



Emergency Active Travel Fund - Tranche 2 survey

1. General

1. What is your local transport authority name? *

East Sussex County Council

2. Strategic case

A scheme is defined here as a single measure or group of related measures with the same objectives, for example to encourage more cycling/walking trips, reducing traffic flows, and shifting trips away from public transport whilst social distancing is in force. For example, a corridor scheme might be a series of investments along a given route to promote cycling and walking such as a new segregated cycle lane, junction improvements and new signage. Alternatively, an area-wide scheme might represent a programme of similar investments over a wider geographic area to achieve a given objective; for example, a programme of junction safety improvements to reduce cyclist casualties at collision hotspots.

2. Please set out the context for the bid by briefly explaining the local transport problem, challenge or needs that your bid will help to address. These should be consistent with the objectives of the Fund set out in the bid invitation letter.

Context

The **East Sussex Active Travel for Recovery & Growth Programme – Phase 2** will deliver a programme of safer and inclusive walking and cycling measures by March 2021 through the Emergency Active Travel Fund (EATF) Tranche 2. This is focused on measures that are deliverable (as per the fund's guidance) by March 2021; it will build on existing infrastructure; complement existing and planned investment in active travel; and will have strong public and stakeholder support. Our overall Tranche 2 package consists of the following schemes focused on our growth areas of Eastbourne, Bexhill, Hastings, Newhaven and Lewes – the areas in the county with the greatest propensity to walk and cycle and, where investment will bring the most benefit:

- Scheme 1 – School Streets, covering eight schools across the County walking enhancements and a schools behaviour change package;
- Scheme 2 – Eastbourne walking enhancements (Ashford Road – Lottbridge Drove);
- Scheme 3 – Bexhill and Hastings walking enhancements, including:
 - Bexhill – Upper Sea Road to Pebsham Lane;
 - Hastings – Core Walking Zone;
 - Hastings – Cornwallis Gardens to Hollington Old Lane;
- Scheme 4 – Newhaven & Lewes LCWIP package, including:
 - Lewes – Falmer to Woodingdean Cycle Route;
 - Lewes – Southover Road to Brighton Road;
 - Newhaven – Drove Road to Denton Road.

(Schemes 2 to 4 also include travel behaviour change measures)

Implementing measures in the areas identified above will support with delivering our objectives of:

- creating an environment that is safer for both walking and cycling to replace journeys made by car and public transport;

- avoiding overcrowding on public transport systems while social distancing is in force in the short-term;
- reducing car dependency for shorter distance trips in the long-term by enabling more people to walk and cycle, supporting wider economic regeneration and reducing town centre congestion;
- improving both physical and mental health outcomes for people in East Sussex; and
- contributing towards the County Council's target of achieving net zero carbon emissions by 2050 and improvements in air quality within our two Air Quality Management Areas (AQMAs) in Newhaven and in the centre of Lewes.

Further details on these schemes included in our Tranche 2 bid are described in our response to **Question 3** and in **Sections 4 to 7** of this proforma.

Alignment with East Sussex Draft Local Cycling and Walking Infrastructure Plan (LCWIP) 2020 - 2030

Crucially, all of the schemes within our Tranche 2 programme are identified as priority schemes within our draft Local Cycling & Walking Infrastructure Plan (LCWIP). Whilst this will help inform the future direction of our investment plans and priorities over the next 10 years, this funding will assist in accelerating the delivery of prioritised measures in the short term.

The ESCC draft LCWIP is a 'people led' plan, which has recently been subject to a targeted stakeholder consultation, including Borough and District Councils and walking, cycling and access groups. This has identified the key challenges, set out in the section below, in relation to delivering cycling and walking infrastructure, and which this programme will look to address.

Current challenges and opportunities for walking and cycling in East Sussex

The robust evidence base developed for the LCWIP resulted in the identification of key challenges for walking and cycling specific to several geographic areas within East Sussex. These include:

- limited cycling and walking networks on key corridors within the growth areas of Newhaven, Eastbourne & South Wealden and Bexhill & Hastings;
- higher than average levels of obesity among reception and Year 6 children and a prevalence of mental health issues in certain districts and boroughs – obesity levels for year 6 children in the Newhaven and Eastbourne areas are for example among the highest in the county, while high levels of unemployment and deprivation compared to other areas of the county are contributing factors to poorer health outcomes and mental health in Hastings and Bexhill;
- safety issues associated with high traffic volumes and speed of traffic on key corridors, in particular in residential suburbs around Bexhill and Hastings;
- town centres dominated by traffic movements, impacting on ambience, safety and air quality – for example, traffic congestion and related

severance are key issues in Newhaven town centre with daily traffic volumes on the gyratory exceeding 20,000 vehicles, resulting in an AQMA designation – pedestrian-traffic conflicts are also a challenge in Eastbourne town centre and in Bexhill and Hastings, in particular the A259 coastal route through the latter where high traffic volumes and limited crossing provision creates significant severance and impinges on the amenity of the seafront;

- limited and inconsistent provision for cycling and walking connecting residential areas and key local trip attractors, for example in Bexhill and Hastings; and
- inconsistent provision for cycling and walking to support inclusive access (for example dropped kerbs) in Eastbourne, Lewes, Bexhill and Hastings town centres.

Alongside the challenges, many opportunities associated with developing the walking and cycling network were also identified, which include:

- distances in towns between residential areas and centres/business areas are typically between 3 to 5km or less, making cycling and walking feasible;
- increased growth in housing and employment is planned in areas connected to the existing sustainable transport network, facilitating integration;
- there is a strong appetite for more active travel among local populations, especially in Eastbourne and Hastings;
- untapped opportunities exist to promote accessible cycling and walking alongside our cultural and tourist offer, focused on our coastal towns;
- our existing travel behaviour change programmes and training, such as the Active Access for Growth programme (AAfG), offer the potential for integration with transport infrastructure projects; and
- support for people to integrate cycling and walking as part of their longer-term travel choices also creates an opportunity to support post-Covid-19 recovery.

Key data which underpins the issues and opportunities

23% of the county's population are over 65 compared to the national average of 16%, while people whose day-to-day activities are limited (including mobility impairments) make up 11%, more than double the national average of 5.4%. Improvements to the walking network across East Sussex, even in the form of relatively small measures, would therefore bring about significant benefits for many people that are specifically related to health outcomes. Furthermore, improving safety and reducing the perception of risk will enable cycling for more people, including those where this mode of travel can be under-represented, such as people of an older age, women, and Black, Asian and minority ethnic (BAME) groups. Improving active mode facilities will also increase inclusive accessibility for people who cannot or choose not to drive, including children and those on low incomes, to access jobs and services.

ESCC is committed to undertaking further work in the near future on the draft LCWIP plan with local stakeholders, to take into consideration changing travel patterns resulting from the pandemic and to integrate new national policy and on cycling and walking. A link to the current draft is provided in

our response to Question 6.

Rationale for action in future – the impacts of growth

Pressures on the transport network in East Sussex will become more acute over the coming years as we deliver the Government's drive for economic growth and new housing. Population projections for the county indicate a 4% increase within 5 years and 8% within 10 years, resulting in a need to accommodate the travel demands of nearly 45,000 additional people. In addition, the population aged over 65 in the county is projected to increase by 25% by 2030, meaning that walking and cycling initiatives will become increasingly important in delivering positive health outcomes for elderly people.

A lack of sustained funding to deliver new walking and cycling intervention means that more people will choose to travel by alternative modes (particularly by car) or potentially not travel at all if they do have access to a vehicle or struggle with mobility impairments. This will exacerbate transport challenges in the county linked to high levels of traffic (including congestion, air quality and noise) that are already evident in places such as Newhaven, Bexhill, Eastbourne and Hastings, and worsen physical and mental health outcomes particularly for vulnerable groups in places such as Bexhill and Hastings.

Supporting existing investment in active travel

East Sussex has recently been successful in securing over £25m of funding through the South East Local Growth Fund, augmenting our own funding, to deliver sustainable transport infrastructure improvements in the county's key growth areas.

Cycling

To support the growing demand for cycling for both commuting and leisure travel, we already have a number of LGF and County Council funded segregated cycle routes in the county's key growth areas, which are programmed for delivery in 2021/22. A number of these are located on key strategic corridors of movement in the growth areas, and those identified within the DfT Rapid Prioritisation Tool, as 'top ranked new cycle ways'. A particularly prominent scheme is the Hailsham/Polegate/Eastbourne Movement & Access Corridor.

Due to Covid-19 related delays, these routes are still subject to public consultation and detailed design. As a consequence, none of these can be accelerated to take advantage of the Tranche 2 funding and for construction to start by March 2021. However, we have been able to identify a number of targeted cycling elements included in our Tranche 2 programme which can be delivered within the specified timescales.

Walking

With an above average 'older population' residing in East Sussex walking is often cited as a more achievable option, and certainly the starting point for helping people who are currently inactive to try to incorporate active travel into their everyday lives, as part of short or longer journeys. As outlined in

ESCC draft LCWIP pedestrian facilities are equally important in terms of promoting active travel for county's like East Sussex, and which was reinforced by engagement undertaken with key local stakeholders.

Influence on Tranche 2 programme

For Tranche 2 we have focussed on identifying a programme of measures which are deliverable by March 2021, and importantly the majority of which can be integrated as part of these future schemes. This will have a significant impact on continuing to build upon the momentum for both the recent and planned investment in cycling and walking infrastructure in the county, which has been developed and delivered through our Local Transport Capital Programme.

The focus of our Tranche 2 submission is consequently on enhancing pedestrian facilities, which are equally important in terms of promoting active travel in the county. Using an evidence led approach which meets with the needs of local demographics, deliverable pedestrian interventions have been identified from the walking audits undertaken to inform our draft LCWIP to connect people with the key places and destinations they need to access Significantly these will:-

- 1. Support key destinations of the county where there has been a significant impact from the pandemic** – i.e. town centres and the need to support these in the wider context of economic recovery and growth, by also providing alternatives to public transport, This is alongside providing safer access to schools, and the need to support the opening of these in September and to enable more children and families to walk and cycle to school in the short and longer term.
- 2. Accelerate the delivery of measures identified as part of schemes which will be re-allocating road space** – i.e. to add value to existing programmed schemes within town centres which will be removing traffic and giving greater space for people to cycle, walk and access public transport. The measures for Tranche 2 will include the provision of new footways or enhancement and widening of these alongside dropped kerbs, tactile paving and new crossings. Large scale pedestrian schemes for Eastbourne & Hastings funded using LGF and County Council funding are programmed for delivery in 2021/22 and beyond. Similar schemes for other areas will come forward as part of our longer-term support to become carbon neutral.
- 3. Emphasis on measures which support more people that are often underrepresented in the use of active travel** (including older people, women and Black, Asian and minority ethnic (BAME) groups) or who are more vulnerable pedestrians including people with physical or hidden disabilities – Having due regard to the Equality Act 2010 is a fundamental element of ESCC draft LCWIP. This programme will deliver a programme of measures which will enhance access and therefore positively impact many groups of people with protected characteristics, as identified in ESCC LCWIP Equality Impact Assessment. This also supports the wider aim of ESCC draft LCWIP, which is to support inclusive access.

