

News

Campaigners present new transport vision for Sussex Coast to MP

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A new transport strategy for the Sussex Coast has been presented to MP Stephen Lloyd.

The report - 'A New Transport Vision for the Sussex Coast' - was commissioned by SCATE (South Coast Alliance for Transport and Environment) and the first printed copy was presented to the MP by Derrick Coffee of Campaign for Better Transport - East Sussex, and David Johnson, Chairman of CPRE Sussex.

Mr Lloyd has long been committed to improving mobility and transport links in the area. Mr Coffee reminded him of the 17-minute journey time from Hailsham to Eastbourne town centre in the 1960s by rail: now 40-45 minutes or longer by bus.

The Willingdon MP was keen to see an evidence-led approach to traffic issues



Strategy for the future ... Stephen Lloyd MP (centre) with David Johnson (left) and Derrick Coffee

and to see politicians and community groups coming together at a wider, 'round table' event to build on the report's recommendations later in the year.

The vision report is a critical response to Highways

England's plans for new costly roads only infrastructure between Chichester and Polegate at pinch points along the A27 and A259.

The report recognises recent independent research for CPRE suggesting that

new roads attract traffic and create serious unintended consequences.

The strategy proposed includes a wide range of transport and non-transport measures based on 'best practice' already up and

running elsewhere in the UK and concludes that a new off-line A27 between Lewes and Polegate would create many more problems than it solved - including increased traffic over the wider area and in the South Downs National Park.

Instead, the New Transport Strategy (NTS) offers:

- Better, alternatives to the car for all
- Opportunities to deliver health benefits through cleaner air and active travel
- Strong links between land use planning and transport, reducing the need to travel
- Support for local economies and high quality living spaces

Backed by evidence, it concludes:

- An off-line A27 would not in the longer term relieve congestion
- Environmental objectives in local authority plans could not be realised
- Taken as a whole, the measures in the NTS would offer high 'value for money' and a prospect of significant reductions in traffic.

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