

7. INTRODUCTION

- 7.1 The Borough of Worthing enjoys reasonably good strategic road links to the London Orbital Motorway (M25) and to Gatwick Airport. Highway links are also available along the coastal strip (both eastwards and westwards) although access to other coastal towns is often slow and congested. At morning and evening peak periods, traffic congestion can be significant in many parts of the Borough, adding to pollution and environmental damage.
- 7.2 Residents of Worthing are served by a range of public transport services including rail, local and long distance buses as well as taxis and private hire vehicles. The coverage of these public transport networks is extensive but in many cases, the frequency and hours of operation of buses and trains can be criticised as falling short of the ideal. Public transport access for people with disabilities is limited although a number of local licensed taxis are wheelchair accessible. A "dial a ride" service has been established to enhance travel provision for those with mobility problems. In addition a "shopmobility" scheme, providing wheelchairs for people with mobility problems to enhance their enjoyment of the town centre, has been established and is supported by the Borough Council.
- 7.3 Cyclists are currently not well catered for in Worthing and although the provision of cycle parking facilities has improved, there is a need to provide secure designated strategic cycle routes in the Borough. This was recognised by West Sussex County Council through the introduction of a strategic Cycle Strategy for Worthing (1994). In order to make progress on establishing cycle routes in the Borough, the Borough and County Councils appointed consultants to review the 1994 document and produce a comprehensive cycling strategy, to integrate the allocation of new areas for development, educational establishments, equipment centres etc. Walking as a mode of transport has been reducing and although most footways are in reasonable condition, many pedestrians encounter obstructions and the footway network is poorly signed.
- 7.4 International travel is facilitated by the ease of access by both private and public transport to Gatwick Airport. The increasing importance of the Channel Tunnel for industry and tourism is recognised but the shortcomings in speed and convenience of access by both private or public transport are of serious concern. Other general aviation and private flying needs are met through the facility provided at Shoreham Airport in adjoining Adur District.

STRATEGIC FRAMEWORK

- 7.5 The Government's White Paper on integrated transport : "A New Deal for Transport : Better for Everyone", was published in 1998. This sets out 50 transport policy initiatives, including the replacement of the Transport Policy and Programme procedure with a five year, comprehensive Local Transport Plan, to develop integrated transport strategies for local needs.
- 7.6 Central Government guidance is also contained in Planning Policy Guidance Note 13, the central aim of this being to integrate planning and transport at the national, regional, strategic and local level. It is intended that this will be achieved by:
- promoting more sustainable transport choices both for people and for moving freight;

- promoting accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
- reducing the need to travel, especially by car.

These aims will affect the location of new homes, work places and leisure and other facilities and will be integral to the Government's Sustainable Development Strategy.

- 7.7 The social, economic and environmental costs of car use are becoming more apparent and when coupled with predictions of future traffic growth, it is apparent that transport policy centred on the unrestrained use of the car is not sustainable.
- 7.8 The West Sussex Local Transport Plan (LTP) was published by the County Council in July 2000, and will cover the period to 2006. The key purpose of the Plan is to specify what measures are required for West Sussex in order to successfully manage the anticipated growth in demand for communications and travel. The Plan is based on six key objectives: choice, safety, integration, economic performance, environmental enhancement and accessibility. The County Council is required to submit an Annual Progress Report (APR) on the Local Transport Plan to the relevant Government Office. The APR provides an annual mechanism for developing and reporting on the progress of the LTP. The Worthing Urban Transport Plan (UTP) forms part of this document and a review of this will be undertaken in 2003/4. The Worthing UTP summary seeks to reduce traffic congestion by encouraging alternative modes, to improve the accessibility of the town centre and central railways station for all, and to secure the development of a cycle network across the Borough.
- 7.9 Planning Policy Guidance Note 6 - Town Centres and Retail Developments also makes it clear that good accessibility, particularly for shoppers and visitors within town centres, is required to ensure economic vitality, and for the achievement of a good quality of life. Congestion and traffic generated pollution are seen as making the town less economically and environmentally attractive. However, it is recognised that use of the private car will remain an important factor in personal mobility. The importance of establishing good pedestrian and cycle links to and within the town centre is also considered vital to ongoing economic success in this and other shopping areas.

