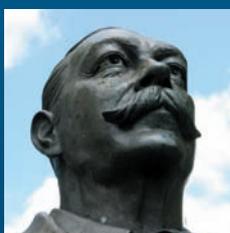




Local Transport Plan

2011-2026



Contents

Foreword	iii
Executive Summary	iv
1. Introduction	1
2. Vision, objectives and wider context	2
3. Local Picture: Issues and challenges	7
4. LTP3 Strategy	17
5. Indicators and monitoring	51
Glossary	54

Foreword

We are pleased to introduce East Sussex's new Local Transport Plan (LTP) for 2011 to 2026.

The LTP sets out our future direction for planning and providing the transport infrastructure and services needed to deliver sustainable economic growth and support additional housing in the county during this period. Consultation has played a vital part in the development of the LTP and the views of our residents and partner organisations are reflected in the strategy.

We face a number of challenges over the next 15 years and our two main priorities will be to **improve economic competitiveness and growth** and to **improve safety, health and security** in the county.

Our road, and rail and sustainable transport networks allow the movement of people, goods and services upon which our businesses and communities depend. More reliable journey times, effective highway maintenance and planning and lobbying for strategic transport connections will be essential to creating a prosperous economy. A key element of delivering this will be to direct our investment to the county's priority areas for regeneration and development.

Whilst we have made good progress in reducing the number and severity of crashes on our roads, there is still more to be done. We will continue working with our partners to make our roads safer with more education and enforcement as well as engineering measures, and by targeting the groups most at risk including behaviour which contributes to road crashes.

Transport is also an important element in our commitment to reduce carbon emissions, improve accessibility and improve people's quality of life. We will plan to adapt the transport network to the effects of a changing climate. We want to encourage sustainable access to jobs and services, as well as exploring faster broadband and working with partners to ensure development and services are located where they are easily accessed on foot, by bike or by public transport. We have also taken steps to ensure that the plan respects the character and integrity of the local environment, both of our towns and villages and the landscape of our coastal and rural areas.

The LTP Strategy will be supplemented by a series of Implementation Plans. We have started work on our first Implementation Plan for 2011/12 to 2015/16. A one year only programme for 2011/12 has already been established to allow investment in our transport network to proceed. We will be consulting partners on the remainder of the first Implementation Plan later this year. This, and future Implementation Plans, will be developed in the context of the levels of funding that will be available over the life of the LTP, and we aim to deliver a programme of schemes which will benefit large numbers of people and represent good value for money.



A handwritten signature in blue ink, appearing to read 'Rupert Clubb'.

Rupert Clubb
Director of Economy,
Transport and Environment



A handwritten signature in black ink, appearing to read 'Carl Maynard'.

Carl Maynard
Lead Cabinet Member for Economy,
Transport and Environment

Executive Summary

1. Introduction

- 1.1** As local transport authority, East Sussex County Council has a statutory duty to produce a Local Transport Plan (LTP). This is our third LTP and sets out our vision and objectives, and the strategy for the next 15 years to 2026. This will be supported by a series of short term Implementation Plans showing how the strategy will be delivered, in particular through our ongoing programmes for maintaining our highways and bridges/structures, integrated transport and road safety schemes and improving the rights of way network.
- 1.2** The LTP3 vision, objectives and strategy reflect the objectives and priorities outlined in the Sustainable Community Strategy for East Sussex, 'Pride of Place' and the East Sussex Council Plan. It also reflects the wider policy context in which LTP3 sits, especially its role in helping deliver infrastructure required to enable sustainable economic growth through the Local Enterprise Partnership (LEP) for Greater Essex, Medway, Kent and East Sussex, and housing through the Local Development Frameworks (LDFs) currently being developed by the Borough and District Councils,.
- 1.3** Consultation has played a vital part in developing LTP3 and identifying the key issues and priorities in the county. Consultation has been split into two distinct phases – an initial round of evidence gathering to inform the strategy development of LTP3 and a 12 week consultation on a draft document. The initial evidence gathering helped to

develop a better understanding of the challenges that need to be addressed whilst the strategy has been refined by the outcomes of the consultation on the draft document. Further details on the main issues identified through the consultation and how these have been reflected in the final strategy is outlined in Chapter 3 of the strategy document and Appendix F: Consultation Comments and Responses.

2. Vision, Objectives and Wider Context

- 2.1** We have developed a vision for the LTP3 strategy as follows:
- To make East Sussex a prosperous county where an effective, well managed transport infrastructure and improved travel choices help businesses to thrive and deliver better access to jobs and services, safer, healthier, sustainable and inclusive communities and a high quality environment.
- 2.2** To help deliver the vision for LTP3, a set of high level objectives have been developed. These have been influenced by the Sustainable Community Strategy objectives, the County Council's corporate priorities, the national transport goals set out in the Coalition Government's Transport White Paper, 'Creating Growth, Cutting Carbon: Making Sustainable Transport Happen' and the challenges and opportunities in the county.
- 2.3** The high level LTP3 objectives are:
- Improve economic competitiveness and growth
 - Improve safety, health and security
 - Tackle climate change

- Improve accessibility and enhance social inclusion
- Improve quality of life

2.4 Reflecting the local priorities, the two key high level objectives are to improve economic competitiveness and growth and to improve safety, health and security.

2.5 These high level objectives will be supplemented by ten transport specific objectives.

2.6 Recognising that transport is a means to an end and contributes to the delivery of a wide range of policy agendas – economic, housing, environment, safety, social inclusion, climate change, education and health, the development of LTP3 has also taken into consideration a range of policy documents and initiatives at a local, national and European level.

3. Issues/Challenges and Opportunities

3.1 The county faces the following issues/challenges which will influence the direction of LTP3.

Transport Infrastructure

- The inconsistency in the standard of our strategic road network is a real challenge to the efficiency and safety of our network and is seen as a major constraint to achieving economic growth and improving our connectivity with the rest of the region.
- The rail network and standard of train services in the county are restricted by shortcomings in the infrastructure which affects east/west movements along the coastal corridor, connections to Brighton, Ashford and Gatwick Airport, and also between Hastings and London.
- The deteriorating condition of the road network, which we are addressing by a more proactive approach to maintenance based on asset management.
- The urban areas of the county are generally well served by commercial bus operators; however the needs of the rural areas and small market towns are less well served. The County Council gives financial support to 75% of the bus services in the county (2009/10) outside the coastal strip.

Economic

- Local businesses see transport as a significant factor in local sustainable economic growth although there is concern about the availability and cost of parking, the quality and frequency of public transport, and the perceived lack of investment in strategic transport improvements to our road and rail networks.
- One third of people in East Sussex are employed in public administration, education or health. The percentage of people working in growth and high value sectors is relatively low. There is a predominance of small sized businesses employing less than 10 people with higher than average unemployment in some areas of the county.
- While skill levels amongst resident workers compare relatively well to the south east and England as a whole, there is potential for improvement in some areas of the county, to promote employability, raise productivity and deliver future economic growth in the county.

Safety, Security and Health

- Road safety is a key concern of residents. In 2010, 321 people were killed or seriously injured (KSI) on our roads; 26 of these were children. Young drivers dominate KSIs – Young people (16 to 24) as car drivers and motorcyclists make up

28% of all KSI casualties involving car drivers and motor cyclists in East Sussex. It is estimated that speed was a contributory factor in 13% of all crashes and 26% of fatalities.

- Vulnerable groups (elderly and young people) have concerns about the lack of transport provision in the evenings and at night.
- Although 22% of the county's population aged 16 and over are categorised as obese; this is better than the national average of 24%.

Environment

- Nearly 80% of the county is covered by environmental designations of local, national and ecologically international significance. The SDNP is responsible for the conservation and enhancement of the area's natural beauty, enhancing wildlife and cultural heritage as well as enabling and encouraging access to and within the park by sustainable modes of travel. The High Weald AONB extends across the northern third of the county and the County Council has a statutory duty to take into account its conservation and enhance the special features that represent its natural beauty.
- Most of the air pollution in the county is generated by road traffic, which is the fastest growing source of greenhouse gases and Carbon Dioxide (CO₂) emissions affecting human and environmental health. Although generally air quality is good, there are hotspots on the A259 at Glyne Gap and in Lewes town centre around Fisher Street where Air Quality Management Areas have been declared. In Newhaven, levels of nitrogen dioxide have been recorded close to the national limits and this will continue to be monitored. There are some sections of our road network where national noise indicators are exceeded.
- Sea levels could rise by more than 20 centimetres above the 1990 levels in the

south east by 2050. This, together with more severe weather conditions, could potentially affect over 27,000 residential and business properties in the county, which are situated on low lying land at the coast or beside rivers with the threat of flooding.

Social Challenges

- East Sussex is the seventh most deprived county in England. The most significant levels of deprivation are concentrated in Hastings and Eastbourne, although the relative affluence of many rural areas hides significant pockets of deprivation.
- 12% of the population is aged over 75 years, compared to 8% regionally and nationally. The county ranks highest of all the counties in England for the percentage of 85 and 90 year olds.
- The population is expected to increase from 512,000 to 526,000 by 2016 and to 540,000 by 2026. This increase will be highest in Wealden (10%) and lowest in Eastbourne and Hastings (3%).
- The median average (gross) full time wage in the county is £442 per week, 10% lower than the national average (£490) with disparities within the county.
- East Sussex has a high proportion (19.8%) of working age residents with disabilities.
- 65% of East Sussex adults, compared with 71% nationally, are estimated to have access to a daily broadband internet connection.

Other Challenges

- The Borough and District Councils are currently working on their Local Development Frameworks (LDFs), which will set out the expected levels of development and the infrastructure that will be required in their respective areas up to at least 2026.

3.2 In addition to the challenges facing the county, there are also a number of opportunities which we need to capitalise on to ensure the delivery of

the LTP3 objectives including partnership working and sharing best practice, public health responsibilities moving to Local Authorities, cross boundary working and the Government's agenda for Localism and the Big Society. Further details on the Issues, Challenges and Opportunities are set out in Background Paper B.

4 Strategy

4.1 Our Strategy for LTP3 and future direction for what we do for transport in East Sussex is:

a) Plan and provide transport infrastructure which delivers sustainable economic growth in areas which have been identified as needing greater investment for regeneration and development:

- Hastings/Bexhill,
- Eastbourne/South Wealden, and
- Newhaven.

In delivering sustainable economic growth, the focus will be on planning and providing the following transport infrastructure:

- localised road improvements to tackle congestion at bottlenecks on the network;
- targeted strategic transport improvements within and outside East Sussex to improve the connectivity within the county and with the south east, London and beyond;
- road safety through enforcement, education and engineering measures including integration of highway maintenance with safety improvement schemes;
- promotion and infrastructure for public transport e.g. accessible bus stops, shelters;
- implementation of infrastructure to support integrated sustainable travel – walking, cycling, public transport, car sharing etc. For example – bus priority measures, cycle lanes and facilities,

improvements to pedestrian routes to key trip attractors, better rail / bus / cycle interchanges, less street clutter and enhanced public spaces;

- better use of technology to make the best use of the existing transport network e.g. Urban Traffic Control (linking of traffic signals), Real Time Bus Information, charging points for electric vehicles and smart ticketing initiatives, and
- parking control and enforcement.

We will be looking at different packages of measures along the main corridors of movement into and within these areas and links with the wider strategic network from existing and future development locations to hubs of activity such as local, district and town centres; shops; hospitals; employment; education and leisure.

b) Plan and provide infrastructure which facilitates development and delivery of sustainable economic growth in Uckfield.

c) To maintain economic activity and quality of life across the county as a whole, give priority to:

- Effective Highway Maintenance and Management of our Transport Assets,
- Improving Road Safety,
- Supporting the delivery of Public and Community Transport,

d) Plan and secure strategic infrastructure improvements for road and rail, and

e) Encourage non-transport measures which reduce the need to travel

4.2 How far we are able to deliver all of these strategy elements will be influenced by the levels of funding that will be available over the duration of the plan. If these priorities change over the life of the LTP3 up to 2026, the strategy will need to be reviewed and adapted accordingly.

4.3 In addition, we have set out our approach for the rural areas, villages and market towns in the county, sensitive to the nature of the issues in different places and the appropriateness of different measures

to address them. We have looked at the following three geographical areas:

- Lewes, South Coast Towns and South Downs
- Battle, Rye and Rural Rother
- North Wealden and North Lewes District

4.4 We have also outlined our future approach to different transport modes and interventions including walking, cycling, sustainable school travel, changing travel behaviour, rail, parking, freight, rights of way, transport technology, accessibility and air quality.

4.5 The strategy sets out our longer term scheme aspirations for the priority areas as well as for other areas of the county. These will inform the series of shorter term Implementation Plans that will be developed over the life of LTP3 and, which will set out the programmes of schemes for Integrated Transport and Road Safety and the maintenance of the highway, bridges, structures and the rights of way network which will deliver our strategy of sustainable economic growth, where external funding is identified, or public funding is available.

4.6 The first Implementation Plan will include the Integrated Transport improvements for 2011/12 and the capital programme allocations for planned highways maintenance, bridge and structures

maintenance and strengthening and rights of way. The remainder of the first Implementation Plan up to 2015/16 will be developed over 2011/12 according to the indicative funding allocations identified by the County Council. Subsequent Implementation Plans will be developed during the life of LTP3.

4.7 The Strategy will also help set the high level direction for the transport element of the Borough and District Councils' Local Development Frameworks (LDF), based on modelling which has been undertaken on the potential development options in these priority areas, and help inform the transport infrastructure requirements to be incorporated into the LDF Infrastructure Delivery Plans.

4.8 A Strategic Environmental Assessment (Appendices A and C), Equalities Impact Assessment (Appendices B and D) and a Habitats Regulations Assessment screening report (Appendix E) have been undertaken on the Strategy, which has been amended accordingly to reflect to the issues arising from these assessments.

5. Indicators and Monitoring

5.1 We will monitor our performance through a series of local indicators monitoring our direction of travel and setting specific targets for some indicators.

1. Introduction

- 1.1** As local transport authority, East Sussex County Council has a statutory duty¹ to produce a Local Transport Plan (LTP). This is our third LTP and sets out our **vision and objectives**, and the **strategy for the next 15 years to 2026**. This will be supported by a series of **short term Implementation Plans showing how the strategy will be delivered in particular through our ongoing programmes for maintaining our highways and bridges/ structures, integrated transport and road safety schemes and improving the rights of way network**.
- 1.2** The LTP3 vision, objectives and strategy reflect the objectives and priorities outlined in the Sustainable Community Strategy for East Sussex, 'Pride of Place'² and the East Sussex Council Plan. It also reflects the wider policy context in which LTP3 sits, its role in helping to deliver infrastructure required to enable sustainable economic growth and additional housing in East Sussex, together with the outcomes of the evidence gathering exercise undertaken with local people and organisations to identify their transport issues in the county.
- 1.3** LTP3 also aims to align with the Local Development Frameworks (LDFs) currently being developed by the Borough and District Councils, and the emerging Local Enterprise Partnership (LEP) for Greater Essex, Medway, Kent and East Sussex.
- 1.4** The LTP3 strategy has been developed to be flexible in order to adapt to future changing circumstances, whilst the LTP Implementation Plans will adapt to the level of funding that is available.
- 1.5** Consultation has played a vital part in developing LTP3 and identifying the key issues and priorities in the county. Consultation has been split into two distinct phases – an initial round of evidence gathering to inform the strategy development of LTP3 and consultation on a draft document. The initial evidence gathering helped to develop a better understanding of the challenges that need to be addressed whilst the strategy has been refined by the outcomes of the consultation.
- 1.6** Both the cross-party departmental Scrutiny Committee and the East Sussex Strategic Partnership have acted as sounding boards, responding to and challenging the development of LTP3 through all stages to ensure that there has been broad political and partner ownership of the strategy.
- 1.7** The remainder of the document describes our strategy up to 2026.
- Chapter 2 sets out the local vision and objectives for East Sussex and the wider context in which LTP3 sits.
 - Chapter 3 sets out the local issues, challenges and opportunities in the county.
 - Chapter 4 outlines the strategy to address the local issues and challenges and deliver the LTP3 vision and objectives. This chapter also sets out the local investment priorities for East Sussex.
 - Chapter 5 outlines the indicators which we will use to monitor our 'direction of travel'.
- 1.8** The document is supported by a number of background papers which have helped inform the development of the strategy.

¹ Local Transport Act 2008

² 'Pride of Place' - East Sussex Community Strategy, October 2009

2. Vision, objectives and wider context

LTP3 Vision and Objectives

2.1 The vision for LTP3 is:

To make East Sussex a prosperous county where an effective, well managed transport infrastructure and improved travel choices help businesses to thrive and deliver better access to jobs and services, safer, healthier, sustainable and inclusive communities and a high quality environment.

