

EAST SUSSEX
LOCAL TRANSPORT PLAN 4
(2024 - 2050)

DRAFT FINAL INVESTMENT PLAN

Version 2
September 2024

Contents

Contents	2
1. Introduction.....	3
2. Delivering the plan.....	4
Introduction.....	4
Investment Priority - Geography	4
Investment Priorities - Development Stages	5
Scheme/Policy progression through Development Stages.....	6
3. Roles and responsibilities in delivery	7
Key organisations	7
Engagement and consultation	10
Governance	10
4. Investment Priorities	11
Types of priority investment	11
Strategic priorities.....	13
Local priorities	15
Cross-cutting priorities.....	30
5. Funding and financing	38
Types of funding	38
Sources of funding	39
Highways Maintenance & Integrated Transport annual government grant allocation..	39
Active Travel.....	39
Bus	40
Rail	41
Road / Highway improvements	41
Development funding.....	42
Highway Maintenance Funding	43
Other Funding sources.....	43
Future sources of funding.....	43
6. Measuring Success.....	45
Appendix 1 - Short-term priorities	46

1. Introduction

1.1 The Investment Plan sets out East Sussex County Councils and their partners ambitions for delivering the policies and investment priorities in both urban and rural areas, presented to achieve the four thematic aspirations of the fourth East Sussex Local Transport Plan (LTP4).

1.2 The Investment Plan is split into five sections:

- **Delivering the plan** - sets out the proposed Investment Plan priorities and the scheme development stages.
- **Roles and responsibilities in delivery** - identifies the key delivery partners and their role to enable the successful delivery of scheme priorities identified in the LTP4.
- **Investment priorities** - outlines identified schemes and the types of schemes that the County Council and key partners wish to deliver, subject to funding being secured.
- **Funding and financing** - presents the funding challenges and opportunities associated with the identified priorities.
- **Measuring Success** - sets out how LTP4 and its Investment Plan will be monitored and evaluated. It also outlines monitoring and evaluation for individual schemes.

2. Delivering the plan

Introduction

- 2.1 To demonstrate how the LTP4 strategy can be realised, an investment plan has been developed which outlines the investment priorities, subject to funding being secured by the County Council and its partners, and policies we propose for delivery in both urban and rural areas over the life of the plan. Priorities are either geographically specific or county wide cross cutting interventions or initiatives, which will help deliver the investment priorities.
- 2.2 Geographically specific priorities are focussed on delivering improvements to users along a particular transport corridor or in a given location (e.g. town / village centre or rural community), or for users travelling to, from and within East Sussex.
- 2.3 County wide cross cutting interventions or initiatives, including active travel initiatives, multi modal opportunities for freight, and national road pricing may be rolled out appropriately across the East Sussex region.
- 2.4 Investment priorities are often defined in more detail within the modal strategies associated with the LTP, these include:-
- Local Cycling and Walking Infrastructure Plan,
 - Bus Service Improvement Plan,
 - Rail Strategy,
 - Freight Strategy, and
 - Electric Vehicles Strategy.

Investment Priority - Geography

- 2.5 The Investment priorities (outlined in section 3) are presented in the context of the four LTP4 geography types:
1. Regional Long Distance.
 2. Moving east-west along the coast.
 3. Urban Coastal.
 4. Rural and market towns.
- 2.6 The investment priorities are set out according to whether these are strategic transport schemes (i.e. support longer distance travel) or local schemes (i.e. support improvements within a local centre or village). In addition, cross-cutting priorities are also set out where investment priorities or interventions straddle across both strategic and local priorities.

2.7 For each type of priority or intervention/initiative the following is identified:

- Scheme or priority name.
- Potential investment and/or interventions.
- Development timescales for study, develop and deliver over the short-term (2024 to 2029), medium-term (2030 to 2039) and/or long-term (2040 to 2050).
- Applicable geography type(s).
- Applicable LTP4 theme(s).

Links to further information (e.g. other strategies or policies)

2.8 It is important to note that progress in undertaking the various stages of scheme development will be dependent on the availability of national, regional and local funding, and the County Council and their partners ability to secure funding.

Investment Priorities - Development Stages

2.9 Under the stages of development, the following three stages have been identified. It is important to note that these stages and their timing will be dependent on funding to bring investment and/or intervention priorities forward.

- **Study** - where there is none or limited existing evidence which explores the potential feasibility of the intervention, including the benefits. Key stakeholder engagement can play a key role in advancing the strategic case for investment, identifying objectives, desired outputs and outcomes and work with key delivery partners to explore the idea further to advance the scheme to development stage. This stage is similar to the contents of a Strategic Outline Business Case for larger scale schemes.
- **Develop** - feasibility studies have been undertaken into the potential benefits of the scheme, however, there is a need for greater development of the business case of the scheme or intervention.
- **Deliver** - strong business case evidence has already been developed with strong stakeholder support. There is an identified funding route for delivery. There are few risks identified which have yet to be mitigated.

2.10 Developing a scheme may include further stages of design (pre - liminary, detailed design) supported by appropriate engagement and consultation, analytical work to strengthen the strategic case, economic case, identifying funding opportunities and conducting greater technical assessment of the scheme (assessing deliverability risks and environmental impacts), such that the scheme is ready for delivery. This stage is similar to the contents of an Outline Business Case for larger scale schemes.

2.11 There has been consideration of how to integrate blue and green infrastructure and wider East Sussex County Council environmental and social policy with scheme delivery, informed by the Integrated Impact Assessment. This stage is similar to the contents of a Full Business Case for larger scale schemes.

Scheme/Policy progression through Development Stages

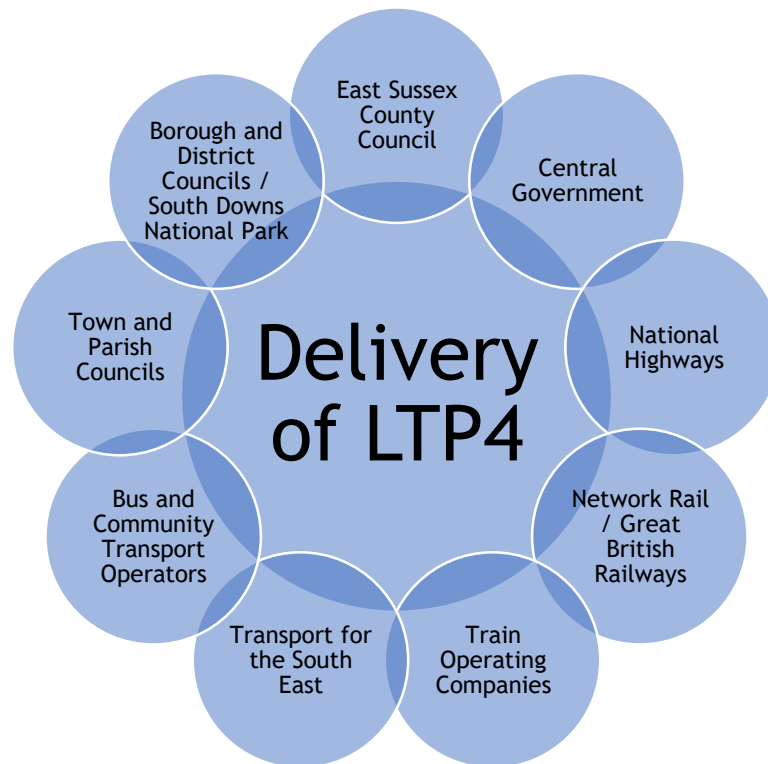
- 2.12 There will be investment priorities which can be studied, developed and/or delivered within the short term of the next five years (2024 - 2030).
- 2.13 Likewise, there are priorities where partners can only study and/or sufficiently develop a pipeline of schemes that are ready for delivery, given timescales for and other deliverability constraints, are unlikely to commence or be fully delivered in the short-term. For example, schemes could include railway schemes where the nature of industry funding cycles mean enhancements presented in the LTP are unlikely to be considered for delivery in the next Rail Network Enhancements Pipeline Period and, therefore, at earliest will be delivered in Control Period 8 (2029-2034) or later.
- 2.14 Also, some schemes are unlikely to involve any short-term actions (e.g. by 2030). This is because they will rely on other schemes to be delivered, be reliant on national policy or technological advances, or require significant funding to be made available before a scheme can be studied or developed.
- 2.15 Section 3 of the Investment Plan sets out the current investment priorities for the timescales of the plan, up to 2050. Appendix ... outlines the proposed implementation plan in the short term (2024 - 2030).

