



SHOREHAM HARBOUR REGENERATION

TRANSPORT STRATEGY



SHOREHAM HARBOUR
JOINT AREA ACTION PLAN

OCTOBER 2016



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EXECUTIVE SUMMARY

The Shoreham Harbour Transport Strategy (2016-2031) has been developed by West Sussex County Council (WSCC) on behalf of the Shoreham Harbour Regeneration Partnership¹, alongside the Shoreham Harbour Joint Area Action Plan (JAAP).

The JAAP is a long-term 15 year strategic vision for a comprehensive regeneration scheme in Shoreham Harbour that focusses on four development areas of Aldrington Basin, South Portslade, Southwick Waterfront and Western Harbour Arm. This will deliver 1,400 new homes, 23,500m² of new employment space, a consolidated port, with improved flood defences, transport infrastructure, public spaces and community and leisure facilities.

The aim of the Transport Strategy is to support the JAAP by identifying a programme of transport infrastructure improvements, services and travel behaviour initiatives; to minimise the impact of the new development on the existing transport network and communities, while connecting the Harbour with its surroundings. It is underpinned by a comprehensive technical evidence base, so that the package of improvements is proportionate and can support the delivery of the planned regeneration to 2031.

An analysis of the existing transport network to identify the key issues along with evidence from transport studies enabled the Transport Strategy to be developed. This analysis can be found in the accompanying Shoreham Harbour Transport Strategy Baseline Analysis document (2014). The supporting evidence identified several future challenges and opportunities for Shoreham Harbour:

- While there is expected to be less than a 3% increase in the number of vehicle journeys across the area by 2031, sections of A27, A259, A283 and A293 are expected to see increases in congestion and journey times unless mitigation measures are provided.
- Levels of traffic in Shoreham and Portslade town centres contribute to congestion and an unwelcoming environment.
- A package of sustainable transport improvements and behaviour change measures will be integral to ensuring that the cumulative impact of development is not severe.
- Improvements to key junctions will also be required to ensure the highway network can support the predicted increase in vehicle journeys.
- Improvements to port access arrangements and the internal road network will be required to facilitate port consolidation.

¹ The Partnership consists of Adur District Council, Brighton & Hove City Council, West Sussex County Council and Shoreham Port Authority.

The Transport Strategy seeks to achieve five desired outcomes, which complement the strategic objectives and area priorities within the JAAP. They are:

- OC1. Reduced levels of congestion**
- OC2. Strengthened sustainable transport mode share**
- OC3. Improved connectivity**
- OC4. A safe and attractive environment**
- OC5. Adequate parking provision and controls**

Using the evidence and outcomes, a list of interventions was identified, tested and refined against selected criteria, to identify the most suitable and relevant items for the Transport Strategy. The final package of interventions is considered to be proportionate to the scale of development proposed in the JAAP and the impacts have been technically assessed using the Shoreham Harbour Transport Model.

On the basis of the technical assessment, it has been concluded that the package of local transport infrastructure improvements and sustainable transport measures is likely to provide sufficient mitigation so that any residual cumulative impacts of the proposed development at Shoreham Harbour would not be severe.

The Transport Strategy is presented using interconnected themes that target one or more of the desired outcomes or a specific location or site. The themes are:

- 1. An Area Wide Travel Behaviour Change and Travel Choice Programme**
- 2. Priority Corridors**
- 3. Access to Port Activities**
- 4. Accessing the Waterfront**
- 5. A High Quality Public Transport Network**
- 6. Expanding and Improving the Cycling and Pedestrian Networks**
- 7. Enhancing Interchange with and Access to the Railway**
- 8. Providing a Better and Enhanced Public Realm**
- 9. Appropriate Car and Cycle Parking**
- 10. Managing and Maintaining the Local Highway Network**

An implementation programme has been developed to deliver the Transport Strategy. A level of priority has been assigned for each intervention; there is also an

estimated cost and associated funding mechanism. Other details such as lead-in time, responsible partner(s) and dependencies have also been included.

The progress of the Transport Strategy will be monitored through the Monitoring Framework, consisting of a range of travel and accessibility indicators.

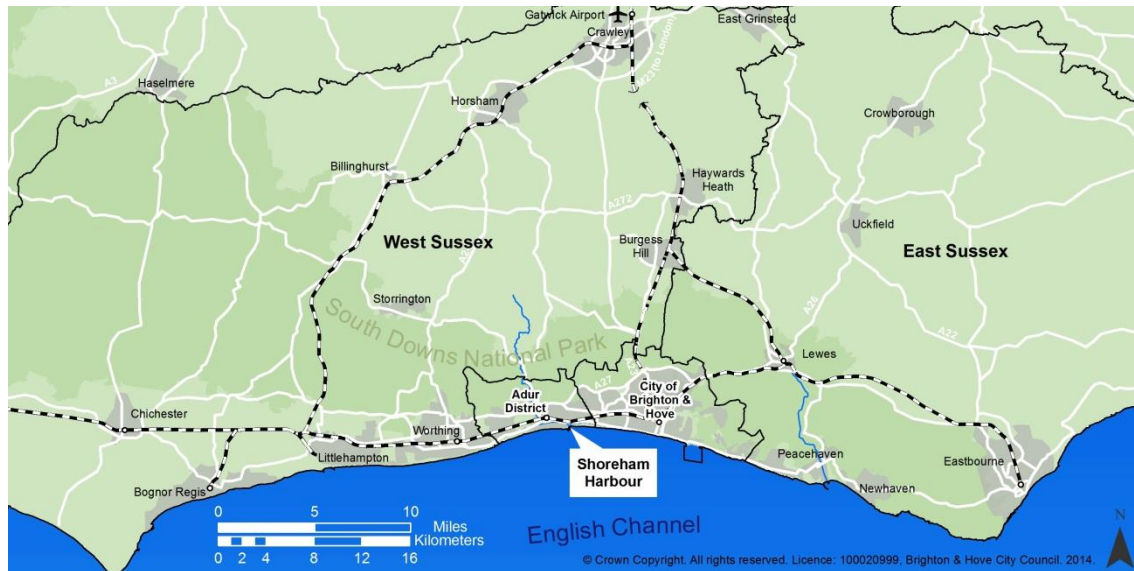
1 INTRODUCTION AND CONTEXT

1.1 INTRODUCTION

- 1.1.1 The Shoreham Harbour Transport Strategy 2016-2031 (the 'Transport Strategy') has been prepared by West Sussex County Council (WSCC) on behalf of the Shoreham Harbour Regeneration Partnership (the 'Partnership'). The partnership comprises of Adur District Council (ADC), Brighton & Hove City Council (BHCC), WSCC and Shoreham Port Authority (SPA). The Partnership also works closely with a number of key stakeholders including the Homes and Communities Agency (HCA), the Highways England (HE), Natural England and the Environment Agency (EA). The Transport Strategy is accompanied by the Shoreham Harbour Transport Strategy Baseline Analysis (2014) document and both are technical documents which form part of the evidence base for the JAAP.
- 1.1.2 WSCC is the local highway authority with responsibility for the majority of local roads in Adur District; BHCC is the local highway authority for local roads within its administrative area. This excludes the A27 trunk road and roads within Shoreham Port, which are the responsibility of Highways England and SPA respectively. Officers from the local highway authorities (BHCC, WSCC), the local planning authorities (ADC, BHCC), HE and the SPA have been involved in preparing the Transport Strategy.
- 1.1.3 Shoreham Harbour is located on the south coast of England at the mouth of the River Adur between the urban areas of Shoreham-by-Sea, Portslade and Hove (see Figure 1.1). It stretches for five kilometres of waterfront and straddles the administrative boundary between Brighton & Hove and West Sussex / Adur. Land uses in this area include port-related, employment (industrial, commercial and retail), recreation, residential and undeveloped land. The Harbour is bounded to the north by the A259, the West Coastway railway line and the coastal communities of Shoreham-by-Sea, Southwick, Fishergate, Portslade and Hove. It lies between the South Downs National Park and the English Channel and has several historic and environmental designations.
- 1.1.4 The Transport Strategy has been prepared to inform planning policies that support regeneration and development at Shoreham Harbour. It is underpinned by technical evidence and considers the needs of all modes of transport. The evidence base provides an assessment of the transport impact of development at Shoreham Harbour in the context of emerging development proposals in the Adur Local Plan and the Brighton & Hove City Plan. The Transport Strategy proposes a package of transport infrastructure improvements and initiatives to complement the delivery of the vision for sustainable mixed use development at Shoreham Harbour alongside a consolidated port. The package of transport improvements and initiatives are vital to delivering the planned regeneration to 2031. Although some improvements are located in the immediate Harbour area, some are further afield reflecting the influence of businesses in Shoreham Harbour on a wide geographical area.
- 1.1.5 The aim for the Transport Strategy is to support delivery of the vision for sustainable mixed use development at Shoreham Harbour to 2031 through a programme of

transport infrastructure improvements, transport services and travel behaviour change initiatives; to minimise the impact on the existing network and quality of life for communities, while connecting the Harbour to its surroundings.

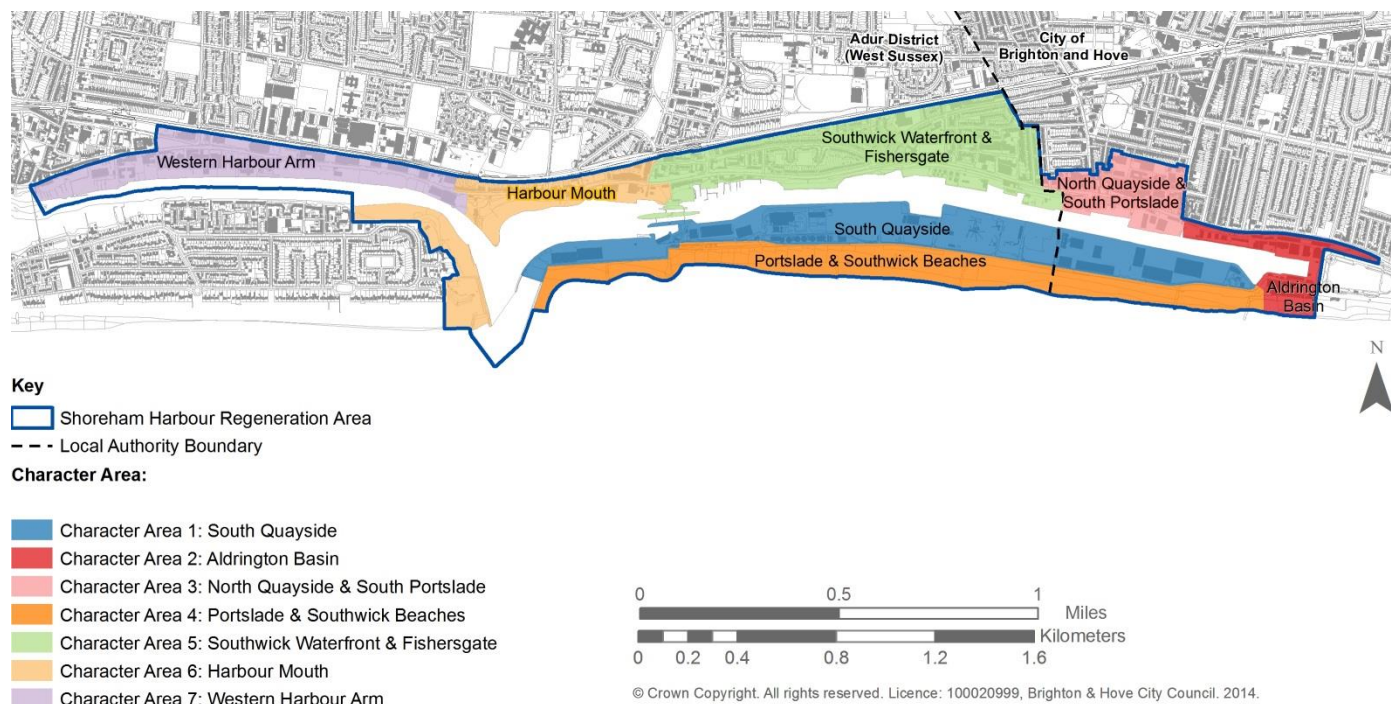
Figure 1.1: Location of Shoreham Harbour



1.2 REGENERATION OF SHOREHAM HARBOUR

- 1.2.1 The Shoreham Harbour Regeneration Partnership has the long-term strategic objective to reduce deprivation and inequalities and to regenerate the Harbour area so that it provides homes, jobs, facilities and services that are needed within sustainable local communities. The Partnership has a longstanding intention to regenerate Shoreham Harbour through consolidating port activities and enabling sustainable mixed use development.
- 1.2.2 The Partnership has prepared the Shoreham Harbour Joint Area Action Plan (JAAP). The Shoreham Harbour JAAP will sit alongside the City Plan for BHCC and the Local Plan for ADC and will set the direction and guide development in the area over the next 15 years. The JAAP is a joint policy document that will be adopted by ADC, BHCC and WSCC.
- 1.2.3 The JAAP envisages a wide ranging regeneration scheme focussed on four development areas which will deliver 1,400 new homes, 23,500m² of new employment floor space, a consolidated port, improved flood defences, transport infrastructure, public spaces, and community and leisure facilities. The JAAP contains both area-wide policies and specific proposals for the seven character areas shown on Figure 1.2.
- 1.2.4 The Shoreham Harbour Transport Strategy has been developed alongside the JAAP to enable regeneration through the comprehensive redevelopment of sites in Shoreham Harbour. The transport policies in the JAAP have been prepared to facilitate implementation of the Transport Strategy as development takes place.

Figure 1.2: Shoreham Harbour JAAP Character Areas



1.3 PLANNING AND TRANSPORT POLICY CONTEXT

1.3.1 Once adopted, the JAAP will provide planning policy for each of the seven character areas. Four strategic development opportunity areas have been identified as being critical to the realisation of the long term strategy for the harbour:

- Strategic Site 1 (SS1): Aldrington Basin
- Strategic Site 2 (SS2): South Portslade
- Strategic Site 3 (SS3): Southwick Waterfront
- Strategic Site 4 (SS4): Western Harbour Arm

1.3.2 Nine strategic objectives have been identified to underpin the vision in the Shoreham Harbour JAAP. SO5 Sustainable Transport (To improve connections and promote sustainable transport choices) outlines the approach to sustainable transport:

To promote sustainable transport choices through ensuring that new developments are well served by high quality, integrated and interconnected networks, improved pedestrian, cycling and public transport routes and seeking to reduce demand for travel by private car in innovative ways.

1.3.3 The Shoreham Harbour JAAP also contains the following Harbour-wide policies, which have been developed alongside the Transport Strategy and seek to address the outcomes set out in Section 4:

- Policy SH8: Sustainable Development sections on Air Quality and Noise
- Policy SH12: Transport

- 1.3.4 The Shoreham Port Masterplan (SPA, 2010) was produced to guide the future direction of Shoreham Port and although it is not a statutory planning policy document, it should be taken into account when considering new developments in the vicinity of the Port. The Masterplan sets out proposals for eight key areas including plans to improve vehicular access to the Port and public access to the waterfront.

Transport Policy

- 1.3.5 Both of the local highway authorities (BHCC and WSCC) have prepared local transport plans that set out the strategic direction for decisions and investment in the transport network.
- 1.3.6 The West Sussex Transport Plan 2011-2026 (WSTP) sets out the County Council's long term strategy for improving the quality of life for the people of West Sussex. Four broad strategies guide this plan for West Sussex to maintain, manage and invest in transport. These are:
- Promoting economic growth
 - Tackling climate change
 - Providing access to services, employment and housing
 - Improving safety, security and health
- 1.3.7 The WSTP contains an Implementation Plan for Adur District outlining the main transport issues and aims for the area. It contains a strategy for implementing the Plan, identifying infrastructure and options required to achieve the objectives. To ensure the regeneration aspirations for Shoreham Harbour are delivered, the Plan identifies transport issues to be addressed. The Plan sets out objectives that all new schemes and developments in Adur should 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 Nitrogen Oxide (NO₂)

The Brighton & Hove Local Transport Plan 4 (LTP4, published in 2015) priorities, projects and programmes that need to be progressed in the future to help people move around the city more safely, sustainably, and easily. The three main ways in which the council will help keep the city moving are by:

- Maintaining and renewing the transport network and its infrastructure to increase resilience.
- Managing movement on the transport network, changing travel behaviour and informing people's travel choices in dynamic ways to increase efficiency and sustainability.

