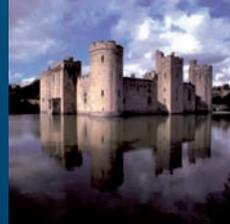


Local Transport Plan 2011-2026

Background Paper D

Strategy Context



Background Paper D

Strategy Context

- 1 This background paper supports the content of Chapter 4 of the Strategy and outlines, in more detail:
 - The priority strategies for:
 - Highway Maintenance,
 - Road Safety,
 - Public Transport, and
 - Community Transport,
 - The supporting strategies which will influence the planning and provision of infrastructure to deliver sustainable economic growth in the county.
 - The approach in our four priority areas of:
 - Hastings/Bexhill,
 - Eastbourne and South Wealden,
 - Newhaven and
 - Uckfield.

Priority Strategies

Highway Maintenance

- 2 A comprehensive and continuous programme of surveys and inspections is undertaken on all of these classes of asset and, using modern data management systems, we are continually improving our ability to plan, manage and maintain them as efficiently as possible, working with our term contractor.
- 3 Maintenance priorities are based on agreed hierarchies for roads, footways and rights of way. While programmes of maintenance and improvements are planned in advance to prevent deterioration of assets, we also react to damage or faults that are reported by the public. Future reviews of the asset management plans will take into consideration the need to adapt infrastructure to the effects of climate change, and the outcomes of the countywide Flood Risk Assessment and the emerging Surface Water Management Plans for Hastings and Eastbourne which are being developed.
- 4 The condition of our roads and the ease with which people are able to move around the county has a significant impact on our customers' perception of the County Council as a whole. Public satisfaction, expressed in the National Highways and Transportation Survey carried out in 2009 (Background Paper B – paragraph 133 refers), is relatively low so, as

well as being driven by sound asset management aims, our plans are focused on improving the service we give our customers and their satisfaction levels.

- 5 During the period covered by LTP3, we will be placing a much greater emphasis on the A, B and C class roads, to provide the adequate road network which will contribute to the LTP3 objective of improving economic growth and competitiveness as well as regeneration. This is even more important in our county, compared to our neighbouring authorities, as a low percentage of our network is dual carriageway (Background Paper B Local Picture paragraph 2 refers). We have already begun a fundamental change in emphasis to achieve our aim of a well planned maintenance approach rather than a reactive one.
- 6 A total of £23 million, which includes an extra £8.5 million for 2011/12, will be invested in bringing the road network up to a level above the national average. This will not only achieve a visible improvement in our road network, but will reduce costly reactive maintenance activities and represent much better value for money. This new approach will allow us to achieve significant savings to take us below the national average for maintenance costs per kilometre of road.
- 7 Based on our customers' feedback from the NHT survey, outlined in background Paper B paragraph 133, we are also focused on improving the quality and notification of our roadworks, and working with other partners to co-ordinate roadworks across the network to minimise disruption to the travelling public, in accordance with our Network Management duties. It is recognised that advance notification and signing of road works are important. We will be seeking to improve signage and exploit the opportunities offered by technology to help customers understand what's happening in their areas or what may affect their journeys, so they can plan alternate routes or travelling times if they wish. This may include the use of text messaging for advance information as well as improvements to our website.
- 8 With the introduction of more planned maintenance and a reduction in reactive maintenance over time, our work on the roads will be more predictable, and we should see a reduction in the frequent short term disruptions that have tended to occur in parts of the county. We will always need to manage the work done by others on the roads, and although this is not entirely in our control, we will ensure that any work is properly notified and carried out to a high standard.
- 9 This will help us deliver our high level LTP3 objective of improving economic competitiveness and growth and improved quality of life as well as the following specific transport objectives:
 - Increase the resilience of transport infrastructure and services to the effects of climate change,

- Improve road safety for vulnerable road users,
- Reduce greenhouse gas emissions, local air pollution and noise from transport,
- Reduce the number of people killed and seriously injured in road crashes,
- Improve maintenance and efficient management of the transport network, and
- Reduce congestion by improving the efficiency of the transport network and encouraging greater use of sustainable modes of transport.

Road Safety and Speed Management

Context

- 10 As highlighted in chapter 4 of the LTP3 Strategy, the County Council's new Road Safety Strategy is being developed through the establishment of the East Sussex Casualty Reduction Steering Group. This brings together the lead authorities and partners who are involved in road safety. The group will share expertise and pool resources where appropriate, and look at measures that have worked elsewhere in the country and assess their relevance to our county, to find initiatives that will reduce the numbers of people killed and seriously injured on the roads in East Sussex. Where opportunities exist we will undertake pilot studies before committing valuable resources to a county-wide implementation or initiative.
- 11 Engineering projects, including traffic calming schemes and local safety schemes to address sites with specific crash problems, may still be undertaken. However, there will be greater emphasis on education and enforcement to complement and reinforce these engineering measures, and a renewed focus on addressing the specific behaviours and groups identified groups as high risk. Enforcement activities are carried out by Sussex Police on behalf of the Sussex Safer Roads Partnership (SSRP), and include the provision and monitoring of fixed and mobile safety cameras. Other activities, such as the SSRP Christmas anti-drink drive campaigns, will continue to be part of our future efforts to reduce crashes.

Transport Education

- 12 The delivery of a range of transport education/road safety training programmes will help to influence driver behaviour, and will contribute towards a reduction in the number of people killed or seriously injured while using the county's transport network, therefore contributing to the high level LTP3 objective of improving safety, health and security.
- 13 Key elements of our transport education and behaviour change programme include the delivery of cycle training through 'Bikeability' courses, child pedestrian training and provision of school crossing patrols. These all contribute to the achievement of the LTP3

objective of improving safety, health and security. This will encourage greater numbers of walking and cycling journeys by children, improving their road sense, social interaction and enjoyment of their local environment, and helping to reduce child obesity by encouraging greater physical activity. This in turn will contribute to increased social inclusion, giving children the skills to walk and cycle independently as they get older, and reducing the emissions which contribute to climate change by encouraging more journeys by sustainable, carbon free means of travel.

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

Speed Management

- 16 The County Council's Speed Management Strategy aims to provide an effective response to the concerns of the public in relation to speed, and to encourage a modified driving culture which recognises the detrimental effect of speeding traffic on local communities. This is complemented by the Department for Transport's 'Manual for Streets' and 'Manual for Streets 2', best practice guidance, which emphasises good design to reduce the dominance of the car.
- 17 The Speed Management Strategy, aligned with the Road Safety Strategy, outlines how a combination of engineering, education and enforcement programmes can help achieve an overall reduction in average vehicle speeds across the network, and therefore contribute to the high level LTP3 objectives to improve safety, health and security and quality of life. We will continue, where locations meet the current council criteria and funding is available, our policy of introducing lower speed limits on A or B class roads and in villages where speed limits are currently 40mph or more, and establish 20 mph zones to help to reduce dangers for vulnerable road users. The implementation of these measures will help reduce CO2 emissions, thereby contributing to tackling climate change.

