

CHAPTER 6: TRANSPORT AND ACCESS

INTRODUCTION

- 6.1 An efficient transport system and good accessibility are necessary for economic prosperity and are important for a good quality of life. The policies in this chapter aim to maintain and improve the efficiency of Crawley's transport infrastructure and to ensure that any new development is accessible by all groups of the population. These aims must be reconciled with protection of the environment. The chapter indicates how the demand for car use will be managed and how alternatives to the private car will be promoted. Other chapters support the transport strategy, ensuring allocations for major new developments are in locations which are accessible by a variety of modes of transport.

MAIN CHARACTERISTICS

- 6.2 Crawley is a very accessible location within the south east region. The M23 and the upgraded A23 provide for road traffic movements from the M25 and the regional motorway network, and to the south coast. The A264 links the M23 directly with dual-carriageways to Horsham and beyond, and a single carriageway A-road to the east of Crawley provides a link to East Grinstead. Rail access is also good with Three Bridges and Gatwick railway stations located on the busiest length of line in the county with direct links to several London termini, to towns surrounding London such as Luton and Reading, and to large centres of population on the south coast. Crawley and Ifield stations are located on the London/ Bognor Regis rail link with regular services passing through Horsham and other towns to the south- west of Crawley. There are, however, no direct rail links to the east of Crawley.
- 6.3 Road access within Crawley is provided by primary distributor roads, which normally define the boundaries of the residential neighbourhoods, and local roads within the neighbourhoods. This hierarchy is not so well-defined in some of the older areas of Crawley. The A23 to the west of the town centre was built in the 1930's as a bypass for the town, but new neighbourhoods have been developed to the west and it now functions as a distributor road. Footpaths and cycle links have been incorporated into the design of several of Crawley's neighbourhoods, but the percentage of people travelling to work by bicycle or on foot is low in the majority of neighbourhoods. Northgate, close to both the town centre and Manor Royal, is an exception with some 8% cycling to work.
- 6.4 Public transport links within Crawley are generally good. Predictably, travel to work by rail is higher in the Three Bridges, Pound Hill, Ifield and Maidenbower neighbourhoods but very low from central neighbourhoods. Use of buses for travel to work is higher in Crawley than elsewhere in West Sussex, particularly from Bewbush, Broadfield and Ifield West. The secondary distributor road network enables buses to enter the neighbourhoods, particularly to serve the neighbourhood centres. There are, however, few direct bus links between neighbourhoods and the service is more limited outside peak times.
- 6.5 Travel in the borough is dominated by the private car which is a convenient and comfortable form of transport which gives the freedom to travel at any time. At present, Crawley has some local traffic congestion problems, mainly peak hour delays at junctions and along radial routes, although the problems are not as severe as those experienced in many urban areas. However, even limited congestion causes delay, and noise and air pollution. Parking congestion also occurs which adversely affects the environment, particularly in residential areas. High levels of car use create noise, fumes and danger which make cycling and walking less attractive. Many employment, shopping and recreation facilities are located on busy roads, separate from residential areas, and are therefore difficult for those without cars to reach.

- 6.6 West Sussex County Council is the highway authority for all roads in the borough except motorways and trunk roads. It is also responsible for footpaths and cycleways and for securing the public transport system considered necessary to serve the community. The Borough Council has no direct responsibility for transport except through the development control system, but it will encourage and work in conjunction with the highway authority to provide the transport facilities and network required by Crawley.

PLANNING CONTEXT

Government Guidance

- 6.7 Promoting change to a more environmentally sensitive and energy conscious transportation system is an important element of the UK Strategy for Sustainable Development and the UK Programme for Climate Change. The Government stresses the need to integrate land use and transport planning, advocating development patterns which minimise the need to travel and encourage the use of alternatives to the private car. A target of reducing carbon dioxide emissions to 1990 levels by the year 2000 has been set and influencing travel behaviour will be one of the main ways of achieving this. The Government is also committed to improving road safety, reducing the number of accidents by one third by the year 2000. The majority of recent Planning Policy Guidance notes emphasise the important role transportation policy has in promoting sustainable development, with PPG13 containing the main body of advice.
- 6.8 PPG13 states that urban centres and other areas accessible by public transport should be promoted as the main locations for new development and that parking should be restricted and traffic management introduced to restrain car use. It advocates that housing development should be accessible by public transport, and should have a range of local facilities within easy cycling or walking distance. Local authorities should be committed to improving the pedestrian and cycle environment and increasing public transport priority. The PPG makes it clear that the building of new roads, particularly in urban areas, may be environmentally unacceptable, and they should not be built simply to facilitate commuting by car into congested urban centres.

