



1.0 INTRODUCTION

- 1.1 This note provides a brief update on the progress of a number of strategic transport infrastructure projects reported previously to Team East Sussex.

2.0 RAIL

High Speed Rail Economic Study

- 2.1 East Sussex, Hastings, Rother and Eastbourne commissioned Mott MacDonald to update the 2015 study on the economic impact of high speed rail in East Sussex. The updated study which was presented at the Hastings Rail Summit in early Oct 2017 identifies that high speed rail would be a potential game changer for the local economy and will:
- transform connectivity and image of the area with reduced journey times;
 - support the growth in London and the South East with improved connectivity with the capital critical to economic prosperity; and
 - act as a catalyst for economic growth attracting investment and ensuring the area is a more desirable place to live and work leading to lower out-migration of skilled labour and in-migration of higher earners.
- 2.2 By markedly improving the connectivity of East Sussex, high speed rail will transform the economic growth prospects of the area via three key channels, by:
- supporting business investment and growth;
 - provision of new commuting opportunities and thereby stimulating housing growth; and
 - visitor economy and growth.
- 2.3 Taking into account all benefits assessed for East Sussex, the high speed rail service could provide economic benefits in the range of £711.2m of GVA (£459.9m for East Sussex and £285.6m nationally in total over a 30 year time horizon) and 1,290 jobs per annum once all benefits are realised. The previous study identified £354m of local benefits and £123.7m of national benefits.

Infrastructure to enable High Speed Rail

- 2.4 Network Rail has identified a new incremental approach to bringing forward the infrastructure work required to enable high speed rail into East Sussex. The first phase focuses on taking advantage of planned track renewal to the Ashford West junction at Christmas 2020 to also enhance the junction to enable access between the high speed link to the Marshlink line via Platform 2 at Ashford International.
- 2.5 At a meeting on 3 Nov 2017 in Ashford, the Secretary of State for Transport indicated that DfT/NR would pay half the cost of the design/development works for the enhancement of the Ashford West junction. We, along with the other local authorities will contribute the remaining cost.
- 2.6 Network Rail will shortly commence design work on the Ashford West junction which would enable the trains to run between the existing high speed rail link, via Ashford International Station, and the Marshlink. The design work, which will be completed by October 2018, will be to Network Rail's Guide to Rail Investment Process (GRIP) Stage 3 and will also identify the anticipated costs for these enhancements (currently estimated at £15 – 25m). It is expected that Network Rail will be looking for third party contributions towards the overall cost of the scheme including potentially from the LEP. Therefore over the next few months, a funding strategy will need to be developed to ensure that the necessary monies are secured to bring the scheme to fruition.
- 2.7 Network Rail is seeking to tie the delivery of these enhancements, subject to securing funding, into the proposed track renewals at Ashford International currently programmed for Christmas 2019.

- 2.8 The second phase of infrastructure works would focus on journey time benefits from line speed improvements, whilst the third phase would be potential electrification but this is largely dependent on the rolling stock and there is more of a push towards bi-mode trains (electric/diesel) as electrification will be cost prohibitive.

South Eastern franchise specification

- 2.9 Along with Kent we have been engaging with DfT on the South Eastern franchise specification throughout its development. The franchise specification and Invitation to Tender (ITT) were published on 29 Nov 2017 and set out DfT's service and customer requirements for the franchise. High Speed Rail services into East Sussex are not within the core element of the franchise specification but are an option that the three potential franchisees are asked to consider and include in their submission which would increase their score.
- 2.10 ESCC, along with Hastings and Rother Councils, has met with the three shortlisted bidders (Abellio, Stagecoach and Govia) for the new franchise. We have communicated our aspirations for this part of the rail network, particularly around high speed rail.
- 2.11 The franchisees will be submitting their bids on 14 March 2018. The Department for Transport (DfT) will then evaluate the propositions before announcing the preferred bidder in November 2018. The franchise will commence in April 2019.
- 2.12 As part of the South Eastern franchise, joint teams running the day to day operations across the South Eastern network will be rolled out with a new Alliance Director introduced who will be responsible for a joint team operating the trains and tracks.

