

Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 20 March 2017

By: Director of Communities, Economy and Transport

Title: Capital Programme for Local Transport Improvements 2017-18

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

RECOMMENDATIONS: The Lead Member is recommended to agree:

- (1) The programme of local transport improvements for 2017/18 set out in Appendix 1 to this report; and
 - (2) The allocation of County Council capital funding, development contributions and Local Growth Fund monies towards specific improvements identified in the 2017/18 programme.
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1. Background

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 2017/18. 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 through the South East Local Economic Partnership. 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 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 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 was approved by the Lead Member for Transport and Environment at his decision making meeting on 14 March 2016. The content of the Capital Programme for Local Transport Improvements is consistent with the second LTP Implementation Plan.

2.3 The programme for 2017/18 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 prioritisation framework was approved by the Lead Member for Economy, 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. Following the outcomes of the prioritisation process, a number of new schemes have been included in the 2017/18 draft programme.

2.6 The amount of County Council funding in the current approved capital programme for Integrated Transport in 2017/18 amounts to £2.75m. This allocation was approved by County Council on 7 February 2017. Additional external funding, such as development contributions and Local Growth Fund monies, increase the overall level of funding available to implement local transport improvements in the agreed programme by £5.790m in 2017/18. 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.

2.7 A number of the schemes in the capital programme are to be funded from the Government's Local Growth Fund. A total of £66.1m of funding has been made available from Rounds 1, 2 and 3 of the Growth Fund for transport schemes in East Sussex to fund transport projects in East Sussex up to 2020/21. 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 (e.g., Queensway Gateway Road, North Bexhill Access Road, Newhaven Port Access Road) required to unlock housing and/or employment sites; 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 Movement and Access Package (this comprises previous allocations for the junction improvement and walking/cycling packages)

2.8 These packages of local transport improvements will be delivered through the capital programme for local transport improvements in a phased approach, with the majority of the funding having been allocated in the years between 2017/18 and 2020/21.

2.9 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 2017/18. 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.

2.10 The draft capital programme was circulated to all Councillors on 10 February 2017 for comments. The comments received from Councillors were considered at a Cross Party Member Panel, consisting of Councillors Stogdon, St Pierre, Pursglove and O'Keeffe held on 20 February 2017. 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 the Lead Member decision making meeting on 20 March 2017. The draft programme reflects the outcomes of the discussions at the Member Panel.

3. **Conclusion and Reason for Recommendation**

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. I therefore recommended that the funding approved by County Council, development contributions and Local Growth Fund monies identified to support the programme of local transport improvements for 2017/18 be allocated to the programme of schemes set out in Appendix 1

RUPERT CLUBB

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None