APPENDIX 1

1. Policy Context - Local Transport Plan 4 and other policy documents

1.1 Local Transport Plan 4

1.1. 1 The East Sussex Local Transport Plan (LTP4) covering the period 2024 to 2050 was adopted by the County Council on 8 October 2024. The LTP4 sets the strategy and policy framework for transport in the county for the next 25 years.

1.1.2 The LTP4's vision is for 'an inclusive transport system that connects people and places, is decarbonised, safer, resilient, and supports the natural environment, communities, and businesses to be healthy, thrive and prosper'. This will be achieved through an increased emphasis on 'planning for people and places'.

1.1.3 This means that there will be a focus on enabling and encouraging integrated journeys and reducing the need to travel, through land-use and planning policies, focussed on encouraging and enabling inclusive and sustainable travel modes (walking, wheeling, cycling and public transport), adopting vehicles with cleaner fuels alongside the utilisation of emerging transport technologies will help to achieve the Council's and the Council's partners' net-zero ambitions.

1.1.4 The LTP4 Strategy is supported by an Investment Plan. This sets out the County Council's and the Council's partners' ambitions for delivering the policies and investment priorities to achieve the vision and objectives of LTP4. This includes identified schemes and the types of schemes that the County Council and key partners wish to deliver, subject to funding being secured.

1.1.5 Whilst there are various schemes in the 2026/27 programme of transport improvements that support the delivery of LTP4 and its principles of 'planning for people and places', there are several legacy schemes which is reflective of the previous LTP3 and its priorities which will continue through their development cycle through to construction. The introduction of the revised scheme request assessment approved by the Lead Member for Transport and Environment in September 2025 will meet new schemes included in the programme of transport improvements will closely align with delivering the objectives of LTP4.

1.2 Other Policy Documents

1.2.1 In addition, the programme of transport improvements will collectively support the delivery of:

- the County's Economic Prosperity Strategy, approved by the County Council in October 2024, which sets out our plans to support sustainable economic growth in the county;
- The current East Sussex Local Cycling and Walking Infrastructure Plan was approved by the County Council in September 2021 sets out our future ambitions for increasing levels of cycling and walking in the county, in line with ambitions set out in the Department for Transport's Cycling ^& Walking 'Gear Change' Strategy (August 2020. As one of the modal strategies supporting the East Sussex LTP4, the East Sussex LCWIP wis currently being refreshed and updated ahead of a public consultation in Spring 2026;
- The County Council's Bus Service Improvement Plan (BSIP) 2 submitted to Government in summer 2024 continues to set out our plans for achieving the objectives of the Government's Bus Back Better Strategy through capital investment in bus priority measures to improve journey time reliability and revenue funding to support services;
- our Environment Strategy 2020 and Climate Emergency Plan 2023 - 2025, which has set a target of achieving carbon neutrality from its activities as soon as possible and in any

event by 2050, as well as the Government's Decarbonisation of Transport Strategy with the aim that half of all journeys in towns and cities will be cycled or walked by 2030;

- the East Sussex Whole System Healthy Weight Plan 2021 - 2026, contributing to developing an inclusive environment where active travel is integral and a realistic option for everyday journeys; and
- the emerging Integrated Transport Strategy (expected Spring 2026) will set the high-level direction for how transport should be designed, built and operated in England over the next 10 years. Emphasise will be on putting people's needs first and empowering local leaders to deliver integrated transport solutions to meet the needs of their local communities.

2. Funding for Transport Improvements

2.1 Consolidated Transport Funding and development of Sussex & Brighton Local Transport Delivery Plan

2.1.1 Several funding sources – capital and revenue/resource – are available to the County Council towards the delivery of transport improvements in East Sussex for 2026/27.

Consolidated Transport Funding

2.1.2 The Government has announced consolidated revenue/resource and capital funding for the period between 2026/27 and 2029/30. This brings together various funding grant sources that the County Council previously received annually and now provides longer term certainty of funding, enabling more effective medium-term planning of the development and delivery of transport improvements in the county. The capital grant funding allocations have been reflected in the Council's capital programme which was considered at County Council on 10 February 2026.