West Sussex Structure Plan

- 7.10 Responsibility for highways in Worthing (with the exception of the A27 trunk road for which the Highways Agency is responsible) rests with West Sussex County Council as Highway Authority. Its policies are set out in the adopted West Sussex Structure Plan 1993, the West Sussex Structure Plan Review and the West Sussex Local Transport Plan (2000). The Structure Plans follow the stance in PPG13 and seek to reduce the need to travel and offer a choice of safe, adequate and economic means of transport which have minimal environmental impact.

THE HIGHWAY NETWORK

A27 Trunk Road

- 7.11 Continued rising traffic flows on the A27 within Worthing create problems in the form of serious congestion and associated pollution. In 1996, following a protracted Public Inquiry, the then Department of Transport abandoned previous proposals for improving the A27 which comprised on line dualling from the western edge of the Borough to the A24 at Offington Corner and the construction of a new highway from this junction to the eastern boundary of the Borough passing north of Charmandean. This proposal, which was known as the Green Route included a tunnel and grade separated junctions. The Borough Council was opposed to the Department of Transport's scheme because of the damaging effect the proposals would have on the environment and communities in High Salvington, Findon Valley and Offington.
- 7.12 In 1998, the then Department of the Environment, Transport and the Regions published a review of trunk roads in England entitled "A New Deal for Trunk Roads in England". Included in this review were government proposals to undertake the following studies:
- "Southampton to Folkestone – Study addressing congestion, safety and environmental problems on the south coast route between Southampton and Folkestone".
- "A27 Worthing Area – Study to consider the problems of congestion between Worthing and Lancing on the A27".
- 7.13 The A27 Worthing Area study was completed in June, 2001 and recommended a number of improvements to highways, to bus services and to rail/bus integration, and the introduction of a number of initiatives to alter people's travel behaviour. The study's recommendations were accepted by the Government in October, 2001. An Implementation Group has been set up (2002), led by West Sussex County Council, to put into effect the agreed improvements.
- 7.14 The Southampton to Folkestone study published a consultation document in April 2002, and was completed later in the year. A decision by the Secretary of State for Transport is expected in 2003.

Protection of Highway Improvement Lines

- 7.15 West Sussex County Council as the Highway Authority for Worthing is responsible for highway improvements in the Borough. The County Council has published its Local Transport Plan (2000), supplemented by Annual Progress Reports and the Worthing Urban Transport Plan and Transport Package bids to the Government Office of the South East. Two major schemes are also referred to in the Structure Plan. These relate to the improvement of Titnore Lane and the provision of the East Worthing Access Road.

(i) Titnore Lane Improvement

The County Council has indicated that it intends to carry out carriageway widening and straightening of Titnore Lane between the Patching Junction and a point adjacent to Highdown Cottages south of the Titnore Way junction, during the life of this plan. In planning terms, the principle for this is established by its inclusion in the adopted Structure Plan. The Local Plan provides the mechanism for assessing the detailed route and protecting this from development.

(ii) East Worthing Access Road

The adopted Structure Plan includes the construction of an "East Worthing Access Road". This will improve access to and within the East Worthing industrial estates. The proposed access road is included in the County Council's forward programme and it is appropriate, therefore, for the Local Plan to define the route and protect it from development. Planning permission has already been granted for an EWAR, although this original consent has now expired. As part of its review of the 1993 Structure Plan, the County Council is reviewing EWAR with particular regard to:-

- its practical implementation;
- its potential impact on the adjacent Strategic Gap;
- the outcomes from the Government reviews of the A27; and
- the continuing need to address access and traffic conditions in East Worthing.

7.16 The Borough Council has indicated that the Access Road should be extended southwards across the Worthing to Brighton railway line. While this is not included as a policy it would be pursued in the light of any appropriate development proposals that might open up the potential for such construction, subject to environmental and highway considerations.

7.17 In addition to the two major highway improvements, West Sussex County Council has two other minor proposals which require land to be safeguarded from development. These are:-

- Shelley Road/Crescent Road - Mini roundabout.
- High Street improvement between Union Place and Warwick Street

Although there remains an approved scheme for the dualling of the section of High Street noted above, there is now a revised improvement scheme which does not involve dualling.

