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Executive Summary

This is the third Local Transport Plan (LTP3) for East Sussex. It is a statutory document and sets out our strategy and associated policies for improving travel choices, and how we will maintain our transport assets and plan transport provision to enable people to access jobs and services in the county over the next 15 years to 2026. This will be supported by a series of short term Implementation Plans showing how the plan will be delivered. The Implementation Plan will be refreshed annually.

The development of LTP3 has taken place during a period of considerable change in the country’s economic circumstances and its governance structure. LTP3 has sought to reflect these changes and may require further amendments in light of future changes. However, the Strategy element of the document has been developed to be flexible in order to adapt to changing circumstances, whilst the Implementation Plans will adapt to the level of funding that is available.

Vision and Objectives

The vision for LTP3 is:

To make East Sussex a prosperous county where improved travel choices and maintenance and good management of our assets, deliver better access to jobs and services, safer, healthier, sustainable and inclusive communities, all set within a high quality environment.

To help deliver this long term vision for LTP3 in East Sussex, a set of high level objectives have been defined which broadly align with the national transport goals and local policy objectives.

The high level objectives are to:

- Improve economic competitiveness and growth,
- Tackle climate change,
- Improve safety, health and security,
- Provide sustainable transport opportunities to enhance social inclusion, and
- Improve quality of life.
Reflecting the local and national priorities, the key, high level LTP3 objectives are ‘improving economic competitiveness and growth’ and ‘tackling climate change’ in the county, albeit there may be tensions between delivering these two in tandem, whilst the other three objectives are important in addressing the wider social challenges in the county.

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 maintenance and transport improvements and the high level objectives to which they will contribute.

### Specific Transport Objectives

1. Improve strategic and local connectivity of communities to facilitate economic and spatial growth through the LDF process,
2. Reduce greenhouse gas emissions, local air pollution and noise from transport,
3. Increase the resilience of transport infrastructure and services to the effects of climate change,
4. Contribute to the protection and enhancement of the local natural and built environment,
5. Improve road safety for vulnerable road users - pedestrians (including children, the elderly and disabled), cyclists, motorcyclists and horse riders,
6. Reduce the number of people killed and seriously injured (KSI) in road crashes,
7. Improve access to jobs and services by available and affordable sustainable transport means (walking, cycling, public transport and car share),
8. Improve personal health and well being by encouraging and enabling increased physical activity through active travel (walking and cycling),
9. Improve maintenance and management of the transport network, and
10. Reduce congestion by improving the efficiency of the transport network.
The vision and objectives for LTP3 have been influenced by:

- the vision and objectives of the East Sussex Sustainable Community Strategy, Pride of Place,
- the Council Council’s corporate priorities, and
- the national transport goals.

Transport in the Wider Context

It is recognised that transport is a means to an end and contributes to wider agendas – economic, environmental, social, health and safety. As well as Pride of Place, the Council’s corporate priorities, and the national transport goals, LTP3 also needs to consider other wider policies in order to meet the needs of East Sussex from a local, national and European perspective.

This includes the development of the Local Enterprise Partnership for the county; the Local Development Frameworks (LDF) and housing growth in each of the Borough/District Council’s; the Single Conversation and the Homes & Communities Agency Investment Plan; the county’s Environment Strategy and Climate Change Strategy; our plans for Children and Young People, as well as Older People, and the management plans for the South Downs National Park and High Weald Area of Outstanding Natural Beauty

The Local Picture

The key issues and challenges facing the county include:

Transport Infrastructure

- the standard of our strategic road infrastructure, compared to our neighbours, is seen as a major constraint to achieving economic growth and improving our connectivity with the rest of the region,
- poor performance in terms of the condition of our road network, and local satisfaction on road and pavement condition, is lower than the national average,
- the deteriorating condition of the road network has meant a growing dependency on reactive maintenance,
- traffic levels in the county grew by 3% between 2003 and 2009,
- the County Council supports 75% of the bus services in the county (2009/10), and
• the rail network and standard of train services in the county are restricted by shortcomings in rail infrastructure, which affects both east/west movements along the coastal corridor including connections to Brighton, Ashford and Gatwick Airport, and also passenger journeys between the Hastings and London and Uckfield and London lines. Even with the completion of the Thameslink project, there are likely to be capacity problems in the next 15 years in the London termini which will affect train services to and from the county.

Economic

• Hastings continues to have the highest percentage of unemployed adults seeking Job Seekers Allowance in the south east at 5.6%.
• The average business has just over 7 employees and only 27% of people are employed in a company with more than 100 people.
• One third of people in East Sussex employed in public administration, education or health. The percentage of people working in growth and high value sectors is relatively low.
• Business is concerned 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.
• Trends over 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.
• Whilst skill levels amongst resident workers compare relatively well to the south east and England, there is potential for improvement to promote employability, raise productivity and deliver future economic growth in the county.

Environment

• Approximately four fifths of the county is covered by landscape designations of national and ecologically international significance, including the High Weald Area of Outstanding Natural Beauty (AONB) extending across the northern third of the county and the South Downs National Park covering the Downs and their footslopes from Brighton to Eastbourne and including Lewes.
• Transport is the fastest growing source of greenhouse gases and Carbon Dioxide (CO₂) emissions.
• Sea levels could rise by more than 20 centimetres above the 1990 levels in the south east by 2050. This could affect over 27,000 residential and business properties in the county which are situated on or near low lying land at the coast or beside rivers.

• Most of the air pollution in the county is generated by traffic. Although most of the air quality is generally good, there are hotspots of poor air quality where Air Quality Management Areas have been declared – A259 Glyne Gap and Lewes town centre around Fisher Street.

• There are some sections of our road network where noise indicators are exceeded.

**Safety, Security and Health**

• In 2009, 373 people were killed or seriously injured (KSI) on our roads; 32 of these were children. A further 1,685 people sustained slight injuries. This is short of the national road safety target of a 40% reduction compared to the 1994 – 98 average.

• A 2009 survey of residents concluded that road safety was the most important issue for any transport strategy to address.

• Young male (aged between 17–24) car drivers and motorcyclists make up 70% of all KSI casualties in East Sussex. Incidents of young driver crashes are particularly high in the rural districts. Motorcyclists make up 25% of the total KSI casualties across the county.

• Excessive speed is the biggest contributory factor in KSI crashes.

• Residents are more concerned about crime related to personal behaviour and social attitudes rather than serious crime. Vulnerable groups (elderly and young people) have concerns about the lack of transport provision in the evenings and at night.

• Average life expectancy is higher in East Sussex than most counties in England.

• Although 22% of the county’s population aged 16 and over are categorised as obese, this is better than the national average.
Social

- Of the 512,000 people living in the county, 12% of the population is aged over 75 years, and East Sussex ranks highest of all the counties in England for the percentage of 85-90 year olds. The population is expected to increase to 526,000 by 2016 and to 540,000 by 2026, and the highest increase will be in Wealden (10%).

- Currently 34% of households are single occupancy; this is expected to increase to 40% by 2026.

- The average East Sussex household income varies from £24,500 in Hastings to £32,400 in Wealden. The median average (gross) full time wage is £442 per week, 10% lower than the national average (£490).

- East Sussex is the seventh most deprived county in England. 33 areas of the county are amongst the 20% most deprived in the South East, with the most significant levels of deprivation concentrated in Hastings and Eastbourne. 27% of all households fall below the recognised household poverty threshold and 19% of children live in low income households. However, relative affluence of many rural areas hides significant pockets of deprivation.

- Although Black and Minority Ethnic (BME) people make up 9% of the population, the county’s population is becoming increasingly diverse.

- East Sussex has a high proportion (19.8%) of working age residents with disabilities.

- 69% of individuals in East Sussex have internet connection at home, lower than the regional and national averages.

- There is significant variance in the percentage of households with no car between the rural and major urban areas of the county.

- Accessibility to jobs and services is more problematic for people living in rural areas.

- Accessibility by sustainable modes of transport is most difficult for the elderly with problems accessing hospitals and centres of further education.
Other

- Uncertainty around future levels of funding for small scale and major transport improvements.
- Increasing fuel prices could have implications for 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 those on low incomes.
- National Traffic Model forecasts suggest that traffic (vehicle/km), compared to 2003, is expected to increase in the period up to 2035 by 43%, congestion (lost time/km) by 54% and journey times (time/km) by 9%, whilst CO2 will begin to decline and air pollutants will also decline.

Public Engagement and Consultation

To help inform the development of LTP3, a range of evidence gathering exercises were undertaken with a variety of different stakeholders on the key transport issues in East Sussex:

- **Residents’ Panel** – 1,900 members of the East Sussex Residents’ Panel, a representative cross section of the community, were asked about their priorities for transport and which issues they consider important.
- **Place survey** – conducted every two years to find out what people think about the area in which they live and what they consider important for a good quality of life.
- **Business survey** – over 1,000 local businesses surveyed to identify their needs and concerns which informs its work in planning for economic growth and development in the county.
- **Wider Stakeholders** – a newsletter distributed to over 350 groups and individuals outlining the timetable for the development of LTP3, inviting their thoughts on transport issues at an early stage in the process.
- **Consultation with Representative Groups** – as part of our evidence gathering exercise we also consulted the East Sussex Seniors’ Forum, several groups representing black and minority ethnic people in the community, the East Sussex Association of the Blind and visually impaired, the East Sussex Disability Association and the Speak Up Forum which represents the voluntary and community sector in East Sussex.
- **Children and Young people** – a workshop was held with the Youth Cabinet.
• **East Sussex Strategic Partnership workshops** – Two workshops on LTP3 were held with members of the ESSP in November/December 2009.

• **National Highways and Transportation survey** – East Sussex took part in the National Highways and Transportation Survey in 2009 to measure local satisfaction with the quality of highway and various transport services. 21.4% of 4,500 questionnaires sent out to residents of the county were returned.

### Opportunities

In addition to the challenges facing the county, now and over the life of LTP3, there are also a number of opportunities which need to be capitalised upon to ensure the delivery of the LTP3 objectives and, in turn, to ensure the delivery of the Community Strategy priorities and the national transport goals. These are:

• building on the successes of LTP2,
• partnership working and sharing best practice,
• unlocking opportunities for economic regeneration,
• establishment of the Casualty Reduction Steering Group,
• bus Service Reviews,
• benefits of environmental designations, and
• links with Europe.

In delivering the LTP3 objectives, the Council will also need to continue to work in partnership with its neighbouring authorities across administrative boundaries to tackle transport and wider issues.
Strategy

Our long term strategy outlines how we will deliver the vision and objectives for LTP3 and tackle the challenges identified in the Local Picture section. However its delivery and implementation will be dependent on funding. Therefore, it needs to be flexible to react to what funding is available over the life of the strategy.

As part of the Strategy, there are many statutory services that we are required to deliver by law which already help to deliver LTP3 objectives. These include:

- highway maintenance,
- winter maintenance,
- rights of way management, maintenance and improvement,
- network management duties,
- bus information,
- school transport services,
- sustainable school travel,
- road safety initiatives,
- air quality management,
- integration with spatial planning,
- community safety,
- sustainable development, and
- highways and transport advice on planning applications.

In addition, the Strategy also considers the need for non-transport interventions to complement and increase the effectiveness of the transport measures that we deliver. Accordingly we want to:

- influence the way in which partners design and deliver their services so they are provided where people can access them sustainably, and minimise the need for the County Council or partners to provide specific transport interventions,
- engage in the Local Development Framework process to influence spatial development and transport policy, and
- encourage the greater use of and faster access to Broadband.
In our strategy we will prioritise transport planning and investment according to the priority transport service areas set out in the Council Plan:

- passenger / community transport,
- road maintenance,
- road Safety, and
- planning and provision of infrastructure in:
  - Hastings/Bexhill
  - Eastbourne and South Wealden
  - Newhaven and
  - Uckfield.

The County Council has developed a suite of daughter strategies which will help guide the planning and provision of infrastructure in these areas and the rest of the county.

| Supporting strategies which influence the planning and provision of infrastructure |
|---------------------------------|-----------------|----------------|-----------------|
| Walking | Cycling | Accessibility | Rights of Way |
| Sustainable School Travel | Road Hierarchy | Freight | Rail |
| Air Quality | Parking | Transport Education & Behaviour change | Transport Information |

Given our statutory duties and the investment priorities, an approach to govern and guide the remainder of any available transport investment in planning and providing infrastructure is required, within the context of the policies of the supporting strategies identified above. The extent to which the policies within the daughter documents are implemented will be influenced by the preferred strategy option, which may change over the duration of the LTP3 to reflect changing circumstances, and the level of public funding and external funding that is available.
Three strategy options were identified to address the issues and challenges, both in the spatial priority areas and across the rest of the county:

Option 1 – **Infrastructure** (greater emphasis on economic growth),

Option 2 – **Changing Travel Behaviour** (greater emphasis on tackling climate change), and

Option 3 – **Sustainable Growth** (greater emphasis on economic growth and tackling climate change)

<table>
<thead>
<tr>
<th>Contribution to broad LTP3 objectives</th>
<th>Broad LTP3 Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Economic Competitiveness and growth</td>
</tr>
<tr>
<td>Option 1 – Infrastructure</td>
<td>✔ ✔ ✔ ✔ ✔ ✔</td>
</tr>
<tr>
<td>Option 2 – Changing travel behaviour</td>
<td>✔ ✔</td>
</tr>
<tr>
<td>Option 3 – Sustainable Growth</td>
<td>✔ ✔</td>
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Each of the options were appraised in terms of:

- contribution to high level LTP3 objectives and transport specific objectives,
- Environmental and Health Impact (Strategic Environmental Assessment), and
- Equalities (Equalities Impact Assessment).

From the appraisal, the preferred option was Option 3 (Sustainable Growth). The degree to which transport interventions would feature in this option is as follows:
**Key – Relative level of activity**

<table>
<thead>
<tr>
<th>Transport Measure/Intervention</th>
<th>Sustainable growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>SMARTER CHOICES (Behavioural Change)</td>
<td></td>
</tr>
<tr>
<td>Workplace Travel Plans – Existing or new e.g. home working, flexible working etc</td>
<td>✓</td>
</tr>
<tr>
<td>School Travel Plans – Including other educational facilities</td>
<td>✓✓</td>
</tr>
<tr>
<td>Station Travel Plans</td>
<td>✓</td>
</tr>
<tr>
<td>Residential Travel Plans – For new and existing developments</td>
<td>✓</td>
</tr>
<tr>
<td>Personalised Travel Plans</td>
<td>✓</td>
</tr>
<tr>
<td>Initiatives &amp; Promotional Activities – e.g. car sharing/clubs, newsletters, journey planner, engage in national/international sustainable travel activities, concessionary fares, discounted tickets, integrated ticketing</td>
<td>✓</td>
</tr>
<tr>
<td>Sustainable travel information – e.g. timetables, real time information</td>
<td>✓✓</td>
</tr>
<tr>
<td>CYCLING</td>
<td></td>
</tr>
<tr>
<td>New cycle lanes/routes</td>
<td>✓✓</td>
</tr>
<tr>
<td>Improve existing cycle routes</td>
<td>✓✓</td>
</tr>
<tr>
<td>New cycle parking facilities</td>
<td>✓✓</td>
</tr>
<tr>
<td>Training – e.g. Bikeability (formerly cycling proficiency) in school etc</td>
<td>✓✓</td>
</tr>
<tr>
<td>WALKING</td>
<td></td>
</tr>
<tr>
<td>Prioritise footpath and pavement maintenance and improvements</td>
<td>✓✓</td>
</tr>
<tr>
<td>Provision of new footpaths and pavements</td>
<td>✓✓</td>
</tr>
<tr>
<td>Pedestrian mobility improvements – e.g. dropped kerbs and tactile paving</td>
<td>✓✓✓</td>
</tr>
<tr>
<td>Training – e.g. child pedestrian training, independent travel training for children, young people and adults with special needs</td>
<td>✓✓</td>
</tr>
<tr>
<td>Pedestrian crossing facilities – e.g. puffin, toucan, zebra, dropped kerbs, refuges</td>
<td>✓✓</td>
</tr>
<tr>
<td>Rights of way improvements</td>
<td>✓✓</td>
</tr>
<tr>
<td>PASSENGER TRANSPORT – BUS</td>
<td></td>
</tr>
<tr>
<td>Bus Quality Partnerships</td>
<td>✓✓</td>
</tr>
<tr>
<td>Demand responsive transport/community transport</td>
<td>✓✓</td>
</tr>
<tr>
<td>Information – e.g. timetables</td>
<td>✓✓</td>
</tr>
<tr>
<td>Bus priority measures – e.g. priority bus lanes</td>
<td>✓✓</td>
</tr>
<tr>
<td>Bus Infrastructure – e.g. shelters, accessible bus stops</td>
<td>✓✓✓</td>
</tr>
<tr>
<td>PASSENGER TRANSPORT – RAIL</td>
<td></td>
</tr>
<tr>
<td>Partnership working to secure rail service improvements – e.g. Sussex Community Rail Partnership</td>
<td>✓✓</td>
</tr>
<tr>
<td>Partnership working to secure rail infrastructure improvements – e.g. Road / Rail Partnership</td>
<td>✓✓</td>
</tr>
<tr>
<td>Rail Interchange Improvements</td>
<td>✓✓</td>
</tr>
<tr>
<td>ROAD – ENGINEERING</td>
<td></td>
</tr>
<tr>
<td>Lobby for further strategic road network improvements</td>
<td>✓✓</td>
</tr>
<tr>
<td>Localised junction improvements to increase capacity on the network</td>
<td>✓</td>
</tr>
<tr>
<td>Road safety engineering – e.g. speed management measures (traffic calming, vehicle-activated signs)</td>
<td>✓✓</td>
</tr>
<tr>
<td>Introduction of new parking controls – e.g. controlled parking zones</td>
<td>✓✓</td>
</tr>
<tr>
<td>Public realm/town centre improvement schemes – e.g. shared space, reduced signage, reduced clutter</td>
<td>✓</td>
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</table>
Implementation Plan

For each year of the LTP3 period (until 2026) we intend to produce an Implementation Plan which will describe the programmes of work, schemes and interventions that we plan to undertake in the coming year, with an indicative programme for the following two to three 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 once capital allocations have been approved by the County Council’s Cabinet. These programmes of works relate to:

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

This year however, as the Local Transport Plan 2011 - 2026 is in draft and being consulted upon, we have put together an early Implementation Plan where some programmes of work are already planned and budgets allocated, but it is produced without a full knowledge of the total levels of funding that are going to be available to us for 2011/12 and subsequent financial years.

Indicators and targets

We have identified the indicators and targets which we are likely to continue to monitor in order to determine how well we are progressing in achieving the LTP3 vision and objectives.
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 Local Transport Plan (LTP3) and will set the strategy and our policies for improving travel choices, and how we will maintain our transport assets and plan transport provision to enable people to access jobs and services in the county over the next 15 years to 2026. This will be supported by a series of short term Implementation Plans showing how the plan will be delivered. These will be refreshed annually.

1.2 LTP3 identifies the local issues and challenges facing the county and the local priorities for investment. It sets out our approach for delivering the vision and objectives we have developed for the plan. These reflect the objectives and priorities outlined in the Sustainable Community Strategy for East Sussex, ‘Pride of Place’ and the East Sussex Council Plan. LTP3 also aims to align with the Local Development Frameworks (LDFs) currently being developed by the Borough and District councils.

1.3 The following chapters set out our approach to developing LTP3.

- Chapter 2 sets out the local vision and objectives for East Sussex within the context of the Sustainable Community Strategy and our Council Plan.
- Chapter 3 presents transport in the wider context and how, as a means to an end, it contributes to wider agendas – environmental, economic, and social – at a local and national level. It also describes the evidence gathering exercise that was undertaken to identify the local transport concerns of residents and organisations in the county.
- Chapter 4 sets out the local priorities and challenges as well as opportunities in the county and the implications for alternative LTP3 strategy approaches.
- Chapter 5 outlines the strategy approaches which were appraised to address the local issues and challenges, and informed the preferred LTP3 strategy that will help deliver the LTP3 vision and objectives. This chapter also sets out the local investment priorities for East Sussex.
- Chapter 6 outlines our Implementation Plan and how we intend to prioritise investment in local transport schemes.
1.4 The development of LTP3 has taken place during a period of considerable change in the country’s economic circumstances and its governance structure. LTP3 has sought to reflect these changes, and may require further amendments in light of future changes. However, the Strategy element of the document has been developed to be flexible in order to adapt to changing circumstances, whilst the Implementation Plans will adapt to the level of funding that is available.

1.5 Figure 1 summarises the links between the vision, the objectives, the wider context and the preferred LTP3 strategy.

1.6 The figure shows that the LTP3 Vision has been informed by:

- the priorities set out in the Community Strategy, Pride of Place\(^1\),
- the County Council’s priorities set out in our Council Plan\(^2\), and
- the outcomes of the evidence gathering exercise with local people and organisations to identify their issues in relation to transport in the county.

1.7 The vision has been translated into a number of high level objectives which reflect the national transport goals, and recognise that transport enables other agendas to be realised. These are supplemented by a series of specific local transport objectives, and all are set within the wider context at both local and national level.

1.8 The high level objectives of the strategy have focused how we have looked at the issues, challenges and opportunities in the county, and how the implications have influenced the strategy options we have considered as part of the development of our preferred strategy.

1.9 The Preferred Strategy for LTP3 is built on a number of strands:

- our statutory duties as a local transport and highway authority,
- our local priority investment areas,
- spatial priority areas for planning and provision for infrastructure, and
- the supporting strategies, as daughter documents to LTP3, which provide the policy framework for planning and provision of transport infrastructure in the spatial priority areas and in the rest of the county.

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1\(^{1}\) ‘Pride of Place’ - East Sussex Community Strategy, October 2009
2\(^{2}\) East Sussex Council Plan 2010/11
**Evidence Gathering**

**Community Strategy Priorities**

**County Council Priorities**

**LTP Vision**
To make East Sussex a prosperous county where improved travel choices and maintenance and good management of our assets, deliver better access to jobs and services, safer, healthier, sustainable and inclusive communities, all set within a high quality environment.

**LTP Objectives**

| Support economic growth & competitiveness | Tackle climate change | Improve health, safety and security | Improve people’s quality of life | Promote sustainable transport opportunities to enhance social inclusion |

**Transport specific objectives**

**Issues, Challenges and Opportunities**

**PREFERRED STRATEGY APPROACH**

<table>
<thead>
<tr>
<th>Statutory duties</th>
<th>Non-transport interventions</th>
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</thead>
<tbody>
<tr>
<td>Priority investment areas</td>
<td>Spatial priority areas for planning and provision for transport infrastructure</td>
</tr>
<tr>
<td>Public/community transport</td>
<td>Bexhill/Hastings</td>
</tr>
<tr>
<td>Road maintenance</td>
<td>Eastbourne/Polegate/Hastings</td>
</tr>
<tr>
<td>Road safety</td>
<td>Newhaven</td>
</tr>
<tr>
<td>Planning and provision of transport infrastructure</td>
<td>Uckfield</td>
</tr>
</tbody>
</table>

**Supporting strategies which influence the planning and provision of infrastructure**

<table>
<thead>
<tr>
<th>Walking</th>
<th>Cycling</th>
<th>Accessibility</th>
<th>Rights of Way</th>
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<tbody>
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<td>Sustainable School Travel</td>
<td>Road Hierarchy</td>
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<tr>
<td>Air Quality</td>
<td>Parking</td>
<td>Behaviour change</td>
<td>Transport information</td>
</tr>
</tbody>
</table>

**Annual Implementation Plan**
1.10 The Strategy will be delivered through a series of Implementation Plans (Figure 2) which will show the projects, budgets and timescales for a range of schemes and interventions for a three year period, with an indicative list of projects to come forward for implementation in future years depending on scheme progress and funding. These plans will be reviewed and refreshed annually.

**Figure 2– Implementation Plan Summary**

<table>
<thead>
<tr>
<th>Years  1 - 3</th>
<th>Years 4 - 6</th>
<th>Years 7 - 9</th>
<th>Years 10 - 12</th>
<th>Years 13 - 15</th>
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<tbody>
<tr>
<td>Implementation Plan</td>
<td>Indicative programme</td>
<td></td>
<td></td>
<td>Longer term aspirations</td>
</tr>
</tbody>
</table>
2. Vision and objectives

Summary

This chapter outlines our LTP3 vision which is to:

To make East Sussex a prosperous county where improved travel choices and maintenance, and good management of our assets, deliver better access to jobs and services, safer, healthier, sustainable and inclusive communities, all set within a high quality environment.

This will be achieved through the objectives of LTP3 which are to:

- improve economic competitiveness and growth,
- improve safety, health and security,
- tackle climate change,
- provide sustainable transport opportunities to enhance social inclusion,
- and improve quality of life.

Both the vision and objectives reflect the objectives of the Sustainable Community Strategy, ‘Pride of Place’, the priorities set out in the current East Sussex Council Plan, and the national goals for transport.

Introduction

2.1 A typical response to the need to travel is too often to make the journey by car when perhaps other means – walking, cycling, public transport – may be healthier, more sustainable, generate fewer carbon emissions and have less impact on the environment. However, perceptions that the cost of public transport is too high or is not available at the right times or to the right destinations, and that walking and cycling may be unsafe, can restrict people’s opportunities to access jobs and services, and to improve their own health and wellbeing. This can increase social exclusion and affect people’s quality of life. In turn, increases in car borne journeys are generating greater levels of carbon emissions, which are having a detrimental long term effect on our environment and levels of inactivity which are damaging the health of the population.
2.2 Our approach to these issues must be far reaching. It will need to involve action, from not only the County Council, but also its partners in the way they design and deliver their services and in the choice of location for housing and other development. Together we will need to develop and implement a range of interventions, not just transport specific, to meet the access needs of the people who live, work and visit East Sussex, to deliver growth in a safer, healthier and more sustainable way.

2.3 LTP3 recognises that transport is a means to an end rather than an end in itself. It sits within a wider context, enabling the objectives of other policy areas to be achieved. Not only is it important to provide transport services that facilitate the achievement of those objectives, but also to provide sustainable transport choices, locating and providing services in ways which increase accessibility and reduce the need to travel.

**LTP3 Vision and Objectives**

2.4 The vision for LTP3 is:

*To make East Sussex a prosperous county where improved travel choices and maintenance and good management of our assets, deliver better access to jobs and services, safer, healthier, sustainable and inclusive communities, all set within a high quality environment.*

2.5 To help deliver this long term vision for LTP3 in East Sussex, a set of high level objectives have been defined which broadly align with the national transport goals and local policy objectives.

2.6 The high level objectives are to:
• **Improve economic competitiveness and growth**
  This objective will focus on how transport will support and improve 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 spatial development plans for the county coming forward through the Local Development Frameworks.

• **Tackle climate change**
  This objective focuses on reducing the amount of CO\textsubscript{2} 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. At the same time we should be adapting our infrastructure and services, and building up resilience to the impact of changing climatic conditions, such as higher temperatures or flooding.

• **Improve safety, health and security**
  This objective focuses on reducing the number and severity of road accidents and improving personal security in order to reduce fear of crime, particularly for users of public transport, pedestrians and cyclists. This objective also aims to contribute to improving the health and life expectancy of individuals, and to reduce the social and economic costs of illness through active ways of travelling, and by reducing pollution from traffic.

• **Provide sustainable transport opportunities to enhance social inclusion**
  This objective focuses on addressing social exclusion and equality of opportunity by making access to job opportunities and services easier for everyone. It aims to support regeneration plans and thereby narrow the gap between rich and poor and improve life chances. Providing sustainable transport opportunities that are affordable, accessible and attractive will help achieve this.
• **Improve quality of life**
  
  This objective is focused on enhancing community cohesion within towns and villages, helping people access green spaces and positive activities, and improving the journey experience for all transport users. This objective is also focused on dealing with air quality and the environmental and health impacts that transport imposes, as well as offering opportunities to develop transport measures that actively enhance the natural and historic environment, and improve our quality of life.

2.7 Reflecting the local and national priorities, the key, high level LTP3 objectives are ‘improving economic competitiveness and growth’ and ‘tackling climate change’ in the county, albeit there may be tensions between delivering these two in tandem, whilst the other three objectives are important in addressing the wider social challenges, outlined in chapter 4.

2.8 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 interventions, and the high level objectives to which they will contribute.
Specific Transport Objectives

1. Improve strategic and local connectivity of communities to facilitate economic and spatial growth through the LDF process.
2. Reduce greenhouse gas emissions, local air pollution and noise from transport.
3. Increase the resilience of transport infrastructure and services to the effects of climate change.
4. Contribute to the protection and enhancement of the local natural and built environment.
5. Improve road safety for vulnerable road users - pedestrians (including children, the elderly and disabled), cyclists, motorcyclists and horse riders.
6. Reduce the number of people killed and seriously injured in road crashes.
7. Improve access to jobs and services by available and affordable sustainable transport means (walking, cycling, public transport and car share).
8. Improve personal health and well being by encouraging and enabling increased physical activity through active travel (walking and cycling).
9. Improve maintenance and management of the transport network.
10. Reduce congestion by improving the efficiency of the transport network.

