



Local Transport Plan

Implementation Plan

2016/17-2020/21



Local Transport Plan Implementation Plan 2016/17 – 2020/21

1. Introduction

- 1.1 The current Local Transport Plan (LTP) Strategy was adopted in May 2011 and looks forward 15 years to 2026. The Strategy is supported by a series of five year implementation plans, the first of which covered the period 2011/12 to 2015/16, which set out the intentions for transport investment for this period of time.
- 1.2 This second Implementation Plan covers the period 2016/17 to 2020/21. A public consultation will ensure that there is an opportunity for stakeholders and the public to comment on the proposed next 5 years of planned transport infrastructure improvements to the county.

2. Local Transport Plan vision and objectives

- 2.1 The vision of the Local Transport Plan is to:

Make East Sussex a prosperous county where effective, well managed transport infrastructure and improved travel choices help businesses to thrive and deliver better access to jobs and services, safer, healthier, sustainable and inclusive communities and a high quality environment

- 2.2 To help deliver this vision a set of high level objectives have been developed, of which the two key objectives are to:
 - Improve economic competitiveness and growth, and
 - Improve safety, health and security.

We will also work towards:

- Tackling climate change,
- Improving accessibility and enhance social inclusion, and
- Improving quality of life

- 2.3 These high level objectives are underpinned by 10 transport specific objectives which will contribute to their delivery. These are to:
 - Improve strategic and local connectivity of communities to facilitate economic and physical growth and renewal through the Local Enterprise Partnership and Local Development Framework process
 - Reduce congestion by improving the efficiency of the transport network and encouraging greater use of sustainable modes of transport,
 - Improve maintenance and efficient management of the transport network,
 - Improve road safety for vulnerable road users - pedestrians, cyclists, motorcyclists and horse riders,

- Reduce the number of people killed and seriously injured (KSIs) in road crashes,
- Reduce greenhouse gas emissions, local air pollution and noise from transport,
- Increase the resilience of transport infrastructure and services to the effects of climate change,
- Contribute to the protection and enhancement of the local natural and built environment,
- Improve access to jobs, services and leisure, and
- Improve personal health and well-being by encouraging and enabling increased physical activity through active travel (i.e. walking and cycling).

3 Local Transport Plan Strategy

3.1 The LTP seeks to invest in infrastructure which delivers sustainable economic growth. This will be achieved by helping to address congestion, improving safety for all road users, and promoting sustainable travel on foot, by bike, and by public transport.

3.2 In summary, the LTP strategy aims to plan and provide:

- Infrastructure in areas identified as needing greater investment in economic growth and development,
- For the maintenance of economic activity and quality of life across the county as a whole,
- Lobbying for strategic road and rail infrastructure improvements, including some longer term aspirations, and
- Non-transport measures which reduce the need to travel such as faster broadband and ensuring new development is located in appropriate and sustainable locations.

3.3 How far we are able to deliver the strategy over its life will be influenced by the levels of funding that will be available over the duration of the plan. Further details on funding can be seen in section 5.

4. Policy

4.1 This section looks at the main policy changes that have taken place since the publication of LTP 2011-2026 and the first Implementation Plan and which are relevant for the planned transport improvements over the next 5 years that are outlined in this Plan. A number of the measures included in the implementation are in alignment with other key policy documents, particularly around the growth agenda and the funding mechanisms associated with this.

As outlined in our Council Plan, 'Driving Economic Growth' is a key priority for the County Council. With significant housing and commercial development planned in the county, transport will play a key role in unlocking this growth, by delivering transport measures that relieve congestion and provide realistic travel choices.

Local Enterprise Partnerships and Growth Deals

4.2 Delivering economic growth is now the responsibility of Local Enterprise Partnerships where local authorities and businesses work in partnership to prioritise investment in infrastructure to enable housing and commercial development to come forward. East Sussex County Council is part of two Local Enterprise Partnerships (LEPs). These are:-

South East LEP (SE LEP) - which includes businesses, local government and other key organisations from:

- East Sussex,
- Essex,
- Kent & Medway,
- Southend, and
- Thurrock.

Coast 2 Capital (C2C) - which includes businesses, local government and other key organisations from:

- West Sussex,
- The London Borough of Croydon,
- The City of Brighton & Hove,
- Surrey
- Lewes District

4.3 The **SE LEP Growth Deal and Strategic Economic Plan (SEP)** (March 2014) outlines the SE LEP's ambition, over the period 2014-20, to generate 200,000 private sector jobs, finance 100,000 new homes, and lever investment totalling £10 billion to accelerate growth, jobs and housing. The SEP provides the economic context, and outlines SE LEP's approach to creating the conditions for growth, recognising the need to invest in coastal communities. Of the 12 transport growth corridors/areas in the SEP, those in East Sussex are:

- A21/A259 Hastings-Bexhill,
- A22/A27 Eastbourne/South Wealden, and
- Newhaven Clean Tech and Maritime Growth Area.

Further details regarding these specific areas are outlined in the programme of measures for each area further on in this document.

4.4 In the SE LEP Growth Deal and SEP one of the five elements of the 'Growth Deal' is a South East Transport Deal. The first of four parts of this deal is an 'ask' of Government to make firm commitments to specific national rail and road investments by agreed dates. Secondly, for contributions from Government, in order to unlock investment from local authorities and private developers for upgrading road and rail

schemes in the growth corridors. Thirdly, proposals to deliver local sustainable transport schemes), and finally for specific flexibilities in relation to Government policies to take forward transport schemes more quickly and flexibly, which will enable some of our projects to be delivered. Working in partnership with 'Team East Sussex', who are responsible for driving economic growth in the county, the County Council has secured £61.9m of Local Growth Fund monies, along with over £80m of match funding. This is outlined in more detail in paragraphs 5.7 - 5.12.

- 4.5 In the Coast to Capital Growth Deal, £10m of Local Growth Fund monies have been secured to deliver the Newhaven Port Access Road scheme as well as £1.5m towards improving the flood defences in the town.
- 4.6 The **Greater Brighton City Region Growth Deal**, agreed in February 2014, is a partnership between Brighton & Hove City Council, Adur and Worthing Councils, Lewes District Council, Mid Sussex District Council, the local universities and the economic partnerships. Whilst the County Council are not a partner to the growth deal they are supporting Lewes District Council as this will look to deliver a programme of housing, education, jobs, and cultural development benefitting the key economic growth area of Newhaven. The latter town will benefit from flood defence works to unlock employment sites.

Roads Investment Strategy

- 4.7 The **Department for Transport's (DfT) Roads Investment Strategy: Investment Plan (2015/16-2019/20)** sets out the outcomes of a feasibility study led by Highways England and the DfT to assess options for improvements along the A27 between Lewes and Eastbourne. In relation to the A27 east of Lewes, the Road Investment Strategy identifies that £75m of funding has been set aside for these works. Highways England are currently developing proposals for the use of this funding.

