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| <b>Report to:</b>       | <b>Lead Cabinet Member for Transport and Environment</b>   |
| <b>Date of meeting:</b> | <b>23 March 2015</b>   |
| <b>By:</b>              | <b>Director of Communities, Economy and Transport</b>  |
| <b>Title:</b>           | <b>Capital Programme of Local Transport Improvements 2015/16</b>   |
| <b>Purpose:</b>         | <b>To seek approval for the proposed allocation of funds to a specific programme of local transport improvements</b> |

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***RECOMMENDATIONS:*** The Lead Member is recommended to agree:

- (1) The programme of local transport improvements for 2015/16 set out in Appendix 1 to this report; and**
  - (2) The allocation of County Council capital funding towards specific improvements identified in the 2015/16 programme.**
  - (3) The specific allocation of £13,000 of capital funding to undertake remedial works at two bus stops outside St George's Park, Ditchling Common, which were the subject of a petition presented at County Council on 10 February 2015.**
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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 2015-16. 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 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 LTP of supporting sustainable economic growth and improving safety, health and security for 5 year time periods over its lifetime. The first Local Implementation Plan was approved by the Lead Member for Economy, Transport and Environment on 30 January 2012.

2.3 The programme for 2014/15 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 ESCC funding in local transport improvements in these priority investment areas.

2.5 As part of the LTP Implementation Plans, 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 agreed 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.

2.6 The amount of County Council funding in the current approved capital programme for Integrated Transport in 2015-16 amounts to £2.1m. This allocation was approved by County Council on 10 February 2015.

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 £2.336m in 2014/15. 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 A number of the schemes in the programme are to be funded from the Government's Local Growth Fund. A total of £66.1m of funding has been made available from Round 1 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 the 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 with an initial Local Growth Fund allocation of £600,000 that is available in 2015/16. A capital allocation of £643,000 has been made from ESCC capital reserves to assist with the scheme development costs associated with these LGF funded schemes which will be topped up using development contributions.

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 focused 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 2015/16. The precise locations of the sites are still in the process of being identified and will include a review of most recent crash data.

2.11 The draft programme was circulated to all Councillors in February 2015 for comments. The comments received from Councillors were considered at a Cross Party Member Panel, consisting of Councillors Maynard, Stogdon, St. Pierre, Hodges and Pursglove held on 18 February 2014. The purpose of the Member Panel was to review the draft programme included in Appendix 1 to this report and advise on its content prior to the Lead Member Meeting on 23 March 2015.

2.12 At the meeting of the County Council on 10 February 2014, Councillor Sheppard presented a petition calling on the County Council to provide kerbs of adequate height and specification at the bus

stops outside the entrance to St George's Park, Ditchling Common to enable wheel chair users to board and to alight from buses without the use of a ramp, and to include the necessary work within the 2015/16 Capital Programme for Local Transport Improvements. Since October 2014, there has been an ongoing dialogue involving the Lead Petitioner, the local County and District Councillors and St Georges Park about this issue and a specific funding allocation of £13,000 has been made in the draft capital programme included in Appendix 1 to undertake the necessary works.

### **3. Conclusion and Reason for Recommendation**

3.1 The draft 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. It is therefore recommended that the funding approved by County Council to support the programme of local transport improvements for 2014/15 be allocated to the schemes as outlined in Appendix 1 to this report.

#### **RUPERT CLUBB**

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

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#### LOCAL MEMBERS

All

#### BACKGROUND DOCUMENTS

None