Supporting travel behaviour change and changing policy framework

It is widely recognised that often installing new infrastructure, particularly cycling and walking infrastructure, is not enough to change people's travel

behaviour, unless combined with initiatives, information or skills training to overcome any identified barriers. With East Sussex being a predominantly rural county and having an older demographic, this means that it can sometimes be challenging to deliver certain types of active travel infrastructure or initiatives that are sometimes more suited to more urban areas. Whilst this does not mean that we cannot deliver active travel measures within our area, we also need to tackle the challenges and embrace the opportunities to adapt or to prioritise measures which meet with the needs of local people to enable them to cycle or walk more within our local environment.

To support this, an integrated element of this programme will include revenue funded travel behaviour change initiatives. This will include an extension to our existing active travel work during the pandemic with both primary and secondary schools, particularly to help with the return to school and longer-term support to increase cycling and walking to school. To provide a co-ordinated approach to this work, ESCC has already established a cross departmental school travel working group, comprising of officers from transport planning, public transport, education admissions and public health. This is in response to Baroness Vere of Norbiton's letter of 3 July, and is a demonstration of our authority's commitment to active travel to school.

This will be alongside targeted engagement with businesses and the wider public to facilitate a strategic and collaborative approach to developing active travel environments in our key towns. This will help ESCC ease the delivery of current and future active travel infrastructure projects in the short and longer term, which meet the needs of local people and critically are supported by them to enable our authority to embrace the changing policy framework around cycling and walking.

This element of the programme will also support wider policy agendas, particularly the need to tackle obesity, which is prevalent in many of the key growth areas and a key national policy driver during the Covid-19 pandemic. This will be through using a whole-systems approach, but through the use of this programme to specifically support the physical environment to enable more active travel.

Policy context and strategic fit

The **East Sussex Active Travel for Recovery & Growth Programme' – Phase 2 programme** aligns with our proposed vision, principles and objectives to support economic, social, health and environmental initiatives, as documented in our LCWIP. The vision for this plan is for *'People will be able to choose to walk or cycle for all or part of their everyday journeys, enabling them to get to the places they need or want to go to. It will be an easy, enjoyable, inclusive and a safe option, centred on supporting healthy and sustainable communities.'*

The development of our LCWIP is underpinned by our **Local Transport Plan 2011 – 2026 (LTP)**. This sets out our overarching transport strategy and specific needs for defined geographic areas. The LTP's objectives are outlined below, with economic competitiveness and growth and improving safety, health and security identified as the key priorities:

- Improve economic competitiveness and growth;
- Improve safety, health and security;
- Tackle climate change;

- Improve accessibility and enhance social inclusion;
- Improve quality of life.

This directly supports the development of our walking and cycling network through the following transport-specific objectives:

- Reduce congestion by improving the efficiency of the transport network and encouraging greater use of sustainable modes of transport;
- Improve road safety for vulnerable road users – pedestrians, cyclists, motorcyclists and horse riders;
- Reduce greenhouse gas emissions, local air pollution and noise from transport;
- Improve personal health and wellbeing by encouraging and enabling increased physical activity through active travel.

The **ESCC Council Plan** sets out ambitions for the County for the period up to 2022. This includes four overarching priority outcomes:

- driving sustainable economic growth;
- keeping vulnerable people safe;
- helping people help themselves; and
- making best use of resources.

The delivery of measures identified in our LCWIP, and therefore our Phase 2 programme, will be an integral element of supporting sustainable economic growth and recovery by delivering new and improved transport infrastructure. They will also help people help themselves through travel behaviour change projects that will be delivered with our schools as part of the programme.

The East Sussex **Environment Strategy 2020** includes an overarching vision to ‘protect and enhance our natural and built environment for current and future generations and tackle and adapt to climate change’.

The **East Sussex Healthy Weight Plan** is the County’s plan for tackling obesity. It recognises that achieving a healthy weight is much more complex than maintaining it through a balance between energy intake and energy expenditure. The plan embraces the need to take a whole-system approach in order to address all the factors which can affect weight including knowledge, the social and physical environment we live in, economic and cultural background, and our self-confidence. It uses an integrated partnership approach drawing in a range of sectors to work collaboratively to reduce the burden of excess weight in the County, with active travel being a key element of this.

The aim of the **County’s Economic Recovery Plan (ERP) 2020** is to build sustainable prosperity for our businesses, voluntary, community and social enterprise sector and support residents to access new opportunities that drive economic recovery and resilience within a post Covid-19 landscape. The plan will cover the next 12 to 18 months and seeks to maximise the use of Government resources, alongside local provision from East Sussex partners, to ensure the alignment of our collective strategic resources to deliver the change that is required, both as a response to the pandemic, but also to capitalise on the opportunities presented by it. The delivery of the measures within the LCWIP and this programme will help delivery the objective to ‘Increase the number of people walking, cycling and using public transport in East Sussex’ which sits within the ‘Expand low carbon

transport and energy infrastructure' ambition in the ERP.

The benefits of intervention

Investment in our Tranche 2 programme will support with addressing the issues identified above and delivering a range of benefits related to reductions in private vehicle use (including congestion relief, reduced road maintenance costs, improvements in air quality, and reductions in noise, emissions and traffic collisions), improvements in journey quality/ambience and health outcomes, and reductions in absenteeism.

As indicated in fund guidance, we have used the DfT's Active Modes Appraisal Tool (AMAT) to quantify these benefits for comparison with scheme costs for each of the schemes summarised above. The headline indicative Benefit-Cost Ratio (BCR) outputs are summarised below:

Details of the method and any subsequent refinements will be submitted to the DfT in a separate document before the 11th September.

Scheme 1 – School Streets: Indicative BCR = 5.32

Scheme 2 – Eastbourne walking enhancements (Ashford Road – Lottbridge Drove): Indicative BCR = 4.23

Scheme 3 – Bexhill and Hastings walking enhancements: Indicative BCR = 6.48

Scheme 4 – Newhaven & Lewes LCWIP package: Indicative BCR = 3.08

Please note for the above:

Scheme 1 – for the benefit of a conservative BCR estimate, we have only considered benefits applicable to school children at the schools, with potential benefits for parents, school staff and other members of the public excluded. We have also assumed no cycle journeys will be made and therefore benefits have only been calculated for walking trips.

Schemes 2, 3 & 4 - for the benefit of a conservative BCR estimate, we have assumed commuting trips only with all other journey purposes excluded.

3. Please provide a summary of the proposed scheme(s). For example, locations, measures to be adopted, and whether they are temporary or permanent measures. Please explain how the scheme(s) will help to address the local challenges you have set out above, consistent with the objectives of the Fund. This should include how you have considered any mitigating impacts on other transport modes. *

This integrated package of schemes has been developed to address the challenges and opportunities as set out in **Question 2** and focus on the key growth areas of Eastbourne/South Wealden, Bexhill and Hastings, and Newhaven and Lewes. Four schemes are included, each consisting of several

elements that are described below. As described in our response to **Question 2**, the focus of the four schemes is on walking enhancements that complement recently delivered or planned cycling investments funded through the Local Growth Fund or our own capital funding programme.

Scheme 1 – School Streets

Building on the progress of the DfT-funded East Sussex Active Access for Growth (AAfG) programme over the last 3½ years, a key element of the AAfG programme has been delivering the Active Access to Education and Training package in schools and colleges and providing the opportunity to influence travel choices and promote active travel.

Therefore, our bid includes a ‘Schools Streets’ initiative which will involve working with schools to help them support their pupils and their families with the journey to school during the Covid-19 pandemic, particularly with the return to school in September and to support longer term active travel to school.

The first element will involve working with up to 8 primary schools in the county to implement initiatives to encourage walking and cycling to school and safe social distancing by delivering temporary road closures. Within this element of the programme, we will work with each of the schools and its pupils to identify where there are barriers to walking and cycling within its surrounds, and small-scale localised and deliverable interventions that could help encourage greater levels of active travel. Included in this scheme is up to £30,000 per school of footway and access improvements as well as cycle/scooter parking that will help to encourage more active travel on journeys to and from school.

The second element will involve working specifically with secondary schools to identify initiatives and solutions to enable more active travel to school to reduce the demand on the use of school buses and other public transport. This need has been identified following recent ESCC consultation with secondary schools in relation to managing the return to school in September by pupils.

As referred to in **Question 2**, this scheme will be supported by an established a cross departmental school travel working group, comprising of officers from transport planning, public transport, education admissions and public health.

Further details on Scheme 1 are provided in **Section 4** of this proforma.

The following three schemes are set within the context of the current East Sussex Local Growth Fund programme and schemes which will be delivered from 2021/22 onwards to provide significant reallocation of space for cycling and walking.

Scheme 2 – Eastbourne walking enhancements (Ashford Road – Lottbridge Drove)

Scheme 2 is focused on delivering walking enhancements in Eastbourne, between Ashford Road and Lottbridge Drove. This is a largely residential

area with moderate levels of traffic, which connects Eastbourne rail station to the Horsey Cycle Way. It is referred to as scheme E4 in the LCWIP.

The area will benefit from footway resurfacing on Waterworks Road and Astaire Avenue, and improved dropped kerbs and tactile paving provision on Moy Avenue and Ringwood Road. Footway resurfacing will reduce the potential for trip hazards and increase comfort for pedestrians, while improving dropped kerbs and providing tactile paving will ensure the footway is accessible to a range of users with various accessibility requirements. The scheme will also include an upgrade of the existing four pelican crossings at the Cavendish Place/Ashford Road junction to puffin crossings. This will increase green time for pedestrians, providing more time for those with specific mobility requirements to cross the road at this junction.

Further details on Scheme 2 are provided in **Section 5** of this proforma.

Scheme 3 – Bexhill and Hastings walking enhancements

Scheme 3 is focused on delivering walking enhancements in Bexhill and Hastings and consists of three elements corresponding to schemes B6, HS1 and HS3 as set out in the LCWIP.

Bexhill – Upper Sea Road to Pebsham Lane (LCWIP scheme B6)

Footways along this route in Bexhill have limited width to accommodate pedestrian demand in certain sections (and in others, footways are absent entirely), with issues exacerbated by vehicular parking. Footway accessibility is also often poor with many deficient dropped kerbs, inadequate tactile paving, and deteriorating surface quality.

This component of Scheme 2 consists of footway resurfacing on Madgalen Road; footway widening to 2m and accessibility and tactile paving provision on Links Drive; the provision of dropped kerbs on Dorset Road (2 junctions), Third Avenue (4 junctions), and Long Avenue (3 junctions); and the introduction of new footways with tactile paving and dropped kerbs along Pebsham Lane between Bramlen Close and the Pebsham Farm Business Park. Footway resurfacing will eliminate risks of trip hazards from cracked or loose slabs, while footway provision and widening will increase comfort and safety for pedestrians and the attractiveness of routes. The provision of dropped kerbs will ensure accessibility for all users when crossing the road. Tactile paving will improve accessibility for visually-impaired people.

Hastings – Core Walking Zone (LCWIP scheme HS1)

Footway function in the core walking zone within Hastings is limited with many footways having insufficient width, trip hazards, and limited accessibility with few dropped kerbs.

