

**SMALL SCHEMES**

**EXECUTIVE SUMMARY OF BUSINESS CASE**

**For**

**EASTBOURNE AND SOUTH WEALDEN WALKING AND CYCLING PACKAGE**

*Please note that this proforma is designed to collect key information about the project. The scheme promoters are encouraged to attach any additional supporting information to this business case proforma.*

**Project type (rail, road, LSTF, integrated package, maintenance etc.):** Integrated Package

**Type of bid:** Medium Project (total project cost is between £8m and £15m)

**Project Location:** Borough of Eastbourne and South Wealden (comprising of Polegate, Willingdon and Stone Cross)

**Project start date:** 2015/16

**Project complete date:** 2020/21

**Project development stage (inception, option selection, feasibility, detailed design, implementation):** Detailed design.

**Promoting authority):** East Sussex County Council

**Promoting authority contact name and position:** Jon Wheeler, Team Manager – Strategic Economic Infrastructure

**Promoting authority contact phone number:** 01323 743626

**Promoting authority contact's email address:** jonathan.wheeler @eastsussex.gov.uk

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## Strategic Case

### 1 Project overview and rationale

#### 1.1. Purpose

##### **Problem Statement**

With considerable housing and commercial development planned for the strategic growth area of Eastbourne and South Wealden in the near future, the Walking & Cycling Package will be a critical element of the wider approach for tackling traffic congestion in this area to support sustainable economic growth. It will also support the growing demand for improved walking and cycling infrastructure in this area and the increasing levels of cycling, along with contributing to tackling health and wellbeing issues resulting from physical inactivity.

The Eastbourne and South Wealden walking and cycling package will deliver a number of routes and complementary measures that are interdependent and will support an expanding walking and cycling network. The package will focus on enabling walking and cycling for short local journeys, or as part of longer journeys, between residential areas to key trip attractors in Eastbourne and Hailsham and the smaller settlements of Polegate, Willingdon and Stone Cross in the South Wealden area, along with linking to development sites identified in the respective adopted Local Plans coming forward in the near future. These trip attractors include Eastbourne seafront, the town centre and local centres for shopping, rail stations, employment areas, education and health & leisure facilities.

It will build upon the overall approach for transport for the Eastbourne/South Wealden strategic growth area set out in the East Sussex Local Transport Plan 2011 – 2026; the Local Plans for Eastbourne and Wealden and the A22/A27 Eastbourne/South Wealden section of the South East Local Enterprise Partnership (SELEP) Strategic Economic Plan (SEP) which will support the delivery of sustainable economic growth by enabling jobs and homes. This will be achieved by delivering infrastructure which tackles congestion at key pinch points of the strategic and local road network, unlocks development sites and supports access by active travel and contributing to improving local health and wellbeing.

This business case specifically relates to the release of **£2.6m** programmed for **2015/16 up until 2018/19**, and is part of the wider **Eastbourne/South Wealden Walking and Cycling Package** identified in the South East Local Enterprise Partnership (SELEP) Local Growth Deal amounting to an overall allocation of £8.6m. This will deliver a first tranche of **seven schemes in the Eastbourne and South Wealden area. These are as follows:**

No.	Scheme Name	Scheme Type
1	Seafront Cycle Route: Wish Tower to Fishermans Green	Shared walking & cycling route
2	Cross Levels Way / Lottbridge Drove & Willingdon Drove	Walking & cycling improvement/Cycle Route
3	Eastbourne Town Centre to Seafront	Walking & cycling improvements
4	Langney to Sovereign Harbour and Sovereign Centre	Cycle Route
5	Vulnerable road users improvement scheme - University area to town centre, station and seafront areas, including in the Meads area	Safety measures to improve environment for pedestrians and cyclists



No.	Scheme Name	Scheme Type
6	Eastbourne District General Hospital to Town centre	Cycle Route
7	Walking & Cycling Improvements Hailsham - Willingdon - (Cuckoo Trail between Hailsham and Polegate/ Hindlands Development site/ Dittons Road)	Shared walking & cycling route/Cycling Route

**Further business cases will be submitted to the LEP for approval during the Local Growth Deal period to release subsequent tranches of the funding allocation available for this package.**

## **1.2. Brief description**

### **Strategic Objectives**

The Eastbourne Cycling Strategy and the emerging Wealden Walking & Cycling Strategy, both include a comprehensive action plan outlining a package of potential schemes to support an increase in walking and cycling within the strategic growth area of Eastbourne and South Wealden. **Both strategies inform the Eastbourne/South Wealden Walking and Cycling Package.**

This first tranche of schemes will provide the opportunity to deliver a number of the schemes identified in the strategy action plans. **They are underpinned by a number of strategic objectives as outlined below and they will contribute to delivering the following:**

- Create a **safer, convenient, efficient and attractive walking and cycling network**, with supporting infrastructure, to encourage more people to cycle into, out of and within Eastbourne and South Wealden.
- Create **cross-boundary walking and cycling links** from Eastbourne into adjacent towns and villages in the South Wealden area.
- **Reduce dependence on the car for shorter distance utility trips** by encouraging a shift to walking and cycling.
- Raise the profile of **walking and cycling as a realistic transport choice** for residents of, and visitors to, Eastbourne and South Wealden.
- Provide targeted information, skills and knowledge to **sustain behaviour change towards more active travel** for all ages and ability in the longer term.

**These objectives are bound by the period of the strategy documents and linked to the Department for Transport's Cycle Delivery Plan, these both proposes a ten year plan for the delivery of a 'step change' in the levels of walking and cycling up to 2025.**

**The objectives are integral to the monitoring and evaluation of the schemes, and this is outlined in section 8, The Management Case.**

### Brief outline of the Schemes

This package of schemes are part of the wider package of walking & cycling schemes for Eastbourne & South Wealden, and the first tranche includes the following:-

No.	Scheme Name	Scheme Description
1	Seafront Cycle Route: Wish Tower to Fishermans Green	<p>This scheme will deliver a shared walking and cycling route located on Eastbourne Promenade in 2015/16. The byelaw prohibiting cycling on the promenade has recently been lifted, therefore this will enable the scheme to be delivered and this will be undertaken through three phases:-</p> <p><b>Section 1 - Wish Tower to the Pier</b></p> <p>A shared route for pedestrian and cyclists on the promenade that will provide a link from the existing facility at the Wish Tower. It will connect cyclists with the seafront, promote integration with other users and provide an overall more attractive route for cyclists.</p> <p><b>Section 2 -Adjacent to the Pier</b></p> <p>To improve pedestrian and cyclist movements, space outside of the Pier will be re-allocated to provide a widened footway area, providing a seamless route from the first section.</p> <p><b>Section 3 - Pier to Fisherman's Green</b></p> <p>Approximately 50m to the east of the pier entrance the footway joins and merges with the lower promenade. This phase of the route will utilise the lower promenade will be used to continue the route to Sovereign Harbour and beyond.</p>
2	Cross Levels Way / Lottbridge Drove & Willingdon Drove	<p>Section 1 – Cross Levels Way/Lottbridge Drove - Walking &amp; cycling improvements on one of the key links in Eastbourne's road network</p> <p>Section 2 - Cycle route linking the NCN21 at Lottbridge Drove and Shinewater Park.</p>
3	Eastbourne Town Centre to Seafront	Enhancement to existing walking and cycling provision, linking the railway station and the seafront,
4	Langney to Sovereign Harbour and Sovereign Centre	Cycle route linking the Langney Residential Estate and the shopping areas, the retail and leisure areas at Sovereign Harbour and Sovereign Centre.
5	Vulnerable road users improvement scheme - University area to town centre, station and	This scheme will be located in the Meads area of Eastbourne, which is a residential area located



No.	Scheme Name	Scheme Description
	seafront areas, including in the Meads area	<p>on the western edge of the town and bounded by the South Downs and the seafront. As well as residential properties, there are also a number of shops, businesses, entertainment venues and educational establishments.</p> <p>It will deliver a series of mini-roundabouts and build-outs, focussed around Eastbourne College in the roads of Carlisle Road, College Road, Grange Road and Blackwater Road The main aim of the scheme is to reduce vehicle speeds and improve crossing facilities for pedestrians, enabling safer cycling and pedestrian movements in this area, linking with the university area and the station, town centre and the seafront.</p>
6	Eastbourne District General Hospital to Town centre	Cycle route provision between Eastbourne District Hospital and Sussex Downs College and the town centre.
7	Walking & Cycling Improvements Hailsham - Willingdon - (Cuckoo Trail between Hailsham and Polegate/ Hindlands Development site/ Dittons Road)	<p>Section 1 - Upgrade existing Cuckoo Trail - walking and cycling route between Hailsham and Polegate and linking with two key development sites in Stonecross and Willingdon.</p> <p>Section 2 - Hindlands - Walking &amp; cycling provision related to linking housing development into wider walking &amp; cycling network in the Polegate area.</p> <p>Section 3 - Dittons Road - Off road cycle route running alongside Dittons Road, and linking to future housing development sites.</p>

**The extent of the first tranche of schemes is outlined in Appendix A** against the proposed wider network. These schemes will complement the schemes that have been implemented to improve walking and cycling infrastructure through East Sussex County Council's Local Sustainable Transport Fund 2012-2015 Programme, which included improvements to routes linking the University, Town Centre and Seafront.

### **1.3 Strategic context**

#### **National**

The strategic objectives for the Walking & Cycling Package for Eastbourne and South Wealden and the first tranche of schemes are in alignment with key government policy and reports focussed on enabling more walking and cycling and informed the development of the walking and cycling strategy documents for Eastbourne and Wealden. This includes the following:-

#### **1.3.1 Department for Transport - 'Creating growth, cutting carbon: making sustainable local transport happen' – January 2011**

The Transport White Paper, 'Creating growth, cutting carbon: making sustainable local transport happen' identifies that cycling presents an easy and cheap way for people to incorporate physical activity in their



everyday lives. As well as the health benefits, the white paper also highlights that cycling and walking offers other benefits when it replaces vehicle trips, in particular for journeys under five miles, including reducing carbon emissions, improving air quality, and reducing congestion.

**1.3.2 NICE Public Health Guidance 41 – Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation – November 2012**

The main purpose of this guidance is to support commissioners involved in physical activity promotion or who work in public health, transport planning and leisure sectors, to integrate walking and cycling into policies and projects.

**1.3.3 Department for Transport – ‘Door to Door Strategy’ - A strategy for improving sustainable transport integration – March 2013**

The ‘Door to Door strategy’s main aim is to encourage local authorities to increase journeys made by sustainable transport, specifically public transport, supported by cycling and walking. It focuses on four core areas so that people can be confident in choosing sustainable transport. In regards to walking and cycling this relates to ‘regular and straightforward connections at all stages of the journey and between different modes of transport; and safe and comfortable transport facilities’.

**1.3.4 Get Britain Cycling – April 2013**

An All-Party Parliamentary Cycling Group published a report setting out how to ‘Get Britain Cycling’ in April 2013, these included a number of recommendations to government on how cycling should be delivered under five broad themes.

- A new priority for investing public funds
- Redesigning our roads, streets and communities
- Safe driving and safe speed limits
- Training and education
- Political leadership

**1.3.5 Government’s ‘Ambition for Cycling’ – August 2013**

As part of the Government’s Ambition for Cycling, this paper recognises the recent investment in cycling infrastructure made available to local authorities including the Local Sustainable Transport Fund, Cycle Safety Fund and the Cycle Ambition Fund. As part of this there is a commitment to develop a cycle delivery plan that will encourage local authorities to ‘cycle proof’ roads, by encouraging local authorities to ensure that road design reflects the needs of cyclists, and makes greater provision for cyclists on the strategic road network. This is complemented by recognition of the need to increase the provision for access to cycle training for children and encouraging a culture of sharing the road amongst all road users.

**1.3.6 ‘Tackling Physical Inactivity’ – April 2014**

An all Party Commission on Physical Activity published ‘Tackling Physical Inactivity’ in April 2014. This sets out a coordinated approach, with a number of recommendations to get the country more active, including the *‘Reallocation of transport investment, providing long-term continuity of dedicated funding for walking and cycling as regular daily transport.*

### **1.3.7 Department for Transport Cycling Delivery Plan – October 2014**

Following on from the Governments Ambition for Cycling, the DfT published its draft Cycle Delivery Plan in October 2014. This proposes a 10 year delivery plan cycling to achieve a ‘step change’ in cycling, and includes four themes that are required to achieve this. These include:-

1. Local leadership and ambition
2. Funding
3. Infrastructure and Planning
4. Safety and Perceptions of Safety

As part of the delivery plan Local Authorities have the opportunity to work in partnership with the government to develop a vision for cycling in their area. This has been further strengthened with the Infrastructure Bill becoming an Act. Walking and cycling has been included in this bill alongside roads, and there will be a requirement on the government to set out a strategy for cycling and walking infrastructure and the funding that will be required to deliver this.

#### **Sub regional**

### **1.3.8 South East Local Enterprise Partnership (SELEP) Strategic Economic Plan (SEP)**

East Sussex County Council is part of the South East Local Economic Partnership. The government required the development of a Strategic Economic Plan (SEP), which outlines a multi-year local growth strategy and includes actions to deliver key infrastructure projects, to achieve the overarching aims of the Local Enterprise Partnership’s (LEP’s), which are to support business growth, create jobs and enable the delivery of new homes. The submission of this enabled the LEP to negotiate a local growth deal with the government.

The SE LEP SEP Programme for East Sussex will focus on four key components to achieve growth, which include:-

- Investing in Our Growth Corridors;
- Boosting Our Productivity with our Universities Driving Growth
- Enhancing Our Wealth: Improving Our Skills;
- Accelerating Investment in Housing.

For Eastbourne and south Wealden this will focus on the A22/A27 Eastbourne -South Wealden Growth Corridor. The A22/A27 Growth corridor straddles south Wealden, Lewes District and Eastbourne. The A27 corridor suffers from journey reliability and network resilience issues and needs to be fit for purpose for its function of carrying long distance strategic traffic.

