

Agenda item 4

Local Growth Fund - Review of Eastbourne and South Wealden Walking and Cycling Package

1. Introduction

- 1.1 This report sets out the work undertaken to date and the next steps ahead of reporting a project change request to the South East LEP (SELEP) and a report to the County Council Lead Member's decision-making meeting in Spring 2024.

2. Background

Progress and spend to date

- 2.1 Over the last three to four years, significant progress has been made on progressing each of the schemes within the Eastbourne and South Wealden Walking and Cycling Package (ESWWCP), identified in two tranches for a total of £6.6m approved by SELEP in 2015/16.
- 2.2 The package primarily focuses on:
- improving traffic congestion to support sustainable economic growth;
 - supporting the growing demand for improved walking and cycling infrastructure in this area;
 - increasing levels of cycling; and
 - tackling health and wellbeing issues resulting from physical inactivity.
- 2.3 To date this package has successfully delivered the following four schemes across Eastbourne and South Wealden:
- **Eastbourne Meads Area Vulnerable Road User Improvement Scheme:** providing enhanced connectivity between the town centre, Devonshire Quarter and the former University of Brighton campus by making key junctions safer for pedestrians to navigate and slowing traffic speeds.
 - **Friday Street Pedestrian Crossing:** part of the Stone Cross - Eastbourne Seafront Cycle Route, replacing the existing crossing island with a signalized pedestrian crossing at the junction of Friday Street and Oak Tree Lane in Langney in response to a local fatality.
 - **Eastbourne Town Centre Wayfinding Improvements:** including the installation of finger posts and monoliths around Eastbourne town centre.
 - **Horseway Cycle Route Phase 3:** providing a predominantly off-road cycle route between Lottbridge Drove and Langney roundabout, including an upgraded crossing over Lottbridge Drove to connect into the eastern end of Horseway Cycle Route Phase 2.
- 2.4 In addition, works on the installation of Eastbourne Cycle Parking Stage 1 have been completed.
- 2.5 The two schemes set out in the Business Case for the South Wealden area were Hailsham Cycle Route (A271 Upper Horsebridge Road) and Hailsham Cycle Parking. The cycle route was unable to progress due to topography and access difficulties associated with the proposal which would exceed the available funding, whilst the cycle facilities have been introduced as part of DfT's Emergency Active Travel funding, and are no longer part of this package.
- 2.6 As of the end of November 2023, spend across the package totals £5,237,190. Of this spend, £4,670,519 has been funded through Local Growth Fund (LGF), and £566,671 has been funded through external S106 funding, as shown in Table 1.

Table 1 – Current Spend on ESWWCP schemes:

LGF Budget	Total Spend	LGF Spend	Other Funding
£6,600,000	£5,237,190	£4,670,519	£566,671

Review of ESWWCP programme

- 2.7 At present, the following four schemes remain outstanding for delivery (set out in more detail at Appendix 1), along with a fifth scheme, the second stage of the Eastbourne cycle parking package:
- Langney Rise Cycle Route;
 - Eastbourne Town Centre to Seafront Cycle Route;
 - Willingdon Drove Cycle Route; and
 - Horsey Cycle Route Phase 1B.
- 2.8 Following discussions with the County Council’s Highway Contractor, it has become clear that the total amount of funding required to complete the design and delivery of all these remaining schemes would be significantly higher than the remaining LGF monies available. This has primarily been driven by the national rising costs in the construction sector.
- 2.9 The ESWWCP package has been paused while a full scheme review and programme assessment was undertaken to determine which of the remaining schemes within the ESWWCP package could be taken forward for final development and/or delivery.
- 2.10 Work has been undertaken to review the package in line with the amount of LGF funding available. Once the remaining schemes have been selected and approved for continuation in this package, a revised business case will be submitted to SELEP for review and the necessary approvals will be sought from the SELEP Accountability Board to proceed. In the event that we cannot meet the timelines for submission to SELEP before the transfer of LEP responsibilities to upper tier authorities in April 2024 (LEP Transition), the determination of the approval package and revised business case assessment will be undertaken by East Sussex County Council (ESCC).
- 2.11 The revised business case will include an updated economic appraisal for the revised package to ensure that it still demonstrates high value for money (a benefit:cost ratio over 2), or where it indicates that it represents medium value for money (a benefit:cost ratio of over 1.5), that a strong strategic narrative remains for the package.
- 2.12 Upon completion of the review process and following SELEP Accountability Board approval (subject to the caveat set out at paragraph 2.10), a separate report will be presented at a future ESCC Lead Member for Transport and Environment decision-making meeting ahead of the revised scheme package being included in the Capital Programme for Local Transport Improvements 2024/25.

