



# West Sussex Transport Plan

## 2011 - 2026

February 2011

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## Contacts & Obtaining Information

The West Sussex Transport Plan 2011-2026 (LTP3), including the Sustainability Appraisal, together with more information about our strategies and projects, can be viewed on our website at [www.westsussex.gov.uk/ltp](http://www.westsussex.gov.uk/ltp)

This Plan can also be viewed at all West Sussex libraries and County Council Help Points. Alternatively, we can send you an electronic copy. Please note that that majority of West Sussex libraries now have internet access available at low cost.

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Or email: [ltp@westsussex.gov.uk](mailto:ltp@westsussex.gov.uk)

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Tony Toynton  
Director Communities & Infrastructure

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## Foreword

I have great pleasure in presenting to you the third West Sussex Transport Plan, for the years 2011 to 2026. Our previous plans have covered the years from 2000 to 2011, and I am pleased to inform you that we have achieved much of what we set out to during this period.

These previous plans have provided a solid foundation on which to develop our new Plan. However, unlike those plans this one has been developed during a time when Government is imposing heavy cuts in the level of funding provided to the County Council. Therefore, in order to accommodate and adapt to the current and future challenges which we will face, the format of the West Sussex Transport Plan has been changed.

The Plan continues to provide strategic direction for transport within West Sussex, but aligns itself closely with other major strategies, such as the County Strategy and the Local Community Strategies. By taking this approach we are able to maximise our efficiencies and utilise resources so that we can continue providing the high level of service which you expect of us. However, I cannot ignore the fact that there are still hard decisions to be made during the lifetime of this Plan. Therefore, I have made the decision to make this a plan which seeks investment opportunities through new development and also focuses upon the maintenance of our highway network.

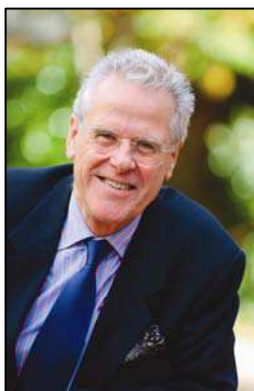
I would like to take this opportunity to draw your attention to the importance we place on community involvement; it is a theme which underpins the successful delivery of this Plan and is central to delivering the vision in the Government's recent White Paper. The importance of working alongside our communities and involving them in local decision-making is something which I cannot emphasise enough.

This Transport Plan (LTP3) is the result of an extensive consultation process with both the public and our strategic partners. It was made very clear through the consultation process that improving the economy of the County whilst maintaining and improving the quality of life were key drivers. From the consultation the following objectives have been drawn up;

- promoting economic growth
- tackling climate change
- providing access to services, employment and housing
- improving safety, security and health

All of which contribute to our overall objective to improve the quality of life for all those who live, work and visit West Sussex.

Hard decisions will be made during the lifetime of this Transport Plan, but through its delivery and the work we do with our partners, I am confident that highways and transport will make an essential contribution to the quality of life in West Sussex.



A handwritten signature in black ink that reads "Lionel Barnard". The signature is written in a cursive, flowing style.

Lionel Barnard  
Deputy Leader and portfolio for Highways and Transport  
March 2011

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## West Sussex Transport Plan - Summary

There are many issues which will affect the County during the lifetime of this Plan but four stand out because of their importance to our community:

**Economic Performance** - varying economic performance across the County calls for an approach to economic development which effectively tackles the fundamental issues that underlie this imbalance. The Gatwick Diamond and a successful Gatwick Airport are important drivers for the local economy. Major investment in transport is vital to their success and that of the rest of the County. On the coast, the A27 is widely considered by businesses to cost them money and inhibit economic performance due to its unreliability and frequent congestion.

**Climate Change** - one of the greatest challenges facing the global environment today, which will directly or indirectly affect our whole community through extreme weather events, flooding and rising sea levels. Transport is one of the largest contributors to emissions of greenhouse gases. Tackling emissions while improving economic performance is, therefore, very important for the future of the County.

**Accessing Services, Employment & Housing** - as a rural county with a dispersed population, providing access to services and employment opportunities is vital to the quality of life of our community. Demographic change will alter the transport needs of our community, as a higher proportion of older people will live longer, and there will be proportionally fewer younger people. New housing will be needed during the lifetime of the Plan to meet local

needs which will affect the transport network.

**Safety, Security and Health** - despite significant improvements in road safety this remains an issue for our community. At the same time fear of crime, particularly on public transport, discourages some members of our community from using sustainable modes of transport. The health of our community is an increasing concern as more areas with poor air quality are identified and levels of obesity continue to rise due to sedentary lifestyles.

Our community see these four issues as being of equal importance and the transport system will need to respond to each issue. This Plan provides a framework within which these issues can be tackled that is guided by our vision and also clearly identifies our highest priorities.

## Our Objectives for West Sussex

The main objective of this Plan is to improve quality of life for the people of West Sussex by:

- promoting economic growth
- tackling climate change
- providing access to services, employment & housing
- improving safety, security & health

The availability of funding will be a key constraint on our ability to do everything, but guiding our approach will be the promise we have made to our community: **"With you, for you, making the most of West Sussex."**

## Our Priorities for West Sussex

Our highest priorities will tackle the key issues we face and bring about radical improvements to quality of life for the people and businesses in the County. Our highest priorities are:

1. Improvements to the A27 trunk road and complementary public transport improvements to the current bottlenecks at Chichester, Arundel and Worthing (not currently programmed) to increase capacity, improve reliability and safety and increase the competitiveness of local businesses and attract investment.
2. Programmed improvements to the A23 trunk road at the current bottleneck between Handcross and Warninglid to increase capacity and improve the safety record.
3. Maintaining the highway network.
4. Whilst major schemes are a high priority for us, they are likely to take many years to deliver. It remains important that alongside these priorities we continue to work with our community to improve the safety record on our local roads, increase usage of healthy and sustainable modes of transport, and provide access to services.

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## **Our Strategies for Transport in West Sussex**

This Plan includes four strategies that guide our approach to maintaining, managing and investing in transport. The key points of each strategy show how we will seek to achieve our main objective throughout the lifetime of the Plan.

### **1. Promoting economic growth**

- maintain or improve the reliability of journey times on key routes
- improve connectivity and access to local labour markets and key centres
- deliver transport improvements to support and facilitate sustainable growth
- ensure local transport networks are resistant and adaptable to shocks and impacts including climate change

### **2. Tackling climate change**

- adapt transport infrastructure to increase its resilience to the effects of climate change
- support new low emission fuels, infrastructure and technologies
- reduce unnecessary trips by motorised vehicles and encourage the use of more sustainable modes of transport
- reduce the need to travel at all by encouraging provision of local services
- reduce the carbon footprint of the County Council's own operations
- maximise reuse and recycling of materials in construction and maintenance

### **3. Providing access to services, employment & housing**

- identify problem areas by using survey approaches and accessibility mapping techniques where appropriate
- work in partnership with service providers and stakeholders to set priorities
- ensure that accessibility is a central consideration when planning local services
- seek to ensure that places of work, education, leisure and food retail

opportunities are located close together in new development

- enable disadvantaged people to access employment opportunities, key services, social networks and goods
- encourage local delivery of services so that people have to travel less

### **4. Improving safety, security & health**

- reduce the risk of death or injury due to transport incidents through engineering, training and publicity particularly targeted at vulnerable road users
- reduce crime, fear of crime and anti-social behaviour on the transport network
- reduce the negative impacts of transport on public health
- to encourage and enable physically active travel such as walking and cycling through behaviour change initiatives and provision of information and education
- invest in new infrastructure which improves the County and creates safer conditions for all, and particularly vulnerable road users

# Part 1 – Long Term Strategy

## 1.1 Introduction

This is the third West Sussex Transport Plan, the Council's main plan for transport in West Sussex. This Plan builds on the foundations of our first two Transport Plans which sought to improve the transport network for our customers: the residents, businesses and visitors to West Sussex.

This Plan reflects the Council's desire to deliver sustainable improvements in quality of life, local economic performance and social inclusion for our customers. It therefore aims to:

- set transport in its wider context, reflecting its contribution to economic, environmental and social concerns
- state how the Council will work towards its vision
- establish a local framework for monitoring and managing performance

### 1.1.1 The Promise

We have made a promise to all of our customers that we will work in partnership with them in order to make the most of where we live and work. We promise to design, manage and develop services **with you**. We promise to stand up **for you** and represent your interests. We will do everything in our power to develop services so that communities are **making the most of West Sussex**.



**With you, for you**  
*Making the most of West Sussex*

The promise is based on two consultations that were carried out in 2008, which highlighted what our customers wanted and expected from us. Three things in particular stood out:

- **Place** - people really like the local area as a place to live but also gave us clear indications of how we can help improve life in West Sussex.

- **Advice and guidance** - people want more information so they can help themselves make the most of their lives in the County. So we will focus on providing information, advice and guidance, as well as providing services, assistance and support to people where it is most needed.
- **Leadership** - we need to be clear about our leadership responsibilities for services, whether provided directly, through partners or third parties. We will work closely with partners and influence third parties to make sure they deliver agreed levels of quality and are accountable for what they do.

We also have a clear commitment to ensure that services deliver the most appropriate combination of quality, value and choice to all residents.

These aspirations have strongly influenced the development of this Plan and will continue to direct how we improve access within and through the County.

### 1.1.2 Structure of the West Sussex Transport Plan

Our Plan is divided into two parts:

Part 1, the **Long-Term Strategy**

Part 2, the **Implementation Plan**

Part 1 sets out our vision for transport in West Sussex and our long-term strategy for the next 15 years. It discusses issues and explains our approach to work towards our objectives and deliver value for money. Part 1 also outlines how the transport assets will be maintained and how the users of the transport network will influence decisions being made.

Part 2 of the Plan sets out how the Plan will be implemented, identifying what infrastructure is required and any available options to achieve the Council's main objective in both the short and long-term.

Our Local Transport Implementation Plan is part of a broader Infrastructure Plan being prepared for the County. The Infrastructure Plan links with the Local Development Frameworks (LDFs) and Neighbourhood Plans and will be one of the mechanisms used to coordinate and deliver local solutions during the lifetime of the Plan.

# Part 1 – Long Term Strategy

## 1.1.3 Part 1 - Long Term Strategy

This long term strategy sets out our transport vision and our objectives for West Sussex from 2011 to 2026 and summarises how we intend to work towards them.

## 1.1.4 Wider Policy Context

This Plan sits within a wider context and is influenced by a range of policies at an international, national and local level as shown in the figure below.

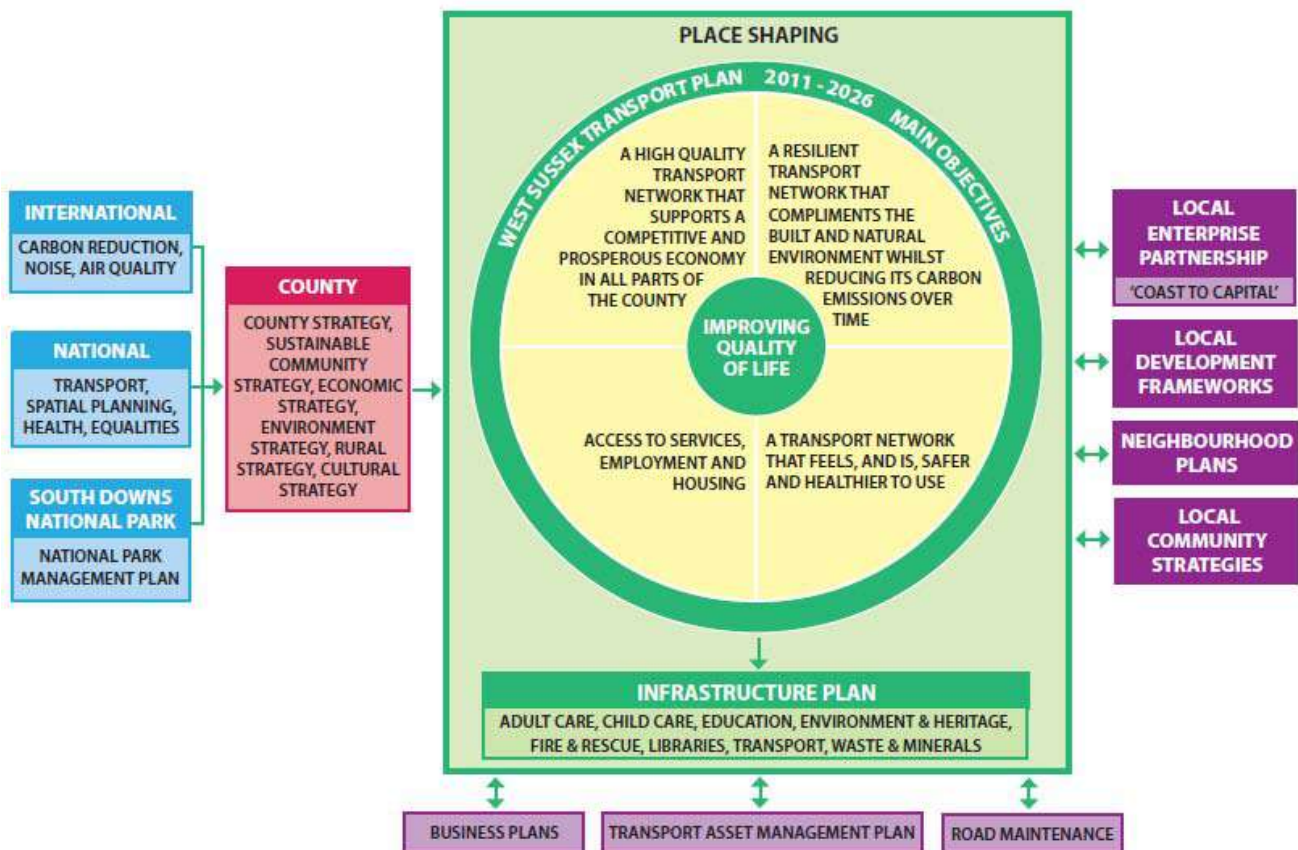
During the lifetime of the Plan specific policies will change, so this Plan has been developed to fit within a broad policy

framework that seeks to achieve wide ranging social, environmental and economic outcomes for the County. This framework has helped formulate our vision and objectives.

The Plan also seeks to provide overall direction and clarity to local policies such as LDFs and local community strategies.

Delivery of this Plan takes place as part of an Infrastructure Plan, Transport Asset Management Plan (TAMP) and annual business plans which will be used to manage its implementation.

West Sussex Transport Plan and the Wider Policy Agenda



# Part 1 - Long Term Strategy

## 1.1.5 Our Vision

Demand for transport is derived from the need or desire to access services, achieve economic prosperity and to carry out leisure activities. Transport has an important role to play in achieving a wide range of social, economic and environmental objectives.

To provide focus and clear direction to this Plan, we have defined a vision which recognises this important and wide ranging role.

Our overall vision is to achieve efficient, safe and less congested transport networks, which contribute towards:

- a more competitive and thriving economy
- reductions in emissions
- improved access to services
- jobs and housing, especially for those in need
- improved quality of life for all those who live and work within our beautiful and unique County

In preparing this Plan, we have considered how local characteristics need to influence the long-term strategy. Firstly we considered the three key economic sub-areas that make up the County and are included in the Coast to Capital Local Enterprise Partnership:

- Coastal West Sussex
- Gatwick Diamond
- Rural West Sussex

We have defined a vision for each of the sub-areas which reflect the issues identified through our work at a local level. The figure below illustrates how they fit together.



### Coastal West Sussex

The coastal strip of West Sussex includes Bognor Regis, Arundel, Littlehampton, Worthing, Shoreham, and Chichester. The area adjoins the South Downs National Park (SDNP) and has a high quality landscape but, in some places, is in need of regeneration.

In places it has concentrations of deprivation, poor economic performance, a high proportion of elderly people, congestion, and a lack of high quality employment sites.

Our vision for Coastal West Sussex for 2026 is for a vibrant, accessible and economically buoyant area.

### Gatwick Diamond

The Gatwick Diamond plays an important role in supporting the national and regional economy and in the future aims to develop into a world-class, internationally recognised business location. The area covers the A23 corridor from Redhill (in Surrey) to Brighton, and includes the West Sussex towns of Crawley, Horsham, East Grinstead, Haywards Heath and Burgess Hill.

Our vision for the Gatwick Diamond is for an area with sustainable economic prosperity, good access between and into the main towns and attractions, but where access by car into the towns is progressively managed to reduce congestion.

### Rural West Sussex

The Rural West Sussex area extends into the coastal towns and the Gatwick Diamond. It contains smaller market towns and villages and is more sparsely populated than our urban areas. Much of the rural area is contained within the SDNP and will face different transport issues during the lifetime of the Plan.

Our vision for rural West Sussex is for an economically stable, self-supporting area with good access to the main urban areas where traffic is controlled and managed.

# Part 1 - Long Term Strategy

## 1.1.6 Drivers for Change

During the lifetime of the Plan there are a number of 'drivers for change', which will affect the County and have influenced the strategies presented in this Plan.

### Population growth

Current forecasts predict that the population of West Sussex will increase by 5% over the first five years of the Plan, to a total population of 832,700<sup>[1]</sup>. The growth in population is partly influenced by rate of house-building. Thus it is unclear how much the population will grow beyond 2016.

Alongside the growth in population, the characteristics of the population are expected to change. The proportion of people aged between 20-39 and over 60 is expected to increase, while the proportion of people aged under 20 and between 40-59 is expected to decrease.

This demographic change will affect the transport network by altering the transport needs of the population. These needs have influenced our long-term strategy and will have to be considered as, initiatives and projects are delivered.

The specific transport needs of older people include:

- more demand for daytime bus travel and vehicles that are able to cope with a wide range of mobility needs
- bus stops which are close by and easy to reach
- dedicated priority at road crossing points
- footways which are free from trip hazards
- information in a format which is accessible to older people



Younger people have fewer transport options and often rely on public transport to access education and employment, and to take part in social activities. The specific needs of younger people include:

- affordable travel on both buses and trains
- public transport integration between different modes of transport
- bus services during the day but also into the evening and at weekends
- bus stops which are close by and easy to reach
- a safe public transport network including measures such as good street lighting and CCTV on public transport to reduce fear of crime
- safe cycling and pedestrian infrastructure, which is free from potholes and other hazards

### Traffic growth



Current forecasts estimate that the amount of traffic on the roads within West Sussex will increase during the lifetime of this Plan. As a largely rural county, car use is likely to remain a popular and, in some cases, only available mode of transport. Traffic growth is related to the forecast increase in population, car ownership, economic growth and the availability of local services. As growth is linked to delivery of new development, long term projections are unclear. The cost of oil, which dictates the cost of fuel at 'the pump', also affects the predicted growth rates and it is likely that this will cause fluctuations in the rate of growth.

Traffic growth will continue to affect the transport network and has exceeded

[1] WSCC Population Forecast 2009

# Part 1 - Long Term Strategy

planned capacity in some places. There is a real risk that during the lifetime of this Plan other parts of the network will also exceed capacity and have a detrimental effect on quality of life for our community.

## Health needs

Along with NHS West Sussex we have a joint responsibility to assess the overall health and well being of the population of West Sussex.

In 2008 a high level summary of needs was produced; the Joint Strategic Needs Assessment. The summary outlined the main challenges facing the County both now and in the future. One of the key drivers for future health and well being is our ageing population. In 2011, there are approximately 162,000 people over the age of 65, with 26,000 of these being over the age of 85, and both these groups are expected to grow during the lifetime of the Plan. Older people are far more likely to have problems in accessing services, with a large proportion of the over 65's having no access to a car. This will place increasing pressure on our public and community transport services.



Other key drivers include the continued growth in adult and childhood obesity, with current estimates showing that there are around 180,000 adults<sup>[2]</sup> who are obese, and therefore, at increased risk of suffering from conditions such as diabetes, stroke and cancer. Encouraging people to have more active lives by using sustainable modes of transport is one of the ways we can tackle obesity.



Health inequalities are evident in the County, with evidence showing that the more affluent an area, the longer the life expectancy of its residents, compared with those from more deprived areas.

[2] West Sussex Joint Strategic Needs Assessment – High Level Summary and Emerging Issues (2010)

# Part 1 - Long Term Strategy

## 1.2 Our Objectives

We will work towards our vision using clear objectives that will guide the way we maintain, manage and invest in the transport network. Following consultation with a wide range of stakeholders and the public, we have chosen a main objective which is supported by four other objectives.

Our main objective is to improve quality of life for the people of West Sussex by helping to provide:

- a high quality transport network that promotes a competitive and prosperous economy in all parts of the County
- a resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time
- access to services, employment and housing
- a transport network that feels, and is, safer and healthier to use

This Plan explains how we intend to use a range of different initiatives and interventions, and all modes of transport, to work towards our objectives using four strategies:

- Economic Growth Strategy
- Climate Change Strategy
- Accessibility Strategy
- Safety, Health & Security Strategy

These strategies will inform our approach to the three economic areas that make up the County:

- Coastal West Sussex
- Gatwick Diamond
- Rural West Sussex

In each area, our four strategies will seek to deliver our priorities and respond to local circumstances. Our highest priorities will tackle the key issues we face and bring about radical improvements to quality of life for the people and businesses in the County.

