

Rogate and Rake

Neighbourhood Development Plan

Traffic and travel background paper



TRANSPORT AND TRAVEL – BACKGROUND PAPER

Transport in and through the Neighbourhood Plan area is the responsibility of the local highway authority (West Sussex County Council) and the bus operators (Stagecoach and Emsworth and District). In addition there are other authorities (Hampshire CC), agencies (Highways Agency) and operators (SouthWest Trains and First Bus) in the neighbouring areas that have an impact on the transport issues within the parish. For additional detail on this issue, see Appendices document, Section 7 (“Traffic appendix detail”) and Section 14 (“Traffic calming appendix detail”). This Neighbourhood Plan considers the impacts on transport in the area from planning and development policies. The starting point for the SDNPA’s transport policies is the Government’s travel hierarchy:

- reduce the need to travel
- switch to sustainable modes
- manage existing networks more effectively, and
- create extra (car-related) capacity only when alternative methods have been fully explored.

Transport accounts for around one third of carbon emissions, so reducing the need for travel is an important objective for sustainable development, even allowing for increases in electric and hybrid vehicles. Locating new development at sites that have good access to service centres helps minimise the need for travel, as does the need for sustainable and flexible working practices, including home working.

Accessibility

The overall dependence on car travel can isolate the elderly, disabled and young within the community and significantly reduce their access to vital services. New development should be accessible by sustainable transport, although Government policy acknowledges that the extent to which this can be achieved varies considerably from urban to rural areas.

Residents predominantly rely on the road network for access to amenities, services, work, socialisation and so forth, travelling mainly by private car, as the current provision of public bus services is poor. Access from the Parish to the rail network in Petersfield, Liss or Liphook also invariably involves an initial journey by car. There is a demand for access into the Parish by tourists and visitors and NP objectives and policies are aimed at increasing this demand. The attractiveness of the area for residents and visitors means that there are significant numbers of walkers, cyclists and horseriders accessing the area which brings them into conflict with the car and commercial vehicle traffic.

These conflicts will require careful and sensitive management and any new development should not exacerbate the situation.

Road network

Rogate village sits at the crossroads of the important A272 east-west single-carriageway cross-county road and unclassified country lanes between South Harting in the south and Rake in the north. The narrow road widths in the centre of the village mean that there are no continuous footpaths and any two HGVs find it difficult to pass one another. Rake village and Hillbrow straddle a considerable length of the single-carriageway B2070 London Road that was formerly the A3 Trunk Road. The remaining road network is made up of narrow unclassified country lanes that link the many small settlements in the Parish and that are attractive to cyclists, walkers and horse riders. The two main settlements in the Parish are served by good quality

roads (A272 and B2070), although there are material traffic volume and speed problems within the villages. For the reasons already stated any new development will generate extra vehicle trips and it would therefore be best assigned for any such development to be assigned to the two main routes rather than the country lanes.

Through traffic

The area has a significant level of through traffic: between Petersfield and Midhurst and beyond on the A272; between Petersfield and Liphook on the B2070; and, to a lesser extent, north-south with traffic from villages to the south accessing the A3 at Liphook. The composition of the traffic on the A272 includes about 10% heavy good vehicles, while other routes carry significant numbers of large tractors and horse-boxes. The paradox is that both village shops and pubs rely significantly on passing trade.

Traffic speeds and safety

Although control of the traffic through the area is not a local matter (West Sussex County Council, WSCC, is the highway authority), how that traffic is accommodated within the village streets and country lanes is a matter that impacts on the objectives of the NP. Safety of all road users is of paramount importance and it is within the village centres where most of the conflicts between road users occur. Reducing the speed of traffic is the one solution that increases the feeling of safety and security in pedestrians and cyclists.

Speeds can be uncomfortably high approaching and going through the two main population centres of Rake and Rogate. Pedestrians and cyclists feel restricted when trying to access the school, shop, pub or church and particularly when crossing or travelling along the roads. Traffic speeds are too high along the country lanes (for example, Fyning Lane) which affect the safety of cyclists and horse-riders. Walkers, for instance, tend to avoid the lanes wherever possible. In the NP questionnaire, 79% of respondents stated that they were concerned or highly concerned about road traffic and pedestrian safety.

Bus services

All the bus services in the area are either fully subsidised by WSCC or contracted out to carry schoolchildren. Service 92 runs several times a day (Mondays to Saturday) between Petersfield and Midhurst and provides the most direct (and shortest travel time) access to the neighbouring centres. Service 54 runs five times a day (Mondays to Saturday) between Petersfield and Chichester linking Rogate with villages to the south. The school buses only run during school term time, once in the early morning and again late afternoon, and in theory other passengers can use them. Service 91A connects Rake, Hillbrow, Adhurst, Rogate, Habin Hill with South Harting, Elsted and Midhurst; and service 747 and 737 runs through Rake (now only stopping at Hillbrow) between Liphook and South Downs College and Alton College.

