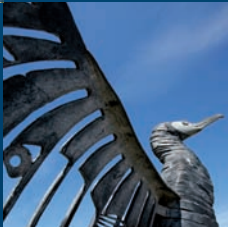
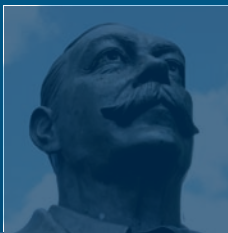


Local Transport Plan 2011-2026

Background Paper B

Local Picture



Background Paper B

Local Picture: Challenges and Implications / Opportunities

1 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 which reflect the high level LTP3 objectives and have been summarised in Chapter 3 of the LTP3 Strategy:

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

Challenges and Implications

Transport Infrastructure

Road Network

2 As shown in Table B1, East Sussex has 3,402 kilometres of road. The lack of a high standard of infrastructure compared to our neighbouring counties as highlighted in Table B2, with no motorway and just 11.9 kilometres of the trunk road network being dual carriageway, is a real challenge to the efficiency and safety of our road network.

Table B1 – Length of County Road network

Class of road	Road length in Km		
	Rural	Urban	Total
Trunk	90.3	7.3	97.6
A	258.4	84.4	342.8
B	236.8	47.6	284.4
C	679.0	115.0	794.0
U/C	927.7	955.6	1883.3
Total	2192.2	1209.9	3402.1

Note: Rural roads are categorised as roads with a speed limit greater than 40mph and make up 64% of the network. Urban roads are roads with a speed limit of 40mph or less and make up the remaining 36% of the overall network.

Table B2 - Length of Motorways and Rural Trunk Roads and Rural A Roads (km)

County	Motorway	Trunk	Total	Dual carriageway	Percentage dualled	A Road	Dual carriageway	Percentage dualled
East Sussex	-	90.3	90.3	11.9	13%	258.4	9.3	4%
West Sussex	12.7	75.2	87.9	82.3	94%	356.8	51.1	14%
Kent	161.7	160.4	322.1	279.9	87%	561.1	90.7	16%
Surrey	101.8	52.2	154	147.3	96%	294.6	58.5	20%

- 3 The weakness of our strategic infrastructure, to carry longer distance traffic, is seen by local business as a major constraint to achieving economic growth and improving our connectivity to the rest of the region¹. This can result in traffic using less appropriate rural roads, and create a greater maintenance burden on those roads leading to higher accident rates and poorer connectivity between areas.
- 4 The County Council will continue to lobby for localised improvements to the strategic road network to address congestion hotspots, and ensure that the network is fit for purpose. The improvements on the A27, including the Southerham / Beddingham flyover and associated works carried out by the Highways Agency in 2008, have reduced journey times by up to 6.5 minutes between Brighton and Polegate, and have improved the safety and quality of the journey².

Condition of roads

- 5 Despite significant investment to improve the condition of our road network, we have been performing poorly in comparison with other counties and locally satisfaction with the condition of the roads and pavements in the county is lower than average³.
- 6 The condition of the majority of our roads is measured each year through a mix of laser surveys that record the number of defects (cracks, ruts, potholes and undulations) and visual inspections to calculate a percentage of our roads that are in need of repair. Until very recently we have invested significantly in improving the condition of our unclassified roads as these represent over half of our road network as shown in Table B1, and are important in a rural county such as ours. The table below shows the relative proportions of road classifications in the county and the percentage in need of repair for the last four years. It highlights that our unclassified roads are in a better condition than the rest,

¹ Annual Business Survey 2008

² Atkins study for Highways Agency

³ NHT Survey 2009 and East Sussex Residents' Survey 2009

although we have seen year-on-year improvement in the Non-Principal (B and C class) road network.

Table B3 – Percentage of road where maintenance should be considered.

Results					Road length	
	2005/6	2006/7	2007/8	2008/9	Km	%
NI168 - Principal (A) roads	14%	13%	14%	13%	343	10%
NI169 - Non-Principal (B/C) roads	33%	24%	15%	13%	1,078	33%
Unclassified roads	11%	13%	12%	9%	1,883	57%

7 Our approach to maintenance of Principal (A class roads) and Non-Principal (B and C class) roads has been largely reactive. This has resulted in deterioration in the condition of these roads to the extent that we are now reported as the worst of all local authorities with regard to the condition of our roads, i.e. with the highest percentage of roads in need of repair. Our position relative to other authorities is shown in the graphs below.

Figure B1 –Percentage of Principal Roads where maintenance should be considered (2008/09)

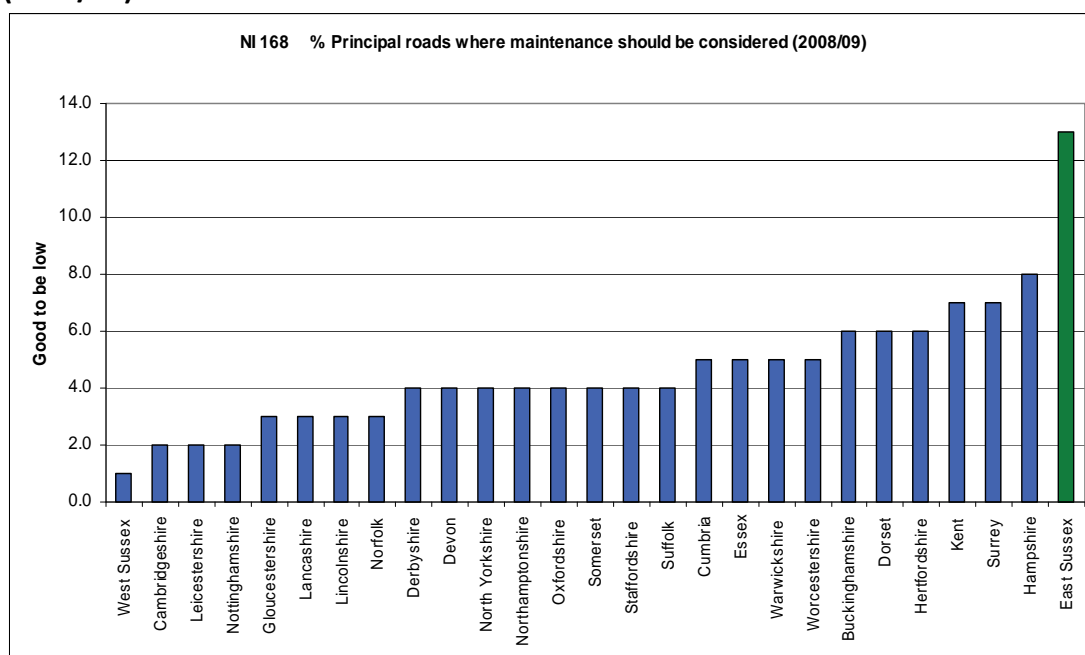
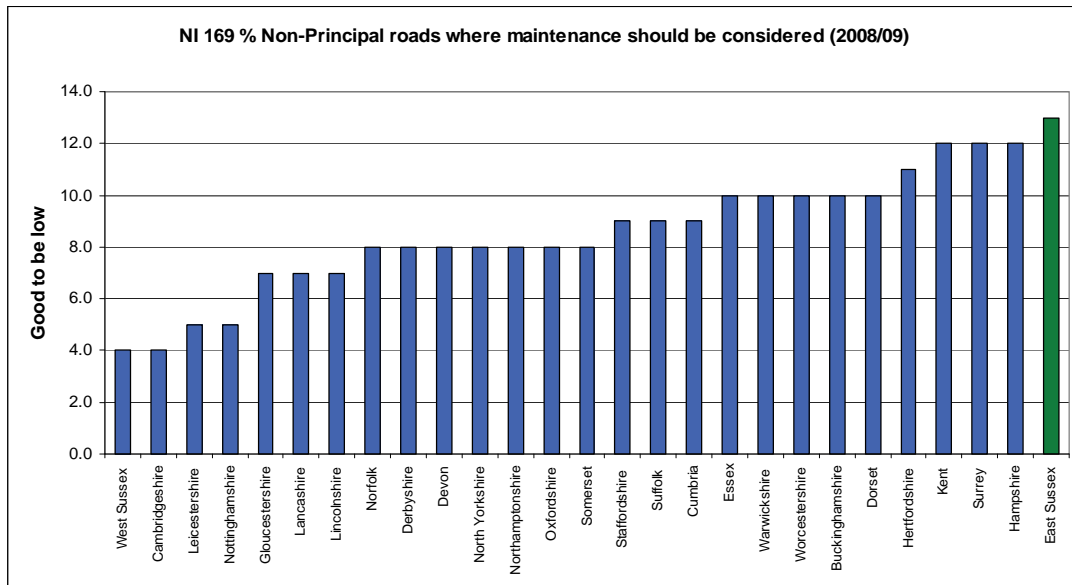