7.18 The development of West Durrington as set out in Policy H4 would require improvements to Titnore Lane to a standard acceptable to the County Council. Separate provision for pedestrians and cyclists would also have to be considered.

POLICY TR1

Areas of land, as shown on the Proposals Map, will be safeguarded from development to enable the following highway improvements and schemes to proceed:-

- (i) Titnore Lane improvement;**
- (ii) East Worthing access road stages 1, 2 & 3;**
- (iii) High Street improvement : Union Place to Warwick Street;**

(iv) Shelley Road/Crescent Road - mini roundabout.

Traffic Calming

- 7.19 Traffic calming measures can help reduce the impact of the motor vehicle in residential and shopping areas and therefore can contribute to a more pleasant environment and can help to encourage walking and cycling. Traffic calming can include measures such as the use of varying widths of carriageway, different road surfacing materials and gateways as well as the more common (but perhaps less desirable) system of road humps and tables. The latter two have been found to increase noise and pollution and create problems for public transport and emergency service vehicles. Traffic calming measures should, in the first instance, be targeted for those areas with the worst accident records. The Borough Council however, believes in the need to extend traffic calming into all appropriate neighbourhoods to make it attractive for people to walk and cycle as an alternative to use of the private motor car while at the same time reducing the potential for injury arising from road accidents. For both new and extensions to existing traffic calming schemes, the Borough Council will support the work of the Highway Authority in seeking to achieve these goals. Contributions to the funding of appropriate traffic calming schemes will be sought from developers in the context of planning applications, such contributions to be commensurate with the scale of the proposal and its traffic implications. Appropriate regard should be given to the character of the area when traffic calming measures are being designed.

POLICY TR2

Appropriate funding contributions will be sought in the context of development proposals, towards traffic calming schemes which result in environmental improvements for residents, pedestrians and cyclists and safety improvements for all road users.

PUBLIC TRANSPORT

- 7.20 About 30% of the local population do not have immediate access to a private car. Additionally, taking into account the age structure of the Borough, the provision of local public transport infrastructure is important. The Borough Council also wishes to promote the development and improvement of bus, rail and other public transport provision within the Borough as a means of reducing private car use in general, and for commuting in particular. This will help to reduce the use of fossil fuels, ameliorate traffic congestion and car generated air pollution.
- 7.21 Much can be achieved through measures outside of land use planning. Planning policies can, however, ensure that new development that is likely to generate large numbers of trips makes provision for improved access by public transport, walking and cycling.
- 7.22 Major non-residential development proposals will be expected to be accompanied by a Transport Assessment and a Travel Plan. The thresholds for major development that will trigger a requirement to submit a Transport Assessment and Travel Plan are currently as set out in Annex D of PPG13

Other commercial proposals (e.g. B2 uses) not covered by Annex D will be considered on their own merits. It is anticipated that detailed thresholds will be set out in a Department for Transport good practice guide, due to be published in due course. Once this document has been published the Council will produce its own Supplementary Planning Guidance on Transport Assessments and Travel Plans to assist developers. In summary, the Transport Assessment should forecast the modal split of journeys to and from the site and set out any proposed measures to improve access by public transport, walking and cycling. The Travel Plan should set out measures which will reduce car usage and encourage travel by non-car modes. A Travel Plan may also be submitted voluntarily by an applicant, or requested by the Borough Council, for a proposal which is not classed as “major development” but which would have significant traffic implications which might otherwise warrant refusal of the application.

