



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS to be made by the Lead Cabinet Member for Transport and Environment, Councillor Carl Maynard

MONDAY, 14 MARCH 2016 AT 10.00 AM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 22 February 2016 (*Pages 3 - 4*)
- 2 Disclosure of Interests
Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
- 3 Urgent items
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
- 4 Notice of Motion: County Council responsibility for determining planning applications within its boundaries (*Pages 5 - 6*)
Report by the Director of Communities, Economy and Transport
- 5 Capital Programme for local transport improvements 2016/17 (*Pages 7 - 14*)
Report by the Director of Communities, Economy and Transport
- 6 Allocation of the 2016/17 Community Match Funding to a number of community led local transport improvement schemes (*Pages 15 - 20*)
Report by the Director of Communities, Economy and Transport
- 7 Local Transport Plan draft Implementation Plan 2016/17 - 2020/21 (*Pages 21 - 64*)
Report by the Director of Communities, Economy and Transport
- 8 Proposed improvements at the Sackville Road Roundabout, Bexhill (*Pages 65 - 72*)
Report by the Director of Communities, Economy and Transport
- 9 Any urgent items previously notified under agenda item 3

PHILIP BAKER
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4 March 2016

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Carl Maynard, on 22 February 2016 at County Hall, Lewes

Councillor Rodohan spoke on item 4 (see minute 50)

48 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 25 JANUARY 2016

48.1 The Lead Member approved as a correct record the minutes of the meeting held on 25 January 2016.

49 REPORTS

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

50 PETITION CALLING ON THE COUNTY COUNCIL TO IMPLEMENT PARKING REGULATIONS IN THE FORM OF A PARKING PERMIT ZONE IN BEDFORD GROVE, EASTBOURNE

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

50.2 Ms Sue Backhouse, the Lead Petitioner, spoke about the petition.

50.3 Councillor Rodohan, the Local Member, spoke to offer his support for the recommendation.

DECISION

50.4 RESOLVED to advise the petitioners that the request will be progressed to see if permit holder parking should be introduced in Bedford Grove, Eastbourne.

Reasons

50.5 Controlled parking must have the support of local residents and businesses. Any new parking scheme or extension to an existing scheme also needs to strike a balance for the needs of all users and requires extensive consultation.

51 REVISED EAST SUSSEX LOCAL FLOOD RISK MANAGEMENT STRATEGY - DRAFT FOR PUBLIC CONSULTATION

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

DECISION

51.2 RESOLVED to approve the Draft Revised Local Flood Risk Management Strategy 2016-2026 for public consultation for a six week period commencing on 29 February 2016.

Reasons

51.3 The draft Strategy sets out the County Council's framework and priorities for managing flood risk in East Sussex. It includes additional aspects to cater for the County Council's new role as statutory consultee to the planning system on drainage matters for major new development. A revised implementation plan is also included.

52 RESULTS OF A PUBLIC CONSULTATION ON THE PRINCIPLE OF INTRODUCING A 20MPH SCHEME IN OLD MALLING, LEWES

52.1 The Lead Member considered a report by the Director of Communities, Economy and Transport. It was confirmed that any consideration by the Planning Committee could be held as early as May.

DECISIONS

52.2 RESOLVED to (1) agree that consultation should take place on the Traffic Regulation Order required to introduce a 20mph scheme covering Old Malling (the eastern side of the Malling area of Lewes), with any objections being reported to the Planning Committee for consideration; and

(2) agree that, subject to any recommendations made by the Planning Committee, the scheme should be introduced as part of the 2016-17 Capital Programme for Local Transport Improvements.

Reasons

52.3 In total, 79% of those who responded to the consultation on the introduction of a 20mph scheme in the Old Malling area were in favour of a scheme being introduced.

Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 14 March 2016

By: Director of Communities, Economy and Transport

Title: Notice of Motion: County Council responsibility for determining planning applications within its boundaries

Purpose: To consider a Notice of Motion from Councillor Field to confirm that the Council has full responsibility for determining planning applications within its boundaries, and, that the Leader takes certain measures to lobby Central Government to maintain this situation.

RECOMMENDATIONS: The Lead Member is recommended to recommend that the County Council rejects the Notice of Motion from Councillor Field because it does not reflect the current statutory position.

1 Background Information

1.1. The following Notice of Motion has been submitted by Councillor Field:

“This Council believes that Local Government is an autonomous body and as such has full responsibility for determining planning applications within its boundaries. This Council requests its Leader:

i) to take all possible measures to lobby Central Government to ensure that local accountability is maintained

ii) enlist the help of the Local Government Association and the County Councils' Network to pursue this aim.”

1.2 In line with County Council practice, the matter has been referred by the Chairman to the Lead Member for Transport and Environment for consideration to provide information and inform debate on the Motion. The Lead Member's recommendation on this Notice of Motion will be reported to the Council at its meeting on 22 March 2016.

2 Supporting Information

2.1 In the context described in the Notice of Motion, it is considered that the County Council is not an autonomous body, and as such does not have full responsibility for determining planning applications within its boundaries.

2.2 The County Council needs to operate in accordance with legislation. With regard to planning matters, if it was to adopt policy or determine planning applications in an unlawful way it would be liable to a legal challenge, and, in consequence could be liable for payment of costs.

2.3 The County Council does not have full responsibility for determining planning applications within its boundaries. The County Council is not the planning authority for the area covered by the South Downs National Park which constitutes about one third of the County – this is the South Downs National Park Authority. Also, the County Council can only appraise planning applications relating to waste and minerals, and its own development. All other types of development which require planning applications are considered by the Borough and District Councils.

2.4 Section 77 of the Town and Country Planning Act 1990 allows the Secretary of State to give directions requiring applications for planning permission to be referred to him instead of

being dealt with by the local planning authority. This can be done at any time during the planning application process prior to determination. If a planning application is called in, there would be a Public Inquiry. The power to call in planning applications is very general, and the Secretary of State can call in an application for any reason.

2.5 The Government also has powers to “designate” or take away the determination of planning applications by those Councils considered to be underperforming. The Growth and Infrastructure Act 2013 inserted into the Town and Country Planning Act a new section whereby planning applications can be made directly to the Secretary of State where a local planning authority has been designated for this purpose. The Government’s current minimum performance threshold is 50% of major development decisions being within the statutory determination period measured over 2 years. The Government in February 2016 has published a technical consultation on implementing planning changes. This includes setting new thresholds for non-major development for both speed and quality of decisions. Where authorities fail to determine at least 60-70% of non-major development on time, they would be at risk of designation and thereby applications could be made direct to the Secretary of State or Planning Inspectorate.

2.6 It is considered therefore that the Notice of Motion as written does not fully reflect the statutory position affecting the County Council in determining planning applications.

2.7 It is considered that the Notice of Motion submitted by Councillor Field should therefore be rejected as it does not identify the correct statutory powers of the County Council. The County Council has to operate, as a County Planning Authority, within the legislative requirements for planning authorities in determining relevant planning applications within its boundaries, including where the Secretary of State has resolved to determine the application himself. The County Council is under a legal duty to determine each application having ‘regard to the provisions of the development plan, so far as material to the application, and to any other material considerations’. The County Council is not in a position where it can fetter future decisions on any type of applications, which must be determined on their merits.

3 Conclusion and Reasons for Recommendations

3.1. The County Council does not have full responsibility for determining planning applications within its boundaries. The South Downs National Park Authority is the local planning authority for all land within the National Park. The County Council can only appraise planning applications relating to waste and minerals, and its own development. All other types of development which require planning applications are considered by the Borough and District Councils. There are powers for the Secretary of State to call in applications for his determination. There is Government policy in certain areas to intervene in the determination of planning applications where there is under-performance. The Lead Member is therefore recommended to reject the submitted Notice of Motion.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

- Department for Communities and Local Government: Technical consultation on implementation of planning changes – February 2016

<https://www.gov.uk/government/consultations/implementation-of-planning-changes-technical-consultation>

Report to	Lead Cabinet Member for Transport and Environment
Date	14 March 2016
Report By	Director of Communities, Economy and Transport
Title of Report	Capital Programme for Local Transport Improvements 2016/17
Purpose of Report	To seek approval for the proposed allocation of funds to a specific programme of local transport improvements

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Agree the programme of local transport improvements for 2016/17 set out in Appendix 1 to this report; and**
 - (2) Agree the allocation of County Council capital funding, development contributions and Local Growth Fund monies towards specific improvements identified in the 2016/17 programme.**
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1. Background Information

1.1 The Capital Programme for Local Transport Improvements sets out a proposed programme of schemes to be developed and delivered in various locations across the county in 2016/17. The programme is funded from a number of sources including a capital allocation from East Sussex County Council, development contributions and funding secured from the Government's Local Growth Fund through both the South East and Coast to Capital Local Economic Partnerships. A copy of the draft programme is included in Appendix 1.

2. Supporting Information

2.1 In May 2011 County Council approved the Local Transport Plan (LTP) 2011 – 2026 which identified the Council's strategy for transport investment. The strategic approach adopted in the LTP is to invest in infrastructure which delivers sustainable economic growth. This will be achieved by developing schemes which tackle congestion, improve safety for all road users and where practical and appropriate, promote sustainable travel on foot, by bike and by public transport.

2.2 The LTP will be complemented by a series of Implementation Plans setting out delivery proposals in line with the priorities set out in the plan of supporting sustainable economic growth and improving safety, health and security for 5 year time periods over its lifetime. The first of the Implementation Plans covered the period 2011/12 to 2015/16; the second Implementation Plan covers the period 2016/17 to 2020/21 and will be considered as a later agenda item in this Lead Member meeting. The content of the Capital Programme for Local Transport Improvements is consistent with the emerging second LTP Implementation Plan.

2.3 The programme for 2016/17 has been reviewed to take account of the priorities set out in the Council Plan, LTP and its associated Implementation Plan, as well as ensuring the continuation of schemes commenced in the previous financial year and the availability of external contributions.

2.4 A number of priority investment areas are identified in both the LTP and the Implementation Plan. These are Bexhill, Hastings, Eastbourne, Hailsham and South Wealden, Newhaven and Uckfield. The schemes included in the draft programme show a significant investment of County Council funding in local transport improvements in these priority investment areas.

2.5 As part of the LTP Implementation Plan, and with a single budget for Local Transport and Road Safety schemes, a more robust, evidence based prioritisation process has been developed to assess requests received for all types of schemes. This new prioritisation framework was approved

by the Lead Member for Transport and Environment in September 2011. One of the key elements of this process involves assessing the extent to which scheme requests would meet the objectives of the LTP.

2.6 The amount of County Council funding in the current approved Capital Programme for Integrated Transport in 2016-17 amounts to £2.4m. This allocation was approved by County Council on 9 February 2016.

2.7 Additional external funding, such as development contributions increase the overall level of funding available to implement local transport improvements in the agreed programme by £2.309m in 2016/17. There are constraints on how this external funding may be used, as it can only be used to fund specific improvements in specific geographical areas. In addition, the terms of some funding streams only enable the construction cost of a scheme to be funded, with the design costs having to be funded from County Council resources.

2.8 Through the first round of the Local Growth Fund (LGF) Deal, East Sussex was awarded £71.4m in LGF monies for spend by 2020/21. A significant proportion of this funding is available to enable key strategic transport projects and packages of local transport improvements. This money has been made available following the submission of the Growth Deals by the South East and Coast to Capital Local Economic Partnerships. Some of this funding is for delivering major transport infrastructure required to unlock housing and/or employment sites such as the Queensway Gateway Road in Hastings, the North East Bexhill Access Road, the A22/A27 junction improvements and the Newhaven Port Access Road. Funding has also been awarded for the delivery of the following packages of local transport improvements which will support the housing and employment growth in the growth corridors around Eastbourne/South Wealden and Bexhill/Hastings:

- Hailsham, Polegate and Eastbourne Sustainable Transport Corridor
- Eastbourne and South Wealden walking and cycling package
- Eastbourne Town Centre access and improvement package
- Hastings and Bexhill junction improvement package
- Hastings and Bexhill walking and cycling package

2.9 These packages of local transport improvements will be delivered through the Capital Programme for Local Transport Improvements in a phased approach. A Local Growth Fund allocation of £750,000 is available in 2016/17 with the majority of the funding having been allocated in the years between 2017/18 and 2020/21.

2.10 Historically, the capital programme included a separate allocation for road safety measures to fund the implementation of engineering schemes at specific sites identified as having a high crash record. There is a general consensus that the most dangerous sites have been addressed through road safety engineering works. However, targeted engineering measures will continue to be introduced in response to problems identified through the ongoing analysis of crash data. This road safety engineering work will be focussed on a corridor approach which aims to introduce a package of measures (e.g. improvements to signing and lining) along high risk sections of routes on our A and B roads where crashes have occurred. Provision for three road safety route studies has been made in the capital programme for 2016/17. The precise locations of the study sites are still in the process of being identified and will include a review of the most recent crash data.

2.11 The draft capital programme was circulated to all Councillors in January 2016 for comments. The comments received from Councillors were considered at a Cross Party Member Panel, consisting of Councillors Maynard, Taylor, Rodohan, Webb and Pursglove held on 2 February 2016. The purpose of the Member Panel was to review the draft programme included in Appendix 1 to this report, consider comments received from other councillors and advise on its content prior to this Lead Member meeting.

3. Conclusion and Reason for Recommendation

3.1 The draft capital programme set out in Appendix 1 represents a balanced programme of improvements which will help deliver not only the objectives of the County Council's Local Transport Plan but also contribute to achieving broader corporate objectives. The Lead Member is therefore recommended to agree that the funding approved by County Council to support the programme of local transport improvements for 2016/17 be allocated to the schemes as set out in Appendix 1 to this report.

RUPERT CLUBB

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None

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Appendix 1 - Draft Capital Programme for Local Transport improvements 2016-17

Location	Title
Externally Funded Schemes (Development Contributions)	
Bexhill	Little Common Junction Improvement
Eastbourne & South Wealden	Hailsham/Polegate/Eastbourne Sustainable Transport Corridor
Eastbourne	Whitley Road/Seaside Provision of Pedestrian Facilities at Traffic Signal Junction
Eastbourne	Seafront Cycle Route Wish Tower to Fisherman's Green
Eastbourne	Horsey Way Cycle Route Phase 2 - drainage remedials
Eastbourne	Horsey Way Cycling and Walking Route - Phase 1B - Cavendish Place to Ringwood Road
Eastbourne	Town centre to hospital cycle route
Eastbourne	Langney to Sovereign Harbour cycle route
Eastbourne	Willingdon Drove cycle route
Hastings	Hastings Alexandra Park cycle route
Hastings	The Ridge Hastings Movement and Access Improvements Bus Stop Improvements and Facilities for Pedestrians
Lewes	Church Lane Zebra
Lewes	Lewes Offham Road Pedestrian Improvements
Lewes District	A259 Peacehaven - Pedestrian, Cycling and Bus stop Improvements Ambleside Avenue (Telscombe Cliffs) to Downland Avenue (Peacehaven) (£200,000)
Lewes District	Newhaven Library Cycle Stands
Wealden District	Hailsham Town Centre - High Street Traffic Management and Pedestrian Improvements
Wealden District	Heathfield Community College School Safety Zone - lining works
Wealden District	Wadhurst High Street Pedestrian Improvements.