Our highest priorities are:

1. Improvements to the A27 trunk road and complementary public transport improvements to the current bottlenecks at Chichester, Arundel and Worthing (not currently programmed) to increase capacity, improve reliability and safety and increase the competitiveness of local businesses and attract investment.
2. Programmed improvements to the A23 trunk road at the current bottleneck between Handcross and Warninglid to increase capacity and improve the safety record.
3. Maintaining the highway network.
4. Whilst major schemes are a high priority for us, they are likely to take many years to deliver. It remains important that alongside these priorities we continue to work with our community to improve the safety record on our local roads, increase usage of healthy and sustainable modes of transport, and provide access to services.

The figure below shows how these elements fit together and will be used to achieve our objectives.



# Part 1 - Long Term Strategy

## 1.2.1 Promoting Economic Growth

Our main objective is to improve quality of life for the people of West Sussex by helping to provide:

A high quality transport network that promotes a competitive and prosperous economy in all parts of the County

### Introduction

The Eddington Transport Study found that a comprehensive and high performing transport system is an important enabler of sustained economic prosperity and the success of wealth generating urban areas. If left unchecked, congestion in England alone would cost an extra £22billion in lost time by 2025.

Within West Sussex we have a relatively buoyant economy; with estimated Gross Value Added (a measure of the contribution to the economy) of £20,382 per head (in 2007) which is just below the national average of £20,430 and also slightly lower than the South East regional average of £21,248<sup>[3]</sup>.

However there is significant variation in economic performance between the three economic sub-areas of the County. Our approach to economic growth therefore links closely to our strategies for these sub-areas presented later in the Plan.

### Economic Growth Strategy

To achieve our objective of a competitive and prosperous economy across the County, the transport system must provide access to employment and support the needs of our business community.

Through working in partnership, most notably with the Coast to Capital Local Enterprise Partnership we will seek to deliver our strategy for economic growth which is to:

- maintain or improve the reliability of journey times on key routes
- improve connectivity and access to local labour markets and key centres
- deliver transport improvements to support and facilitate sustainable growth

- ensure local transport networks are resistant and adaptable to shocks and impacts including climate change

### Maintain or improve the reliability of journey times on key routes

The County Strategic Road Network (SRN) is the network of routes which links our major towns and is vital to the economy of West Sussex. There are currently bottlenecks on the network which cause delays and make journey times unreliable.

Securing improvements which facilitate sustainable economic growth and ensure prosperity in all parts of the County is a high priority for us. We will do this by:

- helping to deliver major network improvements including the A23 (Handcross – Warninglid), A24 (Ashington – Southwater), A27 (Chichester, Worthing and Arundel) and the bus-based Coastal Transport System (Worthing – Brighton & Hove) when funding becomes available
- working together in partnership with other local authorities, the Highways Agency, Network Rail, and bus and rail operators to prepare and deliver an Infrastructure Plan which complements major network improvements
- ensuring that new development has nil detriment on the level of service on the SRN
- using intelligent transport systems such as new traffic signal technology to minimise delays
- seeking to improve drainage where surveys indicate flood risk affects transport infrastructure, congestion and connectivity
- monitor the network to detect delays, incidents, accidents and provide this information to the public and others
- working with the rail industry through our Road Rail Partnership to evaluate the case for removing level crossings and providing alternatives
- promoting sustainable modes of travel, particularly for journeys to work and education

[3] Source: ONS

# Part 1 - Long Term Strategy



## **Improve connectivity and access to local labour markets and key centres**

Our town centres, industrial estates and business parks are the main centres of wealth creation in the County. It is vital that these locations are well connected, allowing businesses to operate effectively and providing employees with access to employment.

To do this, we will need to be flexible in our approach to respond to the unique needs of each place. We will:

- support areas and businesses which already underpin the local economy through our programmes of maintenance and investment in the transport network
- support initiatives which assist in achieving targets outlined in the Gatwick Airport Surface Access Strategy (2007)
- manage on-street parking and loading bays for deliveries to maintain the vitality of, and access to, town and village centres through our Integrated Parking Strategy
- reduce delays caused by parking in contravention of parking restrictions through effective enforcement
- ensure that new developments are accessible by all modes of transport including cleaner vehicles
- ensure an appropriate amount of parking is provided at new residential development and that parking space is provided at non-residential development in line with our agreed parking standards
- work closely with the organisers of major events to ensure that as little disruption as possible is caused on the road network



- work closely with the South Downs National Park Authority (SDNPA) to manage the impact on the transport network of visitors to the area

## **Deliver transport improvements to support and facilitate sustainable growth**

We recognise that investment in transport infrastructure can help businesses compete and make up for deficiencies in the transport network which are particularly acute in some parts of the County.

To help ensure that growth is sustainable and provide choice to users of the transport system, improvements will be needed to all modes of transport.

We will do this by:

- helping to deliver major network improvements including A23 (Handcross – Warninglid), A24 (Ashington – Southwater), A27 (Chichester, Worthing and Arundel) and the bus-based Coastal Transport System (Worthing – Brighton & Hove) when funding becomes available to deliver them
- ensuring that new employment and residential developments are accessible by sustainable modes of transport
- ensuring that new commercial development is accessible to freight vehicles via suitable routes
- preparing an Infrastructure Plan which includes measures to encourage economic growth through identified priorities from our County Local Committees (CLCs)
- delivering new walking, cycling, public transport, motorcycling and freight infrastructure where these are prioritised

# Part 1 - Long Term Strategy

and there are clear economic benefits from doing so



- encouraging the use of SUDS
- encouraging use of rail services and improving facilities which allow travellers to change between modes of transport
- delivering park and ride sites in larger urban areas where a business case demonstrates that they will offer a genuinely attractive alternative to using the car for the whole journey
- working with our communities, and through Service Innovation Design and Delivery (SIDD) (see page 41) to ensure that new facilities and services meet customer needs
- encouraging businesses to create travel plans that highlight and help overcome specific local issues
- clearly identifying the benefits of schemes and using this to inform decisions
- managing occupational road risk using information and training for business drivers via the Company Operators Safer Transport Scheme
- maintaining roads and other highway assets to a good standard, coordinated through the Transport Asset Management Plan (TAMP)
- ensuring that the design of new infrastructure is resilient to the future effects of climate change
- providing real time travel information via the internet and variable message signs

## **Ensure local transport networks are resistant and adaptable to shocks and impacts including climate change**

Disruption on the transport network directly affects the economy by causing late deliveries, missed appointments and lost time. Disruption can result from accidents or extreme weather events such as flooding.

Increasingly it will be more challenging to identify engineering solutions to safety issues and they may not achieve as significant reductions in the casualty rate as they have previously.

We will reduce the incidence and severity of disruption caused by these events by:

- combining engineering, education and enforcement to effectively address identified safety issues

# Part 1 - Long Term Strategy

## 1.2.2 Tackling Climate Change

Our main objective is to improve quality of life for the people of West Sussex by helping to provide:

A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time

### Introduction

Climate change is one of the greatest challenges facing the global environment today. Rising global temperatures will bring major changes to weather patterns, including the frequency and intensity of extreme weather, as well as rising sea levels. It will affect all aspects of life including the way we travel.

The Stern Review shows that ignoring climate change will eventually damage economic growth. Stern has also found that the objectives of economic recovery and urgent action on climate change complement each other.

UK projections indicate that by 2050 West Sussex is likely to face a rise in average temperature of around 3°C on a summer day (June to August) and 1.5°C on a winter's day (December to February)<sup>[4]</sup>. Rainfall is projected to increase by 13% over the winter months and reduce by 24% over the summer but with heavy downpours becoming more frequent, putting pressure on existing drainage systems. Higher sea levels will also increase the risk of flooding to transport infrastructure along our coastline.

In West Sussex, vehicle use is one of the largest contributors to emissions of greenhouse gases. In 2008, a total of 1573 Kt CO<sub>2</sub> were emitted from the road transport sector within West Sussex<sup>[5]</sup>. The challenge for us as a transport authority is to tackle emissions whilst delivering sustainable economic growth, improved safety and access to services in the County.

[4] UKCP09 projections using medium emissions scenarios and highest probability

[5] DECC, 2008, Carbon Dioxide Emissions at Local Authority and Government Office Region Level

## Climate Change Strategy

Our climate change strategy must focus on reducing emissions and ensuring that the transport network of the future is resilient to the effects of climate change. To deliver our strategy we will need effective partnerships and the support of local businesses and communities. To achieve this we have created an Environment & Climate Change Board, which brings together leading figures in the public and private sector to assist in delivering our climate change strategy.

Our climate change strategy is to:

- adapt transport infrastructure to increase its resilience to the effects of climate change
- support new low emission fuels, infrastructure and technologies
- reduce unnecessary trips by motorised vehicles and encourage the use of more sustainable modes of transport



- reduce the need to travel at all by encouraging the provision of local services
- reduce the carbon footprint of the County Council's own operations
- maximise reuse and recycling of materials in construction and maintenance

### Adapt infrastructure to increase its resilience to the effects of climate change

The effects of climate change mean that the transport network will need to be adapted to protect our communities from the worst effects of severe weather events, such as flooding, high winds and heat waves.

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To do this we will:

- regularly look at how transport services could be affected by climate change and ensure that we continue to be flexible enough to respond to changing conditions
- introduce a proactive maintenance system coordinated in our TAMP
- maintain roads, footways, cycleways and drainage systems to a good standard as part of our TAMP
- ensure that new infrastructure is resilient to the future effects of climate change and where possible make use of green infrastructure and SUDS

## Support new low emission fuels, infrastructure and technologies

We recognise that public transport, walking and cycling will not be convenient for every journey. In a predominantly rural county like West Sussex, services are dispersed and public transport can be infrequent or inconvenient. Car travel remains important to our community. Therefore, we will support low emission fuels, infrastructure and technologies by:

- initially installing 20 charging points for electric vehicles at locations around the County and encouraging more posts to be added to the network as the vehicle fleet changes
- promoting the use of cleaner fuelled vehicles through promotional activities and using cleaner fuelled vehicles in the County Council fleet as a best practice example to others



**I'm driving an Electric Car with...**

- ✓ Zero local emissions
- ✓ No road tax
- ✓ Low running costs - (10,000 miles = £200)
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west sussex county council  
**TRAVELWISE**  
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- using intelligent transport systems such as variable message signs to reduce emissions by efficiently managing the network

## Reduce unnecessary trips by motorised vehicles and encourage use of more sustainable modes of transport

Many short distance trips which are particularly polluting are made by private car, especially in our urban areas where suitable alternatives are often available. We will encourage walking, cycling and using public transport where these are viable alternatives by:

- using Travelwise promotional activities to encourage the use of existing and new facilities
- continuing to support travel behavioural change programmes which can encourage use of existing facilities in partnership with local communities



- continuing to secure travel plans for new residential and employment developments
- building on our current work with school communities to further develop travel plans and continue the trend away from car use for the journey to and from school
- encouraging members of the community to work with existing groups to instil positive changes in travel behaviour and nurture a culture which embraces sustainable travel
- using intelligent transport systems such as Real Time Passenger Information (RTPI) displays, where affordable, to encourage the use of public transport
- managing and enforcing on-street car parking in town centre areas through our Integrated Parking Strategy

At the same time, we recognise that existing services and facilities do not always meet

# Part 1 - Long Term Strategy

the needs of communities and businesses. Therefore, where it is affordable, offers good value for money, and is prioritised by CLCs we will:

- invest in new walking facilities such as footways, crossings and signing
- invest in new cycling infrastructure particularly in our major towns but also on some multi-use, inter-urban and leisure routes where funding is available
- invest in initiatives that support sustainable travel through information and education



- create park & ride facilities in major towns where this offers an attractive alternative to using a car for the entire journey and reduces town centre congestion
- invest in new public transport facilities to improve waiting and interchange facilities, journey times and punctuality
- deliver improvements to public rights of way, coordinated through our Rights of Way Improvement Plan (RoWIP)

Through partnership working we will also:

- work closely with the SDNPA to prepare a National Park Management Plan that includes innovative ways of encouraging people to use the public transport system
- work with district and borough councils to deliver car clubs which can reduce car ownership (particularly of second cars) and provide employers with opportunities to reduce 'grey fleet' business mileage

## **Reduce the need to travel at all by encouraging the provision of local services**

Through development management we will reduce the need to travel at all by ensuring that key services are available and accessible locally. We will do this by:

- working closely with local planning authorities to prepare development plan documents which will reduce the need to travel at all
- requiring that transport assessments assess accessibility to key services and have clear links with travel plans
- seeking to ensure that places of work, education, leisure and food retail opportunities are located close together in new development



- encouraging home working and the promotion of home delivery services through workplace and residential travel plans
- working with our communities, including through SIDD, to design new facilities and services which meet customer needs

## **Reduce the carbon footprint of the County Council's operations**

Our approach to reducing our own carbon emissions from transport is coordinated through the West Sussex County Council Staff Travel Plan. This Travel Plan has been in existence since 1997 and has successfully introduced a wide range of initiatives which support and encourage sustainable travel behaviour. It includes targets for reducing staff mileage and has successfully reduced the proportion of employees who travel to work by car. We will reduce the carbon footprint of our operations by:

- maintaining a Staff Travel Plan and responding to the changing needs of our operations
- providing a staff bus between key hub sites in Chichester and Bognor Regis where there is clear business case for doing so

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- setting appropriate charges for staff car parking
- providing a low emission fleet of pool cars for use on business journeys
- offering season ticket loans and the Cycle 2 Work scheme to staff
- promoting use of sustainable modes through promotional activities such as Bike Week

In addition, we will continue to promote our award-winning Travel Plan as an example of best practice. By sharing our knowledge and experience with other employers, we will support them to mitigate and adapt to the impacts of a changing climate.

## **Maximise reuse and recycling of materials in construction and maintenance**

Materials used to construct and maintain the transport network can contribute to resource depletion and, if local sources are unavailable, lead to long distance transportation. Alongside reducing the carbon emissions from our own operations, we will maximise the reuse and recycling of materials in construction and maintenance to reduce resource consumption and carbon emissions. We will do this by:

- requiring that our contractors reuse materials wherever possible and minimise disruption
- using recycled products where they are available
- basing our approach to maintenance on an assessment of the whole life costs including transportation and disposal

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## 1.2.3 Improving Accessibility

Our main objective is to improve quality of life for the people of West Sussex by helping to provide:

Access to services, employment and housing

### Introduction

Accessibility is a key factor in promoting a fairer society. Accessibility is about connecting people to the things they need including healthcare, learning, employment and housing which affect life opportunities for the people of West Sussex.

24% of respondents to our 2009 Household Travel Survey reported access to employment opportunities as a moderate or severe problem, followed by 23% of respondents reporting the same for access to healthcare.

Whilst West Sussex has one of the healthiest populations in England, and its economic performance is better than the national average these benefits are not evenly distributed across the County. 8 West Sussex wards fall within the 20% most deprived wards in England, whilst 22 wards fall within the 30% most deprived<sup>[6]</sup>.

Accessibility to services can be an issue that impacts on deprivation, particularly for the rural area of West Sussex and particular groups in our society.

### Young People

Affordability and availability of public transport services are key concerns for young people in West Sussex. These issues received frequent mention from young people in the 2009 Youth Cabinet Elections survey and consultation on the provisional version of this Plan.

### Healthcare

The location of healthcare facilities in and around the County, mean that some people have difficulty accessing these facilities. Those who find it difficult, or cannot access a main hospital or GP surgery; tend to live in rural locations which are poorly served by

[6] DCLG, 2007, Indices of Multiple Deprivation

[7] NOMIS, 2010, Labour Market Profile West Sussex

public transport, making this a concern.

### Food Retail

There has been a reduction of services in rural parts of West Sussex in recent years, particularly shops and post offices. This reflects the national trend and is strongly linked to the increasing mobility of many people, and the increasing centralisation of services in larger villages and towns.

This has led to difficulties for some people who rely on local shops for food and other services, because they do not have easy access to transport. This makes the provision of local shops selling good quality food important, particularly in rural areas.

### Employment

25,700 people were claimant unemployed in West Sussex in March 2010<sup>[7]</sup>. Whilst the labour market operates efficiently for most, the unemployment rate varies across the County. It is above the West Sussex average (6.5%) in Crawley (8.3%), Worthing (7.1%), Adur (6.9%) and Arun (6.1%). The rate in Crawley exceeds the national average (7.9%). There is a growing group of long term unemployed for whom accessibility may be an important constraint.

### Accessibility Strategy

To achieve our objective, delivery of our accessibility strategy will identify local needs, influence service design, support service delivery and, where appropriate, provide services. Effective partnerships with service providers, such as our Quality Bus Partnerships (QBP), and with local interest groups such as the West Sussex Cycle Forum, will be crucial to the successful delivery of the strategy.

Our strategy to do this is to:

- continue to identify problem areas by using survey approaches and accessibility mapping techniques where appropriate
- work in partnership with service providers and stakeholders to set priorities
- ensure that accessibility is a central consideration when planning local services

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- seek to ensure that places of work, education, leisure and food retail opportunities are located close together in new development
- enable disadvantaged people to access employment opportunities, key services, social networks and goods
- encourage local delivery of services so that people have to travel less

## **Identify problem areas by using survey approaches and accessibility mapping techniques where appropriate**

Tackling issues associated with access to services requires a detailed understanding of the issues; the people affected by them and service needs, both now and in the future.

General survey methods and statistical analysis techniques often mean problems which affect only a minority of our community are hidden, which can result in them being overlooked or ignored. We will identify locations or groups in our community, particularly the disabled, who are affected by access issues by:

- completing an annual travel survey that provides customer insight about access issues and enables monitoring of this Plan
- using SIDD to understand the needs of the community
- using Accession accessibility modelling software to identify accessibility issues
- using customer focus appraisals to ensure that customer needs, including those of minority groups and the disabled are considered in decision-making

## **Work in partnership with service providers and stakeholders to set priorities**

Although the County Council is a major service provider itself, many other important services are provided by partner organisations in the public and private sector. To achieve our objective we will need to work effectively with service providers and stakeholders to deliver services efficiently and agree clear priorities that align with service needs.

To do this we will:

- prepare an Infrastructure Plan which identifies wide ranging infrastructure needs for County Council services and allows CLCs to identify priorities
- ensure that responses to consultations on development plan documents reflect identified infrastructure priorities
- work closely with healthcare providers to identify and, where it is feasible and affordable, provide resolutions to specific access needs
- use QBPs and the bus operators forum to identify local priorities and assist with programme design and delivery



- coordinate service planning and delivery through the West Sussex Cooperative
- where they exist, work with local interest groups such as access and cycle forums to identify local priorities and assist with infrastructure design and programme delivery
- work with service providers and other authorities to identify and manage significant flood risks to the transport network

## **Ensure that accessibility is a central consideration when planning local services**

Service delivery methods, the location of services, and access to them, directly influence how accessible they are. Through a range of partnerships outlined later in this document we will seek to use survey information and accessibility mapping tools to influence service delivery. This includes considering the needs of those who most need access to the service.

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We will do this by:

- exploring the scope for using innovative methods of service delivery to overcome access issues
- considering access to services and using Accession accessibility mapping software to inform planning decisions about County Council services
- making customer insight, including information tools such as MOSAIC, central to the design and delivery of all County Council services
- providing advice to service providers on accessibility when planning changes to service delivery

## **Seeking to ensure that places of work, education, leisure and food retail opportunities are located close together**

Local planning authorities are responsible for preparing spatial plans that guide and manage the introduction of new development to meet local needs. Spatial planning has a direct influence on travel behaviour and, therefore, has a role in meeting our objective to provide access to services. Through the planning process we will seek to ensure that destinations for employment, education, leisure and retail are located close together to make them most accessible by a range of transport modes.

To do this we will:

- prepare a plan which makes use of information about accessibility to help prepare a detailed Infrastructure Plan for the County's infrastructure needs
- ensure that responses to consultations on development plan documents reflect identified infrastructure priorities and accessibility issues
- require new developments to provide assessments of accessibility to key services

## **Enable disadvantaged people to access employment opportunities, key services, social networks and goods**

The majority of public transport services, particularly in urban areas, are operated on an entirely commercial basis. They provide access to employment, healthcare, education, retail and leisure opportunities.

This network, largely operated by bus companies, operates with little or no public subsidy and this is expected to continue through the lifetime of this Plan.