This component of Scheme 2 includes vegetation clearance on Braybrooke Road; repairs to tactile paving on Queens Road east of the Priors Meadow Shopping Centre; general resurfacing of the footway, widening of the pedestrian refuge at the western end and repairs to the pedestrian

refuge opposite Medlow Court on Eversfield Place; and the provision of dropped kerbs on White Rock Road and Schwerte Way (at the Verulam Place/White Rock Road junction). These measures will increase the attractiveness of the area and the comfort and safety of pedestrians by increasing effective footway width and removing trip hazards. The capacity of crossing facilities on the seafront will also be increased and dropped kerbs will ensure that the footways are accessible to all pedestrians.

Hastings – Cornwallis Gardens to Hollington Old Lane (LCWIP scheme HS3)

This route currently suffers from overgrown vegetation and littering, a lack of dropped kerbs hampering accessibility, and narrow footway widths. This component of Scheme 2 consequently includes the provision of dropped kerbs on the southern half of Hollington Old Lane; footway widening up to the grass verge along the northern side of Blackman Avenue (between Hollington Old Lane and Marline Road); and regular vegetation maintenance at the Bohemia Road/Magdalen Road junction. Dropped kerbs will enhance accessibility for pedestrians (particularly those with mobility impairments), while widening will increase pedestrian comfort and safety. Vegetation maintenance will increase the attractiveness of the area for pedestrians and residents.

Further details on the components included within Scheme 3 are provided in **Section 6** of this proforma.

Scheme 4 – Newhaven & Lewes LCWIP package

Scheme 4 is focused on delivering walking and cycling enhancements in Newhaven and Lewes and consists of three elements corresponding to schemes set out in the LCWIP.

Lewes – Multi User path running alongside B2123 – Falmer Road, which connects Woodingdean to Falmer.

This is an important commuter link to the Universities of Brighton and Sussex and the Amex Football Stadium, plus it links to the west to the RCN 90 to Lewes & to the South Downs National Park and east to central Brighton, providing an important strategic link between the two authorities. The multi user path is currently designated as a permissive route and, at the time of writing we are working in partnership with Brighton & Hove City Council and the SDNPA to formally adopt this route as a right of way (Public Bridleway) and to upgrade the route with a sealed surface to increase its attractiveness and comfort. This scheme will address a number of factors that are affecting the longevity of this route including the longitudinal gradient, the exposed terrain, varying crossfalls, high sided banks trapping water on the route, the quality of the recycled base material which is now becoming exposed and no path edging to provide stability for the material.

Lewes – Southover Road to Brighton Road (LCWIP scheme L4)

This route in Lewes currently suffers from a lack of dropped kerbs and tactile paving on certain sections in addition to poor quality footway surfaces and narrow width for pedestrians. This scheme component consequently involves the provision of dropped kerbs and tactile paving on Southover Road and Delaware Road; footway resurfacing/tile replacement on the south side of Grange Road; and footway widening to 2m on Bell Lane adjacent

to the recreation ground. The provision of dropped kerbs and tactile paving will improve accessibility for pedestrians with a range of accessibility requirements while footway re-surfacing and tile replacement will reduce trip hazard risks. Bell Lane widening will provide enough space for both wheelchair users and pedestrians to access the recreation ground.

Newhaven – Drove Road to Denton Road (LCWIP scheme N4)

This scheme component consists of the introduction of dropped kerbs on New Road (adjacent to Travis Perkins and Newhaven Plumbase); resurfacing footways, installing or repairing tactile paving, providing dropped kerbs, and removing overgrown vegetation on Avis Way; improving the deteriorating paving parallel to Church Hill Lodge on Church Hill; increasing footway width on sections of Avis Road and Denton Road; introducing tactile paving at the Denton Road/Denton Drive (south) junction; and providing dropped kerbs and tactile paving over three side roads (Acacia Road, The Grove and Rectory Road). These measures will ensure that footways are accessible for all users (including those with mobility impairments); improve pedestrian comfort and footway function/capacity; reduce potential trip hazards; and improve the attractiveness of the route.

Further details on the components included within Scheme 4 are provided in **Section 7** of this proforma.

4. What prioritisation has been undertaken to identify these proposed scheme(s)? Please tick all that apply *



Scheme(s) identified in Local Cycling and Walking Investment Plan (LCWIP)



Scheme(s) identified as priority in Transport for London's Strategic Cycling Analysis or Strategic Walking Analysis



Scheme(s) identified in Local Transport Plan



Scheme(s) identified by the Rapid Cycleway Prioritisation Tool (<https://www.cyipt.bike/rapid/>)



Scheme(s) identified using the Propensity to Cycle Tool (<https://www.pct.bike/>)



Scheme(s) identified through consultation with stakeholders



Other (please specify):

3. LCWIPs (if appropriate)

5. Which LCWIP does the scheme(s) fall under? *

East Sussex Draft Local Cycling and Walking Infrastructure Plan (LCWIP), 2020

The schemes within our programme are identified in the evidence base that has supported the development of our draft 2020 Local Cycling & Walking Infrastructure Plan (LCWIP) which will help inform the future direction of our investment plans and priorities over the next 10 years. The draft LCWIP has recently been subject to a targeted stakeholder consultation, including Borough and District Councils and walking, cycling and access groups.

The LCWIP will be subject to a wider public consultation this autumn.

6. Please provide a URL to the LCWIP if available

https://consultation.eastsussex.gov.uk/economy-transport-environment/2f06d4f9/consult_view/

4. Scheme 1

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

7. Scheme name *

Scheme 1 – Schools Streets

8. Total scheme cost *

Total cost of £426,929 across eight schools (2020 prices):

- £240,000 of capital expenditure covering set-up/management of time-limited road closures and footway enhancements;
- £186,929 of revenue expenditure to run School Streets programme for over 12 months period.

9. Please provide a clear description of the scheme, including :

- **the location of new cycle lanes proposed to be introduced**
- **types of road that they are located on**
- **the location of any junction improvements and point closures;**
- **the location of any area-wide measures such as school streets, point closures or modal filters;**
- **whether interventions are temporary or permanent.**

A map should be provided if possible.

The context for this scheme is to trial the reallocation of road space outside of schools through temporary road closures, alongside delivering infrastructure improvements to support access to school alongside travel behaviour change initiatives to support active travel to school during the Covid-19 pandemic and in the longer term.

'School Streets' schemes will be implemented at eight schools across the county. Eight candidate schools have been identified based on a short-listing process considering relevant school characteristics and previous engagement through the Active Access for Growth (AAfG) Programme to support a successful outcome (for example, by prioritising schools with the potential for large numbers of walking and cycling trips to replace public

transport journeys where appropriate, and where initial engagement has indicated strong support for the implementation of a scheme to enable delivery). Further engagement will take place when schools are back in September, with a view to implementing the schemes during the autumn/winter term in the forthcoming school year.

The candidate schools are illustrated on the plan below.

Scheme 1 - School Streets



The first element involves the temporary closure of one or two roads at each school during school pick-up and drop-off times for non-local traffic movements, with closures lasting approximately 45 minutes to 1 hour to allow for staggered school entry and exit times as part of managing Covid-19 risks.

At some schools, this closure would be implemented with movable cones and bollards, with access managed by a trained attendant. At others, there is the potential to install permanent retractable bollards at one end of street closures. In the case of our programme, temporary measures would be adopted at the outset at all schools involving the use of moveable cones and bollards, with the installation of retractable bollards dependent on a successful outcome during an initial trial period.

Local access for properties located on affected streets would not be restricted but may be limited to one point of entry only during the time of closure, depending on the road layout at specific schools. Our Tranche 2 programme assumes that street closures would initially be implemented for a period of 6 weeks to support with embedding a change in travel behaviour, with the option for permanent term-time closures retained as described above. Also included within the cost of implementation is attendant training, necessary changes to signage, and the development of supporting TROs.

An initial capital expenditure budget of £30,000 per school has been assumed. A review of the eight school sites has determined an average cost of £13,600 per school required to implement the street closures. This ranges from £8,640 at the Stafford Junior School in Eastbourne (where the single necessary closure of Ringwood Road can be managed with moveable bollards and cones and limited signage) to £18,440 at the Polegate Primary School, where the scheme would need to cover three access routes to the main gates (School Lane, Windsor Way and Oakleaf Drive).

At each school, the remaining capital budget would be used for footway improvements, the provision of dropped kerbs, in the vicinity and the provision of new/upgraded scooter/cycle parking facilities. This remaining budget would allow for footway improvements covering an average area of approximately 150m² at each school.

The second element will involve working specifically with secondary schools to identify initiatives and solutions to enable more active travel for those pupils who are able to cycle and walk to school, to specifically reduce the demand on the use of school buses and other public transport. This need has been identified following recent ESCC consultation with secondary schools in relation to managing the return to school in September by pupils.

As referred to in question 2, this scheme will be supported by an established cross departmental school travel working group, comprising of officers from transport planning, public transport, education admissions and public health. They are working collaboratively to ensure a co-ordinated and consistent approach to managing travel to school on the return in September, together with integrating key government messaging during the pandemic about helping more people to walk and cycle and to tackle key health issues related to obesity and mental health.

A total revenue budget of £186,929 would be used to secure a new role for an Active Travel Education Officer and Programme Manager, as well as to extend the current role for the Active Travel Education Officer and provide delivery budget for these three positions to run the School Streets Programme.

10. What measures are included in your proposed scheme(s)? 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. *

- New segregated cycleway (permanent)
- New segregated cycleway (temporary)
- Installing segregation to make an existing cycle route safer
- Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway
- New temporary footway
- Widening existing footway
- Provision of secure cycle parking facilities
- Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- Park and cycle/stride/scooter facilities
- Selective road closures using planters, cones or similar
- Provision for monitoring and evaluation of schemes
- Other (please specify):
Footway resurfacing, provision of dropped kerbs.

11. For corridor schemes, please provide the route length in miles

Not applicable

12. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

8 School Street schemes with trial road closures implemented for 6 weeks; 150m² of footway improvements (approximately 60m length) assumed at each school.

5. Scheme 2

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 2 schemes, please skip this page and the following 3 pages.

13. Scheme name

Scheme 2 – Eastbourne LCWIP Package (Eastbourne Ashford Road to Lottbridge Drove walking enhancements)

14. Total scheme cost

Total cost of £324,970 (2020 prices), including:

- £298,970 of capital expenditure on footway improvements, provision of dropped kerbs and tactile paving, and a pedestrian crossing upgrade;
- £26,000 of revenue expenditure on the Liveable Towns funded programme.

15. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

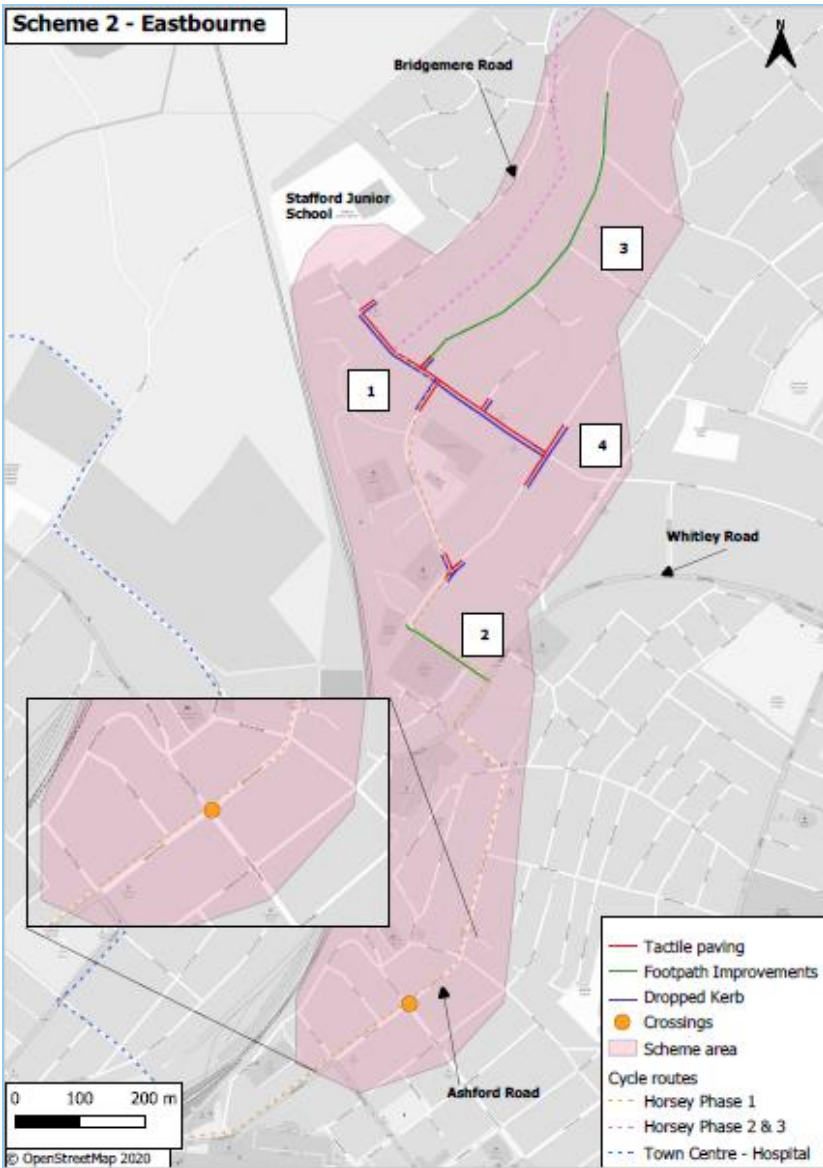
The context for this scheme is to accelerate the delivery of a series of access improvements across Eastbourne town centre and on the routes connecting into Eastbourne as part of a wider scheme to re-allocate road space within the town and to provide greater priority for people walking and cycling, which will commence from 2021/22 and beyond.

With a robust evidence base developed through detailed local consultation, the Eastbourne Town Centre scheme includes a series of improvements

which will remove traffic and deliver infrastructure improvements which will enhance permeability for both people walking and cycling, with an emphasis on inclusivity. ESCC has secured £8m of Local Growth Fund (LGF) monies to kick start this transformative scheme, which will support the wider economic regeneration being undertaken by Eastbourne Borough Council in relation to the high street and visitor offer. ESCC have also secured over £6m of LGF for walking and cycling improvements in the Eastbourne and South Wealden area and these monies, alongside development contributions, have been used to fund the Horsey cycle route which links the Sovereign Harbour and Roselands areas of Eastbourne with the town centre.

This scheme between Ashford Road and Lottbridge Drove follows the broad movement corridor between the town centre and the Roselands area focuses on footway resurfacing and localised widening where possible, the provision of dropped kerbs and tactile paving at junction crossings, and a pedestrian crossing upgrade. All of these improvements are permanent interventions. Footway improvements are focused along Ringwood Road, Waterworks Road, Astaire Avenue and Moy Avenue, as shown in the map below. The map also highlights recent or committed investment in cycle routes through other programmes, highlighting how our Tranche 2 programme dovetails with other active mode investment.

Scheme 2 - Eastbourne



Each numbered improvement is described below:

1. Ringwood Road is a residential road which serves Stafford Junior School and two bus routes. Improvements identified on this route include dropped kerbs and tactile paving to cross junctions at Bridgemere Road, Astaire Avenue, Courtlands Road, and Ringwood Close (*total of eight dropped kerbs*).
2. Waterworks Road is perpendicular to the A2021 accessing a predominantly industrial area with some residential dwellings. Improvements identified on this route include footway resurfacing (150m) along the north-western side of the road to reduce the potential for trip hazards and increase the comfort for pedestrian users.
3. Astaire Avenue is a residential road perpendicular to Ringwood Road. Improvements identified on this route include footway resurfacing (500m) to reduce the potential for trip hazards and increase the comfort for pedestrian users. There is higher pedestrian footfall during school term time on this route due to its proximity to Stafford Junior School.
4. Moy Avenue is a residential road intersecting Ringwood Road and parallel to Astaire Avenue. Improvements identified on this route include the introduction of dropped kerbs and tactile paving at the junctions with Ringwood Road and Courtland's Road. (*total of four dropped kerbs*)

In addition to the elements above, this scheme also includes the upgrade of 4 existing pelican crossings at the Cavendish Place/Ashford Road junction to puffin crossings, increasing green time for pedestrians and providing more time for those with specific mobility requirements to cross the road at this junction. This scheme is located to the south-west of the schemes shown on the map above.

Liveable Towns - revenue funded programme

As part of this scheme wider work will be undertaken with the business sector and the wider public in Eastbourne through engagement on imminent and longer-term plans to facilitate a strategic and collaborative approach to developing an active travel environment in Eastbourne. Events and initiatives will be undertaken through the Emergency Active Travel Fund and wider programmes of work to demonstrate that permanent change is possible by working with people to provide the opportunity to see, experience and be inspired by the positive impact that active travel environments bring.

16. What measures are included in your proposed scheme(s)? 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.

New segregated cycleway (permanent)

- New segregated cycleway (temporary)
- Installing segregation to make an existing cycle route safer
- Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway
- New temporary footway
- Widening existing footway
- Provision of secure cycle parking facilities
- Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- Park and cycle/stride/scooter facilities
- Selective road closures using planters, cones or similar
- Provision for monitoring and evaluation of schemes
- Other (please specify):

Permanent pedestrian provision of dropped kerbs & tactile paving

Permanent footway resurfacing

17. For corridor schemes, please provide the route length in miles

Approximately 0.40 miles of footway resurfacing

18. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

12 dropped kerbs at junctions/crossings; 4 upgraded puffin crossings

6. Scheme 3

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 3 schemes, please skip this page and the following 2 pages.

19. Scheme name

Scheme 3 – Bexhill & Hastings LCWIP walking package

20. Total scheme cost

Total cost of £424,499 (2020 prices) across three scheme elements:

- Scheme 3a (Bexhill Upper Sea Road to Pebsham Lane): £209,264 capital expenditure for footway improvements/widening, provision of dropped kerbs and tactile paving;
- Scheme 3b.1 (Hastings Core Walking Zone): £116,971 capital expenditure for repairs to tactile paving, general resurfacing of the footway, widening/repairs to pedestrian refuges, and the provision of dropped kerbs;
- Scheme 3b.2 (Hastings Cornwallis Gardens to Hollington Old Lane): £72,264 capital expenditure for provision of dropped kerbs and footway widening;

Total cost also includes £26,000 of revenue expenditure on the Liveable Towns funded programme.

21. Please provide a clear description of the scheme, including:

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

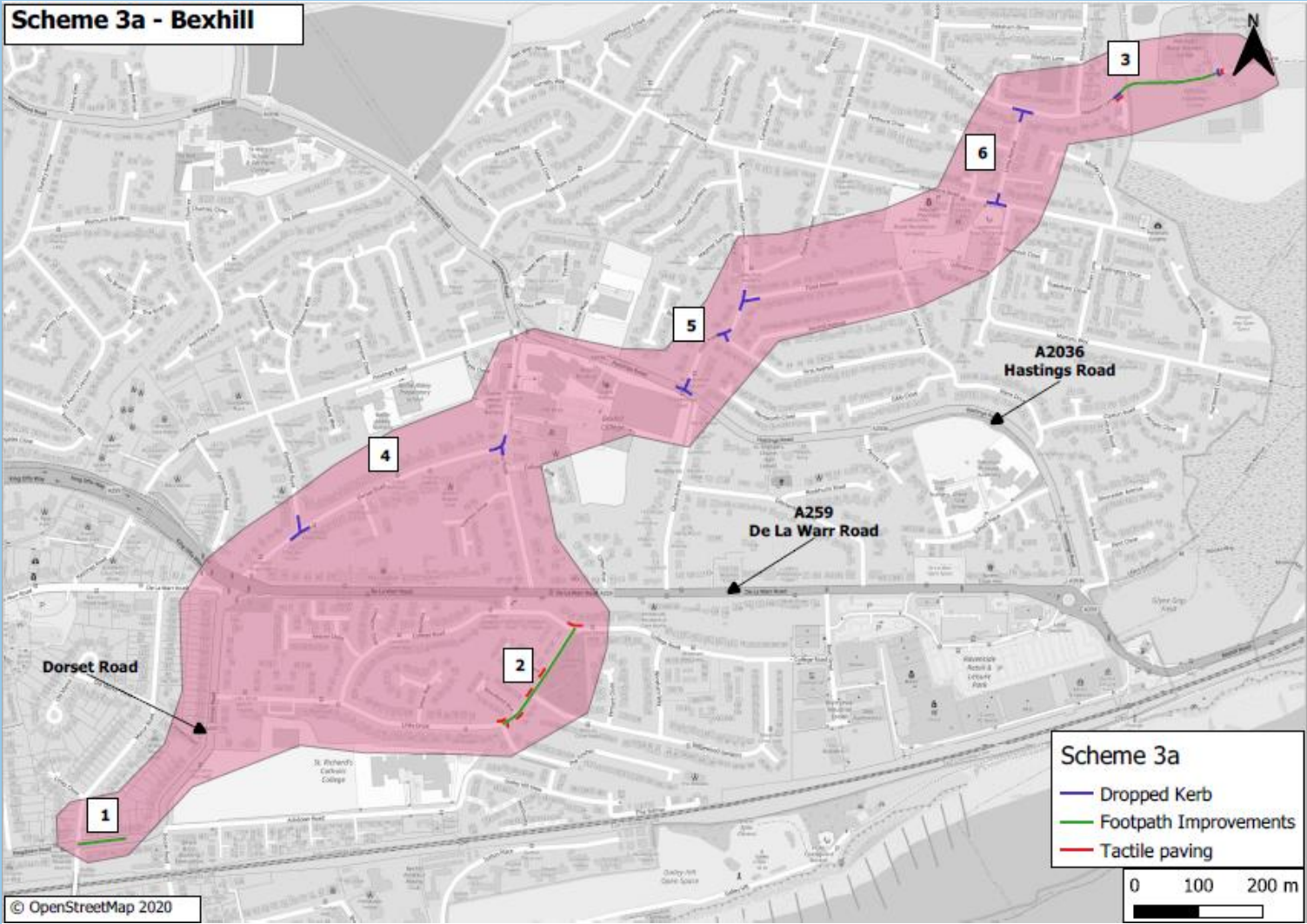
The context for these schemes is to accelerate the delivery of access improvements within the wider Bexhill & Hastings Movement & Access Programme – Phase 1. This scheme is a multi modal programme focussed on delivering cycle routes on key strategic routes within the two towns, re-allocating space for cycling and walking and improvements to real time passenger information and bus waiting facilities. ESCC has secured £9m of Local Growth Fund monies for these measures, and their delivery will commence in 2021/22. These include:

- Bexhill Cycle Network - £1.5m
- London Road corridor - £0.9m
- Alexandra Park cycle route, Hastings - £1.2m
- Rail Station to Seafront Movement and Access Route Scheme, Hastings - £0.7m
- Seafront Connectivity Movement and Access Route Scheme, Hastings - £0.7m

Scheme 3a - Bexhill Upper Sea Road to Pebsham Lane

This scheme between Upper Sea Road and Pebsham Lane focuses on footway resurfacing and widening, and the provision of dropped kerbs and tactile paving at junction crossings. All of these improvements are permanent interventions. It includes footway resurfacing on Madgalen Road; footway widening to 2m and accessibility and tactile paving provision on Links Drive; the provision of dropped kerbs on Dorset Road, Third Avenue, and Long Avenue; and the introduction of new footways with tactile paving and dropped kerbs along Pebsham Lane. The map below shows the location of each of these interventions.

