



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS to be made by the Lead Member for Transport and Environment,
Councillor Claire Dowling

MONDAY, 13 MARCH 2023 AT 10.00 AM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

1. Decisions made by the Lead Cabinet Member on 13 February 2023 (*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. Petition: To create a safe crossing on Sutton Avenue to access South Coast Road and Dell Park (*Pages 5 - 12*)
Report by the Director of Communities, Economy and Transport
5. Capital Programme for Transport Improvements 2023/24 (*Pages 13 - 22*)
Report by the Director of Communities, Economy and Transport
6. Any urgent items previously notified under agenda item 3

PHILIP BAKER
Assistant Chief Executive
County Hall, St Anne's Crescent
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3 March 2023

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 13 February 2023 at Committee Room, County Hall, Lewes

Councillors Carolyn Lambert and Stephen Shing spoke on item 4 (see minute 59)

55. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 16 JANUARY 2023

55.1 The Lead Member approved as a correct record the minutes of the meeting held on 16 January 2023.

56. DISCLOSURE OF INTERESTS

56.1 There were none.

57. URGENT ITEMS

57.1 There were none.

58. REPORTS

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

59. MEMORANDUM OF UNDERSTANDING BETWEEN EAST SUSSEX COUNTY COUNCIL AND SOUTH DOWNS NATIONAL PARK AUTHORITY - POTENTIAL IMPROVEMENTS TO LOCAL TRANSPORT INFRASTRUCTURE IN AND AROUND THE SEVEN SISTERS COUNTRY PARK AND EXCEAT BRIDGE

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

DECISIONS

59.2 The Lead Member RESOLVED to:

- 1) approve that the County Council enters a Memorandum of Understanding with the South Downs National Park Authority; and
- 2) delegate authority to the Director of Communities, Economy and Transport to negotiate and agree the terms of the Memorandum of Understanding.

REASONS

59.3 During discussions on the Exceat Bridge replacement scheme the National Park Authority identified a number of additional local transport improvements around the Bridge and Seven Sisters Country Park area which were not included in the scope of the bridge replacement project.

59.4 Therefore both parties agreed in principle, subject to approval, they would enter into a Memorandum of Understanding (MoU) setting out how they intend to work together to attempt to bring forward these additional transport improvements. These schemes will be subject to the availability of funding and developed within 7 years of entering into the MoU.

Report to: Lead Member for Transport and Environment

Date of meeting: 13 March 2023

By: Director of Communities, Economy, and Transport

Title: Petition to create a safe crossing on Sutton Avenue, Peacehaven to access South Coast Road and Dell Park.

Purpose: To consider whether formal crossings should be provided to improve crossing facilities and access for pedestrians to Dell Park and shops on South Coast Road, Peacehaven.

RECOMMENDATIONS: The Lead Member is recommended to advise petitioners that:

- (1) A potential scheme for improved pedestrian crossing facilities has been assessed through the approved High Level Sift process and is not a priority for the County Council at the present time; and
- (2) Petitioners may wish to consider taking a potential scheme forward through the Community Match Process. A Feasibility Study (at a cost of £500) and Speed data (at a cost of £422 per site) would be required prior to a Community Match application.

1 Background Information

1.1 At the County Council meeting on 6 December 2022 a petition on behalf of residents was presented to the Chairman by Councillor Robinson on behalf of Councillor Collier. The petition requests the creation of a safe pedestrian crossing on Sutton Avenue to access the South Coast Road and Dell Park, Peacehaven.

1.2 A copy of the petition is available in the Members' Room. Standing Orders provide that where the Chairman considers it appropriate, petitions are considered by the relevant Committee or Lead Member and a spokesperson for the petitioners is invited to address the Committee or Lead Member. The Chairman has referred this petition to the Lead Member for Transport and Environment.

2 Supporting Information

2.1 The A259 South Coast Road at this point and Sutton Avenue are covered by a 30mph speed limit, as indicated by the system of street lighting present in both roads. There are several shops and facilities located on South Coast Road including, a chemist, newsagents, coffee shop, The Dell Recreation Ground and bus stops. Assisted living accommodation and residential properties are located on Sutton Avenue. A location plan is shown as Appendix 1.

2.2 The petitioners have not indicated where they feel a crossing would be of most benefit. On request the lead petitioner provided the following. *'The intention is for safer crossings in the vicinity of Sutton Avenue and the South Coast Road. We are asking ESCC to investigate and agree optimal locations for crossings to allow access to the shops of the South Coast Road and the park. The area concerned is Lincoln Avenue to Dorothy Avenue in which Sutton Avenue is in the middle. We are open to crossings East to West or North to South as long as there are adequate crossings in total to all these areas i.e., a new crossing across Sutton Avenue which allowed access to the shops as long as there are adequate crossings from the North side of the road to the South and therefore to the park'*

2.3 There are five pedestrian crossing points located in the area. These are in the form of four central islands, three of which have tactile paving in the centre and on the footway

either side. A signal-controlled crossing is provided on the A259, just to the east of the junction with Roderick Avenue. The position of these crossing points is shown in Appendix 1.