There is also a service (37 and 38) between Liss and Petersfield that just touches the area in Hillbrow - again this is aimed at schoolchildren and serves South Downs College and Alton College. In the questionnaire, 54% of residents answering the question were concerned or highly concerned about the public transport links, and 63% said that they were poorly served by bus services.

Parking

Both village shops and pubs rely on passing trade, which needs somewhere to park. The pubs have good-sized car parks but the shops need on-street or dedicated off-street parking, which are currently constrained or not available. With the higher traffic speeds, on-street parking and

frequent illegal parking on yellow lines adds to the feelings of insecurity for pedestrians and cyclists.

There are additional significant parking problems related to the two primary schools; Parents Park on the two main roads (A272 and B2070) and in the case of Rogate, school parking regularly results in congestion on the cul-de-sac at Parsonage residential estate. Rake school has partially overcome the problem by using the nearby garden centre parking but Rogate school needs additional off-street parking provision. Rogate's village hall and Recreation Ground have some parking but this is often inadequate when catering for both matches and function. Additional parking provision in the village could be used by the village hall and the school.

Further parking problems are experienced within the Parsonage Estate by poor off-road parking for the residents that is considerably exacerbated during term times by parents parking to access the school.

In the NP questionnaire, 48% of respondents were concerned or highly concerned about the provision of parking in the area and 70% of respondents stated that on-street parking in Rake and Rogate at the shop and school was poor.

The provision of additional parking is therefore a NP priority, especially in the centre of Rogate village. Parking issues in the two main villages is important for the continued viability of the two village shops and Rogate Village Hall and Recreation Ground.

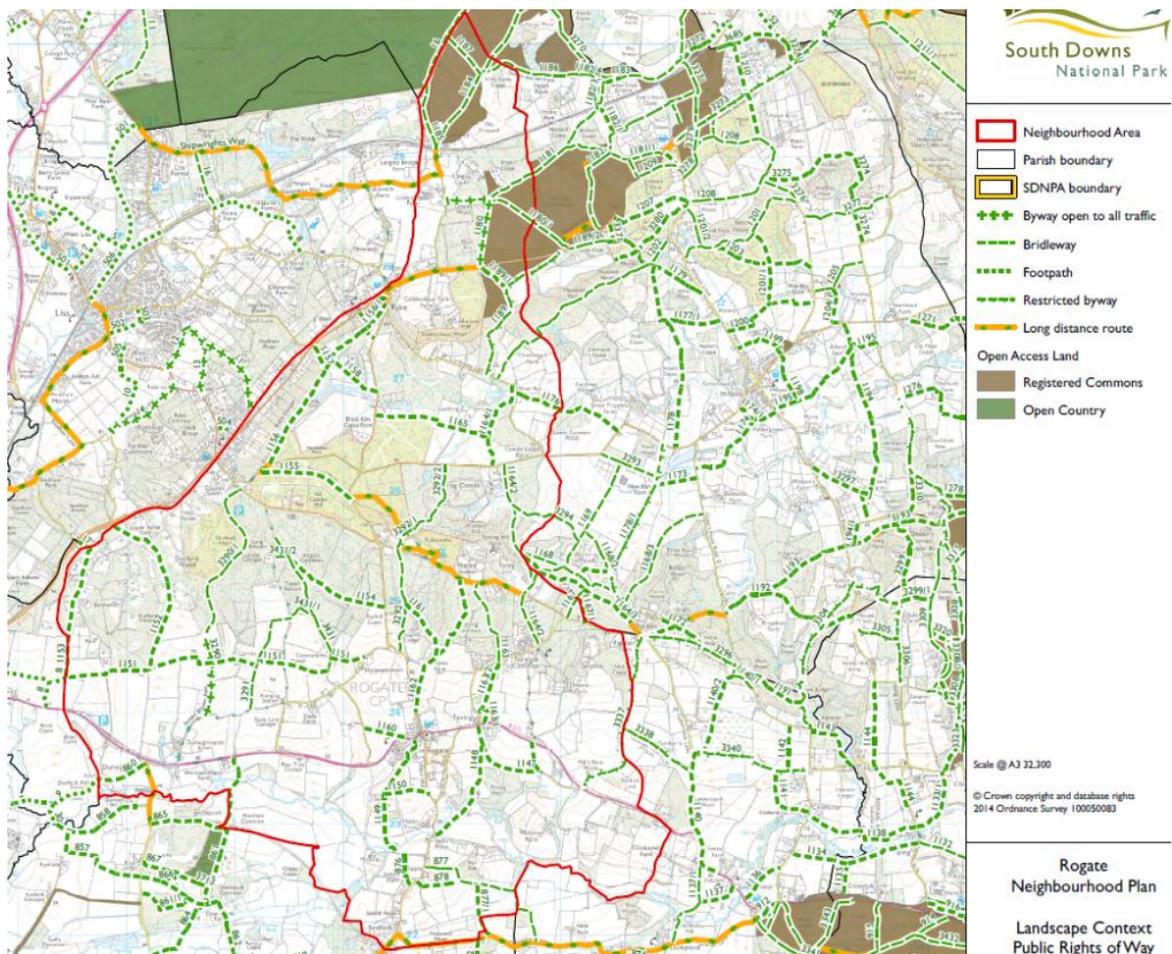
Car-parking provision cannot be tackled with a one-size-fits-all approach. There are several important car-parking issues in Rogate, including:

