

**Report to:** Place Scrutiny Committee

**Date of meeting:** 28 November 2024

**By:** Deputy Chief Executive

**Title:** Call-in of decision made by the Lead Member for Transport and Environment regarding Eastbourne Town Centre Management and Access Package - Phase 2a revised scope

**Purpose:** To allow the Committee to consider the call-in of the decision by the Lead Member for Transport and Environment regarding the Eastbourne Town Centre Management and Access Package - Phase 2a revised scope.

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**RECOMMENDATION:** The Place Scrutiny Committee is recommended to review the original decision taken by the Lead Member for Transport and Environment on 18 November 2024 in relation to the Eastbourne Town Centre Management and Access Package - Phase 2a revised scope and decide whether to:

1) take no further action; or

2) refer the decision back to the Lead Member for Transport and Environment, setting out in writing the nature of its concerns; or

3) refer the matter to Full Council, setting out in writing the reasons for the referral.

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## **1 Background**

1.1 The decision made by the Lead Member for Transport and Environment on 18 November 2024 in relation to the Eastbourne Town Centre Management and Access Package - Phase 2a revised scope, was called in by three Members of the Place Scrutiny Committee - Councillors David Tutt, Steve Murphy and Stephen Shing - on 22 November 2024. A copy of the call-in request is attached at Appendix 1.

1.2 The Monitoring Officer and Scrutiny Manager reviewed the call-in request and considered that it was in accordance with the requirements of the call-in process set out in the East Sussex County Council (ESCC) Constitution.

## **2 Supporting information**

2.1 The report regarding a proposed change in the scope of the Eastbourne Town Centre Management and Access Package - Phase 2a, considered by the Lead Member for Transport and Environment on 18 November 2024, is attached at Appendix 2.

2.2 The draft minute outlining the Lead Member's decision is contained in Appendix 3.

2.3 The Director of Communities, Economy and Transport (CET) has provided a written response to the points raised in the call-in request which is at Appendix 4.

### **3. Conclusion and reasons for recommendations**

3.1 The Place Scrutiny Committee can review the original decision and decide whether to:

- take no further action – in which case the original decision will take effect; or
- refer the decision back to the Lead Member for Transport and Environment setting out in writing the nature of its concerns. On receipt of a response from scrutiny, the Lead Member may then decide to proceed with the original decision or make an amended decision; or
- refer the matter to Full Council setting out in writing the reasons for the referral.

#### **PHILIP BAKER Deputy Chief Executive**

Martin Jenks, Senior Scrutiny Adviser  
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#### LOCAL MEMBERS

Cllr Stephen Holt

Cllr Brett Wright

#### BACKGROUND DOCUMENTS

## **Appendix 1 – Call-in Request**

I wish to call in to Scrutiny the Lead Member for Transport decision on “Eastbourne Town Centre Movement and Access package Phase 2a”. The reason for requesting the call in is inadequate consultation. When the scheme was originally planned detailed consultation was conducted, not only with key stakeholders but also with the general public via exhibitions of the plans. The planned changes have only been announced recently and whilst there has been some limited sharing of information with business organisations and other groups, the general public have not been either consulted or informed of the proposed changes and will therefore hold in their minds details of the plans which were originally approved.

I asked the Lead Member at her meeting on Monday to hold fresh consultation on the changes, but she decided not to as this would cause delays to the scheme. I am therefore asking Place Scrutiny to call-in the decision and in recognition of the fact that the Lead Member has decided not to hold further consultation, to request that she instead considers conducting a public awareness campaign. This could include display boards similar to those used for the original plans, updating members of the public on the changes that have been agreed and the reasons for them. Doing so would not delay implementation, but would reduce the risk of people asking why what they will see as the finished product fails to resemble the image they have in their minds of what will happen.

Councillors Murphy and Shing have kindly agreed to put their names to this call in.