Brighton Mainline – Croydon Area Remodelling Scheme

- 2.13 In late February, Network Rail announced that it had received Government funding to take forward the design stages of the Croydon Area Remodelling Scheme, which is a central element of Network Rail's Brighton Main Line upgrade programme to deliver major improvements in punctuality between London, Gatwick Airport and the Sussex coast with the potential for more frequent services in the longer term.
- 2.14 The major redevelopment of the railway through central Croydon would transform railway performance and potentially allow more trains to run on the Brighton Main Line – including a new, expanded East Croydon station, extra tracks and construction of a series of new grade-separated junctions. These would replace the existing flat junctions north of East Croydon station to remove the 'Croydon bottleneck' where several routes to and from central London converge.
- 2.15 Major improvements at East Croydon station would also be delivered as part of the proposed scheme. The number of platforms would be expanded from six to eight and new concourse areas would be provided with better access to the platforms and surrounding areas.
- 2.16 Funding from the Department for Transport means Network Rail can now:
- work up detailed designs for the track and station work in the Croydon area;
 - produce an outline business case so informed decisions can be made about funding the scheme to delivery in future; and
 - carry out a full public consultation so that the local community, travelling public and anyone directly affected by the work can have their say on the designs.

Brighton Mainline – Network Resilience

- 2.17 Network Rail announced details of a major project in January 2018 to improve reliability and performance for passengers on the Brighton Main Line. The project is a key part of a £300m Department for Transport-funded asset resilience programme announced in January 2017 to tackle delay hotspots and boost the reliability of the railway in the south east. It was a key recommendation of the 2016 Gibb report into Southern rail performance; it will reduce delays and provide a better, more reliable rail service to the 300,000 passengers who travel on the Brighton Main Line each day.

- 2.18 The improvement work will focus on four Victorian-era tunnels – Balcombe, Clayton, Patcham and Haywards Heath – and the railway which runs through them. A major programme to stem leaks into the tunnels and provide reliable drainage away from the tracks will take place, while the track, third rail power system and signalling will all be replaced or upgraded. Elsewhere, track will be renewed, sets of points, which enable trains to switch between tracks, will be replaced and fencing and other security will be improved to deter trespassers. Without this programme of work, reliability on the Brighton Main Line will deteriorate in the months and years ahead, leading to more delays for passengers travelling between London and the south coast.
- 2.19 To enable these works to take place, no trains will run between Three Bridges and Brighton or between Three Bridges and Lewes from Saturday 20 to Sunday 28 October 2018 and from Saturday 16 to Sunday 24 February 2019. The closures have been carefully planned for school half-terms, when passenger numbers are lower and some people may be able to be more flexible with their travel plans or take holiday. Passengers wishing to travel on these dates will need to allow considerably more time for their journeys and should expect to use either diverted trains via longer routes or a replacement bus or coach to connect with rail services.
- 2.20 Network Rail will be undertaking a large scale passenger communications campaign targeting all travellers affected by the blockades. The campaign will ensure that passengers and businesses are fully aware of the closures, the impact on journeys, the alternative travel options available to them and the benefits the work will bring for the region.

GTR Timetable Changes – May 2018

- 2.21 Following a three phase consultation process by GTR on their May 2018 proposed timetable, there will be changes to the current East Coastway services between Brighton and Ashford whereby the current two car diesel service will be replaced by two overlapping train services between Ashford International and Eastbourne & Hastings and Brighton. This will:
- increase frequency (6tph instead of 5tph) between Brighton and Lewes with increased stops at Falmer and Moulsecomb
 - increase frequency (4tph instead of 3tph) between Eastbourne and Hastings
 - improve all-day service every 30 minutes and faster journeys for some trains between Brighton and Hastings
 - increase capacity and longer trains for the most popular parts of the route
 - improve connections with Southeastern High Speed services at Ashford International for Ebbsfleet International, Stratford and London St Pancras International
 - provide a new late evening train one hour later than current, from Ashford International to Hastings via Rye
 - provide a new later weekday, later evening and Sunday services for Normans Bay