Scheme 3a - Bexhill



Each numbered improvement is described below:

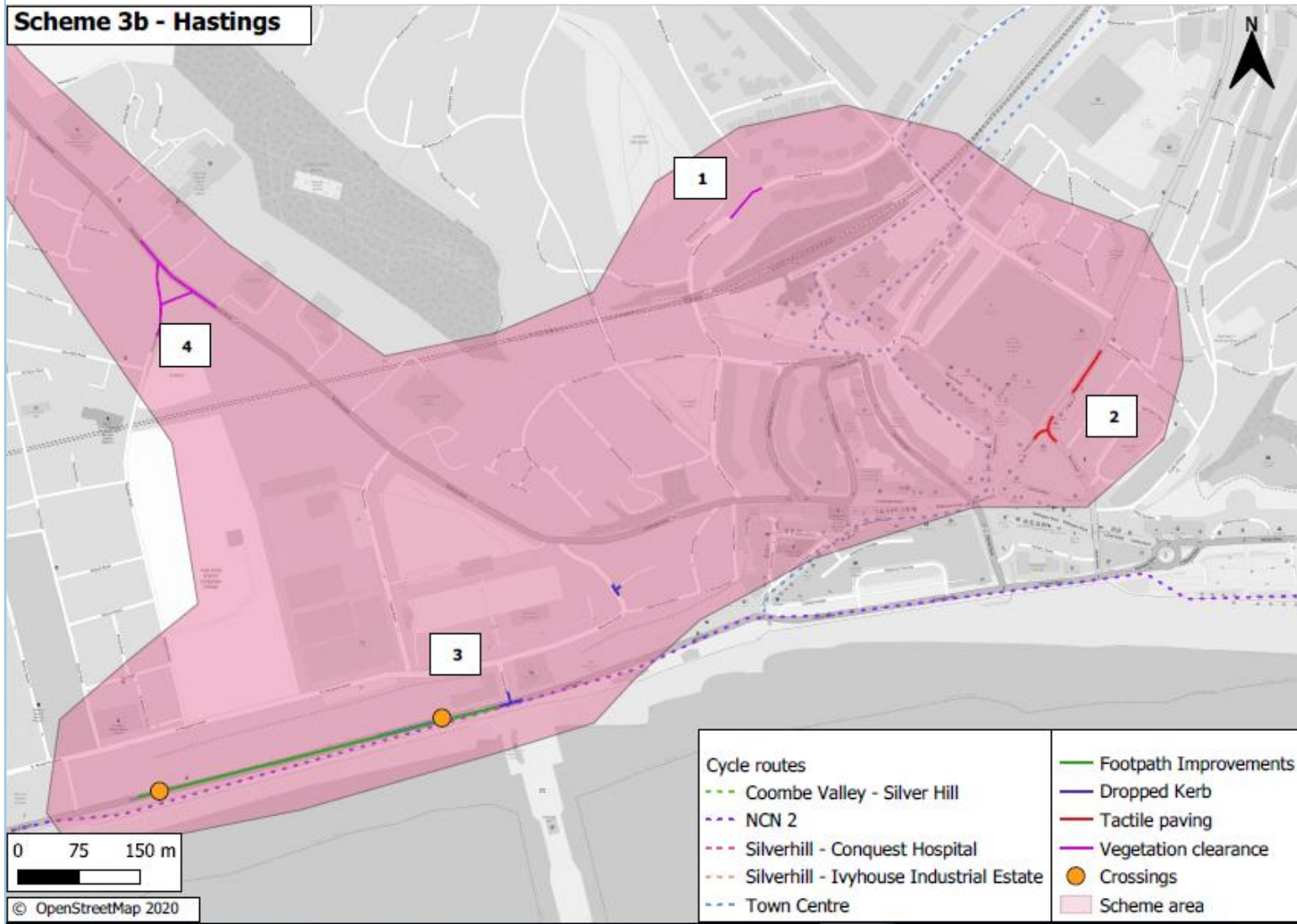
1. Magdalen Road is an A road connecting Bexhill station with the A259 coastal arterial route. Improvements identified on this route include the resurfacing of approximately 30m of footway on the northern side of the road, to eliminate the risk of trip hazards from cracked or loose slabs.
2. Links Drive is a residential road which serves St Richards Catholic College and carries moderately high footfall during school term time. It is located on key bus routes. Improvements identified on this route include widening to two metres to increase footway comfort and accessibility; and the provision of tactile paving at the start and end of the path and at each of the six breaks of the footway at road junctions.
3. Pebsham Lane is predominantly a residential road and is the only access to the Pebsham Farm Business Park. Improvements identified on this route include the introduction of new footways on both sides of the road between Bramlen Close and Pebsham Farm Business Park along an approximate 210 metre length. Tactile paving and dropped kerbing will also be introduced at the start and end of the new footway (*total of 4 dropped kerbs*).
4. Dorset Road is a residential road directly perpendicular to the A259 arterial coastal route, connecting to Bexhill Sixth Form College and Sports Centre, and parallel to Battle Abbey Preparatory School Bexhill. The road carries two bus routes. Improvements identified on this route include the introduction of dropped kerbs at the junctions with Elmstead Road and Penland Road to facilitate pedestrian crossing (*total of four dropped kerbs*).
5. Third Avenue is a residential road connecting to the A2036 at Bexhill Sixth Form College and Sports Centre, parallel to St Mary Magdalen Catholic Primary School. Improvements identified along this route include the introduction of dropped kerbs at the three key junctions (with the A2036, First Avenue and Haslam Crescent) to facilitate pedestrian movements (*total of six dropped kerbs*).
6. Long Avenue is a residential road connecting Seabourne Road and Pebsham Lane (each carry the same bus route), providing access to the Pebsham Farm Business Park and the nearby food retail store. Improvements identified along this route include the introduction of dropped kerbs at each end of the road to facilitate pedestrian movements (*total of four dropped kerbs*).

Scheme 3b – Hastings Core Walking Zone & Cornwallis Gardens to Hollington Old Lane

The scheme in the Hastings Core Walking Zone and between Cornwallis Gardens and Hollington Old Lane focuses on footway improvements and widening, alongside provision of dropped kerbing and tactile paving at junction crossings and vegetation clearance. All of these improvements are permanent interventions, with vegetation clearance requiring ongoing maintenance.

Footway improvements and crossing upgrades in the Core Walking Zone are focused along Eversfield Place. Tactile pavement improvements are located along Queens Road, alongside vegetation clearance on Braybrooke Road and Bohemia Road/Magdalen Road. The map below shows the location of each of these interventions, and also highlights recent or committed investment in cycle routes through other programmes, highlighting how

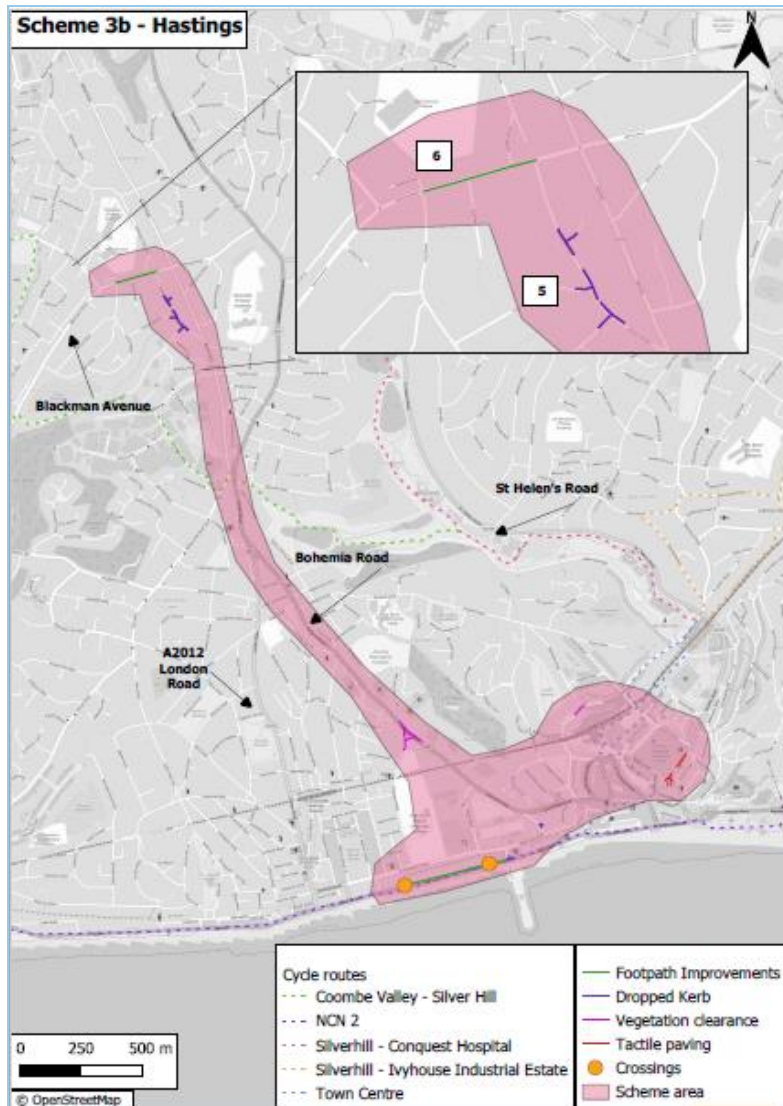
our Tranche 2 programme dovetails with other active mode investment.



The Core Walking Zone schemes numbered on the plan above are as follows:

1. Braybrooke Road is a residential road connecting Hastings railway station to Priory Avenue which is a key route to access the town centre. Improvements identified along the route include vegetation clearance which currently obstructs and disrupts the evenness of the footway surface reducing comfort and safety on the route.
2. Queens Road is a key route through the town centre, backing onto the Priory Meadow Shopping Centre. The route accommodates Hastings bus station with multiple bus stops on either side of the road. Improvements along the route include the upgrade of the tactile paving provision to replace the currently cracked and loose paving. The upgrades will improve safety, removing trip hazards.
3. Eversfield Place is located on the A259 along the seafront in Hastings. Footfall along this route is high particularly in the peak summer period. White Rock Road runs parallel and connects to Eversfield Place along Schwerte Way, accommodating on street parking and providing access to a small number of residential dwellings. Improvements along this route include footway resurfacing along Eversfield Place (300m), with the widening and upgrade of two pedestrian crossing islands to accommodate a greater number of pedestrians. Additional dropped kerbs are required along White Rock Road and Schwerte Way at the junctions with Verulam Place and the A259 respectively.
4. Bohemia Road/Magdalen Road junction connects the A21 (Bohemia Road) with a residential area. The junction is close to St Mary Star of the Sea Catholic Primary School. Improvements along the route include vegetation clearance on the triangular green area where there is an overgrowth of grass and weeds. This will support increased pedestrian demand making the route more accessible and attractive.