2.4 In recognition of the fact that pedestrians are less likely to use facilities that fall beyond a short walking distance, the sites considered for potential crossing facilities are shown on the plan in Appendix 3.

2.5 Crash data supplied by Sussex Police for the latest three-year period up to 31 December 2022 shows that there have been two crashes resulting in slight personal injuries on the A259 between Roderick Avenue and Hodder Avenue. These incidents did not involve pedestrians. The positions of these crashes are shown in Appendix 2.

2.6 The County Council has a limited amount of funding to develop local transport improvements and needs to ensure resources are targeted to those schemes which will be of greatest benefit to local communities. To help prioritise the numerous requests received for improvements, a process was developed to determine which schemes should be funded through the Integrated Transport Program.

2.7 The request for a pedestrian crossing on Sutton Avenue, just to the north of the newly constructed retirement apartments, has been assessed to determine if it might be a priority for future consideration; however, it did not achieve the benchmark score to be taken forward at this time.

2.8 A further request for a pedestrian crossing on the A259 between the roundabout junction with Sutton Avenue and Roderick Avenue has also been assessed to determine if it might be a priority for future consideration; however, it also did not achieve the benchmark score to be taken forward at this time.

2.9 Although the provision of a formal pedestrian crossing at either location is not currently a priority for the County Council, the petitioners may wish to contact Peacehaven Town Council to determine their interest in a community funded scheme through the Community Match Initiative. A feasibility study at a cost of £500 and speed data at a cost of £422 per site would be required prior to a Community Match application. The lead petitioner has informed East Sussex County Council that Peacehaven Town Council are conducting a consultation relating to this part of the A259 which includes access to the shops. A feasibility study through Community Match may therefore assist the Town Council develop its proposals.

3 Conclusion and Reasons for Recommendations

3.1 It is recommended that the Petitioners be advised that the provision of formal pedestrian crossings in the vicinity of the roundabout at the A259 junction with Sutton Road, Peacehaven, is not a priority for the County Council at the present time. However, appropriate improvements could be considered should an alternative source of funding become available.