East Sussex Growth Strategy

- 4.8 The most significant recent policy document that demonstrates across the county the commitment to driving economic development is the **East Sussex Growth Strategy**. The Growth Strategy was commissioned by Team East Sussex and published in 2014 and looks ahead to 2020. It aspires for East Sussex to be easy to move around in, and well served by road and rail infrastructure and sustainable travel which provide good access to all markets. The poor quality of the strategic transport network in East Sussex has been identified by businesses as a constraint to growth. The strategy also identifies a need to invest in a network where impact on jobs and growth is greatest, and to lobby government, Highways England and Network Rail, as appropriate, to enhance connectivity.
- 4.9 As highlighted in section 4.3, East Sussex has three growth corridors where there is the greatest capacity to unlock major new commercial and residential development. These are the A21/A259 Hastings/Bexhill corridor, the A22/A27 Eastbourne/South Wealden corridor, and the Newhaven Clean Tech and Maritime Corridor. Significant investment in transport, infrastructure and the public realm has already taken place along these corridors, but this momentum needs to be sustained to unlock further growth.

4.10 The East Sussex Growth Strategy establishes that we need a transport network that is resilient and enables businesses to move around quickly and efficiently to support access to regional, national and international markets. It is acknowledged that there is no single solution to the transport challenges and opportunities facing the county, and that a package of interventions is required to improve strategic connectivity, journey time reliability, and to access key employment and housing areas.

East Sussex Rail Strategy

4.11 The **East Sussex Rail Strategy** was published in November 2013. This sets out the County Council's priorities for rail passenger improvements in the county which would improve accessibility for work, education, tourism and social purposes. Top priorities include improvements to the Ashford - Hastings line (which includes dual tracking and electrification, and the extension of High Speed 1 services to Hastings), and the Uckfield line (including dual tracking, electrification, and reinstatement of the Lewes - Uckfield line).

Cycling and Walking Investment Strategy

4.12 The Infrastructure Bill became an act in February 2015, and following considerable national lobbying, cycling and walking was included, alongside road infrastructure. Therefore the government are required to develop a National Cycling and Walking Investment Strategy (CWIS) to outline how the funding associated with this will be allocated. As a result of the emerging national CWIS and to ensure that the county council is prepared to bid for any funding associated with this, the County Council is developing a **county wide Cycling & Walking Investment Strategy**.

4.13 The purpose of this strategy is to develop a strategic network of cycling and walking routes and measures across the boroughs and districts, where there is a propensity to increase walking and cycling, especially key towns, which focus on supporting short local journeys to existing employment, education and retail, and future commercial and housing development sites. The walking and cycling networks will provide a critical element of the wider approach for tackling traffic congestion in the county, and supporting sustainable economic growth and health and wellbeing. To date, strategy documents have been developed and approved for Eastbourne and Hastings, and these will be integrated into the county wide strategy.

Devolution

4.14 A new partnership is being offered by Government to devolve more powers, responsibilities and funding from central government to local authorities to deliver and transform public services to support key local challenges, particularly around jobs, housing and transport to drive economic growth. Local authorities and partners will be expected to demonstrate that they can deliver these services more effectively. In order to secure this local authorities are required to submit bids by March 2016, and East Sussex County Council are collaborating with both Surrey County Council and West Sussex County Council under the partnership entitled 3SC (Three Southern Counties). In addition, district, boroughs and strategic partners within these areas are involved in shaping the devolution bid proposals.

5. **Funding**

- 5.1 Whilst there are some areas of funding for transport improvements which have fundamentally remained the same, the funding situation since publication of the LTP and first Implementation Plan has changed considerably.

The main areas and types of funding available to us for delivering transport schemes are outlined below:

Capital Funding

- 5.2 Each year the government allocates local authorities a capital sum for highway maintenance. This is used for managing our road network including maintenance of roads and footways, bridges and other structures, street lights, signs and signals.
- 5.3 A further allocation is made for integrated transport schemes and road safety improvements, which support the local economy by improving access to jobs and services, improving safety, helping cut carbon emissions and improving people's quality of life.

Revenue Funding

- 5.4 The County Council provides revenue from its annual budget towards a variety of services including:
- Support for bus services,
 - Concessionary fares,
 - Community transport,
 - Road safety education,
 - School crossing patrols,
 - Home to school transport and
 - Further highway maintenance.

Development Funding

- 5.5 The way by which development contributions are being collected is changing. Previously financial contributions towards infrastructure to support developments including transport improvements were solely negotiated and delivered through a legal agreement (section 106) between the Local Planning Authority, Highway Authority and the developer. Section 106 agreements will continue for site specific requirements such as access, however strategic infrastructure which supports several developments such as a major road junction improvement will potentially be funded or part funded through a Community Infrastructure Levy (CIL).
- 5.6 CILs are currently being established across the county with the exception of Hastings, who are not progressing with establishing a CIL at this stage due to low development viability across the borough. CIL is a planning charge placed on development to help

fund supporting infrastructure across the whole planning authority area. Charging Authorities (districts, boroughs and the South Downs National Park Authority) are responsible for deciding how CIL funds are spent. In order to receive CIL monies the County Council and other infrastructure providers will need to apply through a bidding process to Charging Authorities for scheme funding.

External funding/grants

- 5.7 With continued reductions of direct capital and revenue funding from government, external financial support for more strategic and locally based transport schemes is becoming increasingly important. The County Council will continue to actively seek external funding by working in partnership at both a strategic and local level.
- 5.8 SE LEP is responsible for determining strategic transport funding through the Growth Deal and Local Growth Fund; this covers prioritisation, project management and investment, cost control and approval, and programme/risk management. The DfT no longer has a role in selecting and approving individual schemes. Funding is determined by population, although the DfT can determine future spending review periods according to performance, and can withhold or recover funds if a breach in decision making occurs.
- 5.9 Local Enterprise Partnerships (LEPs) now play the major role levering in funding from Government for local areas to take forward economic development. East Sussex is one of the four federated areas of the SELEP, and Lewes District is also part of the Coast to Capital (C2C) LEP.
- 5.10 In SE LEP there are five Growth Deal areas, of which East Sussex is one. This identifies areas which need investment to boost economic activity, including transport (specifically road, rail and aviation improvements). In June 2013 Government announced the creation of a £12 billion Local Growth Fund, and LEPs were given the opportunity to bid for a share of these resources through SEPs which were submitted in March 2014.
- 5.11 Through the first round of this process, East Sussex was awarded £73.4m **in Local Growth Funding**, which will enable key strategic transport projects to be prioritised and delivered following the development and approval of robust business cases. The County Council and partners will continue to develop the business case for the projects that did not receive funding, and to identify new ones, through working with SE LEP and C2C, to secure funding from future rounds of the Growth Deal. Local authorities and partners will also explore other funding mechanisms to enable delivery of other projects.
- 5.12 We will continue to remain alert to the issuing of Government notices, policies and guidance from which opportunities to bid for external funding can be identified, assessed and achieved to bring forward transport infrastructure and measures identified in the LTP Implementation Plan, earlier than programmed. In addition, we have developed good working relationships with external stakeholders to ensure that, where appropriate, the submission of bids can be put together in order to meet Government's deadlines which can be relatively short, and for which third party funding or involvement is often compulsory, or viewed favourably.

