

Title: B&E NP Transport section very 1st draft  
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## **Major transport infrastructure**

### Background

**The two most significant transport features of the Barnham & Eastergate parishes are the B2233 and the Network Rail mainline station. As well as connecting the five (or six) villages along its length, the B2233 provides a direct link from the A259 (Littlehampton) to the A27 (Chichester) and is used by traffic wishing to avoid the longer circuitous routes via Arundel or Bognor Regis.**

**The current levels of traffic are significant, (some 7000+ vehicles per day). The road through the centre of the villages has some severe pinch points and nose to tail traffic is often evident during both the morning and evening ‘rush hours’. However, at other times, excessive traffic speed through the villages and the close proximity of pedestrians to motor vehicles, have both been identified as a problem by local residents, particularly near the schools, the shopping area and the stretch south of the railway bridge. There have been several accidents and there is anecdotal evidence of frequent “near misses”.**

**The ‘S’ bend under the railway bridge, the traffic light controlled pedestrian crossing outside the station and the natural narrowing of the Yapton Road as it becomes Barnham Road, all contribute to helping to calm the traffic and mitigate these problems in the commercial centre of the village.**

Policy – In order to preserve the character of the village, these natural restrictions should be retained and extended. Any attempts to ‘smooth’ traffic flow will need to be carefully scrutinised. Further traffic calming measures should be also be explored.

Barnham station is a significant hub for Network Rail. It provides good commuter links to London, Brighton and Southampton and has it’s own car park. Not only does it serve Barnham and Eastergate but also all the other villages in the area (from Climping through to Aldingbourn) some 25,000+ residents.

It could be said that the hub of the villages is built around the short length of the B2233 in close proximity to the station. The majority of the retail outlets cluster along this stretch of road. This main shopping street provides a range of local shops including a post office and a small Co-Op.

A significant part of the character of any village is derived from the usage of the shared facilities that form the heart of the village. Barnham and

Eastergate are no exception. The villages are very walkable areas as they are relatively compact. However, much of Barnham and Eastergate lies outside of the main village centre and has poor links except by car.

Local residents like being able to 'pop' into the centre to use the services and do their day to day shopping and to pick up newspapers, bread and other necessary items.

In addition, there is a thriving take-away food sector and twice a day there is a surge of young people making their way along the main road through the village to and from the station and school.

Although the centre of the village is architecturally unprepossessing, it is still relatively unspoilt and has a light and airy feel. Residents and visitors enjoy the relatively uncluttered centre, the limited traffic flow and the easy access to convenient short stay parking.

Policy – To maintain the character of the villages, it will be essential to preserve these facets of village life including the open panorama to the south over the Railway Station.

[The following section regarding the station car park is not strictly a transport issue but I wasn't sure that it would get coverage elsewhere so I have included it here.]

At present, the Barnham Station car park dominates and degrades the centre of Barnham and imposes a feel of an industrial zone to the area. This is magnified by the elevated nature of the car park over the high street and the fact that it is therefore in all sight lines. The stark nature of the sidings and station platforms, behind the car park, only serve to emphasis this raw industrial ambience.

Network Rail / Southern Rail's efforts at remedial architectural landscaping have had limited impact on improvement. This is, no doubt, due to the twin constraints of money and passenger safety. However, it will also encompass their desire to ensure that the car park is not screened from view. In effect they are using the people using the high street to 'police' the car park, to deter petty theft and criminal damage. A commendable goal but it should not be at the expense of making Barnham a more pleasant place to inhabit.

The one positive feature of the car park is the fact that it keeps the area on the southern side of Barnham centre open and light.

Policy? – One solution would be to create a more natural barrier between the main road and the car park. A curtain of trees and foliage which would screen the worst of the view but still maintain the ability for passers by to monitor activity.

Given that the Neighbourhood Plan is intended to provide a framework for decision making throughout the next 12 to 15 years, some understanding of the planned or

projected expansion should be taken into account. As control of both the road and rail thoroughfares reside with other authorities, obtaining any information about changes and expansion have proved elusive. Only limited general projections have therefore been considered.

The overall population expansion and growth and business development in all of the surrounding villages during the period under consideration, will be reflected in the growth of the transport commodity and will have a significant impact on Barnham and Eastergate.

