

Pulborough **Parish Council** **Transport** **and** **Infrastructure Options**



Version: 5.0

Author: Pulborough Parish Council

Date: July 2025

Table of Contents

Introduction:	3
Background:	3
About This Document:	4
WSCC Delivery Programmes	5
Maps Glossary	5
Prioritisation Methodology	5
Summary of Recommendations – Pulborough Transport Infrastructure Options	7
Categorisation & Prioritisation Methodology	9
The prioritised list detail:	10
PUL023 - UL/023 Reinstatement of pedestrian access up the A29 Church Hill and the addressing of remediation of the A29 banks post legal resolution.	10
PUL010 Pigeon Gate Bridge	13
PUL011 Uncontrolled Railway Crossing and Footpath 2330	15
PUL001, PUL002, PUL022 Swan Corner	17
PUL003 and PUL004 Pedestrian Facilities and Verge Parking Around Stopham Rd rail Bridge.....	20
PUL007 Dip in Road and Speeding at Northern end of the Village.....	23
PUL006, PUL012 and PUL016 Footpaths and Bridleways Around Pulborough	25
PUL013 Access to Train Platforms Without Using Stairs	28
PUL015 Bus Infrastructure Improvements	29
PUL019 A29 Flooding by Ingrams Farm	31
PUL008 Pedestrian Facilities North of Swan Corner	33
PUL017 and PUL021 Broomers Hill Lane	35
PUL005 Lower Street	37
PUL018 HGV Movements.....	39
PUL020 Village Wide	41
PUL009 Pavement Furniture Near Tesco	42
PUL014 Train Station Forecourt.....	44
APPENDICES	51
Appendix B	54
Appendix C	55

Introduction:

This document sets out a strategic and integrated approach to improving transport and infrastructure across Pulborough Parish. It outlines a coordinated package of proposals designed to enhance accessibility, connectivity, and safety for residents, businesses, and visitors—both now and as the village continues to grow.

The overarching goal is to support Pulborough’s sustainable evolution, ensuring that its infrastructure can accommodate anticipated development while aligning with local needs and priorities. These proposals form part of a long-term vision to address existing challenges, respond to future pressures—including housing growth and changing travel behaviour—and support a greener, more connected parish.

The document is intended to:

Guide future investment decisions;

Support applications for funding and contributions from development;

and inform both local and strategic planning processes.

It presents a clear, evidence-based framework for coordinated infrastructure improvements that can be implemented over time.

Background:

This document builds on earlier work to assess and prioritise infrastructure needs in Pulborough. It draws directly from the Pulborough Transport Infrastructure Options report, first prepared in February 2010 by West Sussex County Council (WSCC), Horsham District Council (HDC), Pulborough Parish Council (PPC) and Pulborough Society (PS), Horsham District Council, Pulborough Parish Council and Pulborough Society, and subsequently revised with input from stakeholders and the community.

Pulborough is experiencing increasing pressure from ongoing and potential future housing development, both within the built-up area and at its edges. While individual developments are typically considered on a case-by-case basis, their combined impact on local infrastructure is significant. This is particularly problematic where mitigation measures are piecemeal or uncoordinated, resulting in growing pressure on roads, junctions, pedestrian routes, and public transport services.

In response to these challenges, Pulborough Parish Council (PPC) invited West Sussex County Council (WSCC) and Horsham District Council (HDC) to help identify a coordinated package of transport schemes to improve safety, accessibility, and connectivity across the parish—particularly along the key A29 and A283 corridors. This work also sought to inform an update to the Pulborough Village

Transport Plan, aligning it with the emerging Neighbourhood Plan. The lack of coordination between stakeholders came to light during the construction of the Brookvale development (2015-2019) where different S106 improvements were not provided or were badly defined by HDC and WSCC.

A further clear example of this is the New Place development, which is expected to generate a marked increase in vehicle movements—particularly along Spinney North and surrounding routes. Without proactive planning and investment, traffic congestion, pedestrian safety risks, and poor east-west and north-south connectivity will worsen, diminishing quality of life and limiting opportunities for active and sustainable travel. In this case some ideas and proposals from this document were embedded in the planning permission conditions.

The emerging neighbourhood plan covered a series of transport related items linked to this paper and the plan was inspected and accepted by a government inspector. A series of stakeholder workshops was held to explore key issues and potential solutions, resulting in the development of a longlist of possible interventions. This included data from an online survey (2023) and the work done for the neighbourhood plan. This document provides further detail on the preferred schemes selected by the working group for further development and delivery. PPC was consulted on an ongoing basis.

The landslips on the A29 in December 2022 at Church Hill added another problem in the mix. Public meetings were held on 27/02/2023 hosted by HDC and PPC where WSCC officers and members met the public and its views and concerns gathered. This led directly to the present Church Hill arrangements.

To ensure ongoing community input, early public engagement took place at a further two Pulborough farmers markets (2024, 2025) and a Nutbourne Residents' Association meeting in April 2025, also a more in-depth survey was taken in September 2023, Appendix C. These events provided an opportunity to share information, invite feedback, and raise awareness of the proposals outlined in this document.

About This Document:

This document replaces the **2010 Pulborough Transport Plan** and serves as its formal successor. It presents updated transport priorities and proposals based on current challenges and opportunities facing the parish, as well as evolving community needs.

The document includes:

A list of identified **transport-related issues**, referenced by unique issue numbers (see Summary of Recommendations).

Relevant **delivery programmes**, including those administered by West Sussex County Council (WSCC).

Potential **funding sources**, including WSCC capital funding, government grants, and developer contributions.

Three detailed scoping and outline **engineering solutions** * to **three** issues in the village. These were funded by WSCC S106 funds. *(Report available on request.)*

A clear outline of **priorities**, established through multi-agency engagement.

WSCC Delivery Programmes

Proposals in this document may be progressed through one or more of the following WSCC Highways delivery programmes:

Community Highways Schemes (CHS)

Local Transport Improvement Programme (LTIP)

Strategic Transport Investment Programme (STIP)

Bus Stop Improvement Plan (BSIP)

Further details on these delivery programmes are provided in **Appendix B**.

Maps Glossary

For reference, the classification of roads used in this document is as follows:

A roads, B roads, C roads, D roads, etc.

Detailed definitions and mapping references are provided in **Appendix A**.

Prioritisation Methodology

The issues presented in this document were prioritised and ratified by the Parish Council representatives following a series of collaborative workshops. These sessions included representatives from:

Pulborough Parish Council (PPC)

West Sussex County Council (WSCC)

Horsham District Council (HDC)

Local stakeholders and partners

Initial issue numbers were assigned during a brainstorming session and subsequently refined through additional review sessions since 2020.

Each proposal was assessed based on the following criteria:

Urgency of safety concerns

Frequency of use / public demand

Deliverability and cost-effectiveness

Alignment with strategic goals (e.g. Active Travel, Climate Change Mitigation)

Availability of funding (e.g. S106/CIL/developer contributions)

The result of this process is a prioritised list of proposals categorised as **High, Medium, Minor**, or **Low** priority—summarised in the following section.

Summary of Recommendations – Pulborough Transport Infrastructure Options

Ref / Location	Priority	Rationale for Prioritisation	Anticipated Benefits
PUL023 – Church Hill (A29)	High	Safety risk to pedestrians, long-term closure, legal proceedings in progress	Improved pedestrian access, long-term slope stability, active travel enhancement
PUL010 – Pigeon Gate Bridge*	High	Key N–S pedestrian route, inadequate access for pushchairs and wheelchairs	Accessible pedestrian crossing, improved safety and connectivity
PUL011 – Uncontrolled Railway Crossing* (FP2330)	High	Safety risk to schoolchildren, funding secured, planning conditions in place	Safer school access, accessible N–S foot/cycle link
PUL001/002/022 – Swan Corner	High	Junction near capacity, pedestrian safety issues, flood risk	Safer crossings, better footway network, congestion mitigation
PUL003/004 – Stopham Rd Bridge & Verge Parking	Medium	No footway under bridge, unsafe verge parking, linked to development conditions (DC/16/0728)	Safer pedestrian route, reduced flooding impact, better parking management
PUL007 – Dip in A29 Carriageway & Speed Limits (North Pulborough)	Medium	Accident history, strong public support, WSCC speed policy supports change	Reduced collision risk, safer environment for all road users
PUL006/012/016 – Footpaths, Bridleways & Brinsbury College	Medium	Potential to shift from A29 reliance, enable active travel	Improved active travel infrastructure, links across village and to Brinsbury Collage
PUL013 – Station Platform Accessibility	Medium	No accessible link between platforms, relies on external stakeholders (Network Rail / GTR)	Step-free station access, better travel options for mobility-impaired users

Ref / Location	Priority	Rationale for Prioritisation	Anticipated Benefits
PUL015 – Bus Infrastructure Review	Minor	Some stops potentially unsafe, low urgency	Safer bus stops, improved travel experience during school peak times
PUL019 – A29 Flooding (Ingrams Farm)	Minor	Localised issue, minor road safety risk, other priorities higher	Long-term drainage improvement possible through future development
PUL017/021 – Broomers Hill Lane	Minor	Speeding and road edge erosion, not currently critical, but future development may worsen issues	Potential speed calming and maintenance improvements if developer funding secured
PUL005 – Lower Street	Minor	Injury reports, but average speeds under limit; measures already having an effect	Monitoring ongoing; maintain SIDS; potential cosmetic and traffic-calming solutions if needed
PUL018 – HGV Movements (Gay St/Nutbourne)	Minor	Signage issue only; not considered high impact without new development	Clarified routing, reduced road damage and conflict
PUL020 – Village-Wide Cumulative Impacts	Minor	Identified in HDC Local Plan; no immediate local scheme	Better future infrastructure planning based on growth modelling
PUL009 – Street Furniture near Tesco	Low	Narrow pavement at busy times only (e.g., school runs)	Minor enhancements if opportunities arise; monitored for further action
PUL014 – Train Station Forecourt	Low	Operational responsibility sits with third parties (APCOA/GTR); low severity issues	Potential clearer layout with stakeholder cooperation

Categorisation & Prioritisation Methodology

High Priority:

Urgent safety concerns, high public use, and/or schemes already progressing or with confirmed funding (e.g. S106). Significant community and stakeholder backing.

Medium Priority:

Important for access or active travel but not immediately dangerous. Viable in the near term if funding or developer contributions materialise.

Minor Priority:

Desirable for improved quality of life, traffic flow or long-term planning. Limited current risk: some benefit expected with development or resource availability.

Low Priority:

Low-impact issues, often situational or seasonal, without significant safety or access risks. Addressed only as opportunities arise.

The prioritised list detail:

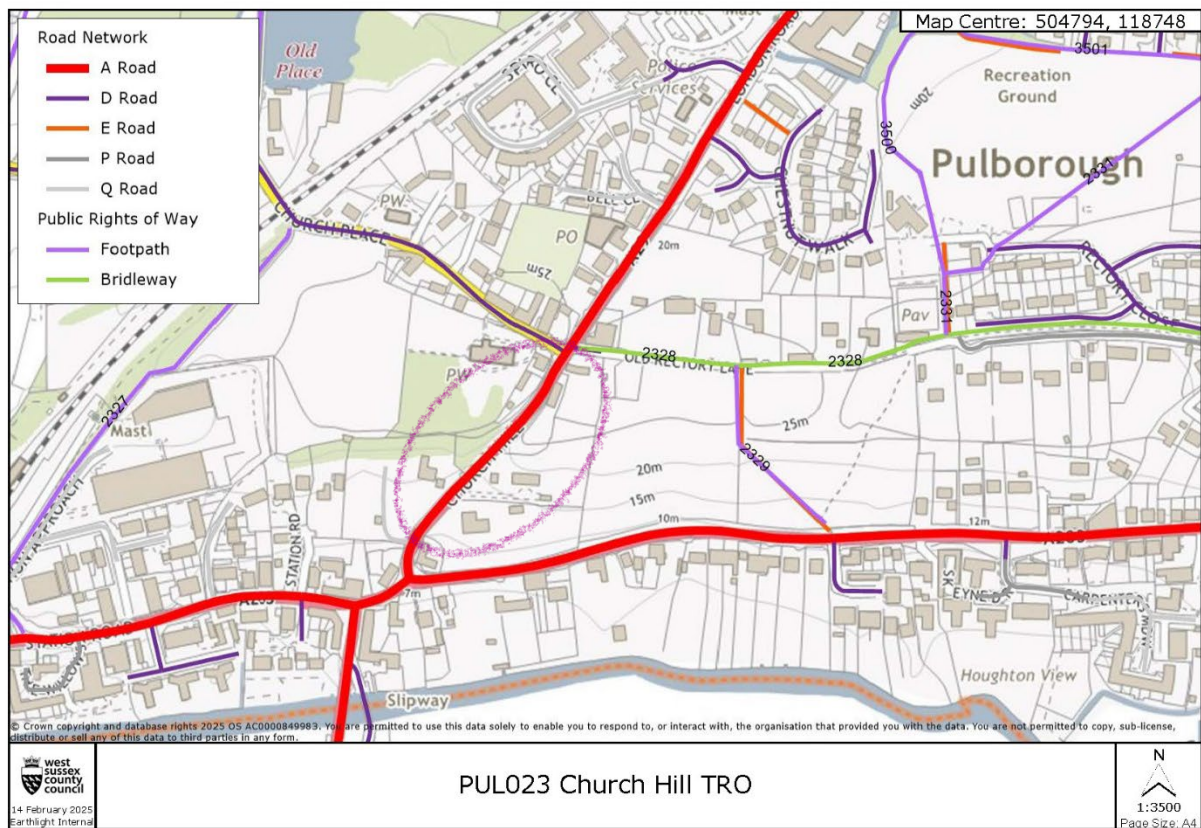
PUL023 - Reinstatement of pedestrian access up the A29 Church Hill and the addressing of remediation of the A29 banks post legal resolution.