The SEP includes a number of proposed transport infrastructure investments for this corridor including highway improvements alongside measures to improve sustainable travel infrastructure. This first tranche of schemes demonstrates that there is a need for the delivery of an integrated package of transport schemes that will support the release of economic growth and improve strategic access for all within Eastbourne/South Wealden.



## **Local**

### **1.3.9 East Sussex County Council – Council Plan 2015/16**

These schemes are in alignment with the 2015/16 Council Plan and supports the key priority of ‘driving economic growth’, particularly around the provision of walking and cycling infrastructure to support access to employment, support business productivity rates through a healthier workforce, enabling businesses to thrive in East Sussex, so they can access the skills and infrastructure that they need.

### **1.3.10 East Sussex Local Transport Plan 2011 – 2026**

The LTP recognises that investment in and the promotion of walking and cycling will contribute to the delivery of all its high level objectives. Therefore this scheme will provide the following benefits:

- **Improve economic competitiveness and growth** - Increasing the levels of walking and cycling can help to tackle congestion hotspots and make local road networks function more efficiently, which is good for journey time reliability and supporting local economic growth
- **Improve safety, health and security** – walking is the most achievable and accessible alternative travel choice for the majority of people and cycling is a low-impact activity, which can significantly support health and wellbeing and create healthier communities. It can help to reduce the risk or improve a range of health problems, most notably heart disease, cancer, strokes, hypertension and mental health problems.
- **Tackling Climate Change** - one of the most significant benefits that are associated with increasing the levels of walking and cycling is reducing local levels of pollution and CO2 emissions. If all the commuters in England with a journey of less than five miles travelled by bike rather than car or bus, 44,000 tonnes of CO2 would be saved in just one week;
- **Improve accessibility and social inclusion** – Walking and cycling provides independent mobility for many people who choose not to drive, cannot drive or who do not have access to their own private transport, including children, people on low incomes, older or disabled people, to access jobs and key services;
- **Improve Quality of Life** – Walking and cycling can improve people’s health and wellbeing, improve their ability to access jobs and services, reduce local traffic congestion, reduce carbon emissions and improve air quality. This will all help to contribute towards improving people’s quality of life.

The LTP identifies Eastbourne as a priority area for investment with a range of cycle related measures identified, including:

- Improving accessibility for cyclists, and
- Developing a cycle strategy and implementing a network of routes which focus on the National Cycle Network routes and key routes into Eastbourne town centre and along the seafront, with links to residential areas in Eastbourne and neighbouring settlements in the South Wealden area, and
- Working with the National Park Authority, to improve walking, cycling and public transport links into the South Downs National Park (SDNP).

### **1.3.11 LTP Implementation Plan 2011/12 to 2015/16**

The Implementation Plan sets out our intentions for transport investment over the first five years of the LTP period. It identifies the highest priority issues and potential measures to address those issues in the five



priority areas for investment which includes Eastbourne and South Wealden and three wider geographical areas.

The Eastbourne and South Wealden Implementation Plan identifies the following:

- “develop and implement a network of cycle routes improved signage and facilities which focus on:
- Key routes into Eastbourne town centre, the station and along the seafront, and links residential areas and employment areas within the town...”

The Implementation Plan will be reviewed during 2015/16 and a new five year plan developed that will span the period between 2016/17 – 2020/21. The provision of walking and cycling will be a key feature of the plan for the Eastbourne and South Wealden growth area, and will be an integral part of the wider transport package to support economic growth in the area.

### **1.3.12 East Sussex County Council’s Growth Strategy**

The county growth strategy identifies the A22/A26/A27 Eastbourne-Polegate-Uckfield-Crowborough corridor as having the greatest capacity to unlock major new commercial and residential development in the county.

In terms of transport; whilst the strategy outlines the need for major transport investment, particularly to the A27, smaller scale transport interventions to address ‘pinch points’ combined with packages of sustainable integrated transport measures that improve travel choices is identified as also being required. The Growth Strategy outlines these smaller scale interventions, which include walking and cycling schemes, are ‘less costly, but can make important contributions to improving traffic flow and journey times across an integrated network’.

### **1.3.13 Healthy Lives, Healthy People – ESCC Health and Wellbeing Strategy 2013 – 2016**

These schemes are in alignment with the priorities of the County’s Health and Wellbeing Strategy and will support the key focus areas of this key county council public health strategy, which include:

- enabling people of all ages to live healthy lives and have healthy lifestyles,
- enabling people to manage and maintain their mental health and wellbeing.

### **1.3.14 Eastbourne Cycle Strategy**

Eastbourne Borough Council (EBC) and East Sussex County Council (ESCC) have worked in partnership to develop a cycling strategy, which sets out the county councils overall approach to improving cycling in the town up until 2027.

In particular, the strategy focuses on identifying a borough-wide network of cycle routes to ensure that funding secured through the planning process from developer contributions, can be used as effectively as possible.

Reflecting the national and local policy context, the objectives of the Eastbourne Cycling Strategy are:

- Objective 1: To create a safer, more attractive and accessible cycling network, with supporting infrastructure, to encourage more people to cycle into, out of and within Eastbourne.
- Objective 2: To create cross-boundary cycle links into adjacent towns and villages in the South Wealden area.

- Objective 3: To reduce dependence on the car for shorter distance utility trips by encouraging a shift to cycling.
- Objective 4: To raise the profile of cycling as a transport choice for residents of, and visitors to, Eastbourne.
- Objective 5: To provide information, skills and knowledge to enable people of all ages to cycle safely and confidently.

The key focus of the Strategy was the identification of a borough-wide network of priority and secondary cycle routes. This network of proposed routes was developed by a working group comprising officers from ESCC, EBC, the Eastbourne Community Environment Partnership and the local cycling campaign group (Bespoke).

Priority routes which are being developed and implemented first are defined as those that will improve the existing key strategic cycle routes into and within Eastbourne. They will provide an enhanced network of dedicated or signed routes that allow cyclists to move between principal areas of housing, employment and leisure. Some new priority routes are already programmed for construction but the remainder will be subject to feasibility studies, these were initiated in 2012/13 and further studies will be progressed in subsequent years as funding is available.

Secondary Routes are those that (generally) link to the Priority Routes and provide locally signed or dedicated routes for cyclists to access places of education or work. These have already been identified but no specific feasibility work has yet been carried out and therefore they should be considered as aspirational routes that will require further analysis before being included in a list of future schemes for feasibility and delivery as funding becomes available

### **1.3.15 Eastbourne Borough Council – Local Plan & Infrastructure Delivery Plan**

The Eastbourne Local Plan identifies that whilst there are currently opportunities for cycling across Eastbourne, the borough lacks a continuous and safe cycle network across the town and cycle routes need to follow desire lines between origin and major destinations, with appropriate facilities such as secure cycle parking and shower facilities.

For Eastbourne their local plan proposes the delivery of 5,022 dwellings (2006-2027) and 55,000sqm of employment floor space (2012- 2027). Therefore there is a considerable opportunity to integrate walking and cycling infrastructure into the proposed developments and link them to the existing and proposed walking and cycling network to support sustainable economic growth.

The Infrastructure Delivery Plan (IDP) recognises that Transport Infrastructure ‘goes beyond’ providing extra capacity on the network and that there will be a need to improve accessibility, including walking, cycling and interchange between modes. Therefore the IDP has identified a comprehensive list of measures to deliver walking and cycling infrastructure that will support the unlocking of development sites by supporting access by active travel.

### **1.3.16 Wealden District Council – Local Plan & Infrastructure Delivery Plan**

Wealden’s Local Plan seeks to discourage the need to travel by car, by making it easier to travel by more sustainable modes of transport, including walking and cycling. The Local Plan also seeks to contribute to mitigating climate change by seeking to reduce carbon emissions and other greenhouse gases through the provision of sustainable transport.

The Wealden Local Plan identifies the delivery of over 5,000 new homes and over 25,000sqm of employment space in the South Wealden area up to 2027. Therefore the Strategic Sites Local Plan and the IDP for



Wealden both recognise specific walking and cycling infrastructure requirements to provide connectivity for local residents and support new growth areas.

### **1.3.17 Eastbourne Environment Strategy**

One of the seven themes of the Eastbourne Environment Strategy is to create a low carbon town. The Environment Strategy's Action Plan identifies two priorities related to cycling – its promotion in order to increase its uptake as a healthier, cheaper and low carbon transport solution; and to develop a Cycling Strategy in order to improve and expand the existing cycling infrastructure as well as to increase the levels of cycling into and within the borough.

### **1.3.18 Eastbourne Town Centre Area Action Plan**

The draft Eastbourne Town Centre AAP identifies that enhancements to cycling on the approaches to and within the town centre, connecting key attractions and arrival points, in particular the railway station and the Seafront, would greatly improve the way people use the town centre. Tackling issues such as crossing the ring road, thereby linking the town centre to adjoining neighborhoods with safe surface level pedestrian and cycle crossings, will be an important part of this.

### **1.3.19 Eastbourne Seafront Local Plan**

The Seafront Local Plan is in the early stages of development; it recognises the seafront as a significant asset for Eastbourne. The Borough Council is developing the plan to maximise its contribution to the tourism economy.

The Seafront Local Plan will develop a strategy for the seafront area of Eastbourne and will provide a framework to guide planning decisions in the area. A key focus of the plan will be identifying how the seafront is used by local people, with access and use for walking and cycling being a key element and the linkages to the visitor economy.

Therefore the schemes in this tranche will provide a key element of delivering the aims of this emerging strategy.

## **1.4 Powers and consents**

East Sussex County Council is the Highway Authority and will be working closely with Eastbourne Borough Council and Wealden District Council, the local planning authorities, in the delivery of these schemes. In most cases planning consent will not be required but whether this is required will be identified early on in the development of the scheme; therefore this will not impede the deliverability of these schemes.

## **2. Case for Change**

### **2.1 Business Needs / Reasons**

#### **2.1.1 Releasing growth**

East Sussex County Council, with Eastbourne Borough Council and Wealden District Council, undertook the South Wealden and Eastbourne Transport Study (SWETS) to support the development and evidence base for the Eastbourne and Wealden Local Plans.

The SWETs transport modelling of development scenarios identified that increase demand arising from the expected or planned housing and employment development in the Eastbourne and South Wealden area would require a package of interventions to increase capacity and enable economic growth in the Eastbourne and South Wealden area. Whilst the modelling outcomes identified the need for more significant investment in schemes to improve vehicle capacity on the strategic and local road network within the package of interventions, this needed to be complemented by the inclusion of integrated sustainable transport measures. This will enable more people to choose public transport or walking and cycling and form part of the wider package of measures to support the release off growth in this part of the county.

As referred to in section 5, The Economic Case, there is also a significant opportunity to support ‘untapped growth’ linked to the visitor economy, through the delivery of walking and cycling infrastructure. By providing enhanced access to the seafront will contribute to supporting the town maintain its competitiveness as a tourism destination, which is a key aim of the emerging Eastbourne Seafront Local Plan.

### **2.1.2 Local Plan - Infrastructure Delivery Plans**

To support the unlocking of development to enable homes and jobs, the outcomes of the SWETS modelling informed the identification of infrastructure within the Eastbourne Borough and Wealden District’s Infrastructure Delivery Plans.

These both strongly demonstrate that whilst in some locations it will be critical to provide extra capacity on the road network, this should not be the primary focus on and it is paramount this is combined with improving connectivity by walking and cycling from new developments sites to key trip attractors, including employment, education, shopping and health services. The overall package of walking and cycling schemes and the first tranche of schemes to be implemented will contribute to supporting this.

### **2.1.3 Extending Travel Choice in Eastbourne/South Wealden – supporting local economic growth**

It is widely recognised that there is a need to enable walking and cycling to provide more attractive and realistic travel options for everyday journeys by residents such as travelling to work, education, shopping or leisure, as well as visitors to the area, because of the overarching benefits that it can bring to supporting the wider packages of work that are supporting local economic growth.

In Eastbourne 5% of working people are cycling to work within a distance of 5km, whilst in Wealden 3% of all working people resident in the district are cycling to work. With travel to work distances of 5km there is an opportunity for walking and cycling to be both a realistic and attractive option for local people.

Therefore combining the short distance that local people need to travel to access their workplaces, the predominately flat topography of the town and to support the growing local demand for walking and cycling infrastructure in Eastbourne and South Wealden, these first tranche of schemes as part of the overall walking and cycling package of the area is a key opportunity to facilitate an increase in walking and cycling for utility trips that support the local economy.

The government’s draft ‘Cycle Delivery Plan’ demonstrates their commitment to work with local authorities to deliver a step change in the levels of walking & cycling during the next ten years. This has been further strengthened with the Infrastructure Bill becoming an Act. Walking and cycling has been included in this bill alongside roads, and there will be a requirement on the government to set out a strategy for cycling and walking infrastructure and the funding that will be required to deliver this.

This first tranche of schemes, along with the wider package of schemes will contribute significantly to the County Council’s response to the government’s Cycle Delivery Plan in the development of a comprehensive

countywide walking and cycling network, particularly around extending travel choices, which make walking and cycling the natural choice for shorter journeys, or part of longer journeys that supports local sustainable economic growth.

## **2.2 What evidence is there of need for the project?**

### **2.2.1 Integrating walking & cycling into future growth**

As highlighted in section 1 of the business case, Eastbourne and South Wealden will see the most significant development in the county with over 5,022 dwellings (2006-2027) and 55,000sqm of employment floor space: (2012- 2027) in Eastbourne and over 5,000 dwellings (2006-2027) and over 25,000sqm of employment floor space (2006-2027). Since the adoption of the Wealden Local Plan in 2013, 50% of housing allocations and 60% of employment allocations identified in the Plan have already been given planning permission; therefore it is expected that this development will be coming forward early in the plan period.

Accordingly, the overall walking and cycling package, and particularly the first tranche of schemes, which are interdependent, will play a significant part in providing a key opportunity to develop an improved and expanded walking and cycling route network as well as associated infrastructure. This will help to reduce traffic congestion, bring significant health and environmental benefits and improve access to services by providing greater travel choices.

