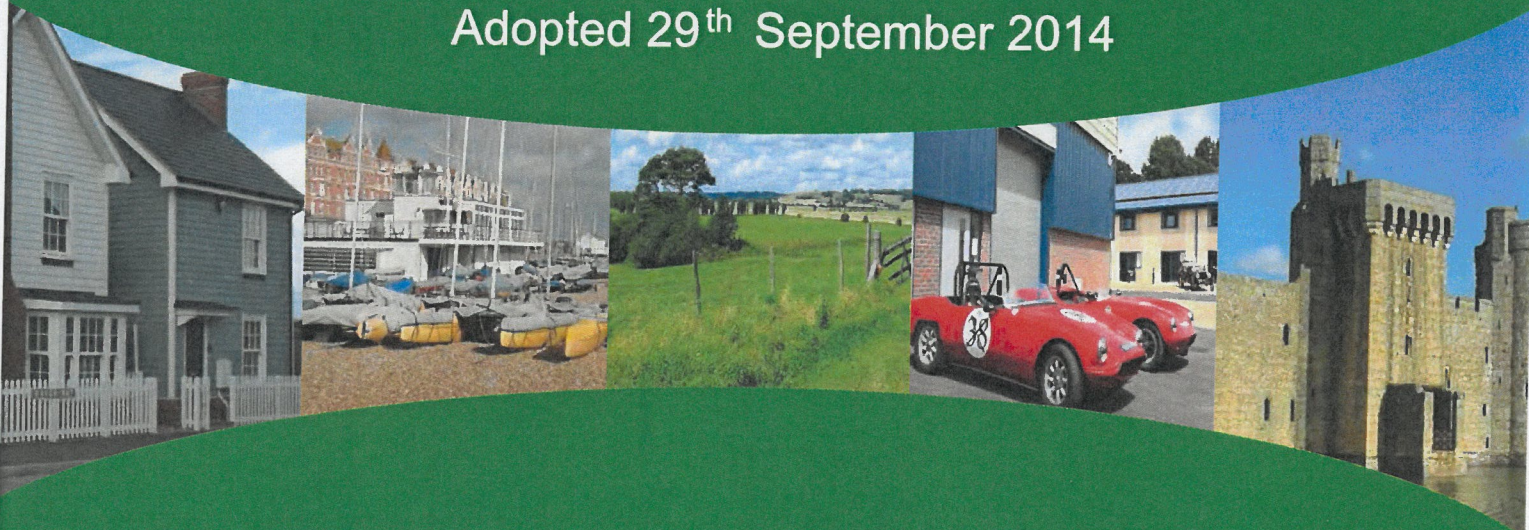


Rother Local Plan

Core Strategy

Adopted 29th September 2014



18 - Transport and Accessibility

Policy TR1: Management and Investment in Strategic Accessibility

Support will be given to the improvement of strategic infrastructure that will strengthen the role of Rother, and especially Bexhill, as an area of economic activity and investment opportunity. Priority will be to improve connectivity along key transport corridors; enable regeneration and reduce entrenched economic and social disparities. This will include:

- (i) Support for early implementation of the Bexhill to Hastings Link Road and associated bus and cycle improvements;
- (ii) Working with agencies and stakeholders to deliver effective management of strategic transport corridors;
- (iii) Investment into providing transport choice; and
- (iv) Working with agencies to upgrade the capacity and capability of the East Coastway and Hastings to London rail corridors.

Integrated Transport

- 18.24 In 2008, there were 428 road casualties⁶⁹ on Rother's road network, approximately 20% of the County's total. In terms of [road safety](#), indicators demonstrate Rother is significantly worse than the regional and national average.
- 18.25 In 2008/09, 33% of respondents in Rother cited public transport as a Priority for Improvement in the Local Area⁷⁰. Access to rural transport and road safety have also been identified as key to improving the quality of life for residents of Rother⁷¹. However there appears to be a poor perception of public transport in Rother; a car is seen as a "necessity" for the majority of people⁷².
- 18.26 Access to facilities and services relates not only to where they are located, but also to the provision of transport to access those services. In 2011, 19% of households in Rother did not have a car. Such households can find it difficult to access jobs, services and other facilities. This can exacerbate rural poverty and social disadvantage. [Studies](#) have demonstrated an insufficient public transport network can impact disproportionately on deprived communities.
- 18.27 In 2010, a [survey](#) of businesses across East Sussex found that the most common transport concerns for businesses are accessibility for customers/clients visiting a business and staff travelling to work.

69 East Sussex in Figures - Recorded Road Casualties between 1994-2008 by district

70 East Sussex in Figures – Priorities for Improvements in the Local Area - Place Survey 2008/09

71 East Sussex Pride of Place A Sustainable Community Strategy for East Sussex 2008 – 2026 Rother Section

72 [Hastings and Rother Accessibility Assessment June 2007](#)