Proposal ID: PUL023

Potential Delivery Programme: STIP / Legal action

Funding Opportunity: WSCC highways & landowners

Parish Council Priority: High



Issue: Prior to the landslip the footway up Church Hill was very narrow and dangerous for pedestrians. There have been several reported cases anecdotally of pedestrians being forced off the footway or being struck by passing vehicles' wing mirrors. The narrowness of the road at the apex of the hill is such that two HGVs one heading up the hill and one heading down the hill have great difficulty passing. Usually what happened is one of them would have to encroach on the footway, if not completely occupy the footway, to get past the other HGV coming down the hill. In December 2022 there was a land slip at on the hill, on both sides of the road, leading to an initial closure of the A29 at Church Hill.

Due to instability on the slopes a set of concrete barriers has been put into place to guard a narrow carriage way allowing two-way working of the A29 controlled by traffic lights. Despite initial misgivings, the system in place seems to be working relatively well most of the time. There are instances of traffic bottlenecking across the two roundabouts at Swan Corner and the Stopham Road, especially in working week between 1600 to 1700. There are occasional long queues of traffic as well due to events such as Goodwood Revival etc. Despite this, soundings in the community indicate that many people are pleasantly surprised by the outcome of the system in place and the fact it is working far better than most predicted.

Due to ongoing litigation in order for WSCC to secure access to the embankments on either side of the road to carry out stabilisation work, we expect present conditions to continue for a while. This will allow further monitoring of how the system is operating and what changes might need to be made in the future. One noticeable success of this unfortunate event is the volume of HGVs is lower than pre land slip with most of them being for local traffic rather than longer distance traffic. A major issue with the existing situation is the inability for pedestrians to access the North and South parts of the village via Church Hill as was previously the case. The alternative pedestrian routes between the lower and upper parts of the village are generally not so well known to the wider public. The alternative routes via Church Place and PROW 2327 to Pulborough station to the west and via PROW 2328 and 2329 across East Glebe field to Lower Street to the east do not provide direct access to Swan Corner. Both of these routes figure in possible projects to improve pedestrian access within the village in line with the WSCC strategy on active travel. These two items are picked up separately.

When the WSCC case comes to court it is hoped that authorisation will be given to access the land on either side of the road and to carry out remedial work. What has been indicated to WSCC Highways is that rather than restoring the road on Church Hill to the status quo ante WSCC should consider essentially keeping what is there in place. The removal of the concrete barriers would widen the carriage way, however for safety, pedestrian access a wider footway is needed. To secure a wider footway would mean a narrowing of the operating surface of the road which would therefore lead to a need for single carriage way working again.

Prior to the landslip there was much interest in work on the hill in terms of improving visibility, access ability for pedestrians, limiting speed and size of vehicles on the road. Discussions with WSCC Highways in the past highlighted major issues with all of these in terms of layout of the site, width of the road and the poor feasibility or regulating the size of the vehicles using the hill or frequency thereof. The landslip and concomitant methods to get the traffic circulating on the A29, presents an opportunity to resolve the issues that are long standing in this location.

Option:

- Adapt the existing layout: the working group preferred option would be once the concrete blocks have been removed, and the slope is stabilised to:
 - Retain single carriageway traffic on Church Hill under traffic lights.
 - Reinststate the footway running along Church Hill, widening it to enable dual use (pedestrians, cycles, mobility scooters and prams)
 - Introduce a pedestrian controlled crossing, linking Old Rectory Lane PROW 2328 and Church Place, at the traffic lights at the top of Church Hill to stop the traffic in both directions in order for pedestrians to safely cross the road at this location.
- The preferred option would be in line with Active Travel as it would increase pedestrian traffic for safer access to Swan Corner and facilities in the Tesco area / PMG and Corden pharmacy etc.
- This option has been clearly signposted to WSCC Highways departments, both operational and planning. A further study of the arrangements at the intersection of Old Rectory Lane / Church Place for pedestrian crossing of the A29 where the lights are on the summit of the A29 would be needed as part of the project.
- Part of the design layout for planning applications DC21/1931 and DC22/10559 includes a footway access through both Coppice Hanger and Ransomes to allow public pedestrian access from Church Hill to the Station Road level moving pedestrian traffic away from the A29 and the roundabout system. This will provide safer pedestrian access.
- Restore Church Hill to two-way traffic. This option comes with difficulties from the point of view of the local community. In all likelihood, the old footway would not be restored because the road is too narrow to allow this, denying pedestrians access to Swan Corner/London Road via Church Hill which would be a retrograde option from a pedestrian/active travel perspective. Traffic (including HGV traffic) would likely return to levels previously observed, rather than encouraging through traffic to travel via the A24 and other major roads.

Suggested next steps:

Continue to engage with WSCC Highways planning and transport in order to maintain pressure on pursuing this objective and participate in dialogue to achieve the objective. This would require a TRO and also necessitate local consultation by the usual means used by WSCC. This is in conjunction with discussions taking place on the suitability of the A29 traffic use.

Dependencies and Assumptions:

- This proposal would require costs to be developed by WSCC Highways and also necessitate local consultation by the usual means used by WSCC.
- If this option is pursued, PUL001, 002 and 022 would not be appropriate and would not be pursued.

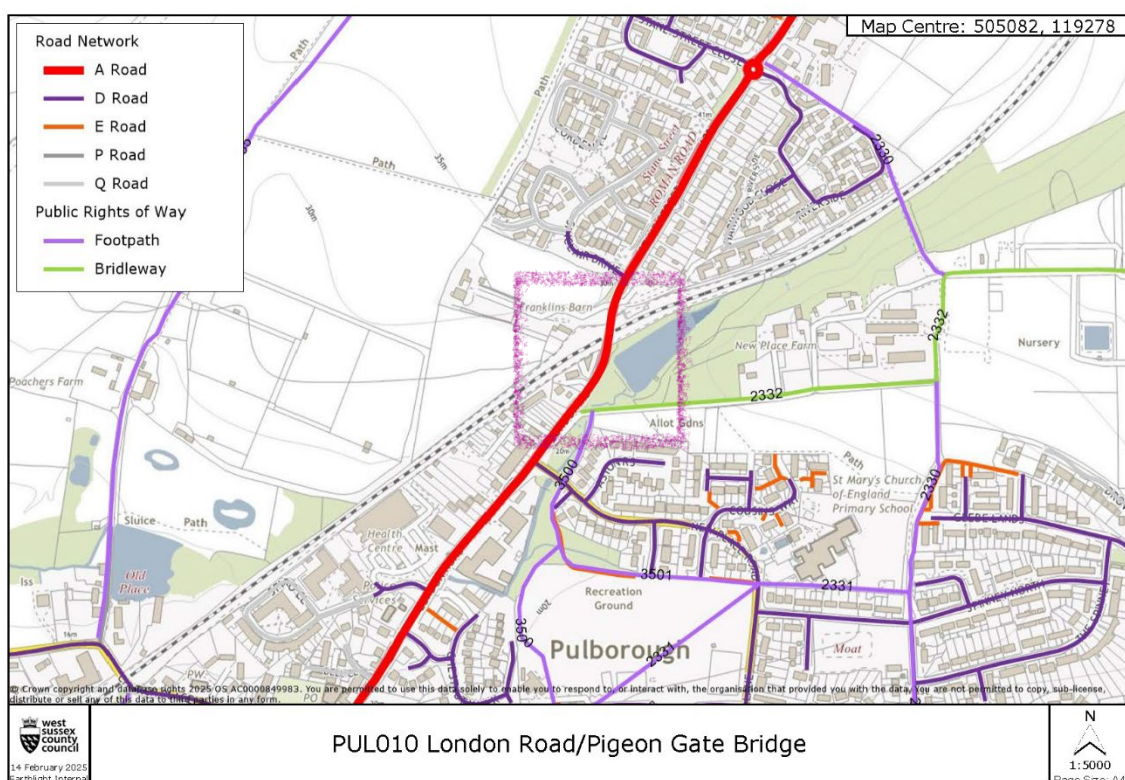
PUL010 Pigeon Gate Bridge

Proposal ID: PUL010

Potential Delivery Programme: STIP / Network Rail

Funding Opportunity: Government grants, WSCC Highways and developer contributions

Parish Council Priority: High



Issue: The pedestrian footway along the western edge of the Pigeon Gate Bridge is narrow and is further narrowed by protective barriers. It is difficult for pedestrians to pass one another and inaccessible to large pushchairs or wide wheelchairs. This is the main pedestrian connection between the northern and southern parts of the village.

Options:

- Preferred option: introduce one-way traffic over the road bridge under priority flow or traffic signals (to be determined): Widen the existing footway along the bridge and designate as dual use.
- New footbridge adjacent to the existing road bridge: New footbridge adjacent to existing road bridge that meets current accessibility requirements.

- Alternative network of Footpaths and Bridleways: Routes for possible improvements highlighted in PUL/006.
- Extend protective barriers: Extend the length of the protection barriers on the approach to the bridge to improve perceived safety for pedestrians using the bridge. The barriers have been missing for 15 years + but increased traffic on the A29 heightens the sense of danger discouraging pedestrian traffic especially walking to school.
- Do Nothing: Make no changes to pedestrian facilities at Pigeon Gate Bridge. This is not considered an acceptable solution long term because it denies access to mobility vehicles and double buggies and is dangerous to other pedestrians.

Suggested next steps:

- An engineering study has been undertaken to scope the approximate cost over parallel footbridge to the highway bridge. The cost of this parallel bridge was estimated to be £594,000 (excluding foundations and land costs – Jan 2024) which could be secured from developer contributions. *Report available on request.*
- The main problem remains unresolved in part even with a parallel bridge, due to the narrowness and slope profiles of the pavements to the South of the bridge which remain a major cause of concern for the safety of pedestrians.
- One option would be to conduct a study of the one-way traffic flow over the road bridge putting in place a system of controlled working on the highway like that in play at Church Hill. WSCC officers will conduct a study to scope out the feasibility of this and potential cost. Then this scheme might be taken forward.
- This would give access from the possible new future development on the Codmore Hill side of the railway to the main part of the village, namely Tesco's, the school and other shopping facilities in that general area. This would be an alternative to the poor access facility using Pigeon Gate bridge. *See section 2 for more details*

options giving costs of between £0.5 to 1.5M option dependant, excluding foundations and land costs – Jan 2024 and ramps mid-way up the hill)

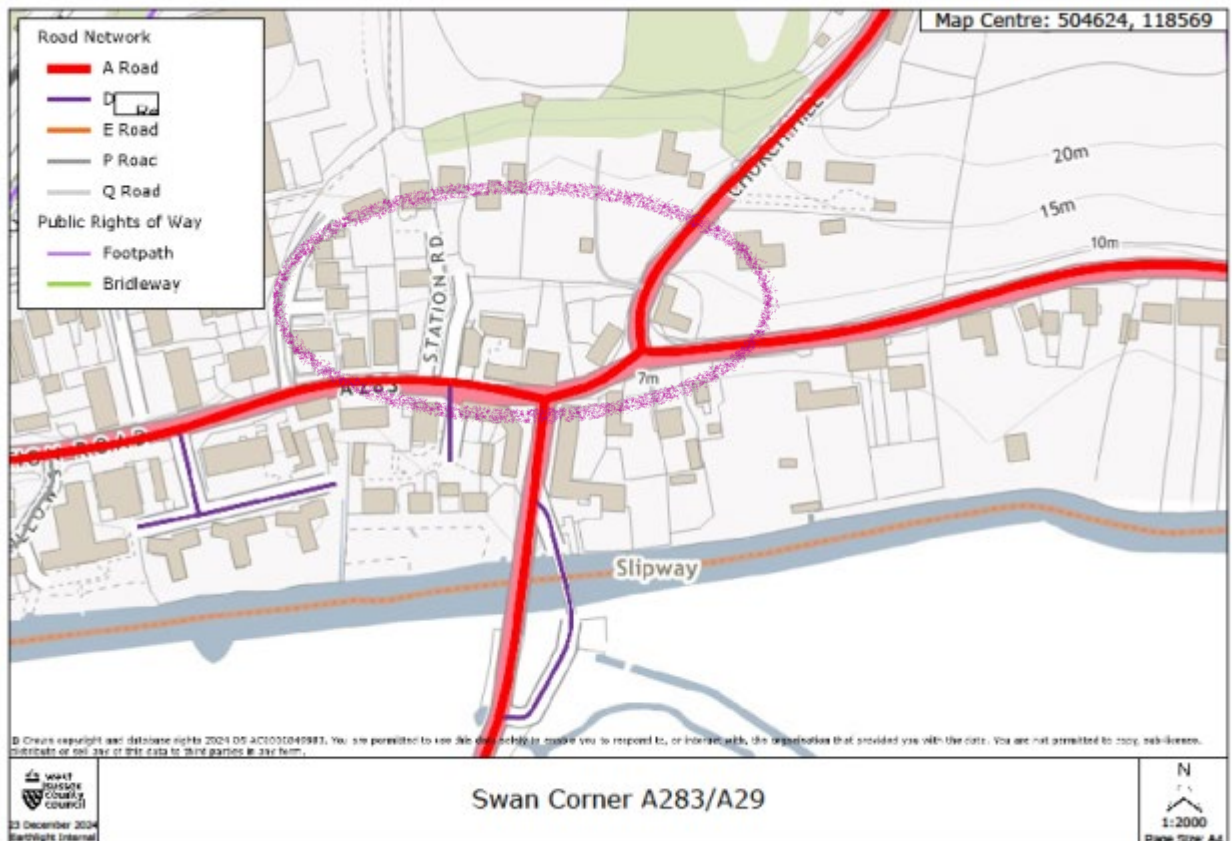
- Do Nothing: Make no changes to railway crossing facilities at this location. This is undesirable because the crossing remains both hazardous and inaccessible to some users.
- PROW2330 has the potential to provide a separate north-south pedestrian and cyclist route away from the A29 (although the PROW would need to be upgrade to a bridleway in order to accommodate bicycles). This could be a more viable foot / cycle bridge option than the scheme along the A29 if houses are to be built on the southern side of the railway and may be easier to deliver. However further investigation would be needed for ground conditions and structural designs etc. to gain a better understanding of how the scheme could be delivered and more accurate costs.

