



Making the connection between land use and transport - promoting accessibility and managing demand

- 1.1 The council's aim is to improve travel to and within Brighton & Hove. It seeks to limit the growth of traffic to help it move more freely but also promote forms of transport that are less damaging to the environment with lower levels of air and noise pollution. The policies of this chapter are intended to reinforce and support the council's aims and complement the proposals in the Local Transport Plan. Extensive public consultation on the Sustainable Transport Strategy showed that there was widespread support for the Strategy by the people who live and work in Brighton & Hove.
- 1.2 The Sustainable Transport Strategy as set out in the Local Transport Plan aims to:
 - Increase awareness of the whole community of the impacts of traffic and travel decisions;
 - Reduce danger for all road users, particularly by reducing traffic speed;
 - Improve accessibility for environmentally friendly forms of transport;
 - Reduce road traffic, pollution and congestion within and around the city;
 - Promote and improve the economic, environmental and social viability of the city;
 - Encourage partnership and innovation in promoting and developing choice in the provision of sustainable transport; and
 - Seek compatibility between transport and planning policies and decisions.
- 1.3 Transport issues cannot be seen in isolation: they are related to land use, to economic prosperity and to the well being of citizens. In order to maximise the limited road space in the city for essential users like emergency vehicles, public transport vehicles, service vehicles and freight transport, the use of private cars for non essential journeys at peak times by those who could use alternative transport means, needs to be reduced.
- 1.4 This Plan introduces the key principle of planning for the demand for travel that any development generates. When considering planning applications, it will be important that the development site is considered in relation to neighbouring uses. For example, applicants and developers will need to consider how the development of their sites can contribute to the provision or improvement of sustainable transport links in Brighton & Hove.

- 1.5 The objectives of the Government's evolving transport strategy, set out in draft PPG 13, 'Transport' are to:
- promote more sustainable transport choices; and
 - reduce the need to travel, especially by car.
- 1.6 The car has given freedom of movement and opened up choices in employment and leisure activities. For some people unable to use or reach other means of travel, or for certain business journeys, the car is essential; but for many journeys, the car is merely a convenience to the user. However, non-essential use of the car at peak times, causes increasing pollution and congestion in busy central areas. It is likely to have an adverse effect on shoppers, on tourists whose presence supports the economy of a town and on essential freight movements.
- 1.7 The tourist industry and Brighton & Hove's role as a major shopping and leisure centre are all important to its economy and will be adversely affected if the city centre becomes congested. In recent years much has been done to reduce and calm traffic in the central streets and bus use and cycling have increased. It is important that in allocating land uses and promoting development, all contribute either to reducing traffic, or as a minimum, do not increase non-essential traffic.
- 1.8 This chapter sets out policies which actively seek to reduce dependency on the car and link transport and land uses. Government guidance in PPG 13 affirms the need to take into account the public transport accessibility of sites. Major traffic generators should be located in areas with high accessibility to public transport and all development should be designed to reduce the need to travel. All developers and applicants for planning permission will be expected to consider how and when their workforce, freight and customers will arrive at their sites and make provision for the most sustainable travel options, both within or off the site. They will be expected to set out their findings in a Transport Assessment and / or a green transport plan as part of their planning application.
- 1.9 Parking standards will be related to the travel accessibility of sites. Where sites lie close to routes served by regular public transport or lie close to transport interchanges, then they will be expected to reflect this in a reduction of the parking levels. The relevant parking guidelines are set out in Supplementary Planning Guidance 4, 'Parking Standards'.

TR1 Development and the demand for travel

Development proposals should provide for the demand for travel they create and maximise the use of public transport, walking and cycling.

A 'Transport Assessment' (TA) will be required where a development proposal is above government advisory thresholds.

Below the advisory thresholds, a Transport Assessment may be required where it is considered that there could be an adverse impact on transport.

Where the TA indicates that the development will have an unacceptable impact on transport, that is not addressed by remedial measures set out as part of the planning application, then planning permission will be refused.