2.9 The matrix below (Table 1) shows the relationship between the high level LTP3 objectives and the transport specific objectives.
### Table 1 – Relationship between High Level LTP3 objectives and transport specific objectives

<table>
<thead>
<tr>
<th>Transport specific Objectives</th>
<th>Economic competitiveness</th>
<th>Provide sustainable transport opportunities to enhance social inclusion</th>
<th>Tackling climate change</th>
<th>Improve safety, health and security</th>
<th>Improve quality of life</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve strategic and local connectivity of communities to facilitate economic and spatial growth through the LDF process</td>
<td>✧✧✧</td>
<td>✧</td>
<td></td>
<td>✧</td>
<td>✧</td>
</tr>
<tr>
<td>Reduce greenhouse gas emissions, local air pollution and noise from transport</td>
<td></td>
<td>✧✧✧</td>
<td></td>
<td>✧</td>
<td>✧</td>
</tr>
<tr>
<td>Increase the resilience of transport infrastructure and services to the effects of climate change</td>
<td>✧</td>
<td>✧✧✧</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
</tr>
<tr>
<td>Contribute to the protection and enhancement of the local natural and built environment</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
</tr>
<tr>
<td>Improve road safety for vulnerable road users – pedestrians (including children, the elderly and disabled) cyclists, motorcyclists and horse riders.</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
</tr>
<tr>
<td>Reduce the number of people killed and seriously injured in road crashes</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
</tr>
<tr>
<td>Improve access to jobs and services by available and affordable sustainable transport means (walking, cycling, public transport and car share)</td>
<td>✧✧✧</td>
<td>✧✧✧</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
</tr>
<tr>
<td>Improve personal health and well being by encouraging and enabling increased physical activity through active travel</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
</tr>
<tr>
<td>Improve maintenance and management of the transport network</td>
<td>✧✧✧</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
</tr>
<tr>
<td>Reduce congestion and improve the efficiency of the transport network</td>
<td>✧✧✧</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
<td>✧</td>
</tr>
</tbody>
</table>
2.10 The vision and objectives for LTP3 have been influenced by the Sustainable Community Strategy objectives, the Council Council’s corporate priorities and the national transport goals which are summarised below.

The Communities’ Vision for the County

2.11 The six local authorities and six Local Strategic Partnerships in East Sussex have worked together to produce an integrated Sustainable Community Strategy called Pride of Place which sets out a shared vision for East Sussex in 2026, ‘to create and sustain a vibrant, diverse and sustainable economy; great places to live in, visit and enjoy, and safe, healthy and fulfilling lives’. The strategy contains countywide strategic objectives and priorities under nine themes and two population groups to help achieve this vision.

Figure 3 – East Sussex Sustainable Community Strategy ‘Pride of Place’ Themes and Population Groups
2.12 Pride of Place also has three cross-cutting priorities that should be integrated into everything partners do:

- reducing inequalities and narrowing the gap between the least and most deprived individuals and communities, whilst raising the quality of life for everyone,
- being sustainable as we strive to deliver social, economic and environmental benefits, and
- providing and delivering effective, high quality, customer-focused services which meet people’s changing needs wherever they live.

2.13 Transport plays a crucial role in helping to deliver these priorities, ensuring that residents have the opportunity to fulfil their potential, and that we tackle social exclusion issues in our deprived communities. It will help to provide people of all ages with opportunities to access work, education, leisure activities and healthcare, and lead healthier and safer lives, as well as providing the infrastructure that contributes towards communities’ vitality and sustainability.

2.14 Our Local Area Agreement (LAA), one of the action plans for delivering the Sustainable Community Strategy, sets out a three year contract with central government on how the priorities for our local area will be tackled in partnership. In East Sussex we are delivering the second LAA (2008-2011) and the performance indicators in it reflect the priorities set out in the Sustainable Community Strategy.

**East Sussex County Council Priorities**

2.15 Our Council Plan sets out the Council’s promise to the residents of East Sussex that we will be an efficient, customer focused, accountable authority, working with partners and local communities to:

- make a positive difference to local people’s lives,
- create a prosperous and safe county, and
- provide affordable, high quality services at lowest possible council tax.
2.16 This promise is supported by policy steers and targets set out in the Council Plan, which joins together the strands of the departmental service plans and priorities to make sure the Council’s service areas are working together, and ensure that our priorities and budgets are aligned. The Council Plan recognises the relationship between its own role and the Community Strategy’s objectives, as set out in ‘Pride of Place’, in delivering against the joint priorities for the East Sussex area.

2.17 The Transport & Environment Portfolio Plan sets out the priorities for the four year period to 2013/14. The current transport priorities are:

- passenger / community transport,
- road maintenance,
- road safety, and
- planning and provision of infrastructure.

2.18 Within the provision of infrastructure, the focus will be centred around the four geographical areas where spatial growth and /or economic regeneration will take place. These are:

- Bexhill / Hastings,
- Newhaven,
- Uckfield, and
- Eastbourne / Hailsham / Polegate.

2.19 Throughout the development of LTP3, there has been strong corporate engagement and ownership at all levels within the authority, at a political level through the departmental cross-party scrutiny committee, and, as highlighted earlier in the chapter, with the East Sussex Strategic Partnership. Both the Scrutiny Committee and the 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 partnership ownership of the strategy. The input we have received has helped inform the identification of the LTP3 vision and objectives.
National transport goals

2.20 In 2008 the Department for Transport published Delivering a Sustainable Transport System (DaSTS) which set out its strategy for achieving the goals that had been set in its previous policy document, Towards a Sustainable Transport System, published the previous year. These goals are listed below.

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

2.21 Although these goals have not changed following the change of Government in May 2010, the new Coalition Government has indicated that the economy and climate change are the highest priorities, though due regard also needs to be paid to the other three goals.

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3 Delivering a Sustainable Transport System, Department for Transport, 2008
3. Transport and the wider context

Summary
This chapter describes the local and national context in which this plan is being developed. It looks at the policies and plans in different areas which influence and are influenced by the ways we travel. It highlights the links between transport and many other aspects of our lives such as:

- education,
- health,
- age,
- employment, and
- housing.

3.1 As highlighted in Chapter 2, it is recognised that transport is a means to an end. Whilst LTP3 has been developed to reflect and influence the priorities in the East Sussex Sustainable Community Strategy, Pride of Place, and the East Sussex Council Plan, as well as the national transport goals, it also needs to consider other, wider policies at local, national and European levels, as illustrated below (Figure 4), in order to meet the needs of East Sussex.
Figure 4 – Transport in the Wider Context
Local

Local Enterprise Partnerships

3.2 The bid to Government for the creation of an East Sussex Local Enterprise Partnership called ‘Enterprise East Sussex’ (EES) will initiate the next stage of the county’s economic growth and regeneration, bringing together economic, spatial and transport infrastructure planning. Over £300 million has been invested during the last decade in regeneration activities in the county, and it is expected that over £1 billion can be provided over the next 10 years, largely through private sector investment.

3.3 To date private sector investment has already delivered key business premises in the Bexhill and Hastings areas through the Hastings and Bexhill Task Force and its regeneration organisation, Seaspace. The EES model seeks to extend the Task Force’s focus to the whole county. Building on this success, East Sussex would further expand the existing ‘digital age’ skills and business developments, augmenting the environmental technologies base which is currently being established. The organisation would have a partnership board with the majority of members from the private sector, as well as business representative organisations, the County Council, the five Borough and District Councils in East Sussex, Brighton University, and the further education sector.

3.4 The Partnership is proposing the following principal project areas:

- **Hastings & Bexhill** – the priority is to complete the Task Force Five Point Plan, including the completion of the Bexhill to Hastings Link Road and construction of 2,650 houses and a Business Park, which would create 2,000 jobs in north Bexhill. A parkway rail station would be located near the new housing and business premises.

- **Eastbourne, Hailsham and South Wealden** – to construct a parkway station, business space and public services centre to create 10,000 jobs and several thousand homes.

- **Newhaven** – secure the economic revitalisation of the town and modernise the ferry port, opening up the opportunity for a base for off-shore wind farm development, revitalise the town centre, provide modern business premises and improve local skills and jobs.
• Continuing developments in Hastings, Eastbourne and other town centres to secure economic activity.

3.5 The creation of the LEP is subject to ministerial approval. LTP3 will form part of the governance structure for EES, with the bid highlighting that the principal transport priority is the Bexhill to Hastings Link Road which will support the regeneration of the area and release key employment and housing land.

East Sussex Economic Development Strategy

3.6 The East Sussex Economic Development Strategy (EDS) sets out the proposed approach for economic growth in the county up to 2017. It identifies the significance of transport infrastructure and services to the economic vitality of the county, and highlights that poor transport infrastructure is potentially the greatest barrier to economic growth. This is reflected by the inclusion in this LTP of the objective of ‘Improving Economic Competitiveness and Growth’. The strategic focus of economic growth is on four geographical areas which align with those identified in the Council Plan and the priority areas identified in the bid for the creation of the East Sussex Local Enterprise Partnership outlined above.

3.7 The County Council is undertaking its Local Economic Assessment which in turn will help to inform the development of a new EDS for the county, replacing, for East Sussex, the Regional Economic Strategy. The new EDS is expected to be consulted on in Autumn 2010.

East Sussex Environment Strategy

3.8 The Environment Strategy will provide a framework for the different plans and programmes, including the Climate Change Strategy, being undertaken by a number of groups and organisations in the county, making it easier to work in partnership and achieve greater efficiency in delivering our aims. It sets out the high level objectives needed to fulfil the environment and climate change priority in the Sustainable Community Strategy which is for ‘Protecting our natural and built environments and adapting and responding to climate change’, reflected in the LTP3 vision and the objective of tackling climate change.
East Sussex Climate Change Strategy

3.9 The East Sussex Climate Change Strategy, adopted in 2009, emphasises that the implications of climate change should be taken into consideration in all policy development. The Strategy identifies that measures should be taken to reduce the amount of greenhouse gases emitted into the atmosphere, and also to adapt infrastructure and facilities to cope with the consequences of climate change, and make the county more resilient to events such as flooding and heat waves.

3.10 This means, in relation to LTP3 and its objective of tackling climate change, that we should mitigate the effects of climate change by improving travel choices for sustainable journeys and changing attitudes and behaviour. We should also adapt the maintenance and drainage of our roads to deal with the effects of climate change such as increasing temperatures or increased surface run off. The County Council expects to have adopted an adaptation action plan for all priority areas by April 2011 in order to achieve level 3 of the Government’s definition of ‘levels of preparedness’ set out under N1188 ‘Planning to adapt to climate change’.

Local Development Frameworks

3.11 Eastbourne and Hastings Borough Councils and Lewes, Rother and Wealden District Councils are currently working on their Local Development Frameworks (LDFs) which set out plans for development (housing, commercial and industrial) and conservation in their respective areas to 2026. They will ascertain the level of housing provision needed in their areas, and identify land for new housing and business development. The location of development will be influenced by existing and future transport infrastructure and services.

3.12 It is vital that roads, transport services, schools, hospitals and other infrastructure are accessible from planned new homes and businesses, and that they are integrated with, and enhance, existing transport networks. At the same time, we must work to protect and enhance our high quality environment.

3.13 As LTP3 has been developed, we have been working closely with the local planning authorities to ensure that the preferred strategy reflects and supports their plans as they emerge. We have also modelled the impact of the local planning authorities’ spatial strategies on the transport infrastructure in the county, and considered how a range of different interventions could ensure sustainable development while
mitigating any negative impacts. This has been reflected in the objectives and the preferred strategy of LTP3. The infrastructure required will be identified both in the Infrastructure Delivery Plans within the LDF Core Strategies as well as in the rolling LTP Implementation Plan, including indications of how the schemes will be funded and timescales for implementation. Much of this work will be dictated by the various timetables for each of the LDFs.

3.14 In July 2010 the South East Plan (SE Plan), the Regional Spatial Strategy for South East England, was revoked and will eventually be abolished once the Decentralisation and Localism Bill becomes statute. The SE Plan had set out the level of housing which each Borough and District Council was expected to deliver by 2026. These were:

<table>
<thead>
<tr>
<th>Council</th>
<th>Housing Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wealden</td>
<td>11,000</td>
</tr>
<tr>
<td>Eastbourne</td>
<td>4,800</td>
</tr>
<tr>
<td>Hastings</td>
<td>4,200</td>
</tr>
<tr>
<td>Rother</td>
<td>5,600</td>
</tr>
<tr>
<td>Lewes</td>
<td>4,400</td>
</tr>
<tr>
<td>TOTAL</td>
<td>30,000</td>
</tr>
</tbody>
</table>

3.15 These numbers have so far formed the basis for analysis of the impact on the transport networks in the spatial priority areas of Hastings/Bexhill, Eastbourne and south Wealden, Uckfield and Newhaven, and if these figures change, then the conclusions of the likely package of transport measures required to mitigate the development will change.

3.16 In addition, it is now the responsibility of local planning authorities through their LDFs to decide the level of housing and employment which is appropriate for their area supported by a robust evidence base.

**Single Conversation – Homes and Communities Agency Local Investment Plan**

3.17 Single Conversation is the Homes and Communities Agency’s (HCA) business process through which the HCA, local authorities and other key partners will develop a Local Investment Plan (LIP) and Local Investment Agreement (LIA) for East Sussex to help determine key areas for potential housing investment. The intention is to reach a shared view regarding future investment priorities for East Sussex, including the need to support the economy, regeneration, and employment,
and to enable the HCA to plan investment more strategically across the area. The HCA identified East Sussex as an area considered to be advanced in relation to its housing partnership arrangements, and well placed therefore to have a LIP concluded ahead of other areas within the South East.

3.18 The East Sussex LIP and its associated LIA will provide a framework by which the HCA will direct central government capital funding for housing to East Sussex. The Plan will be used alongside ‘value for money’ judgements, and national and regional priorities, to help inform their investment decisions.

3.19 The original expectation was for the LIP to be a forward looking document that takes full account of investment priorities over a 10-15 year period. However, because of the need to ensure that the LIP was aligned with other key strategic documents currently under development across the county, most notably LDFs, the EDS and LTP3, the initial LIP focuses on a shorter and more clearly defined planning period of 3 years, with a planned refresh to follow at a later date identifying longer term investment needs.

3.20 The LIP is based on jointly agreed priorities. These priorities take their focus from the East Sussex Strategic Partnership (ESSP) Sustainable Community Strategy Pride of Place, along with a number of other regional and local strategy documents.

• Supporting Economic Growth and Tackling Deprivation.
• Increasing Affordable Housing Delivery.
• Supporting Housing Delivery.
• Private Sector Housing Renewal.
• Promoting Sustainable Communities.
• Increasing Rural Affordable Housing to Meet Local Needs.
• Meeting the Needs of Vulnerable People.
• Tackling Climate Change.
• Supporting Infrastructure and Transport through Delivery of Housing.
3.21 The East Sussex Housing Partnership have chosen to direct investment in housing growth and renewal within the six place-based programmes, designed to meet the identified needs outlined within the LIP. Added to this, there are an additional six theme-based programmes, which have been designed to meet the agreed priorities set out in the LIP, and are ‘cross-cutting’. These are indicated in Table 2 below.

Table 2 – Local Investment Plan Place-based and Cross-cutting Delivery Programmes

<table>
<thead>
<tr>
<th>Place-based Programmes</th>
<th>Cross-cutting Programmes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Regeneration of coastal communities</td>
<td>Tackling deprivation</td>
</tr>
<tr>
<td>2. Sustaining market towns/small towns</td>
<td>Rebalancing communities</td>
</tr>
<tr>
<td>3. Supporting rural communities</td>
<td>Supporting economic growth</td>
</tr>
<tr>
<td>4. Supporting independent living and meeting the needs of vulnerable groups</td>
<td>Raising environmental standards</td>
</tr>
<tr>
<td>5. Maintaining and improving the existing built environment</td>
<td>Tackling homelessness</td>
</tr>
<tr>
<td>6. Meeting Gypsy &amp; Traveller accommodation needs</td>
<td>Promoting innovation and design</td>
</tr>
</tbody>
</table>

East Sussex Accessibility Strategy

3.22 In 2003 the Social Exclusion Unit (SEU) published a report ‘Making the Connections: Transport and Social Exclusion’ following research undertaken concerning the social exclusion that can result from people not being able to access jobs and key services.

3.23 The main recommendation of this report identified ‘accessibility planning’ as an approach to identify whether people can reach key services such as healthcare, employment, education and sources of healthy food, and the appropriate actions could be delivered in order to reduce social exclusion. The actions could involve:

- improving public transport services,
- providing more innovative travel choices, or
- changing the location of, or delivery of, the services people need.
3.24 The East Sussex Accessibility Strategy was developed in 2006, and work has proceeded since this time through a series of Local Accessibility Assessments to investigate accessibility issues in all areas of the county. The strategy is summarised in paragraphs 5.93 to 5.96 in Chapter 5.

**East Sussex Children and Young People’s Plan**

3.24 The East Sussex Children and Young People’s Plan, produced by the multi-agency Children and Young People’s Trust, sets out key aspirations for children and explains how they will be achieved. It aims to ensure that issues affecting children and young people remain high on the agenda of all services, even if those services are not provided specifically for children.

3.26 The key priorities of the Children’s and Young People’s Plan to which transport can contribute through LTP3, are in enabling children to adopt healthy lifestyles, especially by being physically active, keeping children safe from accidental injury and death, and by enabling children to access positive activities by improved transport options. This is also one of the priority areas of activity for the county’s Youth Cabinet.

**Time of Our Lives, Older People’s Strategy for East Sussex**

3.27 The Time of Our Lives Strategy aims to improve the quality of later life for people in East Sussex, and serves as a framework for a wide range of activities that support older people’s quality of life and wellbeing. The views of older people are important in improving public services, and are integrated into planning for transport. The East Sussex Seniors’ Forum was consulted as part of the initial evidence gathering exercise.

3.28 Key areas to which transport services can contribute are:
- improving the ability of older people to get out and access services,
- ensuring that they continue to benefit from the concessionary fares scheme on buses,
- making public spaces as safe as possible, and
- working with the voluntary and community sector to explore options for developing their own sustainable transport solutions.
East Sussex County Council Equalities Policy Statement

3.29 The County Council has adopted a policy setting out its top level commitment to promoting equity and equality of opportunity for all through its service delivery. An Equalities Impact Assessment (EqIA) has been undertaken as the draft LTP3 Strategy has been developed to ensure that it does not discriminate against any group of people on grounds of race, gender, disability, age, religion/belief or sexual orientation by assessing how the plan will impact on local communities. A summary of the EqIA is at Appendix B to the draft strategy document and the full version of the assessment is available at www.eastsussex.gov.uk/haveyoursay/. The EqIA also addresses the impact on socio-economic inequalities in accordance with the provisions of the Equalities Act 2010.

South Downs and High Weald Management Plans

3.30 The South Downs Management Plan aims to protect, conserve and enhance the South Downs, to promote opportunities for understanding and enjoyment and to encourage appropriate economic and community development within the area. Similarly, the role of the High Weald Area of Outstanding Natural Beauty (AONB) Management Plan is to set out a 20 year vision for the area, which aims to improve understanding of the AONB, advises on management and actions to conserve and enhance the special features that contribute to its natural beauty. This is in the context of the environmental, social, and economic pressures on the High Weald that support the vibrant rural population and working landscape.

Gatwick Access Strategy

3.31 The Gatwick Surface Access Strategy, published in 2007, sets out to encourage greater use of public transport in accessing the airport and local hotels, and a reduction in the growth of car and taxi trips. East Sussex County Council supports the improvements to the Brighton Mainline railway, Gatwick Airport station and the Thameslink service which could reinforce the links between Gatwick and the East Sussex coast, particularly if it includes services to Eastbourne.
National

3.32 National transport policy has been significantly informed by the recommendations in the Eddington report, published in 2007, in terms of the importance of transport to the country’s economic growth and productivity, and the 2006 Stern Review which made the economic argument for reducing emissions of CO₂ and other greenhouse gases. These two issues remain the biggest challenge: to deliver sustained economic growth whilst at the same time reducing greenhouse gas emissions.

Local Transport Act 2008

3.33 The Act requires us to have regard to Government guidance and policies on the environment when developing LTPs. In particular we are required to consider how the LTP relates to the obligation to:

- reduce emissions from vehicles which contribute to climate change,
- adapt transport services and infrastructure to the consequences of climate change, and
- consider the effects on all aspects of the environment such as air quality, noise, landscape and biodiversity, as well as public health.

3.34 This has been done through the Strategic Environmental Assessment (SEA) and the Health Impact Assessment (HIA), the results of which are included in the Environmental Report and the Non-Technical Summary accompanying this plan. Any significant effects on European designated sites will be assessed through a Habitats Regulation Assessment (HRA) once specific projects are identified in the Implementation Plan.

Traffic Management Act 2004

3.35 This Act introduced the duty on Local Transport Authorities to manage the road network to improve the movement of traffic. In East Sussex, a Network Management team is responsible for ensuring that disruption of the road network by road works, whether instigated by ourselves or utility companies, is kept to a minimum.

3.36 The consultation document, A Safer Way, highlights that despite the good progress made in reducing the number of road casualties in the last decade, there are still a number of challenges that can be addressed in order to achieve the vision of making Britain’s roads the safest in the world. These include:

- reducing the number of road deaths,
- pedestrian/cycle casualties in urban areas,
- protecting children,
- protecting motorcyclists,
- safety on rural roads,
- poor road user behaviour, and
- illegal and inappropriate speeds.

3.37 The overall approach to delivering this vision has two main aspects.

1. Improving the delivery of road safety through better use of data, more systematic information sharing, better evaluation and supporting skills development.

2. In dealing with the most dangerous road user behaviours, to understand the motivations behind these and the characteristics of the individuals undertaking them.

3.38 This will be achieved by working with delivery partners, Highways Agency, Fire and Rescue Service, Ambulance Service and Police, to deliver a safe, holistic road safety system where road design, vehicles and education work in combination to minimise the risk to road users. This has influenced our approach to tackling road safety and casualty reduction in East Sussex with the establishment of the Casualty Reduction Board.

3.39 It is unclear whether the Government will produce a new national road safety strategy following this consultation, however, it is likely that, as the local transport authority, we will have discretion to identify the priorities in our area.

3.40 Every Child Matters was produced by the former Department for Children, Schools and Families (now the Department for Education) and sets out the Government’s aim to ensure that every child and young person has the opportunity to fulfil their potential. Its five key themes influence LTP3 in the following ways.

- **Being healthy** – encouraging more active travel such as walking and cycling.
- **Staying safe** – tackling danger spots for children and young people, particularly on their journeys to school, and improving personal security.
- **Enjoying and achieving** – by identifying and providing greater travel choice to ensure children and young people can access education in order to develop skills for adulthood.
- **Making a positive contribution** – the development of LTP3 has been informed by a workshop with the county’s Youth Cabinet, whose priority campaigning issues are transport and the environment.
- **Economic well being** – by ensuring young people are able to access services such as education, e-communications and employment, to enable them to achieve their full potential.

Putting People First (2007)

3.41 Putting People First (PPF) is a national policy describing how social care should be provided in the future, covering four areas.

- Giving people more choice and control over their support,
- Preventing problems and helping early on,
- Making sure everyone can easily find out about the different types of support available, and
- Helping people to use support networks.

3.42 PPF sees transport options as fundamental to both supporting people’s needs and to the delivery of many of the required services.

3.43 This expands the obligation on us, as the Local Transport Authority, to consider the needs of disabled people both when developing plans and policies and also in the implementation of those plans.

The Equalities Act 2010

3.44 This Act obliges us to address the effects of inequalities that arise from social or economic disadvantage, as well as from gender, race, disability, sexual orientation and belief. It draws together the various strands of anti discrimination legislation and obliges public authorities to work towards eliminating disadvantage. This requirement is reflected in the EqIA which is summarised at Appendix B, and the full EqIA which accompanies this document.
European

Strategic Environmental Assessment Directive

3.45 European legislation requires that a Strategic Environmental Assessment is undertaken to inform the development of the LTP. This has resulted in the Environmental Report which accompanies this document.

A Sustainable Future for Transport

3.46 In 2009 the EU published a policy paper, A Sustainable Future for Transport, which is both a strategy document defining a vision for the future of transport, and a consultation document which aims to collect views on how to translate the vision into policy actions. The emphasis in the policy paper is on:

‘a society where everyone is as active as they feel able and understands the impact of this on their health, taking responsibility both for how they travel and how they spend their spare time. Government, businesses, local communities and others will create urban and rural environments that make activity accessible, safe and the norm.’

3.47 The implications for a transport strategy are that we should work towards enabling and encouraging people to travel in healthy and physically active ways. This is reflected in the LTP3 objective, ‘Improving safety, health and security’.

Trans-European Transport Networks

3.48 The Trans-European Network for Transport (TEN-T) is a European Commission Programme which finances infrastructure projects and studies. The only part of a network TEN-T that affects East Sussex is the coastal Southampton to Ashford rail route, which includes the Brighton to Ashford East Coastway Service. Schemes along this route promoted by the County Council include:

- the Ashford to Hastings rail capacity improvements (including dual tracking and electrification),
- the reinstatement of the Willingdon Chord, and
- the link to Newhaven and the passenger as well as freight benefits that could be realised from improving these links.

Any TEN-T project would have to be managed by Network Rail.
4. The Local Picture

Summary
This chapter summarises the major challenges which exist in East Sussex and looks at the implications for this Local Transport Plan. The challenges have been grouped into a series of themes, which also reflect the high level LTP3 objectives.
- Transport infrastructure
- Economic
- Environmental
- Safety, health and security
- Social
- Other

The chapter also outlines the outcomes of public engagement and consultation which help to inform the development of our LTP3, cross boundary working and opportunities.

Introduction

4.1 East Sussex is home to around 500,000 people. It 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 a predominantly rural county of great variety and beauty with remote rural and environmentally sensitive areas dotted with villages and historic market towns. Two thirds of the county is designated as an Area of Outstanding Natural Beauty (AONB).

4.2 More than half the population live on the coastal fringe in four main urban areas - Hastings, Bexhill, Eastbourne and surrounding settlements and the towns of Newhaven, Seaford and Peacehaven. Figure 5 shows the distinction between the rural and urban areas, the area designated as AONB and the configuration of the main transport routes in the county.

1 512,000 in 2009 – East Sussex in Figures (ESiF) website
4.3 There are a number of challenges in the county which will have implications for this Local Transport Plan. The issues have been grouped into the following themes:

- Transport infrastructure
- Economic
- Environmental
- Safety, health and security
- Social
- Other

4.4 These challenges, which have been grouped to reflect the high level LTP3 objectives, and the implications for LTP3 under each of these themes, are summarised in the following table. Further detail on these challenges is outlined in Appendix A.
Transport Infrastructure – Key Challenges

- East Sussex has 3,402 kilometres of road of which 97.6 is trunk road and 11.9 kilometres of this is dual carriageway. The lack of a high standard of infrastructure compared to our neighbours is a real challenge to the efficiency and safety of our network.

- The weakness 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 schemes have been identified which would help to deliver improvements to our strategic road infrastructure and facilitate economic growth.

- The condition of our road network is improving in comparison to poor performance in previous years. In addition local satisfaction on road and pavement conditions is lower than average.

- The deteriorating condition of the road network has meant a growing dependency on reactive maintenance.

- Traffic levels in the county grew by 3% between 2003 and 2009.

- The urban areas of the county are generally well served by commercial bus operators, the needs of the rural areas and small market towns are less well served. The County Council supports 75% of the bus services in the county (2009/10).

- 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, and connections to Brighton, Ashford and Gatwick Airport, and also between Hastings and London. There are likely to be capacity problems in the next 15 years in the London termini which will affect train services from the county.

Transport Infrastructure – Implications for LTP3

- Road network

Modelling work has been undertaken in the Hastings/Bexhill area and in the South Wealden and Eastbourne areas in order to consider the key challenges facing the transport network from spatial growth over the life of the draft Local Development Frameworks (LDFs). Its purpose is to identify the appropriate packages of transport measures required to support the expected housing and business development in those areas over the next 15 years. A similar approach will be undertaken to assess the transport impact of the development expected in north Wealden and Lewes district, and to identify the respective packages of transport measures required to mitigate the expected impact of development on the transport network. This will consider a range of interventions including non-transport interventions, sustainable travel and transport measures – walking, cycling and public transport; making best use of the network, additional public transport capacity and additional highway capacity improvements.
The demand for local transport facilities by the existing local population is likely to increase over time. This pressure will also be intensified by the extra trips made by a growing population that will result from housing and economic growth coming forward through the respective LDF. This will place additional demands on the local and regional road network, in particular the A21, A27, A22, A259 and A271 which are considered to be under stress at key points at present.

