

## Introduction

- 8.1 Statistics produced by the then Department of Environment, Transport and the Regions (DETR) show that nationally levels of road traffic increased steadily during the period 1990 to 1999. Traffic growth in West Sussex has followed the national trend, but at a slightly higher level. The level of traffic in West Sussex on all major classes of road is almost double the national average and 25% busier than the English Shire County average.
- 8.2 New development, both residential and commercial, will inevitably create additional vehicle and pedestrian movements. The Council is concerned that the impact of this on the existing road network should be as small as possible. Alternative means of transport may relieve some of the pressure on the roads but this requires that development is in accessible locations and makes suitable provision for access by public transport, cycling and walking. The Council would wish to see the most efficient use made of the existing infrastructure and new infrastructure where it is required to have as little impact on the environment as possible.
- 8.3 West Sussex County Council is the Highway Authority responsible for all roads in the District, with the exception of the M23/A23 Trunk Road which is the responsibility of the Department for Transport (DfT). Strategic highway policies are contained in the Structure Plan and in the Local Transport Plan (LTP) produced by the County Council. The District Council has an important role in promoting highway improvements through its input into the LTP, the Urban Transport Plans and the preparation of the Local Plan.
- 8.4 There has been some investment in the District's highway infrastructure in recent years. This has included the widening and extensive realignment of the A23, and construction of the A2300 Burgess Hill Link Road and the A273 Burgess Hill Western Distributor Road. Work has also begun on the construction of the A272 Haywards Heath Relief Road. Whilst these and other highway improvements have relieved some of the adverse effects of traffic and congestion, a number of roads in the District are already reaching the limits of their design capacity and any further large-scale increases in traffic will reduce their efficiency and effectiveness. Much of the District, particularly the town, and some village, centres are suffering the ill-effects of congestion and environmental damage arising from the continual growth in traffic. As a result, the ability of the local road network to cope with traffic remains one of the fundamental issues affecting the District. The policies and proposals contained in this Chapter and elsewhere in this Local Plan, together with those of the Highway Authority, seek to address this issue and reduce, where possible, the rate of growth in traffic.
- 8.5 The District Council has no direct influence over the provision of public transport and only acts as a consultee to the County Council. The County Council does, however, have a duty to formulate policies for the provision of public transport in the County and to secure any additional services which it considers appropriate to meet local requirements, including services such as Community Bus Schemes in villages. Currently, South Central Trains and Thameslink provide rail services from a total of six stations throughout the District. Virgin Trains also operate infrequent services to Scotland which serve the District stopping at Haywards Heath.

## Policy Background

### National and Regional Planning Policy

- 8.6 The Government published a White Paper on Integrated Transport entitled 'A New Deal for Transport: Better for Everyone' in July 1998. In it the Government sets out how it

intends, through an integrated transport policy, to tackle problems of congestion and pollution and to extend choice in transport and secure mobility in a way that supports sustainable development. Building on this White paper the Government has published a revised PPG13 (March 01). The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to:

- promote more sustainable transport choices for both people and for moving freight;
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- reduce the need to travel, especially by car.

Other changes which have also been included are the introduction of national maximum parking standards for major development, the introduction of Transport Assessments to replace Traffic Impact Assessments and clarification of the way planning obligations work, particularly with regard to reduced on site parking.

8.7 The Government has recognised that forecast levels of travel growth will not be able to be met in full and that simply building more roads may, in some cases, be environmentally unacceptable and not be a sustainable solution. Meeting the objectives set out in PPG13 depends on influencing the location of new development so that the need to travel is reduced and ensuring that the development is highly accessible by means other than the private car. However, it is recognised in the guidance that the car will continue to have an important part to play and for some journeys, particularly in rural areas, it will remain the only real option for travel. In order to achieve the Government's aims the guidance encourages local authorities to adopt policies which:

- ensure that strategies in the development plan and local transport plans complement each other;
- locate major generators of travel demand in existing centres and near to major public transport interchanges;
- locate local facilities in local centres, so they are accessible to their clients by walking and cycling;
- give priority to people over traffic in town centres and local neighbourhoods;
- use parking polices to promote sustainable transport choices and reduce reliance on the car;
- accommodate new housing principally within existing urban areas which are highly accessible by public transport, walking and cycling;
- in rural areas locate a mix of uses to create focal points and encourage better transport provision;
- ensure the needs of disabled people are taken into account; and
- consider how best to secure community safety and road safety.

8.8 Complementary transport measures are encouraged which include a balance of provision for, and constraints on, private motorists. Such constraints include the use of parking controls and charges and traffic management. PPG13 also encourages the promotion and improvement of conditions for alternative means of travelling including facilities for cyclists and pedestrians and priority measures for buses.

8.9 Regional Planning Guidance for the South East RPG9: published in March 2001 takes a similarly sustainable approach to transport planning as PPG13. The need to more closely integrate transport and land use planning to ensure more sustainable patterns of activity and development is strongly emphasized.

In the Regional Transport Strategy set out in RPG9 the key themes of the policies relate to:

- minimising the distance people need to travel;
- developing travel awareness strategies;
- adopting maximum parking standards;
- promoting walking and cycling;
- improving public transport;
- promoting fully integrated freight distribution systems;
- ensuring airport growth is sustainable; and
- prioritising investments for improvements to the road and rail networks.

