (on same corner) opposite the recreation ground and also on opposite corner from Link Lane round to the school – Link Lane leading to the Spinney. • Weeds, nettles, brambles and broken fencing from 'Reflections' hairdressers to roundabout at Stane Street Close – needs regular and proper cleaning. • Fence must be reinstated on A29 railway bridge – totally unacceptable hazards – terrified walking my children on this pavement to visit my elderly parents. • Shrubbery should be cut back – cannot see to cross at new Stane Street Close roundabout from Stane Street Close to Sopers Cottages. • Need proper access at top and bottom of Glebe Field for buggies and mobility scooters. However, ideas need testing before money is spent – only good view of our beautiful brooks and Downs left – should be available to all. |
| Codmore Hill | <ul style="list-style-type: none"> • Traffic travelling too fast on the A29 – between Sainsbury and Hill Farm Lane. • Loose manhole cover which is very noisy – just south of the new roundabout at Stane Street Close. |
| Marehill | <ul style="list-style-type: none"> • Visibility on existing lanes/roads onto main roads – ie, Church Place onto A29, Broomers Hill Lane onto A283 and Batts Lane onto A283. • Provision of parking spaces for the disabled, particularly for access to shops in Lower Street in the Barclays Bank and Nat West Bank area. |
| London Road | <ul style="list-style-type: none"> • Lack of pedestrianised crossing area on London Road – it takes forever to cross this road. • Opposite New Place Road you have to cross at a keep left area which is insufficient at certain times when traffic flow is heavy. |
| Strawberry Field | <ul style="list-style-type: none"> • People parking on the pavement and across the road where people have to cross with buggies and young children – New Place Road. • Spinney North is not really wide enough- cars are parked on both sides. As it is a bus route, many cars have been hit. • Very dangerous trying to pull out of the road opposite Arundale School in Lower Street – can't see because cars are parked all the way down one side. |

| | |
|--------------------|---|
| Orchard Way | <ul style="list-style-type: none"> Cars parking at the junction of New Place Road and the A29 causing a bottle neck as at times only a single car can get through. |
| Broomers Hill Lane | <ul style="list-style-type: none"> Excessive speed on Broomers Hill Lane – walking with children is dangerous. Needs a speed limit as wide lorries are using it. |
| The Spinney | <ul style="list-style-type: none"> Vehicles park on both sides of New Place Road near its a29 junction causing problems with through traffic, especially buses – an accident waiting to happen. |
| Station Road | <ul style="list-style-type: none"> Lack of parking at street level for disabled drivers near the shops. Lack of a pedestrian crossing at the junction of Station Approach with the A283 – also traffic speeds need to be reduced. Traffic coming from north and east towards Swan Corner hardly ever slows at the mini-roundabout, never mind stops. Lack of thought in placing bollards in middle of pavement near Henry Adams at Swan Corner – no room for electric buggies or prams. |
| Strawberry Field | <ul style="list-style-type: none"> Parking on the pavement in New Place Road means that you can't get the buggy through. Parking outside my house – Spinney North is not really wide enough as cars are parked on both sides and buses to go through. Trying to pull out opposite Arundale School in Lower Street is very dangerous as cannot see and cars parked outside the school. |
| Stopham Road | <ul style="list-style-type: none"> The speed of traffic along Stopham Road. Please, please do something about this. Cars, vans, lorries and motorcycles race under the bridge and past the houses. It's only a question of time before someone is killed. Parking for those who live in Stopham Road. Commuters park their cars opposite the houses leaving no room for the homeowners. I don't know land belongs to the council or the farmer, but can we please sort something out! I believe the residents are prepared to pay for this parking, so can we please try and manage it sensibly? |
| Nutcroft | <ul style="list-style-type: none"> Excessive speed of traffic down Link Lane – suggest speed humps to slow down boy racers. From top of Link Lane to St.Mary's School. Due to the excessive speed of traffic down Link Lane and New Place Road, cars do not stop and check for traffic at the mini-roundabout at Nutcroft/Cousins Way. Suggest a larger roundabout so they have to stop and can't go straight over the current one. It's dangerous crossing Link Lane to St.Mary's School from the bottom of the park as there is a curve in the road causing difficulty seeing on-coming traffic. Suggest a lollipop lady for mornings and afternoons outside the school to cross the park. |
| Spinney | <ul style="list-style-type: none"> Dog mess on the pavement where children walk to school – Spinney and Link Lane. Pavements uneven and pot holes in road. Spinney Twitten overgrown. |
| | |