Some members of our community, particularly those with disabilities are reliant on public and community transport services because they have few alternatives. Where public transport services cannot operate on a commercial basis at a reasonable cost for bus users, we will seek to provide access to services by:

- financially subsidising some bus services which are affordable and offer good value for money
- working with public transport operators to ensure the needs of the community including those with disabilities are fully considered in service planning
- periodically reviewing the network of bus services and ensuring that access to services is considered as part of each review
- supporting community transport operators by providing financial support where this is affordable and offers good value for money
- coordinating community transport providers as a way to promote their services
- identifying gaps in community transport operations and working with operators to identify solutions which fill the gaps
- working in partnership with service providers, local interest, voluntary and disability groups to identify access issues and if appropriate use SIDD to help deliver solutions
- providing transport from home to school in line with our Home to School Transport Policy and Sustainable School Travel Strategy
- supporting concessionary fares schemes which are affordable
- making best use of fleets of vehicles and drivers
- delivering new infrastructure, such as walking, cycling and public transport infrastructure coordinated through an Infrastructure Plan which improves access to services, and through the

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## Part 1 - Long Term Strategy

design process, considers the needs of people with disabilities

- maintaining existing highway infrastructure to a good standard through our TAMP

### **Encourage local delivery of services so that people have to travel less**

One of the most effective ways of providing access to services is to provide services locally, reducing the need to travel. We also recognise that centralisation will continue to affect some services as their providers seek to reduce costs and deliver other service improvements. This can significantly affect the accessibility of the service to some groups in our community. To ensure these effects are minimised we will encourage local delivery of services by:

- using Accession accessibility modelling software to inform decisions about service planning
- ensuring that responses to consultations on development plan documents reflect accessibility to key services
- working closely with healthcare providers to identify and, if feasible and affordable, provide resolutions to specific access needs
- encouraging community initiatives, such as Taste West Sussex, which aim to provide goods and services locally

# Part 1 - Long Term Strategy

## 1.2.4 Improving Safety, Health & Security

Our main objective is to improve quality of life for the people of West Sussex by helping to provide:

A transport network that feels, and is, safer and healthier to use

### Introduction

Our objective to improve quality of life by helping to provide a safe and healthy transport network is a broad ranging objective. It is intended to reflect the different but interrelated issues that affect the safety of the network, the way it is perceived, and the way people choose to travel as a result.

### Road Safety

Since 2001 the number of people killed or seriously injured in West Sussex has fallen by 24%, at a time when traffic levels nationally have grown by 9%. Some groups in our community are also more at risk than others, as people from minority groups are disproportionately represented as pedestrians involved in road traffic accidents.

In 2009, 27% of our Household Travel Survey respondents recognised safety of driving on West Sussex roads as a moderate or severe problem, whilst 46% and 37% of respondents respectively reported lack of safe cycle and walking routes as moderate or severe problems.

### Crime

Crime and fear of crime on the transport system can have a major effect on people's willingness to travel and their ability to access the jobs and key services that they need. Generally perceptions of safety of travelling on public transport are good in West Sussex but remain an issue for some, particularly when using or waiting for public transport.

Personal security is important. It enables people to feel comfortable about travelling. Tackling this has been shown to increase public transport patronage, reduce congestion and bring benefits to the local economy.

### Health

Life expectancy for men and women in West Sussex is generally high but there is variation between different parts of the County and there are indications that these inequalities are widening.

Transport itself can have a significant impact on the health of local communities. According to a 2010 study by the Parliamentary Environmental Audit Committee, poor air quality brings about 35,000 to 50,000 premature deaths per year in the UK. The report also found that air pollution could shorten the lives of the most vulnerable people by up to nine years. The effects are worse than those of passive smoking and obesity.

Air Quality Management Areas have now been declared in Chichester, Shoreham, Worthing and Storrington for exceeding emission standards for Nitrogen Dioxide (NO<sub>2</sub>).

### Safety, Security & Health Strategy

Our strategy will focus on delivering outcomes which: specifically tackle the root causes of safety, security and health issues; reduce casualties and fear of crime; and improve air quality and public health. The strategy will be supported by a range of initiatives that aim to achieve a transport network that feels and is safer and healthier to use.

Our strategy is to:

- reduce the risk of death or injury due to transport incidents through engineering, training and publicity particularly targeted at vulnerable road users
- reduce crime, fear of crime and anti-social behaviour on the transport network
- reduce the negative impacts of transport on public health
- encourage and enable physically active travel such as walking and cycling through behaviour change initiatives and provision of information and education
- invest in new infrastructure which improves the County and creates safer conditions for all, and particularly vulnerable road users

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## **Reduce the risk of death or injury due to transport incidents through engineering, training and publicity particularly targeted at vulnerable road users**

Reducing the number of casualties on the transport network is a central aim for all our maintenance and investment programmes and is an important aim of the design of any new infrastructure. With our partners we will continue to monitor road casualties and make the network safer through targeted engineering, training and publicity activities.

We will do this by:

- clearly identifying the greatest casualty reduction benefits of schemes and initiatives and using this to inform decisions
- maintaining a speed limit policy which ensures general consistency in approach to speed limit setting
- allowing reduced speed limits such as 50mph on rural roads, 30mph in villages and 20mph in urban areas in response to local circumstances
- maintaining existing infrastructure to a good standard through our TAMP to ensure it is safe for all road users
- minimising casualties through encouraging effective enforcement of traffic regulation orders
- working with Sussex Police to deliver coordinated enforcement activities targeted at reducing casualty rates
- offering road safety skills training to equip vulnerable road users, in particular, with the skills they need to use the transport network safely
- working with vulnerable road users through local interest groups to identify specific safety issues and develop solutions
- focusing drainage improvements on areas identified through surveys as having greatest flood risk and potential to cause disruption

## **Reduce crime, fear of crime and anti-social behaviour on the transport network**

Crime and fear of crime can have a major effect on people's willingness to travel. Improving personal safety for the travelling public therefore increases people's ability to access jobs and services.

We will build on our Beacon Council status for our community safety work and reduce crime by:

- working with Southern to introduce CCTV and customer information facilities at railway stations
- including improvement to taxi ranks and public transport waiting facilities in our Infrastructure Plan
- working with Sussex Police and Crime and Disorder Partnerships to improve the driving skills of young people who are at high risk of causing further offences or injury
- working with West Sussex Youth Cabinet, bus operators and Sussex Police to tackle personal safety issues and develop innovative ways of tackling behavioural issues on home to school transport
- substantially upgrading the streetlights across the County through our contract with Southern Electric
- working with district, borough and town councils to operate a fast, effective graffiti removal service which minimises resource consumption
- working with school communities to gain a better understanding of the personal safety issues that discourage walking and cycling

## **Reduce the negative impacts of transport on public health**

The transport network can affect public health by contributing to poor air quality and noise issues and by affecting travel behaviour which can lead to inactivity and obesity. We will reduce the negative impacts of transport on public health by:

- working with district and borough councils when AQMAs are declared to develop Air Quality Action Plans (AQAPs)

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which include engineering, monitoring and promotional activities

- implementing actions in the AQAPs for new, and existing, AQMAs at Shoreham, Chichester, Worthing, and Storrington
- providing information for air quality monitoring and forecasting



- working closely with healthcare providers to target initiatives at areas where obesity levels are high
- preparing plans to mitigate noise issues where the transport network creates serious noise complaints and include actions in our Infrastructure Plan
- ensuring that responses to consultations on development plan documents identify known noise issues and protected quiet areas
- encouraging healthy travel behaviour through school travel, healthy schools and other behaviour change initiatives such as School Travel Planning and Travelwise



- including new infrastructure in an Infrastructure Plan which encourages and promotes healthy behaviour such as walking and cycling

## Encourage and enable physically active travel through behaviour change initiatives

Where transport infrastructure is in place, there are a range of behaviour change activities and initiatives which have been shown to increase its use. We will continue to do this by:

- using school travel planning to coordinate a range of behaviour change activities, skills training and investment priorities to encourage physically active travel behaviour in young people
- introducing or supporting innovative behaviour change initiatives such as Bikeit and Easit where there are clear benefits and funding is available
- promoting walking and cycling through school and workplace travel plans and through promotion of national events such as walk to school events, walking buses, bike week and Travelwise week



## Invest in new infrastructure which creates safer conditions for all, and particularly vulnerable road users

Our investment programmes will be delivered if and when funding is available to deliver them. Implementation priorities will be identified on a local basis by CLCs which will prioritise schemes in an Infrastructure Plan that also seeks to protect and/or enhance the built and natural environment of the County.

Considerable investment in casualty reduction schemes has been made during the first two West Sussex Transport Plans. However, engineering solutions to safety issues will become increasingly challenging to achieve in the future. As part of our broader approach to network management, we will focus on delivering schemes which deliver the biggest reductions in casualties.

We also recognise the value that leisure facilities can have by encouraging healthy

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behaviour and by creating safer infrastructure where it is needed to encourage leisure journeys. Where it is affordable and schemes are prioritised by CLCs, we will support this by:

- investing in new or improved cycling infrastructure in our major towns and on some inter-urban and rural routes, where there is a clear case for doing so, to provide safer conditions for cyclists



- investing in new or improved walking infrastructure such as footways and crossings to provide safer conditions for pedestrians
- investing in a programme of safer routes to school and school safety zones to introduce advisory 20mph speed limits near schools at pick-up/drop-off times



- maintaining existing public rights of way to a good standard
- coordinating investment in public rights of way by integrating the RoWIP into our Infrastructure Plan
- working with the rail industry through an effective Road Rail Partnership to prepare plans which evaluate the case for removing level crossings to reduce casualties on the railways

- considering the case for introducing reduced speed limits on rural roads, in villages and in residential areas and including these in our Infrastructure Plan
- using intelligent transport systems such as vehicle activated signs to reinforce speed limits
- using Parish Plans and surveys to identify problem areas for flooding, especially where it affects transport infrastructure
- using SUDS for new infrastructure to reduce flood risk and other risks associated with the impact of rainfall

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## 1.3 Sub-Areas in West Sussex

Our four main strategies explain how, across the County, we will work towards our objectives. In addition, as we have set out in our vision, there are a number of local issues which we are seeking to address through the delivery of this Plan. Our approach to these places is intended to tackle these issues and will include working with the Coast to Capital Local Enterprise Partnership.



### 1.3.1 Coastal West Sussex

The economic performance of Coastal West Sussex is below the rest of the County and is of most concern in Arun and Adur. In 2007, Gross Value Added per capita (£ per head - a measure of economic performance) was £16,832 in Arun and £18,048 in Adur compared to £20,382 for West Sussex<sup>[3]</sup>.

The recent recession has affected rates of growth in Coastal West Sussex and the economy is now forecast to grow less in the area than the South East average. The area also has a high proportion of public sector employment leaving it exposed to planned reductions in public sector spending in the short-term.

In Coastal West Sussex (in 2007), 8 wards fall within the 20 percent most deprived wards nationally, including locations in Bognor Regis, Littlehampton, Worthing and Adur.

This indicates the need for coordinated efforts to tackle the following key issues for the area which are summarised as:

- poor economic performance relative to the rest of West Sussex
- an infrastructure deficit which causes poor connectivity within Coastal West Sussex, and to the wider region, which inhibits economic growth
- pockets of deprivation particularly in the towns
- an ageing population
- travel patterns which are dominated by the private car and low usage of sustainable modes of transport
- specific locations with poor local air quality and emissions which contribute to climate change
- a need to maintain a high quality urban and rural environment

Transport has an important role to play but cannot address these issues alone. The response to addressing all of these issues will need to come from a range of policy areas including transport, housing, economic development, skills and healthcare.

A key element of the transport solution required to address these issues is major investment in the strategic road infrastructure at Chichester, Arundel and Worthing, as well as in public transport. We will, therefore, work with all levels of government to secure improvements to the A27 and West Coastway rail line which help to address these key issues.

In the short-term we will seek to secure an affordable package of investment in measures which begin to tackle these issues, recognising that affordability will be a key constraint in the short-term.

In the long-term, larger scale improvements will be needed which deliver a step change in reliability and journey times on the strategic rail and road network. To deliver these improvements, we will explore all potential funding mechanisms as opportunities arise. The Department for Transport, Highways Agency, Network Rail and the district and borough councils will be

[3] Source: ONS

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key partners in securing the level of investment required.

To work towards the vision for the area, the Local Transport Implementation Plan in part 2 of this document includes a range of short-term measures which will help to address the key issues for the area and will complement long-term major investment in the infrastructure. Our overall aims for the Coastal West Sussex area include:

- an improved, less congested and more reliable road network - the focus here will be on current bottlenecks on the A27 around Chichester, Arundel and Worthing



- a well maintained road network
- an A259, and access to it, capable of complementing the A27 by serving local business areas and providing access to the towns
- improvements to the National Cycle Network (NCN2)
- development of coherent cycle networks in the major towns
- good access into more vibrant town and neighbourhood centres and to railway stations through effective parking restrictions and enforcement activities
- delivery of strategic housing and commercial development, supported by associated infrastructure to ensure that impacts are mitigated
- strategic park & ride schemes for larger urban centres and a bus-based scheme to complement access into Brighton & Hove from the eastern part of our coastal areas
- well connected towns served by a high quality public transport system, with

high frequency services and high quality passenger information and facilities



- enhanced access to railway stations, good interchange facilities and enhanced rail services
- superfast broadband which meets the needs of businesses

## 1.3.2 Gatwick Diamond Strategy

The Gatwick Diamond economy is growing and has a low rate of unemployment. Gatwick Airport is the key economic driver in the area and makes a substantial contribution to the economic performance of the wider South East and London.



The economy here has always been more buoyant than elsewhere in the County. However, the Gatwick Diamond economy is not expected to grow as quickly in the next 10 years as it has in the last decade. Nevertheless, the area is still expected to be a net importer of labour, attracting employees from a wide area who seek the higher paid jobs that are available in the Gatwick Diamond.

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There are specific issues which face the Gatwick Diamond in meeting its aspirations for the future:

- delivering planned growth to meet local needs while maintaining the area's character and quality of life
- high reliance for economic and job growth in the Crawley area on an airport approaching employment capacity
- a tight labour market and an increasing gap between the number of jobs and available workers
- future constraints on capacity for access to hubs and key services
- poor rail connectivity between Gatwick and the Thames Valley and areas north of London, and to the east and west
- an ageing population

Related to these issues, there are also a series of transport specific issues:

- growing congestion on the strategic road network exacerbating unreliability in journey times and affecting the competitiveness and quality of life of the area
- further road traffic leading to increased noise and emissions with resulting health and environmental issues

These key issues for the Gatwick Diamond are unlikely to be addressed through transport interventions alone. Addressing these issues will also require the provision of a skilled workforce, located in the Gatwick Diamond, which meets the needs of businesses in the area and reduces the need for employees to travel to the area for work.

Achieving the full growth potential of the Gatwick Diamond is unlikely to be achieved through transport management alone and investment is required in road and rail networks which will allow this potential to be realised.

Our long-term transport strategy will focus on delivering sustainable transport improvements in Crawley and the other major towns, increasing connectivity and improving access to services and employment opportunities.

The economy of the Gatwick Diamond is reliant on a successful **Gatwick Airport**. Ensuring that the Airport continues to

operate effectively and grow passenger numbers to meet planned limits is a central part of our approach to the Gatwick Diamond.

Our policy position with regard to Gatwick Airport remains unchanged in as much as we support a one runway, two terminal arrangement. The Airport has direct impacts on the local area by contributing to noise and air pollution, and through the travel behaviour of passengers accessing the Airport. The Gatwick Airport Surface Access Strategy includes a target to increase the proportion of passengers using public transport to access the Airport to 40% when passenger numbers reach 40 million passengers per annum.

Major development is currently proposed in the Gatwick Diamond. This will provide opportunities to improve infrastructure and integration between different modes of transport in this area. Opportunities to extend the Crawley Fastway will be explored as will improvements for rail passengers using the Brighton Main Line and Arun Valley Line. Development will influence, and be expected to contribute to, the delivery of transport solutions and address the strategic challenges in the area.

Our overall aims for the Gatwick Diamond include:

- an enhanced rail service along the Brighton Main Line, including greater utilisation and enhancement of the Arun Valley Line, to take advantage of major investment at Gatwick Station and the Thameslink programme
- dealing with growth in travel demand to Gatwick Airport through achieving the targets contained within the Gatwick Airport Surface Access Strategy
- focus on public transport access to Gatwick Airport, particularly through bus use and rail links
- public transport interchange improvements at Crawley, Burgess Hill, East Grinstead, Gatwick Airport, Haywards Heath, Horsham and Three Bridges stations

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- superfast broadband which meets the needs of businesses
- development of cycle networks in the major towns
- good access into vibrant town and neighbourhood centres and to railway stations through effective parking restrictions and enforcement activities
- delivery of strategic development areas and associated infrastructure to ensure that the impacts of development are mitigated
- improvements at key road junctions to improve capacity and journey time reliability
- a well maintained road network

## 1.3.3 Rural Strategy

Many of our rural areas are historically wealthy but are affected by the changing agricultural economy and have pockets of deprivation and limited or no access to public transport. The gap between rich and poor is, therefore, often greater in rural areas than in urban ones, and is a gap that is growing.

The key issues for Rural West Sussex are:

- reliance of the rural economy on land based industries and small businesses
- the need to protect the high quality built and natural environment including landscape, biodiversity and heritage
- access to services including transport, broadband and service centres including market towns
- access to the rural area for leisure and recreation by all modes of transport

- pockets of social deprivation in a generally wealthy community
- housing affordability

In preparing our strategy for Rural West Sussex we have considered the unique role our market towns and smaller rural communities play in providing vital services. We want to maintain these services in order to achieve our objectives. However, during the lifetime of the Plan, less housing and job growth is anticipated in our rural areas which could affect our ability to invest in these areas.

The availability of public sector funds is a key consideration for Rural West Sussex as this is likely to put pressure on funding which supports bus services in rural areas. Changes to the way that bus services are subsidised through operator grants are also likely to have a negative effect on rural bus services during the lifetime of the Plan.

The creation of the SDNP is expected to bring significant change to Rural West Sussex during the lifetime of the Plan resulting from additional visitors to the area.

Our approach to tackling these issues is to look for more community-led solutions. Therefore, we will seek to involve and work alongside the SDNPA and town and parish councils, to ensure maximum benefits for the local community are achieved.

We will also work to ensure that community transport initiatives are better coordinated and we support the creation of a community transport Social Enterprise, known as STaRT (Sussex Town and Rural Transport). STaRT has been initiated by the voluntary sector to provide support and coordination to the existing schemes. One of the key areas to be explored through STaRT will be how the rural community can be better served through local community transport.

Transport measures in rural areas must be sensitive to the needs of the rural area by respecting the unique character which makes it such a popular destination for leisure activities. We will tackle these issues by:

- creating a transport network and transport improvements that respect rural needs, the rural landscape and rural character

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- creating a safer transport network in rural areas
- identifying issues and developing affordable solutions through SIDD
- maintaining roads to a good standard
- making best use of community transport services and identifying gaps in provision
- supporting a bus network that is affordable and takes account of accessibility issues and the need to provide social inclusion and travel choices
- supporting local services and access to services through innovation
- helping to provide access to broadband



- working closely with the SDNPA to identify transport improvements which improve access to services and benefit visitors to the SDNP
- developing opportunities to improve access to, and within the National Park particularly for walking and cycling
- developing opportunities to improve and protect public rights of way through the RoWIP

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## 1.4 Transport Modes in West Sussex

We have four strategies which will help to achieve the main objective of this Plan. Each strategy is comprised of initiatives and activities that involve one or more modes of transport to achieve their objective. At the same time we feel it is important to have a coherent approach to each mode of transport. The following section outlines the key features of our approach to each mode of transport which contribute to the four strategies outlined earlier in this Plan.



### 1.4.1 Strategic Road Network

All roads in West Sussex are categorised depending on the role that they fulfil. The highest classifications - motorways and trunk roads - are the responsibility of the Highways Agency. The vast majority of the remaining local roads are our responsibility as the local highway authority.

The most important roads are included in the County Strategic Road Network (SRN), which links the 10 major towns and is intended to attract the majority of medium or long-distance travel and freight movements. The County SRN includes all the roads classified as Primary Route Network Roads (PRN), by the Government plus the most important of the other 'A' class roads. National and local road signing is also designed to support this role.

It is vital that strategic roads provide a good level of service to meet the objectives of this Plan and support our aspirations for the

three economic areas in the County. By providing businesses with access to customer and labour markets, a good level of service on strategic roads enables growth in the economy and makes the area more attractive to investment. Securing delivery of significant new commercial and residential development is also crucial to achieve our objectives and dependent on a SRN that is capable of meeting these needs.

It also helps to reduce rat running, air quality and noise by minimising the environmental consequences of travel behaviour. Ensuring the SRN is fit for purpose is a high priority for us. If improvements are not delivered, above all to the A23 and A27, then progress towards our vision, and in particular growth of the economy, will continue to be severely inhibited.

