

East Sussex Local Transport Plan 4

Response from Transport for the South East

1. Introduction

1.1 Transport for the South East (TfSE) welcomes the opportunity to respond to the consultation on East Sussex County Council's Local Transport Plan 4 (LTP4). This is a draft officer response that be presented to our Partnership Board in April 2024 for their approval. A further iteration may therefore follow.

1.2 TfSE is a sub-national transport body (STB) for the South East of England, bringing together leaders from across the local government, business and transport sectors to speak with one voice on our region's strategic transport needs. Since its inception in 2017, TfSE has quickly emerged as a powerful and effective partnership for our region. We have a [30-year transport strategy](#) in place which carries real weight and influence and will shape government decisions about where, when and how to invest in our region to 2050. The Secretary of State has confirmed that they will have regard to our strategy in developing new policy. We work closely with the Department for Transport (DfT) to provide advice to the Secretary of State and our ambition is to become a statutory body with devolved powers over key strategic transport issues.

1.3 Our principal decision-making body, the [Partnership Board](#), brings together representatives from our 16 constituent local transport authorities, five Local Enterprise Partnerships, district and borough authorities, protected landscapes, Highways England, Network Rail and Transport for London.

1.4 Our [Strategic Investment Plan \(SIP\) for South East England](#) provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades. The plan presents a compelling case for action for investors, including government departments – notably the Treasury and Department for Transport (DfT) – as well as private sector investors. It is written for and on behalf of the South East's residents, communities, businesses and political representatives. The plan provides a framework for delivering our Transport Strategy, which:

- is a blueprint for investment in the South East;
- shows how we will achieve our ambitions for the South East;
- is owned and delivered in partnership;
- is a regional plan with evidenced support, to which partners can link their own local strategies and plans – a golden thread that connects policy at all levels;
- provides a sequenced plan of multi-modal investment packages that are place based and outcome focused; and
- examines carbon emissions impacts as well as funding and financing options.

1.5 TfSE welcome this opportunity to respond to the East Sussex Local Transport Plan 4 (LTP4). We trust that our response will provide value to the work of East Sussex County Council in this area, but also form the basis for further engagement, especially as TfSE is undertaking a refresh of its own transport strategy throughout 2024/5. Specifically, we are keen to establish a 'golden thread' in policy terms so that East Sussex – as well as other Local Transport Authorities (LTAs) – is able to achieve its own goals whilst playing a significant role in achieving a wider vision for the South East.

2. Vision and Objectives

2.1 The East Sussex LTP4 vision exhibits a good translation of TfSE's vision for the South East to the local context in East Sussex. We have highlighted some of the areas where there is close alignment between TfSE's vision and that of East Sussex's in the table below:

East Sussex LTP4 Vision	TfSE Transport Strategy Vision
Our vision is for an inclusive transport system that connects people and places , is decarbonised , safer , resilient, and support our natural environment , communities , and businesses to be healthy , thrive , and prosper .	By 2050, the South East of England will be a leading global region for net-zero carbon , sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality . A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life .

2.2 The objectives of the LTP4 also broadly align with nearly all of the Strategic Priorities included in the TfSE Transport Strategy and goes one step further in highlighting local applications of our Strategic Priorities, as shown in the table below:

NOTE: Some Strategic Priorities are referenced more than once due to their applicability across multiple objectives.

East Sussex LTP4 Objectives	TfSE Transport Strategy - Strategic Priorities
Objective 1: Deliver safer and accessible journeys <ul style="list-style-type: none"> Outcome 1.1: Create enhanced and inclusive transport networks for all users Outcome 1.2: Contribute to reducing the number of casualties and collisions on our transport networks Outcome 1.3: Contribute to improving personal safety for all journeys Outcome 1.4: Improve interchange between travel modes Outcome 1.5: Improve access to key local services by all modes 	<ul style="list-style-type: none"> An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity. A seamless, integrated transport network with passengers at its heart, making it simpler and easier to plan and pay for journeys and to use and interchange between different forms of transport. A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.
Objective 2: Support healthier lifestyles and communities <ul style="list-style-type: none"> Outcome 2.1: Increase the proportion of walking, wheeling, and cycling journeys Outcome 2.2: Increase active travel and public transport journeys through education, training, travel behaviour change initiatives and information Outcome 2.3: Re-design road space to balance the needs of different road users, 	<ul style="list-style-type: none"> A network that promotes active travel and active lifestyles to improve our health and wellbeing. Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport. A 'smart' transport network that uses digital technology to manage transport demand, encourage shared transport and