Along the Cornwallis Gardens to Hollington Old Lane corridor, footway improvements are focused on Blackman Avenue, with dropped kerbs located at crossings along Hollington Old Lane. The map below shows the location of each of these interventions.



The Cornwallis Gardens to Hollington Old Lane schemes numbered on the plan include the following:

5. Hollington Old Lane is a residential road leading to Hollington Primary Academy further north, with increased pedestrian demand during school term time. Improvements along the route include providing dropped kerbs at the three minor junction crossings with Stonehouse Drive, Coventry Road and Hollington Old Lane Cul-de-sac (*total six dropped kerbs*).
6. Blackman Avenue is a key route running perpendicular to the A21 and bordering the south of Hollington Primary Academy. The route accommodates five bus routes and increased pedestrian demand during school term time. Improvements to the route include footway widening utilising the grass verge along the northern side of Blackman Avenue between Hollington Old Lane and Marline Road (300m), to cater for a higher number of pedestrians.

Liveable Towns – revenue funded programme

As part of this scheme wider work will be undertaken with the business sector and the wider public in Bexhill and Hastings through engagement on imminent and longer term plans to facilitate a strategic and collaborative approach to developing an active travel environment in both towns. Events and initiatives will be undertaken through the Emergency Active Travel Fund and wider programmes of work to demonstrate that permanent change is possible by working with people to provide the opportunity to see, experience and be inspired by the positive impact that active travel environments bring.

22. What measures are included in your proposed scheme(s)? 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.

- New segregated cycleway (permanent)
- New segregated cycleway (temporary)
- Installing segregation to make an existing cycle route safer
- Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway
- New temporary footway
- Widening existing footway
- Provision of secure cycle parking facilities
- Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)

- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- Park and cycle/stride/scooter facilities
- Selective road closures using planters, cones or similar
- Provision for monitoring and evaluation of schemes

Other (please specify):

Permanent pedestrian provision of dropped kerbs & tactile paving

Vegetation clearance along footpath/junction crossing

23. For corridor schemes, please provide the route length in miles

Approximately 0.46 miles of footway resurfacing/widening

24. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

Approximately 18 dropped kerbs at junctions

7. Scheme 4

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 4 schemes, please skip this and the following page.

25. Scheme name

Scheme 4 – Lewes and Newhaven LCWIP walking and cycling package

26. Total scheme cost

Total cost of £421,682 (2020 prices) across three scheme elements, including:

- Scheme 4a (Lewes: Falmer to Woodingdean Cycle Route): £90,000 capital expenditure on cycle route resurfacing. [Whilst not part of this submission, Brighton & Hove County Council and South Downs National Park are each contributing £100,000 to this scheme as well]
- Scheme 4a (Lewes: Elm Grove to Brighton Road): £152,179 capital expenditure on provision of dropped kerbs and tactile paving, footway resurfacing/tile replacement, and footway widening;
- Scheme 4b (Newhaven: Drove Road to Denton Road): £153,503 capital expenditure on new dropped kerbs, resurfacing footways, installing or repairing tactile paving, and increasing footway width.

Total cost also includes £26,000 of revenue expenditure on the Liveable Towns funded programme.

27. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

Scheme 4a cycling – Falmer to Woodingdean cycle route

The scheme in Falmer between Park Street and Bexhill Road follows the existing Falmer to Woodingdean cycle route, which connects the University of Sussex with Woodingdean. The Improvements along this route include the resurfacing of the route (2.5km), which is beginning to erode and will require an unsustainable amount of work to maintain. Specifically, this scheme will introduce a construction of asphalt with concrete edgings to ensure longevity and ease of maintenance.

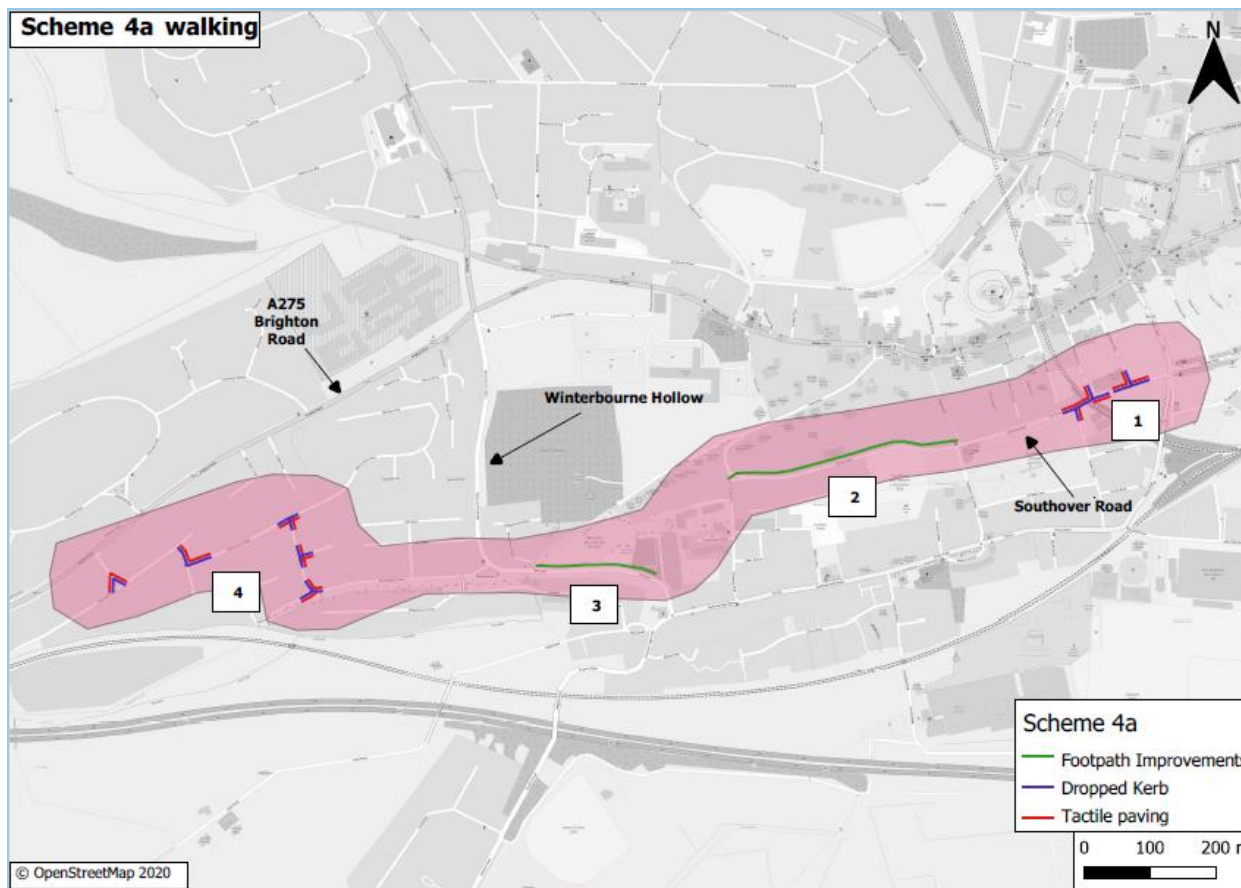
This scheme will be delivered and funded in partnership with Brighton & Hove and South Downs National Park Authority. The map below shows the location of the cycle route.



Scheme 4a walking Lewes – Southover Road to Brighton Road

The scheme in Lewes between Southover Road and Brighton Road focuses on footway improvements and widening, alongside provision of dropped kerbing and tactile paving at junction crossings. All of these improvements are permanent interventions.

Footway improvements and crossing upgrades are focused along Grange Road and Bell Lane. Tactile pavement improvements and dropped kerbs will be provided along Southover Road and Delaware Road. The map below shows the location of each of these interventions.



The scheme elements numbered on the plan above are as follows:

1. Southover Road runs parallel to the High Street and perpendicular to the B2193 between Lewes train station and the High Street. This route provides access to Lewes District Council building, underground parking and on-street parking. Improvements along this route include dropped kerbs and tactile paving at each of the junction crossings (Garden Street, Watergate Lane and St Andrew's Lane) to improve accessibility on the footway for pedestrians with a range of accessibility requirements (*total 6 dropped kerbs*).
2. Grange Road is a residential road, running parallel to the B2193 to the north of Southover C of E Primary School and Western Road Primary

School, potentially increasing pedestrian demand during school term time. Improvements along this route include footpath resurfacing or tile replacement (350m) to eliminate the risks of current defects creating trip hazards for pedestrians.

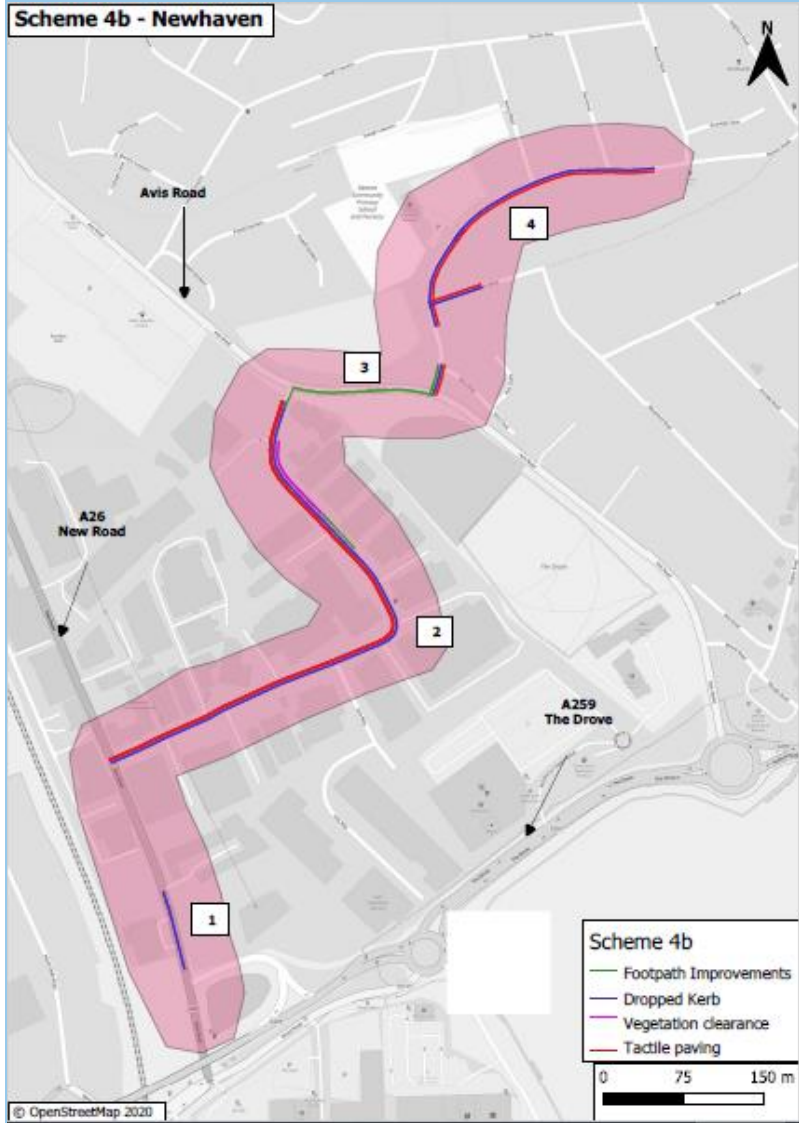
3. Bell Lane is a single lane, two-way road connecting the B2193 with residential areas to the west of Lewes. The road provides access to the recreation ground and Winterbourne Stream. Improvements along this route include footpath widening to 2m alongside/within the recreation ground (200m) to provide enough space for wheelchair accessibility and pedestrians.
4. Delaware Road/Barons Down Road/Montacute Road are residential roads to the west of Lewes along two bus routes. Improvements along this route include dropped kerbing and tactile paving to improve the accessibility of the footway for pedestrians with a range of accessibility requirements. This infrastructure would be required on all side road junction crossings (Montacute Road, Montacute Road Cul-de-sac, Montacute Road/Barons Down Road, Barons Down Road/Delaware Road, Delaware Road Cul-de-sac, and Delaware Road/Winterbourne Lane/Glebe Close (*total of 12 dropped kerbs*)).