3. Roles and responsibilities in delivery

3.1 No single organisation will be solely responsible for delivering the East Sussex LTP. Across the county multiple organisations have different responsibilities for provision of transport infrastructure and services, spatial planning and economic development, all of which shape our communities influence how people travel and how goods are moved.

3.2 This is summarised in the diagram below:

Figure 11: Summary of roles and responsibilities in delivery



□

Key organisations

East Sussex County Council

3.3 The Investment Plan identifies investment priorities where the County Council will play a key lead role in delivering schemes, and where they will play a coordination or other key role.

3.4 Through development of the LTP, the County Council will play a role in setting the governance structures by which schemes are delivered and undertake the programme management role. This may include scheme prioritisation, government and stakeholder engagement, project management, monitoring and evaluation.

3.5 East Sussex County Council will also play an advocacy role on all schemes, supporting pre-feasibility work, identifying funding and likely appropriate delivery partners, and other key stakeholders. They will, and work with these partners, for onward business case and scheme development and support to applications and bids to secure funding.

3.6 Roles and responsibilities of other key agencies identified for delivery of identified schemes and policies are summarised below.

Central Government

3.7 Central government will play a significant role in delivering many of the packages of interventions and investment priorities in this plan. This includes the Department for Transport, but also other government departments and their agencies (e.g. National Highways, Active Travel England). Central Government's role will include:

- setting national policy for wide-ranging topics including climate change and new technology regulation.
- setting investment and business case development frameworks to guide the planning and delivery of interventions.
- guiding the development and delivery of nationally significant infrastructure and networks (e.g. through setting National Policy Statements).
- regulating the transport system (including economic and safety regulation).
- in some cases, funding interventions.

Network Rail, Great British Railways and rail operators

3.8 The British rail industry is currently undergoing one of the most significant periods of structural reform of the last three decades. In the immediate future, it is assumed that the Department for Transport will continue to outline the strategy for the rail network. Network Rail will continue in its role as infrastructure manager for the rail network, and that train operating companies will continue to deliver passenger or freight rail services. However,

3.9 In the short- to medium term, we expect Network Rail's strategic and planning functions (along with other industry functions) will merge into a new government agency, Great British Railways. This new agency will lead the future development of the rail network in Great Britain and specify future infrastructure and service needs, and lead delivery of the strategic rail schemes identified to deliver service enhancements which improve connectivity within, to and from East Sussex and to other regions.

3.10 Train operating companies operate the passenger train services on the rail network, set timetables and manage railway stations. Freight operating companies operate the freight services that operate on the rail network.

Bus and community transport operators

3.11 Bus and community transport operators play a key role in moving people around our communities and run services within and to/from our villages and towns providing people access to/for employment, education, training, shopping and leisure.

3.12 Many bus services are operated commercially (at the operators risk), with some services receive financial support (usually from local authorities) to operate.

National Highways

3.13 National Highways will lead the development and delivery of highway interventions on the strategic road network (SRN), which in East Sussex the SRN includes:

- A21 north of Hastings to the border with Kent (A21 in Hastings borough is the responsibility of East Sussex County Council)
- A26 between Lewes and Newhaven.
- A27 between Falmer and Pevensey (Pevensey Bay roundabout)
- A259 from Pevensey (Pevensey Bay roundabout) to the east of Rye (except through Hastings borough which is the responsibility of East Sussex County Council).

3.14 They will also support interventions where the Strategic Road Network interfaces with local transport authority highways. National Highways will utilise their internal project control framework to develop the business cases for highways interventions.

District / borough councils and South Downs National Park Authority

3.15 District and borough councils and the South Downs National Park Authority, as local planning authorities (LPA's), have a very significant role to play in delivering this plan. The County Council will ensure that the key principles of LTP4 are embedded within the respective Local Plans (and any subsequent reviews), to ensure developments are joined up, efficient and are well connected by walking, wheeling and cycling and by public transport, which supports the development of healthy and sustainable places.

3.16 The LPA's in their role and through the development management process, are able to secure transport infrastructure improvements through development contributions (s106 and Community Infrastructure Levy) which can be utilised to deliver transport infrastructure.

Local communities (town and parish councils, local communities and modal user groups)

3.17 Town and parish councils, local communities and user groups are the main users of transport and benefit most from the investment and improvements in our networks. These groups are also the best voices to advise delivery partners what their local community or modal user groups want to see in terms of new transport infrastructure, networks and behaviour change initiatives.

3.18 Town and parish councils play an important role at the most local levels. They are consulted on East Sussex County Councils plans for transport and work in partnership to inform updated Neighbourhood Plans, which can include local infrastructure and connections that will benefit their local areas, which in turn feed into Local Plans.

3.19 Local communities, residents and user groups also contribute to helping shape scheme development proposals through engagement sessions, whether this be through collaborative design or consultation events/surveys.

Private sector and third parties

- 3.20 Private sector partners and third parties provide important assets, operations, funding, and insights; as well as being key planning and delivery partners.
- 3.21 The private sector may be involved in the delivery of interventions, including the renewal and maintenance, where the private sector or non-governmental organisations (e.g. Sustrans), have the expertise in delivering specific outputs which cannot exist in the public sector alone.
- 3.22 Land and other asset owners alongside developers, as highlighted under the ‘District and Borough Councils’ section, may deliver infrastructure and services identified in Local Plans and their Infrastructure Delivery Plan’s or provide contributions as part of planning permissions linked to development.
- 3.23 The private sector may be involved in operating and maintaining public transport services, operate rail, bus and other shared mobility services.

Engagement and consultation

- 3.24 The plan’s ‘golden thread’ of equality and inclusion does not apply solely to the design and delivery of schemes and initiatives. With a ‘planning for people and places’ approach, inclusive engagement will be a key driver in this plan.
- 3.25 Proactive and inclusive engagement will be integrated from the outset of scheme identification and development to enable everyone to have a voice , including those who do not usually participate in consultations. We will bring together communities and/or stakeholders to co-design particular types of schemes, for example school streets, that they want to see come forward within their local community.

Governance

- 3.26 We will establish appropriate governance to oversee the development, delivery and benefits realisation arising from schemes and policies included in this strategy.
- 3.27 This will utilise the stakeholder groups established as part of the development of LTP4 and which will support the monitoring of the strategy and investment plan.

4. Investment Priorities

4.1 In order to support the delivery of the four thematic ambitions of the fourth East Sussex Local Transport Plan (LTP4), this section firstly sets out identified priorities or the types of priorities (scheme(s) that the County Council and their partners will seek funding for to enable these to be studied, developed and delivered over the life of the plan.

4.2 Secondly, a list of priorities is presented showing those that the County Council and their partners seek to study, develop and/or deliver in the short-term (over the next five years to 2030).

4.3 The potential list of investment priorities outlined in this plan are not exhaustive. As LTP4 is a live document, other investment priorities will and are likely to emerge and be supported through the development and delivery process as appropriate.

4.4 Investment priorities detailed within this section are intentionally presented as a high-level overview. It is important to note that as these investment priorities progress through the study, develop and deliver scheme stages the level of available detail will increase, priorities will become more defined through the consideration of options, and a preferred and deliverable option confirmed.