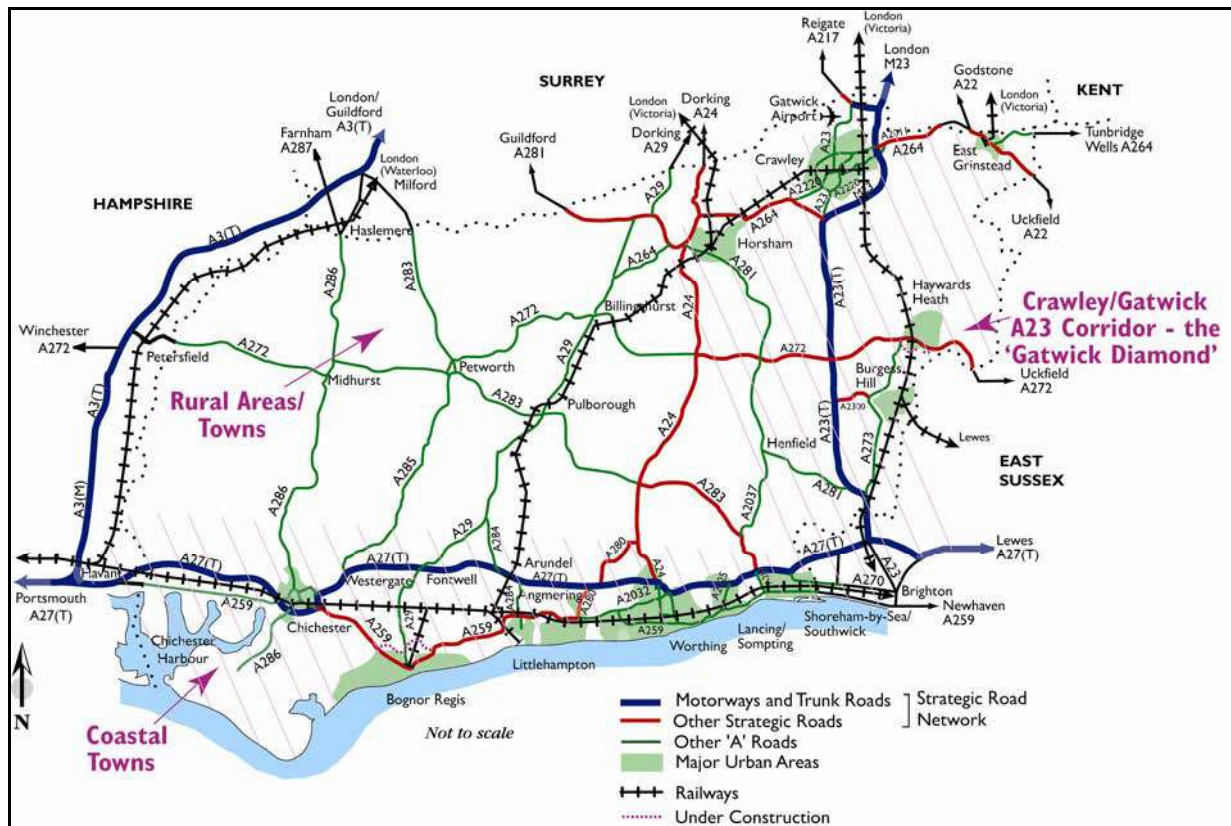
A County SRN route is expected to cater for:

- longer distance traffic
- traffic passing completely through the County without stopping
- traffic travelling between the main urban centres in the County
- traffic from urban centres to more distant places outside West Sussex
- the main Heavy Goods Vehicle (HGV) flows

The following roads are included in the County SRN, which are shown on the SRN plan:

- M23
- A23 (Trunk Road)
- A27 (Trunk Road)
- A22
- A23 (from M23 junction 9a to the Surrey County boundary)
- A24 (from A27 northwards to the Surrey County boundary)
- A259 (from A27 Chichester to A29 Bognor Regis)
- A259 (from A29 Bognor Regis to Angmering bypass)
- A264 (from A24 to M23 at Pease Pottage)
- A264 (from M23 to A22)

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- A272 (from A24 eastwards to the East Sussex County boundary)
- A280 (from A259 to A27 Angmering)
- A280 (from A24 Findon to A27 Patching)
- A281 (from A264 Broadbridge Heath to the Surrey County boundary)
- A283 (from A24 Washington to A27 Shoreham)
- A2300 (from A23 to Burgess Hill)

The core of this network (A27, A23, A264, A24 and A259) is under pressure in a number of places, providing a reduced level of service.

## M23/A23 issues

Junctions, particularly junction 10, on the M23/A23 from north of Brighton to the County boundary beyond Crawley are under pressure. Traffic flow on almost the whole of the M23, except for two short sections exceeds the design capacity of the road.

On the A23, traffic flow on the section between the B2110 and B2115, and at Pyecombe (A23/A281/A273 junction) exceeds the capacity in both directions. Congestion occurs during peak hours, outside the peak hours, and at weekends and holidays on parts of the A23/M23.

The A23 between Handcross and Warninglid has the highest casualty rate for a highway in West Sussex. Direct accesses onto the carriageway (domestic and commercial e.g. a garden centre), bends, rises and troughs (poor horizontal & vertical alignment) cause poor visibility and accidents.

## A27 issues

The A27 is the most unreliable all purpose trunk road in England and experiences significant amounts of delay along the length of the route. In West Sussex, the most significant problems are at Chichester, Arundel, Worthing and Lancing where bottlenecks cause congestion, high accident rates, severance and diversion onto unsuitable routes. The A27 fails to meet the current needs of the area which is also in need of regeneration in the coastal towns.

We have long held aspirations to improve the section of the A27 at Chichester and the remaining unimproved sections at Worthing and Arundel. Successive studies, including the South Coast Multi Modal Study and the more recent West Sussex Coast Delivering a Sustainable Transport System (DaSTS) Study have highlighted the problems which exist on the A27. Delivery of effective improvements is something that we,

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stakeholders, local businesses and residents consider a high priority.

At Chichester, high traffic levels are responsible for an AQMA. A key problem is the conflict between high levels of A27 traffic and high levels of north-south traffic wishing to cross or join the A27. This leads to extensive peak period congestion and is made worse in the summer when tourist traffic adds to the problem. This congestion seriously impedes daily travel (private and public transport) for the population of settlements to the south of the bypass throughout the year.

Arundel experiences congestion during peak hours on weekdays and is a honey-pot destination at weekends, causing off-peak congestion on the edge of the SDNP. The unimproved section of the road was designed to be used by around a third of current traffic flows, the majority of which is through traffic. In addition to causing significant congestion at Arundel, this also leads to heavy traffic flows through nearby villages as vehicles divert to avoid the queues.

The town is severed by the alignment of the A27 which passes through the south of the town with few crossing points. This has led to a number of casualties, including some killed or seriously injured, which have contributed to a poor safety record on this section.

At Worthing and Lancing there is significant peak time congestion which causes rat-running on adjacent routes including residential streets. The majority of traffic using the A27 in Worthing and Lancing starts or ends its journey in Worthing or Lancing, with around a third being through traffic.

The A27 passes through a residential area which has led to some sections in Worthing being declared an AQMA and experiencing noise problems. This stretch of the trunk road also experiences above average accident rates although there are signalised pedestrian crossing points in some locations and a footbridge in Lancing.

## A22 issues

There are high levels of rat running on unsuitable rural roads in the East Grinstead area (especially between Crawley and East

Grinstead). This is caused by delays on the A22, A264, at junctions with the M23 and problems in parts of Crawley. The A264 from Crawley to East Grinstead is the main SRN link between these towns but traffic flows significantly exceed capacity for long periods of the day.

## A24 issues

On the A24 there are high casualty rates between Ashington and Southwater as a result of direct access roads onto this busy road, gaps in the central reservation to allow right turns, and low quality junctions. The A24 is the alternative to the A23 as a key north-south route to London.

## A259 issues

The A259 plays a complementary role to the A27 and experiences heavy congestion in many places. This affects all vehicles including public transport, causing air quality and noise issues. Some junctions along the route have high casualty rates and are in need of improvements to address the casualty rates.

## A272 issues

Although the A272 is categorised as Government PRN throughout, the nature of the route is such that we consider it to be strategic only between the A24/A272 Buckbarn junction in the west to Haywards Heath in the east and into East Sussex. This section carries heavy traffic flows in places, particularly in Haywards Heath where it passes through the centre of the town.

## A284 issues

The A284 is an important link road which provides access to Littlehampton and to a lesser extent Bognor Regis. The Wick level crossing causes delays for traffic in both directions, which can affect the operation of the junction with the A259.

## Our approach to the Strategic Road Network

To tackle these issues our approach to the SRN includes the following:

- developing options, in conjunction with the Highways Agency, which address the key issues for Coastal and Rural West Sussex by dealing with congestion on the A27 at Chichester, Arundel and Worthing

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- developing improvements to key sections and junctions along the A259 including the Bognor Regis relief road and the section of the A259 between Worthing and Southwick (and into Brighton & Hove) to support the delivery of new housing
- delivery of a Highways Agency scheme on the A23 between Handcross and Warninglid to address safety issues
- identifying further possible schemes to improve strategic travel along the corridor between Brighton and London (M23/A23 and access to these)
- A24 improvements to address high casualty rates
- completion of the A272 Haywards Heath relief road to support delivery of new housing
- a comprehensive and wide-ranging package of measures on the A22, A264 and other roads in the East Grinstead area to deal with demand generated by new development
- ensuring that development proposals deliver appropriate improvements to the SRN
- ensuring that new or modified access points onto these routes have no detrimental impact on the overall level of service or safety provided by these routes

## 1.4.2 Strategic Rail Network

West Sussex is well served by rail connections with rail forming the backbone of the public transport network. The connections provided to London, the Gatwick Diamond, West Sussex coast, and across rural West Sussex play a key role in economic development and promoting accessibility.

The Network Rail Route Utilisation Strategies (RUSs) set the strategic framework for investment in the rail network. Capacity constraints are a major issue facing the railway, particularly on peak time services to and from London. A range of measures are being highlighted by these strategies to increase capacity, in particular by running additional and longer trains to make best use of any remaining train paths.

The Thameslink programme (expected to be completed by 2018) will increase capacity into and across central London between destinations north and south of the capital, including to and from West Sussex. Despite these proposed measures, the need for additional capacity is likely to remain an issue, and major interventions and Government investment are likely to be required to resolve this issue.

We will continue to work with our rail industry partners including Southern (the main passenger rail franchise holder until 2015) and the other rail operators, Network Rail (the infrastructure provider), other local authorities, Passenger Focus and the Community Rail Partnerships (CRPs), to highlight strategic rail issues. With our rail industry partners we will also work on priorities for improvement to rail services; rolling stock; station facilities and access to them; improving integration between rail and all other modes of transport; and making best use of available resources.

Our priorities for the strategic rail network include:

- platform and concourse improvements at Gatwick Airport Station to increase capacity on the Brighton Mainline and improve the visitor experience
- improvements to the West Coastway alongside major investment in the strategic road network to improve opportunities for east-west movement along the coast
- improving access to stations by all modes through delivery of station travel plans
- improving safety at road and public rights of way level crossings while not significantly increasing delays, congestion or emissions
- ensuring new development is located close to, and is well connected to rail stations

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## 1.4.3 Walking in West Sussex

As a means of transport walking can be overlooked, even though the vast majority of the community will at some point walk as part of every journey. Walking directly supports the objectives of this Plan because it is low cost, pollution free and above all, a healthy method of travelling.



Increasing the number of walking journeys is a cross-cutting theme that is included in each of the four strategies in this Plan.

Walking is not only used to access services or employment, but is also an increasingly popular leisure activity, particularly in rural areas where the public rights of way network of 4071km provides a substantial amount of overall pedestrian infrastructure.

The key aspects of our approach to walking are:

- **Maintaining Pedestrian Infrastructure** – maintaining pedestrian infrastructure such as footways, crossings and public rights of way to a good standard.
- **Constructing Pedestrian Infrastructure** – providing new infrastructure where this will help overcome the barriers to walking and make it accessible for the less able; making it pleasant, safe and convenient, particularly for short trips and leisure routes.
- **Travel Behaviour Change Initiatives** – using a range of initiatives and activities that encourage and promote walking and identify local issues for pedestrians in schools and their wider communities, businesses, and new development.
- **Promoting Walking** – promoting walking by communicating the benefits

both as a mode of transport and a recreational activity through our Staff Travel Plan, school travel plans and national awareness events and activities.

- **Skills Training** – providing pedestrians and particularly vulnerable road users, such as young people, with the skills they need to cope safely with modern road conditions.

## 1.4.4 Cycling Infrastructure & Promotion in West Sussex

Cycling is one of the most sustainable transport modes and offers tremendous potential for improving our society's health, economic efficiency and mobility, in addition to helping us tackle climate change. Maintaining or increasing the levels of cycling in West Sussex is, therefore, very important and will contribute to each of our objectives.



Cycling is also a popular leisure activity particularly in the rural area where the public rights of way network provides an extensive facility for cyclists to use.

The key aspects of our approach to cycling are:

- **Cycle Network Construction** – gaining a better understanding of, and overcoming, barriers which deter people from cycling. Using a wide range of physical infrastructure, construct and improve joined up town cycle networks and public rights of way which are linked in to new development. While balancing the needs of all users of the transport system, cycle network infrastructure could include; cycle lanes, cycle tracks, signing, cycle stands, shared surfaces, toucan crossings, reduced speed limits, traffic calming, and refuges to suit local circumstances.

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- **Maintaining Cycle Infrastructure** – maintain infrastructure to a good standard using an asset management approach which considers whole life costs, making improvements where these are needed and are affordable.
- **Travel Behaviour Change Initiatives** – travel planning and promotional initiatives to encourage cycling and to identify local issues in schools, communities, businesses and new developments.
- **Skills Training** – Bikeability cycle skills training to equip our community, and particularly the most vulnerable, with the skills they need, reinforced by education delivered through school travel planning.



- **Community Involvement** – involving the cycling community to highlight local priorities and to develop cycling infrastructure and initiatives to meet local needs.
- **Promoting Cycling** – communicating the benefits of cycling through our Staff Travel Plan and by supporting national and local awareness events with our partners.

## 1.4.5 Equestrianism in West Sussex

Equestrianism is important to the economy of West Sussex as it provides jobs and attracts business. Not only are there numerous private and commercial riding schools and their supporting ancillary businesses, but there are also major tourist attractions such as the Goodwood racecourse, the All England Jumping Course, and the South of England Showground at Ardingly.

In a predominately rural county, a large percentage of which is located within the SDNP, horse riding (and to a lesser extent horse carriage driving) is a popular and growing leisure pursuit. As a result, equestrians form a significant but vulnerable road user group which we will support and seek to protect.

The key aspects of our approach to equestrianism are:

- **Maintaining Equestrian Facilities** - maintaining multi-use routes such as bridleways to a good standard.



- **Constructing Equestrian Facilities** - investigating opportunities to improve public rights of way through our RoWIP and providing specific equestrian facilities, such as pegasus crossings where need can be demonstrated.
- **Designing for Equestrians** - ensuring that equestrian needs are considered wherever possible in highway and maintenance schemes.
- **Promoting Skills Training** - helping to promote, publicise and encourage Equestrian Road Safety Training offered by the British Horse Society and The Pony Club.

## 1.4.6 Motorcycling (powered two-wheelers (PTWs)) within West Sussex

Users of PTWs are one of the most vulnerable road user groups. Historically, accident levels within this group have been high, but over recent years, through partnership working with Sussex Police and riders, we have managed to improve the safety record.

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We will continue to work with our partners in making the PTW a more attractive and safe mode of travel. We will promote PTWs as a way to access services, particularly for the younger people living in rural parts of the County.

We recognise, however, that PTWs are not suitable for everyone, particularly the very young and disabled. Some PTWs can cause relatively high emissions, noise and have limited carrying capacity.

The key aspects of our approach to PTWs are:

- **Designing for PTWs** - having regard for motorcyclists' needs and safety in the maintenance and design of the road network and parking facilities.
- **Constructing Facilities for PTWs** - ensuring adequate facilities (e.g. secure storage for protective clothing) for PTWs are provided in new developments, and at transport interchanges such as rail stations.
- **Promoting Safe Use of PTWs** - running campaigns and events to raise awareness of PTWs amongst all road users with Sussex Police and local motorcycle groups.
- **Skills Training** - working in partnership with Sussex Police and other local authorities to provide Bikesafe courses.



## 1.4.7 Community Transport in West Sussex

Community transport plays an important role in enabling social inclusion by providing access to services which improves quality of life for users. It is an important part of the transport system because it provides a level of service which cannot be provided by commercial bus operators.

Community transport providers can provide a service for some people who are unable to access conventional public bus services. Whilst community transport is important, it is not an alternative to public bus provision for everyone because operating hours and routes are often limited.

We will encourage the use of community transport and work with providers to investigate ways to deliver more services to local communities. We will also work to improve coordination between passenger transport demands and provision, including access to health and social facilities, in which community transport plays a key role.

The key aspects of our approach to community transport are:

- **Coordinating Community Transport** – providing information and advice, and facilitating discussions between operators to identify and plug gaps in geographical coverage and improve understanding of services in the community.
- **Supporting Community Transport** – occasionally providing financial support to community transport initiatives where this is affordable and offers good value for money.
- **Making Best Use of Community Transport** – looking at more efficient ways of providing services operated by health and social care providers to make best use of vehicle fleets, volunteers and resources, with particular focus on the rural areas, which is being supported through STaRT.

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## 1.4.8 Bus Passenger Transport in West Sussex

Bus services in West Sussex are important, providing services which fundamentally improve quality of life for people who live and work in West Sussex. The bus network is operated through a combination of commercially run services and some financially supported (contracted) services. This is likely to remain the case, at least in the early years of the Plan, although the balance between commercial and contracted services may change. Regardless of future changes, we will continue to seek to support the operators of routes and aim to provide our customers with appropriate access to services.



Our experience with Fastway in Crawley has clearly demonstrated that improving public transport infrastructure can significantly increase patronage. At a time of increasing pressure on public finances, we will seek to improve public transport infrastructure when and where opportunities arise. In particular, when funding is available, we will introduce a major network improvement between Worthing and Brighton by implementing, jointly with Brighton & Hove City Council, the bus-based Coastal Transport System.

There are six main aspects to our role in bus passenger transport:

- **Commissioning Services** – operating contracted services which cannot be run commercially as part of a wider public transport network where these services are affordable and represent good value for money.



- **Home to School Transport** – providing home to school transport for eligible school children in line with our statutory duties.
- **Administering Concessionary Fares** – where they are affordable, supporting and administering concessionary fares schemes which improve access to services for certain users.
- **Maintaining Public Transport Infrastructure** – maintaining public transport infrastructure on the highway to a good standard.
- **Constructing Public Transport Infrastructure** – improving public transport infrastructure where funding is available, such as linked to new development, to reduce delays to buses, reduce fear of crime and improve access to public transport. This could include a range of measures such as; timetables, bus stops, RTPI, bus shelters, accessibility measures, bus lanes and priority measures.
- **Promoting Bus Passenger Transport** – promoting bus use for commuting and leisure purposes using the Travelwise brand and our own Staff Travel Plan to communicate the benefits of public transport together with influencing school travel plans.
- **Partnership Working** – working effectively with, and engaging bus operators through a regular bus operator forum and Quality Bus Partnerships to identify and tackle common issues.

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## 1.4.9 Freight Movement and Management within West Sussex

Throughout the County the main movement of freight is through road haulage, and this will continue to be the case through the lifetime of this Plan. The efficient and safe movement of freight is vital to the success and growth of the West Sussex economy.

Supporting and managing freight movement seeks to mitigate the consequences of noise, emissions and rat running. Movement of freight by means other than road haulage is also important. There are some freight movements by rail, sea and air into and across the County which can help to reduce levels of road traffic.

The key aspects of our approach to freight management are:

- **Lorry Route Network** – maintaining and promoting a lorry route network for main lorry movements in the County.
- **Real-time Traffic Information** – providing real time traffic information to support efficient freight movement.
- **Major Network Improvements** – major improvements on key lorry routes such as the A27 to reduce rat running, when funding is available to deliver them.
- **Freight Infrastructure** – delivery of, and protection for small-scale freight infrastructure to assist hauliers and businesses, and supporting the movement of freight by sustainable modes, where this is practical.
- **Minimising Construction Traffic** – identifying and assessing lorry routes for construction traffic and sites which require high levels of HGV movements such as mineral extraction and waste sites.

## 1.4.10 Network Management in West Sussex

As the local highway authority it is our statutory duty to manage the highway network. Effective management of the highway will improve quality of life for the people of West Sussex.

The amount of traffic using the highway is expected to grow at least in the early part of this Plan. Longer term growth is more

difficult to predict, but we expect that the need to manage the highway safely and efficiently, while balancing the needs of all road users, will remain.