| | |
|----------------|---|
| Stopham Road | <ul style="list-style-type: none"> • Resident parking – people from the station (passengers) park all day in Stopham Road. There are as many as 30 cars some days. When we come home from work there is nowhere to park. Also, the station cars are churning up the grass verges which looks unsightly and de-values our properties. • Excessive speeding in a 30mph speed limit. We have had a few misses. The 30mph signs should be further away to give motorists time to slow down – Stopham Road. • Pedestrians walking under bridge on Stopham Road. Cars drive so close to side that my daughter has been knocked by a car on several occasions. |
| Link Lane | <ul style="list-style-type: none"> • Cars parked on pavement – on New Place Road close to A29 junction. Very bad for footpath users, especially with prams etc. And very difficult for cars coming in and out of the junction from the A29. • Cars racing along the road much too fast and children on skateboards in middle of road. Also lady in disabled buggy carrying children to/from school on footplate. Link Lane. |
| Aston Rise | <ul style="list-style-type: none"> • Rat run through an access only route. Rectory Lane – Link Lane – New Place Road. Between the A283 and A29. |
| Skeyne Drive | <ul style="list-style-type: none"> • Summer growth increasingly obstructing the footpath beside Barclays Bank between Lower Street and Carpenters Row, the bus stop outside No.10 Lower Street and the footpath on the east side of London Road north of the Chequers Hotel. • Can foresee problems of pedestrians in Lower Street being splashed by motorists due to the number of puddles during wet periods. • More pedestrian controlled crossing in Lower Street might slow traffic. • Unpleasant trying to wait for a bus in wet weather. There seems to be no shelters in Lower Street and, given the winter, this might rate as more important than an information system. • Whilst I would like to see a bus every 5 minutes, I think that two buses an hour to Storrington is more than we could expect. • Given the increasing number of horses it would be desirable to get horses off the road by pushing for more bridleways to provide a better connected network. |
| Spinney North | <ul style="list-style-type: none"> • Cars parked in Spinney North, especially at the bus stop. Something should be done like putting driveways into gardens or removing the grass verges to make more parking spaces so the bus stop can be kept clear. • Need better lighting on the footpath from the train station to Church Lane and other side of the footpath past Glebe Field coming out by the Bowling Club. Footpaths by station and from Church Lane – Chequers Hotel – Bowling Club. |
| Not stated | <ul style="list-style-type: none"> • Difficult to get on a bus from the road as bus can't get to the bus stop due to parking. Difficult when you are a pensioner. Spinney North. |
| New Place Road | <ul style="list-style-type: none"> • Parking close to junction of New Place Road with the A29, especially during the week. The ambulance cannot get through !. Total gridlock due to office staff parking. |

| | |
|--------------|--|
| | <p>Please put in double yellow lines and lower speed limit before someone gets killed.</p> |
| Rectory Lane | <ul style="list-style-type: none"> • The volume and speed of traffic passing through Rectory Lane (a lane with no footpath). This was recognised by some authorities which can be shown by a road sign in Moat Lane clearly indicating that Moat Lane is recognised and a formal route to the recreation ground and St.Mary's School. Priority should be afforded to traffic emerging from Moat Lane into Rectory Lane, thus allowing ambulances a clear run in emergencies and diverting all through-traffic en route to Tesco or the Surgery. • There are frequent altercations in Rectory Lane where the road is restricted to a single lane as to who has the right of way despite the signs. Please can the written words be attached to the signs as on the Petworth Lorry Route bypass which say ' Give way to oncoming vehicles' or 'Priority over oncoming vehicles'. |
| Downlands | <ul style="list-style-type: none"> • Parked vehicles restricting access and entry – ambulances have been delayed at times. Junction New Place Road with the A29. • Volume of traffic cutting through to Lower Street from the A29. • Traffic too close to narrow pavement travelling east through shopping section in Lower Street. Outside barbers/tea room/butchers etc in Lower Street. Answer is to control lights and alternate between Wildbrook Close and Arun Court. • Hedges encroaching over path difficult for parents and children going to and from school. Houses at end of Link Lane. |

Appendix F

Comments posted by residents on the transport issues board at the Public Exhibition on the Pulborough Village Transport Plan (26th & 27th June 2009)