- parking related to Rogate Primary School
- parking related to St Bartholomew's Church
- parking for the Rogate Village Hall and Recreation Ground
- parking for the Rogate Village shop and Post Office

Some of these issues can be combined and solved by well-located additional off-street parking. However, the provision of these facilities will involve other agencies, authorities and agencies. Nevertheless, the NP supports projects for such additional parking as follows:

- Additional parking on the Rogate Recreational Ground especially beside existing facilities
- Public parking as part of any new development (Parsonage and Rogate Renault garage)
- New car park in the corner of the field behind the existing lay-by on the north side of A272 opposite the entrance to Parsonage
- Parking provision on the west side of North Street (possibly using green grid mesh on the field surface) bordered by appropriate hedging and separated from existing properties.

Footways, Footpaths, Byways and Bridleways



Outside the two villages there are very few footways alongside the roads. There is a good network of cross-country footpaths, byways and bridleways across the area but in many instances these are not well aligned with amenity and retail provision - in the questionnaire, 31% of residents expressing a view said that it was not easy to get to village facilities by foot or cycle.

In addition, the attractiveness of the area for residents and visitors is very much associated with the network of footpaths and bridleways. However, there are some significant gaps in the network, forcing walkers onto the narrow country lanes.

Although there is a good network of footpaths, Byways and Bridleways in the area, there is the need to provide additional routes that link communities, access services and improve safety by reducing the amount of walking in the carriageway. The NP consultation process has generated a number of improvement projects. Proposals as appropriate to their scale and location may include:

- Footpath linking Fyning Lane with Rogate Recreation Ground
- Footpath linking Rogate cemetery with Rogate Recreation Ground
- Footpath, perhaps, around the north-east sector of Rogate linking North Street with A272 (West Street) subject to safety and visual impact assessment
- Footpath linking London Road Rake opposite old Sun Inn with the village hall grounds
- Footpath along Bull Hill Rake between London Road and Rake Recreation Ground

- Footpath on south side of B2070 linking Rake village with its parish church - St Luke's Church Milland
- Footpath from Terwick Church lay-by by Dower House to Fyning Lane
- The NP supports the proposed cycle track and footpath on the course of the old Midhurst to Petersfield railway track
- The NP also supports protection and enhancement of the Serpent Trail and Sussex Border footpaths

Traffic calming

In the NP questionnaire, 68% and 53% of respondents said they wished for a high priority to be given to traffic calming measures in both village centres. West Sussex County Council as highway authority and Rogate Parish Council have commenced a project to introduce a scheme in Rogate to improve the quality of life for the community living in Rogate village; and to reduce traffic speeds on all approaches to the village centre. The scheme is anticipated to be implemented in 2016.

For further background detail on traffic calming proposals, see also Appendices document (Section 7; "NP Policies Traffic Appendix detail"):

Rogate

The Rogate Appeal for Traffic Action (RATA) working party of the Parish Council is working with WSCC on an improvement scheme for the main streets in Rogate aimed at adapting the vehicle speeds to lower levels on the A272 within the village and in North Street.

Vehicle speed is a determinant of both the number of traffic accidents and the severity of those accidents. Adapted vehicle speeds will improve the feeling of safety and security amongst pedestrians including local schoolchildren many of which are using cars to undertake these local trips rather than walking or cycling. Lower vehicle speeds combined with enhanced street design and road restrictions with reduced clutter will improve the quality of the access to local services, employment and housing. In addition greater use of local village services will negate the need for longer (car-based) trips to nearby towns. More details of the proposed scheme can be found in the Appendices (Section 7).

Rake

An objective is to improve Rake's main street to achieve the same outcomes as proposed for Rogate. The proposal is to retrofit the existing B2070 London Road from a vehicular-oriented environment into a series of improved public realm places linked by a boulevard approach to the carriageway corridor. More details of a possible scheme can be found in the Appendices (sections 7 and 16).