- 7.23 Consideration should be given to the needs of public transport from the very outset (i.e. a development should be designed with this in mind). New major development, both residential and commercial, will be required to encourage travel by public transport. This may involve providing good, attractive pedestrian links to existing public transport routes (bus and rail services), or providing the access and facilities for new bus routes within the development site.
- 7.24 The extent to which school children and students travel to school by car is seen as a major contributor to congestion at morning and afternoon peaks. The Borough Council will seek to encourage the provision of better public transport links to serve school and college premises, as well as the improvement of pedestrian and cycle links and the development of School Travel Plans including in the context of school development proposals.
- 7.25 The Borough Council will seek to ensure that adequate bus boarding and alighting facilities are maintained and improved in the Town Centre, at District Shopping Centres and throughout the Built-Up Area. One means of improving facilities and easier access for all is the provision of further raised bus platforms. Bus stops should contribute towards the aim of encouraging greater use of public transport and be provided wherever possible with shelters to protect passengers from the elements, together with comprehensive information on services including timetables and connecting services, for both rail as well as bus. The Borough Council seeks to encourage more people to travel to Worthing by express bus and coach. One way it can encourage this more sustainable mode of travel is to encourage the provision of appropriately located covered facilities and information for coach passengers and those meeting such services.
- 7.26 Tourist coaches which require ease of access to the seafront and bring substantial benefit to Worthing’s economy, nonetheless have brought some conflicts with regard to residential amenity and potential highway safety problems. A particular area of concern has been the day time parking of coaches in the West Parade section of the seafront, where there is frequently significant overspill from the marked coach bays. The Council has established a Coach Parking Forum to seek ways to reduce conflicts from coach based tourism, and will continue to be proactive in seeking to ensure suitable and adequate provision is available to meet the demand for tourist coach parking, in the short, medium and long terms.
- 7.27 Any development that is likely to restrict, compromise or to otherwise reduce the accessibility of bus or rail services, such as the closure of highways currently used for bus routes or proposals that impede access to, or prominence of, railway stations, will be resisted.

POLICY TR3

Major non-residential development should be accompanied by a Transport Assessment and a Travel Plan. Proposals for new and expanded school facilities should be accompanied by a School Transport Plan.

New major development (commercial and residential) that does not include an appropriate range of measures to encourage travel by public transport, either as part of the planning application, or within a Travel Plan; or is likely to have an adverse impact on existing public transport services, will not be permitted.

- 7.28 For the purposes of this policy, the thresholds for major commercial development will be as set out in Annex D of PPG13, or any subsequent revisions/ supplementary good practice guides produced in association with this PPG. Other commercial proposals (e.g. B2 uses) not covered by Annex D will be considered on their own merits. For the purposes of this policy, a major residential development is one comprising of 10 or more dwellings.

Developments at Railway Stations

- 7.29 The Borough Council recognises that in order for greater use to be made of the well established rail links available to residents, railway stations need to present a clean, efficient and customer friendly appearance. Existing railway stations in the Borough leave much to be desired in this respect and the Borough Council is anxious for facilities at the five station stops within the Borough to be improved as part of the Council's aim to reduce dependence on the private motor car. In this regard, discussions with the train operator take place regularly. Such aims will be enhanced if interchange facilities between different transport modes are developed at railway stations. Network Rail (formerly Railtrack) will be consulted on relevant proposals adjacent to a railway station and a financial contribution will be sought, where appropriate, towards providing better interchange facilities and/ or improved rail passenger facilities. Each of the five railway stations in the Borough to which Policy TR4 applies have been identified on the Proposals Map. It is important that developments or improvements at railway stations take account of the needs of disabled passengers and other special mobility requirements of all sections of the community. In 2002/3 works were completed on improvements to promote the interchange between buses and trains at Worthing Central Station, a partnership project between West Sussex County Council and the Borough Council.

POLICY TR4

Development proposals at or on a site adjacent to a railway station should facilitate better interchange facilities with other transport modes and improved rail passenger facilities, as

appropriate, and such proposals will be permitted, subject to compliance with all other relevant policies of this Plan.

Access to Taxi and Private Hire Car Services

- 7.30 The Borough Council administers all matters relating to taxis and private hire vehicles under the provisions of the Local Government (Miscellaneous Provisions) Act 1976, under which it appoints and revokes Hackney Carriage Stands as well as licensing Hackney Carriage and Private Hire Services. The provision of an adequate number of suitably located ranks is a key element of maintaining and enhancing this service and it is important that development proposals do not have an adverse impact on the provision of this mode of public transport service, particularly where Hackney Carriage Stands are located on private land such as at West Worthing Station. In the case of major new developments it is necessary to consider whether any new Hackney Carriage Stand needs to be incorporated to serve potential users.