Figure B2 - % Non-Principal Roads where maintenance should be considered (2008/09)



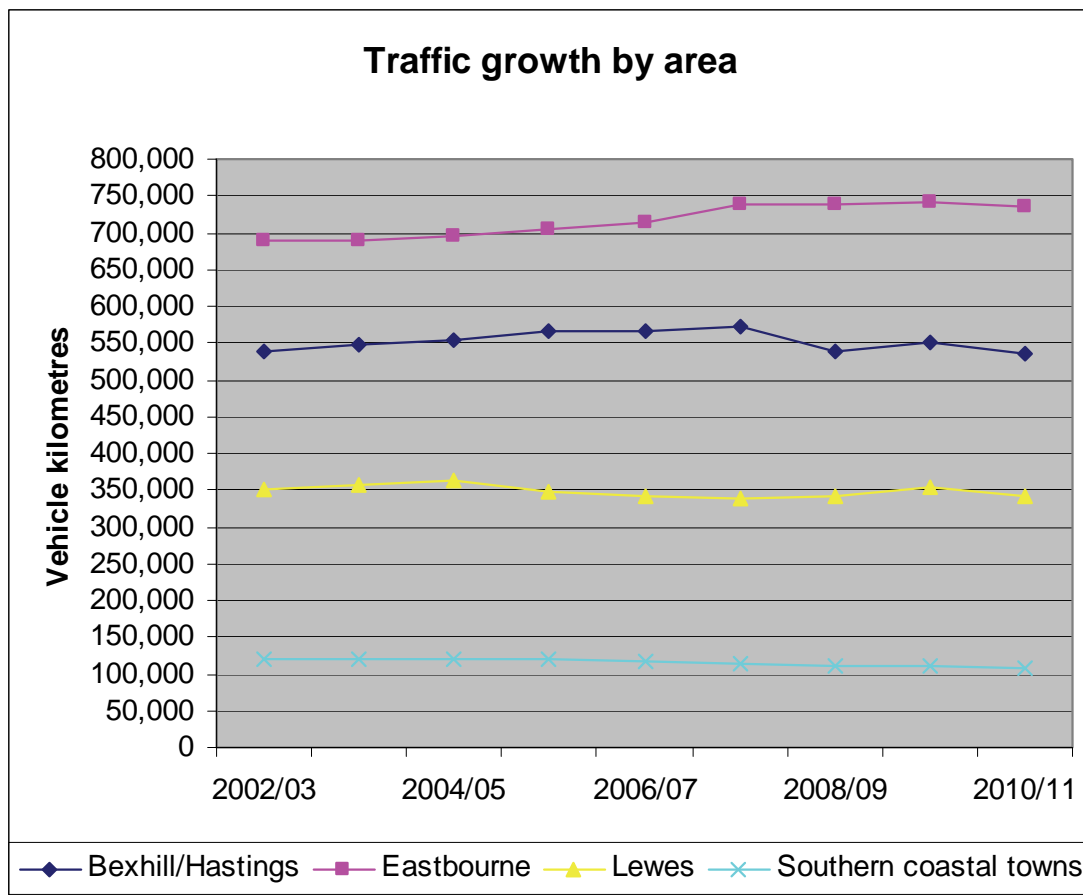
- 8 With maintenance being one of the key elements of our strategy, funding will focus on moving towards a planned maintenance approach, building on the recent investment during 2010/11 and 11/12 in bringing up the condition of our principal roads to above the national average. This will allow the council to be less dependent on the more costly reactive maintenance.

Traffic growth

- 9 The overall level of traffic on the county’s roads⁴ grew by nearly 3% from 2003 to 2009. Traffic levels in Lewes had reduced annually until a slight upturn in 2009. In the Southern coastal towns (Newhaven, Seaford and Peacehaven), traffic levels have continued to fall gradually since 2003, whilst levels in Bexhill and Hastings have grown, albeit at a slower rate. In Eastbourne, a pattern of continual growth in traffic began to level out in 2008, which corresponded with the introduction of civil parking enforcement in the borough and a controlled parking zone (CPZ) in the town centre.

⁴ measured by the number of kilometres travelled by all vehicles

Figure B3 – Annual Traffic growth in East Sussex by area



Bus and Community Transport

- 10 There has been a steady and significant increase in the number of bus trips being taken in the county from 14.93 million trips in 2003/4 to 19.05 million trips in 2009/10. This increase has been augmented by the implementation of the national Concessionary Fares Scheme for older and disabled people, but also reflects the excellent progress made as a result of the Quality Bus Partnership (QBP) in Hastings which has seen a 32% increase in passenger journeys in the town between 2002/03 and 2008/09⁵. We have been working with partners to take forward a QBP in Eastbourne, with an emphasis on improving punctuality and reliability of services, leading to greater satisfaction and increased number of people using buses in the town.

- 11 While 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. As a result there is continued pressure to support socially necessary routes and services. In 2009/10, the County Council was supporting 75% of the bus services in the county outside the coastal strip. This is a particular challenge in trying to deliver our objectives in terms of accessibility to jobs and services and facilities for an increasing percentage of the population.

⁵ Hastings Quality Bus Partnership Action Plan 2008/09

- 12 Our Bus Strategy for the county is outlined in Chapter 4 of the LTP3 Strategy document, and clarifies our objectives for a comprehensive bus network comprising both commercial services and, as funding allows, socially necessary supported services.
- 13 Working with partners such as Action in Rural Sussex (AiRS) and local communities and voluntary groups, we have and will continue to expand the range of community transport services operating in the county by providing start-up grants for a range of community led schemes to support and make them financially self sustaining in the future. A Community Transport Framework has been developed which is summarised in Chapter 4 of the LTP3 strategy.

Rail

- 14 The five years up to 2009/10 saw an increase of over 1 million rail trips beginning in the county⁶. Continuing to make passenger rail a more attractive option by improving the connectivity of the county along and to the coast as well as to destinations, such as London, outside the county, would complement improvements in the strategic road network and bring benefits for regeneration. However, the rail network and standard of train services in the county is severely restricted by shortcomings in the infrastructure, for example, sections of single track, routes which cannot accommodate electric trains and inadequate signalling. This affects both east/west movement along the coastal corridor, and connections to the regionally important centres of Brighton, Ashford and Gatwick, and also between Hastings and London and Uckfield and London.
- 15 Network Rail has recently produced three Route Utilisation Strategies (RUS), the Electrification RUS, Sussex RUS and Kent RUS, which will guide the long term strategy and investment for the rail network in East Sussex⁷. The objective of RUSs is to develop the capacity of the rail network consistent with the funding available. The strategies should balance capacity, passenger and freight demand, operational performance and cost, whilst addressing the requirements of funders and stakeholders. However, none of these strategies address the strategic improvements required to address concerns about the weaknesses in the rail network in and affecting East Sussex.
- 16 A London and South East RUS is currently being developed by Network Rail, which will take a high level strategic view of the rail requirements across the region, reflecting the outcomes of the Sussex and Kent RUS's, but especially considering how to address capacity issues at and on the approaches to the London termini, and on the Brighton mainline. This will be a further opportunity for the County Council, along with other stakeholders to lobby for much needed improvements to the rail network and services which serve East Sussex.

⁶ Station Usage 2004/5 and 2009/10, Office of Rail Regulation

⁷ Kent Route Utilisation Strategy includes the rail network between Hastings and London via Battle and Tunbridge Wells

Rights of Way Network

- 17 There are around 2,000 miles of rights of way in East Sussex, 78% of which is public footpath, 19% bridleway and 3% public byway and restricted byway. It is estimated that over 23 million separate journeys are made on the network in East Sussex, excluding those paths in the South Downs National Park, every year. The vast majority of these are on the urban parts of the network.⁸
- 18 An on line Rights of Way map has been published on the County Council website allowing people to plan walks and rides and check locations of stiles, bridges and gates, a particularly useful tool for those with mobility difficulties.
- 19 From April 2011 the County Council will be taking back responsibility for the upkeep of the rights of way network in the South Downs National Park and so managing an additional 300 miles of pathway. A Byway Management Policy has been drawn up following consultation with the East Sussex Local Access Forum. This has allowed closure to traffic of several vulnerable byways on a seasonal basis (between October and March).