Income generation

5.13 Where we generate any surplus from civil parking enforcement it can be used to fund transport improvements. We are also able to charge for some of the services we provide, including driver training and Bikeability for adults, which support these services towards financial sustainability.

Supporting external funding bids

5.14 We will support organisations or individuals in the development of bids for external funding that will either enhance or deliver measures identified in East Sussex LTP Implementation Plan and will support the objectives of our LTP. This supports the wider policy of localism and ‘enabling people to help themselves’, as outlined as key a priority in the Council Plan 2015/16.

Key – Funding abbreviations in the implementation plan action plans
(see Tables 1-8)

Abbreviation	Explanation
LGF	Local Growth Fund
ESCC – C	East Sussex County Council capital funding
ESCC – R	East Sussex County Council revenue funding
DF	Development Funding Includes CIL and S106
DfT	DfT grant funding
SF	Self-funding i.e. paid for by external party

6. Scheme prioritisation

- 6.1 Each year the County Council identifies many desirable transport improvements and receives many requests for schemes from individual local communities and organisations.
- 6.2 There is never sufficient funding or resources available to deliver all the schemes. Therefore a process was developed to prioritise those schemes which are likely to be of greatest benefit and value, and which will contribute most to achieving the objectives of the LTP.
- 6.3 The County Council prioritisation framework includes a two tier appraisal process which involves a:
 - 1. High Level Sift,**
 - 2. Detailed Appraisal**
- 6.4 The high level sift appraises all requests from members of the public, communities and local members, as well as schemes identified by officers, to establish the scheme's 'fit' with LTP objectives, and whether it is within a priority area for economic growth and development. The process provides evidence and a mechanism to feedback to scheme requesters whether the scheme will be considered for further appraisal. If schemes are sifted out, scheme requesters are provided with guidance on whether the scheme is feasible, and whether it might be appropriate to explore other funding mechanisms for the delivery of the scheme.
- 6.5 The second stage of the process involves appraising schemes, in more detail, against policy (in terms of LTP objectives), impact, and cost. The outcome of each tier of the process is scored to compare and prioritise against other schemes. The detailed appraisal also provides information on whether a scheme offers value for money. These outcomes, along with other supporting evidence including an assessment of risk and of scheme deliverability, help to inform the development of the Integrated Transport capital programme each year.

7. Second LTP Implementation Plan 2016/17 – 2020/21

- 7.1 This LTP Implementation plan for the county covers the period from 2016/17 to 2020/21. The County has been divided up into specific geographic areas to outline where improvements will be focused, within the next 5 years. **The text for each area which precedes the table of potential measures provides an overview of the issues and opportunities for that particular area, in terms of transport, housing and employment.**
- 7.2 A number of these measures are in alignment with the schemes identified in recent key policy documents, particularly around the growth agenda, that are supporting the securing of funding to mitigate the impact of future planned housing and commercial development.
- 7.3 Different schemes will have different impacts on various groups in the community and especially on people with mobility difficulties or disabilities. When schemes are at the design stage we will carry out more detailed consultation and engagement with local people to ensure that the needs of all residents and users are recognised. An Equality Impact Assessment has been undertaken as part of the development of this plan, and is attached alongside the consultation document.
- 7.4 The draft Implementation Plan comprises a programme for countywide measures and initiatives and separate programmes for different areas of the county. These have slightly changed from the first implementation plan. A review of the Implementation Plan 2011/12 – 2015/16, will be published in spring/summer 2016.
- 7.5 The ability to deliver these programmes will be dependent on the funding that will be available over the 5 year period. Some of the issues and opportunities identified in the programme may not be fully or partially addressed over the life of this implementation plan and may need to be carried forward or reviewed as part of the next version. Detailed programmes of the measures proposed to be implemented will be developed each year and reported to the County Council's appropriate Lead Member. It should also be noted that once the plan is approved, this does not prohibit new schemes coming forward within the plan's five year timeframe, should a strong economic case be made and funding for the scheme be sourced.

LTP IMPLEMENTATION PLAN 2016/17 – 2020/21

Bexhill

The challenge and opportunities in Bexhill is to increase the attractiveness and support the economic viability of the town centre by making it more accessible from the residential areas of the town and surrounding villages.

Bexhill is part of the A21/A259 Growth Corridor identified in SE LEP's SEP and includes some of SE LEP's most deprived communities.

Over recent years there has been significant regeneration and major investments in the Bexhill area. Over £115m has been invested in the Bexhill Hastings Link Road, which is due to open in late 2015, and there are significant opportunities for strategic housing and commercial development in North East Bexhill. The North East Bexhill Gateway Road will also open in late 2015 and provides access to over 1,100 new homes and 22,000sqm of employment space. To enable new growth, we are investing through the Local Enterprise Partnership in the North Bexhill Access Road (subject to planning permission) which will unlock a further 38,000sqm of employment space and up to another 750-900 homes. There is also the potential for Enterprise Zone status for North East Bexhill.

We need to manage more effectively the separation of the town by both the A259 and the railway line where possible, improve accessibility by sustainable modes of transport and consider the needs of people with mobility difficulties in accessing key destinations in the town. We will investigate the potential for improvements to Bexhill station and its surrounds to make it an attractive gateway to the town centre.

There has been significant investment in Bexhill seafront over the last 5 years, and we will continue to work with Rother District Council on plans to improve movement and access in and around the town and links to the seafront. We will also seek to implement a network of cycle routes for the town which will build on the completion of a continuous cycle route along the seafront between Bexhill and Hastings.

We will continue to work with bus operators and other partners on the expanded Hastings Quality Bus Partnership into Rother which commenced in July 2014. We will also continue to lobby for the improvement of the Marshlink line to Ashford and the introduction of high speed rail services. We have investigated the economic and regenerative benefits that high speed rail could bring to the area and this evidence will feed into the Kent Route Study soon to be undertaken by Network Rail.

