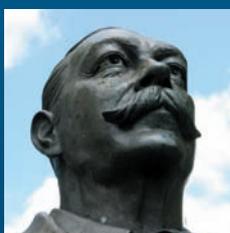




Local Transport Plan

2011-2026



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

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

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

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

3. Issues/Challenges and Opportunities

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

Transport Infrastructure

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

Economic

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

Safety, Security and Health

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

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

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

Environment

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

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

Social Challenges

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

Other Challenges

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

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

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

Battle, Rye and Rural Rother

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

Key Characteristics and challenges

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

⁵¹ Indices of Multiple Deprivation 2010