4.5 Where appropriate we have signposted to modal strategies and other locations where further information on scheme types are outlined these include, and are not limited to, the following:

- [TfSE Strategic Investment Plan](#)
- [East Sussex Local Cycling and Walking Infrastructure Plan](#)
- [Bus Service Improvement Plan](#)
- [Rail Strategy](#)
- [Electric Vehicle Strategy](#)
- Freight Strategy
- Local Planning Authority Local Plans and Infrastructure Delivery Plans ([Eastbourne](#), [Hastings](#), Lewes, [Rother](#), [South Downs National Park](#) and [Wealden](#))

4.6 In their role of co-ordination for the delivery of LTP4, the County Council will maintain a schedule of identified investment priorities and those being progressed through the study, develop and deliver stages. These schedules will be updated in collaboration with key LTP4 development and delivery partners and summarised within future LTP4 monitoring reports.

Types of priority investment

4.7 This section of the Investment Plan presents the potential investment priorities. Different investment areas are presented within three broad groups based on the geography types identified in the Local Transport Plan strategy. These groups are:

- **Strategic priorities** - typically geography types 1 (regional long distance) and 2 (moving east-west along the coast). Schemes in this group are primarily intended to facilitate and improve longer distance journeys (i.e. those across the length of the county (north-south or east-west) or those which cross the local authority border as part of a regional trip.

The modal focus of strategic priorities is towards highway (car, van, freight) and rail trips, along with longer distance trips undertaken by people walking, wheeling and cycling and using Public Transport. Key partners will include East Sussex County Council, District and Borough Councils, National Highways and neighbouring local authorities.

- **Local priorities** - typically geography types 3 (urban coastal) and 4 (rural and local centres). Schemes in this group are seeking to facilitate and improve shorter trips within a community, town/village or between neighbouring towns/villages.

Investment priorities here are those within local communities, either to support the efficient movement of transport or to provide new and improved connectivity between residential areas and places people need or want to access. The modal focus of local priorities is towards walking, wheeling, cycling trips and using public transport trips. These priorities are also likely to have a larger emphasis on creating a sense of place. Key partners will include East Sussex County Council, District and Borough Councils, and bus operators.

- **Cross cutting priorities** - these schemes and interventions straddle both strategic and local priorities, typically covering one or both of geography type 1 and 2, and one or both of geography types 3 and 4. Accordingly, these schemes / interventions facilitate and improve both longer and shorter distance trips.

The modal focus of these cross-cutting priorities is across all modes and will ensure consistency in the approaches to the delivery of interventions or initiatives. Key partners will include East Sussex County Council, District and Borough Councils, National Highways, Network Rail, bus and train operators and local communities.

Strategic priorities

Name	SP01: Strategic Priorities - Walking, Wheeling and Cycling
Potential investment	<ul style="list-style-type: none"> • A21 Hastings to Tunbridge Wells • A259 Eastbourne to Hastings • Avenue Verte (London to Paris via Newhaven) alternative route • Crowborough to Tunbridge Wells • Hastings to Ashford • National Cycle Network (NCN) 90 Hailsham/Polegate to Brighton
Development timescales	<ul style="list-style-type: none"> • Study - Short-term • Develop - Short- and medium-term • Deliver - Short- and medium-term
Key partners	<p>Leads</p> <ul style="list-style-type: none"> • Active Travel England • Sustrans • East Sussex County Council <p>Supporting partners</p> <ul style="list-style-type: none"> • District and Borough Councils • Neighbouring local authorities
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> • Local Cycling and Walking Infrastructure Plan

Name	SP02: Strategic Priorities - Highway
Potential investment	<ul style="list-style-type: none"> • A21 Flimwell and Hurst Green Improvements • A21 Kippings Cross to Lamberhurst • A21 Safety enhancements • A22 Maresfield to East Grinstead • A22 Hailsham to Uckfield • A22 Uckfield bypass improvements • A26 Newhaven to Lewes • A27 Falmer Junction enhancements • A27 Lewes to Polegate • A259 East of Rye (level crossing removal) • A259 Eastbourne to Brighton
Development timescales	<ul style="list-style-type: none"> • Study - Short-, medium- and long-term • Develop - Short-, medium- and long-term • Deliver - Short-, medium- and long-term
Key partners	<p>Leads</p> <ul style="list-style-type: none"> • National Highways (Strategic Road Network) • East Sussex County Council (Major and Local Road Network) <p>Supporting partners</p> <ul style="list-style-type: none"> • District and Borough Councils • Neighbouring Local Authorities • South Downs National Park
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> • Government Roads Investment Strategy • Transport for the South East Strategic Investment Plan • Local Plans and Infrastructure Delivery Plans

Local priorities

Name	LP01: Local Priorities - Walking, Wheeling, Cycling
Potential investment	<ul style="list-style-type: none"> • Enhancements in and around Battle • Enhancements in and around Bexhill • Enhancements in and around Eastbourne • Enhancements in and around Hastings • Enhancements in and around Lewes • Enhancements in and around Peacehaven, Newhaven and Seaford • Enhancements in and around Rye • Enhancements in and around the South Downs • Accessing the Cuckoo Trail • Review rights of way, bridleways • Rural quiet lanes • Enhancing active connectivity between Uckfield and Heathfield
Development timescales	<ul style="list-style-type: none"> • Study - Short- and medium-term • Develop - Short-, medium- and long-term • Deliver - Short-, medium- and long-term
Key partners	<p>Leads / Supporting partners</p> <ul style="list-style-type: none"> • District & Borough Councils • East Sussex County Council • South Downs National Park Authority • Sustrans
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> • Local Cycling & Walking Infrastructure Plan • Rights of Way Improvement Plan

Name	LP02: Local Priorities - multimodal
Potential investment	<ul style="list-style-type: none"> • A259 Peacehaven-Newhaven-Seaford corridor • Area based traffic management schemes • Redesign of road space • Review of active travel crossings • Review of speed limits
Development timescales	<ul style="list-style-type: none"> • Study - Short-, medium-term • Develop - Short-, medium-term • Deliver - Short-, medium- and long-term,
Key partners	<p>Leads</p> <ul style="list-style-type: none"> • East Sussex County Council <p>Supporting partners</p> <ul style="list-style-type: none"> • District and Borough Councils
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> • Bus Service Improvement Plan • Local Cycling and Walking Infrastructure Plan

Name	LP03: Local Priorities - Bus
Potential investment	<ul style="list-style-type: none"> • Bus service enhancements • Bus priority measures • Dynamic and demand responsive travel
Development timescales	<ul style="list-style-type: none"> • Study - Complete (regularly review) • Develop - Complete (regularly review) • Deliver - Complete (regularly review)
Key partners	<p>Leads / Supporting partners</p> <ul style="list-style-type: none"> • Bus operators • Community transport operators • East Sussex County Council
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> • Bus Service Improvement Plan

Name	LP04: Bus service funding
Potential investment	<ul style="list-style-type: none"> Financial support (subsidies) for transport operators
Development timescales	<ul style="list-style-type: none"> Study - Completed Develop - Ongoing (regularly review) Deliver - Ongoing (regularly review)
Key partners	<p>Leads</p> <ul style="list-style-type: none"> Bus operators East Sussex County Council Others who provide funding to bus services <p>Supporting partners</p> <ul style="list-style-type: none"> District & Borough Councils South Downs National Park Authority Town and Parish Councils
Applicable Geography type(s)	<ol style="list-style-type: none"> Regional long distance Moving east-west along the coast Urban coastal Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> Bus Service Improvement Plan

Name	LP05: Supporting lower public transport fares
Potential investment	<ul style="list-style-type: none"> • Lower fares for bus passengers
Development timescales	<ul style="list-style-type: none"> • Study - Completed • Develop - Ongoing (regularly review) • Deliver - Ongoing (regularly review)
Key partners	<p>Leads</p> <ul style="list-style-type: none"> • National government • Bus operators, • East Sussex County Council <p>Supporting partners</p> <ul style="list-style-type: none"> • Rail operators (passenger)
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> • Bus Service Improvement Plan