The key aspects of our approach to network management are:

- **Maintaining Infrastructure** – maintaining highway infrastructure including footways, cycleways and public rights of way all year round, while seeking to minimise whole life costs and protect the environment through initiatives such as notable road verges.
- **Network Efficiency** – minimising delays and keeping traffic moving using speed limits that suit local circumstances and encouraging the use of the County SRN for the majority of long distance and freight traffic.



- **Network Improvement** – helping to deliver network improvements which; meet current and future needs, mitigate the impact of new development, balance the needs of all users of the transport system, and improve the built and natural environment by, for example, minimising street clutter.
- **Reducing Casualties** – using engineering, training and publicity to reduce road casualties.
- **Network Monitoring** – monitoring the network to detect incidents, and supplying this information to others.
- **Promoting Sustainable Travel Modes** – reducing demand on the highway by encouraging use of sustainable modes of transport through the Integrated Parking Strategy and travel behaviour change initiatives, in particular school travel plans.

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## 1.5 Our Sustainability Appraisal

A Sustainability Appraisal (SA) has been prepared alongside this Plan.

The purpose of the SA is to assess the likely significant social, economic and environmental effects of the Plan and the extent to which its implementation will achieve key sustainability objectives.

The SA combines a number of assessments and appraisals which are required in order to produce this Plan. The following assessments and appraisals are included within the report:

- Strategic Environmental Assessment (SEA)
- Habitats Regulation Assessment (HRA)
- Strategic Flood Risk Assessment (SFRA)
- Equalities Impact Assessment (EqIA)
- Health Impact Assessment (HIA)
- Local Economic Appraisal (LEA)

### Strategic Environmental Assessment

A SEA has been produced alongside this Plan, as required by the European Directive 2001/42/EC. The purpose of the SEA is to ensure that the implementation of the Plan will help achieve environmental, social and economic sustainability.

The SEA, which accompanies this document, includes the diverse range of issues which are, or potentially could be, affected by this Plan. It is intended to show the wider impact of the Plan and ensure that the impacts on landscape, the built environment, ecology and biodiversity have been fully understood and taken into account. To do this a series of sustainability objectives were developed and used to assess the Plan. The table below shows the results of the appraisal conducted for the four strategies. It shows where the impact is positive, negative, neutral or dependant upon mitigating actions, which are described where these have been identified. ('Dependant' considers how schemes and measures are actually implemented when implementing strategies).

### Habitats Regulation Assessment

The Habitats Directive seeks to protect habitats and non-avian species of European importance and applies to: Special Areas of

Conservation (SACs); the European Directive (79/409/EEC) on the conservation of Wild Birds (Birds Directive); protected bird species of European importance; Special Protection Areas (SPA). These are known as the network of Natura 2000 sites or 'European Sites'. The UK Government Guidance on HRA states that areas designated as globally important wetlands under the Ramsar Convention (1971) should also be given the same level of protection as SAC and SPA designations in the HRA process.

We are fully aware of our obligation to enhance biodiversity (in the exercising of our functions). Transport schemes which have the potential to affect important habitats will be rigorously assessed in relation to their impact on the natural environment. Measures will be taken to minimise any negative impacts and opportunities will be sought to enhance biodiversity (in fulfilling our statutory biodiversity duty under The NERC Act 2006).

### Strategic Flood Risk Assessment

A SFRA has been prepared to assess potential flood risk and how this interacts with the transport network. Assessments of current and future flood risk will highlight areas where delivery of this Plan can help alleviate flooding problems which affect the transport system, communities, homes and businesses.

### Equalities Impact Assessment

Under race, disability and gender legislation an EqIA has been undertaken as part of the SA. The EqIA has provided an insight into how the plan will affect different groups in our community.

### Health Impact Assessment

The HIA has been undertaken to assess the Plan against public health objectives relating to transport. The assessment has taken into account not only the direct determinants of health impacts but also the wider determinants, such as; poverty, unemployment and social exclusion.

### Local Economic Assessment

The LEA is a new duty, which was put upon county councils and unitary authorities to prepare an assessment of local economic conditions. The LEA provides a single

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evidence base which provides a common understanding of economic conditions, economic geographies, and social and environmental factors which impact upon economic growth and performance. Importantly, information from the LEA will support the work of the Coast to Capital Local Enterprise Partnership.

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+	=	±	-
<b>Positive</b>	<b>Neutral</b>	<b>Dependant</b>	<b>Negative</b>

SA/SEA Objectives	Overall Assessment	LTP Strategies				Mitigation Comments
		Economic Growth	Climate Change	Accessibility	Safety, Security & Health	
<b>Social &amp; Cultural infrastructure and engagement</b>	±	±	+	±	+	All strategies potentially improve access to services. However, there is a chance that additional noise may be caused through the economic growth strategy. Maintaining access by public transport and community severance are also likely to have an impact. Mitigation will be applied when possible.
<b>Improve efficiency in land use</b>	±	+	+	±	±	The development of brownfield sites will worsen Air Quality problems. In order to lessen the impact of these developments, mitigation will include: preventing development from adding to existing problems; ensuring that priority is given to sustainable modes of transport; using green infrastructure.
<b>Manage coastal protection and flood risk</b>	-	-	=	=	=	All new development and infrastructure must take account of flood risks highlighted in the Strategic Flood Risk Assessment and any new risks that result from development, or accumulation of development, and use mitigation to avoid any negative impact.
<b>Reduce air pollution</b>	+	±	+	+	+	There are a number of air pollution hot spots or AQMAs across the County. New infrastructure and development plans could increase emissions unless designed carefully. Mitigation includes promoting and encouraging more sustainable travel choices, cleaner vehicles and reducing reliance on private cars. Air Quality Action Plans have already been prepared to mitigate problems at existing AQMAs.
<b>Mitigate and adapt to climate change</b>	+	-	+	+	+	All strategies have the potential of having a positive impact on climate change, both through mitigation and adaptation. However, there is the risk that the economic growth strategy will increase traffic levels - this will need to be mitigated by changes in travel behaviour and increasing the cleanliness of the vehicle fleet.
<b>Protect &amp; enhance heritage &amp; landscape character</b>	±	±	+	±	±	Mitigation includes sensitive choice of infrastructure materials, signing and other ancillary infrastructure in countryside or historic villages/towns, and partnership working with SDNPA. EIA and assessment of archaeological impact will be required in some cases. Potential visual and noise impacts should be mitigated through careful design.
<b>Conserve and enhance biodiversity</b>	±	±	+	±	+	Mitigation is required to avoid negative impacts on biodiversity. This will include using green infrastructure to improve the connectivity of hedge lines to reconnect habitats, for example a 'Notable Verge' strategy is already in place.
<b>Develop Green Infrastructure</b>	±	±	+	±	+	The impact of the LTP is dependent on taking opportunities to improve green infrastructure, particularly in new development, and in the SDNP where existing green infrastructure can be disjointed.
<b>Improve efficiency of transport &amp; communication infrastructure</b>	+	+	+	+	±	It is unlikely that the LTP strategies will have any negative impact upon this objective. However, there may be a conflict between improving efficiency and road safety, which will require mitigation.

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<b>Support the provision of local goods, services and employment</b>	+	±	+	+	+	All LTP strategies are expected to make a positive contribution towards this SEA objective. Improvements that result in longer distance out-commuting could have a negative impact - regeneration will help avoid this.
<b>Reduce waste generation and disposal</b>	±	±	=	±	=	It is not expected that any of the LTP will have a direct negative impact upon this strategy. However, mitigation is required to ensure that the removal of waste from new development is considered and accounted for. Also the increase in litter as a result of more visitors to the SDNP needs to be avoided.
<b>Maintain &amp; improve the water quality</b>	±	±	+	=	=	There is potential for negative impacts as a result of the recharging of drains from new development, the run-off of polluted drainage water from carriageways and the impact of winter salting on adjacent crops and wild plants. Mitigation measures will include balancing ponds. SUDS and treating ice on the most used routes.
<b>Increase energy efficiency</b>	+	±	+	+	+	Nearly all LTP strategies are expected to make a positive contribution to this objective, as a result of; continuing to turn off some streetlights, promoting electric vehicles, car sharing and sustainable transport, and reduced congestion. Increased development will increase lighting needs and general energy demand.
<b>Ensure the opportunity to live in sustainably constructed housing</b>	±	±	=	±	=	When developing new housing it must be accessible and help promote sustainable transport modes.
<b>Raise educational achievement levels</b>	=	=	=	±	=	A neutral impact overall, although the accessibility strategy will have a positive effect. People travelling long distances to schools and colleges may negatively impact on other SEA objectives.
<b>Create and sustain vibrant communities</b>	+	+	+	+	±	All LTP strategies make a positive contribution towards this SEA objective. There is the risk that new development may not create community cohesion, but careful planning of infrastructure, jobs and amenities should avoid this. There is a personal security risk to mitigate.
<b>Ensure high and stable levels of employment</b>	+	+	+	±	=	There are no negative impacts upon levels of employment. Encouraging walking, cycling and public transport access to employment and for business trips may be slightly more neutral due to the greater risk of accidents. Access to work from rural areas for the young is an issue to deal with.
<b>Sustain economic growth and competitiveness</b>	+	+	+	+	+	All LTP strategies are expected to make a positive contribution towards this SEA objective
<b>Increase the vitality of town centres</b>	+	+	+	+	±	All LTP strategies are expected to make a positive contribution towards this SEA objective. Transport measures will be expected to benefit town centres and stimulate economic revival. However, there is the potential risk that this will create parking issues in fringe areas, which will require mitigation. Indirectly there could be more personal security problems at night.
<b>Foster the development of higher value added economic activities</b>	+	+	+	+	=	No negative impacts are expected.
<b>Enhance the skills base of local people</b>	+	+	+	±	+	Improved access will allow people to access training centres and provide trained people for employment. If this does not take place, increasing commuting may have a negative impact.
<b>Improve health and reduce inequalities</b>	+	±	+	+	+	Increases in noise and emissions as a result of the increase in traffic will require mitigation through careful design.

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<b>Reduce poverty and social exclusion</b>	±	+	±	±	+	Where we are attempting to manage existing infrastructure this may not have the same benefit to this objective as providing new infrastructure. If bus services are cut or reduced there is a risk that those in rural locations may become more isolated.
<b>Improve accessibility to all services and facilities</b>	+	+	=	±	+	There is a risk that if focus is given to urban regeneration and development, rural accessibility may suffer over time. Mitigation will include partnership working with the bus and community transport operators to tackle specific issues and greater community involvement in access planning through SIDD.
<b>To reduce crime and fear of crime</b>	-	-	-	-	+	It is likely that the LTP strategies will have a negative impact on this objective. This is a result of public perception that travelling on public transport at night and walking or cycling in the dark is unsafe. Mitigation will minimise both actual and perceived risk, through measures such as: open space design; CCTV on public transport; street lighting improvements; partnership working with Sussex Police.

Table note: The overall assessment may not always match results for the four strategies because the summary result does not show the scale of the impacts, which can vary considerably. Where there are many considerable benefits, there may be some negative impacts even where a positive or 'green' result is indicated. The results of the SEA are considered more fully in the accompanying report.

## 1.6 Community Involvement and Programme Development

Effective implementation of this Plan will require insight into customer needs and transparent local decision-making which involves the local community in service planning. This section outlines our approach to understanding our customers, involving them in designing services and how this will be used to develop and deliver our programmes for maintenance and investment in transport infrastructure. The main aspects of our approach are:

- customer insight and consultation
- Service Innovation, Design and Delivery
- partnership working
- Transport Asset Management Plan
- West Sussex infrastructure plan
- delivery mechanisms

### 1.6.1 Customer Insight and Consultation

Meeting customer needs and making them central to service planning is part of the promise we have made to our customers. To do this we need information about our customers and their needs – this is customer insight.

Customer insight can include a wide range of quantitative and qualitative surveys, Census and travel data, and other research.

We use this customer insight to help plan our services, and develop and deliver schemes and initiatives. We will also use this information to monitor our performance and benchmark our performance against others.

A 12 week consultation on the Provisional West Sussex Transport Plan 2011-2026 was held from July to September 2010. A large number of comments were received during the consultation and the key response themes included:

- the need to focus on improvements to the strategic road network, particularly the A27 at and around Worthing, Arundel and Chichester
- contrasting comments about the need to focus on cycling and walking improvements to get people out of their cars and help the local environment and transport emissions
- calls for the introduction of 20mph speed limits in urban areas
- concerns about rural accessibility and highlighting of the importance of the rural bus network
- concerns about the urban bias of the implementation plans focusing on the larger towns, and a feeling that rural areas had been overlooked

The feedback received from the consultation included a wide range of comments from

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stakeholders and members of the public. This has strongly influenced the Plan and our priorities. A more detailed summary of the consultation results is presented in the accompanying consultation summary report.

Through the consultation we also received feedback that local communities would like to be more involved in service planning and the development of initiatives. The remaining aspects of our approach to community involvement and programme development in this section will explain how we intend to do this within the framework provided by this Plan.

## 1.6.2 Service Innovation, Design and Delivery

Service Innovation, Design and Delivery (SIDD) is a new approach that is being used to understand access needs across West Sussex. SIDD has the ultimate aim of delivering better, more efficient and more appropriate services in the most cost effective way. It is about using local knowledge, expertise and enthusiasm to shape local services to deliver what communities need.

SIDD seeks to clarify our understanding of community needs by talking directly with them. It focuses on access to services and other important locations, and the factors which influence destination choices. SIDD uses this evidence to encourage local communities to work with local government and other organisations to achieve their aspirations together.

The solution to specific access problems may be to deliver the service differently and may not always be a transport solution. Social networks and the voluntary sector also have a role to play in helping the community to meet its access needs.

## 1.6.3 Partnership Working

Partnership working has been important to the development of this Plan and will provide mechanisms for delivery of the Plan at both strategic and local levels.

We continue to work closely with our district and borough councils, as demonstrated through the joint work being undertaken in the development of their LDFs. We also enjoy a good working relationship with the Highways Agency, Gatwick Airport Ltd,

Network Rail, and the bus and rail operators as well as a large number of other organisations.

The table below summarises the areas where we are successfully working with our partners and will use these partnerships to help deliver the Plan.

Partnership	Description of work
Action in Rural Sussex (AiRS)	AiRS works to reduce the impact of disadvantage and poverty on people living in rural areas. We will continue to work with AiRS as we seek to deliver this Plan and its priorities.
British Horse Society	Working to develop new schemes and links around the County, as well as the continued promotion of safety and education for equestrians.
CADIA - Gatwick Diamond Business Association	CADIA represents a number of businesses in the Gatwick Diamond and strives to improve business competitiveness. We will continue to work with CADIA through the Gatwick Diamond Initiative as we seek to deliver this Plan and its priorities.
Coast to Capital Local Enterprise Partnership	A business-led partnership with the public sector which seeks to achieve sustainable economic prosperity in the area through international growth and entrepreneurship.
Coastal West Sussex Partnership	Coordinated regeneration of Coastal West Sussex bringing together local authorities and business interests.
Countryside Access Forum for West Sussex (CAFWS)	CAFWS is an independent advisory body operating on a statutory basis. It aims to improve countryside

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	access for all across the County.	Local Strategic Partnerships	Local Strategic Partnerships are partnerships comprising representatives from the public, private, community and voluntary sectors, who work together to address issues that are important to the local community as set out in the Sustainable Community Strategy.
Environment and Climate Change Board (ECCB)	The ECCB brings together significant organisations from all sectors, to ensure that shared environment and climate change objectives and priorities are fully understood, effectively communicated and embedded in the development and delivery of policy and proposals across the County.	Quality Bus Partnerships	Quality Bus Partnerships are voluntary partnerships between local authorities and bus operators to develop improvements to either specific bus services (such as the Stagecoach 700 'Coastliner') or on an area-wide basis (Worthing and Chichester).
Federation of Small Businesses (FSB)	FSB represents a number of local businesses and strives to improve business competitiveness. We will continue to work with them as we seek to deliver this Plan and its priorities.	Road Rail Partnership Group	A partnership between the County Council and Network Rail seeking to provide long-term planning to tackle issues arising where the road and rail networks interact.
Gatwick Diamond Initiative	A partnership which supports economic growth in the Gatwick Diamond.	Rural Partnership	The aim of the partnership is to bring together the key organisations that develop strategy and policy in West Sussex to ensure the best use of resources across the County to deliver projects and services in rural areas.
Healthcare Partnerships	In West Sussex, local authorities and health services work together to ensure that information and services are well co-ordinated and that people have access to healthcare services.	South East Authorities Service Improvement Group (SEASIG)	SEASIG, and its thematic groups bring together highways and transport professionals involved in service delivery from across the South East to share information, best practice and ideas.
Improvement and Efficiency South East (IESE)	IESE was established to work with the South East's 74 local authorities and 9 fire authorities to facilitate and fund projects that will drive efficiencies and service improvements across the region.	South East 7 (SE7)	A partnership comprising West Sussex, East Sussex, Hampshire, Kent and Surrey County
National Highways and Transport Network Public Satisfaction Survey	This survey measures a range of transport indicators and the travel trends of West Sussex residents, and enables comparisons to be made with neighbouring authorities and sharing of best practice.		

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	Councils and Brighton & Hove and Medway Councils committed to working collaboratively with each other and with service providers to develop sustainable solutions, to improve performance and reduce cost.		strive to improve business competitiveness. We will continue to work with them as we seek to deliver this Plan and its priorities.
Shoreham Harbour Regeneration	A partnership between all local authorities and Shoreham Port seeking the preparation and delivery of a Joint Area Action Plan for Shoreham Harbour.	Sussex Safer Roads Partnership	Assisting in the coordination of road safety education, and enforcement activities to achieve safer roads across Sussex.
South Downs National Park	The SDNPA is the lead organisation responsible for promoting the National Park, working in partnership with other organisations such as local authorities, parish councils, voluntary and community groups as well as farmers, land managers and volunteers.	West Sussex Cooperative	A countywide cooperative between service providers focussed on achieving common goals across different service areas.
Sussex Air Quality Partnership (Sussex-air)	Partnership of Sussex local and county authorities, the Health Protection Agency, the Environment Agency and Sussex Universities. The partnership delivers cost effective resources and expertise in the field of air quality, health protection and is strongly linked to climate change/sustainability.	West Sussex Cycle Forum	A forum comprising a number of cycling interest groups, sustainable access groups and individuals with the aim of promoting cycling as a form of transport and pressing for improved road safety for non-motorised users.
Sussex Community Rail Partnership	A partnership between local authorities, community bodies, Gatwick Airport Ltd, Southern and the wider rail industry, to promote rail travel and focus on rail station access improvements, particularly in rural areas.	West Sussex Flood Risk Management Group	A strategic and operational group, including local authorities, Southern Water and the Environment Agency, which considers flood risk management and planning.
Sussex Enterprise	Sussex Enterprise represents a number of local businesses and		

### 1.6.4 Transport Asset Management Plan (TAMP)

We have adopted the principles of asset management in the way we deliver our highways and transportation functions. This Plan has been developed with this approach in mind and in particular the TAMP has influenced the Local Transport Implementation Plan.

The TAMP approach will identify the best maintenance practices to minimise the whole-life cost of the assets. At the same time we will need to meet, as far as is possible, the levels of service demanded by

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our customers and protect or enhance the environment within the available budget.

The data requirements for the production of the TAMP are complex. The assets include:

- bridges
- carriageways
- cycle ways
- drainage including SUDS
- footways
- highway structures
- public rights of way (footpaths, bridleways, restricted byways, and byways open to all traffic)
- safety fences
- soft landscaping
- street furniture
- street lighting
- street trees
- traffic signals
- traffic signs

The TAMP is also part of our wider work on place-based asset management and reflects inputs from many sources, including the Local Transport Implementation Plan.

New development will be expected to provide a contribution to support the whole life costs of infrastructure delivered to mitigate its impacts.

## 1.6.5 West Sussex Infrastructure Plan

The West Sussex Infrastructure Plan will align infrastructure needs with emerging development plans being prepared by the district and borough councils. The aim of the West Sussex Infrastructure Plan is to continue to make the whole of West Sussex a better place to live for everyone, in line with the core themes of the Sustainable Community Strategy and County Strategy.

The focus for this work is currently on the 10 major towns where we and our partners are working to deliver changes across a range of public services. Through this work we aim to provide better, more coordinated services, closer to communities and individuals, with greater efficiency.

Information relating to policy objectives, service requirements and place-making is being collected for the major towns which will inform decision makers and officers involved in service delivery in these places. This will also ensure coordination across different public services and with development plans. The major towns where this work is currently focussed in West Sussex are:

- Bognor Regis
- Burgess Hill
- Chichester
- Crawley
- East Grinstead
- Haywards Heath
- Horsham
- Littlehampton
- Shoreham
- Worthing

The Local Transport Implementation Plan in part 2 of this document contains the transport component of the West Sussex Infrastructure Plan.