Gatwick Airport

- 20 In 2009, around 32.4 million passengers used Gatwick Airport, down from around 34.1 million the year before. The number of flights leaving from Gatwick in 2009 was 252,000 which is slightly down on the previous year. The amount of freight handled at Gatwick decreased to 75,000 tonnes in 2009 from 108,000 tonnes in 2008⁹.
- 21 As highlighted in Background Paper A, the Gatwick Surface Access Strategy (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 and the Thameslink service which could reinforce the links between Gatwick and the East Sussex coast, particularly if it includes the services to Eastbourne.

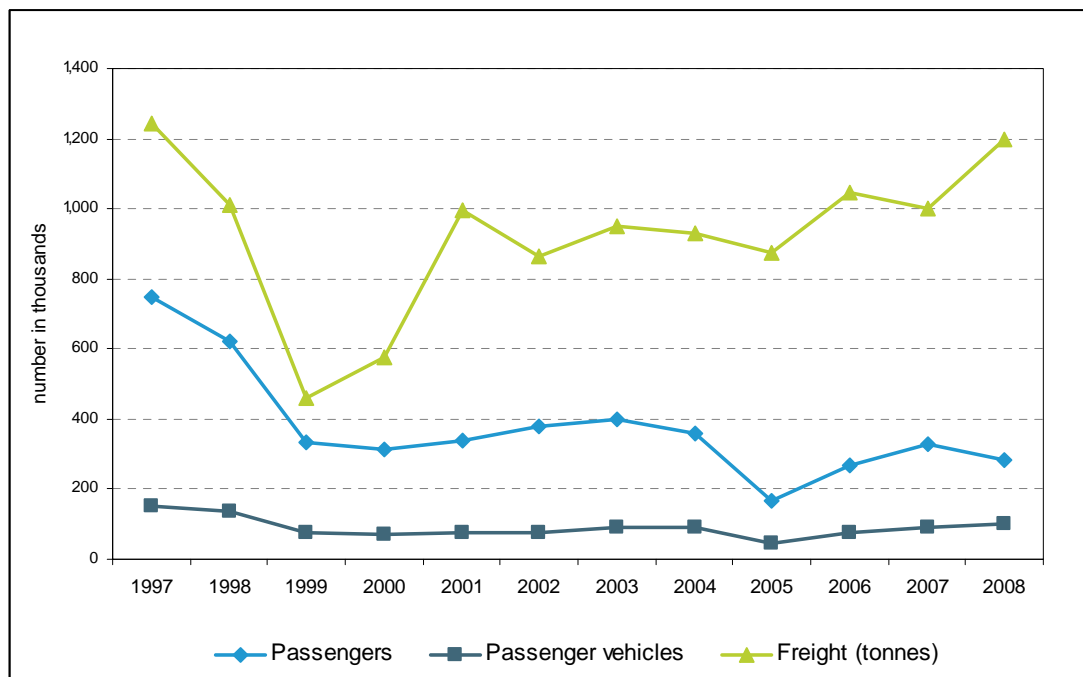
Ports

- 22 Although the number of passengers travelling through Newhaven port declined from 329,000 in 2007 to 284,000 in 2008, the trend shows an increase after a drop in 2005. The number of passenger vehicles increased by 8,000 to 99,000 vehicles in 2008 which is the highest level since 1998. Freight handled also showed an overall increase since 1999 to 1,195,000 tonnes in 2008.

⁸ East Sussex Rights of Way Improvement Plan 2007 - 2017

⁹ East Sussex in Figures (ESiF) website

Figure B4 – Newhaven port activity, 1997 to 2008



- 23 The County Council will continue to promote the use of Newhaven port for freight and passengers and to support, where appropriate, initiatives aimed at onward shipment of freight from the port by rail.
- 24 A masterplan is being developed for the port which is considering options for expansion of port related activities and these improvements, along with a larger number of potential development sites within and close to the port, will help facilitate the economic regeneration in the town. Continued close partnership working with Lewes District Council and the owners of the port of Newhaven will therefore be essential.
- 25 The Sussex RUS (2009) identifies Newhaven as a key multimodal interchange facility. The County Council is in discussion with Network Rail and Southern on plans to improve the opportunities for interchange between different modes of transport at the station (subject to available funding opportunities). The reintroduction of sidings to enable the movement of bottom ash by rail from the Energy Recovery Facility will be completed in 2012, which could in turn open up further opportunities for the transference of freight by rail to/from Newhaven.

Funding

- 26 Following the outcomes of the Comprehensive Spending Review, the Department for Transport has reduced the number of funding streams from 26 to 4 – Integrated Transport, Maintenance, Major Schemes and the Local Sustainable Transport Fund. These may be supplemented by ad hoc allocations such as the extra money announced this year for pothole repairs and community transport development. Overall, the level of funding available for transport will be reduced.
- 27 In December 2010, the council was informed of its grant allocations for Integrated Transport and Maintenance for 2011/12 and 2012/13 and the indicative sums for

2013/14 and 2014/15. These funding allocations are not ring fenced and the actual level of investment in transport by the County Council is determined through the Reconciling Policy and Resources process. These levels of investment will inform the development of the Implementation Plan element of the 3rd Local Transport Plan (LTP3).

- 28 A further challenge is that the County Council is still awaiting a decision on the Bexhill to Hastings Link Road (BHLR) from the Secretary of State for Transport and Secretary of State for Communities and Local Government. This follows the Public Inquiry in November 2009 into the Compulsory Purchase Orders of land needed for the road and the associated environmental habitats. The scheme is one of 45 schemes currently into the Development Pool, with an allocation of £650m available until 2014/15 for these schemes. Scheme promoters have been asked for their best and final offer in terms of increasing the level/percentage of their financial contribution relative to the overall cost of the scheme. However, a final decision will not be known on these schemes, including the Link Road, until the end of 2011.

Transport infrastructure – Implications for the LTP3 Strategy

Strategic road network

- 29 The demand for local transport facilities by the existing population is likely to increase over time. This pressure will be intensified by extra trips made by a growing population, which will result from housing and business development coming forward through the LDFs. 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.
- 30 We believe that the strategic road network in East Sussex must be 'fit for purpose' in that it has the necessary capacity to reduce the amount of traffic using other, less suitable county roads. Improvements to the trunk road network – 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, and are seen as essential 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.
- 31 A number of schemes were identified in the regional transport programme which would help deliver spatial and economic growth, as well as improve the economic competitiveness of the county. These included:
- the Bexhill – Hastings Link Road,
 - A21 Tonbridge – Pembury dualling,
 - A21 Queensway/Baldslow Link,
 - A23 Handcross to Warninglid,

- 32 In addition, A21 Kipping Cross to Lamberhurst and Flimwell to Robertsbridge schemes were identified as potential future schemes for inclusion in the Regional Transport Programme.
- 33 Following the outcome of the Government’s Comprehensive Spending Review, the Department for Transport (DfT) announced that a decision on the Bexhill - Hastings link road would not be made until December 2011, and that only the A23 Handcross to Warninglid improvements would go ahead before 2015.
- 34 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, and the ability of the county’s strategic transport infrastructure to continue to meet future demand.
- 35 Construction of the Bexhill to Hastings Link Road, the main transport priority for East Sussex in the Greater Essex, Kent and East Sussex LEP, 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, coming forward through the LDF process, as well as enabling improvements to be made to public transport links on the existing road connection between the two towns.
- 36 The dualling of the A21 between Tonbridge and Pembury would have a positive impact on the severe congestion and poor accident record on that stretch of the road. It would 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.
- 37 The A23 Handcross to Warninglid scheme which involves 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.
- 38 At a local level, promoting development to fund the construction of the Newhaven Port Access Road will enable expansion of the port and help to facilitate the development of the port’s Eastside, thereby contributing to the regeneration of the town.
- 39 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 improvement scheme will help to address this issue, without prejudicing the reinstatement of the Lewes – Uckfield line.

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

41 In addition, we need to look at reducing the need and demand for 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 by existing sustainable transport. These will be important tools within the LTP3 strategy.

