

Campaign for Better Transport – East Sussex

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A27 Off-line proposals:
Why NOT!

- **New roads almost always lead to more traffic and increase congestion in wider area.**
- Polegate Bypass – 76% increase in traffic in the Polegate corridor; 27% increase in flows generated by the bypass itself.

(Countryside Agency/CPRE)

Dis-integrated Policy Objectives

- The new off-line A27 would lead to more 'car based' development and unhealthy lifestyles (A&E/staff absence), urban sprawl, and developments difficult to access by public transport. It would conflict with all the objectives of the Hailsham – Polegate – Willingdon – District General Hospital/Colleges – Town Centre 'sustainable transport corridor' and severely reduce its chance of success in reducing congestion and improving access for all.

Back to the future

- *Hailsham-Eastbourne by public transport:*
2018: 37-47 minutes; 1954: 17 minutes
(Southern Region Timetable, 1954)

Transport and Land-Use planning should be closely linked: they aren't.

- Developments in Polegate, Hailsham, Hellingly are not being designed to be easily served by public transport or to create conditions favourable to walking and cycling. This has already created, and threatens to increase, car dependent lifestyles and further congestion in the Eastbourne travel to work area. Recognising this failure to follow national policy (NPPF), Stagecoach South East has produced its own planning guide for local planning authorities in the UK, and a complementary guide for the South East in particular.

Peak Car

- Licence holders among 17 – 20 olds has decreased from 48% to 29% (1992 – 2014); similar smaller reductions in 21-29 year olds
- but in 'car towns' like Eastbourne, more people drive to/from work within town than in any other coastal town in Sussex. Where there are measures and incentives to use other than cars, and sustainable housing developments, people respond. Brighton performs well in that respect.

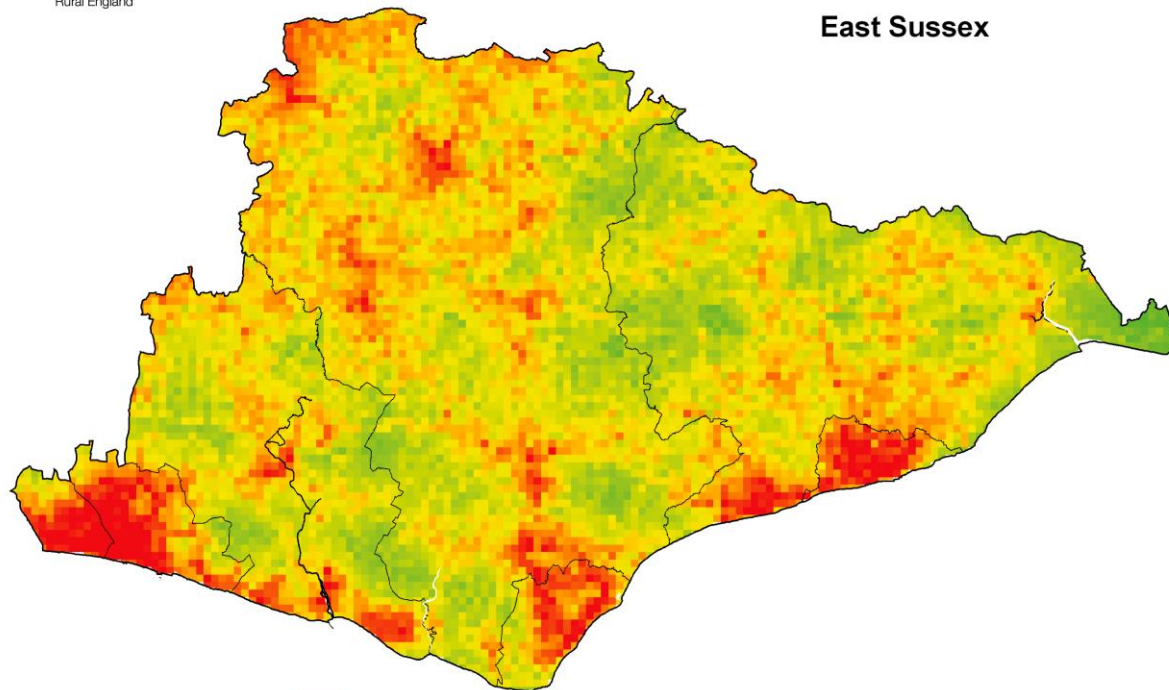
Flying by Firle, Speeding past Selmeston, Polluting Polegate

- **‘Ten Minutes by car’ from Lewes to Polegate on the new dual carriageway. Then what?**
- This claim by MP Stephen Lloyd and others may well be credible around midnight if the road was built but what happens at Polegate the rest of the time, especially in the peaks and other busy times? The volumes of extra traffic induced by the road would be likely to be gridlocked at each end as the vehicles and their occupants get stuck in the relocated and increasing number of congestion hotspots.

Then there's the constant noise..