Suggested next steps:

- It is the strong preference of the community to install a ramped bridge at the rail crossing, to enable access for mobility vehicles and push chairs. Network Rail, citing large cost differentials, are only willing to provide a stepped footbridge. HDC members of the working group are pushing for this option with HDC planning dept.
- Network Rail is putting pressure on developers to provide this stepped footbridge under the S106 agreements linked to potential developments on either side of the railway DC21/-2321 and DC21/2466.
- The ideally solution would be to collaborate with Network Rail in order deliver a ramped footbridge, if the necessary additional funding is available.
- A secondary option would be, if additional funds are not available prior to installation, that the design of a stepped footbridge would allow for ramps to be fitted retrospectively, should funding become available at a later date.
- Alternative funding streams may come forwards permitting the construction of a ramped footbridge in time plus zig zag ramps to the top of the hill on the Eastern side.

PUL001, PUL002, PUL022 Swan Corner

Proposed ID:	PUL001, PUL002, PUL022
Potential Delivery Programme:	STIP
Funding Opportunity:	Government grants, WSCC highways and developer contributions
Parish Council Priority:	High



- If the proposed solution PUL023 Church Hill is not implemented, additional controls may be implemented at Swan Corner to alleviate traffic congestion at this location.

Issues:

There are issues of traffic congestion and visibility, pedestrian access and flooding at this location.

- Access and visibility
 - Congestion:
 - The two mini roundabout junctions on the A29/A283, known locally as Swan Corner, are beginning to approach capacity. Several incidents of varying severity have been recorded in the vicinity of these junctions and reflects a conflict between multiple motor vehicles, and/or between motor vehicles and cyclists or pedestrians.
 - New development situated at the roundabout junction in the form of the conversion of two shops into 8 flats will pose accessibility issues for pedestrian traffic from the flats accessing the upper parts of Pulborough due to the lack of footways and dangerous crossings on the junction of the A29 and A283. The four houses associated with these flats access Church Hill.
 - Pedestrian access:
 - There is poor visibility for pedestrians crossing the Swan Corner mini roundabout junctions and there are narrow pavements leading up to these junctions. Several accidents of varying severity have been recorded in the vicinity.
 - During the winter of 2019 the A29 at the Swan Bridge mini-roundabout junctions were flooded twice, closing the A29 for several days. Typically, the A29 is closed every winter due to flooding for a few days at a time. Flooding also affects the venue previously known as the Corn Store and now trading as 'Macklin's @ The Riverside'.

Options: The working group had no preference.

- Access
 - Priority Junctions: To redesign both mini roundabouts to become priority junctions. What would be the proposed priority? What might be the Implications: benefits/disbenefits?
 - Signalisation and pavement widening: To redesign both mini roundabouts to have traffic signals at each arm and widen the pavement between the two junctions. Include pedestrian crossing opportunities in the traffic signal sequence. Pavement space is lacking and there is no room for a standard crossing. A non-standard crossing might lull users into a false sense of safety.
 - Signalisation: To redesign both mini roundabouts to have traffic signals at each arm and include pedestrian crossing opportunities in the traffic signal sequence. Same comment as above.
 - Pedestrian crossings: Signal controlled pedestrian crossing points across the southern A29 arm and along the A283 in between the two mini roundabouts. Same comment as previously. However, a crossing point further west on the A283 Station road, west of the mini roundabouts by the shops might be an option.
 - Possible minor road buildouts, surface treatments and / or raising of the road level.
 - Part of the design layout for planning applications DC21/1931 and DC22/10559 includes a footway access through both Coppice Hanger and Ransomes to allow

public pedestrian access from Church Hill to the Station Road level moving pedestrian traffic away from the A29 and the roundabout system. This will provide safer pedestrian access.

- Alternative network of Footpaths and Bridleways: Improve the condition of key Footpaths and Bridleways linking popular destinations in the village.
- Flooding
 - Adopt a Drain scheme: Community led checks on state of drains.
 - Additional maintenance / road resurfacing: Increased maintenance of drains in area. Potential resurfacing works if road surface is covering kerb drainage holes.
 - Do Nothing: Make no changes to the existing mini roundabouts.

No solution was identified as preferable to mitigate the traffic situation at the Swan Corner Roundabouts or for improving pedestrian visibility and safety at these junctions, but it was noted that any chosen option must provide safe crossings for pedestrians and cyclists to improve the perceived safety across both junctions. These pressures will increase with the addition of 8 flats on the corner. However, a crossing point further west on the A283 Station road, west of the mini roundabouts, by the shops might be an improvement.

Suggested next steps:

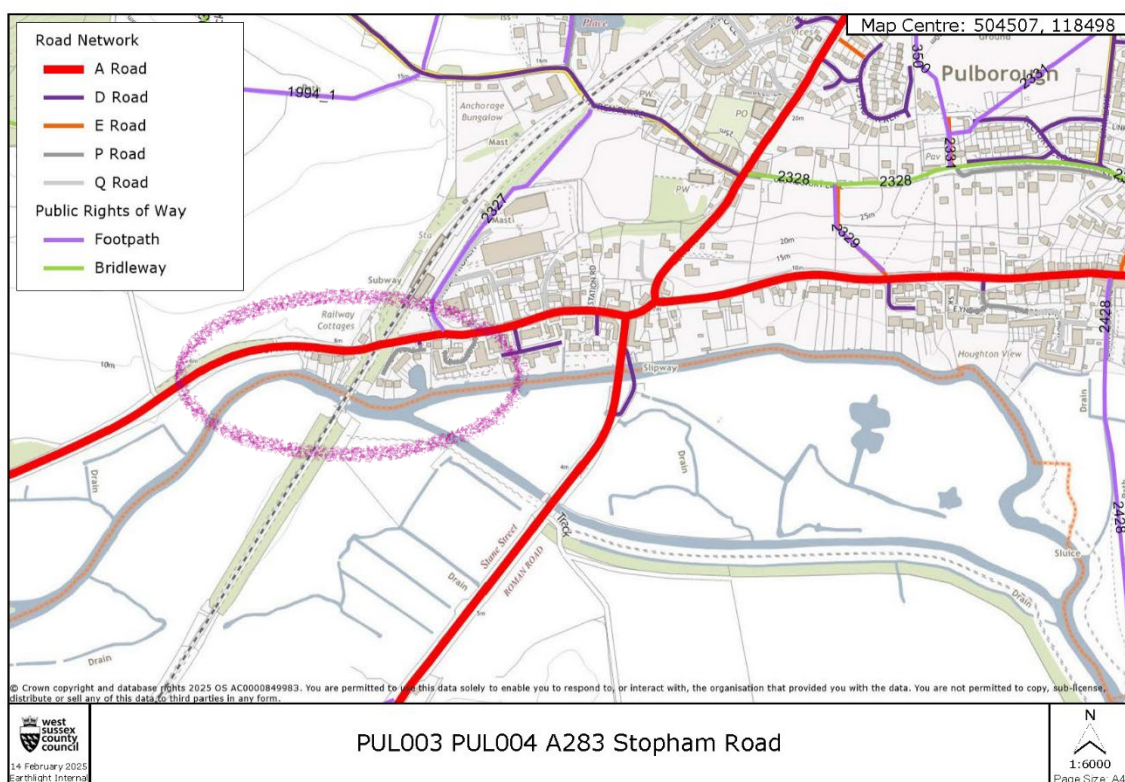
Pursue improvements to the alternative network of Footpaths and Bridleways through LTIP and adopt a drain scheme as signalisation is unlikely to be viable without major development on value for money grounds. This is because the benefits to existing traffic and pedestrians are unlikely to outweigh the required investment to the extent that this would attract the level of funding necessary to deliver the scheme. (LTIP would not deal with drainage. This would need to be a stand-alone issue dealt with separately).

Dependencies and assumptions

- If the proposed solution PUL023 Church Hill is implemented, it would not be appropriate or desirable to install additional traffic lights on Swan Corner.

PUL003 and PUL004 Pedestrian Facilities and Verge Parking Around Stopham Rd Railway Bridge

Proposed ID:	PUL003 and PUL004
Potential Delivery Programme:	CHS / If not approved through the development (although TRO could be pursued through CHS) + DC16/0728 legal agreements.
Funding Opportunity:	Developer funding and/or WSCC Highways
Parish Council Priority:	Medium/High



Issues:

- There are issues relating to uncontrolled parking, flooding and pedestrian access at this location.
 - Numerous cars are parked on the grass verges on both sides of the A283 going west of the rail bridge out of the village. Residents cannot park on the verge to the north of the road due to commuters parking in that location. The houses have no other parking in that immediate area due to yellow line restrictions.
- In addition, traffic heading west has sight lines obstructed as it leaves the village. The verges on the river side of the road in winter are severely damaged leading to deep ruts and then mud being entrained onto the road.

- There is no dedicated footway leading up to or through the Stopham Road Railway Bridge. This area is also prone to flooding which increases difficulty for pedestrians accessing the village from the west of the structure.

Options:

- Parking
 - Parking controls: Individual TROs for locations that present a safety concern. (TROs can be applied for via the WSCC website. This would be separate from CHS).
 - Area-wide parking controls: Village-wide Road Space Audit followed by appropriate road space control strategy. (This would be pursued separately from CHS).
- Pedestrian access
 - Signalised solution under bridge: Create footways going up to the bridge from the east and west. Install traffic lights at both ends of the bridge. Pedestrians can request a red signal phase to allow them to walk through the bridge with traffic being held at each end of the bridge.
 - Provide a footway on one side of the road through the bridge: Create footways going up to bridge from the east and west. Provide footway along one side of the road under the bridge (may require guard rail also).
 - Provide a footway on both sides of the road through the bridge: Create footways going up to bridge from east and west. Provide a footway along both sides of the road under the bridge (narrower footway than option above).
- Flooding
 - Improve the timing of gully cleaning and silt clearance.
 - Do nothing. Contact Network Rail about mitigating the flooding: Make no changes to existing highway or footpaths. If drainage is not improved, then pedestrian traffic is constrained even more and at times smaller cars cannot continue forwards due the perceived water depth.

If the verge parking is removed without providing additional parking, due to be provided by planning application DC/16/0728, it is thought that there would be an increase in on-street parking within other residential roads within Pulborough. It is seen to be important to protect roads within a 20-minute walk from Pulborough Railway Station from additional on-street parking. Some additional parking controls may be required even with the new car park at the Railway Station (required by development DC/16/0728) if some users refuse to pay to park.

Given the shape of the Stopham Road Railway Bridge it is thought unlikely that there would be a safe footway width if footways on both side of the road were provided under the bridge. The signalised option was favoured as it provides the greatest safety for pedestrian users.

The development to the west of Pulborough Railway Station (DC/16/0728) is required to provide a signalised pedestrian footway under the railway bridge, including the associated footways leading to the structure. The S106 also requires this development to provide bollards along the grass verges to secure visibility splays.

Suggested next steps:

Pursue a TRO through CHS process and pursue improvements to footway on one side of the road through LTIP as these appear to be deliverable at a cost that is likely to be available, particularly as the nearby development comes forward.