- Improving sustainable and accessible transport infrastructure, connections, information and options to link people with places and communities, and provide a safer and more attractive environment.

1.3.8 To support the regeneration of Shoreham Harbour, the LTP identifies the need to encourage and support further improvement to the National Cycle Network. It sets out that opportunities will be sought to standardise the road capacity along the A259 and reduce its severance effect with the seafront and improvements to sustainable transport along the A259 will be secured supporting improvement to noise and air quality.

2 THE PLACE

- 2.1 The Shoreham Harbour JAAP area stretches for five kilometres of waterfront, from its western end at the Adur Ferry Bridge, Shoreham to Hove Lagoon in the east. It is bounded by the A259, West Coastway railway line and the coastal communities of Shoreham-by-Sea, Southwick, Fishersgate, Portslade and Hove.
- 2.2 An analysis of economic and socio-demographic data has been undertaken to identify current travel behaviour in the Shoreham Harbour area. This data provides an indication of existing travel behaviour in the area most likely to be affected by development at Shoreham Harbour, as well as a baseline to measure future changes. Key issues have been identified from this analysis. These are explored in detail in the Shoreham Harbour Transport Strategy Baseline Analysis document (2014):
- The age profile is fairly evenly spread, with 60.5% of the population in the 18-64 age range. Alongside an ageing population, this will place different requirements on transport services and infrastructure.
 - Parts of the Shoreham Harbour area fall within the 20% most deprived areas of England, so access to key services and employment is an important consideration.
 - Over a quarter of residents do not have access to a car meaning that access to public transport services and walking and cycling infrastructure is important.
 - The car is an important mode of transport, with just under half of journeys to work by residents of the Shoreham Harbour area being made by car; this puts pressure on the road network, particularly in the peak hours.
 - Between 2001 and 2011, the highest growth rates for travel to work were for train, bus and cycling, whilst home working also increased.
- 2.3 A description of the transport network is provided in the Baseline Analysis document. This sets out existing infrastructure and current usage for each mode of transport. The following key issues have been identified from this analysis:

Highway network

- There is limited space for major highway improvements due to the constrained geography.
- Traffic congestion on the A27, A259 and A293 causes unreliable journey times.
- To avoid this congestion there is rat running through residential areas.

- Level crossings can cause delay, congestion and inconvenience.
- HGVs are perceived to use less suitable routes.

Car parking

- Insufficient on-street car parking spaces to meet current demand, particularly around railway stations and shopping areas.
- Tension between the demand for parking from commuters, shoppers and residents in Shoreham-by-Sea and Portslade.
- Circulation of vehicles searching for spaces in Shoreham-by-Sea and Portslade town centres.
- Unclear signing to off-street car parking.
- Additional demand for parking caused by new developments.

Rail network

- Rail travel is an increasingly popular mode of transport and the growth in rail travel is expected to continue.
- Access to stations and interchange with other transport modes is inconsistent.
- Journey times on the West Coastway railway line can be slow compared to road.
- Capacity issues for current rail services to Gatwick, London and Brighton during peak times.

Bus network

- Bus patronage is growing across the Shoreham Harbour area.
- The bus network provides good coverage, and recent changes to services have improved journey reliability but traffic congestion and delays can still have a negative impact on the reliability of services.
- Inconsistency of the number of stops per journey also affects the reliability of journey times.
- User perceptions of overcrowding and the high cost of some fares.

Cycling

- Cycling is becoming increasingly popular in the Shoreham Harbour area.
- Sections of National Cycle Network Route 2 (NCN2) long distance cycle route and other facilities in the area are disjointed and / or indirect.

- The A259, A283, A293 and A27 create severance issues for cyclists wishing to cross for onward journeys.
- The A259 is an unattractive environment for cyclists and does not provide good access to the Harbour waterfront.

Pedestrian network

- Poor quality of pedestrian environment along main roads, particularly A259.
- Main road corridors and railway line create severance issues for pedestrians.
- Limited pedestrian access to the Harbour waterfront in the Western Harbour Arm and Aldrington Basin character areas.

2.4 Initiatives that seek to encourage sustainable travel behaviour are known as Travel Behaviour Change Initiatives or Travel Choice Initiatives. They use a variety of methods to promote and enhance the attractiveness of sustainable modes of transport including travel information, education and marketing. Sustainable travel behaviour can reduce traffic levels, improve road safety and the environment, and improve public health. The following summarises what is currently in place:

- Some Travel Plans have been prepared.
- All local authority schools have an adopted an active School Travel Plan.
- Application of Travel Behaviour Change initiatives is not widespread, but there has been recent investment through initiatives such as Online Journey Planners.
- A Car Club already operates in western Brighton & Hove.
- Electric Vehicles are an emerging market.

2.5 Further issues and constraints have been identified which impact on the transport network. These include areas of poor air quality, areas with high levels of noise, clusters of accidents and heritage areas. The following provides a summary of these constraints for the Shoreham Harbour area:

- Three Air Quality Management Areas (AQMAs) are within or close to the Shoreham Harbour area.
- Important Areas for managing noise on key routes are within or close to the Shoreham Harbour area.
- There are accident clusters along A293 Church Road (Portslade) and the A259 corridor.
- There are five conservation areas adjacent or close to the Shoreham Harbour area.

- There are nine public Hards and slipways in the Harbour, which require maintaining or improving with parking.

3 FUTURE CHALLENGES

3.1 This section identifies the future challenges associated with the regeneration of Shoreham Harbour. Evidence has been obtained from transport studies, which were undertaken to identify the impact of development at Shoreham Harbour on the transport network in the future and propose mitigation measures. Findings from the following transport studies are summarised in the accompanying Baseline Analysis document:

- Adur Local Plan and Shoreham Harbour Transport Study (2013) and Addendums (2014 and 2016)
- Brighton & Hove City Plan Strategic Transport Assessment (2013)
- Shoreham Town Centre Study (2014)
- Shoreham Port Masterplan Transport and Access Note (2010)

3.2 Taking into account the proposed development, the following findings and future challenges and opportunities for Shoreham Harbour have been identified from these studies:

- The number of vehicle journeys across the area is expected to increase by less than 3% (without mitigation).
- An increase in congestion and journey times along A27, A259, A283 and A293 is expected unless mitigation measures are provided.
- A package of sustainable transport improvements and behaviour change measures will be important to ensuring that the cumulative impact of development is not severe.
- Improvements to key junctions will also be required to ensure that the highway network can support the predicted increase in vehicle journeys.
- Levels of traffic and activities associated with both Portslade and Shoreham town centres constrain road capacity contributing to congestion and an unwelcoming environment, which also restricts movement.
- Improvements to the highway network will be required to accommodate future development in Shoreham Harbour.
- On-street parking arrangements need to be reviewed.
- Improvements to pedestrian and cycle links between Shoreham town centre and the Western Harbour Arm, and between Portslade and South Portslade and Aldrington Basin are required.
- Improvements to port access arrangements and the internal road network will be required to facilitate port consolidation.

- Proposed improvements should encourage HGVs to use the advisory route to / from Shoreham Harbour.

4 STRATEGY OUTCOMES

- 4.1 The Transport Strategy seeks to achieve five desired outcomes, which complement the strategic objectives and area priorities within the JAAP. The outcomes have been identified to set out how Shoreham Harbour and its transport network will function in the future. They form an integral part of the Transport Strategy, because they describe how the place will improve to facilitate growth. The outcomes have been identified to address the key issues and future challenges identified in Sections 2 and 3.
- 4.2 Outcomes OC1 to OC5 are set out below with accompanying criteria, which provide a framework to enable the assessment of potential interventions. The Transport Strategy will focus on delivering these outcomes through a series of specific interventions which are out in Section 6.

OC1 Reduced levels of congestion

- Reduction in congestion to benefit all modes of transport
- Less dependence on car trips for short journeys within urban areas
- Focus on priority corridors
- Improvements to journey time reliability

OC2 Strengthened sustainable transport mode share

- Attractive alternatives to the private car
- Minimising the need to travel by car for short trips (when appropriate)
- Scope to influence rail improvements

OC3 Improved connectivity

- Focus on local area and further afield
- Completing missing connections
- Removing physical and perceived barriers to the surrounding area and improving public access to the waterfront
- Reducing severance

OC4 A safe and attractive environment

- Improving safety by reducing speed of traffic
- Ensuring transport improvements enhance the public realm

OC5 Adequate parking provision and controls

- Suitable provision of car and cycle parking
- Managing the impact of car parking to improve network safety and efficiency
- Minimising the impact of inappropriate car parking

5 STRATEGY DEVELOPMENT

- 5.1 The Transport Strategy has been developed by analysing the current transport network and is informed by emerging and established planning and transport policies. Through this analytical process, supplemented by knowledge of local issues, a number of existing and future transport challenges were identified. A long list of potential interventions, including potential those which have previously been considered, was developed (see Table 5.2 of the Baseline Analysis document), designed to address these challenges and deliver the desired outcomes
- 5.2 Potential interventions were grouped together into themes, designed to target one or more of the strategic outcomes, or a Strategic Site location. The identified themes and interventions take into account the constrained geography, and emerging planning policies for Shoreham Harbour and use best practice from other similar developments elsewhere in the UK.
- 5.3 Once the interventions were defined, an assessment was carried out to identify those most suitable and relevant to the Transport Strategy. The performance of the interventions was assessed against selected criteria: contribution to achieving the desired outcomes (OC1 to 5), relevance to delivery of the JAAP or a site, deliverability, risk, and value for money.
- 5.4 The most effective and deliverable interventions were tested using suitable transport modelling tools. Through an iterative process of testing and refinement, the interventions that are relevant and have no or very limited deliverability risks were included in the preferred strategy. The Preferred Transport Strategy was available as a supporting document for the public consultation on the draft Shoreham Harbour JAAP during 2014. Following this consultation, the Transport Strategy was reviewed and updated in response to the comments received.
- 5.5 The interventions proposed in the Transport Strategy seek to ensure that, following its implementation, the cumulative impact of development on the transport network will not be severe. Through the statutory planning system, it is only possible to require developers to mitigate their impact. Developers cannot be required to resolve pre-existing issues, although they should not make these issues severely worse. Whilst there may be local aspirations for larger scale infrastructure to address existing issues, this would not be proportionate to the scale of development proposed in the JAAP and developers cannot be required to fund these schemes in full. Aspirational schemes can be developed through identification as local priorities by communities and local members, which will help to attract funding for scheme development. These schemes can then be developed to attract external funding as opportunities arise. Where schemes would address pre-existing issues and help to mitigate the impacts of development, it may be appropriate to use developer contributions to help fund these schemes alongside contributions from other funding sources.

6 THE TRANSPORT STRATEGY

6.1 INTRODUCTION

6.1.1 The Shoreham Harbour Transport Strategy is designed to respond to the identified challenges (section 3) and achieve the desired outcomes (section 4). The interventions have been selected following an appraisal process to ensure that they are relevant to delivering the JAAP, deliverable and provide good value for money.

6.1.2 The Transport Strategy identifies improvements required to deliver a balanced, sustainable and suitable transport network to mitigate the impact of planned development. The Transport Strategy has been presented using the following themes:

1. An Area-Wide Travel Behaviour Change and Travel Choice Programme
2. Priority Corridors
3. Access to Port Activities
4. Accessing the Waterfront
5. A High Quality Public Transport Network
6. Expanding and improving the Cycling and Pedestrian Networks
7. Enhancing Interchange with and Access to the Railway
8. Providing a Better and Enhanced Public Realm
9. Appropriate Car and Cycle Parking
10. Managing and Maintaining the Local Highway Network

6.1.3 To help deliver the JAAP, the Transport Strategy will be implemented throughout the plan period. This will either be in advance or as development comes forward, or through local authority investment programmes. Figures 6.1 and 6.2 in this section present the Transport Strategy showing the locations of infrastructure improvements relative to the Strategic Sites. Figure 6.1 is the highway and junction improvements and 6.2 the strategic cycle improvements. The details of improvements for each Strategic Site are set out in Section 7.

6.2 AREA WIDE TRAVEL BEHAVIOUR CHANGE AND TRAVEL CHOICE PROGRAMME

- 6.2.1 The area-wide travel behaviour change and travel choice programme (referred to as the TBC programme) will use marketing and promotional activities, particularly where there is new or improved infrastructure to encourage new and existing communities to walk, cycle or use public transport. The package of measures in the TBC programme will cover the entire Shoreham Harbour area, and focus on promoting sustainable travel options and their benefits through a range of initiatives.
- 6.2.2 Rather than restrict car use, the aim is to make people aware of the options available and encourage them to make use of them. This will facilitate the shift in travel behaviour which supports the outcomes of reducing congestion for all modes of transport, strengthening the sustainable transport mode share and creating a safer and attractive environment.
- 6.2.3 In order to ensure the impact of development is not severe, it will be necessary to strengthen the sustainable transport mode share. The strategic transport study demonstrates the impact of reducing the number of car trips to or from the proposed site allocations by an average of 9%.² Measures in the TBC programme will be tailored to suit existing travel patterns at peak times and will be targeted towards particular groups which have the propensity to use sustainable modes of transport, such as:
- **Residents moving into new developments** who are more likely to adopt sustainable modes of transport before travel habits become established. The TBC programme will therefore provide tailored information on sustainable modes of transport at a personal level, supported by campaigns to highlight the variety of transport provision particularly for those moving into the area.
 - **Pupils travelling to school** in the Shoreham Harbour area, where 70-85% of pupils already walk or cycle. All existing local authority schools already have adopted school travel plans. With a growing catchment population, additional journeys will be made. A culture of safe and sustainable travel for pupils through education, training and experience will be instilled in the TBC programme.
 - **Journeys to work**, by building on the growth which has been seen over the last decade in journeys to work by train, bus and cycling. Across the Shoreham Harbour area, the car remains the dominant mode of transport for travel to work (48% of all journeys). The TBC programme will support businesses to promote safe and sustainable travel, for both goods and employees as they establish and grow in Shoreham Harbour.
 - **Port-related trips** which do not require movement of goods. The Port Authority is developing its own Travel Plan in support of the changes it is making to its internal transport network. The TBC programme will support this and enable the Port to achieve its targets.

² A list of potential measures to achieve these reductions is set out in Section 5.2 of the Adur Local Plan and Shoreham Harbour Transport Study 2013.

6.2.4 The TBC programme will be incorporated into an area-wide Shoreham Harbour Travel Plan, which identifies the initiatives and sets out what they are expected to achieve. It is expected that developer(s) will make contributions to the provision of a JAAP-wide Travel Plan Coordinator (TPC) to be responsible for coordinating development and implementation of the Shoreham Harbour Travel Plan. Site occupiers will each nominate a Travel Plan Manager (TPM), to develop and deliver each site-specific Travel Plan in addition to submitting this to the TPC. Each initiative will be expected to achieve specific performance targets and the area-wide Travel Plan will be refreshed periodically in response to changing circumstances.

6.2.5 Initiatives within the Travel Plan will also contribute to travel behaviour change activities across the wider area. The programme should promote new and improved sustainable transport infrastructure as it is delivered.