2.2 To help deliver this vision for LTP3 in East Sussex, a set of high level objectives have been developed. These have been influenced by the Sustainable Community Strategy objectives, the County Council's corporate priorities, the national transport goals set out in the Government's White Paper, *Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen*³, and the challenges and opportunities in the county outlined in Chapter 3.⁴

2.3 The high level objectives are to:

- **Improve economic competitiveness and growth**

This objective focuses on how transport supports and improves the economic vitality of the county, by improving the performance of existing networks, improving access to employment, and enhancing the strategic infrastructure in order to improve our connections with the rest of the region. This will aim to ensure that the appropriate transport infrastructure is delivered to complement the priorities identified through the Local Enterprise Partnership (LEP) for Greater Essex, Medway, Kent and East Sussex as well as the development plans for the county coming forward through the Local Development Frameworks (LDFs) of the Borough and District Councils.

- **Improve safety, health and security**

This objective focuses on reducing the number and severity of road crashes and improving personal security, particularly for users of public transport, pedestrians and cyclists, in order to reduce fear of crime and/or injury. This objective also aims to contribute to improving the health and life expectancy of individuals, and to reducing the social and economic costs of illness through facilitating active travel, and by reducing pollution from traffic.

- **Tackle climate change**

This objective focuses on reducing the amount of Carbon Dioxide (CO₂) emissions generated by transport in order to mitigate the impacts of climate change. Along with similar work in other sectors, this is integral to achieving the County Council's strategy on climate change. Alongside this, the focus will be on adapting our infrastructure and services, and building up resilience to the impact of changing climatic conditions, such as higher temperatures or flooding.

- **Improve accessibility and enhance social inclusion**

This objective focuses on addressing social exclusion and equality of opportunity by making access to job opportunities, education leisure and services easier for everyone. It aims to support regeneration plans and thereby narrow the gap between rich and poor and improve life chances, by providing sustainable transport opportunities that are affordable, accessible and attractive to everyone.

³ www.dft.gov.uk

⁴ Available on www.eastsussex.gov.uk/roadsandtransport/ltp3

<div style="text-align: right; padding-right: 10px;">High Level LTP3 objectives</div> <div style="text-align: left; padding-left: 10px;">Transport specific Objectives</div>	Economic competitiveness and growth	Improve safety, health and security	Tackling climate change	Improve accessibility and enhance social inclusion	Improve quality of life
Improve strategic and local connectivity of communities to facilitate economic and physical growth and renewal through the LEP and LDF process	✓✓✓	✓	✓	✓✓	✓✓
Reduce congestion by improving the efficiency of the transport network and encouraging greater use of sustainable modes of transport.	✓✓✓	✓✓	✓	✓	✓✓
Improve maintenance and efficient management of the transport network	✓✓✓	✓✓	✓	✓	✓✓
Improve road safety for vulnerable road users – pedestrians, cyclists, motorcyclists and horse riders.	✓	✓✓✓		✓✓	✓✓
Reduce the number of people killed and seriously injured in road crashes	✓	✓✓✓		✓	✓✓
Reduce greenhouse gas emissions, local air pollution and noise from transport		✓✓	✓✓✓		✓✓
Increase the resilience of transport infrastructure and services to the effects of climate change	✓✓	✓✓	✓✓✓		✓✓
Contribute to the protection and enhancement of the local natural and built environment	✓	✓✓	✓	✓	✓✓✓
Improve access to jobs, services and leisure	✓✓	✓✓	✓✓	✓✓✓	✓✓
Improve personal health and well being by encouraging and enabling increased physical activity through active travel	✓	✓✓✓	✓	✓✓	✓✓✓

2.6 Table 1 – Relationship between high level LTP3 and transport specific objectives
Key – Level of Inter-relationship: ✓✓✓ High ✓✓ Medium ✓ Low

- **Improve quality of life**

This objective is focused on helping people access green spaces and positive activities, and improving the journey experience for all transport users. It also focuses on dealing with air quality and the environmental impacts that transport imposes, as well as offering opportunities to develop transport measures that actively enhance the natural and historic environment, to improve our overall quality of life. In addition it enables communities to deliver their own transport solutions to address particular issues which could improve their quality of life.

2.4 Reflecting local priorities, the two key, high level LTP3 objectives are to improve economic competitiveness and growth and improve safety, health and security, while still working towards tackling climate change, as well as improving social inclusion and quality of life.

2.5 These broad high level objectives are supplemented by a range of transport specific objectives. They provide the link between what is achievable through a planned programme of transport measures and their contribution to the high level objectives.

Specific Transport Objectives

- Improve strategic and local connectivity of communities to facilitate economic and physical growth and renewal through the Local Enterprise Partnership and Local Development Framework process.
- Reduce congestion by improving the efficiency of the transport network and encouraging greater use of sustainable modes of transport.
- Improve maintenance and efficient management of the transport network.

- Improve road safety for vulnerable road users – pedestrians, cyclists, motorcyclists and horse riders.
- Reduce the number of people killed and seriously injured (KSIs) in road crashes.
- Reduce greenhouse gas emissions, local air pollution and noise from transport.
- Increase the resilience of transport infrastructure and services to the effects of climate change.
- Contribute to the protection and enhancement of the local natural and built environment.
- Improve access to jobs, services and leisure.
- Improve personal health and well being by encouraging and enabling increased physical activity through active travel (i.e. walking and cycling).

2.6 The matrix (Table 1, opposite left) shows the relationship between the high level LTP3 objectives and the transport specific objectives.

See Table 1 opposite – Relationship between high level LTP3 and transport specific objectives

2.7 Our approach to delivering the vision and objectives must be far reaching involving all transport providers. It will involve developing and implementing a range of measures, not just transport specific, by the County Council and transport operators, as well as our partners. The way in which partners design and deliver their services and plan the location of housing and other development, will be critical in helping meet the aims of LTP3.

Transport in Wider Context

2.8 We also recognise that transport is a means to an end, and not an end in itself, and contributes to a wide range of policy issues as highlighted below.

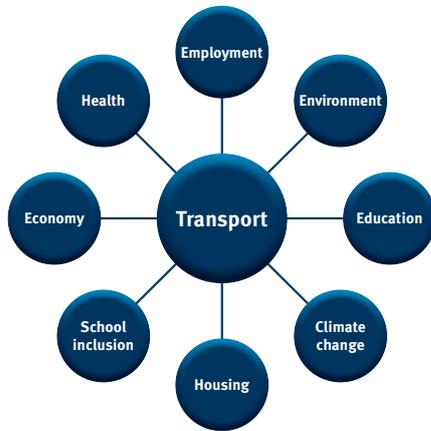


Figure 1 – Transport in the Wider Context

2.9 The development of LTP3 has also taken into consideration a range of policy documents and initiatives within these wider agendas at a local, national and European level as outlined in Table 2. A summary of these documents and initiatives are outlined in the Background Paper, ‘LTP3 Wider Context’⁵.

Local	National	European
Greater Essex, Kent, Medway and East Sussex Local Enterprise Partnership	Transport White Paper 2011, Creating Growth, Cutting Carbon	Strategic Environmental Assessment Directive
East Sussex Economic Development Strategy	Local Transport Act 2008	A Sustainable Future for Transport
East Sussex Environment Strategy	Traffic Management Act 2004	
East Sussex Climate Change Strategy	A Safer Way – consultation document (2009)	Trans-European Transport Networks
Local Development Frameworks	Every Child Matters (2003)	
Local Investment Plan	Putting People First (2007)	
East Sussex Children’s and Young People’s Plan	Disability Discrimination Act (1995 and 2005)	
‘Time of Our Lives’ Older People’s Strategy	The Equalities Act 2010	
Equalities Policy Statement	Localism Bill 2011	
South Downs and High Weald Management Plans		
Gatwick Airport Surface Access Strategy		
Reducing Health Inequalities in East Sussex Director of Public Health Annual Report 2010/11		

2.9 Table 2 – Transport in the Wider Context

⁵ Available on www.eastsussex.gov.uk/roadsandtransport/ltp3

Summary

2.10 It is recognised that transport is a means to an end and sits within a wider context which is reflected in the vision for LTP3. Five high level objectives have been identified to deliver this vision. The two key, high level objectives are to improve economic competitiveness and growth and improve safety, security and health, while we will also still working towards tackling climate change and improvements in social inclusion and quality of life in East Sussex. The key challenges as well as opportunities to achieving the vision and objectives are set out in the next chapter.

3. Local Picture: Issues and challenges

- 3.1** In order to ensure that LTP3 – its vision, objectives and the strategy – is appropriate and reflects the needs of East Sussex, we have looked at the character of the county, the challenges that it faces and the opportunities that can be pursued.
- 3.2** The full detail of these challenges and the implications for the LTP3 Strategy is included in Background Paper B – the Local Picture⁶.

Geographical Context

- 3.3** East Sussex covers an area of 660 square miles (1,725 sq km). The county includes the boroughs of Eastbourne and Hastings and the districts of Lewes, Rother and Wealden, each with a distinct identity

and particular local issues to address. It is home to around 500,000 people⁶, with more than half the population living on the coastal fringe in three main urban areas – Hastings, Bexhill, Eastbourne and surrounding settlements, and the coastal towns of Newhaven, Seaford and Peacehaven. The main coastal urban areas are linked east-west by parallel road (A27/A259) and rail (East Coastway) links. There are two strategic corridors from the county north towards London – from Brighton via the A23/M23 and the Brighton Mainline and from Hastings via the A21 and the Hastings to Tonbridge rail line – whilst the Uckfield line provides a link to London from the centre of the county.

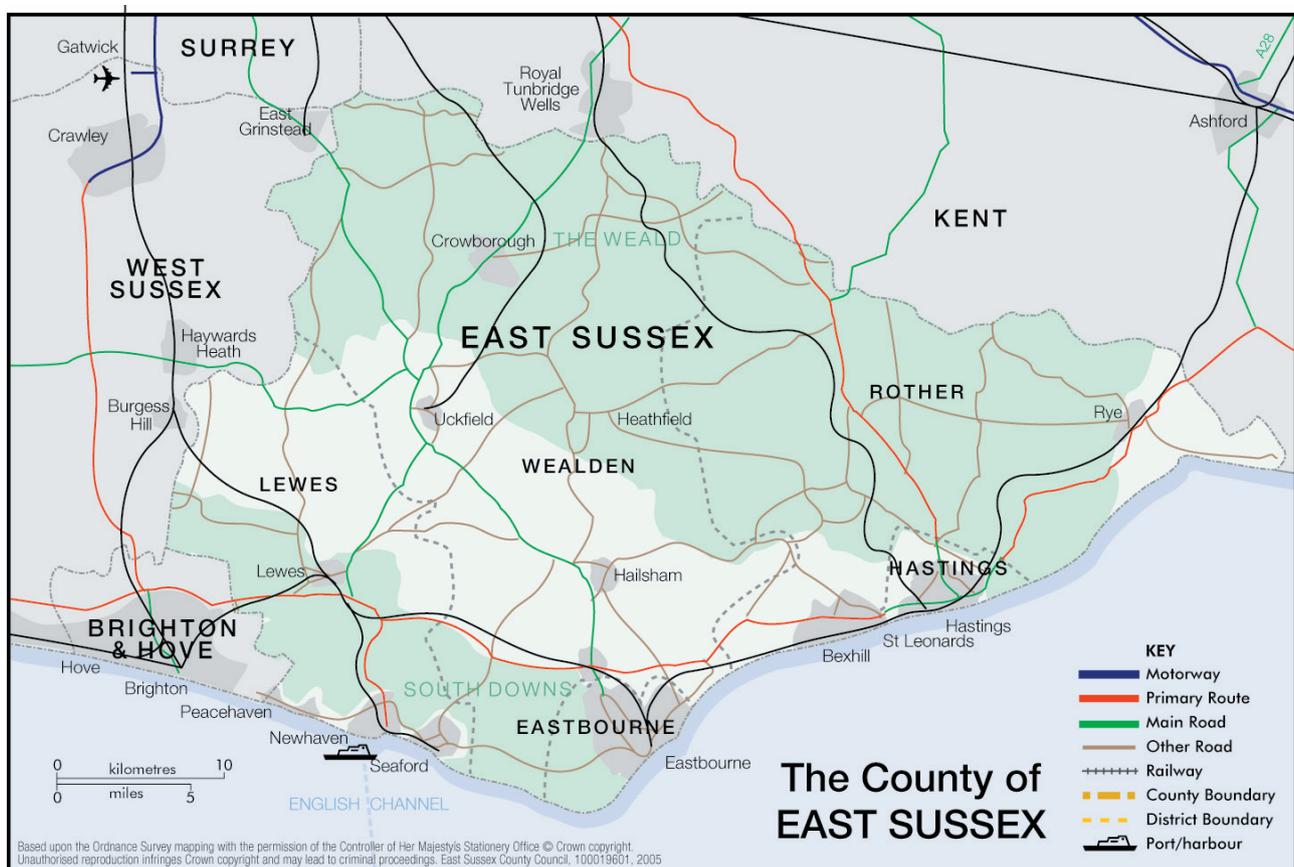


Figure 2 – East Sussex

⁶ Available on www.eastsussex.gov.uk/roadsandtransport/ltp3

⁷ East Sussex in Figures

3.4 It is a predominantly rural county of varied landscapes with remote rural and environmentally sensitive areas, interspersed with villages and historic market towns. Two thirds of the county is designated as an Area of Outstanding Natural Beauty (AONB) or National Park. Figure 2 shows the distinction between the rural and urban areas, the environmental designations, and the main transport routes in the county.

Key Challenges

Transport Infrastructure

3.5 The main transport infrastructure challenges are:

- **Lack of a high standard road infrastructure** – the inconsistency in the standard of our strategic road network is a real challenge to the efficiency and safety of our network.
- **Constraints to economic growth and improving transport connectivity** – this inconsistency in the standard of our strategic road infrastructure is seen as a major constraint to achieving economic growth and improving our connectivity with the rest of the region. A number of major schemes have been identified which would help to deliver improvements to the strategic road infrastructure to facilitate economic growth and overcome the perception that the coastal towns are relatively remote from the rest of the South East.
- **Restricted rail network** – the rail network and standard of train services in the county are restricted by shortcomings in the infrastructure which affects both east/west movements along the coastal corridor, connections to Brighton, Ashford and Gatwick Airport, and also between Hastings and London. Outside the county, the capacity problems in the London termini and on the Brighton Main Line likely to arise in the next 15 years will affect the train services from the county.
- **Road condition** – we have previously been performing poorly in terms of the condition of our road network and local satisfaction on road and pavement condition is lower than average. The deteriorating condition of the road network is being addressed by a more proactive approach to maintenance based on asset management.
- **Traffic level growth** – Road traffic levels grew by 3% between 2003 and 2009 in the county.⁸ Whilst this is low, this may be due to the recent economic downturn. Bus patronage grew from 14.93 million trips in 2003/4 to 19.05 million trips in 2009/10. Rail trips beginning from East Sussex stations have increased by over 1 million in the five years up to 2009/10.⁹
- **Supported bus services** – the urban areas of the county are generally well served by commercial bus operators, however the needs of the rural areas and small market towns are less well served. The County Council gives financial support to 75% of the bus services in the county (2009/10) outside the coastal strip.
- **Rights of way** – we recognise the importance of our extensive rights of way network to the local economy and the ability of residents and visitors to access open space and the natural environment. Maintaining, managing and improving the network remains a challenge.
- **Future funding levels** – There are uncertainties around future levels of funding for both small scale and major transport improvements.

Addressing the challenges for transport infrastructure

3.6 In response to the challenges for transport infrastructure set out above, we need to:

- Continue to lobby for improvements to our strategic road and rail networks to a more consistent standard, reduce the stress on the existing network and help improve connectivity to the rest of the south east, London and beyond and facilitate the county's economic growth through the Greater Essex, Medway, Kent and East

⁸ National Road Traffic Survey for DfT

⁹ Station Usage 2004/5 and 2009/10 Office of Rail Regulation

Sussex Local Enterprise Partnership (LEP) as well as deliver housing in East Sussex.

- Ensure that public transport and community transport networks complement one another.
- Focus on a proactive approach to maintaining our roads, rights of way network and other transport assets.
- Continue to improve walking, cycling and public transport to offer people more sustainable travel choices.
- Ensure that the strategy is flexible to adjust to current and future funding levels.

Economic Challenges

3.7 The main economic challenges are:

- **Predominance of small businesses** – the average business in East Sussex has just over seven employees and only 27% of people are employed in a company with more than 100 people compared to the regional/national average of around 40%.¹⁰
- **High unemployment in some areas** – Hastings continues to have the highest percentage of unemployed adults seeking Job Seekers Allowance in the south east at 5.6%.¹¹
- **Dominance of public sector employment** – one third of people in East Sussex are employed in public administration, education or health. The percentage of people working in growth and high value sectors is relatively low.¹²
- **Transport seen as key to economic growth** – Local businesses see transport as a significant factor in local sustainable economic growth.¹³ However, concern remains regarding the availability and cost of parking, the quality and frequency of public transport, and the perceived lack of investment in strategic transport improvements to our road and rail networks.
- **Commuting** – Trends over the last 20 years have seen an increase in the number

of people commuting out of the county for work, as well as a smaller increase in those commuting into the county. The average distance residents travel to work is just under 16 kilometres; a 60% increase on the 1991 average.¹⁴

- **Improvements in skill levels** – While skill levels amongst resident workers compare relatively well to the south east and England as a whole, there is potential for improvement in some areas of the county, to promote employability, raise productivity and deliver future economic growth in the county.