<p>including encouraging people to walk, wheel, cycle and use the bus</p> <ul style="list-style-type: none"> • Outcome 2.4: Support reduction of emissions to improve air quality • Outcome 2.5: Mitigate noise pollution through technology and design • Outcome 2.6: Improve access to green spaces, public rights of way and leisure and health facilities 	<p>make more efficient use of our roads and railways.</p>
<p>Objective 3: Decarbonise transport and travel</p> <ul style="list-style-type: none"> • Outcome 3.1: Increase the proportion of people travelling by walking, wheeling, cycling, public and shared transport • Outcome 3.2: Facilitate the uptake of ultra-low and zero-emission vehicles for journeys, through the delivery of supporting infrastructure • Outcome 3.3: Work with partners to decarbonise transport and tackle climate change • Outcome 3.4: Support clean technologies and fuels that contribute towards the decarbonisation of transport 	<ul style="list-style-type: none"> • A network that promotes active travel and active lifestyles to improve our health and wellbeing. • Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport. • A reduction in carbon emissions to net zero by 2050, at the latest, and minimise the contribution of transport and travel to climate change
<p>Objective 4: Conserve and enhance our local environment</p> <ul style="list-style-type: none"> • Outcome 4.1: Conserve and enhance our local and natural environment by mitigating negative impacts of transport design and delivery • Outcome 4.2: Enhance and create attractive connected communities and public spaces • Outcome 4.3: Support habitat connectivity and increase in biodiversity through the delivery of enhanced and new transport infrastructure and public spaces 	<ul style="list-style-type: none"> • A transport network that protects and enhances our natural, built and historic environments. • Use of the principle of 'biodiversity net gain' (i.e. development that leaves biodiversity in a better state than before) in all transport initiatives • A more integrated approach to land use and transport planning that helps our partners across the South East meet future housing, employment and regeneration needs sustainably.
<p>Objective 5: Support sustainable economic growth</p> <ul style="list-style-type: none"> • Outcome 5.1: Facilitate the efficient movement of goods and people • Outcome 5.2: Contribute to reducing deprivation and inequality through improved accessibility for all to employment, education, and training • Outcome 5.3: Attract and retain businesses and a skilled workforce in the county • Outcome 5.4: Enhance sustainable access to key visitor and cultural destinations 	<ul style="list-style-type: none"> • Better connectivity between our major economic hubs, international gateways (ports, airports and rail terminals) and their markets. • A more integrated approach to land use and transport planning that helps our partners across the South East meet future housing, employment and regeneration needs sustainably. • An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity.

<ul style="list-style-type: none"> • Outcome 5.5: As a Local Highway Authority engage with our Local Planning Authorities to deliver sustainable and well-connected housing and employment growth identified in their Local Plans 	
<p>Objective 6: Strengthen the resilience of our transport networks</p> <ul style="list-style-type: none"> • Outcome 6.1: Improve journey time reliability for people and businesses • Outcome 6.2: Enable transport journeys to be resilient, flexible, and adaptable and recover quickly from emergencies and events • Outcome 6.3: Improve the condition of highway and other transport infrastructure and assets 	<ul style="list-style-type: none"> • A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate. • More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways.

3 Policies and Implementation

3.1 The policies and implementation plan for East Sussex's LTP4 are extensive and thorough. We recognise the supporting role that TfSE has in realising the policies within your LTP4, which are listed below:

- Local Road Pricing
- National Road Pricing
- Review of carriageway and cycleway asset plans
- Integrated public transport timetables, fares, and ticketing
- Public transport integration and mobility-as-a-service initiatives
- Freight consolidation centres
- Upgrading freight facilities at Newhaven
- Digital – technology to manage and optimise rail and highway operations

3.2 We note that several of the topics listed above are of wider interest and benefit to the South East, therefore we suggest including text to highlight their wider benefits and role in the South East region.

4. Other Comments

4.1 The challenges and opportunities outlined within the LTP4 are well-founded, based on sound evidence and a clear understanding of both local and regional priorities. The use of our South East Economy and Land Use Model (SEELUM) for East Sussex's scenario planning is further evidence of LTP4's alignment with the TfSE Transport Strategy.

4.2 We applaud the inclusion of geography types within the LTP4 as they provide nuance to the different needs and movements of people both within East Sussex and those who travel in and out of East Sussex. In particular, Geography Type 1 – Regional Long Distance recognises movements not only within the East Sussex area, but across the TfSE region.