Table 6.1: Travel Behaviour Change (TBC) Programme

1A	Shoreham Harbour Travel Plan	An overall travel plan for the area including appointment of a Travel Plan Coordinator (TPC) to coordinate delivery of the Travel Plan.
1B	Personalised Travel Planning	Providing personalised travel advice to promote sustainable travel options for new residents through face to face advice or information packs containing site specific printed or online maps and journey planning tools.
1C	Sustainable Travel Choices Campaign	Using a variety of media including maps and journey planning tools to promote the available sustainable transport options including lift / car sharing, road safety and reducing the need to travel (e.g. home shopping).
1D	Cycle and walking activities & training	Activities that promote and encourage active travel, such as cycle challenges and training in workplaces, residential areas and schools (also including Bikelt, Bikeability workshops and maintenance courses).
1E	School Travel Planning	Supporting existing, expanded or new schools to prepare and deliver school travel plans which promote sustainable travel behaviour, for pupils and staff, through a range of initiatives such as walk or cycle to school events, infrastructure improvements and rail, bus, cycle and road safety education.
1F	Port-wide Travel Plan	Implementation of the Port-wide Travel Plan promoting smarter travel choices for both business travel and journeys to work, aimed at managing and minimising the traffic impacts of port operations.

6.3 PRIORITY CORRIDORS

6.3.1 The Priority Corridors are the main arterial routes to the Port and Strategic Sites and will be a focus for investment. These are the roads that will provide access and are expected to experience the greatest proportion of traffic in the future. Those most relevant to Shoreham Harbour are:

- A259 between Norfolk Bridge and Hove
- A283 Old Shoreham Road from Shoreham town centre to A27
- A293 Church Road-Trafalgar Road-Handleton Link Road from Portslade to A27

6.3.2 The approach to each Priority Corridor will need to respond to the unique challenges of each corridor and the demands of different users, whilst working largely within the constraints of the existing highway and urban area. A package for each corridor will consist of interventions which address the specific challenges and conditions of the corridor. Improvements will seek to address performance issues such as journey time reliability, air quality, casualty rates, cyclist and pedestrian provision, and public transport reliability. Improvements will also support the need to minimise the impact of traffic, particularly HGVs, on the neighbouring communities.

6.3.3 Some junctions on the Priority Corridors will need to be improved to reduce congestion, provide access into the Strategic Sites, improve safety and ensure journey times are reliable. Improvements will include alterations or changes to the layout of a junction (e.g. widening) or operation (e.g. introducing traffic signals or revalidating the timings of signals) to provide additional highway capacity. There will be a need to balance the needs of all road users; for example, by providing crossing facilities which address road safety issues and reduce severance.

6.3.4 On the basis of the evidence presented in the strategic transport modelling³, the following junctions on A27 and A259 will require capacity improvement in the future so that the cumulative impact from Shoreham Harbour on the highway network is not severe:

- A27 / A283 Steyning Road
- A27 / A293 Handleton Link Road
- A259 High Street / A283 Old Shoreham Road (Norfolk Bridge)
- A259 / A2025 South Street, Lancing

³ Adur Local Plan & Shoreham Harbour Transport Study 2013, addendums 2014 and 2016.

- 6.3.5 To maintain a smooth and efficient flow of traffic, parking will not generally be provided along Priority Corridors. However, it is accepted that (as currently) some parking and loading points will need to remain unless adequate alternative parking provision can be identified. Taking this approach will help to manage the impact of parking on surrounding communities and encourage traffic to use the most desirable routes.
- 6.3.6 Additionally, there may be a need for development at Shoreham Harbour to contribute towards improving other junctions along the corridors, or further afield. This will be investigated through the preparation of Transport Assessments as part of the planning process for individual development proposals.
- 6.3.7 Tables 6.2(i), 6.2(ii) and 6.2(iii) provide detail for the A259, A283 and A293 Priority Corridors respectively:

Table 6.2(i): A259 Priority Corridor Interventions

2Y	A27 / A293 Hangleton Link Road Junction	Replace southern roundabout with traffic signal controlled junction with appropriate amendment to the lanes at the entry points.
2A	A259 / A283 Norfolk Bridge Junction	Within its current confines, changes to the size of the roundabout central island and circulating carriageway, also including safe pedestrian and cycle crossing facilities.
2B	A259 / Surry Street Junction	Changes to junction layout and priority to simplify turning movements between Surry Street and New Road with a shorter pedestrian crossing route across the wide Surry Street junction mouth.
2C	New Accesses into Western Harbour Arm	Consolidate the number of junctions with the A259 to provide access points into the development and to the Waterfront Route with safe pedestrian and cycle crossing facilities. If signalised, the accesses will require the latest technology with bus priority.
2D	A259 / Lady Bee Marina Junction	Improve existing junction onto A259 at Nautilus House to increase capacity and turning space for vehicles, including safe pedestrian and cycle crossing facilities for both NCN2 and A259 cycle route.
2E	A259 / A293 Church Road / Basin Road North Junction	Realignment of existing junction on south side to accommodate two outbound lanes from Basin Road North with traffic signals running on the latest technology incorporating bus priority and safe pedestrian and cycle crossing facilities.
2F	A259 / B2194 Boundary	Alterations to the existing junction to restrict access from

	Road & Station Road Junction	Basin Road North so access is for pedestrians and cycles only. The traffic signals should operate using the latest technology, incorporating bus priority on A259 and B2914 arms.
2G	A259 / Wharf Road Junction	Improvements to the junction layout to maintain access for HGVs to the Port, including safe pedestrian and cycle crossing facilities to create continuous route between existing cycle path and proposed A259 cycle route.
2H	A259 / A2025 South Street, Lancing	Widen the A259 west approach and enlarge the circulating carriageway, also including safe pedestrian and cycle crossing facilities.
2I	A259 Bus Stops	Where required, facilities at bus stops on the A259 should consist of high quality waiting shelters, up to date Real Time Passenger Information (RTPI) screens and printed information, with accessible paths, clear access to stops and raised kerbs.
2J	A259 Bus Priority (Bus Lanes & Traffic Signal Controls)	Dedicated bus priority (bus lanes and / or traffic signal controls) on A259 at selected locations to reduce the impact of congestion on bus journey times, where land is available within the public highway, and buses experience delay such as on Brighton Road, Albion Street or Wellington Road.
2K	A259 Cycle Route	Dedicated, safe and continuous cycle facility along the A259 (primarily off-road depending on available space) from Wharf Road to Surry Hard providing a core cycle route. This should aim to reduce the intimidating nature of the A259 corridor for cyclists with quality surfacing, clear signing, and provision for cycles at side roads or accesses. Combined with improvements to NCN2 and the Western Harbour Arm Waterfront Route, there may be the opportunity to realign NCN2 to the A259 to create a more direct route that can avoid using the lock gates.
2L	A259 New or improved pedestrian & cycle crossing points	New or improved safe and convenient crossing points on A259 for pedestrians and cyclists, such as at New Road, Kingston Beach or Roman Road to access the cycle routes, or on desire lines away from signal controlled junctions.
2M	A259 Corridor Streetscape	Improved condition of footway along A259 corridor particularly through Western Harbour Arm with paving, lighting and landscaping on both sides. Improvements to the street scene along the A259 should be in accordance with the Shoreham Harbour Streetscape Guide as developments come forward.
2N	A259 On-Street Parking Controls & Management	Maintain the existing level of parking provision where possible, with facilities for loading and unloading, and

		disabled and taxi parking, such as in Shoreham town centre, Kingston Beach and Portslade.
2O	Air Quality Action Plan Measures	Contribute towards mitigation measures identified in the ADC and BHCC Air Quality Action Plans for Shoreham High Street and Brighton AQMAs and Sussex Emissions Guidance 2013.
2P	Noise Action Plan Measures	Contribute towards mitigation measures to address noise issues identified in the DEFRA Noise Action Plan for Agglomerations.
2Q	A259 Safety Improvements at Junctions	Accident reduction and safety measures at junctions which have been identified as accident clusters on A259 - High Street, Eastern Avenue, Kingston Lane, The Gardens and Boundary Road-Station Road – with improvements such as safe pedestrian or cycle crossing facilities, changes to junction layout, surfacing or signing (as appropriate).
2R	A259 Traffic and Network Management	Traffic calming on side streets, such as junction entry treatments, raised tables, chicanes or restricted turns to reduce rat running on less suitable routes identified on a site by site basis. Restricted right turns in Shoreham High Street, and at Camden Street and Middle Street in Portslade.

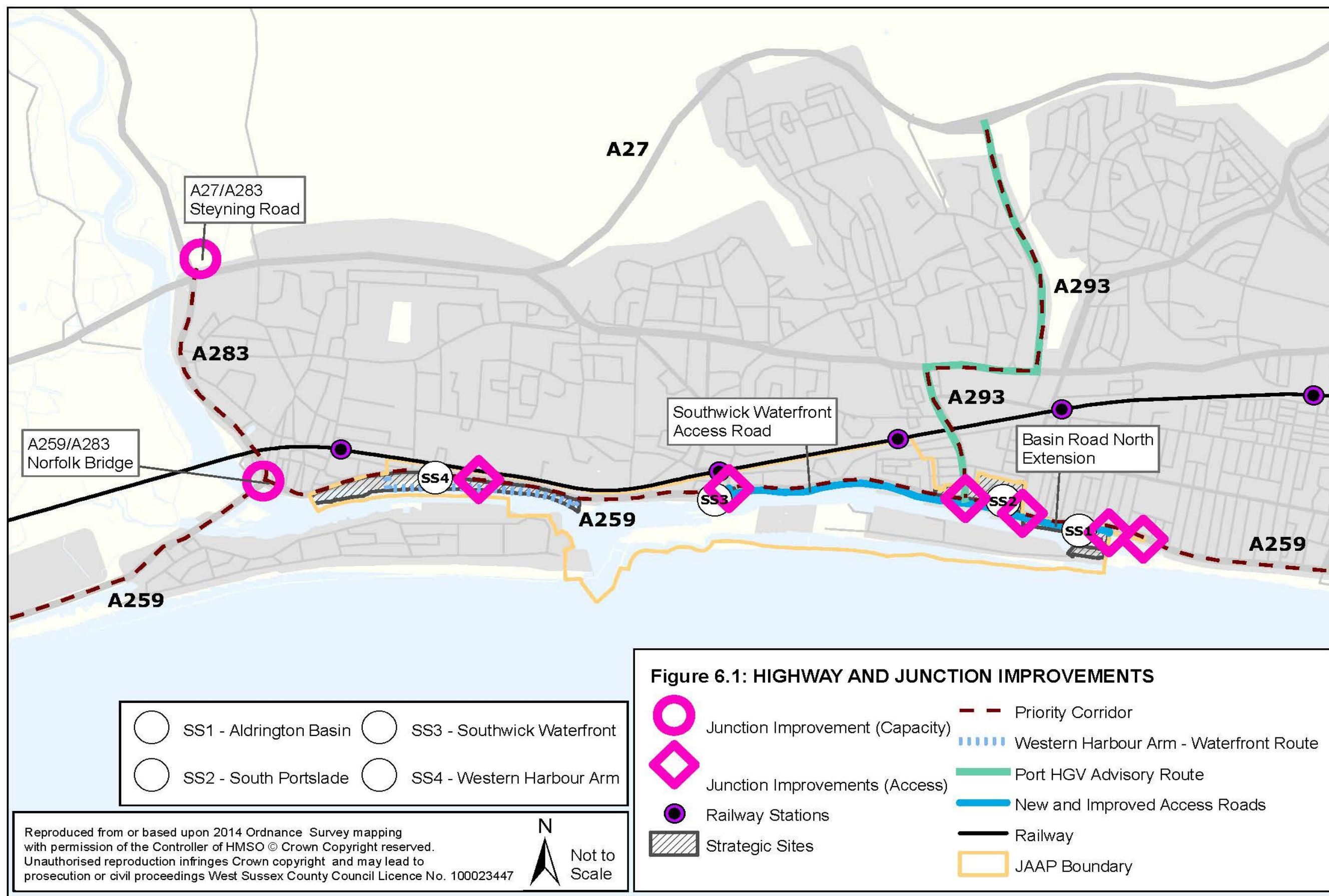
Table 6.2(ii): A283 Priority Corridor Interventions

2S	A283 / Steyning Road Junction	Partially signalise roundabout with widening on the A283 north exit and A283 south entry.
2T	A283 Bus Stops	Where required, facilities at bus stops on the A283 should consist of high quality waiting shelters, up to date RTP1 and printed information, with accessible paths, clear access to stops and raised kerbs.
2U	A283 New or improved pedestrian & cycle crossing points	To connect the Western Harbour Arm with the Downs Link and South Downs National Park, provide new pedestrian and cycle crossing facilities on A283 at Upper Shoreham Road and Ropetackle.
2V	A283 Streetscape	Gateway feature on A283 north of Upper Shoreham Road junction and other changes to public realm such as widened footways along Old Shoreham Road to clearly define the route for pedestrians.
2W	A283 On-Street Parking Controls &	Create new parking bays to formalise the existing half on

	Management	road / half on pavement arrangement.
2X	A283 Traffic & Network Management	Reinforce the change in speed limit on A283 north of Upper Shoreham Road, using signs and layout of the road. Discourage HGVs from using the A283 to access the A27 through routing agreements with operators.

Table 6.2(iii): A293 Priority Corridor

2Z	A293 Bus Stops	Where required, facilities at bus stops on the A293 should consist of high quality waiting shelters with up to date RTPi and printed information, with accessible paths, clear access to stops and raised kerbs.
2AA	A293 Bus Priority	Dedicated bus priority within traffic signals on A293 at selected locations where buses experience delay, such as at A270 junction, so not to conflict with other buses.
2BB	A293 New or improved pedestrian & cycle crossing points	New or improved safe crossing facilities for pedestrians and cyclists at St Andrew's Road and Vale Road junctions to help pedestrians cross.
2CC	A293 On-Street Parking Controls & Management	Providing adequate parking where possible for the local area by maintaining the existing level of parking provision with facilities for loading and unloading, and disabled and taxi parking where required.
2O	Air Quality Action Plan Measures	Mitigation measures identified in the BHCC Air Quality Action Plan for Church Road and Trafalgar Road and Sussex Emissions Guidance 2013.
2EE	A293 Safety Improvements at Junctions	Accident reduction and safety measures at Vale Road junction with changes to junction layout, surfacing or signing (as appropriate).
2FF	A293 Traffic and Network Management	Creating a safe environment by using appropriate traffic calming measures on side roads, such as junction entry treatments, raised tables, chicanes or restricted turns, to reduce rat-running on less suitable routes.



6.4 ACCESS TO PORT ACTIVITIES

- 6.4.1 Safe and direct access is essential to allow movement of goods and services to and from the Port, and to enable its efficient operation. Improvements to port access arrangements and the internal road network will be required to facilitate port consolidation.
- 6.4.2 The Shoreham Port Masterplan proposes significant changes to the internal road layout within the consolidated Port to minimise the impact of port operations on the highway network. This includes widening and extending Basin Road North to form a new and more accessible route through the operational area for port-related traffic. The improved Basin Road North will lead HGVs more directly to the advisory lorry route on A293 and onwards to the A27, which will reduce the amount of port-related traffic on the A259 between Church Road and Wharf Road.
- 6.4.3 A new service road for Southwick Waterfront will be provided to improve access to the marina facilities and employment units.
- 6.4.4 These additional internal roads within the Port will not be adopted as publicly maintainable highway. The form of new or amended site-specific access arrangements will be determined through the planning process in discussion with the relevant highway authority.

Table 6.3: Port Access Interventions

3A	Basin Road North	Upgrading Basin Road North to a two-way road from Wharf Road mini roundabout, including suitable alterations to that junction, to A259 / Church Road junction, connecting with Southwick Waterfront Access Road. A footway will be provided to allow safe access for pedestrians.
3B	Southwick Waterfront Access Road	A new service road between Southwick Waterfront and A259 / Church Road junction, including pedestrian and cycle facilities. The road will be two-way from the existing oil terminal to the Church Road junction, and two-way at the western end to serve the commercial interests in the Southwick Waterfront area. The remaining central section will be one-way (west to east) except for cyclists.

