

Transport & Movement: Residents Views

- Rights of Way: plan should aim to protect public rights of way
- Pollution: serious concerns about noise and motor traffic related air pollution
- Transport Modes: the motor car is clearly the primary mode
- Parking:
 - insufficient off-street provision, no additional on-street parking should be created
 - any new housing should having adequate provision
- Safety concerns: narrow footways on narrow roads carrying increasing volumes of traffic, some speeding
- Buses: need better bus links to Worthing and a more direct route to Brighton
- Cycling, Walking, Horse Riding and Disabled Accessible Routes:
 - the majority of respondents were satisfied with public rights of way
 - cycle routes: although the majority were satisfied, this question attracted the highest dissatisfied percentage
 - narrow / disjointed footways present challenges for disabled users

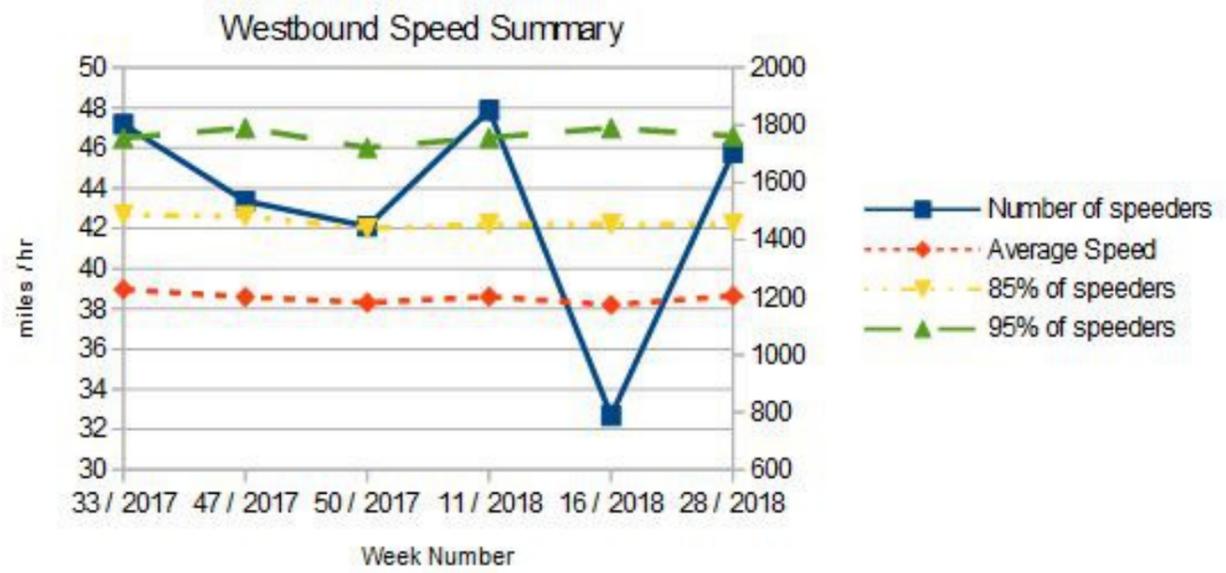
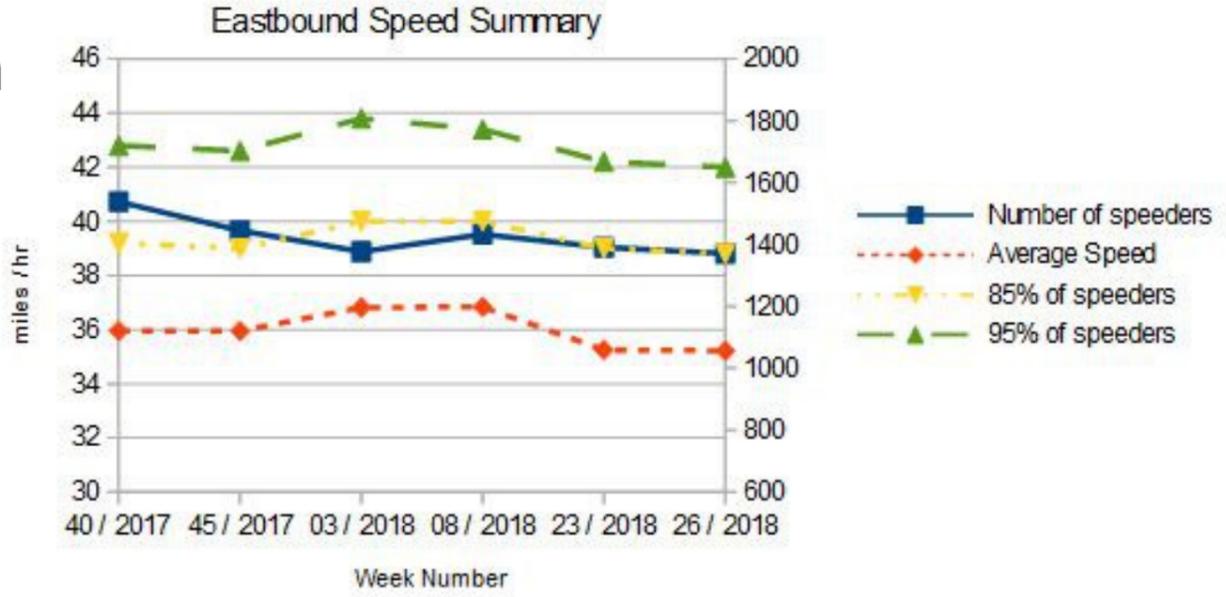