PUL007 Dip in Road and Speeding at Northern end of the Village

Proposed ID:

PUL007

Potential Delivery Programme:

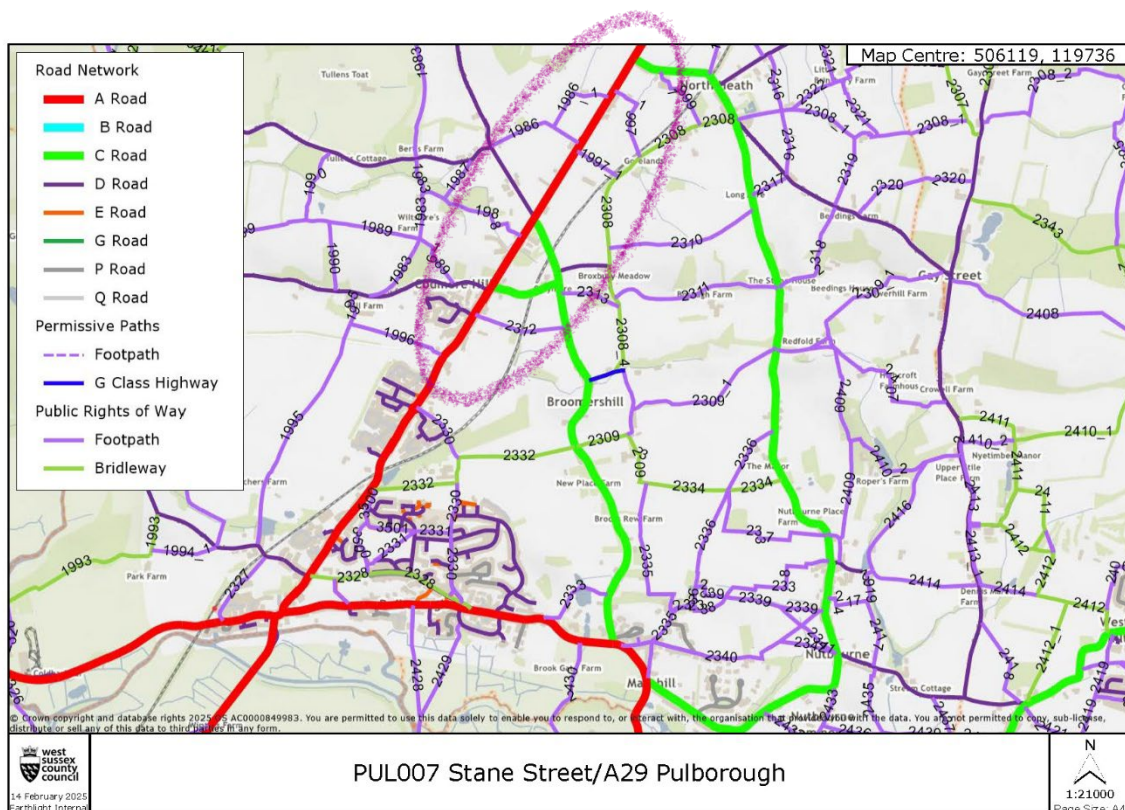
Development opportunities/ TRO

Funding Opportunities:

Developer contributions

Parish Council Priority:

Medium High



Issue:

Partly hidden dip in A29 to the south of the staggered junctions on it heading North out of the village. Vehicles travelling relatively fast along this stretch of road. Several accidents of varying severity have been recorded in the vicinity of these junctions. In addition, traffic is speeding in the 40MPH zone between Arun Garage and Hill Farm Lane. There is more development being planned for Codmore Hill with traffic feeding into the A29, as well as development elsewhere in Pulborough with commuter traffic funnelling into this same area. In view of the new criterion in the West Sussex Speed Limit Policy document this area should be reduced from 40mph to 30 mph limit. In order to phase the speed changes from a derestricted A29 to a 30 mph limit the intermediate 40mph limit should come into effect at the junction of Blackgate Lane/Broomers Hill Lane and the A29.

There have been a number of accidents on the A29 north of this initial area towards the junction with Gay Street and also the college and Adversane crossroads. There is popular support to also reduce the speed limit on the A29 to the north of the junction of Blackgate Lane/Broomers Hill Lane

to 50mph from the national speed limit and also extend the 40 mph speed limit north of Brinsbury College.

Option(s):

- Preferred option: Speed limit reduction with self-enforcing measures: Changes to the speed limit with self-enforcing measures such as light up signs or gateways. Clear sign posting for 30MPH, 40MPH and 50MPH limit areas as proposed.
- Fill in the dip in the road affecting visibility is on balance less of an issue than considered in the past: Any remedy would be prohibitively expensive.
- Do Nothing: Make no changes to the existing road layout and do not implement any speed reduction measures.

The speed limit option is considered more realistic. The dip in road mostly affects vehicles heading North out of the village. The Broomers Hill industrial estate expansion option north of Cray Lane proposed an access from the site directly onto the A29, opposite the current access to the scrapyard. A roundabout access may be considered in the future, depending on the predicted volume of traffic likely to be accessing the expanded Broomers Hill Industrial Estate. This is now not relevant at this time as plans are postponed at this time.

Suggested next steps:

Move speed limits – move the 30MPH to Hill Farm Lane junction and 40MPH to Blackgate Lane/ Broomers Hill Lane using a TRO. WSCC Highways engineer support was obtained in principle for the combined 30/40 mph scheme. There is also already local support for this speed limit reduction. As the item has already been raised by several members of the public it is recommended to push for a TRO at the earliest possible moment.

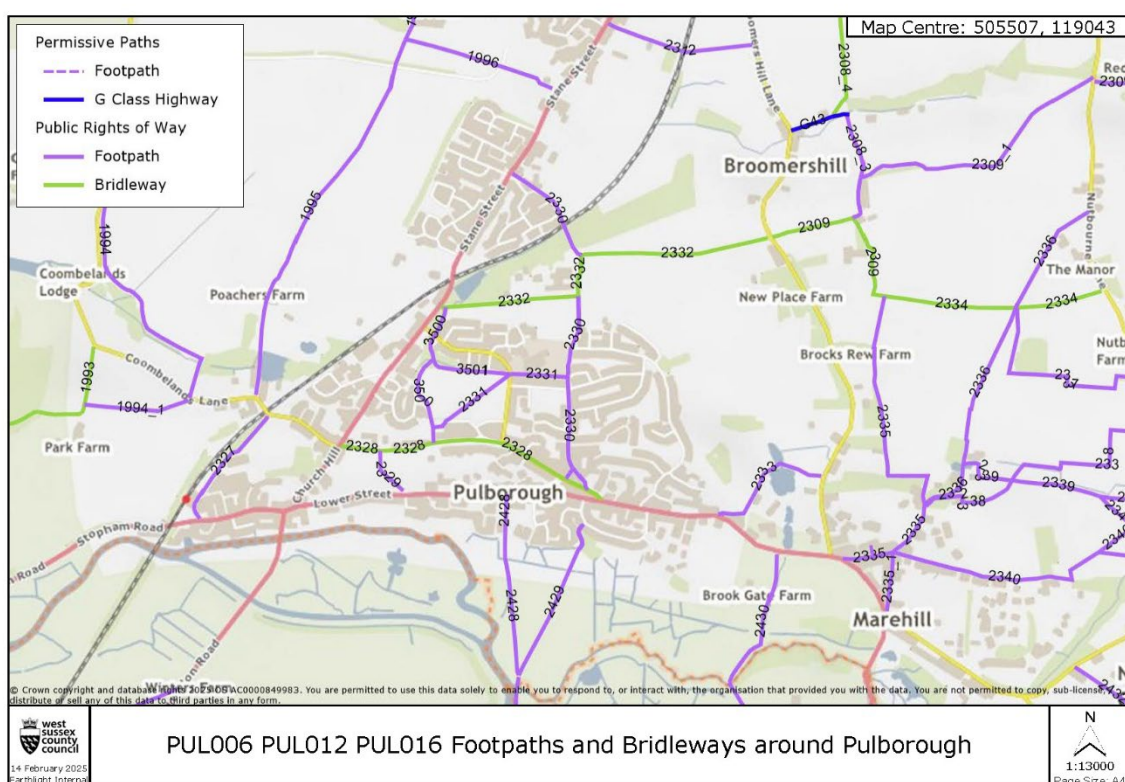
Future options:

It should be possible to push for a 50MPH limit closer to Brinsbury College ending 0.7 miles south of the present 40mph zone in Adversane. This option would be worthwhile considering in the context of speed limits between Adversane crossroad and Blackgate Lane. That said we would need more speed and traffic data which would be down to WSCC to collect. Billingshurst Parish Council is seeking to extend the 40mph level south of their village and extend the 40mph limit south of the Adversane junction close to Architectural Plants exit. This project, according to WSCC Highways is underway in terms of first steps they need to undertake.

A consideration to be sort into sourcing a SID. A licence can be sort through the local licencing team at WSCC. The Parish Council could also approach the land owners to cut back their hedges to improve visibility splays.

PUL006, PUL012 and PUL016 Footpaths and Bridleways around Pulborough

Proposed ID:	PUL006, PUL012 and PUL016
Potential Delivery Programme:	CHS, LTIP and PROW
Funding Opportunity:	Government grants, WSCC Highways and developer contributions
Parish Council Priority:	Medium



Issues:

- (PUL/006) Several Footpaths and Bridleways have the potential to provide an alternative pedestrian or cycling network throughout the village. However surfacing, drainage and physical restrictions (sufficient width) are amongst some of the issues that prevent more people from using these alternative routes.
- (PUL/012) Current access to Brinsbury College is designed for bus and motor vehicle use. Given the number of students and employees that currently travel to the site, providing an alternative active travel route will promote access and opportunity for all socio-economic groups and allow for longer journeys to / from Pulborough Train Station. Particularly as the site has plans to expand its employment area.

- (PUL/016) Generally no cycle route facilities and limited cycle parking facilities within the village. There is a perception of unsafe cycling in the vicinity of village.
- The increased use of electric powered bicycles, scooters and skateboards makes increased need for cycleways more urgent to get such vehicles off the roads. Signage emphasising that pedestrians have priority must become common practice.

Options:

- Improve the condition of Footpaths and Bridleways: Surface treatment and drainage improvements to the routes and improvements to the environment such as lighting, where necessary [CHS].
- Upgrade Footpaths and Bridleways: Upgrade Footpaths to Bridleways to create wider routes that can allow for cycling and horse riding uses also [CHS/LTIP].
- A study has been conducted and engineering outline and costings prepared on a footway connecting Sinclair Drive to the Stane Street Close roundabout on the A 29*. This project could be carried forward quite speedily once the desire lines and connections to the pedestrian access at Stane Street Close has been clarified. The cost would be around £100,000 costings mid 2024. There are S106 funds available to do this option.
- West of A29 walking / cycling route Pulborough to Wisborough Green: The planned route would utilise FP2327 known as the Cinder Path which runs north from Pulborough Train Station to Coombelands Lane (requires widening). Following Coombelands Lane north to the junction with Toat Lane and Pickhurst Lane. Take Pickhurst Lane east to join Blackgate Lane and follow this north, passing the entrance to Brinsbury College via Stable Barn Farm. Continue north to Lee Place and join BW775 which continues north to meet the A272 at Wisborough Green. Additionally, it is possible to follow Toat Lane northwards to join BW 3421 which runs west to cross the River Arun at Pallingham Bridge and continue into the area known as The Mens. (resurfacing required for this last section, otherwise majority of route can be achieved with signage) [CHS / LTIP].
- East of A29 walking / cycling route Pulborough to Billingshurst: The planned route would utilise / require a new PROW link north from FP2330 along the Network Rail boundary fence up to Cray Lane (to meet planned extension of Broomers Hill Industrial Estate). As future developments are likely in this area the network of paths/cycleways can be included in the design of new developments.
At Cray Lane follow east to cross Broomers Hill Lane and take the farm road to join BW 2308 and head north to meet Nutbourne Lane at North Heath. Take a left, then a right to go up Stall House Lane to join BW2299 and then 2307 to meet B2133 Adversane Lane. Cross the road and take FP1323 and 1322 to join Lower Station Road and up to Billingshurst Railway Station. This route would require negotiation with landowners, upgrading of footpaths to bridleways and improvements of surfaces [LTIP / STIP].
- Segregated cycle route along A29: Secure additional land along one side of the A29 from surrounding landowners to provide a segregated cycle route [STIP].
- Upgrade footpaths to bridleways and provide cycle parking at key destinations within the village: Identify footpaths that can be upgraded to a bridleway. Provide cycle parking at key centres within the village [CHS]. The creation of a permissive footpath from Sinclair Drive through to FP1995 creates a link through to the Station via Coombelands lane and FP2327. To ensure all weather access the bottom half of FP1995 could have its surface upgraded to the same standard as the permissive path.

- Do Nothing: Make no changes to the existing footpaths and bridleways.

The less frequently used routes in the vicinity of the village are not a huge problem, only sections would require improvements. Since the initial discussion members of the Parish Council and Stakeholder group met to discuss what was required for the FP and BW in Pulborough and listed the following projects:

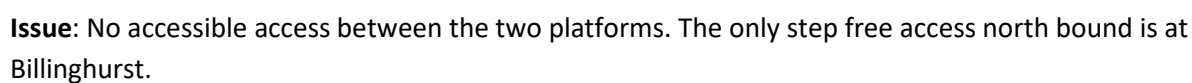
- BW 2328 between Rectory Lane and Old Rectory Lane was identified as needing resurfacing [CHS].
- The northern end of FP 3500 between the Recreation Ground and BW 2332 needs resurfacing [CHS].
- A short tarmac at the southern end of FP 2003 has an uneven surface on a steep slope and would need some work and resurfacing to improve the condition of the footpath [CHS].
- S106 money exists to convert the two permissive footpaths associated with DC/11/0952 and DC/15/1084 into permanent footpaths and improve the surfacing of the footpath and create a permanent link into FP 1995 which provides access to the train station [CHS/LTIP]. Agreement would be needed with the landowners and West Sussex Footpath Rangers need consulting.
- The west side of the A29 route would be cheaper to deliver if the signage is improved. Stable Barn Farm provides good access to Brinsbury College, if they are willing to contribute / be involved in the delivery of this new cycle route. The eastern route along the A29 is more complex to deliver.