East Sussex

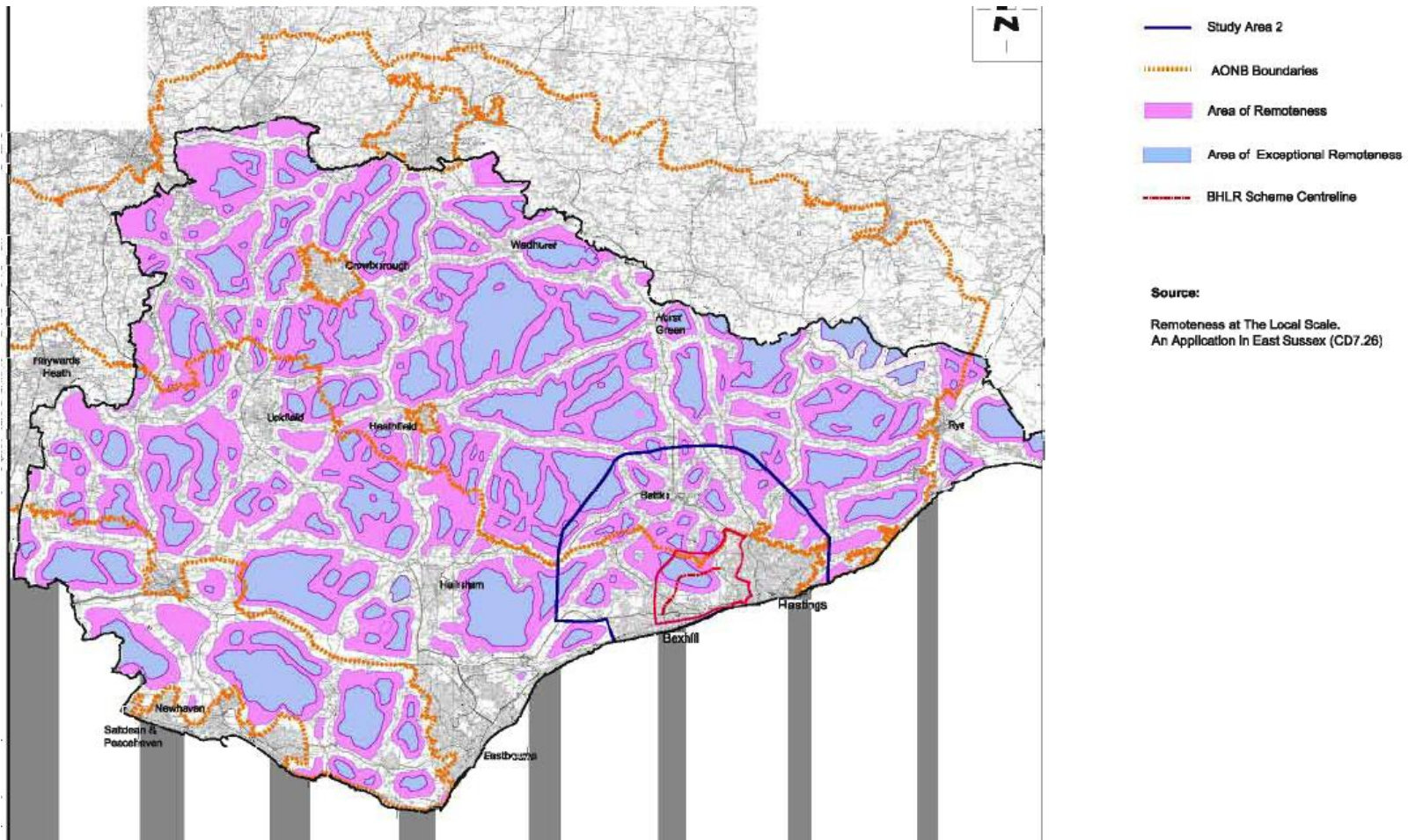


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And loss of remoteness.....



Deafening silence on sustainable transport.

- Walking/cycling sidelined; buses non-existent; Willingdon Chord ignored; health improvement potential marginalised; future generations' quality of life tainted. The offline scheme is a base vote catcher that addresses the electorate simply as motorists, not as parents and responsible custodians of future living spaces fit for our children. It shouldn't get off the drawing board.

Uncertainty in the transport world....

- **Roads and the economy**
- Claims are frequently made justifying new roads as being 'good for the economy'. There is very mixed evidence on this and no firm conclusions can be drawn. There may be 'winners' and 'losers' according to the sectors and location, and relative strengths of economies of towns and cities at each end of the road or railway in question. Ruining an iconic landscape will likely reduce the attraction for tourists and harm the tourism economy. Autonomous and electric vehicles are some way off: impact unknown.

Accessibility not mobility...

- **A New A27 – leaving many stones unturned?**
- It's a road scheme, not a transport scheme. If it was the latter, it would be looking at many aspects of our accessibility needs and leave no stone unturned in a quest to discover how to best meet them - so as to deliver economic, environmental, social, health and community benefits to all ages and including children – *especially* them. Our study [A New Transport Vision](#) looks under many stones to seek and find answers to guide a way forward and question orthodox thinking in times of uncertainty.