POLICY TR5

The retention of existing Hackney carriage ranks will be sought and the provision of new ranks will be promoted in connection with development where anticipated demand indicates such a requirement.

WALKING AND CYCLING

- 7.31 The number of trips undertaken on foot or by bicycle have shown a significant reduction over the past decade or more. For example, Government statistics show that over the past 20 years while cycle ownership has doubled, usage has fallen by 25%. Similarly since 1975 walking as a mode of transport has declined by 20%, although for very short journeys, it remains the major form of transport with virtually everyone being a pedestrian at some time. Cycling and walking are energy efficient, non-polluting forms of transport, which encourage a more healthy lifestyle. They are particularly suited to Worthing because of its relatively flat terrain and generally good access for residents to places of work, local shops and community facilities. For these and other reasons, walking and cycling should be encouraged. As with public transport, many measures to promote walking and cycling fall outside of land use planning and the scope of this Plan. Examples include the proposals for a strategic cycle network in the Borough and the establishment of a long distance inter-county coastal cycleway. A review of an earlier Cycle Strategy for Worthing was commissioned jointly by West Sussex County Council and the Borough Council and a report on the consultants' review was presented to Borough Council Members in February 2000. Public consultation on the proposed network was undertaken in June/ July 2001, with over 1,200 responses being received. Both Councils considered the response to this consultation in November/ December 2001 and it was resolved that the overall route network be approved for implementation over the next 10-15 years. There will be a phased implementation of the network, taking into account the priority routes identified in the consultation responses. This will be dependent upon funding opportunities and appropriate contributions will be sought in the context of development proposals

- 7.32 Within proposed developments, the Borough Council can require safe and attractive routes for pedestrians and cyclists, particularly linking to facilities such as bus stops, rail stations, shops, schools and other community services both within and beyond the particular scheme. The creation of such links, which should be made as direct as possible, will be given priority by the Council. In accordance with the latest Government Department for Transport guidance, shared pedestrian/cycle path routes should be provided only as a last resort and not at the expense of safety in high pedestrian flow areas. In the case of large residential developments, the Borough Council will normally require adequate provision for pedestrians and cyclists. Safety can be ensured through natural surveillance, and routes should be overlooked and should not be confined to the edge of or behind development. The Borough Council will also seek opportunities to improve pedestrian and cycle routes in those parts of the Borough where provision is poor. Such an aim is likely to build upon the existing public rights of way network, including the West Durrington Strategic Footpath maintained by Worthing Borough Council and Cycleway Network maintained by West Sussex County Council as Highway Authority. Appropriate street design and traffic calming can make car drivers feel that road space is primarily for pedestrians and cyclists rather than the motorist.
- 7.33 In addition to cycle routes, facilities are required for the secure parking of bicycles. Developers will be required to provide facilities to the standard set out as part of the Council's car parking standards. As with other street furniture installations, the needs of visually impaired and other disabled people must be taken into account, in the siting and design of new cycle parking stands. As with pedestrian and cycle routes, the Borough Council will seek opportunities to provide additional cycle parking facilities throughout the town, particularly in the Town Centre, other shopping centres and in association with education facilities. Such cycle parking facilities should include not only "Sheffield" type stands for shoppers and other short stay uses but also more secure lockable cycle parking posts or secure cycle compounds for commuters. Adequate changing and locker facilities should also be provided for cyclists, where appropriate, in the context of development proposals.

POLICY TR6

Where appropriate development will be required to provide safe and attractive facilities for pedestrians and cyclists, both within the site and in the form of links to the surrounding area. Provision shall also be made for parking facilities for cycles. Where suitable opportunities arise, as a result of new development, improvements will be sought to existing pedestrian and cycle links and parking facilities for cycles throughout the town.

Unless considered to be inappropriate to the scale or location of any proposal, development which is likely to reduce or does not encourage the provision of facilities for pedestrians and cyclists will not be permitted.