Addressing the challenges for Transport and the Economy

3.8 In response to the local economic challenges set out above, we need to:

- Make the economy more resilient by enabling a more diverse economy to develop and focus on providing infrastructure in the areas of regeneration as well as housing development in the county.
- Provide travel choices to help people to access jobs and services from existing and new housing, particularly by sustainable modes of travel – walking, cycling, public transport, community transport, and to develop and promote smart ticketing schemes as they evolve.
- Lobby for improvements to our strategic road and rail networks to help improve connectivity for businesses to the rest of the south east, London and beyond.
- Encourage the roll out of high speed broadband across the county to enable businesses to locate in East Sussex.
- Work with our partners in Greater Essex, Medway and Kent, through the Local Enterprise Partnership to deliver the transport infrastructure which helps stimulate economic growth.

¹⁰ Three-quarters of businesses employ fewer than five people, while 88% of local companies employ 10 or fewer employees. Figures at December 2007, 2008, Annual Business Inquiry data from ONS, -via Focus on East Sussex 2010

¹¹ Nomis (ONS) figures for July 2010, East Sussex in Figures

¹² Business Register and Employment Survey, Office of National Statistics

¹³ East Sussex Business Survey 2008 Transport

Safety, Security and Health

3.9 The main safety, security and health challenges are:

- **Killed and Seriously Injured** – In 2010, 321 people were killed or seriously injured (KSI) on our roads; 26 of these were children.¹⁵ 60% of all KSIs in the rural area occur on the trunk or A class road network, which makes up only 16% of the rural road network.
- **Road safety is key concern of residents** – A 2009 survey of residents concluded that road safety was the most important issue for any transport strategy to address.¹⁶
- **Young drivers dominate KSIs** – Young people (16 to 24) as car drivers and motorcyclists make up 28% of all KSI casualties involving car drivers and motorcyclists in East Sussex. Motorcyclists make up 27% of the total KSI casualties across the county.
- **KSI main contributory factors** – it is estimated that speed was a contributory factor in 13% of all crashes and 26% of fatalities.
- **Personal Safety** – A 2009 survey of residents found that 91% felt safe outside in their local area during the day, whilst 65% felt safe after dark.¹⁷ Residents are most concerned about crime related to personal behaviour and social attitudes. Vulnerable groups (elderly and young people) have concerns about the lack of transport provision in the evenings and at night.
- **Public Health** – Although 22% of the county's population aged 16 and over are categorised as obese, this is better than the national average of 24%.¹⁸

Addressing the challenges for Transport and Safety, Security and Health

3.10 In response to the challenges set out above, we need to:

- Continue to reduce the number of KSIs on our roads, specifically through targeting the key population groups and contributory factors such as drink driving, exceeding the speed limit/travelling too fast for the conditions, careless or reckless driving, distraction inside the vehicle and non-seatbelt use.
- Encourage more active travel (walking, cycling) for everyday activities and access to green spaces to help reduce levels of obesity, cardiovascular disease and other health problems caused by physical inactivity.

Environmental Challenges

3.11 The main environmental challenges are:

- **High coverage of landscape designations** – Nearly 80% of the county is covered by landscape designations of local, national and ecologically international significance.
- **Considerations of South Downs National Park (SDNP)** – The SDNP covers the Downs and their foot slopes from Brighton to Eastbourne and includes the county town of Lewes. The National Park Authority, as well as being the Planning Authority, is responsible for the conservation and enhancement of the area's natural beauty, enhancing wildlife and cultural heritage as well as enabling and encouraging access to and within the park by sustainable modes of travel.
- **Statutory duty towards Areas of Outstanding Natural Beauty (AONBs)** – The High Weald AONB extends across the northern third of the county and the County Council has a statutory duty to take into account its conservation and enhance the special features that represent its natural beauty, including the networks of ancient route ways and historic tracks.

¹⁴ Figures from 2001 Census, Focus on East Sussex 2009

¹⁵ Sussex Police provisional figures March 2011

¹⁶ East Sussex Residents' Panel Survey Results September 2009

¹⁷ Joint Strategic Needs Assessment 2009

¹⁸ Low Carbon Transport Innovation Strategy DfT 2007

- **Transport related emissions** – Road transport is the fastest growing source of greenhouse gases and Carbon Dioxide (CO₂) emissions affecting human and environmental health.¹⁹
- **Rising sea levels** – Sea levels could rise by more than 20 centimetres above the 1990 levels in the south east by 2050. This, together with more severe weather conditions, could potentially affect over 27,000 residential and business properties in the county, which are situated on low lying land at the coast or beside rivers, with the threat of flooding.
- **Air pollution from road transport** – Most of the air pollution in the county is generated by road traffic.²⁰ Although generally air quality is good, there are hotspots where Air Quality Management Areas have been declared – A259 Glyne Gap and Lewes town centre around Fisher Street. In Newhaven, levels of nitrogen dioxide have been recorded close to the national limits and this will continue to be monitored.
- **Noise** – There are some sections of the A259, A22, A26, A21 and A267 where national noise indicators are exceeded.
- Mitigate the impact of schemes on the physical environment and pursue opportunities to provide enhancements where appropriate.
- Establish an approach towards transport in relation to access into the South Downs National Park, High Weald Area of Outstanding Natural Beauty and other protected areas.
- Consider how to reduce noise where national indicators are exceeded.

Social Challenges

3.13 The key social challenges are:

- **Age profile** – 12% of the population is aged over 75 years, compared to 8% regionally and nationally. The county ranks highest of all the counties in England for the percentage of 85 and 90 year olds.²¹
- **Future population levels** – The population is expected to increase from 512,000 to 526,000 by 2016 and to 540,000 by 2026. This increase will be highest in Wealden (10%) and lowest in Eastbourne and Hastings (3%).²²
- **Lower than average wages** – The median average (gross) full time wage in the county is £442 per week, 14% lower than the South East average of £514 and 10% lower than the national average (£490). There are also disparities within the county; the average Sussex household income varies from £24,500 in Hastings to £32,400 in Wealden.²³
- **Deprivation** – East Sussex is the seventh most deprived county in England. Forty-two areas of the county are amongst the 20% most deprived in England. The most significant levels of deprivation are concentrated in Hastings and Eastbourne, although the relative affluence of many rural areas hides significant pockets of deprivation.²⁴

Addressing the challenges for Transport and the Environment

3.12 In response to the environmental challenges set out above, we need to:

- Mitigate climate change by reducing carbon emissions from transport.
- Encourage measures/initiatives including new technology which reduce carbon emissions from transport.
- Improve the resilience of the transport network to an increased risk of flooding and higher temperatures and severe weather events.
- Address transport related air quality issues.

¹⁹ Low Carbon Transport Innovation Strategy DfT 2007

²⁰ Sussex Air Quality Partnership website 2010

²¹ East Sussex in Figures

²² East Sussex in Figures (ESiF) website, policy-based population projections (ESCC)

²³ CACI household income data for 2010 from East Sussex in Figures

- **Diversity** – Although Black and Minority Ethnic (BME) people make up 9% of the population, the county’s population is becoming increasingly diverse.²⁵
- **Disabilities and mobility impairments** – East Sussex has a high proportion (19.8%) of working age residents with disabilities.²⁶
- **Broadband** – 65% of East Sussex adults, compared with 71% nationally are estimated to have access to a daily internet connection.²⁷
- **Accessibility** – Accessibility to jobs, services and leisure can be more problematic for people living in rural areas.²⁸

Addressing the challenges for Transport and Social Need

3.14 In response to the social challenges set out above, we need to:

- Tackle social exclusion and quality of life issues for more vulnerable members of the population, by providing better access to services, particularly healthcare, jobs, education, sources of healthy and affordable food and leisure, through improvements to transport and non transport measures.
- Secure improvements to the strategic transport infrastructure and increase the coverage of faster broadband to support economic growth in the county, thereby increasing access to employment and household incomes.
- Make sustainable travel options (walking, cycling, bus and rail) more attractive and realistic alternative to the car to encourage greater social interaction for those who do not have access to a car.

Other Challenges

3.15 Other challenges include:

- **Housing development** – The Borough and District Councils are currently

working on their Local Development Frameworks (LDFs), which will set out the expected levels of development and the infrastructure that will be required in their respective areas up to at least 2026.

- **Impact of increasing fuel prices on access to services** – Increasing fuel prices could have implications for the business community and public transport providers, as well as residents, as transport costs affect the price of goods and people’s ability to access services, particularly for those on low incomes.

Addressing other challenges in the county

3.16 We need to:

- Continue to work with the Borough and District Councils on the identification of transport infrastructure for inclusion in the Infrastructure Delivery Plan (IDP) element of their Local Development Frameworks, which also needs to be reflected in our LTP long term strategies for the priority areas of the county, outlined in Chapter 4, and shorter term LTP Implementation Plans. The levels of housing growth will be a key driver of the demand for infrastructure and increases in land values will provide the means for development to make its contribution to infrastructure provision. The development industry will need to assume responsibility for delivery of the necessary infrastructure in a timely fashion.
- Encourage and facilitate the use of alternative technologies (i.e. electric vehicles) and look at non-transport measures which reduce the need to travel to access services.

Opportunities

3.17 In addition to the challenges facing the county, there are also a number of opportunities which we need to capitalise on to ensure the delivery of the LTP3

²⁴ Focus on East Sussex 2010

²⁵ East Sussex in Figures (ESiF), 2007 mid-year population estimates by ethnic groups (ONS)

²⁶ ESCC CPA Self assessment, June 2007

²⁷ East Sussex Local Economic Assessment, March 2011 – data from CACI 2009

²⁸ East Sussex Accessibility Strategy Local Assessments

objectives and, in turn, the Community Strategy priorities. Further details are outlined in Background Paper B – Local Picture.

- **Building on the successes of previous LTPs** – investment in the improvement of our transport network has brought a range of benefits to people living in and travelling through East Sussex over the last ten years.
- **Partnership working and sharing best practice** – continued partnership working with many different organisations and community groups to deliver schemes and projects which improve travel choices for our residents will be an important element in delivering the LTP3 objectives.
- **Public health responsibilities to Local authorities** – the Government’s Public Health policy identifies the need to get people active as a key priority. The encouragement and support of active travel – walking and cycling – has a major role in providing solutions. East Sussex County Council is an “early implementer”, incorporating public health into the organisation from April 2011.
- **Cross boundary working** – working collaboratively with Kent, Medway and Greater Essex authorities, particularly through the Local Enterprise Partnership, and our other neighbours of Brighton & Hove, West Sussex and Surrey to tackle wider strategic issues which impact and influence our approach to transport in East Sussex. These include:

Kent

- Further development in Tunbridge Wells
- Improvements to the A21 corridor
- Improving the rail links between Hastings and Ashford
- The potential reopening of the Lewes/Uckfield/Tunbridge Wells railway

West Sussex/Brighton & Hove

- Further development in East Grinstead and the Burgess Hill/Haywards Heath area

- Improvements to the A23 and Gatwick Airport
- Public transport and wider transport links to Brighton and Hove

General

- Cross-boundary access to jobs, education and services
- South Downs National Park and High Weald AONB
- Broadband connectivity
- **Localism** – In response to the Government’s Localism Bill and the desire to create a ‘Big Society’, we will enable local people, communities and interest groups to take an active role in achieving their community’s aspirations, unlocking funding from external sources and supporting service delivery. How we go about this will evolve during the life of LTP3 and will respond to proposals coming forward through Neighbourhood and Village Action Plans. A number of examples of good practice which already exist in East Sussex include:
 - school walking buses and sponsored school crossing patrols,
 - sponsored roundabouts,
 - community speed indicator devices (SIDs),
 - community rail partnerships and community transport projects,
 - parish lighting, and
 - parishes or local partnerships contributing to funding schemes which are important to their communities.

Stakeholder Engagement

3.18 As part of the development of the strategy we talked to a range of groups and organisations, set out in Background Paper B, and gathered evidence of their transport issues, including through a Residents’ Panel survey, a business survey and the contribution of the East Sussex Strategic Partnership (ESSP). This identified that there are areas of common interest for many organisations in the county. As highlighted in paragraph

3.17, future partnership working will be important to the achievement of many of the LTP3 objectives where they correspond with the objectives of other organisations.

3.19 The main challenges identified for LTP3 included:

- the need to link the LTP3 strategy with the spatial strategies coming forward in the various Local Development Frameworks (LDFs),
- the need to continue to lobby for improvements to our strategic road and rail infrastructure to improve connectivity, both within the county and with the rest of the region and beyond as a key contribution towards delivering economic regeneration and housing,
- the need to maintain our roads, rights of way and other transport assets,
- improving road safety through education and enforcement measures to change driver behaviour, in addition to engineering measures where appropriate,
- the need to achieve a shift from the private car to more sustainable forms of transport by focusing on measures to support walking, cycling, public transport, car share and car clubs,
- encouraging active travel through walking and cycling and greater promotion of their benefits for health and quality of life,
- reducing social exclusion especially of the older population and those on low incomes, in order that they can access jobs and services through conventional public transport services or community based transport solutions,
- considering non transport interventions in the way that services are designed and delivered e.g. providing services locally where possible,
- encouraging investment in faster broadband to reduce the need and demand for travel, and
- the need to take into account the issues of specific groups of the community, their

needs and concerns in the design and development of transport schemes/services.

3.20 A 12 week consultation was undertaken on the draft LTP3 Strategy document during Autumn 2010. The key themes and issues arising from the consultation were:

- The majority of respondents supported the vision and objectives of the LTP3 strategy,
- The majority of respondents supported the preferred strategy of ‘sustainable economic growth’,
- There was broad support for sustainable travel rather than road building and improvements. The sectors which were supported most strongly in terms of wanting further investment were:
 - bus services (accessibility and connectivity),
 - better and more cycling infrastructure with emphasis on safety,
 - stronger lobbying for improved rail services and capacity,
 - greater emphasis on safety including 20mph zones,
 - better integration between different modes in terms of facilities and timetables, and
 - more travel planning to achieve higher levels of travel by sustainable modes (walking, cycling, and public transport),
- Other themes include support for the non transport intervention of improved Broadband access which would contribute to a reduced need to travel, and a call for lower CO2 emissions and better air quality,
- There were requests for the document to be shorter and clearer,
- There had been insufficient consideration of the issues for those parts of the county which do not fall inside the four spatial priority areas for investment (Bexhill & Hastings, Eastbourne & south Wealden, Newhaven and Uckfield) i.e. rural areas, villages and larger market towns,
- Insufficient attention had been paid to the newly formed South Downs National

Park (SDNP) and our approach to issues related to the park and the places which act as gateways to it. (Lewes, Eastbourne, Newhaven, villages etc),

- Stated support for our commitment to continuing to aspire to the reinstatement of the Lewes/Uckfield railway line,
- Some further work was needed on aligning the LTP strategy with the planning authorities' policies in their emerging Core Strategies. There was concern at the inclusion of schemes which are longer term and aspirational and have no delivery mechanism as yet in place,
- Our ability to deliver and to fund the interventions necessary to implement the strategy and that the document did not include specific schemes that will be delivered 'on the ground', and
- How the LTP will act as an enabler for localism and the 'Big Society'.

3.21 In response to the key consultation issues, the following actions/changes have been taken:

- produced a shorter, clearer LTP Strategy document supported by background papers constituting the evidence base,
- provided greater clarity on the approach to the rural areas and those parts of the county not in the economic regeneration priority areas and also to issues related to the South Downs National Park,
- included some schemes which are long term aspirations e.g. potential major road and rail improvements, for which the means of delivery, while currently uncertain, may be realised due to future changes in national policy or funding availability during the lifetime of LTP3,

- included a section on localism and the promotion of 'self help' initiatives and alternative approaches that might enable local communities to take an active role in delivering schemes and services that can help achieve local aspirations. It is likely that this process will need to evolve during the early part of the LTP3 period but it will build on the examples of good practice which already exist in the county,
- updated the document to reflect changes in policy at national and local level, the outcomes of the 2010 Comprehensive Spending Review and the decisions on major schemes within and serving the county, emerging Local Development Frameworks and the establishment of the Greater Essex, Medway, Kent and East Sussex Local Enterprise Partnership (LEP), and
- made other minor amendments in response to individual comments.

3.22 Further details on the main issues identified through the consultation and how these have been reflected in the final strategy is outlined in Appendix F: Consultation Comments and Responses.

Summary

3.23 There are a range of economic, environmental, transport infrastructure, social and safety, health and security challenges in East Sussex which need to be considered within the LTP3 Strategy, which is outlined in Chapter 4. The Strategy also needs to capitalise upon the opportunities in the county and has been refined to reflect the views of our stakeholders identified through the LTP3 development and consultation processes.