### **West Sussex Structure Plan 2001 – 2016 Deposit Draft**

- 8.10 The West Sussex Structure Plan 2001 – 2016 Deposit Draft sets out a range of policies relating to development and transport for the period to 2011. It places great importance on development being sustainable in terms of environmental capacity, the efficient use of land, materials and energy, location and access to public transport routes. With regard to new housing development proximity to education, employment, shopping, leisure and health facilities is particularly important: the opportunity to reduce both the length and number of journeys is important in considering the suitability of development sites. The opportunities for improving facilities for public transport, cycling and walking are considered equally important to making development more sustainable. The County Council has published guidance in 'Stepping Ahead' (2000) and 'Pedalling Ahead in West Sussex' (2000). Within existing built-up areas traffic management measures such as traffic calming, junction alterations and integrated parking policies are proposed as means of improving environmental quality, reducing congestion and improving safety standards.
- 8.11 As the Highway Authority, the County Council is responsible for road building, highway improvements and traffic management in the District. The County Council intends that the best use is made of the existing highway system. It accepts that it would be impossible to improve all roads and has adopted a selective approach. The County's roads form a hierarchy, the highest level being the 'Strategic Network' which will receive priority regarding improvements, maintenance and traffic management. Details of the County's transport strategy and its proposals are set out in the Structure Plan and the LTP. This latter document is submitted to the DfT as the County Council's bid for financial support from Central Government for transport purposes. The first full transport plan was submitted to the DfT in July 2000 and covers the five year period 2000/01 - 2005/06.
- 8.12 As encouraged by Central Government the County has adopted the 'package approach' to bidding for local transport investment in urban areas. Packages can include major highway schemes, public transport provision, traffic management and safety works, parking and environmental enhancements. The County Council has stated its intention to develop 'Urban Transport Plans' (UTPs) for each urban area within the county to address the particular needs of individual towns within the strategic context. These will form the basis of the package bids in the LTP. The Urban Transport Plan for East Grinstead was approved in November 1998, the Urban Transport Forum for Haywards Heath and the surrounding area has commenced work on a UTP, preparation of a UTP for Burgess Hill

will commence in 2004. A Rural Transport strategy for the County was published in 2000.

### **Policy Aims**

- 8.13 The District Council supports the aims of the County Council, expressed in the West Sussex Structure Plan 2001 – 2016 Deposit Draft and, in its own capacity, aims to:
- (a) encourage efficient movement of traffic by the implementation and completion of the planned improvements to the highway network in the District;
  - (b) reduce energy consumption and pollution by reducing traffic congestion;
  - (c) reduce the level of road accidents by implementing road safety and traffic calming measures;
  - (d) integrate land use and transport policies so that any new development proposals can be accessed by public transport, cyclists and pedestrians; and are located in, or adjacent to, existing urban areas;
  - (e) encourage a reduction in car use through traffic management and integrated parking measures; and
  - (f) encourage alternatives to car use by:
    - (i) improving the environment and facilities for pedestrians and cyclists;
    - (ii) encouraging greater co-ordination and provision of public transport services.

## **POLICIES AND PROPOSALS**

### **The Strategic Road Network**

- 8.14 The County Council, as Highway Authority, is responsible for all the adopted roads in the County; in Mid Sussex the exception to this is the A23 trunk road which is the responsibility of the DfT. The A23(T), A272 and A22 (Primary routes) and the A264, A2300 and the A273 Burgess Hill Western Distributor Road (Principal routes) together form the Strategic Road Network within the District.

### **Road Building and Improvements**

- 8.15 West Sussex Structure Plan 2001 – 2016 Deposit Draft lists the road improvement schemes planned for completion, or at least commencement, by 2016. In Mid Sussex the need for these road programmes is established by the County Council and is carried forward from the Structure Plan and the Local Transport Plan.
- 8.16 West Sussex Structure Plan 2001 – 2016 Deposit Draft Policy NE15 includes the A264/A22 East Grinstead Relief Road and A272 Haywards Heath Relief Road as schemes to improve the road network in association with the Strategic Locations at East Grinstead and Haywards Heath. The development of the Strategic Location at East

Grinstead will commence after 2006 (policies relating to this development will be included in the Local Development Framework). The A272 Haywards Heath Relief Road is integral to the strategy for development of the town. The construction of the road is the responsibility of the developers involved and is phased with the release of land for development. Construction of the first phase began during 2000. See Policy HH4 in the Haywards Heath Chapter.