We believe that the strategic road network in East Sussex must be fit for purpose in that it is able to reduce the amount of unnecessary 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.

A number of schemes were identified in the regional transport programme which will help deliver spatial and economic growth, as well as the economic competitiveness of the county. They include:

- the Bexhill – Hastings Link Road,
- A21 Tonbridge – Pembury dualling,
- A21 Queensway/Baldslow Link, and
- A23 Handcross to Warninglid.

It is recognised that in the current economic climate some of these projects may be postponed or cancelled or be subject to delays in the decision making process. The situation will become clearer following the Government’s Comprehensive Spending Review due to be completed in October 2010. However, these improvements, together with a comprehensive programme of sustainable transport measures and a well integrated transport and land use planning approach through the LDF process, are seen as fundamental to enabling major spatial development as well as facilitating regeneration and economic growth in the county. These improvements would help improve journey time reliability sought by local businesses which have highlighted concerns about the lack of investment in strategic transport infrastructure, and reduce carbon emissions and air quality issues generated by local congestion. Delays in the delivery of these schemes could affect the local planning authorities’ capacity to deliver their LDF housing allocations (paragraphs 3.11 – 3.16 refer) and the ability of the county’s strategic transport infrastructure to continue to meet future demand.
Construction of the Bexhill to Hastings Link Road, the main transport priority for the East Sussex Local Enterprise Partnership (LEP) – paragraphs 3.2 to 3.5 refer - together with the Highways Agency improvements at the western end of the road linking it to the A21 at Baldslow, are crucial components of the £400 million regeneration plan for Bexhill and Hastings.

Both schemes will enable housing and employment growth in the area, particularly in North Bexhill, which is coming forward through the Local Development Framework process as well as enabling improvements to be made to public transport links on the existing road connection between the two towns.

The dualling of the A21 between Tonbridge and Pembury will have a positive impact on the severe congestion and poor accident record on that stretch of the road. It will also improve the trunk road links to the regeneration priority area of Bexhill and Hastings, helping to improve its connectivity with the rest of the South East.

The A23 Handcross to Warninglid scheme which would see the widening of a 2.3 mile section of the A23 trunk road including improved junction layouts at Handcross and Warninglid, will contribute to reducing congestion, improving journey times and reducing the number of accidents. The scheme will improve the north-south connectivity through the area and will thereby help improve access for East Sussex residents and businesses to Gatwick airport and the surrounding area. However, construction of all these schemes is dependent on the outcomes of the Comprehensive Spending Review due out in autumn 2010.

At a local level, the construction of the Newhaven Port Access Road will help to facilitate the development of the Port’s Eastside, and contribute to the regeneration of the town. In Uckfield, future housing growth is likely to further exacerbate the existing congestion problem in the town centre. Therefore, the implementation of a suitable town centre traffic management scheme will help to address this issue.

One of the challenges will be to ensure that sustainable links are provided within the proposed growth areas and into the existing transport network. In particular, improving the connectivity between the three key settlements in the Eastbourne/ Polegate/Hailsham area will be integral to support the integration between housing, employment, other services and social facilities. Highway improvements west of Polegate as well as a parkway station, as identified in the Local Enterprise Partnership bid for ‘Enterprise East Sussex’, are desirable to deliver spatial growth in south Wealden and open up opportunities for implementing public transport measures along the Hailsham/Polegate/Eastbourne corridor.

In addition we need to look at reducing the need and demand to travel through non-transport interventions. This will be achieved by our partners through the LDF process, to ensure that the services people want to access are located, designed and delivered where they are accessible to existing sustainable transport. These will be important tools within the LTP3 strategy.
• Rail

At present, there is little possibility of large scale investment in the rail system in the near and medium term as the Route Utilisation Strategy for Sussex does not recommend any significant improvement to the rail system in the county. Therefore LTP3 needs to allow for the improvement of the existing transport network, investment in public transport, community transport, walking, cycling and softer measures such as better information and incentives to travel sustainably, as well as ensuring that levels of service are improved on the existing rail network. Notwithstanding, the LTP3 needs to highlight that improvements are likely to be required to meet the needs of new housing and employment development in the area including:

• increasing the current and future capacity requirements on the network serving the county and the London termini,
• the reinstatement of the Lewes/Uckfield line,
• the improvement of the Hastings – Ashford line, and
• new stations near Polegate/Stone Cross, Glyne Gap and Wilting.

The proposed remodelling of Gatwick Airport station will improve rail capacity and address an existing pinch point on the Brighton Main Line. The work will include the construction of a new platform on the eastern side of the station which will provide additional capacity for trains running to and from London, thereby freeing up platform space on the western side of the station for through trains to and from Brighton. This will also benefit services serving East Sussex via Lewes and Eastbourne.
Economic – Key Challenges

- The county’s economy characterised by service industries, small business low average wages and level of unemployment above the national average.
- Hastings continues to have the highest percentage of unemployed adults seeking Job Seekers Allowance in the south east at 5.6%.
- The average business has just over 7 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%.
- 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.
- Business sees transport as significant in local sustainable economic growth 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.
- Trends over 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 below 16 kilometres, a 60% increase on the 1991 average.
- Skill levels amongst resident workers compare relatively well to the south east and England, there is potential for improvement to promote employability, raise productivity and deliver future economic growth in the county.

Economic – Implications for LTP3

- Employment and the Business Perspective

The key focus of the LTP3 strategy needs to be on supporting economic regeneration and growth in the county. This will be achieved by making the economy of East Sussex more resilient and by tackling the current narrow employment base and the dominance of the public sector. It will also be important to reduce unemployment and support businesses by improving connectivity to the rest of the region, to London and to the ports and airports linking to Europe and beyond.

In particular it should focus on the transport links, as outlined in the Transport Infrastructure section above, serving the priority areas for regeneration and development in the county. These are:
- Bexhill and Hastings,
- Eastbourne, Hailsham, Polegate,
- Newhaven, and
- Uckfield.
There will need to be a continuing role in lobbying and working in partnership with the Train Operating Companies, Network Rail and other stakeholders, including the Sussex Community Rail Partnership to push for improvements to the strategic rail infrastructure and train services, as identified in the Transport Infrastructure section above.

Promoting and encouraging such improvements by informing documents such as Sussex, Kent, Electrification and emerging London & South East Route Utilisation Strategies (RUS) and franchise specifications will help to secure and deliver such improvements. This will particularly support the business community and commuters and help to open up economic and employment opportunities.

By linking the LTP3 transport strategy closely with the spatial strategies coming forward through the LDFs, it will open up opportunities for sustainable development, thereby reducing the need to travel, and making East Sussex an attractive place for businesses, employers and suppliers of education and training to locate. Supporting economic regeneration and growth in the county will contribute to reducing the inequalities of income and opportunity, compared to the rest of the region. We aim to support and maintain the infrastructure necessary to encourage business and development by ensuring, where possible, that new housing and employment development takes place in locations where access to towns and services is available by sustainable means, such as walking, cycling and public transport, so no sectors of the population are disadvantaged.

We will also need to explore the use of technology – faster broadband – to help retain existing businesses and attract new high value sector businesses into the area as well as enable businesses to be established from home, thereby reducing the need to travel.

- **Commuting**

The LTP3 strategy will need to help improve access to employment centres. This in turn will help to maximise job opportunities, reduce the financial and social costs of unemployment and improve people’s quality of life. The challenge is to find and implement cost effective, innovative solutions which contribute most to reducing localised congestion and provide journey time reliability for both business and personal journeys. We must also recognise the importance of the strategic links to London and to interconnectivity between other employment centres in the South East such as Brighton, Worthing, Tunbridge Wells and the Gatwick/ Crawley areas.

Businesses will benefit in terms of reduced costs and a reduced carbon footprint, from the promotion of travel by non car modes through better information on travel choices and where appropriate as part of workplace travel planning solutions. This will also contribute to reducing congestion and therefore increasing journey time reliability.
• **Qualifications**

LTP3 will take account of the need to enable access to education and training facilities for all sections of the community, to ensure they have the skills employers want in order to grow and to attract new businesses to the area. This is identified as a priority in the East Sussex Accessibility Strategy and in the East Sussex Economic Development Strategy. The outcomes of the Local Accessibility Assessments that have been carried out in different areas of the county over the last five years, will feed into the Implementation Plan process during the LTP3 period.

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### Environment – Key Challenges

- Approximately four fifths of the county is covered by landscape designations of national and ecologically international significance.

- The High Weald Area of Outstanding Natural Beauty extends across the northern third of the county and the County Council has a statutory duty to take into account the conservation of the AONB and enhance the special features that represent its natural beauty, including the networks of ancient routeways and historic tracks.

- The South Downs National Park covers the Downs and their footslopes from Brighton to Eastbourne and includes Lewes. The Park Authority is responsible for the conservation and enhancement of the area’s natural beauty, for enhancing wildlife and cultural heritage and for enabling and encouraging access to and within the park by sustainable means.

- The county contains a wide selection of areas of local, national and international importance in terms of flora and fauna.

- Transport is the fastest growing source of greenhouse gases and Carbon Dioxide (CO2) emissions.

- Sea levels could rise by more than 20 centimetres above the 1990 levels in the south east by 2050. This could affect over 27,000 residential and business properties in the county which are situated on or near low lying land at the coast or beside rivers.

- Most of the air pollution in the county is generated by traffic. Although most of the air quality is generally good, there are hotspots of poor air quality where Air Quality Management Areas have been declared – A259 Glyne Gap and Lewes town centre around Fisher Street.

- There are some sections of our road network where noise indicators are exceeded.
Environment – Implications for LTP3

• Landscape and Biodiversity

A Strategic Environmental Assessment (SEA) has been integral to the development of the preferred LTP3 strategy. This has ensured that every strategy option considered was assessed and refined in terms of the impact it might have on all aspects of the environment, including biodiversity, and also that the strategy is consistent with the aim of providing a high level of environmental protection. At a strategic level, LTP3 is unlikely to have a significant effect on any European environmental designated sites, however, this will be reassessed and a scoping report will be prepared for a Habitats Regulation Assessment, once specific projects are identified for inclusion in the LTP3 Implementation Plan.

• Climate change

LTP3 must respond to the challenge of climate change in two ways. One is to adapt transport infrastructure and services to the existing and likely effects of climate change, and this will be considered as an integral part of the asset management plan for the maintenance and operation of the county’s road network.

Also, we must mitigate the impact of traffic and transport related activities in the county on climate change. Our Local Area Agreement (LAA) identifies that we have agreed to address one fifth of the county’s CO₂ reductions requirements through action in East Sussex and expect national measures to address the remaining four fifths of the reductions in the county. CO₂ emissions from transport in East Sussex in 2007 (the most recent published data available) were 974,000 tonnes, which in order to achieve this target would mean a reduction of 194,800 tonnes of CO₂ by 2050. To achieve this, our target for LTP3 is to reduce emissions by approximately 3% annually, equating to 6,623 tonnes of CO₂ per year.

To deliver this target, the LTP3 strategy needs to include measures designed to reduce the need to travel, reduce traffic growth across the county and encourage more journeys by sustainable modes. Achieving CO₂ reductions will be a major consideration in the appraisal of all proposed integrated transport measures.

Accordingly, there will need to be a focus on increasing the reliability and attractiveness of passenger transport services and providing improvements to walking and cycling infrastructure. Schools may continue to work on measuring and reducing their carbon footprint, including the emissions from travel to school. This could give greater impetus to measures directed at encouraging non car travel on the school journey. A big challenge is the issue of emissions from journeys to work, which could be addressed by working with businesses to develop voluntary workplace travel plans as well as improvements in public transport and passenger information and other non-transport interventions such as the location of employment sites.
• **Flooding**

The Transport Asset Management Plan (TAMP) sets out the LTP3 strategy approach to maintaining the road network, outlined in chapter 5, and will need to reflect the need to adapt the network and build in resilience to potential flooding. Future work plans will be informed by the Flood Risk Assessment for the county and the emerging Surface Water Management Plans for Eastbourne/South Wealden and Hastings.

• **South Downs National Park**

We intend to co-operate closely with the other local transport authorities (West Sussex and Hampshire County Councils and Brighton and Hove City Council) in our approach to issues related to the South Downs National Park. These issues include:

- improving and managing visitor access while managing/reducing the impact of any traffic generation,
- maintaining/improving accessibility for rural communities in the National Park,
- minimising the impact of any transport infrastructure on the landscape/environment,
- supporting the role of rural bus services for both visitor and community access,
- improving the role of rail services in supporting access to the countryside, and
- encouraging strategic investment to support the delivery of National Park objectives.

• **High Weald Area of Outstanding Natural Beauty (AONB)**

LTP3 needs to address the issue of management of ancient routeways and country lanes and their usage, particularly in the High Weald, through the Rights of Way Improvement Plan. This network contributes to the quality of experience, cultural heritage and ecology of the area and needs to be recognised and promoted. The strategy should also ensure that opportunities are taken to link the management of the rights of way network with management of the highways network to improve the potential for people to use public rights of way for walking and cycling to encourage healthier lifestyles and support the local economy.

• **Air Quality**

The two Air Quality Management Area Action Plans (AQMAs) in the county were part of LTP2, and will continue to be considered as a key consideration in the development of the transport network in those areas. The wider air quality impacts of road transport pollution on health are also an issue. There are no safe levels of particulate air pollution and any measures taken to reduce levels of this type of pollution in areas of public exposure will have benefits for the health of the population, sensitive ecosystems, biodiversity and agricultural productivity. There are also links to the effects of climate change in that the sources of pollutants are often the same and the measures which might address one issue may well also have a beneficial impact on the other. Our LTP3 will aim to reduce the impact of road traffic across East Sussex, taking particular account of AQMAs and other sensitive locations.
• **Noise**

LTP3 recognises that reducing noise pollution and protecting tranquillity which is highly valued, can have a positive impact on the environment and people’s quality of life. We need to look at the identified sites of high transport noise levels and consider what measures might be taken to address the problems. Both the county’s Road Hierarchy and the emerging revised Freight Strategy are designed to manage the type and level of traffic on the county’s road network and discourage the routing of traffic through sensitive environments such as residential streets and rural roads, other than for access. The Transport Asset Management Plan will also need to consider the use of noise reducing surface materials on those identified sections of our network where noise indicators are currently exceeded.

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**Safety, Security and Health – Key Challenges**

- In 2009, 373 people were killed or seriously injured (KSI) on our roads; 32 of these were children. A further 1,685 people sustained slight injuries. This is short of the national road safety target of a 40% reduction compared to the 1994 – 98 average.

- A 2009 survey of residents concluded that road safety was the most important issue for any transport strategy to address.

- Young male (17 to 24) car drivers and motorcyclists make up 70% of all KSI casualties in East Sussex. Incidents of young driver crashes are particularly high in the rural districts. Motorcyclists make up 25% of the total KSI casualties across the county.

- Excessive speed is the biggest contributory factor in KSI crashes.

- A 2009 survey of residents found that 91% felt safe outside in their local area during the day, whilst 65% felt safe after dark. Residents are more concerned about crime related to personal behaviour and social attitudes rather than serious crime. Vulnerable groups (elderly and young people) have concerns about the lack of transport provision in the evenings and at night.

- Average life expectancy is higher in East Sussex than most counties in England.

- Although 22% of the county’s population aged 16 and over are categorised as obese, this is better than the national average.

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**Safety, Health and Security – Implications for LTP3**

- **Road Safety**

Our LTP3 will reflect the aims and objectives of the East Sussex Casualty Reduction Steering Group (ESCRSG), outlined in more detail in the Opportunities section of this chapter, which has been established to tackle the number of casualties on our roads.
The programme of reviewing speed limits will continue until 2012 when an assessment will be made on the impact and effectiveness of the programme. Potential further work on reviewing speed limits will then follow in line with the LTP3 objectives.

The LTP3 and Rights of Way Improvement Plan (ROWIP) should be combined in their aims of making crossings and roadside verges safer and in promoting the rights of way network as an off-road alternative for walking and cycling journeys.

- **Community Safety**

  The challenge for LTP3, in terms of community and personal safety, is to ensure that the design, management and maintenance of all transport environments either existing or new, take account of security issues and work towards a reduction in incidents of anti-social behaviour as well as increasing the perception of safety. The County Council will continue to work with the East Sussex Safer Communities Partnership to increase safety in the community.

- **Health and Physical Activity**

  LTP3 needs to consider improving human health, with the personal and community benefits this provides. This will be explored by improving the infrastructure and environment in order that active travel modes such as walking and cycling are seen as attractive and practical alternatives to the car especially for shorter journeys. The impact of transport issues on physical and mental health has been an integral part of the development of LTP3 through the process of the Strategic Environmental Assessment (SEA) which has included a Health Impact Assessment (HIA).

**Social – Key Challenges**

- 512,000 people live in the county; 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 to 526,000 by 2016 and to 540,000 by 2026, and will be highest in Wealden (10%) and lowest in Eastbourne and Hastings (3%).
- Currently 34% of households are single occupancy and this is expected to increase to 40% by 2026.
- The average East Sussex household income varies from £24,500 in Hastings to £32,400 in Wealden.
- The median average (gross) full time wage is £442 per week, 14% lower than the South East average of £514 and 10% lower than the national average (£490).
- 27% of all households fall below the recognised household poverty threshold and 19% of children live in low income households.
- East Sussex is the seventh most deprived county in England. 33 areas of the county are amongst the 20% most deprived in the South East. 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.

- Although Black and Minority Ethnic (BME) people make up 9% of the population, the county’s population is becoming increasingly diverse.

- East Sussex has a high proportion (19.8%) of working age residents with disabilities.

- 69% of individuals in East Sussex have internet connection at home, lower than the regional and national averages.

- There is significant variance in the percentage of households with no car between the rural and major urban areas of the county.

- Accessibility to jobs and services are more problematic for people living in rural areas. Accessibility by sustainable modes of transport is most difficult for the elderly with problems accessing hospitals and centres of further education.

**Social – Implications for LTP3**

- The transport strategy for East Sussex needs to address the current and predicted issues presented by the social makeup of its population. The number of elderly and very elderly, the high percentage of disabled people and the trend towards increasingly single person households, mean that social exclusion and access to services such as healthcare, jobs, education and sources of healthy, affordable food are potentially significant issues which can be addressed through transport and non transport interventions.

- In order to increase average weekly wages and household incomes across the county and in particular in those areas of higher deprivation such as Hastings and Eastbourne, the LTP3 will need to help bring forward economic growth and competitiveness to the county. Improvements to the strategic transport infrastructure and the development of faster broadband, as discussed in the Transport Infrastructure and Economic sections above, will contribute towards achieving this.

- Key issues for the LTP3 Strategy are also road safety, particularly in areas of high deprivation, and the ability of people, whether young or old or on low incomes, to access services and positive activities by affordable public transport. LTP3 should contribute to ensuring that people without access to a car can live a healthy and fulfilling life with the same opportunities to access and enjoy education, employment and good health.

- The issues identified in the Accessibility Strategy Local Assessments (ASLAs) undertaken over the last five years have been taken into consideration in the development of LTP3 and are reflected in both the broad and specific transport
objectives. The challenge is to work with public transport operators to make bus and rail travel an attractive, efficient alternative to the car, serving the needs of all sectors of the community in accessing services and facilities which enable a good quality of life.

Other – Key Challenges

- Uncertainty around future levels of funding for small scale and major transport improvements
- Increasing fuel prices which could have implications for 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 those on low incomes.
- National Traffic Model forecasts suggest that traffic (vehicle/km), compared to 2003, is expected to increase in the period up to 2035 by 43%, congestion (lost time/km) by 54% and journey times (time/km) by 9%, whilst CO₂ will begin to decline and air pollutants will also decline.

Other – Implications for LTP3

- With such uncertainty around the levels of future funding, it is important that the LTP3 strategy is flexible enough to adapt to changing financial circumstances. Notwithstanding this, investment in transport measures will need to be prioritised towards specific areas of regeneration and development in the county. In appraising the various strategy options considered for inclusion in LTP3, the efficiency as well as the effectiveness of the proposed options was taken into account in the analysis. In addition, the LTP3 Strategy needs to ensure that the schemes which come forward for implementation maximise delivery against the LTP3 objectives and give greatest value for money.

- The prevailing economic circumstances, make it imperative that schemes and initiatives which are included in the LTP3 Implementation Plan are also risk assessed to ensure that they can realistically be delivered. Management of risk must be a high priority in the delivery of all the measures in the LTP3 strategy.

- While Government funding will continue to be one of the principal funding sources for transport improvements, we will also look to other sources of funding to supplement or replace this as necessary. Other potential areas of funding include:
  - development contributions which are requested for measures required in relation to mitigating the impact of development,
  - parking revenue surpluses,
  - other Government Organisation funding streams e.g. Urban Challenge Fund, ‘Bikeability’,
• European Union (EU) funding streams,
• contributions from other local government bodies e.g. District and Parish Councils,
• partner organisations e.g. Primary Care Trusts, Train Operating Companies etc,
• large private sector companies (where a business, financial or corporate social responsibility benefit could be evidenced from the transport improvement), and
• private sponsorship.

• Rising prices for oil-based transport fuels means that people may become more discriminating about their choice of travel mode and our LTP3 strategy needs to reflect this by including measures that support cycling and walking, car share and car clubs and also by working to provide the infrastructure needed for alternative fuelled transport, which are likely to become more prevalent in the near future, such as electric car charging points.

Public Engagement and Consultation

4.5 To help inform the development of the third Local Transport Plan (LTP3), a range of evidence gathering exercises were undertaken with a variety of different stakeholders on the key transport issues in East Sussex. The outcomes of the evidence gathering and the implications for LTP3 are set out below

Residents’ Panel

4.6 1,900 members of the East Sussex Residents’ Panel, a representative cross section of the community, were asked about their priorities for transport and which issues they consider important.

4.7 The results of this consultation highlighted the fact that over three quarters of the respondents considered that all the transport issues put forward were important or very important. The issues in priority order were:

• reducing congestion (93%)
• improving transport links (92%)
• road safety (90%)
• access to services by public transport (90%)
• reducing the impact of transport on the environment (84%)
• reducing greenhouse gas emissions from transport (77%)
• encouraging people to travel in healthy ways (76%)
4.8 When asked to rank the issues in order of importance, road safety was identified by the panel members as the most important issue, and we recognise that it has an impact on how safe people feel in their local areas.

Place survey

4.9 Every two years the Place Survey is conducted in East Sussex to find out what people think about the area in which they live and what they consider important for a good quality of life. The survey in 2008 showed that the two transport related areas which people considered needed improvement in the county were road and pavement maintenance (40%) and traffic congestion (37%), with public transport also of concern.

Business survey

4.10 Every year the County Council surveys over 1,000 local businesses to identify their needs and concerns which then inform its work in planning for economic growth and development in the county. The Annual Business Survey 2008 identified that 45% of East Sussex businesses had serious concerns about transport, whilst 30% of businesses cited transport as a significant constraint. Responses also indicated that there might be potential for more than 3,400 businesses in the county to expand if the transport issues they face were resolved. The view of business is that the quality of the strategic transport infrastructure remains the main barrier to economic growth and attracting new investment to the area.2

4.11 Respondents to the 2010 Business Survey had significantly fewer concerns about public transport than private transport. There were concerns about the quality of roads and a small growth in concern about parking costs and availability. Most commonly businesses are concerned about difficulties faced by staff travelling to work and customers/clients visiting their premises.

Wider Stakeholders

4.12 In November 2009 we distributed a newsletter to over 350 groups and individuals outlining the timetable for the development of LTP3 and inviting their thoughts on transport issues at an early stage in the process. The stakeholders included all Borough, District, Town and Parish Councils, business partnerships, chambers of commerce, specific interest groups, partner organisations and other key parties. Many groups and individuals responded with details of their transport related concerns, all of which have informed the development of this strategy. Some key issues and suggestions were:

- to incentivise use of alternatives to the car,
- capacity on local railways,
- lower speed limits, and
- the need to encourage more walking and cycling.

4.13 Additionally we have drawn on what we have learned over the last 10 years through the ongoing engagement with the public and stakeholders as part of the transport planning process. This has included meetings held to discuss development of Local Area Transport Strategies (LATS), consultation at scheme exhibitions and other events as well as participation in a national survey of public satisfaction with transport services which is dealt with later in this chapter.

Consultation with Representative Groups

4.14 As part of our evidence gathering exercise we also consulted the East Sussex Seniors’ Forum, several groups representing black and minority ethnic people in the community, the East Sussex Association of the Blind and visually impaired, the East Sussex Disability Association and the Speak Up Forum which represents the voluntary and community sector in East Sussex.

4.15 We received a great many detailed views on issues of concern to people including:

- concerns about specific bus services (particularly to hospitals),
- the need for more, well designed and better maintained pavements and crossing points,
• the need for less cluttered streets and pavements,
• consideration of people with mobility difficulties in relation to road works,
• better provision for cyclists,
• improved community transport, and
• more public transport and real time information.

Children and Young people

4.16 In the ‘Big Vote 09’, young people in East Sussex voted on the issues of greatest concern to them. ‘Transport’ and ‘the environment’ came first and second respectively and have become the two main campaign areas for the newly elected Youth Cabinet. The issues they wish to pursue include:

• reduced bus fares for young people, and
• making transport available to enable young people to access positive activities.

4.17 A workshop was held with the Youth Cabinet in July 2010 on LTP3 and further issues were identified including questions about ID cards and bus driver behaviour. The Youth Cabinet have decided to undertake a further consultation with as many young people as possible to explore their transport needs and decide on practical methods of addressing these before taking their campaigns further.

East Sussex Strategic Partnership workshops

4.18 The East Sussex Strategic Partnership (ESSP) has 23 members whilst its consultative and advisory forum, the East Sussex Assembly, has over 90 members, representing organisations across the county. The ESSP is responsible for the development and delivery of the Sustainable Community Strategy, ‘Pride of Place’ published in 2008 and which draws together the priorities of each of the five Local Strategic Partnerships, and countywide priorities into a shared vision to 2026. It sets out the key tasks required to improve quality of life in the county. These priorities received broad support from the organisations and residents who responded during the consultation in 2007, and have helped to inform the priorities in the LTP3 strategy.
4.19 Two workshops on LTP3 were held with members of the ESSP in November/December 2009. These are some of the key messages which emerged from the workshops:

- There are a number of overlapping aims of various service providers relating to the delivery of the high level LTP3 objectives. This will provide opportunities to work together to fund and implement initiatives.
- Public sector intervention is best placed to create better equality of opportunity and to change travel behaviour to sustainable modes.
- The idea of having totally local services is not realistic, there will be some centralisation, particularly with health services, and therefore a need to travel, however there is still scope to deliver some services to people locally and thereby reduce the need to travel.
- There is a need to give appropriate priority to maintaining principal roads.
- A more proactive approach to safety using education to effectively address behaviour rather than physical infrastructure.
- Community Transport needs to address accessibility in rural areas as commercial bus operators do not work on the basis of addressing social need.
- Effective travel planning relies on incentives and alternative travel options being in place.
- Focus should be on corridors of movement and consideration has to be given to links into those corridors.
- The cost-benefits of all schemes should be assessed to enable effective prioritisation. This will be increasingly important with reduced levels of resources.

**National Highways and Transportation survey**

4.20 East Sussex took part in the National Highways and Transportation Survey in 2009 to measure local satisfaction with the quality of highway and various transport services. 4,500 questionnaires were sent out to residents of the county with a response rate of 21.4%. The results identified that maintenance of roads and pavements and the availability and quality of bus information were perceived as requiring improvement. Street lighting and road markings were perceived as satisfactory whilst there was a high satisfaction with traffic calming measures.
Public engagement and consultation – Implications for LTP3

While the issues concerning the majority of people we have consulted as part of the LTP3 evidence gathering include safety, congestion, better transport links, sustainable access and the effects of transport on the environment, LTP3 must also take into consideration the issues of specific groups in the community, their needs and concerns. This is especially important at the design and development stage of a particular scheme when the detail can determine the level of acceptability and success of a scheme for people with particular needs.

It is clear that measures to improve public and community transport provision and facilities for pedestrians and cyclists, would provide better access to the places people need and want to go to, and would contribute in great measure to improving people’s quality of life while also having a beneficial effect on the environment.

The evidence gathering to date and the contribution of the East Sussex Strategic Partnership, has identified that there are areas of common interest for many organisations in the county and that future partnership working can be facilitated to achieve many of the objectives in this LTP3 Strategy where they correspond to the objectives of other organisations.