Regional Guidance

- 6.9 Regional Guidance states that full account should be taken of the high and rising economic and environmental costs of transport in the South East. The guidance reiterates the transport objectives of the Government, stressing the need to provide for safe and efficient movement and accessibility, to manage the demand for travel by car, and to promote alternatives.

West Sussex Structure Plan 1993

- 6.10 The Structure Plan encourages development within built-up areas where it can be located to minimise the need for consumption of resources, including energy expended in transport. Policy G8 seeks to ensure that a choice of efficient and safe opportunities for moving people and freight exist in an environmentally acceptable manner. It is recognised that it is not always practical to cater for every travel demand on the road network and therefore measures complementary to road construction should be pursued. The emphasis for urban areas is on managing the use of the private car, encouraging walking and cycling and promoting public transport. These aims are reflected in the County Council's "Total Transport Plan" for West Sussex. (The new County-wide Local Transport Plan from July 1999 onwards will supersede this document). "Stepping Ahead", a complementary document, stresses the importance of improving the pedestrian environment and, "Pedalling Ahead", does the same for cycling.

STRATEGY, ISSUES AND OBJECTIVES

- 6.11 Government and strategic guidance and the Local Plan Strategy emphasise the need to minimise the use of energy expended in transport and to manage the demand for car use in order to protect the environment and promote sustainable development. Other principles of the Strategy are the need to improve the quality of life, equal opportunities, and accessibility for all. Car ownership provides people with the opportunity to travel freely and is a very convenient form of transport. However, not everyone has access to a car and the integration of land use and transportation policy is necessary to ensure development is accessible by a variety of modes of transport. It is also necessary to discourage development which would lead to the generation of significant numbers of car and lorry movements.
- 6.12 It is not possible to fulfill the Local Plan's objectives for transport whilst meeting the demand for all types of transport, and it is therefore important to consider all modes of transport comprehensively. This will enable more energy efficient, sustainable modes of transport to be encouraged whilst others are restrained. West Sussex County Council is promoting comprehensive transport planning through the introduction of urban transport plans in urban areas, and the Borough Council has assisted the County Council in the preparation of a transport plan for Crawley. This develops the policies and proposals of this chapter into schemes for implementation. Funding priorities will be established in the transport plan and some elements may be submitted as part of a package bid for Department of Environment, Transport and the Regions funding.
- 6.13 The transport plan for Crawley will be able to address issues which cannot be covered in the Local Plan, such as improvements to public transport, investigations into new modes of transport including guided bus systems or electric buses, and encouragement of employers to reduce car use through car sharing and similar schemes. These are all important in complementing the Local Plan's transport policies and helping fulfill its objectives. Improvements to rail and bus services and passenger facilities have a particularly important role in supporting the transport policies of the Local Plan. They are more sustainable forms of transport, using less energy and producing less pollution than car use. They, particularly buses, also provide transport for people without access to a car and help reduce congestion and the need for more road space as they have a high passenger carrying capacity. This can release road space for pedestrian and cycle priority schemes. The possible introduction of a park and ride service, and bus priority measures are examples of measures to improve public transport which will be considered. Investigations of alternative transport options, including a new railway station, are also important elements of the new neighbourhood proposals. The transport plan will be complemented by a Surface Transport Plan for Gatwick Airport which will support the policies in Chapter 10 of this Local Plan.
- 6.14 The following objectives provide the framework for the policies of this chapter and have also been reflected in other chapters of the Plan. They will also form the basis of the transport plan. It is not expected that a major change in travel behaviour will take place immediately. However, changes in policy direction are necessary now to ensure future development is increasingly sustainable and accessible to all.

Objectives for Transport and Access

Objective 1
To provide a safe and efficient transport system, making the best use of existing infrastructure and protecting the environment and character of Crawley.

- 6.15 An efficient transport system is vital for a successful economy, but transport impacts can be detrimental to the environment and need to be carefully controlled. Maximising

the capacity of existing infrastructure by, for example, encouraging the use of public transport can help reduce the need for infrastructure construction and reduces the use of energy. Safety is also very important, particularly for pedestrians and cyclists who are the most vulnerable road users.