6.5 ACCESSING THE WATERFRONT

- 6.5.1 There is an aspiration across the Harbour to improve access to the waterfront where previously it has been restricted or limited. There are areas where the Transport Strategy can enhance access routes and facilities for pedestrians, cyclists and private vehicles to benefit from the harbour location.
- 6.5.2 An aim of the JAAP for the Western Harbour Arm is to provide a new high quality east-west Waterfront Route. This route will increase access to the waterfront by opening up previously restricted vistas and connecting Shoreham town centre and the Adur Ferry Bridge with Kingston Beach and beyond. It will provide new and existing residents and visitors with the ability to enjoy and access the water via slipways. The route will provide the new residential and commercial properties in the Western Harbour Arm with an attractive outlook over the harbour.
- 6.5.3 Due to on-going work to determine the specification of a suitable flood defence scheme, it is unclear whether the new Waterfront Route will be able to accommodate vehicles. If vehicles were able to use this route, it would be designed so that unnecessary traffic is discouraged through a low speed shared space environment. It could also enable future maintenance of the flood defences. Table 6.4 sets out the design principles for the Waterfront Route. Further detailed design work would be required to take into account the flood defences, aspect and outlook, building layout and utilisation as part of any future masterplanning exercise.
- 6.5.4 The A259 will be retained as the primary arterial route for motorised users, with pedestrian and cycle permeability through or between the development blocks to access public transport stops and other facilities as outlined in the Western Harbour Arm Development Brief. Improvements to Basin Road South and NCN2 at Southwick Lock Gates will enhance safe cycle and pedestrian access to Southwick and Portslade beaches.
- 6.5.5 There is a need for new public slipways to encourage leisure access to the water for boats with associated space for car and trailer parking. The publicly accessible slipways currently in Shoreham town centre and Western Harbour Arm, and opportunities to improve the condition of these important community assets should be sought. Proposals for any new slipway(s) will need to ensure that potential safety impacts on the transport network are fully addressed.

Table 6.4: Accessing the Waterfront

4A	Western Harbour Arm Waterfront Route	<p>Development of a new publicly accessible waterfront route through the Western Harbour Arm between Shoreham town centre (at Surry Hard) and Kingston Beach to promote the attractive harbour setting.</p> <p>Design will depend on the flood defence specification as outlined in para 6.5.3.</p> <p>Links from the waterfront through the Western Harbour Arm to the A259 will need to be permeable for pedestrians and cyclists. Opportunities should also be explored to provide a continuous route from Surry Hard to Adur Ferry Bridge, subject to all necessary agreements with landowners.</p> <p>To connect the route with Shoreham town centre, a new pedestrian and cycle crossing facility is required across the A259 at the junction with New Road. A second route towards Shoreham-by-Sea station via Ham Road can be accessed at the existing Eastern Avenue signalised junction.</p> <p>At the eastern end it should link with Kingston Beach and the proposed A259 cycle facility via a new pedestrian and cycle crossing facility.</p> <p>Combined with improvements to NCN2 and A259 cycle facility, there may be an opportunity to realign NCN2 to this Waterfront Route.</p> <p>The route is not expected to be adopted as publicly maintainable highway. Future maintenance options will need to be considered as potential options for the Waterfront Route are established.</p>
4B	Public Slipways and facilities for boat-users	<p>Opportunities should be sought for improvements to existing slipways (including maintenance), and to provide new ones where appropriate, as well as improvements to waterfront facilities for boat-users. Proposals should include sufficient parking for cars and trailers, turning areas and safe access and egress from the highway network.</p>

6.6 A HIGH QUALITY PUBLIC TRANSPORT NETWORK

- 6.6.1 The existing bus network provides relatively good coverage around the Shoreham Harbour area with some high frequency services already in place. To improve the quality of bus travel and make it an attractive and effective alternative to the car for more passengers, improvements are proposed to the bus network.
- 6.6.2 In general, bus service frequencies should be maintained or improved to ensure Shoreham Harbour remains accessible, both for journeys originating and arriving there. The majority of bus services should remain on the east-west A259 corridor, alongside north-south routes through Portslade, as these services are already well used. The existing public transport provision could be improved through new or amended bus services that link Strategic Sites and adjoining areas with the public transport interchanges and main destinations along the coast.
- 6.6.3 Opportunities for additional north-south services, or increased frequency of existing services should be explored. These new or improved services could provide better access to surrounding local facilities, for example between the Western Harbour Arm and important local destinations such as the Holmbush Centre and Southlands Hospital. Any changes to services or additional bus routes will be determined by bus operators on the basis of commercial considerations.



Infrastructure should be provided to maintain and improve journey times and reliability for bus passengers. There are opportunities to introduce small sections of bus lane, however, additional bus priority infrastructure will be provided through traffic signal technology rather than reallocation of road space. Bus stops will be improved where there is a need to enhance the quality of facilities or when facilities are in need of replacement.

Table 6.5: Public Transport Network Interventions

5A	High quality bus services	Provision of a frequent and high quality bus service and service pattern, which could include a 'limited stop' longer distance express service operating east-west as this is where the greatest demand for travel occurs. This would be complemented by local bus services that call at all stops.
5B	Bus Stops	Facilities at bus stops on the wider network should consist of high quality waiting shelters with up to date Real Time Passenger Information (RTPI) screens and printed information, with accessible paths, clear access to stops and raised kerbs (where required).
5C	Real Time Passenger Information Screens (community areas)	New public transport Real Time Passenger Information (RTPI) screens in the Strategic Sites and at locations in town centres, rail stations or other community areas.

6.7 EXPAND AND IMPROVE THE CYCLING AND PEDESTRIAN NETWORKS

6.7.1 While the topography surrounding Shoreham Harbour provides a suitable environment for cycling and walking, the networks are disjointed and not currently capable of supporting a high sustainable transport mode share. Improving the pedestrian and cycling networks will help to provide the right conditions to strengthen the sustainable transport mode share.

6.7.2 The opening of the Adur Ferry Bridge has helped to raise the profile of walking and cycling in the area by enhancing an important link in the network. There has been an estimated 14%⁴ increase in all trips since the bridge opened. Improving on the existing cycle network by identifying and fixing the deficiencies will help to continue this growth.

6.7.3 There should be a network of accessible, safe, coherent, connected and direct cycling and walking routes through the whole development area which should be well linked into the adjacent existing settlements. This will continue to encourage more people to cycle or walk, particularly for shorter journeys for shopping or leisure. The type of facilities will depend on the constraints of the location, but should aim to cater for cyclists with different levels of experience and confidence. This includes, but is not limited to, safe crossing points, parking and seating within public places and other appropriate locations. At places where cyclists finish their journeys, such as places of work, there should be innovative, safe and secure storage changing areas with showers and lockers.



6.7.4 The focus of cycle improvements will be on the east-west corridor based on the A259 and NCN2. These will be supported by a network of dedicated cycle routes connecting to the Strategic Sites and important local destinations. A network of quietways will be created on the low-traffic back streets and in parks so that different types of cyclists can choose routes that better suit them. To reflect the different needs of cyclists, the design of the east-west corridor should follow latest best practice and have a high level of segregation and priority. There is potential for this route to become part of NCN2 and link to the Western Harbour Arm Waterfront Route. On the quietways where traffic volumes and speeds are lower, measures to calm or reallocate space, removing barriers, contraflow cycling and clear

⁴ Route User Survey Report – Connect 2 Adur Ferry Bridge, Shoreham – Sustrans, 2014

signing could be considered to create more pleasant walking and cycling conditions.

- 6.7.5 The emphasis for the pedestrian network will be to provide safe and accessible connections between the development sites and existing communities. Improvements to the network will follow latest best practice and address the needs of all users including those with reduced mobility.

Table 6.6: Cycling and Pedestrian Network Interventions

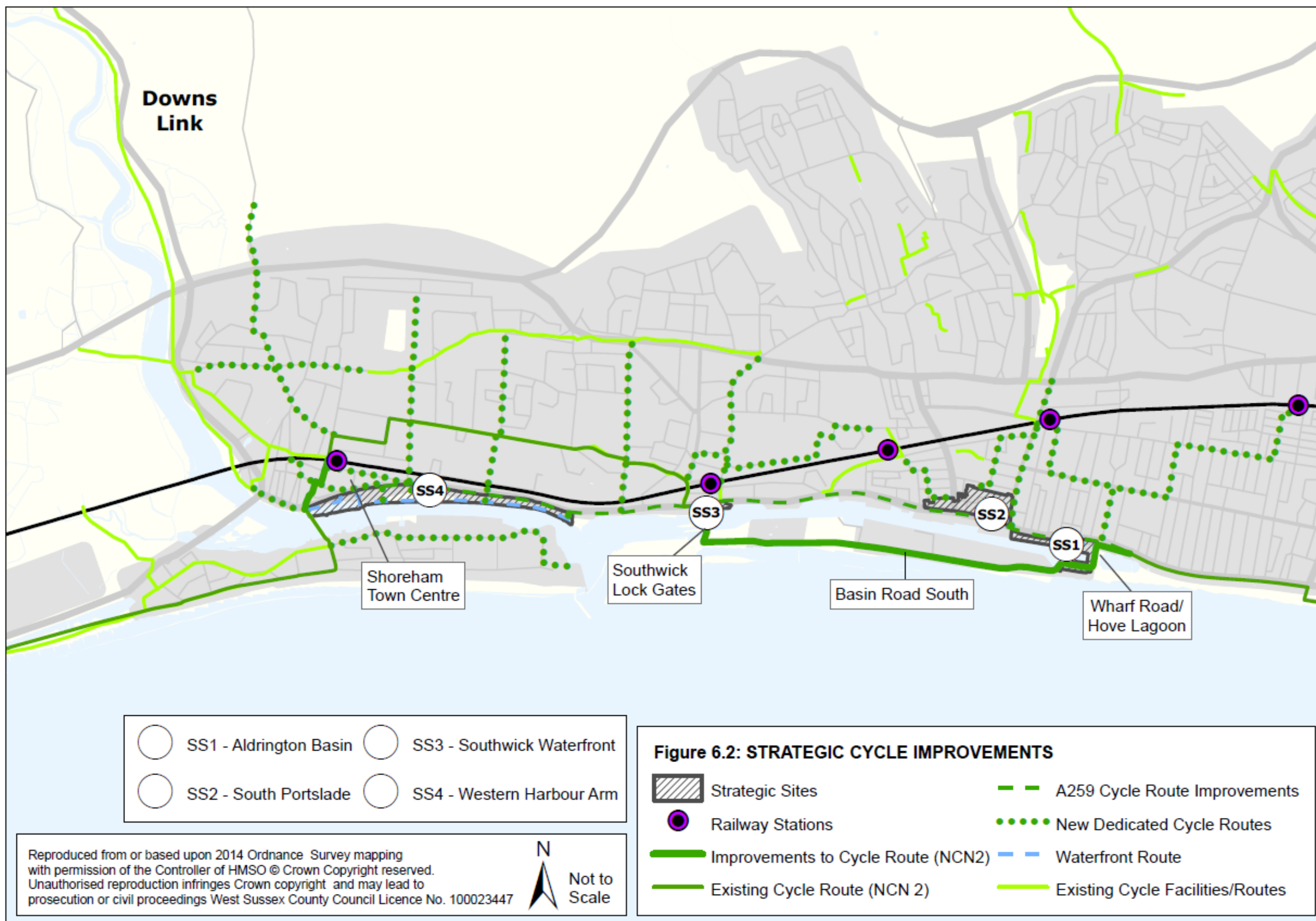
6A	NCN2	<p>Specific improvements identified for the existing NCN2 Route include :</p> <p><u>Wharf Road</u> – a safe and attractive off-carriageway cycle facility to provide a safe route on Wharf Road between A259 cycle facility and the entrance to Shoreham Port.</p> <p><u>Basin Road South</u> – a safe and attractive cycle route from Hove Lagoon to Carats Café that balances the needs of cyclists, vehicles and HGVs. Accesses to Portslade and Southwick Beaches should be encouraged. There may also be potential to create an off-road section at the western end around Carats Café (subject to agreement).</p> <p><u>Southwick Lock Gates</u> – creation of a more useable and attractive route for both pedestrians and cyclists between A259 and Southwick Beach including crossing the locks at Shoreham Port. Where practical and safe, this should include improvements to surfacing where needed, a level access across the locks suitable for all users, straightening/widening to allow both pedestrians and cyclists to pass each other along the route and lowering of the height of the security fencing to improve views of the Harbour where possible, subject to port security. Combined with improvements to cycling facilities on A259 and the new Western Harbour Arm Waterfront route, there is potential to realign NCN2 in the future to provide an improved long distance cycling route.</p>
6B	Designated Cycle Routes	<p>Dedicated cycle facilities to augment the cycle network linking the development with the main destinations and services residents will require (e.g. hospitals, food retail, rail stations and local centres, South Downs National Park etc).</p> <p>Indicative routes could include:</p> <p><u>Aldrington</u> – routes to Aldrington Station via Roman Road and Portland Road.</p> <p><u>Portslade</u> – strengthen cycle facilities on Vale Road, B2167 Boundary Road-Station Road, Vale Road, and to Fishersgate Station.</p> <p><u>Southwick</u> – routes along B2167 Station Road and Southwick Recreation Ground.</p>

Table 6.6: Cycling and Pedestrian Network Interventions

		<p><u>Shoreham</u> – routes along Mill Road, Eastern Avenue, Kingston Lane, to Shoreham Beach and Middle Road Recreation Ground.</p> <p><u>Shoreham Town Centre</u> – strengthen the cycle facilities on Ham Road, New Road, Brunswick Road and East Street between Western Harbour Arm and the new Waterfront Route, Shoreham-by-Sea public transport interchange and the new Adur Ferry Bridge. Seek opportunities for a route to the Downs Link from Western Harbour Arm through Shoreham Town Centre north of High Street, to improve connectivity through the town centre.</p>
6C	Quietways	<p>Away from the Priority Corridors, the quieter roads in Shoreham, Southwick and Portslade will be designed with footways for walking and cycling with general traffic. These Quietways could be appropriate locations for 20mph speed limits, traffic calming, removing barriers, contraflow cycling on one way streets or cut-throughs. These networks will be developed with the community so that they are as inclusive as possible.</p>
6D	New and Improved Pedestrian and Cycle Crossing Points	<p>Installation of new or improved pedestrian and cycle crossing points. These include formal (signalised, zebra, toucan) or informal (refuges, dropped kerbs) either standalone or within signalised junctions at selected locations to serve development areas to reduce the severance caused by roads.</p>
6E	Cycle Parking	<p>Convenient, covered and secure cycle parking at destinations such as areas of employment, leisure facilities, retail areas and rail stations.</p>
6F	New and improved walking connections	<p>Opportunities to retain or create permeable and direct routes from the surrounding communities into the developments include:</p> <p><u>Aldrington Basin</u> – improving the visual and physical connection between Hove Lagoon, Hove Seafront and any new development.</p> <p><u>South Portslade</u> – repair or extend the connections between the Strategic Site and adjacent streets, such as to St Andrew's Road or Brambledean Road through existing gaps.</p> <p><u>Western Harbour Arm</u> – physical links across A259 at western end to connect with Shoreham Town Centre or into Shoreham Yacht Club and at eastern end to Kingston Beach.</p> <p><u>Shoreham Fort</u> – connections from Adur Ferry Bridge through Shoreham Beach to the restored Fort.</p> <p><u>Monarch's Way</u> – improvements to this long distance footpath with landscaping, signing and mapping providing access to Southwick and Portslade Beaches.</p>
6G	Pedestrian priority within development	<p>The design and layout of the developments should have a balanced street environment for all users to enable easy level</p>

Table 6.6: Cycling and Pedestrian Network Interventions

		walking without obstruction or deviation.
6H	Wayfinding and legibility network	Comprehensive mapping and signing to destinations, services and attractions, consistent with existing approach in Brighton & Hove.
6I	New pedestrian and cycle bridge over railway	There is a long term aspiration for a new pedestrian and cycle bridge over the railway designed to meet the needs of all users including those with reduced mobility and provide a link between the north side of the Western Harbour Arm and Dolphin Road. This could connect to a pedestrian and cycle route through Middle Road Recreation Ground (owned by Adur DC) towards Southlands Hospital. This would require agreement from landowners and Network Rail.