### **2.2.2 Supporting the growing demand for cycling**

As outlined in the 2011 Census, in Eastbourne 5% of working people are cycling to work within a distance of 5km, in Wealden 3% of all working people resident in the district are cycling to work. This is above the national average of 2.8%. Through the delivery of the walking and cycling package, East Sussex County Council will be continuing to provide the necessary infrastructure to support the growing demand and enthusiasm in the Eastbourne and South Wealden area for walking and cycling, particularly for utility journeys that support local economic growth.

### **2.2.3 Development of Eastbourne Cycle Strategy – Consultation**

During the development of the Eastbourne Cycle Strategy in 2011, the views of local stakeholders and members of the public were sought on cycling infrastructure in the borough.

The consultation identified key infrastructure improvements required to improve connectivity for cyclists, many of which local people had been lobbying for over a number of years. There was also recognition that small-scale, localised improvements to the existing road network were needed to benefit the safe movement of cyclists throughout the town. This demonstrated the support and local need for these measures to help enable people to choose walking and cycling for everyday journeys

These key infrastructure improvements identified in the consultation included:

- a continuous, safe cycling route along the entire seafront corridor
- a safe crossing facility at Cross Levels Way / Lottbridge Drove
- a cycling route between town centre and seafront
- a cycling route between university area and town centre
- a cycling route between Langney and Sovereign Harbour

The outcome of the consultation helped inform the development of a comprehensive Eastbourne cycle network for delivery over the life of the strategy, and in turn the Eastbourne/South Wealden walking and cycling package; the two schemes which are the subject of this business case which support the provision of a continuous cycle route along the seafront and a cycle route between the town centre and seafront.

#### **2.2.4 Supporting improvement to health and wellbeing**

Enabling people to choose walking & cycling for everyday local journeys can make a significant improvement to people's health and wellbeing by making healthier local communities that are fit to work and support the growth of their local economy. Key data from the East Sussex Joint Strategic Needs Assessment demonstrates the need for supporting future health improvement:

- 26% of people aged 16 years and over are estimated to be doing less than 30 “equivalent” minutes of at least moderate intensity physical activity per week in Wealden District and 34% in Eastbourne Borough, the highest value of all East Sussex districts and boroughs.
- 64% of adults are achieving at least 150 minutes of physical activity per week in Wealden District, the highest value of all East Sussex districts and boroughs. In Eastbourne Borough it is 50%, the lowest value of all East Sussex districts and boroughs.
- 63% of adults are estimated to be overweight or obese in Wealden District and 65% in Eastbourne Borough.

The delivery of the first tranche of schemes and the wider walking and cycling package will connect people with the places that they need to access every day, and will help towards building the necessary exercise into busy everyday lives. This will impact positively on improving local people's health and wellbeing in the immediate and longer term and enable the wider benefits to the local economy by realising health improvements.

#### **2.3 *What impact does the scheme have on releasing the growth or overcoming barriers to growth?***

As referred to in section 2.2.1, the most intensified development in the county will be taking place in the growth area of Eastbourne/South Wealden. In order for this growth to be realised the delivery of walking and cycling infrastructure package, in parallel with a wider package of transport intervention identified through the South Wealden and Eastbourne Transport Study (SWETS) and included in the Local Plan Infrastructure Delivery Plans, are required to support the proposed growth.

The overall walking and cycling package for the area, and particularly the first tranche of schemes, which are the subject of this business case, are closely aligned to both housing and commercial development sites in the Eastbourne and South Wealden growth area and will support improved accessibility between residential settlements and centres of employment (i.e. scheme 7), which provides the opportunity for existing business or services to expand or to attract new businesses to the area.

By increasing accessibility, particularly for more deprived parts of the borough and district, the overall package and the first tranche of schemes, which are the subject of this business case, will increase mobility and life chances of the local population, promoting independent travel for younger people, and reduce transport as a barrier for accessing employment and education. The improvement to local connectivity of communities will facilitate economic and physical growth and renewal through the planned growth.

There are also opportunities through the delivery of the package and the individual schemes to contribute towards reducing congestion and directly support local economic growth, through the investment of a more efficient use of the transport network, in terms of helping to allocate scarce space capacity on the road network. Improvements to journey times and journey time reliability, which are key motivators for people choosing cycling will also be supported through the delivery of the overall package and the individual



schemes, and will have a significant impact on supporting and improving access to work and support the successful operation of business and future enterprise, through improvements to the efficiency of the transport network.

The investment in this first tranche of schemes will boost local economic activity; evidence suggests that investment in walking and cycling infrastructure creates higher spend in local centres and create more liveable and accessible communities.

Finally it is important to recognise the health benefits of increased walking and cycling and the associated benefits on reducing the barriers to growth. The overall package and the first tranche of schemes, which are the subject of this business case, will directly support the opportunities around reducing absenteeism in the workplace through a healthier workforce, supporting short and longer term health, particularly reducing premature deaths, such a heart disease, stroke and cancer. It will also enable people to change their travel habits and make it easier for people to build exercise into their busy lives and reduce the ever increasing costs to the National Health Service that inactivity of the population places on it.

#### **2.4 *What will happen if the proposed project is not funded from LGF?***

**The above issues and opportunities that the overall project and the first tranche of schemes can support have been clearly outlined in sections 2.1 – 2.3. This has further been demonstrated through evidence, needs and impacts that can be directly attributed to the overall walking and cycling package, and the first tranche of schemes.**

The data clearly outlines that cycling is above the national average in both Eastbourne and Wealden and there is also a growing demand for more infrastructure to support this. Therefore if these schemes are not delivered, there is the potential that the current momentum and increase in cycling in Eastbourne and South Wealden will not be maintained.

With the planned future growth in Eastbourne and South Wealden there will be additional pressure on the strategic and local road network. Therefore the delivery of this scheme is a critical part of delivering of the overall integrated package of transport measures to support local economic growth.

#### **2.5 *Is there a potential to reduce costs and still achieve the desired outcomes?***

No; the proposed first tranche of schemes, as well as the overall Eastbourne/South Wealden walking and cycling package, and the intended outcomes for the package and the individual schemes are predicated on the required funding needed to achieve them.

#### **2.6 *Have other opportunities for the scheme been identified?***

The scheme does not require other developments or transport schemes to be in place or committed before the scheme can come forward or be justified.



### **3. Benefits**

#### **3.1 Estimate jobs and homes (direct, indirect, safeguarding, construction etc)**

##### **Eastbourne**

	2015/16	2016/17	2017/18	2018/19	2019/2020	2020/2021	Total
Jobs	287	275	698	705	396	152	2513
Homes	179	280	264	262	224	225	1434

##### **South Wealden**

	2015/16	2016/17	2017/18	2018/19	2019/2020	2020/2021	Total
Jobs	0	0	50	0	50	50	150
Homes	380	440	260	180	220	130	1610

#### **3.2 Describe the methodology of how the number of jobs and homes is estimated**

##### **Eastbourne**

The housing figures are based on the expected delivery per year based on the Five Year Housing Land supply. The estimation for housing numbers beyond 2019/20 is based on the expected delivery, so the target is based on the remaining target averaged against years remaining in the plan period. The number of jobs has been calculated by applying standard job densities depending on use class, and when developments are expected to come forward.

##### **South Wealden**

The housing figures are estimations based on Wealden Districts knowledge of the housing market in this area. The number of jobs has been estimated based on the knowledge that the largest area of employment space to be provided as part of the Polegate/Willingdon Strategic site, is not likely to come forward until the end of the timeframe shown in the above table, hence the bias of increased job numbers towards the end of this period.

#### **3.3 List all main direct and indirect; quantitative and qualitative; cash releasing and non-cash releasing benefits associated with the investment**

With the key aim of supporting local economic growth, the overall walking and cycling package and the first tranche of schemes, which this business case relates to, will build on and continue to provide direct benefits to the enhancement and growth of the existing walking and cycling network in Eastbourne and South Wealden, to provide travel choices that are realistic and attractive, and to provide 'door to door' travel options enabling more and more to choose walking and cycling for utility journeys.

The principal and direct benefit of the overall package, and as a consequence the first tranche of schemes, provides the opportunity to integrate it alongside the wider package of transport infrastructure proposals for the Eastbourne/South Wealden area, and play a fundamental role in enabling the delivery of homes and creating jobs, as well as offering local people realistic travel choices.

The scheme will support improvements to accessibility and reduce transport as a barrier to accessing key trip attractors. It will increase local mobility and improve life chances, enabling independent travel for people of all ages, which directly supports economic growth. There are also opportunities for existing business or services to expand or to attract new businesses to the area, where there is improved access for employees, customers and visitors.



Reducing traffic congestion will be a key aim of the overall package and the first tranche of schemes will contribute to using the transport network more efficiently, providing improvements to journey times and journey time reliability.

Regular walking and cycling can transform health and wellbeing and make healthier communities. Therefore if more walking and cycling can be enabled and integrated into everyday local journeys, local communities can reap the direct benefits, which are often life changing, through the reduction in the prevalence in major health disorders, including heart disease, stroke, cancer, diabetes and dementia and improvements to mental wellbeing.

There are also a number of indirect benefits of this scheme, including the potential to reduce vehicle usage through an increase in walking and cycling and the impact on reducing air pollution. It is well documented that long term exposure to air pollutants can decrease life expectancy by an average of six months, due to the increased risk of cardiovascular disorders.

The County Council is looking to continue with the delivery of workplace and education travel engagement projects which have been funded through the Government's Local Sustainable Transport Fund; these will focus on supporting local people to use the new sustainable travel infrastructure. Therefore there will be an opportunity to both complement and, most importantly, maximise the investment in capital transport infrastructure being delivered as part of this scheme.

## **4. Risks**

### **4.1 *Provide a summary of key risks to the delivery of the scheme (including financial, commercial, economic and management).***

#### **Financial:**

- Underestimation of design/build costs of scheme.

#### **Commercial:**

- Negative/low public response rate to any consultation on design proposals.

#### **Economic:**

- Growth in cycling will not be achieved, which is likely to have an impact on local economic benefits as congestion on road network increases thereby affecting road time reliability as well as health/wellbeing benefits

#### **Management:**

- Delivery timetable slippage due to various issues – contractors not available or changes to design, or technical adoption issue.
- Insufficient human resources – causing delays during project delivery

## 4.2 Risk Assessment

Risk description	Likelihood	Impact	Likelihood x Impact	Mitigation
	1=Low, 2=Medium, 3=High			
Financial				
Underestimation of design/build costs of scheme	1	2	2	Appropriate consultation with key officers will be an integral part of the project management of the scheme. Therefore this will be undertaken at key stages of design and build of the scheme to identify any potential issues related to the costs early on in the scheme development.
Commercial				
Negative/low public response rate to proposed scheme design proposals at consultation	1	3	3	Appropriate consultation will take place with the Lead Member for Economy, ward councillors, business and public, and undertaken at the key stages of the scheme development. Key stakeholders will be engaged with early on in the scheme development stages.
Economic				
Schemes do not encourage greater levels of cycling resulting continued increase in congestion on wider road network	1	2	2	There is considerable demand for improved walking and cycling infrastructure in the Eastbourne and South Wealden area. The infrastructure will be supported by a range of other initiatives – Bikeability, Bike It and public health measures – which emphasise the benefits of walking and cycling for people’s health, the wider economic benefits that they can bring to the area
Management				
Delay arising design changes	1	2	2	The timescales for these to be undertaken and any potential delays from these will be factored into scheme timetable.
Contractor resources not available	1	2	2	The first tranche of schemes will be delivered through the County Council’s term highway contractor and has already been programmed into their overall work programme for 2015/16
Insufficient human resources – causing delays during project delivery	1	3	3	A project management team will be developed that have the experience and necessary skills to deliver the scheme. All ESCC LGF schemes have governance arrangements in place to ensure the successful delivery of the programme.



## The Economic Case

### 5. Options

#### 5.1 *Transport Impacts and Environmental Considerations*

The first tranche of schemes, which includes the seafront cycle route between Wish Tower and Fisherman's Green has the potential for both positive and negative effects on the townscape of the area. Build-outs onto coastal environmentally sensitive areas may be required to overcome pinchpoints.

#### 5.2 *Benefit Cost Ratio – assessment of the value for money*

##### 5.2.1 Appraisal Approach

The appraisal followed the methodology developed in WebTAG Unit 5.1 (November 2014) to undertake a comparative study approach to estimate the increase in walking and cycling levels.

The appraisal departs from DfT standards in two respects, a 20 year assessment period has been utilised. This is a period that can be applied consistently to all types of benefits anticipated, would cover the lifespan of the new infrastructure and is consistent with other appraisals of this nature e.g. Cycling Ambition funding bids. The HEAT tool standard default discounting rate of 5% has been utilised. **Full details of the economic assessment can be found in Appendix D.**

Health benefits, absenteeism benefits and a gross cycling product were calculated and applied to each scheme to calculate the benefits; all costs were discounted to 2010 prices.

##### 5.2.2. Appraisal Methodology

The appraisal focused on ten well-defined schemes contained within the Eastbourne Cycling Strategy or the emerging South Wealden Walking and Cycling Strategy which total £1.9m in value. These schemes form the first tranche of schemes within the Eastbourne/South Wealden walking and cycling package which has a provisional allocation of £8.6m of Local Growth Deal funding – two of these schemes, that form the first tranche, are the subject of this business case and the £600,000 of Local Growth Deal funding available in 2015/16.

Existing cycle flows were gathered from permanent cycle counters, DfT Average Annual Daily Flows or by interrogating census travel to work data. A literature review provided appropriate case studies from which a range of increased cycling levels to inform growth scenarios.

Scenario	Increase in existing cycle levels
Low	10%
Medium	20%
High	30%

**The results were tested against the new DfT “Investing in Walking and Cycling tool”, where the same inputs were run and sensitivity testing undertaken, including a run including a 15% optimum bias. The results were found to be of a very similar magnitude.**

The overall benefits of the packages appraised are shown below. The Eastbourne and South Wealden LSTF walking and cycling scheme provides a BCR of between 2.47 and 3.48 which provides high value for money. Seven of the ten packages provides a BCR within the high to very high range (i.e. greater than 2.0) regardless of the growth scenario tested, one provides a low to medium BCR (between 1.0 and 2.0) and two packages provide a range of poor BCR (less than 1.0).