Name	LP06: Integrated transport opportunities
Potential investment	<ul style="list-style-type: none"> • Car clubs • Community hubs • Customer experience improvements at travel interchanges / mobility hubs • Cycle, e-cycle, scooter and e-scooter hire schemes • Cycle parking and hubs • Integrated public transport timetables, fares and ticketing • Mobility as a service initiative • Park and Ride • Travel interchanges / mobility hubs
Development timescales	<ul style="list-style-type: none"> • Study -Short- and medium-term • Develop - Short- and medium-term • Deliver - Short- and medium-term
Key partners	<p>Leads</p> <ul style="list-style-type: none"> • Bus operators • East Sussex County Council • Network Rail • Rail operators (passenger and freight) • <p>Supporting partners</p> <ul style="list-style-type: none"> • District and Borough councils • South Downs National Park Authority
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> • Bus Service Improvement Plan • Local Cycling Walking and Infrastructure Plan • Rail Strategy • Local Plans and Infrastructure Delivery Plans

Name	LP07: Future Mobility schemes
Potential investment	<ul style="list-style-type: none"> • Ensuring future mobility is accessible to everyone • Future mobility initiatives
Development timescales	<ul style="list-style-type: none"> • Study -Short-, medium- and long-term • Develop - Short-, medium- and long-term • Deliver - Short-, medium- and long-term
Key partners	Leads / Supporting partners <ul style="list-style-type: none"> • East Sussex County Council • District and Borough Councils • Other partners as required
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> • Bus Service Improvement Plan • Electric Vehicle Strategy • Freight Strategy • Local Cycling & Walking Infrastructure Plan • Rail Strategy • Local Plans and Infrastructure Delivery Plans

Name	LP08: Streetscapes and public realm
Potential investment	<ul style="list-style-type: none"> • Public spaces and placemaking • Streetscape and public realm improvements
Development timescales	<ul style="list-style-type: none"> • Study - Short-term • Develop -Short- and medium-term • Deliver - Short- and medium-term
Key partners	Leads / supporting partners <ul style="list-style-type: none"> • District and Borough Councils • East Sussex County Council
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	A - Tackling climate change and enhancing our local environment B - Safer, healthier and more active travel C - Integrated and accessible transport D - Keeping East Sussex connected
Further information	<ul style="list-style-type: none"> • Local Cycling and Walking Infrastructure Plan • Local Plans and Infrastructure Delivery Plans

Name	LP09: Local Priorities - Highway
Potential investment	<ul style="list-style-type: none"> • A22/A2290 Eastbourne Package • A2101 Corridor Package (Hastings) • A2270 Corridor Package (Eastbourne)
Development timescales	<ul style="list-style-type: none"> • Study - Short-and medium-term • Develop - Short-and medium-term • Deliver - Short- and medium term
Key partners	<p>Leads</p> <ul style="list-style-type: none"> • East Sussex County Council <p>Supporting partners</p> <ul style="list-style-type: none"> • District and Borough Councils
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> • Bus Service Improvement Plan • Local Cycling and Walking Infrastructure Plan • Local Plans and Infrastructure Delivery Plans

Name	LP10: Assets - planning maintenance and renewal
Potential intervention / investment	<ul style="list-style-type: none"> • Asset management plans by East Sussex County Council • Asset Management plans by National Highways • Asset Management (Maintenance and Renewals) plans by Network Rail • Asset Management plans by Sustrans • Asset Management plans by local Borough / District Councils (e.g. promenades, off-highway walking and cycle routes - Cuckoo Trail etc)
Development timescales	<ul style="list-style-type: none"> • Study -Short-term (regularly review) • Develop - Short-term (regularly review) • Deliver - Short-term (regularly review)
Key partners	<p>Leads / Supporting partners</p> <ul style="list-style-type: none"> • East Sussex County Council • National Highways • Network Rail • Sustrans • Local Borough / District Councils
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	

Name	LP11: Parking and access
Potential intervention	<ul style="list-style-type: none"> • Dynamic parking tariffs • Emissions based vehicle access and parking • Managing off-street parking supply • Managing on-street parking supply • Parking enforcement • Reassessment of parking requirements (new developments) • Reassessment of resident parking zones • Workplace parking levy
Development timescales	<ul style="list-style-type: none"> • Study - Short-term (regularly review) • Develop - Short-term (regularly review) • Deliver - Short-term (regularly review)
Key partners	<p>Leads / Supporting partners</p> <ul style="list-style-type: none"> • East Sussex County Council • District and Borough Councils • Private car park operators • Developers
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	

Name	LP12: Travel behaviour
Potential intervention	<ul style="list-style-type: none"> • Travel behaviour change and training programmes • Travel plans
Timescales	<ul style="list-style-type: none"> • Study - Short-term • Develop - Short-term (regularly review) • Deliver - Short-term (regularly review)
Key partners	<p>Leads / supporting partners</p> <ul style="list-style-type: none"> • East Sussex County Council • District and Borough Councils • Developers <p>Supporting partners</p> <ul style="list-style-type: none"> • Organisations such as Sustrans, Living Streets
Applicable Geography Type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable Theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> • Local Cycling and Walking Infrastructure Plan • Travel Plans for Development guidance

Name	LP13: Local Planning
Potential intervention	<ul style="list-style-type: none"> • Freight consolidation centres • Integrated transport and spatial planning • Local plans to allocated sites for freight consolidation • Sustainable last mile movement
Development timescales	<ul style="list-style-type: none"> • Study - Short-term • Develop - Short-term • Deliver - Short-term
Key partners	<p>Leads / Supporting partners</p> <ul style="list-style-type: none"> • District and Borough Councils • Developers • Development site operators • East Sussex County Council • Freight operators
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> • Eastbourne Local Plan and Infrastructure Delivery Plan • Hastings Local Plan and Infrastructure Delivery Plan • Lewes Local Plan and Infrastructure Delivery Plan • South Downs Local Plan and Infrastructure Delivery Plan • Rother Local Plan and Infrastructure Delivery Plan • Wealden Local Plan and Infrastructure Delivery Plan • Freight Strategy

Name	LP14: Digital
Potential investment	<ul style="list-style-type: none"> • Digital connectivity for our rural and urban communities • Optimisation operations (rail and highways) • Passenger experience - real time information, Wi-Fi, mobility as a service • Traffic flow optimisation
Development timescales	<ul style="list-style-type: none"> • Study - Short-term • Develop - Short-term • Deliver - Short-term
Key partners	<ul style="list-style-type: none"> • Bus operators • District and Borough Councils • East Sussex County Council • National Highways • Network Rail • Train operators (passenger)
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> • Bus Service Improvement Plan

Name	LP15: Logistics (deliveries and servicing)
Potential intervention	<ul style="list-style-type: none"> • Construction and logistics plans • Delivery and serving plan • Sustainable last mile movement
Development timescales	<ul style="list-style-type: none"> • Study - Short-term • Develop - Short-term • Deliver - Short-term
Key partners	Leads / Supporting partners <ul style="list-style-type: none"> • Developers • Development site operators • East Sussex County Council • District and Borough Councils
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	A - Tackling climate change and enhancing our local environment B - Safer, healthier and more active travel C - Integrated and accessible transport D - Keeping East Sussex connected
Further information	<ul style="list-style-type: none"> • Freight Strategy

