

East Grinstead Relief Road – Bridleway/Footpath Survey

Introduction

A survey of those footpaths and bridleways intersected by the planned East Grinstead Relief road or those that maybe affect by the surrounding developments has been carried out.

The following steps have been used as a framework to formulate a response:-

1. Gather all existing information
2. Identify the key features/problems of the current network
3. Determine what is going to be affected
4. Estimate any new demands

Summary

The following key points are made:-

- Footpaths/bridleways will be intersected fourteen times by the planned route of the relief road.
 - Four of the intersections are planned to be managed with bridge crossings.
- Four National Routes will be crossed by the road, Worth Way, Sussex Border Path, High Weald Landscape Trail and Forest Way.

In order to facilitate location of the intersection areas they have been numbered 1 to 10 on map – see Fig 1 and reference with the nearest place name, the Ordnance Survey Explorer Series box grid reference, and the bridleway/footpath number. Two locations, Nos 2 and 4, have additional input as the bridleways/footpaths are linked through areas where the planned building work will likely have an impact on them.

1. Gibbshaven - Square TQ 135/35.39 – FP's 47W &51W

Item	Report
1	Well used and well marked footpaths (47W, 51W), that use a short road section at this point to connect them. It is a busy road on a bend.
2	Use of verge to connect the footpath (FP) sections.
3	A bridge is planned to take the new road over the existing road.
4	Road underneath new bridge (Crawley Down Road) must have space/verge/path on either side as it goes under the bridge so that walkers can continue to link these two FPs on the northern side and can also continue to use the verge on the southern side to link to other paths.

2. Greenfield Shaw – Square TQ 135/36.38 and Imberhorne Farm - Square TQ 135/36 & 37.38 – FP's 40a & bEG, 45EG, and BW's 44b & cEG

Item	Report
1	Well used footpath (45EG) and bridleway (44dEG, 44cEG) at this point. The bridleway (BW) is joined by the footpath at a tee junction.
2	New road will intersect the footpath and the bridleway at two points

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	here, both within +/- 200 meters of each other.
3	No bridges planned. Footpath maybe paralleled along road for a short part to junction with bridleway.
4	<p>Bridleway is very well used by walkers, cyclists and equestrians. It is a route into the centre of East Grinstead, provides a link to the Worth Way/Cycle Route 21/Sussex Border Path and other paths in the network and must have a grade separated crossing, FP 45 EG should be diverted to cross the new road at the same point as the BW. An underpass is the best suggestion. Does the farm also need access provided?</p> <p>Where BW 44bEG continues into East Grinstead it becomes surrounded by housing development. It is well used at the moment and will become even more so as a link from the development to the surrounding countryside for non-motorised users (NMUs). The bridleway must be kept as farm access only and the rural character of the path needs to be protected. It is suggested this could be achieved by the addition of a tree screen between the development and the bridleway.</p>

3. Railway Shaw – Square TQ 135/36.38 - Worth Way/Sussex Border Path - FP's 40b & cEG & BW 40bEG.

Item	Report
1	Major junction (cross-way) of Worth Way, Sussex Border Path and a footpath. Well used and marked.
2	Maintaining the connection
3	Bridge is planned to cross the new road over these footpaths and bridleways.
4	Although a bridge is planned to take the new road over this important ROW junction, some small diversions will be needed to bring all paths to the crossing point. The Worth Way is an important commuting route into and out of East Grinstead for cyclists, it is essential that, if necessary, alternative routes are provided during construction work so there is no disruption to use of the paths.