Kind regards,

*David*

**Cllr David Tutt**

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**Report to:** Lead Member for Transport and Environment

**Date of meeting:** 18 November 2024

**By:** Director of Communities, Economy, and Transport

**Title:** Eastbourne Town Centre Movement and Access Package – Phase 2a revised scope

**Purpose:** To approve the revised scope of Phase 2a of the Eastbourne Town Centre Movement and Access Package subject to final approval of the updated business case by the Lead Member for Strategic Management and Economic Development

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**RECOMMENDATIONS:**

**The Lead Member is recommended to approve the revised scope for Eastbourne Town Centre Movement and Access Package Phase 2a and moving forward to construction in 2025/26 subject to final approval of the business case and project change request by the Lead Member for Strategic Management and Economic Development.**

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**1 Background**

1.1. In 2014 East Sussex County Council secured £6m of Local Growth Fund (LGF) monies from the South East Local Enterprise Partnership (SELEP) towards an Eastbourne Town Centre Movement and Access Package (ETCMAP). An additional £2m of LGF monies was reallocated to the package in 2017, bringing the total available to £8m.

1.2. £5m of the ETCMAP was allocated towards the delivery of the Eastbourne Town Centre Improvement Scheme (Phase 1) which completed in January 2020. Following extensive stakeholder led engagement on developing a pipeline of potential movement and access improvements for Eastbourne town centre, the identified second phase of the Town Centre Improvement package focussed on:

- Upgrading the existing Terminus Road pedestrianised area from 'Bankers Corner' (the junction of Terminus Road with Cornfield Road) through to the junction with Langney Road;
- Introduce a new pedestrianisation section of Terminus Road. This will result in the removal of the current one-way traffic movement from Bolton Road through a short section of Terminus Road and into Langney Road, by introducing a two-way traffic configuration at the lower ends of both Bolton Road and Langney Road; and
- Creating a new pedestrianised civic space outside Marks and Spencer that continues the character, vibrancy and palette of materials used in the Phase 1 - Eastbourne Town Centre Improvement Scheme.

1.3. The initial business case for Phase 2a of the ETCMAP (previously referred to as Phase 2) was completed in January 2019 and secured the remaining £3m of SELEP LGF monies at the SELEP Accountability Board on 23 February 2019, with construction scheduled to commence in 2019/20 and scheme completion scheduled for 2020/21.

1.4. The outcome of the public consultation on the Phase 2 proposals carried out between November and December 2019 were presented to the Lead Member for Transport and Environment's decision-making meeting on 22 April 2020. The Lead Member resolved that the ETCMAP should progress to detailed design and construction stages. The final detailed design was subsequently approved on 19 July 2021 at the Lead Member for Transport and Environment's decision-making meeting, following an e-petition submitted by local businesses and a review of accessibility and blue badge parking within the vicinity of the scheme.

1.5 However, since the award of the LGF funding for the project in 2019, the construction sector has faced a significant rise in material costs, supply chain disruptions, and labour shortages, exacerbated by both the pandemic and the conflict in Ukraine. These factors have contributed to significant unexpected budget increases for Phase 2a of the Eastbourne Town Centre Improvement Scheme. This situation has also been experienced on similar Local Growth Funded packages being delivered by the County Council which have been reviewed and re-scoped to fit within their respective funding envelopes.

## 2 Supporting information

### *Funding Constraints*

2.1 The County Council has made considerable efforts to reduce the funding gap for the project. In 2022/23, £0.8m was allocated from the County Council's capital programme for local transport improvements towards the delivery of the Town Centre Phase 2a scheme. A further £0.715m was allocated in the 2023/24 capital programme for local transport improvements towards the scheme and an allocation of £0.3m was included in the capital programme approved by the Lead Member in March 2024. In 2023/24 an additional £0.75m was secured via the Active Travel England 4 fund.

<b>Funding Source</b>	<b>Total (£m)</b>
Local Growth Fund	3.000
Capital Programme of Local Transport Improvements:	
2022/23	0.909
2023/24	0.719
2024/25	0.300
Active Travel England	0.750
<b>TOTAL</b>	<b>5.678</b>

2.2 In addition, £0.377m from the capital programme of local transport improvements was used on the development of the scheme prior to the business case being approved.

2.3 The total budget for the project is £6.055m of which £2.461m has been spent to date (as at end September 2024) on the preliminary and detailed design, topographical and underground surveys, engagement with statutory utility providers and the purchase and storage of granite surface materials. There is a remaining budget of £3.594m to complete the scheme.

2.4 Long term maintenance of the scheme is expected to be incorporated into the East Sussex Highways asset management programme.

