

Report to	<b>Lead Cabinet Member for Transport and Environment</b>
Date	<b>25 July 2005</b>
Report By	<b>Director of Transport and Environment</b>
Title of Report	<b>Newhaven Local Area Transport Strategy</b>
Purpose of Report	<b>To seek approval for the Local Area Transport Strategy for Newhaven</b>

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## **RECOMMENDATIONS**

- 1. To approve the Local Area Transport Strategy (LATS) for Newhaven, subject to those amendments proposed in Appendix A; and**
  - 2. To note that the LATS will automatically become a daughter document to the Local Transport Plan (LTP), and will be used to inform allocations of funding that reflect a prioritised package of local integrated transport schemes and to provide a framework to assess planning proposals to ensure that they complement LTP objectives.**
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### **1. Financial Appraisal**

1.1 The Local Transport Plan (LTP) seeks supported borrowing approvals to support a five-year investment programme for transport and has led to significant indicative financial settlements from Government for future years. The final draft Local Area Transport Strategy (LATS) for Newhaven, a copy of which is available in the Members' Room, will be used to help identify schemes and allocations of funding for transport investment from the Integrated Transport element of the Council's Capital Programme. It does not commit the County Council to any expenditure, although there may be revenue cost implications (both borrowing and maintenance) arising from any schemes which are implemented from the Capital Programme. This will be reported in detail when Lead Member's authority is sought to progress those individual schemes.

### **2. Supporting Information**

2.1 The County Council has secured indicative borrowing approval from central government through the LTP, to deliver integrated transport improvements throughout the County as part of the Authority's capital programme. These funds need to be targeted to increase travel choices and to achieve the LTP objectives, corporate objectives and national shared priorities for transport.

2.2 The LATS is a set of policies and proposals for transport related issues in a particular geographical area. The purpose of the Newhaven LATS is to set out how the transport system in Newhaven should be developed in a sustainable way to ensure it meet the needs of residents, businesses and visitors and enables the local economy to flourish. The LATS covers all forms of transport including walking, cycling, public transport (bus, coach, train, ferry and taxi), private car, and land and seaborne freight.

2.3 The development of the LATS has been led by the vision: 'To improve travel choice, safety and access for all people who live in, work in and visit Newhaven and its neighbouring communities and to facilitate economic and community regeneration.'

2.4 The LATS provides a framework/delivery mechanism for investment in such schemes to be judged against their contribution to achieving the LTP targets and objectives and will be used to help allocate borrowing approvals as well as funding from other sources.

### **3. Strategy Development**

3.1 A Steering Group of elected Members from Newhaven Town, Lewes District, and County Councils was established to provide a steer to the officers drafting the LATS. The process aimed to involve all local authorities, as well as the local community. The Local Strategic Partnership (Newhaven Strategic Network) was also represented on the Steering Group. Councillor Rogers chaired the Group as the local County Council Member.

3.2 The Steering Group has, in turn, been informed by the establishment of the Transport Forum for Newhaven. The Transport Forum comprises representatives from the local business community, local schools, tourism, local residents, transport users, and other interest groups.

3.3 The views of the Transport Forum helped inform the development of the LATS by highlighting problems, identifying appropriate schemes and measures, and establishing priorities for implementation in the LATS area. A series of Working Groups were held with the Transport Forum members, focusing on public transport, roads, parking, and vulnerable road users. Subsequently, issues arising from working groups were considered by the Steering Group and Forum.

3.4 The final draft of the LATS was presented to the Steering Group and to the Transport Forum for their consideration and comments in April 2005. Newhaven Town Council and Lewes District Council considered the document during May and June and have endorsed the Strategy subject to agreement on a number of proposed amendments. The amendments proposed by Lewes District Council, including a suggested County Council response, are shown as Appendix A.

### **4. Conclusion and Reason for Recommendations**

4.1 The implementation of the Newhaven LATS will contribute to improving travel choices and bring about more environmentally sustainable transport within the town. It is therefore recommended that the Newhaven LATS with the amendments proposed in Appendix A is approved.

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Local Members: Councillor Rogers and Councillor Ost

### **BACKGROUND DOCUMENTS**

East Sussex Local Transport Plan.

Newhaven Local Area Transport Strategy (Final Draft – June 2005).

