

CP8 Sustainable Transport



Supporting Documents:

PPG13 Transport - 2001
 Draft South East Plan - 2006
 LDF Interim Transport - 2008
 Sustainable Community Strategy - 2006
 Reducing Inequality Review -2008
 Local Transport Plan - 2006
 Sustainable Transport Strategy - 2000
 Air Quality Action Plan - 2007

Introduction

3.54 Brighton & Hove is recognised as having a significant role as a regional hub (an area with a high level of accessibility and interchange) and destination for employment, shopping, tourism and healthcare with the A23/M23 linking the city to London/ M25 and the A27 providing major east-west links. It is identified as a focus for concentration of land uses and higher order economic cultural and service activity in the draft South East Plan. This status corresponds with the major projects and developments proposed in the city.

3.55 The primary role of the preferred option is to promote sustainable transport in the city through an integrated sustainable transport system that minimises damage to the environment and promotes walking, cycling and public transport use and contributes to a safer, cleaner, quieter city (Chapter 7 Sustainable Community Strategy). It reflects the Sustainable Transport Strategy which sets out aspirations for transport in the city and the Local Transport Plan (a five year plan) which is the main mechanism for delivery and seeks to improve road safety, accessibility, air quality and reduce congestion. Priorities include a bus based Rapid Transport System linked to improved Park and Ride and a Coach Strategy. Programmed urban realm, sustainable corridor and road safety improvements will be incorporated into spatial strategies where appropriate.

3.56 The Revised Preferred Options have been the subject of an interim Transport Assessment (full report due in 2008). It confirms that positive measures will be required in order to mitigate the impact of increased traffic levels predicted in the city by 2016 and 2026. The interim Transport Assessment will be made available for consultation.

Preferred Option – CP8 Sustainable Transport

Contribute to creating an integrated sustainable transport system that will accommodate new development, improve accessibility, promote walking, cycling and public transport use, and contribute to a safer, cleaner, quieter city.

Support and maintain Brighton & Hove's role as a regional hub for employment, tourism, shopping, education and healthcare by encouraging the rebalance of transport to non car modes.

This will be achieved through:

1. Effective working with adjoining authorities, the Highways Agency and public transport operators to improve sustainable transport links.
2. Working with communities to identify priorities for safer streets (e.g. child-friendly streets and home zones) and sustainable transport improvements (see SN1 and SN2 on Sustainable Neighbourhoods).
3. Implementing measures to promote choice for people and freight to enable transfer onto sustainable transport modes by means of strategic capital schemes, fiscal measures and Smarter Choices.
4. Directing significant development into areas with good sustainable transport links (the spatial strategy) or ensuring that major development is located in areas where measures can be taken to secure accessibility improvements for all (see DA1-DA7 Development Areas).
5. Securing developer contributions, where appropriate, towards implementing priorities in the Local Transport Plan (see CP9 Developer Contributions).
6. Ensuring all new major development schemes respond to the demand for travel they create through the submission of a transport assessment that includes measures to mitigate impacts by reducing car use and making appropriate contributions towards sustainable transport measures.
7. Preparing guidance on parking and accessibility requirements for new developments.

Supporting Text

3.57 The national and regional policy context is to promote sustainable transport choices, reduce the need to travel and to direct growth into urban areas and regional hubs. The local objectives, outlined in the preferred option, are derived from the Full Local Transport Plan, the findings of the Interim Report of the Core Strategy Transport Assessment (March 2008) and the Sustainable Community Strategy.

3.58 The interim findings of the Transport Assessment (TA) confirm that future development in the city will increase pressure on the city's road network unless positive measures are taken to mitigate the impact of car borne travel that will result in a modal shift. The TA goes on to support the approach of the spatial strategy which aims to maximise development opportunities in sustainable transport locations. It confirms that all of the measures available to mitigate those impacts and increase choices for travellers should be considered to address the impact of development on car borne travel. An Air Quality Action Plan was published in June 2007 and expands on the air quality aspects of proposals in the LTP. It is only through successful transport planning that a significant improvement in air quality will be achieved.

3.59 The city's role as a regional destination and transport hub within the South East will be supported and implemented through partnership working with adjacent authorities, Highways Agency and public transport operators (including bus, coach and rail) to rebalance the transport system along the spokes (A/M23 and A27) in favour of non car modes, for example improving bus and rail services and provision of park and ride. The need for rail service capacity and line improvements within the sub-region (for example the reinstatement of the Lewes- Uckfield line) set out in draft Implementation Plan for the South East Plan is supported.

3.60 The overall strategy for the city is to reduce the necessity for car travel by promoting choice through providing sustainable transport options. Sustainable transport can contribute directly to health and wellbeing; promoting health by making walking and cycling an attractive option; improving air quality and improving road safety through safe pedestrianised areas and cycle lane priority.

3.61 There were positive responses to the first Preferred Options stage of the Core Strategy around introducing safer streets measures in residential renewal areas and commentators requested that these measures be extended to other areas of the city. To reflect this, the introduction of home zones, shared surfaces and child friendly streets will be considered for all residential areas (see SN1 and 2) subject to funding.

3.62 The spatial strategy aims to concentrate development along sustainable transport corridors and at nodes where there is good access to public transport. This maximises the potential for people to reach these areas by a sustainable transport modes and gives viable alternatives to car use. The Marina and Shoreham Harbour may require additional access improvements as part of future development plans. Increased development in some areas, particularly neighbourhoods, provides the potential to improve access by sustainable nodes.

Implementation

3.63 There are two main funding sources for implementation of sustainable transport improvements: funding through the Local Transport Plan (LTP) and money secured through major planning applications (developer contributions) that must be linked to the development. This will require close working with Transport Planning and will also be implemented through preferred option CP9 Developer Contributions.

3.64 Air quality improvement should result from the effective implementation of priorities in the LTP and Air Quality Management Plan.

3.65 New major development will be required to submit a transport assessment that looks at impacts, mitigation measures and contributions towards sustainable transport. Additionally a Supplementary Planning Document will be prepared on Parking and Accessibility that will set up to date maximum parking standard related to accessibility of sites.

3.66 Sites required to encourage a modal shift, such as a rail transfer station, will be identified through the Development Policies and Site Allocations Development Plan Document.