

# SCATE

East Sussex

January 2023

## Invest to protect

It will come as little surprise to residents of East Sussex that we need to spend more to prevent more and more houses, businesses, roads and rail links being flooded.

The National Infrastructure commission says the problem across the UK requires spending of £12bn spread over 30 years. The Commission wants to see the Environment Agency overseeing joint local plans for high risk areas, developed in partnership with local authorities and water companies.

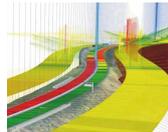
National Infrastructure commissioner Jim Hall said: "It's clear that faced with more intense rainfall and increased urbanisation, we need to start taking this type of flooding far more seriously."



"The solution is clear – reducing the amount of water flowing into drains, whilst also improving the capacity of those drains. That means stopping urban creep from increasing the amount of storm water that drainage systems have to cope with and giving nature more opportunities to hold on to excess water, as well as targeted investment to ensure sewers can cope with growing pressures."

"While sustained investment is needed, the estimated additional costs are relatively modest. At least as important is a more joined-up approach to owning and acting on the problem." And perhaps with National Highways joining in ?

## MPs TO SCRUTINISE ROAD PLANS



MPs on the Transport Select Committee have launched an inquiry into the Government's plans for the Strategic Road Network. They're calling for written evidence by February 6th.

SCATE East Sussex will be pulling a paper together in the next few weeks, with particular reference to National Highways' misguided work on a new dual carriageway between Lewes and Polegate. But there's no reason you can't also make a submission about the Government's transport priorities.

The MPs want information on the following points:

- What progress is being made on planning for the next Road Investment Strategy (RIS3)
- What lessons from RIS2 need to be incorporated into RIS3 to ensure it is achievable and delivers on policy objectives
- Whether the Government's current and forthcoming roads investment programme is meeting the current and future needs of consumers and business
- Whether the Government's roads investment programme aligns with other policy priorities, such as decarbonisation, levelling up, productivity and growth

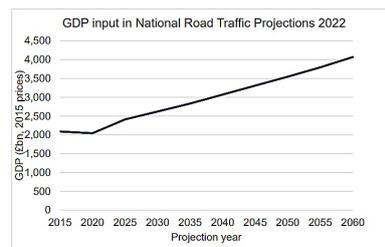


Figure 3 GDP (levels) in National Road Traffic Projections 2022

Left: a key diagram from the Department for Transport's latest paper on road traffic forecasting. At its core, it assumes steady growth in GDP over the years ahead. Really ?

## "Sustainable development"

The Government has instructed National Highways on how they should maintain the Strategic Road Network, in terms of 'sustainable development'.



It warns of the risks of 'new connections' on the road network which "lead to more weaving and turning manoeuvres, which in turn create additional risk to safety and reduce the reliability and efficiency of journeys, resulting in a negative impact on overall national economic activity and performance." A new offline dual carriageway between Lewes and Polegate would require new connections at Beddingham and Polegate, and potentially a third to deal with commuters coming from huge new estates west of Hailsham.

The document wants new housing developments to "enable a reduction in the need to travel by private car and prioritise sustainable transport opportunities ahead of capacity enhancements and new connections on the Strategic Road Network. For residential-led developments, due consideration should be given to home and street layouts, broadband infrastructure, safe and secure cycle parking, and access to local amenities and open space in support of these aims". There's been no sign of such language so far in Wealden's local plans.

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