Cross-cutting priorities

Name	CP01: Making transport accessible and inclusive
Potential investment	<ul style="list-style-type: none"> • Making railway stations accessible • Transport accessibility and inclusion
Development timescales	<ul style="list-style-type: none"> • Study - Short-term • Develop - Short- and medium-term • Deliver - Short-term and medium- and long-term
Key partners	<p>Leads</p> <ul style="list-style-type: none"> • Network Rail • Rail operators (passenger) • Bus operators • East Sussex County Council <p>Supporting partners</p> <ul style="list-style-type: none"> • South Downs National Park Authority • National Highways • District and Borough Councils
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> • Bus Service Improvement Plan • Rail Strategy

Name	CP02: Signage and wayfinding
Potential investment	<ul style="list-style-type: none"> • Signage and wayfinding
Development timescales	<ul style="list-style-type: none"> • Study - Short-term • Develop - Short-term • Deliver - Short-term
Key partners	<p>Leads</p> <ul style="list-style-type: none"> • District and Borough Councils • East Sussex County Council • South Downs National Park • Network Rail <p>Supporting partners</p> <ul style="list-style-type: none"> • National Highways • Bus Operators • Rail Operators (passenger and freight)
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> • Local Cycling and Walking Infrastructure Plan • Local Plans and Local Infrastructure Plans

Name	CP03: Strategic and local journeys- Rail
Example investment	<ul style="list-style-type: none"> • Direct rail services from Seaford/Newhaven to London • Faster journeys - Brighton to Eastbourne • Faster journeys - Hastings to Eastbourne • High Speed 1 to Eastbourne (via Ashford International and Rye, Hastings and Bexhill) • Ore to Ashford International (via Rye) electrification • Spa Valley Line modern railway operations • Uckfield to Hurst Green (Surrey) electrification • Uckfield to Lewes line reopening
Development timescales	<ul style="list-style-type: none"> • Study - Short- and medium-term • Develop - Short- and medium-term • Deliver - Medium- and long-term
Key partners	<p>Leads</p> <ul style="list-style-type: none"> • Network Rail • Rail operators (passenger) <p>Supporting partners</p> <ul style="list-style-type: none"> • East Sussex County Council • District and Borough Councils
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> • Rail Strategy

Name	CP04: Fuels and air quality
Potential investment / intervention	<ul style="list-style-type: none"> • Air quality management • Alternatives fuels (e.g. hydrogen) • Investment in and roll out of e-mobility (e.g. e-bikes) • Zero-emission buses • Zero-emission railways
Development timescales	<ul style="list-style-type: none"> • Study - Short-term • Develop - Short-term • Deliver - Short-term
Key partners	<p>Leads / Supporting partners</p> <ul style="list-style-type: none"> • Bus operators • District and Borough Councils • East Sussex County Council • Rail operators (passenger and freight) • Train leasing companies
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> • Electric Vehicle Strategy • Rail Strategy • Bus Service Improvement Plan • Local Cycling and Walking Infrastructure Plan

Name	CP05: Multimodal opportunities (freight)
Potential investment	<ul style="list-style-type: none"> • Freight facilities at Newhaven • Newhaven Port rail freight upgrades
Development timescales	<ul style="list-style-type: none"> • Study - short- to medium-term • Develop - short- to medium-term • Deliver - short- to medium-term
Key partners	Leads / Supporting Partners <ul style="list-style-type: none"> • Freight companies • Freight organisations • National Highways • Network Rail • Newhaven Port Authority
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	A - Tackling climate change and enhancing our local environment B - Safer, healthier and more active travel C - Integrated and accessible transport D - Keeping East Sussex connected
Further information	<ul style="list-style-type: none"> • Freight Strategy • Rail Strategy

Name	CP06: Electric Vehicle charging infrastructure
Potential Investment / intervention	<ul style="list-style-type: none"> • Electric Vehicle charging infrastructure
Development timescales	<ul style="list-style-type: none"> • Develop - short term • Deliver - short to long-term
Key partners	<p>Leads / supporting partners</p> <ul style="list-style-type: none"> • District and Borough Councils • East Sussex County Council • Government - Office for Zero Emission Vehicles (OZEV) • Other partners - private sector car park operators, Network Rail
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	<ul style="list-style-type: none"> • Electric Vehicle Strategy

Name	CP07: Autonomous vehicles
Potential Investment / intervention	<ul style="list-style-type: none"> • Connected and autonomous vehicles
Development timescales	<ul style="list-style-type: none"> • Study - short-term • Develop - Medium-term • Deliver - Medium- to long-term
Key partners	<p>Leads</p> <ul style="list-style-type: none"> • National Government • Freight operators <p>Supporting partners</p> <ul style="list-style-type: none"> • Transport for the South East • East Sussex County Council
Applicable Geography type(s)	<p>5. Regional long distance</p> <p>6. Moving east-west along the coast</p> <p>7. Urban coastal</p> <p>8. Rural and market towns</p>
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	

Name	CP08: Road pricing
Potential intervention	<ul style="list-style-type: none"> • National road pricing
Development timescales	<ul style="list-style-type: none"> • Study - Medium- to long-term • Develop - Medium- to long-term • Deliver - Medium- to long-term
Key partners	<p>Leads</p> <ul style="list-style-type: none"> • National government <p>Supporting partners</p> <ul style="list-style-type: none"> • Transport for the South East
Applicable Geography type(s)	<ol style="list-style-type: none"> 1. Regional long distance 2. Moving east-west along the coast 3. Urban coastal 4. Rural and market towns
Applicable theme(s)	<p>A - Tackling climate change and enhancing our local environment</p> <p>B - Safer, healthier and more active travel</p> <p>C - Integrated and accessible transport</p> <p>D - Keeping East Sussex connected</p>
Further information	

5. Funding and financing

- 5.1 It is important to note that LTP4 and its investment and intervention priorities, as set out in section 3, are not funded. This section sets out the potential funding and financing opportunities for the proposed interventions identified in the LTP4 Investment Plan.
- 5.2 The availability of funding, with consideration to the costs of development, construction, maintenance and renewals, alongside operational costs, will be a key challenge in delivering LTP4. Additionally, routes for financing, as well as how and from whom the funding is secured to meet the costs of construction as they arise may change over the life of the Plan and Investment Plan.
- 5.3 As the LTP4 is made up of several diverse schemes, there is not going to be a ‘one size fits all’ funding and financing solution that applies across the programme. So, over the life of the plan up to 2050, this LTP more than previous plans will provide the County Council, their partners and communities opportunities to explore and innovate how funding can be secured and combined to study, develop and deliver transport infrastructure interventions and initiatives.

Types of funding

- 5.4 To study, develop and deliver transport infrastructure, services and initiatives requires a combination of capital and revenue funding.
- **Capital funding** - is typically used in the delivery of permanent or fixed transport infrastructure improvements. Each year the government allocates local authorities a capital sum for highway maintenance and a further allocation is made for integrated transport schemes and road safety improvements.

Capital funding also becomes available from Government and other partners from time to time for specific types of schemes (e.g. active travel, bus priority). Local authorities either must competitively bid for this funding and if successful, the funding is allocated to delivery bodies and transport authorities or is directly allocated to the local authority. If secured, this funding will be ring-fenced to spend on specific schemes/projects (e.g. if secured for a cycle scheme it cannot be used to spend on highway maintenance).
 - **Revenue funding** - The County Council provides revenue from its annual budget towards a variety of services including:
 - Support for bus services,
 - Concessionary fares,
 - Home to school transport;
 - Road safety education,
 - School crossing patrols, and
 - Further highway maintenance.

Similarly, revenue funding becomes available to local authorities from time to time from Government and other partners to deliver revenue specific measures, for example additional highway maintenance funding or travel behaviour programmes. Likewise, if this funding is secured, either competitively or through direct allocation, it will be ringfenced towards specific projects/schemes and cannot be directed to other uses.