### 5.2.3 Economic Appraisal Results for the total package (10 schemes):

		Total Package
PVB	Low	£4,721,008
	Medium	£5,685,239
	High	£6,657,471
PVC		£1,911,751
Net Present Value	Low	£2,809,257
	Medium	£3,773,488
	High	£4,745,720
BCR (by scenario)	Low	2.47
	Medium	2.97
	High	3.48

### 5.2.4 Economic Appraisal Results for individual schemes:

Scheme No	Description	COST *	BCR		
			Low	Medium	High
1	Seafront route between Fisherman's Green & Wish Tower (i)	£232,234	3.36	3.92	4.48
2	Cross Levels Way / Lottbridge Drove/Willingdon Drove	£286,112	2.38	2.80	3.23
3	Eastbourne Town Centre to Seafront	£117,975	5.32	5.99	6.65
4	Langney to Sovereign Harbour and Sovereign Centre	£193,219	3.61	3.98	4.36
5	Vulnerable road user's improvement scheme - University area to town centre, station and seafront areas, including in the Meads area	£297,260	2.14	2.42	2.71
6	Eastbourne District General Hospital to Town centre	£185,787	5.48	6.77	8.06
7	Walking & Cycling Improvements Hailsham - Willingdon (Cuckoo Trail between Hailsham and Polegate/ Hindlands Development site/ Dittons Road)	£599,164	1.53	1.88	2.25

**\* 2010 prices and does not include design costs or contingency**

### **5.3 Further Benefits: Job creation**

Construction industry and its supply chains jobs have been calculated utilising the approach recommended in the LSTF employment impact document<sup>1</sup>.

Based on a full programme spend the Total employment impact per year during construction is 18.3 FTE jobs.

### **5.4 Further Benefits: Tourism Benefits**

#### Scheme 2: Seafront route - Wish Tower to Fisherman's Green

In 2011 in Eastbourne overall, an estimated 721,000 staying trips were spent in the Borough, of which around 661,000 were made by domestic visitors (92%) and 60,000 by overseas visitors (8%). Total expenditure by visitors to Eastbourne is estimated to have been in the region of £266.2m in 2011.

By completing the missing section of cycle infrastructure along the seafront it is reasonable to expect that the scheme will have a positive impact on the town's seafront attractions to visitors. If the scheme would result in attracting 0.25% more tourists, based on 2011 figures, the scheme would generate an additional £665k tourism income per year.

Given that one Full Time Equivalent job is created in tourism services for every £36,114 (based on Tourism South East 2011 figures), it would enable the creation of 18 full time equivalent jobs in tourism industries.

Providing enhanced access to the seafront enables the Walking and Cycling package to contribute towards delivery of the emerging Eastbourne Borough Council Seafront Local Plan, helping the town maintain its competitiveness as a tourism destination.

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<sup>1</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/417702/lstf-employment\\_impacts.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/417702/lstf-employment_impacts.pdf)

## Commercial Case

### 6. Procurement Route

#### 6.1 *Define the approach taken to assess commercial viability*

Officers have engaged with the Council's Procurement Category Specialist in order to carry out the necessary market assessment on the commercial viability of this project. This included:

- An appraisal of the current market conditions for the delivery of all aspects of the scheme.
- Consultation with project and performance management consultants for additional guidance on scheme procurement and best contracting methods.
- An examination of the cost benefits of the scheme. The results of this analysis which provide more specific details on the commercial viability and cost benefits of the project are set out in Section 5 above.

The County Council's Infrastructure Design and Delivery team, who will manage the delivery of the first tranche of schemes, 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. The Management and Governance Arrangements set out in section 8 provides additional detail on the Team's role in the project management structure.

#### 6.2 *Briefly describe the procurement strategy. Set out timescale involved in the procurement process to show that delivery can proceed quickly.*

Because of the scale of the funding being sought through this business case, a standard approach to project delivery will be taken.

This includes an independent design stage that is being completed in house using the County Council's Infrastructure Design and Delivery team. The team comprises scheme promoters, who led the community engagement for the projects, and scheme designers, who undertake the design and engagement with the contractor; all the team have had extensive experience in delivering these type of schemes. The team is led by Mark Valleley, who has extensive experience in the development and delivery of local transport projects over the last 25 years, the last 11 of which have been at East Sussex County Council.

**The scheme will be implemented by our term highways contractor, Kier. Kier (formerly May Gurney) have been our term highway contractor since 2005 and have an excellent track record in delivering similar walking and cycling schemes on behalf of the County Council over the last 10 years.**

Using our term contractor means that officers can ensure that the procurement strategy:

- Enables full project mobilisation within the funding period; the scheme have already been programmed into the contractor's overall work programme for the financial year;
- Has clearly defined financial implications;
- Has clearly defined risk allocations; and

Specific project timescales including implementation timeframe are set out in Appendix C. The schemes are programmed for delivery over 2015/16, 2017/18 and 2018/19; in 2015/16, the seafront route in particular needs to be undertaken in the autumn/winter to avoid the busy summer season (April – end October) on Eastbourne seafront.





During the period before and during construction, our IDD team will manage the engagement with our term contractor. This process includes an Early Contractor Involvement (ECI) meeting with the contractor to advise them at an early stage of the scope of the scheme coming forward and to discuss issues such as construction methodology, traffic management, value engineering approaches that could be considered in the detailed design stage as well as a communication strategy with stakeholders before and during construction. The contract data will be submitted to the contractor 14 weeks prior to start on site to ensure full mobilisation and a pre-construction meeting is held to finalise the programme and agree, for example, construction methodology and traffic management details.

The risk allocation throughout the scheme will be costed partially upfront based on the potential risks and then as part of the detailed design process. A fully costed risk register will be prepared as part of the overall project management process.

## Financial Case

### 7. Costs and Funding

#### 7.1 Total cost of the project

The table below details the nominal funding requirements for the **first tranche of funding of £2.6m which is required to deliver the initial ten schemes identified in the Eastbourne and South Wealden walking and cycling package.**

The costs are 2014 prices with no inflation allowance added and overheads/contingencies are included and have been based on feasibility/preliminary designs.

The 2015/16 East Sussex Local Transport capital programme approved by the County Council's Lead Member identifies the 2015/16 tranche of schemes that will be delivered using the £0.6m of Local Growth Fund monies available. A copy of the capital programme is available at:

<https://democracy.eastsussex.gov.uk/ieListDocuments.aspx?CId=177&MId=2111&Ver=4>

Further business case submissions will be made for the subsequent tranches of funding once specific schemes – as identified in the Eastbourne and Wealden walking and cycling strategies, action plans, and the economic assessment study/economic case of the business case- have been developed and designed

*\* Listed is the total cost of the project for the Do Something Option*

	* Cost Estimate status (E; F; D; T)	2014/15 £000	2015/16 £000	2016/17 £000	2017/18 £000	2018/19 £000	2019/20 £000	2020/21 £000
Procurement Cost								
Feasibility Cost			250 (E)	100 (E)	50 (E)			
Detail Design Cost			15 (E)	100 (E)	100 (E)	50 (E)		
Management Cost								
Construction Cost			530 (E)		1,100(E)	550(E)		
Contingency			55 (E)		130(E)	60(E)		
QRA – 15% of LGF								
Consultation & engagement								
VAT (if appropriate)								
Sub-total Non-Works			250	200	150	50		
Sub-total Works			600		1230	610		
TOTAL COST (ex VAT)			850	200	1380	660		

\*E = Broad estimate, D = Detailed estimate, T = Tender price, F= Feasibility estimate

## 7.2 Source of funding

The delivery of the first tranche of Eastbourne and South Wealden Walking and Cycling schemes is from the Local Growth Fund and development contributions. There is no identified funding from other sources (such as development contributions), which can be used to support the delivery of the two identified schemes for delivery in 2015/16 and development contributions will be used to support the development of the walking and cycling schemes in the first tranche.

Other funding over and above that available via LGF are likely to be available to augment subsequent tranches of funding available from 2018/19 onwards and will be identified in further business case submissions.

Funding Source	2014/15 £000	2015/16 £000	2016/17 £000	2017/18 £000	2018/19 £000	2019/20 £000	2020/21 £000
LGF		600		1330	660		
Private Developers							
Borrowing							
Income/Development Contributions		250	200	50			
Other (insert as many rows as required)							
<b>Local Contribution Total (leverage) –</b>		250	200	50			
Other Funding (ensure naming every institution; insert as many rows as required)							
<b>TOTAL FUNDING</b>		850	200	1380	660		

Type of Funding	Funding Source	Please identify how secure the funds are	When will the money be available
Public	LGF	Strategic business case agreed by DfT. Business Case for initial tranche of funding to be considered by the SELEP Accountability Board in June 2015	April 2015
	Borrowing		
	Income/Development Contributions	Development Contribution monies held by East Sussex County Council	April 2015
	Other (insert as many rows as required)		
	<b>Local Contribution Total (leverage)</b>		
Private	Please list all developers		
	Private Developers Total		
	Other Funding (ensure naming every institution; insert as many rows as required)		



### **7.3     *Programming***

Appendix C provides an overarching programme of start and delivery milestones for the key activities for the first tranche of schemes being delivered in 2015/16 and the following years.

### **7.4     *Funding risks and constraints***

Funding risks are low because:

- All public funds in 2015/16, 2017/18 and 2018/19 are secure from LGF.
- The development contributions are held by East Sussex County Council;

There are no other funding constraints.

### **7.5     *Non-capital funding mechanism***

Revenue costs will be minimal and any such costs will be covered by the County Council's existing revenue budgets. **Any additional costs associated with the maintenance of new routes will be funded from East Sussex County Council's maintenance budgets.**

### **7.6     *Affordability gap***

The capital elements of the scheme are affordable within the funds being sought and available to East Sussex County Council.

The County Council is actively securing further development contributions, either through s106 contributions or Community Infrastructure Levy monies from Eastbourne and Wealden Councils to augment the capital investment. The County Council is also investigating EU funding through the Interreg initiative, which could provide revenue funding to support the promotion of the project.

## Management Case – Delivery

### 8. Delivery

#### 8.1 *Provide high level information about arrangements that will ensure delivery of this project*

East Sussex County Council has effective project management and governance arrangements in place to ensure effective delivery of LGF projects, including:

- **Project management:** East Sussex County Council has an established project management toolkit based on PRINCE2 methodology. Information on the County Council's project management toolkit is published on the council's staff Intranet site which has six clear aims:
  - To standardise our approach to managing a project with specific additional requirements for certain projects (e.g. building or ICT projects); this equally can be applied to all projects.
  - To set out some of the key responsibilities of managers who are sponsors of a project or are project board members.
  - To provide practical guidance for anyone who needs to manage a project.
  - To provide examples and templates of documents used in the process.
  - To provide helpful checklists for managers and sponsors/board members at key stages of a project.
  - Enable these processes to be applied to big or small projects and use them in a way that is most appropriate for the project

All LGF projects are following this process, with the addition that the LGF programme is being reported to the CET Capital Board on a monthly basis and Team East Sussex on a quarterly basis.

**The organogram at Appendix B outlines the structure of the LGF project management and governance arrangements for East Sussex LGF schemes.** Table 8.1 details the roles of responsibilities for each responsible group or officer involved in the management and governance of East Sussex LGF projects.

The overall project is a package of small schemes that will be developed and delivered during the lifetime of project. The programming and monitoring delivery of the individual schemes will be handled by the management and governance arrangements in place. **The start and delivery milestones for this project are summarised at Appendix C.**

The LGF Projects workstream is led by the Team Manager, Strategic Economic Infrastructure and for transport schemes is supported by staff in the Strategic Economic Infrastructure team and the Infrastructure, Design and Delivery team, and for non-transport schemes by the Economic Development and Skills team. Further activity will be supported from existing East Sussex County Council staff resources and consultants where established arrangements exist.