Strategic Vision for Rail

- 2.22 Government published its Rail Strategy – Strategic Vision for Rail in Nov 2017. The strategy builds on the recommendation of the 2011 McNulty report which identified that a greater alignment of the industry and uniting track and train was a key issue for the railway, and the 2016 Shaw report which recommended there should be a much more devolved structure, placing maintenance and upgrades in the hands of local teams who know how to best improve performance and efficiency.
- 2.23 The Strategy also sets out the plan for introducing smaller train companies to ensure that every line, station and passenger is central to each train operator’s strategy. As part of the approach, Government propose to split up the existing GTR superfranchise in 2021 which includes the Thameslink, Southern and Great Northern service franchises.
- 2.24 The Strategy also commits to explore opportunities to restore capacity lost under the Beeching and British Rail cuts of the 1960s and 1970s by identifying new schemes that unlock new housing or economic growth and offer good value for money.
- 2.25 The London to South Coast Rail Corridor Study published earlier this year again considered the case for the reinstatement of the Lewes–Uckfield rail line as well as the proposals for a second Brighton mainline (BML2) – albeit neither scheme is referred to in the Strategic Vision for Rail document. The

London to South Coast Rail Corridor Study concluded that there is no case for the government to take forward development of either of these schemes. However, it does acknowledge that other interested parties, including local authorities and Local Enterprise Partnerships, may wish to progress work to improve the viability of such schemes. The study highlights that one way that this could be achieved is through local communities accepting significant additional local housing and commercial development.

3.0 ROAD: A27

A27 East of Lewes – smaller scale interventions

- 3.1 Highways England's (HE) preferred route announcement (PRA) package on the smaller scale interventions on the A27 East of Lewes, which will be funded from the £72m allocated in the Government's Roads Investment Strategy (RIS) 2015–2020, in summary comprises:
- Improvement to the A27/A2270 signalised junction and two lanes in both directions to Cophall Roundabout as well as signalisation of the Gainsborough Lane junction;
 - Ghost island junction improvement and crossing facilities at Wilmington to improve safety;
 - Enlarged roundabout with two lane entry on both the east and westbound A27 arms at Drusillas to improve capacity;
 - Shared use path between Beddingham and Polegate – Highways England is still considering whether this should be north or south of the A27 and the PRA is non-committal on this.
- 3.2 In terms of timescales, HE will be carrying out further surveys and investigations in order to design the scheme in more detail over the coming months and plan to hold further public information exhibitions in 2018. HE initially identified that construction was expected to commence by Mar 2020 at the latest with completion of the works by Mar 2022. However HE have indicated that the timescales for delivery may be accelerated with an earlier construction start.

A27 East of Lewes Study

- 3.3 Whilst these smaller scale interventions are to be welcomed, they will only address the capacity, network resilience and journey time reliability issues along the A27 corridor in the short term.
- 3.4 £3m of the (£75m) funding identified in the Roads Investment Strategy 2015–2020 for the A27 East of Lewes was allocated by the Secretary of State for Transport in May last year to help develop a strategic outline business case for the offline dual carriageway option which will be required to support the housing and employment growth of the area in the medium and long term.
- 3.5 Highways England, with the County Council's involvement in the specification development and tender assessment, has commissioned consultants WSP to undertake this work. WSP commenced work on the study in Nov 2017 and is at a very early investigation; therefore it does not represent a commitment from the Government to develop a scheme.
- 3.6 The study scope includes the section between Southerham Roundabout and Beddingham Roundabout (online widening), Beddingham Roundabout to Cophall Roundabout (new offline route), and Cophall Roundabout (at-grade or grade-separation for east-west movements). The Do Minimum (i.e. "without scheme") assumes that the A27 East of Lewes online improvements (i.e. the RIS1 scheme which went through Preferred Route Announcement in September 2017) will be in place.
- 3.7 The first stakeholder workshop was held on 12 January 2018 and had representation from local and regional bodies in both the public and private sector (including local authorities, trade associations, user-groups and community groups). The focus of the first Reference Group was to seek stakeholder input on:
- Current (and future) issues and constraints affecting the A27 between Lewes and Cophall Roundabout, and how these impact on the local and wider region;
 - Consider transportation, environmental, land use and socioeconomic impacts;
 - Opportunities for addressing the issues and constraints;
 - What the potential impacts and benefits of any off-line options might be.

