

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

RECOMMENDATIONS: The Lead Member is recommended to:

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

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

2. Supporting Information

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

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

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

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

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

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

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

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

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

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

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

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

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

3. **Conclusion and Reason for Recommendation**

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

RUPERT CLUBB

Director of Communities, Economy and Transport.

Contact Officer: Mark Valleley

Tel No. 01273 482237

Email: mark.valleley@eastsussex.gov.uk

LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None