<b>Table 8.1 – East Sussex County Council’s key management and governance arrangements</b>	
<b>Responsible group or officer</b>	<b>Responsibility</b>
<b>Cabinet</b>	Member group that manages council business including high value/high risk procurement and projects including LGF projects. Cabinet meets approximately every month.
<b>Lead Member for Economy</b>	Lead Cabinet Member whose portfolio of responsibility includes the County Council’s representation on the South East Local Enterprise Partnership and delivery of the Local Growth Fund schemes. The Lead Cabinet Member sits on Team East Sussex.
<b>Team East Sussex</b>	<p>TES is a private/public body and is the East Sussex ‘sub-board’ of the South East Local Enterprise Partnership (SE LEP). TES aims to drive forward economic growth and prosperity in the county of East Sussex.</p> <p>In pursuit of these aims TES shall:</p> <ul style="list-style-type: none"> <li>• Approve, drive forward and monitor the Delivery Plan (or its equivalent) for East Sussex;</li> <li>• Provide an evidence based consideration of strategic economic investment priorities through funds such as the Local Growth Fund, European structural and investment funds and other public funding sources that may become available;</li> <li>• Consider and develop responses to new economic opportunities and challenges in East Sussex;</li> <li>• As appropriate, provide a strong voice at national, regional and SE LEP level on economic issues for East Sussex business and government;</li> <li>• Agree TES representation at SE LEP Board meetings;</li> <li>• Agree where possible an informed joint view or response in respect of East Sussex input to SE LEP Board meetings via the TES representatives.</li> </ul>
<b>LGF Project Board</b>	<p>Senior officer project management responsible for all LGF projects. Project Board includes:</p> <ul style="list-style-type: none"> <li>• Assistant Director, Economy</li> <li>• Head of Economic Development, Skills, Culture and Infrastructure</li> <li>• Team Manager, Strategic Economic Infrastructure</li> <li>• Team Manager, Infrastructure Design and Delivery</li> <li>• Head of Finance</li> </ul> <p>The Project Board has the authority to co-opt other officers onto the Board as and when required.</p> <p>The Project Board is responsible for the strategic management of the project and has authority to commit resources to the project in accordance with the Council’s Constitution. General tasks include:</p> <ul style="list-style-type: none"> <li>• appointing the project manager;</li> <li>• signing off the project brief and business case;</li> </ul>



<b>Table 8.1 – East Sussex County Council’s key management and governance arrangements</b>	
	<ul style="list-style-type: none"> <li>• approving the PID;</li> <li>• agreeing project controls;</li> <li>• authorising project start;</li> <li>• authorising variations to expenditure;</li> <li>• managing key risks in the highlighted risk log;</li> <li>• and authorising project closure.</li> </ul> <p>The Board meets every 4 to 6 weeks.</p>
<b>Project Sponsor</b>	<p>Independent of the project and provides challenge to ensure project is delivered on time, within budget and achieving the anticipated benefits.</p> <p>For the majority of LGF projects, this is undertaken by the Assistant Director, Economy.</p>
<b>Project Manager</b>	<ul style="list-style-type: none"> <li>• Responsible for delivering the project on behalf of the project board.</li> <li>• Leads and manages the Project Team within the Authority and responsibility to run the project on a day-to-day basis.</li> <li>• Delivers the right outputs, to the required level of quality and within the specified constraints of time, cost, resources and risk.</li> <li>• Prepare project information, including PID, Project Plan and Business Case.</li> <li>• Identify and evaluate risks, determine and manage actions, and maintain the risk log.</li> <li>• Manage and control changes to scope, requirements, personnel etc.</li> <li>• Ensure project’s resource plans and costs include sufficient, properly skilled support.</li> <li>• Monitor and report progress against plans, quality and costs.</li> <li>• Ensures governance arrangements and the County Council’s project management principles are adhered to.</li> </ul>
<b>Economic Development, Skills, Culture and Infrastructure service</b>	<p>This service within the Communities, Economy and Transport Directorate leads on the delivery of the County Council’s economic growth and regeneration priorities; strategic infrastructure planning including transport; skills and culture. The service is responsible for the delivery of the LGF projects and for facilitating Team East Sussex and its engagement with the South East Local Enterprise Partnership</p>
<b>Strategic Economic Infrastructure team</b>	<p>Part of the Economic Development, Skills, Culture and Infrastructure service, the Strategic Economic Infrastructure team is responsible for the development of the business cases required to unlock the LGF funding and the overall management of the delivery of the LGF projects, including engagement with external scheme promoters/delivery partners</p>
<b>Infrastructure Design and Delivery team</b>	<p>Part of the Highways Service, the Infrastructure Design and Delivery team is responsible for the delivery of the Local Transport capital programme which comprises local transport capital schemes including walking and cycling schemes.</p>





<b>Table 8.1 – East Sussex County Council’s key management and governance arrangements</b>	
<b>Section 151 Officer</b>	Responsible for signing acceptance of the grant and its attached conditions, overseeing financial transactions and challenging where necessary, sign off of financial statements requested from SELEP.
<b>Senior Category Specialist - Environment, Transport &amp; Waste</b>	Responsible for providing contract and procurement advice and assistance including matters relating to Contract Standing Orders, contract frameworks and other local, national or European legislation in relation to procurement.

## 8.2 *Benefit realisation plan and monitoring*

Under the requirements of section 151 of the Local Government Act 1972, East Sussex County Council confirms the financial administrator has adequate project assurance systems in place to verify that the scheme is fit and able to be procured and delivered using East Sussex County Council’s procedures.

East Sussex County Council will seek to agree with the SELEP and Government a collection of KPIs (Key Performance Indicators) for the walking and cycling package to monitor and measure the overall delivery and success of the project over the life of the LGF period.

The metrics that may form the basis of the KPIs are listed below, which cover key outcomes and outputs from the project. East Sussex County Council currently has monitoring arrangements in place to measure the majority of these indicators. A detailed Benefits Realisation Plan is set out in Appendix E

<b>1. Core Metrics</b>	<b>2. Project specific outputs - Transport</b>	<b>3. Additional monitoring</b>
<b>Inputs</b>	<b>Outputs</b>	
		Accident rate
Expenditure	Total length of resurfaced roads	Casualty rate
Funding breakdown	Total length of new cycle ways	Pedestrians counts on new/existing routes
In-kind resources provided	Type of infrastructure	Cycle journeys on new/existing routes
<b>Outcomes</b>	Commercial space occupied	Households with access to specific sites by mode within threshold times
Jobs connected to the intervention		
Commercial floorspace constructed		
Housing unit starts		
Housing units completed		



### **8.3 Stakeholder Engagement**

To date considerable stakeholder engagement has been undertaken on the first tranche of routes, including meetings with key stakeholders including Eastbourne Borough Council and local cycle groups. A public consultation was undertaken in January 2014, followed by approval from the ESCC Lead Member for Transport and Environment along with a member panel at Eastbourne Borough Council and meetings with Eastbourne Disability Access Forum. Key stakeholders will be updated throughout the progression of the scheme along with engaging the ESCC Cycle Partnership group.

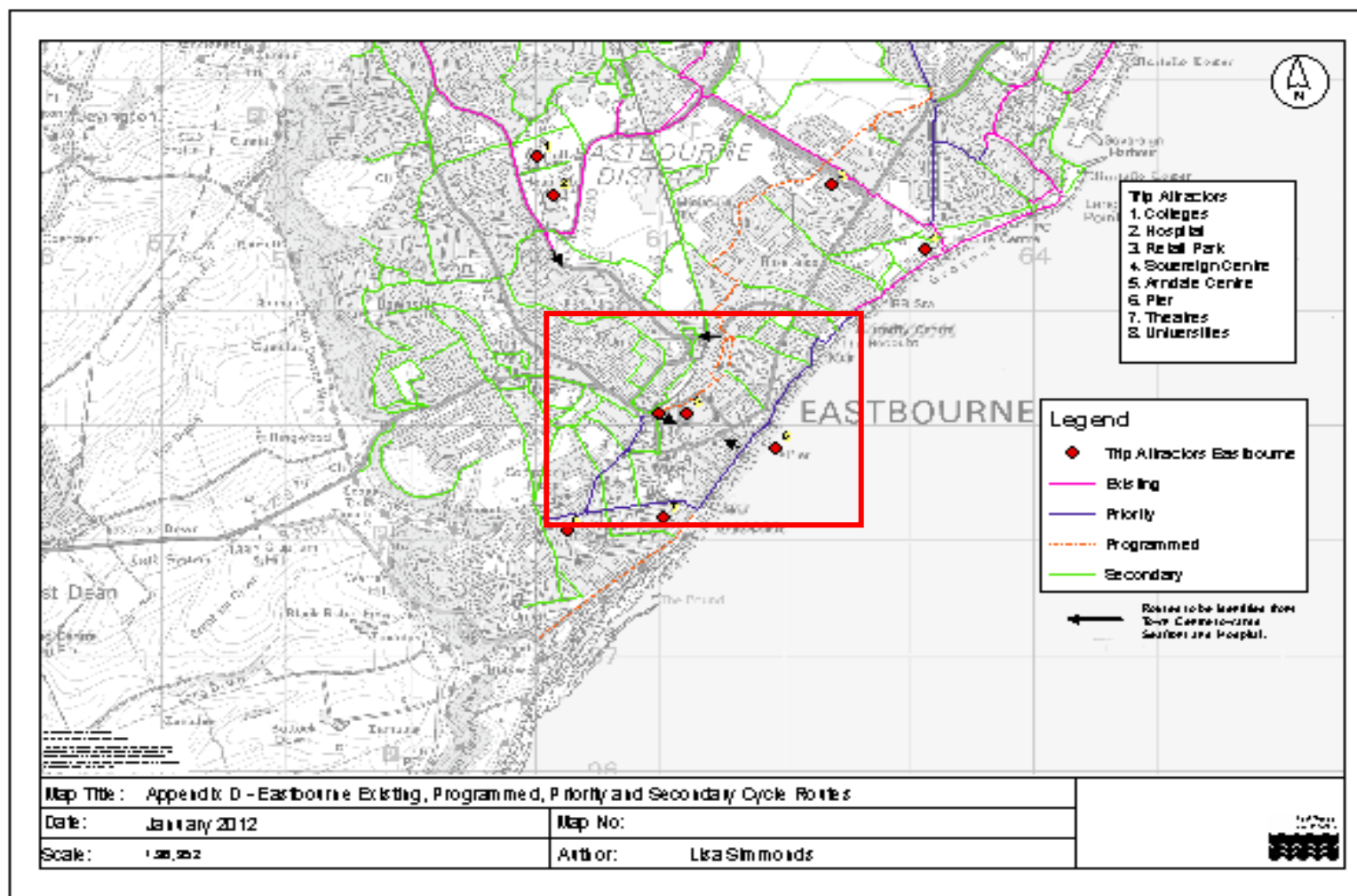
### **8.4 Independent Technical Evaluators' sign off**

The business case will be assessed by consultants Steer Davies Gleave, the Independent Technical Evaluator appointed by the South East Local Enterprise Partnership.

## SE LEP Business Case – A22/A27 Growth Corridor: Eastbourne and South Wealden Walking and Cycling Package

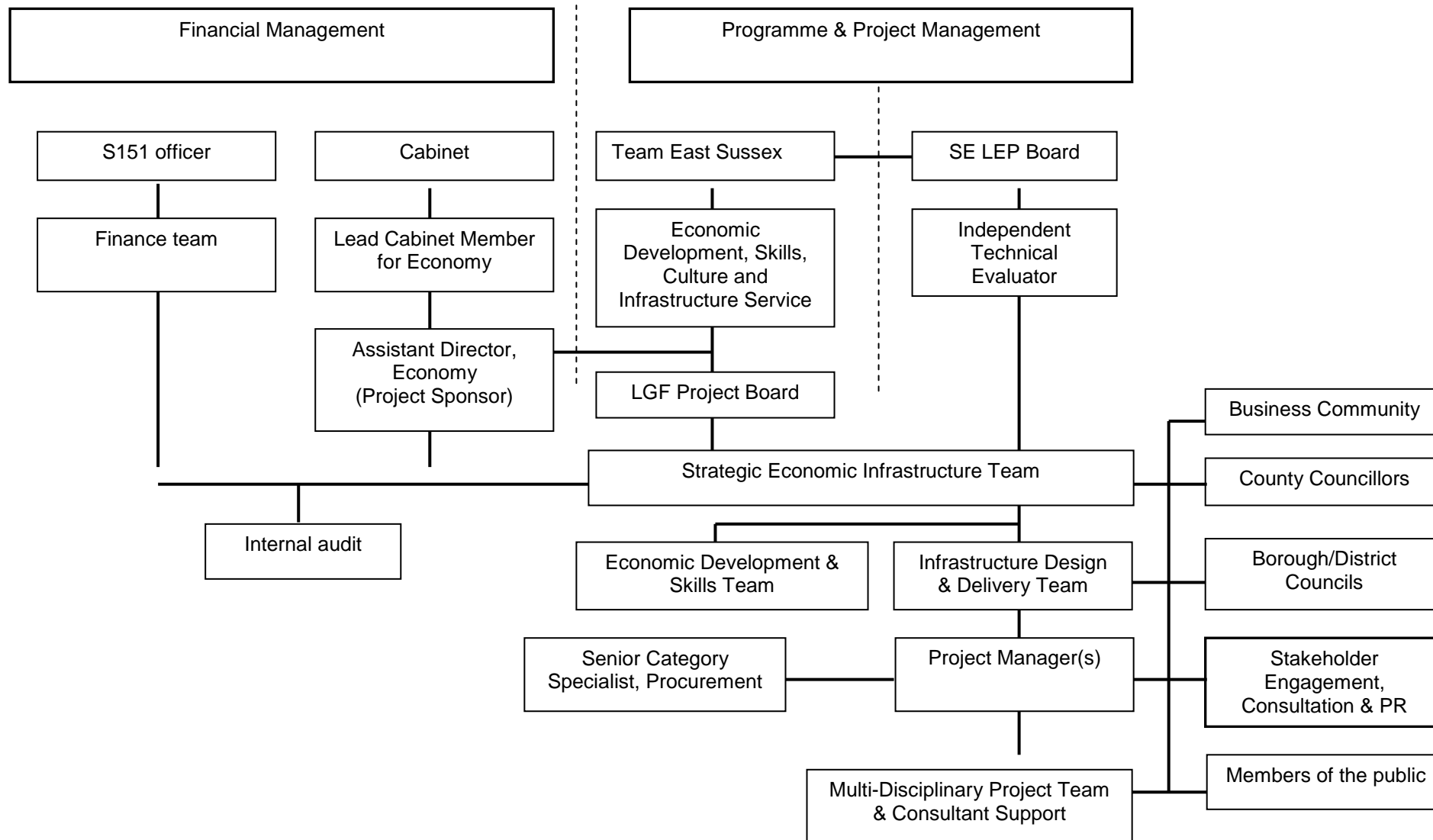
### Appendix A – Scheme Plans

The red outline shows the extent of the first tranche of schemes that will be delivered as part of the wider package of walking and cycling schemes. These are indicated as the priority routes.