4. LTP3 Strategy

- 4.1** This chapter sets out the LTP3 Strategy which will deliver the vision and objectives outlined in Chapter 2 and address the issues and challenges identified in Chapter 3.
- 4.2** In summary, our Strategy for LTP3 and future direction for what we do for transport in East Sussex is:
- Plan and provide transport infrastructure which delivers sustainable economic growth in areas which have been identified as needing greater investment for regeneration and housing development:
 - Hastings/Bexhill
 - Eastbourne/South Wealden
 - Newhaven
 - Plan and provide transport infrastructure to deliver development and sustainable economic growth in Uckfield.
 - To maintain economic activity and quality of life across the county as a whole, give priority to:
 - Effective Highway Maintenance and Management of our Transport Assets,
 - Improve Road Safety,
 - Support the delivery of Public and Community Transport,
 - Plan and lobby for strategic infrastructure improvements for road and rail, and
 - Encourage non-transport measures which reduce the need to travel.
- 4.3** How far we are able to deliver all of these strategy elements will be influenced by the levels of funding that will be available over the duration of the plan. If these priorities change over the life of the LTP3 up to 2026, the strategy will need to be reviewed and adapted accordingly.
- 4.4** In addition, we have set out our approach for the rural areas, villages and market towns in the county, sensitive to the nature of the issues in different places and appropriateness of different measures to address them, around the following three geographical areas:
- Lewes, South Coast Towns and South Downs,
 - Battle, Rye and Rural Rother, and
 - North Wealden and North Lewes District.
- 4.5** We have also outlined our future approach to different transport modes and interventions which are set out later in the chapter.
- 4.6** We also have a number of legal duties to undertake as a local transport authority which tie into the overall strategy and help delivery of the LTP3 objectives. These duties include:
- maintenance and repair of the public highway, keeping the roads clear of ice/snow in the winter and dealing with reported highway defects,²⁹
 - road safety initiatives,³⁰
 - management, maintenance and improvement of the rights of way network,³¹
 - management of the road network to improve the movement of traffic including, co-ordination of roadworks,³²
 - working with bus operators to plan provision of information about local bus services,³³
 - provision of home to school transport for children who live outside a defined walking distance between their home and school,³⁴

²⁹ Highways Act 1980

³⁰ Road Traffic Act 1988 (s39)

³¹ Countryside and Rights of Way Act 2000

³² Traffic Management Act 2004

³³ Transport Act 2000

³⁴ Education Act 1996 and Education and Inspections Act 2006

- provision of concessionary bus travel for older people and people with disabilities from 9:30am on weekdays,³⁵
- promotion of sustainable school travel which meets the transport needs of children and young people,³⁶
- support District and Borough Councils to carry out air quality reviews, the assessment of air quality management areas and the preparation of air quality action plans,³⁷
- promotion of community safety,³⁸
- management of local flood risk from surface water, ground water and non-main river flooding,³⁹
- consideration of the needs of disabled people both when developing plans and implementing them, and⁴⁰
- addressing the effects of inequalities that arise from social or economic disadvantage as well as gender, race, disability, sexual orientation and belief.⁴¹

Planning and provision of infrastructure which delivers sustainable economic growth

4.7 In developing LTP3, we appraised three potential options for how we could plan and provide infrastructure primarily focused on achieving one or more of the LTP3 objectives.

- **Option 1** – a road infrastructure based option focused on providing for increased traffic growth with greater emphasis on meeting the needs of those travelling by car.
- **Option 2** – a ‘changing travel behaviour’ option focused on measures to encourage behavioural change to safe and sustainable modes of travel and thereby predominantly focused on reducing carbon emissions.
- **Option 3** – a ‘sustainable economic growth’ option focused on providing some

infrastructure to help address congestion bottlenecks and thereby help the economy, improve safety for all road users and promote sustainable travel on foot, by bike and by public transport, which would help reduce carbon emissions.

4.8 Each of these strategy options involved a different mix of transport measures and interventions that could be introduced to achieve their overall objectives.

4.9 From this appraisal, outlined in Background Paper C – Strategy Options, our preferred overall strategy for planning and providing infrastructure is the third option set out above which aims to deliver sustainable economic growth.

4.10 We will give priority for planning and providing this infrastructure in Bexhill & Hastings, Eastbourne & South Wealden and Newhaven, as identified in Figure 3, where significant housing development is proposed to take place and/or there is a need for economic regeneration.

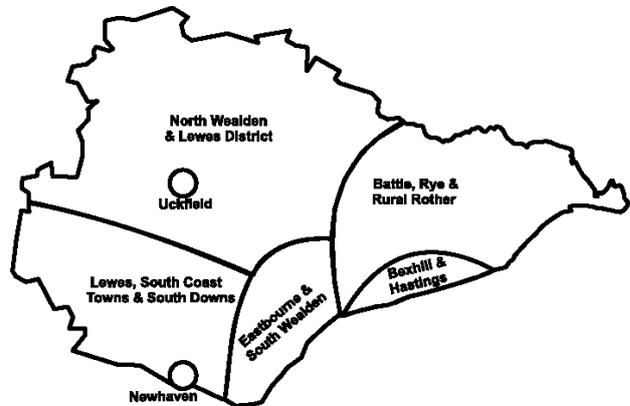


Figure 3 – LTP Spatial Areas

4.11 In delivering sustainable economic growth in these areas, the County Council will focus on:

- localised road improvements to tackle congestion at bottlenecks on the network,
- targeted strategic transport improvements within and outside East Sussex to improve the wider connectivity of the county with the south east, London and beyond,

³⁶ Transport Act 2008

³⁷ Education and Inspections Act 2006

³⁸ Environment Act 1995 (Part IV)

³⁹ Crime and Disorder Act 1998

⁴⁰ Flood Risk Regulations 2009 and Flood and Water Management Act 2010

⁴¹ Disability Discrimination Act 1995 and 2005 Equalities Act 2010

- road safety through enforcement, education and engineering measures including integration of highway maintenance with safety improvement schemes.
- promotion and infrastructure for public transport e.g. accessible bus stops, shelters,
- implementation of infrastructure to support integrated sustainable travel – walking, cycling, public transport, car sharing etc. For example – bus priority measures, cycle lanes and facilities, improvements to pedestrian routes to key trip attractors, better rail / bus / cycle interchanges, less street clutter and enhanced public spaces,
- better use of technology to make the best use of the existing transport network e.g. Urban Traffic Control (linking of traffic signals), Real Time Bus Information, charging points for electric vehicles and smart ticketing initiatives, and
- parking control and enforcement.

4.12 In addition, we will also focus on infrastructure requirements in Uckfield where significant housing development is proposed.

4.13 The focus will be looking at different packages of measures along the main corridors of movement into and within these areas, links with the wider strategic network and corridors which link existing and future development locations to hubs of activity such as:

- local, district and town centres,
- shops,
- hospitals,
- employment,
- education, and
- leisure.

4.14 The following sections set out our longer term scheme aspirations for the priority areas as well as for other areas of the county – Lewes, South Coast Towns & South Downs; Battle, Rye & Rural Rother, and North Wealden & North Lewes District.

4.15 These will inform the series of shorter term Implementation Plans that will be developed over the life of LTP3 and, which will set out the schemes which will deliver our strategy of sustainable economic growth, where external funding is identified, or public funding becomes available.

4.16 This will also help set the high level direction for the transport element of the Borough and District Councils' Local Development Frameworks (LDF), based on modelling which has been undertaken on the potential development options in these priority areas, and help inform the transport infrastructure requirements to be incorporated into the LDF Infrastructure Delivery Plans.

Bexhill & Hastings – regeneration and development

4.17 Whilst this priority area covers the two towns, it is important they are not considered as a single urban area. The nature of the issues facing Hastings and Bexhill may have common elements, but their scale, extent and degree are markedly different.

4.18 Building on the challenges raised in chapter 3, the key issues for the Bexhill and Hastings area are:

- **Uncertainty on the future of the Bexhill Hastings Link Road** – this scheme is regarded as essential to the continuing regeneration of the area and is the top priority for the county as highlighted in our LEP submission with Greater Essex, Medway and Kent. A decision is expected from the Department for Transport by December 2011 and meanwhile work is continuing to submit the best offer possible related to funding.
- **Inhibitors to growth and economic prosperity** – although both towns possess a rich and varied heritage in architectural, cultural and environmental terms, a number of factors inhibit growth and economic prosperity:

- the generic constraints of a 180° rural hinterland which limits the scope for further outward development when combined with the high quality rural landscape tightly defined around the edge of Hastings and north Bexhill,
 - a remote location away from other key economic centres,
 - poor strategic transport infrastructure, both road and rail, serving only to reinforce perceptions of peripherality,
 - rundown urban fabric, and
 - a limited supply of employment land and premises necessary to meet modern business needs.
- **High levels of deprivation** – Hastings is the 19th most deprived out of 326 local authorities nationally, and the most deprived in the south east region. 28% of LSOAs are ranked in the 10% most deprived nationally and 45% in the 20% most deprived. Two LSOAs are among the most deprived 1% in the country.⁴² Two LSOAs in Bexhill fall in the most deprived 10% in the country both in Sidley ward.⁴³
 - **Poor levels of educational attainment in both Hastings and Bexhill** – 31.7% and 30.5% respectively of the adult population having no qualifications, compared with the regional average of 23.9%.⁴⁴
 - **Access to services** – The difficulties of accessing services such as healthcare, education and jobs is a symptom of deprivation at a local scale, and the inadequacy of strategic transport infrastructure serves to perpetuate the conditions which hamper the regeneration of the area.
 - **Difference in age profiles** – The age profile of the two towns is markedly different, with Bexhill's age profile biased towards those of pensionable age (36% of the town's population, higher than the county average of 23% and more than twice the regional average of 17%) and 18.3% of the population below 20. The

profile of Hastings' population is much younger; only 17.8% of the population is of pensionable age and 24.3% of the population is under 20 (compared to 22.4% in East Sussex and 23.9% in the South East).⁴⁵

- **Access from rural areas** – A significant rural hinterland is dependent upon Hastings and Bexhill for key services such as healthcare, education, employment and shopping. The Hastings 'travel to work area' takes in a large number of small rural settlements together with the larger towns of Rye and Battle and extends as far as Camber in the east, Robertsbridge in the north and just beyond Bexhill in the west.
- **Air Quality and Congestion** – The A259 is not capable of meeting the demands placed upon it by economic and housing growth. Air quality has deteriorated to the extent that the corridor has been designated an AQMA. Whilst air quality and congestion problems are at their most acute on the A259 corridor, the A21/ London Road/ Battle Road, the A269 and The Ridge are also heavily used congested routes, with little scope for significant online improvements, which gives rise to adverse impacts on the quality of life of residents.

Figure 4 (below) – Bexhill/Hastings



⁴² Index of Multiple deprivation, 2010

⁴³ Indices of Multiple Deprivation, 2010

⁴⁴ East Sussex in Figures

⁴⁵ CACI, 2010

Approach

BEXHILL/HASTINGS

Our approach to delivering infrastructure to achieve sustainable economic growth and help deliver housing development in Bexhill and Hastings is to:

- continue to promote and deliver the Bexhill to Hastings Link Road,
 - deliver a package of complementary measures to the Link Road to enhance the positive impacts of the scheme and enable access by sustainable modes of transport,
 - focus on improvements and safety of key walking routes in both towns,
 - develop and implement the cycle route networks for Hastings and Bexhill, focusing on key routes into the town centre, along the seafront and providing links to existing and future residential and employment areas,
 - continue development of the Quality Bus Partnership (QBP) for Hastings focused on improving services and infrastructure to deliver improved punctuality on the following key bus corridors:
 - A259 Bexhill to Hastings/Ore,
 - London Road/Battle Road,
 - Core 'Arrows' routes network running east/west across the town and through the town centre, and
 - Conquest Hospital and Bexhill & Hastings Colleges,
 - developing a QBP for Bexhill focused on improving services and infrastructure
- in the town and along the Bexhill to Hastings corridor,
- continuing to manage on-street parking in Hastings through civil parking enforcement and controlled parking zones, including appropriate reviews of parking restrictions,
 - continue to promote travel plans with businesses and schools through our Travelchoice brand to encourage behaviour change,
 - continue to lobby for major strategic infrastructure improvements on the A21 to help deliver economic and housing growth in the Bexhill and Hastings area,
 - continue to lobby and influence, in partnership with other stakeholders, Network Rail and the train operating companies to maintain and enhance rail capacity and services to accommodate growth in the area, with new stations at Glyne Gap and Wilting,
 - investigate potential improvements across the transport network to facilitate housing and employment growth including:
 - Bexhill Country Avenue Western Extension,
 - Hastings Spur Road Phase 2, and
 - junction improvements across the network to address local bottlenecks, and
 - measures to improve traffic movements and access on foot, by bike or by public transport in Hastings and Bexhill town centres.

Eastbourne & South Wealden – regeneration and development

4.19 The key aims for the Eastbourne and South Wealden (Hailsham, Polegate, Willingdon, Stone Cross, Pevensey, Pevensey Bay, and Westham) areas are to facilitate housing growth, create a more diverse and integrated economy, protect the local

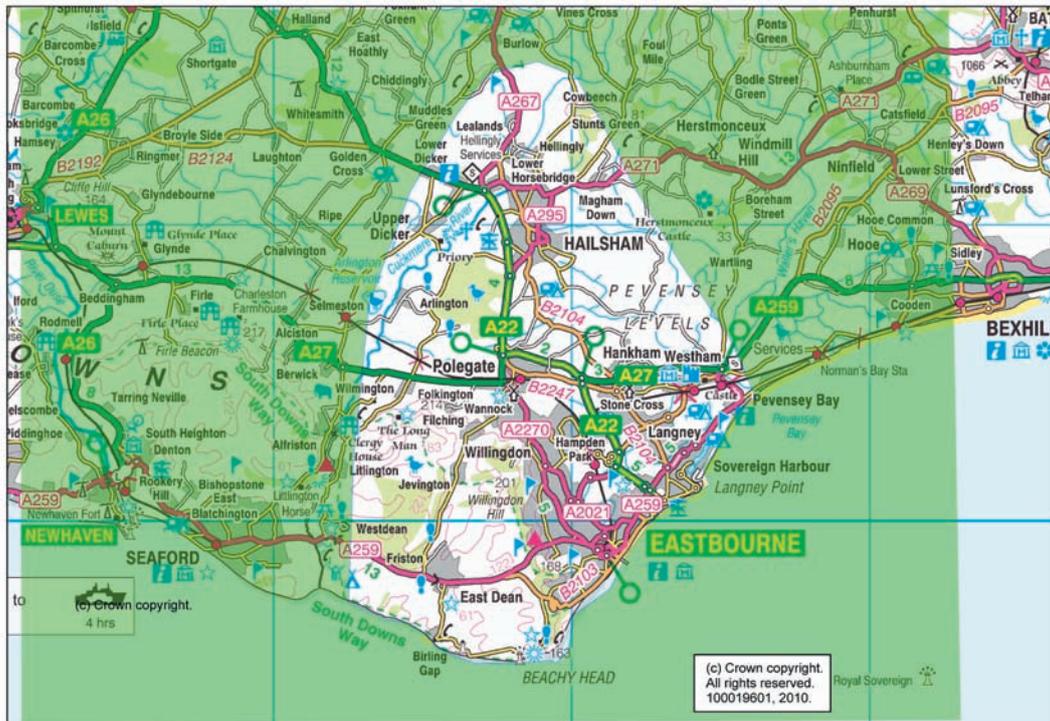
environment, enhance social provision and create sustainable communities.

4.20 A priority issue is to improve connectivity and capacity both within the area, and between it and the rest of the South East. The current lack of good strategic connections is seen as inhibiting development and acts as a barrier to

creating a more diverse economy that would be more resilient to economic downturns; improvements to the strategic road network would help create economic growth. Integration of housing, employment and social facilities is key in order to reduce the need to travel

and to enable sustainable travel choices to be made. The County Council will be working with the LDF authorities to ensure integration is built into LDF documents.

Figure 5 (below) – Eastbourne & South Wealden



4.21 In addition to the issues identified in the LTP Background Paper – the Local Picture, the other key challenges in the area include:

- **Local congestion** – key sections of road and key junctions are under stress from current traffic levels which add to the area's local and strategic connectivity problems. Further pressure from proposed development will exacerbate this.
- **Eastbourne has five LSOAs in the most deprived 10% in England.** Two in Devonshire, two in Hampden Park and one in Langney. Three quarters of LSOAs in the town (45 LSOAs or 76%) have a worse ranking for deprivation in 2010 than in 2007.⁴⁶
- **Sustainable access from areas of proposed growth** – there is a need for improved access by sustainable modes (bus, rail, cycling and walking) between growth areas and the town and local centres as well as to the South Downs National Park (SDNP).
- **Low proportion of working age people** – 54% of the total population are of working age.⁴⁷
- **Low productivity** – Productivity (GVA per employee) is low in Eastbourne (£31,390 pa) and south Wealden (£39,310) compared with the South East generally (£40,460). A relatively high proportion of employees, 32%, are in sectors with relatively low productivity such as distribution, hotels and restaurants.⁴⁸

⁴⁶ Indices of Multiple Deprivation CLG 2010 (East Sussex in Figures)

⁴⁷ National Census 2001

⁴⁸ Annual Business Inquiry, 2008

⁴⁹ Department for Work and Pensions/nomis

- **Higher unemployment than national average** – In October 2010, unemployment (that is the proportion of the working age population out of work and claiming Jobseekers Allowance) in Eastbourne was 3.3%, higher than the South East average of 2.4%.⁴⁹
- **Educational deprivation** – Certain areas of Eastbourne suffer from high levels of educational deprivation and there is a need to raise standards of achievement.
- **Environmental constraints** – Parts of Eastbourne are subject to flooding (from

tidal and fluvial flood risk), which reduces the options for site availability, whilst the environmental designations of the SDNP, west of the area and the Pevensey Levels, a RAMSAR site of international importance to the east, also influence the location of growth.