Table 1: Bexhill transport measures

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Bexhill	North Bexhill Access Road - subject to planning permission	LGF	✓		✓		✓
Bexhill (and Hastings)	Movement and Access Package - corridors of measures encompassing junction, bus infrastructure and walking and cycling improvements along the following corridors: <ul style="list-style-type: none"> A259 between Little Common and the Retail Park B2182 Cooden Sea Road between Little Common and Cooden Drive Cooden Drive/Wickham Avenue/Western Road between Cooden Sea Road and Bexhill Station 	LGF ESCC – C DF	✓	✓	✓	✓	✓
Bexhill	Cycling - Implementation of Bexhill Cycle network. Draft Routes includes:- Route 1 – Cooden Beach – Turkey Road Route 2 –Phase 1 -Bexhill Seafront – Sidley Phase 2 -Bexhill Seafront – Bexhill High Sch. Route 3 – Bexhill Seafront – Combe Valley County Park Route 4 – Worsham Farm – Town Centre & Seafront Route 5 – Little Common – Bexhill College Route 6 – Little Common – Buxton Road Route 7 – Gunter’s Lane – Combe Valley Country Park Walking – implementation of measures to enable walking between key destinations - residential areas, town centre services, schools, employment, cultural sites	ESCC – C DF LGF	✓	✓	✓	✓	✓
Bexhill	Installation of cycle parking facilities at key destinations in the town.	ESCC - C		✓	✓		
Bexhill	Installation of Electric Vehicle Charging Points at key locations.	ESCC – C DF	✓	✓			
Bexhill	Improvements to bus infrastructure, waiting facilities and information distribution on key routes.	ESCC – C DF	✓	✓	✓		✓
	Improved access and presentation of real time information through all delivery channels	ESCC – C DF	✓	✓	✓		✓
Countywide measures	Bikeability cycle training	DfT		✓	✓	✓	
	Driver education, training and publicity	SF		✓	✓		
	School crossing patrols	ESCC - R		✓	✓	✓	✓
	Travel behaviour change initiatives and promotions to support the delivery of capital measures	ESCC - R	✓	✓		✓	
	Small scale local safety improvement measures	ESCC – C			✓		

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
	Support for new and extended Community Transport schemes serving communities with low levels of accessibility	ESCC - R DfT			✓	✓	✓
Maintenance	Road Maintenance Priority Locations	ESCC – C ESCC - R	✓	✓	✓	✓	
	Bridge Assessment and Strengthening Priority Locations	ESCC – C ESCC-R	✓		✓		
	Rights of way Maintenance, management and improvement of the network on a prioritised basis.	ESCC – C ESCC-R			✓	✓	

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Hastings

The challenge in Hastings is to implement transport measures which will contribute to local economic growth by enabling efficient connections to neighbouring settlements, London and the strategic road network and which also support sustainable access to key local services including employment, education, health services, shopping and recreational facilities in the area.

Hastings is part of the A21/A259 growth corridor, identified in the SE LEP's SEP and includes some of SE LEP's most deprived communities, but has the potential offered via Assisted Area Status and Enterprise Zone status for Queensway Gateway, North Queensway Churchfields and Priory Quarter Phases 3, 4 and 5.

There are many investment opportunities on, or close to, the A21/A259 Growth Corridor for commercial, uses in Hastings, including at North Queensway, Queensway Gateway as well as in the town centre through the Priory Quarter Business District Phase 4 development. To enable new growth, investment is being made through the LEP on the Queensway Gateway Road which will unlock 12,000sqm and create 900 jobs.

The Bexhill Hastings Link Road (BHLR) is due to open in late 2015 and a package of complementary transport measures – junction improvements on The Ridge and bus priority/bus infrastructure measures on the A259 between Glyne Gap and Filsham Road - will enhance the positive impacts of the scheme and address local congestion hotspots.

We will continue to work with bus operators as part of the Quality Bus Partnership for Hastings. We will also continue to lobby for the improvement of the Marshlink line to Ashford and the introduction of high speed rail services. We have investigated the economic and regenerative benefits that high speed rail could bring to the area and this evidence will feed into the Kent Route Study soon to be undertaken by Network Rail.

We propose to improve walking and cycling routes from residential areas to employment locations, schools and colleges, health centres and shops, and are developing a network of cycle routes focusing on key destinations in the town. We will also address local junction hotspots on the key corridors in the town through our Movement and Access studies.

Table 2: Hastings transport measures

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Hastings	Queensway Gateway Road - subject to planning permission	LGF	✓		✓		✓
Hastings (and Bexhill)	<p>Movement and Access package - measures along corridors including junction, bus infrastructure and walking and cycling improvements, along the following corridors:</p> <ul style="list-style-type: none"> • A259 between Ravenside Retail Park and the Ridge • A21 Sedlescombe Road between Battle Road and The Ridge • A2159 Battle Road between the A21 and The Ridge • A2101 St. Helen's Road between Bethune Way and the A21 • B2092 including Harley Shute Road, Blackman Avenue and Churchwood Drive 	LGF ESCC – C DfT	✓	✓	✓	✓	✓
Hastings	<p>Town centre access and improvement package</p> <ul style="list-style-type: none"> • Hastings Town Centre Area • A259 Filsham Road (St Leonards) to Harold Road (Old Town) 	ESCC – C DF	✓		✓		✓

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Hastings	<p>Cycling - Implementation of Hastings Cycle network.</p> <p>Walking – implementation of measures to enable walking between key destinations, residential areas, town centre services, schools, employment and cultural sites</p> <p>The key corridors includes:</p> <ul style="list-style-type: none"> • Route 1 – National Cycle Network (NCN) 2 <ul style="list-style-type: none"> ○ Section 1 Missing seafront links – town centre ○ Section 2 Old Town (East Hill Lift) Barley Lane ○ Section 3 Barley – Fairlight • Route 2 Combe Valley – Alexandra Park <ul style="list-style-type: none"> ○ Section 1 – Combe Valley – Hollington ○ Section 2 – Hollington - Silverhill • Route 3 Alexandra Park –Conquest Hospital • Route 4 Alexandra Park – Ivyhouse Industrial Estate and Hastings Academy <ul style="list-style-type: none"> ○ Section 1 – Alexandra Park – Ore Station ○ Section 2 - Ore Station – Ivyhouse Industrial Estate ○ Section 3 – Ore Station – Hastings Academy • Alexandra Park - northern section – subject to approvals • Alexandra Park – southern section • Route 5 - Town centre and links <ul style="list-style-type: none"> ○ Town Centre – Alexandra Park ○ Hastings Rail Station – Ore (Mount Pleasant Road) 	ESCC – C DF LGF	✓	✓	✓	✓	✓
Hastings	<p>Continue development of the Quality Bus Partnership (QBP) for Hastings focused on improving services, infrastructure, waiting areas and bus information to deliver improved punctuality on the following key bus corridors:</p> <ul style="list-style-type: none"> • A259 corridor • London Road/Battle Rd • Core ‘Arrows’ routes network running east/west across the town • routes to Conquest Hospital • Hastings town centre including: <ul style="list-style-type: none"> ○ Cambridge Gardens ○ Rail station 	ESCC – C DF	✓	✓	✓		✓
	Improvements to bus infrastructure, waiting facilities and information distribution on key routes.	ESCC – C ESCC – R DF	✓	✓	✓	✓	✓
	Improved access and presentation of real time information through all delivery channels	ESCC – C ESCC – R DF	✓	✓	✓		✓