42 As referred to in Background Paper A, modelling work has been undertaken in the Hastings/Bexhill area and in the South Wealden/Eastbourne areas, in order to consider the key challenges facing the transport network from development over the life of the draft LDFs. The purpose of this work is to consider the relative impact and effect of appropriate packages of transport measures required to support the expected housing and business development in those areas over the next 15 years. These packages include a range of different 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. A similar approach will be taken to assess the transport impact of the development expected in north Wealden and Lewes districts, and to identify the respective packages of transport measures required to mitigate the expected impact of development on the transport network. The outcomes of this work have, and will continue to inform our approach, to the delivery of sustainable economic growth in the spatial areas identified in the LTP3 Strategy.

Rail

43 At present, there is little possibility of large scale investment in the rail system in the short and medium term. Network Rail's RUS for Sussex does not recommend any significant improvement to the rail system in the county. However, we will continue to lobby for the following improvements which will help to meet the needs of new housing and employment development in the area:

- improved accessibility and bus/rail interchange facilities as well as cycle parking at stations,
- current and future capacity on the network serving the county and the London termini,
- the electrification of the Uckfield line between Uckfield and Hurst Green,

- improvement of the Hastings to Ashford line through electrification and dual tracking,
- new stations at Wilting Farm, Glyne Gap near Hastings, and in the Stone Cross/Polegate locality,
- reinstatement of the Willingdon Chord (by-passing Eastbourne to provide a faster service between Brighton, Hastings and Ashford and increasing the possibility of more freight movements along this line) though without prejudicing rail passenger services to Eastbourne, and
- reinstatement of the Lewes /Uckfield line.

44 The proposed remodelling of Gatwick Airport station will improve rail capacity and address an existing pinch point on the Brighton mainline. 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 benefit services serving East Sussex via Lewes and Eastbourne.

Funding

45 With the reduction in future funding levels, 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. 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.

46 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 will be a high priority in the delivery of all the measures in the LTP3 strategy.

47 While Government funding will continue to be one of the principal funding sources for transport improvements, albeit not ring fenced, we will also look to other sources of funding to supplement this as necessary. Other potential areas of funding include:

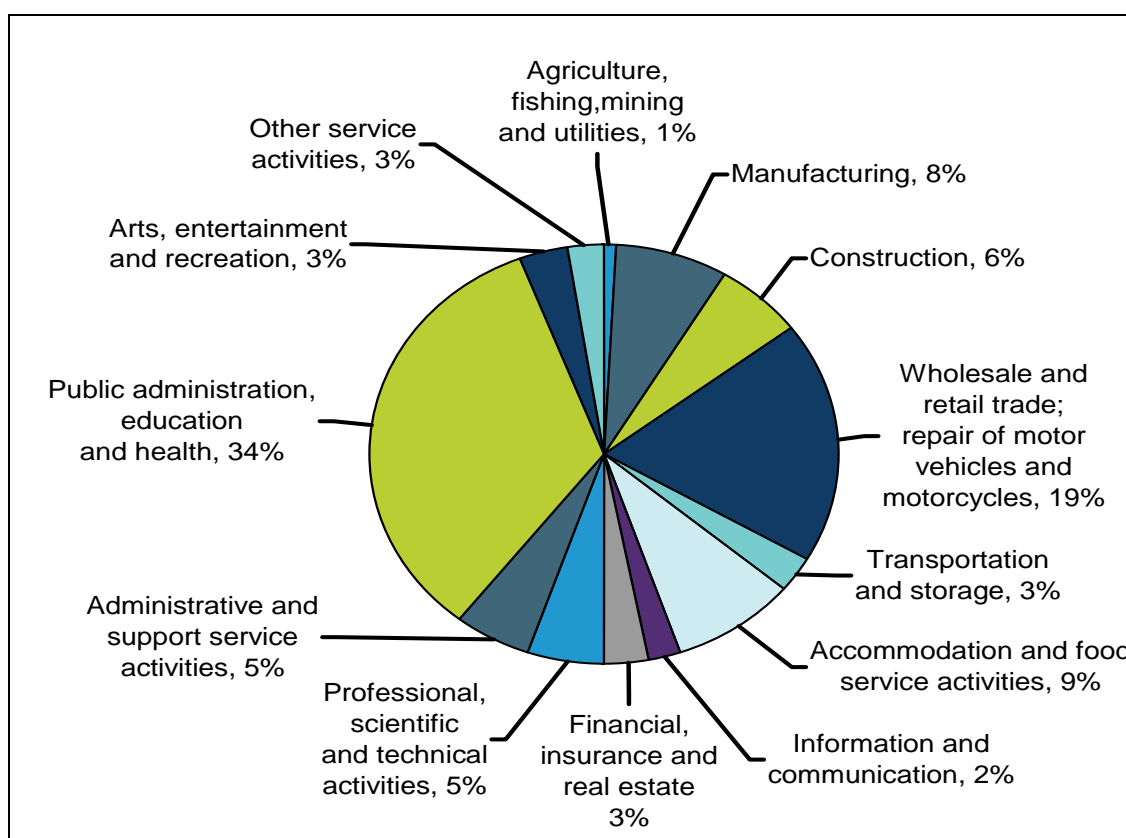
- development contributions and Community Infrastructure Levy which are requested for measures required in relation to mitigating the impact of development,
- Local Sustainable Transport Fund,
- revenue funding

Improving Economic Competitiveness and Growth

Employment

- 48 The East Sussex economy is characterised by service industries, small businesses, low average wages and levels of unemployment above the regional average¹⁰. Hastings continues to have the highest percentage of unemployed adults claiming Job Seekers Allowance of all local authorities in the South East Region, at 5.6% of the working age population, whilst Eastbourne now has the joint third highest claimant rate in the region at 3.4%¹¹.
- 49 27% of employed people work for companies employing more than 100 people compared to regional and national averages of around 40%. The average business in East Sussex has just over seven employees¹².
- 50 Figure B5 shows that one-third of all people who work in East Sussex are employed in public administration, education or health. The percentage of people working in growth and high-value sectors in the county is relatively low at around 19%, compared to the regional level of 29% and the national level of 24%.

Figure B5 Employment by Industry in East Sussex, 2008



¹⁰ East Sussex in Figures. In July 2010, 3.0% of adults were unemployed and claiming Job Seekers Allowance. This is lower than the national rate for Great Britain as a whole (3.6%) but higher than the average for the South East of 2.4%.

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

¹² Three-quarters of businesses employ fewer than five people, while 88% of local companies employ 10 or fewer employees. Figures at December 2007, 2008, Annual Business Inquiry data from ONS, via Focus on East Sussex 2010

The business perspective

- 51 A key finding from the Council's annual business surveys has been that businesses see an effective transport system as playing a significant role in local, sustainable, economic growth. However, concerns remain in this sector relating to the availability and cost of parking, the quality and frequency of public transport services and a perceived lack of investment in strategic transport improvements. Over two thirds of businesses have yet to take any action on green transport initiatives which might reduce costs to them and benefit the environment.

Commuting

- 52 The trend over the last 20 years has 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. 49,000 people, nearly one in four of all East Sussex residents in paid employment, travel outside the county to work. Of these, one in five is commuting to London. Around 16,400 people commute into the county, the majority of which are from Brighton and Hove, West Sussex and Kent¹³. Eastbourne is the only district where more people travel into the town to work than out of it, although this has decreased dramatically over the decade to 2001 from 3,000 to 400. Across the county about 60% of working people live and work in the same district. This is highest in the two urban centres of Hastings (70%) and Eastbourne (73%) while in Wealden it is 54%¹⁴.
- 53 In 2001, the average distance East Sussex residents travelled to work was just below 16 kilometres, a 60% increase on the length of the average journey to work in 1991¹⁵. During this period, the number of East Sussex residents working mainly at or from home has more than doubled.

Qualifications

- 54 One of the key indicators of the strength of a local economy is the level of skills and education of the population. Whilst skill levels among resident workers in East Sussex compare relatively well to the South East and England, there is still potential for improvement to promote employability and raise productivity¹⁶. The acquisition of lifelong development of skills is increasingly important to the employability of residents and future economic growth in the county.