- 1.10 It is essential that applicants manage the travel and transport demands of their developments so that new development does not encourage unnecessary car journeys that could be made by more sustainable alternatives such as public transport, walking or cycling. At the earliest stage, applicants need to consider how the occupiers of the site will travel to and from the site; how visitors will reach the premises; how freight to and from the site will be managed; and what the impact of these new activities will be on their neighbours.
- 1.11 All new development should be designed to promote the use of sustainable modes of transport on and off site, so that public transport, walking and cycling are as attractive as private car use. Alternative modes of transport must be as easy to access as possible. For example alternative ways of travel will be promoted by providing safe and comfortable bus shelters; by design that brings buses to front entrances; by providing dry and lockable areas for cycle storage close to main entrances and by making sure pedestrian routes are convenient and direct.
- 1.12 The latest government or regional guidance on the thresholds to be used, should be taken into account when preparing transport assessments. There will be circumstances where developments below the government's general thresholds are likely to have an adverse impact, for example in some of the conservation areas or the narrow Lanes. Under these circumstances, the planning authority may require a Transport Assessment for smaller developments. Where a development site is subdivided into several planning applications, the Transport Assessment should address the cumulative transport impact of development for the whole site.
- 1.13 Policy TR1 has strong links with the other policies of this chapter and should be read in conjunction with them and the council's approved parking standards together with the policies and proposals of the Plan concerned with housing development, industrial and commercial development, car free housing (Policy HO7), energy efficient development (Policy SU2) and pollution (Policy SU9). See Policy QD28 for details of planning obligations.
- 1.14 The council's Local Transport Plan sets out the framework and statistical background to justify the policy direction of the council as far as transport issues are concerned.

TR2 Public transport accessibility and parking

Planning permission will only be granted for development proposals that have been assessed to determine their level of accessibility to public transport. According to the accessibility rating of the site, applicants will provide the appropriate level of parking or contribute to the costs of improving accessibility by providing public transport improvements and improvements to pedestrian access.

Where parking levels below the standard¹ are agreed as part of the planning consent, measures will be specified for monitoring on street parking prior to the application being implemented and after the development is complete. The frequency of monitoring and the monitoring process will also form part of the conditions attached to the consent to ensure that car parking problems are not being caused elsewhere. If the development is causing parking problems elsewhere, then remedial measures will be sought.

Operational parking, parking for registered disabled car badge holders (blue badge holders), cyclists' parking and service access will still need to be met in full within development sites.

- 1.15 Developments that have the potential to generate a high number of commuter journeys should be sited on good public transport routes or near public transport inter-changes. Where a proposed development site is on a public transport route with a frequent public transport service and is adjacent to an existing or proposed cycle route, then developers can maximise built development at the expense of parking spaces and reduce commuter parking, by promoting alternative ways of travelling to the site. Government guidance set out in Planning Policy Guidance note 13, 'Transport', requires the submission of transport plans with planning applications to deliver sustainable transport objectives.
- 1.16 It will always be important to cater for those for whom public transport is not available or appropriate and this is why the policy requires that operational parking, parking for blue (previously orange) badge holders, cyclists and access for servicing will still need to be met within development sites.
- 1.17 Different parts of Brighton & Hove are more accessible by public transport than other parts. It is important to determine the level of accessibility. Details of the accessibility rating of different parts of Brighton & Hove and will be set out in a supplementary planning document.
- 1.18 Providing parking levels below the parking guidance level and merely anticipating that commuters will relocate onto improved public transport, pedestrian links or cycle paths, could result in local on-street parking problems. Therefore developments need careful monitoring by the applicant, who will need to demonstrate that the measures are working and that car parking problems are not being caused elsewhere. If the measures are not working, then remedial measures will be sought. For example, excessive on street parking by employees may result in the need for a residents' parking scheme to be prepared and funded by the developer in conjunction with the council as local highway authority and the body responsible for parking enforcement, in line with conditions set out in a legal agreement.

¹For the parking standards currently applicable see policy TR19 and SPG4.