RUPERT CLUBB

Director of Communities, Economy, and Transport

Contact Officer: Kelly Burr

Tel. No. 01273 482824

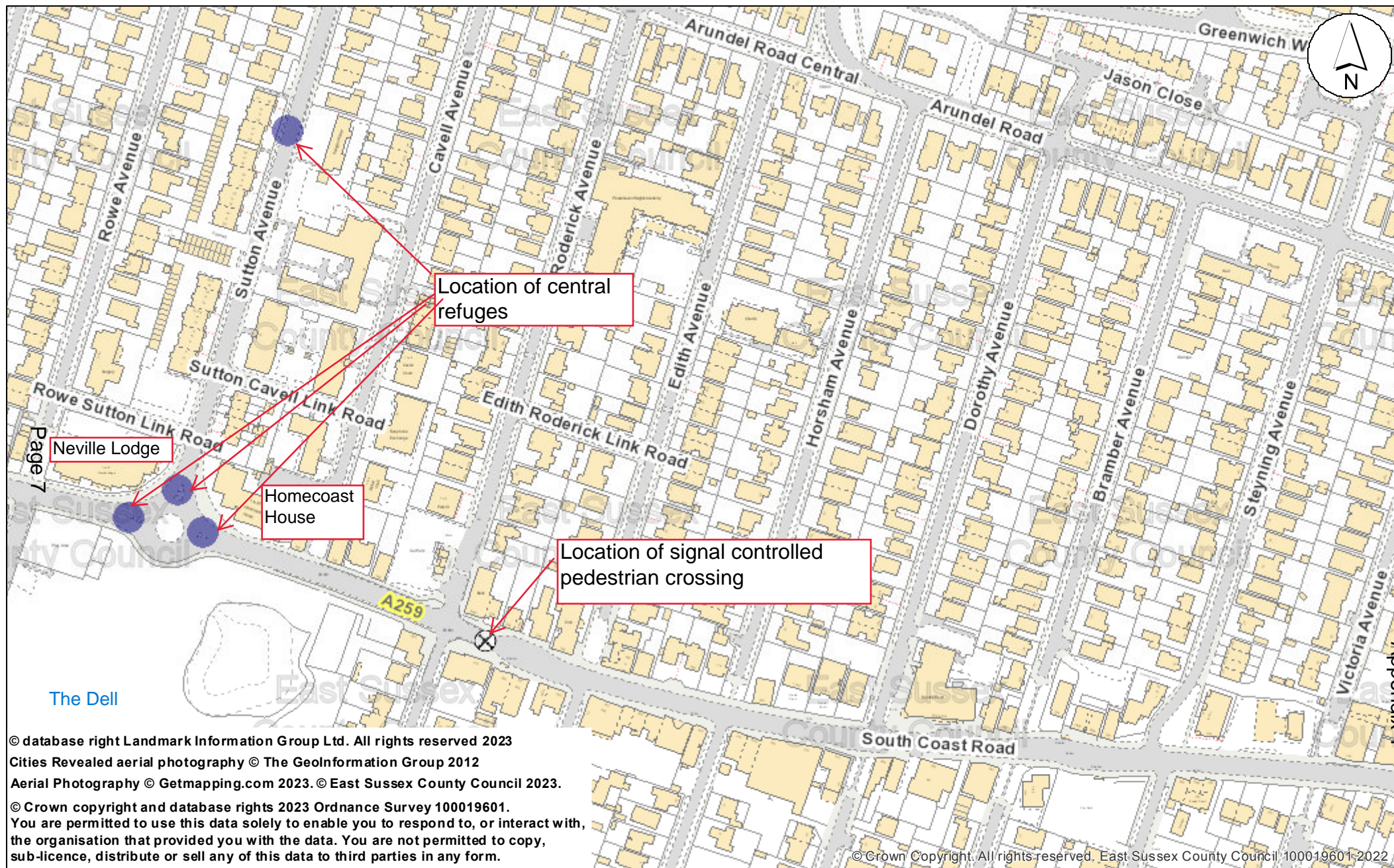
Email: Kelly.burr@eastsussex.gov.uk

LOCAL MEMBERS

Councillor Chris Collier

BACKGROUND DOCUMENTS

None

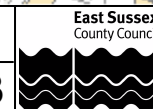