### *Design Review*

2.5 The County Council, working with Balfour Beatty Living Places, has undertaken a comprehensive design review of the Phase 2a scheme. This identified that the cost for completing the scheme was £4.6m, nearly £1m over the current funding envelope. Therefore, consideration has been given as to whether there are options for descoping and/or value engineering the scheme as well as exploring other available funding sources.

2.6 With significant pressures on existing County Council funding sources such as the capital programme of local transport improvements, and no current identified external funding sources available, an assessment has been undertaken to determine the extent of the previously designed scheme that can be delivered with the remaining available funding. Following this review process, and to remain within the available funding envelope, it is proposed that the design is de-scoped to deliver the following improvements as shown at Appendix 1:

- Upgrading of the existing pedestrianised area with high quality materials, similar to Phase 1, as well as new street furniture and additional planting along Terminus Road between its junction with Cornfield Road (Bankers Corner) and its junction with Bolton Road, and converting it from a pedestrian/cycle zone into a pedestrian zone;

- Creating a new pedestrian zone along Terminus Road between Bolton Road and Langney Road with the continuation of new surface materials from the existing pedestrianised area through to Marks and Spencer/Millets, and removing the existing one-way through traffic movement;
- Installing a turning head at the top end of Bolton Road and converting the lower end of Bolton Road to two-way traffic;
- Installing a turning head at the bottom end of Langney Road and converting the upper end of Langney Road to two-way traffic;
- Changes to existing parking provision along Bolton Road, Terminus Road and Langney Road with an emphasis on blue badge, loading and taxi parking in the available bays; and
- Converting four short term parking bays on Tideswell Road and three doctor permit bays on Lismore Road to provide additional blue badge parking provision, offsetting the majority of the nine blue badge parking bays lost from Terminus Road and Langney Road.

2.7 As a consequence the following elements are proposed to be descoped from the original design:

- New surface materials and changes to the road layout, including the creation of a public space outside Marks and Spencer (M&S), on the section of Terminus Road between M&S/Millets to Langney Road.

2.8 By focusing resources on the most critical elements of the project, the County Council can still deliver the core improvements and outcomes set out in the original business case that will benefit the local community and businesses, and still achieve its primary objectives of:

- Improving pedestrian safety and accessibility (ease of movement for disabled people and/or older people, families with pushchairs etc.) by reallocating road space to pedestrians;
- Creating a continuous pedestrian 'spine route' through the primary retail area of Eastbourne Town Centre along Terminus Road between Eastbourne Station and Langney Road;
- Support economic regeneration by making the town centre more attractive for businesses, residents, and visitors.

2.9 The full extent of Phase 2a has been developed to a detailed design stage. Should further funding become available in the future, the County Council would be in a strong position to seek and potentially secure additional funding to deliver the unfunded public realm and road layout proposals at the Langney Road end of the scheme.

#### *Updated business case and new governance process*

2.10 Following the Government's decision to transfer LEP responsibilities to upper tier local authorities from April 2024, Government have confirmed that any Project Change Requests from this date will be managed through East Sussex County Council internal governance processes and submitted directly to the Government's Ministry for Housing, Communities and Local Government. Currently an East Sussex Local Growth Assurance Framework is being drafted that will outline new processes and procedures to manage the local responsibilities that are being transferred from SELEP to the County Council and adhere to the Government's Local Economic Development Fund: Assurance Framework. Until this is finalised and approved, any project changes need to be approved by the Lead Member for Strategic Management and Economic Development. As with previous East Sussex County Council led projects that have received SELEP funding and required changes from the original business case, such as the Hastings and Bexhill Movement and Access Package, the updated business case will first be presented to the Lead Member for Transport and Environment for their endorsement of the alterations.

2.11 The business case for Eastbourne Town Centre Phase 2a has been updated to reflect the revised scheme scope as set out in paragraph 2.6 above. This includes a value for money assessment which appraises the benefits of active travel trips generated by the scheme in relation to health, journey quality and mode shift using:

- The Government's Active Mode Appraisal Toolkit (AMAT); and

- Transport for London's (TfL) Ambience Benefit Calculator which relates to improvements to the overall travel 'environment' when undertaking journeys and is based on market research into how much per trip a passenger is willing to pay for improvements.