These issues were at the forefront of our consideration in the:

- development of a vision,
- development of objectives,
- development of options to address those challenges, and
- a comprehensive appraisal of those options.

Other implications for LTP3 highlighted by our engagement with the ESSP and others include:

- the need to link the LTP3 strategy with the spatial strategies coming forward in the various Local Development Frameworks (LDFs),
- the need to achieve the shift from car to more sustainable forms of transport by focusing on measures to support walking, cycling, public transport, car share and car clubs,
- improving road safety through education and enforcement measures to change driver behaviour in addition to engineering measures where appropriate,
- encouraging active travel through walking and cycling and greater promotion of their benefits for health and quality of life,
- pursuing the accessibility agenda to reduce inequalities of opportunity especially with regard to the older population and those on low incomes or socially isolated, through complementing conventional public transport services with community based transport solutions,
- the need to maintain our roads and other transport assets,
- considering non transport interventions in the way that services are designed and delivered e.g. providing services locally where possible, and
- encouraging investment in faster broadband to reduce the need and demand for travel.
We have already begun to respond to some of the issues raised, for example by investing an additional £8.5m over the next two years to improve the condition of the worst roads in East Sussex, by taking a more proactive approach to road safety through the establishment of the Casualty Reduction Board, outlined in more detail in the Opportunities section of this chapter, and by investing in a number of community transport pilot projects to address accessibility gaps in both rural and urban areas.

The outcomes of the annual Business Surveys and Residents’ Panel survey highlight the need for us to continue to lobby for improvements to our strategic road and rail infrastructure which will help to improve connectivity, both within the county and with the rest of the region, the country and beyond, as a means of delivering both economic regeneration and housing. The overlapping ‘travel to work’ areas, particularly along the south coast, are of significant importance to the economy of the county.

Cross Boundary Working

4.21 In delivering the LTP3 objectives, the Council and its partners will need to continue to work in partnership across administrative boundaries with neighbouring transport authorities on the following transport and wider issues:

Kent

4.22 **Further development in Tunbridge Wells** – we will work with Kent County Council and Tunbridge Wells Borough Council on the transport infrastructure requirements of any potential housing allocations in the Tunbridge Wells area which come forward through the Local Development Frameworks.

4.23 **The potential re-opening of the Lewes / Uckfield / Tunbridge Wells railway** – despite the outcomes of the Network Rail study in 2008 on the Lewes – Uckfield reinstatement, which identified a low cost-benefit ratio, the County Council remains supportive of the reinstatement. The Council will continue to support and work with neighbouring authorities to lobby for the reinstatement of the line as part of the Route Utilisation Strategy process which is led by Network Rail and the wider need to deliver rail infrastructure capacity improvements in the south east over the next 15 years in order to meet increasing demand.

4.24 **Improvements to the A21** – the Council will continue to liaise with Kent County Council and the Highways Agency to ensure that improvements to the A21 (as identified in the Transport Infrastructure section earlier in the chapter) which deal with local congestion and safety issues, the maximisation of opportunities for the regeneration of Bexhill and Hasting and provision of a strategic road network which is fit for purpose to serve the county, go ahead.
4.25  *Improving links between Hastings and Ashford* – the Council will continue to liaise with the rail industry, the train operating companies, Seaspace and Kent County Council to seek improve links between Ashford and Hastings to facilitate better access to Europe via the Channel Tunnel and London via High Speed One. Achieving this will involve the dual tracking and electrification of the railway line between the two towns, thereby improving journey times and providing a viable, cost effective alternative to the existing Hastings – Tonbridge – London rail line into London.

**West Sussex/Brighton & Hove**

4.26  *East Grinstead development* – The County Council will continue to work with West Sussex County Council and Mid Sussex County Council on examining the transport implications of housing developing in East Grinstead and ensuring that this is not to the detriment of communities in East Sussex, particularly Forest Row and the Ashdown Forest.

4.27  *Further housing allocations in Burgess Hill/Haywards Heath* – We will continue to work with West Sussex County Council on the transport infrastructure requirements of any potential housing allocations in the Haywards Heath/Burgess Hill area that come forward through the Local Development Framework process.

4.28  *Improvements to the A23* – We will continue to support the safety improvements to the A23 between Handcross and Warninglid which will help to deliver a strategic transport network that is fit for purpose to serve the county, thereby improving our overall connectivity.

4.29  *Public transport improvements between Brighton and Newhaven* – As highlighted in paragraph 4.33, East Sussex and Brighton and Hove have recently implemented improvements to the bus route along the A259 between Brighton and Peacehaven to help improve journey time reliability, which has lead to an increase in the frequency of services and overall passenger numbers along the route. We will continue to build on this collaborative partnership working with Brighton and Hove, where funding is available, to deliver transport improvements for East Sussex residents to travel into or out of Brighton.
General

4.30  *South Downs National Park* – As identified in the ‘Environment’ challenges and implications section earlier in this chapter, the establishment of the National Park gives the four local transport authorities concerned (Hampshire, West Sussex, East Sussex and Brighton & Hove) an opportunity to work together to ensure a consistent approach to issues and concerns of the National Park Authority.

4.31  *Access to key services* – some of our residents need to travel across the county or out into neighbouring authorities to access key services such as education, employment and healthcare in towns such as East Grinstead, Haywards Heath, Tunbridge Wells and Brighton as well as access to services in Lewes, Eastbourne and Hastings. These issues, as outlined in Appendix A, will be addressed through working with our partners both in and out of the county to bring forward the actions identified in our Accessibility Strategy and Local Assessments.

Opportunities

4.32  In addition to the challenges facing the county, now and over the life of LTP3, there are also a number of opportunities which need to be capitalised upon to ensure the delivery of the LTP3 objectives and, in turn, the Community Strategy priorities and the national transport goals.

Building on the successes of LTP2

4.33  Our second Local Transport Plan has brought about some major improvements for people living in and travelling through East Sussex. Over the last five years we have:

- helped people to cross the road more safely by ensuring that almost 100% of pedestrian crossings have facilities for the disabled,
- implemented civil parking enforcement in Eastbourne,
- made improvements to public transport information including a web based interactive network map with links to timetables for routes in the county and routes with accessible vehicles,
- delivered further public transport improvements such as the A259 bus priority improvements between Brighton and Peacehaven, supporting a steady increase in public transport use in the county,
- begun a long term programme of installing energy saving street lights,
• completed the first two years of a four year programme to review speed limits across the county with 22 lower limits being introduced in the last year alone,
• helped 99% of schools in the county to develop a school travel plan and car journeys to school are reducing little by little each year,
• provided cycle training for over 3,000 children and pedestrian training for 4,000 each year,
• constructed several cycle routes such as the Newhaven to Seaford cycle path and Harbour Road, Rye,
• completed five Accessibility Strategy Local Assessments (ASLAs) after public consultation, resulting in action plans to improve accessibility for every area of the county,
• completed schemes to improve the urban environment and regenerate town centres in Heathfield, Lewes, Hastings and St Leonards,
• progressed the Bexhill to Hastings Link Road project to the Compulsory Purchase Order Public Enquiry held in November 2009,
• produced a Sustainable School Travel Strategy with improved information for parents, pupils, students and schools on the school journey,
• updated our Bus Strategy, Cycling Strategy, Freight Strategy and produced a new Community Transport Strategy, and
• developed a Community Transport directory and provided £250,000 of kick-start funding to support the introduction of Community Transport schemes to address social exclusion and improve access to jobs and services in both urban and rural communities.

4.34 These and many other measures and initiatives taken over the last five years, give us a sound foundation upon which to build and continue working towards delivering the vision and LTP3 objectives for the county described in Chapter 2.

Partnership working and sharing best practice

4.35 One of the successes of LTP2 has also been our partnership working with many different organisations and community groups to deliver schemes or projects which improve travel choices for our residents.
4.36 The East Sussex Strategic Partnership has been, and will continue to be, closely involved throughout the development of this plan, and the LTP3 has been developed to reflect the wider issues, challenges and priorities set out in the Sustainable Community Strategy, ‘Pride of Place’. The broad objectives in this LTP enable us to build on the existing partnerships and to explore further opportunities to work with other agencies and develop a joint approach where agendas coincide.

4.37 Other examples include:

- Community Rail Partnership – Over the period of LTP2 we have strengthened our relationship with the Sussex Community Rail Partnership (CRP) which in East Sussex covers the Uckfield line to Oxted, and the Marshlink line between Hastings and Ashford. The County Council is represented on the Stakeholder Advisory Board of the Sussex CRP, and on the local steering groups for the two community lines.

  The primary aim of the Sussex CRP is to encourage more people to get involved with the railway, through increased patronage, station adoption/partnerships, and promotion of the lines themselves as well as nearby attractions/areas of interest. Current Sussex CRP projects being developed by partners include:

  - creating new ‘lineguides’ detailing attractions along the line,
  - working with Southern to develop and promote their Station Partnership Scheme, and
  - identifying station improvements.

We are currently working with the Sussex CRP to develop a teaching tool to educate and encourage more school pupils to use the railway using funding from the Department for Education for encouraging sustainable school transport;

- Quality Bus partnerships - Working with bus operators in the Hastings area to improve the quality of the bus service and infrastructure in the town, which has resulted in a 32% increase in patronage between 2002/03 and 2008/09;

- Strengthening Local Relationship meetings with Town and Parish Councils to discuss and enact local actions in relation to maintenance, road safety and local transport issues;
• Working with Action in Rural Sussex (AiRS) and community transport operators in rural and urban communities where there is limited coverage by commercial or support bus services;

• Working with Network Rail and the Train Operating Companies through regular liaison meetings to deliver improvements to the train services in the county including better cycle parking at rail stations, and integration between bus/rail;

• Working with Network Rail through a Road/Rail Partnership to address safety and management issues where the rail network meets rights of way or road network and, for example, co-ordinate road safety education and rail safety programmes at level crossings, address access across the railway on public rights of way and cutting back vegetation on the approaches to level crossings in order to maximise visibility;

• As part of the Sussex Air Quality Steering Group (SAQSG) involving the County and Borough/District Councils across Sussex as well as the Primary Care Trusts, the Environment Agency and the Universities of Sussex and Brighton. The Group continues to work towards improving air quality across Sussex by implementing the National Air Quality Strategy, which encourages collaboration amongst all organisations active in improving air quality. This group will also be actively engaged in the development and delivery of the emerging Low Emission Strategy for the County;

• As part of the Network Management Strategy, a network management group has been formed including the Highways Agency, Police, adjacent highway authorities and key stakeholders to discuss key strategic issues which ensure we comply with our duty of the expeditious movement of traffic on our road network;

• Working with regeneration partnerships in Heathfield to deliver improvements to the town centre and with Hastings to deliver a number of regeneration schemes in the town by improving the quality of pedestrian environment on key routes. These include:

  • The Kings Road corridor pedestrian improvement scheme, part of the Central St Leonards Urban Renaissance Programme, which was funded jointly by Hastings Borough Council, the County Council and SEEDA;

  • The Pelham pavement widening scheme which provided a wider footway link along the A259 between Hastings town centre and Hastings Old Town,
• The Destination Stade project, with Hastings Borough Council and the Jerwood Foundation, to develop the transport improvements associated with the construction of an art gallery, community facilities, café and public space on the former coach/lorry park in the centre of Hastings Old Town, and

• A partnership agreement with utility companies to ensure greater co-ordination between road works in order to minimise disruption to the travelling public, which has resulted in a 60% reduction in the amount of works taking longer than agreed.

4.38 A great deal of information and analysis of transport initiatives is published by DfT, by academic bodies and others informing us of best practice in other parts of the country. We are also able to pass on the lessons we have learned and learn about best practice ourselves through the South East Authorities’ Service Improvement Groups (SEASIG) for Local Transport Plans, Maintenance, Highways Development Control and Structures.

Unlocking opportunities for economic regeneration

4.39 As identified earlier in the chapter, there are weaknesses in the county’s economy related to the levels of unemployment, insufficient job opportunities and poor economic performance compared with the rest of the region.

4.40 Notwithstanding, a particular success has been the work with partners on the Hastings and Bexhill Taskforce. This has resulted in a significant level of investment in the area to fund a range of different projects in relation to education, business and residential development. The Taskforce has five key objectives:

• making education a cornerstone of regeneration and generating jobs, providing a boost to the local economy,

• developing business and education space,

• ensuring high quality design with new architecture and public spaces to revitalise under used sites,

• to optimise business performance by focusing on broadband, and

• campaigning to improve Hastings and Bexhill transport infrastructure and the connectivity to the rest of the south east.
To date, Seaspace, the implementation company for the Taskforce, has delivered:

- the redevelopment of the Hastings Rail Station to improve the interchange between bus and rail, which has been augmented by the relocation of the Hastings College (now known as Sussex Coast College) to the land adjacent to the station,
- the opening of the University Centre in Havelock Road providing a wide range of degree and adult education programmes thereby improving local residents access to education,
- the Creative Media Centre providing serviced office suites, business support and networking opportunities for small businesses in the town centre,
- major office space in two new buildings in Hastings town centre, including retail/commercial space, and
- a new business park on the outskirts of Hastings.

Because of the success of the Taskforce model utilised in Bexhill and Hastings, it is proposed to be rolled out across the county as part of the delivery of the East Sussex Local Enterprise Partnership, which is subject to ministerial approval.

Establishment of the Casualty Reduction Steering Group

As highlighted in the 'Improving Safety, Health and Security' section of this chapter, despite a reduction in the number of killed and seriously injured (KSI) in East Sussex compared to the 1994 – 98 average, we are still short of the Government’s 40% reduction target. Accordingly in 2009 we established the East Sussex Casualty Reduction Steering Group (ESCRSG) to provide a link between the Sussex Safer Roads Partnership (SSRP) and the local district road safety groups. All the key organisations which have a direct involvement with road safety in East Sussex are represented, including Sussex Police, East Sussex Fire and Rescue Service, Primary Care Trusts, District Road Safety Partnerships, Sussex Safer Roads Partnership, the Highways Agency and the County Council's Road Safety teams.
4.44 The Steering Group has identified those priority areas for action, based on a careful analysis of the statistical evidence on crashes in the county\(^1\), and the interventions, whether engineering, education or enforcement, which will be most effective in reducing the number of casualties. These include targeting interventions towards young car drivers and motorcyclists and the types of driving behaviour which contribute to crashes and collisions. This analysis has informed the action plan which will form the basis of the updated Road Safety Strategy for the county, outlined in paragraphs 5.26 to 5.33. The measures from the action plan will be incorporated into the LTP3 Implementation Plan.

### Bus Service Reviews

4.45 The County Council carries out periodic reviews of the supported local bus network. Such reviews provide the opportunity to plan services in an efficient and integrated way and to ensure that the specifications continue to provide the local communities with services that are relevant to their needs whilst offering the County Council best value for money.

4.46 A review was begun in 2010 of the current supported local bus contract network in the urban areas of Hastings & St Leonard’s including Bexhill and the rural hinterland of Rother District. The Review covers those supported local bus services, education and integrated Adult Social Care transport arrangements funded by the County Council with contracts due to expire on 30 July 2011. The work involves reviewing services and tendering for contracts to replace 61 existing local bus and community transport services currently undertaken by 9 suppliers. In addition, there are 32 dedicated school coach service contracts, currently undertaken by 9 suppliers. Most contracts are held by local small and medium sized enterprises (SMEs).

4.47 Prior to the commencement of the review, surveys of existing users are undertaken and consultation with local residents and organisations gather responses to a range of bus service proposals. Respondents include District and Parish Councils, local schools, residents’ associations, service suppliers and individuals. Where possible, comments will be addressed in the planning of the new supported bus network.

### Benefits of environmental designations

4.48 A significant proportion of the county is covered by the landscape designations of AONB and National Park, in addition there are many areas designated for their wildlife importance. This encourages us to develop transport initiatives that
maintain and enhance the county’s attractiveness both to residents and visitors. Where there is a negative impact on the environment, measures will be put in place to mitigate as appropriate and where possible to increase biodiversity and conserve and enhance the natural landscape.

4.49 The network of rights of way in East Sussex includes over 3000km of footpath, bridleway, byway and restricted byway. Many of these paths are rural routes used mainly for leisure purposes but crucially a significant proportion of rights of way form part of the network of paths found in the heart of villages and towns thus providing alternative routes for people to access local services which are isolated or on the periphery of towns and villages. They also play an important part in supporting the rural economy.

Links with Europe

4.50 The close proximity of East Sussex to mainland Europe allows us to benefit from the existing links to the continent via road, rail and ferry port. Rail connections to London and Ashford give access to the High Speed 1 (HS1) linking London St Pancras with Paris and Brussels. However, it is also vitally important that we continue to work and lobby for improvements to the strategic transport links from the county to Ashford, the Channel Tunnel and Gatwick Airport, primarily by rail but also road.

4.51 The potential of Newhaven port with the possibility of development of an outer port to enable deep-keeled vessels to use the port, and the link for both freight and passengers to the continent, is still to be fully exploited and we will continue to work for access improvements to the port by road and rail and for improved fast ferry services to Dieppe. The award of the licence by E.On to develop Zone 6 off Newhaven as a wind farm, means that transport infrastructure may need to play its part in ensuring that we optimise the benefits to Newhaven, for example, the construction and servicing of the wind farm.

4.52 There is also an opportunity to promote the National Cycle Network (NCN) along the coast and also north-south via the proposed Avenue Verte, a cycle route from London to Paris. This would increase the opportunities for ‘cycle tourism’ and as a sustainable option for utility cycling for residents between local communities.
5. LTP3 Strategy

Summary
This chapter sets out the long term strategy for transport in the county and describes the framework within which we will deliver the vision and objectives of the plan. It explains the alternative approaches we have considered and the process taken to develop our preferred strategy for future investment.

The strategy will provide the framework to deliver the vision and objectives outlined in Chapter 2. It includes:

1. Statutory duties
2. Priority service areas: - Passenger and community transport
   - Road maintenance
   - Road safety
   - Planning and provision of infrastructure
3. Priority spatial areas: - Bexhill / Hastings
   - Eastbourne / Hailsham / Polegate
   - Newhaven
   - Uckfield
4. Supporting thematic strategies
5. Potential options
6. Preferred strategy

The strategy has been developed taking account of the national and local policy frameworks set out in Chapters 3 and 4, the challenges facing the county and the opportunities available. The strategy has been appraised and takes account of the recommendations in the Strategic Environmental Assessment.

5.1 In previous chapters, we have looked at the wider context in which this Local Transport Plan is being developed, the local and national policies which influence it, the issues and challenges which prevail locally and the vision and objectives towards which we want to work. The chapter looks at the LTP3 Strategy which will address these issues and challenges. Figure 6 summarises the elements of the LTP3 Preferred Strategy.
## PREFERRED STRATEGY APPROACH

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<td>Highway maintenance duties</td>
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<td>Sustainable school travel</td>
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<td>Sustainable development</td>
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<td>Highways and transport advice on planning applications</td>
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### Non-transport interventions

- Design and location of services e.g. healthcare
- Sustainably located development
- Improved broadband provision

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<th>Priority service areas</th>
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<td>Passenger/community transport</td>
<td>Eastbourne/Polegate/ Hailsham</td>
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<td>Maintenance of highway</td>
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<td>Planning and providing transport infrastructure</td>
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### Supporting strategies which influence the planning and provision of infrastructure

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<td>Transport Education &amp; Behaviour change</td>
<td>Transport Information</td>
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### ANNUAL IMPLEMENTATION PLAN
Statutory Duties

5.2 There are many services that we are required to deliver by law. This work is ongoing and already helps deliver the LTP3 objectives, so continuing to move towards a sustainable transport system, requires that we work alongside these continuous, statutory duties in the context of the levels of funding available over the next fifteen years. Our statutory duties include:

- highway maintenance,
- winter maintenance,
- rights of way management, maintenance and improvement,
- network management duties,
- bus information,
- school transport services,
- sustainable school travel,
- road safety initiatives,
- air quality management,
- integration with spatial planning,
- community safety,
- sustainable development, and
- highways and transport advice on planning applications.

Non Transport measures

5.3 We will also continue to work with our partners in the East Sussex Strategic Partnership (ESSP) to ensure that non-transport measures are considered and taken forward to complement and increase the effectiveness of the transport measures that we deliver. Accordingly we want to:

- influence the way in which partners design and deliver their services so they are provided where people can access them sustainably and minimise the need for the County Council or partners to provide specific transport interventions,
• engage in the Local Development Framework (LDF) process to influence spatial development and transport policy, and

• encourage the greater use of and faster access to Broadband.

All these measures will contribute towards the delivery of the key high level objective of improving economic competitiveness and growth in the county - by ensuring development and services are located in the most appropriate areas relative to the strategic and local infrastructure in the county. Increased availability of faster broadband will enable small high-tech businesses, which are not affected by the need for transport connectivity, to locate in the county, which in turn will broaden our existing economic base, making it more resilient.

Strategy Priorities

5.4 In our strategy, we will prioritise transport planning and investment according to the priority transport service areas set out in the Council Plan:

• Passenger / community transport
• Road maintenance
• Road Safety, and
• Planning and provision of infrastructure in:
  ♦ Hastings/Bexhill
  ♦ Eastbourne and South Wealden
  ♦ Newhaven and
  ♦ Uckfield

5.5 As these priorities may change and evolve over the LTP3 period, this strategy will adapt accordingly.

5.6 The sections below outline the approaches we will take to delivering the strategy and the contribution each will make to the achievement of the overall vision and objectives of the strategy. The ability to deliver the strategy, and its policies, will be influenced by the level of funding available over the duration of the plan.
Passenger Transport and Community Transport

5.7 Bus services play an important role in the economic vitality of East Sussex and the social wellbeing of its residents, with a total of 19.2 million trips being made by bus in the county in 2009-10. A new Bus Strategy is currently being developed 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.

5.8 The principal objectives of our Bus Strategy are to:

- increase the number of bus trips,
- improve the attractiveness of the journey,
- improve the reliability and punctuality of bus services and address problems, through parking enforcement and bus priority measures,
- promote the use of services through high quality passenger information,
- maximise service frequency and hours of operation with operators of commercial services and support additional services to enhance access to local services,
- improve integration between bus services and other modes of transport including extending the availability of multi-operator ticketing schemes,
- promote discounted fare initiatives for young people, and
- improve personal security on bus services and at bus stops.
1. Maintain and improve the quality of commercial services, particularly through Quality Bus Partnerships in and around Hastings, Bexhill and Eastbourne:
   a. promoting a stable network and coordinating service changes,
   b. encouraging operators to invest in cleaner buses with low emissions,
   c. encouraging integration with other forms of transport and integrating bus and train timetables where possible, and
   d. providing safe waiting and travelling environments and dealing with anti-social behaviour on public transport.

2. Prioritise supported services within the following hierarchy:
   a. School services for eligible children.
   b. Peak time services to key centres, further education and employment.
   c. Daytime services to key centres, hospitals and GP surgeries.
   d. Evening and weekend services to key centres and hospitals.

3. Enforce parking restrictions and provide bus priority measures as funding becomes available to improve journey time reliability and punctuality.

4. Improve the standard of provision at bus stops and interchanges.

5. Provide high quality information, both in advance of an intended journey and at the time of travel, through printed or technological means.

6. Deliver the national concessionary travel scheme.

7. Encourage 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.
5.10 The Bus Strategy will contribute to the high level LTP3 objectives by providing access via public transport to key services, shopping and medical facilities, thereby helping to reduce social exclusion and improve quality of life. By improving personal security on buses, reducing anti social behaviour and providing safer waiting environments at bus stops and interchanges, it will contribute to achieving better safety, health and security. And where the strategy results in bus journeys replacing journeys by car, and operators running low emission, cleaner vehicles, it will contribute to the reduction of carbon emissions to tackle climate change.

In turn, the Bus Strategy will also contribute towards the specific transport objectives of:

- improving strategic and local connectivity of communities to facilitate economic and spatial growth through the LDF process,
- reducing greenhouse emissions, local air pollution and noise from transport, and
- improving access to jobs and services by available and affordable sustainable transport means.

Community Transport

5.11 As highlighted in paragraphs 5.93 to 5.95 and Appendix 1, analysis undertaken as part of the Accessibility Strategy Local Assessments (ASLAs) has identified that overall accessibility issues for more isolated rural communities and for particular urban pockets of high deprivation can be problematic, with accessibility most difficult for the elderly. Problems were also identified in accessing hospitals and centres of further education. However, conventional bus service solutions are not always appropriate or possible. It therefore encourages the development of community-based transport, working with the voluntary and community sector to develop their own transport solutions.

5.12 The draft Community Transport (CT) Strategy is being consulted on alongside this draft LTP and its aim is to create the 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.
5.13 The principal objectives of the strategy are to:

- provide support and advice to community groups to identify need and solutions,
- ensure accurate community transport advice and information,
- continue to develop strategy partnerships with stakeholders,
- develop affordable pricing arrangements, and
- monitor existing community transport schemes.

COMMUNITY TRANSPORT

1. To establish 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.

2. To establish 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.

3. Foster 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 and the health sector.

4. Give CT operators the opportunity to tender for passenger transport contracts as and when they are available.

5. Promote the availability of CT services generally and market specific services to potential users, within the legal restrictions.

6. Work with partners to develop affordable Community Transport pricing arrangements and consider development of a Sussex County Card concessionary bus fare scheme.
Community Transport will contribute to the LTP3 objective of enhancing social inclusion by improving access to jobs and services, including in particular medical and health services, and focusing on the accessibility issues of young people and the elderly. In turn this will help deliver improvements to people’s quality of life, reducing the isolation people may experience and producing greater community cohesion with collaborative working delivering local transport solutions to local transport issues.

The Community Transport Strategy will in particular contribute towards the specific transport objective of improving access to jobs and services by available and affordable sustainable transport means.

**Transport Asset Management**

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 and provide value for money for the residents and users of those assets. 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. This has been updated by the priorities expressed in the Transport and Environment Portfolio Plan 2010/11 - 13/14.

Our transport assets are grouped as follows:

- Roads
- Pavements and cycle ways
- Drainage
- Signs, road markings and road studs (cats’ eyes)
- Barriers, fences and guardrails
- Verges and soft estate
- Winter maintenance equipment
- Structures
- Street lighting
- Traffic signals
- Controlled parking zone equipment
- Public rights of way
5.17 A comprehensive and continuous programme of surveys and inspections is undertaken on all of these classes of asset and, using modern data management systems, we are continually improving our ability to plan, manage and maintain as efficiently as possible, working with our term contractor.

5.18 Maintenance priorities are based on agreed hierarchies such as the Road Hierarchy (which was included in LTP2), Footway (pavement) Hierarchy and Rights of Way Hierarchy. While programmes of maintenance and improvements are planned in advance to prevent deterioration of assets, we also react to damage or faults that are reported by the public. Future reviews of the asset management plans will take into consideration the need to adapt infrastructure to the effects of climate change and the outcomes of the countywide Flood Risk Assessment and the emerging Surface Water Management Plans for Hastings and Eastbourne which are being developed.

5.19 The condition of our roads and the ease with which people are able to move around the county has a significant impact on our customers’ perception of the County Council as a whole. Public satisfaction, expressed in the National Highways and Transportation Survey carried out in 2009 (4.20 refers), is relatively low and as well as being driven by sound asset management aims, our plans are geared to improving the service we give our customers and their satisfaction levels.

5.20 In LTP3, we will be placing a much greater emphasis on the A, B and C roads, particularly given the importance of an adequate road network, to contribute to the LTP3 objective of improving economic growth and competitiveness as well as regeneration. This is even more important in our county, compared to our neighbouring authorities, as a low percentage of our network is dual carriageway (Economic Challenges, Chapter 4 and Appendix 1 - Transport Infrastructure section refers). We have already begun a fundamental change in emphasis to achieve our aim of a well planned maintenance approach rather than a reactive one.

5.21 2011/12 will be the second year of a programme of investing an extra £8.5 million in bringing the road network up to slightly better than the national average. This will not only achieve a visible improvement in our road network but will reduce costly reactive maintenance activities and represent much better value for money. This new approach will allow us to achieve significant savings to take us below the national average for maintenance costs per km of road.
5.22 Achieving a well maintained road network in the first few years of the LTP3 period will have other long term benefits. We will be retendering our maintenance contract with new arrangements becoming effective from September 2012. The tenders are likely to be much more competitive and represent better value for money if our road network is well understood and our roads are in good condition. As part of that procurement process, we will be looking at what the optimum package of services might be, including other highway related activities e.g. maintenance of rights of way or street lighting.

5.23 Based on our customers’ feedback from the NHT survey, outlined in paragraph 4.20, we are also focused on improving the quality and notification of our road works and working with other partners to co-ordinate roadworks across the network to minimise disruption to the travelling public, in accordance with our Network Management duties. It is recognised that advance notification and signing of road works are important. We will be seeking to improve signage and exploit the opportunities offered by technology to help customers understand what’s happening in their areas or what may affect their journeys, so they can plan alternate routes or travelling times if they wish. This may include the use of text messaging for advance information as well as improvements to our website.

