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LTP Consultation
Department of Transport
Greater Minster house, Zone 3/14
76 Marsham Street
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9th April 2009

(Sent by e-mail to LT.PLANS@dft.gsi.gov.uk)

Dear Sir /Madam

Consultation Response; Local Transport Plan 3 Guidance

I am responding to the above consultations on behalf of Countryside Access Forum for West Sussex (CAFWS).

CAFWS, a Local Access Forum, is an **independent statutory advisory body** established under the Countryside and Rights of Way Act 2000 to give advice on countryside access matters. It has a balanced membership of knowledgeable and experienced users (walkers, cyclists, horse riders and carriage drivers), landowners and other interests (including conservation, disabled access, landscape).

This letter constitutes formal advice from the Countryside Access Forum for West Sussex. The Department for Transport is required, in accordance with section 94(5) of the Countryside and Rights of Way Act 2000, to have regard to relevant advice from this forum in carrying out its functions.

This response has been compiled by the Forum Officer collating responses of individual Forum members into a draft response which was discussed and agreed by the Forum at its meeting on 8th April 2009.

The Forum is very concerned that the draft guidance does not mention equestrians anywhere, as it is very unlikely that transport planners will consider the needs of these vulnerable non-motorised users unless they are directed to do so. Guidance on LTP2 contained a number of references to other road users that have been lost in the latest draft guidance, which are outlined below, and could be incorporated into LTP3 guidance:

Page 26, paragraph 2.45 - In developing their programmes, local transport authorities are expected to show that they have considered the services and facilities they provide to all users of local transport networks. LTPs must therefore not only provide solutions and opportunities for drivers, walkers, cyclists and bus and tram users, but also taxi and private hire vehicles, freight and distribution vehicles, coaches, motorcyclists, wheelchair users and equestrians.

Page 41, paragraph 3.29, point 5 - to enhance opportunity and tackle social exclusion in rural areas, and to improve access to countryside leisure and exercise opportunities.

Page 46, paragraph 3.49 - In order to achieve such synergies across transport and associated policies, it is essential that authorities devise a road safety strategy as part of their local transport strategy. The strategy should articulate the extent and impact of the road safety situation in the area and how a range of interventions can address the casualty problem. The strategy should address the needs of all road user groups - occupants of motor vehicles, motorcyclists, pedestrians, cyclists and horse riders.

Page 47, paragraph 3.56 - Rural areas - Safety problems in rural areas revolve more around vehicle occupant casualties, with higher severities associated with higher traffic speeds, and by the problems associated with pedestrians, cyclists, and horse riders having to share road space with vehicles. Overall strategies for rural road safety management should account for the current and desired use of the road network, and engineering and managing it to achieve that use, including through use of modern technology.

Page 70, paragraph 4.57 - Well maintained local transport assets - including roads, footpaths, byways, bridleways and cycle paths - are essential to the delivery of better transport outcomes.

CAFWS notes the goals of the LTP3 guidance:

- Support national **economic competitiveness** and growth, by delivering reliable and efficient transport networks
- Reduce transport's emissions of greenhouse gases, with the desired outcome of tackling **climate change**
- Contribute to better **safety, security and health** and longer-life expectancy by reducing risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health
- Promote greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society; and
- Improve the **quality of life** for transport users and non-users and to promote a healthy natural environment

The Forum wishes to highlight the role that improved provision for rights of way (RoW) can play in achieving all of them:

1) Local leisure activity and tourism stimulates and supports the local economy, especially in rural areas. On a National economic level the good cost/benefit performance of walking and cycling schemes is now being recognised in DfT transport project appraisal. These small interventions typically have a low capital cost and are quick to deliver thereby making effective use of public monies.