3. Remaining LGF funding and costs to deliver remaining ESWWCP schemes

- 3.1 Based on the original £6.6m LGF funding and the spend to date as set out in Table 1, there is £1,929,481 remaining from LGF to cover the five outstanding schemes, with no additional S106 or Community Infrastructure Levy (CIL) funding left to be assigned.

Table 2 – Remaining LGF funding:

LGF Budget	Total LGF spend to date	Remaining LGF available	Other funding	S106 and/or CIL spent to date	Remaining S106 and/or CIL available
£6,600,000	£4,670,519	£1,929,481	£0	£566,671	£0

- 3.2 Consultants WSP were commissioned to undertake a cost estimate exercise to review the remaining five schemes. This identified that the cost to construct them all is **£4,011,000**, as shown in Table 3. The costs shown for each scheme are ‘estimated’ costs based on the information available at this juncture including design costs, preliminary/traffic management costs, static diversions, contingency/risk and inflationary cost allowance as well as construction costs.

Table 3 – Breakdown of remaining scheme costs:

Scheme name	Original budget	Spend to date	Remaining spend required to complete design and delivery	External funding
Eastbourne Cycle Parking Stage 2	£175,586	£23,757	£112,000	£0
Langney Rise Cycle Route	No budget as own scheme, part of wider Langney to Sovereign Harbour proposal	£285,313	£1,601,000	£0
Eastbourne Town Centre to Seafront Cycle Route	£1,007,000	£427,742	£464,000	£0
Willingdon Drove Cycle Route	£282,112	£157,502	£481,000	£0
Horseway Cycle Route Phase 1b	£0	£1,130,914	£1,353,000	£0
TOTAL			£4,011,000	

3.3 Consideration has also been given to whether there are options for descoping and/or value engineering the schemes to fit within the remaining LGF envelope as well as exploring other available funding sources.

4. Scheme Prioritisation

4.1 As part of the scheme package review, a prioritisation approach that aligns with previous SELEP LGF business case assessment criteria has been developed focusing on:

- deliverability;
- affordability;
- value for money; and
- strategic fit.

4.2 From the prioritisation process and value for money assessment that supported the updated business case review, we are minded at present to progress the following schemes which can be afforded within the current LGF envelope:

- Eastbourne Cycle Parking Stage 2;
- Eastbourne Town Centre to Seafront Cycle Route; and
- Horseway Cycle Route Phase 1b.

4.3 The revised Business Case and Economic Appraisal are available to view upon request, but due to the size of both reports, have not been appended to this note.

5. Conclusions and Next Steps

5.1 This report sets out the current funding position for the delivery of the Eastbourne and South Wealden Walking and Cycling Package (ESWWCP) and the recommended remaining schemes to be taken forward, as set out in paragraph 4.2, utilising the remaining £1,929,481 Local Growth Fund (LGF) envelope.

5.2 TES members are asked:

- **to endorse ESCC submitting an updated business case to SELEP**, subject to the caveat set out in paragraph 2.10, including a request for the reallocation of the remaining funding to the proposed prioritised schemes, and to extend spend to December 2025 in order to factor the delay to scheme progression whilst the prioritisation process was conducted.