Map Appendix 1

Author: Kelly Burr

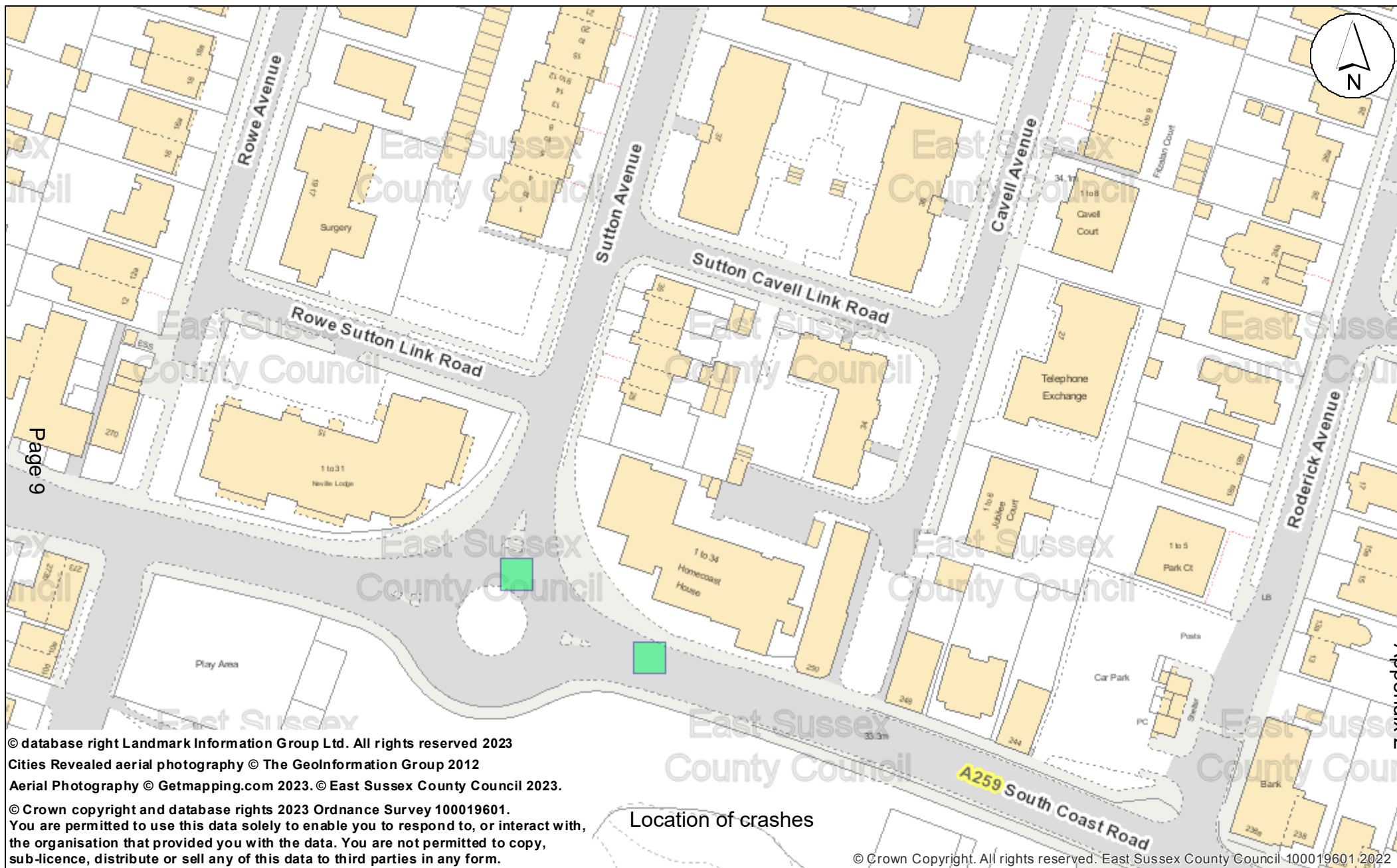
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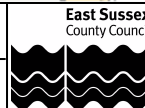
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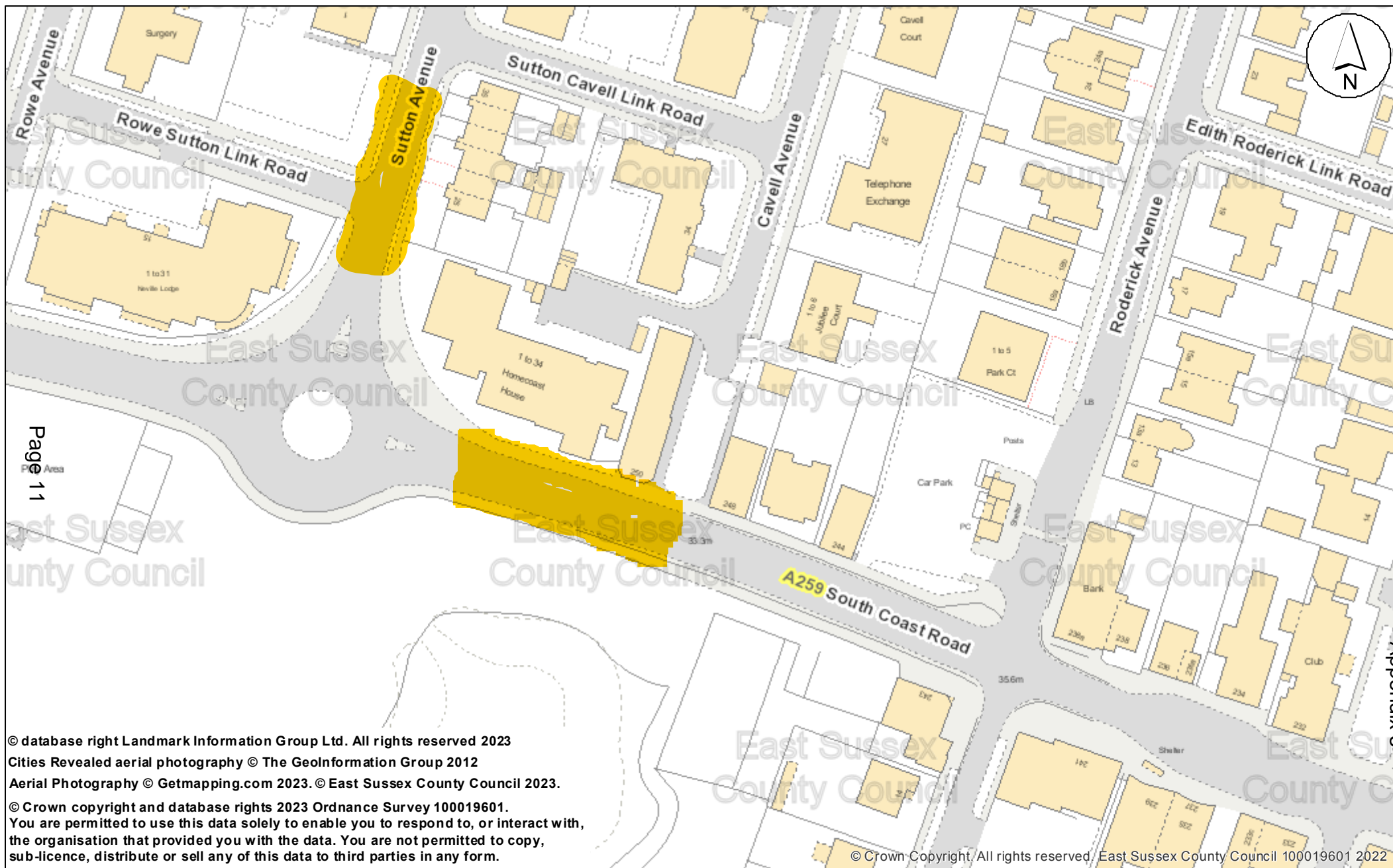
Appendix 1