5.24 With the introduction of more planned maintenance and a reduction in reactive maintenance over time, our work on the roads will be more predictable and we should see a reduction in the frequent short term disruptions that have tended to occur in parts of the county. We will always need to manage the work done by others on the roads, and although this is not entirely in our control, we will ensure that any work is properly notified and carried out to a high standard.

This will help us deliver our high level LTP3 objective of improving economic competitiveness and growth and improved quality of life as well as the following specific transport objectives.

- Increase the resilience of transport infrastructure and services to the effects of climate change
- Improve road safety for vulnerable road users
- Reduce greenhouse gas emissions, local air pollution and noise from transport
- Reduce the number of people killed and seriously injured in road crashes
- Improve maintenance and management of the transport network
- Reduce congestion by improving the efficiency of the transport network.
TRANSPORT ASSET MANAGEMENT

1. Identify our maintenance priorities through our hierarchies for Road, Footways and Rights of Way.

2. Take into consideration the need to adapt our transport infrastructure to the effects of climate change in future reviews of the asset management plans.

3. Move towards a proactive maintenance approach to all aspects of asset management.

4. Prioritise maintenance of our A and B class road network to ensure that the condition of our roads is above the national average, and improve customer satisfaction levels.

5. Improve the quality and notification of our road works to minimise disruption to the travelling public as part of our Network Management duty.

6. Work with other partners to co-ordinate road works and minimise the impact on the travelling public.

Road Safety and Speed Management

Road Safety and Transport Education

5.25 The County Council’s Road Safety Strategy, which will primarily contribute towards achievement of the LTP3 objectives of improving safety, health and security and improving quality of life, outlines a range of projects, policies and initiatives aimed at reducing the number of people killed and seriously injured (KSI) on East Sussex roads each year. This is a key issue as identified in the Safety, Health and Security section in Chapter 4 (and Appendix 1) and is the key indicator for this area of work. A reduction in the number of road crashes and casualties can also help improve economic competitiveness and growth through a reduction in delays and greater staff productivity.

5.26 The strategy is being developed through the establishment of the East Sussex Casualty Reduction Group which brings together the lead authorities and partners who are involved in road safety. The group will share expertise and pool resources where appropriate, looking at examples that have worked elsewhere in the country and assess their relevance to our county, to find initiatives that will reduce KSI numbers in East Sussex. Where possibilities exist we will undertake pilot studies before committing valuable resources to a county-wide implementation or initiative.

5.27 Engineering projects, including traffic calming schemes and local safety schemes to address sites with specific crash problems, will still need to be undertaken, however there will be greater emphasis on education and enforcement to complement and reinforce these engineering measures.
Enforcement activities are carried out by Sussex Police on behalf of the Sussex Safer Roads Partnership (SSRP) and include the provision and monitoring of fixed and mobile safety cameras.

Other activities, such as the SSRP Christmas anti-drink drive campaigns, will continue to be part of our future efforts to reduce crashes.

**Transport Education**

The delivery of a range of transport education/road safety training programmes will help to influence driver behaviour and will contribute towards a reduction in the number of people killed or seriously injured while using the county’s transport network, thereby contributing to the high level LTP3 objective of improving safety, health and security.

Key elements of our transport education and behaviour change programme are the delivery of cycle training through ‘Bikeability’ courses, child pedestrian training and provision of school crossing patrols, all contributing to the achievement of the LTP3 objective of improving safety, health and security. This will encourage greater numbers of walking and cycling journeys by children, improving their road sense and social interaction in their local environment and helping to reduce child obesity by encouraging greater physical activity. This in turn will contribute to increased social inclusion, giving children the skills to walk and cycle independently as they get older and reducing the emissions which contribute to climate change by encouraging more journeys by sustainable, carbon free means of travel.

In helping to improve safety and reduce the number of accidents on our roads, the County Council will continue to retrain all blameworthy drivers and motorcyclists involved in ‘driving without due care’ incidents or crashes who are referred to the Driver Improvement course by Sussex Police. Further courses will be run on Speed Awareness for drivers exceeding speed limits within certain parameters, who the police deem suitable for training rather than prosecution. We will also strive to promote the Fleet Risk Management and Driver Training Programme to lease car drivers employed by the County Council as well as to companies and other external organisations, particularly those who are developing and implementing workplace travel plans. We will provide training to reduce future crash risk and promote the management of occupational road risk for business drivers and passengers. These activities will also help to tackle climate change by adapting people’s travel behaviour and attitudes towards driving in a safer and more fuel efficient manner.
Speed Management

5.33 The County Council’s Speed Management Strategy aims to provide an effective response to the concerns of the public in relation to speed and to encourage a modified driving culture which recognises the detrimental effect of speeding traffic on local communities. This is complemented by the Department for Transport’s ‘Manual for Streets’ best practice guidance which emphasises good design to reduce the dominance of the car.

5.34 The strategy, which also complements the Road Safety Strategy, outlines how a combination of engineering, education and enforcement programmes can help achieve an overall reduction in average vehicle speeds across the network and thereby contribute to the high level LTP3 objectives to improve safety, health and security and quality of life. We will continue, where locations meet the current council criteria and funding is available, our policy of introducing lower speed limits on A or B class roads and in villages where speed limits are currently 40mph or more, and establish 20 mph zones to help to reduce dangers for vulnerable road users. The implementation of these measures will help reduce CO2 emissions, thereby contributing to the tackling climate change objective.
ROAD SAFETY, TRANSPORT EDUCATION & SPEED MANAGEMENT

1. Reduce the number of killed and seriously injured on our roads through a range of engineering, education and enforcement initiatives including:
   a. traffic calming schemes, in locations which meet the council’s current criteria for traffic calming, to address specific accident problems,
   b. establishing a Route Management Strategy for bringing all A and B roads in the county up to a minimum standard of safety,
   c. reducing the number of single-site safety schemes and investing more in overall route improvement in identified high risk areas,
   d. looking for opportunities to provide safe crossings on rights of way,
   e. targeting education campaigns for under 50cc moped riders,
   f. supporting the current Safe Drive / Stay Alive education programme run by East Sussex Fire and Rescue Service (ESFRS) and target schools in high risk areas with follow up sessions with pupils,
   g. roadside and biker event safety campaigns targeting high powered two wheeler riders,
   h. joint work with the Primary Care Trusts on drink/drive campaigns, and
   i. develop links with insurance companies locally to develop incentive schemes for young drivers, such as subsidised Pass Plus courses.

2. Deliver cycle training through ‘Bikeability’ courses, child pedestrian training and provision of school crossing patrols.

3. Undertake programmes to retrain all blameworthy drivers and motorcyclists involved in ‘driving without due care’ incidents or crashes who are referred to the Driver Improvement course by Sussex Police.

4. Undertake Speed Awareness courses for drivers exceeding speed limits within certain parameters.

5. Promote the Fleet Risk Management and Driver Training Programme.

6. 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 to help to reduce both actual and perceived dangers for vulnerable road users, where they meet the current council criteria.

7. Continue to support Police enforcement and national/local road awareness campaigns.
5.35 Road Safety will also contribute towards the following specific transport objectives:

- improve road safety for vulnerable road users,
- reduce the number of people killed and seriously injured,
- improve access to jobs and services by available and affordable sustainable transport means,
- reducing greenhouse gas emissions, local air pollution and noise from transport, and
- improve personal health and well being by encouraging and enabling physical activity through active travel.

Planning and provision of infrastructure: Spatial Context

5.36 Within this infrastructure priority, the current focus is centred on four areas where spatial growth is proposed to take place or which have been identified as areas of economic regeneration:

- Regeneration in Bexhill / Hastings,
- Development and regeneration in the Eastbourne / Hailsham / Polegate area,
- Regeneration of Newhaven, and
- Development in Uckfield.
5.37 The following sections set out our longer term scheme aspirations for these areas together with our short term plans for improvements where external funding is identified, or public funding becomes available. This will help set the high level direction for the transport element of the respective Local Development Frameworks, based on modelling which has been undertaken on the potential development options in these areas.

5.38 The focus will be on the corridors of movement into and within the area whether by walking, cycling, public transport or car based transport; corridors which link existing and future development locations to hubs of activity such as local, district and town centres, retail, hospitals, employment, leisure etc

5.39 If these priority areas change during the LTP3 period, our strategy will adapt accordingly.
Bexhill / Hastings

5.40 Whilst this priority area covers the two towns, it is important to note that they cannot be 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. Building on the challenges raised in chapter 4, the key issues for the Bexhill and Hastings area are:

- Although it possesses 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 peripheral location on the edge of the region and seemingly distant from markets,
  - poor strategic transport infrastructure serving only to reinforce perceptions of peripherality,
  - rundown urban fabric, and
  - a diminishing supply of employment land and premises necessary to meet modern business needs.

- Hastings is the 39th most deprived out of 354 local authorities nationally, and the most deprived in the south east region. Of the 53 Super Output Areas (SOA) in Hastings, 12 are ranked in the 10% most deprived nationally and 20 in the 20% most deprived. In Bexhill just one super output area (Sidley) falls within the worst 20% of SOAs nationally. Two other SOAs, one in Central and one in Sackville wards fall just outside the 20% most deprived category.

- Poor levels of educational attainment in both Hastings and Bexhill, with 31.7% and 30.5% respectively of the adult population having no qualifications, compared with the regional average of 23.9%.

- The lack of access to 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 economic recovery of the area.
• The age profile of the two towns is markedly different, with Bexhill’s age profile biased towards those of pensionable age (38% of the town’s population, higher than the county average of 26.1% and the regional average of 19.3%) whereas the profile of Hastings’ population is much younger; 25% of the population is under 20 (compared with 23.1% in East Sussex as a whole and 24.5% for the South East).

• The rural hinterland is to a large extent 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.

• The A259, the sole east-west transport corridor at this point of the coast, 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 Air Quality Management Area. 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 giving rise to adverse impacts on the quality of life of residents.
**Approach**

5.41 In 2003, following consideration of the South Coast Multi-Modal Study, the Secretary of State for Transport invited the County Council to develop proposals for the construction of a link road between Bexhill and Hastings. As the scheme was developed it has become a crucial element of the £400 million regeneration plan for Hastings and Bexhill managed by Seaspace (paragraphs 4.39 – 4.42 refer), and the key priority in the Local Enterprise Partnership bid for the county, to lift the local economy and give the towns a vibrant, prosperous future. This will help to address the issues of lower than average household income, the high levels of unemployment compared to the rest of the region and tackle deprivation issues in Hastings, as outlined in the Economic section in Chapter 4.

5.42 Transport improvements, and the link road in particular, will contribute to better connectivity to the rest of the south coast and to London and beyond, better journey time reliability and reduced physical isolation, thereby addressing the business community’s concerns about the perceived lack of investment in strategic transport infrastructure, as identified in paragraph 4.10. It will open up areas for housing and business space being considered through the Rother and Hastings LDFs, increase the attractiveness of the towns to employers and educational establishments and help address some of the issues highlighted in paragraph 5.41 and deliver our LTP3 objective of ‘increasing economic competitiveness and growth’.
5.43 The Bexhill Hastings Link Road (BHLR) will also relieve congestion and poor air quality along the A259, allowing businesses to operate more efficiently and improving the health and quality of life of people living in the vicinity of that road, and addressing the air quality issues referred to in the environment section in Chapter 4. The complementary works of developing the Pebsham Countryside Park, implementing cycle routes, a ‘Greenway’ and a quality bus corridor along the A259 between Glyne Gap and Filsham Road, as well as improvements to the Harrow Lane and Queensway junctions on The Ridge, will enhance the positive impacts of the scheme and facilitate access by sustainable modes.

5.44 A decision is still awaited from the Secretaries of State for Transport and Communities and Local Government as to whether the road can proceed to construction. Concurrent with that decision, the Highways Agency are developing proposed improvements required to the road network in north Hastings between the Ridge and the A21 at Baldslow.
A decision is also awaited on the improvements to sections of the A21 proposed by the Highways Agency. We have lobbied for these improvements as part of the policy of seeking a ‘fit for purpose’ strategic trunk road network connecting Hastings and Bexhill to the M25 and the rest of the trunk road network in the country. Planned improvements include dualling the section between Tonbridge and Pembury and various measures between Kippings Cross and Lamberhurst, as well as improvements to the section between Flimwell and Robertsbridge are also sought to ensure a consistency in the quality of the road strategic infrastructure on the A21 south of the M25 to Robertsbridge.

The BHLR will also provide the potential to establish a new parkway station, identified as an aspiration in the East Sussex LEP bid, west of Hastings on the Hastings – Tonbridge – London line, which would allow sustainable journeys to London for residents and businesses in the area, relieving pressure on parking around Battle station in particular. We will continue to lobby for a new station at Glyne Gap to serve that area and make access to the business and retail park possible by sustainable means. Both these projects would be dependent on the commitment of the rail industry to proceed.

Analysis has been undertaken to look at the potential alternative sites for housing and business development in the Bexhill and Hastings area to identify what transport measures would be required to deliver the chosen spatial option for the area, which is in part dependent on the Bexhill Hastings Link Road decision. The outcome of this analysis has informed the LDFs being developed by Rother District and Hastings Borough Councils.

The demands of additional housing growth likely to come forward through the LDF process has identified that the following schemes may be required, subject to further investigation:

- Bexhill Country Avenue Western Extension – The proposed road link will support the creation of and access to significant employment opportunities at sites to the north and west of Bexhill. It will assist in relieving congestion along the A259 and release land for business development alongside the residential development.

- Hastings Spur Road Phase 2 - the scheme was originally designed to cope with expected traffic flows arising from the previously proposed bypasses for Bexhill and Hastings. However, when the bypass schemes were cancelled, the Spur Road Scheme was retained as a potential County Council scheme. The Spur
Road Scheme will be subject to review when it becomes clear what changes, if any, need to be made to the road layout in the Gillsmans Hill area, between Sedlescombe Road/The Green and the Crowhurst Road/Harley Shute Road roundabout, as a result of any impact generated by the BHLR. Therefore, a decision on the Spur Road is unlikely to be made until at least a year after the BHLR is first opened to traffic. At this time, the Spur Road scheme proposals may need to be altered, which may result in a revised alignment or scaled down scheme with resultant changes to the land requirements, or the scheme may be rescinded.

- Junction improvements – additional traffic on the network generated by development will increase pressure on certain junctions across the network in the area. Improvements to these junctions will be necessary to maximise capacity of the existing network as well as accommodate the needs of pedestrians, cyclists and public transport, including:
  - B2182 Holliers Hill / A2036 Wrestwood Road
  - B2182 Holliers Hill / A269 London Road

- Traffic movements in Hastings and Bexhill town centres.

5.49 The County Council will continue to work with its partners in the Hastings Quality Bus Partnership, to build on the improvements and successes made to date, as referred to in paragraphs 4.33 and 4.37, in increasing bus patronage, to make bus travel in the area more attractive, accessible and focussing on improving punctuality and journey time reliability on the key bus corridors, in the town centre and at junctions in the town:

- A259 Bexhill to Hastings
  - Grand Parade / Warrior Square
  - Grand Parade/London Road

- London Road/Battle Road
  - London Road / Bohemia Road
  - Silverhill Junction
  - Battle Road / Blackman Avenue
  - Battle Road / Old Church Road / Upper Church Road junctions
- Core ‘Arrows’ routes network running east/west across the town and through the town centre
- Bus Routes to Conquest Hospital.

5.50 In addition, we are also considering the development of a Quality Bus Partnership for Bexhill, focusing on services currently provided on the A259 as well as potential services along the Bexhill to Hastings Link Road. In both Hastings and Bexhill, measures will be delivered through the Implementation Plan in accordance with the policies set out in the Bus Strategy, including, as funding becomes available, accessible bus stops and waiting facilities and real time passenger information. All these improvements for buses will help address issues of accessibility to services, particularly with the high proportion of elderly in the Bexhill area, as well as jobs for those without access to a car, which is more prevalent in Hastings.

5.51 A core network of routes/key corridors of movement for cycling has been identified in Hastings through work with Hastings Borough Council and the local cycle group. These routes, radiating from the main priority, a continuous route along the seafront, provide links to the main residential and employment centres, including the hospital in the north of the town. The NCN2 route which runs along the seafront, is predominantly situated on the promenade, however there are aspirations to relocate the eastern section of the route from the A259 to the promenade, which will be delivered by Hastings Borough Council. The other priority for the seafront is the relocation of the section between Glyne Gap and Cinque Ports Way onto the Environment Agency’s sea defence wall as part of the Sustrans Connect 2 programme. This scheme is due to start in 2011.
In Bexhill, a similar route network has been identified radiating northwards to the key residential and employment areas from the NCN Route 2 along the seafront. The key priority is to ensure a consistent and safe approach is taken to the cycle route along the seafront. The delivery of these cycle networks will be dependent on the availability of funding and will be developed and delivered by external funding using development contributions secured in both towns.

In both towns, the key priorities for walking will be enabling access to local shops, district centres and town centres (including Ravenside Retail Park) as well as schools, health facilities, employment centres and the seafront. For example, the proposal to create a “social road” for Marina in Bexhill by narrowing the road along the seafront, removing on-street parking and reducing speeds to 20mph, will help to improve the safety and attractiveness for pedestrians moving from the town centre to the seafront, which has been improved as part of the Next Wave project, and for cyclists travelling along the seafront. The improvement to both walking and cycling in the two towns will help to address health and obesity issues, thereby improving people’s quality of life and overall wellbeing.
5.54 As part of the regeneration of both towns, the quality and appearance of the pedestrian routes are considered to be important. The use of high quality materials in town centres will only be considered where funding is available from the District/Borough Councils, and there is an appropriate maintenance regime to cover the whole life cost of the scheme.

5.55 The promotion of Smarter Choices, ‘softer’ initiatives through our Travelchoice brand such as workplace and school travel plans, as well as improved journey information for bus and cycle, and opportunities for car sharing will complement and enhance physical improvements made in the area.

5.56 Civil parking enforcement is in place in Hastings and includes a controlled parking zone in the central area of the town. This has been effective in reducing traffic circulating to find an on-street parking space, thereby reducing congestion and improving safety by tackling indiscriminate parking on double yellow lines or bus stop clearways. Together with Hastings Borough Council which acts as our agent for parking enforcement, we will continue to review the parking restrictions in the town centre, and, as appropriate, consider whether extensions to the existing controlled parking zone are required.
PLANNING & PROVIDING INFRASTRUCTURE: BEXHILL/HASTINGS

1. Promote the need for major strategic infrastructure improvements to help deliver economic and housing growth in the Bexhill and Hastings area, including:
   a. Bexhill Hastings Link Road
   b. A21 Baldslow Link
   c. A21 Improvements – Tonbridge to Pembury, Kippings Cross to Lamberhurst and Flimwell to Robertsbridge

2. 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, new stations at Glyne Gap and west of Hastings

3. Investigate potential improvements across the transport network to facilitate housing and employment growth including:
   a. Bexhill Hastings Link Road complementary measures including:
      i. Bus priority measures along the A259 between Glyne Gap and Filsham Road
      ii. Greenway and cycle routes as part of the Pebsham Countryside Park
      iii. Junction improvements on The Ridge at Queensway and Harrow Lane
   b. Bexhill Country Avenue Western Extension
   c. Hastings Spur Road Phase 2
   d. Junction improvements including:
      i. B2182 Holliers Hill / A2036 Wrestwood Road
      ii. B2182 Holliers Hill / A269 London Road
   e. Traffic movements in Hastings and Bexhill town centres.

4. Focus on improvements and safety of key walking routes and corridors of movement in the area which provide access to schools, local shops and facilities, employment, health facilities, open spaces, rail stations, secondary centres, Bexhill, St Leonards and Hastings town centres, and the seafront.
PLANNING & PROVIDING INFRASTRUCTURE: BEXHILL/HASTINGS

5. Continuation of the Quality Bus Partnership for Hastings focused on improving services and infrastructure on the key bus corridors and junctions of:
   a. A259 Bexhill to Hastings  
      - Grand Parade / Warrior Square  
      - Grand Parade/London Road  
   b. London Road/Battle Road  
      - London Road / Bohemia Road  
      - Silverhill Junction  
      - Battle Road / Blackman Avenue  
      - Battle Road / Old Church Road / Upper Church Road junctions  
   c. Core ‘Arrows’ routes network running east/west across the town and through the town centre  
   d. Routes to Conquest Hospital  
   e. Hastings Town Centre  

6. Develop a Quality Bus Partnership for Bexhill focused on improving services and infrastructure in the town and along the Bexhill to Hastings corridor including, subject to funding:
   a. bus services along Bexhill to Hastings Link Road  
   b. Improvements to bus stops in Bexhill  
   c. Improvements to bus stops and waiting facilities on the A259 corridor between Bexhill and Hastings  
   d. The introduction of real time passenger information systems in Bexhill and Hastings.

7. Develop and implement the cycle route networks, subject to funding, for Hastings and Bexhill focused on key routes into the town centre and along the seafront and provide links to existing and future residential and employment areas. Focus on improvements and safety of key walking routes and corridors of movement in the area which provide access to schools, local shops and facilities, employment, open space, health facilities, secondary centres as well to and within the town centres Hastings, St Leonards and Bexhill, and the seafront.

8. The continued management of on street parking in Hastings through civil parking enforcement and controlled parking zones, including appropriate reviews of parking restrictions.

9. The continued promotion of Smarter Choices measures and initiatives, through our Travelchoice brand, which encourages behavioural change, including:
   a. School Travel Plans  
   b. Workplace Travel Plans  
   c. Car sharing  
   d. Improved journey information
5.57 The key aims for the Eastbourne and South Wealden (Hailsham and Polegate) areas are to facilitate housing growth, create a more diverse and integrated economy, protect the local environment, enhance social provision and create sustainable communities.

Figure 10 – Eastbourne/Hailsham/Polegate area
5.58 A priority issue is to improve connectivity and capacity both within the Eastbourne/Hailsham/Polegate area and between that area and the rest of the South East. The current lack of good strategic connections is seen as inhibiting spatial growth and as a barrier to creating a more diverse economy that is more resilient to economic downturns. We would want to see good integration between housing, employment and social facilities in order to reduce the need to travel and to enable sustainable travel choices to be made.

5.59 In addition to the issues identified in Chapter 4, the other key local challenges in the area include:

- A low working age population (54% of the total population), the skills levels are comparatively low – 16% have NVQ level 4/5 compared to 22% in East Sussex.
- Productivity (GVA per employee) is low in Eastbourne (£31,390 pa) and south Wealden (£39,310) compared with the South East (£40,460).
- A relatively high proportion of employees, 32%, are in sectors with relatively low productivity such as distribution, hotels and restaurants.
- Unemployment in Eastbourne is at 3.6%, higher than the South East average of 2.4%.
- Certain areas of Eastbourne suffer from high levels of educational deprivation and there is a need to raise standards of achievement.
- 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 South Downs National Park, west of the area and the Pevensey Levels to the east, also influences the location of growth.
- Some parts of the Eastbourne and south Wealden area have access issues to medical facilities or the inability to expand existing capacity.
Approach

5.60 Analysis has been undertaken to look at potential alternative sites for housing and business development in the Eastbourne and South Wealden area to identify what transport measures would be required to deliver the chosen spatial option for the area. The outcome of this analysis has informed the LDFs being developed by Eastbourne Borough Council and Wealden District Council.

5.61 We have considered and appraised a range of transport interventions in relation to the proposed development options coming forward through the Wealden and Eastbourne LDFs, including ‘smarter choices’ by providing infrastructure which promotes walking, cycling and public transport, making best use of the existing transport network, investing in public transport capacity, as well as looking at major schemes to meet the wider challenges.

5.62 The demands of additional housing growth, likely to come forward through the LDF process, on the local and regional road network will increase the stress at key points on the A21, A22 and the A271 in particular. The analysis of the transport implications of housing and economic growth in the area has identified that the following schemes may be required, subject to further investigation.

- A27 west of Polegate – the Highways Agency were asked by the former Regional Transport Board to consider the need for a potential new road (known as the Folkington Link) to increase capacity on the network to the west of Polegate, connecting the A27 with the A22 and bypassing the congestion point at the current junction in the context of additional housing in the area. This would improve the strategic network and connectivity between employment and residential areas, and also help facilitate other transport improvements such as allowing a reallocation of road space for a potential bus lane on the A27.

- A271 Hellingly/Lower Horsebridge bypass – housing growth in the area might necessitate an investigation into the possible realignment of the road and improvements to increase capacity.

- A22 south of Uckfield – as one of the main strategic routes between the south coast and the M25 and beyond, it may become necessary to consider improvements to the capacity of the road between Hailsham and Uckfield in particular.
• Parkway station west of Polegate—this is a scheme connected to the potential development of employment sites around the Polegate area. Located close to the strategic road network, it could reduce pressure on the roads and improve rail connections between Eastbourne, Hailsham and the surrounding area to London and other key centres in the South East. Progress would depend on the commitment of the rail industry.

• Junction improvements—additional traffic on the network generated by development will increase pressure on certain junctions across the network in the area. Improvements to these junctions will be necessary to maximise capacity of the existing network as well as accommodate the needs of pedestrians, cyclists and public transport. These junctions include:
  ✦ A27/A22 Pevensey bypass roundabout
  ✦ A22/Dittons Road roundabout
  ✦ A22/Willingdon Drove roundabout

• Traffic movement in Eastbourne and Hailsham town centres.

5.63 These schemes will help to tackle congestion, manage the network more efficiently and enhance the strategic ‘trunk road box’ infrastructure (as discussed in the Economic section in Chapter 3). They will improve the connectivity of the south Wealden and Eastbourne area to the rest of the region, thereby delivering against the LTP3 objective of improving the area’s economic competitiveness and growth. This will help to address some of the challenges identified in Chapter 4 and Appendix A including reducing the percentage of unemployed adults claiming Job Seekers Allowance in Eastbourne from its current level of 3.4%, increasing household incomes and reducing the number of households in poverty in Eastbourne (29%) as well as widening the area’s economic base so that it is more resilient to changing economic circumstances, which will contribute to reducing overall deprivation.

5.64 A further ambition is to ensure that sustainable links are provided from the proposed growth areas into the existing transport network and key places people wish to travel to. In addition, Eastbourne’s location at the eastern end of the South Downs National Park means that managing visitor access to the park and providing access by public transport and other sustainable means will be significant issues for the area.
5.65 Four Quality Bus corridors have been identified in the south Wealden and Eastbourne area which focus on key routes radiating out from Eastbourne town centre to serve key areas of the town, including linking the hospital and Sussex Downs College to the town centre, Langney to the town centre, Polegate and Hailsham to Eastbourne, and linking north and south areas of Sovereign Harbour. These are:

- A259 Seaside (Eastbourne town centre to Sovereign Harbour)
- A2021/A2270 Kings Drive (Eastbourne town centre to District General Hospital/ Sussex Downs College and Hailsham/Polegate)
- Seaside to Langney shopping centre
- Sovereign Harbour to Langney Shopping Centre.

5.66 Improvements for buses across the whole network in the area will be particularly focused on these key corridors, dependent on funding available, in line with the policies and measures identified in the Council’s Bus Strategy, outlined in paragraphs 5.7 to 5.10. We have already begun work with Eastbourne Borough Council and bus operators to establish a Bus Quality Partnership which will work on a range of initiatives to make bus travel within the area a more attractive proposition, and improve accessibility to the town centre and trip attractors such as the hospital. This will help improve the connectivity within the Eastbourne and south Wealden area and thereby contribute to the LTP3 objectives of improving economic competitiveness and growth and enhancing social inclusion, as well tackling climate change through reducing the number of car journeys and a subsequent increase in bus use.

5.67 The development of a cycle strategy for the south Wealden and Eastbourne area accords with the priorities set out in the county’s Cycle Strategy on promoting and prioritising investment in urban utility cycle routes but also need to consider wider links into the south Wealden area including Polegate, Hailsham and the Stone Cross, Westham and Pevensey areas. The Strategy will focus on augmenting the existing cycle infrastructure in the town but will principally be focused on improving cycle access to the town centre and along the full extent of the seafront in the town. The network of cycle routes will also need to provide localised links to enable access to the National Cycle Network (NCN) route along the coast towards Bexhill/Hastings and the NCN Route 21 via Polegate and the Cuckoo Trail to Hailsham/Heathfield, and forms part of the Avenue Verte route between London and Paris. (via Newhaven – Dieppe).
5.68 In accordance with our Walking Strategy, summarised later in the chapter, the focus for walking will be on the key routes and corridors of movement in the area which provide access to schools, local shops and facilities, employment, health facilities, secondary centres as well as the town centres in Eastbourne, Hailsham and Polegate. We will also focus on where there are safety issues which necessitate the provision of improvements for pedestrians crossing the road, where these locations accord with the current policy for pedestrian crossings, and the availability of funding.