**T1 The Council supports the provision of the A272 Haywards Heath Relief Road during the Plan period. The line of this route is shown on the Proposals Map and will be safeguarded from development which could inhibit its implementation.**

- 8.17 In Burgess Hill, the A2300 and the A273 now provide direct access to the primary route network from the town, and relieving heavy traffic on the surrounding narrow country lanes. Two links to the industrial estate are proposed in the adopted Local Plan. The link to Charles Avenue was completed in 1996 following confirmation of a Compulsory Purchase Order. At York Road, the Council made a Compulsory Purchase Order in December 2000. Objections to the Order were lodged but subsequently withdrawn, following negotiations. The link road was constructed by the District Council and opened in 2002. At Victoria Road, the Council will negotiate with the land owners to secure the link. (Further information is contained within the Burgess Hill Chapter of the Local Plan).
- 8.18 The Handcross to Warninglid section of the A23 is the last section to be improved between the M23 and Brighton. There is a need to increase safety and improve traffic flow on this stretch of road. In August 2001, the Highways Agency announced that it was reviewing earlier proposals to improve the A23, in order to find a solution that would minimise the environmental impact. The Highways Agency undertook a consultation exercise in 2003. Ministers are expected to endorse the preferred route in 2004. However, the Highways Agency have advised that it is highly unlikely that construction will start within the Plan period. The District Council maintains its support in principle for this scheme and urges the implementation of the necessary works as early as possible within the Plan period.

**T2 As part of the improvements to the A23 between Handcross and Warninglid appropriate landscaping and screening will be required to minimise the effect on the High Weald Area of Outstanding Natural Beauty. The line of the improved road is shown on the Proposals Map and this will be safeguarded from any development which could inhibit its implementation.**

- 8.19 Details of the above mentioned schemes are included in the area sections of the Local Plan together with details of more minor proposals. No other major road building or improvement work is anticipated in Mid Sussex during the Plan period.

## Local Roads

- 8.20 The local road network includes all the Class A roads not forming part of the strategic network and many other roads of local importance, as well as minor roads. These roads make up a large part of the road network in Mid Sussex providing important links between the towns and villages and in many cases these roads are having to take far more traffic than they were built for. However major improvements by the County Council to these roads will be limited to the more important of them.

## Heavy Goods Vehicles

- 8.21 The amount of freight transported by road continues to increase, along with the size of vehicles used to transport it. Whilst it is recognised that the road freight industry should operate economically and efficiently and that the distribution of goods is essential, heavy goods vehicles (HGVs) can have a significant impact on the environment and on the existing road network. In many areas of the District the impact of HGVs is one of the major concerns of local residents. Many roads, particularly those in rural areas and within the town centres, are unsuited to such traffic.
- 8.22 An Advisory Lorry Route Map was produced by the Highway Authority in 1994 (updated 1998) following consultations with the District and Parish Councils. The map shows advisory Strategic and Local Lorry routes recommended for use in West Sussex, most of the routes are dual carriageway or modern single carriageways. Through its publicity the County Council is encouraging lorry drivers to use recommended routes and so avoid using unsuitable roads. The Council is particularly keen to ensure that the adverse impact of HGVs is minimised throughout the District and will continue to keep the situation under review. Where appropriate the County Council will be asked to amend the Advisory Lorry Routes or to introduce measures to control the movement of HGVs, through the making of further Traffic Regulation Orders and weight and width restrictions.
- 8.23 The Council will continue to object to the relevant Licensing Authority regarding any application for a licence to operate HGVs where it considers the proposed operating site to be unsuitable. The use of such sites could cause environmental damage and road safety problems. Where proposals are for new development requiring access by HGVs these should be suitably located to ensure that the site has access onto a road in the Highway Authority's Advisory Lorry Route.

**T3 Proposals for development which would give rise to significant movements of freight within the villages or on roads not designed to accommodate Heavy Goods Vehicles will not be permitted and the Council will object to applications for operating site licences where it considers the site to be unsuitable.**

## Traffic Management

- 8.24 In accordance with Government guidance on transport planning, issued in the Integrated Transport White Paper, 'Sustainable Development: The UK Strategy', Local Agenda 21 literature and recent PPGs, the District Council supports the need to encourage alternatives to the car by promoting public transport, so reducing the rate of traffic growth and pollution. The Council will work towards these principles of sustainable transport through its own actions and by supporting the Highway Authority's transport strategy. It will seek to encourage the use of alternative forms of transport to the car through

additional and enhanced provision for cyclists, pedestrians and public transport. It believes, however, that the best use should be made of existing roads and planned road improvements in the District. Policies relating to public and private parking, the location of new developments as well as the management of the highway network are important to achieve the Council's aims.

- 8.25 Funds are allocated annually by the County Council for a series of small improvements to the highway network which are necessary to relieve accidents, congestion or delays or are required because of new development. The minor works programme, which contains these schemes, is reviewed annually by the County Council. The District Council will continue to seek improved standards of road safety and a reduction in accidents. In addition to the programmed schemes other locations in need of improvement may be suggested by the District Council and Parish Councils for consideration and possible future implementation as resources allow.