Suggested next steps:

Pursue improvements to maintenance of existing footpaths and bridleways through PROW team and improvements to the alternative network of Footpaths and Bridleways through LTIP.

Pursue improvements to access Brinsbury College (PUL/012) through STIP as this would be strategic scale and may help to facilitate future development.

Proposed ID:	PUL013
Potential Delivery Programme:	Network Rail / GTR (potentially Access for All scheme)
Parish Council Priority:	Medium



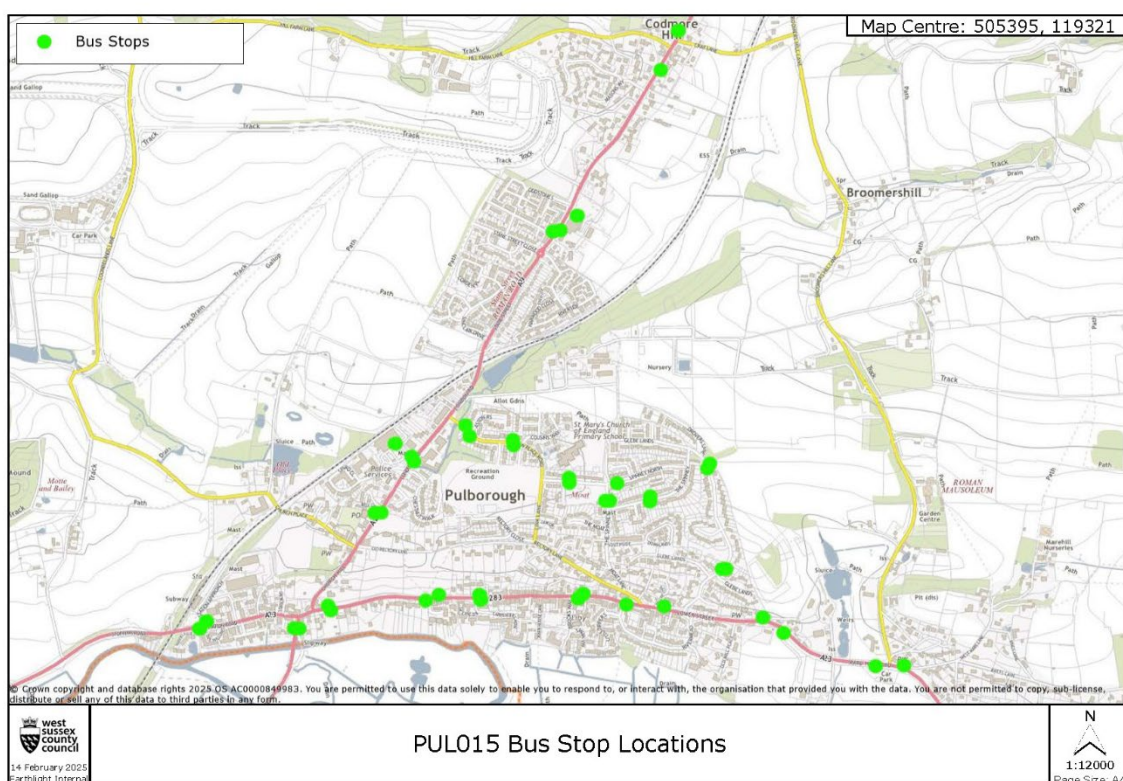
- Provide a lift between platforms: Improve platform facilities to include lifts enabling accessibility for all passengers to use the subway beneath the railway tracks and reach the opposite platform.

Suggested next steps:

28 | Page

PUL015 Bus Infrastructure Improvements

Proposed ID:	PUL015
Potential Delivery Programme:	Development opportunities / BSIP
Funding Opportunities:	Developer contributions
Parish Council Priority:	Minor



Issue: Some bus stops are in potentially dangerous locations with insufficient footway width. The bus stop marked on the north side of A283 Lower Street close to Swan Corner has already been removed.

Options:

- Bus Infrastructure Audit with a view to removing or relocating bus infrastructure / street furniture: Consider whether all bus infrastructure is safe and appropriate. Also highlight to users which buses turn around at the train station, so they know they can access the service from opposite side of road. Where appropriate bus infrastructure can be provided, a pedestrian refuge should also be considered to stop people from overtaking bus when stationary.
- Do Nothing: Make no changes to the existing infrastructure.

Suggested next steps:

Regular annual reviews to monitor condition, usage and if improvements needed. A bus survey was conducted in 2024 and one dangerous bus stop decommissioned and removed (Lower Street)

Improvements should requested through BSIP <https://www.westsussex.gov.uk/about-the-council/policies-and-reports/roads-and-travel-policy-and-reports/bus-service-improvement-plan/>

PUL019 A29 Flooding by Ingrams Farm

Proposed ID:

PUL019

Potential Delivery Programme:

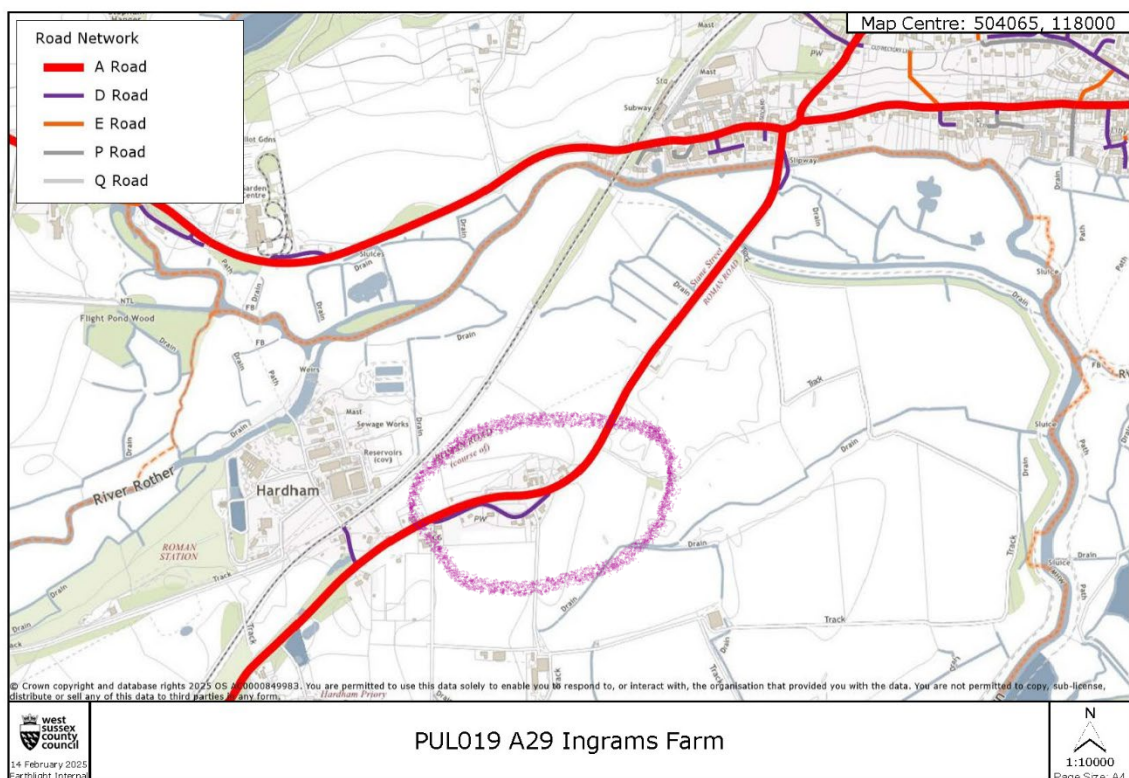
Development opportunities

Funding Opportunities:

Developer contributions

Parish Council Priority:

Minor



Issue: Flooding of A29 on the bend by Ingrams Farm.

Options:

- Review of road drainage: Consider existing drainage provision and whether it can be improved in the immediate or wider vicinity.
- Review of road structure and camber: Consider existing geometry of road, can any improvements be provided?
- Do Nothing: Make no changes to the existing layout and drainage.

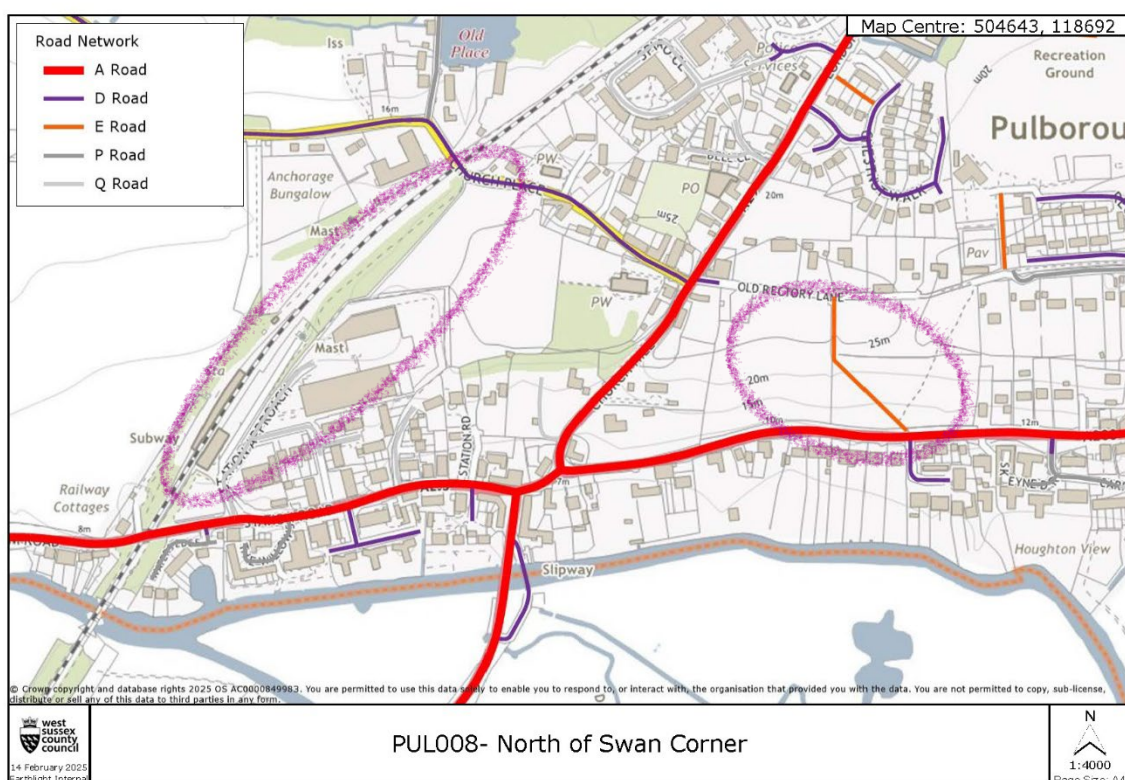
Technically this section of the A29 is in Hardham / Coldwaltham.

Suggested next steps:

Review clearance rates of local gutters and survey local watercourse runoff. The problem needs definition but in the short term do nothing as there are other higher priorities for investment of resources. Pursue development opportunities if they arise. Consider an Operation Watershed application.

PUL008 Pedestrian Facilities North of Swan Corner

Proposed ID:	PUL008
Potential Delivery Programme:	Highway maintenance / PROW / Diocese / Network Rail
Funding Opportunity:	WSCC Highways Funding
Parish Council Priority:	Minor



Issue: Narrow pavements north of Swan Corner junction, pedestrians perceive footway to be unsafe.

Option(s):

- Alternative network of Footpaths and Bridleways: Routes for possible improvements highlighted in PUL/006.
- Changes to maintenance schedule: Increase the frequency and / or intensity of maintenance to reduce the build-up of sediment and fallen leaves.
- Changes to road markings: Remove white lines / paint white lines further away from pavement.
- Do Nothing: Make no changes to the pedestrian facilities at Swan Corner junction or alternative routes.