Sources of funding

- 5.5 The sources of funding that are most appropriate and available will vary according to scheme scale. For example, community match funding is only available for schemes up to a total value of £120,000, whereas larger strategic transport schemes will usually need to secure central government funding, e.g. DfT Bus Service Improvement Funding or the Road Investment Strategy (RIS). This will influence which schemes can be prioritised.
- 5.6 The sources of funding that are most appropriate and available will also vary across the LTP's modal strategies, i.e. the East Sussex Local Cycling and Walking Infrastructure Plan, Bus Service Improvement Plan, Rail Strategy, Freight Strategy and, EV Electric Vehicle Strategy.
- 5.7 This section explores potential and known/historic sources of funding schemes and initiatives, considering each mode.

Highways Maintenance & Integrated Transport annual government grant allocation

- 5.8 As highlighted above, each year the government allocates local authorities a capital sum for highway maintenance and a further allocation is made for integrated transport schemes and road safety improvements. The level of funding received is determined via a formula-based system. With the increases in construction costs and the allocation remaining static, the overall value of this has decreased over the past decade.
- 5.9 Both the highways maintenance and integrated transport grant funding received by the County Council is included in the annual county council's capital programme for these specific uses. Further information on the allocations that the County Council currently receives is available at [Highways maintenance and ITB funding formula allocations, 2022 to 2025 \(3 years\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/100000/highways_maintenance_and_itb_funding_formula_allocations_2022_to_2025_3_years.pdf).

Active Travel

- 5.10 Local authorities are encouraged to develop Local Cycling and Walking Infrastructure Plans, or similar, to set out their active travel networks to support with the securing of active travel investment.
- 5.11 East Sussex County Council has previously secured over £20m of funding for active travel schemes through the South East Local Enterprise Local Growth Fund and has more recently secured funding from the Levelling up Fund and the Towns Fund to develop and deliver schemes that support active travel. A number of these schemes will be delivered in the early years of LTP4.

- 5.12 National Highways have also delivered a segregated active travel path alongside the A27 from Polegate to Glynde as part of the £75m funded A27 East of Lewes works
- 5.13 In August 2022, Active Travel England (ATE) was established. ATE are a government agency set up to manage the allocation of active travel funding alongside managing active travel scheme delivery performance and applying a strategic approach to the delivery of walking, wheeling and cycling infrastructure at a local level.
- 5.14 There are currently specific funding programmes managed by Active Travel England (ATE) including the Active Travel Fund, which is capital funding available for the development and delivery of infrastructure improvements, including walking and cycling schemes as well as school streets. East Sussex County Council has been successful in securing Active Travel funding to progress the design of various walking and cycling schemes alongside trial and then deliver three school streets schemes in the county.
- 5.15 ATE also administer the Capability Fund and the Bikeability Trust's Bikeability programme, which is revenue funding available for scheme design and the delivery of initiatives and training.
- 5.16 Crucially, to maximise opportunities to secure funding for the integration of active travel as part of schemes or of programmes with broader transport, regeneration, health and/or environmental objectives that come from other, complementary funding sources, the County Council and their partners will continue to work collaboratively to secure funding.
- 5.17 Looking at schemes under development, active travel measures also form part of the two Major Road Network business cases currently being developed to secure funding for improvements to the A22 between Hailsham and Stone Cross, and the A259 corridor from Brighton to Eastbourne. Other funding is also available via Sustrans for improvements to the National Cycle Network (NCN) with two routes - NCN route 2 and NCN route 21 - traversing parts of the county.
- 5.18 The Council and their partners are supportive of longer, multi-year-term funding programmes to help realise the benefits of active travel schemes and ensuring a co-ordinated network of improvements can be developed and delivered as set out in our LCWIP.

Bus

- 5.19 Funding for bus-based solutions and services is generally very context specific and accordingly does not fit within established modal regulatory funding settlements and is secured in combination by the local highway authorities and bus operators.
- 5.20 Funding for passenger transport improvements is through County Council capital and revenue expenditure, Government and regional funding for specific projects, and development contributions. Capital development contributions are being used to improve bus stop facilities, by ensuring they are designed to comply with accessibility requirements, and to help fund the roll out of real time passenger information across the county. In conjunction with Bus Service Improvement Plan funding, revenue contributions are also used to subsidise bus services in areas where development requires sustainable transport solutions but before services have become viable.

- 5.21 East Sussex County Council was successful in securing £41.1m of DfT [Bus Service Improvement Funding](#) to improve services and infrastructure across the county, with the Flexibus element commencing in May 2023 and service enhancements in July 2023. The development of bus priority schemes is continuing.
- 5.22 In conjunction with Bus Service Improvement Plan funding, revenue contributions are also used to subsidise bus services in areas where development requires sustainable transport solutions but before services have become viable. Development funding can also be obtained to provide improved bus stop infrastructure for passengers.

Rail

- 5.23 The Rail Network Enhancements Pipeline (RNEP) is a periodically updated list of enhancements that Network Rail is expected to deliver within each five-year Control Period and is tied to government spending review allocations. Previous RNEP schemes in East Sussex have included the £18m re-signalisation of the line between Lewes and Newhaven, which was completed in 2019. With the establishment of Great British Railway's the County Council and their partners will expect a review of rail funding for infrastructure and initiatives.

Funding is also available to improved accessibility of stations (Access for All programme). In 2024 Battle secured feasibility funding, as did Wivelsfield station (which is used by residents of East Sussex). If successful both these stations will progress for the Access for All programme.

Road / Highway improvements

- 5.24 Funding for highway schemes comes through a variety of sources, often depending on the type of road (i.e. part of the strategic, main or local road networks)

Strategic Road Network

- 5.25 Funding for highway interventions on the strategic road network managed by National Highways is generally provided by DfT and allocated as part of the Road Investment Strategy (RIS) Road Investment Strategy (RIS) process.
- 5.26 For example, in RIS1, covering the period 2015 to 2020, the Government allocated £75m towards small scale improvements to the A27 east of Lewes including localised capacity improvements, safety enhancements and a shared use path for pedestrians and cyclists along the length of the route. These were completed in March 2023 and were led by National Highways.

Major Road Network

- 5.27 This is alongside the DfT's Major Road Network and Large Local Majors programme providing investment for local authorities for road enhancement schemes on the most important local authority roads, including priorities to support multi modal journeys. At present East Sussex County Council is leading and working with partners on business cases to secure major road network funding for the A22 in between Hailsham and Stone Cross as well as the A259 corridor from the east of Brighton through to the east of Eastbourne.

Electric Vehicle Infrastructure

- 5.28 To support the increase take up of electric vehicles across the country, the Government has rolled out its Local Electric Vehicle Infrastructure (LEVI) fund to local authorities to work with the chargepoint industry and improve the roll out and commercialisation of local electric vehicle charging infrastructure.
- 5.29 These public chargepoints will help residents who don't have off-street parking and need to charge their electric vehicles.
- 5.30 The LEVI fund includes:
- Capital funding to contribute to the costs of delivering chargepoints.
 - Capability funding for local authorities to employ and train new staff specifically to plan and deliver chargepoint infrastructure.

Development funding

- 5.31 Development contributions are payments made by developers to help fund the provision of infrastructure which supports developments. There are two main mechanisms which are used to collect contributions, S106 and CIL.

Section 106 contributions

- 5.32 S106 involves the use of legal agreements which secure contributions as part of a planning permission. They are used to make a development proposal acceptable in planning terms and are focused on mitigating the impact of that specific development. Most S106 contributions are secured through planning applications which are determined by other authorities.
- 5.33 In some areas (Rother, Eastbourne, Hastings) S106 contributions are paid directly to the County Council by the developer. In Wealden and Lewes contributions are mostly paid to the districts and the national park authority who then hold the contribution on our behalf until we request the transfer of the contribution to a specific project.