2.12 The outputs of the economic appraisal of the updated business case, using the assessment tools highlighted above, show that the scheme still represents very high value for money (VfM) with a benefit cost ratio (BCR) of 4.03:1, significantly above the originally required level of 2:1. In addition, the appraisal identified various non-monetised benefits including:

- Noise – slight benefits with the pedestrianisation and upgrading of Terminus Road potentially encouraging vehicle users to switch to walking, leading to fewer car journeys and therefore reduction in noise level.
- Air Quality – slight benefits to air quality with the transference of car to walking trips through the delivery of the scheme.
- Greenhouse Gases – the reduction in car trips and greater number of walking trips will generate slight benefits by reducing greenhouse gas emissions.
- Townscape – the significant townscape improvements will offer large benefits by creating more pleasant journeys as well as property owner benefits from higher property prices and rateable values.
- Accidents – moderate benefits will be generated with less car journeys in the town centre through the pedestrianisation of the section of Terminus Road between Bolton Road and Langney Road leading to fewer accidents.
- Physical activity – moderate benefits will be generated by increased physical activity levels being encouraged by modal shift to walking for existing trips.
- Security- the additional and upgraded lighting will serve to reduce crime and anti-social behaviour and improve perceptions of personal safety generating large benefits.
- Severance – the pedestrianisation of the section of Terminus Road between Bolton Road and Langney Road expands the pedestrian spine through the town centre linking the rail station and seafront. The scheme will generate moderate benefits by reducing the severance for pedestrians who previously had to navigate across the current vehicle dominated environment with the one-way route transversing through this section of Terminus Road.

2.13 An Equality Impact Assessment was undertaken as part of the original business case. This will be updated during the construction phases of the remaining scheme.

#### *Consultation and Engagement*

2.14 County Council officers have continued to keep local Councillors, Borough Council officers, the Eastbourne Business Improvement District (BID) Team and the Eastbourne Chamber of Commerce informed on the progress of the scheme and the rescoping exercise. Officers will continue to work closely with them and wider stakeholder groups including local businesses as the package approaches construction stage which is currently programmed for 2025/26.

### **3. Conclusion and reasons for recommendations**

3.1 Since the County Council secured £3m of LGF monies from the SELEP towards the development and delivery of Phase 2a of the Eastbourne Town Centre Movement and Access Package (ETCMAP) in 2018, significant progress has been made on the design proposals for pedestrian improvements on Terminus Road between Bankers Corner (the junction with Cornfield Road) and Langney Road, aimed at supporting economic growth in Eastbourne Town Centre.

3.2 Additional funding has previously been secured from Active Travel England and allocated from the County Council's capital programme of local transport improvements to increase the overall available funding to develop and deliver the Phase 2a scheme. However, scheme development and construction costs have increased significantly across the sector because of high inflation, the war in Ukraine and delays due to the Covid-19 pandemic.

3.3 Following a comprehensive design and cost review of the original Phase 2a scheme's scope, the cost to deliver the remaining schemes exceeds the £3.6m remaining funding. With no other funding sources available to address the scheme's funding gap, a descoping exercise has



been undertaken to identify which elements of the existing scheme could be delivered in the current funding envelope.

3.4 The business case for the revised Phase 2a scope, as outlined in section 2.6 of the report, has been updated subject to approval by the Lead Member. This demonstrates that the proposed revised scheme represents very high value for money, with a benefit to cost ratio of 4.03, alongside delivering other non-monetised benefits. Therefore, the re-scoped scheme would continue to meet the original goals of creating a more pedestrian-friendly environment and supporting the town centre's overall attractiveness that drives footfall, boosts local commerce, and contributes to the long-term vitality of Eastbourne's economy.

3.5 The Lead Member is therefore recommended to approve the revised ETCMAP Phase 2a scope, as set out in paragraph 2.6 of the report and approve the revised package moving forward to construction in 2025/26; subject to the business case and project change request being approved by the Lead Member for Strategic Management and Economic Development.