Clarified that S106 spending restrictions relate to the Parish paying for additional, deep cleaning and maintenance of this footway as WSCC maintenance will not cover this (depending on wording in

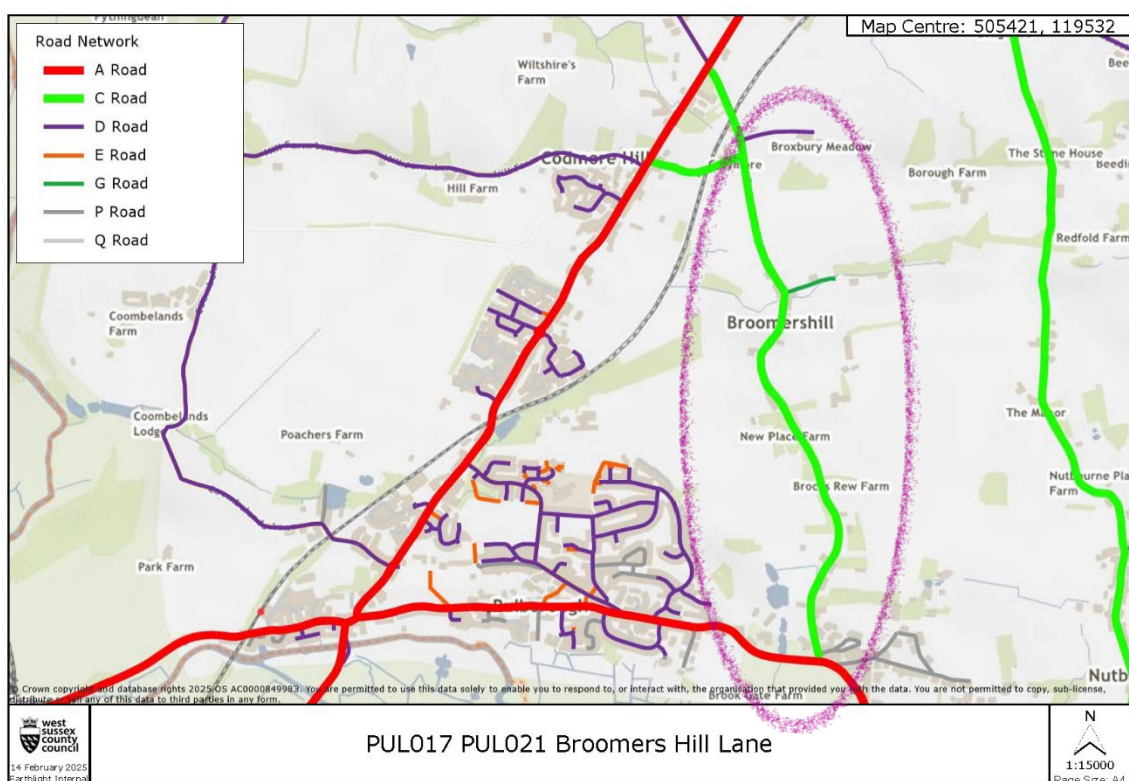
S106). Footways are further narrowed by earth and leaves falling/slipping down onto the footway, this is a maintenance issue. West Sussex County Council Highways has very limited funding for maintenance of this sort and clearing leaves and Earth off of the footway. One alternative suggested was to contact the volunteer group coordinator under Darren Rolfe, WSCC to see if it would be possible to get work teams from HMP Ford to come and do the work.

Suggested next steps:

Pass concerns about cleanliness of footways to local highways team and report future incidents when they occur. The poor state of footways primarily on Church Hill and Stane Street (north of Sinclair Drive) are very visible with some hillside debris falling on the footways making them narrower. However, there are also others around the village that also need work / maintenance on them.

PUL017 and PUL021 Broomers Hill Lane

Proposed ID:	PUL017 and PUL021
Potential Delivery Programme:	Development opportunities
Funding Opportunities:	Developer contributions
Parish Council Priority:	Minor



Issues:

- Speeding and rat-running to avoid Swan Corner mini roundabout junctions
- Erosion of road edge due to vehicles pulling over to give way to oncoming vehicles

Options:

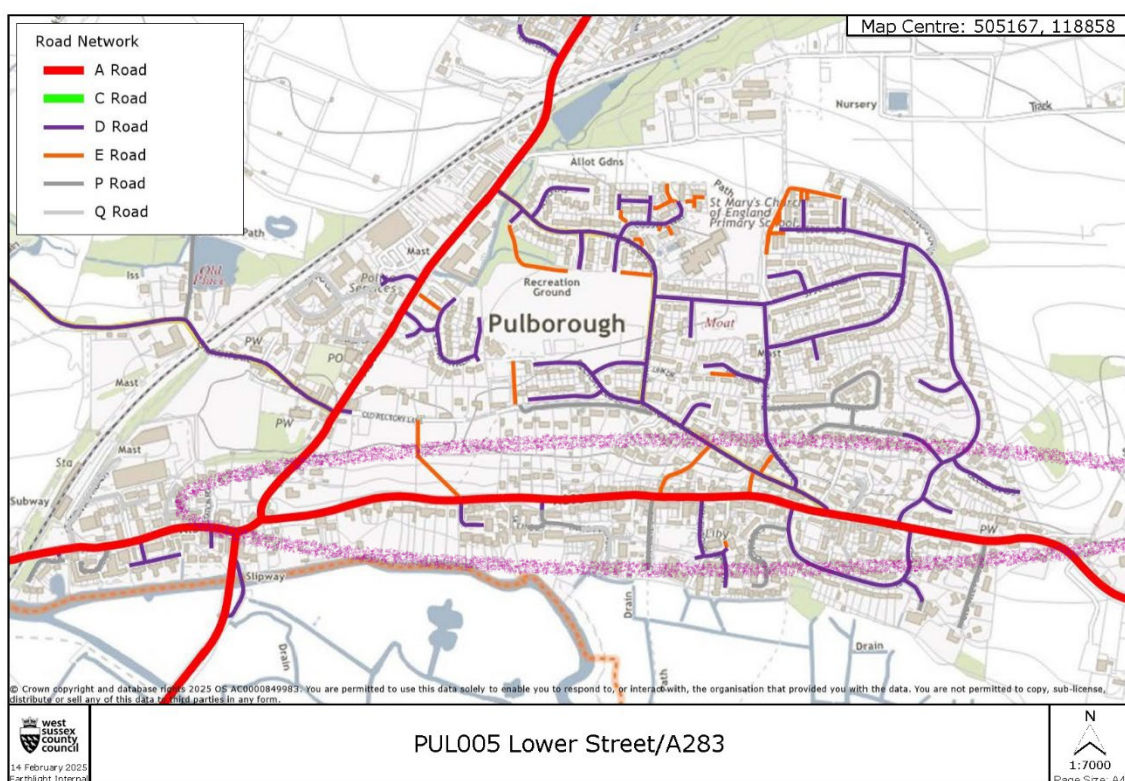
- (PUL/017) Speed Management: Put in speed cushions of other speed management infrastructure, such as parking controls and buildouts to restrict speed. Particularly on approach to residential sections of the road.
- (PUL/017) Use of community gateway signs?
- (PUL/021) In-fill gaps created by erosion: Gravel or road repairs.
- (PUL/017) Do nothing: Leave the road in the current state.

Suggested next steps:

Do nothing as there are other higher priorities for investment of resources but pursue development opportunities if they arise.

PUL005 Lower Street

Proposed ID:	PUL005
Potential Delivery Programme:	Development opportunity
Funding Opportunity:	Developer contributions
Parish Council Priority:	Minor



Issue: Narrow pavements have resulted in several injury accidents between cars and pedestrians. Pedestrians perceive Lower Street as unsafe due to HGVs and other vehicles frequently overhanging the pavement.

Option(s):

- Footway build outs: Footway build outs in well used locations to provide more space for pedestrians, requires motor vehicles to give way to one another (current PPC proposal, favours west bound traffic).
- Changes to white lines: Remove white lines / place white lines further away from pavement edge.
- Changes to kerbs: Increase kerb height and provide/improve kerb drainage.
- Pedestrian protection from cars parking: Install bollards around parking bays / remove parking bays.
- Impose a 20MPH zone.

- Do Nothing: Make no changes to the existing layout.

Additional issues for the area were raised such as the existing laybys are too narrow for delivery vehicles which results in passing cars driving in the centre of the road and that speeding vehicles are also a concern along Lower Street. There were considerations of turning Waterloo Square into a feature, possibly done by turning all of Lower Street into a single-track road with traffic lights, but this idea was generally dismissed as too extreme. Also suggested was creating a shared road surface environment with staggered buildouts or using bollards to separate pedestrians from motor vehicles, like traffic calming measures currently installed in the village of Bramber. A shared road surface was not endorsed by WSCC Highways engineer. Neither was the option to remove road markings in the stretch between Skeyne Drive and Rectory Lane/ Glebelands.

The option of a 20mph speed limit in the area was also examined. Apart from the fact that the police would not enforce it, it would lead to the removal of the speed camera on Lower St. The distances involved in the 20 mile an hour per zone would interfere with the radius of action of the camera and the layout of how it operates. Data from the SIDs recently placed on Lower St indicate a much lower average speed than most people think. The average speed is under the 30 mile an hour top limit despite the perception of pedestrians and other road users that in fact traffic is speeding. The use of two SIDs on this stretch of road has shown how effective this option is and in fact has led to the option of using SIDs elsewhere in the village.

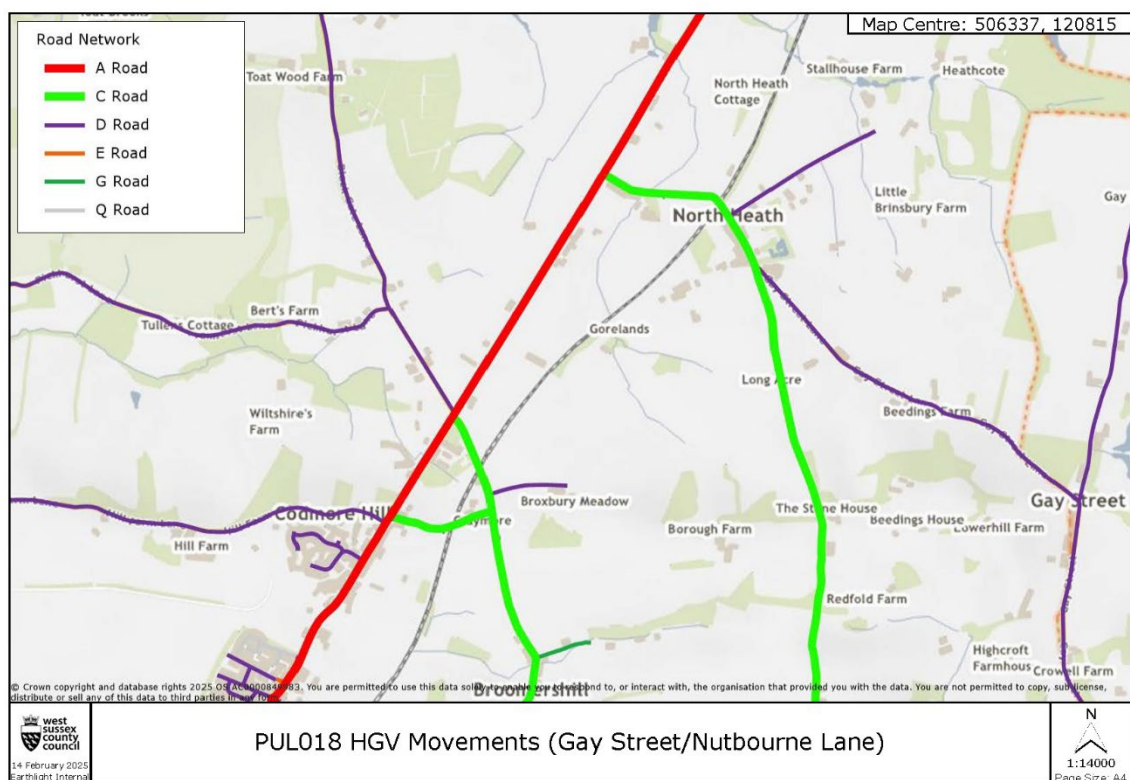
Suggested next steps:

Instigate conversation with WSCC Highways to see if a crossing is a viable option in the vicinity of the A283 / Glebelands junction or install some drop curbs.

For the time being examine the possibility of more planters or other potential cosmetic ways to encourage the traffic to slow down on that portion of the highway. We will also need more substantive data and traffic speeds from the SIDs before making any further decisions. WSCC would need to run its own speed surveys and collate its own data in addition to that already collected by PPC and Pulborough Community Partnership using the SIDs. We should monitor the situation and pursue development opportunities if they arise. We could also consider other locations around the village for the SIDs.

PUL018 HGV Movements

Proposed ID:	PUL018
Potential Funding Stream:	Development opportunity
Funding Opportunity:	Developer contributions
Parish Council Priority:	Minor



Issue: Increasing number of HGV movements to and from industrial / commercial / agricultural land uses along Gay Street / Nutbourne Lane.

Options:

- HGV routes – prevent HGVs having to turn around and re-route via Nutbourne Lane:
Consider height and width restrictions of roads in the area: Improve signage
- Travel Plans required for new developments: Developers/site owners to provide details on delivery routes to be used for access by HGVs.
- Do Nothing: Make no changes.

Height restrictions are posted at one end of Gay Street Lane / Nutbourne Road but not the other, review restrictions on entry to roads such as Gay Street / Gay Gay Street Lane, Stream Lane and Nutbourne Lane.

Suggested next steps:

Do nothing apart from checking signage as this is not a high or medium priority and we cannot restrict the number of HGV movements.