3.8 In terms of progress, the current situation is as follows:

- Evidence collation - existing and future situation [completed]
- Traffic modelling
 - the base model (representing 2017 traffic conditions) has been developed from the Highways England Regional Model for the South East, and has been refined using locally observed traffic flows and journey times.
 - the forecast traffic modelling will consider the planned growth from the emerging Wealden Local Plan (ongoing)
- Evaluation and sifting of options [ongoing] - identified three potential alignment options against environment constraints
- Business case
 - Strategic case is currently being drafted – it is recognised that there is a strong strategic case and needs to reflect:
 - In the A27 east of Lewes online improvements scheme (RIS1) consultation, a recurring theme from stakeholders was the desire for an off-line route.
 - The order of magnitude of housing and employment growth in Wealden points to significant demand which could take the road network above capacity, with 2028 as a saturation point.
 - The A27 is the only east-west route south of M25 - borne out in the Economic Connectivity Review evidence gathering that has been undertaken by Transport for the South East.
 - The HE's route strategies work highlighted the A23/A27 as a future bottleneck.
 - Responses that HE received to their recent consultation on their Initial Report are especially supportive of the A27 improvements east of Lewes.
 - Economic case will be developed once the transport modelling work has been completed (March/April).

3.9 A further stakeholder workshop is planned for late April and the study is programmed to be completed in May 2018.

4.0 ROAD: A21

4.1 The offline dualling of the A21 between Tonbridge and Pembury were completed in Autumn 2017.

4.2 In our submissions to the DfT on priorities for the second Road Investment Strategy (RIS2), which will run from 2020-2025, ESCC and Transport for the South East identified the dualling of the Kippings Cross to Lamberhurst section of the A21, as well as local offline improvements at Flimwell and Hurst Green. Improvements to the A21 corridor will improve access to Bexhill and Hastings, improve journey time reliability for businesses through to Kent, the M25 and beyond, support inward investment and business expansion and assist in the take up of strategic housing and employment sites coming forward in the area.