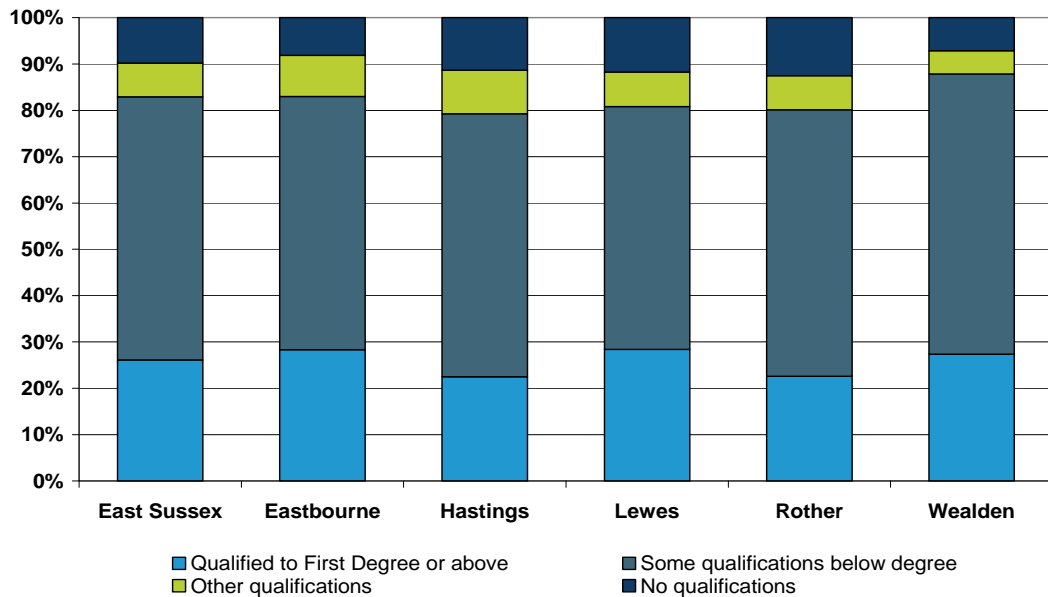
¹³ Figures from 2001 Census, Focus on East Sussex 2009

¹⁴ Figures from 2001 Census, Focus on East Sussex 2010

¹⁵ Figures from 2001 Census, Focus on East Sussex, 2010

¹⁶ The East Sussex Economic Study 2008-2009

**Figure B6 – Qualifications of working age population, 2005-2008
(East Sussex in Figures)**



Improving Economic Competitiveness and Growth – Implications for LTP3 Strategy

Employment and the Business Perspective

- 55 A 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 by enabling a more diverse economy to develop and focus on providing infrastructure in areas of regeneration. 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.
- 56 In particular it should focus on 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 and South Wealden ,
 - Newhaven, and
 - Uckfield.
- 57 There needs 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.
- 58 Promoting and encouraging such improvements by informing documents such as the Sussex, Kent, Electrification and emerging London & South East 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.

- 59 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 modes of transport, such as walking, cycling and public transport, so no sectors of the population are disadvantaged.
- 60 We will also explore the use of technology, e.g. 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

- 61 The LTP3 strategy will 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, 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 improving journey time reliability.

Qualifications

- 62 The LTP3 strategy takes 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 emerging 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 approaches we take to all of the spatial areas during the LTP3 period.

Environment

Landscape

- 63 The beauty and variety of the East Sussex landscape is reflected in the fact that approximately four fifths of the county is covered by landscape designations. These areas are of national, and in the case of ecology of international significance. These designations are one of the county's strongest assets drawing people to East Sussex as an attractive place in which to live, work and visit. They also offer us opportunities to ensure that development is carefully managed, well designed and sustainable.

South Downs National Park

- 64 In November 2009 the South Downs National Park (SDNP) Authority was established by the Department for Environment, Food and Rural Affairs (DEFRA). The SDNP area covers the Downs and its footslopes in the county from Brighton to Eastbourne, as well as Lewes. The National Park is responsible for the conservation and enhancement of the Downs' natural beauty, wildlife and cultural heritage, and to promote opportunities for the understanding and enjoyment of the special qualities of the area by the public. The National Park Authority aims to enable and encourage access to and within the park by sustainable means, and to limit the impact of transport and transport infrastructure on the natural environment of the area.

High Weald Area of Outstanding Natural Beauty

- 65 The High Weald was designated as an Area of Outstanding Natural Beauty (AONB) in 1983 in order to protect its unique landscape. The High Weald AONB extends across the northern third of the county from the West Sussex border in the west to Rye in the east. The larger towns of Crowborough and Heathfield are not in the designated area, but the smaller towns including Battle are included.
- 66 The County Council has a statutory duty, alongside other public bodies, to take into account the conservation of AONBs. The High Weald Joint Advisory Committee works to improve understanding of the AONB, advises on its management and enables action to conserve and enhance the special features that represent its natural beauty. These include the network of ancient route ways and historic tracks, a unique characteristic of East Sussex which are considered to be a rare survival of an essentially medieval landscape. Many of these are rural lanes and extensive rights of way networks which provide opportunities for physically active travel in the form of walking, cycling and horse riding. This has the potential to make an increasingly important contribution to the health and quality of life of the residents of the county.

Climate change

- 67 Carbon Dioxide (CO₂) emissions and other greenhouse gases are the main human influence on the global climate, with the fastest growing source of greenhouse gases

being transport emissions¹⁷. This reflects the impact of personal mobility and a growing economy on the demand for goods and services. In response to the Government's commitment to reduce emissions by 80% by 2050, the County Council has committed to work with its partners through its Climate Change Strategy, adopted in 2009, and through LTP3 to reduce the emissions generated from traffic. The 80% CO2 reduction requirement equates to approximately 3% annual reduction in local CO2 emissions. Our Climate Change Strategy, summarised in Background Paper A, sets out our ambition at the very least to achieve this target. We will also plan in what ways the transport infrastructure will need to be adapted to cope with the effects of climate change in terms of the frequency of severe weather events. For example, in the last ten years the county has experienced water shortages, heat waves, intense winter storms and flooding, events which have had implications on the functionality of our transport system.

Biodiversity

- 68 East Sussex contains a wide selection of areas of local, national, and international environmental importance, both in terms of flora and fauna they support. The Pevensey Levels Site of Special Scientific Interest (SSSI), High Weald AONB and many coastal areas provide a selection of protected habitats supporting a wide range of species.

Environmental designations		
Local	Sites of Nature Conservation Importance	SNCI
	Local Nature Reserves	LNR
	Wildlife Road Verges	
	Regionally Important Geological Sites	RIGS
National	Sites of Special Scientific Interest	SSSI
	National Nature Reserve	NNR
	Area of Outstanding Natural Beauty	AONB
International	Special Protection Areas	SPA
	Special Areas of Conservation	SAC
	Ramsar	

- 69 The County Council fulfils its duties under the Natural Environment and Rural Communities Act 2006 to protect and enhance biodiversity. Detailed biodiversity action plans, setting out specific targets, have been produced for an assortment of wildlife species and habitats across the county. It is an aim of the County Council to ensure that opportunities are taken to protect and where possible enhance biodiversity within the county.

¹⁷ Low Carbon Transport Innovation Strategy DfT 2007

Flooding

- 70 It is estimated that sea levels could rise by more than 20 centimetres above 1990 levels in the South East by 2050¹⁸. With most of our residents living on or near low-lying land at the coast or beside rivers, East Sussex is vulnerable to the effects of flooding. This could affect over 27,000 residential and business properties in the county¹⁹.
- 71 The Flood Risk Regulations (2009) and the Flood and Water Management Act (2010) have now been enacted. These place new responsibilities on County Councils to prepare a preliminary flood risk assessment for the county and to undertake a hazard and risk mapping exercise, to inform the development of Flood Risk Management Plans that need to be in place by the end of 2013. Surface Water Management Plans are already being taken forward for Eastbourne and South Wealden and Hastings.

Air quality

- 72 There is strong evidence that air pollution is a cause of both short-term and long-term health effects in susceptible groups, such as the elderly and those with underlying health problems of heart disease or breathing problems. Long-term exposure to air pollutants decreases life expectancy by around 6 months on average, mainly because of the role that small, sooty particles from vehicle exhaust fumes play in lung cancer and heart disease²⁰. Air pollution causes many extra admissions to hospital as well as damaging the natural environment. The annual health costs associated with air pollution are estimated to be £15 billion to UK citizens, which is about the same as the health costs of obesity²¹.
- 73 Air pollution also has effects on the natural environment. Ground-level ozone, a common pollutant in East Sussex in the summer months, is formed when pollutants react in sunlight. It can seriously damage crops and vegetation and affect habitats. It is estimated to have caused loss of EU arable crop production worth €6.7 billion in 2007²².
- 74 Although air quality in the county is generally good, there are 'hotspots' of poor air quality at various locations. Most of the air pollution in East Sussex is generated by traffic.²³ Currently two areas in the county exceed the national air quality targets and are declared as Air Quality Management Areas (AQMAs) - the A259 Bexhill Road in Hastings and an area of Lewes town centre around Fisher Street. The County Council will continue to work with Hastings Borough and Lewes District Councils to identify transport measures and initiatives to improve the air quality within their AQMAs. Levels of Nitrogen Oxide close to the national limits have been recorded in areas close to the A259 in the centre of Newhaven. The County Council will continue to work with Lewes District Council in the monitoring of this area.