Even allowing for the expected rise in the cost of motoring fuel and the consequent slow decline in private transport, traffic flow through the villages will undoubtedly rise in the short term.

Barnham rail station is also likely to see increased throughput as a major interchange for commuters. Even in the current economic climate, with the economy running well below optimum, the demands for commuter parking are considerable and are already seen as a problem by village residents. With economic recovery and significant projected growth, there is likely to be a short term substantial increase in the demand for additional commuter parking in and around the station.

The problems caused by commuter car parking on local roads was raised as a key issue in the residents survey. Although there is a car park in the center of the village, which gives good access to the shops, the lack of sufficient short term parking is seen as a serious problem and retailers have identified it as an impediment to business. (Evidence ?)

Policy – This will need careful management if the character of the centre of the villages is to be preserved. The needs of commuter parking must remain subordinate to the general parking and ad hoc short stay parking should remain paramount. Every opportunity should be sought to reduce this short term demand for commuter parking, encouraging other forms of transport and an expansion of home working.

Local retail trade is vital for a vibrant and sustainable community and requires, particularly in a semi-rural area, adequate provision for parking.

Policy – The Parish Councils will work with Arun DC to seek a remedy to the uncontrolled commuter parking in the centre of the village that prevents local shoppers from being able to park, adversely affecting the local retail sector.

Commuter parking in residential roads around the station also causes problems for local residents, with most commuters coming from more than ten minutes' walking distance away. Additional housing outside of this ten minute walking zone would worsen this problem in Barnham.

Policy – The Parish Council will be asking Arun District Council for pressure to be brought to bear on Network Rail / Southern Rail to use its existing land to greatly expand commuter parking for rail passengers. As a last resort, excessive, anti-social commuter parking in the residential and retail areas of

Barnham should be stopped by deterrent fines and clamping, now an ADC responsibility.

Policy – No further commuter housing should be given planning permission in this half of the District unless and until satisfactory solutions to the parking issue are identified and funded.

## **Other Transport Infrastructure and Getting Around**

Excessive speed and unsuitable vehicles are also a problem on other roads which pass through the villages. Public consultation has revealed a wish for speed restrictions and diversion of HGV's on such roads.

Specific examples include

Farnhurst Road, a residential road housing many young families, which is subject to inconvenient commuter parking and speeding vehicles.

Lake Lane, a narrow country lane with minimal foundations over running sand, subject to high levels of HGV traffic, despite access & weight restrictions (largely unenforced). It regularly collapses requiring a road closure, causing disruption in the parish, and a re-building of the sewer. There has been strong local opposition to increased HGV activity on this road as evidenced by the 40+ objectors to a recent proposal by Stuart Lyons (Haulage) Ltd.

Policy – The Parish Council strongly believes that things can be done to mitigate these growing problems, and is pro-actively seeking support from the transport authority (WSCC) for measures such as better signage and traffic calming systems being implemented. Other agencies will be approached as appropriate, in conjunction with other councils.

Policy – The Parish Council will object to any planning proposals that will increase the impact on residents around traffic issues.

### **Re 2.11**

There is an existing network of footpaths, bridleways and a cycle trail linking Barnham to Felpham with an additional link to Walberton being added. These have proved to be very successful in opening up the southern farmlands to more cyclists and walkers. The latter will also, hopefully, provide a safe route for pedestrians to avoid the dangerous walk along Barnham Lane (40mph, without a footpath), which currently links the villages. Although the footpaths are regularly checked by volunteers reporting to the county council, some of the existing paths can become both overgrown and extremely muddy.

Two more cycleways are under survey and design, Walberton Lane to Lake Lane and Church Lane Eastergate to St Phillip Howard School, both off-road.

There are also two footpaths which cross directly over the railway line. These are well used and provide traffic free pedestrian links to parts of the villages. Any attempt to close these should be resisted.

Re 2.13

There is reasonably good access to bus services (timetable overview eg 6 buses per day) and coach services to major cities are available from points within four miles of the villages. Residents rate improvements to bus services as important.

2.14 Signage into the village to promote local services is poor.

2.15 The Sammy Community Transport service provides access to transport for residents requiring hospital or medical appointments and is well used by residents. (figures requested)