6.8 ENHANCE INTERCHANGE WITH AND ACCESS TO THE RAILWAY

6.8.1 The existing network of rail services caters for a mix of longer distance journeys as well as local ones. To facilitate more journeys by rail in the future, access to railway services will be enhanced through improvements at the gateway stations to Shoreham Harbour: Shoreham-by-Sea and Portslade. Providing safe and convenient facilities for transferring between rail services, buses, taxis, walking and cycling enables these stations to continue performing as gateways to the area. Improvements to rail services will be identified through Network Rail's long term planning process.



6.8.2 At the remaining stations: Aldrington, Fishersgate and Southwick, improvements will focus on removing barriers on access routes to the stations, connections with local bus services, improving taxi and drop off-pick up areas, and passenger facilities within the stations in partnership with Southern.

Table 6.7: Enhance interchange with and access to the railway

<p>7A Shoreham-by-Sea Station Interchange</p>	<p>Redesigned forecourt area to create better drop-off & pick up and taxi ranks and to enhance the setting of the station. Attractive, accessible, safe and coherent pedestrian and cycle routes from the station along Brunswick Road to Ham Road or East Street and into existing residential areas with wayfinding and signing.</p> <p>Provide sufficient cycle parking at the station and comprehensive onwards travel information.</p> <p>A long term aspiration is for a public transport interchange on the southern side of the station; this would be accessed via a new one-way (westbound) road from Ham Road (using railway owned land). The aim would be to create easy, safe and convenient transfer between bus, rail and taxi. Any bus stops should have high quality waiting shelters and RTPi screens.</p>
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Table 6.7: Enhance interchange with and access to the railway

7B	Portslade Station Interchange	<p>Improve the interchange with public transport close to the station through improved bus stops on Portland Road, Carlton Terrace and Boundary Road & Station Road with new waiting facilities and the latest RTPI technology.</p> <p>Routes from the station and the bus stops should be made accessible, safe and clear.</p> <p>Provide accessible, safe and coherent pedestrian and cycle routes from the station, such as along Carlton Terrace or Boundary Road & Station Road, into the surrounding areas, with wayfinding signing and mapping.</p> <p>Provide additional cycle parking at both sides of the station and comprehensive onwards travel information.</p>
7C	Southwick Station	<p>Renew the station environment with lighting (particularly in the platform subway), seating and security to create a less oppressive appearance.</p> <p>Repave, landscape, lighting and security improvements between the station and B2167 Station Road.</p> <p>Changes to make more efficient use of the taxi and drop off-pick up area.</p> <p>Improved and accessible routes for cycles and pedestrians to and from the station.</p> <p>Onwards travel information with wayfinding and mapping.</p>
7D	Fishersgate & Aldrington Stations	<p>Renew the station environment with new passenger facilities, waiting shelters, security, and pedestrian wayfinding to local bus stops. RTPI screens for buses at Aldrington only.</p>

6.9 PROVIDING A BETTER AND ENHANCED PUBLIC REALM

- 6.9.1 A network of streets with a high quality public realm in Shoreham and Portslade town centres and in the Strategic Sites should be created. This should aim to improve the public realm so that the highway is not the dominant feature. The condition of the public realm is a high quality inclusive place where people are more likely to spend their time. There will be a need to maintain access for businesses and properties. Intrusive street furniture should be rationalised where possible but provide options for seating, entertainment and other uses across the Shoreham Harbour area.
- 6.9.2 Improvements to the streetscape along the Priority Corridors are proposed to make the surroundings more pedestrian and cycle friendly. There are other specific locations where the provision of transport improvements can enhance the public realm. These have been selected as they can contribute to making Shoreham Harbour an open pleasant place to spend time and money. This will increase attractiveness of sustainable modes of transport, remove barriers and severance caused by the highway network and provide a coherent accessible environment for all. Improvements to the public realm should be delivered in accordance with the Shoreham Harbour Streetscape Guide.

Table 6.8: Public Realm Interventions

8A	Shoreham town centre public realm	Continuation of pedestrian and cyclist friendly East Street-style treatment along Brunswick Road towards Shoreham-by-Sea station, St Mary's Road and New Road / Tarmount Lane, while managing and providing adequate access and parking for residents.
8B	Southwick Waterfront	Improved condition of footway along A259 Brighton Road from Surry Street junction to East Street. Gateway treatments (e.g. raised carriageway) to side roads to give pedestrians greater priority and reduce rat running. Improved public realm in Southwick Waterfront for pedestrians and cyclists, to support improved facilities on the Lock Gates and reduce the oppressive nature of the area.
8C	South Portslade	Create an attractive public realm on North Street with priority for pedestrians and cyclists using shared surfaces, consistent paving and minimal street clutter. Changes to the street scene on A259 Wellington Road to allow north-south connections between the A259 and St Andrew's Road, gateway treatments (e.g. raised carriageway) to side roads to give pedestrians greater priority and reduce rat running. Change Middle Street and Camden Street to one-way southbound.

Table 6.8: Public Realm Interventions

8D	Aldrington Basin (Wharf Road-Hove Lagoon)	Gateway treatments (e.g. raised carriageway) on Boundary Road & Station Road to side roads to discourage rat-running
		Create an attractive public realm on Wharf Road between Hove Lagoon and Aldrington Basin to improve the route between the Harbour waterfront and the green space at Hove Lagoon and improve conditions of adjacent pathways for pedestrians and cyclists.

6.10 APPROPRIATE CAR AND CYCLE PARKING

- 6.10.1 Insufficient on-street parking provision is a challenge in parts of the Shoreham Harbour area, particularly around stations and retail areas. This strategy should ensure that new development does not exacerbate existing issues.
- 6.10.2 The proposed approach is to ensure that adequate parking for new development is provided in line with current local authority parking standards. These set out what level of parking provision should be provided for residents, visitors and staff in new developments. This will help to minimise the amount of on-street parking which can have a detrimental effect on the flow of traffic and worsen conditions for walking and cycling. The amount of residential parking required for each Strategic Site will be appropriate to the location and depend on the quantity, dwelling size, type and tenure of the proposed development. For commercial development, car parking provision should be in line with current parking standards.
- 6.10.3 To reduce the need to own a car (or multiple cars) and encourage sustainable travel behaviour, initiatives such as a car club will be encouraged. This will provide access to a car and can minimise demand for parking spaces.
- 6.10.4 On-street parking controls will be explored in the long term if the need arises. There may be a need for additional parking enforcement resources if additional parking controls were introduced.



Table 6.9: Car and Cycle Parking Interventions

9A	Car Parking Provision	Car parking provision should be in line with local authority parking standards for allocated or unallocated parking including adequate spaces for disabled driver parking and motorcycle parking.
9B	Cycle Parking	Safe, secure and visible cycle parking should be provided within the developments, in line with adopted BHCC and WSCC standards for residential, employment, commercial and leisure uses.
9C	Electric Vehicle Charging Points	Specific spaces and infrastructure to support electric vehicle charging (rapid or fast charging) within the Strategic Sites, these can then be connected to the South East England energise network ⁵ of charging points. Membership to the network should also be encouraged.
9D	Shoreham Harbour Car Club	Development and promotion of a car club scheme to provide access to shared transport to reduce the need for individual car ownership and to support those who do not own a car or van within each Strategic Site.
9E	Parking Space Standards	Car parking space dimensions for residential and commercial development in accordance with guidance set out in Manual for Streets.
9F	On-Street Parking Controls and Management	Where appropriate and necessary, parking controls will be used to manage short and long stay parking, such as limited waiting restrictions, in Shoreham and Portslade town centres, around the stations or attractions such as Adur Ferry Bridge. Signing for public off-street car parks in Shoreham and Portslade.

⁵ www.energisenetwork.co.uk

6.11 MANAGING AND MAINTAINING THE LOCAL HIGHWAY NETWORK

6.11.1 Alongside improving highway infrastructure as outlined in earlier sections, it will also be necessary to manage the network effectively and minimise the negative impact of development-related traffic on the community. A package of interventions will be used to manage and maintain the transport network to mitigate impacts such as road noise on the local community and ensure the environment is safe and attractive to use.

6.11.2 Ongoing maintenance will be required to retain the benefits of the interventions and ensure that the network is resilient to further growth and changes over time. The risk of flooding from surface water runoff will need to be minimised through sufficient drainage capacity.

Table 6.10: Local Highway Network Management Interventions

10A	HGV Management	To have routing agreements with local businesses to encourage HGV traffic to use the advisory lorry routes (A259 and A293) between Shoreham Harbour and the trunk road network, to reduce rat running along unsuitable roads. Provide facilities (loading bays) for general servicing to existing and new commercial / industrial / retail locations.
10B	Variable Messages Signs	Installation of signs to provide travel information and advice on journey times and congestion at various locations on A27, A259, A293 and other routes.
10C	Safety Improvements at Junctions	Accident reduction and safety measures at junctions identified as accident clusters (in addition to those identified on the Priority Corridors), such as new pedestrian or cycle crossing facilities, changes to junction layout, surfacing or signing as appropriate.
10D	Road Signing	Appropriate directional and local signs to off-street car parks in Shoreham town centre, main destinations in the Harbour, and advisory access routes to the Port.
10E	20mph Speed Limit	A network of streets within the Strategic Sites or in surrounding residential or retail areas, such as Shoreham, Southwick or Portslade, where speed limits are lowered to improve conditions for pedestrians and cyclists.

7 DELIVERY & IMPLEMENTATION

7.1 INTRODUCTION

- 7.1.1 This section sets out how the Transport Strategy is to be delivered, and provides an indication of the potential mechanisms for funding and implementation.
- 7.1.2 An implementation programme has been developed to deliver the Transport Strategy, which is intended to help achieve the vision and strategic objectives of the JAAP. The timing of implementation is important, as some interventions may need to be delivered earlier than others over time as development takes place and in response to changing circumstances. The need for interventions will not only be influenced by the phasing of development at Shoreham Harbour, but also the impact of development at other sites in Adur and Brighton & Hove.
- 7.1.3 Given the complex nature of the interventions in the Transport Strategy, implementation will require stakeholders such as the local authorities, Shoreham Port Authority, Network Rail, bus and rail operators, Highways England and developers to work in partnership. The programme is summarised in tables 7.1-7.6.
- 7.1.4 Detail on improvements for each Strategic Site accompanies the tables and is presented in Figures 7.1 to 7.4 for Aldrington Basin, South Portslade, Southwick Waterfront and the Western Harbour Arm. These figures are diagrams that have been prepared for illustrative purposes showing indicative locations for interventions (where possible).
- 7.1.5 Table 7.1 lists the interventions which are required to support development at all sites in Shoreham Harbour, or are common to all Strategic Sites. Tables 7.2-7.6 summarise the interventions required to facilitate development in the four Strategic Sites and the port operational area. For each intervention, information is provided about its level of priority, estimated cost (rounded to the nearest thousand pounds), potential funding mechanism, the implementation lead-in time, the delivery partner or organisation who will be responsible for implementation and any relevant dependencies.

7.2 PRIORITY

- 7.2.1 In the priority column, each intervention has been categorised as either 'critical' or 'desirable' using the following definitions:
- **Critical:** infrastructure necessary to make the development acceptable in planning policy terms, and is directly related to the type and scale of development proposed.
 - **Desirable:** infrastructure required for sustainable growth and to meet the wider regeneration objectives of the harbour area, but unlikely to prevent development from taking place if not delivered.

- 7.2.2 Without ‘critical’ infrastructure, it is unlikely that development will be permitted. ‘Desirable’ infrastructure will be important for delivery of high quality and sustainable new development, but these schemes may also address pre-existing issues or issues associated with other developments outside the JAAP area.

7.3 COST

- 7.3.1 Where possible, indicative cost estimates for the infrastructure interventions are provided (this is a mid-point of a cost range), and this information will be refined as interventions are developed through the relevant design phases. These estimates are based on information from various sources including studies and documents (see Shoreham Harbour Transport Strategy Baseline Analysis 2014) and previous experience of implementing similar projects. All cost estimates are based on 2011 prices and include design and preliminary costs (e.g. traffic management, site set up, service diversions) of 25%. In general, the infrastructure interventions are at an early stage of development, so allowance of 45% has been made for optimism bias and risk in line with current Department for Transport guidance. This has been applied to all infrastructure interventions.

7.4 FUNDING MECHANISMS

- 7.4.1 To implement the Transport Strategy there are a variety of funding sources that could be utilised including the following:
- **Developer Contributions** such as Section 106 agreements or Community Infrastructure Levy (CIL), where funding is secured through the planning system;
 - **Local Authority capital programmes;** and
 - **Funding bids** from Government or other agencies which are typically related to specific themes, issues or objectives and funding tends to be allocated on a competitive basis.
- 7.4.2 Implementation will take place as funding opportunities arise, or when the intervention is necessary to allow development to take place. Development in the Strategic Sites or related to changes in the Port Operational Area will be expected to make financial contributions towards the delivery of these interventions. In some cases, where development from outside Shoreham Harbour has an impact on the area, these developments will also be expected to make financial contributions towards the costs.
- 7.4.3 For each intervention, the contribution (as a percentage of the total cost) expected to come from development has been calculated based upon whether the intervention is critical or desirable. The rationale is set out below:

- Where an intervention is necessary to make the site, or sites, acceptable in planning policy terms (e.g. junction capacity improvement), or where development needs to provide an intervention that is directly related to the site (e.g. site access), these interventions are considered to be **critical** to the delivery of the JAAP. The development, or developments in combination, will be expected to contribute 100% of the cost of the intervention.
- Where an intervention is necessary to make development of the area acceptable in planning policy terms (e.g. a strategic cycle route) and / or the intervention helps to address pre-existing issues and / or issues associated with other developments outside the JAAP area, these interventions are considered to be **desirable** for delivery of the JAAP. The development, or developments, will either provide a contribution equal to 50% of the cost of the intervention, or a fair contribution related to the traffic impact of the development⁶.

	Priority	
	Critical	Desirable
Contribution from development towards scheme costs	100%	50%*

(* - or percentage dependent upon the scale of impact)

Where development is contributing less than 100% of the cost of an intervention, it is expected that the remainder will be secured through the alternative funding mechanisms outlined in paragraph 7.4.1.

- 7.4.4 The development, implementation and delivery of the Travel Plan will be secured through a S106 agreement. Funding for the Travel Plan Coordinator will be secured through this agreement. The agreement will also outline the arrangements for phasing of payments which will be anticipated to commence at the occupation of the first development and continue for the lifetime of the JAAP.
- 7.4.5 The indicative implementation cost for improvements to bus services are based on a per annum basis of running an additional vehicle, or increasing bus service frequency. Details of these services will require negotiation and agreement with bus operators as required.
- 7.4.6 Some interventions will be mentioned in more than one table, as this is where it is expected that more than one Strategic Site or location will contribute towards the intervention. The contribution (as a percentage of the total cost) from each particular site is stated within each table.

⁶ Using information from a Select Link Analysis based on Adur Local Plan & Shoreham Harbour Transport Study Addendum 2016 and Adur Whole Plan Viability Study 2014.

7.5 LEAD-IN TIME

- 7.5.1 The lead-in time is the time taken for the development of the project, its design and the availability of funding. Lead-in times have been categorised as short (1-2 years), medium (2-5 years) and long (5+ years). Some of the interventions could be delivered in isolation, whereas some would need to be introduced alongside others as they are intended to complement each other.

7.6 RESPONSIBLE PARTNER(S)

- 7.6.1 Responsible delivery partners have been identified, where possible for each intervention. These include the local authorities (ADC, BHCC and WSCC), Shoreham Port Authority, Highways England, Network Rail, bus and rail operators and developers. In many cases, due to the complex nature of the interventions, partnership working will be required between stakeholders to ensure that they are implemented and achieve the desired outcomes. These partners should also be involved in the development management process to ensure the practical implications of specific proposals are fully explored.