Principal Scheme Type	Development Contributions
TM	s106 contribution: RR/2007/0264 (47/51 Cooden Sea Rd - Tesco Express)- £20,244(w)
TM/BI/CY/WA	s52 development contribution: EB/86/0431 (Sovereign Harbour)
RC	s106 contribution: EB/2004/0274 (former coach & lorry park, Wartling Rd)
CY	s52 development contribution: EB/86/0431 (Sovereign Harbour)
CY	s52 development contribution: EB/86/0431 (Sovereign Harbour)
CY	s52 development contribution: EB/86/0431 (Sovereign Harbour)
CY	s52 development contribution: EB/86/0431 (Sovereign Harbour)
CY	s52 development contribution: EB/86/0431 (Sovereign Harbour)
CY	s52 development contribution: EB/86/0431 (Sovereign Harbour)
CY/WA	s106 contribution available for construction: HS/09/0284 (Asda, Silverhill) - £49,749(w)
BI/TM	Contributions from developments on The Ridge £83,561
PC	Construction cost funded by Lewes TC
PC	Contribution Lewes North Street Quarter Development £50,000.
BI/WA/CY	LSTF; s106 contributions: LW/07/1256 (Land @ Arundel Road) - £274,563(w); LW/07/1018 (Downlands, Roundhay Ave) - £10,465(w) = £285,028
CY	Contribution from ESCC Newhaven Library development
BI/WA/RD	
LS	WD/09/1992 - Albion Hall, Heathfield - £13,842
RC/RD	s106 contributions: WD/09/2490 (1 Townslands Rd) - £10,424(w); WD/09/1070 (land @ Courthorpe Ave) - £17,425(w) (both held by WDC)

Externally Funded Schemes - Sub Total

Proposed Programme 2016 - 2017						
Funding Sources		Stages Complete end 2016/17				
ESCC Funding	External Funding	L	P	D	C	PC
£ 8,000	£ 12,000				X	
	£ 250,000		X			
	£ 120,000				X	X
	£ 250,000				X	X
	£ 5,000					X
	£ 300,000			X	X	X
	£ 20,000		X	X		
	£ 5,000	X	X			
	£ 200,000		X	X	X	
£ 50,000	£ 49,800			X	X	X
£ 16,349	£ 83,651		X	X	X	
£ 6,000	£ 30,000			X	X	
£ 50,000	£ 46,000		X	X	X	
	£ 150,000			X	X	
	£ 2,500			X	X	
	£ 1,000,000				X	
	£ 5,000				X	X
£ 42,000	£ 27,849				X	
£ 172,349	£ 2,556,800					

Location	Title	Principal Scheme Type	Development Contributions	Funding Sources		Stages Complete end 2016/17					
				ESCC Funding	External Funding	L	P	D	U	PC	
Local Growth Fund Schemes											
Hastings	A259 between the Ravenside Retail Park Hastings Road and The Ridge	RD/TM/WA/CY/BI/RC		£ 7,500			X	X			
Hastings	A21 Sedlescombe Road between Battle Road and The Ridge	RD/TM/WA/CY/BI/RC		£ 7,500			X	X			
Hastings	Hastings Town Centre Area	RD/TM/WA/CY/BI/RC		£ 7,500			X	X			
Hastings	Hastings B2159 Battle Rd (A21 to A259 The Ridge)	RD/TM/WA/CY/BI/RC		£ 7,500			X	X			
Hastings	Hastings A2101 St Helens Rd (Bethune Way to A21)	RD/TM/WA/CY/BI/RC		£ 7,500			X	X			
Hastings	East - West Cycle Route Development - (Hastings Walking and Cycling Strategy Implementation Plan)	CY		£ 10,000			X	X			
Bexhill	A269/B2182 London Road Corridor	RD/TM/WA/CY/BI/RC		£ 7,500			X	X			
Bexhill	A259 Little Common Bexhill to Ravenside Retail Park	RD/TM/WA/CY/BI/RC		£ 7,500			X	X			
Bexhill	Bexhill B2182 Cooden Sea Rd (Little Common to Cooden Drive)	RD/TM/WA/CY/BI/RC		£ 7,500			X	X			
Bexhill	Bexhill B2182 Cooden Dr (Cooden Sea Road to Bexhill Stn)	RD/TM/WA/CY/BI/RC		£ 7,500			X	X			
Bexhill	Town Centre Walking Cycling and Traffic Management Improvements	TM/WA/CY		£ 7,500			X	X			
Bexhill	Cycle route development Seafront to Bexhill High School/Sidely Route Seafront to NE Bexhill Cycle Route, West Bexhill Routes	CY		£ 10,000			X	X			
	Sub Total - Hastings and Bexhill			£ 95,000	£ -						
Eastbourne	Horsey Way Cycling and Walking Route - Phase 3 - Lottbridge Drove to Sovereign Harbour	CY			£ 750,000				X	X	
	Sub total Eastbourne & South Wealden			£ -	£ 750,000						
	LGF Funded Schemes - Sub Total			£ 95,000	£ 750,000						

Location	Title
ESCC Funded Schemes	
County Wide	Community Match Initiative
County Wide	Accident Remedial Schemes
Bexhill	Marina Pedestrian Improvements - Sackville Rd Roundabout
Bexhill	St Richards Catholic College School Safety Zone
Bexhill	Marina Pedestrian Improvements - Marina Court Avenue
Eastbourne	Meads Area Pedestrian and Safety Improvements
Eastbourne	Eastbourne, Friday Street Pedestrian Improvements study
Eastbourne	Eastbourne, Ocklynge School, School Safety Zone
Eastbourne	Victoria Drive - Pedestrian Improvements study
Hastings	Hastings London Road (near junction with Norman Road)
Hastings	Robertson Street Bus Stop Improvement
Hastings	Havelock Road, Hastings Pedestrian Crossing (contribution from Hastings parking surplus)
Hastings	Hastings - Sandown School Pedestrian Crossing, The Ridge
Hastings	Christchurch C of E - School Safety Zone
Hastings	Station Plaza to Priory Square Pedestrian Improvement Scheme (ESCC contribution to HBC scheme)
Hastings	Bohemia Road near Upper Park Road junction
Lewes	Lewes cycling signing strategy (to include Riverside signing)
Lewes	Cycle route 90
Lewes	Malling 20 mph limit Old Malling Area (signs only)
Lewes	New Malling 20mph Scheme (Traffic Calming Old Malling Way + signs)
Lewes	St Anne's Crescent, Lewes 20mph Limit
Lewes District	Newhaven Avis Road Speed Reduction and Pedestrian Improvements
Lewes District	Kwik Fit Bus Stop upgrade
Lewes District	Peacehaven Ashington Gardens Cycle Route Link

Principal Scheme Type	Development Contributions
LS	
WA	
LS/WA/CY	
WA	
LS /TM	
PC	
TM	
PC	
PC	
BI	
RC	
PC	
LS/WA/CY	
WA	
PC	
CY	
CY	
TM	
TM	
TM	
TM / PC	
BI	
CY	

Funding Sources		Stages Complete end 2016/17				
ESCC Funding	External Funding	L	P	D	C	PC
£ 150,000	£ 150,000	X	X	X	X	X
£ 50,000				X	X	
£ 200,000				X	X	X
£ 20,000				X	X	
£ 10,000			X			
£ 150,000			X	X	X	
£ 5,000		X	X			
£ 60,000		X	X	X		
£ 5,000		X	X			
£ 5,000		X	X	X		
£ 35,000		X	X	X	X	
£ 90,000				X	X	
£ 80,000				X	X	X
£ 20,000		X	X	X		
£ 15,000						
£ 5,000		X	X			
£ 12,000				X	X	
£ 10,000				X		
£ 5,000				X	X	
£ 10,000			X	X		
£ 7,500				X	X	
£ 10,000		X	X			
£ 30,000				X	X	
£ 25,000				X	X	

Location	Title	Principal Scheme Type	Development Contributions	Funding Sources		Stages Complete end 2016/17				
				ESCC Funding	External Funding	F	P	D	C	PC
Lewes District	Seaford to Exceat cycle route	CY		£	2,500			X		
Lewes District	Lewes High Street and Prison Cross Roads Bus Stop Improvements (RTPI)	BI		£	2,500			X		
Lewes District	Chailey - Warrs Hill Footway and Crossing	RC/WA	s106 contribution available for construction: LW/06/0700 (Chailey New Heritage) - £140,062(w)	£	2,500			X		
Lewes District	Belgrave Road, Seaford Primary School Pedestrian Crossing	PC		£	2,500	X	X	X		
Rother District	Rye Greenway - shared pedestrian and cycleway	CY/ PC		£	5,000	X	X			
Wealden District	Rotherfield HGV Signing	TM		£	10,000			X	X	
Wealden District	Alfriston Traffic management	TM		£	15,000			X		
Wealden District	Ghyll Road Traffic Calming	TM		£	2,500			X		
Wealden District	Golden Cross A22 / B2124 Junction Improvement	LS		£	5,000	X	X			

ESCC Funded Schemes Sub Total

£1,057,000	£150,000
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Preliminaries	
	Contractor Overheads/ESCC Salary Recharges
	ESCC Capital
	Developer funded schemes

£	1,450,000
	£ 50,000

Preliminaries Sub Total

£ 1,450,000	£ 50,000
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KEY
Scheme Type
 BI - Bus Infrastructure
 CY - Cycling
 IN - Public Transport Interchange
 LS - Local Safety Improvements
 RC - Road Crossing
 RD - Local Road Scheme
 WA - Walking
 TM - Traffic management and Traffic Calming
 SM - Speed Management
Stages Complete
 F - Feasibility
 P - Preliminary
 D - Detailed Design
 C - Construction
 PC - Post Construction

Planned Programme	ESCC	External	Total
Cumulative Total Capital Expenditure	£ 2,774,349	£ 3,506,800	£ 6,281,149
Total Capital Expenditure	£ 2,774,349	£ 3,506,800	£ 6,281,149

Funded from	ESCC
ESCC Capital Allocation	£ 2,400,000
Transfer from Revenue	£ 375,000
Slippage from 2015-16	£ -

Total available	£ 2,775,000
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Agenda Item 6

Report to: Lead Cabinet Member for Transport and Environment
Date of meeting: 14 March 2016
By: Director of Communities, Economy and Transport
Title: Allocation of the 2016/17 Community Match Funding to a number of community led local transport schemes
Purpose: To seek approval for the proposed allocation of match funding to a number of community led local transport improvement schemes

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Agree that £26,750 of match funding should be allocated towards four specific community led transport improvement schemes for construction in 2016/17;**
 - (2) Agree that development work on two further community match schemes should commence for possible match funding later in 2016/17;**
 - (3) Agree that development work on the Sedlescombe footpath scheme should continue for possible match funding later in 2016/17; and**
 - (4) Agree that the remaining unallocated £122,857 from the match funding available in 2016/17 should be held for potential allocation to schemes in the next round of funding in autumn 2016**
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1 Background Information

1.1 The Community Match Initiative provides local communities with a way to part fund and take forward small scale transport improvements that are locally important, but which are not of sufficient priority to be taken forward solely using County Council resources. Following an application process, the County Council will contribute up to 50% of the design and construction costs for those schemes that are selected to be taken forward.

1.2 The Community Match initiative is proving to be both popular and successful, however it requires significant staff resources to both manage the schemes and provide the necessary support to the parish and town councils to ensure their expectations are met.

2 Supporting Information

2.1 Details of all the current Community Match schemes are shown in the table in Appendix 1. Eleven new applications were received within this funding round. One of the schemes approved for design work in a previous funding round (Withyham to Blackham Ashurst footway along A264) is now ready to be considered for the match funding to enable it to be constructed. One new application (Vehicle Activated Sign at Danehill) has been rejected as it does not meet the road safety requirements. The remaining new applications were assessed against the agreed criteria that are used to establish which schemes should be a priority for possible funding through the initiative. The results of the assessment are shown in Appendix 1 within the column entitled "Overall VfM scoring".

2.2 With the new Costain CH2M Highways Contract commencing in May 2016, the way in which the Community Match initiative is managed is being reviewed to take account of the new Client/Contractor responsibilities. Although this work is underway, the details of how the initiative will operate in future need to be finalised. With this in mind it, would be prudent to consider the remaining applications within the next funding round in autumn 2016, when the details of how the scheme will operate under the new Client/Contractor arrangements have been finalised

2.3 The schemes and issues surrounding Community Match were considered by a Cross Party Member Panel, consisting of Councillors Maynard, Taylor, Webb, O'Keeffe, Rodohan and Pursglove on 2 February 2016. Members of the panel agreed that a recommendation should be made to the Lead Member for Transport and Environment that the scheme in Withyham, on which design work has been carried out, should now be approved for construction. Members also recommended the three new applications which scored highest in the priority assessment (Maresfield - Nether Lane, Nutley, 30mph

zone from the A22 to Down Street; Church Lane, Danehill - Double Yellow Lines; and Rushlake Crescent, Eastbourne - dropped kerb facility) should be approved for design and implementation as they are relatively straight-forward low cost projects.

2.4 Members of the panel also agreed that a recommendation should be made to the Lead Member for Transport and Environment that development work should commence on two further new Community Match schemes (Zebra Crossing outside St Andrews School in Eastbourne and Puffin Crossing on Brighton Road in Lewes). However a decision would have to be taken at a future meeting of the member panel in September 2016 about whether to recommend to the Lead Member for Transport and Environment that the match funding required to enable both of these schemes to be constructed should be allocated. Members also recommended that the remaining five applications unable to be taken forward at this time are held on file and re-considered within the next funding round. These five applications are shown in light grey in the table in Appendix 1.

2.5 Members of the panel further agreed that a recommendation should be made to the Lead Member for Transport and Environment that development work on the previously approved scheme in Sedlescombe should continue. However, a decision would have to be taken at a future meeting of the member panel in September 2016 about whether to recommend to the Lead Member for Transport and Environment that the match funding required to enable it to be constructed should be allocated in 2016/17.

2.6 A sum of £100,000 has been allocated from the County Council's 2016/17 Capital Programme for Local Transport Improvements to match fund improvement schemes that are to be developed and implemented through the Community Match Fund. The funding that was unallocated in 2015/16 has also been rolled forward into 2016/17, giving a total of £149,607 available to take forward schemes in this financial year.

2.7 Members of the panel also agreed to recommend to the Lead Member that should an amount totalling £26,750 be allocated towards specific schemes within this funding round, then the balance of £122,857 match funding available in 2016/17 should be held for allocation to Community Match Schemes in the next funding round in September 2016.

3 Conclusion and Reasons for Recommendation

3.1 In line with the recommendations of the Cross Party Member Panel, it is recommended that the Lead Member agrees to the allocation of £26,750 of match funding to the following four community led local transport improvements:

(i) Withyham - Blackham Ashurst footway along A264	£21,250
(ii) Maresfield - Nether Lane, Nutley, 30mph zone from the A22 to Down Street	£1,000
(iii) Church Lane, Danehill - Double Yellow Lines	£2,000
(iv) Rushlake Crescent, Eastbourne - dropped kerb facility	£2,500

3.2 It is also recommended that the Lead Cabinet Member for Transport and Environment should agree that development work should commence on a number of other new Community Match schemes but that a decision about whether to recommend to the Lead Member for Transport and Environment that match funding should be allocated to allow them to be implemented in 2016/17 should be taken at a future Cross Party Member Panel meeting in September 2016. These schemes are as follows:

- (i) Eastbourne - New Zebra Crossing outside St Andrews School
- (ii) Brighton Road, Lewes - Puffin Crossing

3.3 It is also recommended that the Lead Cabinet Member for Transport and Environment should agree that development work on the Sedlescombe footway scheme, which was approved in September 2014, should continue, but that a decision about whether to recommend to the Lead Member for Transport and Environment that match funding should be allocated to allow it to be implemented in 2016/17 should be taken at a future Cross Party Member Panel meeting in September 2016.

3.4 It is further recommended that the £122,857 which would remain unallocated from the £149,607 of match funding available in 2016/17 should be held for potential allocation to Community Match Schemes in the next funding round in autumn 2016.