## **RUPERT CLUBB**

### **Director of Communities, Economy and Transport**

Contact Officer: Rebecca Newby, Team Manager Major Projects & Growth

Email: [Rebecca.newby@eastsussex.gov.uk](mailto:Rebecca.newby@eastsussex.gov.uk)

## LOCAL MEMBERS



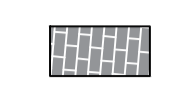
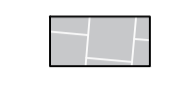

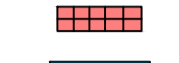

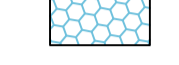
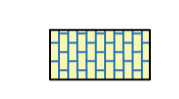



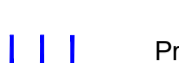



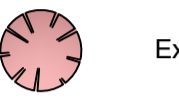





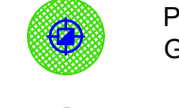


Councillor Holt

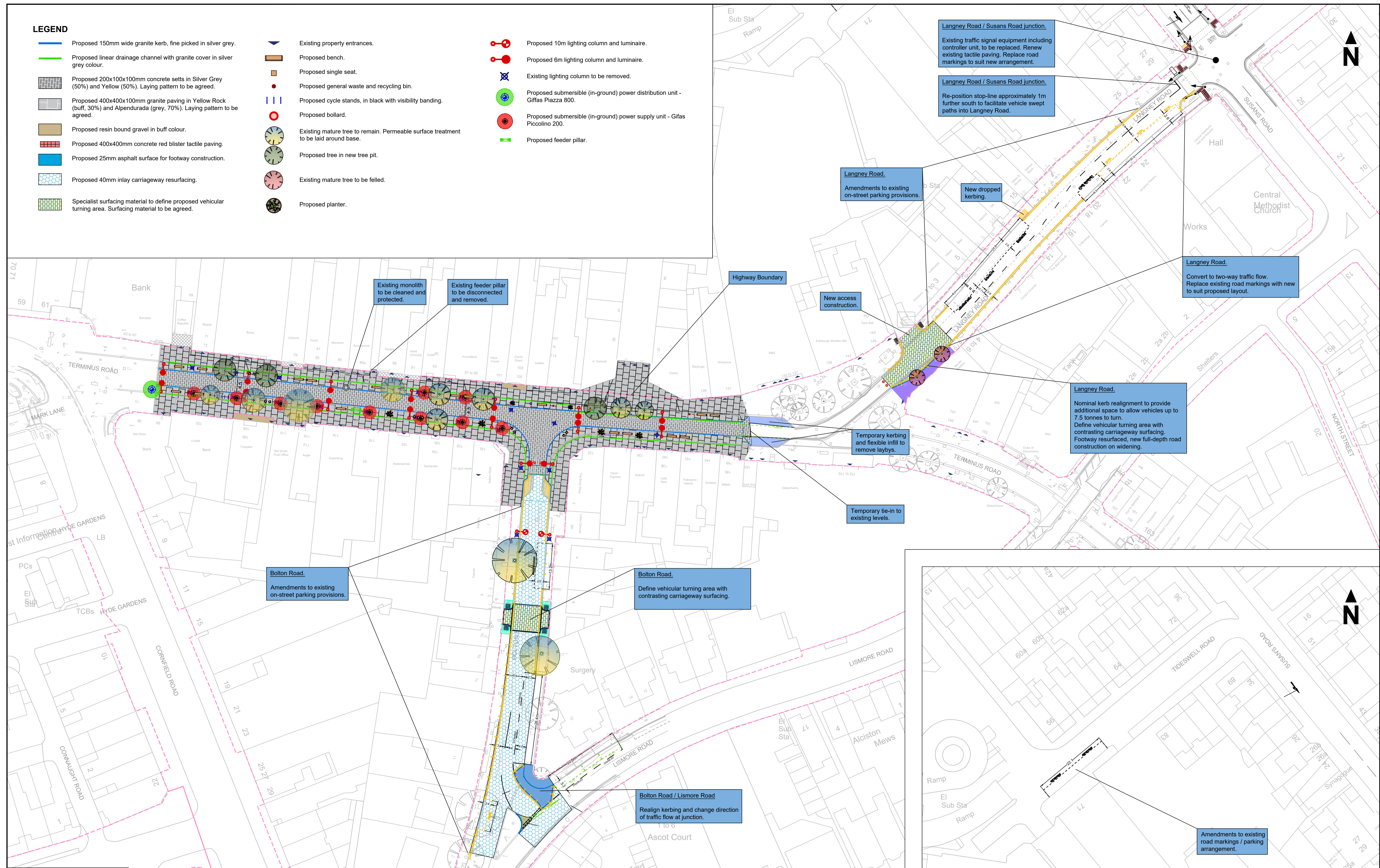
Councillor Wright

## BACKGROUND DOCUMENTS

None

**LEGEND**

-  Proposed 150mm wide granite kerb, fine picked in silver grey.
-  Proposed linear drainage channel with granite cover in silver grey colour.
-  Proposed 200x100x100mm concrete sets in Silver Grey (50%) and Yellow (50%). Laying pattern to be agreed.
-  Proposed 400x400x100mm granite paving in Yellow Rock (buff, 30%) and Alpendurada (grey, 70%). Laying pattern to be agreed.
-  Proposed resin bound gravel in buff colour.
-  Proposed 400x400mm concrete red blister tactile paving.
-  Proposed 25mm asphalt surface for footway construction.
-  Proposed 40mm inlay carriageway resurfacing.
-  Specialist surfacing material to define proposed vehicular turning area. Surfacing material to be agreed.
-  Existing property entrances.
-  Proposed bench.
-  Proposed single seat.
-  Proposed general waste and recycling bin.
-  Proposed cycle stands, in black with visibility banding.
-  Proposed bollard.
-  Existing mature tree to remain. Permeable surface treatment to be laid around base.
-  Proposed tree in new tree pit.
-  Existing mature tree to be felled.
-  Proposed planter.
-  Proposed 10m lighting column and luminaire.
-  Proposed 6m lighting column and luminaire.
-  Existing lighting column to be removed.
-  Proposed submersible (in-ground) power distribution unit - Giffas Piazza 800.
-  Proposed submersible (in-ground) power supply unit - Giffas Piccolino 200.
-  Proposed feeder pillar.



**NOTES**

- All dimensions are in metres unless otherwise stated.
- Do not scale.
- This plan is in colour.