- **Access to healthcare** – Some parts of Eastbourne and South Wealden suffer from a lack of access to medical facilities which mean people need to travel across the area; achieving a better geographical spread of facilities and filling existing shortfalls in provision would help address this.

Approach

4.22 The assessment of the proposed development coming forward through the Local Development Frameworks (LDFs) identified that the demands of additional housing growth on the local and regional road network will increase stress on key points on the A27, A22 and the A271 in particular. Accordingly, a range of transport measures have been appraised to determine the most effective package of measures to deliver housing and sustainable economic growth in Eastbourne and South Wealden. The conclusion of this work is included in Background Paper D – Strategy Context.

EASTBOURNE AND SOUTH WEALDEN

To address the likely travel demand particularly from new development and to promote economic revival, the County Council will:

- investigate and implement, where there is a demonstrable positive impact and represent good value for money, long term improvements across the transport network to facilitate housing and employment growth including:
 - traffic signals at Cophall roundabout,
 - improvements at junctions between the A22 Jubilee Way, the A27 and Dittons Road,

- improvements to Hempstead Lane junction to alleviate traffic congestion on the A271 and Hailsham town centre,
- relieve town centre congestion on the Battle Road, London Road and High Street corridors in Hailsham,
- a Parkway station west of Polegate, and
- road / junction improvements between Cophall Roundabout and the A27 (identified in SWETS as desirable),
- St Anthony's link (Langney Rise roundabout to Lottbridge Drive)

- make improvements to key junctions on the main transport corridors in the area to make best use of the existing network as well as to accommodate the needs of pedestrians, cyclists and public transport:

- A2270 Polegate to Eastbourne,
- A2280 Cross Levels Way,
- A259 Seaford – Eastbourne – Pevensey,
- A22 Polegate to Hailsham (Boship),
- A22 Lottbridge Drive,
- A295 Hailsham,
- A271 north of Hailsham, and
- Ersham Road/Friday Street/Lion Hill/Langney Rise,

- improve accessibility for pedestrians, cyclists and public transport users as well as traffic movement into and within Eastbourne and Hailsham town centres,

- support a Quality Bus Partnership for Eastbourne focused on improving services and infrastructure on key bus corridors:
 - A259 Seaside (Eastbourne town centre to Sovereign Harbour),
 - A2021 Kings Drive (Eastbourne town centre to District General Hospital/ Sussex Downs College),
 - A259 Seaside to Langney Shopping Centre, and
 - A259/A2270 Eastbourne to Old Town and Polegate/Hailsham including Eastbourne - Hailsham express bus service,
- focus on improvements to and safety of key walking routes and corridors of movement,
- develop a cycle strategy, and implement a network of routes which focus on:
 - the improvement of the National Cycle Network routes, and
- key routes into Eastbourne town centre and along the seafront, and provide links to residential areas in Eastbourne and neighbouring settlements in the South Wealden area,
- continue the promotion of travel plans in businesses and schools, through our Travelchoice brand, to encourage changes in travel behaviour towards sustainable modes of travel,
- continue to manage on-street parking in Eastbourne through civil parking enforcement and controlled parking zones, including appropriate reviews of parking restrictions, and developing and implementing a parking strategy for on and off street parking in the town, and
- work with the National Park Authority, to improve walking, cycling and public transport links into the SDNP.

Newhaven – regeneration

4.23 A 20 year vision for the future of Newhaven has been developed by the Newhaven Strategic Network (NSN) which sets out priorities and proposals for the town⁵⁰. These include:

- creating a sustainable community with a balance of uses,
- maximising local economic opportunity,
- tackling social imbalances,
- enhancing the physical and natural environment, and
- establishing a sustainable transport network.

4.24 The vision will inform the Lewes District Council LDF which will set out spatial planning priorities for Newhaven's town centre and surrounding communities.

Key Characteristics and challenges

- **Road transport Links** – both the A259 which runs east – west through the middle

of the town and the town centre ring road create severance and congestion issues. The A26 links Newhaven to the A27 and the C7 links Newhaven with Lewes.

- **Environment** – levels of nitrogen dioxide close to the national limits have been recorded in areas beside the A259 in the centre of Newhaven.
- **Proximity to the South Downs** – Newhaven sits on the boundary of the South Downs National Park and therefore will be a key transport gateway into the SDNP, especially for visitors arriving via the Port.
- **Port and access to Europe** – a key element of the economic life of the town is the port which provides cross-channel ferries to Dieppe and includes a business hub. There are a larger number of potential development sites within and close to the port which could contribute to creating sustainable economic growth in the area. A masterplan is being developed for the port which is considering options for expansion of the port related activities.

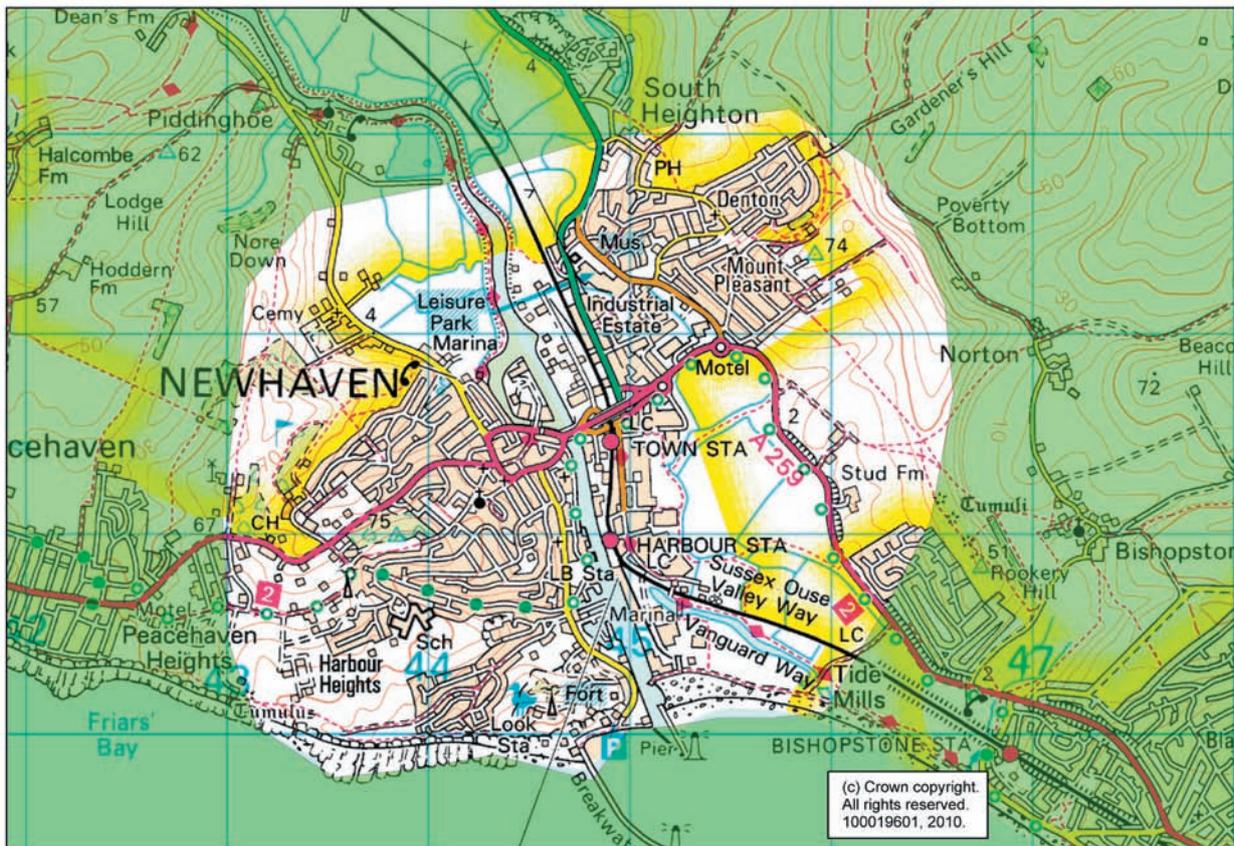
⁵⁰ <http://www.newhaven-regeneration.org/masterplan.htm>

- **Employment** – the town has a combination of heavy industry and a range of facilities involved in waste management, manufacturing and many service centres. Further increases in activity in these sectors may result in an increase in freight transport movements in the area.
- **Rail** – the town has two functioning railway stations offering direct train services to Lewes, Seaford and Brighton. There is potential to increase the number of people using these stations through improvements to the transport interchange. There is also potential for transfer of freight by rail from Newhaven port and the Energy Recovery Facility.
- **Access to Bus Services** – the town has

good access to public transport and journey time reliability has been enhanced through the delivery of a bus corridor between Brighton and Peacehaven. Further extension of this bus corridor could greatly benefit access to Newhaven.

- **Cycle Routes** –the National Cycle Route NCN2 passes through Newhaven and forms part of the Avenue Verte, London to Paris cycle route. This route offers considerable potential to encourage more cycling within the town.
- **Deprivation** – there are pockets of deprivation in the town with associated issues including communities experiencing inequalities in health.

Figure 6 (below) – Newhaven



Approach

NEWHAVEN

We will deliver sustainable economic growth in Newhaven by:

- creating a transport interchange facility at Newhaven Town Station to improve integration between rail and bus, along with improved facilities for cyclists, pedestrians and taxis,
 - investigating potential improvements at key junctions across the transport network to enable development and regeneration,
 - promoting development to fund the construction of the Newhaven Port Access Road as appropriate to enable expansion of the port and the development of the Eastside, facilitating economic growth in the town,
 - reviewing the function of the Ring Road and investigate/implement appropriate improvements to reduce severance to the town centre,
 - focusing on further improvements to the bus route network into and within Newhaven, in particular the A259
- corridor, to improve accessibility to bus stops and journey time reliability,
- focusing on improvements to, and safety of, key walking routes and corridors of movement to reduce community severance and provide access to schools, local shops and facilities, employment, health services and secondary centres as well as the town centre,
 - developing and implementing a cycle strategy and route network, focused on key routes providing links from residential areas to the town centre, train station and port, as well as to routes to Seaford, Peacehaven, Lewes and the SDNP, to complement the existing NCN2 plus facilities such as cycle parking in the town centre,
 - work with our partners including public transport providers, Job Centres and GP consortia to deliver actions which improve accessibility to key facilities in the town, and
 - work with the National Park Authority, to improve access into the South Downs
- 4.25** Further detail is included in Background Paper D – Strategy Context.

Uckfield – development

4.26 The key challenge for Uckfield is that the highway network within the town is already very near capacity, resulting in town centre congestion issues, and it will struggle to accommodate a further increase in traffic.

4.27 Traffic generated by future housing in and around Uckfield from existing planning permissions and those likely to come forward through the Wealden LDF, will

require an appropriate traffic management solution in the town centre. The County Council, Wealden District Council and Uckfield Town Council are exploring ways to improve traffic capacity in Uckfield as part of the development of a wider masterplan for the town centre. Modelling work has been undertaken to inform the options that could be taken forward as part of the Wealden LDF.

Figure 7 (below) – Uckfield



Key Characteristics and challenges

- **Maintain/improve local economy** – The town has two successful and fully occupied business areas. Increasing the range of local job opportunities by encouraging the provision of office space and commercial premises around the town will help create economic growth.
- **Service Centre** – retain the viability of the town as a key service centre for the local population and surrounding settlements. The challenge is to reduce congestion and to improve the attractiveness and accessibility of the town by sustainable travel options.
- **Reinstatement of the Uckfield to Lewes railway line** – this continues to be an aspiration of the County Council as it would significantly improve sustainable access to the major towns in the county, to the coast and to London and also have wider benefits should the Eridge-Tunbridge Wells (Spa Valley) line be fully reinstated. This would provide a new route to London, attracting new passengers onto this line and providing an alternative route should the parallel Brighton Main Line and Hastings line be closed for maintenance or other reasons.

- **Environmental constraints** – Uckfield lies close to the High Weald AONB and the Ashdown Forest, a European designated conservation site. Background pollutant levels in Ashdown Forest are already at a critical level and the delivery of any future development in the area is dependent on demonstrating that there will be no significant increases in traffic levels across the Forest on the A22.
- **Walking and Cycling** – there is considerable potential to encourage shorter journeys by walking and cycling in

the town. The focus for walking and cycling will be on the key routes and corridors of movement from existing and new residential areas to schools, local shops and facilities, employment, health facilities and the town centre.

- **Access to bus services** – the town has a good bus service, but the challenge will be to improve access for communities to bus stops on key routes to encourage the use of public transport as an alternative to the private car, and to reduce social exclusion from some parts of the town.

Approach

UCKFIELD

We will deliver housing development and sustainable economic growth in Uckfield by:

- investigating and advising on potential town centre traffic improvement options to accommodate the additional traffic from committed and planned development in Uckfield, without prejudicing the future reinstatement of the Uckfield to Lewes rail line,
- investigating transport measures associated with future development which reduce the levels of background pollution that could be damaging to human and environmental health,
- focusing on improvements to and safety of key walking and cycling routes to reduce community severance and provide access to schools, local facilities, employment, health facilities, open space, train station and the town centre,

- focusing on measures which improve access to bus stops on key routes in the town, in particular the Brighton – Lewes – Uckfield – Tunbridge Wells service, in and around the town centre and to the hospital,
- continuing support and lobbying for electrification, dual tracking, and in the short term, increased capacity on the Uckfield line,
- continuing to support and lobby for the reinstatement of the Uckfield to Lewes railway line, and the Eridge to Tunbridge Wells railway line, as part of wider rail capacity improvements in the county, and
- working with our partners including public transport providers, Job Centres and GP consortia to deliver actions which improve accessibility to key facilities in the town.

4.28 Further detail is included in Background Paper D – Strategy Context:

Rural areas, villages and market towns

4.29 Whilst we have identified four priority areas of the county for investing in infrastructure to deliver sustainable economic growth, it is important that

the issues and challenges in the other areas of the county, and improvements to links beyond the county boundaries are considered.

4.30 The rest of the county has a variety of geographic, social and economic characteristics that determine the challenges related to transport. These include:

- **Market towns** – these act as service centres for their local population and the surrounding rural settlements, providing healthcare, shops, education, employment and leisure, and are therefore crucial to the local economy.
- **Peacehaven, Seaford and Rye** – these have individual sustainable economies and generally have good transport links, but often suffer localised congestion. Social exclusion affects some communities in specific areas.
- **Villages and hamlets** – these communities rely on being able access the market or coastal towns for key services. This can often prove more difficult without access to a private car and can lead to social exclusion.
- **Rural areas** – these areas already attract a significant number of visitors that help to support the rural economy, and the South Downs National Park could increasingly become a ‘honeypot’ for tourism. Visitors often wish to walk, cycle and ride using our rights of way network. However this can cause traffic congestion and parking pressures in some locations and puts increasing pressure on the quality and character of coastal towns, market towns, villages and the countryside.

4.31 The approaches for Passenger and Community Transport, Road Safety and Highway Maintenance will be applied countywide. However, whilst investment will be prioritised towards the four growth areas, this does not prohibit schemes coming forward through town or village action plans from the other areas of the county if they demonstrate, relative to other schemes, that they:

- make a positive contribution to the high level LTP3 objectives and transport specific objectives,
- represent good value for money,
- have a positive effect on a wide range of users, and

- where development funding associated with housing or employment is available, or over the duration of LTP3, public money becomes available.

4.32 The rest of the county has been considered on the local accessibility assessment areas for employment, healthcare and education which include a mix of the different social, economic and environmental characteristics highlighted above. These areas are:

- Lewes, South Coast Towns and South Downs,
- Battle, Rye and rural Rother, and
- North Wealden and North Lewes district.

Lewes, South Coast Towns and South Downs

4.33 This area includes the southern part of the district of Lewes south of the A27 and the town of Lewes itself, together with Seaford, Peacehaven, Telscombe Cliffs and the villages in the South Downs.