RUPERT CLUBB

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LOCAL MEMBERS

Councillors Galley, O'Keeffe, Belsey, Taylor and Whetstone

BACKGROUND DOCUMENTS

None

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Community Match Funding Q1 2016/17 - February 2016 Member Panel

CM No	Scheme Name and Description	Overall VfM scoring	Scheme Cost	External funding amount	Match Funding required	Match Funding allocated 2014/15	Match funding allocated Q1 2015/16	Match funding to be allocated Q3 2015/16	Match funding required Q1 2016/17	Potential Match funding required Q3 2016/17	Notes	Recommendation Q1 2016/17
Round 1 - 2014/15	6	Street lighting upgrade at existing zebra crossing - Jarvis Brook	179.8	£5,537	£2,768	£2,769	£2,769	-	-	-	Scheme complete	Complete
	2	A267 / B2100 junction Mark Cross, closure of slip road	60.7	£20,000	£10,000	£10,000	£10,000	-	-	-	Objections received to TRO which will be taken to Feb 16 Planning Ctte	Continue to implementation, subject to outcome of Planning Committee
	8	Sedlescombe, new footway from pub to village shop	41.8	£15,000	£7,500	£7,500	£0	£0	£0	£7,500	Parish Council have confirmed they wish to proceed with the scheme and will shortly be undertaking local consultation on the proposals	Continue with design (potential approval for construction Q3 2016/17)
	1	Beechwood Lane footway, Cooksbridge	36.6	£93,157	£46,578	£46,579	£46,579	-	-	-	Scheme complete	Complete
	5	Cottage Lane footway, Westfield	34.2	£45,000	£23,000	£22,000	£0	£0	£22,000	-	Parish Council have undertaken consultation which has shown good local support for the scheme. Initial design work has been undertaken and options discussed with Parish Council. Still some uncertainties around land and final design details which need resolving.	Continue to construction, subject to outcome of safety audit, availability of land.
	3	Hide Hollow Eastbourne, Lay by outside crematorium	33.9	£51,700	£25,850	£25,850	£25,850	-	-	-	Construction started on 1 Sept 2015 after delays due to UKPN plant in the vicinity. Scheme complete	Complete
	9	Wadhurst pedestrian crossing and build out	33.8	£54,000	£27,000	£27,000	£0	£0	£27,000	-	Objections received to TRO, so scheme now split in 2 parts. Construction of Zebra Crossing to start 15 Feb 16, TRO Objections will be taken to March 16 Planning Ctte	Continue with construction of Zebra crossing, TRO objections to be considered by Planning Committee and construction of buildout to follow or not depending on that outcome
	7	Speed limit reduction A22 at Wych Cross	30.5	£10,000	£5,000	£5,000	£0	£5,000	-	-	Traffic regulation orders prepared and will be advertised shortly. Implementation planned for Feb 16	Continue to implementation
	4	CCTV electrical supply in Rye Town Centre	21	£11,000	£10,000	£1,195	£1,195	-	-	-	Scheme complete	Complete
Total Round 1						£86,393	£5,000	£49,000	£0	£7,500		
Round 2 - Q1 2015/16	15	Chailey St. Peters School - speed cushions in layby	84	£2,000	£1,000	£1,000	-	£0	-	-	To be 100% paid by ESCC Education, design underway, construction planned for Oct 15	Being progressed outside of Community Match
	16	St. Philips School - Rush Barrier and footway	75	£5,000	£5,000	£0	-	£0	-	-	Scheme complete	Complete
	12	Kingston and Cranedown - pedestrian island and footway	48	£20,000	£10,000	£10,000	-	£0	£10,000	-	Design complete. Residents Association keen to proceed and final funds being raised. Construction planned for late March 2016 subject to confirmation of funding	Continue to implementation
	19	A275 Chailey School - pedestrian refuge	41.6	£25,000	£4,000	£21,000	-	£0	-	-	Parish Council do not have prospect of sufficient funds to proceed at this time, however they are keen to explore the options available to them.	Continue to informally advise the Parish Council
	11	C7 Northease-Rodmell footway	38	£52,528	£26,264	£26,264	-	£0	-	-	Initial design carried out, but Parish Council have subsequently confirmed that unfortunately there is no prospect of them finding their share of the funding	Scheme cancelled
	20	Withyham, Blackham -Ashurst footway along A264	37.7	£42,500	£21,250	£21,250	-	£0	£0	£21,250	£10,000 has been identified as available from WPC. Grant applications have been made for further funding	Proceed to construction (subject to availability of Community contribution)
	13	Forest Row - Double Yellow Lines	36	£2,500	£2,500	£0	-	£0	-	-	Traffic regulation orders prepared and will be advertised shortly. Implementation planned for Feb 16	Continue to implementation
	18	Chiddingly School - footway	28	£750	£200	£550	-	£0	£0	-	Small section of grass verge to be tarmaced, concerns over safety of proposals	Not proceed
	17	Ilden, Military Road from Houghton Green Lane to Scots Float - Cycle route	22.9	£100,000	£0	£100,000	-	£0	£0	-	High risk due to proximity of EA flood defences. Land required from EA. Expensive scheme, not particularly suited to Community Match. No confirmed match funding	Not proceed
	14	Forest Row Priory Road - footway build out	19.6	£10,000	£5,000	£5,000	-	£0	£0	-	Build out to widen existing footway. This will result in need for priority working to facilitate this.	Not proceed at this time, re-consider within Q4 2016/17 funding round
21	Plumpton - speed limit reduction	18.8	£7,000	£3,500	£3,500	-	£0	£0	-	Accidents are not speed-related and 2 slights.	Not proceed at this time, re-consider within Q4 2016/17 funding round	
10	Glynde - closure of Mill Lane to vehicular traffic				£0	-	-	-	-	NOT ASSESSED - Proposals not appropriate	Application refused - work informally with PC to see if an alternative scheme can be developed	
Total Round 2							£0	£10,000	£21,250	£0		
Round 3 - Q3 2015/16	22	Eastbourne - New Zebra Crossing outside St Andrews School	46.6	£20,000	£10,000	£10,000	-	£0	-	£10,000	Match funding coming from St Andrews School who are keen to proceed	Commence design (potential approval for construction Q3 2016/17)
	23	Ringmer - New village sign (to include twinning details)		£2,000	£1,000	£1,000	-	£1,000	-	-	Minor signing changes requested, can be delivered easily with minimal resources. Economic benefit to Ringmer of having twinning recognised on signage.	Design completed, awaiting approval from Twinning Association before arranging installation
	24	Maresfield - Nether Lane, Nutley, 30mph zone from junction with the A22 to Down Street	54	£2,000	£1,000	£1,000	-	£0	£1,000	-	TRO's required.	Proceed to design and implementation
Total Round 3								£1,000	£1,000	£10,000		

CM No	Scheme Name and Description	Overall VfM scoring	Scheme Cost	External funding amount	Match Funding required	Match Funding allocated 2014/15	Match funding allocated Q1 2015/16	Match funding to be allocated Q3 2015/16	Match funding required Q1 2016/17	Potential Match funding required Q3 2016/17	Notes	Recommendation Q1 2016/17
25	Church Lane Danehill - Double Yellow Lines	57	£2,000	£2,000	£0	-	-	-	£2,000	-	Could consider for 2016/17 CM programme in Spring 2016	Proceed to design and implementation
26	A275 Danehill - VAS signs					-	-	-	£0	-	NOT ASSESSED - No accidents are recorded therefore VAS at this location does not qualify against ESCC VAS policy.	Refuse application - does not meet VAS Policy
27	Bird in Eye Hill Framfield - speed limit reduction	30	£4,000	£2,000	£2,000	-	-	-	-	£2,000	TRO's required. Could consider for 2016/17 CM programme in Autumn 2016	Not proceed at this time, re-consider within Q4 2016/17 funding round
28	Coopers Green Road - 40mph speed limit	30	£5,000	£2,500	£2,500	-	-	-	-	£2,500	TRO's required. Could consider for 2016/17 CM programme in Autumn 2016	Not proceed at this time, re-consider within Q4 2016/17 funding round
29	Meads Road - central island refuge	30.3	£20,000	£4,000	£16,000	-	-	-	-	£10,000	Scheme proposed by community not viable, additional work required to safely provide requested pedestrian crossing point. Further discussion with Cllr. Smethers EBC needed in terms of potential increased cost.	Not proceed at this time, re-consider within Q4 2016/17 funding round
30	Rushlake Crescent Eastbourne - dropped kerb facility	90	£5,000	£2,500	£2,500	-	-	-	£2,500	-	Small scale local improvement, Eastbourne Borough Council have funds available	Proceed to design and construction
31	Brighton Road Lewes - Puffin crossing	27.5	£120,000	£55,000	£65,000	-	-	-	-	£60,000	Community funding is not yet fully in place, however the community is working towards securing further funding. Although a puffin crossing, scheme cost is high due to site constraints and due to the complexity of this scheme the design process will be considerable. Given this and the availability of some community funding at the moment, design work could commence now with a view to getting to the stage where the scheme can be considered for construction within the next funding round in Autumn 2016.	Commence design (potential approval for construction Q3 2016/17)
Total Round 4									£4,500	£74,500		

Round 4 - Q4 2015/16

Summary	2014/15	Q1 2015/16	Q3 2015/16	Q1 2016/17	Q3 2016/17
Match Funding available	£100,000	£113,607	£108,607	£149,607	£122,857
Match Funding Allocated	£86,393	£5,000	£59,000	£26,750	£92,000
Carried Forward	£13,607	£108,607	£49,607	£122,857	£30,857

***Assuming previously approved schemes are ready to proceed to construction

Notes

Schemes which that are the subject of a decision within this funding round are bordered by a red box. Other "live" schemes that are currently being taken forward are shown coloured.
Schemes which are either completed or not being taken forward are shown in dark grey, whilst schemes that are recommended to be re-considered within the next funding round in autumn 2016 are shown in light grey.

Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 14 March 2016

By: Director of Communities, Economy and Transport

Title: Local Transport Plan draft Implementation Plan 2016/17 – 2020/21

Purpose: To advise the Lead Member of the consultation outcomes on, and seek approval to adopt, the East Sussex Local Transport Plan draft Implementation Plan 2016/17 – 2020/21.

RECOMMENDATION: The Lead Member is recommended to approve the final draft Local Transport Plan Implementation Plan 2016/17 – 2020/21.

1 Background Information

1.1 The East Sussex Local Transport Plan (LTP) 2011 – 2026, approved by East Sussex County Council in May 2011, identifies the Council's strategy for transport investment over a 15 year period. The Strategy is complemented by a series of LTP Implementation Plans (IP), setting out delivery proposals in line with the priorities set out in the LTP Strategy document of supporting sustainable economic growth and improving safety, health and security for five year time periods over the lifetime of the plan. The first IP covered the period from 2011/12 to 2015/16. The second IP will cover the period from 2016/17 to 2020/21 and will be used to inform the development of the annual Local Transport capital programmes.

1.2 The delivery of the IP's is dependent on the level of funding available over the five year time period and this Plan has been developed with maximum flexibility to reflect this. Funding towards local transport improvements comes from a variety of sources. Capital funding comes from central government to the County Council in the form of an allocation for maintenance and integrated transport schemes. The Department for Transport (DfT) has informed the County Council of its grant allocations for integrated transport and maintenance for 2016/17 and 2017/18 with indicative sums for 2018/19 and 2019/20. These monies are not ring-fenced and the County Council decides on the investment levels for transport through its Reconciling Policy, Performance and Resources (RPPR) process each year.

1.3 In addition, development contributions are also used to invest in transport infrastructure identified in the IP. The way in which development contributions are collected is changing; previously financial contributions towards infrastructure to support developments including transport improvements were solely negotiated and delivered through a legal agreement (Section 106) between the Local Planning Authority, Highway Authority and the developer. Section 106 agreements will continue for site specific requirements such as access, however strategic infrastructure which supports several developments such as a local transport improvement will potentially be funded or part funded through a Community Infrastructure Levy (CIL) collected by the local planning authorities.

1.4 Local Enterprise Partnerships (LEPs) now play the major role levering in funding from Government for local areas to invest in infrastructure to support economic growth. East Sussex is one of the four federated areas of the South East Local Enterprise Partnership (SE LEP), with Lewes District also part of the Coast to Capital (C2C) LEP. Through the first round of the Local Growth Fund (LGF) Deal, East Sussex was awarded £71.4m in LGF monies for spend by 2020/21. A significant proportion of this funding is available to enable key strategic transport projects and packages of local transport improvements identified in the IP to be prioritised and delivered following the development and approval of robust business cases by the respective LEPs.

2 Supporting Information

2.1 The draft second LTP IP comprises a programme of measures and initiatives to be undertaken across the whole County, together with separate programmes of potential measures for eight areas - the priority investment areas of Bexhill; Hastings; Eastbourne and south Wealden; Newhaven and Uckfield, and the three wider areas of Lewes and the South Downs National Park; Battle, Rye and rural Rother; and north Wealden and north Lewes districts. These programmes have been developed to reflect the highest priorities in each area and the potential measures to address them as well as the priorities identified in the Local Plan Infrastructure Delivery Plans (IDP) and in both LEP's LGF Deals.

2.2 A public consultation on the draft IP was carried out during November/December 2015 and in total we have received over 100 responses. Overall there was general support for the content of the draft LTP IP, however a number of main points arose from the consultation:

- The need to address congestion bottlenecks on the network to support business in particular the improvement of the A27 east of Lewes
- The need for rail service and infrastructure improvements to improve local and strategic access to East Sussex
- Greater emphasis should be placed on investing in walking and cycling particularly with Government developing its National Walking and Cycling Investment Strategy
- Improvements are required to the infrastructure on the 'Coastal Cultural Trail' between Eastbourne, Bexhill and Hastings
- The need to improve the quality of bus waiting facilities and support for the introduction of real time passenger information (RTPI) across the county
- The need to discourage use of the C7 between Newhaven and Lewes and in turn encourage traffic to use the A26/A27

2.3 All the consultation comments and responses are available in the Members Room and will be made available on the County Council's website. Where appropriate, the final draft IP has been amended to reflect these consultation comments and is attached at Appendix 1. The Equalities Impact Assessment (EqIA) has also been reviewed and updated as part of the process to ensure that the Plan promotes equality and no group is disadvantaged by the plan proposals; a summary of the EqIA is attached at Appendix 2.

3 Conclusion and Reasons for Recommendations

3.1 The final draft second LTP IP sets out our plans for investment in transport infrastructure to support economic growth in the county over the next five years to 2020/21 and has been shaped by the comments received through public consultation. Our ability to deliver the measures identified in the IP will be dependent on the level of funding available from a range of sources and as such has been developed with maximum flexibility to reflect this. The Lead Member is therefore recommended to endorse the Local Transport Plan Implementation Plan 2015/16 to 2020/21 for approval.

RUPERT CLUBB

Director of Communities, Economy and Transport

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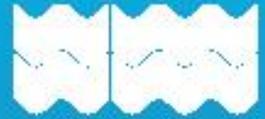
LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

Local Transport Plan Implementation Plan 2016/17 – 2020/21 - Consultation Responses

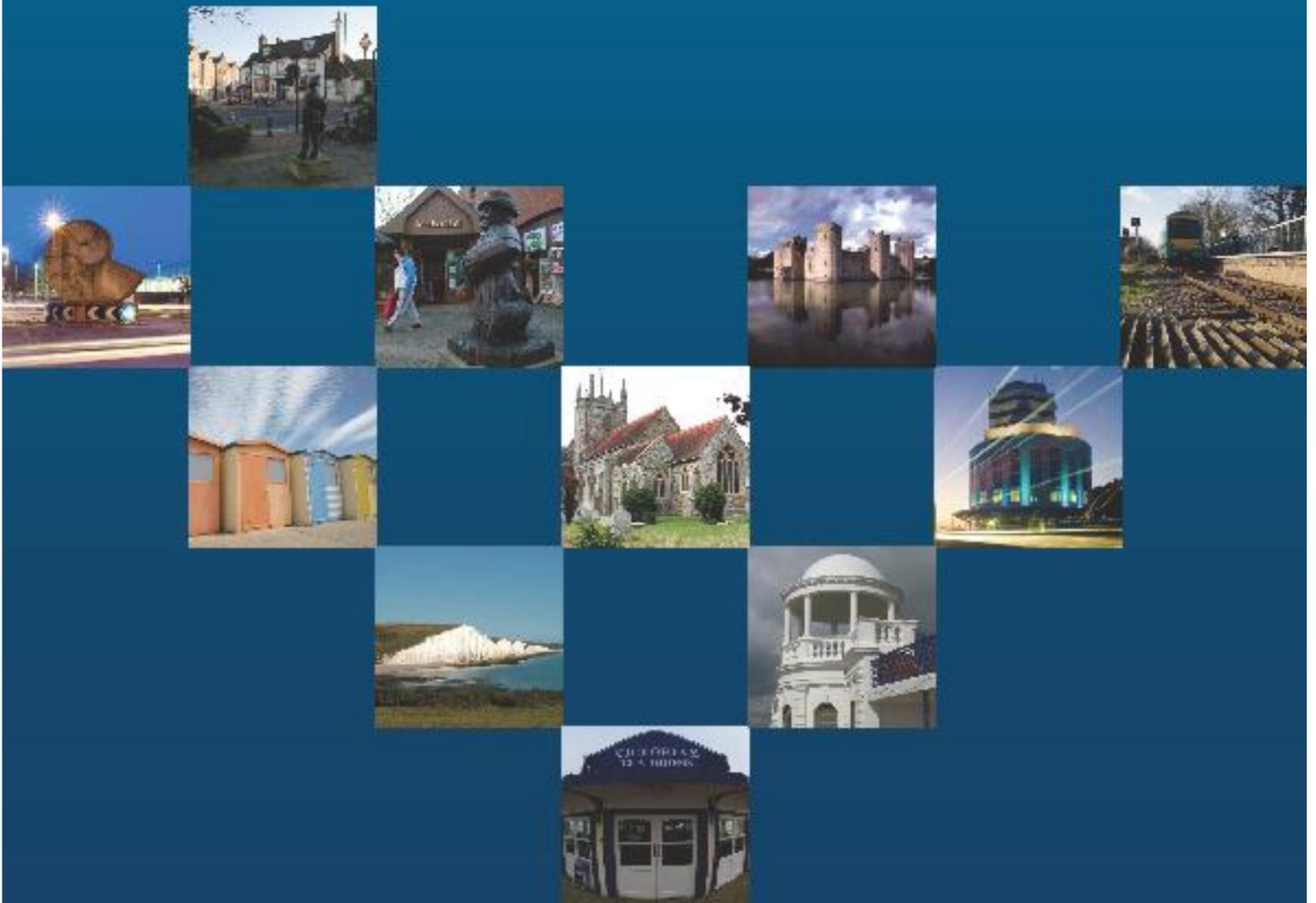
<https://consultation.eastsussex.gov.uk/economy-transport-environment/local-transport-plan-implementation-plan-2016-17-2>



Local Transport Plan

Implementation Plan

2016/17-2020/21



Local Transport Plan Implementation Plan 2016/17 – 2020/21

1. Introduction

- 1.1 The current Local Transport Plan (LTP) Strategy was adopted in May 2011 and looks forward 15 years to 2026. The Strategy is supported by a series of five year implementation plans, the first of which covered the period 2011/12 to 2015/16, which set out the intentions for transport investment for this period of time.
- 1.2 This second Implementation Plan covers the period 2016/17 to 2020/21. A public consultation will ensure that there is an opportunity for stakeholders and the public to comment on the proposed next 5 years of planned transport infrastructure improvements to the county.