5.69 Improving walking and cycling, complemented with ‘smarter choice’ measures which encourage and promote sustainable means of travel such as travel plans for business and school journeys and improved journey information, will help achieve the high level objectives of improving road safety, and personal health and wellbeing, and in turn improve people’s quality of life.

5.70 Civil parking enforcement is in place in Eastbourne including a controlled parking area in the central area of the town. This has been effective in reducing traffic circulating to find an on-street parking space, thereby reducing congestion and improving safety by tackling indiscriminate parking on double yellow lines or in bus stop clearways. We will continue to review the parking restrictions in the town centre and, as appropriate, consider whether extensions to the existing controlled parking zone are required.
PLANNING & PROVIDING INFRASTRUCTURE: EASTBOURNE AND SOUTH WEALDEN

1. Investigate potential improvements across the transport network to facilitate housing and employment growth including:
   a. A27 west of Polegate
   b. A271 Hellingly/Lower Horsebridge bypass
   c. A22 south of Uckfield
   d. Parkway station west of Polegate

2. Junction improvements to maximise capacity of the existing network as well as accommodate the needs of pedestrians, cyclists and public transport.
   a. A27/A22S Pevensey bypass roundabout
   b. A22S/Dittons Road roundabout
   c. A22S/Willingdon Drove roundabout
   d. Traffic movement in Eastbourne and Hailsham town centres

3. Develop a Quality Bus Partnership for Eastbourne focused on improving services and infrastructure on the key bus corridors of:
   a. A259 Seaside (Eastbourne town centre to Sovereign Harbour)
   b. A2021/A2270 Kings Drive (Eastbourne town centre to District General Hospital/Sussex Downs College and Hailsham/Polegate)
   c. Seaside to Langney shopping centre
   d. Sovereign Harbour to Langney Shopping Centre
   e. Eastbourne town centre

4. Develop and implement a cycle strategy and route network, subject to funding, which focused on key routes into Eastbourne town centre, along the seafront and provide links to residential areas in Eastbourne and neighbouring settlements in the south Wealden area

5. Focus on improvements and safety of key walking routes and corridors of movement in the area which provide access to schools, local shops and facilities, employment, health facilities, open spaces, rail stations, Eastbourne seafront, secondary centres, as well as Eastbourne, Polegate and Hailsham town centres.

6. The continued management of on street parking in Eastbourne through civil parking enforcement and controlled parking zones, including appropriate reviews of parking restrictions.

7. The continued promotion of ‘Smarter Choices’ measures and initiatives, through our Travelchoice brand, which encourages behavioural change, including:
   a. School Travel Plans
   b. Workplace Travel Plans
   c. Car sharing
   d. Improved journey information
Newhaven

5.71 A 20 year Vision for the future of Newhaven has been developed which sets out priorities and proposals for the town of:

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

5.72 The Vision will inform the Lewes District Council Local Development Framework (LDF), setting out spatial planning priorities for Newhaven’s town centre and surrounding communities.

5.73 Newhaven sits at the intersection of a number of important transport links. Although these provide Newhaven with an advantageous location, they are also the source of several of the town’s problems and are constrained by the proximity of the South Downs National Park to the north. The River Ouse and the railway line run through the middle of the town, dividing it into a western and eastern half. The A259 further divides the town into northern and southern sectors. It has a single carriageway through Newhaven and encircles the town centre in the form of a Ring Road, creating severance issues. The A259 through Newhaven is often congested and the operation of the swing bridge compounds this problem. The A26 provides a link between Newhaven and the A27 to the north but is of substandard alignment and offers few overtaking opportunities through the South Downs. The C7, which links Newhaven and Lewes is narrow and of poor alignment and passes through a number of small villages. The traffic generated from new housing development that is planned in this area will add to the existing problem.
Figure 11 – Newhaven
5.74 A transport model has been developed to model future growth scenarios and to evaluate the impact of potential transport improvements. An integrated approach is important to ensure current congestion is relieved, particularly on the A259, the A26 and the Ring Road, by reviewing its operation and investigating options to change the pattern of flow as well as investigating improvements and/or alterations to key junctions within the area. New development will need to be adequately accessed by public transport, and existing and new development will also need to be linked by a network of walking and cycling routes which would encourage healthy lifestyles rather than car dependency. This will need to address issues of community severance which particularly affects pedestrians.

5.75 The expansion and improvement of the port is a vital component of plans to revitalise the economy of the town and to continue to provide an important link to mainland Europe and beyond. A major port review and planning exercise has been undertaken, in order to inform the Port’s business plan going forward. Business opportunities, which the port is keen to pursue, include an ongoing ferry service alongside an ongoing commercial port operation. It also wishes to incorporate “green port” principles into its development plans, including possible uses which support the construction of a proposed offshore wind farm.

5.76 Planning permission has been safeguarded for a Port Access Road, initially running from the A26/A259 to a new roundabout (Pargut) on the edge of the town boundary just north of Mill Creek and in a further phase to the port and to an area of development land suitable for port expansion and the creation of an outer harbour. The road is key to enabling the expansion of the port and the redevelopment of the Eastside area of Newhaven by moving port traffic away from existing residential developments onto a road designed for port traffic. The first phase of the road is expected to be built by the developers of the Eastside Business Park, the second phase by the Port. The current owner of Eastside Business Park is developing plans for the site including the road. It is important that the first section of the road is built to a standard to allow it to be extended and take port traffic in the future.

5.77 The Port is currently developing a Port Masterplan which should include a decision about an outer harbour. As these plans are further developed and clarified as part of the Lewes District LDF, the County Council will continue to be fully engaged in contributing to the transport improvements to achieve the economic regeneration of Newhaven.
5.78 Newhaven is on the Lewes to Seaford railway line with direct services to Brighton and connections to London, Eastbourne and Hastings via Lewes. Newhaven currently has three railway stations: Town, Harbour and Marine, the latter being closed at present and situated on a port cul-de-sac branch off the main line. Newhaven Town Station is well used and very accessible on foot, by bicycle, car and bus by people living and working in the town. There is greater scope for rail usage particularly for commuter trips between Newhaven and Lewes and Brighton, but this is inhibited by a lack of interchange facilities with a lack of cycle parking, taxi rank provision, short-term parking and clear signing for pedestrians. The lack of parking space at the station means that people drive to Lewes where there is parking available at the station. Therefore, a key aspiration and one of the strategic infrastructure catalysts for helping to enhance the economic competitiveness and growth of Newhaven, is to create a transport interchange on land adjacent to the existing town station. This will need to be augmented by improvements to the quality of the Town and Harbour Stations including improved passenger information and waiting facilities, better co-ordination between train and ferry timetables and improved information provision.

5.79 The size of Newhaven should make it possible for many short journeys within the town to be made by sustainable modes of transport, particularly on foot. There is a good network of footpaths that enables much of the surrounding countryside to be accessed from Newhaven.

5.80 Whilst pedestrian links to and through the town are good, as identified in our Walking Strategy, the focus for walking will be on the key routes and corridors of movement in the area which provide access to schools, local shops and facilities, employment, health facilities, secondary centres as well as to and within the town centre. We will also focus on where there are issues created by the volume and speed of traffic for pedestrians who have to cross the main routes through the town, in particular the A259 the A26 the B2238 (Avis Road) and the C7 (Lewes Road) and conflicts between pedestrians and traffic on some of the more local feeder roads which run through residential areas. In addition, we will consider where there are safety issues which necessitate the provision of improvements for pedestrians crossing the road, where these locations accord with the current policy for pedestrian crossings, and the availability of funding. Finally, we will consider the needs of those with reduced mobility, providing tactile paving and dropped kerbs at appropriate crossing points.
5.81 Newhaven has good public transport links to the surrounding area with a high frequency bus service operating along the A259 corridor between Eastbourne, Seaford, Newhaven and Brighton. The introduction of the A259 bus corridor between Brighton and Peacehaven has helped improve journey time reliability and, along with the introduction of real time passenger information at key stops in the town, has made the bus a viable alternative to travelling by car from Newhaven. This has therefore played a major part in improving people’s accessibility to employment, healthcare and education. A second phase of improvements for buses along this corridor is proposed between Peacehaven and Newhaven, reflecting the policies set out in the County’s Bus Strategy.

5.82 The National Cycle Route 2 between Brighton and Hastings passes through Newhaven, and forms part of the Avenue Verte London to Paris cycle route, via the Newhaven to Dieppe ferry. There is considerable potential to encourage more cycle use in Newhaven, particularly for short distance trips within the town and to destinations immediately around the town, as a realistic alternative to the car.

5.83 However, the existing dedicated cycle paths and facilities within the town are sporadic and disjointed. Therefore, these existing sections of cycle route need to be linked together to create a co-ordinated network which accommodates local utility cycle trips, linking residential areas with the town centre, the train station and port, and employment areas in the town, in accordance with the priorities set out in the Cycle Strategy outlined later in this chapter. This local route network would also need to be tied into the existing off-road route between Newhaven and Seaford, and also towards Peacehaven and Brighton, as well as from the gateway of Newhaven town centre to local attractions in the surrounding area, including the South Downs.
PLANNING & PROVIDING INFRASTRUCTURE: NEWHAVEN

1. Investigate potential improvements across the transport network to facilitate housing and employment growth including:
   a. investigate options to change the pattern of flow on the Ring Road
   b. junction improvements to maximise capacity of the existing network, including the A259 and A26, as well as accommodate the needs of pedestrians, cyclists and public transport.

2. Promote the need to construct the Newhaven Port Access Road to enable development of the port’s Eastside and facilitate economic growth in the town.

3. Create an interchange facility at Newhaven Town Station to improve integration between rail and access by bus, cycle, pedestrian and taxi.

4. Focus on improvements to the bus route network which improve accessibility to bus stops and journey time reliability, in particular between Peacehaven and Newhaven, as part of the A259 bus corridor between Brighton and Eastbourne.

5. Focus on improvement and safety of key walking routes and corridors of movement in the area which reduce community severance and provide access to schools, local shops and facilities, employment, health facilities, secondary centres as well as the town centre.

6. Develop and implement a cycle strategy and route network, subject to funding, which focuses on key routes which provide links from residential areas to the town centre, train station and port, as well as to routes to Seaford and Peacehaven.
Uckfield

5.84 Traffic in Uckfield has increased in recent years, resulting in congestion in the town centre. Efforts have been made to manage the increasing traffic levels by introducing improvements to the existing traffic signal controlled junctions in the town, particularly at the junctions of Bell Lane and Framfield Road with the High Street. However, the highway network is very near capacity, meaning there is little capacity available to accommodate a further increase in traffic.

Figure 12 – Uckfield
5.85 The traffic generated by any future housing in and around Uckfield coming forward through the Wealden Local Development Framework (LDF), is likely to exacerbate the situation and so an appropriate traffic management solution in the town centre is required. The County Council, Wealden District Council and Uckfield Town Council are exploring ways to improve the traffic flow in Uckfield, as part of the development of a wider preferred masterplan for the town.

5.86 As the traffic situation in the town centre will continue to deteriorate with further development, financial contributions will be sought to finance the implementation of a suitable scheme, taking into account any future reinstatement of the Uckfield to Lewes railway line.

5.87 The County Council continues to support the aspiration to reinstate the Uckfield to Lewes railway line, which would significantly improve sustainable access to the major towns in the county and to London, although the most recent Network Rail study in 2008, concluded that although it is technically feasible, there is currently no economic case for rebuilding the line when appraised against the Government’s current major scheme assessment criteria. These criteria are currently being reviewed by Government in order to provide greater parity in assessing road and rail schemes. Work has recently been undertaken by a local campaign group looking at the benefits of a new railway line between Brighton and Uckfield and beyond to London, utilising existing infrastructure where appropriate. This work merits further investigation and this will be sought from Network Rail via the London and South East Route Utilisation Strategy (RUS) process.

5.88 In accordance with our Walking and Cycling Strategies, summarised later in the chapter, 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.

5.89 Improvements for buses in the town will be focused, dependent on funding available, on better access to bus stops on key routes such as the Brighton – Lewes – Uckfield – Tunbridge Wells route, in the town centre and to the hospital, in line with the policies and measures identified in the Council’s Bus Strategy, outlined in paragraphs 5.7 to 5.11. This will help improve connectivity to and within the town thereby contribute to the LTP3 objectives of improving economic competitiveness and growth and enhancing social inclusion, as well tackling climate change through reducing the number of car journeys and a subsequent increase in bus use.
PLANNING & PROVIDING INFRASTRUCTURE: UCKFIELD

1. Investigate potential town centre traffic management options to facilitate the additional traffic generated by housing and business growth in and around Uckfield coming forward through the LDF, without prejudicing the future reinstatement of the Uckfield to Lewes line.

2. Continue to support and lobby for the reinstatement of the Uckfield to Lewes railway line as part of wider rail capacity improvements in the county.

3. Focus on improvements and safety of key walking and cycling routes and corridors of movement which reduce community severance and provide access to schools, local facilities, employment, health facilities, open space, train station as well as the town centre.

4. Focus on improvements which improve accessibility 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.

Rest of the County

5.90 Around 25% of the county’s population live in the area outside the previously identified priority spatial areas of the County. Within the rural areas of the county, there are a diverse range of transport issues; the market towns act as vital hubs, providing essential services for their population and their rural hinterlands, the coastal towns with their individual economies and the villages and hamlets with issues of safety and accessibility. These issues vary from area to area across East Sussex in terms of the geographic, social and economic characteristics and include:

- Social exclusion is more acute for people without access to a car, and where there is a lack of available transport opportunities, in particular for the young, elderly, those with mobility issues and those on low incomes. These issues become even more acute in the rural areas of the county. This leads to relative isolation from shops, education, health facilities and employment. Many people experiencing social exclusion live dispersed amongst apparent affluence, rather than concentrated in specific areas, as is often the case in the larger urban areas. Such dispersion can mask problems of social exclusion and deprivation in the rural parts of the county. The key accessibility issues are:
Some areas of Rother and Lewes districts experience greater difficulty in accessing healthcare, particularly hospitals.

Some areas of Rother and North Wealden have difficulties accessing supermarkets.

Some areas of Rother and the rural areas surrounding the North Weald Towns have less access to employment and centres of further education.

- At present, 75% of the bus services in the county are being subsidised by the County Council. Therefore, whilst public transport can address some social exclusion issues outside the main urban areas, there will be an increasing prominence for working with local communities to develop local solutions through community transport initiatives to tackle these issues.

- The number of tourists and visitors varies considerably according to the nature and type of area, however, visitor traffic may be the main source of traffic in the holiday periods for some areas and congestion can be a problem, increasing pressure on the quality and character of the county’s market towns, villages and countryside. With two thirds of the area being designated as a national park (South Downs) or Area of Outstanding Natural Beauty (High Weald), these could increasingly become ‘honeypots’ for tourism. However, other rural areas may attract visitors locally who are looking to use our Rights of Way network and spend time walking, cycling or horse riding in the countryside for their own health and wellbeing. Therefore, a balance is needed to improve access for tourism activities, which will benefit the local economy such as shops, restaurants, hotels, bed & breakfast and self-catering accommodation, but also to manage this access sustainably.

- Maintaining the vitality of the coastal and market town centres and retaining local facilities in order to reduce the need to travel.

- Reducing the number of accidents on the roads outside the main urban areas and using the appropriate measures and initiatives to tackle the key accident groups which include older motorcyclists and young male drivers (Safety, Security and Health Challenges section, Chapter 4 refers).

- Providing for pedestrians and cyclists is important for enabling local access to centres of activity such as local shops, schools and employment areas.

- Minimising the amount of road signage and ensuring that any physical measures are sympathetic to the characteristics of the local area.
Approach

5.91 The approach to the priority service areas of Passenger and Community Transport, Road Safety and Highway Maintenance as set out in paragraphs 5.4 to 5.36 will be applied countywide.

5.92 Whilst priority will be given to planning and providing infrastructure in the four priority spatial areas, this does not preclude schemes coming forward from the rest 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.

5.93 To reflect the different socio-economic and environmental issues across the county as highlighted above, it is proposed to consider interventions in the rest of the county within larger geographical areas based on the Accessibility Strategy Local Assessment (ASLA) areas, where there are issues in common, rather than on an individual settlement basis. These areas are:

- Lewes and South Coast Towns (including South Downs)
- Battle, Rye and Rural Rother
- North Wealden and north Lewes district

5.94 Within these spatial areas, focus would be on schemes and initiatives located on key pedestrian, cycle, public transport or car based travel corridors of movement, both to and within the market or coastal towns or in villages. As with the spatial priority areas, the planning and provision of infrastructure schemes in these spatial areas would need to be consistent with the preferred LTP3 strategy approach outlined in paragraphs 5.1 to 5.36 and accord with the policies set out in the supporting strategies (paragraphs 5.91 to 5.156 refer).
Planning and Providing Infrastructure: Supporting Strategies

5.95 The County Council has developed a suite of ‘daughter’ strategies which will help guide the planning and provision of infrastructure and our statutory duties. Their contribution to the achievement of the high level LTP3 objectives and the specific transport objectives is considered below.

5.96 The extent to which the policies within these ‘daughter’ documents are implemented will be influenced by the preferred strategy approach outlined later in this chapter, which may change over the duration of the LTP3 to reflect changing circumstances, and the level of public funding and external funding that is available.

Accessibility

5.97 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. Tackling these barriers can be undertaken in two ways – firstly, by looking at how services which people want to access are designed, delivered and located, and secondly, by addressing affordability and accessibility of public transport, and the ability to access services by walking and cycling.

5.98 As part of the development of our second Local Transport Plan (LTP2) a separate Accessibility Strategy was produced. This involved identifying the overarching accessibility issues in the county, and a further five local assessments have been undertaken to identify specific local accessibility issues and priorities.

- Rye
- Hastings and Rural Rother
- North Weald towns and Lewes
- Eastbourne and Hailsham
- Southern Coastal Towns (Seaford, Newhaven and Peacehaven)

5.99 A number of actions have resulted from the local assessments, primarily aimed at improving the provision of transport information, improving public transport services and infrastructure and influencing travel behaviour. These actions need to augment our continuing dialogue with our partners to ensure they design and
deliver their services, and the Borough and District Councils locate housing and employment development through their LDFs in a way that enables access on foot, by bike or by public transport.

5.100 Accessibility will continue to be reflected in the policies of a number of other ‘daughter’ strategies to LTP3. Improving accessibility to jobs and key services by public transport and improving the availability of transport information and transport choices (a local challenge highlighted in the Social section of Chapter 4) will positively impact upon tackling climate change by reducing CO₂ emissions as well as improving health. These actions will also support the overall aim of achieving the objective of accessibility planning of reducing social exclusion in communities, providing better access to jobs and services, and addressing local issues regarding improving access to education and the attainment of qualifications amongst our residents, and therefore improving people’s quality of life. The Accessibility Strategy will also contribute to the transport specific objectives of ‘improve access to jobs and services by available and affordable sustainable transport means’ as well as ‘improve strategic and local connectivity to facilitate economic and spatial growth through the LDF process’

Air Quality

5.101 As identified in the Environment section of Chapter 4, there are two Air Quality Management Areas (AQMAs) in the county, in Hastings and in Lewes. There is the possibility of a further AQMA being declared in Newhaven and consequently further monitoring is being carried out by Lewes District Council and the County Council.

5.102 An Air Quality Strategy was developed by the Sussex Air Quality Partnership (paragraph 4.37 refers) and this guides our approach to improving local air quality. This may be achieved by implementing cross cutting initiatives between authorities and partners which will have a positive impact on air quality at a local level, including transport related initiatives.

5.103 While the pollutant is different in each case (particulates in Hastings and nitrogen dioxide in Lewes), the action plans for each contain many transport related measures. We will ensure that, where possible, these measures are implemented and contribute to achieving better health and quality of life for East Sussex residents living and travelling within the AQMAs. This will also have a positive benefit for the local economy, contributing to the high level LTP3 objective of 'Improving economic
competitiveness and growth’, by reducing the number of sick days accrued as a result of pollution related health issues, and the transport specific objectives of ‘reduce greenhouse gas emissions, local air pollution and noise from transport’ and ‘contribute to the protection and enhancement of the local natural and built environment’.

Walking, Cycling and Behaviour Change

5.104 The County Council’s Walking Strategy aims to promote walking and increase the proportion of journeys made on foot, particularly for shorter journeys of up to 2 miles. It is concerned with making a better and safer environment for pedestrians, providing training for children and ensuring that the needs of pedestrians are considered in all new schemes and development. In urban areas we recognise the importance of twittens and urban footpaths. The main barrier in a rural county is the often long distances necessary to access the services and places that people need to reach.

5.105 Walking is the most sustainable form of transport available to most, regardless of age, gender, education and income, and will help to address the issues highlighted in Chapter 4 regarding health and active travel, improving access to local jobs and services and integration with bus and rail. People with mobility difficulties in particular need the high standard of facilities and good urban design that encourage safe, sociable walking journeys. The implementation of the walking strategy ensures that the needs of pedestrians are considered in all transport interventions including new infrastructure and new developments and that safety of vulnerable road users is a top priority.

5.106 The County Council’s cycling strategy provides a framework which informs and co-ordinates all policies and programmes of action which can help to promote cycling in East Sussex. The strategy seeks to maximise the role of cycling as a mode of transport for utility trips and everyday journeys. This helps to reduce car dependence and actively encourages modal shift from car to bicycle to realise the benefits that address the social, economic and environment implications identified in Chapter 4. Issues of safety for cyclists will be tackled by developing urban networks of utility cycle routes through the hierarchy of provision which seeks to provide for cyclists on-road where possible, but will consider off-road facilities where the speed and volume of traffic cannot be reduced. Initiatives such as cycle training and the guided rides programmes provide safety and health benefits that in turn achieve improved quality of life.
5.107 There are many positive benefits for both physical and mental health of regular walking and cycling, which will help address the increasing health and obesity issues (as identified in the Social section of Chapter 4) and contribute to the LTP3 objectives of improving safety, security and health and improving quality of life. Where increased walking and cycling results in a reduction in the number of vehicle trips being taken, it also contributes to tackling climate change and improving air quality (Environment section of Chapter 4 refers) through reduced CO2 emissions. Increasing walking and cycling levels will also help to mitigate the rising cost of transport that restricts access to those on low incomes, thereby enhancing social inclusion.

5.108 Both these strategies will, in turn, contribute towards the following transport-specific objectives.

- Improve strategic and local connectivity of communities to facilitate economic and spatial growth through the LDF process.
- Reduce greenhouse gas emissions, local air pollution and noise from transport.
- Improve road safety for vulnerable road users.
- Reduce the number of killed and seriously injured in road crashes.
- Improve access to jobs and services by available and affordable transport measures.
- Improve personal health and wellbeing by encouraging and enabling increased physical activity.
WALKING

1. Provide signalised pedestrian crossings, where they meet the current council policy, and funding is available.
2. Provide new footways where there is an identified need on safety grounds and funding is available.
3. Improve disabled access by providing dropped kerbs and tactile paving at crossing points.
4. Undertake audits of all transport infrastructure improvement schemes to ensure accessibility for all, including the disabled and to reduce severance.
5. Encourage high quality street design, giving high priority to the needs of pedestrians, to make them places in which people want to live and spend time and maximise the opportunities to walk to local facilities and services.
6. Promote child pedestrian training in primary schools and maintain school crossing patrols at those sites meeting the criteria.
7. Continue to promote safe walking to school as a healthy and social activity through school travel plans.
8. Target vehicle drivers to raise their awareness of the safety issues which prevent people from walking.

CYCLING

1. 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
      • routes from residential areas to key trip attractors
   b. Inter-urban utility links
   c. Rural-urban and rural-rural utility links
   d. Recreational routes.
2. Encourage recreational cycling and cycle tourism through promotion, guided rides and making best use of existing recreational routes.
3. Undertake a cycle audit of all highway schemes.
4. 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.
5. Promote the health, environmental and financial benefits of cycling.
6. Through school travel plans, encourage schools to provide adequate, secure, covered cycle parking and provide on-road training for year 6 pupils, establishing safe, confident cycling in the younger generation.
5.109 There is increasing evidence that ‘soft’ or ‘smarter choice’ measures can be extremely cost effective in changing people’s travel habits and achieving significant reductions in the number of car trips and therefore CO2 emissions, by giving people 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.

5.110 Changing travel behaviours to more sustainable modes of travel will be delivered through our ‘Travelchoice’ brand, by a range of initiatives and measures including:

- Better Transport Information – we will continue to develop a branded series of leaflets, timetables and web-based literature which provide people with better information on the travel choices available in East Sussex. This will complement the objectives and policies outlined in the ‘Transport Information’ section later in this chapter.

- School Travel Plans – as identified in the Sustainable School Travel Strategy, outlined later in the chapter, we will focus on working with schools to ensure that the school travel plans which have been developed are kept up to date and relevant to existing journey patterns, and introduce measures and initiatives which reduce the number of car borne school journeys.

- Workplace Travel Plans – focus on working with existing and new employers to reduce the number of car borne journeys to work by increasing the journeys undertaken on foot, by cycle and public transport as well as encouraging car sharing, and using technology, such as video and audio conferencing, to reduce the need to travel.

- Travel Awareness campaigns and promotions – The Travelchoice website has been updated to promote sustainable forms of travel, informing people of local travel choices and helping users to identify alternative ways of travelling including car sharing, walking, cycling, bus and rail, and the benefits that these alternatives afford. The website also includes a carbon calculator which identifies by how much people can cut their carbon emissions. We will also continue to promote wider campaigns including International Car Free Day, Bike to Work Week, and School Travel weeks.

- Car Sharing – The Travelchoice website includes a countywide car sharing database. We will continue encouraging employers from organisations across East Sussex to sign up to the database and provide car sharing spaces to
encourage car sharing as part of the development of their own travel plans. The County Council, as part of the implementation of this initiative for its own staff, provides 30 car sharing spaces on campus.

- Car Clubs – we will promote, building on local examples (such as Lewes, where a car club has been established) the benefits of car clubs to local communities, where people do not have access to, or choose not to have, a car.

5.111 Promoting the benefits and encouraging greater use of sustainable modes of travel (walking, cycling as well as car sharing, bus etc) to individuals, schools and businesses through travel plans, will help to reduce the number of journeys undertaken by car. This will contribute to the objectives of tackling climate change through reduced carbon emissions and improving economic growth and competitiveness through less congestion at peak times.

BEHAVIOURAL CHANGE

1. Through our Travelchoice brand, continue to promote the wider health and CO₂ reduction benefits of walking, cycling, public transport and car sharing to individuals, schools and businesses in order to change travel behaviours in East Sussex through:
   a. Better travel information
   b. School travel plans
   c. Voluntary and development led workplace travel plans
   d. Travel awareness campaigns and promotions
   e. Car sharing
   f. Car clubs.

Transport information

5.112 As highlighted in paragraphs 5.7 to 5.11, the County Council’s Bus Strategy aims to promote the use of bus services by providing relevant, high quality passenger transport information both in advance of an intended journey and at the time of travel, using a range of media. The provision of information about where passengers can travel to, the time it will take, the frequency of service and how much it will cost contributes to improving accessibility to key services, a challenge identified in the Social and Economic sections in Chapter 4, as well as promoting the bus as an alternative to the private car.
5.113 Increased patronage of bus services with an associated reduction in car trips will support the high level LTP3 objectives of tackling climate change and improving economic competitiveness through reduced congestion and faster, more reliable journey times. The promotion of extensive community transport services across the county, particularly in rural areas, will contribute to the high level LTP3 objective of providing sustainable transport opportunities to enhance social inclusion. The strategy will also help deliver the specific transport objectives of reducing congestion and improving access to jobs and services by available and affordable sustainable transport.

5.114 Information will continue to be provided on public rights of way and opportunities to enjoy and make use of it. An on-line, interactive map of the rights of way network is being developed and will enable users to scroll to a location identified by name, street name or grid reference as well as showing bridges, gates and stiles. The definitive map of rights of way in the county is constantly monitored and updated.

5.115 In all cases the County Council’s Communication Strategy will ensure that information is accessible to everyone in the most appropriate format. This includes the use of plain English, large print and alternative formats including, in the case of consultation surveys, being compatible for screen readers, using emerging and new technologies where funding availability allows.

**TRANSPORT INFORMATION**

1. Provide relevant high quality bus 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.

2. Provide information in appropriate formats for people unable to access via traditional channels.

3. Provide up-to-date and interactive information on the rights of way network and definitive map.
Sustainable School Travel

5.116 The County Council has a statutory duty to promote sustainable travel to school. A strategy has been developed to co-ordinate both policies and partnerships that enable the delivery of services that focus on making the school journey experience better for families and reduces the impact that school travel has on the environment.

