



DfT – Emergency Active Travel Fund

ESCC Application - 5th June 2020

SECTION A: BACKGROUND

- 1. What is your local transport authority name?**
East Sussex County Council
- 2. Which geographical region are you in?**
South East
- 3. What type of authority are you?**
County Council
- 4. How would you classify yourself geographically?**
Urban Other (population between 25,000 and 250,000)

SECTION B: YOUR SCHEME(S) OR PROGRAMME

- 5. Please provide the scheme or programme name(s)**
East Sussex Active Travel for Recovery & Growth
- 6. Please provide a brief summary of the scheme(s) or programme. For example, locations, measures to be adopted, whether they are permanent or temporary measures, and how the scheme or programme will improve mobility, and/or assist with social distancing**

1. Context

The 'East Sussex Active Travel for Recovery & Growth Programme' – Phase 1 will implement temporary transport measures in the immediate future to manage the impact of the Covid - 19 pandemic and the need to enable people to safely social distance. This will be alongside embracing the opportunities that enables more people to walk and cycle for everyday journeys in our larger towns and villages, and on key corridors of movement.

This programme has been developed to ensure that it integrates with our longer term ambitions for a strategic high quality and inclusive cycling and walking network. Therefore phase 1 of this programme does include a small number of schemes, which have been prioritised for inclusion in the draft East Sussex Local Cycling & Walking Infrastructure Plan (LCWIP), which we will bring forward as temporary schemes. Further schemes have also been identified, many within our draft LCWIP, which could come forward as part of a phase 2 programme to enable people to cycle and walk to key trip attractors.

Crucially it builds upon the momentum of considerable recent and planned investment in cycling and walking infrastructure in the county which has been developed and delivered through our Local Transport Capital Programme and will form a fundamental element of our wider plans to transform mobility across the County. This will ensure that the schemes we

have prioritised integrate with the existing transport network, especially for cycling and walking, which will provide greater value for money.

Essentially this programme supports key cross departmental priorities for the short and longer term in relation to the recovery of our local economy, alongside sustainable healthy living and importantly as part of our action to become carbon neutral by 2050.

2. East Sussex Active Travel for Recovery & Growth Programme

Programme Aims

The proposed programme will support the two key aims of the funding in relation to:-

- **Assisting with social distancing** - in areas where there are higher footfalls of people, with an emphasis on high streets, town centres and larger village centres.
- Improvements to support mobility - particularly for people who can walk or cycle for short local journeys and where this can replace the use of public transport. However, with the county being more rural there is also the need to support those people who need to take longer journeys to access key services, but where they can combine walking and cycling with using public transport safely.

Geographic extent of the programme

The County of East Sussex covers an area of 692 square miles and is largely a rural with more urbanised areas located on the coastal strip. It includes the administrative boroughs and districts of Eastbourne, Hastings, Lewes, Rother and Wealden.

There is a need to balance the programme across the County, but the delivery of the measures will be intensified within areas of the County such as Eastbourne and Hastings, followed by our other coastal and market towns, where there is higher population density, higher usage of public transport and where there is a greater propensity for people to walk and cycle for everyday journeys. **This approach accords with ESCC draft Local Cycling & Walking Infrastructure Plan (LCWIP) and the evidence to support this.** Some of the social distancing measures and increases in cycle parking provision will be rolled out to our larger villages.

Programme Measures to be adopted

For this first tranche of funding the measures which will be adopted will be **temporary** and can be delivered within an **eight week time period**. These will be brought forward through the use of temporary traffic management including light segregation through the use of barriers, planters, cones and signing and road markings where appropriate.

In developing the package initial collaboration and engagement has been undertaken with key stakeholders, with further public engagement to be undertaken, where relevant. Having due regard to the Equality Act 2010 has been essential in the development of the programme, and further assessment of this will be integrated as part of scheme design and delivery.

Element 1 - County Wide Measures

To ensure consistency across the county an integrated package of signing in town centres and high streets alongside the provision of cycle parking will be delivered. This will include:-

- **Social Distance signing package** – using the DfT approved – ‘Covid 19 – Keep Apart’ signing. These signs will be installed within key towns and market towns, on high streets and within town centre highway areas and in larger village centres.
- **Cycle Parking Package** – Temporary cycle parking racks installed across all key towns and market towns on high streets, town centre highway areas and within car parks.
- **Bus Stop social distancing signing package** - Social distancing messaging on footways at bus stops. This will be prioritised at bus stops where there is a conflict between people queuing for buses and people queuing for to access adjacent shops.

Element 2 – Schemes according to specific geographic areas

The programme also includes a number of site specific schemes. The impact of these has been assessed in terms of safety, the likely local acceptability and the opportunities to increase cycling and walking, especially on key corridors of movement and within town centres and high streets, alongside the requirement to deliver these within an eight week period.

However, a number of these schemes will still necessitate local consultation with those immediately affected by the proposals and may require either the suspension of parking or the advertisement of temporary traffic regulation orders (TTROs). Should we get significant objections at either the local consultation or TTRO stage of implementing these schemes which may delay delivery within the 8 week timeframe, then we may decide not to proceed.