2. Local Transport Plan vision and objectives

- 2.1 The vision of the Local Transport Plan is to:

Make East Sussex a prosperous county where effective, well managed transport infrastructure and improved travel choices help businesses to thrive and deliver better access to jobs and services, safer, healthier, sustainable and inclusive communities and a high quality environment

- 2.2 To help deliver this vision a set of high level objectives have been developed, of which the two key objectives are to:
 - Improve economic competitiveness and growth, and
 - Improve safety, health and security.

We will also work towards:

- Tackling climate change,
- Improving accessibility and enhance social inclusion, and
- Improving quality of life

- 2.3 These high level objectives are underpinned by 10 transport specific objectives which will contribute to their delivery. These are to:
 - Improve strategic and local connectivity of communities to facilitate economic and physical growth and renewal through the Local Enterprise Partnership and Local Development Framework process
 - Reduce congestion by improving the efficiency of the transport network and encouraging greater use of sustainable modes of transport,
 - Improve maintenance and efficient management of the transport network,
 - Improve road safety for vulnerable road users - pedestrians, cyclists, motorcyclists and horse riders,

- Reduce the number of people killed and seriously injured (KSIs) in road crashes,
- Reduce greenhouse gas emissions, local air pollution and noise from transport,
- Increase the resilience of transport infrastructure and services to the effects of climate change,
- Contribute to the protection and enhancement of the local natural and built environment,
- Improve access to jobs, services and leisure, and
- Improve personal health and well-being by encouraging and enabling increased physical activity through active travel (i.e. walking and cycling).

3 Local Transport Plan Strategy

3.1 The LTP seeks to invest in infrastructure which delivers sustainable economic growth. This will be achieved by helping to address congestion, improving safety for all road users, and promoting sustainable travel on foot, by bike, and by public transport.

3.2 In summary, the LTP strategy aims to plan and provide:

- Infrastructure in areas identified as needing greater investment in economic growth and development,
- For the maintenance of economic activity and quality of life across the county as a whole,
- Lobbying for strategic road and rail infrastructure improvements, including some longer term aspirations, and
- Non-transport measures which reduce the need to travel such as faster broadband and ensuring new development is located in appropriate and sustainable locations.

3.3 How far we are able to deliver the strategy over its life will be influenced by the levels of funding that will be available over the duration of the plan. Further details on funding can be seen in section 5.

4. Policy

4.1 This section looks at the main policy changes that have taken place since the publication of LTP 2011-2026 and the first Implementation Plan and which are relevant for the planned transport improvements over the next 5 years that are outlined in this Plan. A number of the measures included in the implementation are in alignment with other key policy documents, particularly around the growth agenda and the funding mechanisms associated with this.

As outlined in our Council Plan, 'Driving Economic Growth' is a key priority for the County Council. With significant housing and commercial development planned in the county, transport will play a key role in unlocking this growth, by delivering transport measures that relieve congestion and provide realistic travel choices.

Local Enterprise Partnerships and Growth Deals

4.2 Delivering economic growth is now the responsibility of Local Enterprise Partnerships where local authorities and businesses work in partnership to prioritise investment in infrastructure to enable housing and commercial development to come forward. East Sussex County Council is part of two Local Enterprise Partnerships (LEPs). These are:-

South East LEP (SE LEP) - which includes businesses, local government and other key organisations from:

- East Sussex,
- Essex,
- Kent & Medway,
- Southend, and
- Thurrock.

Coast 2 Capital (C2C) - which includes businesses, local government and other key organisations from:

- West Sussex,
- The London Borough of Croydon,
- The City of Brighton & Hove,
- Surrey
- Lewes District

4.3 The **SE LEP Growth Deal and Strategic Economic Plan (SEP)** (March 2014) outlines the SE LEP's ambition, over the period 2014-20, to generate 200,000 private sector jobs, finance 100,000 new homes, and lever investment totalling £10 billion to accelerate growth, jobs and housing. The SEP provides the economic context, and outlines SE LEP's approach to creating the conditions for growth, recognising the need to invest in coastal communities. Of the 12 transport growth corridors/areas in the SEP, those in East Sussex are:

- A21/A259 Hastings-Bexhill,
- A22/A27 Eastbourne/South Wealden, and
- Newhaven Clean Tech and Maritime Growth Area.

Further details regarding these specific areas are outlined in the programme of measures for each area further on in this document.

4.4 In the SE LEP Growth Deal and SEP one of the five elements of the 'Growth Deal' is a South East Transport Deal. The first of four parts of this deal is an 'ask' of Government to make firm commitments to specific national rail and road investments by agreed dates. Secondly, for contributions from Government, in order to unlock investment from local authorities and private developers for upgrading road and rail

schemes in the growth corridors. Thirdly, proposals to deliver local sustainable transport schemes), and finally for specific flexibilities in relation to Government policies to take forward transport schemes more quickly and flexibly, which will enable some of our projects to be delivered. Working in partnership with 'Team East Sussex', who are responsible for driving economic growth in the county, the County Council has secured £61.9m of Local Growth Fund monies, along with over £80m of match funding. This is outlined in more detail in paragraphs 5.7 - 5.12.

- 4.5 In the Coast to Capital Growth Deal, £10m of Local Growth Fund monies have been secured to deliver the Newhaven Port Access Road scheme as well as £1.5m towards improving the flood defences in the town.
- 4.6 The **Greater Brighton City Region Growth Deal**, agreed in February 2014, is a partnership between Brighton & Hove City Council, Adur and Worthing Councils, Lewes District Council, Mid Sussex District Council, the local universities and the economic partnerships. Whilst the County Council are not a partner to the growth deal they are supporting Lewes District Council as this will look to deliver a programme of housing, education, jobs, and cultural development benefitting the key economic growth area of Newhaven. The latter town will benefit from flood defence works to unlock employment sites.

Roads Investment Strategy

- 4.7 The **Department for Transport's (DfT) Roads Investment Strategy: Investment Plan** (2015/16-2019/20) sets out the outcomes of a feasibility study led by Highways England and the DfT to assess options for improvements along the A27 between Lewes and Eastbourne. In relation to the A27 east of Lewes, the Road Investment Strategy identifies that £75m of funding has been set aside for these works. Highways England are currently developing proposals for the use of this funding.

East Sussex Growth Strategy

- 4.8 The most significant recent policy document that demonstrates across the county the commitment to driving economic development is the **East Sussex Growth Strategy**. The Growth Strategy was commissioned by Team East Sussex and published in 2014 and looks ahead to 2020. It aspires for East Sussex to be easy to move around in, and well served by road and rail infrastructure and sustainable travel which provide good access to all markets. The poor quality of the strategic transport network in East Sussex has been identified by businesses as a constraint to growth. The strategy also identifies a need to invest in a network where impact on jobs and growth is greatest, and to lobby government, Highways England and Network Rail, as appropriate, to enhance connectivity.
- 4.9 As highlighted in section 4.3, East Sussex has three growth corridors where there is the greatest capacity to unlock major new commercial and residential development. These are the A21/A259 Hastings/Bexhill corridor, the A22/A27 Eastbourne/South Wealden corridor, and the Newhaven Clean Tech and Maritime Corridor. Significant investment in transport, infrastructure and the public realm has already taken place along these corridors, but this momentum needs to be sustained to unlock further growth.

4.10 The East Sussex Growth Strategy establishes that we need a transport network that is resilient and enables businesses to move around quickly and efficiently to support access to regional, national and international markets. It is acknowledged that there is no single solution to the transport challenges and opportunities facing the county, and that a package of interventions is required to improve strategic connectivity, journey time reliability, and to access key employment and housing areas.

East Sussex Rail Strategy

4.11 The **East Sussex Rail Strategy** was published in November 2013. This sets out the County Council's priorities for rail passenger improvements in the county which would improve accessibility for work, education, tourism and social purposes. Top priorities include improvements to the Ashford - Hastings line (which includes dual tracking and electrification, and the extension of High Speed 1 services to Hastings, Bexhill and Rye), and the Uckfield line (including dual tracking, electrification, and reinstatement of the Lewes - Uckfield line).

Cycling and Walking Investment Strategy

4.12 The Infrastructure Bill became an act in February 2015, and following considerable national lobbying, cycling and walking was included, alongside road infrastructure. Therefore the government are required to develop a National Cycling and Walking Investment Strategy (CWIS) to outline how the funding associated with this will be allocated. As a result of the emerging national CWIS and to ensure that the county council is prepared to bid for any funding associated with this, the County Council is developing a **county wide Cycling & Walking Investment Strategy**.

4.13 The purpose of this strategy is to develop a strategic network of cycling and walking routes and measures across the boroughs and districts, where there is a propensity to increase walking and cycling, especially key towns, which focus on supporting short local journeys to existing employment, education and retail, and future commercial and housing development sites. The walking and cycling networks will provide a critical element of the wider approach for tackling traffic congestion in the county, and supporting sustainable economic growth and health and wellbeing. To date, strategy documents have been developed and approved for Eastbourne and Hastings, and these will be integrated into the county wide strategy.

The County's new Highway Asset Management Strategy (2015-2022):

4.14 The purpose of the Highway Asset Management strategy is to set out how the County will increase the value achieved in road maintenance, improving network resilience and reducing the burden on revenue budgets through the delivery of effective programmes of preventative maintenance.

4.15 The importance of highway asset management and continuous efficiency has been reinforced by Central Government, where future funding streams will be linked to those authorities who can demonstrate value for money and efficient delivery of highway maintenance activities.

Roads in the South Downs guidance (2015)

- 4.16 The 'Roads in the South Downs' guidance has been developed in partnership with, and at the request of the four local highway authorities that serve the SDNP; Brighton and Hove CC, East Sussex CC, Hampshire CC and West Sussex CC.
- 4.17 The guide looks to raise awareness of best practice for rural road design and management for the highway authorities, and also to influence decision making, design and encourage the involvement of the local community in finding resources and solutions to reconcile traffic movement with the special qualities of the SDNP and purposes of the SDNPA.

Local Plans and Neighbourhood Plans

- 4.18 Local Plans set out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for safeguarding the environment, adapting to climate change and securing good design. They are a critical tool in guiding decisions about individual development proposals, as Local Plans (together with any neighbourhood plans that have been made) are the starting-point for considering whether applications can be approved.
- 4.19 Neighbourhood planning enables communities to play a much stronger role in shaping the areas in which they live and work and in supporting new development proposals. Neighbourhood plans sit alongside the Local Plan prepared by the local planning authority, and provides the opportunity for communities to set out a positive vision for how they want their community to develop. To help deliver their vision communities with a Neighbourhood Plan will benefit from 25 percent of the revenues from the Community Infrastructure Levy arising from the development that takes place in their area.

Devolution

- 4.20 A new partnership is being offered by Government to devolve more powers, responsibilities and funding from central government to local authorities to deliver and transform public services to support key local challenges, particularly around jobs, housing and transport to drive economic growth. Local authorities and partners will be expected to demonstrate that they can deliver these services more effectively. In order to secure this local authorities are required to submit bids by March 2016, and East Sussex County Council are collaborating with both Surrey County Council and West Sussex County Council under the partnership entitled 3SC (Three Southern Counties). In addition, district, boroughs and strategic partners within these areas are involved in shaping the devolution bid proposals.

5. Funding

- 5.1 Whilst there are some areas of funding for transport improvements which have fundamentally remained the same, the funding situation since publication of the LTP and first Implementation Plan has changed considerably.

The main areas and types of funding available to us for delivering transport schemes are outlined below:

Capital Funding

- 5.2 Each year the government allocates local authorities a capital sum for highway maintenance. This is used for managing our road network including maintenance of roads and footways, bridges and other structures, street lights, signs and signals.
- 5.3 In December 2014, the Secretary of State for Transport announced that £6 billion will be made available between 2015/16 and 2020/21 for local highways maintenance capital funding. £578 million has been set aside for an Incentive Fund scheme, to reward councils who demonstrate they are delivering value for money in carrying out cost effective improvements. Each year a self-assessment questionnaire will be completed by authorities to assess their progress on the journey towards the implementation of good practice.
- 5.4 A further allocation is made for integrated transport schemes and road safety improvements, which support the local economy by improving access to jobs and services, improving safety, helping cut carbon emissions and improving people's quality of life.

Revenue Funding

- 5.5 The County Council provides revenue from its annual budget towards a variety of services including:
 - Support for bus services,
 - Concessionary fares,
 - Community transport,
 - Road safety education,
 - School crossing patrols,
 - Home to school transport and
 - Further highway maintenance.

Development Funding

- 5.6 The way by which development contributions are being collected is changing. Previously financial contributions towards infrastructure to support developments including transport improvements were solely negotiated and delivered through a legal agreement (section 106) between the Local Planning Authority, Highway Authority and the developer. Section 106 agreements will continue for site specific requirements such as access, however strategic infrastructure which supports several developments such as a major road junction improvement will potentially be funded or part funded through a Community Infrastructure Levy (CIL).
- 5.7 CILs are currently being established across the county with the exception of Hastings, who are not progressing with establishing a CIL at this stage due to low development

viability across the borough. CIL is a planning charge placed on development to help fund supporting infrastructure across the whole planning authority area. Charging Authorities (districts, boroughs and the South Downs National Park Authority) are responsible for deciding how CIL funds are spent. In order to receive CIL monies the County Council and other infrastructure providers will need to apply through a bidding process to Charging Authorities for scheme funding.

External funding/grants

- 5.8 With continued reductions of direct capital and revenue funding from government, external financial support for more strategic and locally based transport schemes is becoming increasingly important. The County Council will continue to actively seek external funding by working in partnership at both a strategic and local level.
- 5.9 SE LEP is responsible for determining strategic transport funding through the Growth Deal and Local Growth Fund; this covers prioritisation, project management and investment, cost control and approval, and programme/risk management. The DfT no longer has a role in selecting and approving individual schemes. Funding is determined by population, although the DfT can determine future spending review periods according to performance, and can withhold or recover funds if a breach in decision making occurs.
- 5.10 Local Enterprise Partnerships (LEPs) now play the major role leveraging in funding from Government for local areas to take forward economic development. East Sussex is one of the four federated areas of the SELEP, and Lewes District is also part of the Coast to Capital (C2C) LEP.
- 5.11 In SE LEP there are five Growth Deal areas, of which East Sussex is one. This identifies areas which need investment to boost economic activity, including transport (specifically road, rail and aviation improvements). In June 2013 Government announced the creation of a £12 billion Local Growth Fund, and LEPs were given the opportunity to bid for a share of these resources through SEPs which were submitted in March 2014.
- 5.12 Through the first round of this process, East Sussex was awarded £73.4m in **Local Growth Funding**, which will enable key strategic transport projects to be prioritised and delivered following the development and approval of robust business cases. The County Council and partners will continue to develop the business case for the projects that did not receive funding, and to identify new ones, through working with SE LEP and C2C, to secure funding from future rounds of the Growth Deal. Local authorities and partners will also explore other funding mechanisms to enable delivery of other projects.
- 5.13 We will continue to remain alert to the issuing of Government notices, policies and guidance from which opportunities to bid for external funding can be identified, assessed and achieved to bring forward transport infrastructure and measures identified in the LTP Implementation Plan, earlier than programmed. In addition, we have developed good working relationships with external stakeholders to ensure that, where appropriate, the submission of bids can be put together in order to meet Government's deadlines which can be relatively short, and for which third party funding or involvement is often compulsory, or viewed favourably.

Income generation

5.14 Where we generate any surplus from civil parking enforcement it can be used to fund transport improvements. We are also able to charge for some of the services we provide, including driver training and Bikeability for adults, which support these services towards financial sustainability.