2.1.3 In summary, East Sussex will receive the following capital and revenue/resource grant funding for local transport, active travel and bus service improvement plan (capital) related activities over the next three (revenue/resource) / four years (capital):

Table 1 – Transport Consolidated Funding (capital 2026/27 to 2029/30)

Source	2026/27	2027/28	2028/29	2029/30	TOTAL
Local Transport Grant	£3,175,000	£4,598,000	£6,300,000	£8,003,000	£22,076,000
Active Travel	£683,000	£684,000	£683,000	£684,000	£2,734,000
Bus Service Improvement Plan (new bus priority measures)	£100,000	£684,114	£1,718,530	£4,302,946	£6,805,590
TOTAL	**£3,958,000**	**£5,966,114**	**£8,701,530**	**£12,989,946**	**£31,615,590**

Table 2 – Transport Consolidated Funding (revenue/resource (2026/27 to 2028/29)

Source	2026/27	2027/28	2028/29	2029/30	TOTAL
Local Transport Capacity and Capability	£469,000	£469,000	£469,000	N/A	£1,407,000
Active Travel	£214,000	£215,000	£214,000	N/A	£643,000

2.1.4 The 2026/27 allocations above have been used to inform the development of the 2026/27 programme of transport improvements.

2.1.5 In future financial years, it is expected that this consolidated funding will come through to East Sussex via Sussex and Brighton Mayoral Combined County Authority (MCCA) rather than directly from Government.

2026/27 Consolidated Funding capital allocations

2.1.6 The local transport grant, active travel and bus priority element within the wider bus service improvement plan capital allocation will be used to continue the development and delivery of existing local transport schemes and major projects within the 2026/27 programme. Where appropriate, and funding allows, we have included new high priority schemes into the programme which have been identified using the updated scheme request appraisal framework that was approved by Lead Member for Transport & Environment in September 2025.

2026/27 Consolidated Funding revenue allocations

2.1.7 The local transport and active travel revenue/resource funding will be used to bring in additional capacity to support the delivery of local transport and major projects over the next three years as well as continue the development of pipeline corridor studies as well as school street schemes and active travel scheme designs. In addition, an element of the 2026/27 local transport capacity and capability funding allocation will be used to contribute towards Transport for the South East (TfSE).

Sussex & Brighton Local Transport Delivery Plan

2.1.8 In announcing the consolidated transport funding in late 2025, the Government also requested that local transport authorities would be required to develop and publish a local transport delivery plan.

2.1.9 The Local Transport Delivery Plan is required to set out at a high level - grouping by similar modes/type/scale - the schemes and projects that the local transport authority plan to prioritise in their area with the consolidated funding, including details of their expected costs.

2.1.10 Alongside the funding allocations above, the Local Transport Delivery Plan will also need to set out how we plan to utilise the following:

- highways maintenance baseline and incentive funding;
- bus service improvement plan revenue/resource funding1; and
- bus service improvement plan capital funding (indicative allocations up to 2029/30 are shown at Appendix 3) for:
    - bus stop improvements,
    - real time passenger information and
    - traffic light priority.

2.1.11 A detailed Local Transport Delivery Plan for 2026/27, with a high-level plan for 2027/28 to 2029/30, is required to be submitted to Government by 20 March 2026. A detailed plan up to 2029/30 will subsequently need to be submitted by 18 September 2026.

2.1.12 Given that East Sussex is within the Devolution Priority Programme, one Local Transport Delivery Plan covering the Sussex and Brighton Mayoral Combined County Authority geography area will need to be submitted to Government in both March and September 2026. This will need to be signed off by the Sussex and Brighton MCCA s73 officer. Officers are currently

[1] Allocation of the Bus Service Improvement Plan revenue/resource funding considered at Lead Member for Transport & Environment decision making meeting on 16 February 2026 (LMTE 16 Feb 2026 - Bus Revenue Allocation Report.)

working with West Sussex and Brighton & Hove to co-ordinate and develop the Sussex and Brighton Local Transport Delivery Plan.

2.2 Other grant funding sources

2.2.1 In addition to the consolidated transport grant funding set out in section 3.1 above, a number of other existing funding sources that are available to support the development and delivery of transport improvements in East Sussex in 2026/27.

Bus Service Improvement Plan – existing bus priority schemes

2.2.2 There has been slippage of £8,645,196 of Bus Service Improvement Plan capital funding from 2025/26 into 2026/27 for the delivery of existing identified bus priority measures in the County. Following the delivery of traffic signal (virtual) bus priority around Newhaven Ring Road in 2025/26, the funding will be used to deliver the following bus priority schemes next financial year:

- A259 Seaside/St Anthonys Avenue, Eastbourne
- Eastbourne Station (Upperton Road/Station Parade)
- A259 Denton Corner, Newhaven

2.2.3 As highlighted in Table 2, there is capital allocation of £100,000 from the 2026/27 Bus Service Improvement Plan consolidated funding. This will be used for the early assessment / development of pipeline bus priority schemes.