5.117 All but one school in the county have developed a school travel plan and we will continue to work with schools and governors to maintain their school travel plans as active and relevant to their needs; continue to deliver education and safety programmes and provide practical advice for families about travel and the transport choices available to schools in the county.

SUSTAINABLE SCHOOL TRAVEL

1. Work with the school community and governing bodies, to introduce sustainable school travel initiatives through school travel plans, which:
   a. reduce the use of cars for school journeys and increase the number of children walking, cycling, car sharing and using public transport,
   b. reduce the negative environmental impacts of car travel,
   c. promote the positive benefits of physically active travel,
   d. increase and promote sustainable school travel choices, and
   e. raise awareness of road safety issues.

5.118 By moving away from a car based school run and encouraging more families to walk and cycle, there is significant potential to contribute to tackling climate change by reducing local congestion, carbon emissions and improving air quality. This will also positively impact on families’ health therefore improving their quality of life. Improving road sense in children, through child pedestrian and year 6 on-road cycle training programmes as well as highway safety measures, will contribute to a key aspect of this strategy, safety on the school journey. Finally, a reduced number of car journeys at peak times can also contribute to improving economic competitiveness and growth by improving journey time reliability for businesses.
Freight

5.119 In East Sussex, road is the predominant method of transporting freight. 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. The vast majority of freight vehicles on East Sussex roads are serving the industries and consumers of the county, and we depend upon the freight industry for a wide range of goods and services. It is vital to the economic growth and competitiveness of the county, one of our high level LTP3 objectives, outlined in paragraph 2.6.

5.120 Partnership working between the freight industry, businesses and local communities will help to alleviate many of the issues surrounding the movement of goods in, out of, and around East Sussex. A countywide Freight Quality Partnership (FQP) would identify key issues and areas for possible localised FQPs to address more specific issues.

5.121 The freight strategy, when finalised and implemented, will address the challenges highlighted in the Economic section of Chapter 4 and contribute to the LTP3 objectives of promoting economic growth, improving quality of life, improving safety and health and, to a limited extent, helping to tackle climate change by reducing emissions. It will also help deliver the transport specific objectives to:

- reduce greenhouse gas emissions, local air pollution and noise from transport,
- contribute to the protection and enhancement of the local natural and built environment
- improve road safety for vulnerable road users, and
- improve maintenance and management of the transport network.
FREIGHT

1. Promote the use by goods vehicles of our advisory freight route network of A and B class roads.
2. Develop Freight Quality Partnerships with industry and communities.
3. Work with Ordnance Survey and the freight industry to help address appropriate use of routes identified by satellite navigation systems.
4. Encourage more accessible locations for new business premises.
5. Encourage safer, more efficient deliveries.
6. Raise awareness of freight and distribution.

Rail

5.122 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.

5.123 Over the LTP2 period, we have held regular meeting with the TOCs and Network Rail on rail issues in the county, established a Road /Rail Partnership which deals with the interaction between road and rail at level crossings, bridges and where rights of way cross the railway. We have also lobbied for rail improvements to serve our county through the development of the Route Utilisation Strategies (RUSs) and held a conference for stakeholders in 2009 to discuss concerns and identify rail priorities for East Sussex. As highlighted in paragraph 4.37, there have been a number of positive outcomes of this partnership working with the rail industry and other organisations and authorities during this period. Some of these achievements include:

- reinstatement of a service along the East Coastway to enable commuters to utilise the weekday Ashford-Brussels Eurostar service,
- introduction of a later service on the Uckfield line from London Bridge to enable those watching a show to get a train back to stations along this line, and
- implementation of cycle parking spaces, and reduction in parking charges, at particular stations.
5.124 We want to build on this partnership working with Network Rail, the TOCs and the Sussex Community Rail Partnership, other stakeholders and local commuter groups over the life of LTP3. They will help to take forward the case for some of their longer term rail infrastructure improvements through the Sussex, Kent, London & South East (emerging) and Electrification Route Utilisation Strategies.

5.125 We also want to deliver further improvements such as increased cycle parking, improvements to station accessibility for those on foot and on public transport, as well as for people with mobility difficulties. We want to tackle parking issues around stations with Network Rail and the TOCs using information we have gathered from a programme of station audits on facilities at and around rail stations. It is envisaged that some of these potential improvements could be delivered via the station travel plans that have been developed by Southern, as part of their franchise commitment, for Eastbourne, Polegate and Lewes.

5.126 Encouraging and enabling more people to use rail, and to make it a more attractive and viable option than travelling by private car on certain journeys, will address the social and safety issues outlined in Chapter 4. It will contribute to reducing congestion, reducing carbon emissions and improving road safety and health. Our rail related work can also contribute to LTP3 objectives by improving business travel and access to employment, identified as challenges in the economic section of Chapter 4, contributing to economic competitiveness and growth and the overall connectivity of the county with the rest of the region and London. It also has the potential to improve quality of life and social inclusion by improving accessibility for social and educational purposes.
RAIL

1. Lobby for short and long term infrastructure improvements to the rail network in East Sussex to improve connectivity to London, Ashford and Brighton including:
   a. electrification and dual tracking on the Hastings – Ashford line,
   b. electrification of the Uckfield – Hurst Green section of the Uckfield line
   c. reinstatement of the Lewes – Uckfield line as part of wider rail capacity improvements,
   d. new stations at Glyne Gap, Wilting and in the Stone Cross/Polegate localities, and
   e. reinstatement of the Willingdon Chord.
2. Work with Network Rail and the Train Operating Companies to deliver improved frequency of services and train rolling stock capacity serving the county.
4. Work with Network Rail on tackling rail safety issues where the road and rail networks interact, especially at level crossings.
5. Work with the Sussex Community Rail Partnership to promote rail usage on the community rail lines in the county.
6. Work with the train operating companies to improve access to rail stations by walking, cycling and public transport
7. Work with the Train Operating Companies to improve parking at rail stations and tackle issues in nearby residential areas.
Rights of Way

5.127 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. In most areas of the county, public rights of way are the main method by which the public can access the countryside 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, thereby contributing to the LTP3 objective of improving economic competitiveness and growth.

5.128 The rights of way network provides significant opportunities for recreation and leisure as well as for accessing local towns and villages. Walking and cycling are popular methods of keeping fit, requiring little specialist equipment or skills, whilst providing significant physical and mental health benefits – addressing the social challenges identified in Chapter 4 and contributing to the LTP3 health and quality of life objective and transport specific objective of ‘improve personal health and wellbeing by encouraging and enabling increased physical activity through active travel’.
RIGHTS OF WAY

1. Ensure that the footpaths, bridleways and byways around the county are safe and accessible for public use.
2. Maintain, update and modernise the Definitive Map and improve fault-reporting, work tracking, reporting and asset management.
3. Implement the East Sussex Rights of Way Improvement Plan and improve the way that we consult and communicate with partners and residents.
4. Improve resourcing by taking advantage of suitable grant funding and secure benefits to the public rights of way network from major development and road schemes as well as areas of open access.
5. Improve partnership working by encouraging volunteers, working with land managers and liaising with town and parish councils, other authorities and organisations.
6. Improve safety and convenience through improved road crossings, making verges safer for horse riders and seek adjustments to the network to improve safety.
7. 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.
8. Provide good quality information and education on access to the countryside to the public through the internet, including making online access to the definitive rights of way network more accessible and improving the ‘on the ground’ information.
9. Improve and promote long distance and circular routes.
5.129 Where rights of way serve urban communities, there is greater potential for utility use, potentially reducing private car use, thereby contributing to the high level LTP3 objectives of tackling climate change and providing sustainable transport opportunities to improve social inclusion. In the rural areas, the rights of way network plays an important part in attracting visitors to the county and thereby addressing the economic challenge of widening the economic base of the county, reducing unemployment and contributing to the high level LTP3 objective of improving economic competitiveness and growth by encouraging rural tourism and benefiting local shops, pubs and other facilities on these routes. This will help to achieve the specific transport objectives of ‘contribute to the protection and enhancement of the local natural environment’, ‘reduce greenhouse gases, local air pollution and noise from transport’ and ‘improve access to jobs and services by available and affordable sustainable transport means’.
Intelligent Transport Systems

5.130 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.

5.131 The use of ITS will help achieve the LTP3 objectives of improving people’s quality of life by reducing congestion; improving economic competitiveness by making journey times shorter and more reliable and addressing the challenge of improving the county’s overall connectivity (Economic section, Chapter 4 refers); and improving safety, health and security by further use of variable signs and signals and helping to promote the attractiveness of public transport by easy access to information in order to plan journeys. ITS will also contribute towards the specific transport objectives of:

- reducing congestion and improving the efficiency of the transport network
- improving access to jobs and services by available and affordable sustainable transport means.

INTELLIGENT TRANSPORT SYSTEMS

1. Use Intelligent Transport Systems across our network to improve decision making and enhance the level of service provided to all road users through:
   a. co-ordination between traffic signals and/or pedestrian crossings to improve pedestrian and traffic flows,
   b. promote internet-based timetables and journey planners for public transport,
   c. bus priority systems along key bus corridors, and
   d. considering the continued roll out of real time bus information (subject to funding availability).
Parking

5.132 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 a key issue in urban areas but can have wider impacts, particularly in rural areas of the county.

5.133 Parking controls and civil parking enforcement are primarily aimed at addressing local parking problems but 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 of available spaces and charging according to length of stay and location 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 there is evidence that this has resulted in less traffic circulating around the road network which helps to reduce CO2 emissions.

5.134 Currently civil parking enforcement operates in Hastings, Lewes and Eastbourne and any surplus revenue from these schemes is reinvested in transport improvements in those areas. It is our intention, when appropriate, to explore the further implementation of civil parking enforcement and to roll out the benefits to other districts in the county as well as to consider the appropriate extension of area wide parking controls where civil parking enforcement is in place.

5.135 As part of the introduction of civil parking enforcement in Lewes, the County Council introduced workplace parking charges at County Hall for staff. However, there are currently no plans to introduce workplace parking levies elsewhere in the county. If any proposals did come forward in the future over the life of LTP3, before any decision was made there would need to be very careful consideration and a detailed assessment of the benefits and dis-benefits of such a proposal. In particular, this would need to consider the impact on local businesses, looking at evidence from examples of schemes elsewhere and would be subject to extensive consultation.

5.136 In terms of delivering the LTP3 objectives, the parking strategy will help address the challenge of reducing CO2 emissions with less traffic circulating around the network, and act as a demand management tool, encouraging more sustainable
journeys on foot, by bike and public transport. It will also help improve economic competitiveness and growth addressing the challenge of improving journey time reliability on the network, particularly for freight and buses, if parking restrictions are regularly enforced. In addition it will help contribute to improving safety by reducing indiscriminate parking around junctions or across crossing points, making the road network safer for all users.

**PARKING**

1. Explore the implementation, when appropriate, of civil parking enforcement across the whole county including the extension of the area wide parking controls.
2. Ensure new development provides maximum rather than minimum parking standards.
3. Provide secure and appropriately placed cycle and motorcycle parking.
4. Administer the Blue Badge scheme for people with mobility difficulties as part of the nationally recognised disabled parking scheme.
5. Consider requests for disabled parking bays according to a set of criteria which can be found on the East Sussex County Council website.
Planning and Providing Infrastructure: Strategy Options

5.137 Given our statutory duties and the investment priorities of public transport/community transport, road safety and highway maintenance, we need to develop an approach to govern and guide the remainder of any available transport investment in planning and providing infrastructure, within the context of the policies of the supporting strategies identified above and the current and future challenges relating to planned growth and regeneration within the spatial priority areas of Hastings/Bexhill, Eastbourne/South Wealden, Newhaven and Uckfield.

5.138 We have identified three strategy options to address the issues and challenges both in the spatial priority areas and across the whole county. Two place the greatest emphasis on addressing one of the key high level objectives of either Economic competitiveness and growth (Option 1 - Infrastructure) or Tackling Climate Change (Option 2 - Changing Travel Behaviour) whilst the third focuses on achieving both these key high level objectives (Option 3 - Sustainable Growth). Within all three options, due regard is paid to also achieving the other three LTP3 objectives of improving safety, health and security; providing sustainable transport opportunities to enhance social inclusion; and improving quality of life.

5.139 When developing these different options, we put together possible investment packages combining different types of transport and non transport interventions and looked at the broad impact that each option would have, rather than the impact of individual schemes in a specific location. The types of intervention that form the component parts of the packages are set out in Table 3.
### Table 3 – Interventions considered in Preferred Strategy Options

<table>
<thead>
<tr>
<th>Broad types of measures</th>
<th>Detailed</th>
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<tbody>
<tr>
<td>Behavioural change</td>
<td>Workplace travel plans</td>
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<td>School travel plans</td>
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<td></td>
<td>Station travel plans</td>
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<td>Residential travel plans</td>
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<td></td>
<td>Personalised travel plans</td>
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<td></td>
<td>Initiatives and promotional activities</td>
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<td></td>
<td>Sustainable travel information</td>
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<tr>
<td>Cycling</td>
<td>New cycle lanes / routes</td>
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<td></td>
<td>Improve existing cycle routes</td>
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<td></td>
<td>New cycle parking facilities</td>
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<td></td>
<td>Training</td>
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<tr>
<td>Walking</td>
<td>Prioritise pavement and footpath maintenance and improvements</td>
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<td></td>
<td>Provision of new pavements and footpaths</td>
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<tr>
<td></td>
<td>Training</td>
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<td></td>
<td>Pedestrian crossing facilities</td>
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<td></td>
<td>Rights of Way improvements</td>
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<td>Bus</td>
<td>Bus Quality Partnerships</td>
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<td>Demand responsive/community transport</td>
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<td>Bus information</td>
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<td></td>
<td>Bus priority measures</td>
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<td>Rail</td>
<td>Secure rail service improvements – partnership working</td>
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<td></td>
<td>Secure rail infrastructure improvements – partnership working</td>
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<td></td>
<td>Station interchange improvements</td>
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<td>Road – infrastructure</td>
<td>Strategic road network improvements</td>
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<td></td>
<td>Localised junction improvements to increase capacity of the network</td>
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<td></td>
<td>Road safety</td>
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<td></td>
<td>Parking control and enforcement</td>
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<td></td>
<td>Public realm improvement schemes</td>
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<tr>
<td>Road – education and enforcement</td>
<td>Information and campaigns</td>
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<td></td>
<td>Driver training</td>
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<td></td>
<td>Road safety initiatives – partnership working</td>
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</tbody>
</table>
5.140 We have then appraised the types of interventions in terms of their ‘value for money’ and how feasible they are. The ‘value for money’ for each of the interventions has been illustrated by providing examples of benefits, and where possible, cost-benefit ratios, using examples from this county and other local authorities. Deliverability of each of the measures has been assessed in terms of the particular opportunities, challenges and constraints which exist in the county. Each strategy option has then been assessed on its likely effectiveness in delivering the vision and objectives of the plan, and how it will help us deliver transport infrastructure in the spatial priority areas, looking at:

- how the options will contribute towards delivery of the LTP objectives,
- how they will affect the environment, through a Strategic Environmental Assessment (SEA),
- how they will affect human health, through a Health Impact Assessment, and
- whether there would be any disproportionate effect on different groups in the community, identified through an EqIA.

5.141 A summary of the options and appraisal is outlined below. The appraisal of the different packages has assumed that the level of funding available will be the same whichever option is chosen. Whilst the levels of funding may vary from year to year, each approach is, in effect, describing the emphasis that will be placed on certain types of interventions and policies identified in the supporting strategies referred to earlier in the chapter, rather than the funding levels which will apply.
Potential Strategy Approaches

Option 1: Infrastructure

5.142 This option focuses on providing for increased traffic growth and improved accessibility through infrastructure investment with greater emphasis on the need to travel by private car. In summary this option would include the following.

- Greater road investment to tackle traffic congestion hotspots on key corridors of movement – this could include the use of urban traffic control (linking of traffic signals) to have greater control on smoothing traffic flow.
- Integration of highway maintenance with road safety improvement schemes.
- Maintain parking controls (but not seek to increase the number of areas with Civil Parking Enforcement – CPE).
- Some promotion of sustainable modes of travel: cycling, walking, public transport, car share etc.
- Some emphasis on road safety education.
- Some adaptation to climate change, in terms of infrastructure, but little emphasis on reducing emissions.

5.143 This option contributes to road safety through road improvement schemes and as part of maintenance schemes. It will also have a limited impact on adaptation to the effects of climate change, and limited emphasis on supporting sustainable travel, and on trying to achieve behavioural change. Table 4 gives an assessment of the extent to which Option 1 would be expected to contribute towards each of the high level objectives.

Table 4 – Option 1: Infrastructure: Contribution to High Level LTP3 objectives

<table>
<thead>
<tr>
<th>Broad LTP3 Objectives</th>
<th>Economic Competitiveness and growth</th>
<th>Social Inclusion</th>
<th>Tackling climate change</th>
<th>Improve safety, security and health</th>
<th>Improve quality of life</th>
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<tbody>
<tr>
<td>Infrastructure – contribution to broad LTP3 objectives</td>
<td>✔ ✔ ✔</td>
<td>✔</td>
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<td>✔</td>
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</tbody>
</table>

Level of contribution: ✔ ✔ ✔ - High; ✔ ✔ - Medium; ✔ - Low
5.144 Option 2: Changing travel behaviour

This option focuses on measures and initiatives to encourage behavioural change to safe and sustainable modes of travel e.g. walking, cycling, car share and public transport. It will have greater emphasis on reducing carbon emissions and on improving health through physically active travel. In summary, this option would include the following.

- Significant emphasis on road safety education, cycling and pedestrian training.
- Greatest emphasis on the promotion of sustainable modes of travel through travel planning, provision of information and campaigns, supporting Bus Quality Partnerships, and Community Transport operations.
- Some investment in the integration of highway maintenance with road safety improvement schemes.
- Some investment in infrastructure to support access to integrated sustainable travel e.g. high kerb bus stops, shelters.
- Greater emphasis on parking control and enforcement with roll out of CPE.
- Some emphasis on investment in the use of technology (Urban Traffic Control, Real Time Bus Information).

5.145 Table 5 gives an assessment of the extent to which option 2 would be expected to contribute towards each of the high level objectives.

Table 5 – Option 2: Changing Travel Behaviour: Contribution to High Level LTP3 objectives

<table>
<thead>
<tr>
<th>Broad LTP3 Objectives</th>
<th>Economic Competitiveness and growth</th>
<th>Social Inclusion</th>
<th>Tackling climate change</th>
<th>Improve safety, security and health</th>
<th>Improve quality of life</th>
</tr>
</thead>
<tbody>
<tr>
<td>Changing travel behaviour – contribution to broad LTP3 objectives</td>
<td>✔</td>
<td>✔</td>
<td>✔ ✔</td>
<td>✔ ✔</td>
<td>✔</td>
</tr>
</tbody>
</table>

Level of contribution: ✔ ✔ ✔ - High; ✔ ✔ - Medium; ✔ - Low
Option 3: Sustainable growth

5.146 This option focuses on improving accessibility and facilitating sustainable modes of travel by providing the infrastructure to support safe, sustainable journeys and by influencing travel behaviour. It will have the greatest emphasis on reducing carbon emissions and improving health through physically active travel. In summary this option would include the following.

- Greatest emphasis on the implementation of infrastructure to support integrated sustainable travel, walking, cycling, public transport, car share etc. For example cycle lanes and facilities, more pavement maintenance, dropped kerbs, new or wider footpaths, better rail / bus / cycle interchanges, less street clutter.
- Emphasis on investment in the integration of highway maintenance with road safety improvement schemes.
- Some emphasis on parking control and enforcement.
- Emphasis on promotion and infrastructure for public transport e.g. accessible bus stops, shelters.
- Maintain road safety education.
- Emphasis on better use of technology e.g. Urban Traffic Control (linking of traffic signals) Real Time Bus Information, charging points for electric vehicles.

5.147 Table 6 gives an assessment of the extent to which option 3 would be expected to contribute towards each of the high level objectives.

Table 6 – Option 3: Sustainable Growth: Contribution to High Level LTP3 objectives

<table>
<thead>
<tr>
<th>Broad LTP3 Objectives</th>
<th>Economic Competitiveness and growth</th>
<th>Social Inclusion</th>
<th>Tackling climate change</th>
<th>Improve safety, security and health</th>
<th>Improve quality of life</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sustainable growth – contribution to broad LTP3 objectives</td>
<td>✔️ ✔️</td>
<td>✔️ ✔️ ✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️ ✔️</td>
</tr>
</tbody>
</table>

Level of contribution: ✔️ ✔️ ✔️ - High; ✔️ ✔️ - Medium; ✔️ - Low
LTP3 Strategy Options: Transport Interventions

Table 7 contains a matrix demonstrating the degree to which each type of measure or transport intervention, identified in Tables 4 - 6, would feature within each option.

### Table 7 – LTP3 Strategy Options: Degree to which transport interventions would feature in each option

<table>
<thead>
<tr>
<th>LTP3 Broad Strategy Option</th>
<th>Infrastructure</th>
<th>Travel behaviour</th>
<th>Sustainable growth</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SMARTER CHOICES (Behavioural Change)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Workplace Travel Plans</td>
<td>0</td>
<td>✓✓</td>
<td>✓</td>
</tr>
<tr>
<td>Existing or new e.g. home working, flexible working, video conferencing, broadband</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>School Travel Plans</td>
<td>✓</td>
<td>✓✓✓</td>
<td>✓✓</td>
</tr>
<tr>
<td>Including other educational facilities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Station Travel Plans</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Residential Travel Plans</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>For new and existing developments</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personalised Travel Plans</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Initiatives &amp; Promotional Activities</td>
<td>0</td>
<td>✓✓</td>
<td>✓</td>
</tr>
<tr>
<td>e.g. car sharing/clubs, newsletters, journey planner, engage in national/international sustainable travel activities, concessionary fares, discounted tickets, integrated ticketing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sustainable travel information</td>
<td>✓</td>
<td>✓✓✓</td>
<td>✓✓</td>
</tr>
<tr>
<td>e.g. timetables, real time information</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CYCLING</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New cycle lanes/routes</td>
<td>0</td>
<td>✓</td>
<td>✓✓</td>
</tr>
<tr>
<td>Improve existing cycle routes</td>
<td>0</td>
<td>✓</td>
<td>✓✓</td>
</tr>
<tr>
<td>New cycle parking facilities</td>
<td>✓</td>
<td>✓✓</td>
<td>✓✓</td>
</tr>
<tr>
<td>Training e.g. Bikeability (formerly cycling proficiency) in school etc</td>
<td>✓</td>
<td>✓✓✓</td>
<td>✓✓</td>
</tr>
<tr>
<td>LTP3 Broad Strategy Option</td>
<td>Transport Measure/Intervention</td>
<td>Infrastructure</td>
<td>Travel behaviour</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------------------------</td>
<td>----------------</td>
<td>----------------</td>
</tr>
<tr>
<td>WALKING</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Priority footpath and pavement maintenance and improvements</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Provision of new footpaths and pavements</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Pedestrian mobility improvements e.g. dropped kerbs and tactile paving</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Training e.g. child pedestrian training, independent travel training for children, young people and adults with special needs</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Pedestrian crossing facilities e.g. puffin, toucan, zebra, dropped kerbs, refuges</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Rights of way improvements</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>PASSENGER TRANSPORT – BUS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Quality Partnerships</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Demand responsive transport/community transport</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Information e.g. timetables</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Bus priority measures e.g. priority bus lanes</td>
<td>o</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Bus Infrastructure e.g. shelters, accessible bus stops</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>PASSENGER TRANSPORT – RAIL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Partnership working to secure rail service improvements e.g. Sussex Community Rail Partnership</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Partnership working to secure rail infrastructure improvements e.g. Road / Rail Partnership</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Rail Interchange Improvements</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>ROAD – ENGINEERING</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lobby for further strategic road network improvements</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Localised junction improvements to increase capacity on the network</td>
<td>✓</td>
<td>✓</td>
<td>o</td>
</tr>
</tbody>
</table>
### Key – Relative level of activity

- High
- Medium
- Low
- None

<table>
<thead>
<tr>
<th>LTP3 Broad Strategy Option</th>
<th>Transport Measure/Intervention</th>
<th>Infrastructure</th>
<th>Travel behaviour</th>
<th>Sustainable growth</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Road safety engineering</strong></td>
<td>e.g. speed management measures (traffic calming, vehicle-activated signs)</td>
<td>✅✅</td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td><strong>Introduction of new parking controls</strong></td>
<td>e.g. controlled parking zones</td>
<td>✅</td>
<td>✅✅</td>
<td>✅</td>
</tr>
<tr>
<td><strong>Public realm/town centre improvement schemes</strong></td>
<td>e.g. shared space, reduced signage, reduced clutter</td>
<td>✅✅</td>
<td>✅</td>
<td>0</td>
</tr>
<tr>
<td><strong>Technology</strong></td>
<td>e.g. real time information, traffic signal improvements</td>
<td>✅✅</td>
<td>✅</td>
<td>✅</td>
</tr>
</tbody>
</table>

#### ROAD – EDUCATION AND ENFORCEMENT

| Information & Campaigns | e.g. advice, leaflets, posters, strategies | ✅            | ✅✅           | ✅              |
| Driver Training | e.g. speed awareness, Driver Improvement, eco-driving | ✅            | ✅              | ✅              |
| Civil Parking enforcement | e.g. decriminalised parking in Hastings /Lewes / Eastbourne | ✅            | ✅✅           | ✅              |
| Partnership working to deliver road safety initiatives | e.g. Freight Quality Partnerships, Sussex Police, East Sussex Casualty Reduction Steering Group (ESCRSG) | ✅✅          | ✅✅           | ✅✅           |

5.149 Evidence has been gathered from local, regional, national and international sources for each type of measure or initiative to demonstrate how they could support the delivery of the broad LTP3 objectives and the specific transport objectives as set out in chapter 3. The appraisal of the options seeks to be as objective as possible and give a reasonable assessment.
### Planning and Providing Infrastructure: Strategy Option Appraisal

#### Option Appraisal

5.150 A summary of the option appraisal is outlined in Table 8 below:

**Table 8 – Summary of Option Appraisal**

<table>
<thead>
<tr>
<th></th>
<th>Option 1 Infrastructure</th>
<th>Option 2 Travel behaviour</th>
<th>Option 3 Sustainable growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improving economic</td>
<td>1st</td>
<td>3rd</td>
<td>2nd</td>
</tr>
<tr>
<td>competitiveness and growth</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improving safety, health</td>
<td>3rd</td>
<td>1st</td>
<td>2nd</td>
</tr>
<tr>
<td>and security</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improve quality of life</td>
<td>2nd =</td>
<td>2nd =</td>
<td>1st</td>
</tr>
<tr>
<td>Tackling climate change</td>
<td>3rd</td>
<td>1st</td>
<td>2nd</td>
</tr>
<tr>
<td>Provide sustainable</td>
<td>3rd</td>
<td>2nd</td>
<td>1st</td>
</tr>
<tr>
<td>transport opportunities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>to enhance social inclusion</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA)

5.151 A further appraisal has been carried out in the form of a SEA which encompasses the requirements of an HIA. The accompanying Environmental Report describes the process and results of that appraisal when looking at the impact of each of the options on all aspects of the environment and on human health. The SEA is intended to ensure that the preparation of LTP3 includes environmental considerations, a high level of environmental protection, and promotes sustainable development. To that end the SEA has a set of objectives related to ten themes which act as a framework against which the LTP3 is tested, and which have informed the development of the plan.
5.152 The objectives are set out in the following table (Table 9):

**Table 9: Strategic Environmental Assessment (SEA) Objectives**

<table>
<thead>
<tr>
<th>LTP3 SEA Objective</th>
<th>SEA theme</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. To improve accessibility to services, facilities and jobs for residents, businesses and visitors to East Sussex.</td>
<td>Population Human health</td>
</tr>
<tr>
<td>2. To protect and improve the health and wellbeing of the population of East Sussex.</td>
<td>Population Human health Climatic factors</td>
</tr>
<tr>
<td>3. To protect and improve the safety of the population of East Sussex.</td>
<td>Population Human health</td>
</tr>
<tr>
<td>4. To reduce transport related noise and air pollution and the impact on human health and wellbeing.</td>
<td>Population Human health Air</td>
</tr>
<tr>
<td>5. To limit the causes, and adapt to the effects, of climate change.</td>
<td>Climatic factors Human health Population Air Water</td>
</tr>
<tr>
<td>6. To maintain and improve the quality of water resources.</td>
<td>Water Human health</td>
</tr>
<tr>
<td>7. To reduce the risk of flooding.</td>
<td>Water Human health Climatic factors</td>
</tr>
<tr>
<td>8. To improve the efficiency of land use.</td>
<td>Landscape Population</td>
</tr>
<tr>
<td>9. To maintain resources, including minerals and productive soils.</td>
<td>Soil Material assets</td>
</tr>
<tr>
<td>10. To conserve and contribute to the enhancement of biodiversity in East Sussex</td>
<td>Biodiversity Fauna &amp; flora</td>
</tr>
<tr>
<td>11. To protect and contribute to the enhancement of the local landscape and built environment.</td>
<td>Landscape Cultural heritage Material assets</td>
</tr>
</tbody>
</table>
Equalities Impact Assessment (EqIA)

5.153 An EqIA (Appendix D) has been carried out in order to understand if any of the proposed transport interventions in the ‘alternative options’ would have a disproportionate effect on any particular group in the community, either negative or positive. The aspects we particularly have to consider are:

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

5.154 The results of the full EqIA are contained in the EqIA summary accompanying this draft LTP3 Strategy (Appendix B).

Carbon Reduction

5.155 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 have attempted to assess the level of contribution to tackling climate change as one of the broad LTP3 objectives.
Planning and providing Infrastructure: Preferred Strategy Approach

5.156 Following the appraisal process, the strategy which seems likely to best meet the issues and challenges facing the county and achieve the LTP3 objectives is Option 3. This option is focused on sustainable growth, and provides the greatest balance towards addressing the two key high level objectives of economic competitiveness and growth, and tackling climate change.