Supporting external funding bids

5.15 We will support organisations or individuals in the development of bids for external funding that will either enhance or deliver measures identified in East Sussex LTP Implementation Plan and will support the objectives of our LTP. This supports the wider policy of localism and ‘enabling people to help themselves’, as outlined as key a priority in the Council Plan 2015/16. External funding can be secured locally, regionally, nationally and at a European level.

Key – Funding abbreviations in the implementation plan action plans
(see Tables 1-8)

Abbreviation	Explanation
LGF	Local Growth Fund
ESCC – C	East Sussex County Council capital funding
ESCC – R	East Sussex County Council revenue funding
DF	Development Funding Includes CIL and S106
DfT	DfT grant funding
SF	Self-funding i.e. paid for by external party

6. Scheme prioritisation

6.1 Each year the County Council identifies many desirable transport improvements and receives many requests for schemes from individual local communities and organisations.

6.2 There is never sufficient funding or resources available to deliver all the schemes. Therefore a process was developed to prioritise those schemes which are likely to be of greatest benefit and value, and which will contribute most to achieving the objectives of the LTP.

6.3 The County Council prioritisation framework includes a two tier appraisal process which involves a:

1. High Level Sift,
2. Detailed Appraisal

- 6.4 The high level sift appraises all requests from members of the public, communities and local members, as well as schemes identified by officers, to establish the scheme's 'fit' with LTP objectives, and whether it is within a priority area for economic growth and development. The process provides evidence and a mechanism to feedback to scheme requesters whether the scheme will be considered for further appraisal. If schemes are sifted out, scheme requesters are provided with guidance on whether the scheme is feasible, and whether it might be appropriate to explore other funding mechanisms for the delivery of the scheme.
- 6.5 The second stage of the process involves appraising schemes, in more detail, against policy (in terms of LTP objectives), impact, and cost. The outcome of each tier of the process is scored to compare and prioritise against other schemes. The detailed appraisal also provides information on whether a scheme offers value for money. These outcomes, along with other supporting evidence including an assessment of risk and of scheme deliverability, help to inform the development of the Integrated Transport capital programme each year.

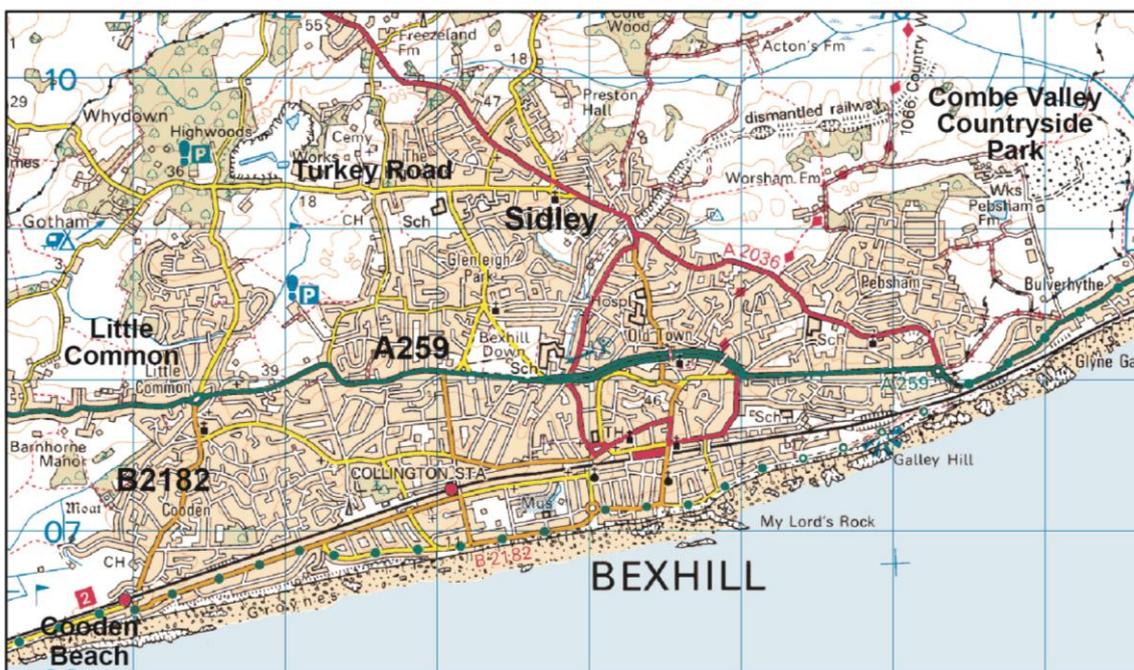
7. Second LTP Implementation Plan 2016/17 – 2020/21

- 7.1 This LTP Implementation plan for the county covers the period from 2016/17 to 2020/21. The County has been divided up into specific geographic areas to outline where improvements will be focused, within the next 5 years. **The text for each area which precedes the table of potential measures provides an overview of the issues and opportunities for that particular area, in terms of transport, housing and employment.**
- 7.2 A number of these measures are in alignment with the schemes identified in recent key policy documents, particularly around the growth agenda, that are supporting the securing of funding to mitigate the impact of future planned housing and commercial development.
- 7.3 Different schemes will have different impacts on various groups in the community and especially on people with mobility difficulties or disabilities. When schemes are at the design stage we will carry out more detailed consultation and engagement with local people to ensure that the needs of all residents and users are recognised. An Equality Impact Assessment has been undertaken as part of the development of this plan, and is attached alongside the consultation document.
- 7.4 The draft Implementation Plan comprises a programme for countywide measures and initiatives and separate programmes for different areas of the county. These have slightly changed from the first implementation plan. A review of the Implementation Plan 2011/12 – 2015/16, will be published in spring/summer 2016.
- 7.5 The ability to deliver these programmes will be dependent on the funding that will be available over the 5 year period. Some of the issues and opportunities identified in the programme may not be fully or partially addressed over the life of this

implementation plan and may need to be carried forward or reviewed as part of the next version. Detailed programmes of the measures proposed to be implemented will be developed each year and reported to the County Council's appropriate Lead Member. It should also be noted that once the plan is approved, this does not prohibit new schemes coming forward within the plan's five year timeframe, should a strong economic case be made and funding for the scheme be sourced.

LTP IMPLEMENTATION PLAN 2016/17 – 2020/21

Bexhill



The challenge and opportunities in Bexhill is to increase the attractiveness and support the economic viability of the town centre by making it more accessible from the residential areas of the town and surrounding villages.

Bexhill is part of the A21/A259 Growth Corridor identified in SE LEP's SEP and includes some of SE LEP's most deprived communities.

Over recent years there has been significant regeneration and major investments in the Bexhill area. Over £115m has been invested in the Bexhill Hastings Link Road, which is due to open in late 2015, and there are significant opportunities for strategic housing and commercial development in North East Bexhill. The North East Bexhill Gateway Road will also open in late 2015 and provides access to over 1,100 new homes and 22,000sqm of employment space. To enable new growth, we are investing through the Local Enterprise Partnership in the North Bexhill Access Road (subject to planning permission) which will unlock a further 38,000sqm of employment space and up to another 750-900 homes. There is also the potential for Enterprise Zone status for North East Bexhill.

We need to manage more effectively the separation of the town by both the A259 and the railway line where possible, improve accessibility by sustainable modes of transport and consider the needs of people with mobility difficulties in accessing key destinations in the town. We will investigate the potential for improvements to Bexhill station and its surrounds to make it an attractive gateway to the town centre.

There has been significant investment in Bexhill seafront over the last 5 years, and we will continue to work with Rother District Council on plans to improve movement and access in and around the town and links to the seafront. We will also seek to implement a network of cycle routes for the town which will build on the completion of a continuous cycle route along the seafront between Bexhill and Hastings.

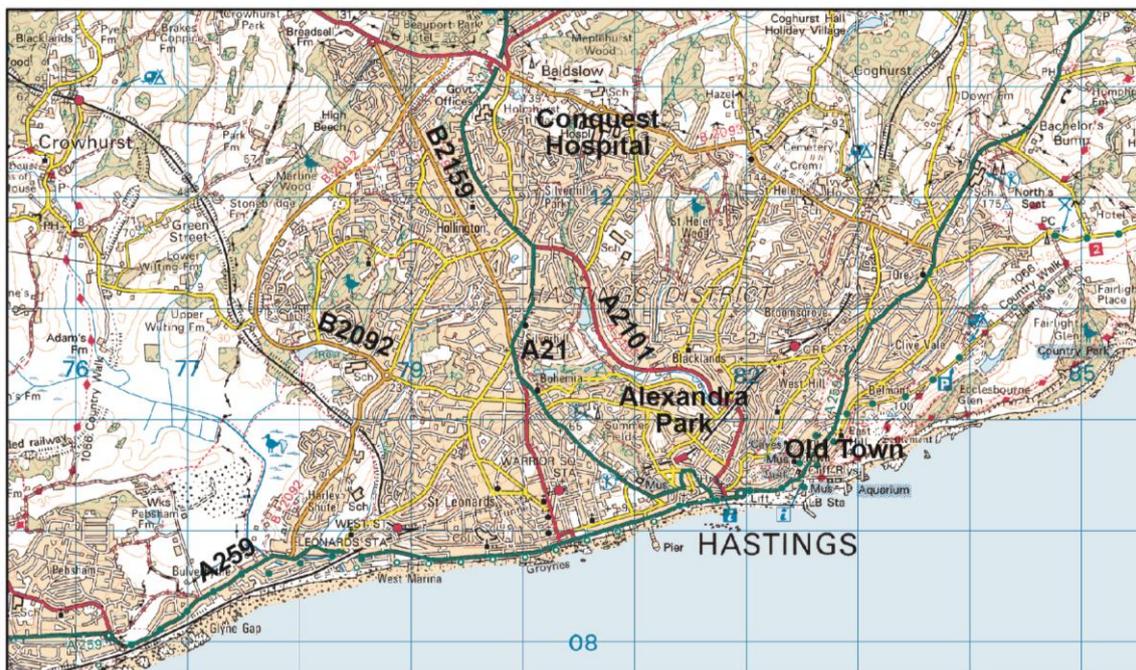
We will continue to work with bus operators and other partners on the expanded Hastings Quality Bus Partnership into Rother which commenced in July 2014. We will also continue to lobby for the improvement of the Marshlink line to Ashford and the introduction of high speed rail services. We have investigated the economic and regenerative benefits that high speed rail could bring to the area and this evidence will feed into the Kent Route Study soon to be undertaken by Network Rail.

Table 1: Bexhill transport measures

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Bexhill	North Bexhill Access Road - subject to planning permission	LGF	✓		✓		✓
Bexhill (and Hastings)	Movement and Access Package - corridors of measures encompassing junction, bus infrastructure and walking and cycling improvements along the following corridors: <ul style="list-style-type: none"> A259 between Little Common and the Retail Park B2182 Cooden Sea Road between Little Common and Cooden Drive Cooden Drive/Wickham Avenue/Western Road between Cooden Sea Road and Bexhill Station 	LGF ESCC – C DF	✓	✓	✓	✓	✓
Bexhill	Cycling - Implementation of Bexhill Cycle network. Draft Routes includes:- Route 1 – Cooden Beach – Turkey Road Route 2 –Phase 1 -Bexhill Seafront – Sidley Phase 2 -Bexhill Seafront – Bexhill High Sch. Route 3 – Bexhill Seafront – Combe Valley County Park Route 4 – Worsham Farm – Town Centre & Seafront Route 5 – Little Common – Bexhill College Route 6 – Little Common – Buxton Road Route 7 – Gunter’s Lane – Combe Valley Country Park Walking – implementation of measures to enable walking between key destinations - residential areas, town centre services, schools, employment, cultural sites	ESCC – C DF LGF	✓	✓	✓	✓	✓
Bexhill	Installation of cycle parking facilities at key destinations in the town.	ESCC - C	✓	✓	✓	✓	✓
Bexhill	Installation of Electric Vehicle Charging Points at key locations.	ESCC – C DF		✓			
Bexhill	Improvements to bus infrastructure, waiting facilities and information distribution on key routes.	ESCC – C DF	✓	✓	✓		✓
	Improved access and presentation of real time information through all delivery channels	ESCC – C DF	✓	✓	✓		✓

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Bexhill	ESCC will support and lobby for our top identified priority infrastructure improvements on the Brighton-Ashford line including extension of High Speed services to Hastings, Bexhill and Rye, dual tracking and electrification ESCC will support and lobby for rail infrastructure and rail service improvements	N/A	✓	✓	✓	✓	✓
Countywide measures	Bikeability cycle training	DfT		✓	✓	✓	✓
	Driver education, training and publicity	SF		✓	✓		
	School crossing patrols	ESCC - R		✓	✓	✓	✓
	Travel behaviour change initiatives and promotions to support the delivery of capital measures	ESCC - R	✓	✓		✓	
	Small scale local safety improvement measures	ESCC – C			✓		
	Support for new and extended Community Transport schemes serving communities with low levels of accessibility	ESCC - R DfT			✓	✓	✓
Maintenance	Road Maintenance Maintenance, management and improvement of the highway network on a prioritised basis	ESCC – C ESCC - R	✓	✓	✓	✓	
	Bridge Assessment and Strengthening Priority Locations	ESCC – C ESCC-R	✓		✓		
	Rights of way Maintenance, management and improvement of the network on a prioritised basis.	ESCC – C ESCC-R			✓	✓	✓

LOCAL TRANSPORT PLAN IMPLEMENTATION PLAN 2016/17 – 2020/21 Hastings



The challenge in Hastings is to implement transport measures which will contribute to local economic growth by enabling efficient connections to neighbouring settlements, London and the strategic road network and which also support sustainable access to key local services including employment, education, health services, shopping and recreational facilities in the area.

Hastings is part of the A21/A259 growth corridor, identified in the SE LEP's SEP and includes some of SE LEP's most deprived communities, but has the potential offered via Assisted Area Status and Enterprise Zone status for Queensway Gateway, North Queensway Churchfields and Priory Quarter Phases 3, 4 and 5.

There are many investment opportunities on, or close to, the A21/A259 Growth Corridor for commercial, uses in Hastings, including at North Queensway, Queensway Gateway as well as in the town centre through the Priory Quarter Business District Phase 4 development. To enable new growth, investment is being made through the LEP on the Queensway Gateway Road which will unlock 12,000sqm and create 900 jobs.

The Bexhill Hastings Link Road (BHLR) is due to open in late 2015 and a package of complementary transport measures – junction improvements on The Ridge and bus priority/bus infrastructure measures on the A259 between Glyne Gap and Filsham Road - will enhance the positive impacts of the scheme and address local congestion hotspots.

We will continue to work with bus operators as part of the Quality Bus Partnership for Hastings. We will also continue to lobby for the improvement of the Marshlink line to Ashford and the introduction of high speed rail services. We have investigated the economic and regenerative benefits that high speed rail could bring to the area and this evidence will feed into the Kent Route Study soon to be undertaken by Network Rail.

We propose to improve walking and cycling routes from residential areas to employment locations, schools and colleges, health centres and shops, and are developing a network of cycle routes focusing on key destinations in the town. We will also address local junction hotspots on the key corridors in the town through our Movement and Access studies.

