

Response ID ANON-ZPPE-WPRE-W

Submitted to **Local Transport Plan, Draft Implementation Plan 2016/17 - 2020/2021**

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Introduction

1 What is your name?

Name:

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2 What is your email address?

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3 What is your organisation? (If applicable)

Organisation:

Raifuture

4 Please tick the relevant boxes to indicate, which area(s) of the county you are answering the following questions about.

All

5 Do you agree that we have identified the transport issues and opportunities in the area(s) that you have selected?

Disagree

If you would like to expand on your position, please use the space provided below.:

In identifying the transport issues and opportunities, the Local Transport Implementation Plan should take account of the wider demographic and economic changes and trends which will impact the need for transport in East Sussex over the plan period. These include:

(1) Growth of the employment centres of Brighton, Gatwick/Crawley, Tunbridge Wells and London, which will cause the already high proportion of East Sussex residents commuting out-of-county to increase. Unless fast rail services and capacity are available to these employment centres, car travel across the county will increase.

(2) The population of East Sussex is rising faster than forecast, particularly the retired population, as people cash in their properties in London and move to the desirable areas of East Sussex, for example Uckfield, the Weald and Lewes. Many of these are both time and cash rich so have a propensity for leisure travel. They can be encouraged to use rail if access to stations, services to where they want to travel (eg Brighton) and car parking are convenient

(3) The movement of young people from East Sussex to work and rent in Brighton (or if they have the earning potential, London) either as a lifestyle choice or because they cannot afford to buy locally. They will however wish to travel home to see friends and family.

(4) The proposal by Wealden District to concentrate new housing development at Hailsham, which is the lowest-priced housing area in Wealden. This will attract first-time buyers working in Brighton or Gatwick and living in Brighton, who will then commute longer distances across the county, making it more difficult to achieve the plan objective of reducing greenhouse gas, local air pollution and noise from transport. Even if the A27 is improved east of Lewes, commuters from Hailsham to Gatwick will still use the A22 across Ashdown Forest, due to the congestion between Lewes and Brighton. Limiting development in the desirable areas of Uckfield and the Weald will have the effect of pushing up house prices, so that buyers there will either be retired, having cashed in a property in London, or have to commute to well paid jobs out of county.

6 Do you agree that we have chosen the right types of measures to take forward in the next 5 years of the plan, in the area(s) that you have selected?

Disagree

If you would like to expand on your position, please use the space provided below.:

The plan aims to lobby for strategic rail improvements, and specifically mentions the introduction of high speed rail services to Hastings and Bexhill, which is welcome. However no rail-specific measures are included in Tables 1 - 8. We consider that even though the council may be dependent upon Network Rail or the LEPs to fund any rail development, rail issues which need to be addressed or rail development for which the council has a need should be listed here. These include:

(1) High-speed rail services to Rye/Hastings/Bexhill to support economic development of those areas, whilst maintaining hourly services to intermediate stations between Hastings and Ashford

(2) Project development for reinstatement of the Uckfield - Lewes rail link to provide services between Tunbridge Wells, the Weald to Brighton for access to employment, education and leisure, between Seaford and London to support regeneration of Newhaven, and possibly between Eastbourne and London to improve journey times. In the immediate future the council and the LEPs should commission a study to identify the economic benefits which will back up the DfT London and South Coast Rail Corridor Study, in the same way as the council has already done for high-speed services to Hastings and Bexhill.

(3) Improved East Coastway rail schedules to provide quicker journeys between Hastings, Eastbourne, Polegate and Brighton/Gatwick, attracting commuters out of their cars to reduce congestion and emissions.

(4) Improved integration between rail and other modes of transport, eg by bus/rail interchange facilities, car parking at rail stations, improved provision of real-time rail and bus information. Key stations where this is needed include Lewes and Polegate.

7 Are there any other measures which you think we should consider for inclusion in future implementation plans?

Future Measures:

Reinstatement of the Uckfield - Lewes rail link to provide services between the Weald and Brighton and direct Seaford/Newhaven - London services should be included for delivery in the next implementation plan period.