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Map	Appendix 2 - location of personal injury crashes 01/01/2019-31/12/2022	Scale: 1:1,000	
Author:	Kelly Burr	Date: 13/02/2023	

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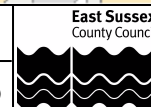


Map Appendix 3 - rough locations of proposed crossings shaded in yellow

Author: Kelly Burr

Scale: 1:1,000

Date: 13/02/2023



Appendix 3

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Report to: Lead Member for Transport and Environment

Date of meeting: 13 March 2023

By: Director of Communities, Economy and Transport

Title: Capital Programme for Local Transport Improvements 2023/24

Purpose: To seek approval for the proposed allocation of funds to a specific programme of local transport improvements for 2023/24

RECOMMENDATIONS: The Lead Member is recommended to:

(1) Agree the programme of local transport improvements for 2023/24 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 2023/24 programme

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 2023/24. The programme is funded from a number of sources including a capital allocation from the County Council, development contributions and funding secured from the Government's Local Growth Fund (LGF) through the South East Local Enterprise Partnership (SELEP). A copy of the draft capital programme for 2023/24 is included in Appendix 1.

2. Supporting Information

2.1 In May 2011, the 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 and improves safety, security and health. 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 is 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 five-year time periods over its lifetime. The second Implementation Plan was approved by the Lead Member for Transport and Environment at his decision-making meeting on 14 March 2016. The content of the 2023/24 draft capital programme for local transport improvements is consistent with the current LTP Implementation Plan.

2.3 The draft capital programme for 2023/24 has been reviewed to take account of the priorities set out in the Council Plan, the current LTP and its associated Implementation Plan, as well as ensuring the continuation of schemes that have commenced in the previous financial years and the availability of funding. For reference, the approved capital programme for 2022/23 can be accessed at the following link [Item 56 - Capital Programme for Local Transport Improvements 2022/23](#). In addition, this report should be read in conjunction with the County Council's Local Cycling and Walking Infrastructure Plan ([Item 21 – Local Cycling and Walking Infrastructure Plan](#)) and Bus Service Improvement Plan ([Item 19 – East Sussex Bus Service Improvement Plan](#)).

2.4 As part of the LTP and its Implementation Plans, and with a single budget for Local Transport and Road Safety schemes, a more robust, evidence-based prioritisation process was developed to assess requests received for all types of schemes. One of the key elements of this process involves assessing the extent to which scheme requests would meet the objectives of the LTP. These objectives include improving economic competitiveness and growth, improving safety and tackling climate change and demonstrating how our LTP and capital programme for local transport improvements can support the County Council's priority of sustainable economic growth as well as contributing towards the target of achieving carbon neutrality by 2050.

2.5 This prioritisation process has been used to assess and identify any new schemes included in this year's programme. The County Council is currently updating its Local Transport Plan with consultation in autumn 2023 and adoption programmed for early 2024. In updating the LTP, the current prioritisation process used to assess requests for schemes for potential inclusion in the capital programme is being reviewed and will need to reflect the updated LTP's emerging objectives.

Draft 2023/24 capital programme

2.6 On 7 February 2023 Full Council approved the allocation of £5.324m in the County Council's capital programme towards Local Transport Improvements in 2023/24. This comprises £4.355m of ESCC capital funding and £0.969m of development contributions. In setting the programme for 2023/24, it is proposed to allocate the full £4.355m of ESCC capital funding but only £0.902m of the £0.969m development contributions, meaning a total spend of £5.257m against the £5.324m capital allocation. The unspent development contributions would be slipped to a future financial year.

2.7 Additional external funding of Local Growth Fund monies (£2.086m) increases the overall programmed spend on implementing local transport improvements in 2023/24 to £7.343m. There are constraints on how this external funding may be used in delivering specific types of local transport improvements in specific geographical areas which have been agreed as part of business cases or bids, or, in the case of development contributions, the user provision within the section 106 Obligation or funding legal agreement. 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.

Local Growth Fund funded packages

2.8 A number of the schemes in the capital programme are to be funded from the Government's Local Growth Fund. A total of over £64m of funding has been made secured through various rounds of the Growth Fund to fund transport schemes in East Sussex.

2.9 Funding was 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:

- Hastings and Bexhill Movement and Access Package
- Eastbourne and South Wealden walking and cycling package
- Hailsham, Polegate and Eastbourne Sustainable Transport Corridor

2.10 The South East Local Enterprise Partnership has agreed the extension of certain Local Growth Fund projects being delivered beyond the end of the initial Growth Deal period of 31 March 2021. The LGF packages, which form part of the Capital Programme of Local Transport Improvements, were highlighted to the LEP as projects where spend beyond March 2021 was anticipated. Consequently, approvals have been given by the LEP to spend beyond this date and up to March 2025 at the latest.