Source: SWAB residents' survey 2015

Speeding

(data from Vehicle Activated Signs)

Speeders > 33mph
on Clays Hill



Vision

The rural history of the parish has left a legacy of footpaths and bridleways throughout. Accessibility to and connectivity between facilities, amenities, green space and recreational areas, both within Bramber and with neighbouring settlements, will have been improved and protected. This will include maintaining and expanding, where necessary, the existing network of footpaths, bridleways, and cycle routes, thus encouraging more people to find more sustainable ways to access local facilities rather than using their cars, helping to cut down on congestion and pollution.

Routes should have the following attributes:

- facilitate safer travel for vulnerable road users
- provide a network of main routes suitable for all non-motorised traffic that link villages in adjacent parishes
- provide routes to areas of recreation within and without the parish boundary
- have a surface suitable for all forms of non-motorised transport in all weathers
- have proper segregation where shared with motor traffic, or the road to be designated a 'Quiet Lane'
- gates and permeable barriers are easy to use for all

There will be increased off-road parking for both new housing and visitors.

Highways - Draft Policies

Encouraging sustainable movement

- A To connect with the social, community and retail facilities of the neighbouring villages, new developments should integrate with the current green infrastructure network and provide access to public and community transport.
- B Support will be given to proposals that minimise car usage by improving and extending the existing network for NMUs and impaired mobility users, enabling connections between new housing and key services and facilities (including the village centre, schools, health facilities, green spaces and the open countryside). A protected crossing of the A283 between Bramber and Steyning is required due to the increasing speed and volume of motor traffic. Additionally, the safety of NMU's using Beeding Bridge (a well used rat-run) connecting Bramber to Upper Beeding should be improved, which would also encourage NMU use.
- c The loss of existing footpaths and bridleways will be strongly resisted.

Rat Runs

Development proposals which include highway solutions that mitigate the impact of through traffic on The Street and rural lanes are strongly encouraged.

Residential Parking - Draft Policies

Development proposals must provide an adequate amount of off-street parking which complies with West Sussex County Council's Parking Guidelines, is well integrated into the development and does not dominate the street scene. In designing off-street parking, developers are encouraged to:

- Maximise the number of parking spaces close to and in sight of the dwellings they serve.
- Avoid provision of parking courts - if necessary they should be small in overall size (generally no more than five properties should use a single parking courtyard) and they should be well overlooked by neighbouring properties.
- Provide appropriate levels of parking for visitors and service vehicles.
- Contribute towards the provision of dedicated cycle parking at public leisure facilities that would serve the development.