### **Traffic Calming**

- 8.26 Legislation allows the introduction of a range of measures which are designed to slow traffic speeds and reduce potential hazards for pedestrians and cyclists in particular. Such measures include the introduction of 20 mph speed limit zones, the provision of road humps, road narrowing, chicanes, gateway treatment and enhanced signing.
- 8.27 The Highway Authority has published a Road Casualty Plan (2000-2001). It is based on targets set by DfT to reduce road casualty by a third by 2010. The County Council is pursuing these targets through a number of measures including traffic management and traffic calming. The Highway Authority also published a Speed Management Strategy in 2000 which seeks to improve community safety through driver education, gaining support for speed limits, reducing excessive speeds in rural communities and increasing the use of cameras in enforcement.
- 8.28 Traffic Calming may be effectively used to reduce traffic speeds and improve safety in village centres where the community has been bypassed by a new road and in residential areas, throughout the District in sensitive and dangerous areas, where rat-running is a problem. There is also concern regarding safety and traffic speed in some of the smaller villages. The Council supports the implementation of traffic calming schemes and urban safety management schemes at appropriate locations. In village areas careful consideration will be given to the impact that traffic calming proposals will have on the rural character to ensure that measures do not introduce 'urban features' into these areas. The emerging Urban Transport Plans will specify traffic calming schemes. Where schemes are proposed they are discussed in more detail in the area sections of the plan and shown on the Proposals Map.

### **New Development**

- 8.29 When development is necessary the Council will consider most favourably development opportunities which are within existing urban areas, already accessible by public transport or sites which could be easily served by public transport. All development, including residential, should be located close to rail or bus routes. To be considered accessible by rail a site should be within 800m walk of a railway station, or linked to a railway station by a frequent bus service and preferably within a safe, convenient cycle ride. For a site to be considered accessible by bus it should be a 400m walk from a bus stop providing access to a frequent bus service with routes to appropriate destinations. These criteria should enable a realistic choice of alternative modes of transport and so reduce the need

to travel by private car.

- 8.30 The Council will encourage businesses to adopt Green Transport Plans which encourage employees to travel to work by alternative modes to the car. Such schemes can include car sharing, providing mini buses and flexible working hours (which allow people to spread travelling times to enable shared trips and cheaper travel fares). Developments located in the town centre which both reinforce the vitality of the town centre and make use of existing public transport routes and highway arrangements will generally be encouraged. (Specific policies relating to retailing are included in the Shopping Chapter). Where a proposal for major development is outside of an existing urban centre the Council will expect the applicant to demonstrate that no such suitable site exists and that the site will be adequately served by existing or proposed public transport.

**T4 With respect to sustainability requirements and traffic generation all new development proposals should:**

- (a) **be within the boundaries of built up areas, as defined on the Proposals Map unless no such suitable site exists;**
- (b) **not cause an unacceptable impact on the local environment in terms of road safety and increased traffic;**
- (c) **be located close to public transport routes;**
- (d) **seek to minimise the increase in private car trips generated by the development;**
- (e) **provide convenient and safe pedestrian access to and within the development which should link to the wider footway network ensuring that the needs of those with mobility and sensory disabilities are met;**
- (f) **provide continuous and segregated cycle routes to and within the development which should link to the wider cycleway network;**
- (g) **conform with the District Council's adopted vehicle and cycle parking standards, these include the provision of parking spaces for people with disabilities. (See Policy T6).**

**A financial contribution may be sought in appropriate circumstances towards measures which improve the accessibility and sustainability of the development site.**

## **Public Transport**

- 8.31 Despite the continued growth in car ownership, public transport remains the most suitable means of transport for certain journeys, and indeed may be the only option available to those without the use of a private car. It is essential that alternative modes of transport for all trips, including business, shopping, leisure and social trips, are improved. Reliable and convenient public transport needs to be encouraged and appropriate priority

measures considered; also safe, convenient routes for cyclists and pedestrians need to be provided. The effective and efficient use of public transport reduces the potential number of private vehicle movements and so helps relieve congestion on the road network. Whilst it can only meet a part of the overall transport needs of the community it should be regarded as complementary to the use of private cars. With the County, the District Council supports the continued provision and improvement of public transport services and regards them as an essential part of the overall provision of services to the communities within the District.

### **Bus Services**

- 8.32 Bus companies are free to operate those services of their choice on a commercial basis, leaving the County Council to secure any additional services it considers necessary, in consultation with the District Councils, adjoining County Councils and bus operators. While the District Council does not directly subsidise the provision of bus services, it does operate a subsidised bus and rail pass scheme for the elderly.
- 8.33 Recently, because of consolidation, there has been a decrease in the number of bus companies operating within the District, but routes have extended further afield. The level of bus services within the District is now, generally, greater than it was before deregulation. A number of routes link the villages with the main towns, although not always on a frequent basis. Bus companies operating commercial (non-subsidised) services can change routes and timings at relatively short notice; this is outside the control of the District or County Council.
- 8.34 A Rural Bus Subsidy is provided by the DfT. Finance is available to the County Council to enhance the frequency of and extend existing routes which serve rural areas. This money has been vital to securing new bus routes linking Burgess Hill and the surrounding villages, making significant improvements to the level of service. Contributions sought from developers have also been put towards improving and extending bus links around the town.
- 8.35 If buses are to have an increasing role to play in providing an alternative means of travelling into the town centre for shopping, or other purposes, and for commuting to work the frequency and extent of services, timetable and route information, bus stop locations and facilities and journey comfort need to be improved. The District Council will continue to liaise closely with the County Council and bus companies to encourage private/public partnerships in order to achieve the best possible services for the District, including new routes where appropriate.