2) Travel behaviour research shows that 50% of all journeys are less than 5km, 30% less than 3km and 10% less than 1km with the bulk of trips either leisure or personal business related ('Travel Behaviour Research Baseline Summary 2004, Socialdata/Sustrans). The length and nature of these trips are ideal for walking and cycling and this is reflected in the value ascribed to local RoW by Parish Councils at a recent

CAFWS event in West Sussex. If these journeys replaced car journeys they would reduce CO₂ emissions and local congestion. This would be especially true for school journeys where the DfT estimate 18% of traffic on roads at the morning peak is due to school traffic. In the case of equestrians, providing local continuous routes dramatically reduces the need for horsebox journeys.

3) In West Sussex it is estimated that the annual cost of inactivity is approximately £12.7million per annum ('Be active, Be healthy', DfH Feb 2009). A moderate level of activity can be provided by 30mins exercise on 1 to 4 days per week and CAFWS would like to point out this can be achieved with a 1km 'out and back' walk, or a 4km out and back cycle. Good RoW links provide these facilities from urban areas direct into the countryside and give opportunities for improving health and well being.

4) Providing accessible free leisure opportunities as part of local walking and cycling infrastructure is a simple and straightforward contribution to this goal. There is also research (Sustrans) to suggest that social interaction and cohesion is enhanced by increasing levels of walking and cycling.

5) Reducing local vehicular traffic is a common ambition in many areas and switching short journeys to walking and cycling will help achieve this. As well as decreasing the CO₂ emissions of transport other negative pollutants (including noise) will be reduced.

CAFWS would also like to note that providing proper resource to RoW will help achieve several of the National Indicators in WSCC LAA (NI14, NI18, NI47, NI110, NI120, NI186, NI198)

The Forum would like to see some of these points included in LTP3 - with updated wording if necessary. In particular:

Page 29, Goal 3 – The Forum welcomes reference to walking and cycling schemes but feels the first bullet point should state that Road Safety strategies should address the needs of all road user groups including occupants of motor vehicles, motorcyclists, pedestrians, cyclists, equestrians (including carriage drivers) and disabled.

Page 33, Section B - Transport Asset Management Plan – better definition of what these should look at is required with specific reference to roads, footpaths, byways, bridleways and cycle paths – all of which are essential to the delivery of better transport outcomes.

Page 34, Section D – Rights of Way Improvement Plan (RoWIP); the Forum welcomes RoWIPs being included in the guidance and looks forward to being consulted on draft guidance that DfT is working on with Natural England on integrating RoWIPs within LTPs. The LTP3 guidance should state that Local Access Forums should be involved in development, implementation and monitoring of RoWIPs, as well as Natural England.

Page 42, Annex C – The suggested list of stakeholders for Local Authorities to consult on LTP3, should include Local Access Forums in Other Consultees.

Page 43, Annex D – It is disappointing that Local Access Forums were not included in the List of Consultees for LTP3 Guidance considering their influential role in assisting highway authorities develop their RoWIPs.

General - It is also considered that the wording **'to improve direct access to countryside, leisure and exercise opportunities'** is vitally important and absolutely must be in the guidance somewhere. This would help Rights of Way and the RoWIP meet common aims and objectives of the LTP, and assist accessing funding opportunities through the transport steams. Ideally CAFWS would like to see that in LTP3 specific provision is made for implementation of the measures identified in RoWIPs.

Thank you for considering this response. CAFWS looks forward to being consulted on LTP issues in the future.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Jane Noble', with a long horizontal flourish extending to the right.

Jane Noble
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<http://www.westsussex.gov.uk/cafws>

Copy for information to:

Peter Brown – Chairman, CAFWS
Glynn Jones – Vice-Chairman, CAFWS
All members of CAFWS
Craig Bowdery – Secretary to the Forum
Christine Luff – WSCC Right of Way Team
Leader

Lisa Creaye-Griffin – WSCC Rural Operations Group
Manager
Tim Yair – WSCC Senior Transport Planner (with
LTP responsibilities)
Deborah Urquhart – WSCC Cabinet Member for
Environment & Economy