Hastings and Bexhill Movements and Access Package

2.11 There has been significant progression on each of the schemes in the Hastings Bexhill Movement and Access Package through their development cycles over the last 3 to 4 years.

2.12 Following discussions with East Sussex Highways as each scheme has progressed on the expected out-turn costs for completing the design and delivery of each scheme, the total value of these schemes will be significantly higher than the LGF funding available.

2.13 For this reason, it is recommended that work pauses on these schemes to undertake a full scheme and programme assessment to determine which are recommended to be taken forward for final development and/or delivery in 2023/24 within the current funding envelope. Undertaking this assessment will include - considering whether there are options for descoping and/or value engineering the schemes as well as exploring other existing funding sources such as development contributions to augment the LGF funding available.

2.14 As part of this process, and in accordance with the SELEP's accountability and assurance framework, East Sussex County Council (ESCC) will need to seek approval from the LEP on the revised scope of the programme that was in the approved business case. This is likely to require a review of the economic appraisal for the revised package to ensure that it still demonstrates high value for money (VFM), or where it indicates medium VFM, that there is a strong strategic narrative for the package.

2.15 Accordingly, funding allocations against any schemes in the Bexhill and Hastings Movement and Access Package have not been included within the draft Capital Programme for Local Transport Improvements 2023/24. Following the completion of the review process, a separate report will be considered by the Lead Member at a future meeting in summer 2023 on this part of the programme.

Road Safety

2.16 Historically, the capital programme has 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. The number of specific sites identified has reduced over the years and the latest approach combines a mix of site specific and route-based interventions. As part of the Strategic Casualty Reduction Programme, targeted engineering measures will continue to be introduced in response to problems identified through the ongoing analysis of crash data. Road safety engineering work will be focussed on traffic management measures (e.g. improvements to signing and lining) and targeted engineering works at identified sites and high-risk sections of A and B roads where crashes have occurred.

2.17 An allocation of £460,000 (£300,000 allocation plus £160,000 slippage of spend from 2022/23) has been made in 2023/24 for the Road Safety Team to undertake the above Strategic Casualty Reduction Programme (£250,000) and part fund the new Speed Management Programme. Precedence will be given to those sites of highest priority that have the potential to positively impact casualty reduction. The funding may be used in conjunction with other funding, if available, to maximise this impact.

2.18 In addition, a one off allocation of £110,000 has been made within the 2023/24 programme to the Road Safety team which will supplement the initial 3 year £500,000 budget for the new Speed Management Programme which will deliver over 25 schemes across East Sussex. The Programme involves undertaking a systematic assessment of the A and B class network and identify lengths of the main road network that would benefit from a reduced speed limit. It will also check that existing speed limits are effective and producing the desired reductions in vehicle speeds. The review will identify sites of greatest need and local concern where proven traffic management measures would have a positive effect and enhance the effectiveness of the speed limits.

Community Match funded schemes

2.19 The Community Match initiative forms part of the County Council's Community Highways Project launched in June 2014, with the aim of enabling local communities to take forward local transport improvements which are important to them but not of sufficient priority to be taken forward as part of the capital programme for local transport improvements.

2.20 Following the commencement of the highways contract joint venture (JV) between Costain and Jacobs in May 2016 (East Sussex Highways), the Community Match initiative was relaunched in October 2016 and forms part of the JV's social value offering.

2.21 At present £411,000 is allocated in 2023/24 for Community Match schemes. Three schemes were considered for funding by the Lead Member for Transport and Environment at her decision-making meeting on 21 October 2022 and are presented in the draft programme attached in Appendix 1. At present, £79,250 of the Community Match scheme budget has been allocated to projects. Further applications have been received for Community Match funding and these will be presented in a report to be considered by the Lead Member later in 2023 making recommendations about which schemes should be match funded as part of the 2023/24 programme.

Consultation on draft 2023/24 programme

2.22 The draft capital programme and briefing note was circulated by email to all Councillors on 16 February 2023 for comment. Councillors were given the opportunity to speak to officers about the schemes within the programme and discuss whether they felt any schemes from previous year's programmes had been omitted in error. It was requested that any comments about the programme be reported back through their transport spokesperson. Comments received will be reported verbally at the Lead Member's decision-making meeting.

3. Conclusion and Reasons for Recommendation

3.1 The draft capital 2023/24 programme of local transport improvements represents a balanced programme of improvements which will help deliver not only the objectives of the County Council's current Local Transport Plan but also contribute to achieving the broader corporate objectives of reducing carbon emissions, supporting economic recovery and growth, and promoting health and wellbeing.