PEDESTRIANISATION

- 7.34 The pedestrian enhancement of shopping areas is a well established practice and in Worthing extends to Montague Street, Warwick Street, and South Street. Pedestrianisation or pedestrian enhancement improves the shopping environment and facilitates the safe enjoyment of town centre, district shopping parades and commercial centres. Responsibility for implementing such schemes generally lies with West Sussex County Council. At present one further scheme is being given consideration; an area of Montague Street between West Buildings and Surrey Street. The Borough Council supports in principle proposals for both new and extensions to existing pedestrianisation and pedestrian enhancement schemes and remains committed to the ultimate full pedestrianisation of South Street.

RIGHTS OF WAY

- 7.35 The Rights of Way network within the Borough, which includes both footways and bridleways, not only gives opportunities for walkers and riders to explore both urban and countryside areas of the Borough but also provides access to and links between built-up areas. The retention and further development of the network can assist in retaining and creating "Green Corridors" and can provide valuable informal leisure sites. The importance of Rights of Way is recognised in the Structure Plans and the Highway Authority will keep the network under review.

POLICY TR7

Improvements to the footpath and bridleway network will be required in new development proposals where there are opportunities to provide new links to established housing or commercial areas or to improve access to the Sussex Downs Area of Outstanding Natural Beauty. Any existing rights of way should be retained.

SPECIAL ACCESS REQUIREMENTS

- 7.36 One of the Plan's key objectives is to achieve development which allows access by all sections of society, including elderly and disabled people. This is particularly relevant to Worthing where many people have some form of disability. Mobility problems can take a number of forms, and as well as covering those using wheelchairs, include visual impairment, hearing problems and difficulties experienced by many others who find it hard to get about. In recent years there has been a decline in the proportion of the resident population over the age of 60. However, there remains a significant number of elderly residents who experience mobility problems. In addition national statistics suggest that a significant proportion of the population under 60 have disabilities which affect their mobility. There will also be groups who experience temporary mobility problems, such as parents with young children.
- 7.37 There is an increasing awareness of the needs of those with mobility problems, both nationally and locally. In Worthing, the Access and Mobility Group has been influential in raising awareness and bringing about access improvements throughout the town. The Borough Council, as Local Planning Authority, has a duty to draw developers attention to the legal requirements relating to access for

disabled people. It can also play a positive role in encouraging development which achieves levels of accessibility for those with special needs commensurate with that for the general public. Designing for people with special mobility needs can be complex and demanding, and in order to help developers Worthing Borough Council has produced a guidance note entitled " Access for All - Improving Design for People with Disabilities". This covers issues such as the location of special parking bays, access to and within buildings and sanitary accommodation. The advice in this document can help improve access for many sectors of society and developers will be expected to incorporate it into their schemes. The transport needs for people with disabilities will also be taken into account when the Borough Council is considering highway improvements and public transport issues, and it is the aim to provide a level of access in Worthing whereby those with disabilities are at no disadvantage.

POLICY TR8

For development which is accessible to the public, including extensions to buildings and changes of use as well as new construction, where it is practical and reasonable, planning permission will only be granted if access arrangements meet the needs of people with special mobility requirements as well as the able bodied.

Such provision which should include suitable means of access into and between buildings and specially designed parking spaces must seek to enable people with special mobility requirements to enjoy a level of access commensurate with that provided for the able bodied.

CAR PARKING

- 7.38 The aim of reducing reliance on the private car requires a major review of policy in relation to parking provision. It has been shown that there is a connection between the amount of available parking and people's choice as to how to travel to an area. It is the Government's aim to encourage the use of more sustainable modes of transport. As these alternatives are developed, it will be necessary to consider limiting the availability of both on and off-street parking to encourage car users to leave their vehicles at home. The availability of alternative methods of transport is essential, especially if the economic viability of Worthing, most particularly the town centre, is to be promoted. If car parking is reduced or not provided with new development without alternative choices being available, it will simply cause more congestion and/or make the town centre less attractive. A strategy of reducing parking must be balanced, therefore, against increasing provision for walking, cycling and the use of public transport. In considering the availability of parking, the Borough Council will take due account of the economic impact of any changes.