7.7 DEPENDENCIES

- 7.7.1 Dependencies have been identified for interventions where there is a reliance on factors that are outside the control of this Transport Strategy.

7.8 DELIVERY AND IMPLEMENTATION TABLES

- 7.8.1 The following tables set out how the Transport Strategy is expected to be delivered to support each Strategic Site and the JAAP as a whole. What is required will be directly related to what development comes forward on the sites and it is recognised that these include some on-site works costs.

- AB – Aldrington Basin
- POA – Port Operational Area
- SP – South Portslade
- SW – Southwick Waterfront
- WHA – Western Harbour Arm

Table 7.1 - Whole JAAP Area & Beyond

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
1A Shoreham Harbour Travel Plan (including Travel Plan Coordinator) – an overall travel plan for the area.	Critical	£35,000 per annum	Development to provide across all sites	Short	Developer, ADC, BHCC, WSCC	Appointment of a Travel Plan Coordinator
1B Personalised Travel Planning Personalised travel advice promoting sustainable travel options for new residents	Desirable	£49,000 per annum	Development to provide AB & WHA	Short	Developer, BHCC, WSCC, Supplier	Occupation of dwellings / units
1C Sustainable Travel Choices Campaign Using a variety of media to promote sustainable travel options and choices	Desirable	£6,000 per annum	50% Developer contribution from all sites	Short	Developer, BHCC, WSCC	Occupation of dwellings / units
1D Cycling and walking activities & training Cycle challenges and training activities in workplaces, residential areas and schools	Desirable	£103,000 per annum	50% Developer contribution from all sites	Short	Developer, BHCC, WSCC, Sustrans	Occupation of dwellings / units
1E School Travel Planning Supporting schools to prepare and deliver travel plans and educate pupils about public transport options and road safety	Desirable	£59,000 per annum	50% Developer contribution from AB & WHA	Short	Developer, BHCC, WSCC, Supplier	Occupation of dwellings / units

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
2K A259 Cycle Route Sections of the core cycle route from Wharf Road to Surry Street <ul style="list-style-type: none"> - Fishersgate Terrace - Albion Street (The Gardens to B2167 Station Road) 	Critical	£518,000	25% Developer contribution from SP & SW sites	Medium	BHCC, WSCC, Developer, Sustrans	
2O & 2P Air Quality & Noise Action Plan Measures Contributions towards emissions and noise mitigation measures in Air Quality Action Plans (AQAP) and Noise Action Plans (NAP)	Critical	Determined through calculations in Sussex Emissions Guidance	Development to provide in line with calculations in Sussex Emissions Guidance	Short-Medium	ADC, BHCC, WSCC, HA, Developer	
2R A259 Traffic Management Using appropriate traffic calming measures on side roads to reduce rat-running on less suitable roads	Desirable	£75,000	Developer contributions from all sites	Short-Medium	BHCC	
2T A283 Bus Stops Improving bus stops, including installing RTPI screens at stops along A283 Old Shoreham Road	Desirable	£55,000	50% Developer contributions from all sites	Short	WSCC, Developer, Bus Operator	Power supply for Real Time Passenger Information (RTPI) units
2U A283 New and improved pedestrian and cycle crossing points New or improved facilities to reduce severance at Upper Shoreham Road and Ropetackle	Desirable	£70,000	50% Developer contributions from WHA	Medium	WSCC	

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
2V A283 Streetscape Gateway features and other changes to street scene such as footway widening	Desirable	£357,000	50% Developer contributions from WHA	Medium	WSCC	
2W A283 On-Street Parking Controls & Management Formalise the parking provision along A283 (includes a Traffic Regulation Order – TRO)	Critical	£7,000	Development to provide WHA	Short-Medium	ADC, WSCC	Contribution towards additional enforcement officer(s)
2X A283 Traffic and Network Management Measures to reinforce the change in speed limit on A283 and discourage HGVs from using the A283 to access the A27	Desirable	£70,000	50% Developer contribution from WHA	Short-Medium	WSCC	
4B Public Slipways Improvements to existing and provide new slipways and facilities for boat users	Desirable	£50,000	50% Developer contribution from all sites	Short	SPA, WSCC, ADC	Changes in Rights of Way status

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
5A High Quality Bus Services Frequent and high quality bus services along east-west corridor Assume three additional buses are provided using pump-priming funds from development	Critical	£1,452,000 (Or £484,000 per bus over 5 years starting at £250,000 in year 1 then reducing by 50% annually for 5 years)	Developer contributions from all sites	Short-Medium	Bus Operators, Developer	Subject to bus operators' commercial considerations and build out rate
5B Bus Stops Improving bus stops, including installing RTPI screens, across the JAAP area at stops not located within the Strategic Sites or on Priority Corridors	Critical	£44,000	50% Developer contributions from all sites	Short	BHCC, WSCC, Developer, Bus Operator	Power supply for Real Time Passenger Information (RTPI) units
5C Real Time Passenger Information (RTPI) Screens New screens at locations in town centres, rail stations or other community areas	Desirable	£50,000	50% Developer contributions from all sites	Short	BHCC, WSCC	Power supply availability

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
6B Designated Cycle Routes Town centre routes, Mill Lane, Erringham Road, Ham Road, New Road, Upper Shoreham Road, Eastern Avenue, Buckingham Park, Middle Road Rec Ground, Hammy Lane, Shoreham Beach, Kingston Lane, Southwick various, Southwick Rec Ground, South Portslade and Aldrington Basin	Desirable	£775,000	50% Developer contributions from all sites	Medium	ADC, BHCC, WSCC, Sustrans	Route through Southwick Recreation Ground may require agreement with ADC
6C Quietways Promoting quieter less trafficked roads for cycling	Desirable	£91,000	50% Developer contributions from all sites	Medium	BHCC, WSCC	
6E Cycle Parking Cycle parking facilities at destinations (e.g. town centres, parks etc)	Critical	£80,000	Development to provide across all sites	Short	Developer	
6G Pedestrian priority within the developments The design and layouts should have a balanced streets environment for all users	Critical	Not Applicable	Applied across all sites	Short	Developer	
6H Wayfinding & Legibility Network Comprehensive mapping and signing across the area	Critical	£72,000	Developer contributions from all sites	Short	ADC, BHCC, WSCC, Developer	
9A Car Parking Provision Providing adequate provision within the developments in line with relevant space standards	Critical	Not Applicable	Through adherence to adopted car parking standards	Short	ADC, BHCC, WSCC, Developer	Potential level of parking required and available space to incorporate it

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
9B Cycle Parking Provision Secure cycle parking within development	Critical	Not Applicable	Through adherence to adopted cycle parking standards	Short	ADC, BHCC, WSCC, Developer	
9C Electric Vehicle Charging Points (Slow, Fast, Rapid) Specific spaces and infrastructure within the Strategic Sites	Desirable	£35,000 per charging point	Development to provide across all sites	Short-Medium	BHCC, WSCC, Energise, Developer	Access to 3-phase electricity supply
9F On-Street Parking Controls & Management Staffing resource to enforce and manage new and existing parking controls around Shoreham Harbour	Desirable	£34,000 per annum	50% Developer contributions from all sites	Short-Medium	ADC, BHCC, WSCC	Contribution for additional enforcement officer(s)
10A HGV Management To have routing agreements with local businesses to encourage HGV traffic to use the advisory lorry routes (A259 and A293) and provide loading bays	Critical	£10,000	Developer contribution from all sites	Medium	BHCC, WSCC, SPA	
10B Variable Message Signs (x4) To provide travel advice along A27, A259, A293 and other routes	Desirable	£63,000	50% Developer contributions from all sites	Medium	BHCC, WSCC, HA	

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
10D Road Signing Directional and local signing to car parks, destinations and advisory routes to Port	Desirable	£49,000	50% Developer contributions from AB, SP & WHA	Short	BHCC, WSCC, Developer	
10E 20mph Speed Limit Lower speed limit in roads within the development and in surrounding areas	Desirable	£5,000 per TRO then £1k per km, plus enforcement £17,000	Developer contributions from all sites	Short-Medium	BHCC, WSCC	

Table 7.2 – Aldrington Basin Strategic Site

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
2E A259 / A293 Church Road / Basin Road North Junction Changes to layout of junction to accommodate traffic and access from the Port Operational Area	Critical	£655,000	25% Developer contribution	Long	SPA, BHCC	Land availability within SPA and BHCC ownership
2F A259 / B2194 Station Road-Boundary Road / Basin Road North Junction Changes to layout of junction to restrict access from Basin Road North to pedestrians & cycles only	Critical	£56,000	10% Developer contribution	Medium	SPA, BHCC	Land availability within SPA and BHCC ownership
2G A259 / Wharf Road Junction Changes to layout to improve crossing facilities for pedestrians and cycles	Desirable	£24,000	50% Developer contribution	Short	BHCC	
2I A259 Bus Stops Improving bus stops, including RTPI screens, serving or in close proximity to Aldrington Basin	Critical	£25,000	Development to provide	Short	BHCC, Bus Operators	Power supply for RTPI
2K A259 Cycle Route Sections of the core cycle route from Wharf Road to Boundary Road - Kingsway	Critical	£293,000	50% Developer contribution	Medium	BHCC, Sustrans, Developer	
2L New and improved cycle and pedestrian crossing points (A259) New or improved facilities to reduce severance at Roman Road	Critical	£45,000	Development to provide	Short	BHCC	

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
<p>2N A259 On-Street Parking Controls & Management</p> <p>Appropriate parking controls to manage short and long stay parking, such as limited waiting restrictions (include Traffic Regulation Order – TRO, installation and enforcement) on A259</p>	Desirable	£12,000	Developer contribution	Short-Medium	BHCC	Contribution towards additional enforcement officer(s)
<p>2O Air Quality Action Plan Measures</p> <p>Contributions towards emissions mitigation measures in BHCC AQAP</p>	Critical	Determined through calculations in Sussex Emissions Guidance	Development to provide in line with calculations in Sussex Emissions Guidance	Short-Medium	BHCC, SPA, Developer	
<p>2Y A27/A293 Hangleton Link Junction</p> <p>Replace southern roundabout with traffic signal controlled junction with appropriate amendment to the lanes at the entry points.</p>	Critical	£428,000	10% Developer contribution	Medium - Long	Highways Agency, WSCC	Agreement with the Highways Agency, contributions from other development in Brighton & Hove City Plan
<p>3A Basin Road North</p> <p>Upgrade and extend the road to Church Road junction, to make road suitable for HGVs with a suitable safe footway</p>	Critical	£388,000	50% Developer contribution	Long	SPA, BHCC	Land availability within SPA's ownership
<p>6A NCN2 Wharf Road</p> <p>Improvements to NCN2 along Wharf Road</p>	Critical	£66,000	50% Developer contribution	Short	BHCC, Sustrans, Developer	Solutions that overcome the level differences

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
						to Hove Lagoon
6F New or improved walking connections Creating permeable and direct routes from Aldrington Basin to surrounding areas including Kingsway	Critical	£28,000	Developer contribution	Short	BHCC, Developer	
Improvements to Monarch's Way	Desirable	£10,000	25% Developer contribution		SPA, ADC, BHCC, WSCC	
7B Portslade Station Interchange Improved bus stops, wayfinding, drop-off and routes to the station	Desirable	£453,000	10% Developer contribution	Medium	BHCC, Southern	
7D Aldrington Station Improved station environment	Desirable	£68,000	20% Developer contribution	Medium	BHCC, Southern	
8D Aldrington Basin-Hove Lagoon Public Realm Creating a link between Hove Lagoon and new development in Aldrington Basin	Desirable	£63,000	50% Developer contribution AB & POA	Medium	SPA, BHCC	
9D Car Club Set up a car club (1 vehicle) in Aldrington Basin with specific parking spaces and contribution towards Shoreham Harbour wide Project Officer	Desirable	£16,000 vehicle purchase	Development to provide	Medium	BHCC, Developer, Car Club Operator	Procurement of a car club operator

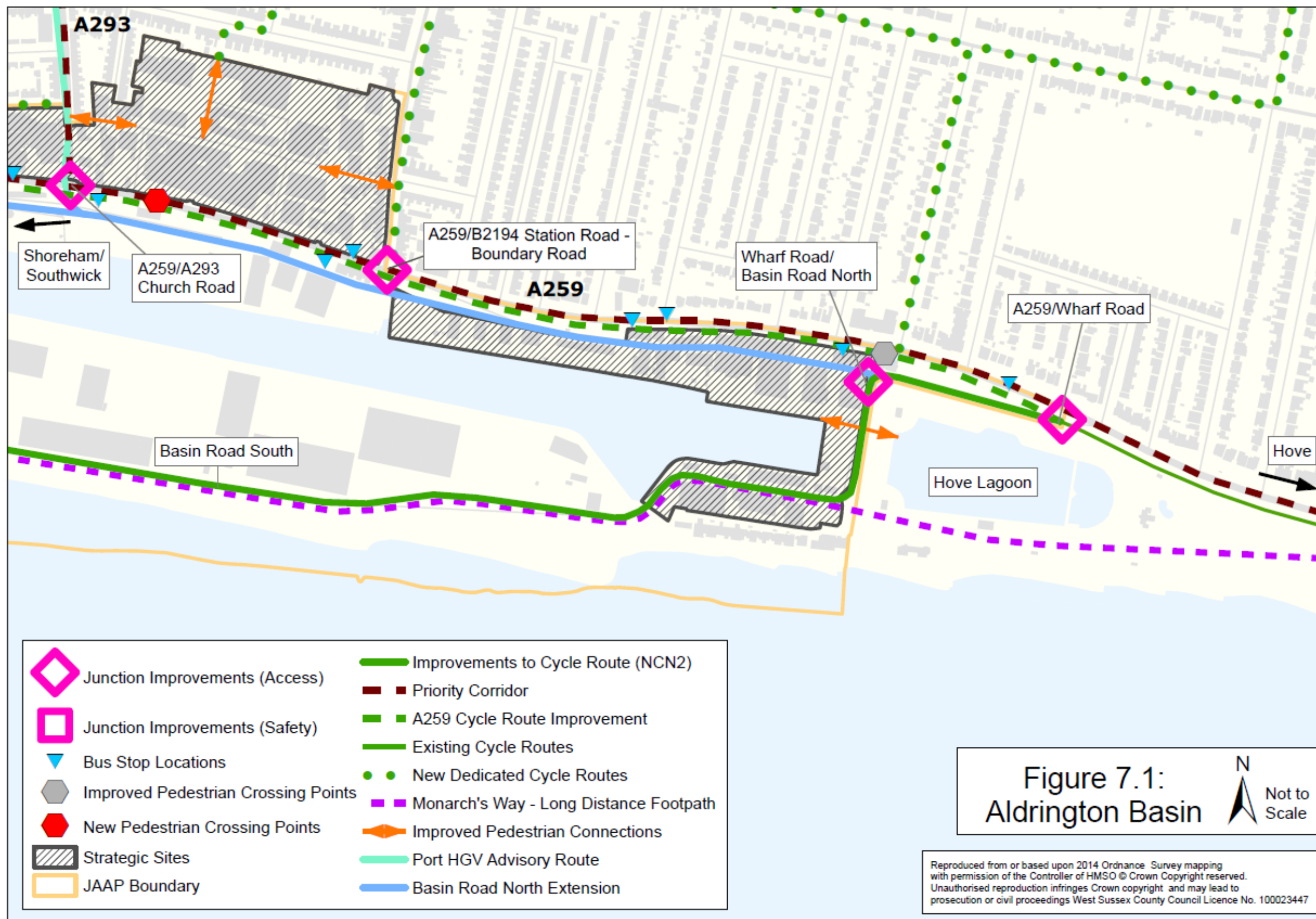


Table 7.3: South Portslade Strategic Site

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
2E A259 / A293 Church Road / Basin Road North Junction Changes to layout of junction to accommodate access from Port	Critical	£655,000	15% Developer contribution	Long	SPA, BHCC	Land availability within SPA and BHCC ownership
2F A259 / B2194 Station Road-Boundary Road/Basin Road North Junction Changes to layout of junction to restrict access from Basin Road North to pedestrians & cycles only	Critical	£56,000	45% Developer contribution	Medium	SPA, BHCC	Land availability within SPA and BHCC ownership
2I A259 Bus Stops Improving bus stops, including RTPi screens, serving or in close proximity to South Portslade	Critical	£36,000	Development to provide	Short	BHCC, Bus Operators	Power supply for RTPi
2J A259 Bus Priority (Bus Lanes) Dedicated priority to give buses an advantage on Wellington Road approaching A293 and B2194 junctions William Street – Church Road Church Road – Boundary Road	Desirable	£335,000 £44,000	50% Developer contribution Development to provide	Medium -Long	BHCC, Developer	Land availability within development or BHCC ownership
2K A259 Cycle Facility Sections of the core cycle route from Wharf Road to Surry Street - Wellington Road	Critical	£195,000	Development to provide	Medium	BHCC, Sustrans, Developer	

