



Local Transport Plan 2011-2026

Background Paper A

Wider Context



Background Paper A

LTP3 Wider Context

- 1 It is recognised that transport is a means to an end, and not an end in itself. Accordingly, transport contributes towards a wider range of agendas – Economy, Environment, Climate Change, Education, Employment, Equality of Opportunity, Social Inclusion, and Health.
- 2 The development of LTP3, as set out in Chapter 2 of the East Sussex 3rd Local Transport Plan, has been influenced by a range of wider policy documents and initiatives at a local, national and European level. These are summarised below.

Local

East Sussex Sustainable Community Strategy, Pride of Place

- 3 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’¹, 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 A1 - East Sussex Sustainable Community Strategy ‘Pride of Place’ Themes and Population Groups

Support older people and carers to have a healthy, active and independent live	PRIDE OF PLACE THEMES	Improving the lives of children and young people.
	Transport and access	
	Developing our economy, creating jobs and increasing prosperity	
	Providing high quality education, learning and skills opportunities	
	Protecting our natural and built environments and adapting and responding to climate change	
	Improving health and well-being	
	Ensuring people and communities are safe and secure	
	Creating strong communities and community leadership	
	Enabling people to enjoy culture, sports and leisure	

- 3 Pride of Place has three cross-cutting priorities that should be integrated into everything partners do:

¹ Pride of Place, East Sussex Sustainable Community Strategy – available at www.essp.org.uk/essp/strategy.htm

- 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.

5 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.

East Sussex County Council Priorities

6 Our Council Plan² sets out the County Council’s promise to the residents of East Sussex.

“We will, in partnership, make the best use of resources to:

- *help make East Sussex prosperous and safe,*
- *support the most vulnerable people,*
- *improve and develop roads and infrastructure,*
- *encourage personal and community responsibility,*
- *deliver the lowest possible council tax,*
- *be a voice for East Sussex, listening and answering to local people.”*

7 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 ensures that our priorities and budgets are aligned. The Council Plan recognises the relationship between it’s own role and the Community Strategy’s objectives in delivering against the joint priorities for the East Sussex area.

8 As a basis for business planning for 2011/12, the County Council has approved the following policy steers related to transport:

- Improve transport access to services,
- Make our roads safer,
- Improve the condition of our road and rights of way network,
- Reduce the risk and impact of local flooding in East Sussex,
- Achieve a fair balance between economic growth and the protection of our urban, rural and coastal environment, and
- Plan and prioritise the infrastructure needed to support the county's prosperity.

9 These correspond to an emphasis on the four priority services areas of:

² Available online at www.eastsussex.gov.uk/yourcouncil/about/keydocuments/councilplan/

- Road maintenance,
- Road safety,
- Passenger / community transport, and
- Planning and provision of infrastructure.

10 Within the provision of infrastructure, the focus is centred on four geographical areas where development and economic regeneration will take place. These are:

- Bexhill & Hastings,
- Eastbourne & South Wealden
- Newhaven, and
- Uckfield.

Local Enterprise Partnerships

11 Our proposal bid to form a strategic Local Enterprise Partnership (LEP) with Greater Essex and Kent³ has been accepted by the Government and this 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.

12 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. We hope 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 members of the LEP are working together to develop detailed governance arrangements and it is expected that a partnership board will include a majority of members from the private sector, as well as business representative organisations, local authorities, and the further education sector.

13 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 – to 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 further details - www.eastsussex.gov.uk/environment/planning/regeneration/default.htm

- 14 The bid highlights that the principal transport priority for East Sussex is the Bexhill to Hastings Link Road which will support the regeneration of that area and release key employment and housing land.

East Sussex Economic Development Strategy

- 15 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 priority given to improving economic competitiveness and growth in the LTP3 objectives. 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 Greater Essex, Kent, and East Sussex LEP outlined above.
- 16 The County Council is undertaking its Local Economic Assessment⁴ 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 Summer 2011.

East Sussex Environment Strategy

- 17 The East Sussex Environment Strategy⁵ 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’, also reflected in the LTP3 vision and the objective of tackling climate change.

East Sussex Climate Change Strategy

- 18 The East Sussex Climate Change Strategy⁶, 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.
- 19 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

⁴ further details - www.eastsussex.gov.uk/environment/planning/regeneration/assessment/download.htm

⁵ further details - www.eastsussex.gov.uk/yourcouncil/consultation/2010/environmentstrategy/default.htm

⁶ further details - <http://www.eastsussex.gov.uk/environment/climatechange/strategy.htm>

and drainage of our roads to deal with the effects of climate change, such as increasing temperatures or increased surface run off.

Local Development Frameworks

20 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.

21 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.

22 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' preferred spatial strategies on the transport infrastructure in the county, and considered how a range of different interventions could ensure sustainable development whilst mitigating any negative impacts. This has been reflected in the objectives and the preferred approach 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.