## SE LEP Business Case – A22/A27 Growth Corridor: Eastbourne and South Wealden Walking and Cycling Package

### Appendix B: Local Growth Fund – Governance Arrangements for LGF Projects



## SE LEP Business Case – A22/A27 Growth Corridor: Eastbourne and South Wealden Walking and Cycling Package

**Appendix C: Eastbourne/South Wealden Walking and Cycling Package: First tranche scheme programme**

Scheme name	Tranche of Schemes	Outline design commence	Detailed design complete	Acquisition of statutory powers complete	Procurement complete	Start of construction	Completion of construction
1. Seafront Cycle Route: Wish Tower to Fishermans Green	<b>Tranche 1</b>	May 2013	July 2015	June 2015	Refer 6.2	October 2015	Feb 2016
2. Cross Levels Way / Lottbridge Drove/Willingdon Drove	<b>Tranche 2</b>	<b>June 2016</b>	Nov 2017	n/a		March 2018	June 2018
3. Eastbourne Town Centre to Seafront	<b>Tranche 1</b>	<b>Jan 2016</b>	Oct 2017	n/a		January 2018	March 2018
4. Langney to Sovereign Harbour and Sovereign Centre	<b>Tranche 2</b>	<b>May 2015</b>	Nov 2016	n/a		Mar 2017	June 2017
5. Vulnerable road users improvement scheme - University area to town centre, station and seafront areas, including in the Meads area	<b>Tranche 1</b>	May 2013	June 2015	n/a		Oct 2015	Mar 2016
6. Eastbourne District General Hospital to Town centre	<b>Tranche 2</b>	<b>May 2015</b>	Oct 2016	n/a		June 2017	September 2017
7. Cuckoo Trail between Hailsham and Polegate (Hindlands Development Site and A27 Ditton's Road)	<b>Tranche 2</b>	<b>April 2016</b>	Jan 2018	n/a		May 2018	September 2018
<b>Notes:</b> 1: Dates in bold are key dates when funding confirmation and funding release is required.							

November 16

ECONOMIC APPRAISAL REPORT:  
EASTBOURNE & SOUTH WEALDEN  
LSTF WALKING & CYCLING PACKAGE

East Sussex County Council





<b>Report Title</b>	:	<b>Economic Appraisal Report: EASTBOURNE &amp; SOUTH WEALDEN LSTF WALKING &amp; CYCLING PACKAGE</b>
<b>PIMS Number</b>	:	
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## 1 Introduction

### 1.1 Background

1.1.1 East Sussex County Council (ESCC) has commissioned Parsons Brinckerhoff Ltd (PB) to provide input into the economic case for the Local Growth Fund Business Case for the Eastbourne and South Wealden LSTF Walking & Cycling package.

1.1.2 Eastbourne and South Wealden has been identified as one of the priority areas for economic growth in ESCC Council Plan. Therefore this area is included within the South East Local Economic Partnership, Strategic Economic Plan (SEP). This is multi-year local growth strategy and includes actions to deliver key infrastructure projects, to achieve the overarching aims of the Local Enterprise Partnership's (LEP's), which are to support business growth, create jobs and enable the delivery of new homes.

1.1.3 The SE LEP SEP Programme for East Sussex will focus on four key components to achieve growth, which ESCC

- Investing in Our Growth Corridors;
- Boosting Our Productivity with our Universities Driving Growth;
- Enhancing Our Wealth: Improving Our Skills;
- Accelerating Investment in Housing.

1.1.4 For Eastbourne and south Wealden this will focus on the A22/A27 Eastbourne -South Wealden Growth Corridor. The A22/A27 Growth corridor straddles south Wealden, Lewes District and Eastbourne. The A27 corridor suffers from journey reliability and network resilience issues and needs to be fit for purpose for its function of carrying long distance strategic traffic.

1.1.5 The SEP includes a number of proposed transport infrastructure investments for this corridor, and following the submission of the SEP to the government in 2014, £20.5m of Local Growth Funding has been secured for the Eastbourne and South Wealden corridor to deliver the transport infrastructure projects that will support local economic growth.

1.1.6 The SEP is in alignment with East Sussex County Council's Local Transport Plan 2011-2026, where economic growth and safety are key priorities, and the Local Transport Plan Implementation Plan 2011/12 – 2015/16 and the infrastructure priorities required to support employment and housing growth identified in the Borough and District Council's Infrastructure Delivery Plans.

1.1.7 For Eastbourne their local plan proposes the delivery of 5,022 dwellings (2006-2027) and employment floor space: 43,000 m<sup>2</sup> (2012- 2027).

1.1.8 For Wealden their local plan proposes the delivery of 9,440 dwellings 2006-2027, and employment floor space of 128,695 m<sup>2</sup> 2006-2027.

- 1.1.9 The Local Transport Plan 2011-2026, Implementation Plan, also includes a range of cycle related measures for prioritisation during the plan period, including:-
- Improving accessibility for cyclists,
  - Developing a cycle strategy and implementing a network of routes which focus on the National Cycle Network routes 2 and 21 and key routes into Eastbourne town centre and along the seafront, with links to residential areas in Eastbourne and neighbouring settlements in the South Wealden area, and
  - Working with the National Park Authority, to improve walking, cycling and public transport links into the South Downs National Park (SDNP).

## 1.2 Economic Assessment

- 1.2.1 Effective economic assessment is key to making the right investment and policy decisions. Therefore in order to understand and then inform the Local Growth Fund Business Case the benefits of the scheme have been assessed within this report.
- 1.2.2 The expected economic, environmental, social and distributional impacts of a proposal are established through a study, following methods set out in the Department for Transport (DfT) modelling and appraisal guidance (WebTAG).
- 1.2.3 This appraisal departs from DfT standards in two respects, a 20 year assessment period has been utilised this is a period that can be applied consistently to all types of benefits anticipated, would cover the lifespan of the new infrastructure and is consistent with other appraisals of this nature e.g. Cycling Ambition funding bids and the HEAT tool standard default discounting rate of 5% has been utilised.
- 1.2.4 These are presented in an Appraisal Summary Table (AST), providing a brief and consistent summary of expected qualitative, quantitative and monetised impacts. The level of detail required in the appraisal is proportional to the scale and complexity of the scheme in question.

## 1.3 Scheme details

- 1.3.1 Eastbourne Borough Council (EBC) and ESCC have worked in partnership to develop a Cycling Strategy, which sets out our overall approach to improving cycling in the town up until 2027, which is the last year of the EBC Local Plan. In particular, the strategy focuses on identifying a borough-wide network of cycle routes to ensure that funding secured through the planning process from developer contributions, can be used as effectively as possible.
- 1.3.2 The key focus of the draft Strategy has been the identification of a borough-wide network of priority and secondary cycle routes. Priority routes to be developed first are defined as those that will improve the existing key strategic cycle routes into and within Eastbourne. They will provide an enhanced network of dedicated or signed

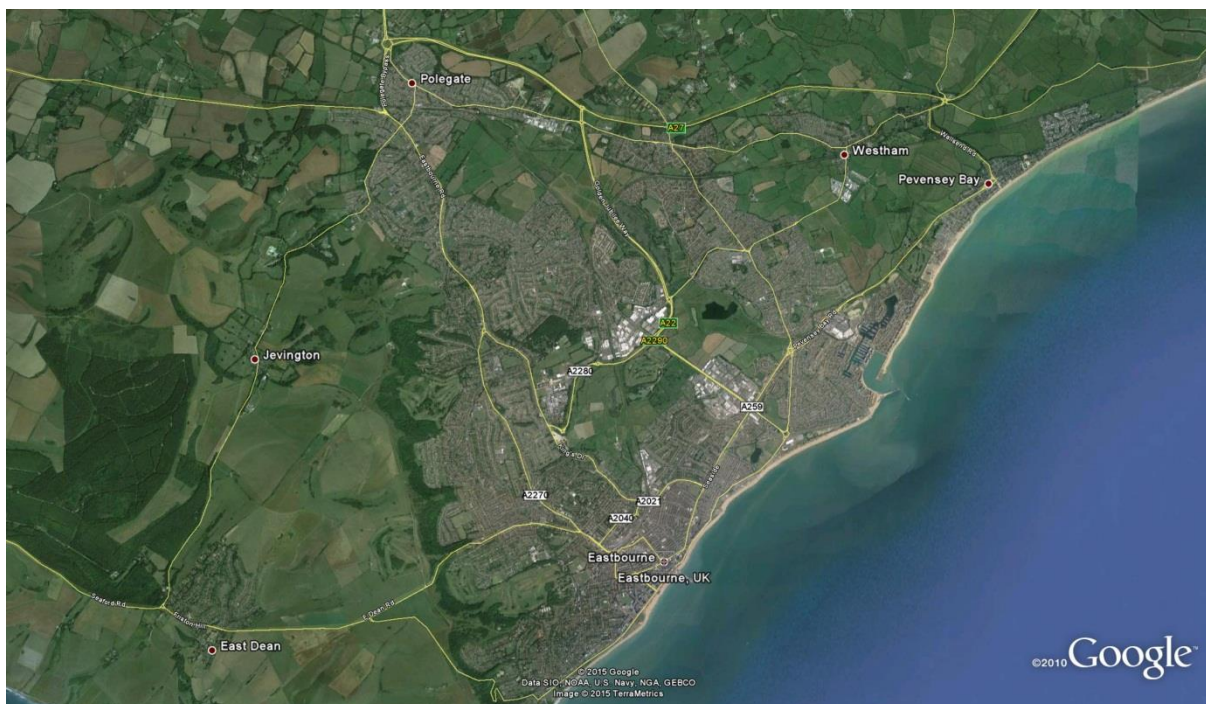
routes that allow cyclists to move between principal areas of housing, employment and leisure.

- 1.3.3 ESCC are currently working in partnership with Wealden District Council to develop a Walking & Cycling Strategy for the district of Wealden, with a focus on the areas of Willington, Polegate and Stonecross in the south of the district, and the opportunities to provide connectivity to the Eastbourne cycling network.

## 1.4 Study Area

- 1.4.1 The study area shown in

- 1.4.1.1 Figure 1 encompasses the whole of Eastbourne and the southern area of Wealden district including Polegate, Stone Cross and Pevensey Bay. Individual routes can be



seen in Appendix A.

Figure 1 Study Area



## 2 Methodology

2.1.1 The methodology for determining an appropriate monetisation of scheme impacts has focussed on the following areas:

- Estimating the increase in the amount of cycling and walking, to which the WebTAG method for estimating mortality and absenteeism benefits is applied.
- Estimating the increase in the amount of cycling to which an increase in Gross Cycling product is applied.

## 2.2 Appraisal Methodology

2.2.1 The following schemes form the package of measures that have been included within this assessment.

Scheme No	Route Description
1	Seafront route between Fisherman's Green & Wish Tower
2	Cross Levels Way / Lottbridge Drove
3	Eastbourne Town Centre to Seafront
4	Langney to Sovereign Harbour and Sovereign Centre
5	Willingdon Drove
6	Vulnerable road users improvement scheme - University area to town centre, station and seafront areas, including in the Meads area
7	Eastbourne District General Hospital to Town centre
8	Cuckoo Trail between Hailsham and Polegate
9	Hindlands Development site
10	A27 Ditton's Road

2.2.2 Cycling schemes have been assessed to indicate the level of change that could be assumed using a comparative study approach detailed in WebTAG unit 5.1<sup>2</sup>.

<sup>2</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/370544/webtag-tag-unit-a5-1-active-mode-appraisal.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/370544/webtag-tag-unit-a5-1-active-mode-appraisal.pdf)



2.2.3 The assessment of the impact of cycling measures has been undertaken by using a comparative approach. Factors including existing facilities/conditions/local economic activity and future housing and employment sites have been utilised to help identify relevant case studies which provide a relevant comparison and to establish which scenario the package is likely to best meet.

2.2.4 The current cycle flows have been gathered from a variety of sources including DfT AADT site figures and ESCC permanent counters including:

DfT	East Sussex permanent cycle counts
A2021 – Kings Drive (99911)	Cuckoo Trail (U7649)
A259 – (78171)	Royal Parade Eastbourne (U2180)
A2280 - (99912)	

2.2.5 Where no flows are available, census travel to work information has been interrogated for the wards that the new routes would connect and an assumption that 50% of the current cyclists using the route has been made.

2.2.6 Where additional information such as the University of Sussex travel plan<sup>3</sup> is available the counts have also been added to the proposed local route.

2.2.7 Historical trends from twenty DfT AADT<sup>4</sup> sites are shown in Figure 2 and detail flows within Eastbourne and South Wealden and highlight that that cycle flows within the area have declined since 2001, but can fluctuate on an annual basis. Since 2011 annual flows have begun to stabilise.

<sup>3</sup> [http://about.brighton.ac.uk/sustainability/files/2613/5936/7668/Eastbourne\\_Travel\\_Plan.pdf](http://about.brighton.ac.uk/sustainability/files/2613/5936/7668/Eastbourne_Travel_Plan.pdf)

<sup>4</sup> <http://www.dft.gov.uk/traffic-counts/cp.php?la=East+Sussex>

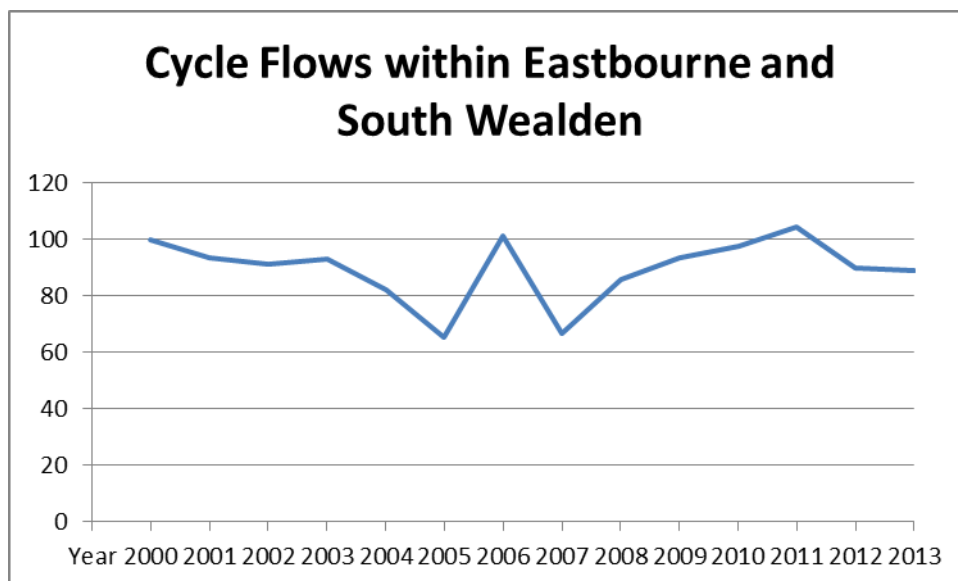


Figure 2 Index of Cycle Flows

n =100 in 2000.