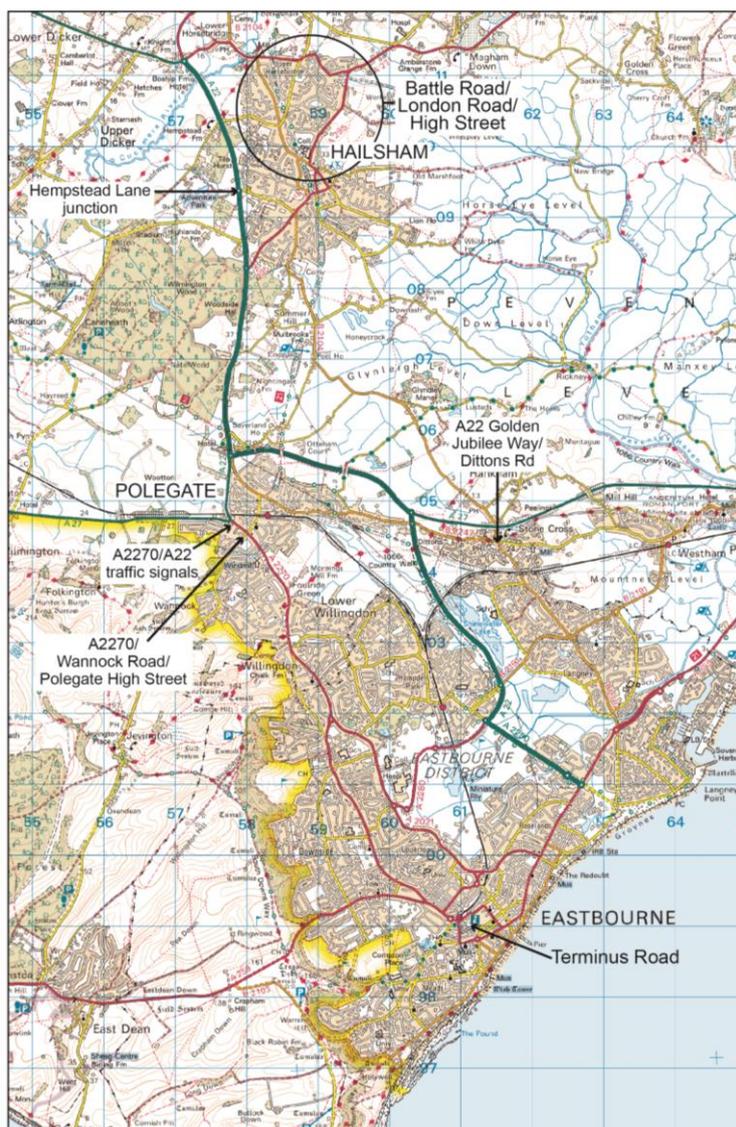
Table 2: Hastings transport measures

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Hastings	Queensway Gateway Road - subject to planning permission	LGF	✓		✓		✓
Hastings (and Bexhill)	Movement and Access package - measures along corridors including junction, bus infrastructure and walking and cycling improvements, along the following corridors: <ul style="list-style-type: none"> • A259 between Ravenside Retail Park and the Ridge • A21 Sedlescombe Road between Battle Road and The Ridge • A2159 Battle Road between the A21 and The Ridge • A2101 St. Helen's Road between Bethune Way and the A21 • B2092 including Harley Shute Road, Blackman Avenue and Churchwood Drive 	LGF ESCC – C DfT	✓	✓	✓	✓	✓
Hastings	Town centre access and improvement package <ul style="list-style-type: none"> • Hastings Town Centre Area • A259 Filsham Road (St Leonards) to Harold Road (Old Town) 	ESCC – C DF	✓		✓		✓

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Hastings	<p>Cycling - Implementation of Hastings Cycle network.</p> <p>Walking – implementation of measures to enable walking between key destinations, residential areas, town centre services, schools, employment and cultural sites</p> <p>The key corridors includes:</p> <ul style="list-style-type: none"> • Route 1 – National Cycle Network (NCN) 2 <ul style="list-style-type: none"> ○ Section 1 Missing seafront links – town centre ○ Section 2 Old Town (East Hill Lift) Barley Lane ○ Section 3 Barley – Fairlight • Route 2 Combe Valley – Alexandra Park <ul style="list-style-type: none"> ○ Section 1 – Combe Valley – Hollington ○ Section 2 – Hollington - Silverhill • Route 3 Alexandra Park –Conquest Hospital • Route 4 Alexandra Park – Ivyhouse Industrial Estate and Hastings Academy <ul style="list-style-type: none"> ○ Section 1 – Alexandra Park – Ore Station ○ Section 2 - Ore Station – Ivyhouse Industrial Estate ○ Section 3 – Ore Station – Hastings Academy • Alexandra Park - northern section – subject to approvals • Alexandra Park – southern section • Route 5 - Town centre and links <ul style="list-style-type: none"> ○ Town Centre – Alexandra Park ○ Hastings Rail Station – Ore (Mount Pleasant Road) 	ESCC – C DF LGF	✓	✓	✓	✓	✓
Hastings	<p>ESCC will support and lobby for our top identified priority infrastructure improvements on the Brighton-Ashford line including extension of High Speed services to Hastings, Bexhill and Rye, dual tracking and electrification</p> <p>ESCC will support and lobby for rail infrastructure and rail service improvements</p>	N/A	✓	✓	✓	✓	✓

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Hastings	Continue development of the Quality Bus Partnership (QBP) for Hastings focused on improving services, infrastructure, waiting areas and bus information to deliver improved punctuality on the following key bus corridors: <ul style="list-style-type: none"> • A259 corridor • London Road/Battle Rd • Core 'Arrows' routes network running east/west across the town • routes to Conquest Hospital • The Ridge • Hastings town centre including: <ul style="list-style-type: none"> ○ Cambridge Gardens ○ Rail station 	ESCC – C DF	✓	✓	✓		✓
	Improvements to bus infrastructure, waiting facilities and information distribution on key routes.	ESCC – C ESCC – R DF	✓	✓	✓	✓	✓
	Improved access and presentation of real time information through all delivery channels	ESCC – C ESCC – R DF	✓	✓	✓		✓
	Implementation of cycle parking facilities at key destinations	ESCC – C DF	✓	✓	✓	✓	✓
	Implementation of Electric Vehicle Charging Points at town centre car parks, stations and key destinations	ESCC – C DF		✓			
Countywide Measures	Community Car Club Hastings	SF	✓	✓		✓	✓
	Bikeability cycle training	DfT		✓	✓	✓	✓
	Driver education, training and publicity	SF		✓	✓		
	School crossing patrols	ESCC – R		✓	✓	✓	✓
	Travel behaviour change initiatives and promotions to support the delivery of capital measures	ESCC - R	✓	✓	✓	✓	✓
	Small scale local safety improvement measures	ESCC - C			✓		
	Support for new and extended Community Transport schemes serving communities with low levels of accessibility	ESCC - R DfT			✓	✓	✓
Maintenance	Road Maintenance Priority Locations	ESCC C ESCC - R	✓	✓	✓	✓	
	Bridge Assessment and Strengthening Maintenance, management and improvement of the highway network on a prioritised basis	ESCC C ESCC - R	✓		✓		
	Rights of way Maintenance, management and improvement of the network on a prioritised basis.	ESCC C ESCC - R			✓	✓	✓

LOCAL TRANSPORT PLAN IMPLEMENTATION PLAN 2015/16 – 2020/21 Eastbourne and South Wealden



One of the transport growth corridors/areas in the SEP focuses on the A22/A27 Eastbourne/South Wealden area; this includes Eastbourne, Hailsham, Willingdon, Stone Cross, Westham, Pevensey and Pevensey Bay.

Lack of investment on the A27 means it is not fit for purpose for carrying long distance strategic traffic, nor for providing journey time reliability which is important for business and is inhibiting growth. Investment in upgrading the A27 between Eastbourne and Lewes would improve connectivity to the A23/M23, Gatwick Airport and London, and support business and housing growth plans in the A22/A27 Eastbourne-South Wealden growth corridor, alongside ensuring greater connectivity and reliability between West and East parts of the county. The Highways England Roads Investment Strategy identified £75m towards small scale improvements to the A27 east of Lewes for delivery by 2021 however there are still aspirations for a more comprehensive solution to the A27 between Lewes and Polegate.

To enable development in the Eastbourne and South Wealden area, improvements are required to a series of junctions on the A22/A27 corridor around Polegate, as well as the

delivery of a sustainable transport corridor between Hailsham, Polegate and Eastbourne. Transport improvements are planned for Hailsham town centre and in Eastbourne investment in the public realm in Terminus Road will support the £85 million investment by owners Legal & General in an extension to the Arndale shopping centre. The extension to the Arndale Centre will create an additional 175,000 sq. ft. of space which will bring a new cinema, restaurants and more retail units to the centre, as well as further car parking.

The Town Centre Local Plan for Eastbourne will help to inform the transport measures which will be prioritised in the future and funding has been secured from the LEP to deliver improvement, movement and access into and around the town centre.

Sovereign Harbour is a key employment site in the town and the new Innovation Centre (Pacific House) forms the first part of this site. Eastbourne Borough Council is also looking to invest in the Devonshire Park area of Eastbourne to create a cultural destination, enhancing the conference, arts, tennis and entertainment facilities on the site. This £40 million+ scheme will include the refurbishment of the three listed buildings (Congress Theatre, Devonshire Park Theatre and the Winter Garden), provision of a new entrance containing conference facilities together with extensive public realm improvements.

The Quality Bus Partnerships in Eastbourne and Hailsham will help stakeholders to work together to make improvements to services, infrastructure and information along key routes and corridors. There are opportunities to increase walking and cycling levels in the Eastbourne and South Wealden area and funding is available through the LEP to continue to develop the network and support the investment made during the first Implementation Plan period.

Eastbourne's strategic location in relation to the South Downs National Park makes it an attractive gateway for visitors, giving opportunities for sustainable access to the park and maximising the potential for tourist input to the local economy.

Table 3: Eastbourne and South Wealden transport measures

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Hailsham / Eastbourne	<p>Hailsham/Polegate/Eastbourne Sustainable Transport Corridor</p> <ul style="list-style-type: none"> improvements to Hempstead Lane junction to alleviate traffic congestion on the A271 and Hailsham town centre relieve town centre congestion on the Battle Road, London Road and High Street corridors in Hailsham town centre Enhancements to Cuckoo trail cycle and pedestrian route to Eastbourne Improvements for all road users including public transport along the A2270 corridor into Eastbourne town centre <p>Bus Corridor Improvements</p> <ul style="list-style-type: none"> A259 A2021 	LGF ESCC – C DF	✓	✓	✓	✓	✓
Eastbourne	<p>Eastbourne Town Centre Movement and Access package</p> <ul style="list-style-type: none"> Terminus Road – improvements to bus infrastructure, pedestrian access, cycling access and public realm operation of the town centre Review of town centre Ring Road and wider movement/access into and around the town centre 	LGF ESCC – C DF	✓	✓	✓	✓	✓
Polegate	<p>A27 improvements between Lewes and Polegate (Highways England led)</p> <p>A27 Lewes to Polegate improvements, including A22/A27 junction improvements at:</p> <ul style="list-style-type: none"> Cophall roundabout A22 Golden Jubilee Way/Dittons Road A27/A22 A2270/A27 traffic signals A2270/Wannock Road/Polegate High Street 	DfT LGF DF	✓		✓		

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Eastbourne, and South Wealden	<p>Cycling – Implementation of Eastbourne Cycle network and the emerging cycling network for South Wealden.</p> <ul style="list-style-type: none"> Key routes into Eastbourne town centre, the station and along the seafront, and links to residential areas and employment areas within the town and neighbouring settlements in the south Wealden area Town centre to the DGH hospital Willingdon Drove Langney to Sovereign Harbour Walking & Cycling Improvements Hailsham - Willingdon - (Cuckoo Trail between Hailsham and Polegate/Hindlands Development site/ Dittons Road) <p>Walking – develop and implement measures to enable walking between key destinations, including residential areas, town centre services, schools and employment.</p>	ESCC - C LGF DF	✓	✓	✓	✓	✓
	Improvements to bus infrastructure, waiting facilities and information distribution on key routes	ESCC - C DF	✓	✓	✓	✓	✓
	Improved access and presentation of real time information through all delivery channels	ESCC - C ESCC - R	✓	✓	✓	✓	✓
	Provision of secure cycle parking facilities at key locations across the area	ESCC - R	✓	✓	✓	✓	✓
	Electric vehicle charging points at town centre car parks, stations and key destinations	DF		✓			
Eastbourne, and South Wealden	ESCC will support and lobby for rail infrastructure and rail service improvements	N/A	✓	✓	✓	✓	✓
Countywide measures	Bikeability cycle training	DfT		✓	✓	✓	✓
	Driver education, training and publicity	SF		✓	✓		
	School crossing patrols	ESCC - R		✓	✓	✓	✓
	Travel behaviour change initiatives and promotions to support the delivery of capital measures	ESCC - R	✓	✓	✓	✓	
	<p>Small scale local safety improvement measures</p> <ul style="list-style-type: none"> Eastbourne - Meads Area Pedestrians and Safety Improvements 	ESCC - C			✓	✓	
	Support for new and extended Community Transport schemes serving communities with low levels of accessibility	ESCC - C DfT			✓	✓	✓
Maintenance	Road Maintenance Maintenance, management and improvement of the highway network on a prioritised basis	ESCC - C ESCC - R	✓	✓	✓	✓	

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
	Bridge Assessment and Strengthening Priority Locations	ESCC - C ESCC - R	✓		✓		
	Rights of way Maintenance, management and improvement of the network on a prioritised basis	ESCC - C ESCC - R			✓	✓	✓

LOCAL TRANSPORT PLAN IMPLEMENTATION PLAN 2016/17 – 2020/21

Newhaven area

INSERT MAP

Newhaven area, is a key growth area in the county and is referred to as the 'Newhaven Clean Tech and Maritime Growth Corridor' in the SEP. For the purposes of this plan this area includes Newhaven town, and the towns of Seaford, Peacehaven and Telscombe Cliffs.

This area is situated along the East Sussex coastal strip to the west of the county and is linked by the A259. These towns generally have good transport links but often suffer from localised congestion, with social exclusion affecting some communities in specific areas.

The use of rail services to access employment destinations and major centres is significant in Newhaven and Seaford, which have good transport links to London as well as other destinations along the coast, including Brighton.

With this area being one of the County's priority areas for economic growth, significant investment is being made in the area to achieve this. There is scope to capitalise on proposed investments including from E.ON on the Rampion Offshore Wind Farm and a new University Technical College (UTC) specialising in marine and environmental engineering. Planned flood defence work being delivered by the Environment Agency will help improve the viability of further employment sites in the town.

The Newhaven Port Access Road will assist in re-establishing Newhaven as an important gateway to mainland Europe. The first phase of the Port Access Road has been completed and will unlock nearly 200 new homes as part of the Eastside development; the second phase will enable the relocation of existing Port activities closer to the Harbour mouth and unlock employment space to the north of the Port. There is also significant investment in the Port following planning approval to introduce a deep water berth at the harbour mouth, and ongoing support for the growing ferry service for both freight and passenger travel between Newhaven and Dieppe.

It is also important that we support people's ability to access the locations they need to get to for jobs, health and education services and other facilities. Peacehaven and Telscombe Cliffs in particular have issues accessing employment and adult/further education. The towns not served by rail are reliant on the regular bus services which run along the A259 between Brighton and Eastbourne. To this end we recognise the importance of supporting and improving local bus services, complemented by the provision of high quality bus information. We will continue to improve conditions for bus travel on the A259 between Newhaven, Seaford and Eastbourne in the east and Peacehaven in the west, connecting with the priority bus measures already established on the A259 out of Brighton.

Across the Seahaven towns we propose to improve walking and cycling routes from residential areas to employment locations, education, health services and shops. We will seek to maximise the capacity of the A259 Ring Road to accommodate planned housing growth in Newhaven, and improve the flow of traffic. An Air Quality Management Area (AQMA) has been declared for Newhaven town centre, and improvements to the Ring Road will seek to address the pollution and congestion issues currently experienced around the gyratory.

We will work with the District Council and developers to ensure there will be safe and sustainable access between areas of new housing and key locations, and to identify improvements to transport infrastructure and services that support sustainable development at the sites emerging through the Local Plan.

We want to capitalise on Newhaven's strategic location in relation to the South Downs National Park, making Newhaven an attractive gateway to the park for visitors from England and also from Europe via the ferry service. We also need to recognise and consider the impact of growing freight travel movements from Dieppe to Newhaven and vice versa, and plan transport improvements appropriately in Newhaven and surrounding areas.

Table 4: Newhaven and Seahaven transport measures

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Newhaven	Port Access Road phase 1a (Pargut Roundabout to south of creek)	LGF ESCC – C DF	✓	✓	✓	✓	
Newhaven	Newhaven Ring Road and local capacity improvement package (including around the port)	LGF ESCC - C DF	✓	✓	✓	✓	
Newhaven area	Brighton-Peacehaven-Newhaven Bus Corridor Phase 2	LGF ESCC – C DF	✓	✓	✓		✓
Newhaven area	Improvements to bus infrastructure, waiting facilities and information distribution on key routes/corridors	ESCC – C DF	✓	✓	✓	✓	✓
Newhaven area	Cycling – Develop and implement the emerging cycling network for Newhaven, Seaford, Peacehaven and Telscombe Cliffs	ESCC – C DF	✓	✓	✓	✓	✓
	Walking – develop and implement measures to enable walking between key destinations, residential areas, town centre services, schools, employment						
	Develop walking and cycling links to the South Downs National Park						
Newhaven area	Improved cycle parking in the towns, rail station and other key locations, including working with the rail industry and port authority to introduce a cycle hub at Newhaven Town Station	ESCC – C DF		✓	✓	✓	✓
Newhaven area	Provide EV charging points in town centre car parks and at Newhaven station	ESCC – C DF		✓			
Newhaven area	Implement safety improvements or speed limit reduction schemes resulting from countywide review of speed limits on A and B roads, including: <ul style="list-style-type: none"> A259 Seaford to Exceat 	ESCC – R SF	✓		✓	✓	
Newhaven area	ESCC will support and lobby for rail infrastructure and rail service improvements	N/A	✓	✓	✓	✓	✓
Countywide measures	Bikeability cycle training	DfT		✓	✓	✓	✓
	Driver education, training and publicity	SF		✓	✓		
	School crossing patrols	ESCC - R		✓	✓	✓	✓
	Travel behaviour change initiatives and promotions to support the delivery of capital measures	ESCC - R	✓	✓		✓	
	Small scale local safety improvement measures	ESCC - C			✓	✓	
	Support for new and extended Community Transport schemes serving communities with low levels of accessibility	ESCC - R DfT			✓	✓	✓
Maintenance	Road Maintenance Maintenance, management and improvement of the highway network on a prioritised basis	ESCC – C ESCC - R	✓	✓	✓	✓	

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
	Bridge Assessment and Strengthening Priority Locations	ESCC – C ESCC - R	✓		✓		
	Rights of way Maintenance, management and improvement of the network on a prioritised basis.	ESCC – C ESCC - R			✓	✓	✓

LOCAL TRANSPORT PLAN IMPLEMENTATION PLAN 2016/17 – 2020/21

Lewes and the South Downs National Park

INSERT MAP

This area covers the town of Lewes and Ringmer and the South Downs National Park (SDNP).