Parking Standards for New Development

- 7.39 The Council's current parking standards are set out in Supplementary Planning Guidance and are to be applied as maximum standards that should not be exceeded. In certain circumstances a reduced provision below the standards may be acceptable, this will usually be in locations where other modes of

transport are or can be easily provided; namely the defined Town Centre and the District Shopping Centres. Reduced parking for residential schemes may also be considered in the following circumstances:

- if the site is close to a full range of commercial and social facilities, and well served by public transport (e.g. in the Town Centre or District Centres);
- the accommodation is specifically for groups known to have lower levels of car ownership.

7.40 In some circumstances the acceptability of reduced parking in relation to a development proposal may be dependent on securing improvements to the accessibility of the site for non-car modes of transport, such as park and ride or on street parking controls. In such cases a payment may be sought from the developer towards such improvements. Any such contribution will need to be reasonable both in scale and kind, and should relate directly to the development; it will be secured by a planning obligation or condition.

7.41 In light of the revised guidance on parking standards set out in PPG13 (March 2001), a group of County and District officers has been established to review the current standards and contributions policy applied throughout West Sussex. This review will form the basis of revised Supplementary Planning Guidance to be published and be applicable to policy TR9 in due course

POLICY TR9

The consideration of the need for on-site parking provision will be based on the standards in operation at the time of submission of the planning application. Provision in excess of these standards will not be allowed.

A lower provision than is required by currently adopted parking standards, for development proposals in the defined town centre and other centres, may be permitted as appropriate. In such areas a payment to improve transport accessibility in the locality by non-car modes of travel, such as a park and ride scheme or on-street parking controls, may be sought where such improvement is necessary to justify a lower parking provision.

In considering the acceptability of the extent of any reduced on-site parking provision, regard will be given to environmental and highway safety considerations together with the following factors:-

- i) the availability, type and proximity of public parking;**
- ii) the availability and proximity of alternative means of transport;**
- iii) potential highway safety problems;**

- iv) **potential harm arising from the parking demand being accommodated elsewhere;**
- v) **the extent and nature of on street parking restrictions in the vicinity;**
- vi) **the type and scale of development proposed;**
- vii) **the relationship of the proposal with, and the proximity to nearby land uses.**

7.42 The Borough Council's current parking standards are set out as Supplementary Planning Guidance, and a review of standards will be undertaken throughout West Sussex in 2002/3. In general, the current standards are similar to those agreed by all West Sussex Councils. One notable difference for Worthing includes reduced Town Centre standards for A1, A2, A3 and B1 uses. For most of the Borough, the County-wide standard for hotels applies. There is a central core area, however, based on the Town Centre and areas to the east and west where most of Worthing's hotels and guest houses are located. The nature of these areas is such that the achievement of the full parking standard for new development will be difficult because of the type of premises concerned. In these circumstances and so as not to deter further hotel and guest house development in these areas, a lower standard will be applied to these specific areas.

POLICY TR10

Within the area defined on the Proposals Map as the Central Accommodation Area, reduced standards as set out in Supplementary Planning Guidance will apply to proposals for new development within use Class C1.

Existing public and private car park provision

7.43 Most of the Borough's public car parking space is located in and around the town centre. Car parking facilities generally meet current demand except at peak pre Christmas periods, particularly on Saturdays when some queuing occurs and from time to time on peak summer Saturdays. The Council's Parking Plan has released more on-street parking for shoppers and residents at the expense of commuters who are encouraged to use alternative transport modes. In view of these two factors and the need to reduce private car use when alternatives exist, the Borough Council will not pursue the proposal for a multi-storey car park at Union Place. Policy S4 in the Shopping Chapter of the Plan now indicates that the Council will permit non-food retail, with or without ancillary leisure developments, on the Union Place Car Park and Police Station site. If demand by shoppers and visitors for town centre parking regularly exceeds supply, the need for additional facilities will be reviewed at that time. With regard to existing permanent public car parks, the Borough Council will normally seek their retention unless redevelopment proposals would improve them or would increase their capacity. However, should improvements to non-car modes of travel warrant and enable it, a review of the need to retain all current areas of public

parking at their present capacity level will be undertaken. Planning Policy Guidance Note 6 - Town Centres and Retail Developments notes the importance of short stay parking particularly for shoppers and looks to Local Authorities to achieve better uses of existing parking provision through pricing policies and conditions of planning agreements. In this respect the Borough Council will continue to seek to ensure that town centre parking is charged in such a way as to encourage short stay but discourage long stay and commuter parking in particular.