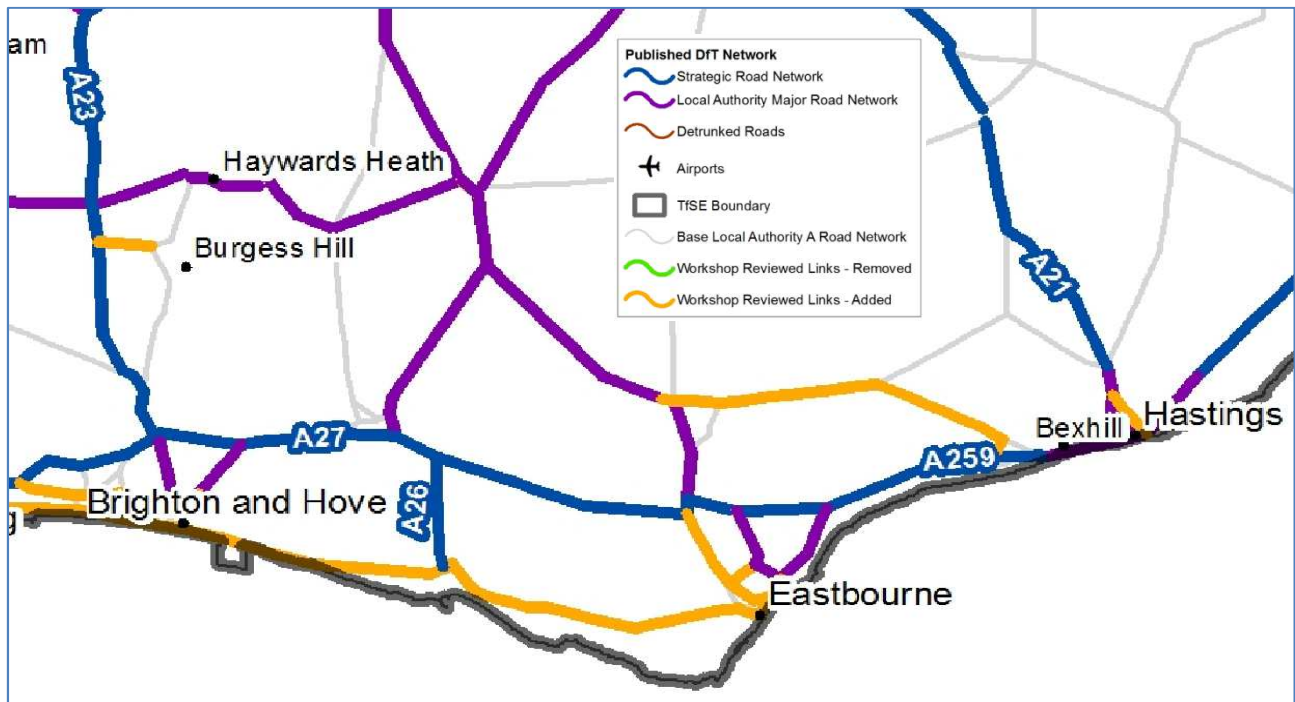
5.0 ROAD: A259 South Coast Road

5.1 Following the receipt of the petitions to East Sussex County Council, Lewes District Council and Brighton & Hove District Council last year about the local concerns and ongoing debate about congestion along the A259 South Coast Road, as well as the current and future infrastructure needs of the coastal strip from Newhaven to Brighton, a meeting has been arranged for end March 2018 between the three Councils, two MPs, South Downs National Park and both Local Enterprise Partnerships.

5.2 The purpose of the meeting is to share the current evidence base and explore short, medium and long term strategies for the A259. Once the meeting has taken place, the outcomes will be conveyed back to key stakeholders in the area.

6.0 ROAD: Major Road Network (MRN)

- 6.1 The Government's Transport Investment Strategy, published in July 2017, laid out plans to consult on the creation of a Major Road Network (MRN) which would sit between the Strategic Road Network (SRN), which is the responsibility of Highways England (HE), and the local road network, which is the responsibility of local authorities, and include the busiest and most economically important local authority A roads.
- 6.2 In December 2017 the Department for Transport (DfT) published a consultation document on the creation of the MRN. The consultation was based on the Rees Jeffreys Road Fund report 'A Major Road Network for England' published in October 2016.
- 6.3 The creation of the MRN intends to provide more long-term certainty of funding, with a portion of the National Roads Fund being dedicated to the MRN. The National Roads Fund will be funded through Vehicle Excise Duty and is due to be implemented by 2020, however it is expected that initial funding will be dedicated to HE funding requirements so we are expecting funding for the MRN to become available from around 2022. In East Sussex, the Government's consultation identified the inclusion of the following routes:
- A22 Polegate to north of Forest Row
 - A22 Golden Jubilee Way, Highfield Link and Lottbridge Drove (Eastbourne)
 - A259 Seaside from Pevensey Bay roundabout to Seaside roundabout (Eastbourne)
 - A259 Glyne Gap to Batchelors Bump (Hastings)
 - A21 Baldslow to Seafront (Hastings)
 - A26 Lewes to south of Tunbridge Wells
 - A272 west of Uckfield to east of Haywards Heath
- 6.4 The creation of the MRN does not mean that all of the roads will be managed by a single organisation, and the consultation is not proposing any changes to current local authority responsibilities.
- 6.5 The consultation began on 23 December 2017 and runs until 19 March 2018. A formal consultation response is scheduled to be published in summer 2018, at the same time as the finalised MRN network.
- 6.6 The County Council's response to the consultation was considered by the Cabinet on 6 March and was informed by a report by infrastructure consultants, Atkins, commissioned by Transport for the South East, entitled 'Major Road Network Review – Technical Report'. The consultation response included a number of areas where we feel the proposals could be improved, including:
- Recommendations of changes which should be made to the criteria used to define the roads eligible for inclusion in the MRN, providing a wider classification which includes economic needs and the provision of resilience for the SRN, e.g. through alternative routes / additional capacity.
 - A number of roads in East Sussex, which are not currently included in the draft MRN, are suggested for inclusion (please see the table below).
 - A259 Brighton to Newhaven/Seaford
 - A259 Seaford to Eastbourne
 - A2270/A2280.A2021 in Eastbourne
 - A271/A269 Hailsham to Bexhill
 - Bexhill Hastings Link Road between A259 and A21
- 6.7 These roads are recommended for inclusion because they are economically important in terms of connecting centres of growth and/or also provide vital added resilience to the existing SRN routes in the county, many of which are operating at, or near, capacity. The Strategic Road Network and suggested MRN (DfT and proposed additions) are shown below.



