

## **Southbourne Neighbourhood Plan – Transport & accessibility**

### **Policy Framework**

I have attempted to summarise a number of policy documents against which the objectives and proposals of SNP will be tested for general compliance.

### **National Planning Policy Framework**

Chaps 4 & 5

- transport to help facilitate sustainable development;
- aim to reduce need to travel – embrace new technology;
- provide choice of travel;
- encourage reductions in greenhouse emissions – balance land uses, encourage minimum journey lengths for employment, shopping, leisure, education etc;
- reduce congestion;
- patterns of development should facilitate/support/ensure the take up of opportunities for sustainable modes;
- reduce the need for major transport infrastructure;
- ensure the cost of transport network improvement does not impinge negatively on development;
- exploit the opportunities for the movement of people & goods through the location of development so as to:
  - i) prioritise use by pedestrians & cyclists;
  - ii) achieve efficiency of deliveries;
  - iii) have access to high quality public transport;
  - iv) cater for changing transport technology;
  - v) have regard to the needs of people with disabilities;
- significant traffic generators to have Travel Plans.

### **West Sussex Transport Plan 2011 – 2016**

Drawn from sections

#### **Relevant key issues**

- infrastructure deficit causing poor connectivity;
- an ageing population;
- travel patterns dominated by private car usage & low usage of sustainable modes of transport;
- major investment to be concentrated in strategic road infrastructure (mostly around Chichester) and public transport;
- secure affordable investment – will be a key constraint in short term;
- longer term larger scale improvements to obtain, by exploring all potential funding mechanisms, the reliability & improvement of journey times on strategic road & rail network.

Overall aims include:

- improved, less congested, & more reliable road networks;
- well maintained road network;
- improvements to National Cycle Network;
- development of coherent cycle networks;

- delivery of strategic housing & commercial development supported by associated infrastructure;
- well connected towns served by high quality public transport; enhanced access to rail stations;
- provision of superfast broadband.

Identified negatives include:

- the existence of a large rural area;
- changes to subsidised bus operator grants;

Possible solutions:

- community led solutions;
- better coordination of community transport initiatives;
- support for Sussex Town & Rural Transport (STaRT).

Other important aspects – working with other partners:

- Strategic Rail – Network Rail Route Utilisation Strategies – make use of any remaining train paths with additional & longer trains;
- Community Rail Partnerships;
- improvements to West Coastway;
- production of Station Travel Plans;
- improving safety at road and public rights of way level crossings while not significantly increasing delays, congestion & emissions;
- ensuring development located close & well connected to rail stations.

Other modes to be considered: walking; cycling; equestrian requirements; community transport.

Community Transport – key aspects:

- need to coordinate CT;
- finance support for CT initiatives;
- making best use of CT

Bus Passenger Transport:

- supported for “contracted” services (not commercially viable);
- promoting Bus Passenger Transport – partnership working with Bus Operator Forum & Quality Bus Partnership.

Understanding access needs through Service Innovation, Design & Delivery (SIDD) using local knowledge etc to shape local services to deliver community needs,

**General Key Issues** (some may be applicable to local area)

- limited funding available for infrastructure or public transport improvements;
- new development will place extra pressure on highway network;
- level crossings on the West Coastway contribute to levels of congestion, especially during peak periods;
- current provision of pedestrian & cycling facilities are unable to support & maintain sustainable travel;

- limited supply of modern trains & carriages to provide extra capacity on West Coastway;
- public perception of bus network negative – unreliable, infrequent, expensive and inconvenient;

Community led initiatives: introducing measures to reduce traffic speed within residential & built up areas where beneficial & supported by community.

### **Chichester District Draft Local Plan Key Policies – Preferred Approach – Consultation Document (CDC PA)**

Approved by CDC for consultation on 11/03/13

#### **Chap 8**

- refers to WSCC Transport Plan as providing strategic direction and requiring that new schemes and development must contribute to and support increasing use of sustainable modes of transport;

The PA identifies that:

- in rural areas there is a high reliance on car travel;
- congestion occurs in connection with rail level crossings;
- WSCC is developing a Strategic Infrastructure Package to include transport improvements which reduce congestion whilst encouraging use of sustainable modes such as walking/cycling & public transport;
- key objective to reduce car use for short distances by targeted investment in local transport infrastructure to deliver improved & better integrated bus & train services & improved pedestrian & cycling networks.

#### **Policy 8 Transport & Accessibility** (page 59) (summarised)

- work with WSCC, other transport & service providers & developers to improve accessibility and improved/better integrated transport network;
- ensure new development:
  - i) located/designed to minimise need for travel;
  - ii) encourages sustainable modes as alternative to car use;
  - iii) contributes towards necessary transport infrastructure;
  - iv) provides for travel plans; achieves timely delivery of required transport infrastructure.
- integrated transport measures to:
  - i) mitigate impact on highway network;
  - ii) promote sustainable travel patterns;
  - iii) encourage increased use of sustainable modes;
  - iv) target investment to improve local transport infrastructure focusing on improved/better integrated bus & train services, improved pedestrian & cycle networks;
  - v) promote behavioural change in travel choices.
- development of high speed broadband
- **Funding** from Community Infrastructure Levy (CIL)

**Links:** CDC Preferred Approach Chap 3 (3.31 – 3.34); WSCC Transport Plan; Chichester Transport Study (awaited); Infrastructure Delivery Plan (awaited)

**Chap 12 The East – West Corridor** (parts relevant to SNP area – paras 12.73 – 12.79 & Policy 21)

- Southbourne largest settlement in west area;
- service centre to local area;
- identified as suitable area for strategic development early in Plan period;
- need to take account of SPA/SAC/Ramsar, especially south of A259;
- avoid coalescence;
- LP supports development of 300 dwellings over Plan period;
- support development of employment land – currently limited opportunities – Clovelly Road severely constrained; potential floorspace as part of allocated strategic housing sites or development contribution for separate employment site;
- improve community facilities;
- deficit of open space identified (Open Space Study 2012)

**Policy 21**

**Land to be allocated for:**

- approx 300 dwellings;
- employment land provision;
- support local facilities & community facilities;
- open space & green infrastructure.

Development to accord with Policy 7 (page 54, CDC PA) so that it is:

- planned as an integrated and accessibility extension to Southbourne;
- located/designed to minimise impact on surrounding area especially AONB;
- helpful in the provision/design of open space & green infrastructure.