

## **NOTE TO THE EAST SUSSEX STRATEGIC PARTNERSHIP**

### **3<sup>RD</sup> LOCAL TRANSPORT PLAN CONSULTATION – KEY THEMES**

1. The consultation on LTP3 was undertaken between 4 October 2010 and 4 January 2011. It was publicised on the ESCC website, in Your County magazine (twice), and direct notifications were sent to over 300 individuals and organisations and County Councillors in October 2010 and a reminder in early December 2010.
2. 132 submissions were received of which 64 were from organisations or businesses. A list of these organisations/businesses is attached at Appendix 1.
3. The following key issues emerged from the consultation:
  - (i) The majority of respondents supported the general direction and objectives of the LTP3 strategy. (88% of those who completed the questionnaire)
  - (ii) The majority of respondents supported the preferred strategy. (60% of those who completed the questionnaire)
  - (iii) There is broad support for sustainable travel rather than road building and improvements. The sectors which were supported most strongly in terms of wanting further investment were:
    - Bus services (accessibility and connectivity)
    - Better and more cycling infrastructure with emphasis on safety
    - Stronger lobbying for improved rail services and capacity
    - Greater emphasis on safety including 20mph zones
    - Better integration between different modes in terms of facilities and timetables
    - More travel planning to achieve higher levels of travel by sustainable modes (walking, cycling, public transport).
  - (iv) Other themes include support for the non transport intervention of improved Broadband access which would contribute to a reduced need to travel and a call for lower CO2 emissions and better air quality.
  - (v) There were requests for the document to be shorter and clearer.
  - (vi) Insufficient consideration of the issues for those parts of the county which do not fall inside the four spatial priority areas for investment (Bexhill & Hastings, Eastbourne & south Wealden, Newhaven and Uckfield) i.e. rural areas, villages and larger market towns. A high value is placed on the local environment and the rural identity of the county.
  - (vii) Insufficient attention paid to the newly formed South Downs National Park (SDNP) and our approach to issues related to the park and the places which act as gateways to it. (Lewes, Eastbourne, Newhaven, villages etc)
  - (viii) Several respondents stated support for our commitment to continuing to aspire to the reinstatement of the Lewes/Uckfield railway line.
  - (ix) Some further work is needed on aligning the LTP strategy with the planning authorities' policies in their emerging Core Strategies. Wealden were concerned at the inclusion of schemes which are longer term and aspirational and have no delivery mechanism as yet in place, however further correspondence has allayed those concerns. Lewes DC would like to see provision for measures connected to development in the Phoenix area.

- (x) Parking controls and congestion reduction measures had a fairly even number of supporters and objectors, demonstrating that these issues remain contentious.
  - (xi) There were also concerns voiced about our ability to deliver and to fund the interventions necessary to implement the strategy and that the document did not include specific schemes that will be delivered 'on the ground'.
  - (xii) How will the LTP act as an enabler for localism and the 'Big Society'.
4. There were also a number of specific, individual comments on the merits of different schemes or services which have been responded to or passed to other teams in the Department for their consideration.
  5. We have analysed all the comments and have put together responses to each of them. It is proposed to publish these on the County Council website when the approved strategy is published to demonstrate how the final document has been refined, as appropriate, in response to the consultation. It is also an opportunity to give explanations of the strategy, answer specific points and generally show a responsive approach to local issues.
  6. In response to the key issues arising from the LTP3 consultation, we are in the process of:
    - a) producing a shorter, clearer LTP Strategy document supported by background papers constituting the evidence base,
    - b) providing greater clarity in the document on the approach to the rural areas and the parts of the county not in the economic regeneration priority areas and to issues related to the South Downs National Park,
    - c) continuing to include some schemes which are long term aspirations e.g. potential major road and rail improvements, albeit their means of delivery is currently uncertain, as changes in national policy or funding availability during the lifetime of LTP3 may make them realisable in the future,
    - d) continuing with civil parking enforcement in Hastings, Lewes and Eastbourne as well as keeping under consideration its role in providing local solutions in Wealden and Rother,
    - e) including a section on localism and the promotion of 'self help' and alternative approaches that might enable local communities to take an active role in delivering schemes and services that can help achieve local aspirations. It is likely that this process will need to evolve during the early part of the LTP3 period but it will build on the examples of good practice which already exist in the county such as walking buses to schools, sponsoring school crossing patrols, community transport projects, community rail partnerships, parish lighting and parishes/local communities or partnerships contributing to schemes which are important to them,
    - f) updating information to reflect changes in policy at national and sub national level, the outcomes of the Comprehensive Spending Review and the effect on major schemes within and serving the county, Local Development Frameworks and the emergence of the Greater Essex, Kent and East Sussex Local Enterprise Partnership.
    - g) Giving greater clarity on our approach to road safety, with a separate section in the document on our approach to improving safety for all road users
    - h) making minor amendments in response to individual comments.
  7. The final LTP3 Strategy document is due to East Sussex's Cabinet on 26 April for approval.

## Appendix 1

### Organisations who responded to LTP3 consultation

Barcombe Parish Council	Newhaven Town Council
Berwick Parish Council	Newick Parish Council
Bespoke (Eastbourne Cycling group)	NHS East Sussex, Public Health
Bexhill Wheelers and Classic Cycle Group	Department
Bricycles	Passenger Focus
Call-a-Cab Ltd	Plumpton Parish Council
Campaign for Better Transport	Plumpton VAP Road Safety & Transport
Care Management Services	Team
Climate Change Partnership for East	Polegate Town Council
Sussex	Ringmer Parish Council
CPRE Sussex	Rodmell Parish Council
Crowhurst Parish Council	Rother District Council
Cycle Battle	Rother Environmental Group
Cycle Lewes	Rotherfield Parish Council
Cycle Seahaven	Rotherfield St Martin
De La Warr Pavilion	Rye and District Community Transport
Ditchling Museum	Savoy Court Hotel
East Sussex Local Access Forum	SEEDA
Eastbourne Arndale Centre	South Downs Society
Eastbourne Borough Council	SpeakUp countywide forum
Eastbourne Highways team	Sussex Air Quality Partnership (Sussex-air)
Eastbourne Cultural Communities	Sussex Community Rail Partnership
Network	Sussex Police
Ewhurst Parish Council	Sustrans
Friends of Lewes Society	Tandridge District Council
Hamsey Parish Council	The Rother Environment Group
Hastings Borough Council	The School Creative Centre
Hastings Urban Bikes	Uckfield Rail Line Parishes Committee
HEYNES	Village Connections
High Weald AONB Unit	Wealden District Council
Highways Agency	Withyham Parish Council
Horam Parish Council	
Lewes District Council	
Local Business Network (Crowborough)	
Mason Bryant lettings and sales agents	
Natural England	
Newhaven Port and Properties Ltd (c/o	
DMH Stallard)	