### **Rail Services**

- 8.36 Rail services play a vital role in the local transport system within the District. There are six stations in the District, five of which - Balcombe, Haywards Heath, Wivelsfield, Burgess Hill and Hassocks - are on the main London to Brighton line. The other station is at East Grinstead which has services to and from London. Currently, rail services in the District are operated by South Central Trains and Thameslink. The Virgin Train service from Brighton to North West England and Scotland also stops at Haywards Heath. In spite of the continued growth in car ownership, improving road links and increasing rail fares, the rail network remains an important part of the local economy and travel infrastructure.
- 8.37 Network Rail, which owns railway infrastructure such as the tracks and stations and

manages the railway network, aims to develop the rail network to improve rail services. The company's vision for the Brighton main line includes increasing capacity by improving infrastructure. The Council is anxious to see that current levels of services are maintained and improved and is keen to encourage improvements to the convenience and attractiveness of rail travel from stations within the District, including where appropriate the provision of car parking and other transport interchange facilities. The Council is a member of the South Central Rail Forum (other members include representatives from all local authorities within the South Central Rail area) which meets twice a year. The Council has also expressed its support for the Thameslink 2000 project which will allow an increased number of direct services between destinations north and south of London, particularly benefiting East Grinstead.

- 8.38 The Bluebell Railway currently operates leisure services between Sheffield Park and Kingscote, which is about two miles south of East Grinstead. Plans to extend the service right up to the railway station at East Grinstead are likely to extend its use and present the potential for replacing some car journeys into the town. Bluebell Railway also hope, in the long term, to establish a link between Horsted Keynes and Haywards Heath. Issues relating to the future development of the Bluebell Railway are dealt with in the relevant town and village chapters of this Plan (East Grinstead and Horsted Keynes Chapters).

## Cycling

- 8.39 In accordance with the principles of sustainable development adopted in this Local Plan the Council considers the promotion of alternative modes of travelling to be an important means of reducing dependency on the private car for journeys. The Council recognises the benefits to the environment of cycling as a means of transport and as such supports all measures which can improve facilities for, and the safety of, cyclists. These must also recognise the safety of all users of roads, footways and cycleways including pedestrians and particularly those with physical disabilities or visual impairment. The Highway Authority has published a cycle strategy entitled 'Pedalling Ahead in West Sussex' (2000). This document, recognises that cycling can fulfil an important role, particularly in urban areas, by providing an alternative means of transport, replacing some of the short distance car journeys and thereby helping to reduce congestion and pollution. It also places great emphasis on safety for the most vulnerable road users i.e. cyclists and walkers. The strategy aims to improve conditions for cycling making it safer and more enjoyable, promoting it as an alternative to the car and a way to stay fit and healthy and is fully incorporated in the West Sussex Structure Plan 2001- 2016 Deposit Draft. The Local Transport Plan also contains policies on cycling. The leisure aspects of cycling are considered in the Recreation and Tourism Chapter of this Local Plan.
- 8.40 The Council supports the provision, where possible, of segregated cycle routes alongside the existing road network or of specific cycle lanes within the highway where this is more appropriate and there is sufficient road width. However, many of the existing road or footways in the District, are too narrow to safely and effectively allow for cycle routes. Alternative solutions thus need to be considered and it is important that cycle routes or lanes are planned for and provided as an integral part of new development (see policy T4). Specific cycle routes will be identified in the Urban Transport Plans for the main towns.
- 8.41 Much work has been done in recent years to improve the cycle network across the District. As part of the improvements by the DETR to the A23 a cycle lane has been provided in some sections. Sustrans, in conjunction with the County and District Councils, has been working towards the completion of the National Cycle Network across the District. This route has been identified by Sustrans as part of its '1000 mile National

Cycle Route' from Inverness to Dover. This work has included upgrading the route between Crawley and East Grinstead (along Worth Way) and the A23. Further work which is proposed includes upgrading of Forest Way to form a cycle route between East Grinstead and Forest Row.

- 8.42 The provision of cycle parking stands at centres of employment, shopping and recreational facilities is important to encourage people to cycle. The lack of secure and convenient cycle parking facilities in public places may deter potential cyclists and can lead to obstructions and inconvenience if cycles are left in unsuitable locations. This Council is working with the County Council to improve facilities for cyclists in the towns and in other public places. Cycle parking is required as part of new developments (see Policy T4).