23 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:

Wealden	11,000
Eastbourne	4,800
Hastings	4,200
Rother	5,600
Lewes	4,400
TOTAL	30,000

24 Whilst there is no absolute requirement to provide these numbers, they 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. If these figures change, then the elements of the likely packages of transport measures required to mitigate the development will also change.

Local Investment Plan

- 25 The Homes and Communities Agency (HCA) together with local planning authorities and other key partners in the East Sussex Housing Partnership have developed a Local Investment Plan (LIP)⁷ for East Sussex, to help determine key areas for potential housing investment. The LIP describes a shared view regarding future investment priorities for East Sussex, including the need to support and regenerate the economy and provide increased employment opportunities. It will enable the HCA to plan investment more strategically across the area. It will be followed by a Local Investment Agreement (LIA).
- 26 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.
- 27 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 A1 below.

Table A1 – Local Investment Plan Place-based and Cross-cutting Delivery Programmes

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

East Sussex Children and Young People’s Plan

- 28 The East Sussex Children and Young People’s Plan (CYPP)⁸, produced by the multi-agency Children and Young People’s Trust, sets out the key aspirations for children and explains how they will be achieved. It aims to ensure that issues affecting children and young

⁷ Further details - www.eastsussex.gov.uk/yourcouncil/about/committees/meetingpapers/cabinet/2010/5july.htm

⁸ Further details - <http://www.eastsussex.gov.uk/yourcouncil/consultation/2011/cypp/default.htm>

people remain high on the agenda of all services, even if those services are not provided specifically for children.

- 29 The key priorities of the CYPP 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.
- 30 The CYPP accords with the 2003 document 'Every Child Matters', which sets out the government's strategy for ensuring that every child and young person has the opportunity to fulfil their potential.

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

- 31 The 'Time of Our Lives Strategy'⁹ 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 and the East Sussex Seniors' Forum was consulted as part of the initial evidence gathering exercise.
- 32 Key areas to which transport services can contribute to our Older People's Strategy 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.
- 33 This strategy has links with the local implementation of the national 'Putting People First' policy which sets out how social care should be provided in future, giving people more choice and control when they need support services including travel options.

East Sussex County Council Equalities Policy Statement

- 34 The County Council has adopted a policy setting out its top level commitment to promote equity and equality of opportunity for all through its service delivery¹⁰. An Equalities Impact Assessment (EqIA) has been undertaken throughout the development of the LTP3 Strategy to ensure that it does not disadvantage 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 and the full document is attached at Appendix D to LTP3. The EqIA also addresses the impact on socio-economic inequalities in accordance with the provisions of the Equalities Act 2010.

⁹ www.eastsussex.gov.uk/community/over50s/developingservices/default4.htm

¹⁰ www.eastsussex.gov.uk/yourcouncil/about/keydocuments/equalities/statement.htm

- 35 As required by the Disability Discrimination Act (1995 and 2005) we have considered the needs of disabled people and have consulted with disabled groups when developing this plan.

South Downs and High Weald Management Plans

- 36 The South Downs Management Plan¹¹ 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 Plan¹² is to set out a 20 year vision for the area, which aims to improve understanding of the AONB, and 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 supports a vibrant rural population and working landscape.

Gatwick Airport Surface Access Strategy (2009)

- 37 The Gatwick Airport Surface Access Plan, published in 2009¹³, 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.

Reducing Health Inequalities in East Sussex, Director of Public Health Annual Report 2010/11

- 38 This report¹⁴ explores the health inequalities which exist in East Sussex and their causes. At county level, circulatory diseases, cancer and respiratory diseases are the top three contributors, but at the district and borough level, there is some variation. Profiles are included for each area of the county based on evidence from the Joint Strategic Needs Assessment and there is a focus on the work necessary to increase life expectancy in the wards with the lowest life expectancies.
- 39 Two of the priority areas for action are tackling obesity and mental health and one of its key recommendations is to promote healthy lifestyles, something to which active travel and the aims of the Local Transport Plan can contribute.

National

- 40 National transport policy has been significantly informed by the recommendations in the Eddington report¹⁵, published in 2007, in terms of the importance of transport to the

¹¹ further details - www.southdownsonline.org/protecting/rte.asp?id=103

¹² further details - www.highweald.org/home/policy/aonb-management-plan.html

¹³ www.gatwickairport.com/Documents/business_and_community/Misc/Draft_surface_access_plan_pdf.pdf

¹⁴ www.esdw.nhs.uk/about-us/strategic-documents/director-of-public-health-annual-reports/

¹⁵ <http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/transportstrategy/eddingtonstudy/>

country's economic growth and productivity, and the 2006 Stern Review¹⁶ 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.