Community Infrastructure Levy

- 5.34 For new developments being granted planning permission, Community Infrastructure Levy (CIL) has mostly replaced S106 contributions sought. However, there are still contributions from historical S106 agreements which are to be collected once the payment point has been reached and spent.
- 5.35 CIL is a standard charge on development which can be levied by charging authorities on new development in their area. It is used to help deliver infrastructure which support development across their area. CIL only applies where a charging authority has an approved charging schedule which sets out its CIL rates. In most cases it replaces contributions which were previously collected through S106.
- 5.36 The County Council is not a CIL charging authority. In East Sussex the charging authorities are the districts, boroughs and the South Downs National Park Authority. Currently all authorities other than Hastings Borough Council have an adopted CIL charging schedule in

place. Therefore, the County Council has to bid to the charging authorities to secure CIL funding towards transport infrastructure.

Highway Maintenance Funding

5.37 Through the Highways Act 1980, Councils are required to keep the roads in a safe and usable condition. This undertaken and funded through two types of maintenance programmes:

- Reactive maintenance, where reported safety defects such as potholes are repaired in line with the Council's maintenance policies to keep roads safe to use as contained in the [East Sussex Highways Inspection Manual](#). This is funded from the Council's revenue budget.
- Planned maintenance, is funded from the council's capital programme, where a programme of planned works such as surface dressing and resurfacing, structural maintenance, street lighting and road reconstruction is undertaken to maintain road condition against the Council's performance targets. This funding comes primarily from the Department for Transport (DfT) road maintenance grant funding received annually (see Highways Maintenance and Integrated Transport annual government grant allocation section).

Other Funding sources

5.38 Other sources of funding particularly pertinent to local transport schemes include town and parish councils and community match funding, an initiative created for local communities to apply for match funding from ESCC for schemes up to a total value of £120,000.

Income generation

5.39 Where we generate any surplus from civil parking enforcement it can be used to fund transport improvements, especially supported bus services. 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.

Future sources of funding

5.40 Given the investment horizon of the LTP4 and as the devolution agenda continues to evolve, it is conceivable that innovative new funding mechanisms will form part of future funding deals for transport schemes. Mechanisms that may play such a role in the future delivery of the LTP may include:

- The diversion of incremental revenues from existing taxes or charges in specified locations, e.g., the Community Infrastructure Levy (CIL), business rates, Council Tax or Stamp Duty.
- Increased rates, or other enhancements, to existing taxes and charges such as a Council Tax precept, business rates supplement or a supplementary CIL.

- New local charging mechanisms, such as a betterment levy or ‘transport premium charge’ (TPC), or land pooling or sharing the proceeds of development rights through mechanisms such as land value capture (LVC).

5.41 There is also an opportunity to look at funding reform beyond the prism of specific interventions or modes. For example, there is a growing trend for broader ‘growth deals’ with government whereby a package of investments is agreed that might stretch beyond transport to, for example, housing delivery, and in return unlock either matched funding and / or access to wider revenue-raising powers at a local level.

6. Measuring Success

6.1 In their role of LTP4 co-ordination, which includes measuring success, East Sussex County will develop a set of transport outcomes and wider socio-economic and environmental indicators. These indicators will be used to provide an indicative indication of progress towards each objective.

6.2 As LTP is significantly unfunded, a decision has been made to not set specific targets or trajectories for each objective. The availability and value of funding priorities are not known (especially in the longer-term) and due to the longer duration of LTP4 (26 years) it allows the plan to be flexible and react to availability of funding and any changes in priorities at national, region or local levels during the timescales of the plan.

6.3 A selection of indicators for measuring success for each theme of LTP4 are currently being considered. (A range of existing national datasets could be used to measure the following indicators)

6.4 Tackling climate change and enhancing our local environment

- Reduction in carbon emissions by transport (data source: National Government datasets)
- Reduction in NOx, SOx and particulate pollution levels in urban areas

6.5 Safer, healthier, and more active travel

- Increase in active travel mode share overtime, by different user groups if data is available (data source: National Government datasets)
- Reduction in the number of people killed and seriously injured by road and rail transport (data source: National Government datasets)

6.6 Integrated and accessible transport for all

- Increase in rail and bus mode share overtime, by different user groups if data is available (data source: National Government datasets)

6.7 Keeping East Sussex connected

- Reduced minutes delayed and improved journey time reliability on the Strategic Road Network, Major Road Network and local roads (data source: National Government datasets)
- Improved operating performance on the railway network, measured by Public Performance Measure (PPM) and other available passenger and freight performance measures, where available (data source: Office of Road and Rail datasets)

Appendix 1 - Short-term priorities

This appendix presents the priorities that the County Council and their partners want to invest in over the short-term, to 2030), across the study, develop and/or deliver stages of scheme development and delivery.

Not all priorities during the next five years are funded at present and their progression, by the County Council and/or other lead partners, in the short term will be dependent on this.

Schemes are presented in tables divided by the development stages partners wish to achieve in the short-term

A. Priority investments / interventions to complete 1 development stage (study or develop or deliver) in the short-term (by 2030)

Potential Investment / Intervention	Development Stage(s) completed in short term (by 2030)	Investment type (see section 3 of the Investment Plan)
Tunbridge Wells - Hastings (along A21) Active Travel enhancements	Study	SP01
Hastings - Rye - Ashford (New NCN) Active Travel enhancements	Study	SP01
East Sussex High Speed Rail (via Ashford International, Rye, Hastings, Bexhill and Eastbourne)	Study	CP03
Zero Emission Railways	Study	CP04
Restoration of a rural bus service between Hurst Green, Etchingam, Burwash, Heathfield, Cross in Hand, Framfield and Uckfield (A265/A272)	Study	LP03
A22 Corridor Package (north of Maresfield to East Grinstead)	Study	LP09
Access to Eastbourne A2270 MRN Corridor Package	Study	LP09
Access to Hastings A2101 MRN Corridor Package	Study	LP09
Park and ride schemes	Study	LP06
Freight consolidation centres	Study	LP13
A27 Falmer Junction Enhancements	Study	SP02

Potential Investment / Intervention	Development Stage(s) completed in short term (by 2030)	Investment type (see section 3 of the Investment Plan)
A21 Kippings Cross to Lamberhurst Improvements	Study	SP02
A21 Flimwell and Hurst Green Improvements	Study	SP02
A26 Lewes - Newhaven Enhancements	Study	SP06
A259 Level Crossing Removals (east of Rye) - linked to East Sussex High Speed Rail	Study	SP02
Alternative Fuels Policy - Hydrogen Refuelling	Study	CP04
Emissions based vehicle access pricing and restrictions	Study	LP11
Tunbridge Wells - Hastings (along A21) Active Travel enhancements	Develop	SP01
Direct rail services between Seaford/Newhaven and London	Develop	CP03
Railway station accessibility improvements	Develop	CP01
Connecting tourism and cultural destinations, national parks, national landscapes with sustainable public transport and active travel	Develop	LP01
A22/A2290 Eastbourne MRN Corridor Package	Develop	LP09
A27 Lewes - Polegate (RIS Pipeline)	Develop	SP02
Digital - technology to manage and optimise rail and highway operations	Develop	LP14
Local Plans to allocate sites for freight consolidation	Develop	LP13
Delivery of accessible future mobility schemes	Develop	LP07
Investment in Streetscapes and Public Realm to promote Active Travel	Deliver	LP08

Potential Investment / Intervention	Development Stage(s) completed in short term (by 2030)	Investment type (see section 3 of the Investment Plan)
Cuckfield - Haywards Heath - Newick - Uckfield Rural bus service enhancements (A272)	Deliver	LP03
Hastings - Rye - Ashford/Dover rural bus service enhancements	Deliver	LP03
Digital Demand Responsive Transport serving rural areas around Lewes, Seaford and Newhaven	Deliver	LP14
Digital Demand Responsive Transport serving rural areas around Hailsham, Crowborough, Heathfield and Uckfield	Deliver	LP14
Digital Demand Responsive Transport serving rural areas around Hastings/Bexhill, Battle and Rye	Deliver	LP14
Bus subsidies for transport operators	Deliver	LP04
Railway stations and mobility hubs as community hubs	Deliver	LP07
Public Transport hubs customer experience improvements	Deliver	LP14
A21 Safety Enhancements (existing RIS scheme)	Deliver	SP02
Parking Enforcement	Deliver	LP11
Air Quality Management	Deliver	CP04
Electric Vehicle on-street chargepoints	Deliver	CP06
Highway and active travel asset maintenance and renewal strategy	Deliver	LP10
Review of carriageway and cycleway asset plans	Deliver	LP10
Digital - Improved digital connectivity (rural and urban)	Deliver	LP14