1.	Eastbourne Cycle Parking Stage 2	Eastbourne	£112,000
<p>This scheme will provide parking for 60 cycles across five locations across Eastbourne and is the second stage of a wider programme to make improved provision of secure cycle parking infrastructure in the town. The new cycle parking facilities are located at key trip attractors and aim to make cycle trips more attractive and realistic for cyclists.</p> <p>The majority of the proposed cycle parking locations have been identified and designed, with a proportionate statutory and stakeholder consultation completed.</p> <p>The project is considered to be highly deliverable, with some materials already ordered and no Traffic Regulation Orders required as the locations will not alter any existing traffic management or parking regulations.</p>			

2.	Langney Road Cycle Route	Eastbourne	£1,601,000
<p>This scheme will provide a shared cycle route between Langney Shopping Centre and Langney Roundabout and an additional short section from Langney Roundabout to the junction of Priory Road. It will connect directly to the eastern extent of the existing Horsey Way cycle route at the roundabout and to the eastern side of the shopping centre and access to the eastern extent of the Willingdon Drove cycle route on the western side of the shopping centre. The section to Priory Road will be to pick up students from Langney Primary School and St Catherine’s College.</p> <p>The scheme will be a shared cycle and pedestrian route along the western side of Langney Rise with an additional short section of shared route on the eastern side. The scheme will also include improvements to crossing facilities.</p> <p>The detailed design process is substantially complete. Most of the land ownership requirements have been negotiated and will be dedicated to ESCC. However, consultations are still required with the shopping centre and one of the landowners along the eastern side of the route. Traffic Regulation Orders will be required to facilitate the route, and these will include double yellow line parking restrictions. Notices will be required for the relocation of a bus stop layby.</p>			

3.	Eastbourne Town Centre to Seafront Cycle Route	Eastbourne	£464,000
<p>This scheme will provide a signed cycle route between Eastbourne Railway Station and the seafront. It will connect directly at its southern extent to the existing seafront cycle route that runs between Wish Tower and Bedes School. It will also link directly to the final section of the Horsey Way cycle route (1B) described below.</p> <p>The majority of the scheme will comprise a signed on-carriageway cycle route utilising residential roads with low traffic volumes. It will also include a new section of off-road cycle route at Wilmington Gardens and minor improvements will be made where the route intersects busier roads.</p> <p>The detailed design is complete and the land dedication process for the Wilmington Gardens section is well advanced. Traffic Regulation Orders are required for changes to existing parking arrangements at Wilmington Gardens, but these have been prepared and are awaiting publication. The scheme is considered highly deliverable, in addition to being high Value for Money.</p>			

4.	Willingdon Drove Cycle Route	Eastbourne	£481,000
<p>The scheme will provide a route from Willingdon Drove at its junction with Sevenoaks Road to the western side of the Langney Shopping Centre. It will provide a link from the existing cycle route north of Willingdon Drove to the western side of the shopping centre and access to the northern extent of the Langney Rise route at the eastern side of the shopping centre.</p> <p>The scheme will comprise a mix of signed on-carriageway cycle route utilising a residential road, Kingfisher Drive, with low traffic volumes and a shared cycle and pedestrian route along Sevenoaks Road. The scheme includes improved informal crossing facilities on Willingdon Drove and Sevenoaks junction.</p> <p>The detailed design is complete, and no Traffic Regulation Orders are required to implement the scheme, which is considered highly deliverable. However, the route is not considered to deliver the strategic accessibility compared to other sections in the remaining package.</p>			

5.	Horsey Way Cycle Route Phase 1b	Eastbourne	£1,353,000
<p>This scheme will provide the final stage (1b) of the wider Horsey Way Cycle Route and will run between Eastbourne Railway Station and Ringwood Route. Once this section is constructed, the full Horsey Way Cycle Route will link the Langney residential area of Eastbourne with the principal employment and commercial areas of Lottbridge Drove and the town centre.</p> <p>Phase 1b comprises a signed cycle route, with a mixture of off-carriageway and signed on-carriageway provision. The scheme includes upgrades to crossing facilities that will benefit both cyclists and pedestrians.</p> <p>The detailed design is complete, and no Traffic Regulation Orders are required to implement the scheme, which has a high value for money score and is considered highly deliverable.</p>			