- This drawing shows the proposed works along Bolton Road, Terminus Road, Langney Road and Tideswell Road only. Signing works are also proposed for Cornfield Road, Trinity Trees and Devonshire Place including the installation of 3 new signs and the attachment of small patches to 3 existing ADS signs.

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chk'd	Appr'd
P03	S1	20/08/24	Landscape planting updated	IT	-	-
P02	S1	15/07/24	Tree removal added. Note 4 amended.	IT	-	-
P01	S1	May 2024	First issue	IT	-	-



Project	EASTBOURNE TOWN CENTRE PHASE 2A		
Drawing title	DETAILED DESIGN GENERAL SCHEME LAYOUT		

Status	S1	Revision	P03
Scale	1:500	Date	06/05/2024
Drawn By	I Tingley	Checked By	-
Approved By	-	Project No.	IM-0001
Originator	BBLP	Original Size	A1
Drawing number	Volume   Design Alt.   Type   Role   Number HGN-DR-CH-100-0002		

## **LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT**

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 18 November 2024 at Council Chamber, County Hall, Lewes

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Councillors di Cara, Hollidge, Tutt and Wright spoke on item 4 (see minute 34)

Councillor Bennett spoke on item 5 (see minute 35)

Councillors Rodohan, Tutt and Wright spoke on item 6 (see minute 36)

### **30. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 14 OCTOBER 2024**

30.1 The Lead Member approved as a correct record the minutes of the meeting held on 14 October 2024.

### **31. DISCLOSURE OF INTERESTS**

31.1 There were none.

### **32. URGENT ITEMS**

32.1 There were none.

### **33. REPORTS**

33.1 Reports referred to in the minutes below are contained in the minute book.

## 34. CONSULTATION OUTCOME FOR REVISED SEASIDE AND ST ANTHONY'S AVENUE BUS PRIORITY PROPOSALS IN EASTBOURNE

34.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

34.2 Ms Jodie Atherton, the Lead Petitioner for the petition calling on the County Council to stop the proposed bus lane along Seaside Eastbourne spoke to highlight concerns including congestion, pedestrian safety, air quality and the importance of addressing views of local residents and businesses.

34.3 Mr Tom Nevill, the Lead Petitioner for the petition calling on the County Council to support Seaside, Eastbourne Bus Lane spoke to highlight the benefits of bus priority measures including journey times, reliability, sustainable transport and continuation of funding and support for bus service improvements.