7.0 ROAD & PORT: Newhaven Port Access Road

- 7.1 The County Council has been continuing the development work for the construction of Phase 2 of the Newhaven Port Access Road (NPAR) across the Newhaven–Seaford railway and Mill Creek to the harbour mouth.
- 7.2 Within the County Council’s capital programme there is £13m allocated towards the scheme and this will be augmented with £10m in C2C LEP Local Growth Deal funding. DfT has identified the NPAR as one of their ‘portfolio’ schemes and therefore will retain the overall decision making responsibilities for approving the release of the Growth Deal funding.
- 7.3 We have had a number of very productive meetings with DfT in December 2017 and January 2018, including DfT officials visiting Newhaven to view the site and the constraints imposed by the existing access, as well as discuss how the Port Access Road would support the Port’s development plans and the requirements of the business case. This has been very helpful in enabling DfT to understand the scheme and us to understand what is needed in the business case. We have submitted a number of draft business case documents to DfT for their comments ahead of formal submission in late March 2018.
- 7.4 Following the assessment by DfT Officials, the final funding approval will be a Ministerial decision. Following submission of the business case, a decision would be expected to take 8 to 10 weeks.
- 7.5 In summary the business case indicates that the scheme offers good value for money with costs and benefits in the region of:
- | | |
|---|--------|
| ○ Benefits from the transport case | £1.1m |
| ○ Benefits from the economic case (GVA) | £183m |
| ○ NPAR Scheme Cost | £23.2m |
- 7.6 The detailed design for the scheme was completed last autumn, and went to tender at the end of 2017. We appointed a preferred contractor in January 2018, and have worked with them to carry out a comprehensive design review and value engineering exercise to ensure that the design is robust and offers value for money.
- 7.7 In anticipation of main construction starting, we have recently completed vegetation clearance across the site and have applied to Natural England for the relevant licences needed to translocate great crested newts and badgers from the site.
- 7.8 Subject to approval of the business case, main construction will start in late spring 2018. Construction will take 19 months with completion anticipated in late 2019.

Wider Newhaven Port Development

- 7.9 Newhaven Port and Properties (NPP) proposals for the extension to port facilities at Newhaven are at an advanced stage of delivery planning. This will include the provision of extended deep water berthing to accommodate larger vessels and the expansion of laying out areas. This will enable NPP to accommodate the increased interest from companies that wish to have a base in the port, however at present has very limited available quayside space with which to support this. A number of key port uses are anticipated including:
- Office and warehouse space for offshore wind and other projects;
 - Renewable energy related business;
 - Aggregates handling;
 - Quarried stone handling;
 - Other bulk or general cargoes;
 - Fish import/ export and/or processing;
 - Maintenance and repair of work boats;
 - Biomass product handling;
 - Short / long term parking.
- 7.10 These plans will increase port capacity and therefore generate substantial additional HGV and related traffic, which presently can only access the port via Railway Road / Beach Road, which are already inadequate for the level of HGV traffic accessing and leaving the Port, being narrow and close to residential and local community facilities. The completion of NPAR is therefore critical to enabling port expansion.
- 7.11 In addition, the future of the ferry service to Dieppe has been secured for a further 5 year period from January 2018 with DFDS. This provides greater stability with the continuing commitment to the current level of crossings with potential for improvements in service.

8.0 ROAD & RAIL: Transport for the South East (TfSE)

- 8.1 TfSE is an emerging sub-national transport body. It will speak with a single voice on the area's transport needs, priorities and investment plans and will directly influence the decisions of national and regional infrastructure providers and operators (for example Network Rail, Highways England, ports, airports). To do this TfSE will develop a Transport Strategy for the South East which will identify and prioritise a programme of determine strategic transport interventions.
- 8.2 TfSE is led by south east local transport authorities, comprising Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey and West Sussex, together with the Isle of Wight, Portsmouth and Southampton and the six unitary authorities of Berkshire. The five Local Enterprise Partnerships - Coast to Capital, Enterprise M3, Solent, South East and Thames Valley Berkshire - are also represented.
- 8.3 The first stage of the Transport Strategy is to undertake an Economic Connectivity Review, which is intended to demonstrate how strategic transport infrastructure could unlock economic growth and ensure that the South East continues to make a significant contribution to national prosperity.
- 8.4 It will develop an economic profile of the South East area and will build on the existing documents and evidence, including Strategic Economic Plans and Local Plans. It will make the case for investment in the South East's strategic transport infrastructure including highlighting its importance in:
- facilitating increases in international trade to promote and accelerate growth in the South East and in the wider-UK economy through improved access to the key international gateways in the South East;
 - ensuring that the South East's economy and its contribution to national GVA continues to grow by facilitating housing and commercial development that are necessary to facilitate economic growth; and
 - rebalancing the local economy by allowing those areas which are performing less well to realise their full potential.