18 - Transport and Accessibility

- 18.28 The [Hastings and Rother Accessibility Assessment](#) completed by the County Council in 2007 found that in rural parts of the district, households without a car found access to services quite or very difficult.
- 18.29 Recognising that within the context of a rural area where, for many trips, there are limited alternatives to the car, attention may be focussed on altering the perception that a car is vital for most if not all journeys, and on reducing barriers to public transport. This can be achieved through promotion of walking and cycling for local trips, particularly within towns and villages, traffic management schemes and investment to reduce the impact of traffic on the rural and urban environment, and by promoting public transport and sustainable development.
- 18.30 The rebalancing of the transport system to walking, cycling and public transport can deliver better health and quality of life for local residents and make more attractive, competitive places with less congestion and better air quality. Locating development in accessible locations, and good urban design, will encourage people to make short journeys on foot or by bike; for example, by employing green infrastructure to link homes, schools, employment and local services.
- 18.31 Central to a strong integrated transport system is maximising ease of access and transfer between different modes as well as the quality of the amenity experience. The public realm can appear fragmented and cluttered with excessive street 'furniture', making for an unpleasant experience for people travelling between spaces. Improving the quality public realm⁷³ is seen as part of a wider transport and townscape agenda which encourages walking and cycling.
- 18.32 Since 1991, there has been an increase in the number of commuters⁷⁴ across East Sussex and a high proportion of commuting journeys is by car. In Rother 6% of commuters use rail to travel to work.⁷⁵ It is important to tackle the high proportion of commuting journeys by car by making improvements to public transport, including rail travel. Across the rail industry, passenger numbers have gradually increased over the last decade; however in the last two years, this has decreased slightly and can be attributed to the economic downturn⁷⁶.
- 18.33 Encouraging commuters in Rother to switch to rail will result in additional pressure on rail infrastructure. Capacity at some of the district's station car parks is at or near capacity. Many commuters choose to travel to the train station by car and park in the station car park or on residential streets nearby. It is a significant local issue⁷⁷ because of the high levels of congestion generated around peak travel times and road safety concerns.

⁷³ [Manual for Streets 2007](#) and [Street for All: South East 2005](#)

⁷⁴ Since 1991, East Sussex has seen a significant increase in the number of people commuting to work. The number of people travelling into the county to work increased by around 4,500 to just under 16,400 by 2001. Focus for East Sussex 2010 Annual Monitor Report

⁷⁵ Source: 2001 Census - Table 3.1 Local Transport Plan 2 East Sussex. Rail travel patronage in Rother is above the County average.

⁷⁶ [National Rail Trends 2009-10 Yearbook](#)

⁷⁷ Battle LATS

18 - Transport and Accessibility

- 18.34 [Passenger Focus](#), the independent passenger watchdog, commissioned a survey amongst passengers (South East - 2010) to identify elements of the service they would like to see improved. Adequate car parking facilities was identified as one of the issues where passenger's expectations were not being met. The Kent and Sussex Route Utilisation Strategies have recommended any proposal to expand parking facilities at stations should be given detailed consideration at local level.
- 18.35 At a local level, there may be scope to increase parking at railway stations. However in some cases, the expansion of car parking facilities may not be physically possible or economically viable. Priority will be to encourage passengers to access stations by bus or cycle, with suitable provision.

Policy TR2: Integrated Transport

Improvements in the provision and use sustainable transport will be achieved through:

- (i) **Maximising the best and most effective use of the existing transport network and facilitating enhancements with priority given to improving bus, community transport and rail network;**
- (ii) **The promotion of public transport patronage and associated infrastructure;**
- (iii) **Supporting the provision of a high quality cycle network to encourage a modal shift away from the car;**
- (iv) **Improvements to the pedestrian environment and wider public realm to encourage integration between different modes of transport, employment areas and settlement centres;**
- (v) **Promotion of road safety through education and design; and**
- (vi) **Safeguarding sites and routes with the potential to contribute towards the provision of an efficient and sustainable public transport network.**

Access and New Development

- 18.36 Government transport guidance seeks to reduce the need to travel especially by car, with the aim of reducing congestion, improving the environment, increasing social inclusion and improving health. As part of planning applications, applicants are expected to assess the transport impact of their development proposals and mitigate the impact of any material increase in traffic on the district's roads.

18 - Transport and Accessibility

- 18.37 The Spatial Strategy indicates new development will be directed mainly to the district's towns and villages where there is a good range of services, facilities and jobs. This will contribute to reducing the need to travel and journey lengths. It will also help achieve a more sustainable form of development and support the viability of public transport.
- 18.38 Paragraph 36 of the National Planning Policy Framework sets out that all development which generates significant amounts of transport movement should provide a Travel Plan and be supported by a Transport Statement or Assessment.
- 18.39 Where existing transport infrastructure is inadequate to meet the needs of new development, conditions or planning obligations will be used to ensure that proposals are made acceptable through securing the provision of necessary improvements.
- 18.40 The design and layout of road and street networks, in accordance with DfT's 'Manual for Streets', is considered in Chapter 16 – Environment, under 'Design Quality'.

Policy TR3: Access and New Development

New development should minimise the need to travel and support good access to employment, services and communities facilities, as well as ensure adequate, safe access arrangements. Development will be permitted where mitigation against transport impacts which may arise from that development or cumulatively with other proposals is provided. This will be achieved through the submission of a transport assessment, transport statement or travel plan⁷⁸, and where it is appropriate through:

- (i) Ensuring that new developments in their design and layout prioritise the needs of pedestrians, cyclists and minimise the distance to local public transport nodes;**
- (ii) Working with the relevant agencies to seek funding for contributions for improvements to local infrastructure needed to facilitate highway capacity and safety and/or public transport accessibility and capacity, where this is necessary to serve the new development; and**
- (iii) Provision of electric vehicles charging infrastructure.**

⁷⁸ Threshold criteria definition contained in the "Guidance on Travel Plans for New Development" East Sussex County Council, Sept 2008