Eastbourne

- **Terminus Road between Trinity Trees and Grand Parade** – Point closure - between Trinity Trees and Grand Parade, to enable people to social distance and walk, and potentially cycle, within this key route between the town centre to the seafront, alongside enabling the many restaurants/cafes and bars to safely extend into this space. (Included in the East Sussex LCWIP)
- **Bolton Road to Langney Road** – Point closure between Bolton Road and Langney Road to enable people to social distance and walk, and potentially cycle, within this key route within the town centre to seafront area of the town. (Included in the East Sussex LCWIP)
- **Eastbourne Seafront Cycle Route** - Segregated cycleway (temporary) within the section between Wish Tower and Fisherman’s Green to enable cycling on the entire length of Eastbourne seafront, to support both utility and leisure cycling. (Included in the East Sussex LCWIP)
- **Princes Road: Royal Parade** - Langney Roundabout – Signed temporary cycle route using Princes Road and linking with existing cycle infrastructure (Horseley Cycle Route) to support utility cycling from residential areas to key trip attractors in Eastbourne. (Included in the East Sussex LCWIP)

Hastings

- **A259 The Stade - Pelham Place** – Localised footway widening to enable social distancing and safer pedestrian access on this key route within the seafront area of the town.
- **Warrior Square (west of junction Norman Road)** - Footway widening to enable social distancing and safer pedestrian access on this key route within the seafront area of the town.

Rother

Bexhill

- **Buckhurst Place** – Footway widening under the bridge at junction of Sackville Road/Buckhurst Place to enable access on key corridor or movement within Bexhill Town Centre to support social distancing and safer access for pedestrians to town centre services.
- **Devonshire Road** – Closure of one lane to make road one way to enable footway widening to support social distancing and pedestrian access within this area and potentially cycling, alongside enabling the cafes on this stretch of road to extend into this space.
- **Western Road** – Point closure to enable people to social distance and walk, and potentially cycling, within this key route within the town centre and access shops and other services safely.
- **Cooden Drive** – improve existing marking to advisory cycle lane, on this key cycling route within Bexhill.

Rye

- **High Street** - Point Closure - to enable people to social distance and walk within this key route within the town centre between 10.00am – 4.00pm.

Lewes

Newhaven Area

- **A259 Peacehaven – Newhaven** - Segregated cycleway (temporary) to support journeys along this key corridor for movement and access to key services, including employment. This corridor has some of the highest public transport usage in the county. (Included in the East Sussex LCWIP)
- **A259 Bishopstone to Marine Drive Seaford** - Speed reduction measures alongside widening of shared footway to enable greater space and safety for both pedestrians and cyclists on this key route supporting access between Seaford and Newhaven for both utility and leisure journeys. This corridor has some of the highest public transport usage in the county.

Lewes

- **High Street/School Hill** – Footway widening to enable people to social distance and walk and cycle within this key route within the town centre to access key local services.

Wealden

- **Hailsham High Street** – Point closure of high street in Hailsham, taxi and bus access to remain.
- **Cuckoo Trail Signing** – Provision of additional signing from residential areas in Heathfield to Eastbourne to signpost users to the existing shared Cuckoo Trail route. This is a key cycle route connects key towns within Wealden to Eastbourne, and has the opportunity to support the replacement of public transport journeys. (Included in the East Sussex LCWIP)

In addition, ESCC has been allocated £400,000 of DfT Access funding for 2020/21. Utilising this Access funding, the East Sussex Active Access for Growth programme will add value to this new programme by undertaking social media promotion of temporary infrastructure, direct engagement with communities, schools and workplaces in the areas surrounding the temporary infrastructure, together with the potential to monitor and evaluate any behaviour change through pre-post intervention surveys.

7. What will be the total cost of the scheme or programme (including VAT)? (Note an estimate can be provided if the cost is unknown)
£479,000 (Clarification included in question 24)
8. What will be the capital cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)
£419,280
9. What will be the revenue cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)
£59,720
10. This expenditure is not intended to be used for any consultancy spend.
Are you intending to use consultants?
Yes we will be using consultants to support this work, but it will be funded from ESCC existing budgets.
11. Is your authority developing a Local Cycling and Walking Infrastructure Plan (LCWIP)?
Yes (Clarification included in question 24)

3. LCWIP DETAILS

12. Is the proposed scheme located on or within the cycling/walking network plan?
Yes (Clarification included in question 24)
13. Has the proposed scheme been identified in the prioritised list of schemes in your LCWIP? (note: this is not a compulsory requirement for applications)
Yes (Clarification included in question 24)

4. SECTION C: SCHEME DETAILS

14. What measures will be adopted? Please select all that apply.

Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered. *

- Point closures
- Segregated cycleway (permanent)
- Segregated cycleway (temporary)
- New permanent footway
- New temporary footway
- Widening existing footway
- Restriction or reduction of parking availability, (e.g. closing bays or complemented by increasing fees)
- Park and cycle/stride/scooter facilities