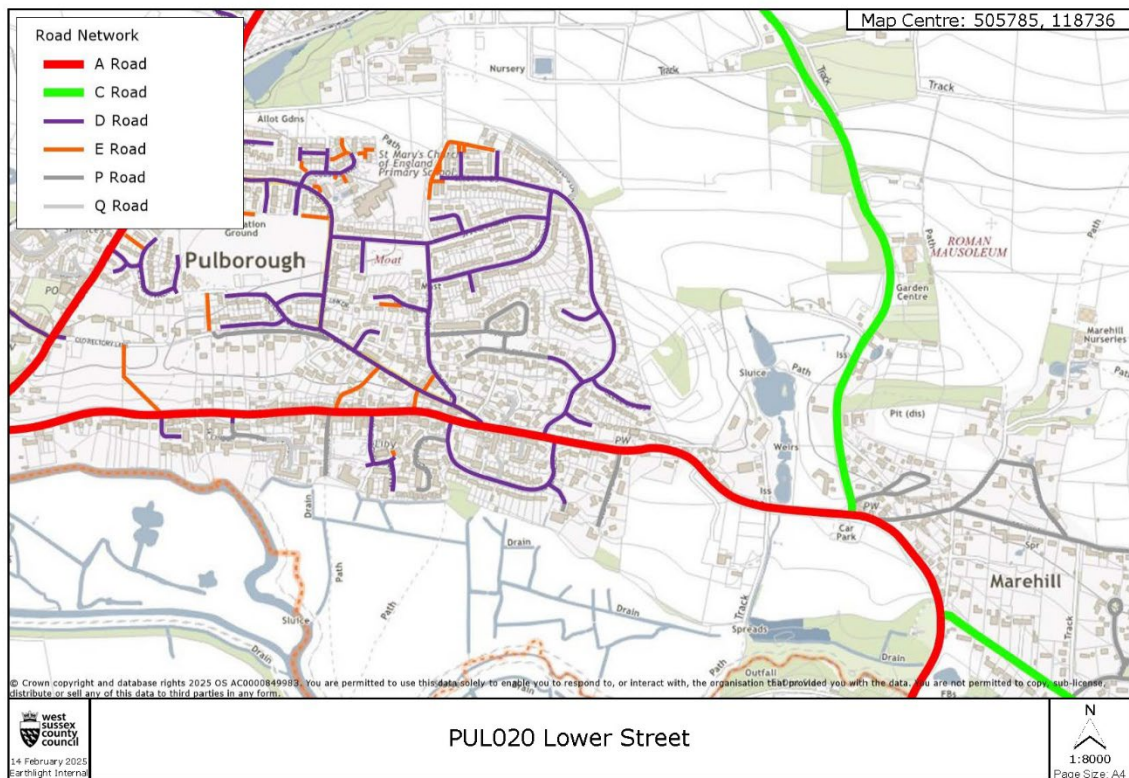
PUL020 Village Wide

Proposed ID:

PUL020 (Local Plan Transport Assessment HDC/WSCC)

Parish Council Priority:

Minor



Issue:

Multiple small developments never fully mitigating transport increases. Individual site impacts are seen as minimal and the overall impact is not assessed for solutions. No forward thinking or future proofing schemes identified.

Option:

- Conduct a study of potential cumulative development impacts and possible mitigations (with and without Adversane strategic development): Identify all potential development sites and likely uses. Model the likely traffic impacts on the existing road network. Identify pinch points and safety issues. Create solutions to mitigate areas of concern.
- Do Nothing: Do not conduct any studies or assessments.

A Transport Assessment has been developed by HDC (Regulation 19 – 2024) to identify potential future increases in traffic within the district and identify possible mitigation measures where necessary, to support the Horsham Local Plan review (2024-2039) and proposed strategic development sites. HDC has withdrawn the local plan, the evidence base remains robust, so we will monitor future development.

Suggested next steps:

Cumulative impacts are being assessed by HDC and WSCC to support the local plan review. PPC and Pulborough Neighbourhood Plan committee to respond to future consultations on the Local Plan to ensure that where possible, the associated infrastructure package will address local concerns in addition to mitigating development impacts.

PUL009 Pavement Furniture Near Tesco

Proposed ID:

PUL009

Potential Delivery Programme:

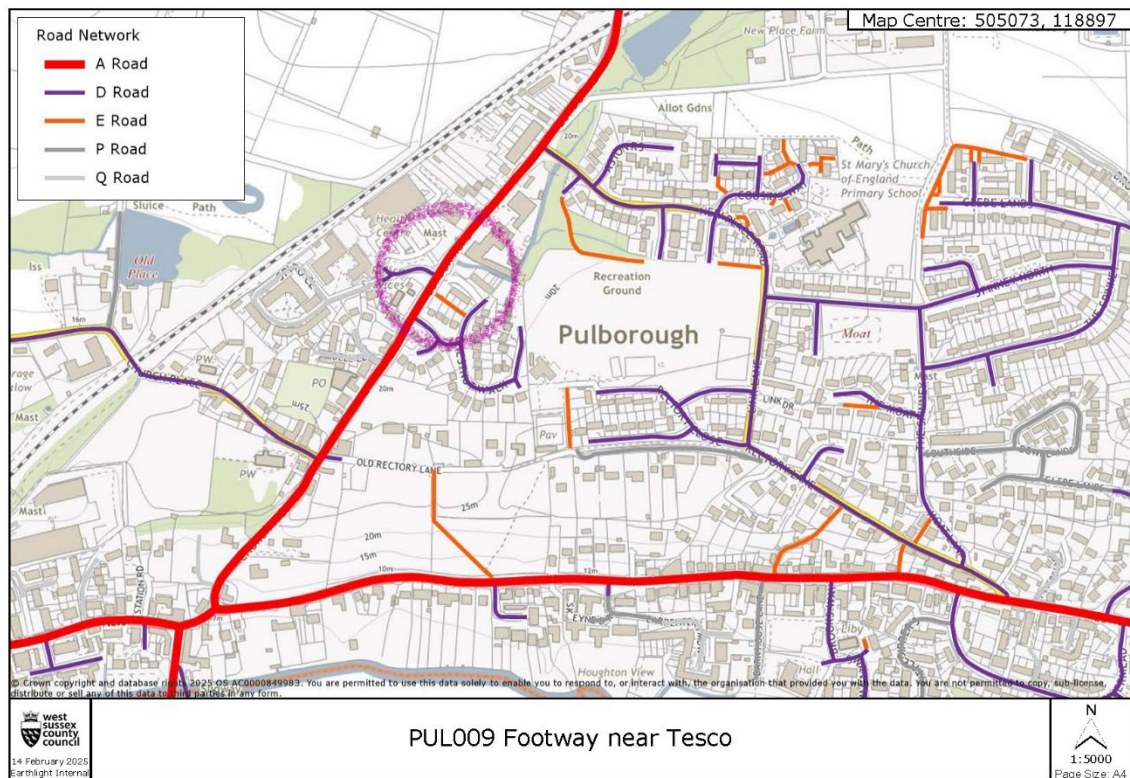
CHS / BSIP

Funding Opportunity:

Developer contributions

Parish Council Priority:

Low



Issue: Pavement narrowed by street furniture and bus infrastructure near the entrance to Tesco which reduces the footway width. There has been a recorded injury accident in this area.

Options:

- Reduce the amount of street furniture: Consider existing street furniture and infrastructure and whether it is still required.
- Relocate bus stop: Move the bus stop further along the road where the footway is unobstructed by other street furniture or infrastructure.
- Do Nothing: Make no changes.

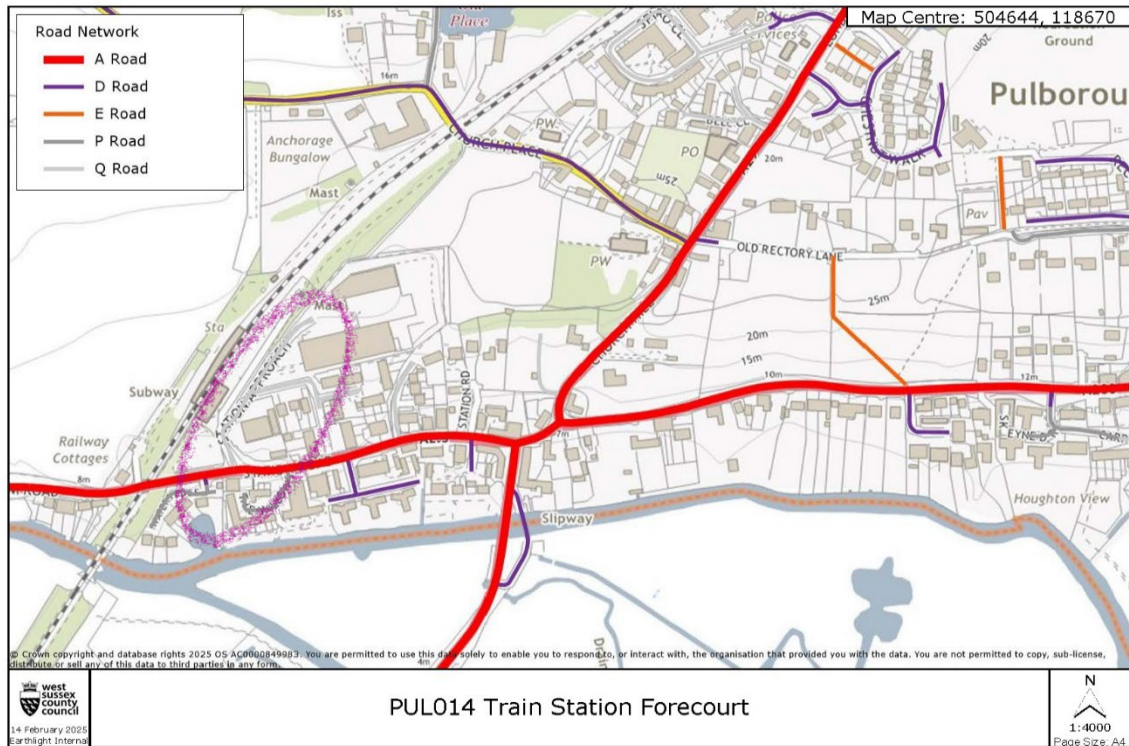
Not seen as a significant issue most of the time as it is mainly linked to school travel times and school buses.

Suggested next steps:

Do nothing as this is not a high or medium priority but monitor situation and pursue development opportunities if they arise. Reapplication to Operation Watershed for surface water flooding might help. The redevelopment of the Harwoods site might lead to the option of further changes locally.

PUL014 Train Station Forecourt

Proposed ID:	PUL014
Potential Delivery Programme:	Network Rail / car park owner / BSIP
Parish Council Priority:	Low



Issue: Confused access and priorities between users of the station forecourt.

Options:

- Changes to existing road markings: The existing road markings and signage within the access and forecourt were reviewed and, in some cases, changed. The review identified clear areas for buses, pedestrians and other vehicles and their relative priorities.
- CCTV Monitoring of forecourt usage: there is CCTV monitoring of the forecourt area to dissuade misuse of the forecourt area both by GTR and by the car park contractor APCOA. How much of the forecourt they cover needs to be checked.
- Do Nothing: Make no changes to the existing layouts.

Not much can be done as areas are controlled by Network Rail or other, not WSCC. In the car park forecourt, it is seen that most users are aware of potential conflict with other users and therefore are more cautious when using this space.

Suggested next steps:

Pursue changes through GTR/Network Rail if they become necessary.

Section 2: Future Concerns

New Place Nursery site:

Within the Neighbourhood Plan the main development site is at the former New Place Nurseries which is currently proposed to be accessed via Glebelands. However, given the likely demand for traffic from the site wanting to access the A29, particularly going north that running will take place into Spinney. The planning documents suggest traffic will go down to the A283 via Glebelands then along to the A29 and then north following the A29. It has been pointed out that it is more likely that traffic will flow down Spinney North, New Place Road and to the A29. Close to that junction it is possible to have a proposed access the A29 from the current site access. This existing access currently meets the A29 at an acute angle making it very difficult and potentially dangerous to turn right from here. The island crossing point near the existing access to the to the bridleway that runs up to the former Nursery site from the A29 is frequently used by pedestrians using the Pigeon Gate Bridge as the footway is only along the west side of the bridge.

Harwood site:

Harwoods site is currently up for sale in entirety including, separately, the car park. However, they have returned and are now using the whole site for vehicle maintenance and sales. This site sits both sides of the A29.

In view of potential plots of land on the other side of the railway that may come forward for development, it is of interest to maintain a foothold in the second area of land belonging to the Harwood site. In view of the future development sites to the north that may come forwards, a possible footbridge across the railway linking these sites and the Harwood site on the south of the railway would be opportune. This would give access from the possible new future development on the Codmore Hill side of the railway to the main part of the village, namely Tesco's, the school and other shopping facilities in that general area. This would be an alternative to the poor access facility using Pigeon Gate bridge.

The improvements to the A29 will need to be thought about before Harwoods sell any of the site. Some of this land may provide a future opportunity for access improvements to the new development site access / alignment of the A29, but there is a water main running through the northern section of the Harwoods site: a roundabout could be considered at this junction.

Codmore Hill Future sites:

Future plots of land on the Codmore Hill side of the railway may come forward for development in the next iteration of the Neighbourhood Plan. Should this land come forward, it may present an opportunity for better access north and south. As an alternative there could be a footbridge across the railway from those plots of land with a landing in the Tesco's area in the curtilage of the store. Again, it would improve access between the north and the south part of the village, avoiding the Pigeon Gate Bridge with its well documented difficulties.

PPC will continue to monitor transport statements for all local developments to assess how they relate to issues identified in this plan. PPC and HDC councillors will continue to liaise with surrounding parishes.