- 18 Road Safety initiatives will primarily contribute to achievement of the objectives of improving people's safety, health and security and their quality of life. A reduction in the number of road crashes and casualties can also help improve economic competitiveness and growth through a reduction in delays and greater staff productivity. It will also contribute towards the following specific transport objectives:
- Improve road safety for vulnerable road users – pedestrians, cyclists, motorcyclists and horse riders,
 - Reduce the number of people killed and seriously injured in road crashes,
 - Improve access to jobs, services and leisure by available and affordable sustainable transport means,
 - Reduce greenhouse gas emissions, local air pollution and noise from transport, and
 - Improve personal health and well being by encouraging and enabling physical activity through active travel.

Public Transport

- 19 Bus services play an important role in the economic vitality of East Sussex and the social wellbeing of its residents, with a total of 19.2 million trips being made by bus in the county in 2009-10. The main elements of our Bus Strategy are included in the LTP3 Strategy at paragraph 4.44, the aim being to make bus travel an attractive and realistic alternative to the private car, provide sustainable access to services, local facilities and employment opportunities for all residents, and deliver increased bus use.
- 20 The principal objectives of our Bus Strategy are to:
- Increase the number of journeys taken by bus,
 - Improve the attractiveness of the journey,
 - Improve the reliability and punctuality of bus services and address problems, through parking enforcement and bus priority measures,
 - Promote the use of services through high quality passenger information,
 - Maximise service frequency and hours of operation with operators of commercial services and support additional services to enhance access to local services,
 - Improve integration between bus services and other modes of transport including extending the availability of multi-operator ticketing schemes,
 - Promote discounted fare initiatives for young people, and
 - Improve personal security on bus services and at bus stops.
- 21 The use of bus services can be promoted by providing relevant, high quality passenger transport information both in advance of an intended journey and at the time of travel, using a range of media. The provision of information about where passengers can travel to, the time it will take, the frequency of service and how much it will cost contributes to

improving accessibility to key services, a challenge identified in the Social and Economic sections in Chapter 3, as well as promoting the bus as an alternative to the private car.

- 22 The Bus Strategy will contribute to the high level LTP3 objectives by providing access via public transport to key services, shopping and healthcare, therefore helping to reduce social exclusion and improve quality of life. Improving personal security on buses, reducing anti social behaviour and providing safer waiting environments at bus stops and interchanges, will contribute to achieving better safety, health and security. Where the strategy results in bus journeys replacing journeys by car, and operators running low emission, cleaner vehicles, it will contribute to the reduction of carbon emissions, therefore tackling climate change, and improving economic competitiveness through reduced congestion and faster, more reliable journey times.
- 23 In turn, the Bus Strategy will also contribute towards the specific transport objectives of:
- Improving strategic and local connectivity of communities to facilitate economic and physical growth and renewal,
 - Reducing greenhouse emissions, local air pollution and noise from transport, and
 - Improving access to jobs, services and leisure.

Community Transport

- 24 The Community Transport Strategy aims to create an environment in which schemes can be developed to suit local needs and circumstances in a co-ordinated manner, but where county-wide best practice and support can be provided.
- 25 The principal objectives of the strategy are to:
- provide support and advice to community groups to identify need and solutions,
 - ensure accurate community transport advice and information,
 - continue to develop strategy partnerships with stakeholders,
 - develop affordable pricing arrangements, and
 - monitor existing community transport schemes.
- 26 This will help to address the overall accessibility issues, identified from the Accessibility Strategy Local Assessments undertaken between 2006 and 2011, which can be problematic for more isolated rural communities, and particular urban pockets of high deprivation, with accessibility most difficult for the elderly. Problems were also identified in accessing hospitals and centres of further education. However, conventional bus service solutions are not always appropriate or possible. It therefore encourages the development of community-based transport, working with the voluntary and community sector, to develop local transport solutions.

- 27 Community Transport will contribute to the LTP3 objective of enhancing social inclusion by improving access to jobs, services and leisure, including in particular medical and health services, and focusing on the accessibility issues of young people and the elderly. In turn this will help deliver improvements to people's quality of life, reducing the isolation people may experience and producing greater community cohesion with collaborative working delivering local transport solutions to local transport issues.

Supporting Strategies

Walking and Cycling

- 28 The County Council's Walking Strategy aims to promote walking and increase the proportion of journeys made on foot, particularly for shorter journeys of up to 2 miles. It is concerned with making a better and safer environment for pedestrians, providing training for children and ensuring that the needs of pedestrians are considered in all new schemes and development. In urban areas we recognise the importance of footpaths and urban footpaths. The main barrier in a rural county is the often long distances necessary to access the services and places that people need to reach.
- 29 Walking is the most sustainable form of transport available to most, regardless of age, gender, education and income, and will help to address the issues highlighted in Background Paper B paragraph 90 regarding health and active travel, improving access to local jobs and services and integration with bus and rail. People with mobility difficulties in particular need the high standard of facilities and good urban design that encourage safe and sociable walking journeys. The implementation of the walking strategy ensures that the needs of pedestrians are considered in all transport interventions including new infrastructure and new developments, and that safety of vulnerable road users is a top priority.
- 30 The County Council's cycling strategy provides a framework which informs and coordinates all policies and programmes of action, which can help to promote cycling in East Sussex. The strategy seeks to maximise the role of cycling as a mode of transport for utility trips and everyday journeys, thereby reducing car dependency and actively encouraging modal shift from car to bicycle to realise the environmental, economic, health and congestion benefits associated with cycling to address the social, economic and environment implications for LTP3 identified in chapter 3.
- 31 Issues of safety for cyclists will be tackled by developing urban networks of utility cycle routes through the hierarchy of provision, which seeks to provide for cyclists on-road where possible, but will consider off-road facilities where the speed and volume of traffic

cannot be reduced. Initiatives such as cycle training and the guided rides programmes provide safety and health benefits that in turn achieve improved quality of life.

- 32 There are many positive benefits for both physical and mental health of regular walking and cycling, which will help address the increasing health and obesity issues (as identified in the Social section of Chapter 3) and contribute to the LTP3 objectives of improving safety, health and security and improving quality of life. Where increased walking and cycling results in a reduction in the number of vehicle trips being taken, it also contributes to tackling climate change and improving air quality (Environment section of Chapter 3 refers) through reduced CO2 emissions. Increasing walking and cycling levels will also help to mitigate the rising cost of transport that restricts access to those on low incomes, therefore enhancing social inclusion.
- 33 Both of these strategies will, contribute towards the following transport specific objectives.
- Improve strategic and local connectivity of communities to facilitate economic and physical growth,
 - Reduce greenhouse gas emissions, local air pollution and noise from transport,
 - Improve road safety for vulnerable road users,
 - Reduce the number of killed and seriously injured in road crashes,
 - Improve access to jobs, services and leisure by available and affordable transport measures, and
 - Improve personal health and wellbeing by encouraging and enabling increased physical activity through active travel.