¹⁸ East Sussex Climate Change Strategy, 2009

¹⁹ Environment Agency based on Feb 2010 data

²⁰ Long-Term Exposure to Air Pollution: Effect on Mortality, Committee on the Medical Effects of Air Pollutants, 2009

²¹ Air Pollution: action in a changing climate. DEFRA March 2010

²² Royal Society, 2008 - Ground level ozone in the 21st century: future trends, impacts and policy implications

²³ Sussex Air Quality Partnership website 2010

Noise

- 75 Noise can have a significant impact on the health of individuals and communities and affect their quality of life with road traffic noise, a major cause of disturbance to many people. Minimising the effects of transport related noise in urban settings and protecting the tranquillity of the rural environment is an important issue.
- 76 The Department for Environment Food and Rural Affairs (DEFRA) has begun to produce noise maps of selected areas showing the level of environmental noise from major industries, road and rail networks in 23 urban areas in England. While no urban areas in East Sussex have been mapped, there are some sections of our road network where noise indicators are exceeded. These are:
- A259 in Seaford, Pevensey and west of Bexhill,
 - A22 at Golden Cross, west of Boship roundabout and at Polegate,
 - A26 sections between Five Ash Down and Poundgate,
 - A21 at Flimwell,
 - A267 at Frant, and
 - A26 at Eridge Green.
- 77 Detailed Noise Action Plans will need to be developed by the County Council or Highways Agency to manage noise issues in these areas. A programme for this work has yet to be developed.

Environment – Implications for LTP3 Strategy

Landscape and Biodiversity

- 78 A Strategic Environmental Assessment (SEA) has been integral to the development of the 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, the Habitats Regulations Assessment Screening Report has identified that LTP3 is unlikely to have a significant effect on any European environmental designated sites.

Climate change

- 79 LTP3 must respond to the challenge of climate change in two ways. The first is to adapt transport infrastructure and services to the existing and likely effects of climate change. This will be considered as an integral part of the asset management plan for the maintenance and operation of the county's road network.
- 80 Secondly, we must mitigate the impact of the county's traffic and transport related activities on climate change. In our Local Area Agreement (LAA) we agreed to address one fifth of the county's CO2 reduction requirements through action in East Sussex, and we expect national measures to address the remaining four fifths of the reductions in the

county. CO2 emissions from transport in East Sussex in 2007 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.

- 81 To deliver this target, the LTP3 strategy includes 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.
- 82 Accordingly, there will be a focus on increasing the reliability and attractiveness of public transport 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

- 83 The Transport Asset Management Plan (TAMP) sets out the LTP3 strategy approach to maintaining the road network, outlined in chapter 4, and will 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

- 84 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 SDNP. 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)

- 85 LTP3 addresses 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

(RoWIP). This network contributes to the quality of experience, cultural heritage and ecology of the area and needs to be recognised and promoted. The strategy also ensures that opportunities are taken to link the management of the rights of way network, with management of the highways network. This is 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

86 The two action plans for the AQMAs in the county formed part of LTP2, and will continue to be a key consideration in the development of the transport network in those areas for LTP3. 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, for sensitive ecosystems, biodiversity and agricultural productivity. There are also links to the effects of climate change; the sources of pollutants are often the same, and the measures which might address one issue may also have a beneficial impact on the other. Our LTP3 aims to reduce the impact of road traffic across East Sussex, taking particular account of AQMAs and other sensitive locations.

Noise

87 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. The county's road hierarchy and the approach to freight, outlined in chapter 4 of the LTP3 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.

Safety, health and security

Road safety

85 One of the most difficult challenges we face is to reduce the number of casualties, particularly the number of people killed or seriously injured (KSI), in road crashes in East Sussex. In 2010 the number of KSIs in the county was 321; of these 26 were children, with a further 1465 people sustaining slight injuries. Whilst the KSI figure represents a reduction on the 1994-98 average, it is still short of the Government's national road safety target of a 40% reduction from that average²⁴. A survey of East Sussex residents in

²⁴ Performance data

2009 concluded that road safety was the most important issue for any new transport strategy to address²⁵.

89 Young people (16 to 24), as car drivers and motorcyclists, make up 28% of all KSI casualties involving car drivers and motorcyclists in East Sussex. Motorcyclists continue to make up a disproportionate amount (27%) of the total KSI casualties across the county.

90 Speed is one of the biggest contributory factors in all crashes (13%) and 26% of fatalities. Whilst engineering measures such as traffic calming schemes have been very successful in reducing crashes in the urban areas, there is not the same scope for these types of measures in the rural areas. In 2008 we began a four year review programme of speed limits in villages and on our rural A and B class roads. Since the start of the programme we have reduced the speed limit to 30mph in 25 villages, and lowered the speed limit on nine rural A class roads and five rural B class roads. Six C class roads and one unclassified road have also benefited from a lower limit.

Community safety

91 Over recent years there has been a sustained reduction in total crime levels in the county and improved performance against a range of local and national indicators. In 2008/09 there was a decrease in crime of 12%, building on the reductions of the previous three years²⁶.

92 A survey of residents in 2009, found that 91% of those surveyed felt safe outside in their local area during the day, while 65% felt safe after dark. Moreover, the survey indicated that the types of crime which concern people related to personal behaviour and social attitudes rather than serious crime. Vulnerable groups, in particular the elderly and young people, have concerns about the lack of transport provision in the evenings and at night to enable them to get home without feeling vulnerable.

Health and Physical Activity

93 Average life expectancy is higher in East Sussex than in most counties in England²⁷. More adults are estimated to eat healthily, and although 22% of the county's population aged 16 and over are categorised as obese, this is better than the national average²⁸. However, there are more road injuries and deaths, and more people are admitted to hospital for specific alcohol related conditions, than the national average²⁹.

94 Transport is one of a range of factors known to influence health. In positive ways, improving sustainable travel choices can promote access to local shops selling fresh, nutritious food, or facilitate walking and cycling journeys. Being physically fit can prevent falls in the elderly and also enhance mood and quality of life. All these can have a beneficial effect on health and lead to reductions in the risk of overall mortality, and in

²⁵ East Sussex Residents' Panel Survey Results September 2009

²⁶ East Sussex Safer Communities Partnership

²⁷ East Sussex Downs and Weald PCT Strategic Commissioning Plan October 2008

²⁸ Joint Strategic Needs Assessment 2009

²⁹ Joint Strategic Needs Assessment 2009

particular death from cardiovascular disease, colon cancer, and the development of Type 2 diabetes.

- 95 Conversely, traffic can be a hazard to all road users leading to accidents, creating air pollution and noise, whilst busy roads can divide communities, forming barriers to social contact and restricting opportunities for journeys by healthy forms of transport (walking and cycling). It may also inhibit the use of outdoor space for play by children, and access to family, friends and services³⁰.

Safety, health and security – Implications for LTP3 Strategy

Road Safety

- 96 Our LTP3 reflects the aims and objectives of the 'East Sussex Casualty Reduction Steering Group' (ESCRSG), outlined in more detail in the 'Improving Road Safety' section of the LTP3 Strategy (Chapter 4), which has been established to tackle the number of casualties on our roads. A great deal of analysis has been undertaken to establish which groups are the most vulnerable and what issues are the most likely cause of casualties. Consequently, measures will be focused on the key population groups and contributory factors – drink driving, exceeding the speed limit/travelling too fast for the conditions, careless or reckless driving, distraction inside the vehicle and non-seatbelt use.
- 97 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.

Community Safety

- 98 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 people's 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

- 99 LTP3 aims to improve human health, with the personal and community benefits this provides. This will be achieved by improving the infrastructure and environment in order that active travel modes such as walking and cycling are seen as attractive, 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).