Objective 2

To encourage more sustainable use of transport, reducing energy consumption and pollution.

- 6.16 The transport sector is one of the greatest consumers of energy and is a major contributor to pollution. Addressing these problems by managing the demand for car use and promoting alternative modes of transport will, therefore, be a major element of the promotion of sustainable development.

Objective 3

To integrate land use and transportation planning in order to reduce the need to travel.

- 6.17 Land use allocations can be used to reduce the need to travel, e.g. by locating employment and housing close to one another. Sites vary in their accessibility by different types of transport and development should be directed to locations with a variety of means of access, such as town centres.

Objective 4

To improve accessibility for all groups of the population.

- 6.18 Good accessibility is important to the quality of life for Crawley's residents, employees and visitors and also helps promote equal opportunities. Developments should be accessible by all groups, including the young, elderly and those on low incomes, not just those with the use of a car.

Objective 5

To reduce the environmental impact of car and lorry use.

- 6.19 The environmental impacts caused by car and lorry usage need to be minimised to improve the local environment and the quality of life for the residents of Crawley. These include noise and air pollution, congestion and the visual impact and land take of roads and car parks.

POLICIES

TRANSPORT INFRASTRUCTURE

Policy T1

In considering proposals for new highways and other transport infrastructure, the Borough Council will take into account, and will urge WSCC to consider:

- (i) the proposal's impact on the environment and the standard of landscaping and other measures to reduce the environmental impact of the scheme;**
- (ii) the proposal's impact on the quality of life of the local community;**
- (iii) the effect the proposal has on the accessibility needs of pedestrians, cyclists, public transport users and people with mobility problems.**

Proposals will not be supported if they have an unacceptable impact on the environment or on accessibility.

6.20 All transport infrastructure proposals, from new roads to cycle routes and footbridges, have a visual impact on the environment and can also lead to the loss of trees and other landscape features. New landscaping and other measures such as noise bunds along highway corridors can help reduce the impact of the car on the environment. They can screen roads, reduce noise and absorb pollution and can also help provide a more attractive environment for cyclists and pedestrians. The type of traffic generated by new infrastructure also affects the environment, both locally and globally. Groups throughout the community are affected in different ways by new infrastructure, both by its physical impact and by the effect it has on their access to facilities and opportunities. For example, new roads can form barriers to pedestrians, especially the young, the elderly and people with mobility problems. Particular emphasis is given to cycling, walking and public transport because these forms of transport are to be encouraged.

Implementation: CBC Planning and Environmental Services, WSCC as highway authority.

Policy T2

Planning permission will not be granted for development which will result in:

- (i) an unacceptable environmental impact caused by traffic, particularly in residential areas;**
- (ii) an unacceptable environmental impact caused by the construction of access roads, or other road improvements necessary for the development;**
- (iii) traffic of excess volume, size or weight using inappropriate roads;**
- (iv) a significant increase in hazards for any road users including pedestrians and cyclists;**
- (v) the closure of a public right of way, unless a suitable alternative route can be provided or it can be demonstrated the route is no longer needed for public use;**
- (vi) a significantly reduced free flow of traffic on a primary distributor.**

Planning permission will not normally be granted for development which requires an access directly onto a trunk road or motorway.

The Borough Council will require improvements to the road, cycle or pedestrian network if these are necessary to overcome any significant adverse impact caused by development.

6.21 Most new development leads to traffic generation, particularly commercial developments which create freight movements or developments which attract a large number of visitors. This traffic, and the construction of new infrastructure to accommodate it, can adversely affect the environment particularly in residential areas. It can also affect the movement and safety of existing road users, including pedestrians and cyclists. Development should only be permitted if any significant, adverse impact it causes on the road, cycle or pedestrian network can be overcome without an adverse environmental impact. Increasing road capacity may not be the only or the most appropriate solution. Traffic calming and restraint measures could be introduced to help overcome the problems of increased traffic. Better provision for pedestrians, cyclists or public transport could also reduce traffic generation and the need for increased road capacity.

Implementation: CBC development control process. Developers may be asked to submit traffic impact assessments.

Policy T3

Planning permission will not be granted for development which will attract significant additional freight movements unless it is located close to rail heads or to Advisory Lorry Routes.