5.157 When assessed against both the broad objectives and the transport specific objectives, this option scores more highly than the others. It is also one of the options most compatible with the objectives of the SEA referred to earlier in this chapter, and will lead to positive effects with regard to accessibility, health and well being, climate change and land use\(^1\). Option 3 (along with Option 2) was also found to have minimal negative effects on the environment. Full details of the environmental impact of all the appraised options are set out in the Environment Report which accompanies this document.

5.158 Option 1 was rejected because it scored poorly compared to the other options, and against the majority of the broad objectives, except improving economic competitiveness and growth. This option is very much a traditional road infrastructure orientated option based on a predicted rise in car journeys, which will help contribute towards facilitating economic growth, but would contribute less well to reducing the need to travel and changing behaviour towards using more sustainable modes of transport. Option 1 also scored badly in terms of negative effects on the environment in the SEA appraisal, in particular on health and well being, and protecting and enhancing the local landscape and built environment. With regard to deliverability and investment, this option is the one that would focus on a small number of medium or large schemes.

5.159 When appraised, Option 2 scored just slightly less than Option 3 against each of the LTP objectives. It is deemed as “roughly comparable” with Option 3 in terms of its environmental impact. However, while having an equal emphasis on achieving behaviour change, it is less likely than Option 3 to provide the infrastructure, which will facilitate and maintain those changes.

5.160 The SEA Environmental Report has recommended mitigations relative to the preferred strategy option, and these are highlighted in Table 10.

---

\(^1\) Strategic Environmental Assessment for LTP3 2010
### Table 10 – SEA Mitigation Measures

**Table 6-9: Proposed mitigation recommendations for preferred option**

<table>
<thead>
<tr>
<th>Significant effect</th>
<th>Recommendation</th>
<th>Council Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water resources</td>
<td>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</td>
<td>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.</td>
</tr>
<tr>
<td>Biodiversity</td>
<td>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</td>
<td>The specific transport objective has been amended to “Contribute to the protection and enhancement of the natural and built environment.”</td>
</tr>
</tbody>
</table>
| 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 into the:  
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 accessibility to jobs and services, and identifies ways in which accessibility can be improved within the County Council’s own business and that of other partners as a mechanism to reduce social exclusion. This has been done for 5 locations across the county over the LTP2 period, and these actions are now incorporated into local action plans. Those outstanding actions will be incorporated into the Implementation Plan for LTP3 as well as engaging with our partners to ensure they incorporate their attributable actions into their business practices. |
<table>
<thead>
<tr>
<th>Significant effect</th>
<th>Recommendation</th>
<th>Council Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Health and well being / Safety</td>
<td>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.</td>
<td>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.</td>
</tr>
<tr>
<td>Resources</td>
<td>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.</td>
<td>Our term contractor and our design and maintenance teams 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. It considers the cost of transporting materials and looks at local sourcing where possible and at the 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 by which schemes are developed and delivered.</td>
</tr>
</tbody>
</table>
6. Implementation Plan

Summary

This chapter sets out the Implementation Plan incorporating those programmes of work which are planned for:-

- Highway maintenance/resurfacing,
- Bridge and structure maintenance and strengthening,
- Rights of way work, and
- Integrated transport and road safety measures.

This chapter also sets out the constraints on developing an Implementation Plan for 2011/12 and subsequent financial years at the current time.

It includes a summary of a new draft process for prioritising small transport schemes to ensure that schemes which go forward are those most likely to achieve LTP3 objectives and give ‘value for money’ to the county.

Introduction

6.1 For each year of the LTP3 period we intend to produce an Implementation Plan which will describe the programmes of work, schemes and interventions that we plan to undertake in the coming year. There will be an indicative programme for the following two to three 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. These programmes of works relate to:

- Planned Highway Maintenance
- Bridge and Structures maintenance and strengthening
- Rights of Way
- Integrated Transport and Road Safety schemes
6.2 This year, however, as the Local Transport Plan 2011 - 2026 is in draft and being consulted upon, we have put together an early Implementation Plan. This has been produced without full knowledge of the levels of funding that are going to be available to us for 2011/12 and subsequent financial years.

6.3 The County Council is awaiting the outcome of the Government’s Comprehensive Spending Review which will indicate the allocation of funding to each Government Department, including the Department for Transport (DfT). DfT are, in turn, currently consulting on the methods they use for allocating transport investment funding to local transport authorities.

6.4 Once DfT and the Department for Communities and Local Government (CLG) have announced the levels of funding which will be passed to East Sussex County Council, then the council will undertake its own process of reconciling its policies with its resources, and will allocate a budget for the Transport and Environment Department. At that point we will be able to ascertain the levels of funding available for implementing transport measures under the programmes outlined above.

6.5 However, some programmes of work are already planned and budgets allocated for the next financial year (2011/12). Therefore, whilst there needs to be some flexibility or adjustment to these programmes in light of the decisions outlined above, we have included those programmes in this draft Implementation Plan.

Future Planned Highway Maintenance Programme

6.6 The list below shows the programme of highway surfacing planned for 2011/12, due to commence in April 2011. Each of the individual schemes has been programmed based on the duration of the works, traffic management considerations and the location of the proposed works.

6.7 In order to minimise disruption to the travelling public, careful consideration has also been given to co-ordinate these works, with identified utility works undertaken by the gas, water, telecommunications and electricity companies proposed during this period.
6.8 Our regular annual condition surveys will take place in October 2010, which will enable the progress made over the last year to be reviewed, and any adjustments made to the programme before the start next April.

<table>
<thead>
<tr>
<th>Road</th>
<th>Town / Parish</th>
<th>Road Number</th>
<th>2011/12 Quarter work to be carried out</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crouch Lane</td>
<td>Ninfield</td>
<td>C1</td>
<td>1</td>
</tr>
<tr>
<td>Fishmarket Road</td>
<td>Rye</td>
<td>A2</td>
<td>1</td>
</tr>
<tr>
<td>Harbour Road</td>
<td>Rye</td>
<td>C98</td>
<td>1</td>
</tr>
<tr>
<td>Staplecross Road</td>
<td>Bodiam</td>
<td>C19/087</td>
<td>1</td>
</tr>
<tr>
<td>Bodiam Road</td>
<td>Bodiam</td>
<td>C19/062</td>
<td>1</td>
</tr>
<tr>
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6.8 Future programmes of planned maintenance for 2012/13 onwards will be developed once levels of available funding are known.

**Future Bridge and Structure Works Programme**

6.9 The County Council looks after 473 bridges, two tunnels and various other retaining walls, culverts, drains, footbridges and subways, which all constitute structures needing to be maintained and kept in safe condition in order for the road network to be fully functioning.

6.10 The list below outlines the identified works to our bridges and structures, from which we will determine which schemes are undertaken in 2011/12, and in future financial years of the LTP3 period, once funding levels have been determined.

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<td>Beckley</td>
<td>A268</td>
<td>Widen narrow bridge</td>
</tr>
<tr>
<td>Crowhurst Village</td>
<td>Crowhurst</td>
<td>C93</td>
<td>Culvert upgrade</td>
</tr>
<tr>
<td>Tanbridge Road</td>
<td>Eastbourne</td>
<td>U2200C</td>
<td>Parapet upgrade</td>
</tr>
<tr>
<td>Cross Levels Way Railway</td>
<td>Eastbourne</td>
<td>A2280</td>
<td>Sub-structure refurbish &amp; anti-vandalism measures</td>
</tr>
<tr>
<td>Broderick Road footbridge</td>
<td>Eastbourne</td>
<td></td>
<td>Replacement</td>
</tr>
<tr>
<td>Old Roar</td>
<td>Hastings</td>
<td>A2102</td>
<td>Waterproofing</td>
</tr>
<tr>
<td>Filsham Road Railway</td>
<td>Hastings</td>
<td>C238</td>
<td>Waterproof, concrete repairs</td>
</tr>
<tr>
<td>Filsham Road Railway</td>
<td>Hastings</td>
<td>C238</td>
<td>Upgrade parapets (railway)</td>
</tr>
<tr>
<td>Crowhurst Road No 2</td>
<td>Burwash</td>
<td>C212</td>
<td>Waterproofing</td>
</tr>
<tr>
<td>South Terrace</td>
<td>Hastings</td>
<td>U3169</td>
<td>Cleaning and anti-pigeon measures</td>
</tr>
<tr>
<td>Linton Road Viaduct</td>
<td>Hastings</td>
<td>U3165</td>
<td>Upgrade railway parapets</td>
</tr>
</tbody>
</table>
### Programme of Future Bridge and Structures Works

<table>
<thead>
<tr>
<th>Bridge / structure</th>
<th>Location</th>
<th>Road Number</th>
<th>Outstanding Works</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upper Glen Road</td>
<td>Hastings</td>
<td>U3072</td>
<td>Strengthening &amp; lining</td>
</tr>
<tr>
<td>Blackman Avenue</td>
<td>Hastings</td>
<td>U3045</td>
<td>Replace/strengthen cracked pipe sections</td>
</tr>
<tr>
<td>Manor Road</td>
<td>Bexhill</td>
<td>U6572A</td>
<td></td>
</tr>
<tr>
<td>Woodsgate Park Railway bridge</td>
<td>Bexhill</td>
<td>U6745</td>
<td>Waterproof and refurbishment</td>
</tr>
<tr>
<td>Collington Halt footbridge</td>
<td>Bexhill</td>
<td></td>
<td>Replacement</td>
</tr>
<tr>
<td>Clapsons</td>
<td>Brightling</td>
<td>C213</td>
<td>Strengthen</td>
</tr>
<tr>
<td>Battle Road Bridge</td>
<td>Hastings</td>
<td>B2092</td>
<td>Waterproofing &amp; joints</td>
</tr>
<tr>
<td>Mill House</td>
<td>Coleman's Hatch</td>
<td>C473</td>
<td>Widening</td>
</tr>
<tr>
<td>Glynde</td>
<td>Glynde</td>
<td>C113</td>
<td>Catchpits</td>
</tr>
<tr>
<td>Poppinghole Farm</td>
<td>Robertsbridge</td>
<td>C291</td>
<td>Strengthening &amp; lining</td>
</tr>
<tr>
<td>Rocks Lane</td>
<td>Three Oaks</td>
<td>C638</td>
<td>Headwall rebuild, silt removal</td>
</tr>
<tr>
<td>Royal Parade Subway</td>
<td>Eastbourne</td>
<td>U2180</td>
<td>Waterproofing, safety fence upgrade</td>
</tr>
<tr>
<td>Jacobs Ladder</td>
<td>Hooe</td>
<td>U7108</td>
<td>Refurbishment</td>
</tr>
<tr>
<td>Freshfield Bank</td>
<td>Forest Row</td>
<td>U7464</td>
<td>Waterproofing</td>
</tr>
<tr>
<td>St Pancras</td>
<td>Lewes</td>
<td>U5119</td>
<td>Waterproofing</td>
</tr>
<tr>
<td>Eastwell Place footbridge</td>
<td>Hailsham</td>
<td></td>
<td>Refurbishment</td>
</tr>
<tr>
<td>Ham</td>
<td>Groombridge</td>
<td>B2110</td>
<td>Waterproofing</td>
</tr>
<tr>
<td>Bodiam</td>
<td>Bodiam</td>
<td>C19</td>
<td>Refurbishment of historic structure</td>
</tr>
<tr>
<td>Exceat Bridge</td>
<td>Seaford</td>
<td>A259</td>
<td>Repainting</td>
</tr>
<tr>
<td>Catts Corner</td>
<td>Rotherfield</td>
<td>B2100</td>
<td>Spandrel stabilisation, refurbishment, install safety fences</td>
</tr>
<tr>
<td>Whillets</td>
<td>Chelwood Gate</td>
<td>C469</td>
<td>Strengthen verges</td>
</tr>
<tr>
<td>Bridge / structure</td>
<td>Location</td>
<td>Road Number</td>
<td>Outstanding Works</td>
</tr>
<tr>
<td>--------------------------</td>
<td>-------------</td>
<td>-------------</td>
<td>---------------------------------------------------</td>
</tr>
<tr>
<td>Sheepstreet No 1</td>
<td>Etchingham</td>
<td>C213</td>
<td>Upgrade parapets, stabilise spandrels</td>
</tr>
<tr>
<td>Bexhill Station footbridge</td>
<td>Bexhill</td>
<td></td>
<td>Refurbishment of approaches and bearing metalwork</td>
</tr>
<tr>
<td>Lea Bridge</td>
<td>Hellingly</td>
<td>A267</td>
<td>Waterproof extensions</td>
</tr>
<tr>
<td>South Road Bridge</td>
<td>Hailsham</td>
<td>A295</td>
<td>Waterproofing</td>
</tr>
<tr>
<td>Riversleigh</td>
<td>Polegate</td>
<td></td>
<td>Defects to structure beneath footway</td>
</tr>
<tr>
<td>Rickney</td>
<td>Rickney</td>
<td>U7711</td>
<td>Refurbishment</td>
</tr>
<tr>
<td>Little Rickney</td>
<td>Rickney</td>
<td>U7710</td>
<td>W/proofing, refurbishment</td>
</tr>
<tr>
<td>New Bridge</td>
<td>Hailsham</td>
<td>U7075</td>
<td>Refurbishment</td>
</tr>
<tr>
<td>Lower Puckery Gates</td>
<td>Hailsham</td>
<td>U7075</td>
<td>Refurbishment</td>
</tr>
<tr>
<td>Fence</td>
<td>Pevensey</td>
<td>A259</td>
<td>Waterproofing, refurbishment</td>
</tr>
<tr>
<td>Lottbridge Drove Extension</td>
<td>Eastbourne</td>
<td>U2181</td>
<td>Waterproofing, refurbishment</td>
</tr>
<tr>
<td>Seaside</td>
<td>Eastbourne</td>
<td>A259</td>
<td>Refurbishment</td>
</tr>
<tr>
<td>Mountney</td>
<td>Eastbourne</td>
<td>B2191</td>
<td>Waterproofing, refurbishment</td>
</tr>
<tr>
<td>Military Canal</td>
<td>Winchelsea</td>
<td>C92</td>
<td>Refurbishment</td>
</tr>
</tbody>
</table>
Future Rights of Way Improvement schemes

6.11 We carry out an annual survey of all path sections classified as primary routes. 2011/12 will be the second year of this Rights of Way survey programme (based on the original baseline survey of 2008/09). Primary routes are:

- long distance paths promoted by ESCC (plus the South Downs Way),
- all ‘Paths to Prosperity’ circular walks promoted by ESCC, and
- busy urban unadopted paths which are rights of way.

6.12 The total mileage of these primary routes is approximately 300 miles (the actual figure will be confirmed at the end of this year’s survey).

6.13 We are also planning to survey a third of all other Rights of Way, by parish, based on a random parish order. Below is the draft programme for this element of the survey, which may still be subject to minor changes. By carrying out the rolling survey in this method, all path sections will be surveyed once every three years.

<table>
<thead>
<tr>
<th>Rolling Rights of Way Survey - Parish Order (provisional list Sept 2010)</th>
</tr>
</thead>
<tbody>
<tr>
<td>All paths across the county classified as primary routes will be surveyed annually. All other paths within each parish will be surveyed according to the year detailed below.</td>
</tr>
<tr>
<td>Year 1</td>
</tr>
<tr>
<td>Barcombe</td>
</tr>
<tr>
<td>Dallington</td>
</tr>
<tr>
<td>Hartfield</td>
</tr>
<tr>
<td>Mountfield</td>
</tr>
<tr>
<td>Warbleton</td>
</tr>
<tr>
<td>Heathfield and Waldron</td>
</tr>
<tr>
<td>Streat</td>
</tr>
<tr>
<td>Uckfield</td>
</tr>
<tr>
<td>Lewes</td>
</tr>
<tr>
<td>Newick</td>
</tr>
<tr>
<td>Fairlight</td>
</tr>
<tr>
<td>Little Horsted</td>
</tr>
</tbody>
</table>
### Rolling Rights of Way Survey - Parish Order (provisional list Sept 2010)

All paths across the county classified as primary routes will be surveyed annually. All other paths within each parish will be surveyed according to the year detailed below.

<table>
<thead>
<tr>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Icklesham</td>
<td>Salehurst and Robertsbridge</td>
<td>Sedlescombe</td>
</tr>
<tr>
<td>Chailey</td>
<td>Westham</td>
<td>Crowborough</td>
</tr>
<tr>
<td>Mayfield and Five Ashes</td>
<td>Rodmell</td>
<td>East Hoathly with Halland</td>
</tr>
<tr>
<td>Wartling</td>
<td>Ditchling</td>
<td>Guestling</td>
</tr>
<tr>
<td>Hailsham</td>
<td>Beddingham</td>
<td>Rye Foreign</td>
</tr>
<tr>
<td>Alfriston</td>
<td>Peacehaven</td>
<td>Ewhurst</td>
</tr>
<tr>
<td>Polegate</td>
<td>Penhurst</td>
<td>Udimore</td>
</tr>
<tr>
<td>Ringmer</td>
<td>Westfield</td>
<td>Crowhurst</td>
</tr>
<tr>
<td>Falmer</td>
<td>Kingston Near Lewes</td>
<td>Brightling</td>
</tr>
<tr>
<td>Willingdon and Jevington</td>
<td>Pevensey</td>
<td>Piddinghoe</td>
</tr>
<tr>
<td>St. Ann (Without)</td>
<td>East Dean and Friston</td>
<td>Horam</td>
</tr>
<tr>
<td>Cuckmere Valley</td>
<td>Hurst Green</td>
<td>Eastbourne</td>
</tr>
<tr>
<td>Beckley</td>
<td>Glynde</td>
<td>Laughton</td>
</tr>
<tr>
<td>Peasmarsh</td>
<td>St. John (Without)</td>
<td>Rye</td>
</tr>
<tr>
<td>Camber</td>
<td>Ticehurst</td>
<td>Rotherfield</td>
</tr>
<tr>
<td>Buxted</td>
<td>Framfield</td>
<td>Long Man</td>
</tr>
<tr>
<td>Berwick</td>
<td>Isfield</td>
<td>Hadlow Down</td>
</tr>
<tr>
<td>Wadhurst</td>
<td>Ashburnham</td>
<td>Newhaven</td>
</tr>
<tr>
<td>Northiam</td>
<td>Westmeston</td>
<td>Whatlington</td>
</tr>
<tr>
<td>Alciston</td>
<td>South Heighton</td>
<td></td>
</tr>
<tr>
<td>Arlington</td>
<td>Hellingly</td>
<td></td>
</tr>
<tr>
<td>Chalvington with Ripe</td>
<td>Hastings</td>
<td>Maresfield</td>
</tr>
<tr>
<td>Herstmonceux</td>
<td>Catsfield</td>
<td></td>
</tr>
<tr>
<td>Seaford</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wivelsfield</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plumpton</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Firle</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frant</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brede</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Iford</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
6.14 The data collected from these condition surveys will help inform the development of prioritised programmes of management and maintenance work to the network, for both rights of way surfacing and bridges, which will be implemented during the life of LTP3.

6.15 Targets, which will inform the programme of management and maintenance works for rights of way and bridges, are already in place for 2011/12 to:

- clear 80km of vegetation on Rights of Way,
- replace 200 signposts,
- replace 40 stiles and gates with gaps,
- replace 20 step stiles with squeeze stiles, and
- replace 24 ditch bridges (less than 3m wide).

**Future Integrated Transport and Road Safety transport schemes**

6.16 Due to the likely fluctuations in the level of funding available over the duration of LTP3, a preferred strategy that is flexible will be essential. Therefore, the County Council will adapt and ensure that the preferred strategy can respond to changing levels of funding.

6.17 Given emerging Government policy and local priorities we will particularly prioritise investment on infrastructure schemes in the spatial priority areas, and in accordance with our preferred strategy for LTP3 set out in Section 5; which have the greatest impact on supporting economic regeneration and growth and on reducing carbon emissions. As funding allows, we will also invest in transport infrastructure and measures to promote and encourage behavioural change, which improves people’s safety, accessibility, health and quality of life.

6.18 Alongside this, as highlighted in paragraphs 6.6 – 6.8 above, we will continue to invest in the management and maintenance of our roads and bridges.

6.19 In accordance with the preferred strategy, and in the context of uncertain levels of funding, it is likely that investment will be channelled to the following broad types of scheme in approximate proportions which reflect the relative level of activity set out for Option 3 in Table 7 (paragraph 5.144 refers)

- Bus Infrastructure/Interchange
- Walking
6.20 However final decisions will depend on the levels of funding available both from the public sector and from development contributions, and the assessment from the small scheme prioritisation framework outlined in paragraphs 6.21 to 6.28.

**Draft East Sussex Small Transport Scheme Prioritisation Framework for LTP3**

6.21 Our transport scheme prioritisation framework ensures that schemes identified for delivery reflect those factors that are most important to East Sussex.

**The Balanced Scorecard Approach – LTP2**

6.22 As part of LTP2, schemes for inclusion in the Integrated Capital Programme were prioritised according to the County Council’s ‘Balance Scorecard Approach’. This approach assessed schemes according to their contribution to LTP2 objectives, Council policy steers, and ‘value for money’. The outcomes of the assessment were reported to a Panel of Councillors prior to the recommended list of schemes for development and implementation being reported to the Lead Member for Transport and Environment for consideration.

6.23 Although this framework was commended by the Audit Commission, and is recognised as good practice in the DfT’s ‘Advice on the Prioritisation of Smaller Transport Schemes’, it is appropriate to review the process for LTP3. It is especially important to take account of the long term financial challenges facing East Sussex, and to ensure that we prioritise and implement transport schemes which offer good ‘value for money’, and contribute highly towards achieving LTP3 objectives.
The new prioritisation framework for LTP3

6.24 The new prioritisation framework has been developed to ensure that it is more robust and is much more evidence-led in its approach. Schemes will be assessed through a two stage approach:

1. **Pre–Appraisal** – this provides a high level sift of schemes to test policy compatibility and identify any initial risks to the deliverability of the scheme, and
2. **Detailed Appraisal** – this involves reviewing the pre-appraisal information and providing more detailed evidence to support the scheme.

6.25 At both stages, schemes will be assessed against the following factors:

1. **Policy compatibility**
   - Contribution to LTP3 objectives
     The LTP3 transport specific objectives are assigned into four distinct areas - economy, safety, environment and social – and weighted according to the council priorities, with a higher weighting to those that support economic growth and reduce CO₂ emissions. Each scheme is scored on the basis of whether it has a high, medium or low impact, no impact or a neutral impact.

     To supplement the scoring of the objectives outlined above, quantitative and qualitative evidence is required to demonstrate the expected contribution that the scheme can provide in supporting the objectives. In addition, consideration is given to any issues or opportunities relating to the deliverability of the scheme.

     The result of this assessment is a cumulative scheme benefit score in terms of its overall contribution to the achievement of the LTP3 transport specific objectives, which is used as part of the financial appraisal to calculate the ‘value for money’ of a scheme.

   - Priority areas for planning and development
     Schemes which are in the LTP3 spatial priority areas for planning and providing infrastructure – Hastings/Bexhill; Eastbourne/South Wealden, Newhaven and Uckfield – are weighted and prioritised over schemes coming forward from the rest of the county.
Financial Appraisal

- **Value for Money**
  The costs of schemes will be banded between less than £5,000 to over £750,000, and provided with a value of 1 for the lowest scheme cost band, to 6 for the highest scheme cost band. The value for money of a scheme will then be calculated by:

  \[
  \frac{\text{Scheme Benefit score}}{\text{Scheme cost band score}} = \text{Value for Money}
  \]

  This calculation provides an appropriate process for comparing the cost of each scheme to the expected benefit.

- **Annualised maintenance costs**
  The annualised long term maintenance costs of a scheme will be calculated by:

  \[
  \frac{\text{Overall scheme cost over its life}}{\text{Average life expectancy of the measures}} = \text{Annualised long term maintenance cost}
  \]

- **The scale of impact of a scheme**
  The scale of impact that the scheme could potentially have on the number of users will be calculated by:

  \[
  \frac{\text{Scheme benefit score \times the number of users}}{\text{Estimated scheme cost}} = \text{Scheme Impact}
  \]

- **Risk Assessment**
  Potential risks and the impact that these could pose will be identified at an early stage, and appropriate mitigation measures suggested.

- **Equalities**
  Equalities will consider the groups that could potentially be affected by the scheme, both positively and negatively, and the measures that need to be considered to mitigate any negative impacts. Compliance with legislation will also be noted and action taken as required.
6.26 The outcome of this assessment approach will be an approved list of schemes ranked according to:

- the degree to which they will impact on LTP3 objectives and the council priorities,
- their ‘value for money’, and
- feasibility for delivery.

6.27 This will be considered and reviewed along with the supporting evidence at key gateway stages of the scheme development. (Further details of the scheme approval process can be seen in Figure 12).

6.28 This framework is currently being tested and refined, and therefore may be subject to change, prior to being used to prioritise schemes for inclusion in the Integrated Transport/Road Safety programme from 2011/12 onwards.
Figure 12 – Draft Scheme Approval Process

1. **Request**
   - Pre-Appraisal Check

2. **Gateway 1**
   - Scheme Identification
     - Corridor Studies
     - Petitions
     - LTP3
     - LDF
   - Pre-Appraisal
   - Business Case Development
   - Detailed Appraisal
   - Member Panel or Transport Board
     Discuss and approve a prioritised list of schemes for entry into the works programme.

3. **Gateway 2**
   - Preliminary Design

4. **Gateway 3**
   - Public Consultation

5. **Gateway 4**
   - Lead Member Approval
     Report on results of consultation and obtain approval for detailed design and construction.
   - Detailed Design

6. **Gateway 5**
   - Lead Member Approval
     Schemes to be included in the Capital Programme
   - Scheme Implementation
7. Indicators and Targets

Summary

This chapter summarises those indicators and targets which we are likely to continue to monitor in order to determine how well we are progressing in achieving the LTP3 vision and objectives.

7.1 Once the responses to the draft LTP3 and the preferred strategy have been analysed, we will finalise the document and refine the local indicators and targets by which we will be able to monitor our progress in achieving the LTP3 vision and objectives.

7.2 The list below outlines the current National Indicators which relate to transport and which we currently intend to continue to monitor:

List of national indicators related to transport

- NI 47 Reduce the number of deaths and serious injuries due to road crashes
- NI 48 Reduce the number of children killed and seriously injured due to road accidents
- NI 167 Congestion - Reduce the average journey time per mile during the morning peak on all major ‘A’ roads in the county.
- NI 168 Principal roads where structural maintenance should be considered
- NI 169 Non-principal classified road network where maintenance should be considered
- NI 175 Increase the proportion of the total population within 30 minutes access by public transport (bus) for an arrival at a key centre between 07:00 – 10:00 and for the return journey from that centre between 16.00 – 19:00
- NI 176 Increase the percentage of working age people (16 to 74) with access to employment by public transport
- NI 177 Increase the number of passengers using the bus network
- NI 178 Increase the percentage of bus services running on time
- NI 186 Per capita CO2 emissions in the LA area (transport is one of three areas where reductions should be achieved)
- NI 198 Reduce the number of journeys to school taken by car
7.3 Those indirectly related but to which transport improvements can contribute:

NI 55  Obesity of children in reception
NI 56  Obesity of children in year 6
NI 185 CO2 emissions from LA operations
NI 188 Planning to adapt to climate change
NI 194 Air Quality % reduction in NOx and PM10 through LA estate and operations