## 1.6.6 Delivery Mechanisms

To achieve the ambitious outcomes set out by this Plan, and value for money, effective and efficient programme and project management are essential. Through the establishment of robust planning processes and procedures, programme management will be the means to bring together local priorities, identified in our Infrastructure Plan, with an effective approach to management of highways and transport assets.

Delivery of a coherent Infrastructure Plan will allow us to make progress towards many of the outcomes our long-term strategies are seeking to achieve. Maximum achievement of Infrastructure Plans with available resources will be dependent on finding and delivering value for money solutions.

Management of projects in accordance with a project Gateway process is aimed at ensuring optimised solutions are identified and are delivered using the most appropriate means available. Our works

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contract, in place from July 2011, will incorporate innovation and efficiency requirements while providing alternative commercial arrangements to suit the works being delivered. Effective cost control, management and sharing of risks are central to our approach. The contract will encourage value for money and use a robust performance management model to reward good performance and apply redress for performance below required standards.

We are actively involved with IESE in the development of regional and sub-regional frameworks to aid delivery and allow sharing of best practice between local authorities. Cost and value for money will be benchmarked within the SE7 group of local authorities as well as within the wider south east. The aims of the group are to create:

- a strong joint client group that will share information, identify opportunities and develop sustainable solutions, to improve performance and reduce costs
- an approach that has sufficient flexibility to allow partners to join at the most appropriate opportunity and only for the elements that they wish to participate in
- solutions that could not be developed by each authority in isolation, and are not provided for by another group, such as Improvement and Efficiency South East (IESE)

Within the SE7, West and East Sussex County Councils and Brighton & Hove City Council are developing arrangements aimed at enabling the authorities to use one another's works contracts where this delivers better value. Mechanisms are also being developed to enable communities to deliver their own projects where appropriate. Subject to where value can be added and/or risks better managed, we will negotiate with developers as to how their schemes are best delivered.

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### 2.1 Adur

Adur is the smallest district in West Sussex; it covers an area of only sixteen square miles, 66% of which is countryside including an area of the SDNP. It is home to the communities of Sompting, Lancing, Shoreham-by-Sea and Southwick.

In 2011, approximately 35% of Adur's residential population is expected to be over 55. The total population is anticipated to rise to around 63,000 by 2016, and the proportion which is over 55 is also expected to increase. The number of households which do not own a car or van was estimated in 2009 to be in the region of 6,000 which accounts for 21% of households in the District. These characteristics of the community emphasise the importance of public transport, as access to health facilities and local services is likely to become a greater concern for local residents.

There are some significantly deprived areas with five of the wards within Adur being ranked within the top twenty 'most deprived' wards in the County. Unemployment in the District is also higher than the West Sussex average.

Shoreham-by-Sea is the largest town within the District. Shoreham Harbour has been designated a growth area and eco quarter which includes parts of Southwick, Fishersgate and Portslade. Alongside Shoreham Airport, the Harbour is expected to benefit from substantial development and regeneration during the lifetime of the Plan.

Transport is a major feature within the District. Two of the County's strategic roads pass through the District; the A27 and the A259. There are also four railway stations (two of which offer direct links to London and Gatwick), one airport and one international harbour - the closest sea port to London.

The A259 runs as the High Street directly through Shoreham town centre and at certain times can be heavily congested. Buildings in the High Street are quite tall and form a 'street canyon'. As a result, it has been identified as an AQMA, along with the A270 (Old Shoreham Road) around the junction with Kingston Lane.

The A27 trunk road passes through Sompting and Lancing in the north of the District. The capacity of the road on this section is not sufficient to cope with current traffic flows resulting in queuing at the junctions during peak hours. This represents a major constraint on the amount of new development which can be accommodated in the District. The alignment of the road also severs the communities of Lancing and Sompting and has a poor accident record.

#### 2.1.1 Implementation Plan for Adur

We aim to tackle the identified transport issues as and when funding becomes available. New development is expected to contribute towards delivery of our aims for Adur. Therefore, to ensure that the regeneration aspirations of Adur are delivered and the identified transport issues are addressed we will make certain that all new schemes and developments contribute and support in some way to the following:

- increasing use of sustainable modes of transport
- improving network efficiency in order to reduce emissions and delays
- minimising the impact of HGVs on the local community
- improving safety for all road users
- reducing traffic emissions, particularly NO<sub>2</sub>

#### 2.1.2 Key issues and aims

**The issues in Adur are:**

- There is limited funding available for infrastructure improvements.
- Due to the geography and density of the developed area, physical improvements to the highway network, which require space outside the existing highway boundary, are challenging to deliver.
- Road congestion during peak periods affects many parts of the highway network throughout the District, and causes poor air quality and noise problems. Roads particularly affected include the A27, A259 and the A270.
- There are some junctions on the A259 and the A27 which are near, or exceed

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capacity, and new development will place extra pressure on the highway network.

- Schools in Lancing and Sompting are situated close to the main traffic routes, and suffer from traffic diverting from main routes to avoid congestion on the A27 and A259. This creates congestion and exacerbates parking problems outside schools.
- Level crossings on the West Coastway contribute to the levels of congestion, especially during peak periods, disrupting journey times and causing poor local air quality.
- Due to the lack of safe crossing points, the A27 severs communities in Lancing and Sompting.
- Shoreham Beach remains isolated. The single road which provides vehicular access to the community is indirect and can become congested during peak times. There are no cycle routes off the Beach and the footbridge which connects Shoreham to Shoreham Beach is reaching the end of its useable life.



- In order to avoid congestion and maintain journey times, HGVs are diverting onto unsuitable residential roads, causing concerns over safety.
- Increased transport movements have negative impacts on the AQMA at A270 Old Shoreham Road/Upper Kingston Lane and the AQMA at Shoreham High Street.
- The current provision of pedestrian and cycling facilities throughout the District are unable to support and maintain sustainable travel. Much of the network, including National Cycle Network (NCN) route 2, is disjointed, indirect and suffers

from inadequate signing and safe crossing points, and poor surfacing.

- On-street and off-street parking is insufficient to meet current demand and results in parking in contravention of restrictions, particularly around the railway stations and shopping areas. This is intensifying an already congested network and exacerbating air quality issues.
- The current rail services to Gatwick, London and Brighton have been reaching capacity or are overcrowded during peak times.
- Journey times on the West Coastway are slow and do not compete well with travelling by road.
- Despite a good public transport network throughout the District, public perception continues to be negative as it is viewed as unreliable, infrequent and expensive.
- Due to the low use of some bus services there is uncertainty over their future viability.

### Our aims for Adur are:

- Maintaining roads and public rights of way to a good standard.
- Improving street lighting through the contract with Southern Electric.
- All new development should be designed to promote 'local living', for example shops, jobs and homes all being within easy reach of each other.
- All new development should provide secure cycle parking to meet the needs of the development and be within close proximity to public transport.
- Parking provision at new residential development should provide enough spaces to accommodate the expected number of vehicles at the site, or provide measures such as car clubs which reduce the number of vehicles to match the space available.
- Making the best use of the existing road network and improving the way in which the network is managed to reduce current levels of congestion, through the use and introduction of Intelligent Transport Systems and improving public transport reliability.

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- Safeguarding against traffic generated by new development resulting in the capacity of the highway network being exceeded, by including measures to promote and encourage sustainable travel.
- Working with the rail industry to investigate ways to reduce delays caused by level crossings.
- Working with the rail industry to explore opportunities to provide faster services and additional modern capacity along the West Coastway which retain a suitable balance of stopping services.
- Working with rail partners to improve the stations throughout the District, including access and integration with other modes of transport.
- Liaising with the rail industry to ensure the best possible rail service provision to Adur District as a result of the evolving Thameslink programme.
- Encouraging HGVs to use the advisory lorry route network while maintaining access to areas which businesses need to access.
- Implement AQAPs and assist the District Council in developing supporting strategies and planning policies.
- Improving the existing cycle and pedestrian network through improved signage, connecting routes where appropriate, and repairing and maintaining surfaces.
- Provide improved connections for pedestrians and cyclists from Shoreham Town Centre and Shoreham Beach through a new bridge over the Adur.
- Promoting sustainable transport choices through projects such as Safer Routes to School. In particular seek improvements near schools in Lancing and Sompting that encourage walking and cycling, improve safety and reduce congestion.
- Management of on-street parking through a coordinated approach to town centre parking restrictions such as introduction a Controlled Parking Zone which maintains the vitality of the town centre.
- Continuing to work with our bus operators to improve and encourage the use of cleaner vehicles and new technology.
- Improving public transport infrastructure such as bus lanes, priority at junctions and service frequency, all of which will contribute to making the whole public transport system more appealing.
- Improving the information available through the introduction of RTPI where the whole life costs are affordable.
- Developing the Coastal Transport System major scheme in tandem with new development along the A259 corridor between Worthing and Brighton, to provide high quality 'turn up and go' services, which integrate with current bus and rail networks.
- Working with the Environment Agency to secure a cycle pathway as part of their proposed flood defence improvements on the west bank of the River Adur.
- To reduce traffic emissions in order that NO<sub>2</sub> pollution levels can be reduced below Government and EU objective levels and so allow the removal of AQMAs.

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### 2.2 Arun

Arun covers an area of approximately 85 square miles along the south coast. In the south lie the communities of Bognor Regis and Littlehampton, and in the north lies the historic settlement of Arundel and a vast rural landscape, part of which is included within the SDNP.

Arun is the most populated district in the County, with a population that is expected to grow to 156,000 by 2016. By 2016 there is expected to be a rise in the proportion of residents aged over 74 and a decrease in the proportion of residents aged 20-34. The number of households which do not own a car or van was estimated in 2009 to be in the region of 13,000 which account for 19% of the total number of households in the District. These characteristics of the community emphasise the importance of the public transport sector in particular.

The diverse nature of Arun means that there are not only some very deprived wards, but also some which are very affluent, and each has its own transport challenges. People living near the town centres tend to have low levels of car use, whilst those in the rural wards look to the car as the only real means of getting around and accessing the services they require because there are limited alternatives.

Arun lies on the strategic coastal transport corridor; the A27 trunk road, A259, and A29 pass through the District, while the A284 and the A280 are important links between the A259 and the A27. There are six railway stations; Bognor Regis, Barnham, Ford, Arundel, Littlehampton and Angmering. Journey times to London are slow although there are somewhat faster trains from certain stations. There is a small commercial port at Littlehampton.

The existing infrastructure deficit along the coast is widely considered by local businesses to contribute to poor economic performance in Arun and the need for regeneration. As a result, Bognor Regis and Littlehampton have both been identified as strategic places where new development is expected to help deliver regeneration during the lifetime of the Plan.

### Bognor Regis

Bognor Regis currently suffers from relatively poor connectivity by road and rail which has discouraged businesses from investing and contributed to poor economic performance relative to the rest of West Sussex and the wider region. Significant seafront and town centre regeneration are aspirations, including the expansion of the University of Chichester campus and Butlins Resort.

Development of Local Plan Policy Site 6 will continue to deliver on the commitment to provide the Bognor Regis Relief Road. This will take on the 'Primary Road' classification, replacing the existing poor quality road as the main access to the town, and become part of the A259 and strategic access to Littlehampton.

### Littlehampton

Littlehampton, together with Rustington, East Preston, Kingston and Angmering makes up a large urban area east of the river Arun. The focus for Littlehampton town centre is one of regeneration and new development is expected in the town to support this objective.

Access to Littlehampton from the east and west is generally good, although delays can be caused through the volume of traffic travelling on the A259 in the local area during peak hours. From the north access via the A284 and Wick level crossing suffers from delays, which, alongside the issues associated with the A27 around Arundel, contributes to poor connectivity.

New development will be required to integrate into the existing transport network and deliver enhancements to the infrastructure, stimulating regeneration, improving connectivity and encouraging long term sustainable travel behaviour.

### Arundel

Arundel is a thriving market town made up of independent retailers and attracting thousands of visitors each year. However, it suffers greatly from access issues and is often congested due to rat-running through the town centre as a result of severe congestion on the A27, which itself runs through the south of the town. Traffic levels on The Causeway, adjacent to Arundel Railway Station, generate high pollution

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levels affecting local residents that may require air quality mitigation measures.

### 2.2.1 Implementation Plan for Arun

Our strategy aims to tackle the identified transport issues as and when funding becomes available. To ensure that the regeneration aspirations of the coastal plain are delivered and the identified transport issues are addressed we will ensure that all new schemes and developments contribute, and support, in some way to the following:

- increasing use of sustainable modes of transport
- improving network efficiency in order to improve journey times and air quality
- improving safety for all road users
- discouraging HGVs from using unsuitable roads
- improving accessibility between communities within the District

### 2.2.2 Key issues and aims

#### The key issues in Arun are:

- Access by road and rail, and local perception of parking provision and cost, deters visitors and businesses from Littlehampton and Bognor Regis, inhibiting aims for regeneration of the District.
- Road congestion during peak periods affects many parts of the highway network, especially the A27 at Arundel, A29 and A259, disrupting journey times and causing poor air quality. The lack of safe crossing points on these routes also causes community severance.
- Large numbers of access links (estate roads and private drives) onto the A259 increase journey times, levels of congestion and traffic pollution within Bognor Regis.
- Traffic travelling between the A27 and A259 via the A284 and A29 to access Littlehampton, Bognor Regis and the coastal area is often delayed due to the level crossings at Wick and Woodgate which also create congestion and poor air quality.

- In order to avoid congestion and maintain journey times HGVs are diverting onto unsuitable residential and rural roads, causing concerns over safety.
- Rail services to and from the District, particularly between both Littlehampton and Bognor Regis, and London, are perceived as slow and there is a limited supply of modern rail stock available to provide extra capacity along the West Coastway.
- Bognor Regis Station, in particular, is in need of improvement to make it a more attractive transport interchange for visitors and local commuters.
- The current provision of pedestrian and cycling facilities throughout the District, and in particular within Bognor Regis and Littlehampton, are unable to support and maintain sustainable travel, as much of the network is disjointed and suffers from inadequate signing, safe crossing points and poor surfacing.
- The current public right of way network linking the South Downs with the coastal plain is disjointed, deficient in terms of bridleway access and requires surface enhancements in many places.
- Due to the low use of some bus services there is uncertainty over the future viability of some services.
- There is limited funding available for infrastructure improvements.

#### Our aims for Arun are:

- Major improvements to the A27 at Arundel, such as a bypass, to reduce congestion and rat-running, and to improve the safety record and community cohesion.
- Maintaining roads and public rights of way to a good standard.
- Improving street lighting through the contract with Southern Electric.
- All new development should be designed to promote 'local living', for example shops, jobs and homes all being within easy reach of each other.
- All new development should provide enough secure cycle parking to meet the

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needs of the development and be within close proximity to public transport.

- Parking provision at new residential development should provide enough spaces to accommodate the expected number of vehicles at the site or provide measures such as car clubs which reduce the number of vehicles to match the space available.
- Ensuring that all new development contributes to the regeneration aspirations and the transport issues in Bognor Regis and Littlehampton.
- Continuing to work towards the development-led completion of the A259 Bognor Regis relief road and provide an associated package of measures, including junction improvements to Comet Corner (in Middleton-on-sea), traffic management measures (in Felpham and North Bersted) and a cycle route on Rowan Way.
- Developing opportunities through new development that will improve the access along the A29, including the potential to bridge the railway level crossing at Woodgate.
- Developing opportunities through new development to improve the access along the A259 including improvements that will achieve better bus journey times.
- Generating opportunities through new development to secure the delivery of the Fitzalan Link Road Extension and Lyminster bypass to improve safety, accessibility and contribute to regeneration in Littlehampton and Bognor Regis.
- A series of town centre measures in Bognor Regis, including improvements to The Esplanade, provision of a 20mph (limit or zone), and the introduction of variable message signs to support the use of car parks.
- Making the best use of the existing road network and improving the way in which the network is managed to reduce levels of congestion. For example, through the introduction of intelligent transport systems and improving public transport reliability.
- Safeguarding against traffic generated by new development resulting in the capacity of the highway network being exceeded, by including measures to encourage sustainable travel behaviour.
- Liaising with the rail industry to ensure the best possible service provision to Arun as a result of the evolving Thameslink Programme, and also explore opportunities for the provision of faster services between both Littlehampton and Bognor Regis, and London.
- Liaising with the rail industry to encourage the provision of additional modern rail capacity and faster services along the West Coastway while retaining a suitable balance of stopping services, and plan for signalling works along the Arun Valley Line which improve service timings.
- Liaising with the rail industry to investigate ways to reduce the delays caused by level crossings.
- Working with partners to explore opportunities for improving Bognor Regis Station, and others in the District, to improve access and integration with other modes of transport.
- Working with the Sussex CRP through the Arun Valley Line Group to further promote rail travel amongst residents and visitors to Arun.
- Discourage HGVs from less suitable local routes while maintaining access to areas which businesses need access to.
- Manage any AQMAs that might be declared by Arun District Council through development and implementation of AQAPs, while avoiding potential poor air quality areas in the first place by developing a Low Emissions Strategy.
- Encouraging sustainable travel by improving the existing cycle and pedestrian network through improved signing, connecting routes where appropriate and repairing and maintaining surfaces.
- Developing and implementing schemes which contribute to the completion of the Bognor Regis and Littlehampton cycle networks, particularly maximising

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opportunities for seafront cycle routes and enhancing routes which will be of particular interest to tourists.



- Improving the accessibility and quality of information available through the introduction of RTPI at well used bus stops and where the whole life costs are affordable.

- Improving pedestrian accessibility throughout the District by enhancing existing pedestrian crossings, and providing new pedestrian crossing facilities at identified key locations.
- Encourage the use of cleaner vehicles such as electric cars, by for example providing electric recharging posts and recharging bays in partnership with the District Council as part of a wider network available to all users of electric vehicles.
- Promoting sustainable transport choices through projects such as Safer Routes to School.
- Supporting opportunities which will improve and protect the rights of way network throughout the District.
- Improving access through the urban rights of way network within the Littlehampton area, to help improve community cohesion, community safety, tourism, access to local shops and services and to change travel modes and habits.
- Manage on-street parking in Littlehampton, Bognor Regis and Arundel and introduce controlled parking zones, where appropriate, which balance the needs of residents, visitors and businesses.
- Continuing to work with our bus operators and developing quality bus partnerships, to improve the capacity and quality of the bus fleet, and to improve the way services are marketed, particularly supporting the Coastal Transport System major scheme when funding is available to deliver it.

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### 2.3 Chichester

Chichester District contains a diverse range of local communities, all with their own character, needs and aspirations. The District is the largest in the County, with a long coastline stretching from Selsey to Thorney Island. The District stretches north from the coast into the South Downs (a large part of which is now National Park) to the border with Hampshire and Surrey. In general it is a prosperous area with low levels of unemployment, and high house prices.

The City of Chichester is the County town of West Sussex. It has historical importance and attracts large numbers of visitors each year. It is an established centre for business and a popular shopping destination with a range of independent retailers and high street stores. The City is also becoming a thriving place for students with a popular University and College, attracting students from across the country.

The increased popularity of the City has, however, resulted in growing transport problems. Congestion is one of the biggest problems, especially delays on the A27 during peak periods. With major housing developments expected during the lifetime of the Plan, congestion is likely to remain a major concern for the City.

There are numerous bus links into the City and the railway station provides links to Southampton, Portsmouth, Gatwick Airport and London Victoria.

The Manhood Peninsula, which includes the vibrant communities of Selsey, and the Bournes, makes up the coastal stretch of the District. The area attracts a high number of tourists with its good quality beaches and leisure facilities. Whilst most communities have access to basic facilities such as local shops, schools and GPs, a great reliance is placed upon the City of Chichester for services and employment. This results in pressure being placed on the highway network as many use the car to commute, causing congestion during peak hours.



There is a good public transport network with the Stagecoach 700 'Coastliner' service serving the Bournes, and services such as The Link serving the Manhood Peninsula. However concerns over cost and reliability due to congestion put many people off using public transport.

The market towns of Petworth and Midhurst, the main hubs in the north of the District, are linked by the A272. Both towns fall within the newly established SDNP, with the SDNPA headquarters being located in Midhurst. There is a reasonably good bus service operating. However, high costs and the low frequency of some services mean that travelling by car is often an easier alternative, especially for those who live in more isolated locations such as West Lavington.

The population of the District is estimated to rise to 117,000 in 2016. Although the population has a higher proportion of older residents, there are areas within the District, such as Tangmere where there are a higher proportion of younger families. Levels of car ownership are generally high with the number of households not owning a car or van estimated to be in the region of 7,500 in 2009, which accounts for 15% of households in the District. Reliance on the car is greatest in the rural communities, as it can be the only convenient means of accessing services.

The lack of public transport services in some parts of the District means that for some people, community transport provides the only means of accessing some services.