Key Characteristics and challenges

- **South Downs National Park (SDNP)** – the majority of this area falls within the boundary of the SDNP. The key transport issues include the need to:
 - manage and improve visitor access to the park while reducing the impact of traffic,
 - maintain and improve accessibility for the rural communities in the park,
 - minimise the impact of any transport infrastructure on the landscape and environment,
 - support the role of rural bus services for both visitor and community access, and
 - support the role of rail in sustainable access to the park.

Lewes Downs Special Area of Conservation (SAC), immediately adjacent to Lewes town, and Castle Hill SAC both lie within the National Park. With Lewes being a significant gateway to the National Park, we will need to ensure that the integrity of

these SACs is not affected by enhancing accessibility into the Park from walking and cycling and ensuring proposals are not permitted unless it can be demonstrated that there will not be a likely significant effect on designated sites.

- **Lewes** – is the county town and administrative centre for the County Council and Sussex Police. The key challenges are reducing congestion and pollution from traffic, tackling safety issues, providing more sustainable travel options, and protecting and enhancing the character of the town to develop it as a key visitor and retail centre and a gateway for sustainable access to the SDNP.
- **Distinctive towns and villages** – settlements have distinctive characters and the challenge will be to maintain these alongside providing affordable, sustainable and safe travel choices that enable residents and visitors to access the

services they need and which support the local economy.

- Key accessibility issues
 - Peacehaven and Telscombe Cliffs – issues accessing employment and adult/further education,
 - Seaford – residents expressed difficulties in accessing hospitals,
 - Lewes – access to services was perceived as good,
 - Rural areas – parts of the study area highlighted access to work as an issue,
 - Rail – difficulties in accessing locations outside the study area, particularly from Seaford.
- **Wider connections** – there are close links between the area and Brighton and Hove in terms of local residents travelling to and from the county to access to jobs, services, healthcare and education.

Approach

LEWES, SOUTH COAST TOWNS AND SOUTH DOWNS

Our key priorities in Lewes, South Coast Towns and the South Downs are to:

- work with Lewes District Council and the National Park Authority to enhance the status of Lewes as a gateway town for sustainable access by walking, cycling, public transport, community transport and rail into the South Downs National Park,
- maintain accessibility for rural communities in the National Park,
- work with Lewes District Council to test development options and identify transport measures to support sustainable development coming forward through the Local Development

Framework including the potential development of land at North Street,

- focus on improvements for safe, coherent walking and cycling routes on key corridors from Brighton and Hove to and within both Lewes and the south coast towns,
- focus on improvements to public transport on key routes and corridors from Brighton and Hove to both Lewes and the south coast towns including potential for better interchange facilities,
- focus on transport measures to tackle congestion and address the air quality issues in Lewes town centre, and
- work with key partners including public transport providers, Job Centres and GP consortia to improve accessibility to key facilities in the area.

4.34 Further detail is included in Background Paper D – Strategy Context:

Battle, Rye and Rural Rother

4.35 This area includes the historic market towns of Battle and Rye, and the rural settlements to the north and on the western edge of Hastings.

Key Characteristics and challenges

- **Environment** – more than 80% of Rother is designated AONB and there are other natural areas of international conservation. The challenge is to ensure potential transport measures are not detrimental to the environment. The Dungeness SAC, Dungeness to Pett Level Special Protection Area (SPA)/RAMSAR site, which lies in close proximity to Rye, and the potential future Dungeness, Romney Marsh and Rye Bay SPA/RAMSAR site are all internationally important sites. The challenge is that we ensure that the integrity of the SAC and SPAs are not affected by ensuring proposals are not permitted unless it can be demonstrated that there will not be a likely significant effect on designated sites.
- **Predominantly rural settlements** –with some larger towns to the south of the district. The key challenge in this district to is to support the viability of rural villages and support the local economy, along with improving access to key local services through appropriate transport solutions.
- **High road casualty record** – with 428 road casualties out of 2,187 county wide (2008) and a predominantly rural road network, the challenge is to continue to deliver targeted measures and programmes of road safety education to reduce these figures.
- **Inequalities of income** –incomes lower than the regional and national average are experienced in rural communities, but are less apparent in more urban centres such as Rye. The challenge will be to identify transport solutions that are both affordable and improve access to key employment centres. In Rother, 86% of LSOAs (50 out of 58) have a worse ranking for multiple deprivation than they did in 2007.⁵¹
- **Health Inequalities** – access to healthcare (GPs and hospitals) was cited as the most problematic by residents living in Rother; in particular the ability to access the Conquest Hospital by public transport. The challenge will be to provide improved affordable access to the healthcare centres within and outside the district boundaries.
- **Strategic road network** – includes the A21 corridor, A259, A265, A268, A28. These are key routes in the district, and the challenge is to reduce congestion, tackle any issues relating to freight transport and support the delivery of more sustainable travel options for shorter journeys.

⁵¹ Indices of Multiple Deprivation 2010

Approach

BATTLE, RYE AND RURAL ROTHER

The key priorities in Battle, Rye and Rural Rother are to:

- work with Rother District Council to identify improvements to transport infrastructure to support sustainable development in Battle, Rye and the villages of rural Rother which emerges through the LDF,
- focus on improvements on safe, coherent walking and cycling routes on key routes/corridors in Battle and Rye,
- focus on improvements to public transport on key routes and corridors in Battle and Rye,
- focus on reducing traffic congestion in Battle and Rye town centres through careful siting of new development through the LDF process, and improving access to the railway stations by sustainable transport,
- improve access to and integration at local rail stations, and
- work with partners, including public transport providers, Job Centres and GP consortia, to improve access to key services in the area, particularly focusing on the provision of transport and travel information.

4.36 Further detail is included in Background Paper D – Strategy Context.

North Wealden and North Lewes district

4.37 This area is predominately rural with dispersed villages and hamlets but includes the larger market towns of Heathfield and Crowborough.

Characteristics and challenges

- **Rural nature** – Wealden is one of the most rural districts in England with a dispersed population. Affluence is located alongside pockets of hidden deprivation, and larger settlements outside the district boundary exert significant influence in terms of providing services. The challenge is to reduce social exclusion and support accessible sustainable transport solutions to improve access to key services, particularly employment both within and outside the district boundaries.
- **Environmental designations** – there are many sites of special scientific interest and this area has the highest proportion of ancient woodland of all English districts. The High Weald AONB encompasses a characteristically medieval landscape and includes ancient route ways and tracks. Background pollutant levels in Ashdown Forest, a Special Area of Conservation and Special Protected Area (SAC/SPA), are already at a critical level and the challenge is to demonstrate, through a transport assessment and an Appropriate Assessment, that additional development in the Uckfield, Heathfield and Crowborough areas will not significantly increase traffic levels across the Forest and/or the atmospheric nitrogen/acid deposition along the A22/A26. Proposals will not be permitted unless they can demonstrate that there will not be a likely significant effect on designated sites.
- **Distinctive character of villages and hamlets** – situated on the Low and High Weald, many settlements have unique or distinctive characters. The challenge is to improve accessibility, whilst reducing the impact of traffic on people and the environment and protecting the rural realm.
- **High road casualty record** – a high proportion of collisions in the district involve young male drivers. With a predominantly rural road network, the

challenge is to continue to deliver targeted measures and programmes of road safety education to reduce these figures.

- **Health inequalities** – hospitals were cited as the most difficult service to access by residents living in north Wealden and north Lewes. The challenge is improving interchange between bus services and other transport means to improve journey experience, journey times and affordability

so that residents can access the health services they require.

- **Wider connections** – there are close links between north Lewes and the Burgess Hill/Haywards Heath area and between the north Wealden area, in particular around Crowborough, and Tunbridge Wells in terms of local residents travelling to and from the county to access jobs, services, healthcare and education.

Approach

NORTH WEALDEN and NORTH LEWES district

The key priorities in these areas are:

- retaining and enhancing both Heathfield and Crowborough as service centres for the local community and surrounding settlements thereby reducing the need to travel, through the provision of local sustainable travel options,
- focusing on improvements on safe, coherent walking and cycling routes on key routes/corridors in Crowborough

and Heathfield particularly those giving access to the town centre,

- focusing on improvements to public transport on key routes and corridors, especially into and around Crowborough and Heathfield town centres,
- improving access to and modal integration at local rail stations, and
- identifying potential solutions to improve the current public transport links between towns and settlements within the district to support the local economy and reduce rural isolation.

4.38 Further detail is included in Background Paper D – Strategy Context.

Effective Highway Maintenance and Management of our Transport Assets

4.39 Our transport assets include:

- Roads
- Pavements and cycleways
- Drainage infrastructure
- Signs, road markings and road studs (cats' eyes)
- Barriers, fences and guardrails
- Verges
- Winter maintenance equipment
- Structures, (bridges, tunnels etc.)
- Street lighting

- Traffic signals
- Controlled parking zone equipment
- Public rights of way

4.40 The County Council is committed to making the best use of its resources and to managing and maintaining its assets effectively to prolong their life, maintain a safe highway environment and provide value for money for the residents and users of those assets, through our highway maintenance term contract. To this end, a Transport Asset Management Plan (TAMP) has been developed which sets out our strategy and priorities for maintaining assets such as roads, pavements and structures.

HIGHWAY MAINTENANCE & TRANSPORT ASSET MANAGEMENT

The County Council's approach is to:

- identify maintenance priorities through our hierarchies for road, footways and rights of way,
- take into consideration the need to adapt our transport infrastructure to the effects of climate change in future reviews of the asset management plans,
- move towards a proactive maintenance approach to all aspects of asset management,
- give priority to maintaining our A and B class roads in the network to ensure that the condition of our roads is above the national average, and improve customer satisfaction levels,
- improve the quality and notification of road works to minimise disruption to the travelling public as part of our Network Management duty,
- work with other partners to co-ordinate road works and minimise the impact on the travelling public,
- work with other partner authorities in the South East 7 (SE7)⁵² to deliver efficiencies in the procurement of highway maintenance, and
- incorporate measures to reduce noise on those sections of road where national indicators are exceeded.

Improve Road Safety

4.41 The County Council's new Road Safety Strategy is being developed through the establishment of the East Sussex Casualty Reduction Steering Group, which brings together the lead authorities and partners – East Sussex County Council, Sussex Police, East Sussex Fire and Rescue Service, Highways Agency, NHS, Wealden District Council, Sussex Safer Roads Partnership and South East Ambulance Service – who are involved in road safety. The group will share expertise, data and pool resources where appropriate, to look at measures that have worked elsewhere in the country and assess their relevance to our county, and to identify initiatives that, in a more co-ordinated manner, will reduce the numbers of people killed and seriously injured on the roads in East Sussex.

4.42 Engineering measures to address sites with specific crash problems, and speed management schemes may still be

undertaken where appropriate. However to complement and reinforce any engineering measures, there will be greater emphasis on road safety education and enforcement focussing on addressing specific safety issues – rural roads, poor road user behaviour, including drink/driving, illegal or inappropriate speeds and driving to work – and targeting groups identified as high risk. These include pedestrians and cyclists, children (aged up to 15 years) as pedestrians, riders of powered two wheelers, young people (16-24) as car drivers and older people (60+) as pedestrians.

4.43 Enforcement activities are carried out by Sussex Police on behalf of the Sussex Safer Roads Partnership, and include the provision and monitoring of fixed and mobile safety cameras. Other activities, such as road safety campaigns will continue to be part of our future efforts to reduce crashes.

⁵² The South East Seven (SE7) is a partnership of seven Councils (Brighton & Hove, East Sussex, Hampshire, Kent, Medway, Surrey and West Sussex) that have committed to working together to improve the quality of services and to achieve savings.

ROAD SAFETY, TRANSPORT EDUCATION & SPEED MANAGEMENT

The County Council's approach is to:

- use a detailed analysis of the key contributory factors and key road user groups in road deaths and serious injuries, to identify and implement the most appropriate and effective measures relating to the location and cause,
- reduce the number of killed and seriously injured on our roads through a range of engineering, education and enforcement initiatives including:
 - establishing a route improvement approach to addressing high risk routes or sections for treatment on our A and B roads,
 - targeted education campaigns for under 50cc moped riders,
 - roadside and biker event safety campaigns targeting high powered two wheeler riders,
 - supporting the ESFRS 'Safe Drive / Stay Alive' education programme and targeting schools in high risk areas with follow up sessions for pupils,
 - develop links with insurance companies to develop incentive schemes for young drivers such as Pass Plus,
- joint work with partners on drink/drive campaigns,
- continue to support Police enforcement and national/local road awareness campaigns,
- deliver cycle training through 'Bikeability' courses,
- promote child pedestrian training in primary schools and maintain school crossing patrols at those sites meeting the criteria,
- undertake Driver Improvement programmes to retrain all blameworthy drivers and motorcyclists involved in 'driving without due care' incidents or crashes,
- undertake Speed Awareness courses for drivers exceeding speed limits within certain parameters,
- promote the Fleet Risk Management and Driver Training Programme, and
- introduce lower speed limits on A or B class roads and in villages where speed limits are 40mph or more, and establish 20 mph zones where they meet the current council criteria and to encourage more people to walk and cycle.

Support the delivery of Passenger Transport and Community Transport

4.44 Bus services play an important role in the economic vitality of East Sussex and the

social wellbeing of its residents, with a total of 19.05 million trips being made by bus in the county in 2009-10.

BUS

Our approach is to make bus travel an attractive and realistic alternative to the private car, provide sustainable access to services, local facilities and employment opportunities for all residents and deliver increased bus use by:

- maintaining and improving the quality of commercial services, particularly through Quality Bus Partnerships in and around Hastings, Bexhill and Eastbourne:
 - promoting a stable network and coordinating service changes,
 - encouraging operators to invest in cleaner buses with low emissions,
 - encouraging integration with other forms of transport and integrating bus and train timetables where possible, and
 - providing safe waiting and travelling environments and dealing with anti-social behaviour on public transport,
- providing supported services within the following hierarchy:
 - school services for eligible children,
 - peak time services to key centres, further education and employment,
 - daytime services to key centres, hospitals and GP surgeries, and
 - evening and weekend services to key centres and hospitals,
- enforcing parking restrictions and providing bus priority measures as funding becomes available to improve journey time reliability and punctuality,
- improving the standard of provision at bus stops and interchanges,
- providing high quality information, both in advance of an intended journey and at the time of travel, using a range of media which identifies:
 - where passengers can travel to,
 - the time it will take,
 - the frequency of service, and
 - cost,
- delivering the national concessionary travel scheme, and
- encouraging commercial operators to develop and promote discounted fares for children and young people and develop multi-operator ticketing schemes as well as the Plus-Bus bus/rail ticket.

4.45 The outcomes of our local accessibility assessments identified that there are accessibility issues in more isolated rural communities and in urban pockets of high deprivation, with accessibility being most difficult for the elderly. Problems were also identified for people accessing hospitals

and centres of further education. However, conventional bus service solutions are not always appropriate or possible. Therefore, it is the development of community-based transport solutions, working with the voluntary and community sectors, which will help to address local accessibility issues.

COMMUNITY TRANSPORT

Our approach to Community Transport (CT) is to create an environment in which schemes can be developed to suit local needs and circumstances in a co-ordinated manner, but where county-wide best practice and support can be provided to sustain services by:

- maintaining a comprehensive, up-to-date database of all community transport operators in the county with details of the services provided, user eligibility criteria and booking arrangements,
- establishing a robust analysis approach to monitor the value for money of community transport provision and assess the value of potential new and extended community transport objectives, focusing on linking available resources to known cases of rural deprivation,
- fostering local and countywide partnerships and engagement to share best practice between the main stakeholders, the CT operators, district and borough councils, parish and town councils, the community and voluntary sector and the health sector,
- giving CT operators the opportunity to tender for passenger transport contracts as and when they are available,
- promoting the availability of CT services generally and market specific services to potential users, within the legal restrictions, building the capacity, viability and sustainability of CT operators, and
- working with partners to develop affordable Community Transport pricing arrangements and consider development of a Sussex County Card concessionary bus fare scheme.

Strategic road and rail improvements

Road

4.46 The demand for local transport facilities by the existing population is likely to increase over time. This pressure will be intensified by extra trips made by a growing population, which will result from housing and economic growth coming forward through the LDFs. This will place additional demands on the local and regional road network in particular on the A21, A27, A22, A259 and A271 which are considered to be under stress at key points at present.

4.47 We believe that the strategic road network in East Sussex must be 'fit for purpose' in that it has the necessary capacity to reduce

the amount of traffic using other, less suitable county roads. Improvements to the trunk road box – comprising the A23/M23 to the west, M25 to the north, the A21 to the east and the A27/A259 to the south – which serves the county, will help meet the needs of longer distance and strategic traffic, which are seen as an essential contribution to the regeneration of the local economy, both in supporting existing businesses and encouraging the development of new businesses. Improvements will also help the urban environment by removing through-traffic from the main coastal towns and are fundamental, along with improved links onto these routes, to delivering housing and employment growth in the spatial priority areas for county.

4.48 The weakness of our strategic infrastructure, to carry longer distance traffic, is seen as a major constraint by local business to achieving economic growth and improving our connectivity to the rest of the region. This can result in traffic using less appropriate rural roads, creating a greater maintenance burden on those roads leading to higher accident rates and poorer connectivity between areas.