Behaviour Change

- 34 There is increasing evidence from the Sustainable and Cycle Demonstration Towns that measures to encourage changes in travel behaviour, particularly ‘softer’ measures, can be extremely cost effective and achieve significant reductions in the number of car trips and levels of CO2 emissions.¹ This can be achieved by giving people better information about their existing choices, marketing sustainable travel options more effectively, or providing transport services that are closely focused on a particular target market, such as workplace, school or residential area.
- 35 Changing travel behaviours to more sustainable modes of travel will be delivered through our ‘Travelchoice’ brand, by a range of initiatives and measures including.
- Better Transport Information – we will continue to develop a branded series of leaflets, timetables and web-based literature which provide people with better information on the travel choices available in East Sussex. This will complement the

¹ [Analysis and synthesis of evidence on the effects of investment in six Cycling Demonstration Towns](#) DfT 2010

objectives and policies outlined in the 'Transport Information' section later in this chapter.

- School Travel Plans – as identified in the Sustainable School Travel Strategy, outlined later in the chapter, we will focus on working with schools to ensure that the school travel plans, which have been developed are kept up to date are relevant to existing journey patterns, and introduce measures and initiatives which reduce the number of car borne school journeys.
- Workplace Travel Plans – focus on working with existing and new employers to reduce the number of car borne journeys to work, by increasing the journeys undertaken on foot, by cycle and public transport as well as encouraging car sharing, and using technology, such as video and audio conferencing, to reduce the need to travel.
- Travel Awareness campaigns and promotions – the Travelchoice website has been updated to promote sustainable forms of travel, informing people of local travel choices and helping users to identify alternative ways of travelling including car sharing, walking, cycling, bus and rail, and the benefits that these alternatives afford. The website also includes a carbon calculator which identifies by how much people can cut their carbon emissions. We will also continue to promote wider campaigns including International Car Free Day, Bike to Work Week, and School Travel weeks.
- Car Sharing – the Travelchoice website includes a countywide car sharing database. We will continue encouraging employers from organisations across East Sussex to sign up to the database, and provide car share parking spaces to encourage car sharing as part of the development of their own travel plans. The County Council, as part of the implementation of this initiative for its own staff, provides 30 car sharing spaces on campus.
- Car Clubs – we will promote, building on local examples (such as Lewes, where a car club has been established) the benefits of car clubs to local communities, where people do not have access to, or choose not to own, a car.
- Measures to support new or improved transport infrastructure – facilitate communities to deliver targeted behaviour change measures to support the promotion of new or improved sustainable transport schemes. This could include one or more of the measures listed above.
- Design of the urban/rural realm - through transport scheme development involving improvements to the urban/rural realm, consideration will be given to how the design of places can support or 'nudge' communities into using more sustainable modes of travel. (For example shared space schemes, for vehicles, pedestrians and cyclists)

36 Promoting the benefits and encouraging greater use of sustainable modes of travel (walking, cycling as well as car sharing, bus etc) to individuals, schools and businesses through travel plans, will help to reduce the number of journeys undertaken by car.

- 37 This will contribute to the objectives of tackling climate change through reduced carbon emissions and improving economic growth and competitiveness through less congestion at peak times.

Sustainable School Travel

- 38 The County Council has a statutory duty to promote sustainable travel to school under the Education and Inspections Act 2006. A strategy has been developed to co-ordinate both policies and partnerships that enable the delivery of services that focus on making the school journey experience better for families, and reduces the impact that school travel has on the environment.
- 39 All schools in the county have developed or are developing a school travel plan. We will continue to work with schools and governors to maintain their school travel plans as active and relevant to their needs; continue to deliver education and safety programmes and provide practical advice for families about travel and the transport choices available to schools in the county.
- 40 By moving away from a car based school run and encouraging more families to walk and cycle, there is significant potential to contribute to tackling climate change by reducing local congestion, carbon emissions and improving air quality. This will also positively impact on families' health therefore improving quality of life.
- 41 Improving road sense in children, through child pedestrian and year 6 on-road cycle training programmes, complemented by highway safety measures, will contribute to a key aspect of this strategy for safety on the school journey. Finally, a reduced number of car journeys at peak times can also contribute to improving economic competitiveness and growth by improving journey time reliability for businesses.

Rail

- 42 Although the County Council has no statutory responsibility for rail, we endeavour to encourage rail service and infrastructure improvements through lobbying and working in partnership with Government, local authorities, the rail industry (Network Rail and the Train Operating Companies [TOCs]) and other relevant organisations.
- 43 Over the LTP2 period we have held regular meetings with the TOCs and Network Rail on rail issues in the county and established a Road /Rail Partnership which deals with the interaction between road and rail at level crossings, bridges and where rights of way cross the railway.

- 44 We have also lobbied for rail improvements to serve the county through the development of the Route Utilisation Strategies (RUSs) and held a conference for stakeholders in 2009 to discuss concerns and identify rail priorities for East Sussex. There have been a number of positive outcomes of this partnership working with the rail industry and other organisations and authorities during this period. Achievements include:
- reinstatement of a service along the East Coastway to enable commuters to utilise the weekday Ashford-Brussels Eurostar service,
 - introduction of a later service on the Uckfield line from London Bridge to enable those wanting to get a later train home, e.g. after watching a show to get a train back to specific stations along this line, and
 - implementation of additional cycle parking spaces, and reduction in parking charges, at particular stations.
- 45 We want to build on this partnership working with Network Rail, the TOCs and the Sussex Community Rail Partnership, other stakeholders and local commuter groups over the life of LTP3. They will help to take forward the case for some of their longer term rail infrastructure improvements that regrettably have not been included in the Sussex, Kent, London & South East (emerging) and Electrification Route Utilisation Strategies.
- 46 We also want to deliver further improvements such as increased cycle parking at stations, improvements to station accessibility for those walking and for those using public transport, as well as for people with mobility difficulties. We want to tackle parking issues around stations with Network Rail and the TOCs, using information we have gathered from a programme of station audits on facilities at and around rail stations. It is envisaged that some of these potential improvements could be delivered via the station travel plans, that have been developed by Southern as part of their franchise commitment, for Eastbourne, Polegate and Lewes.
- 47 Encouraging and enabling more people to use rail, and making it a more attractive and viable option than travelling by private car on certain journeys, will address the social and safety issues outlined in Background Paper B. It will contribute to reducing congestion, reducing carbon emissions and improving road safety and health.
- 48 Our rail related work can also contribute to LTP3 objectives by improving business travel and access to employment, identified as challenges in the economic section of Chapter 3, contributing to economic competitiveness and growth and the overall connectivity of the county with the rest of the region and London. It also has the potential to improve quality of life and social inclusion by improving accessibility for social and educational purposes.