³⁰ 'Road Transport and Health' South East Public Health Observatory' March 2008

Social

Population

- 100 The population of East Sussex has an elderly bias, with nearly 12% of the population aged over 75 years compared to around 8% regionally and nationally. The county ranks highest of all 35 counties in England for the percentage of over 85 and 90 year olds, with older people being particularly concentrated in the Rother, Eastbourne and Lewes areas³¹.
- 101 The latest population projections, which take account of all housing being planned for in East Sussex as set out in the former South East Plan, show that the population of the county is expected to increase from 512,000 to 526,000 people by 2016 and to 540,000 people by 2026; an increase of 4% and 6% respectively since 2006. Population growth over the period to 2026 is highest in Wealden at 10% and lowest in Eastbourne and Hastings at 3%³². Currently 34% of households in East Sussex, i.e. around 225,000 in 2006³³ are lived in by only one person, with projections indicating that the number of single person households in the county is set to increase by almost 40% by 2026³⁴.

Household income and earnings

- 102 Average household incomes in East Sussex fell in 2010 and remain lower than national and regional levels³⁵. Across East Sussex average household incomes vary considerably with Hastings at £24,500, compared to Wealden which, at £32,400 is 25% higher, albeit still below the regional average. 27% of all households in East Sussex fall below the recognised household poverty threshold slightly above the national average. At a district level, Hastings has the highest proportion of households in poverty (32%), while Rother and Eastbourne (both 29%) also have levels above the national average³⁶.
- 103 In 2009, the median average (gross) full time wage in the county was, at £442 per week, 14% lower than the South East average of £514 and 10% lower than the national figure of £490. With the exception of the Isle of Wight, people who are employed in East Sussex receive the lowest average weekly wage of any county or unitary authority in the South East.

Areas of Deprivation

- 104 Nearly 66,000 people in the county are income deprived and East Sussex experiences the highest levels of relative deprivation in the South East with 42 areas³⁷ of the county

³¹ East Sussex in Figures

³² East Sussex in Figures (ESiF) website, policy-based population projections (ESCC)

³³ East Sussex in Figures (ESiF) website, 2006 household estimates (CLG)

³⁴ East Sussex in Figures (ESiF) website, policy-based household projections (ESCC)

The LTP3 and ROWIP both aim to make crossings and roadside verges safer and to promote the rights of way network as an off-road alternative for walking and cycling journeys.

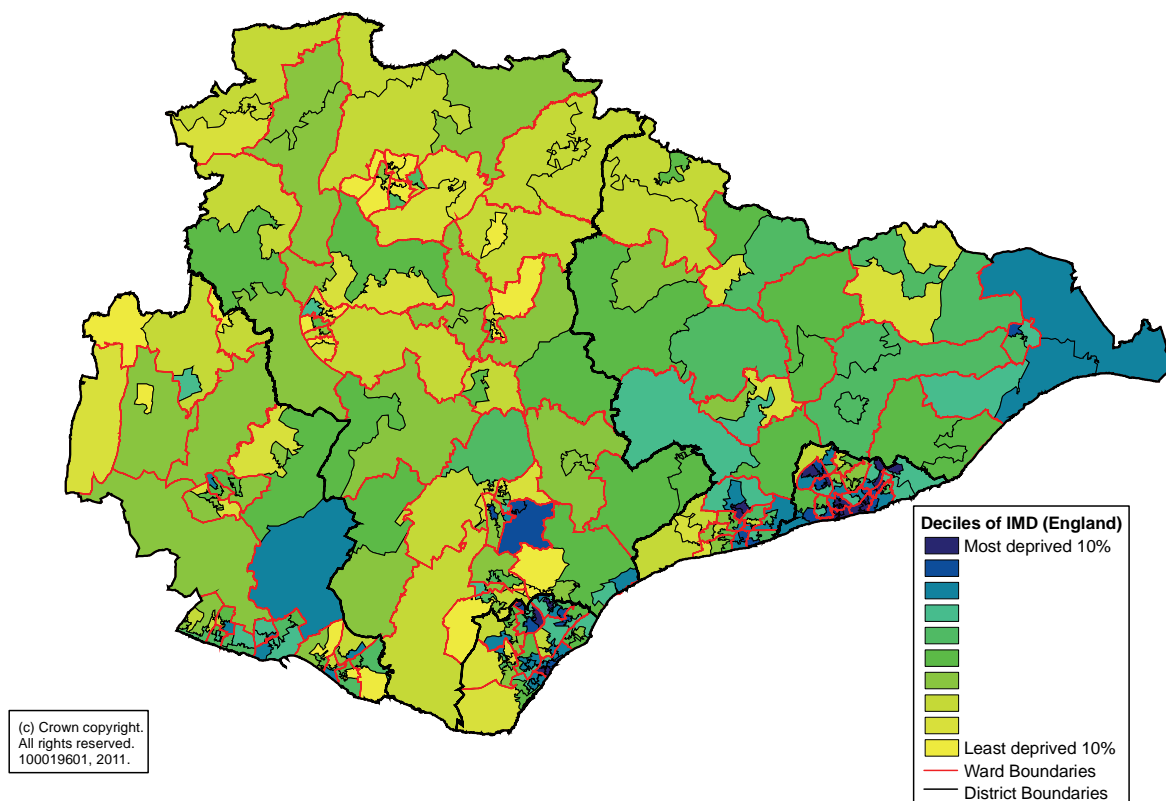
³⁵ In 2009/2010 the average household income in the County was £28,200. This is 15% lower than the South East average of £33,200 and below the national figure of £29,400.

³⁶ CACI household income data for 2010 from East Sussex in Figures

³⁷ Super Output Areas – SOAs - contain around 1500 people

amongst the 20% most deprived. The most significant levels of deprivation are concentrated in the coastal towns in Hastings and Eastbourne³⁸. Figure B7 shows that Lewes, Rother and Wealden remain much more advantaged than the national average on almost all the deprivation measures. However, the relative affluence of many rural areas can hide significant pockets of deprivation.

Figure B7 – Areas of Multiple Deprivation, 2010



105 Three quarters of Local Super Output Areas (LSOA - an area used for statistical purposes) in East Sussex have a worse deprivation ranking than they did in 2007³⁹. Nearly one-in-five children (18%) in East Sussex live in low-income households, rising to 30% of children in Hastings. Of the 327 LSOAs in the county, 22 are amongst the 10% most deprived in England, 15 are in Hastings, five in Eastbourne and two in Rother. In Eastbourne, three quarters of the LSOAs in Eastbourne have a worse ranking in 2010 than they did in 2007⁴⁰.

Diversity

106 Although Black and Minority Ethnic (BME)⁴¹ people make up just 9% of the population, the population of East Sussex is becoming increasingly diverse, and at a faster rate than nationally. The number of “other white” increased by 1,800 from 2001 to 2004, and

³⁸ Focus on East Sussex 2010

³⁹ Indices of Multiple Deprivation CLG 2011 (East Sussex in Figures)

⁴⁰ Indices of Multiple Deprivation CLG 2011 (East Sussex in Figures)

⁴¹ Black and Minority Ethnic (BME) includes all not White British: White Irish, Other White, Mixed, Asian/Asian British, Black/Black British, Chinese and Other ethnic groups

increased by another 1,400 between 2004 and 2007. Numbers of Asian/Asian British and Black or Black British have increased by 9,800 between 2001 and 2007⁴².

107 About 2,200 economic migrants (as measured by National Insurance registrations) came into East Sussex in 2009, of which one third came from Eastern European countries. Compared to the South East and England as a whole, East Sussex has proportionately more new National Insurance (NI) registrations from Eastern European countries, and within the county, Hastings has the highest proportion at 50%.⁴³

Disability

108 East Sussex has a high proportion of people with disabilities, 19.8% of our working age residents are disabled compared to 16.4% for the south-east and 18.4% nationally.⁴⁴ This has implications for ensuring that transport infrastructure and services are designed and operated to enable people with mobility difficulties and other disabilities to use them.