Active Travel – capital funding

2.2.4 In recent years, the County Council has received active travel revenue and capital funding allocations towards delivery of active travel. This has, for example, enabled us to fund the development of active travel schemes in the county, contribute towards pedestrian related schemes in town centre (e.g. Eastbourne) as well as deliver the first set of sign-only school street schemes.

2.2.5 There is slippage of £1,103,715 of active travel capital funding which has been allocated in the 2026/27 programme towards continuing the development and/or delivery of schemes previously funded using the active travel funding received by the County Council. This includes the delivery of:

- wider school measures associated to the three existing school street schemes (Southover Primary; Langney Primary, Eastbourne; All Saints Primary, Sidley); and
- Memorial roundabout active travel improvements, Eastbourne.

Local Growth Fund and Town Deal

2.2.6 Through the former South East Local Enterprise Partnership, the County Council was successful in secured over £64m of Loca Growth funding (LGF) to fund transport projects in East Sussex to drive economic growth.

2.2.7 This included funding awarded for the delivery of the following packages of local transport improvements (walking, cycling, public transport infrastructure and localised junction improvements) which will support housing and employment growth in the growth corridors around Eastbourne/South Wealden and Bexhill/Hastings:

- Hastings and Bexhill Movement and Access Package (this comprises previous allocations for the junction improvement and walking/cycling packages); and
- Eastbourne and South Wealden Walking and Cycling Package.

2.2.8 These packages of local transport improvements have been developed and delivered in a phased approach over previous years. A number of these schemes have also agreed extensions for delivery behind the initial local growth deal period of end March 2021.

2.2.9 With the transfer of the former LEP responsibilities to upper tier local authorities from April 2024, the County Council is now the Accountable Body for legacy SELEP projects in East Sussex. Project Change Requests from this date onwards relating to the LGF, or other SELEP legacy programmes, are now managed through East Sussex Local Growth Assurance Framework.

2.2.10 Table 3 below sets out the remaining LGF funding available.

Table 3 - LGF Package Funding

LGF Package	Remaining budget (end 2025/26	2026/27	2027/28	Remaining LGF (contingency
Hastings and Bexhill Movement & Access Package	£2,870,000	£2,350.724	£99,937	£419,339
Eastbourne & South Wealden Walking & Cycling Package	£1,720,000	£1,400,000	£320,000	

Hastings and Bexhill Movement and Access LGF Package

2.2.11 Since receiving £9 million of Local Growth Fund (LGF) in 2018, East Sussex County Council has made substantial progress delivering the Hastings and Bexhill Movement and Access Package (HBMAP), which includes improvements for walking, cycling, bus infrastructure, traffic management, and public spaces.

2.2.12 A 2022 review showed that remaining scheme costs had risen significantly due to external factors such as the rise in construction and global material costs during the-pandemic, exceeding the remaining available LGF funding. As a result, work on HBMAP was paused in 2023 while a business case review was undertaken. This review - completed with consultants and stakeholders - led to a revised package of schemes being approved by the SELEP Accountability Board in September 2023.

2.2.13 In January 2024, the Lead Member approved construction of this revised package of schemes:

- Albert Road, Hastings (completed March 2025);
- Hastings Station Approach; and
- Bexhill Cycle Route A

2.2.14 To deliver the remaining two schemes, £2.87m LGF funding, plus £0.27m in development contributions and £0.236m from the local transport grant, will fund finalising the detailed design and construction. Station Approach will be delivered in 2026/27, and Bexhill Cycle Route A across 2026/27 and 2027/28. At present, a proportion of the LGF remains unallocated however this forms part of necessary contingency funding should there be any cost over-runs of the two remaining schemes.

Eastbourne and South Wealden Walking and Cycling LGF Package

2.2.15 Over the past 3–4 years, good progress has been made in developing the £6.6m Eastbourne and South Wealden Walking and Cycling Package (ESWWCP). However, similarly to other packages, significant construction cost inflation meant the remaining schemes could no longer be delivered within the original Local Growth Fund allocation. As a result, a revised package was endorsed by Team East Sussex in January 2024.