TR3 Development in areas of low public transport accessibility

Planning permission will be granted for development proposals in areas of low public transport accessibility, where applicants enter into a legal agreement to eliminate or reduce their car parking requirement by preparing, implementing and monitoring a 'travel plan' and where the development incorporates substantial public transport and / or sustainable travel improvements that improve the accessibility rating of the site.

Planning permission will not be granted for development proposals that would generate an inappropriate level of car parking in locations that fall within areas of low public transport accessibility.

- 1.19 Government guidance, set out in PPG 13 'Transport,' is that the preferred locations for travel generating development will be close to major transport interchanges. Some areas of the conurbation, for example the suburban fringe areas, are unlikely to have good public transport accessibility ratings. This is because of the low density of development, the physical difficulties of the landscape for route planning or where, for example, the proposed development would operate at hours when there is no public transport or only a very limited service. In such circumstances it would be inappropriate to locate developments that rely on car access because of the problems they would create on the road network in terms of increased activity for the area, noise, safety or parking congestion. In exceptional cases and only where applicants are willing to enter into a legal agreement to provide and monitor a 'travel plan' that sets out remedial measures, will a development be acceptable. For example, by making a commitment to support public transport. Any 'travel plan' will need to be the subject of a legal agreement, to ensure that it meets the targets set and continues to deliver a sustainable transport pattern for the duration of the development.

TR4 Travel Plans

Travel plans will be required for developments that are likely to have significant transport implications. These include:

- **major developments for employment, shopping, leisure and recreation, new or expanded education proposals;**
- **smaller developments, below the advisory thresholds where a travel plan would alleviate local traffic or air quality problems, associated with traffic generated by the proposed development.**

- 1.20 'Travel plans' seek to reduce traffic generation by encouraging the use of walking, cycling, public transport and journey sharing through the provision of specific facilities, opportunities and incentives to employees, which might include reduced cost rail or bus passes and cycle allowances. Government guidance, set out in Planning Policy Guidance Note 13, 'Transport', recommends thresholds for developments that require 'travel plans', formerly known as 'green transport plans'. Current government thresholds for 'travel plans' are set out in Annex D of PPG13 and incorporated into Supplementary Planning Guidance, 'Transport'.

TR5 Sustainable transport corridors and bus priority routes

Planning permission will be granted for developments along sustainable transport corridors which create transport demands, provided that they are designed to:

- accommodate bus priority measures;
- facilitate access to bus services and / or enhance their effectiveness.

Bus priority measures will be introduced where feasible along the following routes which are defined as 'Sustainable Transport Corridors':

- A23 from the A27 bypass to Preston Circus;
- A259 from Saltdean to Shoreham Harbour;
- A270 (Lewes Road)
- Church Road / Western Road; and
- Eastern Road / Edward Street.

- 1.21 Sustainable transport corridors are main routes into Brighton & Hove where measures will be taken to improve access by public transport, for cyclists and for pedestrians. Bus priority measures facilitate the movement of buses along the selected routes, especially during peak traffic hours. They can include dedicated road space, junction alterations, priority signalling at traffic lights and other measures. This will allow bus operators to maintain reliable timetables throughout the day and thereby encourage car drivers to transfer to public transport. Any additional routes identified during the Plan period will be set out in the Local Transport Plan.
- 1.22 New developments along these routes that benefit from their proximity and attract reduced parking standards as a result, will be expected to contribute to their implementation and improvement. For example, applicants may be expected to provide raised kerbs and shelters at bus stops to serve new developments.



TR6 Park and ride

In accordance with other Local Plan policies, any proposal for park and ride should demonstrate that it contributes to the economic, environmental and social wellbeing of the city by widening the choice of means of travel for access to the city centre.

