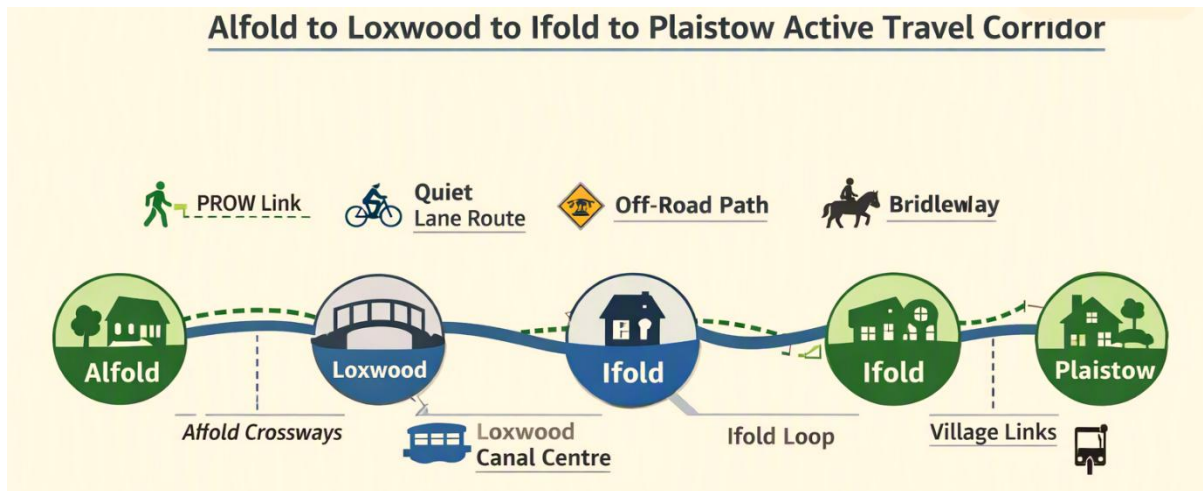




Active Travel Plan: Alfold–Loxwood–Ifold–Plaistow Corridor

1. Purpose

This document presents a coordinated Active Travel Plan to improve safe, accessible, and sustainable walking, wheeling, and cycling routes between **Alfold (Surrey)**, **Loxwood**, **Ifold**, and **Plaistow (West Sussex)**. It supports local connectivity, reduces car dependency, and enhances community wellbeing.

2. Geographic Scope

- **Primary corridor:** Alfold → Loxwood → Ifold → Plaistow
- **Secondary links:** Alfold Crossways, Loxwood Canal Centre, Ifold Loop, Plaistow village centre, Kelsey Hall, school, shop, and recreation ground.

3. Objectives

- Deliver safe, continuous active-travel routes between the four settlements.
- Reduce short-distance car journeys (<5 km).
- Improve access to schools, shops, community facilities, and bus stops.
- Support health, wellbeing, and environmental goals.
- Integrate with Surrey and West Sussex Local Cycling & Walking Infrastructure Plans (LCWIPs).

4. Existing Conditions

4.1 Road Network

- **Alfold → Loxwood:** Rural lanes, limited verges, variable traffic speeds.
- **Loxwood → Ifold:** Residential traffic, narrow carriageways.
- **Ifold → Plaistow:** Rural lane with pinch points and limited pedestrian refuge.

4.2 Footways & Paths

- Discontinuous pavements in Loxwood and Plaistow.
- No formal footways between settlements.
- Public Rights of Way (PROWs) exist but are often muddy, narrow, or indirect.

4.3 Cycling Conditions

- No dedicated cycle infrastructure.
- Rural lanes used by confident cyclists only.
- Visibility and vehicle speeds present safety concerns.

4.4 Public Transport Integration

- Limited bus services; stops often lack safe pedestrian access.

5. Proposed Active Travel Interventions

5.1 Strategic Route Options

1. **Primary On-Road Quiet-Lane* Route**
 - Traffic-calming measures
 - “Share the Road” signage
 - Speed-management interventions
2. **Off-Road Multi-Use Path (where feasible)**
 - Parallel greenway sections
 - Surfaced bridleway upgrades
 - Improved drainage and year-round usability
3. **PROW Enhancements**
 - Widening and resurfacing key footpaths
 - Wayfinding signage
 - Accessibility improvements (gates instead of stiles)

6. Settlement-Specific Proposals

6.1 Alfold

- Improve pedestrian access around Alfold Crossways.
- Create a signed link to the Loxwood corridor.
- Explore bridleway upgrades toward Loxwood.

6.2 Loxwood

- Establish a safe crossing point near the village centre.
- Provide cycle parking at the shop, hall, and canal centre.
- Enhance PROWs connecting to Ifold.
-

6.3 Ifold

- Create a safe outbound route to Plaistow avoiding pinch points.
- Improve internal walking loops for residents.
- Install wayfinding to Plaistow and Loxwood.

6.4 Plaistow

- Improve footway continuity through the village centre.
- Provide safe access to school, hall, shop, and recreation ground.
- Create a signed active-travel gateway linking back to Ifold and Loxwood (Shillinglee and Durfold Wood).

7. Safety & Accessibility Measures

- Reduced speed limits on key rural lanes.
- High-visibility signage and road markings.
- Lighting improvements at settlement edges.
- Inclusive design for mobility-impaired users.