- 8.5 Consultants Steer Davies Gleave has been appointed to lead this important piece of work. This will include reviewing the economic characteristics of the area, identifying economic clusters/corridors and estimating the indicative value of connectivity improvements by area/growth corridor. The outcomes of the Economic Connectivity Review are due to be presented at the Connecting the South East event in Farnborough in early May.

9.0 LOCAL TRANSPORT/PIPELINE PROJECTS

- 9.1 A number of other local transport/pipeline projects are currently being undertaken or will shortly be commissioned through the Strategic Economic Infrastructure team. These include:

- **Eastbourne Town Centre Improvement Scheme** – a package of pedestrian and public transport improvements are being delivered to compliment the significant investment being made in the extension of the Arndale shopping centre (The Beacon) in Eastbourne. The scheme focussed on Terminus Road, Gildredge Road and Cornfield Road. Mildren Construction have been appointed to deliver the scheme and construction will start on 19 March 2018 with approx. a 16 month construction period. The first phase will focus on the Terminus Road section from the station to outside Game in order to tie in with release of the first units of the extension in early September 2018. The scheme is being funded in part using LGF monies as well as funding from Eastbourne Borough Council, parking surplus revenue and East Sussex.
- **Eastbourne Town Centre Movement and Access Package Phase 2** – identifying further transport interventions in Eastbourne Town Centre which build on the proposed changes around Terminus Road, Gildredge Road and Cornfield Road as part of the Arndale (now Beacon) shopping centre extension.
- **Polegate Station Study** – investigating the potential for a new station in the Polegate area.
- **A22 Junction improvements package** – taking forward the designs for the junction improvements on the A22 Corridor around Hailsham/Polegate/Stone Cross required to support the planned and proposed development in the South Wealden area.
- **A22/A26 Corridor Study** – which will investigate the wider impacts and mitigation measures required in relation to the planned growth in the Wealden area on the A22 and A26 corridors ahead of these routes being designated part of the MRN.
- **SMART Cities Initial Scoping Study** – this will help identify the opportunities and value of investment, challenges and risks tied to the application of ‘Smart City’ strategic transportation and highways maintenance techniques and approaches, that could lead to smarter less congested networks, more resilient and integrated infrastructure assets, cleaner and more sustainable schemes, and greater opportunities gained through the use of existing data sources, in a coastal and urban/rural-split county like East Sussex.
- **Capital Programme of Local Transport Improvements** – the County Council’s 2018/19 capital programme of local transport will be considered by the Lead Cabinet Member for Transport and Environment on 19 March 2018. The £8.4m programme focussed on designed and delivering local transport schemes that support economic growth and connectivity, particularly in our growth corridor areas. The programme is funded using LGF monies for walking and cycling improvements in Eastbourne and South Wealden, movement and access improvements in Hastings and Bexhill and movement and access improvements on the Hailsham – Polegate – Eastbourne corridor. This is augmented by development contributions and the county council’s own funding.
- **Local Cycling and Walking Infrastructure Plan (LCWIP)** – LCWIP’s are a new strategic approach to identifying cycling and walking improvements, as set out in the Government’s Cycling and Walking Investment Plan. ESCC has procured Sustrans who are currently undertaking the initial analysis and identification of improvements. This will lead to the development of a network plan of preferred routes and core zones for improvement, which will be prioritised into a programme of schemes for future investment. Public consultation on ESCC LCWIP will commence in September 2018. The outcomes of the LCWIP will lead into projects funded by LGF monies and our capital programme of local transport improvements as well as potential pipeline schemes for further funding bids.