| | Scheme Location | Comments posted by residents All high priorities unless indicated |
|--|---|--|
| | Construct a new pedestrian footbridge over the railway line in London Road (A29) to improve pedestrian safety and encourage walking to local facilities. (3 comments received) | <ul style="list-style-type: none"> • This crossing is so dangerous • Should be the main priority for WSCC and HDC • Not another ugly bridge !. Put in proper footpath on east side of A29 |
| | Address pedestrian safety issues in the Lower Street (A283) shopping area by reducing traffic speeds and providing better footways and crossing points. (5 comments received) | <ul style="list-style-type: none"> • Introduce speed restrictions which can be enforced • Reduce traffic speeds. Pavement on north side has no kerb height. Traffic easily mounts the pavement • Total agreement that this is necessary for pedestrian safety and local shops. It will only be a short time before an accident will happen between large lorries and pedestrians • 2 other residents put it down as a high priority but with no comments |
| | Construct a new pedestrian footbridge across the railway line on public footpath route no.2330 (adj. Sandpiper Close) to improve pedestrian safety and encourage walking to local facilities. (1 comment received) | <ul style="list-style-type: none"> • Great idea - negates A above |
| | Improve existing public footpath/bridleway routes within the village to encourage walking and reduce car use. (4 comments received) | <ul style="list-style-type: none"> • Maintain existing footpaths (FP2327) • Improve paving on footpaths for disabled scooters. The path from Sainsbury to Toat Café is so narrow with overgrown vegetation. The clearing of paths in Pulborough is disgraceful. • Please could the footpath on Church Hill be cleared/made wider. One person with 2 dogs meeting a lady with a pram equals a very dangerous situation • 1 other resident put it down as a high priority but with no comments |
| | Improve pedestrian safety and reduce traffic speeds at the junction of Potts Lane with Rectory Lane. (3 comments received) | <ul style="list-style-type: none"> • Reduce speed in Rectory Lane to 20mph and police it • Very dangerous for children and the elderly. If it does not happen there will be a serious accident • Regular use by mothers and children - it is |

| | | |
|--|--|--|
| | | difficult to cross from Potts Lane |
| | Deter the potential for short-cutting traffic between Lower Street (A283) and London Road (A29). (1 comment received) | <ul style="list-style-type: none"> Disagree – it's the only safe route from Church Close to West Chiltington (medium priority) |
| | Improve cycle routes to local facilities within the village to encourage cycling and reduce car use. (1 comment received) | <ul style="list-style-type: none"> 1 resident put it down as a high priority but with no comments |
| | Improve the bus interchange arrangements at Pulborough station. (2 comments received) | <ul style="list-style-type: none"> This should be the responsibility of Network Rail !!. Why should the taxpayers pay for something which is not the Council's responsibility 1 other resident put it down as a high priority but with no comments |
| | Improve disabled access to the northbound railway platform at Pulborough station. (7 comments received) | <ul style="list-style-type: none"> Essential to open up northbound platform with parking. Yes ! Put new parking on west side of station – lots of space Yes ! Doesn't have to be only for disabled – able bodied with heavy suitcases need to be considered too Install a way of taking heavy suitcases from southbound platform to northbound platform (and vice-versa) This suggestion is fine and if implemented will solve J below |
| | Resolve existing parking problems at Pulborough station by providing more car parking. (8 comments received) | <ul style="list-style-type: none"> More parking at the station is imperative – there is plenty of space and access Provide a pedestrian crossing More car parking, certainly – but not as an excuse to develop green land adjoining The Chard for housing, a new rectory and PROFIT ! Rarely is the existing car park full. Parking on roads by people who do not want to pay ! (low priority) The case for more car parking on the east side is not proven (low priority) The suggestion that more parking will solve existing problems is nonsense (low priority) There is no problem currently. When I return from London around 4pm-4.30pm there are over 30 spaces available (low priority) Absolutely NO justification for extra parking provision. We need to discourage car use not pander further to the tin box on four wheels ! |

| | | |
|--|---|---|
| | <p>Improve bus services between Pulborough and other towns and villages. (2 comments received)</p> | <ul style="list-style-type: none"> • Hugely important. It is not possible to use the bus to go to and return from work locally • I need a bus from the West Chiltington area to go up to the doctors surgery and shopping area ie to turn right on the A29 |
| | <p>Improve the location and quality of bus stops and shelters, including the provision of real time passenger information. (No comments received)</p> | |
| | <p>Improve air quality in the village. (No comments received)</p> | |
| | <p>Introduce waiting restrictions and traffic regulation orders as necessary to improve traffic circulation and road safety. (4 comments received)</p> | <ul style="list-style-type: none"> • A mini-roundabout is needed to keep traffic moving and stop parking at New Place Road and London Road junction • Create a mini-roundabout at the junction of New Place Road and London Road • New Place Road – a mini-roundabout would help • New Place Road – restrict parking at junction of A29 |
| | <p>Install new or relocate existing pedestrian crossings onto well used desire lines where possible. (3 comments received)</p> | <ul style="list-style-type: none"> • Make it a proper safe crossing from Station Road to the station area • Improve pedestrian access at the bottom of Church Hill • Crossing from the station area back down into Station Road needs a pedestrian crossing |
| | <p>Investigate remedial scheme to resolve the problems of overhanging vegetation and verge maintenance on Church Hill and Sopers Hill pedestrian routes. Investigate options to improve pedestrian safety at pedestrian crossing desire lines on the A29 at Swan Corner and at Old Rectory Lane/Church Place. (3 comments received)</p> | <ul style="list-style-type: none"> • Pedestrian crossings would be a life saver in this area ! • At the moment, mobility scooters cannot safely use this route • 1 other resident put it down as a high priority but with no comments |
| | <p>Secure landscaping improvements to Stane Street Close roundabout (block paving) (1 comment received)</p> | <ul style="list-style-type: none"> • We've already spent far more than is justified on this wretched roundabout ! Can we please resist the temptation to waste further money on this white elephant ! (low priority) |
| | <p>Resolve car parking and traffic issues in Rivermead (2 comments received)</p> | <ul style="list-style-type: none"> • Parking in Rivermead is presently chaotic. Largely it is a matter of individual indiscipline. This in turn affects Little Dipper. A form of effective parking is the answer • Make Rivermead a one-way system taking Little |