- 6.22 Freight movements can have a detrimental effect on the environment and developments which are likely to attract a large volume of freight traffic, e.g. warehousing, should be located where this impact can be minimised. Locations close to rail heads would facilitate freight carriage by rail, in accordance with Policy T25. Locations near to the Advisory Lorry Routes identified by the highway authority (see Appendix 3) would enable lorries to access the strategic road network without using roads which are not designed for this type of traffic.

Implementation: CBC development control process.

Roads**Policy T4**

The Borough Council will encourage the highway authority to maintain and manage Crawley's existing highways so as to ensure the main traffic flows, especially of heavy freight traffic, are channelled on to the strategic network.

- 6.23 Ensuring the majority of traffic, especially freight traffic, uses the main roads is necessary to protect the environment of residential and other areas. This can be achieved by ensuring major routes are well-maintained and by traffic calming and restrictions in other areas. The strategic network in Crawley is illustrated in Appendix 4 and this will receive priority for investment by WSCC in improvements, maintenance and traffic management.

Implementation: WSCC as highway authority.

Policy T5

The routes of the Radford Road link and the M23 slip roads at Maidenbower will be safeguarded.

- 6.24 The Radford Road link is safeguarded because it is an approved Highway Authority road scheme. It will, however, need to be reviewed as part of the access and highway proposals for the new neighbourhood and the route may be altered. The creation of a new junction with the M23 at Maidenbower is a requirement of the consent for development of that neighbourhood, (completed September 1998).

Implementation: WSCC as highway authority, Maidenbower Consortium.

Policy T6

The Borough Council will support the highway authority in improving the access to Tilgate Park, provided the criteria in Policy T1 are met.

- 6.25 Tilgate Park is an important recreation facility and Policy RL14 promotes this role. However, access to the park is through a residential area and increasing traffic flows could adversely affect the environment and the safety of residents. Some limited measures to improve the alternative means of access from the A23 have been identified. However, further improvements to this access may be necessary if visitor

numbers are to rise significantly in the future. The possibility of improving access by public transport should also be considered.

Implementation: CBC Planning and Environmental Services, CBC Leisure Services, WSCC as highway authority.

Policy T7

The Borough Council will encourage the highway authority to maintain and improve landscaping along existing highways, and may, exceptionally, undertake its own improvements.

- 6.26 Crawley has some attractive, well-landscaped roads, often with avenues of trees. These are part of Crawley's distinctive character and contribute greatly to its attractive environment. However, the landscaping is often not continuous and some roads are not landscaped at all. Improvements are therefore needed. Whilst landscaping is normally the responsibility of the highway authority, the Borough Council may also carry out improvements as part of the implementation of the Green Space Strategy, the Town Centre Regeneration Strategy, and other similar initiatives.

Implementation: CBC Planning and Environmental Services, WSCC as highway authority.

PARKING

Car Park Design

Policy T8

Proposals for public and private car parks should be designed to be compatible with surrounding buildings and should be well landscaped. Provision should be made for parking and access for people with mobility problems, for property security and personal safety and for clear direction signs.

- 6.27 Car parks can often have a detrimental visual impact on an otherwise attractive new development. Good landscaping and the integration of car parks with surrounding buildings is therefore very important. Measures to increase security, such as surveillance and appropriate lighting, help to make car parks more attractive to users. Adequate directions to car parks are important, especially for first-time visitors to the town.

Implementation: CBC development control process. Seek Secured by Design Awards.

Parking Standards

Policy T9

All development will be required to meet its demand for access, usually by the provision of car, lorry and cycle parking to the currently adopted standards.

Within the town centre boundary, the Borough Council will discourage the provision of on-site private non-residential parking and seek its limitation to a maximum of between 40% and 60% of the appropriate standard. Provision below this range may be acceptable. In determining the appropriate level within this range, and the acceptability of lower levels of provision, the Borough Council will take into account the scale, location and accessibility of the development. Parking provision for developments which require parking for public use will not be subject to the above guideline range although lower than the adopted levels of provision may still be acceptable in some cases.

Outside the town centre, where alternatives to access by private car are or can be made readily available, lower levels of on-site private non-residential and public parking provision will be sought for new development, provided the reduction in parking would not result in significant increases in parking on adjoining roads.