Scheme 4b Newhaven – Drove Road to Denton Road

The scheme in Newhaven between Drove Road and Denton Road focuses on footway improvements and widening, alongside provision of dropped kerbing and tactile paving at junction crossings, and vegetation clearance. All of these improvements are permanent interventions.

Footway improvements, resurfacing and widening are focused along Avis Road and Avis Way. Tactile pavement improvements and dropped kerbs are located along New Road, Avis Way and Denton Road/Denton Drive, with vegetation clearance also on Avis Way. The map below shows the location of each of these interventions.

Scheme 4b - Newhaven



The scheme elements numbered on the plan above are as follows:

1. New Road is part of the A26 routing through the Newhaven Business Park to the north east of Newhaven. Improvements along this route include the addition of dropped kerbing at six points along the road between the A259 and Estate Road to improved pedestrian accessibility (*total of six dropped kerbs*).
2. Avis Way runs perpendicular to the A26 through the Business Park, connecting to the B2109. Improvements to the route include footway resurfacing on the western side of Avis Way (35m), reducing the potential for trip hazards, footway widening for 55m on the western side of Avis Way, with the need for vegetation clearance which currently reduces footway width. Tactile paving will also be replaced at 17 crossing points and dropped kerbing provided at 5 breaks in the footway to increase pedestrian accessibility (*total of 10 dropped kerbs*).
3. Avis Road is part of the B2109 running along the north eastern side of the business park. Improvements to the route include footway resurfacing for 150m between Avis Way and Denton Road, with an additional 30m resurfacing required down Denton Road. Where possible this stretch of footway will be widened to cater for pedestrian flows.
4. Denton Road is a residential route connecting to the B2109 and runs to the south-east of Denton Community Primary School. Improvements along this route include the introduction of tactile paving at the Denton Road/Denton Drive junction, with the addition of dropped kerbs at three side roads along the route (Acacia Road, The Grove and Rectory Road) to improve pedestrian access (*total of six dropped kerbs*).

Liveable Towns – revenue funded programme

As part of this scheme wider work will be undertaken with the business sector and the wider public in Newhaven and Lewes through engagement on imminent and longer term plans to facilitate a strategic and collaborative approach to developing an active travel environment in the two towns. Events and initiatives will be undertaken through the Emergency Active Travel Fund and wider programmes of work to demonstrate that permanent change is possible by working with people to provide the opportunity to see, experience and be inspired by the positive impact that active travel environments bring.

28. What measures are included in your proposed scheme(s)? 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.

- New segregated cycleway (permanent)
- New segregated cycleway (temporary)
- Installing segregation to make an existing cycle route safer

- Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway
- New temporary footway
- Widening existing footway
- Provision of secure cycle parking facilities
- Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- Park and cycle/stride/scooter facilities
- Selective road closures using planters, cones or similar
- Provision for monitoring and evaluation of schemes
- Other (please specify):

Permanent pedestrian provision of dropped kerbs & tactile paving
Vegetation clearance along footpath/junction crossing

29. For corridor schemes, please provide the route length in miles

Approximately 0.5 miles of footpath widening/resurfacing

Scheme 4a – 0.34 miles of footpath widening/resurfacing

Scheme 4b – 0.16 miles of footpath widening/resurfacing

30. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

Approximately 28 dropped kerbs

Scheme 4a – approximately 12 dropped kerbs

Scheme 4b – approximately 16 dropped kerbs

8. Scheme 5

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 5 schemes, please move onto the next page.

31. Scheme name

N/A

32. Total scheme cost

33. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;

- whether interventions are temporary or permanent.

A map should be provided if possible.

34. What measures are included in your proposed scheme(s)? 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.

- New segregated cycleway (permanent)
- New segregated cycleway (temporary)
- Installing segregation to make an existing cycle route safer
- Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway
- New temporary footway
- Widening existing footway
- Provision of secure cycle parking facilities
- Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- Park and cycle/stride/scooter facilities
- Selective road closures using planters, cones or similar
- Provision for monitoring and evaluation of schemes
- Other (please specify):

35. For corridor schemes, please provide the route length in miles

36. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

9. Finance case

37. Total DfT funding sought (£) *

£1,608,080

38. Total DfT capital funding sought (£) *

£1,333,151

39. Total DfT revenue funding sought (£) *

Initiatives - £274,929

Please note: revenue funding covers schemes 1 to 4 with an additional £10,000 for Monitoring and Evaluation spread across these schemes.

40. Total local authority contribution, if applicable, (£)

£20,000 - East Sussex County Council staff time

£60,000 – Sustrans Match Funding (Liveable Towns Initiative)

10. Management case

41. When do you expect to commence construction? (DD/MM/YY) *

30 September 2020 (dependent on when funding decision is made)

42. When do you expect to have completed the work? (DD/MM/YY) *

31 March 2021 (capital); July 2021 (revenue)

43. Please describe the project review and governance arrangements in place, and any assurance arrangements, e.g. to ensure that accessibility requirements will be met *

Governance Arrangements

A Task & Finish Group has been established by ESCC to manage the development and delivery of the Emergency Active Travel Fund programme. This is a multi-disciplinary group including officers from transport planning, road safety, public transport, asset management, legal and finance at the County Council, and East Sussex Highways who are responsible for network management, design and delivery.

The governance structure for the delivery of the schemes is outlined in the supporting document that has been emailed to walking.cycling@dft.gov.uk

The Project Sponsor for this package is Rupert Clubb, who is the Director for Communities, Economy and Transport who is supported by the Senior Responsible Officer, James Harris, Assistant Director for Economy. The governance structure is divided into three key elements, including:-

- Programme & Project Management
- Programme Scheme Delivery
- Financial Management

Whilst these elements are listed individually, they are intrinsically linked to ensure that a robust framework is in place to undertake financial monitoring, management of risks, identify package dependencies, alongside prioritising available resource to deliver the package.

In order to ensure that the package will be delivered within the EATF Tranche 2 funding timescales, the tables below outline the key resources available at ESCC and within East Sussex Highways, and their individual responsibilities.

Staff Resource - ESCC	Responsibility
Team Manager Strategic Economic Infrastructure Team	Senior Responsible Officer for delivery of capital programme of local transport improvements
Transport Planning Manager	Day to day management of delivery of capital programme of local transport improvements and scheme delivery management in liaison – East Sussex Highways
Principal Transport Planners (x3)	Scheme Delivery Management in liaison – East Sussex Highways

Staff Resource – East Sussex Highways	Responsibility
Infrastructure Design Lead	Manage design and commission delivery of Emergency Active Travel Fund Tranche 2 schemes in liaison with ESCC Senior Responsible Officer
Project Managers (x3)	Project Manage scheme design and delivery, and stakeholder management, in liaison with ESCC Scheme Delivery Management
Highway Design Engineers (x3)	Lead on developing scheme designs
Highway Project Engineers (x2)	Support Highway Design Engineers

Assurance Arrangements

Contract Management

As outlined in section 11 – Commercial Case, the delivery of the schemes proposed for the EATF Tranche 2 will be undertaken through the existing East Sussex Highways contract, with Costain as the highway contractor and Jacobs providing the professional services element.

The brief submitted by ESCC to East Sussex Highways for these schemes will clearly outline the scheme context, aims, scheme scope, identifies any local or political issues, design considerations, constraints, timescales and requirements around consultation. This ensures that East Sussex Highways are aware from the outset of the final scheme's key outputs. By using this approach it ensures that the scheme outputs, for each of the individual schemes are identified at an early stage and are reflected throughout each stages of the project management framework.

Equality Impact Assessment

An Equality Impact Assessment (EqIA) has been undertaken for schemes 2, 3 & 4 as part of the draft LCWIP and will act as a 'living' document, reviewed and updated throughout the life of the schemes. This ensures that ESCC continues to recognise that this is an essential element of scheme development and that detailed scheme design remains inclusive throughout.

For scheme 1 – School Streets, an EqlA will be completed following confirmation of a successful application to secure funding through the EATF Tranche 2, and again will be reviewed and updated throughout the life of the scheme.

In terms of progress to date, as part of scheme identification ESCC has effectively adhered to the public sector duty within the Equality Act 2010, which requires the local authorities when exercising its functions, to have '*due regard*' to the need to '*Foster good relations between persons who share a relevant protected characteristic and persons who do not share it*'.

44. Please indicate what community engagement will be undertaken as part of the scheme development and that stakeholders have been consulted on matters such as accessibility issues, impacts on local businesses, freight deliveries and bus and taxi operators *

Delivery of stakeholder engagement and public consultation will be undertaken by ESCC with appropriate support from East Sussex Highways (the joint venture between Costain and Jacobs, detailed in section 11 - Commercial Case) as required.

Key Stakeholder Consultation Approach

The ESCC draft LCWIP was developed in partnership with district and borough councils and local cycling, walking and access groups to identify the walking and cycling interventions included within the plan. Subsequently the LCWIP has been subject to a targeted stakeholder consultation, i between 22nd April and 15th July 2020. All feedback received from this consultation will be incorporated into the collated feedback analysis.

Targeted engagement with the schools and other key stakeholder groups for the school street closures (scheme 1), which has already been initiated, will encourage full and active participation in the consultation process. Engagement with the following stakeholder groups will also be informed and engaged using email and online channels:

- Political - Councillors; District and Borough Councils
- Business - Local business stakeholders; Chamber of Commerce
- Disability and Access Groups - The key stakeholder framework includes various groups for disability and access
- Walking and Cycling Groups - The key stakeholder framework includes various groups for walking and cycling
- Statutory Undertakers – Utilities and Telecoms
- Emergency Services - Identified are several emergency services to include in consultation: East Sussex Healthcare NHS Trust, South East Coast Ambulance Service; Sussex Police Bexhill Constabulary; and East Sussex Fire and Rescue Service/Bexhill Community Fire Service.

Targeted engagement with the schools and other key stakeholder groups for the school street closures (scheme 1) has been ongoing throughout the summer.