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
	Implementation of cycle parking facilities at key destinations	ESCC – C DF		✓	✓		
	Implementation of Electric Vehicle Charging Points at town centre car parks, stations and key destinations	ESCC – C DF		✓			
Countywide Measures	Community Car Club Hastings	SF	✓	✓		✓	✓
	Bikeability cycle training	DfT		✓	✓	✓	
	Driver education, training and publicity	SF			✓		
	School crossing patrols	ESCC – R		✓	✓	✓	✓
	Travel behaviour change initiatives and promotions to support the delivery of capital measures	ESCC - R	✓	✓	✓	✓	✓
	Small scale local safety improvement measures	ESCC - C			✓		
	Support for new and extended Community Transport schemes serving communities with low levels of accessibility	ESCC - R DfT			✓	✓	✓
Maintenance	Road Maintenance Priority Locations	ESCC C ESCC - R	✓	✓	✓	✓	
	Bridge Assessment and Strengthening Priority Locations	ESCC C ESCC - R	✓	✓	✓		
	Rights of way Maintenance, management and improvement of the network on a prioritised basis.	ESCC C ESCC - R			✓	✓	

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Eastbourne and South Wealden

One of the transport growth corridors/areas in the SEP focuses on the A22/A27 Eastbourne/South Wealden area; this includes Eastbourne, Hailsham, Willingdon, Stone Cross, Westham, Pevensey and Pevensey Bay.

Lack of investment on the A27 means it is not fit for purpose for carrying long distance strategic traffic, nor for providing journey time reliability which is important for business and is inhibiting growth. Investment in upgrading the A27 between Eastbourne and Lewes would improve connectivity to the A23/M23, Gatwick Airport and London, and support business and housing growth plans in the A22/A27 Eastbourne-South Wealden growth corridor, alongside ensuring greater connectivity and reliability between West and East parts of the county. The Highways England Roads Investment Strategy identified £75m towards small scale improvements to the A27 east of Lewes for delivery by 2021 however there are still aspirations for a more comprehensive solution to the A27 between Lewes and Polegate.

To enable development in the Eastbourne and South Wealden area, improvements are required to a series of junctions on the A22/A27 corridor around Polegate, as well as the delivery of a sustainable transport corridor between Hailsham, Polegate and Eastbourne. Transport improvements are planned for Hailsham town centre and in Eastbourne investment in the public realm in Terminus Road will support the £85 million investment by owners Legal & General in an extension to the Arndale shopping centre. The extension to the Arndale Centre will create an additional 175,000 sq. ft. of space which will bring a new cinema, restaurants and more retail units to the centre, as well as further car parking.

The Town Centre Area Action Plan for Eastbourne will help to inform the transport measures which will be prioritised in the future and funding has been secured from the LEP to deliver improvement, movement and access into and around the town centre.

Sovereign Harbour is a key employment site in the town and the new Innovation Centre (Pacific House) forms the first part of this site. Eastbourne Borough Council is also looking to invest in the Devonshire Park area of Eastbourne to create a cultural destination, enhancing the conference, arts, tennis and entertainment facilities on the site. This £40 million+ scheme will include the refurbishment of the three listed buildings (Congress Theatre, Devonshire Park Theatre and the Winter Garden), provision of a new entrance containing conference facilities together with extensive public realm improvements.

The Quality Bus Partnerships in Eastbourne and Hailsham will help stakeholders to work together to make improvements to services, infrastructure and information along key routes and corridors. There are opportunities to increase walking and cycling levels in the Eastbourne and South Wealden area and funding is available through the LEP to continue to develop the network and support the investment made during the first Implementation Plan period.

Eastbourne's strategic location in relation to the South Downs National Park makes it an attractive gateway for visitors, giving opportunities for sustainable access to the park and maximising the potential for tourist input to the local economy.

Table 3: Eastbourne and South Wealden transport measures

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Hailsham	<p>Hailsham/Polegate/Eastbourne Sustainable Transport Corridor</p> <ul style="list-style-type: none"> • improvements to Hempstead Lane junction to alleviate traffic congestion on the A271 and Hailsham town centre • relieve town centre congestion on the Battle Road, London Road and High Street corridors in Hailsham town centre • Enhancements to Cuckoo trail cycle and pedestrian route to Eastbourne 	LGF ESCC – C DF	✓	✓	✓	✓	✓
Eastbourne	<p>Eastbourne Town Centre Movement and Access package</p> <ul style="list-style-type: none"> • Terminus Road – improvements to bus infrastructure, pedestrian access, cycling access and public realm operation of the town centre • Review of town centre Ring Road and wider movement/access into and around the town centre 	LGF ESCC – C DF	✓	✓	✓	✓	✓
Polegate	<p>A27 improvements between Lewes and Polegate (Highways England led)</p> <p>A27 Lewes to Polegate improvements, including A22/A27 junction improvements at:</p> <ul style="list-style-type: none"> • Cophall roundabout • A22 Golden Jubilee Way/Dittons Road • A27/A22 • A2270/A27 traffic signals • A2270/Wannock Road/Polegate High Street 	DfT LGF DF	✓		✓		