Where lower levels of on-site provision are sought or offered, the Borough Council will seek to negotiate commuted payments from developers in order to improve alternative means of access to the site by assisting public transport, cycling and walking, or to provide alternative public parking facilities. Commuted payments will be based on the access needs of the particular development and its accessibility, and will be directly related in scale to the benefit which the development will derive from the facilities to be provided.

6.28 The access demands of a development are reflected by the agreed parking standards. The parking standards ensure sufficient parking provision is available on-site to meet the parking demands of a development and to help prevent on-street parking occurring in surrounding areas. The standards are detailed in Annex 3. The Government and SERPLAN have identified the important role restraint of parking has in reducing the use of the car. Private non-residential parking provision (usually staff parking) will be restricted in the town centre which is where the greatest opportunity exists to improve alternative modes of transport and to secure a reduction in the proportion of people travelling to work by car. Commuted payments will be sought in lieu of the reduced parking provision to provide the funding to facilitate off-site works to compensate for the access needs of the particular development. The Borough Council will expect the commuted payment to be directly related to the reduced parking provision and the access needs of the development. The commuted payments will then ensure that the access demands of the development are met by the improvement of alternative means of transport for journeys to work for new employees. This will include improved facilities for public transport, such as bus priority measures, pedestrian and cycle facilities, traffic management and, possibly, park and ride services or alternative public parking facilities. Both the direct and indirect contribution of the measures to the access needs of the development will be taken into account. It is not appropriate at this time to restrict car access for shopper

trips into the town centre but it may be acceptable for town centre development requiring parking for public use, (usually retail development), to provide less car parking on-site and instead provide commuted payments to improve alternative means of access or alternative public parking arrangements. This situation will be kept under review. Similarly this approach will be encouraged for non-residential development outside the town centre boundary, but only where alternative means of access can realistically be provided. The measures which commuted payments will be used to fund will normally be identified in the transport plan for Crawley. However, other schemes may also be implemented if they assist meeting the access requirements of the development. In the future, as alternatives to the private car are developed and improved, the levels of restraint and the associated commuted payments will be reviewed. Appendix 2 gives further details about commuted payments.

Implementation: CBC development control process, commuted payments, Local Transport Plan.

Policy T10

Proposals for development on an existing car park used by the public will be permitted if:

- (i) the existing spaces are replaced;**
- (ii) provision is made for the parking required by the new development.**

Commuted sums in lieu of parking spaces may be accepted to provide for alternative means of access or public parking.

6.29 It is necessary to ensure that new development does not lead to a reduction in the stock of car park spaces available for use by the public. This is particularly important within the town centre because several of the allocated development sites are currently public car parks. The loss of these spaces could undermine the viability of the town centre unless alternative means of access or public car parking can be provided directly or through commuted payments. Outside the town centre, the loss of parking spaces used by the public can lead to on-street parking problems in areas where parking is limited. Provision would therefore need to be made for alternative forms of access or parking.

Implementation: CBC development control process.

Policy T11

The Borough Council will not resist the loss of private non- residential car parks in the town centre. Parking standards will have to be met for any new development and commuted payments may be sought to ensure alternative means of transport to the existing development are provided. This requirement will depend on the scale, location and accessibility of the site.

6.30 There is an extensive supply of private car parking associated with existing office and commercial developments in the town centre. This provision makes it more difficult to encourage commuters to travel by public transport, or to walk or cycle and its loss will therefore not be resisted. It may be necessary to improve alternative means of transport to the existing development, to ensure that the parking is not simply

displaced elsewhere. Commuted payments may, therefore, be sought to help fund these improvements.

Implementation: CBC Planning and Environmental Services, private landowners.

Policy T12

In considering proposals for developments which generate demand for parking space primarily in the evening, the Borough Council will take into account the availability of existing, adjacent car parks which would otherwise be vacant.

- 6.31 The use of existing car parks in the evenings and at weekends when they would otherwise be vacant, helps make maximum use of Crawley's parking facilities. This can help reduce the demand for the construction of new car parks which could adversely affect the environment.

Implementation: CBC development control process. Conditions may be imposed that consent is subject to parking availability, thus secure agreement with car park operator necessary.

Policy T13

As demand for short-stay parking increases, the Borough Council will seek to ensure new and existing town centre car parks are managed in a manner which favours short-stay parking.