Parking

- 49 The availability and management of parking is important both to ensure the economic prosperity of areas within the county, and as a mechanism for encouraging more sustainable transport. Parking is a key issue in urban areas but can also be important in rural areas of the county.
- 50 Parking controls and civil parking enforcement are primarily aimed at addressing local parking problems, but they can also help achieve better flow of traffic especially for buses, through town centres, improve safety and improve the economic viability of areas through the efficient management and use of parking spaces. They can also act as a demand management tool to influence travel behaviour through the number of available spaces and charging according to length of stay and location, therefore encouraging people to use their car less and make trips on foot, by cycle and public transport. Where we have introduced controlled parking schemes there is evidence that this has resulted in less traffic circulating around the road network, which helps to reduce CO2 emissions.
- 51 Currently, civil parking enforcement operates in Hastings, Lewes and Eastbourne and any surplus revenue from these schemes is reinvested in transport improvements in those areas. It is our intention, when appropriate, to keep under consideration the further implementation of civil parking enforcement to provide local solutions to address issues in other districts in the county as well as to consider the appropriate extension of area wide parking controls where civil parking enforcement is in place.
- 52 As part of the introduction of civil parking enforcement in Lewes, the County Council introduced workplace parking charges at County Hall for staff. However, there are currently no plans to introduce workplace parking levies elsewhere in the county. If any proposals did come forward in the future over the life of LTP3, before any decision was made there would need to be very careful consideration and a detailed assessment of the benefits and dis-benefits of such a proposal. In particular, this would need to consider the impact on local businesses, looking at evidence from examples of schemes elsewhere, and would be subject to extensive consultation.
- 53 In terms of delivering LTP3 objectives, the parking strategy will help address the challenge of reducing CO2 emissions, with less traffic circulating around the network, and act as a demand management tool, encouraging more sustainable journeys on foot, by cycle and public transport. It will also help improve economic competitiveness and growth by addressing the challenge of improving journey time reliability on the network, particularly for freight and buses if parking restrictions are regularly enforced. In addition, it will help contribute to improving safety by reducing indiscriminate parking around junctions or across crossing points, making the road network safer for all users.

Freight

- 54 In East Sussex, road is the predominant method of transporting freight. Although ideally, more freight could be moved by sustainable modes, certain factors limit the sustainable transportation of freight in the county, including the quality of the rail and inland waterway network. The vast majority of freight vehicles on East Sussex roads are serving the industries and consumers of the county, and we depend upon the freight industry for a wide range of goods and services. It is vital to the economic growth and competitiveness of the county, one of our high level LTP3 objectives.
- 55 The freight strategy will address the challenges highlighted in the Economic section of Chapter 3 and Background Paper B, and contribute to the LTP3 objectives of promoting economic growth, improving quality of life, improving safety and health and, to a limited extent, helping to tackle climate change by reducing emissions. It will also help deliver the transport specific objectives to:
- reduce greenhouse gas emissions, local air pollution and noise from transport,
 - contribute to the protection and enhancement of the local natural and built, environment
 - improve road safety for vulnerable road users, and
 - improve maintenance and efficient management of the transport network.
- 56 The County Council supports initiatives which would enable the sustainable transportation of freight on rail. This is most notable at Newhaven, which has significant potential. For example, the Energy Recovery Facility (ERF) which is currently under construction has the potential for the sustainable transportation of bottom ash by rail. There is also rail infrastructure in place elsewhere at Newhaven Port which would enable the sustainable transportation of other types of freight on rail, which (in conjunction with other rail improvements) would provide operators with an alternative option to transporting freight by road. This would comply with policy to reduce road based vehicular journeys, reducing carbon emissions and congestion, and would be of benefit to the economy and the regeneration of Newhaven. In addition, by implementing schemes such as reinstating the Willingdon Chord, further opportunities for transporting freight on rail could be realised. For example, in the next few years Pebsham landfill site will be at full capacity, and waste could be transported along the East Coastway to the ERF in Newhaven for disposal.

Rights of way

- 57 The rights of way network provides significant opportunities for recreation and leisure as well as for accessing local towns and villages. Walking and cycling are popular methods of keeping active, requiring little specialist equipment or skills, whilst providing significant physical and mental health benefits. It addresses some of the social challenges identified

in Chapter 3 and contributes to the LTP3 health and quality of life objectives, and the transport specific objective of improving personal health and wellbeing by encouraging and enabling increased physical activity through active travel.

- 58 Where rights of way serve urban communities, there is greater potential for utility use, potentially reducing private car use, therefore contributing to the high level LTP3 objectives of tackling climate change and providing sustainable transport opportunities to improve social inclusion.
- 59 In the rural areas, the rights of way network plays an important part in attracting visitors to the county, therefore addressing the economic challenge of widening the economic base of the county, reducing unemployment and contributing to the high level LTP3 objective of improving economic competitiveness and growth by encouraging rural tourism and benefiting local shops, pubs and other facilities on these routes. This will help to achieve the specific transport objectives of contributing to the protection and enhancement of the local natural environment, reducing greenhouse gas emissions, local air pollution and noise from transport, and improving access to jobs, services and leisure by available and affordable sustainable transport means.
- 60 Information will continue to be provided about the public rights of way network and opportunities to enjoy and make use of it. An on-line interactive map of the rights of way network has been developed and will enable users to scroll to a location identified by name, street name or grid reference as well as showing bridges, gates and stiles. The definitive map of rights of way in the county is constantly monitored and updated.

Transport Technology

- 61 Intelligent Transport Systems (ITS) are a range of tools developed through the advances in transport, computing and communications technologies, and are used to manage road traffic and transport information. The aim of our work involving ITS, is to improve the operation and management of the transport network, and to ensure efficient dissemination of information to the travelling public using appropriate technology and channels. This can be particularly useful to people who might be unable to access conventional methods of communications.
- 62 The use of ITS will help achieve the LTP3 objectives of improving people's quality of life by reducing congestion and improving economic competitiveness by making journey times shorter and more reliable. It will also address the challenge of improving the county's overall connectivity (Economic section in Chapter 3 refers) and help contribute to improving safety, health and security by further use of variable signs and signals. It can help

to promote the attractiveness of public transport by easy access to information in order to plan journeys. ITS will also contribute towards the specific transport objectives of:

- reducing congestion and improving the efficiency of the transport network, and
- improving access to jobs, services and leisure.

63 The County Council will also identify where appropriate the locations in economic growth areas, where infrastructure to support the charging of electric vehicles could be delivered.

Accessibility

64 Accessibility planning is about identifying the barriers that prevent the most disadvantaged members of our communities reaching key services, such as hospitals or their GP, employment opportunities, schools or the local shops. Tackling these barriers can be undertaken in two ways. Firstly, by looking at how services which people want to access are designed, delivered and located, and secondly, by addressing affordability and accessibility of public transport, and the ability to access services by walking and cycling.

65 As part of the development of LTP2 a separate Accessibility Strategy was produced. This involved identifying the overarching accessibility issues in the county. A further five local assessments have since been undertaken to identify specific local accessibility issues and priorities in:

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

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

67 Accessibility will continue to be reflected in the various mode and intervention based approaches outlined in chapter 4 of LTP3. Improving accessibility to jobs and key services by public transport and improving the availability of transport information and transport choices (a local challenge highlighted in the Social section of chapter 3) will positively impact upon tackling climate change by reducing CO2 emissions as well as improving health.