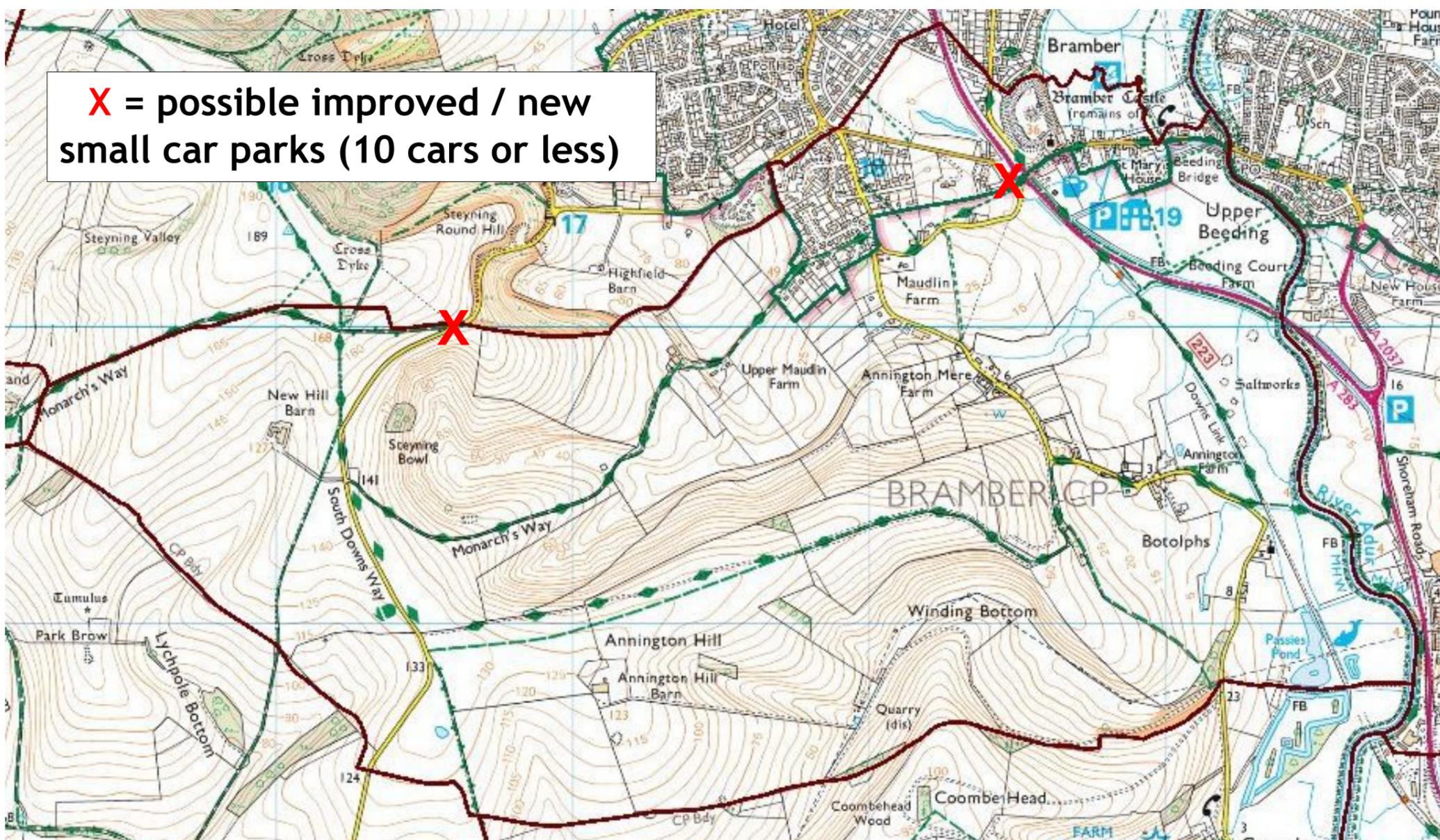
Public Parking - Draft Policies

There will be a presumption against the loss of publicly accessible [off-street] car parking in Bramber. Any proposals that would result in the loss of existing publicly available [off-street] car parking spaces must provide at least an equivalent number of spaces in an equally accessible location.

Proposals for new development that provide additional off-road car parking spaces, to alleviate parking congestion along The Street, Castle Lane and Maudlin Lane, will be supported.

Proposals to provide or improve car parking to serve users accessing the National Trails and South Downs National Park will also be supported.