- 6.32 The capacity of town centre car parks is limited and, over time, there should be a shift in emphasis from long-stay to short-stay parking in order to support the transport strategy whilst maintaining the vitality and viability of the town centre. Management of charges can affect the demand for parking, and therefore the ratio of long to short term parking can be changed to encourage the use of alternatives to commuting by car such as improved public transport and park and ride services. Parking charge policy will be taken into account when proposals for new car parks are considered and the Borough Council will also discuss policies contributing to this objective with existing car park operators.

Implementation: CBC Planning and Environmental Services, car park operators.

Policy T14

The Borough Council will consider providing further short-stay parking in the town centre if demand exceeds the existing capacity and no reasonable alternative exists.

- 6.33 Provision for access to the town centre is essential to maintain its viability. The total potential demand for car access and, therefore, parking cannot be met in the town centre in an environmentally acceptable and economic way. The Borough Council will not, therefore, seek to meet the total peak demand for short-stay parking, although it is recognised that public parking provision is necessary to help maintain the viability of the town centre. Existing capacity may meet the demand for short-stay parking, particularly when long-term parking by commuters is deterred by charging policies, park and ride schemes are introduced and public transport, pedestrian and cycle provision is improved which will provide alternative means of access into the town centre. However, existing car parks may be lost to development and, if demand does exceed supply, replacement provision could be made on appropriate town centre sites. For example, the Haslett Avenue surface car park could be developed as a multi-storey car park, if resources are available.

Implementation: CBC Planning and Environmental Services.

Policy T15

The Borough Council will seek to secure the use of private town centre car parks for the public at weekends. Where new development takes place in the town centre, the Borough Council will seek to ensure on-site parking facilities are designed and laid out so they are suitable for this use.

- 6.34 The parking strategy for the town centre aims to reduce long-stay parking to ensure that the capacity of the public car parks is available for short-stay shopper parking in order to maintain the vitality and viability of the town centre. The overall number of public spaces in the town centre is, however, reducing because of development and it is unlikely to be environmentally acceptable or economic to build sufficient new car parks to meet the demand for short stay parking in the future. Alternative means of transport are being promoted, and park and ride schemes are being considered. Private non-residential car parks are largely unused outside office hours and can, therefore, be a source of short stay parking for shoppers at weekends. Agreements have been entered into with a few town centre occupiers to make their car parks available outside business hours, and further agreements will be sought. It is clear, however, that security reasons dissuade many owners from allowing public use. New car parks, related to development in the town centre, should, therefore, be designed and managed so that they are suitable for public use, wherever possible.

Implementation: CBC Planning and Environmental Services.

Park and Ride Schemes**Policy T16**

A feasibility study of park and ride services for the town centre and Manor Royal will be undertaken. Possible sites will be assessed along major routes into the town and at railway stations, and public consultation will be carried out. If it is justified, the Borough Council will promote the establishment of a service in conjunction with the Highway Authority and private operators.

- 6.35 Park and ride schemes are operating with increasing success in many towns. A park and ride service in Crawley would provide an alternative, more sustainable means of accessing the town centre and would help reduce car use. To be successful, a park and ride service needs to be cheap, convenient, fast, regular and provide secure car parks and good information. It must also be complemented by deterrents to bringing cars into the town centre, including limitations on the availability of long-stay parking space. Locations along the main radial routes into the town centre are being assessed for possible park and ride sites, where traffic entering the town could be intercepted.

Implementation: CBC Planning and Environmental Services, WSCC as highway authority, private landowners.

Residential Parking**Policy T17**

The Borough Council will support the introduction of a controlled parking zone in and around the town centre, with parking permits for residents.

- 6.36 The restriction of long-term parking space within the town centre, in order to help reduce car use, will only be effective if strong control is also exercised over on-street parking in and around the town centre. Several residential areas near the centre already experience problems caused by on-street parking. The restriction of long-term parking in the centre could increase these problems unless on-street parking is controlled in these areas. Such control should be designed to meet the needs of residents and their visitors.

Implementation: CBC Planning and Environmental Services, WSCC as highway authority, subject to public consultation.

Policy T18

Subject to the availability of resources, the Borough Council, in conjunction with the highway authority, will continue its programme of residential environmental improvements to help reduce the problem of parking congestion.