- 68 These actions will also support the overall aim of achieving the primary objective of accessibility planning i.e. to reduce social exclusion in communities, provide better access to jobs and services, and address local issues regarding improving access to education and the attainment of qualifications amongst our residents, and therefore improving people's quality of life. The Accessibility Strategy will also contribute to the transport specific objective to improve access to jobs, services and leisure, as well as to improve strategic and local connectivity to facilitate economic and spatial growth through the LDF process.

Air Quality

- 69 There are two AQMAs in the county, in Hastings and in Lewes. There is the possibility of a further AQMA being declared in Newhaven and consequently further monitoring is being carried out by Lewes District Council and the County Council.
- 70 An Air Quality Strategy was developed by the Sussex Air Quality Partnership and this guides our approach to improving local air quality. This may be achieved by implementing cross cutting initiatives between authorities and partners including transport related initiatives which will have a positive impact on air quality at a local level.
- 71 While the pollutant is different in each case (particulates in Hastings and nitrogen dioxide in Lewes), the action plans for each contain many transport related measures. We will ensure that, where possible, these measures are implemented and contribute to achieving better health and quality of life for East Sussex residents living and travelling within the AQMAs. This will also have a positive benefit for the local economy, contributing to the high level LTP3 objective to improve economic competitiveness and growth, by reducing the number of sick days accrued as a result of pollution related health issues, and the transport specific objectives of reducing greenhouse gas emissions, local air pollution and noise from transport and contributing to the protection and enhancement of the local natural and built environment.

Spatial Priority Areas

Bexhill and Hastings

- 72 In 2003, following consideration of the South Coast Multi-Modal Study, the Secretary of State for Transport invited the County Council to develop proposals for the construction of a link road between Bexhill and Hastings. As the scheme developed it has become a crucial element of the £400 million regeneration plan for Hastings and Bexhill managed by Seaspaces, and the key priority for the county in the LEP to lift the local economy and give the towns a vibrant, prosperous future. This will help to address the issues of lower than average household income, high levels of unemployment compared to the rest of the region and the deprivation issues in Hastings.
- 73 Transport improvements, and the link road in particular, will contribute to better connectivity with the rest of the south coast, to London and beyond, better journey time reliability and reduced physical isolation therefore addressing the business community's concerns about the perceived lack of investment in strategic transport infrastructure, as identified in Background Paper B paragraph 123. It will open up areas for housing and business space being considered through the Rother and Hastings LDFs, increase the attractiveness of the towns to employers and educational establishments and help address some of the issues highlighted in LTP3 paragraph 4.18, and deliver our LTP3 objective of increasing economic competitiveness and growth.
- 74 The Bexhill Hastings Link Road (BHLR) will contribute to relieving congestion and poor air quality along the A259, allowing businesses to operate more efficiently and improving the health and quality of life of people living in the vicinity of the A259. The complementary works of developing the Pebsham Countryside Park, implementing cycle routes, a 'Greenway' and a quality bus corridor along the A259 between Glyne Gap and Filsham Road, and improvements to the Harrow Lane and Queensway junctions on The Ridge, will enhance the positive impacts of the scheme and facilitate access by sustainable modes.
- 75 The scheme is currently included in a 'Development Pool' of schemes that will be reassessed and a decision made by DfT by December 2011.
- 76 To complement the BHLR and to address problems with access to the A21, the Highways Agency had proposed improvements to the road network in north Hastings between the Ridge and the A21 at Baldslow. In November 2010 the development of these proposals was cancelled, however we believe the need for improvements still exists and we will lobby for reinstatement of the scheme.

- 77 We have also lobbied for improvements to sections of the A21 as part of the policy of seeking a 'fit for purpose' strategic trunk road network, connecting Hastings and Bexhill to the M25 and the rest of the trunk road network in the country. Planned improvements including dualling the section between Tonbridge and Pembury, various measures between Kippings Cross and Lamberhurst, and improvements to the section between Flimwell and Robertsbridge are being sought to ensure consistency in the quality of the strategic road infrastructure on the A21 south of the M25 to Robertsbridge.
- 78 In November 2010, DfT announced that the Tonbridge to Pembury improvements had been deferred until after 2015 and that all other improvements have been cancelled completely. The County Council remain strongly of the opinion that the need for these improvements remains and will continue to lobby for their inclusion in future programmes.
- 79 The BHLR would also provide the potential to establish a new parkway station west of Hastings on the Hastings – Tonbridge – London line, which would allow sustainable journeys to London for residents and businesses in the area, relieving pressure on parking around Battle station in particular. This is identified as an aspiration for East Sussex in the LEP bid. We will also continue to lobby for a new station at Glyne Gap to serve that area, and make access to the business and retail park possible by sustainable means. Both these projects would be dependent on the commitment of the rail industry to proceed.
- 80 Analysis has been undertaken to look at potential sites for housing and business development in the Bexhill and Hastings area to identify what transport measures would be required to deliver the chosen spatial option for the area. This is, to a large extent, dependent on the BHLR decision. The outcome of the analysis has informed the LDFs being developed by Rother District and Hastings Borough Councils.
- 81 The demands of additional housing growth likely to come forward through the LDF process mean that the following schemes may be required, subject to further investigation.
- Bexhill Country Avenue Western Extension – the proposed road link will support the creation of and access to significant employment opportunities at sites to the north and west of Bexhill. It will assist in relieving congestion along the A259 and release land for business development alongside the residential development.
 - Hastings Spur Road Phase 2 - the scheme was originally designed to cope with expected traffic flows arising from the previously proposed bypasses for Bexhill and Hastings. However, when the bypass schemes were cancelled, the Spur Road Scheme was retained as a potential County Council scheme. The Spur Road Scheme will be subject to review when it becomes clear what changes, if any, need to be made to the road layout in the Gillsmans Hill area, between Sedlescombe Road/The Green and the Crowhurst Road/Harley Shute Road roundabout, as a result of any impact generated by the BHLR. Therefore, a decision on the Spur Road is unlikely to be made until it is

known whether the BHLR scheme will proceed, and at least a year after the BHLR is first opened to traffic. At this time, the Spur Road scheme proposals may need to be altered, which may result in a revised alignment or a scaled down scheme with resultant changes to land requirements, or the scheme may be rescinded.