4.49 Further local improvements to the strategic road network are likely to be needed to facilitate housing growth and improve connectivity between Bexhill/Hastings, Newhaven and the South Wealden/Hailsham/Polegate areas and the rest of the south coast and the region. Therefore, we will continue to pursue improvements to our strategic road infrastructure to make it fit for purpose in order to help deliver sustainable economic growth in the county. In summary, these are:

STRATEGIC IMPROVEMENTS – ROAD

- We will continue to pursue the following strategic road improvements to deliver sustainable economic growth in East Sussex:
 - A259 Bexhill to Hastings Link Road,
 - A21 Baldslow Link,
 - A23 Handcross to Warninglid,
 - A21 Tonbridge to Pembury dualling,
 - A21 Kippings Cross to Lamberhurst, and
 - A21 Flimwell to Robertsbridge.

4.50 While some of the schemes have been cancelled as part of the 2010 Comprehensive Spending Review they remain aspirations and we consider them important to delivering our strategy. Therefore we will continue to lobby for their future consideration by Government through mechanisms such as the Greater Essex, Medway, Kent and East Sussex Local Enterprise Partnership.

Rail

4.51 Making passenger rail a more attractive option by improving the connectivity

of the county along and to the coast as well as to destinations, such as London, outside the county, would complement improvements in the strategic road network as well as bring benefits for regeneration, support the local economy and reduce carbon emissions generated in the county. However, the rail network and standard of train services in the county is severely restricted by shortcomings in the infrastructure, for example, sections of single track, routes which cannot accommodate electric trains and inadequate signalling. This affects both east/west movement along the coastal corridor, and connections to the regionally important centres of Brighton, Ashford and Gatwick, and also between Hastings and London and Uckfield and London.

4.52 To help address these issues, we will continue to lobby for the following strategic improvements to the rail infrastructure in and affecting East Sussex:

STRATEGIC IMPROVEMENTS – RAIL

- We will continue to lobby for the following targeted rail infrastructure improvements which improve East Sussex's connectivity to London, Ashford and Brighton:
 - electrification and dual tracking on the Hastings – Ashford line,
 - electrification and dual tracking of the Uckfield – Hurst Green section of the Uckfield line,
 - increased capacity on the wider rail network serving the county and the London termini,
 - new stations at Glyne Gap, Wilting, Stone Cross/North Langney and Polegate,
 - reinstatement of the Willingdon Chord without prejudicing existing rail passenger services to Eastbourne, and
 - reinstatement of the Lewes – Uckfield line as part of wider rail capacity

Non Transport measures

4.53 In addition to transport interventions, the delivery of non transport measures can help to reduce the need to travel by car and contribute to sustainable economic growth. These measures include:

- influencing the way in which partners design and deliver their services so they are provided where people can access them on foot, by bike or by public transport and therefore minimise the need for the County Council or partners to provide specific transport improvements,
- engaging with Borough and District Councils in the development of their Local Development Frameworks to influence the location of developments to sites where they can be accessed more readily on foot, by bike or by public transport, and
- working with partners to introduce greater use and faster access to Broadband.

4.54 This will be achieved by continuing to work with our partners in the East Sussex Strategic Partnership (ESSP) and the Local Enterprise Partnership (LEP), as well as with the Borough and District Councils through the LDF process, to ensure that these and other non-transport measures are considered and taken forward.

Transport mode and intervention based approaches

4.55 The following transport mode and intervention based approaches will be guided by the overall LTP3 strategy and will be reviewed as and when required.

Active Travel – Walking and Cycling

4.56 Walking, for shorter journeys of up to two miles, and cycling for journeys up to five miles are the most sustainable forms of transport available to most, regardless of age, gender, education and income. The role of walking and cycling as modes of transport for utility trips and everyday journeys helps to reduce car dependency, reduce carbon emissions, improve air quality and improve people's health and wellbeing.

4.57 Cycling can have economic benefits making local jobs more cost effective, reducing the ever increasing costs of fuel for low income households and encouraging cycle based tourism thereby benefiting the local economy.

4.58 The needs of pedestrians and cyclists are considered in all transport schemes, including new infrastructure and new developments, and the safety of vulnerable road users is a top priority. People with mobility difficulties in particular need the high standard of facilities and good urban planning that encourages safe, sociable walking journeys.

ACTIVE TRAVEL – WALKING AND CYCLING

Our approach to providing walking and cycling infrastructure is to:

- make walking more attractive for short journeys to maximise the opportunities to walk to local facilities and services,
- consider appropriate crossing facilities on key corridors of movement only where there is a clear demonstrable need,
- improve mobility access by providing dropped kerbs and tactile paving,
- undertake audits of all transport infrastructure improvement schemes to ensure accessibility for all, including the disabled, and to reduce severance,
- encourage high quality street design, giving priority to the needs of pedestrians, to make public places in which people want to live and spend time,
- consider potential new cycle routes and facilities in the following priority order:

- a** Urban utility cycle routes under 5km, especially:
 - the National Cycle Network where it serves as a utility route,
 - safer routes to schools and other educational facilities, and
 - routes from residential areas to key trip attractors,
- b** Inter-urban utility links,
- c** Rural-urban and rural-rural utility links, and
- d** Recreational routes,
- encourage recreational cycling and cycle tourism through promotion, guided rides and making best use of existing recreational routes,
- undertake a cycle audit of all highway schemes,
- integrate cycling with public transport, where practical, through establishing links to local and national cycle routes and covered cycle parking at stations and bus stops,
- promote the health, environmental and financial benefits of walking and cycling,
- through school travel plans, promote walking to school and encourage schools to provide adequate, secure, covered cycle parking and provide on-road training for year 6 pupils, and
- target vehicle drivers to raise their awareness of the safety issues which prevent people from walking and cycling.

Behaviour Change

4.59 Encouraging changes in travel behaviour, by for example, providing people with better information about their existing choices, marketing sustainable travel options more effectively or providing

transport services that are closely focused on a particular target market, such as workplace, school or residential area. These can be extremely cost effective measures and achieve reductions in the number of car trips and therefore CO2 emissions.

BEHAVIOUR CHANGE

We will seek to change travel behaviours to more sustainable modes of travel by:

- promoting our Travelchoice brand, the wider health benefits and CO2 reduction benefits of walking, cycling, public transport and car sharing to change people's travel behaviour by:
 - better travel information (see Bus section),
 - school travel planning (see Sustainable School Travel section),
 - voluntary and development led workplace travel plans,
 - travel awareness campaigns and promotions,
 - car sharing, and
 - car clubs,
- deliver targeted behaviour change measures in communities to support the promotion of new sustainable transport schemes, and
- consider how the introduction of transport schemes can support or 'nudge' communities into using more sustainable modes of travel.

Sustainable School Travel

4.60 The County Council has a statutory duty to promote sustainable travel to school. Our strategy for sustainable school travel focuses on measures and initiatives which move away from a car based school run and encourage more walking and cycling in order to make the school journey experience better for families and reduce the impact that school travel has on the environment.

SUSTAINABLE SCHOOL TRAVEL

- Facilitate the school community and governing bodies, to introduce sustainable school travel initiatives through school travel plans, which:
 - reduce the use of cars on school journeys and increase the number of children walking, cycling, car sharing and using public transport,
 - reduce the negative environmental impacts of car travel,
 - promote the positive benefits of physically active travel,
 - increase and promote sustainable school travel choices, and
 - raise awareness of road safety issues.

Rail

4.61 Although the County Council has no statutory responsibility for rail, we endeavour to encourage rail service and infrastructure improvements through lobbying and working in partnership with Government, local authorities, the rail industry (Network Rail and the Train Operating Companies (TOCs)), and other relevant organisations. We support all improvements which would encourage both passengers and freight to travel by rail and emphasise that rail travel could play a greater role in providing sustainable travel opportunities and facilitating economic growth.

4.62 We want to build on our partnership working over the life of LTP3 to help take forward the case for some of the longer

term rail infrastructure improvements. In the short term, we want to see improvements to rail services and capacity in the county as well as access to and facilities at stations for those walking, cycling or using public transport, and for people with mobility difficulties. Finally, we want to tackle parking issues around stations in partnership with Network Rail and the TOCs.

RAIL

In addition, to the strategic rail improvements identified earlier in the chapter, our approach to rail will be to:

- improve accessibility, cycle parking and bus/rail interchange facilities at stations,
- work with Network Rail and the Train Operating Companies (TOCs) to deliver improved frequency of services and train rolling stock capacity serving the county,
- work with Network Rail on future reviews of the Kent, Sussex, Electrification and London & South East Route Utilisation Strategies,
- liaise with Network Rail on tackling rail safety issues where the road and rail networks interact, especially at level crossings,
- continue to work in partnership with the Sussex Community Rail Partnership on the promotion of rail usage and rail improvements on the community rail lines in the county,
- work with the TOCs to improve access to rail stations by walking, cycling and public transport,
- work with the TOCs to improve car parking at rail stations and tackle issues in nearby residential areas, and
- input into appropriate consultations and franchise renewals to achieve improvements and investment on the rail network for East Sussex residents and visitors to the county, as well as freight opportunities.

Parking

4.63 The availability and management of parking is important both to ensure the economic prosperity of areas within the county and as a mechanism for encouraging more sustainable transport. Parking is often a key issue in urban areas but can also be important in rural areas of the county.

4.64 Parking controls and civil parking enforcement are primarily aimed at addressing local parking problems. However, they can also help achieve better flow of traffic, especially for buses, through town centres, improve safety and improve the economic viability of areas through the efficient management and use of parking spaces. They can also act as a demand management tool to influence travel behaviour through the number and location of available spaces and charging according to length of stay, thus encouraging people to use their car less and make trips on foot, by bike and public transport. Where we have introduced controlled parking schemes in Hastings, Lewes and Eastbourne, there is evidence that this has resulted in less traffic circulating around the road network which helps to reduce CO2 emissions and increased footfall in town centres as a greater number of short term parking spaces are available.

PARKING

Our approach to parking is to:

- keep under consideration the implementation, when appropriate, of civil parking enforcement across other areas of the county to provide local solutions to address current parking issues,
- review and introduce local solutions, as appropriate, to existing controlled parking schemes in Lewes, Hastings and Eastbourne,
- ensure new development provides appropriate levels of parking according to agreed local parking standards,
- provide secure and appropriately placed cycle and motorcycle parking, and

- administer the Blue Badge scheme for people with mobility difficulties as part of the nationally recognised disabled parking scheme.

Freight

4.65 In East Sussex, the predominant mode of transporting freight is by road, with the vast majority of freight vehicles on our roads serving the industries and consumers of the county in delivering a wide range of goods and services, which are vital to the economic growth and competitiveness of the county. However, freight using inappropriate routes in rural areas and through local communities can have a detrimental impact on people's quality of life and affect the environment. Although ideally, more freight could be moved by sustainable modes, certain factors limit the sustainable transportation of freight in the county, including the quality of the rail and inland waterway network.

FREIGHT

Our approach for freight is to:

- promote the use by goods vehicles of our advisory freight route network of A and B class roads,
- develop Freight Quality Partnerships with industry and communities to address local freight issues,
- support the transfer of freight by rail,
- work with Ordnance Survey and the freight industry to help address inappropriate use of routes identified by satellite navigation systems,
- encourage more sustainably accessible locations for new business premises,
- encourage safer, more efficient deliveries and raise awareness of freight and distribution, and
- ensure the freight traffic generated by potential new goods distribution facilities does not have a significant impact on the Ashdown Forest SAC/SPA.

Rights of Way

4.66 The County Council’s ‘Rights of Way Improvement Plan’ identifies potential improvements to the network of public footpaths, bridleways, restricted byways and ‘byways open to all traffic’, across East Sussex.

4.67 In most areas of the county, public rights of way are the main method by which

people can access the countryside for recreation and leisure, including keeping fit, and by which villages and sites of interest are linked. The County Council’s ‘Paths to Prosperity’ initiative promotes attractive, short, circular walks aimed at boosting the rural economy. The rights of way network is the principal means by which visitors gain access to the SDNP.

RIGHTS OF WAY

Our approach for the rights of way network will be to:

- ensure that the footpaths, bridleways and byways around the county and in the South Downs National Park (SDNP) are safe and accessible for public use,
- improve access for all and make the network available to people with differing abilities, by taking the needs of disabled people into account and promoting a series of routes designed with disabled people in mind,
- improve safety and convenience through improved road crossings, making verges safer for horse riders, and adjustments to the network,
- provide good quality information and education on access to the countryside to the public through the internet, including making online access to the rights of way network more accessible and improving the ‘on the ground’ information,
- improve partnership working by encouraging volunteers, working with land managers and liaising with town and parish councils, other authorities and organisations including the SDNP,
- improve and promote key long distance and circular walking routes, and
- continue to take the actions needed to fulfil the objectives in the Rights of Way Improvement Plan.

Transport Technology

4.68 Intelligent Transport Systems (ITS) are a range of tools developed through the advances in transport, computing and communications technologies and are used to manage road traffic and transport information. The aim of our work involving ITS, is to improve the operation and management of the transport network and to ensure efficient dissemination of information to the travelling public using appropriate technology and channels. This can be particularly useful to people who might be unable to access conventional methods of communications.

TRANSPORT TECHNOLOGY

- Use Intelligent Transport Systems across our network to improve decision making and enhance the level of service provided to all road users through:
 - co-ordination between traffic signals and/or pedestrian crossings to improve pedestrian and traffic flows,
 - promote internet-based timetables and journey planners for public transport and rights of way,
 - development and promotion of Smart Ticketing schemes as they become feasible,
 - bus priority on key bus corridors, and
 - consider the roll out of real time bus information into other parts of the county.
- Consider the implementation of electric vehicle infrastructure (i.e. charging points) in the priority areas of the county.

Accessibility

4.69 Accessibility planning is about identifying the barriers that prevent the

most disadvantaged members of our communities reaching key services, such as hospitals or their GP, employment opportunities, schools or the local shops and leisure facilities. LTP3 will tackle these local barriers to improving accessibility, in particular to jobs and services, in a number of ways:

- by working with partners on how services which people want to access are designed, delivered and located,
- locating new development near existing sustainable transport links, and
- by addressing the affordability and accessibility of public transport, and the ability to access services by walking and cycling.

Air Quality

4.70 There are currently two Air Quality Management Areas (AQMAS) in the county – Glyne Gap in Hastings and Lewes town centre – with the possibility of a further AQMA being declared in Newhaven subject to further monitoring.

4.71 The Air Quality Strategy developed by the Sussex Air Quality Partnership (Sussex Air) guides our approach to improving local air quality through cross cutting initiatives between authorities and partners including transport related initiatives which will have a positive impact on air quality at a local level. While the pollutant is different in each case (particulates in Hastings and nitrogen dioxide in Lewes), the action plans for each contain a number of transport related measures. We will ensure that appropriate measures, subject to funding, are implemented and contribute to addressing the transport related issues within the AQMAS. We will also seek to monitor air pollution issues within 200 metres of designated environmental sites, in particular the Ashdown Forest SAC/SPA.

Appraising the LTP3 Strategy

Contribution to LTP3 Objectives and Transport Specific Objectives

4.72 Table 3 (below) summarises the significant contributions each of the strategy priorities – highway maintenance, road safety, passenger transport, community transport

– and the mode/theme approaches broadly make towards the LTP3 high level objectives and transport specific objectives. Further details of how these strategies contribute to the objectives are outlined in Background Paper D – Strategy Context.

		Objectives	High Level Objectives				
			Economic Growth	Safety, Security and Health	Tackle Climate change	Quality of Life	Enhance social inclusion
Priority Elements	Highway Maintenance		✓	✓		✓	
	Road Safety		✓	✓		✓	
	Passenger Transport			✓	✓	✓	✓
	Community Transport					✓	✓
Modes/Transport Interventions	Walking		✓	✓	✓	✓	✓
	Cycling		✓	✓	✓	✓	✓
	Behaviour Change		✓		✓		✓
	Sustainable School Travel			✓	✓	✓	✓
	Rail		✓		✓	✓	✓
	Parking		✓	✓	✓		
	Freight		✓	✓	✓	✓	
	Rights of Way		✓		✓	✓	✓
	Transport Technology		✓	✓	✓		
	Accessibility		✓	✓	✓	✓	✓
	Air Quality		✓	✓	✓	✓	

4.72 Table 3 – Contribution of Strategy priorities and issue/theme approaches to LTP3 high level

Strategic Environmental Assessment (SEA) & Health Impact Assessment (HIA)

4.73 The Strategic Environmental Assessment (SEA), which encompasses the requirements of a Health Impact Assessment (HIA), ensures that the development of LTP3 included environmental considerations and that the final strategy gives a high level of environmental protection and promotes sustainable development. The SEA was a crucial element in providing evidence to support the appraisal of the strategy for LTP3.

This appraisal can be found at Appendix D.

4.74 The SEA has a set of objectives related to ten themes which acted as a framework against which the LTP3 was tested, and which have informed the development of the plan. The accompanying Environmental Report describes the process and results of that appraisal when looking at the impact of the strategy on all aspects of the environment and on human health.