3.2 It is therefore recommended that the funding approved by County Council, development contributions and Local Growth Fund monies for the Eastbourne South Wealden Walking & Cycling Package and the Hailsham – Polegate – Eastbourne Movement and Access Corridor identified to support the programme of local transport improvements for 2023/24 be allocated to the programme of schemes set out in Appendix 1.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None

Capital Programme for Transport Improvements 2023/24.

Scheme Type	
CY	Cycling
WA	Walking
TM	Traffic Management
BI	Bus Infrastructure
PC	Pedestrian Crossing
RD	Local Road Schemes
TM	Traffic Calming and Traffic Management
LS	Local Safety Schemes
BL	Bus Priority

Key to Stages Commenced	
F	Feasibility
P	Preliminary Design
D	Detailed Design
C	Construction
PC	Post Construction

					Proposed Programme 2023-2024									
					Funding Sources			Total Funding	Stages to be commenced					
Source	Location	Title	Principal Scheme Type		ESCC	DC's/CIL	LGF		F	P	D	C	PC	
Hastings Bexhill Movement and Access Package														
					£ -	£ -	£ -	£ -						
23/24 LGF allocation								£ 2,811,000						
Variance								£ 2,811,000						

				Proposed Programme 2023-2024										
				Funding Sources			Total Funding	Stages to be commenced						
Source	Location	Title	Principal Scheme Type	ESCC	DC's/CIL	LGF		F	P	D	C	PC		

Eastbourne South Wealden Walking and Cycling package				ESCC	DC's/CIL	LGF		F	P	D	C	PC
LGF	Eastbourne	Eastbourne Walking and Cycle Network - Horsey Way Phase 1B (Cavendish Place to Ringwood Road)	CY		£ 172,000	£ 648,000	£ 820,000			■	■	
LGF	Eastbourne	Eastbourne Walking and Cycle Network - Langney Rise cycle route	CY		£ 171,000	£ 648,000	£ 819,000			■	■	
LGF	Eastbourne	Eastbourne Walking and Cycle Network- Willingdon Drove cycle route	CY			£ 25,000	£ 25,000					■
LGF	Eastbourne	Eastbourne / South Wealden cycling and walking improvements-Eastbourne Cycle Parking	CY			£ 40,000	£ 40,000				■	■
LGF	Eastbourne	Eastbourne / South Wealden cycling and walking improvements - Eastbourne town centre (station to seafront) cycle route	CY			£ 450,000	£ 450,000			■	■	
Page 18				£ -	£ 343,000	£ 1,811,000	£ 2,154,000					
				23/24 LGF allocation		£ 1,811,000						
				Variance		£ -						

Hailsham Polegate Eastbourne Movement and Access Corridor package				ESCC	DC's/CIL	LGF		F	P	D	C	PC
LFG	Polegate	Wannock Road Junction Improvements	TM			£ 100,000	£ 100,000			■	■	
LGF	Eastbourne	Eastbourne Road Bus Lane	TM			£ 175,000	£ 175,000			■	■	
				£ -	£ -	£ 275,000	£ 275,000					
				23/24 LGF allocation		£ 275,000						
				Variance		£ -						

				Proposed Programme 2023-2024								
				Funding Sources			Total Funding	Stages to be commenced				
Source	Location	Title	Principal Scheme Type	ESCC	DC's/CIL	LGF		F	P	D	C	PC
Integrated Transport Measures (ITM) Funding				ESCC	DC's/CIL	LGF		F	P	D	C	PC
ESCC	Alfriston	Alfriston Traffic Management	TM	£ 150,000			£ 150,000			■	■	■
ESCC	Battle	Battle Hill safety improvements	PC	£ 150,000	£ 150,000		£ 300,000			■	■	
LGF	Bexhill	Bexhill Bus Stop Accessibility Improvements - Bus Stop Clearways/High Access Kerbs (bus stop poles)/Bus Shelters	BI	£ 5,000			£ 5,000					■
ESCC	Bexhill	Sea Road near junction with Endwell Road	PC	£ 225,000			£ 225,000			■	■	
ESCC	Countywide	Road Safety Strategic Casualty Reduction Programme	LS	£ 460,000			£ 460,000	■	■	■	■	■
ESCC	Countywide	Road Safety - Speed Review Programme Study	LS	£ 110,000			£ 110,000	■	■			
ESCC	Countywide	Dropped kerb and tactile paving programme	WA	£ 50,000			£ 50,000	■	■	■	■	■
LGF/ESCC/Other	Eastbourne	Eastbourne town centre improvement scheme: Phase 2a	WA	£ 720,000			£ 720,000				■	
ESCC/Other	Eastbourne	Eastbourne town centre improvements: Memorial roundabout, Ring Road relocation, upgrades to bus stops on South Street; Little Chelsea feasibility study	WA/TM	£ 300,000			£ 300,000		■	■		
ESCC	Eastbourne	Eastbourne Walking and Cycle Network - seafront cycle feasibility study	CY	£ 50,000			£ 50,000	■				
ESCC	Eastbourne	Eastbourne Walking and Cycle Network - Stone Cross to Royal Parade	WA/CY	£ 50,000			£ 50,000			■		
ESCC	Eastbourne	A2290 MRN Corridor Study (Shinewater roundabout to Seaside roundabout)	WA/CY/BL/TM/RD	£ 100,000			£ 100,000		■			
ESCC	Hailsham	Ersham Road/Diplocks Way/South Road junction	TM		£ 200,000		£ 200,000		■	■		
ESCC	Hailsham	A22 Junction Improvements (Hailsham & Stone Cross section)	WA/CY/BI/TM/RD	£ 100,000			£ 100,000			■		
ESCC	Hailsham	Movement and Access Strategy for Hailsham and Hellingly (MASHH2)	WA/CY/BI/TM	£ 50,000			£ 50,000	■	■			