In accordance with the Local Transport Plan, any proposal for a park and ride scheme should form an integral part of a wider package of measures to control and manage parking in the city centre and improve public transport. Planning permission for a park and ride scheme which fulfils this role will be granted where it can be demonstrated that the proposal would:

- a. improve the economic vitality and support the environment of the city centre by improving accessibility and offering a genuine choice over the modes of transport available;
- b. support the existing public transport network and contribute to an increasing proportion of people arriving in the city centre by public transport and a reduction of traffic growth in the wider urban area;
- c. provide a frequent, high quality public transport service to the town centre, together with a range of complementary facilities and information services for users which will add to the quality of the overall scheme. No ancillary development will be permitted on any site in the countryside, other than that which is strictly necessary for the operation and supervision of the park and ride site;
- d. have no significant adverse effect on residential amenity or the local environment of the area in which parking occurs;
- e. be carefully designed and sensitively landscaped to minimise its visual impact and to provide a safe and secure environment for users and their vehicles; and
- f. not be sited north of the A27.

For any proposal which lies beyond the limit of the built up area, the applicant will need to demonstrate why an alternative location or locations meeting the criteria set out above could not be found within the built-up area.

Any successful application for a park and ride site should be accompanied by a legal agreement to ensure that should it no longer be required, the site reverts to a use which is consistent with Local Plan policies for the area.

- 1.23 The council is committed to expanding the economy of Brighton & Hove by supporting a dynamic and positive business culture which would offer employment opportunities to all its citizens. The council aims to secure new international, national and local business investment and help existing local businesses to grow and expand. The continuing success of Brighton & Hove as a business and conference venue, a shopping centre and tourist destination that draws visitors from across the region - including the many parts of rural Sussex which comprise Brighton & Hove's immediate hinterland, - will depend upon the ease of movement and the pleasant environment within the city.
- 1.24 To retain the benefits of traffic calming and public transport improvements, the council needs to offer a choice of transport options to incoming traffic and encourage a move to other forms of transport for commuter traffic and for those visitors for whom access to the town centre by car is not essential. An attractive park and ride system which picks up incoming traffic and offers a high quality ride to the town centre will help to limit the growth of traffic in the city to the benefit of the whole economy. The Local Transport Plan indicates that the introduction of park and ride as part of an overall strategy, can be an effective means of increasing transport choice and as a result, can lead to reduced traffic and emission levels in the town centre.
- 1.25 Based upon the success of the existing Withdean Stadium scheme, the Brighton & Hove Transport Strategy looks towards improving the operation of the park and ride network. To meet the Strategy's objective, the council places a particular emphasis on ensuring that a frequent, high quality bus service is provided as part of any park and ride scheme, see criterion c) in policy TR6.
- 1.26 For park and ride to make a 'real difference', the council believes that the emphasis on quality should extend to cover all aspects of any scheme, including the provision of safe and secure waiting areas and travel information for users. To secure the viability of such a service, it is likely that any new proposal would, ultimately be significantly larger in area than the current Withdean scheme which is now too small to meet existing and projected demand. A phased scheme may be an appropriate option to allow for a planned expansion in the service.
- 1.27 The government advice on park and ride schemes is set out in Planning Policy Guidance Note 13, paragraphs 59-63. Schemes for park and ride need to be subject to robust assessment, including the consideration of alternative sites, their impact on local amenity and travel impacts, including traffic reduction or traffic generation. To meet the provisions of this policy and government advice, the benefits of a proposed park and ride scheme must be both identifiable and measurable and any adverse impact must be minimised. Particular care should be taken to ensure that a park and ride scheme contributes towards an increase in the proportion of people arriving in the town centre by public transport.

TR7 Safe Development

Planning permission will be granted for developments that do not increase the danger to users of adjacent pavements, cycle routes and roads. Where there are no acceptable solutions to problems that arise from development proposals, planning permission will be refused.

- 1.28 Most development sites can be designed to provide safe access for all highway users but occasionally the location of a use may cause serious safety problems for pedestrians, cyclists and other road users. In such cases planning permission may be refused unless a satisfactory design solution can be found.

TR8 Pedestrian routes

Planning permission will be granted for development proposals that provide for the needs of pedestrians by creating short, safe, attractive and direct routes for walking.

All new development must take account of pedestrian links within and outside site boundaries and improve links to and between pedestrian routes and public transport facilities, where reasonably related to the development.