Public Consultation Approach

With regards to the school street closures (scheme 1), engagement is ongoing with candidate schools regarding the most effective methods of circulating information to the pupils and parents, particularly those with access and mobility requirements.

For all schemes, to best deliver our plans and message to the public, we will undertake the following activities:

- Drop a letter to properties (business and residential) in the areas impacted by the school street closures (scheme 1) and any roadworks necessary to undertake the footway resurfacing, dropped kerbs, tactile paving etc (schemes 1 to 4), providing details of the proposed scheme including timescales and impacts. Additionally, notices will be attached to lamp columns on the affected streets, with a contact number and email address to deal with resident enquiries.
- Share details of the roads affected by the school streets closures (scheme 1) online via the East Sussex Citizen Space consultation hub and social media, which will allow for feedback to be captured and analysed.
- Share details of the roads affected by the school streets closures (scheme 1) electronically via the schools' email addresses.
- Deposit copies of the school streets (scheme 1) proposal plans at each of the schools, which can be presented as posters and leaflets for parents to view and take away when visiting the school. We will also look for opportunities to display these at other key locations with a higher footfall (e.g. supermarkets and community centres).
- Publish the outcomes of the consultation outlining a summary of consultation and feedback to those who participated about what changes/considerations will be made and report to the Lead Member for Transport and Environment and seek approval, as appropriate, to proceed with the schemes.

45. Please state which design standards have been followed in developing your scheme(s) *

For the planning and designing of the walking and cycling schemes identified in this funding bid, various national, regional and local guidance have been considered. These documents are available from multiple sources in the UK, which includes the UK government, DfT, DMRB and Sustrans. Additionally, we are following other key regional/local documents and referencing them throughout in the process of identification of problems/issues, selection of route and scheme location. We are entrusting the principles outlined in these documents for the formulation, short-listing, prioritisation and design of these schemes. The project team responsible for developing the scheme concepts, appraisal and its designs have substantial experience of working with the high-standard best practice guideline. Therefore, in addition to the national guidance's, TfL published guidance and documents are also currently taken into incognisance. There are various local transport notes (LTNs) available to summarise traffic management issues and provide design guidance also followed in this process.

The project team is referencing the following documents to prepare scheme design and costing;

- Manual for Streets 2
- DMRB (Standard for highways) GG 142 Walking, cycling and horse-riding assessment and review

- DMRB- CD 195 Designing for cycle traffic (formerly IAN 195/16) Revision 1_March 2020
- DfT - LTN 1/20 Cycle infrastructure design/July 2020 (from now onwards to be considered in the next stages of the scheme development and implementation)
- DfT- Local Cycling and Walking Infrastructure Plan- A technical guidance for Local Authorities – April 2017
- Street design guidance for local authorities, guidance produced in partnership with RNIB, Thomas Pocklington Trust and Visionary.
- DfT- Statutory guidance - covid-19-temporary-signs-for-pedestrians-drivers-and-cyclists.pdf
- A guide to low traffic neighbourhoods- a London Cycling Campaign and Living Streets guide
- The Traffic Signs Regulations and General Directions 2016
- TfL - London pedestrian comfort level guidance
- TfL - London cycling level of service
- TfL - London cycling design standards
- TfL- Healthy Street Toolkit
- TfL – Planning for Walking Toolkit
- TfL - New cycle route Quality Criteria
- TfL - London Streetscape plan
- Coronavirus (COVID-19): safer public places - urban centres and green spaces
- DfT- Statutory guidance, Reallocating road space in response to COVID-19: statutory guidance for local authorities
- Typical cost of cycling interventions- Report to DfT/ January 2017, by Ian Taylor and Beth Hiblin

46. Consultancy spend should be limited and where needed, existing framework contractors should be used. Are you intending to use consultants? *

Yes

No

If yes, please provide details

Where consultancy support is required on the design of schemes, this will be done by Jacobs as part of our East Sussex Highways contract.

11. Commercial case

47. Is the authority ready to commence work and, if applicable, are contractors/ procurement / delivery partners in place? *

Yes

No

Please provide details

Standard Approach to Delivery (Design and Construct) - Capital Infrastructure

Through an existing seven-year contract between ESCC and Costain/Jacobs (East Sussex Highways), a standard approach to project delivery will be taken and ESCC will directly commission East Sussex Highways to undertake both the design and construction of the programme measures.

The various schemes identified for inclusion in the programme will be designed and delivered through Jacobs Infrastructure Design team located within the Ringmer office in East Sussex (however if additional resource is required, then due to the nature of the contract, Jacobs are able to source other staff from other offices across the country to support projects). This team comprises of an overall Programme Manager alongside Scheme Project Managers, who lead the community engagement for the projects. This team also includes Scheme Designers, who undertake the design and engagement with the contractor (Costain), who will be responsible for undertaking the construction of the schemes. This team all have extensive experience in delivering these types of schemes within East Sussex.

Given the funding timescales the use of the existing East Sussex Highways Contract is the most cost effective and reliable route, with the clear benefits that this provides, to enabling the delivery of this programme. The use of the East Sussex Highways Contract will also provide critical local scheme development knowledge, which will be fundamental in the timescales to enable both scheme design and construction. This option is also in adherence with ESCC Contract Standing Orders for transport infrastructure projects.

The County Council's Strategic Economic Infrastructure team will manage the overall programme and East Sussex Highways, who will manage the delivery of the package, has a proven track record of successful project delivery over a number of years, both in terms of delivering schemes on time and to budget.

Scheme Implementation – Costain/Jacobs

By using the East Sussex Highways Contract Joint Venture, officers can ensure we are using an existing and effective procurement strategy, which

will enable full project mobilisation within the funding period and early engagement has been undertaken with Costain and Jacobs about the scheme types and the likely resource requirements, for both design and build of the scheme.

As part of the Costain/Jacobs Quality Management System, there is ongoing dialogue between the professional services element and construction element of the joint venture, and as the client ESCC officers are an integral element of this. This process enables the discussion of issues such as construction methodology, traffic management, value engineering approaches, and communications with stakeholders before and during construction, to ensure effective programme management.

A fully costed risk register will be prepared by the contractor as part of the overall project management process, and reviewed alongside the programme budget, by the ESCC Strategic Economic Infrastructure Team and East Sussex Highways Joint Venture, who meet on a monthly basis. If it is identified that there are likely to be any scheme cost overruns, the programme management approach will ensure that these are identified early and can be met by appropriate mitigation measures.

Human Resources

As outlined in section above, the human resource associated with the delivery of the package will include staff from ESCC Strategic Economic Infrastructure Team, alongside scheme design and delivery staff located within East Sussex Highways Joint Venture with Costain/Jacobs. To mitigate any issues associated with the availability of staff resource within East Sussex Highways, early contractor involvement with East Sussex Highways Joint Venture has been undertaken by the Strategic Economic Infrastructure Team during the development of the package for inclusion in the Emergency Active Travel Fund Tranche 2. This has ensured that East Sussex Highways Joint Venture are aware of the proposed schemes to enable them to mobilise an appropriate level of staff resource with the correct skill set during the programme period.

The Strategic Economic Infrastructure Team have extensive experience of managing multi-million capital programmes of local transport improvement schemes, which are similar to the type of measures within the Emergency Active Travel Fund Tranche 2. This will ensure that the schemes are monitored using ESCC rigorous project management framework. In addition to this, the principal cohort of staff resource from East Sussex Highways, are based locally, and these staff bring considerable local knowledge on scheme delivery.

East Sussex Highways is responsible for delivery and the risks associated with this and they are required to report this to the Contracts Management Group (CMG), who use a range of KPI's to determine performance. Under the terms of the contract, in respect to under-performance, this is subject to penalties. Through Early Contractor Involvement at the preliminary design stage, and into the detailed design stage it is intended that responsibility for risks once the scheme design and associated cost has been ascertained, should lie with East Sussex Highways (Costain/Jacobs).

Revenue Measures

Due to the need to deliver the revenue programme of measures imminently, ESCC will seek waivers from contract standing orders to commission Sustrans, who are an existing partner managing the delivery of the ESCC Active Access for Growth Programme. The procurement of this element of the programme is already being mobilised and will be in place in the early autumn 2020. Additional resource will be recruited locally and be integrated

into the wider ESCC Active Access for Growth Programme and support from Sustrans local Partnership Manager, to provide seamless delivery and support from a range of respected active travel partners.

Maximising Social Value

ESCC is fully aware of the Public Services (Social Value) Act 2012 and the obligation that this places on the authority to ensure that the procurement of services over the European Union (EU) threshold provides an opportunity to improve the economic, social and environmental well-being of our area.

12. Monitoring and Evaluation

48. Has monitoring and evaluation been considered for all scheme(s)? *

Yes

No

If yes please provide details

The overall monitoring and evaluation framework will be underpinned by the key objectives of the funding in relation to improving safety, enabling more people to walk and cycle, replacing the use of public transport, where appropriate and the provision of greater inclusiveness for all users.

In relation to the capital measures pedestrian and cycle data will be collected alongside public satisfaction surveys, further details are outlined in question 49.

For the revenue funded measures the monitoring will be integrated as part of the East Sussex Active Access for Growth Programme. For the school streets project we will evaluate the behaviour change through pre-post intervention surveys, in relation to measuring the outcomes in the change in levels of walking and cycling, use of public transport, alongside additional outcomes of improvements with access to employment and education and the reduction in carbon emissions. For the Liveable Towns project we will develop a report presenting the outcomes of the engagement undertaken and how this will support future active travel projects.

49. Using the monitoring and evaluation guidance provided, please outline briefly how you will monitor and evaluate each permanent scheme costing at least £2m. (If no individual scheme is expected to cost over £2m, please state "not applicable") *

A series of Road Safety Audits will be undertaken during the design (RSA1 and 2) and post implementation (RSA 3) to identify and correct any issues.

Following construction of the footway and cycle route improvements, pedestrian and cycle usage, along with movement and composition monitoring will be undertaken using ad hoc surveys (and cycle counters if installed). Data including accident statistics, traffic speeds and volume along the route will also be reviewed to gauge success.

There will be an initial post implementation review within 1 month of the schemes being completed, which will then have review points at 6 and 12

months. The cycle counters installed on the Falmer to Woodingdean Cycle Route will measure usage on a monthly basis.

A “How Did We Do” survey will be conducted 6 months after the schemes have been constructed and, in addition to the feedback provided from this, any complaints received from the public will be taken into account.

The Finance Case includes £10,000 of revenue budget to cover these monitoring and evaluation costs.

13. Declaration

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

I confirm that the Senior Responsible Officer and the Section 151 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 understand that funding is conditional on the Section 151 Officer's confirmation that the schemes offer value for money.

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 the scheme(s) 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(s);
- 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 scheme(s) and costs therein.

50. Reporting Officer details *

Name	<input type="text" value="Jon Wheeler, Team Manager – Strategic Economic Infrastructure"/>
Telephone number	<input type="text" value="01273 482212"/>
Email address	<input type="text" value="jon.wheeler@eastsussex.gov.uk"/>

*

51. Senior Responsible Officer details *

Name
*

Telephone number
*

Email address
*

52. Section 151 Officer (or equivalent) details *

Name
*

Telephone number
*

Email address
*

53. Please add further details or clarification

Due to annual leave, s151 sign off has not been provided by Friday 7 August however will be provided w/c 10 August 2020