The challenges in this area include maximising visitor access by sustainable means, especially by walking and cycling, both to and within the SDNP, and minimising the impact of traffic on the landscape and environment. We will support the role of rural bus services for visitors and for community access to services, and also the role of the railway for sustainable access to the park from all stations in the area.

We need to help reduce congestion in Lewes town by improving traffic flow, and address the air quality issues around Station Street and Fisher Street. Protecting the character of the town, tackling safety issues, and providing more sustainable travel options for visitors and residents alike, are fundamental to the future for Lewes.

We propose to take forward measures that will improve levels of accessibility for local communities to key services and facilities, particularly in Lewes town, and this can be achieved by improving connectivity between communities by walking, cycling and public transport, and by supporting the economic viability of local town centres.

We will continue to roll out Real Time Passenger Information along the Brighton-Lewes-Uckfield-Tunbridge Wells route, which includes stops in the Lewes and Ringmer area.

We will work with developers, the District Council and the National Park Authority, to ensure safe and sustainable access between development and key locations.

Table 5: Lewes and the SDNP transport measures

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Lewes and SDNP	Improvements to key walking and cycling corridors - measures will focus on routes within the town centre and on links between residential areas and key destinations including, residential areas, town centre services, schools, employment and cultural sites. Measures will include improved wayfinding and signage. This includes: <ul style="list-style-type: none"> Regional Route 90 	ESCC - C	✓	✓	✓	✓	✓

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
	Improved public transport infrastructure and waiting facilities on corridors and routes including : <ul style="list-style-type: none"> Lewes / Brighton Lewes / Uckfield / Crowborough / Tunbridge Wells Lewes / Haywards Heath 	ESCC - C	✓	✓	✓	✓	✓
	Investigate and, as appropriate, implement improvements to the transport network and the pedestrian environment to improve traffic flow and facilitate housing, employment and economic growth including on the following corridors and junctions: <ul style="list-style-type: none"> Improvements associated with the North Street Quarter development Lewes High Street 	DF	✓		✓	✓	✓
	Improvements to bus infrastructure, waiting facilities and information distribution on key routes.	ESCC - C DF	✓	✓	✓	✓	✓
	Improved access and presentation of real time information through all delivery channels						
	Improved cycle parking at key locations	ESCC - C	✓	✓	✓	✓	✓
	Installation of Electric Vehicle Charging Points at key locations.	DF		✓			
	Support and enhance community car scheme	ESCC – R DF	✓	✓		✓	✓
Lewes	An improvement to Earwig Corner has been secured in conjunction with a proposed development in Ringmer	ESCC - DF	✓	✓		✓	
Lewes	ESCC will support and lobby for top identified priority infrastructure improvements on the Uckfield line including dual tracking, electrification, and reinstatement of the Lewes-Uckfield line ESCC will support and lobby for rail infrastructure and rail service improvements	N/A	✓	✓	✓	✓	✓
SDNP	Traffic management improvements in Alfriston to mitigate the impact of current and future visitor access	ESCC - C	✓		✓	✓	✓
Countywide measures	Driver education, training and publicity	SF		✓	✓		
	School crossing patrols	ESCC - R		✓	✓	✓	✓
	Travel behaviour change initiatives and promotions to support the delivery of capital measures	ESCC - R	✓	✓	✓	✓	
	Small scale local safety improvement measures	ESCC - C			✓	✓	
	Support for new and extended Community Transport schemes serving communities with low levels of accessibility	ESCC - R DfT			✓	✓	✓

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Maintenance	Road Maintenance Maintenance, management and improvement of the highway network on a prioritised basis	ESCC – C ESCC - R	✓	✓	✓	✓	
	Bridge Assessment and Strengthening Priority Locations	ESCC – C ESCC - R	✓		✓		
	Rights of way Maintenance, management and improvement of the network on a prioritised basis.	ESCC – C ESCC - R			✓	✓	✓
Maintenance Lewes	Maintenance of Cuilfail Tunnel	ESCC – C ESCC - R	✓		✓		

LOCAL TRANSPORT PLAN IMPLEMENTATION PLAN 2016/17 – 2020/21

Uckfield

INSERT MAP

In Uckfield there will be further significant development with 1,000 new homes to be built at Ridgewood, along with more employment and retail development in the town centre. The planned developments and extra housing will put more pressure on the existing road network.

To accommodate the impact of residential development in the town and adjacent settlements, improvements are being made to Uckfield town centre. The first phase of improvements – Bell Lane to Framfield Road- was implemented in 2014/15. Further phases of the town centre improvements will come forward in the second Implementation Plan period. The remaining elements include improvements to the High Street which will make it more attractive for pedestrians, cyclists and bus users and include enhancement to Uckfield bus station, and attract short term shoppers to the town, increasing local economic productivity,. These works are being funded from development contributions from residential developments already completed.

Further improvements to improve access for pedestrians, cyclists and public transport users from residential areas to the town centre and other key trip attractors in the town are required and will augment the investment being made in the town centre enhancements.

A new 174-space car park next to the town’s railway station will free up space at Luxford Field car park that is currently filled by commuters from early morning to early evening, resulting in a net increase in short-stay parking spaces for shoppers.

Table 6: Uckfield transport measures

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Uckfield	Improvements to walking and cycling routes within the town and between residential areas, employment areas and town centre, station and other key locations	ESCC – C DF		✓	✓	✓	✓
	Uckfield Town Centre Improvement Scheme – <ul style="list-style-type: none"> Widening of the of footways and new paving on High Street improvement of pedestrian crossing points in the High Street, New ‘smart’ traffic lights to monitor and control traffic flow at the High Street and Bell Lane junction 		✓	✓	✓	✓	

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
	Improvements to bus infrastructure, waiting facilities and information distribution on key routes through the town, in particular the town centre, station and hospital. <ul style="list-style-type: none"> Improvements to Uckfield bus station Improved access and presentation of real time information at bus stops 	ESCC – C DF		✓	✓	✓	
Uckfield	ESCC will support and lobby for top identified priority infrastructure improvements on the Uckfield line including dual tracking, electrification, and reinstatement of the Lewes-Uckfield line ESCC will support and lobby for rail infrastructure and rail service improvements	N/A	✓	✓	✓	✓	✓
Uckfield	20mph speed limit for the High Street and Church Street	ESCC – C DF		✓	✓	✓	✓
Countywide measures	Bikeability cycle training	DfT		✓	✓	✓	✓
	Driver education, training and publicity	SF		✓	✓		
	School crossing patrols	ESCC - R		✓	✓	✓	✓
	Travel behaviour change initiatives and promotions to support the delivery of capital measures	ESCC - R	✓	✓		✓	
	Small scale local safety improvement measures <ul style="list-style-type: none"> Local Safety Scheme on the C33 at Ringles Cross to include the junctions of Cooper's Green Road and Snatt's Road 	ESCC – C	✓		✓		
	Support for new and extended Community Transport schemes serving communities with low levels of accessibility	ESCC – C DfT			✓	✓	✓
Maintenance	Road Maintenance Maintenance, management and improvement of the highway network on a prioritised basis	ESCC – C ESCC - R	✓	✓	✓	✓	
	Bridge Assessment and Strengthening Priority Locations	ESCC – C ESCC - R	✓		✓		
	Rights of way Maintenance, management and improvement of the network on a prioritised basis.	ESCC – C ESCC - R			✓	✓	✓

LOCAL TRANSPORT PLAN IMPLEMENTATION PLAN 2016/17 – 2020/21

Battle, Rye and rural Rother

INSERT MAP

This area covers the whole of Rother district apart from Bexhill. Predominantly rural in nature, the key challenge is to support the economic viability of the market towns and village centres.

We will work with the District Council and developers to ensure safe, sustainable access between areas of new housing and key locations, and to identify improvements to transport infrastructure and services that support sustainable development at the sites emerging through the Local Plan.

We will also focus on measures to establish safe walking and cycling facilities on key routes and corridors particularly in Battle and Rye as well as public transport infrastructure on the key routes serving the area.

Safety on the rural road network is identified as an issue in this area and we will work with the police and local partners to implement targeted measures and programmes of education, training and publicity to address safety issues and dangerous driver behaviour.

The major part of Rother is covered by environmental designations which reflect the local, national and sometimes international importance of the landscape and biodiversity in the area. All transport improvements, particularly those related to new development will be implemented with sensitivity to any environmental impacts they are likely to have.

Table 7: Battle, Rye and rural Rother transport measures

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
Battle, Rye & Rural Rother	Improve walking and cycling access and links between key destinations, residential areas, town centre services, schools, employment and cultural sites <ul style="list-style-type: none"> • Battle Schools Greenway • Residential Areas - Rail Station • Rail Station – Marley Lane – Battle Great Wood (link to A21) • Rail Station – Battle Abbey – 1066 Country Way • Rye Harbour Road – A259 – Town Centre • Rye Greenway • Rye town centre – Camber • NCN2 town centre • Rye town centre – Winchelsea 	DF	✓	✓	✓	✓	✓

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
	Improvements to bus infrastructure, waiting facilities and information distribution and to improve public transport waiting facilities on key routes within and into: <ul style="list-style-type: none"> Battle Rye 	ESCC – C DF	✓	✓	✓	✓	✓
	Improved access and presentation of real time information through all delivery channels	ESCC – C DF		✓	✓	✓	✓
	Improvements to stations to include improved cycle access and storage, pedestrian access (including working with the ToCs to improve DDA access into station), bus access, parking and 'drop off' facilities and signage as appropriate	DfT South Eastern ESCC – C DF	✓	✓	✓	✓	✓
	Implement local safety improvements or speed limit reduction schemes resulting from countywide review A and B road speed limits at Iden	ESCC – C	✓		✓	✓	✓
	Provide cycle parking at key locations in town and village centres	ESCC – C		✓	✓	✓	✓
Rye	ESCC will support and lobby for our top identified priority infrastructure improvements on the Brighton-Ashford line including extension of High Speed services to Hastings and Bexhill, dual tracking and electrification ESCC will support and lobby for rail infrastructure and rail service improvements	N/A	✓	✓	✓	✓	✓
Countywide	Bikeability cycle training	DfT		✓	✓	✓	✓
	Driver education, training and publicity	SF	✓	✓	✓		
	School crossing patrols	ESCC - R		✓	✓	✓	✓
	Travel behaviour change initiatives and promotions to support the delivery of capital measures	ESCC - R	✓	✓	✓	✓	
	Small scale local safety improvement measures <ul style="list-style-type: none"> combine a Local Safety Scheme with a Safer Route Study on C27 Powdermill Lane near Battle 	ESCC - R			✓	✓	
Maintenance	Road Maintenance Maintenance, management and improvement of the highway network on a prioritised basis	ESCC – C ESCC - R	✓	✓	✓	✓	
	Bridge Assessment and Strengthening Priority Locations	ESCC – C ESCC - R	✓		✓		
	Rights of way Maintenance, management and improvement of the network on a prioritised basis.	ESCC – C ESCC - R			✓	✓	✓

LOCAL TRANSPORT PLAN IMPLEMENTATION PLAN 2011/12 – 2015/16

North Wealden and north Lewes districts

INSERT MAP

This area covers Lewes district north of the A27, and all of the north part of Wealden district. The area is predominately rural with dispersed villages and small settlements but includes the larger market towns of Heathfield and Crowborough.

One of the major challenges in this area is to improve residents ability to access the locations they need to get to for jobs, health and education services and other facilities. This is particularly important in this area of relatively dispersed population, for those groups who do not have access to a car, who are often the young, the old and those on low incomes.

We will continue to work with partners in the rail industry to improve services and facilities, and to integrate as far as possible train services with other means of transport.

Initiatives which support and enhance the attractiveness of local town and village centres and the services they offer will help to make those places sustainable and economically viable, reducing the need for people to travel longer distances.

Much of this area is in the High Weald Area of Outstanding Natural Beauty and therefore any transport improvements, particularly those related to new development, will be implemented with sensitivity to any environmental impacts they are likely to have. The southern part of the area abuts or, as in the case of Ditchling, is within the South Downs National Park, and will therefore enjoy a significant role in terms of access points and potential for increased tourism related to the park.

We will work closely with the district councils and developers to ensure sustainable access between development and key locations, and to identify improvements to transport infrastructure and services that support sustainable development.

Safety on the rural road network has been identified as a matter of concern in this area so targeted measures and programmes of education, training and publicity will continue to be implemented where appropriate to address the safety issues.

Table 8: north Wealden and north Lewes Districts transport measures

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
North Wealden and north Lewes districts	Crowborough improvements to pedestrian access and the walking environment within and into the town centre.	ESCC – C SF	✓	✓	✓	✓	✓
	Improvements to walking and cycling access to key destinations, including residential areas, town centre services, schools, employment, cultural sites, along with integration with rail stations with particular consideration for those giving access to the South Downs National Park and the High Weald AONB.	DF ESCC - C Southern/ Southeastern	✓	✓	✓	✓	✓
	Improve bus infrastructure, waiting facilities and information distribution at key locations including: <ul style="list-style-type: none"> • Crowborough • Heathfield • Forest Row • Wadhurst • Mayfield 	DF			✓	✓	✓
	Implement local safety improvements or speed limit reduction schemes resulting from countywide review of speed limits on A and B roads, including at: <ul style="list-style-type: none"> • Ghyll Road traffic calming, Heathfield • B2100 Palesgate Lane to Jarvis Brook • A22 Hackhurst Lane to Boship Roundabout • A275 between North Chailey and Banks Road • A272 between North Chailey and Scaynes Hill • Buxted 	ESCC - C		✓	✓	✓	✓
	Speed reducing measures in Sparrows Green Road	ESCC – C					
	Pedestrian and traffic management improvement scheme for Wadhurst High Street	ESCC – C DF					
	Improvements to cycle parking in town centres and key locations	ESCC – C DF	✓	✓	✓	✓	✓
	ESCC will support and lobby for rail infrastructure and rail service improvements	N/A	✓	✓	✓	✓	✓
Countywide measures	Bikeability cycle training	DfT		✓	✓	✓	✓
	Driver education, training and publicity	SF		✓	✓		
	School crossing patrols	ESCC - R		✓	✓	✓	✓
	Travel behaviour change initiatives and promotions to support the delivery of capital measures	ESCC - R	✓	✓	✓	✓	

Area	Issues/Measures	Potential Funding Source	LTP3 Objectives				
			Economic Growth	Tackle Climate Change	Safety, Security & Health	Quality of Life	Enhance social inclusion
	Small scale local safety improvement measures <ul style="list-style-type: none"> • A 40mph speed limit on the B2112 between Wivelsfield and Janes Lane • Combine the A264 Safer Route Study at Holtye with a Safer Route Study on the A264 at Blackham 	ESCC - R	✓		✓		
	Support for new and extended Community Transport schemes serving communities with low levels of accessibility	ESCC - R DfT			✓	✓	✓
Maintenance	Road Maintenance Maintenance, management and improvement of the highway network on a prioritised basis	ESCC – C ESCC - R	✓	✓	✓	✓	
	Bridge Assessment and Strengthening Priority Locations	ESCC – C ESCC - R	✓		✓		
	Rights of Way Maintenance, management and improvement of the network on a prioritised basis.	ESCC - C			✓	✓	✓

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Equality impact assessment summary report for Local Transport Plan 2011 – 2026, Draft Implementation Plan 2016/17 – 2021

Please complete this summary, which will be used to publish the results of your impact assessment on the County Council's website.