				Proposed Programme 2023-2024								
				Funding Sources			Total Funding	Stages to be commenced				
Source	Location	Title	Principal Scheme Type	ESCC	DC's/CIL	LGF		F	P	D	C	PC
ESCC	Hastings	A259 Bus Improvements - Phase 3 (additional funding)	BI	£ 50,000			£ 50,000			■		
LGF	Hastings	Hastings Bus Stop Accessibility Improvements - Bus Stop Clearways/High Access Kerbs (bus stop poles)/Bus Shelters	BI	£ 5,000			£ 5,000					■
ESCC	Hastings	Hastings The Ridge bus stops phase 2	BI		£ 30,000		£ 30,000		■	■		
ESCC	Lewes	Lewes Walking and Cycling Network - Cycle route 90	CY	£ 70,000			£ 70,000		■	■		
ESCC	Lewes	Prison crossroads Lewes signal study	TM	£ 10,000			£ 10,000	■				
ESCC	Newhaven	Avis Road Newhaven Traffic Management	TM	£ 40,000			£ 40,000	■				
ESCC	Newhaven / Peacehaven	A259 South Coast Corridor Study and Transport Model	TM	£ 400,000			£ 400,000	■	■			
ESCC	Rotherfield	Rotherfield HGV Traffic Management Phase 2	TM	£ 60,000			£ 60,000		■	■		
ESCC	Rye	Rye Greenway bridge	WA/CY	£ 25,000			£ 25,000	■	■			
ESCC	Seaford	Seaford Sutton Avenue - 20 mph options review	TM	£ 30,000			£ 30,000		■			
ESCC	Uckfield	Uckfield Phase 3 Bus Station	BI	£ 445,000	£ 55,000		£ 500,000				■	■
ESCC	Wadhurst	High Street Improvements	TM	£ 50,000	£ 69,000		£ 119,000		■	■	■	
				£ 3,705,000	£ 504,000	£ -	£ 4,209,000					

Staff Recharges - including Road Safety Audit costs	£ 450,000		£ -	£ 450,000
Programme Management - East Sussex Highways	£ 200,000		£ -	£ 200,000

				Proposed Programme 2023-2024										
				Funding Sources			Total Funding	Stages to be commenced						
Source	Location	Title	Principal Scheme Type	ESCC	DC's/CIL	LGF		F	P	D	C	PC		

External funding				ESCC	DC's/CIL	LGF		F	P	D	C	PC
Devpt Cont	Crowborough	Crowborough Pedestrian Crossing Improvements	PC		£ 5,000		£ 5,000					■
Devpt Cont	Polegate	Polegate High Street - pedestrian improvement and 20mph zone study	WA/CY/TM		£ 50,000		£ 50,000			■		
				£ -	£ 55,000	£ -	£ 55,000					

TOTAL	£	4,355,000	£	902,000	£	2,086,000	£	7,343,000
23/24 ITM allocation	£	4,355,000						
Variance	£	-						

Community Match Schemes				ESCC	DC's/CIL	LGF		F	P	D	C	PC
ESCC CM	Burwash	Traffic calming measures	RS	£ 50,000.00	£ 25,000.00		£ 75,000			■	■	
ESCC CM	Plumpton	Plumpton Community Match safety improvement	RS	£ 4,250.00			£ 4,250			■	■	■
ESCC CM	Robertsbridge	Robertsbridge Community Match dropped kerbs and lining scheme	RS	£ 5,000.00			£ 5,000			■	■	■
ESCC CM	Frant	Frant S278 grant pedestrian crossing	RS	£ 20,000.00			£ 20,000					
				£ 79,250	£ 25,000		£84,250					

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