- 6.37 Crawley's older neighbourhoods are not designed for current, increasing levels of car ownership. Residential areas, particularly culs-de-sac, suffer from congestion of parked cars which can restrict access for delivery and emergency vehicles. Environmental problems also occur with parking damaging grass verges, kerbs and pavements and front gardens being replaced by hardstandings. The Borough Council's improvement schemes involve the creation of new parking spaces together with increased landscaping to compensate for the loss of any green areas and to improve the appearance of the street. Consideration will also be given to opportunities for creating rear access and parking.

Implementation: CBC Planning and Environmental Services, WSCC as highway authority.

Policy T19

Proposals for cross-overs to access hardstandings in front gardens will not be permitted if highway safety and the amenity of the street scene are adversely affected, or if the proposal will result in the unacceptable loss of public parking space.

- 6.38 Hardstandings in front gardens help solve on-street parking congestion and are convenient for residents. They can, however, have an adverse impact on the street environment, especially when several are constructed in adjacent gardens. The creation of the access to hardstandings can lead to the loss of public parking space which can be a problem particularly if layby spaces are lost. The Borough Council, as local planning authority, only has control over the construction of cross-overs if the access is onto a classified road or the land crossed is not designated as highway. These limited controls will be used where necessary to keep the impact of such changes to a minimum.

Implementation: CBC development control process.

TRAFFIC CALMING

Policy T20

All major developments will be required to be designed to calm traffic. Traffic calming measures should be considered at the design stage and integrated with parking provision and landscaping. The needs of emergency and service vehicles and public transport should be accommodated.

- 6.39 The calming of traffic to reduce vehicle speeds and improve the safety of pedestrians and cyclists is very important, particularly in residential areas. It helps reduce the impact of the car, encourages walking and cycling and improves the local environment. Traffic can be calmed through the use of varying widths, bends and chicanes in street layouts, different road surface materials and landscaping as well as specific features such as road humps and gateway features. The success of these measures varies in different locations, and some may even have a negative impact on the environment in certain areas. For example, road humps have been found to increase air pollution. Any proposal for traffic calming will therefore be considered on its merits.

Implementation: CBC development control process.

Policy T21

The Borough Council will support the highway authority in implementing urban safety management schemes throughout the neighbourhoods and will support policies and programmes to improve and extend pedestrian priority areas.

- 6.40 Urban safety management schemes are currently introducing traffic calming measures into several neighbourhoods. They are being targeted in areas with the worst accident records. The Borough Council considers that schemes should be extended into all other neighbourhoods and residential areas. In addition, schemes are being promoted to improve the pedestrian environment, making it safer, more convenient and therefore more attractive for people to walk rather than drive. Traffic does not have to be entirely excluded from an area as physical changes can be made to reduce the speed and dominance of traffic and to indicate that pedestrians have priority. These improvements can also help improve the viability of shopping areas and are identified in the town centre regeneration strategy, for example, schemes for the High Street and the Broadway. Full consultation with all interested parties will be undertaken on individual schemes before they are implemented.

Implementation: WSCC as highway authority, CBC Planning and Environmental Services.

Policy T22

The Borough Council will support proposals which will prevent or discourage access by heavy goods vehicles to roads not suitable for their use in environmental or traffic terms.

- 6.41 Heavy goods vehicles can have an adverse impact on the environment, particularly in residential areas and the town centre where they create problems of noise, pollution and danger to other road users. Traffic regulation orders can be used to restrict access by lorries in certain areas or at certain times, in order to improve the environment for residents, and for pedestrians and cyclists. Full consultation with all

interested parties will be undertaken on individual schemes before they are implemented.

Implementation: CBC Planning and Environmental Services, WSCC as highway authority.

PUBLIC TRANSPORT

Policy T23

Proposals for major residential development and all other developments which will generate a large number of visitors or employees will be required to make provision for access by bus. Convenient locations for bus-stops should be provided and bus access should be considered as part of the design process.

- 6.42 The promotion of bus travel is very important in encouraging sustainable transport and, as discussed in paragraph 6.13, it will be one of the key elements of the transport plan for Crawley. It is important to ensure that new developments which generate a large number of visitors or employees, such as retail, office, recreation, community, education and health developments, together with housing, make appropriate provision for access by bus. The convenience of services is critical, and walking distances to and from bus stops should be minimised. Ideally, the maximum distance to walk to a bus stop on a route with a service operating at least hourly throughout the day should be ½ kilometre. There may even be circumstances when it is desirable for bus services to penetrate to the centre of a development. Once developments make provision for this level of accessibility by bus, bus travel will gradually become more attractive and widespread.