## 2.3 Sustainable Travel Towns Demonstration Initiatives

- 2.3.1 In recent years, central government has commissioned different types of major sustainable transport demonstration projects. The first of these was the Sustainable Travel Towns Initiative<sup>5</sup> which ran from 2004 to 2009. These schemes were based in Darlington, Peterborough and Worcester.
- 2.3.2 Overall, the initiatives resulted in an increase in cycling, walking and bus use and a decrease in car use and the amount of traffic on the roads. The number of cycle trips per head of population grew substantially by 26%-30% at a time when cycle trips declined in similar medium-sized towns. Walking trips increased 10%-13% per head.
- 2.3.3 Whilst results are available for each of the 3 towns, because each one had several strands to its programme, it is not possible to disaggregate the impacts of specific elements such as the introduction of new cycle or bus lanes.
- 2.3.4 A parallel initiative called Cycling Demonstration Towns started in 2005 in six towns – Aylesbury, Brighton and Hove, Darlington, Derby, Exeter and Lancaster/Morecambe. This was followed a few years later by a further 12 towns under the umbrella of Cycling Towns.
- 2.3.5 This was very similar to the Sustainable Travel Towns Initiative<sup>6</sup>, concentrating solely on cycling. Results of the first six demonstration towns are shown in Figure 3. Again,

<sup>5</sup> <https://www.gov.uk/government/publications/the-effects-of-smarter-choice-programmes-in-the-sustainable-travel-towns-full-report>

<sup>6</sup> <https://www.gov.uk/government/publications/evaluation-of-the-cycling-city-and-towns-programme>

substantial increases in cycling were recorded with an average 27% increase; however, the towns varied widely from Aylesbury (with 3%) to Darlington (also a Sustainable Travel Town) with 56%.

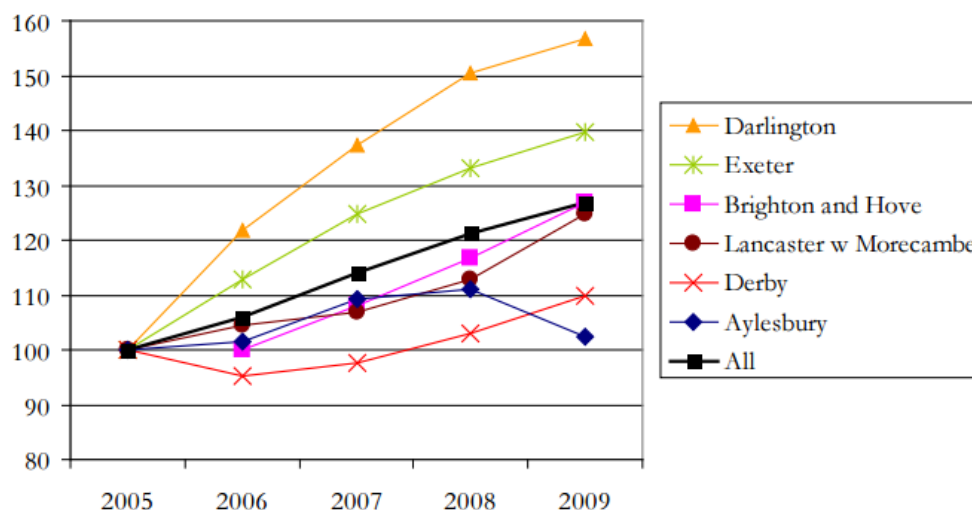


Figure 3 Change in cycling levels over time in each town, relative to 2005 baseline (automated cycle count data)

- 2.3.6 The Government's "Encouraging Walking and Cycling"<sup>7</sup> report contains 50 case studies covering a wide range of examples where walking and cycling has benefited the local population.
- 2.3.7 Lincoln to Skellingthorpe is part of route 64 of the National Cycle Network, and provided a route along a railway path from the Nottinghamshire village of Harby, east through Skellingthorpe and onto Lincoln and passes the A46 which previously severed this route. Pre implementation surveys between July and December 2001 show a usage of 2,025 cycle trips and post monitoring data shows that between July-December 2003, a total of 9,170 cyclists utilised the route.
- 2.3.8 The Linking Communities project monitored eight walking and cycling schemes pre and post implementation and recorded a 11% rise in pedestrian numbers. It should be noted that in some case no metalled surface was previously available.

7

<http://webarchive.nationalarchives.gov.uk/20070305103412/http://www.dft.gov.uk/pgr/sustainable/walking/success/encouragingwalkingandcycling5798>

## 2.4 Estimating future flows

2.4.1 A range of increased cycling levels have been utilised to provide a range of scenarios.

Scenario	Increase in existing cycle levels.
Low	10%
Medium	20%
High	30%

2.4.2 As highlighted in the introduction, the cycle routes have been developed with the primary aim of connecting future employment and residential sites within Eastbourne and Wealden. In order to quantify the impact of the additional development would have on cycling levels, over and above an existing modal shift, a further increase is proposed to be applied to the number of cyclists.

2.4.3 The links that connect to new employment or housing sites include a calculation proportionate to 5% modal share of cycling for new employment sites and 5% of homes producing a cyclist.

2.4.4 The residential target has been utilised from the Land West of A22, Polegate Transport Assessment future travel plan targets<sup>8</sup>. And employment sites have been calculated by establishing the number of jobs to be provided and applying a 5% modal share.

2.4.5 It has not been possible to gather existing pedestrian flow data however an assumption has been made that each new scheme will each attract 10 new users.

2.4.6 Some schemes that are included within the Eastbourne cycle strategy have not appraised due to lack of details currently available such as route options, unknown costs or a value under £10k. These are shown in Appendix B.

2.4.7 A 20 year assessment period has been utilised this is a period that can be applied consistently to all types of benefits anticipated, would cover the lifespan of the new infrastructure and is consistent with other appraisals of this nature e.g. Cycling Ambition funding bids.

## 2.5 HEAT Assessment - Cycling

2.5.1 WebTAG unit 5.1<sup>9</sup> states that physical activity impacts typically form a significant proportion of benefits for active modes and the method for calculating these

<sup>8</sup> <http://www.wealden.gov.uk/nmsruntime/saveasdialog.aspx?IID=5495&SID=2205>.

<sup>9</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/370544/webtag-tag-unit-a5-1-active-mode-appraisal.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/370544/webtag-tag-unit-a5-1-active-mode-appraisal.pdf)

impacts is taken from 'Quantifying the health effects of cycling and walking' (WHO, 2007) and its accompanying model, the Health Economic Assessment Tool (HEAT).

- 2.5.2 The HEAT<sup>10</sup> tool is designed to help conduct an economic assessment of the health benefits of walking and cycling by estimating the value of reduced premature mortality that results from specified amounts of walking and cycling as exercise.
- 2.5.3 The following assumptions as suggested by the HEAT tool have been used: 90% of journeys are return journeys (recommended HEAT default).
- 2.5.4 The calculation uses: the recommended default for the duration of cycling (20 minutes per day for 124 days a year); the HEAT UK 2010 default mortality rate of 248.97 deaths per 100,000 persons per year; the local value of statistical life is the HEAT default of 1.574 Euro converted to GBP at 12/02/2014 exchange rate (£1.29m); the discount rate to apply to future benefits is set at the HEAT default of 5%.
- 2.5.5 The HEAT assessment has utilised a 20 year period consistent with the rest of the appraisal.

## 2.6 HEAT Assessment - Walking

- 2.6.1 The following assumptions as suggested by the HEAT tool have been used: 90% of journeys are return journeys (recommended HEAT default).
- 2.6.2 The UK average of 228 walking trips per person per year at an average of twenty minutes. The HEAT UK 2010 default mortality rate of 248.97 deaths per 100,000 persons per year; the local value of statistical life is the HEAT default of 1.574 Euro converted to GBP at 12/02/2014 exchange rate (£1.29m); the discount rate to apply to future benefits is set at the HEAT default of 5%.
- 2.6.3 The HEAT assessment has utilised a 20 year period consistent with the rest of the appraisal.

## 2.7 Absenteeism benefits

- 2.7.1 WebTAG unit 5.1 states that "Improved health from increased physical activity (such as walking or cycling) can also lead to reductions in short term absence from work. These benefits can be estimated using the methods in TAG Unit A4.1." The following table sets out the calculations for the mortality benefit for each new cyclist created by the scheme using WebTAG methodology. The average wage has been calculated from the East Sussex Local Economic Assessment<sup>11</sup> for residents with full time jobs and averaged across Eastbourne and Wealden.

<sup>10</sup> <http://www.heatwalkingcycling.org/index.php>

<sup>11</sup>

<http://www.eastsussexinfofigures.org.uk/webview/index.jsp?v=2&resource=http%3A%2F%2Fwww.eastsussexinfofig>

Absenteeism Table

Annual Wage 2010 prices (A)	£27,742
Number of working days a year (B)	260
Reduction in sick days per year per new cyclist (C)	0.4
Annual benefit of reduced sick leave per new cyclist (=C*A/B)	£42.68

- 2.7.2 The Absenteeism assessment has utilised a 20 year period consistent with the rest of the appraisal. Costs will be discount at 3.5% per annum in line with WebTAG unit A1.1<sup>12</sup> and utilising Tag data book<sup>13</sup> annual parameters.

## 2.8 Gross Cycling Product

- 2.8.1 Increased cycling levels benefit the local economy by generating economic benefits this includes factors such as bicycle manufacturing, cycle and accessory retail, and employment.

- 2.8.2 The economic benefits of cycling have been quantified by the London School of Economics. The basis of their metric, Gross Cycling Product<sup>14</sup>, was set out in a report, The British Cycling Economy (Gross Cycling Product Report, 2011) and takes into account the economic benefits generated by each individual cyclist. Gross Cycling Product (GCP) currently stands at £230p.a. per new cyclist.

- 2.8.3 The Absenteeism assessment has utilised a 20 year period consistent with the rest of the appraisal. Costs will be discount at 3.5% per annum in line with WebTAG unit A1.1<sup>15</sup> and utilising Tag data book<sup>16</sup> annual parameters.

## 2.9 Cycling and walking: the economic case for action

- 2.9.1 In March 2015 the Department for Transport released the toolkit and report<sup>17</sup> on the evidence base to quantify the impact of investment in cycling and walking and make

[ures.org.uk%3A80%2Fobj%2FcEGMSResource%2FEGMS20121221115058028&submode=egmsresource&mode=documentation&top=yes](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/370854/TAG_Unit_A1.1_-_Cost_Benefit_Analysis_January2014.pdf)

<sup>12</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/370854/TAG\\_Unit\\_A1.1\\_-\\_Cost\\_Benefit\\_Analysis\\_January2014.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/370854/TAG_Unit_A1.1_-_Cost_Benefit_Analysis_January2014.pdf)

<sup>13</sup> <https://www.gov.uk/government/publications/webtag-tag-data-book-november-2014>

<sup>14</sup> [http://www.britishcycling.org.uk/zuvvi/media/bc\\_files/corporate/The\\_British\\_Cycling\\_Economy\\_18Aug.pdf](http://www.britishcycling.org.uk/zuvvi/media/bc_files/corporate/The_British_Cycling_Economy_18Aug.pdf)

<sup>15</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/370854/TAG\\_Unit\\_A1.1\\_-\\_Cost\\_Benefit\\_Analysis\\_January2014.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/370854/TAG_Unit_A1.1_-_Cost_Benefit_Analysis_January2014.pdf)

<sup>16</sup> <https://www.gov.uk/government/publications/webtag-tag-data-book-november-2014>

<sup>17</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/416826/cycling-and-walking-business-case-summary.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/416826/cycling-and-walking-business-case-summary.pdf)

the case for investing in both. The tool incorporates Health, Journey Quality and Decongestion benefits.

2.9.2 The toolkit has been utilised to test the schemes contained within the package. The scheme inputs remain the same, journey quality impacts have been assessed utilising Tag green book<sup>18</sup> and the rule of half applied (assumes users will only utilise half of the route) and background annual growth has utilised the default level 0.25% over twenty years.

2.9.3 The scheme has been run twice through the tool. Once without any optimum bias being applied and once with a optimum bias figure of 15%<sup>19</sup> (as advised for schemes at this level of development level).

### 3 Economic Appraisal

#### 3.1 Results

3.1.1 This chapter provides the results of the calculations detailed in chapter 2 in order to produce the benefits of the individual schemes.

#### 3.2 Heat benefits

3.2.1 An increase in existing cycling levels was applied to existing cycle trips along the sustainable transport corridor to provide future cycling figures. HEAT benefits are provided over 20 years and are discounted at the HEAT standard rate of 5%.

Scheme Name	HEAT - Cycling Benefits		
	Low	Medium	High
Seafront route between Fisherman's Green & Wish Tower	£ 338,000	£ 397,000	£ 456,000
Cross Levels Way / Lottbridge Drove	£ 92,000	£ 125,000	£ 158,000
Eastbourne Town Centre to Seafront	£ 269,000	£ 305,000	£ 341,000
Langney to Sovereign Harbour and Sovereign Centre	£ 285,000	£ 318,000	£ 351,000
Willingdon Drove	£ 82,000	£ 112,000	£ 144,000
Vulnerable road users improvement scheme - University area to town centre, station and seafront areas, including in the Meads area	£ 272,000	£ 308,000	£ 348,000
Eastbourne District General Hospital to Town centre	£ 446,000	£ 555,000	£ 663,000
Cuckoo Trail between Hailsham and Polegate	£ 115,000	£ 197,000	£ 276,000
Hindlands Development site	£ 36,000	£ 43,000	£ 53,000
A27 Ditton's Road	£ 36,000	£ 46,000	£ 59,000

<sup>18</sup> <https://www.gov.uk/government/publications/webtag-tag-data-book-november-2014>

<sup>19</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/372516/TAG\\_Unit\\_A1.2\\_-\\_Scheme\\_Costs\\_November2014.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/372516/TAG_Unit_A1.2_-_Scheme_Costs_November2014.pdf)

- 3.2.2 An increase in existing walking levels was applied to trips along the sustainable transport corridor to provide future walking figures. HEAT benefits are provided over 20 years and are discounted at the HEAT standard rate of 5%.