8. Environmental Considerations

- Protect hedgerows and wildlife corridors.
- Use permeable surfacing where appropriate.
- Avoid impact on ancient woodland and heritage assets.
- Integrate biodiversity enhancements (verges, pollinator strips).

9. Community Engagement

- Parish councils: Alfold, Loxwood, Plaistow & Ifold.
- Local schools, businesses, and volunteer groups.
- Public consultation events and route-walks.
- Feedback loops via parish websites and surveys.

10. Delivery Plan

10.1 Phasing

Phase	Description
1	Safety improvements, signage, PROW upgrades
2	Quiet-lane designation and traffic calming
3	Construction of off-road multi-use paths
4	Integration with wider LCWIP networks and more peripheral settlements of Durfold Wood and Shillinglee.

10.2 Funding Sources

- Surrey CC and West Sussex CC active-travel funds
- Rural mobility grants
- S106 / CIL contributions
- National Highways designated funds
- Community fundraising for small-scale improvements

11. Monitoring & Evaluation

- Baseline traffic and walking/cycling counts.
- Annual review of usage and safety data.
- Community feedback- see example leaflet.
- Adjustments to signage, surfacing, or routing as needed.

12. Maps

Map A — Loxwood- Plaistow PROWs

Map B — Alfold- Loxwood PROWs

(See simplified geographic map showing approximate spatial relationship between settlements and active-travel routes.)

13. Appendices

- Draft route maps (included above)
- Risk assessments
- PROW condition survey
- Consultation summary
- Costed options appraisal

Prepared for: Parish Councils of Alfold, Loxwood, and Plaistow & Ifold

Date: October 2026

Prepared by: Parish Council Clerk

Plaistow Ifold Loxwood PROW
 Green = Bridleways. Pink = Footpaths

Plaistow
Author: L. Administrator
Date: 05/10/2026

PARISH ONLINE

The map displays a network of public rights of way (PROWs) in the Plaistow area. Green lines represent bridleways, and pink lines represent footpaths. Numerous individual paths are labeled with codes such as PLA/617/1, PLA/615/1, PLA/616/1, PLA/617/2, PLA/615/2, PLA/623/1, PLA/623/2, PLA/612_1/1, PLA/636/1, PLA/620_1/1, PLA/639/1, PLA/620_1/2, PLA/620/1, PLA/636/2, PLA/633/1, PLA/633/2, PLA/633/3, PLA/619/1, PLA/633/4, PLA/635/1, PLA/622_2/1, PLA/622_1/3, PLA/635/2, PLA/615/3, PLA/3236/2, PLA/635/4, PLA/644/1, PLA/622/2, PLA/624/1, PLA/3719/1, PLA/623/3, PLA/625/1, PLA/825/1, PLA/635/8, PLA/624_1/2, PLA/3235/1, PLA/635/5, LOX/809/4, LOX/809/8, LOX/809/9, LOX/808/1, LOX/808/2, LOX/803/2, LOX/810/1, LOX/3237/2, LOX/3237/3, LOX/3237/7, LOX/3451/2, LOX/809/11, LOX/809/10, LOX/622_1/1, LOX/809/1, LOX/811/1, LOX/812/2, LOX/811_1/1, LOX/810/7, LOX/795_2/1, LOX/810/9, LOX/816/1, LOX/2848/1, LOX/808/9, LOX/805/2, LOX/2847/2, LOX/2847/3, LOX/2847/4, LOX/2847/5, LOX/805/3, LOX/804/1, LOX/792/1_1, LOX/792/2, LOX/792/3, LOX/792/4, LOX/796/1, LOX/796/2, LOX/796/3, LOX/796/4, LOX/796/5, LOX/796/6, LOX/3241/2, LOX/793/2, and PLA/3233/6. The map also shows surrounding features like 'Skelton Wood' and 'Durham Wood'. A scale bar indicates distances up to 400m, and the scale is 1:20,000 @ A1.

***What is a Quiet Lane?** A Quiet Lane is a **minor rural road** formally designated to give greater priority to **walkers, cyclists, horse-riders and other non-motorised users**, while still allowing access for motor vehicles. The aim is to create a **calmer, safer and more pleasant environment** for everyone using the lane.

Key Features

- Lower vehicle speeds and reduced traffic volumes
- “Quiet Lane” signage at entry points
- Drivers encouraged to slow down and expect vulnerable users
- Retains rural character – no urbanising features
- Access remains for residents, landowners, businesses and emergency services

Why designate a Quiet Lane?

- Makes rural lanes safer for walking, cycling and horse-riding
- Reduces intimidation from fast-moving traffic
- Encourages short local journeys to be made without a car
- Helps protect the tranquillity and landscape of rural areas

Local Relevance: Loxwood Road (Plaistow → Ifold) The section of **Loxwood Road between Plaistow and Ifold is a West Sussex C-class road (C11)**. C-class roads are **non-principal rural routes**, typically used for local access and well-suited to Quiet Lane designation. This classification means the Plaistow–Ifold corridor meets the usual criteria for consideration as a Quiet Lane under county policy.

What Quiet Lanes are *not*

- They are **not** pedestrian-only or cycle-only routes
- They do **not** ban cars or restrict essential access
- They do **not** require heavy engineering or major construction

Legislative Basis Quiet Lanes are designated under the **Quiet Lanes and Home Zones (England) Regulations 2006**, enabling local authorities to introduce them where community support exists.

Where they work best

- Rural C-class or unclassified lanes
- Areas with strong community backing
- Locations where through-traffic can be discouraged or redirected.