X = possible improved / new small car parks (10 cars or less)



Infrastructure Improvements and Public Transport Provision

Implementation of development through the Bramber Local Plan will attract Community Infrastructure Levy (CIL) funding, provided through developer contributions. In the context of increasing motor vehicle traffic and the constant threat to rural bus services, the parish council envisage a range of infrastructure and transport projects to which the funding could be applied:

- additional community bus services or, where appropriate, improvements to the public bus service by way of increased services
- sheltered bus stops with reliable, up to date and accessible timetable information

In addition, a more direct, safe NMU route connecting Steyning and Upper Beeding is sought. (Routes are effectively constrained by the existing Adur river bridges.)



the school walk at
Bramber roundabout

- safe crossing point of the A283 for all non-motorised users and those with a disability (inc. mobility scooters, push chairs, etc.)
 - re-connect Castle Lane?



all users need
to feel safe

Infrastructure Actions

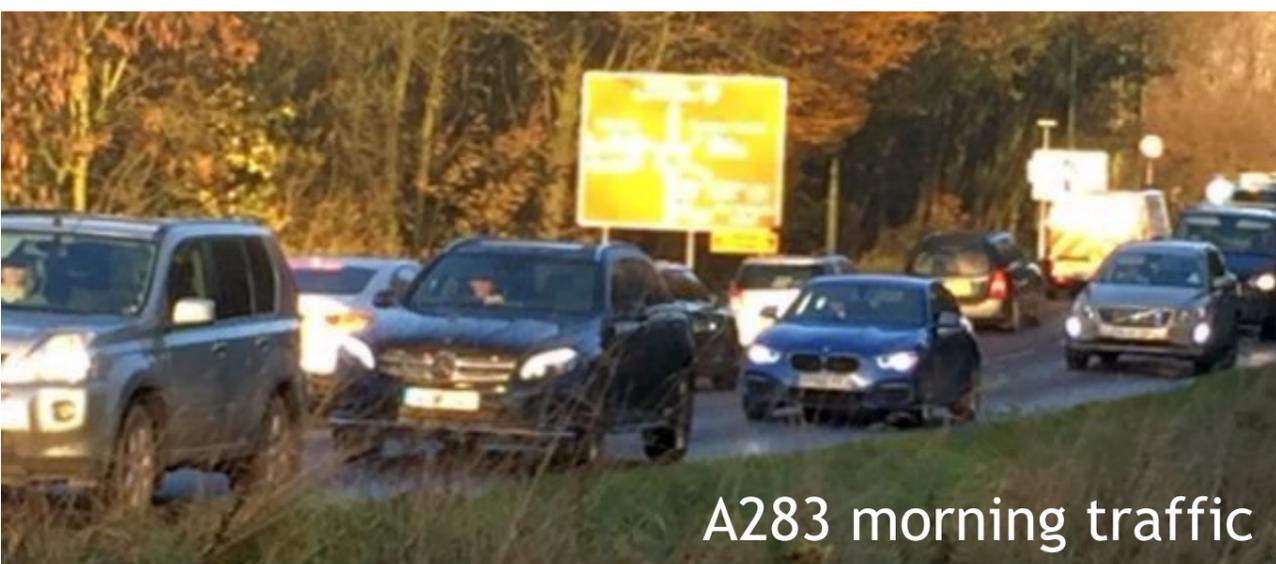
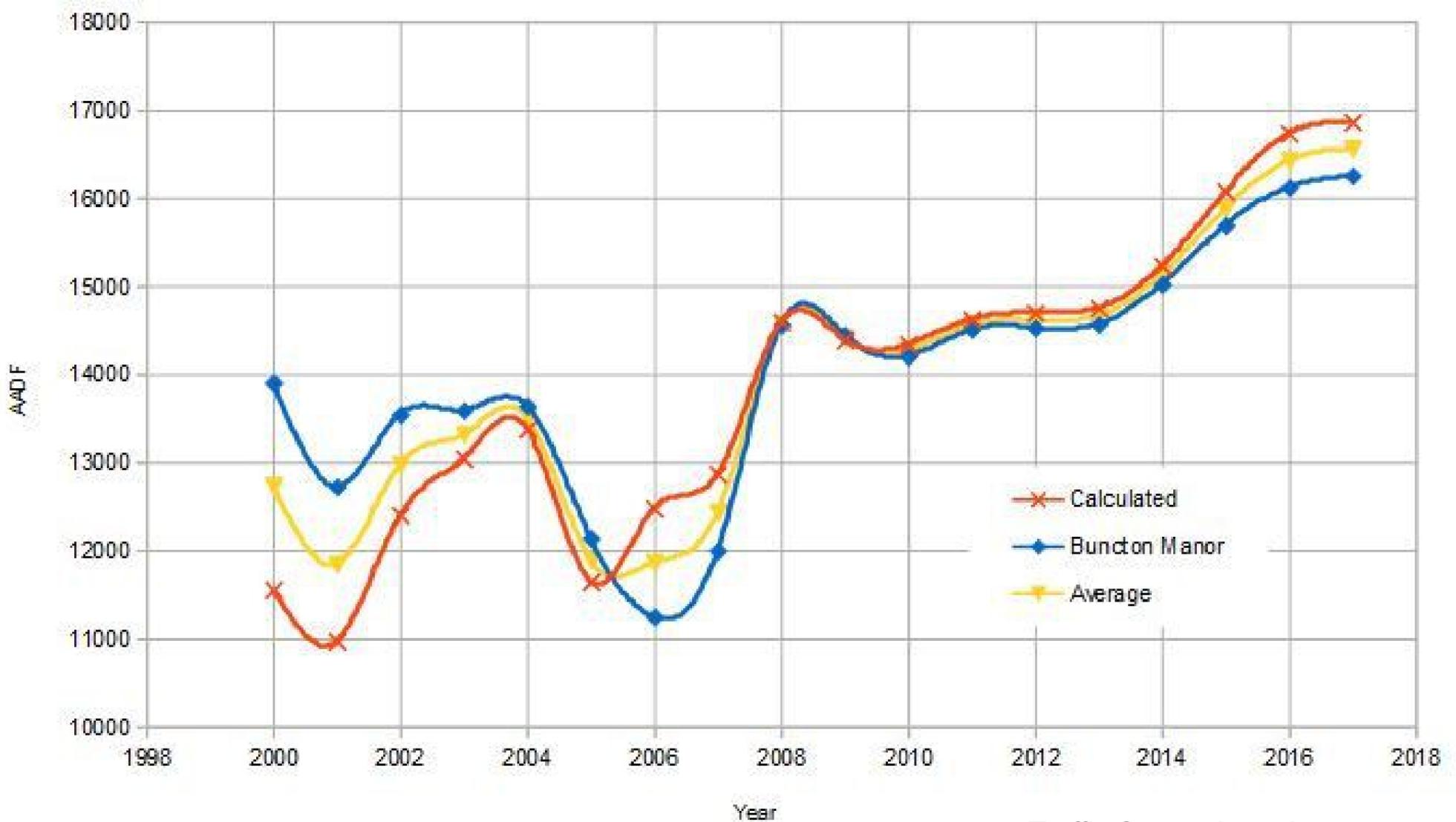
The following improvements to transport infrastructure will be supported:

- sheltered bus stops with reliable and accessible information
- safe crossing points for non-motorised users along the A283 to overcome the increasing traffic (especially at peak times)

NB: 38% increase in A283 traffic over the last 18 years, with a predicted further 15% by 2027 from New Monks Farm in Shoreham.

Estimated AADF of Motor Vehicles on A283 Bramber By-Pass

where AADF = Annual Average Daily Flow (total of both directions)
 derived from DfT data at <http://www.dft.gov.uk/traffic-counts/cp.php?la=West+Sussex>



A283 morning traffic



Infrastructure Actions

A283 crossing reconnecting Castle Lane for Non-Motorised Users

- Traffic light controlled (Pegasus) crossing at existing Castle Lane crossing point suitable for all NMU's including equestrians and mobility scooters
 - *requires 50mph restriction on A283*
 - *needed for safety / traffic volumes anyway*

Reasoning: NMU's would be directed away from Clay's Hill where the narrow road makes it a safety risk for cyclists & difficult for cars to pass bikes, increasing motorist/cyclist conflict. In addition, the narrow footway is not safe for push-chairs, children walking in groups, walking with dogs or mobility scooters.

MAGiC

Bramber Residential