- 1.29 In order to reduce road traffic pollution and congestion in and around the city, it is essential to achieve a movement from car use to more sustainable forms of transport. This can be assisted by making walking a pleasurable and safer everyday activity and giving precedence to pedestrians in the design of development proposals. Furthermore, there are many citizens and visitors who do not have access to a car, including older people, people on low incomes and students.
- 1.30 Traffic levels during the 'rush hours' could be reduced if drivers could be encouraged to leave their cars and use attractive pedestrian facilities, especially for short journeys. Proposals where the convenience of the car user predominates in the design of the development, for example putting pedestrian access routes through car parks, encourages people to drive rather than walk. In contrast, siting new commercial buildings at the front of plots encourages people to walk. The redevelopment of a site may offer opportunities for creating new links and more direct or attractive routes to public transport facilities - bus stops, rail links or taxi ranks as well as leisure routes.
- 1.31 The policies on 'Greenways', 'Safe routes to school' and 'Helping the independent movement of children' pick up particular aspects of good practice for new developments and pedestrian links.

TR9 Pedestrian priority areas

Planning permission will be granted for developments that are designed to take into account the need to introduce pedestrian priority measures into the areas listed below, together with any additional areas that may be identified during the plan period.

The following areas have been identified as pedestrian priority areas :

- a. Ship Street/Old Town Area; (pedestrianisation and pedestrian priority measures) and**
- b. Boundary Road/Station Road (pedestrian priority measures)**

Additional areas will be identified via the Local Transport Plan

- 1.32 The economic well-being of Brighton & Hove relies on people being able to move safely around the centre and the district shopping centres. Measures implemented in recent years have aimed to reduce the dominance of the car and enhance the shopping environment for pedestrians. In order to protect lives and improve the quality of life for residents, it is necessary to restore priority to pedestrians. Pedestrian priority means creating areas that make it easier for pedestrians to move around and can include better crossing points, pavement widening and traffic calming. 'Pedestrianisation' involves excluding motor vehicles from areas for all or part of the time. Full details of any scheme would be the subject of public consultation prior to implementation. It remains important however, that freight deliveries can be made efficiently and that bus services can deliver customers to the area. Pedestrian priority areas must also reflect the needs of people with disabilities who may rely on the use of a car.

TR10 Traffic calming

Planning permission will be granted for developments that are designed to support traffic calming measures that may be identified during the plan period.

As part of the traffic calming process Home Zones may be identified during the plan period in residential areas where there is an open space deficit and no opportunities for children's play without crossing busy main roads.

- 1.33 The Local Transport Plan identifies residential areas as having a requirement for traffic calming when:
- traffic from other areas takes short cuts through particular streets;
 - the area has a high accident record;
 - the area is close to schools, retirement homes and hospitals; and
 - pedestrian movement requires a higher priority in the area.
- 1.34 In areas where there is a shortage of open space and children have to cross busy roads to reach their nearest play area, 'Home Zones' may be identified during the plan period. In such zones, traffic speeds could be reduced to 10 mph or less. In traffic calmed areas or Home Zones, through traffic will be discouraged and areas may be set aside for seating, meeting and opportunities for informal play for young children.

TR11 Safe routes to school and school safety zones

Development proposals that affect proposed or existing 'Safe Routes to Schools' or 'School Safety Zones' should contribute towards the implementation, improvement and maintenance of routes to school or to the safety of movement within the 'School Safety Zones'.

Planning permission will not be granted for development proposals that would have an adverse impact on a 'Safe Routes to School' or 'School Safety Zones' schemes unless remedial measures, where reasonably related to the development, are undertaken to ameliorate any harm.