4. Crockshed Wood - Square TQ 135/37.37 - FPs 42eEG, 43a & bEG,

Item	Report
1	Three footpaths come together at this intersection and cross-over the road. Footpaths are well used and marked. Road is busy and well used.
2	Planned new road will use part of the existing road at this point.
3	Road crossing.
4	<p>It is felt there is a need for one crossing point for all FPs, so small diversions will need to be accommodated; otherwise the FPs will be crossing the relief road close to each other but separately.</p> <p>FP43aEG is very well used, providing an east/west link from B2110 to FP network in the area. It will become surrounded by</p>

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	development and needs protection to be kept as a green link to the surrounding countryside.
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5. Dunnings Wood - Square TQ 135/38.36 - High Weald Landscape Trail – FP 27EG

Item	Report
1	High Weald Landscape Trail – well used and well marked footpath.
2	Quiet and beautiful piece of wood and agricultural land
3	Bridge is planned to take road over trail.
4	Plans say there is a bridge here, but is this for new road or path users. If this path is to have a grade separation (as it is a National Trail) the expense can be better justified if it is upgraded so cyclists and equestrians can use it as well. It already links to BW 28 at its south western end. At its north eastern end it joins Coombe Hall Lane.

6. Rushett's Shaw - Square TQ 135/39.36 – FP 25bEG & BOAT 23bEG

Item	Report
1	6 a) FP 25bEG. Well used and marked footpath through woods and fields. 6 b) BOAT 23bEG. Metalled BOAT which is the Sussex Border Path Link to East Grinstead.
2	The new road will intersect both the footpath and the BOAT at right angles.
3	Road crossing as no bridges are planned at these two junctions.
4	FP is well used and will need a central reservation. BOAT is well used by walkers, cyclists, equestrians and some vehicles (for access). It is the Sussex Border Path link to East Grinstead and provides a good link to the surrounding countryside (Weir Wood) and other paths in the network. New road will present a dangerous crossing point for the NMUs unless there is a grade separation or Pegasus.

7. Horseshoe Farm - Square TQ 135/40.36 – BW 19dEG

Item	Report
1	Sussex Border Footpath – national trail
2	Road will intersect the path at an angle
3	Road crossing
4	BW is well used providing access to Weir Wood and many other paths in the network. It is part of the Sussex Border Path (Nat Trail). It is a multi-use path and requires a grade separation or Pegasus crossing, so that walkers, cyclists and equestrians can cross the new relief road in safety.

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8. Horseshoe Farm - Square TQ 135/40.36

Item	Report
1	Two footpaths both well used and marked.
2	Road will intersect both these footpaths in short succession as they are some 300 mtrs apart.
3	Road crossings.
4	Require road crossing with central reservation. As the paths are in close proximity (circa 325 mtrs apart) consideration could be given to making a diversion and a single crossing.

9. High Wood - Square TQ 135/41.35 – Forest Way

Item	Report
1	Forest Way, major bridleway between Forest Row and East Grinstead
2	Road will cross over the trail
3	Bridge is planned to take road over trail.
4	Access to road (walkers/cyclists)

10. High Wood - Square TQ 135/41.35 – BW's 30 & 31d

Item	Report
1	Bridleway, well used and well marked.
2	BW is well used by walkers, cyclists and equestrians, providing link from Ashurst Wood to Forest Way and paths south of A22. The present at grade crossing of the A22 is dangerous for all users and especially equestrians, many of whom are reluctant to use the BW because of it.
3	The new relief road will add to the problems as it appears to join the A22 at, or very close to, the BW crossing point.
4	At present the detail in the plans is insufficient to determine what the actual impact on the BW will be. However it is felt consideration will need to be given to a grade separation here and attention must be given to this at the detailed design stage. First impressions would indicate a bridge or tunnel separation..

General Comments

Footpaths. If the relief road is likely to be 2 meters/7 foot or more above the surrounding countryside at the crossing point, or within 100 meters either side of it, consideration should be given to installing a tunnel under the road (2 meters, 6' 6" high by 1 ½ meters, 4' wide) instead of central reservations. This should cost little if any more if built during construction and any path diversion can be inside the road fence so there should be only small legal cost.

Bridleways. If a tunnel solution were to be used on bridleways the dimensions would need to be somewhat larger: -

Desirable height 3.7m (12 feet)

Minimum height 3.4m

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Desirable width 5m (16 feet)
Minimum width 3m (10 feet)