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
2L New and improved cycle and pedestrian crossing points (A259) New or improved facilities to reduce severance at Middle Street	Critical	£18,000	Development to provide	Short	BHCC, Developer	
2N & 2CC A259 & A293 On-Street Parking Controls & Management Appropriate parking controls to manage short and long stay parking, such as limited waiting restrictions (includes Traffic Regulation Order – TRO) on A259 and A293.	Desirable	£19,000	Developer contribution	Short-Medium	BHCC	Contribution towards additional enforcement officer(s)
2O Air Quality Action Plan Measures Contributions towards emissions mitigation measures on BHCC AQAP on A259 and A293.	Critical	Determined through Sussex Emissions Guidance	Development to provide in line with calculations in Sussex Emissions Guidance	Short-Medium	BHCC, SPA, Developer	
2Q A259 Safety Improvements at Junctions Accident reduction and safety improvements at B2194 Station Road-Boundary Road	Desirable	£20,000	50% Developer contributions	Short	BHCC	
2Y A27/A293 Hangleton Link Junction Replace southern roundabout with traffic signal controlled junction with appropriate amendment to the lanes at the entry points.	Critical	£428,000	16% Developer contribution	Medium - Long	Highways Agency, WSCC	Agreement with the Highways Agency, contributions from other development in Brighton & Hove City Plan

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
2Z A293 Bus Stops Improving bus stops, including RTPI screens, serving or in close proximity to South Portslade	Critical	£17,000	50% Developer contribution	Short	BHCC, Bus Operators	Power supply for RTPI
2AA A293 Bus Priority Priority technology to give buses an advantage	Desirable	£48,000	50% Developer contribution	Medium	BHCC, Bus Operator	
2BB New and improved cycle and pedestrian crossing points (A293) New or improved facilities to reduce severance at St Andrew's Road	Critical	£18,000	Developer contributions	Short	BHCC, Developer	
2EE A293 Safety Improvements at Junctions Accident reduction and safety measures at Vale Road	Desirable	£20,000	50% Developer contribution	Short	BHCC	
2FF A293 Traffic Management & Network Management Using appropriate create a safe environment on side roads to reduce rat-running	Desirable	£36,000	50% Developer contribution	Short-Medium	BHCC	
6D New and improved pedestrian and cycle crossing points New or improved facilities to reduce severance at B2194 and St Andrew's Road. B2194 and Vale Road	Critical	£32,000	Provide as part of development where directly related	Short	BHCC, Developer	
6F New or improved walking connections Creating permeable and direct routes from South Portslade to surrounding areas	Critical	£10,000	Development to provide	Short	BHCC, Developer	

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
7B Portslade Station Interchange Improved bus stops, wayfinding, drop-off and routes to the station	Desirable	£453,000	40% Developer contribution	Medium	BHCC, Southern, Network Rail	
7D Fishersgate Station Improved station environment	Desirable	£68,000	80% Developer contribution	Medium	WSCC, Southern	
8C South Portslade Public Realm Changes to street scene on Wellington Road and North Street	Desirable	£147,000	25% Developer contribution	Medium	BHCC, Developer	
9D Car Club Set up a car club (1 vehicle) in South Portslade with specific parking spaces and contribution towards Shoreham Harbour wide Project Officer	Desirable	£16,000 vehicle purchase	Development to provide	Medium	BHCC, Developer, Car Club Operator	Procurement of a car club operator
10C Safety Improvements at Junctions Accident reduction and safety improvements at B2194 / New Church Road	Desirable	£20,000	50% Developer contribution	Medium	BHCC	

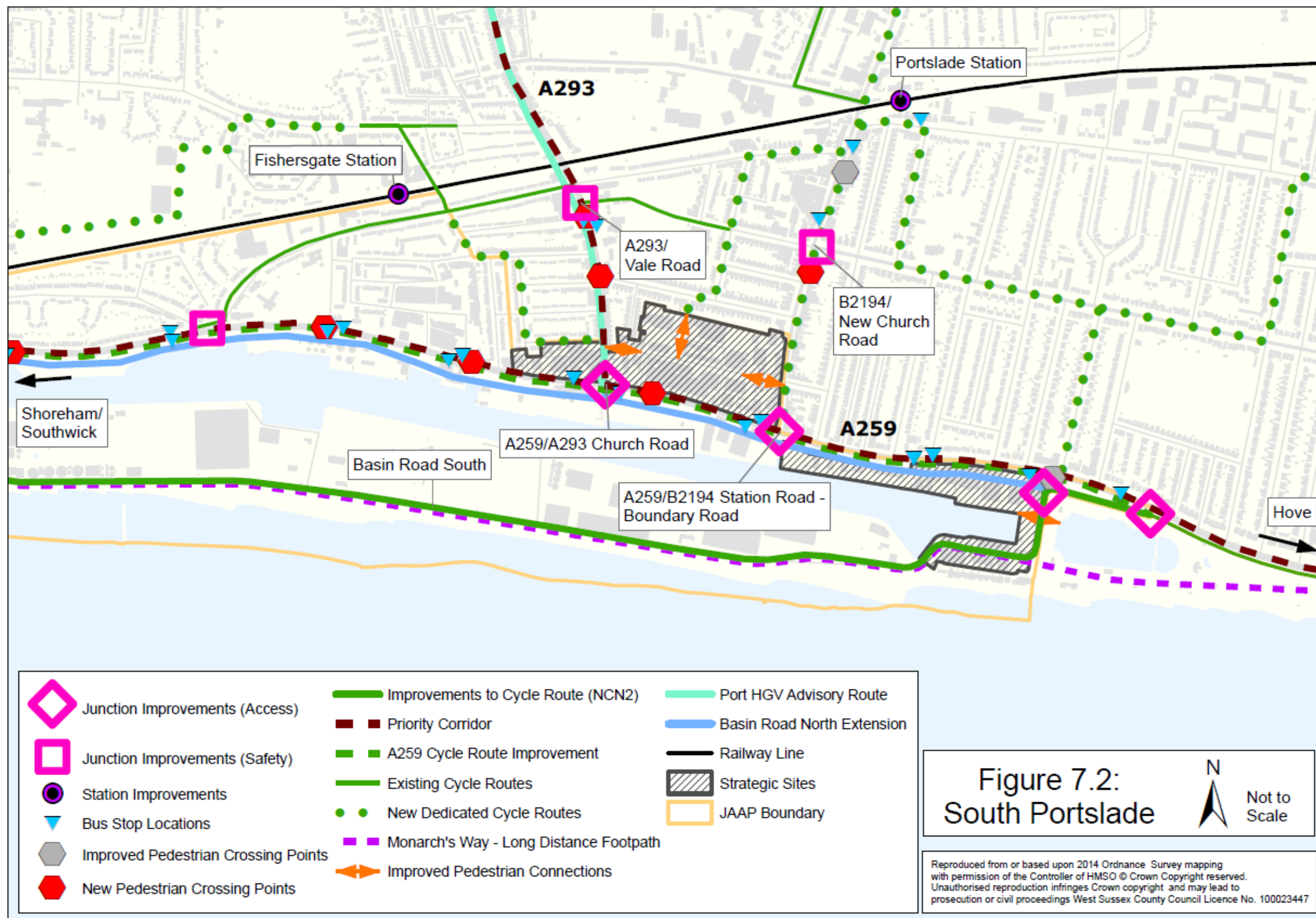


Table 7.4: Southwick Waterfront Strategic Site

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
2D A259 / Lady Bee Marina Improve existing junction layout	Critical	£497,000	Development to provide	Long	SPA, WSCC	Land availability
2I A259 Bus Stops Improving bus stops including RTPI, serving or in close proximity to Southwick Waterfront	Critical	£38,000	Development to provide	Short	BHCC, Bus Operators	Power supply for RTPI
2J A259 Bus Priority (Bus Lanes) Dedicated priority on Albion Street between Grange Road and The Gardens junctions	Desirable	£1,423,000	50% Developer contribution	Medium	WSCC, Bus Operator, Developer	Land availability within the highway boundary
2J A259 Bus Priority (Traffic Signals) Dedicated bus priority to provide advantage for buses at B2167 Station Road and The Gardens	Desirable	£7,000	50% Developer contribution	Short	WSCC, Bus Operator	
2K A259 Cycle Route Sections of the core cycle route from Wharf Road to Surry Street Albion Street (B2167 Station Road to Kingston Lane)	Critical	£310,000	50% Developer contribution	Medium	WSCC, SPA, Sustrans	

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
<p>2L New and improved pedestrian and cycle crossing points (A259)</p> <p>New or improved facilities to reduce severance at Lady Bee Marina</p> <p>New or improved facilities to reduce severance at Colebrook Road</p>	Critical	<p>£45,000</p> <p>£96,000</p>	<p>Development to provide</p> <p>50% Developer contribution</p>	Short	WSCC	
<p>2N A259 On-Street Parking Controls & Management</p> <p>Appropriate parking controls to manage short and long stay parking, such as limited waiting restrictions (includes Traffic Regulation Order – TRO) on A259</p>	Desirable	£12,000	Developer contribution	Short-Medium	WSCC	Contribution towards additional enforcement officer(s)
<p>2Q A259 Safety Improvements at Junctions</p> <p>Accident reduction and safety improvements at The Gardens</p>	Desirable	£20,000	50% Developer contribution	Short	WSCC	
<p>2Y A27/A293 Hangleton Link Junction</p> <p>Replace southern roundabout with traffic signal controlled junction with appropriate amendment to the lanes at the entry points.</p>	Critical	£428,000	21% Developer contribution	Medium - Long	Highways Agency, WSCC	Agreement with the Highways Agency, contributions from other development in Brighton & Hove City Plan

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
3B Southwick Waterfront Access Road New road between Church Road junction and Southwick Waterfront	Desirable	£1,031,000	50% Developer contribution	Long	SPA, WSCC	Land acquisition and land reclamation / contamination
6A NCN2 Improvements to NCN2 approaching and across Southwick Lock Gates	Critical	£288,000	50% Developer contribution	Medium	WSCC, SPA, Sustrans	Renewal of the Lock Gates and other port operational needs
	Desirable	£109,000				
6F New or improved walking connections – Monarch's Way	Desirable	£10,000	25% Developer contribution	Short	SPA, ADC, BHCC, WSCC	
7C Southwick Station Improvements to station environment and forecourt	Desirable	£363,000	50% Developer contribution	Medium -Long	WSCC, Southern, Network Rail	
8B Southwick Waterfront Public Realm Improve the public realm throughout area to link with the conservation area	Desirable	£453,000	Development to provide	Medium -Long	WSCC, SPA, Developer	
9D Car Club Set up a car club (1 vehicle shared with other sites) with specific parking spaces and contribution towards Shoreham Harbour wide Project Officer	Desirable	£8,000 vehicle purchase	Development to provide	Medium	BHCC, Developer, Car Club Operator	Procurement of a car club operator

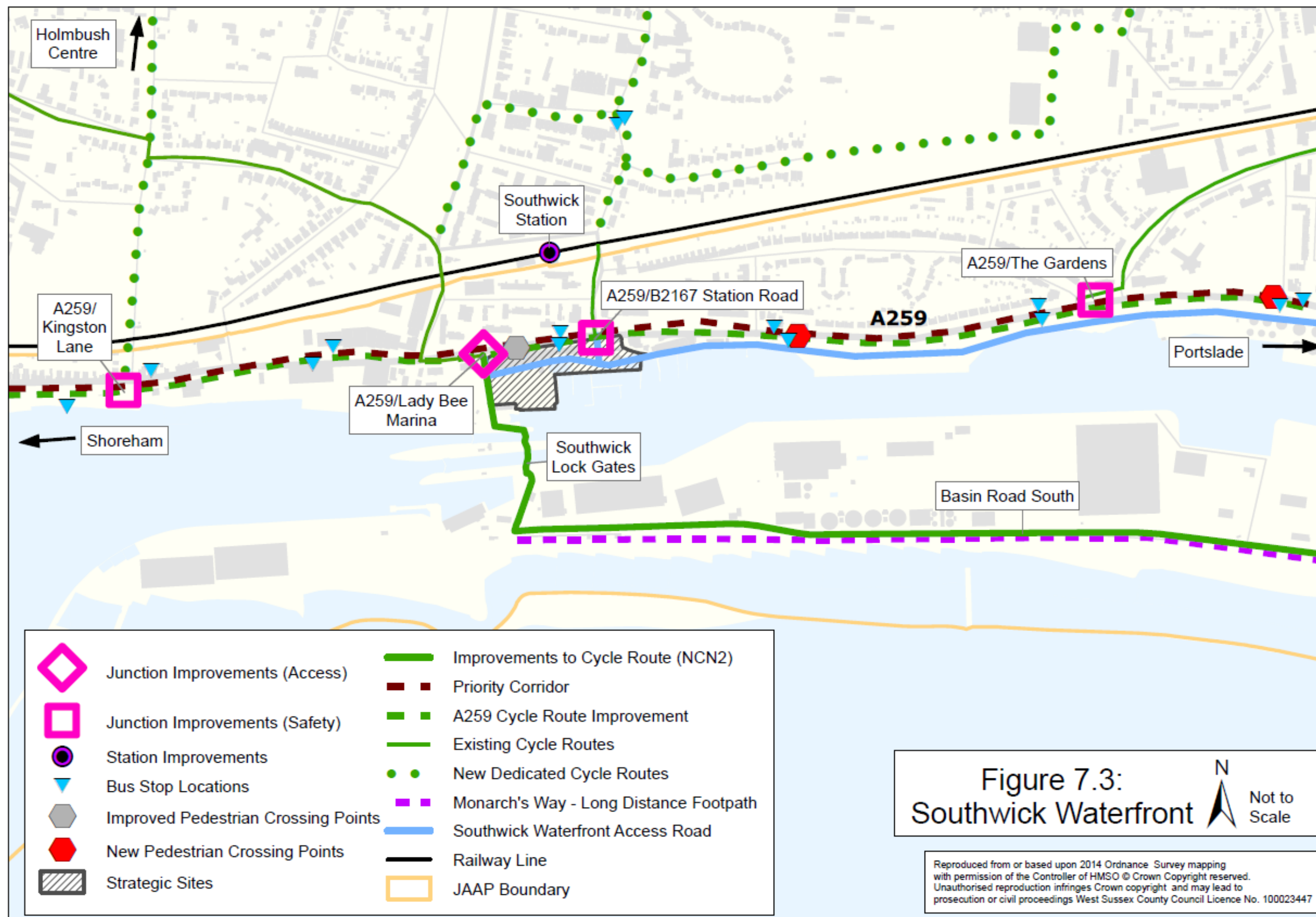


Table 7.5: Western Harbour Arm Strategic Site

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
2A A259 / A283 Norfolk Bridge Junction Changes to internal size of roundabout and safe crossing facilities	Critical	£343,000	89% Developer contribution	Medium	WSCC, Developer	Land availability within the highway
2B A259 / Surry Street Junction Changes to layout and simplifying turning movements	Critical	£15,000	50% Developer contribution	Medium	WSCC	
2C New accesses into Western Harbour Arm Consolidate the number of accesses and provide new ones to the WHA	Critical	£181,000	Development to provide	Medium	WSCC, ADC, Developer	Relationship with the Waterfront Route and layout in WHA Masterplan
2E A259 / A293 Church Road / Basin Road North Junction Changes to layout of junction to accommodate traffic and access from the Port Operational Area	Critical	£655,000	25% Developer contribution	Long	SPA, BHCC	Land availability within SPA and BHCC ownership
2F A259 / B2194 Station Road-Boundary Road/Basin Road North Junction Changes to layout of junction to restrict access from Basin Road North to pedestrians & cycles only	Critical	£56,000	35% Developer contribution	Medium	SPA, BHCC	Land availability within SPA and BHCC ownership
2H A259 / A2025 South Street, Lancing Widen the A259 west approach and enlarge the circulating carriageway, also including safe pedestrian and cycle crossing facilities	Critical	£267,000	27% Developer contribution	Medium -Long	WSCC	Land availability within the highway

