Topic Paper 8
Transport

Crawley Borough Council adopted its Core Strategy back in November 2007, providing the spatial vision, objectives and development strategy for Crawley up to 2016. The Council has now begun preparing the successor to the Core Strategy – the Core Strategy Review – which will cover a much longer period up to 2026. Although there are aspects of the original Core Strategy that can be retained there are other areas where significant change has occurred in the intervening years and this will need to be reflected in the new document.

This consultation period is the first of the Review and further consultation stages are planned before the document is adopted in early 2012. This is your opportunity to shape the way the town develops over the next 20 years and the Council would appreciate and value any comments you have on this Topic Paper or any of the others that form part of this consultation.

Summary of the Current Context

Guidance at all levels of government seeks to promote more sustainable transport choices; encourage accessibility to everyday destinations by public transport, walking and cycling; and reduce the need to travel. To achieve this it is important to integrate these objectives throughout the planning process to encourage sustainable living patterns.

National and regional guidance also seeks to designate strategic regional priorities for transport (and related funding). Crawley / Gatwick has been identified as forming part of a Strategic National Corridor in recent guidance published by the Department for Transport and is designated as a regional hub / gateway in the South East Plan Proposed Modifications (see Current Context below).

Indication of the Key Issues Relating to Transport

Strategic Transport Policy Support for the Vision of the Core Strategy

- The Inspector of the Crawley Borough Core Strategy Examination in Public concluded that the document had only partially succeeded in providing a clear and coherent Crawley-specific vision of the way in which the development pattern and transport infrastructure of the growing town will be progressively better integrated in order to assist the national objectives set out in PPG13. He argued that the transport element of the Core Strategy Review will need clearer policy development and expression.

- Consequently, Crawley Borough Council has been working with West Sussex County Council (WSCC) to address these criticisms. The resulting background study will continue to be developed to inform the policies contained within the Core Strategy Review.

- Transport polices need to be effectively integrated with other policies in the Core Strategy Review to encourage sustainable living patterns.

- The Council will need to establish what transport infrastructure is required to support the Borough's development up to 2026. The background study that is currently being developed with WSCC will help with this and the Council will continue to work with other relevant agencies such as Network Rail and the Highways Agency. In addition, the transport policies will also be influenced by the eventual location of new development allocated in the Core Strategy Review.

- The Core Strategy Review will need to identify how Crawley can contribute to the transport objectives of the Gatwick Diamond and wider south east region as a whole. It should therefore reflect those regional priorities identified by the Department for Transport and the South East Plan Proposed Modifications.

- Equally, as Crawley / Gatwick has been identified as a regional hub / gateway in higher level plans, a co-ordinated approach needs to be taken with other agencies to ensure that it meets the demands of the sub region. This will be particularly important if Crawley becomes the strategic focus for development in the sub region.

Issues to be Covered by Core Strategy Policies
- There are currently 26 local planning policies relating to transport, many of which repeat national / regional guidance or deal with issues beyond the scope of local planning policy. For example, there are policies relating to highway maintenance, bus stops and heavy goods vehicles. The Core Strategy

Review needs to consider what policies are actually needed.
- Many transport initiatives which encourage sustainable forms of transport are not solely planning issues. The Core Strategy Review needs to identify what policies are needed to encourage sustainable modes of transport in Crawley (in partnership with other agencies). Should Crawley's planning policies now be seeking to force this issue more (e.g. reducing car parking standards etc.)?

- Policy T2 of the Crawley Borough Core Strategy states that the Borough Council will work with the County Council and a wide range of other partners and stakeholders to establish the role, feasibility, funding and future operation of a Park and Ride system, including the location of appropriate sites. However, this has been the position for a number of years – there was a similar policy in the Local Plan (2000). The Core Strategy Review should decide once and for all whether there is a need for a Park and Ride facility to serve the town. It is worth noting that a Park and Ride Scheme would not necessarily represent a sustainable approach, as people would still be using their car.

- New development will need to contribute to any required improvements to transport infrastructure. Until a Community Infrastructure Levy (CIL) (or similar) is implemented, one of the policies in the Core Strategy Review will need to refer to Sustainable Transport S106 Transport Contributions (see also Topic Paper 12 – Community Facilities, Services and Infrastructure).

Indication of the Options for Addressing the Key Issues Outlined above

Strategic Transport Policy Support for the Vision of the Core Strategy
- Continue to develop the transport background study (in partnership with WSCC) which seeks to establish the current situation with regards to the transport network in the Borough and identify what improvements will be required over the next 20 years (see Evidence Base below); and
- If significant public transport or highway infrastructure improvements are identified in the transport background document, these should be included in a Core Strategy Review policy and form part of the implementation plan; and
- If specific transport improvements are required by new allocations then these should also be covered in Core Strategy Review policies; and
- A framework should be developed to prioritise potential schemes in terms of phasing.

Issues to be Covered by Core Strategy Policies

Number of Policies
- Reduce the number of local transport policies and instead rely on just a few overarching policies; or
- Continue to include detailed local policies (e.g.'The Borough Council supports further extensions to the bus network')

Sustainable Transport
- Follow previous approach of supporting sustainable modes of transport but leave this to be interpreted on a site by site basis; or
- Actively encourage sustainable modes of transport (e.g. extend bus priority measures, introduce pedestrian / cycling

Main Issues for Consultation

- How should a transport vision for Crawley be reflected in the Core Strategy Review?

- What major transport infrastructure improvements are required to support the development of Crawley up to 2026?

