

BARCOMBE NEIGHBOURHOOD PLAN

PUBLIC ENGAGEMENT EVENT, SUNDAY 14 JANUARY 2018, 2PM & 3PM

SOCIAL SPACES & PATHS

Poster. Public asked to mark on map where they walked, socialised and played. Many used post-it notes.

Mapping observations

Topic	Proposed Action/Response
Most people commented on how lucky we are to have so many footpaths and use them regularly	Noted
Many people use cross-country footpaths regularly for essential journeys (to work and school), as well as for leisure	Noted
Many popular cross-country walking routes are not designated footpaths. In particular: the old railway line, around Barcombe Reservoir, through Knowlands Woods and around Sidehills	Noted
Many people from outlying hamlets (especially school children) must use the busy fast roads into the village on a daily basis	See attached statement*
There are several places on these roads which many people consider to be dangerous. The crossing places at the edge of the village where cars are still travelling fast are considered difficult.	See attached statement*
People avoid walking on main roads into the village if there are quiet back roads or surfaced paths available	See attached statement*
Paths (twittens) and behind and between buildings are very well used, especially for essential journeys.	Noted
Many residents in outlying settlements said they would like surfaced footpaths introduced alongside main roads, especially to Barcombe Mills and Spithurst.	See attached statement*
Many people felt that car parking along the High Street slowed cars and made the road safer, but some dislike crossing between parked cars.	Parking areas were designed in a "chicane" type style to cause slowing of traffic
People often stop and socialise on their way through the village in busy periods, especially at the roundabout and outside social centres – school, cricket pavilion, village hall, shop and pub.	Noted
Children like to play at the margins of the Rec, in Wild about Barcombe, in fields at edge and in quiet cul-de-sacs.	Noted
In fine weather the Rec is well used by many people, especially for sports	Noted

Post-it Note Comments

Topic	Proposed Action/Response
I don't walk from village centre to village hall because of the traffic and narrow footpath on Mills Road	See attached statement*
We need a footpath from the Village Hall to Barcombe Mills (x2)	See attached statement*
A footpath from Roots Cottages to the Village Hall, please	See attached statement*
People who stray from the footpath can disturb wildlife that farmers are trying to protect through their subsidies	Noted
If the houses go on Hillside and Tickner Land, they should be a public footpath from Bridgelands through to the Rec.	Policy 4 of the Bridgelands/Hillside Site Specific Policies proposes footpaths between these sites and the Village. In addition, the draft Design Statement in the Neighbourhood Plan contains a Development Guideline advocating such alternative travel routes.
We need a new playground – the current one is too small (especially if more families move to the village).	On-going local project re additional play facilities. N.B. ESCC data suggest that 30 new houses would provide an additional 7 children of school age. Local Plan Policy - housing developments of more than 20 dwellings to have own play space.
New playground please, please, please. Something that promotes imagination. We have sports covered	On-going local project re additional play facilities
Can be difficult to cross roads due to parked cars	Parking areas were designed in a "chicane" type style to cause slowing of traffic
We cross where there's no parked cars because it is safer.	Parking areas were designed in a "chicane" type style to cause slowing of traffic
The more cars parked in the High Street slows down speed of traffic.	Parking areas were designed in a "chicane" type style to cause slowing of traffic

*Provision of new footpaths

The provision of footpaths along the roads to/from Barcombe Cross has been sought in the past, especially by new residents to the parish. For a small community the task is prohibitive both practically and financially. On country C-roads there is little space between the roadway and field boundaries where ditches are often located. Even placing these in drains and constructing a path on top would often result in narrow tracks too close to the road. The alternative would be acquisition of a strip of farmland on the other side of the boundary; again probably an equally expensive approach. It has been pointed out in the past that field paths exist at least part of the way to Barcombe Mills across The Crink, and that a few years ago for the benefit of school children ESCC upgraded the path through the fields from Spithurst across Bevern Stream to the end of School Fields. On the other hand, in recent years hard surfaced paths have been provided between Lewes and Ringmer and to Kingston and beyond. There is obviously funding and policies to provide such alternative travel routes to and from major conurbations but not necessarily in rural areas where cost effectiveness (in terms of numbers benefitting) may well play a significant part. Nevertheless, the interest should be communicated to Parish, District and County Councils. **N.B.** Policy 4 of the Bridgelands/Hillside Site Specific Policies proposes footpaths between these sites and the Village. In addition, the draft Design Statement in the Neighbourhood Plan contains a Development Guideline advocating such alternative travel routes.