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### 2.3.1 Implementation Plan for Chichester

Our strategy aims to tackle the identified transport issues as and when funding becomes available. We will make certain that all new schemes and developments contribute and support in some way the following:

- increasing use of sustainable modes of transport
- improving network efficiency in order to improve journey time and air quality
- improving safety for all road users
- discouraging HGVs from using unsuitable roads
- improving accessibility between communities and larger towns within the District

### 2.3.2 Key issues and aims

#### The key issues in Chichester are:

- There is limited funding available for infrastructure or public transport improvements.
- Road congestion during peak periods affects many parts of the highway network, making journey times for public and private transport unreliable, and causing poor air quality. The routes affected include the A27, especially at all the junctions around Chichester, but particularly the A286 Stockbridge Road and A259 Bognor Road roundabouts. This makes access from the Manhood Peninsula very unreliable due to the conflict between north-south and east-west A27 traffic.
- New development will place extra pressure on the highway network.
- Increased transport movements within the District have a detrimental impact on air quality. The area around the A27/A286 Stockbridge Road roundabout is an AQMA and there are two further AQMAs at the A286 Orchard Street and the A285 St Pancras. Other parts of Chichester also have raised NO<sub>2</sub> levels so there is an AQAP covering the whole of the City north of the A27.

- The A27 severs the Chichester community due to the lack of safe crossing points and causes road safety concerns particularly in communities on the coastal plain.
- Level crossings on the West Coastway contribute to the levels of congestion within Chichester and on associated feeder roads, especially during peak periods, disrupting journey times and contributing to poor local air quality.
- In order to avoid congestion and maintain journey times HGVs are diverting onto unsuitable residential and rural roads, causing safety concerns.
- The current provision of pedestrian and cycling facilities throughout the District, and in particular within Chichester, are unable to support and maintain sustainable travel. Much of the network is disjointed and suffers from inadequate signing, safe crossing points and poor surfacing.
- The availability and low cost of city centre car parking encourages commuters and visitors to travel to the City by car and park for long periods. This also causes road safety concerns in some residential areas.
- The current rail services between Brighton and Chichester are perceived as slow and have been reaching capacity during peak periods of travel. There is also a limited supply of modern trains and carriages available to provide extra capacity along the West Coastway.
- Public perception of the bus network continues to be negative as it is viewed as unreliable, infrequent, expensive and inconvenient. The problem is particularly acute in rural areas where services do not necessarily go to the desired locations.
- Uncertainty over future funding, as a result of changes to national support to bus companies on fuel tax and lack of use of some services, puts many rural bus routes at risk.

#### Our aims for Chichester are:

- Maintaining roads and public rights of way to a good standard.

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- Improving street lighting through the contract with Southern Electric.
- Working with the Highways Agency and other partners to secure a package of improvements to the junctions on the A27 at Chichester which reduce congestion, improve journey times for public and private transport and improve air quality.
- All new development should be designed to promote 'local living', which encourages sustainable travel behaviour by locating shops, jobs and homes close together.
- All new development should provide secure cycle parking to meet the needs of the development and be within close proximity to public transport.
- Parking provision at new residential development should provide enough spaces to accommodate the expected number of vehicles at the site or provide measures such as car clubs which reduce the number of vehicles to match the space available.
- Safeguard against new development overloading the highway network. Making the best use of the existing road network and improving the way in which the network is managed to reduce current levels of congestion, for example through the use and introduction of intelligent transport systems and encouraging more use of public transport.
- Working with our rail partners to investigate ways that will reduce the delays caused by level crossings.
- Encouraging HGVs to use the advisory lorry route network while maintaining access to areas which businesses need to access.
- Continuing to work towards removing AQMAs by reducing traffic pollution through the implementation of the Local AQAP and lowering emissions, for example, by providing electric vehicle recharging infrastructure.
- Encouraging sustainable travel by improving the existing cycle and pedestrian network through improved signing, connecting routes where appropriate and repairing and maintaining surfaces.
- Improving pedestrian accessibility throughout the District by enhancing existing pedestrian crossings, and providing new pedestrian crossing facilities at identified key locations.
- Introducing measures to reduce the speed of traffic within residential and built-up areas where there are benefits and this is supported by the community.
- Promoting sustainable transport choices through projects such as Safer Routes to School.
- Supporting opportunities which will improve and protect the public right of way network throughout the District.
- Managing on-street parking so that it complements off-street parking provision and maintains the vitality of town and village centres.
- Developing park and ride sites which provide an attractive alternative to using a car for the entire journey, offer good value for money and fit with the District Council's parking strategy for the City.
- Continuing to work with our bus operators to improve the capacity and quality of the bus fleet, including use of cleaner buses, and improve the way the services are marketed, particularly on the services operating east to west.
- Working with rail partners to improve Chichester station interchange, including through the Southern station travel plan process. Also, seek to improve access to and integration with other modes of transport at other stations in the District.
- Liaising with the rail industry to explore opportunities for the provision of faster services and additional modern capacity along the West Coastway, but which retain a suitable balance of stopping services.
- Working with the Sussex CRP through the Arun Valley Line Group to further promote rail travel amongst residents and visitors to Chichester.

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### 2.4 Crawley

Crawley is a thriving town, and the largest in West Sussex, offering good employment and services to residents as well as attracting workers from a wide area. Crawley has many attractions, including Tilgate and Buchan parks, the Hawth Theatre and the K2 leisure centre. On top of all this, its importance as a centre of economic activity cannot be underestimated, as alongside Gatwick Airport, it is very much the central hub of the Gatwick Diamond.

When Crawley was designated as a new town in 1947, the vision was to create a thriving community of 60,000 people by the end of the 20<sup>th</sup> century. By the turn of the century, the population was around 96,000, and it is forecast to grow to 106,000 by 2016. The number of households which do not own a car or van in Crawley was estimated in 2009 to be in the region of 8,000. This accounts for 19% of the total number of households in the Borough.

The public transport services in the town are considered to be very good; there are three stations with good rail links especially to Gatwick Airport and London. There is a well used commercial bus network including the high quality Fastway service, some of which operate 24 hours a day. There is, however, room for improvement to both infrastructure and services to encourage the switch from the car, as traffic congestion is still experienced during peak periods of the day.

With the town constantly growing and developing, sustainable travel must continue to be encouraged. The introduction of Fastway has led to a significant rise in bus patronage. New development will need to be integrated into the existing transport network and deliver enhancements to the infrastructure to continue this trend and enable long term sustainable travel behaviour.

#### 2.4.1 Implementation Plan for Crawley

Our strategy aims to tackle the identified transport issues as and when funding becomes available. We will make certain that all new schemes and developments contribute and support in some way to the following:

- increasing use of sustainable modes of transport
- improving transport hubs and access to them
- improving integration between different modes of transport
- improving safety for all road users
- improving network efficiency in order to improve journey times and air quality

#### 2.4.2 Key issues and aims

##### The key issues in Crawley are:

- There is limited funding available for infrastructure improvements.
- The development of 2,500 dwellings to the land west of Bewbush, along with a potential 1,900 dwellings on land in the North East Sector, will have a major impact upon the current highway network and public transport services. Issues that will need resolution include overloading of the highway network and public transport, air quality, parking and ensuring good interconnectivity from development to/from local and town centre facilities, especially by walking and cycling.
- A proposed retail-led redevelopment in the town centre could increase congestion levels, demand for parking, and have a detrimental effect on air quality.
- Road congestion during peak periods affects many parts of the highway network, causing unreliable journey times and poor air quality. Particular locations affected include the M23 junction 10, M23/A23 Pease Pottage junction, A23 London Road, and the A2220 Horsham Road.
- Localised congestion occurs around the Borough at the start and end of the school day.
- In order to avoid congestion and maintain journey times HGVs are diverting onto unsuitable residential roads, causing concerns over safety.
- The current provision of pedestrian and cycling facilities across the town are not sufficient to support and maintain

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sustainable travel behaviour. Much of the network is disjointed and suffers from inadequate signing, safe crossing points and poor surfacing.

- There is a lack of secure public cycle parking throughout Crawley.
- Current parking provision in the town is insufficient to meet current demands in residential areas, around railway stations including Crawley and Three Bridges, and in the town centre.
- There is concern among residents of the high speed of traffic within residential and built up areas.
- Peak time rail services suffer from overcrowding. Current track and platform capacity at Gatwick Airport causes a bottleneck on the Brighton Main Line which limits the ability to provide additional services.
- The railway stations located throughout the town suffer from poor integration with other transport modes as well as outdated passenger facilities.

### **Our aims for Crawley are:**

- Maintaining roads and public rights of way to a good standard.
- Improving street lighting through the contract with Southern Electric.
- Ensuring that maximum transport benefits from new developments are realised so as to mitigate their impacts and integrate them into existing communities through, for example, extensions to Fastway.
- Making the best use of the existing road network and improving the way in which the network is managed to reduce current levels of congestion by achieving a shift to sustainable modes of transport. For example, through introducing intelligent transport systems, making public transport more convenient, comfortable and safe.
- Encouraging HGVs to use the advisory lorry route network while maintaining access to areas which businesses need to access.
- Encouraging sustainable travel by improving the existing cycle and pedestrian network through: improved signing; connecting routes, particularly reducing severance caused by the A23 ring road; repairing and maintaining surfaces.
- Improving pedestrian accessibility throughout the town by enhancing existing pedestrian crossings, and providing new pedestrian crossing facilities at identified key locations.
- Involving local employers in travel behaviour change projects such as Crawley Easit, to encourage cycling, walking and using public transport to travel to work.
- Promoting sustainable transport choices through projects such as Safer Routes to School.
- Supporting opportunities which will improve and protect the public rights of way network throughout Crawley.
- Introducing measures to reduce the speed of traffic within residential and built-up areas where there are clear benefits from doing so and they are supported by the local community.
- Working with our partners to achieve the required extension and improvements at Gatwick Airport Station to provide: an extra platform; improved platform access and facilities; safer passenger waiting areas; and a new station concourse by 2014.
- Working with our rail partners, Crawley Borough Council and developers to explore opportunities for the redevelopment of Three Bridges and Crawley railway stations, including through the station travel plan process. Also explore short-term measures at all stations to provide; better interchange between public transport including Fastway; additional car parking; and cycle and pedestrian facilities.
- Liaise with developers and the rail industry over plans for a potential new station at Holmbush.
- Liaising with the rail industry to ensure the best possible rail service provision to Crawley Borough as a result of the evolving Thameslink programme and other Southern franchise plans to

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increase capacity of services operating along the Brighton Main Line.

- Working with the Sussex CRP through the Arun Valley Line group to promote rail travel in and around Crawley.
- Improving the accessibility and quality of information available through the introduction of RTPI at well used bus stops and where the whole life costs are affordable.

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### 2.5 Horsham

Horsham District covers a large area of West Sussex (205 square miles), the majority of which is rural. The largest town is Horsham, but the communities of Pulborough, Billingshurst, Henfield, Steyning and Storrington are also important population centres, each with their own unique charm and character, as well as their own transport issues.

The District is, on average, a fairly prosperous one, with low unemployment and a younger population compared to the national average which is estimated to grow to 138,000 by 2016. The number of households in the District which do not own a car or van was estimated in 2009 to be in the region of 6,600. This accounts for 12% of the total number of households in the District.

The historic market town of Horsham is home to over 40,000 people offering employment and services to local people, as well as attracting visitors from the wider area. During the lifetime of the Plan, substantial new development is expected in the District. This will be required to contribute towards improvements to existing infrastructure and services to encourage more sustainable travel patterns in the future.

The District benefits from large areas of attractive countryside, some of which is included within the SDNP. It includes popular tourist destinations such as Parham House, Pulborough Brooks and the Amberley Working Museum, which make the District a popular place to visit.

Rail services between London and the south coast stop at Horsham and a number of smaller towns such as Pulborough and Billingshurst. However, due to the location and spacing of stations on the Arun Valley Line, many commuters make substantial journeys to get to the nearest rail station. There can also be problems of congestion on the trains themselves with many of the London services being at, or near, capacity during peak periods south of Horsham, and over capacity, north of the town.

Within the town of Horsham there is a generally good bus network. However, the villages and rural areas are not so well served. There are high levels of car

ownership and people rely on the private car to access the employment and services they require.

The A24 causes severance as it bisects the District linking London to the south coast. A lack of safe crossing points discourages people from accessing neighbouring communities and enjoying the public rights of way network. Congestion on roads that have to cross or feed into the A24 is often experienced during the peak periods of the day.

The A264, A29, A281, A272, A283, and the A2037 all pass through the District. All of them suffer from congestion during peak periods, particularly on the A264 between Horsham and Crawley and at junctions on, and roads adjoining, the A24.

An AQMA has been declared by Horsham District Council either side of the A283 passing through the centre of Storrington. An AQAP is being developed jointly with Horsham District Council, as traffic pollution is a major (but not only) contributor to poor local air quality. Horsham District Council will also investigate the need to declare further AQMAs at Pulborough and Cowfold.

#### 2.5.1 Implementation Plan for Horsham

Our implementation plan aims to tackle the identified transport issues, as and when funding becomes available. We will make certain that all new schemes and developments contribute and support in some way the following:

- increasing use of sustainable modes of transport
- improving network efficiency in order to improve journey time and air quality
- developing and implementing measures which will reduce traffic emissions in the AQMAs
- improving safety for all road users
- improving accessibility between communities within the District

#### 2.5.2 Key issues and aims

**The key issues in Horsham are:**

- There is limited funding available for infrastructure improvements.

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- The development of 2,000 dwellings on land to the west of Horsham and south of Broadbridge Heath will have an impact upon the current highway network and public transport services, in terms of capacity, air quality and parking.
- Localised areas of congestion occur around the District during school drop off and pick up times.
- In order to avoid congestion and maintain journey times HGVs are diverting onto unsuitable residential and rural roads, causing concerns over safety.
- Due to congestion on the A27, vehicles rat run through Horsham leading to poor air quality and a declared AQMA in Storrington.
- The current provision of pedestrian and cycling facilities throughout the District, and in particular within Horsham, are not sufficient to support and maintain sustainable travel. This is because much of the network is disjointed and suffers from inadequate signing, safe crossing points and poor surfacing.
- There is a lack of secure public cycle parking throughout the District, particularly in Horsham.



- There is an increase in the levels of on-street parking in some areas which is leading to congestion, increasing journey times and restricting access.
- There is concern among residents at the high speed of traffic within residential and built up areas in rural and urban locations.
- There continues to be a poor casualty record along the A24 and A264 around Horsham.

- The current parking provision at railway stations within the District is insufficient to cope with demand, resulting in high levels of on street and parking in contravention of restrictions.
- The lack of a good public transport network operating within the rural locations means that individuals with no access to private cars are unable to visit key services such as hospitals, shops and leisure facilities.
- Railway services from intermediate stations along the Arun Valley are perceived as slow, whilst bus integration at rural stations is also poor.

### Our aims for Horsham are:

- Maintaining roads and public rights of way to a good standard.
- Improving the safety record on the A24 through delivery of improvements which tackles the identified issues effectively.
- Improving street lighting through the contract with Southern Electric.
- Ensuring that the maximum transport benefits are secured from the major strategic housing developments and other developments within the District, so that they fully integrate with existing communities and mitigate any impacts. This includes delivery of a new grade separated junction with A24 and east-west link road to access the West of Horsham development.
- Making the best use of the existing road network and improving the way in which the network is managed to reduce current levels of congestion, for example through the use and introduction of intelligent transport systems and improving public transport.
- Working with Network Rail and our rail operators to investigate ways to minimise issues caused by level crossings across the District.
- Encouraging HGVs to use the advisory lorry route network while maintaining access to areas which businesses need to access.
- Implementing AQAPs and assisting the District Council to develop supporting strategies and planning policies that will

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reduce traffic pollution in and around AQMAs.

- Working with the local community and interest groups to identify priorities and encourage sustainable travel by improving the cycle and pedestrian network. This may include: new or improved cycle and pedestrian routes; signing; changes to speed limits; cycle parking; repairing and maintaining surfaces.
- Promoting sustainable transport choices through projects such as safer routes to school.
- Supporting opportunities which will improve and protect the public rights of way network throughout the District.
- Improving pedestrian accessibility throughout the town by enhancing existing pedestrian crossings, and providing new pedestrian crossing facilities at identified key locations.
- Manage on-street parking so that it compliments off-street parking in town and village centres and balances the needs of residents, businesses and visitors.
- Introducing measures to reduce the speed of traffic within residential and built-up areas where there are clear benefits from doing so and this is supported by the local community.
- Continuing to work with our bus operators to improve; the capacity and quality of the bus fleet; access to services; and the way that services are marketed.
- Seeking to reduce traffic congestion by providing a convenient, comfortable, safe and flexible public transport system that offers a real alternative to the private car and encourages sustainable movement, thereby reducing energy consumption and pollution.
- Improving the accessibility and quality of information available through the introduction of RTPI at the most used bus stops and where the whole life costs are affordable.
- Working with our partners to improve the transport interchange at Horsham railway station, as well as exploring further opportunities for improvement through the Southern station travel plan project.
- Working with rail partners, including Sussex CRP, to explore opportunities to improve other stations throughout the District and promote rail travel. This includes improvements to access, parking and integration with other modes of transport.
- Liaising with the rail industry to ensure the best possible rail service provision as a result of the Thameslink programme, and Arun Valley signalling works that will provide some improvements to service timings.

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### 2.6 Mid Sussex

Mid Sussex is bordered by Surrey to the north, Brighton to the south and East Sussex to the east. Mid Sussex is well placed to allow easy movement for people, giving good access to jobs, with many commuting to London. Part of the District is included within the South Downs National Park, with much of the rest of the District being designated as an Area of Outstanding Natural Beauty. Hassocks is one of the 'gateways' to the SDNP, offering an excellent opportunity to explore the Downs car free, due to its location on the Brighton Main Line.

The District naturally divides itself into three areas (north, central and south), each of which is centred on a main town: East Grinstead, Haywards Heath and Burgess Hill respectively. All three towns are identified as strategic places and are expected to see new development during the lifetime of the Plan.

On the whole, the District is relatively wealthy. However, this does mask areas of urban and rural deprivation. The population of Mid Sussex is expected to rise to 148,000 by 2016. The number of households which do not own a car or van was estimated in 2009 to be 7,500, which accounts for 13% of households in the District.

The main transport routes running through the District are the M23 and A23 which move traffic north-south, and the A272, A264 and A22 which move traffic east-west.

#### East Grinstead

East Grinstead is home to around 25,000 people. While many people commute, mainly to London, it also offers employment and services to local people as well as attracting workers in from surrounding towns and villages.

East Grinstead suffers from acute congestion and safety issues at peak and off-peak times due to current travel behaviour which is dominated by private car use. The alignment of the A22 through the centre of the town causes community severance and concerns about safety because the road carries a high volume of traffic and there is a shortage of safe places to cross.

Although limited future development is planned, a Town Centre Masterplan has been developed which contains aspirations that remain largely undelivered. The Town Council is also leading development of a Station Quarter Masterplan exploring the potential for long-term improvements near East Grinstead Station. There is, therefore, a need to mitigate the impact of future development on the transport network whilst delivering these aspirations, especially if new business is to be attracted to the town.

#### Haywards Heath

The town of Haywards Heath suffers from peak time town centre congestion; with the A272 passing straight through the centre of the town. The bus network in the town is limited due to the size of the town and the dispersed nature of settlements in the surrounding rural area.

Like other settlements within the District, there is significant scope to increase walking, cycling and public transport use through investing in new infrastructure and promoting sustainable travel modes. Additional development in the town will be expected to contribute to these facilities and complete the Haywards Heath relief road which is expected to open by 2017. This will reduce town centre traffic levels and enable the aspirations of the Town Centre Masterplan to be achieved. This includes reallocating road space to walking, cycling and public transport.

#### Burgess Hill

Burgess Hill is situated on the Brighton Main Line and, therefore, serves partly as a commuter town. However, it is also home to the largest business and commercial sector in Mid Sussex, attracting workers in from the surrounding area.

Burgess Hill experiences peak period congestion and safety issues associated with current patterns of travel behaviour which are dominated by the private car. Short distance commuting by rail is possible, but not popular, due partly to overcrowding. Overall, the transport network needs to be able to accommodate long and short distance journeys, and through-traffic. Accommodating additional travel and encouraging a switch to sustainable modes will, therefore, be important.

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In the future, additional new housing is expected to increase the population of the town. A Masterplan has been developed to coordinate town centre improvements that currently remain undelivered. The Town Council is also leading development of a Town Wide Strategy aimed at attracting investment into the town as a whole through new development. This is intended both to realise the aspirations of the Town Centre Masterplan and deliver improved and additional services and facilities in the wider town. The impact of this growth will need to be mitigated so this Plan focuses on measures that will support growth and encourage a change in travel behaviour of residents and visitors to the town. The Plan will also help support the travel aims of Burgess Hill; connectivity and choice, which were identified through the previous Town Action Plan.