- 7.44 With regard to private car parks, where the number of car spaces provided for the building floorspace served exceeds current standards, then the opportunity will be welcomed to bring parking provision into line with standards, through appropriate redevelopment or re-use. Proposals for new or extended car parks in excess of the Council's current parking standards or, in the case of major development, above Government guidance standards, will be refused.

POLICY TR11

Planning permission will not normally be granted for proposals which involve the loss of existing public car parking facilities. An exception may be made where existing spaces are replaced elsewhere, or in the case of appropriate sites within the town centre where a payment to promote transport accessibility in the locality by non-car modes of travel is secured by planning obligation or condition, in accordance with Policy TR9.

Where existing private parking facilities are clearly above the Council's current parking standards or, in the case of major development, above Government guidance standards (as set out in the latest version of PPG13), then appropriate redevelopment or re-use will be encouraged to bring them into line with the standards. Proposals for new or extended car parks in excess of these standards will be refused.

Parking for Commercial Vehicles

- 7.45 There may be a need to provide a new parking facility in the Borough for commercial vehicles. One site previously existed at Dale Road, but was closed in August 2000 following reduced usage and increased maintenance problems. The Borough Council will work with the County Council as Highway Authority, and other organisations as appropriate, to further investigate the need for and, if necessary, provision of a new commercial vehicle parking facility.

Parking Design

- 7.46 Both private and public parking areas need to be well designed to ensure that they are not visually dominant and so they appear attractive to prospective users. Car parks, both surface and multi-storey, are often perceived as offering a security risk to users and in order to minimise this new sites should be bright, well lit, secure and attractive. Parking areas should also be located conveniently

in relation to the development they serve to encourage use. The Borough Council has produced a guidance note "Park Right", which sets out standards, information and best practice in relation to off-street parking. This guidance will also be revised in the context of the parking standards review. Developers will be expected to have regard to this guidance. Proposals to secure improvements in security and attractiveness of existing car parks will normally be supported.

POLICY TR12

New parking provision should be designed in such a manner as to avoid it being visually dominant or causing disturbance to neighbouring properties, whilst at the same time providing safe and easy to use facilities for the motorist. Particular consideration will be given to the location of parking facilities, the use of surface materials and landscaping both within and around proposed car parking areas. Proposals which improve existing parking areas will normally be granted planning permission.

VEHICULAR ACCESS REQUIREMENTS

- 7.47 This Plan includes a range of measures to try and encourage reduced reliance on the use of the private car. It remains the most significant mode of transport, however, and provision must be made within development for safe access by motor vehicles, including service and emergency vehicles in addition to meeting the requirements of policies relating to walking, cycling, special access and parking.
- 7.48 The Borough Council, in consultation with West Sussex County Council and the Highway Agency (as appropriate), will require new development to provide for safe and adequate access onto the existing highway network. The level of traffic generated by development should not materially reduce the safety of other highway users or significantly worsen traffic conditions. If this situation arises and satisfactory remedial measures cannot be provided, then planning permission will be refused. Within development schemes, adequate provision should be made for vehicular access and manoeuvring, together with loading as necessary. To ensure that vehicular traffic does not dominate movement within a scheme, appropriate measures to control vehicular movements and limit speeds should be used. Appropriate regard should be given to the character and location in which the proposed development is to take place when such features as vehicle access and traffic calming are being planned.

POLICY TR13

New development will be required to:-

- (i) have safe and adequate access to the road network in accordance with all relevant policies;**
- (ii) cater safely and adequately for the vehicular traffic it generates;**

- (iii) not reduce safety or worsen traffic conditions materially for existing highway users;**
- (iv) include adequate loading space for all vehicles, including those servicing the development and those requiring emergency access; and**
- (v) include appropriate measures to control vehicular movements and limit speeds within the development.**