- 1.35 The perception that the roads are dangerous for child pedestrians and cyclists has led to increasing numbers of parents driving their children to school and college.
- 1.36 'Safe Routes to Schools' is a concept developed by the sustainable transport charity 'Sustrans.' It involves a partnership between schools, pupils and the local authority whereby children are encouraged to walk or cycle to school as a result of the local authority making improvements to road and pavement design near schools to improve safety.
- 1.37 'School Safety Zones' are areas where specific engineering measures will be taken to improve safety around schools where there have been traffic accidents.
- 1.38 Where possible, the opportunity will be taken to link routes to 'greenways', traffic-free cycle routes, other cycle routes and pedestrian routes. 'Safe routes to school' and school safety zones will be developed and implemented during the plan period. Supplementary Planning Guidance will be issued to identify the school safety zones as they are developed.



TR12 Helping the independent movement of children

New developments should provide walking and cycling routes that are separated from vehicular traffic as far as possible and suitable for the independent movement of children within the development site and into adjoining areas.

The pathways/cycle routes should be designed with sight lines that take into account the smaller stature of children. Where the pathways / cycle routes cross vehicle routes within the site or cross external roads, they should be designed to take into account the limited ability of children to judge the speed of approaching vehicles and choose safe points for crossing roads.

- 1.39 Children's access needs are different from the needs of adults because of their inability to assess traffic speed, their lesser physical strength and control when cycling; their inability to choose safe places to cross roads and their restricted sight lines because of their lack of height. In order to reduce accidents, it is necessary to facilitate safe, ideally traffic free, routes for the day to day activities of children in the community, i.e. when visiting friends, play areas, parks, local shops, swimming pools and libraries. Most daily journeys will include the journey to school but car free access to leisure time activities will encourage attitudes that are not car dependent.
- 1.40 Policy TR12 concentrates on children because car free habits, once established, are likely to endure. Routes designed to be safe for the most vulnerable, will be of benefit to all pedestrians, including wheelchair users and those with sensory impairment.
- 1.41 Many existing cycle routes, whilst providing a route for competent adult cyclists, are unsuitable for the independent use by children but have sections through open spaces or parks which are safe for young children and family groups. It is the intention of the council to identify and where possible link, these safe routes whenever the opportunity allows, to create a network of traffic free routes for children's independent movement or for family recreational use, throughout the town.
- 1.42 By providing such routes, it is hoped that families will be encouraged to return to bicycles when they have not cycled for years because of fear of the potential for conflict with fast moving traffic.

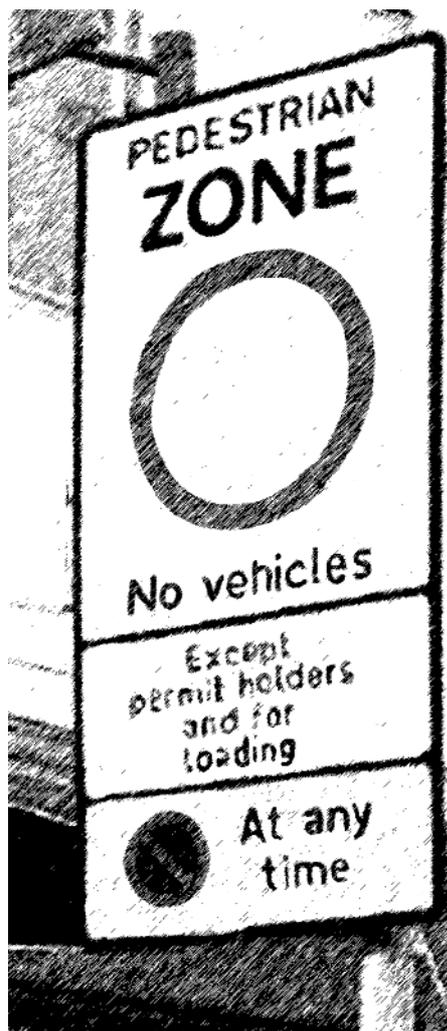
TR13 Pedestrian network

Development proposals that affect existing pedestrian routes should protect and enhance them. They should protect the alignments of proposed pedestrian routes. Where reasonably related to the development, developers should contribute towards the implementation, improvement and maintenance of the pedestrian network and/or additions to the network.

The network includes:

- Seafront Walkway
- Links to the South Downs Way
- Patcham / London Road.