4.75 The objectives are set out in the following table (Table 4, below):

LTP3 SEA Objective	SEA Theme											
	Population	Human Health	Climatic Factors	Air	Landscape	Soil	Material Assets	Water	Landscape	Flora & Fauna	Cultural Heritage	Biodiversity
1. To improve accessibility to services, facilities and jobs for residents, businesses and visitors to East Sussex.	✓	✓										
2. To protect and improve the health and wellbeing of the population of East Sussex.	✓	✓	✓									
3. To protect and improve the safety of the population of East Sussex.	✓	✓										
4. To reduce transport related noise and air pollution and the impact on human health and wellbeing.	✓	✓		✓								
5. To limit the causes, and adapt to the effects, of climate change.	✓	✓	✓	✓				✓				
6. To maintain and improve the quality of water resources.		✓						✓				
7. To reduce the risk of flooding.		✓	✓					✓				
8. To improve the efficiency of land use.	✓								✓			
9. To maintain resources, including minerals and productive soils.						✓	✓					
10. To conserve and contribute to the enhancement of biodiversity in East Sussex.										✓		✓
11. To protect and contribute to the enhancement of the local landscape and built environment.							✓		✓		✓	

4.75 Table 4 – Strategic Environmental Assessment (SEA) Objectives

Significant effect	Recommendation	Council Response
Water resources	Due to potentially increased sensitivity of river networks, LTP3 could promote sustainable urban drainage where it would be helpful to alleviate highway runoff to balance flows and mitigate polluted runoff to ecologically important watercourses.	This will be considered in relation to new developments and as part of the emerging Surface Water Management Plans for South Wealden / Eastbourne and Hastings.
Biodiversity	Provide recognition for the need to conserve and enhance biodiversity across the county, either as a priority within the preferred option, or by referring specifically to the natural environment as part of the higher level LTP3 objectives.	The specific transport objective has been amended to 'Contribute to the protection and enhancement of the natural and built environment.'
Health and well being	Demonstrate how the transport needs of vulnerable groups, such as the elderly or those living in deprived communities, to promote accessibility and limit social isolation is to be integrated across other policy areas.	The transport needs of vulnerable groups e.g. the elderly and those living in deprived communities, to promote accessibility and limit social isolation is incorporated in the : <ul style="list-style-type: none"> • Community Transport Strategy – the needs of the elderly and young have been identified as high priorities in the identification of CT schemes. • Accessibility Strategy – this looks at how accessibility can be improved to jobs and services as a mechanism to reduce social exclusion. We will work with our partners to ensure that services are designed and delivered to enable vulnerable groups to access them. • Bus – we will look to mitigate the impact changes to bus services have on people's ability to access jobs and services.
Health and well being / Safety	A more targeted approach to sustainable travel interventions within urban areas that provide either the greatest overall benefit or respond to specific needs of certain groups (e.g. the elderly) could improve the sustainability of LTP3.	The strategy for LTP3 will look at targeting specific key corridors of movement in our priority areas and tackling issues on these corridors through sustainable travel interventions for pedestrians, cyclists and public transport users.
Resources	Minimise the use of primary aggregates and develop procurement strategies that promote use of recycled materials. A related challenge is to adopt a whole-life approach to the selection of materials that takes account of the impacts associated with extraction and transport.	We are always actively considering ways in which we can recycle materials to reduce costs and increase sustainability. As part of our Transport Asset Management Plan, we looked at the whole life cost of schemes, including the cost of transporting materials and, where possible look at local sourcing as well as maintenance implications over the life of a scheme. This will also be considered as part of the scheme prioritisation framework, which will consider life costs of a potential scheme to ensure its overall long term value for money is factored into the decision making process of which schemes are developed and delivered.

4.76 Table 5 – SEA Mitigation Measures

4.76 The SEA Environmental Report has recommended mitigations relative to the preferred strategy option; and these are highlighted in Table 5, previous page.

4.77 The SEA also recommended mitigations related to the proposals for the priority areas for transport investment. These are summarised in Table 6 below.

Spatial Priority / Alternative	SEA Objective	Recommendation	County Council Response
Bexhill / Hastings	Noise and air pollution.	Draw on EqlA findings to prioritise environmental enhancement schemes associated with road building to benefit any disadvantaged groups.	As part of the complementary measures associated with the Link road, we are promoting the establishment of the Pebsham Countryside Park between Bexhill and Hastings to provide a green open space between the towns with walking , cycling and equestrian routes to provide access into and within the park.
Newhaven	Noise and air pollution.	Implement improvements in conjunction with expanded port facilities.	Any additional noise/air pollution associated with the expanded port would need to be mitigated to reduce these potential effects.
	Flooding.	Assess resilience of transport infrastructure to extreme weather events.	This will need to be considered through our responsibilities under the Flood Management Act and through the Transport Asset Management Plan (TAMP) for the county. We would also consider the ESCC Climate Change Strategy as we adapt our network to increase its resilience to extreme weather
Uckfield	Flooding.	Work with district departments to ensure gully clearing operations are undertaken at an appropriate frequency. Undertake an assessment of network vulnerability to flooding within this area (this could also be extended to a county-wide assessment). Ensure that all transport interventions consider potential long-term risks posed by climate change.	Gully clearance – this will be taken up with Wealden District Council. Network vulnerability to flooding – this will be considered as part of our obligations under the Flood Management Act and Surface Water Management Strategies. Potential long term risks posed by climate change – The scheme prioritisation process will consider risks associated with issues including climate change. The TAMP will consider how the transport infrastructure in the county will be adapted to take account of the potential effects of climate change.
All	Health and well being.	Provide additional text describing in greater detail how and where LTP3 can contribute towards meeting the challenges of an increasingly aging population.	This has been incorporated into the document as appropriate.

4.77 Table 6 – Summary of mitigation measures for the priority areas.

4.78 A non-technical summary of the (SEA) is at Appendix A. The full SEA is at Appendix C.

Habitats Regulations Assessment

4.79 A Habitats Regulations Assessment (HRA) screening report has been undertaken as part of the development of LTP3. The HRA is at Appendix E and the recommendations relating to the impact on European designated conservation sites, including Special Areas of Conservation (SAC) and Special Protection Areas (SPA), have been reflected in the Strategy.

Equalities Impact Assessment (EqIA)

4.80 An Equalities Impact Assessment (EqIA) was carried out in order to understand if any of the potential transport interventions in the preferred option would have a disproportionate effect on any particular group in the community; either negative or positive. The aspects we particularly considered were:

- ethnicity,
- gender / transgender,
- disability,
- age,
- sexuality,
- religion / belief, and
- other e.g. low income, rural isolation.

4.81 A summary of the EqIA is at Appendix B to the Strategy. The results of the full EqIA are contained in Appendix D.

Carbon Reduction

4.82 Whilst it is not possible at this stage to assess with any level of accuracy the degree to which any strategy will impact on the emission of greenhouse gases, we will attempt to assess the general level of contribution individual schemes have to tackling climate change, one of the broad LTP3 objectives, using the Department for Transport's, or another appropriate, carbon calculator⁵³.

Implementing the Strategy

4.83 We intend to produce a series of short term Implementation Plans which will

describe the programmes of work and schemes that we plan to undertake to deliver the Strategy.

4.84 These will include a one year committed programme and an indicative programme for the following four years, which would be reviewed and refreshed, once funding allocations were known. This will normally be produced each February or March, following the Council's Reconciling Policy and Resources process, and when capital allocations have been approved by the County Council's Cabinet.

4.85 The Implementation Plans will include the capital programmes relating to:

- Integrated Transport and Road Safety schemes
- Planned Highway Maintenance
- Bridge and Structures maintenance and strengthening
- Rights of Way

4.86 The first Implementation Plan will include the Integrated Transport improvements for 2011/12 and the capital programme allocations for planned highways maintenance, bridge and structures maintenance and strengthening and rights of way. The remainder of the first Implementation Plan up to 2015/16 will be developed over 2011/12 according to the indicative funding allocations identified by the County Council. Subsequent Implementation Plans will be developed during the life of LTP3.

Sources of Funding

4.87 There are a range of different sources of funding available to help deliver the LTP Strategy and Implementation Plans.

- Government capital allocations for:
 - highway maintenance – used to help the County Council plan and manage our road network including carriageways, footways, bridges and other structures, street lighting, signs and traffic signals. Works may include major resurfacing, and maintenance or replacement of bridges/tunnels.

⁵³ <http://www.dft.gov.uk/pgr/sustainable/biofuels/carbon-calculator>

- integrated transport and road safety – for small transport improvements that help local economies and cut carbon emissions by reducing congestion, improving road safety and improving access to jobs and services on foot, by bike or by public transport.

Both these funding streams are provided as non-ringfenced grant allocations and so can be spent according to the County Council's local priorities.

- **Local Sustainable Transport Fund (capital and revenue)** – £560m (£210m capital and £350m revenue) has been made available by the DfT from 2011/12 to 2014/15 to local transport authorities towards supporting packages of measures that support local economic growth and reduce carbon emissions in their communities, as well as deliver cleaner environments, improve air quality, improve road safety and reduce congestion.

Local transport authorities are expected to submit only one bid for their authority but are also able to submit joint bids with other local transport authorities or with a National Park Authority in their area.

- **Development Contributions** – the council negotiates and secures financial contributions towards transport improvements or services to mitigate negative impacts on the transport network from new development. This process is formalised through a legal (section 106) agreement. Much of the funding is secured to be spent on specific projects or within a specific geographical area. It is used to supplement the Integrated Transport and Road Safety Programme.

However, the Government has scaled back section 106 agreements and they will be further limited after April 2014. The main alternative way to secure contributions is by way of a Community Infrastructure Levy. Local planning authorities are empowered, but not required, to charge a levy on most types of new development in their areas.

The levy is used to provide local and sub-regional infrastructure, including transport infrastructure, to support development in line with Local Development Frameworks. It is used to fill the infrastructure funding gap to support development after taking account of other sources of available funding. Local authorities decide the levy rate based on the desirability of funding infrastructure against its effects on the economic viability of development. The levy rate can vary across an area and between different types of development. We will work cooperatively with our district and borough councils to ensure that the CIL helps to fund local and sub-regional transport schemes that are identified as priorities.

- **Revenue Funding** – The County Council also supports transport directly through its revenue budget which covers the following key areas:
 - Highway maintenance
 - Support for bus services
 - Concessionary fares
 - Community transport
 - Road safety education and training
 - School crossing patrols
 - Home to school transport.
- Other external funding sources include parking revenue surpluses and European Union funding streams, also potentially, bids from the Local Enterprise Partnership to the Regional Growth Fund.
- Contributions from other local government bodies from district, town and parish councils, partner organisations including Primary Care Trusts, Train Operating Companies, and large private sector companies where a business, financial or corporate social responsibility benefit could be evidenced from the transport improvement.
- Private sponsorship.

Prioritising Funding

4.88 A new prioritisation framework is being developed to provide a more evidence

based approach to prioritise funding for schemes to be included in the Integrated Transport and Road Safety programme.

4.89 Schemes will be considered through a three stage process:

- 1.** High Level Sift – a short assessment to test policy compatibility
- 2.** Pre-Appraisal – a further high level sift and identification of any initial risks to deliverability, and
- 3.** Detailed Appraisal – a review of the pre-appraisal information and provision of more detailed evidence to appraise the scheme.

4.90 For stages 2 and 3, schemes will be assessed against the following factors.

- Contribution to LTP3 objectives
- Scale of impact and location in relation to the spatial priority areas for sustainable economic growth
- Value for Money
- Risk
- Equalities

4.91 The outcomes of the process will be considered and reviewed along with the supporting evidence at key gateway stages of the scheme development.

Summary

4.92 This chapter has outlined our overall strategy and future direction for what we do for transport in East Sussex over the period of LTP3 to deliver sustainable economic growth.

4.93 A Strategic Environmental Assessment, Habitats Regulation Assessment and Equalities Impact Assessment have been undertaken and their recommendations have been reflected in the strategy.

4.94 The monitoring of the strategy's performance will be considered by a number of local indicators outlined in Chapter 5.

5.1 We will monitor our performance through a series of local indicators and targets.

5. Indicators and monitoring

Indicator	Direction of travel	Notes
Road condition - principal requiring maintenance	Maintain / improve	See ET&E Portfolio Plan 2011/12 – 2014/15 for targets Collected by annual scanner laser survey
Road condition - non principal requiring maintenance	Maintain / improve	See ET&E Portfolio Plan 2011/12 – 2014/15 for targets Collected by annual scanner laser survey
Road condition – unclassified requiring maintenance	Maintain / improve	See ET&E Portfolio Plan 2011/12 – 2014/15 for targets
Remedial works to roads by utility companies in compliance with standard	Improve	Collected by annual scanner laser survey
Condition of assets on the Primary Rights of Way routes (e.g. sign posts, gates, bridges and steps)	Maintain	See ET&E Portfolio Plan 2011/12 – 2014/15 for targets Collected by annual scanner laser survey
Per capita reduction in CO2 emissions in the LA area (transport element)	Reduce	See ET&E Portfolio Plan 2011/12 – 2014/15 for targets Collected by annual scanner laser survey
Number of road casualties	Reduce	See ET&E Portfolio Plan 2011/12 – 2014/15 for targets
Number of road crashes	Reduce	See ET&E Portfolio Plan 2011/12 – 2014/15 for targets
Number of road casualties in 16-24 age group	Reduce	See ET&E Portfolio Plan 2011/12 – 2014/15 for targets

Number of road casualties of children aged 0 – 15 years	Reduce	See ET&E Portfolio Plan 2011/12 – 2014/15 for targets
Congestion: average journey time per mile during the morning peak	Reduce	Data collected
% Growth in traffic mileage for three areas:		Data derived from local traffic counts collected from automatic and manual (junction) traffic counts in identified areas
• Bexhill/Hastings	Reduce	
• Eastbourne	Reduce	
• South Coast Towns	Reduce	
% of residents with access to key centres by public transport	Maintain	See ET&E Portfolio Plan 2011/12 – 2014/15 for targets
% of working age residents with access to employment by public transport (bus), walking and cycling	Maintain	See ET&E Portfolio Plan 2011/12 – 2014/15 for targets
Local bus punctuality	Improve	Data collected by survey three times a year
Maintain and extend the number of parishes and towns with an operational community transport scheme	Maintain and extend	See ET&E Portfolio Plan 2011/12 – 2014/15 for targets
Number of Cycling trips	Maintain	Data collected from 14 counter locations across the county
Number of Walking trips	Increase	Methodology to be revised and new baseline set
Usual mode of travel to school: proportion of car journeys	Reduce	Data collected through school census

5.2 Development of further indicators and targets will be undertaken as part of the process of developing future LTP Implementation Plans.

Glossary

ARS	Action in Rural Sussex	HCA	Homes and Communities Agency
AONB	Area of Outstanding Natural Beauty	HIA	Health Impact Assessment
AQMA	Air Quality Management Area	HRA	Habitats Regulations Assessment
ASLA	Accessibility Strategy Local Assessment	ITS	Intelligent Transport Systems
BHLR	Bexhill Hastings Link Road	KSI	Killed and seriously injured
CIL	Community Infrastructure Levy	LDF	Local Development Framework
CO2	Carbon dioxide	LEP	Local Enterprise Partnership
CPE	Civil Parking Enforcement	LIP	Local Investment Plan
CPZ	Controlled Parking Zone	LSOA	Local or Lower Layer Super Output Area (a geographical area of around 1,500 people used for statistical purposes)
CRP	Community Rail Partnership	LSP	Local Strategic Partnership
CT	Community Transport	LSTF	Local Sustainable Transport Fund
CYPP	Children and Young People's Plan	LTP	Local Transport Plan
DaSTS	Delivering a Sustainable Transport System	NCN	National Cycle Network
DEFRA	Department for Environment, Food and Rural Affairs	NSN	Newhaven Strategic Network
DfT	Department for Transport	PPF	Putting People First
EDS	Economic Development Strategy	QBP	Quality Bus Partnership
EqIA	Equalities Impact Assessment	RoWIP	Rights of Way Improvement Plan
ERF	Energy Recovery Facility	RUS	Route Utilisation Strategy
ESCC	East Sussex County Council	SAC	Special Area of Conservation
ESCRSG	East Sussex Casualty Reduction Steering Group	SAQP	Sussex Air Quality Partnership
ESFRS	East Sussex Fire and Rescue Service	SDNP	South Downs National Park
ESSP	East Sussex Strategic Partnership	SEA	Strategic Environmental Assessment
ET&E	Economy, Transport and Environment Department of East Sussex County Council	SPA	Special Protection Area
FQP	Freight Quality Partnership	SSRP	Sussex Safer Roads Partnership
GP	General Practitioner (doctor)	SWETS	South Wealden Eastbourne Transport Study
GVA	Gross Value Added	TAMP	Transport Asset Management Plan
		TEN-T	Trans European Network for Transport
		TOC	Train Operating Company

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