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
2I A259 Bus Stops Improving bus stops, including RTPI, serving or in close proximity to Western Harbour Arm	Critical	£141,000	Development to provide	Short	BHCC, Bus Operators	Power supply for RTPI
2J and 2AA A259 Bus Priority (Bus Lanes) Dedicated priority to give buses an advantage at selected locations on Brighton Road and approaching the Norfolk Bridge	Desirable	£435,000	50% Developer contribution	Medium	WSCC, Bus Operator	Land availability within the highway boundary
2J A259 Bus Priority (Traffic Signals) Dedicated bus priority to provide advantage for buses at Eastern Ave and Kingston Lane	Desirable	£7,000	50% Developer contribution	Short	WSCC, Bus Operator	
2K A259 Cycle Route Sections of the core cycle route from Wharf Road to Surry Street <ul style="list-style-type: none"> - Kingston Lane to Eastern Avenue - Brighton Road - Albion Street (B2167 Station Road to Kingston Lane) 	Critical	£563,000 £115,000 £310,000	Development to provide Development to provide 50% Developer contribution	Medium	WSCC, Sustrans, Developer	Land availability at Kingston Beach

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
2L New or improved pedestrian and cycle crossing points New or improved facilities to reduce severance at Surry Hard, along Brighton Road, High Street and Kingston Beach Upgrade High Street/St John Street/East Street	Critical Critical	£288,000 £18,000	Development to provide 50% Developer contribution	Short	WSCC, Developer	
2M A259 Streetscape Improve the condition of the A259 streetscene through Western Harbour Arm	Critical	£250,000	Development to provide	Short-Medium	Developer, WSCC	
2N A259 On-Street Parking Controls & Management Appropriate parking controls to manage short and long stay parking, such as limited waiting restrictions (includes Traffic Regulation Order – TRO) on A259	Desirable	£12,000	Developer contribution	Short-Medium	WSCC	Contribution towards additional enforcement officer(s)
2O Air Quality Action Plan Measures Contributions towards mitigation measures in Adur AQAP for Shoreham High Street	Critical	Sussex Emissions Guidance	Developer to provide in line with calculations in Sussex Emissions Guidance	Short-Medium	ADC, WSCC, Developer	

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
2S A27 / A283 Steyning Road Junction Partially signalise roundabout with widening on the A283 north exit and A283 south entry.	Critical	£542,000	66% Developer contributions from WHA	Medium -Long	Highways England, WSCC	Agreement with Highways England, contributions from other development in Adur
2Q Safety Improvements at Junctions Accident reduction and safety improvements at Eastern Avenue and along High Street	Desirable	£40,000	50% Developer contribution	Medium	WSCC	
2Y A27/A293 Hangleton Link Junction Replace southern roundabout with traffic signal controlled junction with appropriate amendment to the lanes at the entry points.	Critical	£428,000	21% Developer contribution	Medium - Long	Highways Agency, WSCC	Agreement with the Highways Agency, contributions from other development in Brighton & Hove City Plan
4A Western Harbour Arm Waterfront Route Creation of a new waterfront route between Shoreham town centre and Kingston Beach to enable easy access for all to the waterfront	Critical	£294,000	Development to provide	Long	ADC, WSCC, Developer, Sustrans, EA	Layout of the development, future maintenance options and scale of EA Flood Defences

Intervention	Priority	Indicative Costs	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
6F New or improved walking connections Creating permeable and direct routes from Western Harbour Arm to surrounding areas	Critical	£10,000	Development to provide	Short	BHCC, Developer	
6I New pedestrian and cycle bridge over railway Long term aspirational foot / cycle bridge from WHA to Dolphin Road	Desirable	£3,000,000	50% Developer contribution	Long	Network Rail, WSCC, Developer	Approval procedure from Network Rail and WSCC for structures
7A Shoreham-by-Sea Station Interchange Redesigned forecourt area and long term public transport interchange	Desirable	£680,000	50% Developer contribution	Long	WSCC, Southern, Network Rail, Bus Operators	Land availability for public transport interchange south of station
8A Shoreham Town Centre Public Realm Improve the condition of the footway and streetscape between WHA development and the town centre	Desirable	£793,000	50% Developer contribution	Medium	WSCC	
9D Car Club Set up a car club (2 vehicles) in Western Harbour Arm with specific parking spaces and contribution towards Shoreham Harbour wide Project Officer	Desirable	£32,000 vehicle purchase	Development to provide	Medium	BHCC, Developer, Car Club Operator	Procurement of a car club operator

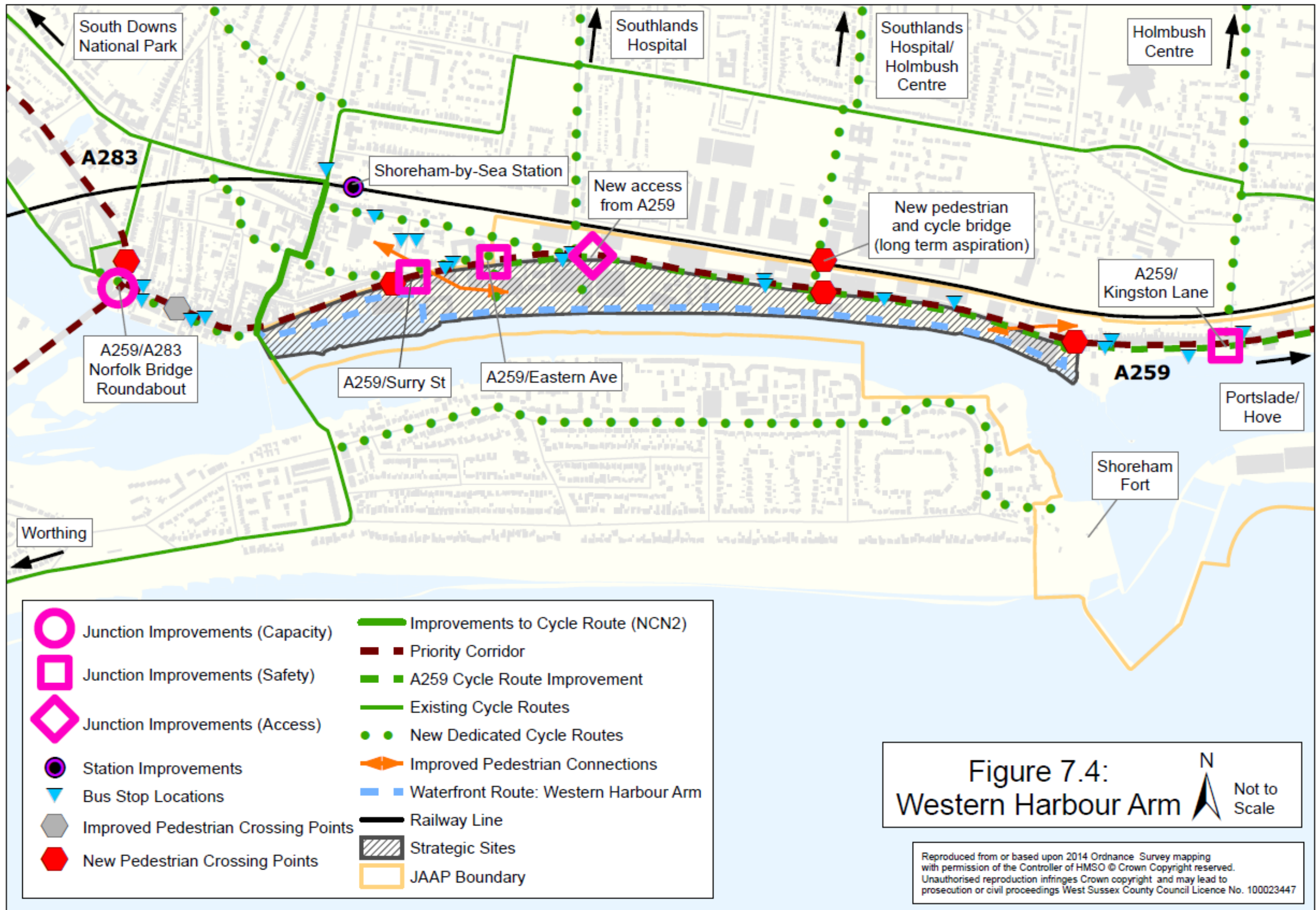


Table 7.6: Port Operational Area (POA)

Contributions for the interventions in Table 7.6 will be expected to come from the Shoreham Port Authority and / or developments within the Port's operational area.

Intervention	Priority	Cost	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
1F Port-wide Travel Plan Continuing to implement the Port-wide Travel Plan	Critical	£15,000	POA	Short	SPA	
3A Basin Road North Upgrade and extend the road to Church Road junction, to make road suitable for HGVs with a suitable safe footway	Critical	£388,000	50% POA contribution	Long	SPA, BHCC	Land availability within SPA's ownership
3B Southwick Waterfront Access Road New road between Church Road junction and Southwick Waterfront	Desirable	£1,031,000	50% POA contribution	Long	SPA, WSCC	Land acquisition and land reclamation/contamination
2E A259 / A293 Church Road / Basin Road North Junction Changes to layout of junction to accommodate access from Port	Critical	£655,000	17% POA contribution	Long	SPA, BHCC	Land availability within SPA and BHCC ownership
2F A259 / B2194 Station Road-Boundary Road / Basin Road North Junction Changes to layout of junction to restrict access from Basin Road North to pedestrians & cycles only	Critical	£56,000	10% POA contribution	Medium	SPA, BHCC	Land availability within SPA and BHCC ownership
2G A259 / Wharf Road Junction Changes to layout to improve crossing facilities for pedestrians and cycles	Desirable	£24,000	50% POA contribution	Short	BHCC	

Intervention	Priority	Cost	Funding Mechanism	Lead in Time	Responsible Partner(s)	Dependencies
2L New and improved cycle and pedestrian crossing points (A259) New or improved facilities to reduce severance at Mill Road and West Road	Critical	£36,000	50% POA contribution	Short	BHCC, Developer	
6A NCN2 Improvements to NCN2 approaching and across Southwick Lock Gates	Critical	£288,000	50% POA contribution	Medium	WSCC, SPA, Sustrans	Renewal of the Lock Gates and other port operational needs
	Desirable	£109,000				
8C South Portslade Public Realm Changes to street scene on Wellington Road and North Street	Desirable	£147,000	25% POA contribution	Medium	BHCC, Developer	

8 PROGRESS MONITORING

- 8.1 To monitor progress and assess whether there is a need to adapt the Transport Strategy in response to changes, a range of travel and accessibility indicators have been developed. These are set out in table 8.1 and will be used to evaluate progress towards the desired outcomes.

Table 8.1 – Transport Strategy Monitoring Framework

Outcome	Indicators	Method	Availability of data	Responsibility
OC1 – Reduced levels of congestion	Level of traffic	Automatic Traffic Counts (ATCs)	There are a number of Automatic Traffic Counters on A259, A27, A283 and A293 in operation across Brighton & Hove City and Adur District.	BHCC WSCC HE
	Journey time reliability	Automatic Number Plate Recognition Cameras	Cameras are currently positioned along the A259 corridor between Shoreham High Street and Fishersgate providing baseline data.	BHCC WSCC
	Bus journey times	Bus Real Time Passenger Information (RTPI) records	Bus routes with RTPI data, including the Stagecoach 700 route.	BHCC WSCC
	Journey time	In-car surveys using GPS technology	Some journey time surveys were undertaken in December 2012 & June 2013 for routes around the Shoreham Harbour area for the Adur Local Plan & Shoreham Harbour Transport and Shoreham Town Centre Studies. These surveys could be commissioned again.	BHCC WSCC
OC2 - Strengthened sustainable transport mode share	Rail Patronage	Rail station ticket sales (Office of Rail Regulation)	Isolating local impacts from background trends can be difficult.	BHCC WSCC Office of Rail Regulation (source)
	Number of cycle journeys	Automatic Cycle Counts (ACCs)	There are a limited number of ACCs in the immediate vicinity of the development areas.	BHCC WSCC
	Bus Patronage	Bus ticket sales	There can be difficulties in accurately recording patronage trends for specific routes due to concessions and flexible multi-route tickets.	BHCC WSCC Bus Operators
	Mode Share and	Annual National Highways	Survey sampling sizes are small for the area of	BHCC

Outcome	Indicators	Method	Availability of data	Responsibility
	use of sustainable transport	and Transport Network (NHT) Public Satisfaction Survey mode share and use frequencies	interest.	WSCC
	Travel Plans	Number of Travel Plans approved by the Highway Authorities	Through the Framework Travel Plan and records of approved Plans held by BHCC and WSCC.	ADC, BHCC WSCC Travel Plan Co-ordinator
	Journeys to School	Hands up surveys		BHCC WSCC
OC3 – Improved connectivity	Accessibility	Statistics provided by Department for Transport	National accessibility indicators provide annual information (2007-2011) down to Local Super Output Area (LSOA) on accessibility to key services including employment locations and town centres. However, future release of this data is unclear and year-on-year indicator changes can be more a function of changing destination dataset quality, rather than connectivity changes.	BHCC WSCC DfT (source)
	Accessibility	Visography TRACC	This software is a new tool that can be used by local authorities to measure local accessibility, in particular by public transport. Accessibility indicators can be reported using census data and local population projections.	BHCC WSCC DfT (source)
	Perception of connectivity	Annual NHT Survey accessibility perceptions	Survey sampling sizes are small for the area of interest.	BHCC WSCC DfT (source)
	Perception of	Local business survey	Local business surveys are not repeated	BHCC

Outcome	Indicators	Method	Availability of data	Responsibility
	connectivity		regularly and are likely to have low sampling sizes for the area of interest.	WSCC ADC
OC4 - A safe and attractive environment	Level of recorded Personal Injury Collisions (PICs)	Road accident statistics collated by Sussex Safety Partnership	Numbers of killed and seriously injured (KSI) accidents recorded.	Sussex Safety Partnership
	Air Quality	Air quality monitoring of Nitrogen Dioxide, Particulate Matter	Data is collected continuously, but air quality can be influenced by weather variations so needs to be reported over at least three year rolling averages.	ADC BHCC
	Noise	Noise level from road and rail traffic	Data is collected and modelled by DEFRA to produce Noise Maps of England. Undertaken in 3 year periods	BHCC WSCC DEFRA
OC5 – Adequate parking provision and controls	Perceptions of parking availability	Annual NHT Survey parking perceptions	Survey sampling sizes are small for the area of interest.	BHCC WSCC
	Car park capacity assessments		Off-street car parking data is collected by local authorities and some adhoc information regarding on-street parking is also available.	ADC BHCC WSCC

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