Transport White Paper 2011 – Creating Growth, Cutting Carbon

- 41 The Transport White Paper¹⁷ sets out the Coalition Government's sustainable local transport policy to help deliver the two key government objectives of creating growth in the economy and tackling climate change by cutting carbon emissions. The vision is of "a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities."
42. It emphasises the need to make walking, cycling and public transport more attractive options for short, local journeys, by offering people choices that will deliver a shift in behaviour whilst supporting further development of electric and other ultra low emission vehicles for those journeys for which the private car is the only viable alternative.
- 43 It identifies the need for greater partnership working between local authorities and the voluntary, community and social enterprise sector to stimulate behaviour change, especially to develop packages of transport solutions or measures that complement one another and address local needs.
- 44 The White Paper also sets out the national transport goals which had previously been outlined in the previous government's 'Delivering a Sustainable Transport System' (DaSTS)¹⁸, document published in 2008. These goals are listed below.
- Support national economic competitiveness and growth by delivering reliable and efficient transport networks.
 - Reduce transport's emissions of CO₂ 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.
- 45 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.

¹⁶ http://webarchive.nationalarchives.gov.uk/+http://www.hm-treasury.gov.uk/sternreview_index.htm

¹⁷ <http://www.dft.gov.uk/pgr/regional/sustainabletransport/pdf/whitepaper.pdf>

¹⁸ Delivering a Sustainable Transport System, Department for Transport, 2008

Local Transport Act (2008)

46 The Act¹⁹ 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 obligations 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.

47 This has been undertaken 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)

48 This Act²⁰ 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.

A Safer Way – Consultation Document DfT (2009)

49 The consultation document, A Safer Way²¹, 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.

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

¹⁹ <http://www.legislation.gov.uk/ukpga/2008/26/contents>

²⁰ <http://www.legislation.gov.uk/ukpga/2004/18/contents>

²¹ <http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/roadsafety/roadsafetyconsultation/>

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.

51 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.

52 The Department for Transport will be publishing a new strategic framework for road safety in spring 2011.

Every Child Matters (2003)

53 Every Child Matters²² 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)

54 Putting People First (PPF)²³ 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.

²² <http://www.education.gov.uk/consultations/downloadableDocs/EveryChildMatters.pdf>

²³ http://www.dh.gov.uk/prod_consum_dh/groups/dh_digitalassets/@dh/@en/documents/digitalasset/dh_081119.pdf

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

Disability Discrimination Act (1995 and 2005)

56 These Acts^{24 25} expand 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)

57 This Act²⁶ obliges us to address the effects of inequalities that arise from social or economic disadvantage, as well as from gender, race, disability (superseding the Disability Discrimination Acts), 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.

Localism Bill (2011)

58 The Localism Bill²⁷ aims to shift power from central government back into the hands of individuals, communities and councils. An essential guide to the bill has also been produced setting out the thinking that underpins the bill. Key points of the Localism Bill include:

- a new power for local people to approve or veto excessive council tax rises through a local referendum, but with the intention that the majority of local councils will fall below the level set by the secretary of state,
- a right for local councils – as well as voluntary and community groups, social enterprises and local authority employees delivering a service – to challenge a local authority, by expressing an interest in running any service for which they are responsible,
- the chance for communities to develop a bid and raise the capital to buy a local community asset when it comes on the open market,
- measures to give people, councillors and councils the power to instigate a local referendum on any local issue,
- a new general power of competence to provide local authorities – including certain local councils – to enable them to do anything apart from that which is specifically prohibited,
- freeing up councillors to be able to campaign, to express views on issues and to vote on those matters, without fear of being unjustly accused of having a closed mind on a particular issue,

²⁴ DDA 1995 - <http://www.legislation.gov.uk/ukpga/1995/50/contents>

²⁵ DDA 2005 - <http://www.legislation.gov.uk/ukpga/2005/13/contents>

²⁶ <http://www.legislation.gov.uk/ukpga/2010/15/contents>

²⁷ <http://services.parliament.uk/bills/2010-11/localism.html>

- the abolition of the Standards Board regime and a new duty on local authorities to promote and maintain high standards of conduct, including provision for the adoption of a voluntary code of conduct,
- changes to the Community Infrastructure Levy including provisions requiring some of these funds to be passed to neighbourhoods where the development has taken place,
- a new right for local councils to shape their local areas through neighbourhood plans which will enable communities to permit development – in full or in outline – without the need for planning applications, and
- the power for communities to take forward development in their area without the need to apply for planning permission, subject to meeting certain safeguards and securing 50 per cent support of the community through a referendum.

European

Strategic Environmental Assessment Directive

59 European legislation²⁸ 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 (2009)

60 In 2009 the EU published a policy paper, ‘A Sustainable Future for Transport’²⁹, 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.’

61 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

62 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:

²⁸ European SEA Directive 2001/42/EC

²⁹ http://ec.europa.eu/transport/publications/doc/2009_future_of_transport_en.pdf

- 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.

63 Any TEN-T project would have to be managed by Network Rail.