2.2.16 In September 2024, the Leader and Lead Member approved this revised package, which includes:

- Eastbourne Cycle Parking Phase 2 (completed Spring 2025)
- Eastbourne Town Centre to Seafront Cycle Route
- Horsey Way Cycle Route Phase 1b

2.2.17 The remaining £1.720m of Local Growth Fund will fund finalising the detailed design and construction of both schemes which will commence in 2026/27, with the Town Centre to Station cycle route continuing into early 2027/28.

Hailsham Polegate Eastbourne Movement & Access Package

2.2.18 The above scheme comprising the Polegate High Street/Wannock Road/A2270 junction improvement and Eastbourne Road bus lane was formerly part of the LGF programme. The scheme continues to be developed utilising local transport grant funding.

Hastings Town Deal

2.2.19 The County Council successfully secured Hastings Town Deal funding to support the delivery of the Hastings Town Centre Green Connections scheme. Construction of this scheme is due to commence during 2026/27 (£5.5m forecast Town Deal expenditure) and continue into 2027/28 (£3m forecast expenditure).

2.3 Schemes to be funded from Development Contributions

2.3.1 The use of external funding in the form of development contributions will continue to be used, as appropriate, to increase the level of funding available to implement transport improvements in the county. There are constraints on how this funding may be applied, as it can only be used on specific schemes in specific geographical areas and some contributions are time limited.

2.3.2 As shown in Appendix 1, the total amount of external funding from development contributions (s106 contributions and Community Infrastructure Levy) will amount to £6,277,000 in 2026/27. The vast majority of this, via Community Infrastructure Levy from Wealden. is to deliver the Ersham Road/Diplocks Way/South Road roundabout scheme.

2.3.3 We are continuing to programme the use of existing held s106 contributions across future financial years to support the delivery of transport schemes around the specifics of the funding's user provision. Likewise, we continue to bid for Community Infrastructure funding via the charging authorities (all the borough/district councils except Hastings, and the South Downs National Park Authority) as funding bidding rounds are opened.

2.4 Road Safety

2.4.4 Within the local transport grant element of the programme, there is a separate allocation for road safety measures to fund the implementation of engineering schemes at specific sites identified as having a high crash record. The number of specific sites identified has reduced over the years and the latest approach combines a mix of site specific and route-based interventions.

2.4.5 As part of the Strategic Casualty Reduction Programme, targeted engineering measures will continue to be introduced in response to problems identified through the ongoing analysis of crash data. Our road safety engineering work is focussed on low-cost traffic management measures (e.g. improvements to signing and lining) and targeted engineering works at identified sites and high-risk sections of our A and B roads where crashes have occurred.

2.4.2 The following allocations have been made in the programme for road safety:

- *Casualty Reduction Programme* - £315,900 (includes slippage from 2025/26)

  This funding is for targeted enhancements to identified sites and routes where road safety issues have been identified but no specific site or causation factor may be evident. Precedence will be given to those sites of highest priority that have the potential to positively impact casualty reduction. The funding may be used in conjunction with other funding, if available, to maximise this impact.

- *Speed Management Interventions* - £112,800 (includes slippage from 2025/26)

  This funding is part of the £500,000 programme to take forward the priority list of sixteen sites announced in December 2024 following the completion of the review of speed limits across the county's A and B-class road network. The review assessed whether the existing speed limits are appropriate and identified areas where they could be reduced or made more effective. Seven of the sixteen sites have now been either completed or awaiting completion with our contractors, with a further three sites being prepared for quotes. Consultations for the remaining starts is due to start in March 2026.

3 2026/27 Programme

3.1 The draft programme of Transport Improvements for 2026/27 is set out in Appendix 2 and gives information on:

- scheme location
- scheme title
- the type of scheme;

- the indicative level of expenditure planned in 2026/27 for scheme development and/or construction cross individual/multiple funding stream(s);
- which stage(s) (i.e. feasibility, preliminary design, detailed design, pre-construction, construction and post-construction) would be completed or commenced in 2026/27.

3.2. A number of factors have been considered in determining which schemes should be included in the draft programme for 2026/27. These factors include:

- the need to continue the design and delivery of committed projects from previous years' programmes;
- the contribution that each scheme will make towards achieving the objectives of LTP4 and the Council Plan;
- the funding available and limitations on the use of that funding (e.g. have schemes been identified in agreed business cases by external funding providers or in the user provision for the use of development contributions); and
- the need to ensure a good balance of schemes of different types and of different sizes to ensure the deliverability of the overall programme.

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