Date of assessment: November 2015

Manager(s) name: Jon Wheeler **Role:** Team Manager –
Strategic Economic Infrastructure

Proposal, project, service, strategy or policy, that was impact assessed:

Draft Local Transport Plan Implementation Plan 2016/17 – 2020/21

Summary of findings:

There will be no negative impact on specific groups within the county, but the plan does have the opportunity to have positive impact on all groups due to the stronger emphasis that the plan has around the key County Council policy of economic growth, and enabling planned housing and commercial development to come forward and the improvements with access to jobs and education.

Summary of recommendations and key points of action plan:

The Strategic Economic Infrastructure team will continue to sense check the Local Transport Capital Programme process for prioritising transport schemes, to ensure that equalities is assessed and is an integral element of the appraisal process.

Groups that this project or service will impact upon

Please mark the appropriate boxes with an 'x'

	Positive	Negative
Age		
Disability		
Ethnicity		
Gender/Transgender		
Marital Status/Civil Partnership		
Pregnancy and Maternity		
Religion/Belief		
Sexual Orientation		
Other (carers, literacy, health, rurality, poverty)		
All	x	

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Agenda Item 8

Committee:	Lead Cabinet Member for Transport and Environment
Date:	14 March 2016
Report By:	Director of Communities, Economy and Transport
Title of Report:	Proposed Improvements at the Sackville Road Roundabout, Bexhill
Purpose of Report:	To consider the outcomes of the review of the detailed design work and agree which roundabout design option should be taken forward for construction as part of the 2016/17 Capital Programme for Local Transport Improvements.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Note the outcomes of the review of the detailed design work associated with the proposed improvements at the Sackville Road Roundabout, Bexhill;**
 - (2) Agree that the alternative design (Figure 2 in Appendix 1) should be taken forward to detailed design and construction as part of the 2016/17 Capital Programme for Local Transport Improvements; and**
 - (3) Agree that the draft Traffic Regulation Order to enable changes to be made to the on-street parking arrangements on Marina to facilitate access to the west end stage door of the De La Warr Pavilion be made.**
-

1. Background Information

1.1 East Sussex County Council (ESCC) is working with Rother District Council (RDC) through the Bexhill Town Centre Steering Group to develop a package of transport improvements in the town centre area. The aim of these measures is to enhance the economic vitality of the town centre area by improving conditions for pedestrians and bus users as well as improvements to the current traffic management arrangements.

1.2 In November 2013 a public consultation exercise was undertaken to seek views about a number of proposed pedestrian improvements in Marina (between Sackville Road and Devonshire Road) aimed at improving connectivity between the town centre and seafront for pedestrians. A report setting out the results of the consultation together with recommendations about which of the measures should be taken forward was considered at the Lead Member for Transport and Environment decision making meeting in April 2014. At that meeting, the Lead Member for Resources considered the item on proposed pedestrian improvements given a potential conflict of interest as the Lead Member for Transport and Environment is also the Leader of Rother District Council. The Lead Member for Resources noted the results of the public consultation and approved the following measures to be taken forward to detailed design and construction as part of the 2014/15 Capital Programme for Local Transport Improvements;

- (a) the changes of layout to Sackville Road roundabout;
- (b) the widening of the footways and introduction of a 20 mph speed limit on Marina from Sackville Road roundabout to its junction with Devonshire Road;
- (c) the introduction of the bus stop build-out on Marina; and
- (d) the improvements to the existing zebra crossing on Marina in the vicinity of the Devonshire Road junction.

1.3 Measures (b), (c) and (d) were constructed in 2015.

2. Supporting Information

2.1 The proposed improvements at the Sackville Road roundabout presented at the public consultation in 2013 included reducing the size of the central island to create a more compact roundabout, introducing an overrun area around the central island and removing the pedestrian island at Egerton Road. These measures were proposed to enable areas of footway to be widened to improve pedestrian crossing facilities and to reduce vehicle approach speeds. The cost of carrying out these improvements was estimated at £250,000. A plan showing the proposed layout of the roundabout is shown in Figure 1 in Appendix 1.

2.2 Significant additional construction costs were identified during the development of the detailed design for the new roundabout. These included an estimated cost for moving the utility companies' apparatus of £110,000. Further intrusive ground investigations have also revealed that the proposed overrun area around the central island would require substantial carriageway reconstruction to ensure that the road is strong enough to carry the expected traffic load. The total estimated cost of this additional work would be £163,000.

2.3 These additional elements of work mean that the total estimated construction cost for the proposed improvements at the Sackville Road roundabout increased to £510,000. The indicative construction programme showed up to 12 weeks for the utility diversion works and 16 weeks for the main construction works. The majority of the utility and construction works would be carried out under temporary traffic management arrangements controlled by 4-way traffic signals and would potentially be very disruptive to traffic flows in the area for an extended period of time.

2.4 Given the significant increase in the total estimated construction cost and the extended construction programme for the original roundabout design, a review of the scope of the scheme has been undertaken. As a result, an alternative design has been identified that will provide improved pedestrian crossing facilities and reduce vehicle speeds at the Sackville Road roundabout but for a reduced cost and shorter construction period. The proposed layout of this alternative option is shown in Figure 2 in Appendix 1.

2.5 The alternative design includes retaining the existing central island on the roundabout and upgrading all four of the existing pedestrian islands. In addition, the footway at the pinch point on the southern footway adjacent to the entrance to Jubilee Gardens would be widened. The alternative design would not require any major utility diversions or substantial carriageway reconstruction work. The preliminary design total estimated construction cost for this alternative design is £175,000 and the indicative construction programme is 8 weeks. The alternative design would be funded from an allocation of County Council funding through the Capital Programme for Local Transport Improvements.

2.6 In February 2016 the outcomes of the review of the detailed design work associated with the proposed improvements at the Sackville Road roundabout together with details of the alternative design were reported to the Bexhill Town Centre Steering Group. The steering group noted the outcomes of the review and agreed that the alternative design shown in Figure 2 in Appendix 1 should be taken forward to detailed design and construction.

2.7 The existing layout of Sackville Road roundabout together with the current on-street parking arrangements in Marina in front of Di Paolo Café impedes access to the west end stage door of the De La Warr Pavilion (DLWP) for large articulated lorries and tour buses. The current access arrangements involve a difficult turning manoeuvre and necessitate the DLWP applying to Sussex Police to suspend up to 10 metres length (2 car space equivalent) of 2 hours time limited parking space in front of Di Paolo Café. The alternative design at the Sackville Road roundabout will increase the size of the pedestrian island in the vicinity of the access to the west end stage door and this will potentially make the turning manoeuvre more difficult. Therefore, to help facilitate access for large articulated lorries and tour buses it will be necessary to replace 5 metres length (1 car space equivalent) of 2 hours time limited parking space in front of Di Paolo Café with 5 metres length of double yellow line parking restriction. The proposed draft Traffic Regulation Order (TRO) associated with making this change to the on-street parking arrangements will be advertised in June 2016, any objections will be considered by Planning Committee in August 2016 and, subject to the outcomes of this meeting, implementation in October 2016.

3. Conclusion and Reason for Recommendation

3.1 The detailed design stage total estimated construction cost for the improvements originally proposed at the Sackville Road roundabout is £510,000 with a 28 week indicative construction programme. As part of the ongoing value engineering exercise, an alternative design has been developed which significantly reduces the overall cost and impact during construction whilst retaining the main aims and benefits of the original scheme, to improve pedestrian crossing facilities and reduce vehicle speeds. The preliminary design stage total estimated construction cost for the alternative design is £175,000 with an 8 week indicative construction programme. The Lead Member is therefore recommended to agree that the alternative design shown in Figure 2 in Appendix 1 should be taken forward to detailed design and construction as part of the 2016/17 Capital Programme for Local Transport Improvements, subject to

any minor modifications which are identified during the detailed design stage. The Lead Member is also recommended to agree that the proposed draft Traffic Regulation Order to make the changes to the on-street parking arrangements on Marina in front of Di Paolo Café to facilitate access to the west end stage door of the De La Warr Pavilion be advertised and, subject to responses received, be made.

RUPERT CLUBB

Director of Communities, Economy and Transport

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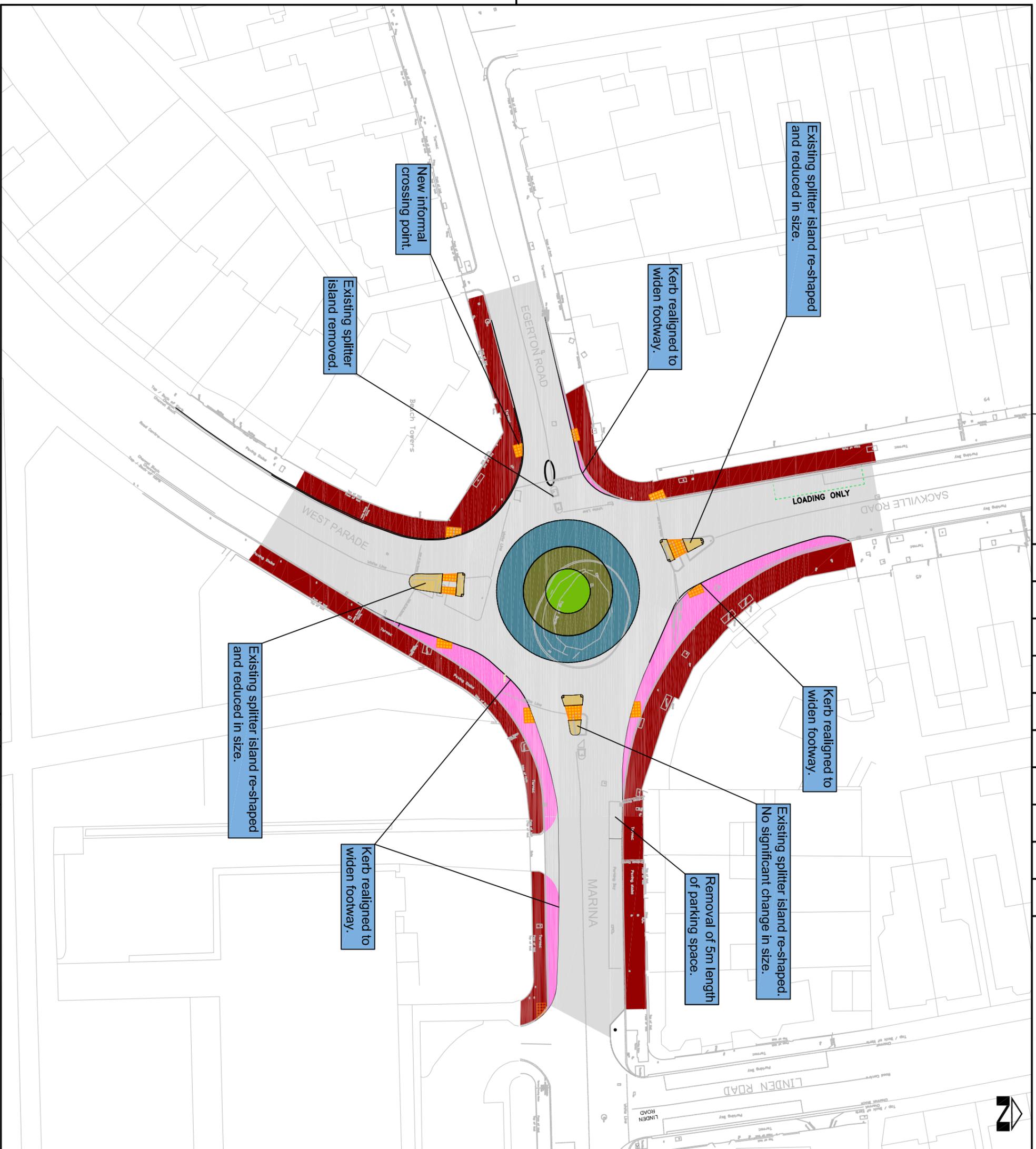
LOCAL MEMBERS

Councillor Ensor and Councillor Phillips

BACKGROUND DOCUMENTS

Lead Member for Transport and Environment, 28 April 2014 – Report on the consultation on proposals to introduce pedestrian improvements on Marina, Bexhill.

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KEY

	Existing footway to be planned out and re-laid with red flexible surfacing.
	Existing carriageway converted to footway.
	Proposed tactile paving at crossing points.
	Proposed over-run area.
	Proposed over-run area for large vehicles.
	Proposed central island.
	Existing carriageway to be planned out and re-laid with red flexible surfacing.

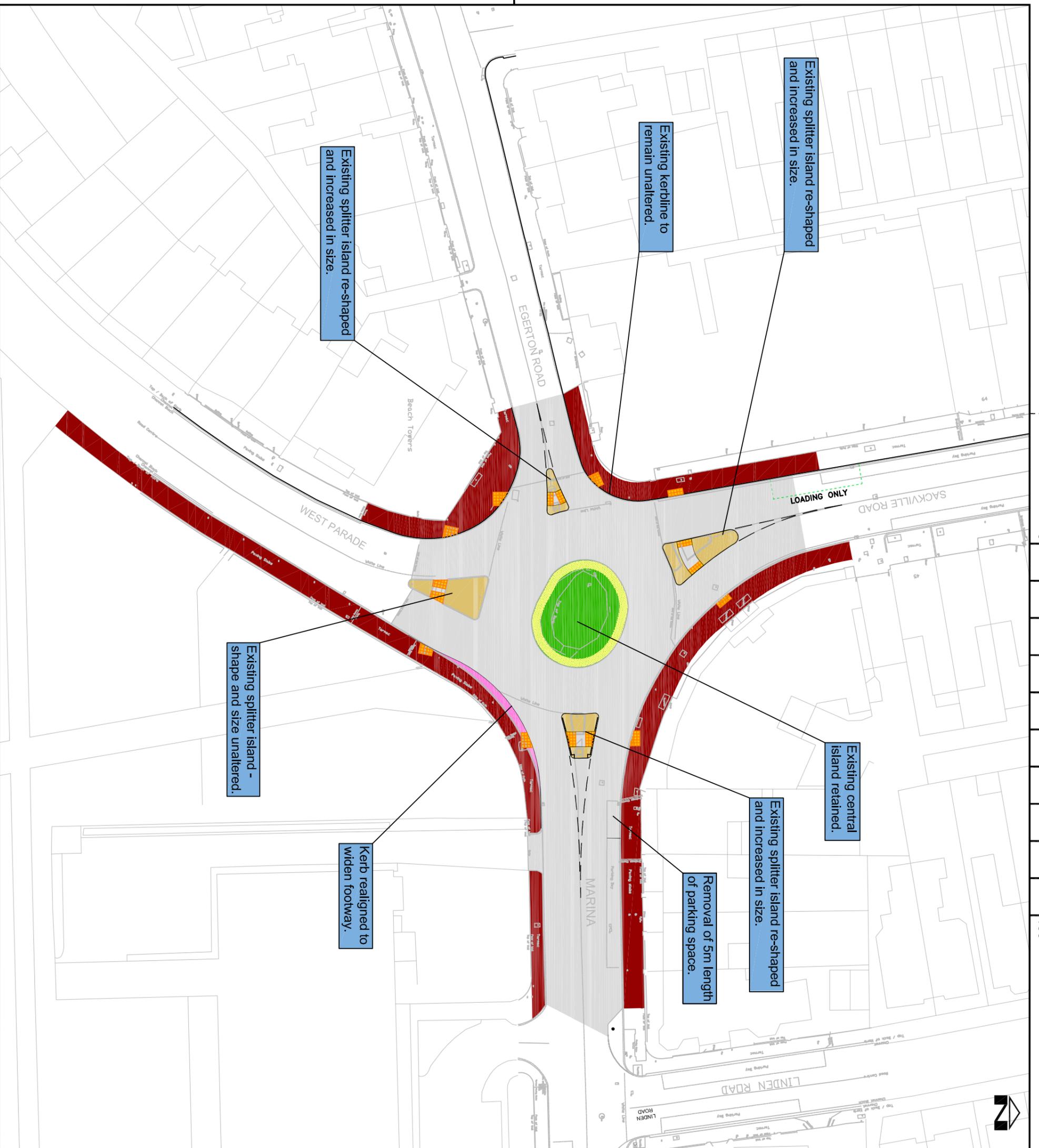
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Project Name
IMPROVEMENTS AT THE SACKVILLE ROAD ROUNDABOUT, BEXHILL

FIGURE 1 - Original design Scale 1:500

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KEY

	Existing footway to be planned out and re-laid with red flexible surfacing.
	Existing carriageway converted to new footway.
	Proposed tactile paving at crossing points.
	Existing carriageway to be planned out and re-laid with red flexible surfacing.
	New over-run strip, 1m wide, to protect grass.

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Project Name
IMPROVEMENTS AT THE SACKVILLE ROAD ROUNDABOUT, BEXHILL

FIGURE 2 - Alternative design **Scale 1:500**

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