| | | Dippers into consideration |
|--|---|---|
| | Review the issue of parking permits in Lower Street public car park (2 comments received) | <ul style="list-style-type: none">• No ! Car parks needing payment are far too many as it is (low priority)• To facilitate keeping the shops in Lower Street alive, there should be no car parking charges here (low priority) |
| | Provide improved street lighting on footpath link between Church Place and Pulborough Station. (2 comments received) | <ul style="list-style-type: none">• Not needed – it would only encourage yobs to gather here at night (low priority)• 2 other residents put it down as a high priority but with no comments. |

Appendix G

Pulborough Village Transport Plan - Comments Book Responses from Public Exhibition on 26th and 27th June 2009

| Comments |
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| <p>I am concerned about access and safety for those who need to use mobility scooters.</p> <ol style="list-style-type: none">1) Church Hill pavement is too narrow for scooters and pushchairs to use in safety.2) The new ramp into Glebe Field is helpful but the gates into the field may prove too difficult for a disabled user.3) The pavement on the north side of Lower Street outside the tea room is dangerous for mums with pushchairs and impossible for a disabled person. |
| <p>The Batts Lane junction with the A283 (east/west) has become increasingly hazardous since parking was granted for 3 cars outside the 'old' church/carpet shop when it was turned into bedsitters. It is almost impossible to see traffic from the west coming from Broomers Hill Lane and very dangerous making a right turn bearing east towards Storrington. An accident waiting to happen.</p> |
| <p>Lower the speed limit on the A29 north of Sainsbury to the Hill Barn Lane junction.</p> |
| <p>Parking at the railway station is not very good – more space is urgently required.</p> |
| <p>Rail :-</p> <ol style="list-style-type: none">1) There is currently no problem at all with parking at the station. Typically, mid-afternoon there are at least 10 and more usually around 30 free spaces.2) Can we restore direct trains to Chichester from Pulborough as it is often easier to drive than go by rail.3) Improve journey times to London. Around 40-50 years ago Pulborough to London took less than an hour. <p>General Infrastructure :</p> <ol style="list-style-type: none">1) The processing station at Hardham was significantly under capacity in 2002. Since then we have had much more development. No more major development should proceed within Pulborough until this facility is expanded. If it isn't, at times of winter floods there will be an increased health hazard.2) Does the village school need expanding ?. |

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| <p>I am a resident who cycles daily in the village. The southern side of the A283 from the village centre to Swan Corner is dangerous for cyclists due to the very uneven surface and poor resurfacing of potholes. The whole section of road needs resurfacing.</p> |
| <p>Church Lane/Hill too busy and pavements far too narrow and busy for pedestrians.</p> |
| <p>Parking is a real hazard at the exit to the A29 on New Place Road on south side. Parking on Moat Lane is very dangerous as there is only room for one lane and due to bend and slope there is potential for collision.</p> |
| <p>The access to the Wild Brooks from Barn House Lane is over a stile. This effectively bars the elderly from using the attractive walk across the Brooks. A 'kissing gate' would be greatly appreciated.</p> |
| <p>Can we have easy access to northern line at Pulborough station – very difficult with suitcases etc. Also, improve pavement on Church Hill.</p> |
| <p>Car parking spaces at former Henry Adams office restricts pedestrian access past parked cars. Restore direct train services to Chichester and stop trains dividing at Horsham.</p> |
| <p>Have warning signs about pedestrians crossing the A29 from Station Road to Lower Street on south side of roundabouts.</p> |
| <p>Primary concerns are for both pedestrians and motorists in parking and impeding pavements in New Place Road.</p> |