### DECISIONS

34.4 The Lead Member RESOLVED to:

(1) Note the outcomes of the second public consultation on revised bus priority proposals for Seaside and St Anthony's Avenue;

(2) Advise petitioners that the issues raised by both petitions relating to bus priority proposals for Seaside and St Anthony's Avenue have been reviewed and considered;

(3) Approve the revised Seaside and St Anthony's bus priority scheme to proceed to detailed design and construction stage in 2025/26; and

(4) Delegate authority to the Director of Communities, Economy and Transport to approve the final content of the Project Adjustment Request submitted to the Department for Transport.

### REASONS

34.5 Following receipt of Government funding to deliver the County Council's Bus Service Improvement Plan, a package of 7 bus priority schemes were prioritised and put forward for public consultation between July and September 2023 on the basis that they generated the highest benefits for bus users, could generate additional bus passengers and meet the Department for Transport's delivery timescales. The Seaside and St Anthony's Avenue scheme had the largest proportion of opposing responses, with 70.2% strongly opposing the scheme. Following the Lead Member's decision in January 2024 for officers to review the Seaside and St Anthony's Avenue bus priority proposals, a revised design was subject to consultation between 15 July and 18 August 2024. The consultation outcomes, as set out in paragraphs 2.9 to 2.13 of the report, highlight that 56% of respondents supported the revised proposals with 37% opposing the revised proposals.

34.6 The outcomes of the traffic modelling demonstrated no detriment to general traffic journey times going eastbound in the morning and afternoon peak times. The modelling also demonstrated that with amendments to the proposed scheme, as set out in paragraph 2.17 of the report, there will be no detriment, and a slight betterment, on vehicle journey times travelling westbound in the morning and afternoon peak times. These amendments will be considered as part of the scheme's detailed design. In response to the previous feedback on the original

proposals, 54% of the on-street parking will be retained on Seaside and 57% on St Anthony's Avenue. This provides a balanced approach to the competing needs for parking, buses and general traffic on the corridor with the delivery of the bus lanes contributing towards achieving the objectives of East Sussex's LTP4 and BSIP.

34.7 Following the County Council meeting on 8 October 2024, the Chairman referred 2 petitions to the Lead Member for Transport and Environment. The petition in support of the bus lane has 494 signatures and the petition opposing the bus lane has 2,531 signatures. Issues raised by both petitions relating to bus priority proposals for Seaside and St Anthony's Avenue have been reviewed and considered alongside the consultation outcomes as part of the report.

### 35. PETITION: IMPLEMENT A 40MPH SPEED LIMIT WITHIN THE PARISH OF ARLINGTON

35.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

35.2 Councillor Jackie Appleton, the Lead Petitioner for the petition calling on the County Council to Full traffic safety survey through the villages of Arlington and Caneheath spoke to highlight concerns including road safety for vulnerable road users, the increased speed of vehicles observed since a previous speed survey was conducted, the use of the routes as a cut through between the A22 and A27 and the number of non-personal injury crashes in the area.

#### DECISIONS

35.3 The Lead Member RESOLVED to advise petitioners that:

(1) an assessment of the safety record of the roads detailed in the petition has been undertaken by the Road Safety Team and there are no locations that meet the Council's threshold for inclusion in the annual road safety programme; and

(2) the roads and lanes within the parishes of Arlington, Berwick and Long Man set out at paragraph 1.1 of the report do not meet the Council's policy for a 40mph speed limit, and measures such as gateway features, Vehicle Activated Signs and improved signage may be appropriate. These measures could be considered via the Community Match initiative. The Traffic and Safety team can provide Arlington Parish Council with advice over what measures could be considered.

#### REASONS

35.4 Speed surveys have shown that average speeds on Caneheath, The Street and Arlington Road West are already very close to or below 40mph, and it is expected that the other roads detailed in paragraph 1.1 of the report will have broadly similar average speeds. A lower speed limit on the roads and lanes detailed in paragraph 1.1 of the report does not meet the Council's policy for a 40mph speed limit for the reasons set out in paragraphs 2.4 and 2.5 of the report. An assessment of the safety record of the roads specified in the petition has been carried out and there are no locations that meet the Council's threshold for inclusion in the annual road safety programme.