- 1.43 To encourage walking as an alternative to the car, routes need to be safe, convenient and attractive. Routes used at night must be well lit and direct and may be different from daytime routes. Opportunities will be sought throughout the Plan period to incorporate additional routes and links, or to landscape, surface and light where appropriate and otherwise improve existing footpaths. (See also Policy QD19 Greenways)



TR14 Cycle access and parking

In all proposals for new development and changes of use, applicants should provide facilities for cyclists in accordance with the parking guidance.

These include:

- **Safe, clearly defined and well lit access and approaches to, and circulation within, the development site; and**
- **secure, convenient, well lit, well signed and wherever practical, sheltered cycle parking, close to the main entrance of premises, in accordance with the council's approved parking standards.**

Cycle parking for the occupants of new dwellings must be under cover, secure and readily accessible at street level. Cycle parking to cater for longer stay evening use must be secure, supervised and the parking area and approaches well lit.

Where the need generated by the development cannot be met on site, the planning authority will negotiate with the applicant for the provision of cycle parking facilities nearby on the public highway or for a contribution to improvements to the cycling infrastructure: - in either case to be reasonably related to the demand generated by the development.

- 1.44 To encourage alternative means of travel which have a less harmful environmental impact than the car, facilities for cyclists must be significantly improved and additional facilities provided to attract those who do not currently cycle. To further encourage employees or students to cycle, adequate shower and changing facilities should be provided in new developments.
- 1.45 Cycle routes are unlikely to be used unless cycles can be left safely and securely at either end of a journey. Where secure communal cycle parking storage areas are to be provided, they must also include a sufficient number of fixings to support and secure all the individual cycles to be accommodated.
- 1.46 Secure, clearly marked and wherever possible, undercover cycle parking, should be provided as an integral part of all new development. When providing cycle parking for facilities that are open after dark, like restaurants, cinemas and theatres, it is essential that spaces and approaches to them, can be supervised and are well lit for the safety of the cyclists, as well as the cycles.
- 1.47 Where possible the opportunity should be taken to provide cycle parking for leisure facilities, including recreation areas, children's play areas, sports pitches and public open spaces where there is little or no provision at present. The opportunity should also be taken wherever possible to improve the access to railway stations and provide secure parking at stations to encourage cycle / train travel for both commuting and leisure purposes.

TR15 Cycle network

Development proposals that affect proposed or existing cycle routes should protect the alignments of proposed cycle routes and enhance them. Developments should contribute to the implementation, sign posting, improvement and maintenance of the cycle network and / or additions to the network in a manner reasonably related to any impact made, or demand generated by the development.

The network will include the following key routes:

- **South Coast Cycle Route (A259) - National Cycle Network Route 2;**
- **A23 London Road Corridor to Brighton Central Area - National Cycle Network Route 20;**
- **Hangleton to Hove Central Area - Regional Cycle Network Route 82;**
- **Lewes Road Corridor to Brighton Central Area - Regional Cycle Route 90;**

- 1.48 The National Cycle Strategy, aims to treble cycle use by 2010, based on the level of cycling in 2000 and quadruple cycle use by 2012. The strategy states that there should be a hierarchy of cycle routes for different types of journeys. The National Cycle Network should reach from town centre to town centre wherever possible. It should link to radial routes through the town for everyday journeys and provide links to the countryside and open spaces, the seafront cycle route and long distance routes. Regional and local cycle route networks will serve more local needs for commuting and utility trips, including cycling to schools, colleges, universities and railway stations, as well as providing for short leisure journeys. The best and safest routes will be traffic free. However, until this can be achieved there will also be a need to cater for more experienced cyclists by the provision of facilities on the roads.

TR16 Potential rail freight depot

Planning permission will only be granted for developments that will not affect the use of the railway sidings and coal depot adjacent to Hove Station, together with the road and rail access to them, because they have been identified as a potential site for the transfer of waste onto the rail system.

The site will be protected from built development until it has been appraised, during the plan period, to determine whether it could form a site for rail-freight or rail to road transfer.

Any development of the site for this purpose would be subject to meeting the locational needs of the existing coal depot.