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Eastbourne, and South Wealden	<p>Cycling – Implementation of Eastbourne Cycle network and the emerging cycling network for South Wealden.</p> <ul style="list-style-type: none"> Key routes into Eastbourne town centre, the station and along the seafront, and links to residential areas and employment areas within the town and neighbouring settlements in the south Wealden area Town centre to the DGH hospital Willingdon Drove Langney to Sovereign Harbour Walking & Cycling Improvements Hailsham - Willingdon - (Cuckoo Trail between Hailsham and Polegate/Hindlands Development site/ Dittons Road) <p>Walking – develop and implement measures to enable walking between key destinations, including residential areas, town centre services, schools and employment.</p>	ESCC - C LGF DF	✓	✓	✓	✓	✓
	Improvements to bus infrastructure, waiting facilities and information distribution on key routes	ESCC - C DF	✓	✓	✓		✓
	Improved access and presentation of real time information through all delivery channels	ESCC - C ESCC - R	✓	✓	✓		✓
	Provision of secure cycle parking facilities at key locations across the area	ESCC - R		✓	✓		
	Electric vehicle charging points at town centre car parks, stations and key destinations	DF		✓			
	Countywide measures	Bikeability cycle training	DfT		✓	✓	✓
	Driver education, training and publicity	SF		✓	✓		
	School crossing patrols	ESCC - R		✓	✓	✓	✓
	Travel behaviour change initiatives and promotions to support the delivery of capital measures	ESCC - R	✓	✓		✓	
	<p>Small scale local safety improvement measures</p> <ul style="list-style-type: none"> Eastbourne - Meads Area Pedestrians and Safety Improvements 	ESCC - C			✓	✓	
	Support for new and extended Community Transport schemes serving communities with low levels of accessibility	ESCC - C DfT			✓	✓	✓
Maintenance	Road Maintenance Priority Locations	ESCC - C ESCC - R	✓	✓	✓		
	Bridge Assessment and Strengthening Priority Locations	ESCC - C ESCC - R	✓		✓		

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
	Rights of way Maintenance, management and improvement of the network on a prioritised basis	ESCC - C ESCC - R			✓	✓	

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Newhaven area

Newhaven area, is a key growth area in the county and is referred to as the 'Newhaven Clean Tech and Maritime Growth Corridor' in the SEP. For the purposes of this plan this area includes Newhaven town, and the towns of Seaford, Peacehaven and Telscombe Cliffs.

This area is situated along the East Sussex coastal strip to the west of the county and is linked by the A259. These towns generally have good transport links but often suffer from localised congestion, with social exclusion affecting some communities in specific areas.

The use of rail services to access employment destinations and major centres is significant in Newhaven and Seaford, which have good transport links to London as well as other destinations along the coast, including Brighton.

With this area being one of the County's priority areas for economic growth, significant investment is being made in the area to achieve this. There is scope to capitalise on proposed investments including from E.ON on the Rampion Offshore Wind Farm and a new University Technical College (UTC) specialising in marine and environmental engineering. Planned flood defence work being delivered by the Environment Agency will help improve the viability of further employment sites in the town.

The Newhaven Port Access Road will assist in re-establishing Newhaven as an important gateway to mainland Europe. The first phase of the Port Access Road has been completed and will unlock nearly 200 new homes as part of the Eastside development; the second phase will enable the relocation of existing Port activities closer to the Harbour mouth and unlock employment space to the north of the Port. There is also significant investment in the Port following planning approval to introduce a deep water berth at the harbour mouth, and ongoing support for the growing ferry service for both freight and passenger travel between Newhaven and Dieppe.

It is also important that we support people's ability to access the locations they need to get to for jobs, health and education services and other facilities. Peacehaven and Telscombe Cliffs in particular have issues accessing employment and adult/further education. The towns not served by rail are reliant on the regular bus services which run along the A259 between Brighton and Eastbourne. To this end we recognise the importance of supporting and improving local bus services, complemented by the provision of high quality bus information. We will continue to improve conditions for bus travel on the A259 between Newhaven, Seaford and Eastbourne in the east and Peacehaven in the west, connecting with the priority bus measures already established on the A259 out of Brighton.

Across the Seahaven towns we propose to improve walking and cycling routes from residential areas to employment locations, education, health services and shops. We will seek to maximise the capacity of the A259 Ring Road to accommodate planned housing growth in Newhaven, and improve the flow of traffic. An Air Quality Management Area (AQMA) has been declared for Newhaven town centre, and improvements to the Ring Road will seek to address the pollution and congestion issues currently experienced around the gyratory.

We will work with the District Council and developers to ensure there will be safe and sustainable access between areas of new housing and key locations, and to identify

improvements to transport infrastructure and services that support sustainable development at the sites emerging through the Local Plan.

We want to capitalise on Newhaven's strategic location in relation to the South Downs National Park, making Newhaven an attractive gateway to the park for visitors from England and also from Europe via the ferry service. We also need to recognise and consider the impact of growing freight travel movements from Dieppe to Newhaven and vice versa, and plan transport improvements appropriately in Newhaven and surrounding areas.

Table 4: Newhaven and Seahaven transport measures

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Newhaven	Port Access Road phase 1a (Pargut Roundabout to south of creek)	LGF ESCC – C DF	✓	✓	✓	✓	
Newhaven	Newhaven Ring Road and local capacity improvement package (including around the port)	LGF ESCC - C DF	✓	✓	✓	✓	
Newhaven area	Brighton-Peacehaven-Newhaven Bus Corridor Phase 2	LGF ESCC – C DF	✓	✓	✓		✓
Newhaven area	Improvements to bus infrastructure, waiting facilities and information distribution on key routes/corridors	ESCC – C DF	✓	✓	✓	✓	✓
Newhaven area	Cycling – Develop and implement the emerging cycling network for Newhaven, Seaford, Peacehaven and Telscombe Cliffs	ESCC – C DF	✓	✓	✓	✓	✓
	Walking – develop and implement measures to enable walking between key destinations, residential areas, town centre services, schools, employment Develop walking and cycling links to the South Downs National Park						
Newhaven area	Improved cycle parking in the towns, rail station and other key locations	ESCC – C DF		✓	✓		
Newhaven area	Provide EV charging points in town centre car parks and at Newhaven station	ESCC – C DF		✓			
Newhaven area	Implement safety improvements or speed limit reduction schemes resulting from countywide review of speed limits on A and B roads, including: <ul style="list-style-type: none"> A259 Seaford to Exceat 	ESCC – R SF	✓		✓	✓	
Countywide measures	Bikeability cycle training	DfT		✓	✓	✓	
	Driver education, training and publicity	SF		✓	✓		
	School crossing patrols	ESCC - R		✓	✓	✓	✓
	Travel behaviour change initiatives and promotions to support the delivery of capital measures	ESCC - R	✓	✓		✓	
	Small scale local safety improvement measures	ESCC - C			✓	✓	
	Support for new and extended Community Transport schemes serving communities with low levels of accessibility	ESCC - R DfT			✓	✓	✓
Maintenance	Road Maintenance Priority Locations	ESCC – C ESCC - R	✓	✓	✓		
	Bridge Assessment and Strengthening Priority Locations	ESCC – C ESCC - R	✓		✓		
	Rights of way Maintenance, management and improvement of the network on a prioritised basis.	ESCC – C ESCC - R			✓	✓	

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Lewes and the South Downs National Park

This area covers the town of Lewes and Ringmer and the South Downs National Park (SDNP).