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

82 The County Council will continue to work with its partners in the Hastings QBP, to build on improvements and successes made to date, increasing bus patronage, improving punctuality and journey time reliability on key bus corridors, in the town centre, and at junctions in the town, to make bus travel in the area more attractive and accessible:

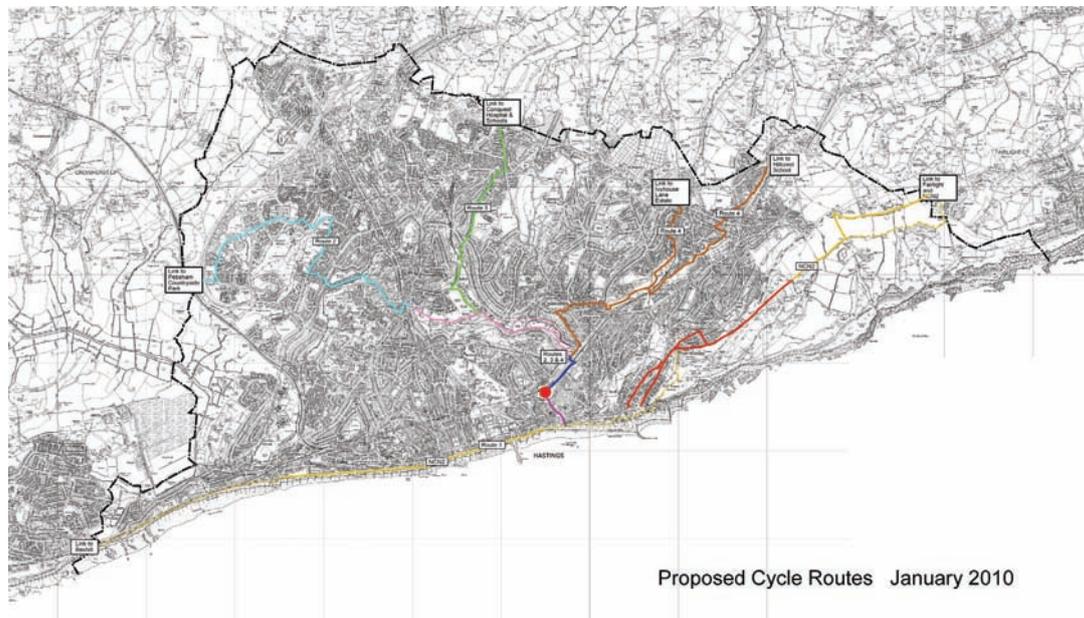
- A259 Bexhill to Hastings,
 - Grand Parade / Warrior Square, and
 - Grand Parade/London Road.
- London Road/Battle Road,
 - London Road / Bohemia Road,
 - Silverhill Junction,
 - Battle Road / Blackman Avenue, and
 - Battle Road / Old Church Road / Upper Church Road junctions.
- Core 'Arrows' routes network running east/west across the town and through the town centre, and
- Bus Routes to Conquest Hospital.

83 In addition, we are also considering the development of a QBP for Bexhill, focusing on services currently provided along the A259, as well as potential services along the Bexhill to Hastings Link Road. In both Hastings and Bexhill, measures will be delivered through the Implementation Plan, in accordance with the policies set out in LTP3 paragraph 4.44, including, as funding becomes available, accessible bus stops and waiting facilities and real time passenger information. All these improvements for buses will help address issues of accessibility to services, particularly for the high proportion of elderly in the Bexhill area, as well as to jobs for those without access to a car, which is more prevalent in Hastings than elsewhere in the county.

84 A core network of routes/key corridors of movement for cycling has been identified in Hastings, through work with Hastings Borough Council and the local cycle group. These

routes, radiating from the main cycle route, which is a continuous route along the seafront, provide links to the main residential and employment centres, including the hospital in the north of the town. The National Cycle Network (NCN) 2 route, which runs along the seafront, is predominantly situated on the promenade. However, there are aspirations to relocate the eastern section of the route from the A259 to the promenade, which will be delivered by Hastings Borough Council. The other priority for the seafront is the relocation of the section between Glyne Gap and Cinque Ports Way onto the Environment Agency's sea defence wall as part of the Sustrans Connect 2 programme. This scheme is due to start in 2011.

Figure D1 – Hastings: Proposed cycle routes



- 85 In Bexhill, a similar route network has been identified radiating northwards to the key residential and employment areas from the NCN2 route along the seafront. The key priority is to ensure a consistent and safe approach is taken for the cycle route along the seafront. The delivery of these cycle networks will be dependent on the availability of funding, and will be developed and delivered by external funding using development contributions secured in both towns.
- 86 In both towns, the key priorities for walking will be to enable access to local shops, district centres and town centres (including Ravenside Retail Park) as well as to schools, health facilities, employment centres and the seafront. For example, the proposal to create a “social road” in Bexhill by narrowing the road along the seafront, removing on-street parking and reducing speeds to 20mph, will help to improve the safety and attractiveness for pedestrians moving from the town centre to the seafront, (which has been improved as part of the Next Wave project), and for cyclists travelling along the seafront. The improvement to both walking and cycling in the two towns will help to address health and obesity issues, therefore improving people’s quality of life and overall wellbeing.

- 87 As part of the regeneration of both towns, the quality and appearance of the pedestrian routes are considered to be important. The use of high quality materials in town centres will be considered where funding is available from the District/Borough Councils, and where there is an appropriate maintenance regime to cover the whole life cost of the scheme.
- 88 The promotion of Smarter Choices, 'softer' initiatives through our Travelchoice brand such as workplace and school travel plans, improved journey information for bus and cycle, and opportunities for and promotion of car sharing, will complement and enhance physical improvements made in the area.
- 89 Civil parking enforcement is in place in Hastings and includes a controlled parking zone in the central area of the town. This has been effective in reducing traffic circulating to find on-street parking spaces, therefore reducing congestion and improving safety by tackling indiscriminate parking on double yellow lines or bus stop clearways. Together with Hastings Borough Council, which acts as our agent for parking enforcement, we will continue to review the parking restrictions in the town centre, and, as appropriate, consider whether extensions to the existing controlled parking zone are required.

Eastbourne and South Wealden

- 90 Analysis has been undertaken to look at potential sites for housing and business development in the Eastbourne and South Wealden area. This is to identify what transport measures would be required to support the expected housing and business development. The outcome of this analysis has informed the LDFs being developed by Eastbourne Borough Council and Wealden District Council.
- 91 We have considered and appraised a range of transport interventions in relation to the proposed development options coming forward through the Wealden and Eastbourne LDFs. These include 'smarter choices' and the provision of infrastructure which promotes walking, cycling and public transport, making best use of the existing transport network, investing in public transport capacity, as well as looking at major schemes to meet the wider challenges.
- 92 The demands of additional housing growth, likely to come forward through the LDF process on the local and regional road network, will increase the stress at key points on the A27, A22 and the A271 in particular. The analysis of the transport implications of housing and economic growth in the area has identified that the following schemes may be required, subject to further investigation:
- A27 west of Polegate – the Highways Agency were asked by the former Regional Transport Board to consider the potential need for a new road (known as the

Folkington Link) to increase capacity on the network to the west of Polegate; connecting the A27 with the A22 and bypassing the congestion point at the current junction in the context of additional housing in the area. This would improve the strategic network and connectivity between employment and residential areas, and also help facilitate other transport improvements such as allowing a reallocation of road space for a potential bus lane on the A27.