B. Priority investment / interventions to complete 2 development stages (study and develop or to develop and deliver) in the short-term (by 2030)

Potential Investment / Intervention	Development Stage(s) completed in short term (by 2030)	Investment type (see section 3 of the Investment Plan)
Rail Electrification / Power Solutions <ul style="list-style-type: none"> • Uckfield- Hurst Green (Surrey) • Ore - Ashford 	Study, Develop	CP03
Accessing the Cuckoo trail (Hailsham - Uckfield and Hailsham - Heathfield)) Active Travel enhancements	Study, Develop	LP01
Avenue Verte (London to Paris via Newhaven) alternative route	Study, Develop	SP01
Eastbourne - Pevensey - Bexhill - Hastings (A259/NCN2) Active Travel enhancements	Study, Develop	SP01
Uckfield - Heathfield Active Travel enhancements	Study, Develop	LP01
Crowborough - Tunbridge Wells Active Travel enhancements	Study, Develop	SP01
Active travel enhancements in and around our communities: <ul style="list-style-type: none"> • Battle • Rye 	Study, Develop	LP01
Transport Interchange(s) / Mobility Hub(s) <ul style="list-style-type: none"> • Battle • Bexhill • Crowborough • Hastings • Eastbourne • Falmer • Lewes • Hailsham • Heathfield • Newhaven • Polegate • Rye • Seaford 	Study, Develop	LP06

Potential Investment / Intervention	Development Stage(s) completed in short term (by 2030)	Investment type (see section 3 of the Investment Plan)
<ul style="list-style-type: none"> Wadhurst 		
E-cargo bikes, town centre portering schemes and other sustainable last-mile movement	Study, Develop	LP06
East Coastway Line (Brighton to Eastbourne) - Faster Services	Study, Develop	CP03
East Coastway Line (Eastbourne to Hastings) - Faster Services	Study, Develop	CP03
A22 Hailsham to Uckfield MRN Corridor Package	Study, Develop	SP02
A22 Uckfield Bypass	Study, Develop	SP02
Access to Eastbourne A22/A2290 MRN Corridor Package	Study, Develop	LP09
Delivery and expansion of cycle / e-cycle hire schemes	Study, Develop	LP06
Delivery and Expansion of future mobility initiatives	Study, Develop	LP07
Zero Emission Buses	Develop, Deliver	CP04
National Cycle Network (NCN) 90 Hailsham/Polegate to Brighton	Develop, Deliver	SP01
Travel behaviour change and training programmes	Develop, Deliver	LP12
Travel Plans for schools, businesses and institutions (such as healthcare)	Develop, Deliver	LP12
Brighton-Newhaven-Seaford-Eastbourne 'Coaster' Inter-urban Bus priority and service enhancements	Develop, Deliver	LP03
Brighton - Lewes - Ringmer - Uckfield-Crowborough-Tunbridge Wells (A26) Inter-urban Bus priority and service enhancements	Develop, Deliver	LP03
Hailsham-Polegate-Eastbourne inter-urban bus priority and service enhancements	Develop, Deliver	LP03
Hellingly - Hailsham - Stone Cross - Langney - Seaside -	Develop, Deliver	LP03

Potential Investment / Intervention	Development Stage(s) completed in short term (by 2030)	Investment type (see section 3 of the Investment Plan)
Eastbourne inter-urban bus priority and service enhancements		
Eastbourne - Bexhill - Hastings coastal inter-urban bus priority and service enhancements	Develop, Deliver	LP03
New inter-urban bus service between Hailsham - Polegate - Lewes (A27)	Develop, Deliver	LP03
Improved inter-urban bus route between Eastbourne - Polegate - Lewes (A27)	Develop, Deliver	LP03
East Grinstead - Tunbridge Wells rural bus service enhancements (A264)	Develop, Deliver	LP03
East Grinstead - Uckfield - Hailsham rural bus service enhancements (A22)	Develop, Deliver	LP03
Eastbourne urban bus priority and service enhancements	Develop, Deliver	LP03
Rural bus service enhancements	Develop, Deliver	LP03
Digital Demand Responsive Transport (DDRT)	Develop, Deliver	LP06
Subsidised public transport fares for different user groups	Develop, Deliver	LP04
Transport accessibility and inclusion for all user groups	Develop, Deliver	CP01
Integrated transport, spatial planning	Develop, Deliver	LP13
A259 MRN South Coast Corridor (Eastbourne to Brighton) Package	Develop, Deliver	SP02
Delivery and servicing plans for all commercial centres	Develop, Deliver	LP15
Construction and logistics plans for all large developments	Develop, Deliver	LP15
Upgrading freight facilities at Newhaven	Develop, Deliver	CP05

C. Priorities to complete 3 development stages (study, develop and deliver) in the short-term (by 2030)

Potential Investment	Development Stage(s) completed in short term (by 2030)	Investment type (see section 3 of the Investment Plan)
Review of Resident Parking zones and parking restrictions	Study, Develop, Deliver	LP11
Review of parking requirements for new developments	Study, Develop, Deliver	LP13
Managing supply of off-street parking	Study, Develop, Deliver	LP11
Managing supply of on-street parking	Study, Develop, Deliver	LP11
Dynamic Parking Tariffs	Study, Develop, Deliver	LP11
EV Charging Policy - Network of Charging Hubs	Study, Develop, Deliver	CP06
Investment and roll out of e-bikes/e-mobility	Study, Develop, Deliver	LP06
Active travel enhancements in and around our communities: <ul style="list-style-type: none"> • Bexhill • Eastbourne • Hastings • Lewes • Peacehaven ,Newhaven Seaford • South Downs National Park 	Study, Develop, Deliver	LP01
Review of speed limits on rural roads	Study, Develop, Deliver	LP02
Area based traffic management schemes, including School Streets	Study, Develop, Deliver	LP02
Investment in Signage and Wayfinding	Study, Develop, Deliver	CP02
Review of speed limits in urban areas	Study, Develop, Deliver	LP02
Review of pedestrian/active travel crossings	Study, Develop, Deliver	LP02
Redesign of road space	Study, Develop, Deliver	LP02
Cycle hubs and parking	Study, Develop, Deliver	LP06
Public spaces and placemaking	Study, Develop, Deliver	LP08

Potential Investment	Development Stage(s) completed in short term (by 2030)	Investment type (see section 3 of the Investment Plan)
Hastings/Bexhill urban bus priority and service enhancements	Study, Develop, Deliver	LP03
Transport Interchange(s) / Mobility Hub(s) <ul style="list-style-type: none"> Uckfield 	Study, Develop, Deliver	LP06
Review of Rights of Way, Bridleways and designation of quiet lanes in rural areas	Study, Develop, Deliver	LP01
Delivery and expansion of car clubs	Study, Develop, Deliver	LP06
Digital - technology to manage and optimise traffic on highways	Study, Develop, Deliver	LP14
Digital - Real time information to users, Wi-Fi on public transport, supporting Mobility as a Service (MaaS)	Study, Develop, Deliver	LP14
Integrated Public Transport Timetables, Fares and Ticketing	Study, Develop, Deliver	LP06
Public Transport Integration and Mobility-as-a service initiative	Study, Develop, Deliver	LP06