## Walking

- 8.43 If car dependency is to be reduced more emphasis is likely to be put on walking for at least part of most journeys. As part of a sustainable transport strategy it is important that the needs of pedestrians and wheelchair users are given a higher priority. This includes making existing public areas more attractive to, and safer for, pedestrians and ensuring that the needs of pedestrians are considered at an early stage when planning new developments.
- 8.44 Pavements are the responsibility of the Highway Authority and the District Council will encourage pavement maintenance in both urban and rural areas. Where no pedestrian route currently exists the District Council will encourage the provision of such wherever possible, particularly as part of road widening schemes.
- 8.45 A policy statement entitled 'Stepping Ahead in West Sussex' was published by the Highway Authority in 2000. This recognises the need to give priority to the pedestrian rather than the motorist in transport planning matters, particularly in residential areas and urban shopping environments. This involves a variety of measures such as traffic calming, giving priority to pedestrians in town centres with the introduction of traffic restraints other than for essential vehicles, improved lighting, improved signing for pedestrians, improvements to street furniture and surfacing and removal of footway obstructions. In addition, the provision of dropped kerbs and tactile surfaces at pedestrian crossings for those with mobility or sensory disabilities should be included. Such improvements can make a valuable contribution to the vitality of a town centre. Many of the measures suggested will involve technical and financial input from the County, District and/or Parish/Town Councils. Subject to financial constraints, the Council will seek to work with other interested organisations to enhance the pedestrian environment within the District.
- 8.46 Proposals for new development will be expected to ensure that the needs of pedestrians are adequately met and that a safe and attractive environment is provided, including good lighting. The Council, in association with the Highway Authority and other organisations, will encourage the introduction of measures to improve the safety and amenity of pedestrians, including those with mobility and sensory disabilities. In particular, this may involve support for further pedestrianisation in appropriate town centre locations.
- 8.47 As part of its commitment to improving the environment and facilities for pedestrians the Council will require particular attention to be paid to the design of new footpaths within and to new developments (including residential development). In this respect developers should have regard to guidance provided by the Highway Authority on the design of new footpaths, Government advice on planning and crime (i.e. Circular 5/94 and Place,

Streets and movement: companion guide to DB 43, DETR 1999) and advice from the Sussex Police Authority. Such guidance states that pedestrians should not generally be segregated from the road way, or other activity, and should be on paths that are well lit. Sharp bends should be avoided as should high walls or fences on either side. Policy guidance set out in the Built Environment Chapter should also be referred to.

- 8.48 Footpaths should be designed in such a way that the Highway Authority will agree to their adoption as part of the highway network. West Sussex County Council will generally adopt footpaths if they provide a convenient route, are paved to a satisfactory standard, and are well lit.

## **Parking Strategy**

- 8.49 As part of an integrated traffic management strategy to reduce traffic congestion and pollution, the regulation of the supply of off-street parking can influence the use of the private car in towns and encourage the use of alternative modes of transport. The Highway Authority considers it important that off-street parking provision forms an integral part of the urban traffic measures included in the Urban Transport Plans. This Council will work with the Highway Authority to ensure that the supply of off-street parking is managed in a way which meets local needs.
- 8.50 The Council sees that the provision of public car parking is essential to the economic well-being of the District and necessary to relieve inappropriate on-street parking. A comprehensive package of parking policies can effectively be part of an integrated traffic management strategy to reduce congestion and improve traffic flow. This is particularly important in the towns and larger villages. The County Council has prepared a comprehensive parking strategy for the East Grinstead. A town centre Controlled Parking Scheme was implemented during 2000. The Council will continue to work with the Police to ensure that sufficient traffic wardens are in post to effectively enforce the parking controls. Parking strategies for Burgess Hill and Haywards Heath are also planned.
- 8.51 Parking policies can be used selectively to differentiate between short and long-stay parking. Where the Council is trying to encourage the vitality of town centres convenient short-stay parking for shoppers and other users is an important factor. Pricing structures can be used to encourage short-stay and discourage or penalise long stay parking in central car parks. Car parking further from the town centres may more appropriately favour long-stay parking. Good signing of the car parks, particularly for visitors, and a safe environment within the car parks is also important and the Council with the Highway Authority will review these aspects. Long-stay parking for commuters is particularly valuable where it links with the railway and the need for further parking provision is identified for both Haywards Heath and Wivelsfield Stations where provision will be encouraged. Additional long-stay spaces are required as part of any redevelopment scheme for the Haywards Heath station area (Policy HH8). Similarly land immediately to the west of Wivelsfield Station, Burgess Hill is allocated for a long-stay car park (Policy BH16). The need to carry out studies to identify land for additional long-stay parking spaces at East Grinstead Station is also recognised (Policy EG14).
- 8.52 On street parking can be restricted in certain areas to allow for improved traffic flows and to help reduce congestion and exhaust fumes emitted by cars waiting and looking for parking spaces. Alternatively the released space may be used for the provision of bus priority and cycle lanes. Where on-street parking needs to be controlled in residential areas, residential parking permits with other restrictions may be considered in order to provide a reasonable level of provision for residents and their visitors whilst restricting other long-stay parking.

- 8.53 In a number of the villages in Mid Sussex the need for more car parking spaces is an issue. In some of these cases under provision of off-street spaces results in inappropriate and dangerous on-street parking. In such cases the Council, with the Highway Authority, will investigate the possibility of increased provision.