- A271 Hellingly/Lower Horsebridge bypass – housing growth in the area might necessitate an investigation into the possible realignment of the road and improvements to increase capacity.
- A22 south of Uckfield – as one of the main strategic routes between the south coast, the M25 and beyond, it may become necessary to consider improvements to the capacity of the road between Hailsham and Uckfield in particular.
- Parkway station west of Polegate– this is a scheme connected to the potential development of employment sites around the Polegate area. Located close to the strategic road network, it could reduce pressure on the roads and improve rail connections between Eastbourne, Hailsham and the surrounding area to London and other key centres in the South East. Progress would depend on the commitment of the rail industry.
- Junction improvements – additional traffic on the network generated by development will increase pressure on certain junctions in the area. Improvements to these junctions will be necessary to maximise the capacity of the existing network as well as to accommodate the needs of pedestrians, cyclists and public transport. These junctions include:
 - A27/A22 Pevensey bypass roundabout,
 - A22/Dittons Road roundabout, and
- A22/Willingdon Drove roundabout.
- A2270 Polegate to Eastbourne
- Cross Levels Way,
- A259 Eastbourne
- A22 between Eastbourne and Hailsham,
- Lottbridge Drove
- A295 Hailsham
 - Ersham Road/Friday Street/Lion Hill/Langney Rise
- Measure to improve traffic movement in Eastbourne and Hailsham town centres.

93 These schemes will help to tackle congestion, manage the network more efficiently, and enhance the strategic road infrastructure. They will improve the connectivity of the South Wealden and Eastbourne area to the rest of the region, therefore delivering the LTP3 objective of improving the area’s economic competitiveness and growth. This will help to address some of the challenges identified in the LTP3 chapter 3 and Background Paper B – The Local Picture, by widening the area’s economic base so that it is more resilient to changing economic circumstances and contributing to reducing overall deprivation.

- 94 A further ambition is to ensure that sustainable links are provided from the proposed growth areas into the existing transport network and to the key places people wish to travel to. In addition, Eastbourne's location at the eastern end of the SDNP means that managing visitor access to the park and providing access by public transport and other sustainable means will be significant issues for the area.
- 95 Four potential Quality Bus Corridors have been identified in the South Wealden and Eastbourne area focusing on key routes radiating from Eastbourne town centre to serve key areas of the town, including linking the hospital and Sussex Downs College to the town centre, Langney to the town centre, Polegate and Hailsham to Eastbourne, and linking the north and south areas of Sovereign Harbour. These are:
- A259 Seaside (Eastbourne town centre to Sovereign Harbour),
 - A2021/A2270 Kings Drive (Eastbourne town centre to District General Hospital/Sussex Downs College and Hailsham/Polegate),
 - Seaside to Langney shopping centre, and
 - Sovereign Harbour to Langney Shopping Centre.
- 96 Improvements to buses across the whole area network will be particularly focused on these key corridors, dependent on funding available, in line with the policies and measures identified in our approach to bus transport as outlined in LTP3 paragraph 4.44. We have already begun work with Eastbourne Borough Council and bus operators to establish a QBP, which will work on a range of initiatives to make bus travel within the area a more attractive proposition, and improve accessibility to the town centre and other venues such as the hospital. This will help improve connectivity within the Eastbourne and South Wealden area, and therefore contribute to the LTP3 objectives of improving economic competitiveness and growth, enhancing social inclusion, as well tackling climate change through reducing the number of car journeys and a subsequent increase in bus use.
- 97 The development of a cycle strategy for the South Wealden and Eastbourne area accords with the priorities set out in the county's Cycle Strategy on promoting and prioritising investment in urban utility cycle routes, but also needs to consider wider links into the South Wealden area including Polegate, Hailsham and the Stone Cross, Westham and Pevensey areas. The Strategy will focus on enhancing the existing cycle infrastructure in the town, but will principally be focused on improving cycle access to the town centre and along the full extent of the seafront. The network of cycle routes will also need to provide localised links to enable access to the NCN route 2 along the coast towards Bexhill/Hastings, and the NCN route 21 via Polegate and the Cuckoo Trail to Hailsham/Heathfield which forms part of the Avenue Verte route between London and Paris (via Newhaven – Dieppe).

- 98 In accordance with our Walking Strategy, summarised later in the chapter, the focus for walking will be on the key routes and corridors of movement in the area which provide access to schools, local shops and facilities, employment, health facilities, secondary centres as well as the town centres in Eastbourne, Hailsham and Polegate. We will also focus on where there are safety issues which necessitate the provision of improvements for pedestrians crossing the road, where these locations accord with the current policy for pedestrian crossings, and the availability of funding.
- 99 Improving walking and cycling, complemented with 'smarter choice' measures which encourage and promote sustainable means of travel such as travel plans for business and school journeys and improved journey information, will help achieve the high level objectives of improving road safety, and personal health and wellbeing, in turn improving people's quality of life.
- 100 Civil parking enforcement is in place in Eastbourne, and includes a controlled parking area in the central area of the town. This has been effective in reducing traffic circulating to find an on-street parking space, reducing congestion, and improving safety by tackling indiscriminate parking on double yellow lines or in bus stop clearways. We will continue to review the parking restrictions in the town centre and, as appropriate, consider whether extensions to the existing controlled parking zone are required.

Newhaven

- 101 Newhaven sits at the intersection of a number of important transport links. Although these provide Newhaven with an advantageous location, they are also the source of several of the town's problems. Development is constrained by the proximity of the SDNP to the north. The River Ouse and the railway line run through the middle of the town, dividing it into a western and eastern half.
- 102 The A259 further divides the town into northern and southern sectors. It has a single carriageway through Newhaven and encircles the town centre in the form of a ring road, creating severance issues. The A259 through Newhaven is often congested, and the operation of the swing bridge compounds this problem. The A26 provides a link between Newhaven and the A27 to the north but is of substandard alignment and offers few overtaking opportunities through the South Downs. The C7, which links Newhaven and Lewes, is narrow and of poor alignment, and passes through a number of small villages. The traffic generated from new housing development that is planned in this area will add to the existing problems.

- 103 A transport model has been developed to model future growth scenarios and to evaluate the impact of potential transport improvements. An integrated approach is important to ensure current congestion is relieved, particularly on the A259, the A26, and the ring road, by reviewing their operation, investigating options to change the pattern of flow, and investigating improvements and/or alterations to key junctions within the area. New development will need to be adequately accessed by public transport, and existing and new development will also need to be linked by a network of walking and cycling routes which would encourage healthy lifestyles rather than car dependency. Issues of community severance particularly affecting pedestrians will need to be addressed.
- 104 The expansion and improvement of the port is a vital component of plans to revitalise the economy of the town and to continue to provide an important link to mainland Europe and beyond. A major port review and planning exercise has been undertaken, in order to inform the port's business plan going forward. Business opportunities, which the port is keen to pursue, include an ongoing ferry service alongside an ongoing commercial port operation. It also wishes to incorporate 'green port' principles into its development plans, including potential uses which support the construction of a proposed offshore wind farm.
- 105 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. Freight opportunities also exist, subject to the implementation of specific rail infrastructure improvements, to transfer freight by rail to/from Newhaven from East Sussex and beyond.
106. The potential of Newhaven port, with the possibility of development of an outer port to enable use by deep-keeled vessels, and the link for both freight and passengers to the continent, is still to be fully exploited and we will continue to work for access improvements to the port by road and rail and for improved fast ferry services to Dieppe. The award of the licence by E.On to develop Zone 6 off Newhaven as a wind farm, means that transport infrastructure may need to play its part in ensuring that we optimise the benefits to Newhaven, for example, the construction and servicing of the wind farm.
- 107 Planning permission has been safeguarded for a Port Access Road, initially running from the A26/A259 to a new roundabout (Pargut) on the edge of the town boundary just north of Mill Creek, and in a further phase to the port and to an area of development land suitable for port expansion and the creation of an outer harbour. The road is key to enabling the expansion of the port and the redevelopment of the Eastside area of Newhaven, by moving port traffic away from existing residential developments onto a road designed for port traffic. The first phase of the road is expected to be built by the developers of the Eastside Business Park, the second phase by the port. The current owner