The challenges in this area include maximising visitor access by sustainable means, especially by walking and cycling, both to and within the SDNP, and minimising the impact of traffic on the landscape and environment. We will support the role of rural bus services for visitors and for community access to services, and also the role of the railway for sustainable access to the park from all stations in the area.

We need to help reduce congestion in Lewes town by improving traffic flow, and address the air quality issues around Station Street and Fisher Street. Protecting the character of the town, tackling safety issues, and providing more sustainable travel options for visitors and residents alike, are fundamental to the future for Lewes.

We propose to take forward measures that will improve levels of accessibility for local communities to key services and facilities, particularly in Lewes town, and this can be achieved by improving connectivity between communities by walking, cycling and public transport, and by supporting the economic viability of local town centres.

We will continue to roll out Real Time Passenger Information along the Brighton-Lewes-Uckfield-Tunbridge Wells route, which includes stops in the Lewes and Ringmer area.

We will work with developers, the District Council and the National Park Authority, to ensure safe and sustainable access between development and key locations.

Table 5: Lewes and the SDNP transport measures

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Lewes and SDNP	<p>Improvements to key walking and cycling corridors - measures will focus on routes within the town centre and on links between residential areas and key destinations including, residential areas, town centre services, schools, employment and cultural sites. Measures will include improved wayfinding and signage. This includes:</p> <ul style="list-style-type: none"> Regional Route 90 	ESCC - C	✓	✓	✓	✓	✓

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
	Improved public transport infrastructure and waiting facilities on corridors and routes including : <ul style="list-style-type: none"> Lewes / Brighton Lewes / Uckfield / Crowborough / Tunbridge Wells Lewes / Haywards Heath 	ESCC - C	✓	✓	✓	✓	✓
	Investigate and, as appropriate, implement improvements to the transport network and the pedestrian environment to improve traffic flow and facilitate housing, employment and economic growth including on the following corridors and junctions: <ul style="list-style-type: none"> Improvements associated with the North Street Quarter development Lewes High Street 	DF	✓		✓	✓	✓
	Improvements to bus infrastructure, waiting facilities and information distribution on key routes.	ESCC - C DF	✓	✓	✓	✓	✓
	Improved access and presentation of real time information through all delivery channels						
	Improved cycle parking at key locations	ESCC - C		✓	✓	✓	
	Installation of Electric Vehicle Charging Points at key locations.	DF	✓	✓			
	Support and enhance community car scheme	ESCC – R DF	✓	✓		✓	✓
SDNP	Traffic management improvements in Alfriston to mitigate the impact of current and future visitor access	ESCC - C	✓		✓	✓	✓
Countywide measures	Driver education, training and publicity	SF		✓	✓		
	School crossing patrols	ESCC - R		✓	✓	✓	✓
	Travel behaviour change initiatives and promotions to support the delivery of capital measures	ESCC - R	✓	✓		✓	
	Small scale local safety improvement measures	ESCC - C			✓	✓	
	Support for new and extended Community Transport schemes serving communities with low levels of accessibility	ESCC - R DfT			✓	✓	✓
Maintenance	Road Maintenance Priority Locations	ESCC – C ESCC - R	✓	✓	✓		
	Bridge Assessment and Strengthening Priority Locations	ESCC – C ESCC - R	✓		✓		
	Rights of way Maintenance, management and improvement of the network on a prioritised basis.	ESCC – C ESCC - R			✓	✓	
Maintenance Lewes	Maintenance of Cuilfail Tunnel	ESCC – C ESCC - R	✓		✓		

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Uckfield

In Uckfield there will be further significant development with 1,000 new homes to be built at Ridgewood, along with more employment and retail development in the town centre. The planned developments and extra housing will put more pressure on the existing road network.

To accommodate the impact of residential development in the town and adjacent settlements, improvements are being made to Uckfield town centre. The first phase of improvements – Bell Lane to Framfield Road- was implemented in 2014/15. Further phases of the town centre improvements will come forward in the second Implementation Plan period. The remaining elements include improvements to the High Street which will make it more attractive for pedestrians, cyclists and bus users and include enhancement to Uckfield bus station, and attract short term shoppers to the town, increasing local economic productivity,. These works are being funded from development contributions from residential developments already completed.

Further improvements to improve access for pedestrians, cyclists and public transport users from residential areas to the town centre and other key trip attractors in the town are required and will augment the investment being made in the town centre enhancements.

A new 174-space car park next to the town’s railway station will free up space at Luxford Field car park that is currently filled by commuters from early morning to early evening, resulting in a net increase in short-stay parking spaces for shoppers.

Table 6: Uckfield transport measures

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Uckfield	Improvements to walking and cycling routes within the town and between residential areas, employment areas and town centre, station and other key locations	ESCC – C DF		✓	✓	✓	✓
	Uckfield Town Centre Improvement Scheme – <ul style="list-style-type: none"> Widening of the of footways and new paving on High Street improvement of pedestrian crossing points in the High Street, New ‘smart’ traffic lights to monitor and control traffic flow at the High Street and Bell Lane junction 		✓	✓	✓	✓	

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
	Improvements to bus infrastructure, waiting facilities and information distribution on key routes through the town, in particular the town centre, station and hospital. <ul style="list-style-type: none"> Improvements to Uckfield bus station Improved access and presentation of real time information at bus stops 	ESCC – C DF		✓	✓	✓	
Uckfield	20mph speed limit for the High Street and Church Street	ESCC – C DF		✓	✓	✓	✓
Countywide measures	Bikeability cycle training	DfT		✓	✓	✓	
	Driver education, training and publicity	SF		✓	✓		
	School crossing patrols	ESCC - R		✓	✓	✓	✓
	Travel behaviour change initiatives and promotions to support the delivery of capital measures	ESCC - R	✓	✓		✓	
	Small scale local safety improvement measures <ul style="list-style-type: none"> Local Safety Scheme on the C33 at Ringles Cross to include the junctions of Cooper's Green Road and Snatt's Road 	ESCC – C	✓		✓		
	Support for new and extended Community Transport schemes serving communities with low levels of accessibility	ESCC – C DfT			✓	✓	✓
Maintenance	Road Maintenance Priority Locations	ESCC – C ESCC - R	✓		✓		
	Bridge Assessment and Strengthening Priority Locations	ESCC – C ESCC - R	✓		✓		
	Rights of way Maintenance, management and improvement of the network on a prioritised basis.	ESCC – C ESCC - R			✓	✓	

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Battle, Rye and rural Rother

This area covers the whole of Rother district apart from Bexhill. Predominantly rural in nature, the key challenge is to support the economic viability of the market towns and village centres.