### **Parking Standards**

- 8.54 In 2000 the Council adopted and published Supplementary Planning Guidance entitled 'Car Parking Policy in Relation to Development', this is applied to all new development and redevelopment proposals. The parking standards set out in the guidance are maximum standards which should not normally be exceeded, in line with guidance in PPG13. The parking standards may be reviewed and updated as appropriate during the life of this Plan.
- 8.55 With respect to commercial development, where the Council is satisfied that car parking provision less than the standard will not cause on-street parking problems, a reduced on-site parking requirement may be sought. This is consistent with the policy guidance referred to above. The Council will consider the number of employees, shoppers or visitors likely to use alternative modes of transport to the car; the proximity of public transport routes and the frequency of services; the availability of public car parking spaces nearby and the parking restrictions in place on the surrounding roads.
- 8.56 In order to make more efficient use of land, to reduce car dependency and to create attractive, high quality living environments, PPG3: Housing requires local authorities to revise their parking standards. The Council takes a flexible approach towards parking standards for residential development and will allow for low levels of off-street parking where appropriate, and where this will not result in unacceptable on-street parking. The Council will seek to meet the requirement of PPG3 to provide an average of 1.5 off-street car parking spaces per dwelling across the district. This will be most appropriate where development:
- is within the town centre, accessible to a range of services;
  - is within easy walking distance of a railway station (approximately 800m);
  - is for specific dwelling types which generate a lower parking demand (there may be a significantly lower parking requirement as part of housing developments for elderly people and students); and
  - includes a high proportion of one and/or two bed units.
- 8.57 One way of making best use of land and creating an attractive environment is by the provision of underground parking as part of new developments. The Council will strongly encourage this, particularly in conjunction with higher density development in the towns.
- 8.58 In some cases it will be appropriate to seek financial contributions from developers to achieve improvements, to public transport or provision for pedestrians and cyclists, which would improve accessibility to the site. The scale of the contribution would depend on the works required to ensure satisfactory access to the site and would be assessed against accessibility criteria for the site, to be worked out by the District Council and Highway Authority. Alternatively, or in addition, a contribution may be required towards the cost of implementing on-street parking controls in the vicinity of the site. Where a financial contribution is sought the purpose will be specified in a Section 106 agreement. Further details, including a list of specific schemes for implementation within the District

are set out in Supplementary Planning Guidance and will be included in the Local Transport Plans.

**T5** The Council will base its consideration of the need for associated on-site parking provision on its parking standards in operation at the time of the planning application as set out in Supplementary Planning Guidance. Provision of parking in excess of these standards will not be allowed.

The Council may seek a lower provision than required by the standards for developments proposed in town centres, other areas accessible by other means of transport and Conservation Areas.

In determining the extent of reduced on-site parking provision, the Council will have regard to environmental and highway safety issues together with the following considerations:

- (a) the availability, type and proximity of public parking;
- (b) the availability of alternative means of transport;
- (c) potential environmental harm arising from parking demand being met elsewhere;
- (d) the extent and nature of parking restrictions in force on highways in the vicinity;
- (e) the scale and type of development proposed; and
- (f) the suitability of 'specific use' conditions attached to planning permissions;

**A financial contribution may be sought towards measures which will improve the accessibility and sustainability of the development site.**

## **Car Parking for the Disabled**

8.59 The Council attaches great importance to the provision of car parking facilities for disabled drivers and cars carrying disabled passengers. Such facilities are especially important in public car parks and at buildings to which the general public have access. Parking spaces should be conveniently located as close as possible to the entrance of the building which they are intended to serve, and in public car parks in the most accessible sections closest to neighbouring shops and public buildings. The Council has provided spaces for disabled people in its existing public car parks.

8.60 All new parking provision should include spaces for the disabled to meet the requirements of the Council's adopted parking standards. (Also see Designing for the Disabled, Policy B5 in the Built Environment Chapter and Policy T4 -New Development).

## Cycle Parking

- 8.61 In order to encourage more people to cycle, secure, preferably covered, cycle parking is required. The Council's adopted parking standards include standards and requirements for cycle parking. The Council will require cycle parking in any new parking provision (see Policy T4). The provision of cycle parking will be included in new, and is currently been investigated in existing, public car parks. Cycle stands have now been installed in a number of public places but the Council will continue to encourage the County Council to provide secure cycle stands in further public places, as appropriate.

**T6 The provision of cycle parking will be required in any new public car parks and in, or close to, private car parking areas, in connection with development proposals.**

## Lorry and Coach Parking

- 8.62 Overnight parking of lorries and coaches other than at purpose-built sites can cause problems of visual intrusion, noise disturbance and highway obstruction. Such problems can be particularly serious in residential and rural areas. The Council considers that wherever possible all lorries and coaches should be parked off-street at the operator's authorised premises. Whilst it acknowledges that some additional overnight provision to cater for vehicles may be desirable in principle, the Council considers that opportunities for further provision beyond that already permitted beside the A23 at Pease Pottage and Hickstead are extremely limited. However, some potential for overnight lorry parking provision within major industrial estates may exist. In considering a proposal for such facilities the Council will have regard to the need for the development in the particular area, its impact on the environment and will liaise closely with the Highway Authority and, where appropriate, the DfT.

**T7 Proposals for lorry and/or coach parking facilities will only be permitted where:**

- (a) there is an overriding need for the development to be located within the District; and
- (b) there will be no adverse impact on the environment of the surrounding area including the amenities of neighbouring residential properties and the countryside.