Active travel:

WSCC (LTIP) Local Transport Improvements Team have commissioned WSP to carry out feasibility investigations on identified active travel routes within Pulborough.

These routes include links from Railway Station to Church Place, installation of an all-weather track around the recreation ground and crossing improvements to support access to primary school and other community facilities. Improvements to existing public right of way routes to support active travel and wayfinding. The scope for this work may be partly directed by other schemes and developments happening within the parish. The work will seek to create routes that are accessible to all and remove barriers such as road crossings and uneven or unsuitable surfaces and to improve links between existing pathways and community facilities.

As part of this work and to support the WSP report we will be installing VivaCity Sensors at key locations within the village that will monitor traffic movements. The LTIP team will continue to support the school in the development of their travel plan to further evidence school gate improvements and road safety and behavioural change measures to support any proposed improvements.

Suggested next steps:

Engage with HDC and WSCC Highways Planning over future development opportunities. Engage with the neighbourhood plan steering group.

Engage with WSCC, PPC and WSP about plans for the Rec area, the school crossing and other improvements locally.

Section3: List of actions from Pulborough Parish Transport Options Paper.

PUL023: Church Hill - delivery STIP or Legal Action plus WSCC remedial Work.

Action: Continue to engage WSCC Highways department had to follow actions on the legal side of the dispute with the local landowners. Continue to press the case to agree the modified Church Hill layout and option to improve active travel via improved footway provision and modifications to pedestrian crossings at the top of Church Hill. The WSCC Highways and senior officers need to be appraised of this transport paper.

PUL 010: Sopers Hill/ Sinclair Drive / Stane Street Close: delivery WSCC Highways, Government Grants and Developer Contributions.

Action: PPC and WSCC need to progress this project for the creation of a new footpath moving pedestrian traffic and mobility reduced access away from the A29 footpath to a safer environment. **The S106 funding is available to provide this footway and spending is time sensitive due to legal agreements.** The engineering designs in outline have been created by input from HDC and are in possession of the WSCC. Next step project creation by WSCC- Including local consultation and preliminary steps to implementation of the project.

PUL011: Uncontrolled railway crossing FP2330 Riverside: - delivery developer funding.

Action: Developer funding by S106 legal agreement has been secured via an outline planning application to provide a stepped footbridge over the railway crossing. Network Rail has worked up a design but this does not meet the requirements of the community which is asking for a ramped footbridge.

A ramped footbridge with appropriate amendments to the path layout on the east side of the crossing would permit active travel in terms of pedestrian / disabled access / pram and buggy access between the North and the South of the village without following the perilous footway along the A29. Action: PPC and HDC ward members to continue to lobby for ramps on both sides of the bridge and failing that for a design that would allow retrospective ramp provision should funding become available in any guise.

Planning permission given DC/25/0811- 07 07 2025.

The Parish Council will continue to monitor this area, should a ramped / accessible bridge be possible in the future. This is the communities preferred option. This option would include zig zag ramps to the top of the hill.

PUL001,PUL002,PUL022: Swan Corner: delivery -government grants and developer/WSCC Highways contributions.

Action: Mitigation for the poor design of the junctions, difficulty of remediation, and desired to improve active travel=> would seem to improve footpath alternatives to provide access between the lower street station road area and the Tesco's / surgery area of the village. This would improve include upgrading and improvement (via developer contributions / 106 funds) of FP2327 (Cinder path- Lighting and widening] and FP2329 [East Glebe field footpath -low level lighting.

PUL003 PUL004: Pedestrian facilities/verge parking around Stopham Road bridge (rail bridge). Delivery LTIP/TRO was an option but now developer contributions + planning conditions on DC16/0728 seemingly address most issues.

Action PPC to regularly monitor and check on the progress of the planning application and the follow up on the conditions of it.

PUL007: Dip in road and speeding north end of Pulborough. Delivery: Developer contributions/ TRO -funds exist in S106 WSCC Highways allocation to pay for TRO and modifications to speed limit signs etc.

Action: PPC to act, with the new WSCC speed limits paper and the increase in active travel possibilities, the community would be keen to move the 30 mph speed limit from the existing location close to Arun Garage to Hill Farm Lane on the 40 mile an hour speed limit to north of the intersection of Broomers Hill lane/ Blackgate Lane and A 29. There is popular support for this evidenced by several emails from members of the public to the PPC and consultation at the monthly village market and also residents' association.

There is support from the public to reduce the speed limit on the A29 north of Broomers Hill/ Blackgate Lane junction to Brinsbury Collage approximately. Billingshurst Parish Council are seeking to reduce the speed limits from the roundabout at the south end of Billingshurst (Parbrook roundabout) to south of the Adversane cross roads (A29/ Harbolets road/ Lordings Road). WSCC is looking at perhaps extending the 40mph speed area south of that cross roads part way to the college. Consultation in Pulborough is in favour of extending the 40mph area but more than that proposed. The logical extension of the 40mph Adversane speed limit area should be 0.7 miles south of the existing end of the 40mph zone. Then from there it would link into the proposed 50mph zone to the south coming from Broomers Hill etc.

PUL006, PUL012 PUL016: delivery CHS/LTIP and PROW for PUL012 – improvements and links between footpaths and / or bridleways around Pulborough.

e.g.: New footpath from Stane Street Close to Sinclair Drive, FP2337 – widening + lighting, footpath, plans to link up bridleways and footpaths with footpath upgrades to create accessible cycle routes from the station to Brinsbury College and east west and north south routes for cycles and pedestrians across the parish.

PUL013: Station platform accessibility: -delivery Network Rail / GTR improved access to the northbound platform and communication between the north and southbound platforms at the station.

PUL015: Bus infrastructure improvements – delivery – developer contributions/ improved monitoring by WSCC Highways maintenance and cleaning / jetting etc. bus stop improvements should be requested through BSIP

PUL019: Ingrams farm: delivery maintenance and upkeep by WSCC and jetting schedules to be monitored.

PUL017 PUL021: Broomers Hill Lane- delivery: developer contributions= speed management plan, gateway signs – improved maintenance.

PUL005: Lower Street- delivery - developer contributions: area for study and opportunities to carry out minor works and improvements.

PUL018: HGV movements in the parish - developer contributions = maintenance of and monitoring of signage locally / maintenance.

PUL020: Local Plan Transport Assessment- developer contributions may be material. Neighbourhood plan group to work with HDC on this topic in relation to new Local Plans and future work on plans.

PUL009: Pavement furniture Tesco – developer contributions might help address some of the low priority issues. BSIP

PUL014: Network rail car park etc = respond to Network Rail and address issues as they arise. BSIP

Appendix A – terminology

Road types - official

Strategic Road Network (SRN) – nationally significant roads used for the distribution of goods and services, and a network for the travelling public. In legal terms, it can be defined as those roads which are the responsibility of the Secretary of State for Transport. It is managed by the Highways Agency. Any road on the SRN is known as a **trunk road**.

For analytical purposes, the Department has identified a framework of **Strategic National Corridors (SNCs)**. Individual roads in the SNCs are known as **Routes of Strategic National Importance (RSNI)**.

Primary Road Network (PRN) – roads used for transport on a regional or county level, or for feeding in to the SRN for longer journeys. Defined as roads that provide the most satisfactory route between places of traffic importance. The PRN includes the entirety of the strategic road network. No roads classified lower than an A road should be included in the PRN. A roads on the PRN are coloured green on most maps, as opposed to the red of ordinary A roads.

The PRN is constructed around a series of **primary destinations** – significant locations that are likely to attract traffic. A road on the PRN is known as a **primary route**.

A Road – highest class of classified road, and top tier of the roads classification system. They are identified by the local highway authority (where they are not in the SRN) and approved by the Secretary of State. Each A road is given a unique identifying number from a list maintained by the Department for Transport.

All sections of the strategic road network and primary route network which are not classified as motorways are classified as A roads.

B Road – second tier in the classified road system. Identified by the local highway authority and approved by the Secretary of State. Each B road is given a unique identifying number from a list maintained by central government.

Classified Unnumbered Road – third class of classified road, and a tier in the roads classification system. Identified by the local highway authority and

approved by the Secretary of State. No number is officially associated with a classified unnumbered road, although the local highway authority is entitled to develop its own methods to identify it.

Unclassified Road – fourth and lowest class of classified road in the classification system. If not stated otherwise, roads are assumed to be unclassified. The local highway authority may downgrade a road to unclassified with the approval of the Secretary of State. No number is officially associated with an unclassified road, although the local highway authority is entitled to develop its own methods to identify it.

Special Road – A road on which certain types of traffic are prohibited, under the Highways Act 1980. All motorways are Special Roads, together with some high-grade dual carriageways.

Principal Road – A category of road identified in the Highways Act 1980, consisting of all A roads and motorways. This term is now largely unused except in legislation.

Secondary Road – Roads that are not Principal Roads – ie B roads, classified unnumbered roads and unclassified roads.

Road types - unofficial

C road – another term for a classified unnumbered road. Any numbering system around C roads is peculiar to the authority and is not coordinated on a national basis; as a result, we advise that it is not displayed.

D road – another term for an unclassified road. Any numbering system around D roads is peculiar to the authority and is not coordinated on a national basis; as a result, we advise that it is not displayed.

Major roads – generally defined as consisting of all A roads and motorways, although no consistent definition exists.

Minor roads – no consistent term exists, but can describe:

- a) all roads that are not major roads;
- b) roads on an Ordnance Survey map that perform a function similar to classified unnumbered roads; or
- c) the sum total of all classified unnumbered and unclassified roads – i.e. all roads which do not have a national number associated with them.

Other terms

Detrunking - the process of transferring a road from the control of the Secretary of State to a local authority.

Highways Agency (HA) – an executive agency of the Department for Transport, responsible for managing the SRN in England on behalf of the Secretary of State.

Local Highway Authority (LHA) – the owner of adopted roads in a given area, with legal obligations with regard to maintenance and management. In England, depending on the roads in question, this will be either the county council, the unitary authority, the metropolitan district council, the London borough or Transport for London. The LHA is not responsible for the SRN, as this is owned by the Secretary of State for Transport and operated by the Highways Agency (known in this context as the National Authority), which performs the functions that would elsewhere be carried out by the LHA.

Ordnance Survey – UK's national mapping agency.

National Street Gazetteer – a database of all streets in England and Wales compiled from the responsible local highway authorities.

Appendix B

Delivery programme	Further information
Community Highways Schemes (CHS)	<p>Please use following link for information on CHSs and to submit an application:-</p> <p>https://www.westsussex.gov.uk/leisure-recreation-and-community/supporting-local-communities/apply-for-a-community-highways-scheme/</p>
Local Transport Improvement Programme (LTIP)	<p>An annual review of the Local Transport Improvement Programme (LTIP), usually takes place annually in September. Due to the COVID-19 crisis, much of the LTIP resource has been diverted to supporting the Government's Emergency Active Travel Fund (EATF) Pop Up Cycle Scheme Programme. All LTIP schemes are assessed using an approved prioritisation criteria to make recommendations for funding and progression each year. The 2024/25 programme value is in region of £1.4m which combines a number of funding sources but excludes developer works or others works of that type. Schemes are predominantly prioritised based on data and evidence that supports WSCC policy and strategic goals and are in competition with existing and new applications. The number of applications regularly exceed the funding available.</p> <p>Any LTIP requests can start as a CHS request and then get elevated at moderation stage.</p>
Strategic Transport Investment Programme (STIP)	<p>An annual review of the Strategic Transport Investment Programme (STIP), usually takes place in the Autumn, setting out the WSCC revenue requirement for the forthcoming financial year, to identify the revenue requirement to undertake feasibility studies. This will also depend on resources and how previous feasibility studies have been progressing.</p> <p>All STIP schemes will be assessed against criteria based on that used by the Department for Transport for assessment of transport projects. Schemes will be prioritised from the long STIP list and identified for revenue funding to allow feasibility studies to commence. A key decision report will then be required to seek approval from the Cabinet Member for the proposed programme of feasibility studies in the forthcoming financial year.</p>

Please note: It is important not to raise expectations as prioritisation by WSCC will depend on funding/resources available and other schemes being considered. For example, WSCC have not reviewed the STIP list this year, as the current STIP programme has needed to be extended over two financial years. This is partly due to resources and existing studies taking longer to complete as we are being required to produce more evidence during the feasibility phase and engaging more with key stakeholders.

[Speed Limit Policy](#)

[TRO info and Application](#)

[West Sussex Active Travel Strategy 2024-2036 - West Sussex County Council](#)

FUNDING Opportunities

WSCC highway capital funding	WSCC is allocated block highway funding grants from central Government which are allocated annually through the WSCC Highways Annual Delivery Programme.
Government grants	As opportunities arise, applications for funding can be submitted; for example, to central Government or the replacement function of the LEP. These are typically related to specific themes, issues or objectives such as schemes on the Major Road Network. Funding rounds are typically every five years. Other roads in West Sussex might be considered a higher priority (for example, the A24 or the A259) depending on funding criteria specified at the time of bidding.
Developer contributions	Where improvements would help to mitigate the impact of development in Horsham District, funding for mitigation measures may be secured through developer contributions. If a scheme is necessary to make development acceptable in planning terms, this would be through a section 106 or CIL agreement.

Appendix C

[Data - Pulborough Parish Council Survey.pdf](#)