35.5 Whilst a lower speed limit does not meet the Council's policy for a 40mph limit, other road safety improvements could be considered should an alternative source of funding become available, or if an application through Community Match was successful. The Traffic and Safety Manager is happy to meet to discuss possible options for consideration through Community Match. The speed data for Caneheath, The Street and Arlington Road West that was recently collected can be provided to the group, upon request and further speed data collections can be arranged, should external funding be available.

## 36. EASTBOURNE TOWN CENTRE MOVEMENT AND ACCESS PACKAGE - PHASE 2A REVISED SCOPE

36.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

### DECISIONS

36.2 The Lead Member RESOLVED to approve the revised scope for Eastbourne Town Centre Movement and Access Package Phase 2a and moving forward to construction in 2025/26 subject to final approval of the business case and project change request by the Lead Member for Strategic Management and Economic Development.

### REASONS

36.3 Since the County Council secured £3m of LGF monies from the South East Local Enterprise Partnership (SELEP) towards the development and delivery of Phase 2a of the Eastbourne Town Centre Movement and Access Package (ETCMAP) in 2018, significant progress has been made on the design proposals for pedestrian improvements on Terminus Road between Bankers Corner (the junction with Cornfield Road) and Langney Road, aimed at supporting economic growth in Eastbourne Town Centre.

36.4 Additional funding has previously been secured from Active Travel England and allocated from the County Council's capital programme of local transport improvements to increase the overall available funding to develop and deliver the Phase 2a scheme. However, scheme development and construction costs have increased significantly across the sector because of high inflation, the war in Ukraine and delays due to the Covid-19 pandemic.

36.5 Following a comprehensive design and cost review of the original Phase 2a scheme's scope, the cost to deliver the remaining schemes exceeds the £3.6m remaining funding. With no other funding sources available to address the scheme's funding gap, a descoping exercise has been undertaken to identify which elements of the existing scheme could be delivered in the current funding envelope.

36.6 The business case for the revised Phase 2a scope, as outlined in section 2.6 of the report, has been updated subject to approval by the Lead Member. This demonstrates that the proposed revised scheme represents very high value for money, with a benefit to cost ratio of 4.03, alongside delivering other non-monetised benefits. Therefore, the re-scoped scheme would continue to meet the original goals of creating a more pedestrian-friendly environment and supporting the town centre's overall attractiveness that drives footfall, boosts local commerce, and contributes to the long-term vitality of Eastbourne's economy.

## **Appendix 4 - Response from the Director of Communities, Economy and Transport**

On 18 November 2024, the Lead Member for Transport & Environment considered a report on the Eastbourne Town Centre Movement and Access package (Phase 2a) where Councillor Dowling made the decision for the scheme to progress to detailed design and construction. During the debate on the item, Councillor Tutt had requested that the project be delayed to enable further consultation to be undertaken with local residents and businesses on the rescoped design.

Subsequently, Councillor Tutt formally requested that the Lead Member's decision be 'called in' by the Place Scrutiny Committee. Councillors Shing and Murphy agreed to support the call-in request. The call-in requested that, instead of conducting further consultation, some public awareness resource could be deployed, specifically public display boards which update residents on the final form of the scheme, and what has changed since the original consultation.

The report to Lead Member confirmed that officers have kept key stakeholders informed of the progress of the scheme and that this will continue as the package approaches construction stage.

The Assistant Director – Economy spoke with Councillor Tutt on 22 November 2024 to discuss the call-in request, and explained that, as part of the next steps associated with progressing the scheme, Traffic Regulation Orders (TRO) would need to be published, which seek further views from residents and businesses. The Assistant Director agreed that officers would publish display boards in prominent locations, alerting people in the town to the changes.

As part of the ongoing engagement with stakeholders on the scheme, on 25<sup>th</sup> November 2024, County Council officers attended a meeting of traders in Eastbourne town centre, at the invitation of Councillor Holt and the Eastbourne Business Improvement District team, to update them on what the Lead Member for Transport & Environment agreed at her meeting, and to take them through the next steps.

In conclusion, following the call-in request by Councillor Tutt, supported by Councillors Shing and Murphy, officers are happy to agree to providing public display boards in prominent locations in Eastbourne town centre to inform local residents of the revised scheme, which will be undertaken when the TROs are published.

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