- What other topic areas require references to the transport policies?

- Should the Council be more actively encouraging sustainable modes of transport and how?

- Should the Council be actively discouraging less sustainable modes of transport?

- Does the Borough need a Park and Ride scheme or should it explore more sustainable options?

- What further background studies are required?

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priority measures in line with the Manual for Streets, develop successful public transport interchanges); or
- Actively dissuade unsustainable forms of transport (e.g. congestion charging, increased car parking charges, reducing parking standards). This would need to be carried out in partnership with West Sussex County Council (WSCC) and, depending upon the approach taken, the Highways Agency; or
- A mixture of the 'carrot' and 'stick' approaches.
- Consider how to deal with issues that are beyond planning policy.

Park and Ride
- Support the introduction of a Park and Ride scheme serving the Borough and consider appropriate locations; or
- Continue to explore the need for Park and Ride scheme with a commitment to make a decision before the Core Strategy Review is submitted; or
- Drop all references to Park and Ride and instead seek to implement more sustainable solutions.

Indication of the Potential Direction at this Stage

- The Core Strategy Review needs to have a clear transport vision for the Borough and how this relates to the document's overarching vision.

- The Core Strategy Review needs to identify major transport infrastructure improvements that are needed to achieve this vision (through the transport background document being prepared with WSCC) and support development in the Borough.

- Many of the saved transport policies do not need to be retained. Policies should concentrate on those issues which are specific to Crawley and within planning control.

- Policies should encourage sustainable modes of transport as well as dissuading unsustainable modes of transport.

- Policies will need to reflect the latest adopted policy approach to developer

contributions as the preparation of the Core Strategy Review progresses i.e. Planning Obligations and S106 Agreements or CIL.

- Work during preparation of the Core Strategy Review will need to conclude whether a park and ride is needed as part of the transport infrastructure for the town.

Current Context

Planning Policy Guidance 13: Transport
- PPG13 sets out the objectives to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight.

Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World
- This confirms the Government's commitment to a transport policy which delivers economic growth and lower carbon emissions.

Manual for Streets
- Manual for Streets provides guidance for practitioners involved in the planning, design, provision and approval of new residential streets, and modifications to existing ones. It aims to increase the quality of life through good design which creates more people-orientated streets.

Draft Guidance to Regions on Delivering a Sustainable Transport System (DaSTS)
- The Department for Transport's Draft DaSTS, starts to outline the context within which regional priorities for investment post 2014 should be developed.

South East Plan Proposed Modifications
- Chapter 8 of the South East Plan Proposed Modifications relates to transport and includes 14 separate policies. It replaces the previous Regional Transport Strategy. It identifies the key challenges faced by the region's transport system as being:
    - i) to provide consistently good access between the United Kingdom and the World through gateway ports and airports;
    - ii) to maintain high quality radial connectivity to London, and develop orbital routes around London
    - iii) to deliver transport measures which address severe deprivation
    - iv) to address unpredictable journeys in buoyant areas
    - v) to reduce the impact of the transport system on the environment.

- The need to rebalance the transport system in favour of sustainable modes is recognised throughout this Plan, whilst accepting that it is unrealistic to achieve an absolute reduction in traffic within the life of the Plan.

- The South East Plan Proposed Modifications also identifies Crawley / Gatwick as a transport hub / interchange / gateway.

Mapping the Region's Transport Challenges
- SEERA's Mapping the Region's Transport Challenges (2009) seeks to define the strategic challenges for the South East arising from the regional policy framework in the context of DaSTS.

West Sussex Transport Plan
- West Sussex Transport Plan (2006 – 2016) is the overarching transport plan for the County and has the key aims of delivering safer, less congested / polluted roads and improving accessibility.

Crawley Area Transport Plan
- The Crawley Area Transport Plan (2004) identifies five key issues for the town: road safety and speeding; public transport; cycle and pedestrian network; congestion and parking. A number of actions have been provided under each issue and the annual reviews have included an update on the progress of each action although a new version of the Area Transport Plan is urgently required.

Revised County Parking and Standards and Transport Contributions Methodology Supplementary Planning Guidance
- West Sussex County Council's transport contributions policy and methodology is contained within the Revised County Parking and Standards and Transport Contributions Methodology Supplementary Planning Guidance (SPG), which was adopted in November 2004.

Crawley Borough Core Strategy
- The adopted Core Strategy aims to achieve better and more sustainable integration between the local transport infrastructure and the developing needs of the growing town, its communities and its expanding economy. The Transport Chapter includes 4 policies:
    - T1 – New development and requirements for sustainable transport
    - T2 – Park and ride
    - T3 – Parking
    - T4 – Improving rail stations

Crawley Borough Local Plan
- Twenty two of the Transport Policies in the Crawley Borough Local Plan (2000) have been 'saved'. These include policies on Parking Standards, Park & Ride Schemes, Traffic Calming, Walking and Cycling.

Evidence Base

Draft Crawley Transport Strategy Baseline Information Report (2008)
- West Sussex County Council has prepared a Draft Crawley Transport Strategy Baseline Information Report in partnership with Crawley Borough Council, which seeks to establish the current situation with regards to the transport network in the Borough and identify what improvements will be required over the next 20 years.
- An initial report has identified all planned and proposed improvements to the Borough's transport network (a summary version is available as a background document).
- The document will be further refined – taking into account demographic data, consultation responses etc. – before the next stage in the preparation of the Core Strategy Review.