We will work with the District Council and developers to ensure safe, sustainable access between areas of new housing and key locations, and to identify improvements to transport infrastructure and services that support sustainable development at the sites emerging through the Local Plan.

We will also focus on measures to establish safe walking and cycling facilities on key routes and corridors particularly in Battle and Rye as well as public transport infrastructure on the key routes serving the area.

Safety on the rural road network is identified as an issue in this area and we will work with the police and local partners to implement targeted measures and programmes of education, training and publicity to address safety issues and dangerous driver behaviour.

The major part of Rother is covered by environmental designations which reflect the local, national and sometimes international importance of the landscape and biodiversity in the area. All transport improvements, particularly those related to new development will be implemented with sensitivity to any environmental impacts they are likely to have.

Table 7: Battle, Rye and rural Rother transport measures

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Battle, Rye & Rural Rother	Improve walking and cycling access and links between key destinations, residential areas, town centre services, schools, employment and cultural sites <ul style="list-style-type: none"> • Battle Schools Greenway • Residential Areas - Rail Station • Rail Station – Marley Lane – Battle Great Wood (link to A21) • Rail Station – Battle Abbey – 1066 Country Way • Rye Harbour Road – A259 – Town Centre • Rye Greenway • Rye town centre – Camber • NCN2 town centre • Rye town centre – Winchelsea 	DF	✓	✓	✓	✓	✓

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
	Improvements to bus infrastructure, waiting facilities and information distribution and to improve public transport waiting facilities on key routes within and into: <ul style="list-style-type: none"> Battle Rye 	ESCC – C DF	✓	✓	✓	✓	✓
	Improved access and presentation of real time information through all delivery channels	ESCC – C DF		✓	✓	✓	
	Improvements to stations to include improved cycle access and storage, pedestrian access (including working with the ToCs to improve DDA access into station), bus access, parking and 'drop off' facilities and signage as appropriate	DfT South Eastern ESCC – C DF	✓	✓	✓	✓	
	Implement local safety improvements or speed limit reduction schemes resulting from countywide review A and B road speed limits at Iden	ESCC – C	✓		✓	✓	✓
	Provide cycle parking at key locations in town and village centres	ESCC – C		✓	✓	✓	✓
Countywide	Bikeability cycle training	DfT		✓	✓	✓	
	Driver education, training and publicity	SF	✓	✓	✓		
	School crossing patrols	ESCC - R		✓	✓	✓	✓
	Travel behaviour change initiatives and promotions to support the delivery of capital measures	ESCC - R	✓	✓		✓	
	Small scale local safety improvement measures <ul style="list-style-type: none"> combine a Local Safety Scheme with a Safer Route Study on C27 Powdermill Lane near Battle 	ESCC - R			✓	✓	
Maintenance	Road Maintenance Priority Locations	ESCC – C ESCC - R	✓	✓	✓		
	Bridge Assessment and Strengthening Priority Locations	ESCC – C ESCC - R	✓		✓		
	Rights of way Maintenance, management and improvement of the network on a prioritised basis.	ESCC – C ESCC - R			✓	✓	

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North Wealden and north Lewes districts

This area covers Lewes district north of the A27, and all of the north part of Wealden district. The area is predominately rural with dispersed villages and small settlements but includes the larger market towns of Heathfield and Crowborough.

One of the major challenges in this area is to improve residents ability to access the locations they need to get to for jobs, health and education services and other facilities. This is particularly important in this area of relatively dispersed population, for those groups who do not have access to a car, who are often the young, the old and those on low incomes.

We will continue to work with partners in the rail industry to improve services and facilities, and to integrate as far as possible train services with other means of transport.

Initiatives which support and enhance the attractiveness of local town and village centres and the services they offer will help to make those places sustainable and economically viable, reducing the need for people to travel longer distances.

Much of this area is in the High Weald Area of Outstanding Natural Beauty and therefore any transport improvements, particularly those related to new development, will be implemented with sensitivity to any environmental impacts they are likely to have. The southern part of the area abuts or, as in the case of Ditchling, is within the South Downs National Park, and will therefore enjoy a significant role in terms of access points and potential for increased tourism related to the park.

We will work closely with the district councils and developers to ensure sustainable access between development and key locations, and to identify improvements to transport infrastructure and services that support sustainable development.

Safety on the rural road network has been identified as a matter of concern in this area so targeted measures and programmes of education, training and publicity will continue to be implemented where appropriate to address the safety issues.

Table 8: north Wealden and north Lewes Districts transport measures

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
North Wealden and north Lewes districts	Crowborough improvements to pedestrian access and the walking environment within and into the town centre.	ESCC – C SF	✓	✓	✓	✓	✓

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
	Improvements to walking and cycling access to key destinations, including residential areas, town centre services, schools, employment, cultural sites, along with integration with rail stations with particular consideration for those giving access to the South Downs National Park and the High Weald AONB.	DF ESCC - C Southern/ Southeastern	✓	✓	✓		
	Improve bus infrastructure, waiting facilities and information distribution at key locations including: <ul style="list-style-type: none"> • Crowborough • Heathfield • Forest Row • Wadhurst • Mayfield 	DF			✓	✓	✓
	Implement local safety improvements or speed limit reduction schemes resulting from countywide review of speed limits on A and B roads, including at: <ul style="list-style-type: none"> • Ghyll Road traffic calming, Heathfield • B2100 Palesgate Lane to Jarvis Brook • A22 Hackhurst Lane to Boship Roundabout • A275 between North Chailey and Banks Road • A272 between North Chailey and Scaynes Hill • Buxted 	ESCC - C		✓	✓	✓	✓
	Improvements to cycle parking in town centres and key locations	ESCC – C DF	✓	✓	✓	✓	
Countywide measures	Bikeability cycle training	DfT		✓	✓	✓	
	Driver education, training and publicity	SF		✓	✓		
	School crossing patrols	ESCC - R		✓	✓	✓	✓
	Travel behaviour change initiatives and promotions to support the delivery of capital measures	ESCC - R	✓	✓		✓	
	Small scale local safety improvement measures <ul style="list-style-type: none"> • A 40mph speed limit on the B2114 between Wivelsfield and Janes Lane • Combine the A264 Safer Route Study at Holtye with a Safer Route Study on the A264 at Blackham 	ESCC - R	✓		✓		
	Support for new and extended Community Transport schemes serving communities with low levels of accessibility	ESCC - R DfT			✓	✓	✓
Maintenance	Road Maintenance Priority Locations	ESCC – C ESCC - R	✓		✓		
	Bridge Assessment and Strengthening Priority Locations	ESCC – C ESCC - R	✓		✓		
	Rights of Way Maintenance, management and improvement of the network on a prioritised basis.	ESCC - C			✓	✓	

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