Implementation: CBC development control process.

Policy T24

Where it would be in the proper interest of a development at or near a railway station, the Borough Council will seek improvements to interchange facilities, including links with other transport services, the provision of cycle parking, disabled access, public safety, toilets and information facilities.

- 6.43 Rail services are important in helping to reduce travel by car and, as discussed in paragraph 6.13, their improvement will be a key element of the transport plan for Crawley. Where new development or re-development takes place, the Borough Council will seek improvements to transport interchanges to ensure the provision of appropriate access to the development, having regard to the advice contained in Circular 1/97. Better interchanges with bus services and access for pedestrians and cyclists, in order to promote sustainable travel and increase accessibility for those without cars, may be needed for example. Disabled access and personal safety are also important and improvements such as ramps, increased surveillance and lighting will be encouraged.

Implementation: Rail operators, developers.

Policy T25

The Borough Council will encourage the carriage of freight by rail and will resist development which will lead to the loss of rail heads.

- 6.44 Carriage of freight by rail uses less energy and creates less pollution than the use of lorries and is therefore more sustainable. It reduces the need for lorries and the adverse impact which they have on the environment, particularly in residential areas and the town centre. Reducing lorry traffic also makes roads safer and more attractive for other road users, including cyclists. Rail heads need to be protected from development to facilitate carriage of freight by rail.

Implementation: CBC Planning and Environmental Services, WSCC as highway authority, freight operators.

WALKING AND CYCLING**Policy T26**

The Borough Council will seek to protect and improve pedestrian and cycle links. Improvements to links between housing areas and local shops, community facilities and schools will be given particular emphasis. Recreational routes, including links into the countryside will also be promoted.

- 6.45 Walking and cycling are the most sustainable forms of transport. In order to encourage them, facilities for pedestrians and cyclists must be made more attractive by improving their environment and making them safer and more convenient. The creation and improvement of footpath and cycle links throughout the borough is an objective of the Borough Council's Green Space Strategy which identifies priorities for implementation. Similarly, the Cycle Study for Crawley and the transport plan identify priorities for improvements to cycle routes and new facilities.

Implementation: CBC Planning and Environmental Services, WSCC as highway authority.

Policy T27

Proposals for residential development and all other developments which will generate a large number of visitors or employees will be required to make provision for safe access on foot and by bicycle. Developers may be required to contribute to the creation of footpath and cycle routes linked to the development.

- 6.46 Requiring pedestrian and cycle access to new developments helps ensure development is sustainable, and improves accessibility for all groups. It is particularly important where developments will attract a large number of visitors or employees, such as those listed in paragraph 6.42, and also for housing development. New footpath and cycle routes should, wherever possible, take the most direct and convenient route but they must also be safe. Where the most direct route means footpaths are isolated, alternative pedestrian routes should always be provided along roads so that they can be used at night. All footpaths should be appropriately lit.

Implementation: CBC development control process.

Policy T28

All development will be required to provide secure cycle parking facilities to the currently adopted standards. The Borough Council will encourage the provision of facilities in existing developments.

- 6.47 Suitable cycle parking facilities are necessary to encourage cycling as a means of transport. The current cycle parking standards are outlined in Annex 3. Facilities should be secure, convenient and ideally under cover.

Implementation: CBC development control process.

MONITORING

- 6.48 The main test of the success of the strategy adopted in this chapter and of the effectiveness of its policies and proposals, is the extent to which the objectives set out in paragraph 6.14 are met. The basic theme is one of managing the demand for travel and controlling the physical and environmental impact of transport.

- 6.49 A number of policies require monitoring through regular analysis of planning decisions and implementation. In addition, periodic assessment is required of:

- the general situation and opportunities for specific improvements (T5 - T7, T16, T17 - 18, T21 and T26);
- current problems and the effect of changes as shown by, for example, accident statistics (T17, T21 and T22);

the impact of transport development, and measures to mitigate this (T1, T2, T7 and T8); (through detailed survey) traffic and movement demand and facilities (T4, T22, T23, T24, T25 and T26);

- (through detailed survey) parking demand and characteristics.