- Bus corridor
- Cycle counters and/or other active travel data management diagnostics
- Other (please specify):

15. If applicable, what is the route length of the scheme (s)? Note an estimate can be provided if the distance is not yet known

Overall - 6.7km
 A259 Peacehaven - Newhaven - Cycle Route - 3.20km
 A259 Bishopstone to Marine Drive Seaford - Cycle Route - 0.30km
 Eastbourne Seaford Cycle Route - Wish Tower and Fishermans Green Cycle Route - 2.20km
 Royal Parade - Langney Roundabout via Princes Road Cycle Route - 1.00km

Through the scheme design phase cycling provision may increase as part of the schemes identified. Therefore this figure is subject to change and can be updated should monitoring information be required.

16. When are the works expected to be completed?

Assuming the funding is provided by late June, all works will be completed by approximately 31 August 2020. The delivery of the measures will be phased over the next three months, according to the design work and legal requirements of the measures within the programme, which will determine the works required.

17. When is the scheme(s) expected to be open to the public?

All schemes will be delivered by 1 September 2020, but the opening of these will be phased over the next three months, dependent on the works required.

18. Will Traffic Regulation Orders be required?

Yes (Clarification included in question 24)

19. Please confirm you have read the statutory guidance for local authorities

(<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities>) and have consulted with bus operators, hauliers and local groups representing disabled people as appropriate. *

Yes (Clarification included in question 24)

20. Have you considered how the scheme(s) or programme will be evaluated and will you ensure that appropriate monitoring measures will be put in place?

Yes (Clarification included in question 24)

5. SECTION D: DECLARATION

I confirm I have read and understood all the details in the accompanying letter sent 27 May 2020, including the terms and conditions.

I confirm that the Senior Responsible Officer and the Section 31 Officer (or equivalent with delegated authority) have also read and understood the letter.

I declare that the information given is, to the best of my knowledge, correct.

I confirm that the authority will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that the authority:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution;
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties; accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme;
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided;
- confirms that the authority has the necessary governance/assurance arrangements in place.

I also understand DfT may request further details as to the schemes and costs therein.

21. Reporting Officer details

Jon Wheeler, Team Manager, Strategic Economic Infrastructure

22. Senior Responsible Officer details

James Harris, Assistant Director Economy

23. Section 31 Officer (or equivalent with delegated authority) details

Ian Gutsell, Chief Finance Officer

24. Please add further details or clarification

Clarification on specific questions included in the application.

SECTION B: YOUR SCHEME(S) OR PROGRAMME

Question 7 – The schemes included in overall programme cost have been estimated at this stage and therefore, particularly schemes for specific geographic areas, are subject to change.

The programme has secured match funding for the delivery of measures within Eastbourne through the Business Improvement District, and additional opportunities are being explored by working collaboratively with all district and borough councils to establish the opportunities through the use of 'Reopening High Streets Safely Fund', which may be able to

be used to add value to this programme. This information can be provided through future monitoring of the fund.

Question 11 - ESCC has developed a draft LCWIP. A consultation with key local stakeholders is currently being undertaken. A copy of the East Sussex LCWIP has been forward to the DfT.

Section 3 – LCWIP

Question 12 - A small number of the schemes which are included in the programme are identified within the cycling and walking network plans in the draft East Sussex LCWIP. These are highlighted in question 6.

Question 13 - The schemes included in the Eastbourne area are all prioritised schemes within the draft East Sussex LCWIP.

Section 4 – Scheme Details

Question 18 - Traffic regulation orders will be required for the majority of the schemes identified in question 6, Element 2 – Schemes according to specific geographic areas.

Question 19 – ESCC has read the statutory guidance in relation to re-allocating road space, and whilst we have been working in collaboration with the district and boroughs to develop the programme alongside other key stakeholders, given the timescales that the programme has been developed further engagement will be required to be undertaken during scheme development.

Question 20 –In regards to scheme evaluation the funding will be utilised to install cycle counters on the any new cycle infrastructure schemes. ESCC is also exploring the opportunities through their East Sussex Active Access for Growth Programme to monitor and evaluate the impact of the programme and potentially the behaviour change through pre-post intervention surveys.

Other clarification points

Governance – A Task & Finish Group has been established by ESCC to manage the development and delivery of the programme. This is a multi-disciplinary group including transport planning, road safety, public transport, transport development control, asset management, East Sussex Highways – network management and design team, legal & finance. This group also regular engages with the district and borough councils in regards to their Reopening High Streets Safely Fund.

Future Schemes – In addition to the schemes included in the programme in question 6, ESCC is also currently assessing the opportunities to amend the timings on traffic signals with pedestrian crossing phases at key locations to provide pedestrians with more time to cross.

We are also reviewing whether some support could be provided to schools to provide more space for social distancing and enable families to walk and cycle to schools, through road closures commencing in September 2020.

ESCC has other cycling and walking schemes which could come forward with further funding, which are outlined in their draft LCWIP.