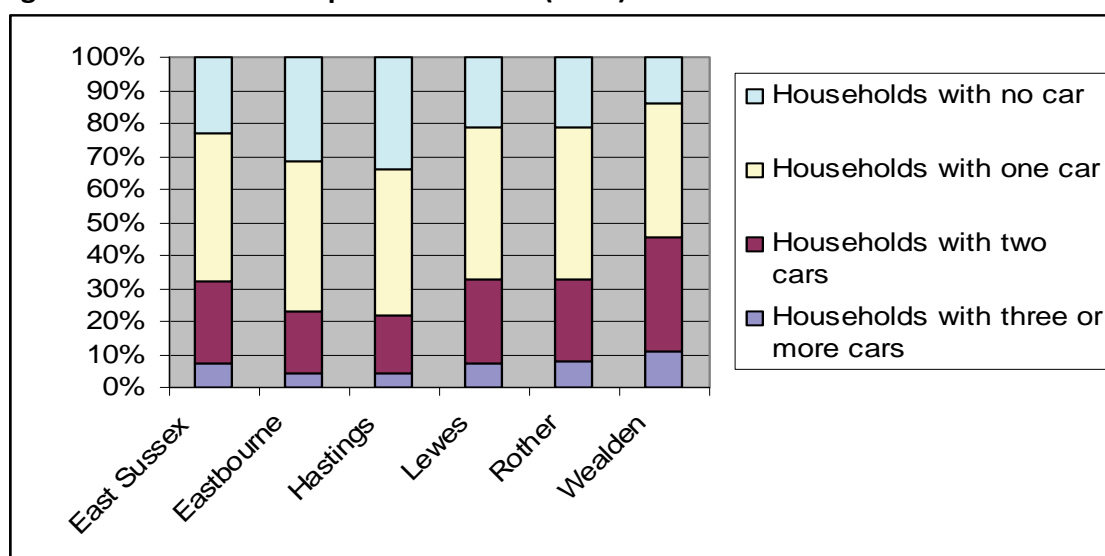
Internet access

109 Almost 65% of total individuals in East Sussex have internet connection at home, which is lower than the national average (71%). Lewes and Wealden have the highest proportions at 74% and 72% respectively, while 63% of adults in Hastings and Rother have an internet connection at home.

Car ownership

110 Car ownership in the county is shown in Figure B8. There is a significant variation in the percentage of households with no car between the rural (Wealden, Rother, Lewes) and major urban (Eastbourne and Hastings) areas.

Figure B8 – Car ownership in East Sussex (2001)



⁴² East Sussex in Figures (ESiF), 2007 mid-year population estimates by ethnic groups (ONS)

⁴³ Dept of Work and Pensions

⁴⁴ ESCC CPA Self assessment, June 2007

Social inclusion, accessibility and transport poverty

- 111 Transport is an important factor in social inclusion. Transport poverty is a term used to describe the lack of real travel choice for those who experience exclusion from transport and the destinations and activities they can access.
- 112 Analysis undertaken as part of the council's Accessibility Strategy identified that overall, access to and from rural areas was more problematic than for people living in urban areas.
- 113 The accessibility issues identified in the five ASLAs were:
- Rye
Access to healthcare (GPs & Hospitals) and employment; in particular the ability to access the Conquest Hospital by public transport, and the lack of knowledge of public transport opportunities.
 - Hastings and Rother
Access to hospitals was a particular issue (especially to the Conquest Hospital). Supermarkets were difficult to access without a car. Interchange between bus services or other transport means along with long journey times was identified as a key barrier to using public transport.
 - North Weald Towns & Lewes
Hospitals were the most difficult service to access. Lack of direct services was a barrier to public transport use, particularly for rural North Wealden. Access to adult social care and to supermarkets was perceived to be an issue. Access to further education and employment was more of an issue for areas located in the north and east of the study area. Heathfield had the largest number of issues relating to access to services, in particular A&E hospitals, adult social day care and employment.
 - Eastbourne & Hailsham
Rural areas to the north-west and north-east had less accessibility to further education and employment compared to the rest of the study area. Access to hospitals was generally good, but rural areas having longer journey times compared to urban areas. Access to employment and further education outside the study area from Hailsham was reduced when interchange between public transport services was not allowed. The north-eastern parts of the study area, Ripe, Chalvington and Arlington had the poorest accessibility to all services unless rail and the willingness to cycle were considered.
 - Southern Coastal Towns
Accessibility was identified as generally poorer in the outskirts of the Southern Coastal Towns than in the centres, particularly Seaford, Saltdean and Peacehaven, with poor connectivity between local public transport services and local facilities. Access to healthcare was generally good, although interchange between public

transport services was often required, and there were longer journey times from the more rural areas of study area. The use of rail services was significant in accessing locations outside of the study area, particularly from Seaford, and access to employment destinations and major centres.

Social – Implications for LTP3 Strategy

- 114 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 significant issues, which can be addressed through transport and non transport interventions.
- 115 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.
- 116 A key issue for the LTP3 Strategy is road safety, particularly in areas of high deprivation, and also 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.
- 117 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.

Public Engagement and Consultation

- 118 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

- 119 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.

120 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%)

121 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

122 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

123 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.⁴⁵

124 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

125 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

⁴⁵ East Sussex Economic Development Strategy December 2007

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.

126 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

127 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.

128 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

129 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.

- 130 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

- 131 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 LTP strategy.
- 132 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 and therefore there are 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

- 133 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

- 134 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 such as those with mobility difficulties or visual impairments.
- 135 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.
- 136 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.
- 137 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.
- 138 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.
- 139 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.

Other Challenges

Housing development

140 The Borough and District Councils are currently working on their Local Development Frameworks (LDFs) which will set out the expected levels of development and the infrastructure that will be required in their respective areas. Further details are set out in the ‘local’ context section of Background Paper A.

Fuel price increases

141 It is highly likely that as oil production becomes progressively more expensive as the more easily accessed sources are exhausted, the price of fuel for transport will rise. This would have implications for business, community and public transport providers, and for the population at large. Transport costs affect the price of commodities and also people’s ability to access services, particularly those on low incomes, thereby increasing social exclusion. Any variation of the level of fuel tax could also have a significant impact.

Other – Implications for LTP3 Strategy

142 We have and continue to work with the Borough and District Councils on the identification of transport infrastructure for inclusion in the Infrastructure Delivery Plan elements of their LDFs, which has been reflected in the strategies set out for the spatial areas set out in chapter 4 of the LTP3 Strategy document. These will help, in turn, inform the development of the shorter term Implementation Plans which set out the schemes, budgets and timescales. The levels of housing growth will be a key driver of the demand for infrastructure and increases in the land values will provide the means for development to make its contribution to infrastructure provision. Therefore, the development industry will need to assume responsibility for the delivery of the necessary infrastructure.

143 Rising prices for oil-based transport fuels mean that people may be ‘nudged’ into being more selective about their choice of travel. 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.

Opportunities

144 In addition to the challenges facing the county, there are also a number of opportunities which we need to capitalise on to ensure the delivery of the LTP3 objectives and, in turn, the Community Strategy priorities:. These include:

- Building on the successes of LTP1 and LTP2.
- Partnership working and sharing best practice. Some examples of existing partnership working include:

- East Sussex Casualty Reduction Steering Group and the Sussex Safer Roads Partnership,
 - Sussex Community Rail Partnership,
 - A Quality Bus Partnership (QBP) in Hastings and developing QBPs in Eastbourne and Bexhill,
 - ‘Strengthening Local Relationships’ meetings with Town and Parish Councils,
 - Action in Rural Sussex (AiRS) and community transport operators - to provide community transport services in rural and urban communities,
 - Network Rail and the Train Operating Companies - to deliver improvements to the train services in the county,
 - Road/Rail Partnership with Network Rail - to address safety and management issues where the rail network meets the rights of way or road network,
 - Sussex Air Quality Partnership (SAQP)/Sussex Air - involving the County, Borough and District Councils across Sussex as well as the Primary Care Trusts, the Environment Agency and the Universities of Sussex and Brighton,
 - Sustrans and local cycle groups - to identify suitable cycling routes and improvements for cyclists
 - Network Management – working with the Highways Agency, Sussex Police, adjacent highway authorities and key stakeholders to discuss key strategic issues and ensure we comply with our duty to facilitate the expeditious movement of traffic on our road network,
 - Working with local regeneration partnerships and Borough/District Councils on regeneration schemes in their town centres,
 - Co-ordination of roadworks with utility companies - 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.
 - Involvement in the South East Authorities’ Service Improvement Groups (SEASIG) for Local Transport Plans, Highway Maintenance, Transport Development Control and Structures.
- Public health responsibilities moving to local authorities.
 - Cross boundary working with our partners in the Local Enterprise Partnership – Greater Essex and Kent – as well as our other neighbours, Brighton & Hove, West Sussex and Surrey.
 - Localism and the ‘Big Society’.