## Roadside Facilities

- 8.63 The Council has undertaken a study of existing roadside facilities along the A23 such as motorist restaurants, petrol filling stations, picnic areas, public toilets and other facilities. Details of the study are contained in Technical Report No. 6. The study concludes that, with the completion of a comprehensive development of roadside facilities at Hickstead, the A23 is well served with facilities and there is no justification for any more. This view is supported by the advice in DETR Circular 4/88 that it is not unreasonable to expect a driver to travel at least 12 miles before reaching petrol filling and related facilities in the case of fast trunk roads like the A23.

**T8 Further roadside facilities associated with the A23 trunk road will not be permitted.**

**Gatwick Airport**

- 8.64 Gatwick Airport currently has a throughput of over 32 million passengers per annum (mppa). With the continuing growth in air travel it is predicted that this throughput will reach approximately 40mppa by 2008. Such expansion at Gatwick will have significant implications for the communities around the airport in terms of increases in airport related employment, associated development and traffic generation as well as the overall potential impact on the environment. The County Council supports a level of further development at the airport that will enable it to operate efficiently and safely as a single runway two terminal airport, subject to measures being taken to mitigate any harmful environmental consequences of the airport's operations and the implementation of a strategy to reduce travel to and from the airport by private car. The District Council supports this approach. The provision of a second runway is in any case prevented by a legal agreement which runs until 2019. The District Council, with the County Council and the other neighbouring local authorities, will strongly resist any proposals to further increase the capacity of the airport by means of the provision of a second runway, or any attempt to set aside the legal agreement.
- 8.65 In July 2000 the airport operator, BAA Gatwick, published the Gatwick Airport Sustainable Development Strategy. This outlines the means by which the airport will be developed to handle the predicted growth in passenger throughout to 40 mppa by 2008. This Strategy was prepared in full consultation with a range of stakeholders at and around the airport, including neighbouring local authorities and their communities. The outcome is a Strategy which addresses a wide range of development, social, economic and environmental issues; and which contains nearly 150 commitments that describe how the airport will manage and develop in a responsible and sustainable manner, balancing airport growth with minimising environmental impact.
- 8.66 Publication of the Strategy has also been accompanied by:
- a S106 agreement, signed by the airport operator and the principal local authorities, which binds the parties to a number of obligations covering airport related issues;
  - a memorandum of understanding, signed by all the County and District Councils around the airport, including Mid Sussex District Council, which deals with issues such as liaison, consultation and monitoring of targets and obligations; and
  - the publication by Crawley Borough Council, in full consultation with other local authorities, of Supplementary Planning Guidance. This provides further detail on how the planning issues relating to the airport will be dealt with. In general it supports the approach of the Airport Strategy and commends the many targets and commitments included within it.
- 8.67 This supports the approach to the consideration of future development at the airport outlined above. It considers that these four distinct but related elements provide a sound basis for determining the nature of the airport's growth over the period to 2008, based on its continued operation as a two terminal single runway airport. It will wish to continue to be involved in future strategy developments monitoring at the airport.

- 8.68 In common with the County Council and the other local authorities around the airport, the District Council adopted the Gatwick Airport Long Term Car Parking Strategy in 1988. This sought to ensure that long term car parking was provided on the airport sufficient to meet demand, after allowance had been made for car parking spaces provided at authorised off-airport sites. While BAA Gatwick and the local authorities continue to work together to monitor demand and supply of Gatwick related car parking both on and off the airport, the policy emphasis has changed over the last few years, reflecting the more sustainable approach to travel. Structure Plan policy is now more restrictive, stating that Gatwick related car parking will be permitted on the airport to a level compatible with the aim of encouraging the use of means of travel other than the private car. It may be permitted elsewhere but only if there is no conflict with sustainable transport and countryside policies. BAA Gatwick is following a similarly sustainable approach and is also seeking to increase the proportion of passengers (and staff) travelling to and from the airport by public transport. Nevertheless it does anticipate the need for increased parking provision and will seek to accommodate this within the airport boundary.
- 8.69 The District Council supports the County Council's restrictive approach to airport car parking, and welcomes the efforts of BAA Gatwick to increase the proportion of travellers to and from the airport using public transport. The District Council is of the view that as far as possible all long term passenger car parking should be located within the airport. The areas of the District closest to the airport comprise attractive countryside, much of which is within the High Weald AONB, a Strategic Gap, or both. The provision of off airport car parking in these areas would be likely to result in a significant adverse impact, contrary to the policies of this Local Plan and the Structure Plan, in particular those relating to the protection of the countryside and sustainable transport. Proposals for off airport car parking will not be permitted where this is a conflict with these policies.

**T9 Proposals for the provision of airport related car parking will only be permitted where:**

- a) **there is no conflict with other policies in this Local Plan, including those relating to the protection of the countryside; and**
- b) **a demonstrable need, in the context of a sustainable approach to surface access transport to the airport, can be shown.**

### **Safeguarding of Aerodromes**

- 8.70 The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002 came into force in February 2003. There are two officially safeguarded areas within Mid Sussex related to Gatwick Airport to the north of the District and Shoreham Airport covering a smaller area to the south west. The legislation explains that certain planning applications will be the subject of consultation with the operator of the aerodrome and that there may be restrictions on the height or detailed design of buildings or on development which might create a bird hazard. The outer boundaries of the safeguarded areas, certified by the Civil Aviation Authority, are indicated on the Proposals Maps.