### 2.6.1 Implementation Plan for Mid Sussex

Our strategy aims to tackle the identified transport issues as and when funding becomes available. New development is also expected to contribute to the delivery of the strategy. We will make certain that all new schemes and developments contribute and support in some way the following:

- improving public transport facilities and networks
- increasing the use of sustainable modes of transport
- improving network efficiency in order to reduce delays and emissions
- improving safety for all road users
- improving the public rights of way network in accordance with the RoWIP

### 2.6.2 Key issues and aims

**The key issues in Mid Sussex are:**

- There is limited funding available for infrastructure improvements.
- New development is planned throughout the District and particularly in Burgess Hill and Haywards Heath. This will have a major impact upon the current highway network and public transport services, in terms of capacity, air quality and parking.

- Road congestion during peak periods affects many parts of the highway network throughout the District due to its location within the Gatwick Diamond and the high volumes of commuters and freight passing through. East Grinstead is affected by the A264 and the A22 passing through the town centre, and Haywards Heath is particularly affected by the A272 passing through the town centre.
- Burgess Hill suffers from congestion due to the fact that there are only two crossing points for vehicles across the Brighton Main Line within the town.
- In order to avoid congestion and maintain journey times HGVs are diverting onto unsuitable residential and rural roads, causing concerns over safety.
- The current provision of pedestrian and cycling facilities throughout the District and in particular within Burgess Hill, East Grinstead and Haywards Heath, are unable to support and maintain sustainable travel. Much of the network is disjointed and suffers from inadequate signing, a shortage of safe crossing points and poor surfacing.
- The current public rights of way network is disjointed, deficient in terms of multi-use routes and needs resurfacing in many places. The creation of the SDNP is expected to increase pressure on the network over time.
- The railway stations, located throughout the District, and in particular the stations at Burgess Hill, Wivelsfield, East Grinstead and Haywards Heath, suffer from problems with access to platforms, inadequate waiting facilities, car parking and poor integration with bus services.
- Peak time rail services along the Brighton Main Line suffer from overcrowding.
- The lack of a good public transport network operating within the rural locations means that individuals with no access to private cars are unable to access key services such as hospitals, shops and leisure facilities.

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- Bus services accessing the rural areas are seen as infrequent, unreliable, inconvenient and expensive.
- Uncertainty over future funding as a result of low use of some bus services puts certain routes at risk.

### **Our aims for Mid Sussex are:**

- Maintaining roads and public rights of way to a good standard.
- Improving street lighting through the contract with Southern Electric.
- Ensuring that maximum transport benefits are realised from future developments at Burgess Hill and Haywards Heath. The aim being to mitigate their impact and integrate the developments with existing communities.
- Completion of the developer-led A272 Haywards Heath Relief Road to support delivery of new development.
- Making the best use of the existing road network, using intelligent transport systems and improving public transport to improve the way the network is managed to reduce congestion.
- Developing and implementing a traffic management strategy using contributions from development to optimise the A22/A264 route through East Grinstead, improving access and managing congestion.
- Ensuring that future network improvements within East Grinstead will focus on encouraging sustainable alternatives to the private car and upgrading key junctions to optimise the existing road network.
- Encouraging HGVs to use the advisory lorry route network while maintaining access to areas which businesses need to access.
- Implement AQAPs and assist the District Council to develop supporting strategies and planning policies.
- Encouraging sustainable travel by improving the existing cycle and pedestrian network through improved signage, connecting routes where appropriate and repairing and maintaining surfaces, particularly on routes identified through the Burgess Hill Green Circle Network.
- Improving pedestrian accessibility throughout the District by enhancing existing pedestrian crossings, and providing new pedestrian crossing facilities at identified key locations.
- Promoting sustainable transport choices through projects such as Safer Routes to School.
- Supporting opportunities which will improve and protect the public rights of way network throughout the District.
- Manage on-street parking in Burgess Hill and Haywards Heath; potentially through the introduction of controlled parking zones in the town centres and near to the railway stations.
- Manage on-street parking in East Grinstead through improvements to the existing controlled parking zone.
- Introducing measures to reduce the speed of traffic within residential and built-up areas where there are clear benefits from doing so and this is supported by the local community.
- Continuing to work with our bus operators to improve the capacity and quality of the bus fleet and to improve the way the services are marketed.
- Seeking to reduce traffic congestion by providing a convenient, comfortable, safe and flexible public transport system that offers a real alternative to the private car and encourages sustainable movement, thereby reducing energy consumption and pollution.
- Improving the accessibility and quality of information available through the introduction of RTPPI at well used bus stops and where the whole life costs are affordable.
- Supporting transport interchange improvements at East Grinstead and Hassocks railway stations, including the national station improvement programme.
- Working with rail partners to explore opportunities to improve stations and rail service provision throughout the District. This includes redevelopment of

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Haywards Heath and Burgess Hill railway stations, improvements to station access through the Southern station travel plan project, integration with other modes of transport, and opportunities to improve services through the Thameslink programme.

- Working with the Sussex CRP to further promote rail travel amongst residents and visitors to East Grinstead.

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### 2.7 Worthing

Worthing is now a large urban area on the south coast. Part of Worthing Borough falls within the SDNP and it incorporates a number of former villages, some of which are still discrete entities and all of which have different characters.



Like neighbouring seaside resorts, Worthing grew as a result of the tourist industry. However, with the advent of cheap holidays abroad, Worthing has promoted itself to new markets. In recent times, it has seen a range of major employers move into the area. Despite this, it is in need of town centre regeneration to improve public spaces, and leisure and retail opportunities in order to attract visitors and successfully compete with other centres. Due to the constraint on expansion to the north and the need for regeneration, new development is expected to be focused in the town centre to help deliver this aim.

Worthing's community is diverse and the population is estimated to grow to 105,000 by 2016. Whilst there are some areas with affluent older residents, there are areas which are among the most deprived in the County. The number of households in the Borough which do not own a car or van was estimated in 2009 to be in the region of 11,000, which accounts for 23% of households in the Borough.

The A27 trunk road passes through the town, creating a significant bottleneck on the SRN that causes long delays and makes journey times very unreliable for local and through traffic at peak times. It also causes community severance, road safety issues, poor air quality and noise.

The A259 predominately carries local traffic but also acts as an alternative route,

especially for more local trips to the A27 as commuters try to avoid congestion.

The West Coastway provides rail connections to the east (Brighton), and the west (including Chichester, Portsmouth and Southampton). There is also a reasonably good rail service to London.

The local bus network is extensive, but journey times and punctuality are affected by congestion. The most commercial and successful of the routes, the Stagecoach 700 'Coastliner' service, also passes through the town offering connections along the coast.

Worthing has a relatively high level of cycling compared to other towns, but there is potential to develop the network further and improve links with neighbouring communities.

#### 2.7.1 Implementation Plan for Worthing

We aim to tackle the identified transport issues as and when funding becomes available. New development is also expected to contribute to the delivery of these aims. We will make certain that all new schemes and developments contribute and support in some way to the following:

- increasing use of sustainable modes of transport
- improving network efficiency in order to reduce emissions and delays
- improving safety for all road users
- reducing the impact of HGVs on the local community, but in such a way that will support the local economy
- reducing the need to travel

#### 2.7.2 Key issues and aims

The key issues in Worthing are:

- There is limited funding available for infrastructure improvements.
- Due to the geography and density of the developed area, physical improvements to the highway network, which require space outside the existing highway boundary, are challenging to deliver.
- Road congestion during peak periods affects many parts of the highway network throughout the Borough,

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disrupting journey times and causing poor air quality. Particular problems are on main routes into the town centre (A259 and A24) and along the A27, where the lack of safe crossing points causes community severance between High Salvington and Findon Valley.

- Level crossings on the West Coastway contribute to the levels of congestion, especially during peak periods, disrupting journey times and increasing traffic pollution.
- In order to avoid congestion and maintain journey times HGVs are diverting onto unsuitable residential roads causing concerns over safety.
- Increased transport movements within the Borough are detrimentally affecting air quality, particularly at the AQMA on the A27 and at other sites where NO<sub>2</sub> levels are close to being exceeded.
- The current provision of pedestrian and cycling facilities across the town are unable to support and maintain sustainable travel. Much of the network is disjointed and suffers from inadequate signing, safe crossing points and poor surfacing.
- There is insufficient on-street space to meet current demands for parking in central areas, which has led to waiting lists for residential parking permits. Parking in contravention of parking restrictions also causes congestion and delays.
- There is concern among residents of the high speed of traffic within residential and built up areas.
- The current rail services to Gatwick Airport, London, along the Brighton Main Line and between Brighton and Chichester have been reaching capacity during peak times.
- Rail services along the West Coastway are also perceived as slow and there is a limited supply of modern rail stock available to provide extra capacity along the route.
- Despite a reasonably good public transport network throughout the Borough, public perception continues to

be negative as it is viewed as unreliable, infrequent and expensive.

### Our aims for Worthing are:

- Maintaining roads and public rights of way to a good standard.
- Improving street lighting through the contract with Southern Electric.
- All new development should be designed to promote 'local living', for example shops, jobs and homes all being within easy reach of each other.
- All new development should provide secure cycle parking to meet the needs of the development and be within close proximity to public transport.



- Parking provision at new residential development should provide enough spaces to accommodate the expected number of vehicles at the site or provide measures such as car clubs, which reduce the number of vehicles to match the space available.
- Working with the Highways Agency and other partners to develop and deliver a package of major improvements to the A27 at Worthing and Lancing to reduce congestion, improve safety and community cohesion.
- Making the best use of the existing road network, using intelligent transport systems and improving public transport to improve the way the network is managed and reduce congestion.
- Working with Network Rail and our rail operators to investigate ways that will reduce the delays caused by level crossings.

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- Working with rail partners to improve access to stations and integration with other modes of transport, particularly through the Southern station travel plan process for Worthing Station.
- With the rail industry, explore opportunities to provide faster services and additional modern capacity along the West Coastway which retain a suitable balance of stopping services along the route.
- Encouraging HGVs to use the advisory lorry route network while maintaining access to areas which businesses need to access.
- Continuing to manage existing AQMAs by developing and implementing AQAPs jointly with Worthing Borough Council and the Highways Agency (A27), while managing traffic and development pressures to avoid declaration of further AQMAs.
- Reduce emissions of NO<sub>2</sub>, other air pollutants and greenhouse gases, by providing electric vehicle recharging points in partnership with Worthing Borough Council and parking providers.
- Encouraging sustainable travel by improving the existing cycle and pedestrian network through improved signage, connecting routes where appropriate and repairing and maintaining surfaces.
- Improving pedestrian accessibility throughout the Borough by enhancing existing pedestrian crossings, and providing new pedestrian crossing facilities at identified key locations
- Promoting sustainable transport choices through projects such as Safer Routes to School.
- Developing and implementing schemes which contribute to the completion of the Worthing cycle network, particularly routes along the seafront.
- Supporting opportunities which will improve and protect the public rights of way network throughout the Borough.
- Develop park and ride sites if suitable locations can be identified which offer good value for money and fit with the Borough Council's parking strategy for the town.
- Manage on-street parking to compliment off-street parking provision and reduce the impact of visitor and commuter parking on residential areas.
- Increase public transport capacity and quality, particularly on key north-south and east-west arterial routes. Improve the comfort of public transport, and also improve its image through provision of information and marketing.








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## 2.8 Monitoring Implementation









The table below sets out the key indicators we intend to use to monitor this Plan. We have reduced and simplified the set of indicators used in previous transport plans to reduce the burden of monitoring. However, we have retained the indicators which help us to manage our services effectively. We will consider setting indicator targets where appropriate when further information on the funding for plan priorities becomes available. The National Highways and Transport Network Public Satisfaction Survey provides a range of perception indicators on service delivery which we will use alongside information from other sources to supplement the main indicators below.

Indicator	Indicator description	Indicator future direction of travel	Data collection information	Lead* and other partners	Calendar years	LTP3 baseline - 2009/10	LTP3 baseline - 2010/11	LTP3 year 1 - 2011/12	LTP3 year 2 - 2012/13	LTP3 year 3 - 2013/14	Annual to year 15 - 2025/26	Indicator note
WSTP1	Congestion number of vehicles entering urban areas		Average 5-day total number of vehicles entering urban areas between Mon 7-10am measured by cordons on inbound routes	West Sussex County Council	Calendar years Bognor Regis - actual (index from 2009) Chichester - actual (index from 2009) Crawley - actual (index from 2009)	2009 5801 (100) 14529 (100) 21825 (100)	2010 72.3% 72.3% 72.3%	2011	2012	2013	2013	Through development of any Network Monitoring Strategy we will explore opportunities to extend monitoring to other major towns where practically and financially feasible.
WSTP2	Proportion of journey to work trips made by car		Collected by annual National Highways & Transport Network (NHT) survey - respondents reporting 'by car or van'	West Sussex County Council	Calendar years	2009	2010	2011	2012	2013	2013	
WSTP3	Proportion of journey to school trips by car		Measured by National School Census for all schools with an accredited school travel plan (100% of schools in 2011)	West Sussex County Council	Actual Financial years	Not available	72.3%	2010/11	2011/12	2012/13	2013/14	
WSTP4	Proportion of non-transfer Gatwick Airport passengers arriving by sustainable modes		Collected by Civil Aviation Authority (CAA) annual survey, includes bus/coach and rail	Gatwick Airport Ltd*, West Sussex County Council	Calendar years	2009	2010	2011	2012	2013	2013	The Surface Access Strategy target is 40% by the time that passengers reach 40mppa. The 2009 figure is 32mppa.
WSTP5	Number of cycling trips		Figures recorded during neutral months (Apr, May, Sep, Oct). Average daily (7-day) flows measured at cycle cordons. Based on flows recorded in both directions at 5 cordons in Chichester (2 inbound only), 6 cordons in Worthing and 3 cordons in Crawley.	West Sussex County Council	Calendar years Chichester - actual (index from 2010) Crawley - actual (index from 2010) Worthing - actual (index from 2010)	2009 2010 baseline 805 (100) 2010 baseline 555 (100) 2010 baseline 1107 (100)	2010	2011	2012	2013	2013	We will explore opportunities to set up new cordons around other towns if practically and financially feasible. Crawley 2010 base index was set based on Sep-Oct flows as cordons were added in June 2010. 1 new cordon was added to Worthing in June 2010 so the index from this cordon is also based on Sep-Oct flows.

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						2009/10	2010/11	2011/12	2012/13	2013/14	
WSTP6	Local bus passenger journeys originating in the authority area		Count of all local bus journeys excluding Gatwick Airport car parking services	West Sussex County Council	Financial years						
WSTP7	Bus punctuality		Based on sample of services with real-time systems during Oct and Mar. Half combined score of percentage of buses on time not departing earlier than 1-min or later than 5 mins from: scheduled departure time at first stop on route, and at intermediate timing points.	West Sussex County Council	Actual	23.2M					
WSTP8	Satisfaction with local bus services		Collected by National Highways and Transport Network (NHT) survey - responses to 'the local bus service overall' question in bus specific section calculated as overall average satisfaction score.	West Sussex County Council	Actual	89%					
WSTP9	Community transport patronage		All returned figures following approach from WSCC to Community Transport Directory operators (includes main dial-a-ride operators; excludes community buses counted within WSTP6).	West Sussex County Council	Actual	59.8					
WSTP10	Proportion of population who can access main towns/service centres within 60 minutes by public transport		Accession measure, 10 largest service centres in West Sussex, Mon 7-9am, 800m public transport stop connection, uses ONS mid-year population estimates	West Sussex County Council	Actual	Not available					
WSTP11	People killed or seriously injured (KSI) in road traffic accidents		Countywide measure	West Sussex County Council; Highways Agency; Sussex Police; Sussex Police Authority	Calendar years	2009	2010	2011	2012	2013	
WSTP12	Children and young people killed or seriously injured (KSI) in road traffic accidents		Countywide measure (up to and including 19 years of age in line with Every Child Matters)	West Sussex County Council; Highways Agency; Sussex Police; Sussex Police Authority	Calendar years	2009	2010	2011	2012	2013	We will aim to continue to reduce KSI casualties. We will take note of any future national guidance on road safety targets and continue to liaise with local authorities through the SEASIG to benchmark progress.

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WSTP13	Principal roads where maintenance should be considered		Collected by annual Scanner laser survey over 100% of the network	West Sussex County Council	Financial Years	2009/10	2010/11	2011/12	2012/13	2013/14	
WSTP14	Non-principal classified roads where maintenance should be considered		Collected by annual Scanner laser survey over 100% of the network	West Sussex County Council	Actual	2%					
WSTP15	Unclassified roads where maintenance should be considered		Measured via Coarse Visual Inspection (CVI) survey. A third of network is measured each year and figure updated annually.	West Sussex County Council	Financial Years	2009/10	2010/11	2011/12	2012/13	2013/14	
WSTP16	Footway condition		To be confirmed	West Sussex County Council	Actual	7%					
WSTP17	Percentage of street lights working properly		Contractor monitoring of reported faults	West Sussex County Council	Financial Years	2009/10	2010/11	2011/12	2012/13	2013/14	Our footway condition monitoring is being reviewed and we will investigate a footway indicator as part of our Transport Asset Management Plan during 2011/12.
WSTP18	Condition of structures		Bridge Condition Indicators (BCI) for WSCC owned highway bridges, footbridges, subways and retaining walls, based on bi-annual inspection cycle	West Sussex County Council	Actual	Not applicable					There is a target to ensure 99% of street lights are working in accordance with lighting regimes. New PFI street lighting contract began in April 2010.
WSTP19	Proportion of road gullies with silt levels 50% and below		Contractor monitoring of silt levels	West Sussex County Council	Financial Years	2009/10	2010/11	2011/12	2012/13	2013/14	100-95 very good; 94-90 good; 89-80 fair; 79-65 poor; 64-40 very poor; 39-0 severe. We will look to improve the critical element score through targeted investment on priorities.
WSTP20	Percentage of Air Quality Management Areas where measures are having a positive effect		Percentage of AQMA traffic flow and air quality measures heading in the right direction taken from annual Air Quality Monitoring report	District/Borough Councils*, West Sussex County Council	Financial Years	2009	2010	2011	2012	2013	Air quality can be influenced by weather variations hence presentation of both indicators to give a fuller picture.
WSTP21	Road transport contribution to carbon emissions		Data provided by Department of Energy and Climate Change (DECC). Road transport sector only. Based on fuel consumption & emission factors for vehicle types applied to mapped traffic movements.	West Sussex County Council	Financial Years	2009	2010	2011	2012	2013	It is difficult to measure emissions from transport. We will monitor closely any changes in the way these figures are calculated nationally. This indicator is for road transport only as the largest contributor to transport emissions.

\*\*It should be noted that there will be a sampling error associated with some monitoring data collected above. For the NHT survey data at the countywide level this is +3%. This should be borne in mind when interpreting the results.

\*\*\*There is a lag time in the collection of some indicators hence at the time of writing the latest information available for indicators varied between 2009 and 2010.

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## Glossary of Terms and Abbreviations

<b>AQAP</b>	Air Quality Action Plan
<b>AQMA</b>	Air Quality Management Area
<b>CCTV</b>	Closed Circuit Television
<b>CLC</b>	County Local Committee
<b>CRP</b>	Community Rail Partnership
<b>DaSTS</b>	Delivering a Sustainable Transport System
<b>DfT</b>	Department for Transport
<b>EqIA</b>	Equalities Impact Assessment
<b>EU</b>	European Union
<b>HIA</b>	Health Impact Assessment
<b>HRA</b>	Habitats Regulation Assessment
<b>LDF</b>	Local Development Framework
<b>LEA</b>	Local Economic Appraisal
<b>LTP3</b>	Local Transport Plan 3
<b>LTP2</b>	Local Transport Plan 2
<b>MOVA</b>	Microprocessor Optimised Vehicle Actuation
<b>NO<sub>2</sub></b>	Nitrogen Dioxide
<b>PFI</b>	Private Finance Initiative
<b>PRoW</b>	Public Rights of Way
<b>PRN</b>	Primary Route Network
<b>PTW</b>	Powered Two Wheeler
<b>QBP</b>	Quality Bus Partnership
<b>RoWIP</b>	Rights of Ways Improvement Plan
<b>RTPI</b>	Real Time Passenger Information
<b>RUS</b>	Route Utilisation Strategy
<b>SA</b>	Sustainability Appraisal
<b>SAC</b>	Special Areas of Conservation
<b>SDNPA</b>	South Downs National Park Authority
<b>SPA</b>	Special Protection Areas
<b>SEA</b>	Strategic Environmental Assessment
<b>SFRA</b>	Strategic Flood Risk Assessment
<b>SIDD</b>	Service Innovation Design and Delivery
<b>SRN</b>	Strategic Road Network
<b>STaRT</b>	Sussex Town and Rural Transport

<b>SUDS</b>	Sustainable Drainage Systems
<b>TAMP</b>	Transport Asset Management Plan
<b>VMS</b>	Variable Message Sign