- 1.49 Government Planning Policy Guidance note 13, 'Transport', states that, 'Local authorities should encourage the carriage of freight by rail or water rather than by road' and seeks to reduce road traffic in general. In order to support the transfer of freight from the road network to the railway system, built development must not preclude the possible use of suitable sites for freight storage nor access to this land and access to the rail network. The site is identified in the Waste Local Plan as a site for the transfer of waste from road to rail. Any appraisal of the use of the site for road to rail transfer should include an assessment of the effect of traffic on the surrounding area.

TR17 Shopmobility

Planning permission will be granted for shopmobility schemes to serve the following centres:

- **Regional Centre (including Churchill Square, North Laine, The Lanes and neighbouring streets);**
- **Town Centres: London Road and Hove;**
- **District Centres: St. James's Street, Lewes Road, Brighton Marina and Boundary Road/Station Road.**

When considering proposals in these areas for developments estimated to attract 10 or more blue badge parking spaces for people with a mobility related disability, the planning authority will negotiate for provision of shopmobility vehicle parking areas that are accessible from public transport service buses, community transport buses, taxis and cars.

Where parking for people with mobility problems cannot be provided to the full standard, the planning authority will seek a contribution to a shopmobility scheme.

The contribution will be calculated on the same basis as providing parking spaces for people with mobility impairment (blue car badge scheme).

- 1.50 Expanding traffic calming areas and the pedestrianisation of key shopping and tourist streets should not disadvantage those with limited mobility. Electric buggies would give better access to the narrow Lanes and the pedestrianised streets. Where the opportunity exists to create a 'shopmobility' scheme, applicants will be expected to contribute to improving disabled access to their facilities and or contribute to the cost of providing 'shopmobility' buggies.

TR18 Parking for people with a mobility related disability

Parking spaces for people with a mobility related disability (blue car badge scheme holders) should be sited closest to the main or most suitable access, to the development.

Where these spaces cannot be laid out within the development site, developers will be required to provide dedicated spaces in public car parks or to support the relevant 'shopmobility' scheme; or to support especially adapted public transport infrastructure.

The number of parking spaces is to be calculated in accordance with the parking standards set out in Supplementary Planning Guidance, 'Parking Standards'.

- 1.51 People with a mobility related disability, who require the essential use of a vehicle, should not be put at a disadvantage by policies which seek to reduce private commuter car journeys for which other transport modes are available. Part M of the Building Regulations and the Disability Discrimination Act requires provision for disabled access to be made on site and to and within premises. Traffic Advisory Leaflet 5/95 provides advice on 'Policy for Disabled People'. The policy further supports these provisions by ensuring that there will be adequate and suitable parking provided at the most convenient point of access.

TR19 Parking standards

Planning permission will be granted for new developments and changes of use, where parking levels meet the parking standards set out in the Supplementary Planning Guidance, 4 'Parking Standards'.

TR20 Coach parking

Planning permission will be granted for short stay coach parking with ancillary cleaning and drivers' rest facilities in Madeira Drive.

TR21 Long term coach and overnight lorry park

Planning permission will be granted for a long term coach and overnight lorry park which

- a. serves a local need and supports the local economy;
- b. minimises travel through residential areas, the central area and Conservation Areas;
- c. is close to journey destinations;
- d. is a brownfield site;
- e. will have no significant adverse effect on residential amenity or the local environment;
- f. will be carefully designed and landscaped to minimise its visual impact; and
- g. will provide a safe and secure environment for its users

- 1.52 Brighton & Hove is an attractive tourist resort which is a popular destination for excursion and tour buses. At present tour buses park along the seafront but there are no facilities for drivers or for cleaning between trips or for sewage discharge. Proper layover facilities, including driver rest rooms are urgently needed including shared sites for the summer peak. These could be on brownfield sites or share sites used for parking at other times of the year. Shared parking sites that could be available to meet the summer peak could include university/college campus parking or the racecourse. In the meantime, Madeira Drive and will continue to provide short stay parking facilities.