of Eastside Business Park is developing plans for the site including the road. It is important that the first section of the road is built to a standard to allow it to be extended and take port traffic in the future. However, as both the business plan for the port and the Lewes Local Development Framework evolve, other opportunities for access may arise and our strategy will be flexible in its approach.

- 108 The port is currently developing a Port Masterplan which should include a decision about an outer harbour. As these plans are further developed and clarified as part of the Lewes District LDF, the County Council will continue to be fully engaged in contributing to the development of transport improvements to achieve the economic regeneration of Newhaven.
- 109 Newhaven is on the Lewes to Seaford railway line with direct services to Brighton and connections to London, Eastbourne and Hastings via Lewes. Newhaven currently has three railway stations: Town, Harbour and Marine, the latter being closed at present and situated on a port cul-de-sac branch off the main line. Newhaven Town Station is well used and accessible by walking, by cycle, car and bus. There is greater scope for rail usage, particularly for commuter trips between Newhaven, Lewes and Brighton, but this is inhibited by a lack of interchange facilities, particularly with insufficient cycle parking, taxi rank provision, short-term car parking and clear signing for pedestrians.
- 110 The lack of parking space at the station means that people opt instead to drive to Lewes where there is parking available at the station. Therefore, a key aspiration, and one of the strategic infrastructure catalysts for helping to enhance the economic competitiveness and growth of Newhaven, is to create a transport interchange on land adjacent to the existing Town station. This will need to be supported by improvements to the quality of the Town and Harbour Stations, including improved passenger information and waiting facilities, better co-ordination between train and ferry timetables, and improved information provision.
- 111 The size of Newhaven should make it possible for many short journeys within the town to be made by sustainable modes of transport, particularly on foot. There is a good network of footpaths that enable much of the surrounding countryside to be accessed from Newhaven.
- 112 While pedestrian links to and through the town are good, as identified in our Walking Strategy, the focus for walking will be on the key routes and corridors of movement which provide access to schools, local shops and facilities, employment, health services and secondary centres, as well as to and within the town centre. We will also focus on where there are issues created by the volume and speed of traffic for pedestrians, who have to cross the main routes through the town, in particular the A259 the A26 the B2238 (Avis

Road) and the C7 (Lewes Road), and on conflict between pedestrians and traffic on some of the more local feeder roads which run through residential areas. In addition, we will consider where there are safety issues which necessitate the provision of improvements for pedestrians crossing the road, where these locations accord with the current policy for pedestrian crossings, and the availability of funding. Finally, we will consider the needs of those with reduced mobility, providing tactile paving and dropped kerbs at appropriate crossing points.

- 113 Newhaven has good public transport links to the surrounding area with a high frequency bus service operating along the A259 between Eastbourne, Seaford, Newhaven and Brighton. The introduction of the A259 bus corridor between Brighton and Peacehaven has helped improve journey time reliability and, along with the introduction of real time passenger information at key stops in the town, has made the bus a viable alternative to travelling by car from Newhaven. This has played a major part in improving access to employment, healthcare and education. A second phase of improvements for buses along this corridor is proposed between Peacehaven and Newhaven, reflecting the policies set out in our approach to bus transport (LTP3 paragraph 4.44).
- 114 The NCN2 between Brighton and Hastings passes through Newhaven, and forms part of the Avenue Verte London to Paris cycle route, via the Newhaven to Dieppe ferry. There is considerable potential to encourage more cycle use in Newhaven as a realistic alternative to the car, particularly for short distance trips within the town and to destinations immediately around the town.
- 115 However, the existing dedicated cycle paths and facilities in the town are sporadic and disjointed and need to be linked together to create a co-ordinated network which accommodates local utility cycle trips linking residential areas with the town centre, the train station and port, and employment areas in the town in accordance with the priorities set out in the Cycle Strategy. This local route network would also need to be tied into the existing off-road route between Newhaven and Seaford, and also towards Peacehaven and Brighton, as well as from the gateway of Newhaven town centre to local attractions in the surrounding area, including the South Downs.

Uckfield

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

- 117 The traffic generated by any future housing in and around Uckfield coming forward through the Wealden LDF, is likely to exacerbate the existing situation and so an appropriate traffic management solution in the town centre is required. The County Council, Wealden District Council and Uckfield Town Council are exploring ways to improve the traffic flow in Uckfield as part of the development of a wider masterplan for the town.
- 118 The traffic situation in the town centre will continue to deteriorate with further development and financial contributions will be sought to finance the implementation of a suitable remediation scheme, taking into account any future reinstatement of the Uckfield to Lewes railway line.
- 119 The County Council continues to support the aspiration to reinstate the Uckfield to Lewes railway line, which would significantly improve sustainable access from Uckfield to the major towns in the county, to the coast and to London. The most recent Network Rail study (2008) concluded that while technically feasible, there is currently no economic case for rebuilding the line when appraised against the Government's current major scheme assessment criteria. These criteria are being reviewed by Government in order to provide greater parity in assessing road and rail schemes. Work has recently been undertaken by a local campaign group looking at the benefits of an alternative scheme providing a new railway line between Brighton and Uckfield and beyond to London, utilising existing infrastructure where appropriate. This work merits further investigation and this will be sought from Network Rail via the London and South East Route Utilisation Strategy (RUS) process.
- 120 In accordance with our Walking and Cycling Strategies, the focus for walking and cycling will be on the key routes and corridors of movement from existing and new residential areas to schools, local shops and facilities, employment, health facilities and the town centre.
- 121 Improvements for buses in the town will be focused, dependent on funding available, on better access to bus stops on key routes such as the Brighton – Lewes – Uckfield – Tunbridge Wells route (28/29), in the town centre and to the hospital, in line with the policies and measures identified in our approach to bus transport outlined in LTP3 paragraph 4.44. This will help improve connectivity to and within the town, contributing to the LTP3 objectives of improving economic competitiveness and growth and enhancing social inclusion, as well as tackling climate change through reducing the number of car journeys and increasing journeys by more sustainable means.