## Comments received on Draft Newhaven Local Area Transport Strategy and suggested response

Section Number	Respondent	Comment	Response	Proposed change to document
Para 8, page iv	Lewes District Council	The fifth bullet point should be revised as 'working with the <i>owners and developers of Railway Quay and the rail operators</i> on the feasibility of a transport interchange...' The reason for this is explained below under 4.7.4.	Agreed	Wording to be amended
Para 3.5.12	Lewes District Council	It may no longer be appropriate to state that 'it is anticipated that phase one of the scheme would be funded through developer contributions.' There is a real concern now as to whether it is feasible to expect the road to be funded through development of the Eastside Business Park. It is suggested that a looser wording is substituted for 3.5.12 for example ' <i>it is anticipated that the PAR would be funded through public and private sector funding. Work is presently underway to identify the appropriate funding streams, and the County Council's contribution is to be included as a major scheme bid in the second Local Transport Plan.</i> '	Agreed	Wording to be amended.
Para 4.4.3	Lewes District Council	Does this paragraph and Annex 1 need any updating in relation to the recent changes by Stagecoach?	Agreed	Amend wording to reflect current position with regards to Stagecoach's role as an operator.

APPENDIX A

Section Number	Respondent	Comment	Response	Proposed change to document
Para 4.7.4	Lewes District Council	<p>The timing for the redevelopment of Railway Quay remains problematical and unknown at present. Recent work by Officers, the rail operators and others suggests that there may be the possibility of implementing the transport interchange at least in part in advance of the development of the Quay. The important thing will be to ensure that the interchange and the layout of the remainder of the quay are integrated. Therefore it is suggested that the first bullet point be amended to read <i>'investigate the scope for the creation of a transport interchange on land adjacent to the existing town station integrated with the redevelopment of Railway Quay'</i>.</p>	<p>The development of the full interchange proposal will require the acquisition of land. This is unlikely until a development proposal comes forward. It may be possible for some limited works to be undertaken in advance of this.</p>	<p>Amend wording as suggested.</p>
Para 4.14.1	Lewes District Council	<p>This paragraph is incorrect. The County Council is not responsible for the operation of the public off-street car parks in Newhaven. The District Council is responsible for the operation of all the off-street car parks in Newhaven, the collection of cash and enforcement of the regulations is carried out for the District Council by the County Council's contractor under the decriminalisation. Perhaps reference should also be</p>	<p>Agreed</p>	<p>Amend wording as suggested.</p>

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		made to the fact that planning permission has been granted for the demolition of a part of the multi-storey car park as a means of opening out the town centre to the outside world.		
Para 4.15.1	Lewes District Council	<p>We do not believe that there is a problem of a lack of designated coach parking in Newhaven. Coach parking is available at both major tourism destinations (Paradise Park and The Fort). Our tourism professionals advise that parking demand is only ever associated with an acknowledged visitor destinations, for example Paradise Park, The Fort or elsewhere historic towns and villages. Therefore it would be imprudent to invest significant resources to provide something which may be unused. However a project could look at utilising existing spaces in car parks for coach parking to test the waters on whether there is any demand. For example consideration could be given to parking on the road at Denton Island or on West Quay or West Beach.</p> <p>Perhaps 4.14.5 could be reworded to suggest that there is a need for a project to assess the extent and best locations for coach parking for tourists, to be carried out with the coach</p>	The comment about the lack of designated coach parking stems from a comment raised during one of the Transport Forum meetings. However, the evidence presented by the District Council suggests that there is not a lack of designated coach parking	Amend wording as suggested.

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Para 5.2	Lewes District Council	In view of the earlier comments about the rail interchange and the integration with the redevelopment of Railway Quay it would be better to reword the first two bullet points as one as follows <i>'work with the land owners and developers of Railway Quay and the rail operators on the feasibility of a transport interchange on land adjacent to Newhaven Town station and to identify a program of improvements to the Town and Harbour stations themselves.'</i>	Agreed	Amend wording as suggested.
Page 42-43	Lewes District Council	Public and Community Transport It is important to flag up the need to <i>'work with developers to ensure that new housing areas have good access to public transport.'</i>	Agreed	Amend wording as suggested
Page 43	Lewes District Council	Parking Suggest amend the last bullet point to <i>'investigated need and suitable locations for coach parking facilities with coach operators'</i> .	Agreed	Amend wording as suggested
Page 44	Lewes District Council	Public and Community Transport. Need to indicate here the continuing need to work with developers to ensure new housing has good access to public transport.	Agreed	Amend wording as suggested
Page 45	Lewes District	Public and Community Transport	Agreed	Amend wording of document to state

**APPENDIX A**

<b>Section Number</b>	<b>Respondent</b>	<b>Comment</b>	<b>Response</b>	<b>Proposed change to document</b>
	Council	<p>Comment as above. We think it is essential to underline the importance of ensuring provision of access by public transport and for safe and comfortable bus stops within the layout of new housing areas throughout lifetime of the LATS. The table on page 3 shows the size of some of the development areas, and peripheral ones such as west of Meeching Quarry must have a layout that facilitates the extension of the town bus service.</p>		<p>that layout of new housing development must make provision for public transport access</p>