Scheme Name	HEAT Walking Benefits
	Medium
Seafront route between Fisherman's Green & Wish Tower	£33,000
Cross Levels Way / Lottbridge Drove	£33,000
Eastbourne Town Centre to Seafront	£33,000
Langney to Sovereign Harbour and Sovereign Centre	£33,000
Willingdon Drove	£33,000
Vulnerable road users improvement scheme - University area to town centre, station and seafront areas, including in the Meads area	£33,000
Eastbourne District General Hospital to Town centre	£33,000
Cuckoo Trail between Hailsham and Polegate	£33,000
Hindlands Development site	£33,000
A27 Ditton's Road	£33,000

### 3.3 Absenteeism benefits

- 3.3.1 An increase in existing cycling levels was applied to existing cycle trips along the sustainable transport corridor to provide future cycling figures. Absenteeism benefits are provided over 20 years and are discounted at the WebTAG standard rate of 3.5%.

Scheme Name	Absenteeism Benefits		
	Low	Medium	High
Seafront route between Fisherman's Green & Wish Tower	£64,215	£75,276	£86,336
Cross Levels Way / Lottbridge Drove	£17,509	£23,661	£29,813
Eastbourne Town Centre to Seafront	£51,035	£57,684	£64,333
Langney to Sovereign Harbour and Sovereign Centre	£59,306	£65,457	£71,609
Willingdon Drove	£15,228	£21,318	£27,407
Vulnerable road users improvement scheme - University area to town centre, station and seafront areas, including in the Meads area	£51,687	£58,989	£66,290
Eastbourne District General Hospital to Town centre	£84,417	£104,923	£125,429
Cuckoo Trail between Hailsham and Polegate	£22,016	£37,240	£52,464
Hindlands Development site	£6,750	£8,272	£9,794
A27 Ditton's Road	£6,606	£8,781	£10,956



### 3.4 Gross Cycling Product.

- 3.4.1 An increase in existing cycling levels was applied to existing cycle trips along the sustainable transport corridor to provide future cycling figures. Gross Cycling Benefits are provided over 20 years and are discounted at the WebTAG standard rate of 3.5%.

Scheme Name	Gross Cycling Product		
	Low	Medium	High
Seafront route between Fisherman's Green & Wish Tower	£346,064	£405,673	£465,282
Cross Levels Way / Lottbridge Drove	£94,361	£127,514	£160,668
Eastbourne Town Centre to Seafront	£275,035	£310,867	£346,700
Langney to Sovereign Harbour and Sovereign Centre	£319,608	£352,761	£385,915
Willingdon Drove	£82,066	£114,885	£147,703
Vulnerable road users improvement scheme - University area to town centre, station and seafront areas, including in the Meads area	£278,551	£317,900	£357,248
Eastbourne District General Hospital to Town centre	£454,936	£565,448	£675,959
Cuckoo Trail between Hailsham and Polegate	£118,646	£200,692	£282,738
Hindlands Development site	£36,375	£44,579	£52,784
A27 Ditton's Road	£35,600	£47,321	£59,042

### 3.5 Combined Monetised benefits

- 3.5.1 The combined monetised benefits detailed in section 3.1 are shown below. These are the figures that will be taken forward to create the BCR in section 4.

Route	Gross Cycling Product		
	Low	Medium	High
Seafront route between Fisherman's Green & Wish Tower	£781,278	£910,948	£1,040,618
Cross Levels Way / Lottbridge Drove	£236,870	£309,176	£381,481
Eastbourne Town Centre to Seafront	£628,069	£706,551	£785,032
Langney to Sovereign Harbour and Sovereign Centre	£696,913	£769,219	£841,524
Willingdon Drove	£212,294	£281,202	£352,110
Vulnerable road users improvement scheme - University area to town centre, station and seafront areas, including in the Meads area	£635,238	£717,888	£804,538
Eastbourne District General Hospital to Town centre	£1,018,353	£1,258,371	£1,497,388
Cuckoo Trail between Hailsham and Polegate	£288,661	£467,932	£644,202
Hindlands Development site	£112,124	£128,851	£148,578
A27 Ditton's Road	£111,206	£135,102	£161,997

### 3.6 Non Monetised benefits

- 3.6.1 The delivery of the walking and cycling package would deliver a number of improvements that it has not been possible to monetise the table below highlights key impacts which are then further explored in section 3.7 .

Type	Description	Impact
Economy	In addition to the monetised impacts set out above we also expect a beneficial impact on journey time reliability, through the reduction in road traffic and the associated reduction in delays	Slight
Environmental	We expect the proposals to show a positive impact for noise, air quality, greenhouses gases and for environmental objectives to be, at worst, neutral.	Slight
Social	The monetised impacts show a positive impact on physical activity. We also expect positive impacts on the WebTAG social impacts of journey time reliability, access to services, affordability and severance	Slight

### 3.7 Social and Distributional Impacts

- 3.7.1 An Appraisal Summary Table (AST), which summarises the main impacts of the proposals against the Government's five key transport objectives has been produced and is included as Appendix C.
- 3.7.2 An AST is a one page tabular summary of the main benefits and impacts of a scheme from an environmental, economic and social perspective. When combined with the remaining elements of the appraisal process, it provides decision makers with a concise and transparent means of determining the overall value for money of a transport scheme / solution.

### 3.8 Tourism Benefits of Seafront route - Fisherman's Green to Wish Tower.

- 3.8.1 In 2011 in Eastbourne overall, an estimated 721,000 staying trips were spent in the Borough, of which around 661,000 were made by domestic visitors (92%) and 60,000 by overseas visitors (8%). Total expenditure by visitors to Eastbourne is estimated to have been in the region of £266,199,000 in 2011.
- 3.8.2 By completing the missing section of cycle infrastructure along the seafront it is reasonable to expect that the scheme will have a positive impact on the towns

seafront attractions to visitors, Attracting just 0.25% more tourists would, based on 2011 figures, enable the seafront scheme to generate an additional £665k visitor income per year and enable the creation of 18 full time equivalent jobs in tourism industries.

- 3.8.3 Given that one Full Time Equivalent job is created in tourism services for every £36,114 (based on Tourism South East 2011 figures)
- 3.8.4 Providing enhanced access to the seafront enables the Walking and Cycling package to contribute towards delivery of the emerging Eastbourne Borough Council Seafront Local Plan, helping the town maintain its competitiveness as a tourism destination.

### 3.9 Accident Savings

- 3.9.1 The vulnerable road users improvement scheme - University area to town centre, station and seafront areas, including in the Meads area has been developed following safety concerns being raised by the public and Eastbourne College (a boarding day college for 630 pupils aged between 13 and 18).
- 3.9.2 The Meads Area Road Safety Improvements feasibility study highlights *“The study of the crash data identified several junctions (crossroads) along Carlisle Road that have experienced a high volume of slight or serious crashes over the previous 36 month period”*.
- 3.9.3 It is likely the scheme will reduce the occurrence and severity of accidents. Evidence collated by the Royal Society for the Prevention of Accidents suggests the installation of the preferred scheme of mini roundabouts is anticipated to reduce accidents by 40%<sup>20</sup>

### 3.10 Scheme Costs

- 3.10.1 Schemes costs were either provided by East Sussex County Council or estimated using similar projects and have been discounted to present value costs (PVCs) utilising WebTAG guidance unit A1.1<sup>21</sup> to 2010 prices. No risk or optimum bias has been included in the costs.
- 3.10.2 Sunk costs are generally written off as part of the day to day business of the transport planning responsibilities of East Sussex County Council. No sunk costs were included in the analysis.

<sup>20</sup> <http://www.rosipa.com/road-safety/advice/roads/engineering/>

<sup>21</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/372519/TAG\\_Unit\\_A1.1\\_-\\_Cost\\_Benefit\\_Analysis\\_November2014.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/372519/TAG_Unit_A1.1_-_Cost_Benefit_Analysis_November2014.pdf)

## 4 Summary and Conclusions

### 4.1 Benefit Cost Ratios

- 4.1.1 Each scheme assessed is shown in the table below. Seven of the ten schemes provide a BCR within the high to very high range regardless of the scenario tested, one provides a low to medium BCR and two schemes provide a range of poor BCR.
- 4.1.2 The Seafront route between Fisherman's Green and the Wish Tower provides a range of BCRs between High and Very High. The link will provide a missing link of the cycle network where there are currently no facilities and has the potential to utilise part of the promenade. The scheme would require an additional 139 cyclist (total cyclists 317) to provide a very high BCR. For comparison when Morecambe<sup>22</sup> Promenade was opened to cyclists a total of 376 used the route every day.
- 4.1.3 The Cross Levels Way / Lottbridge Drove route provides a dedicated crossing facility for cyclists using the National Cycle Route 21. The link provides a BCR in the range between High and Very High. The scheme is likely to meet the medium BCR by creating an additional 38 users.
- 4.1.4 The Eastbourne Town Centre to Seafront route provides a route between the Railway station, pedestrianised area and onto the seafront. All scenarios indicate that the link would provide a very high BCR. An increase of 104 cyclists would be required to meet the high scenario BCR of 6.65.
- 4.1.5 The Langley to Sovereign Harbour route would provide a link between the residential area and retail areas as well as complementing existing cycle links. The route provides a BCR range between high and very high.
- 4.1.6 The Willingdon Drove route would provide linkages to the NCN 21 and local cycle facilities, all scenarios provide a low to medium BCR
- 4.1.7 The vulnerable road users improvement scheme - University area to town centre, station and seafront areas, including in the Meads area would provide a safer link to enable students to access the university and town centre facilities. The scenarios provide a range of BCR within the high range. The Lewes Road corridor, Brighton<sup>23</sup>, which links the University of Sussex with the city centre, scheme increased cycling levels by 14% with an additional 298 cyclists recorded indicated the medium scenario BCR could be achieved.
- 4.1.8 Eastbourne District General Hospital to Town Centre would provide a link between a principal employer and the town centre and also form part of a longer route along the sustainable transport corridor. All scenarios provide a very high BCR. Growth of

<sup>22</sup> [http://www.celebratingcycling.org/news\\_more.asp?news\\_id=145](http://www.celebratingcycling.org/news_more.asp?news_id=145)

<sup>23</sup> <http://www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/lewes-road-transport-improvements>

cycling on this corridor would be expected to be high as the route links key employment sites such as Sussex Downs College and Eastbourne District General Hospital with residential areas and planned developments.

- 4.1.9 The Cuckoo Trail route would upgrade the existing link to provide enhanced lighting and crossing facilities. The scenarios provide a range of high and very high BCR. The route provides a pleasant link between Hailsham and Polegate and low levels of users are required to meet the range of BCR.
- 4.1.10 Hindlands Development Site would provide cycle facilities to a new large development. All scenarios provide a poor BCR as apart from new residents of the development site it is unlikely any other use would be generated.
- 4.1.11 A27 Dittons Road would provide a cycle link between Lion Hill and Hailsham Road. All scenarios provide a poor BCR. This low BCR is a reflection that an alternative route currently exists and very low levels of existing residents cycling to work.

Scheme Name	Present Value Benefits (PVB)			Present Value Costs (PVC)	Net Present Value (PVB – PVC)			Benefit-Cost Ratio (BCR)		
	Low	Medium	High		Low	Medium	High	Low	Medium	High
Seafront route between Fisherman's Green & Wish Tower (i)	£781,278	£910,948	£1,040,618	£232,234	£549,044	£678,714	£808,384	3.36	3.92	4.48
Cross Levels Way / Lottbridge Drove	£236,870	£309,176	£381,481	£69,670	£167,200	£239,505	£311,811	3.40	4.44	5.48
Eastbourne Town Centre to Seafront	£628,069	£706,551	£785,032	£117,975	£510,094	£588,576	£667,057	5.32	5.99	6.65
Langney to Sovereign Harbour and Sovereign Centre	£696,913	£769,219	£841,524	£193,219	£503,695	£576,000	£648,305	3.61	3.98	4.36
Willingdon Drove	£212,294	£281,202	£352,110	£216,442	-£4,148	£64,760	£135,668	0.98	1.30	1.63
Vulnerable road users improvement scheme - University area to town centre, station and seafront areas, including in the Meads area	£635,238	£717,888	£804,538	£297,260	£337,978	£420,629	£507,279	2.14	2.42	2.71
Eastbourne District General Hospital to Town centre	£1,018,353	£1,258,371	£1,497,388	£185,787	£832,566	£1,072,583	£1,311,601	5.48	6.77	8.06
Cuckoo Trail between Hailsham and Polegate	£288,661	£467,932	£644,202	£111,472	£177,189	£356,459	£532,730	2.59	4.20	5.78
Hindlands Development site	£112,124	£128,851	£148,578	£232,234	-£120,110	-£103,383	-£83,656	0.48	0.55	0.64
A27 Ditton's Road	£111,206	£135,102	£161,997	£255,458	-£144,252	-£120,356	-£93,460	0.44	0.53	0.63



## 4.2 Comparison of appraisal results to the DfT's Economic Case for Action Tool

4.2.1 The table below highlights the comparison of the results from the methodology applied to the DfT tool described in Section 2.7.3:

Scheme Name	Medium BCR from this appraisal	Medium BCR in DfT Tool	Medium BCR in DfT Tool with 15% optimum bias
Seafront route between Fisherman's Green & Wish Tower	3.92	5.03	4.37
Cross Levels Way / Lottbridge Drove	4.44	4.81	4.18
Eastbourne Town Centre to Seafront	5.99	6.71	5.83
Langney to Sovereign Harbour and Sovereign Centre	3.98	4.90	4.26
Willingdon Drove	1.30	2.13	1.85
Vulnerable road users improvement scheme - University area to town centre, station and seafront areas	2.42	3.00	2.61
Eastbourne District General Hospital to Town centre	6.77	7.72	6.71
Cuckoo Trail between Hailsham and Polegate	4.20	5.04	4.38
Hindlands Development site	0.55	0.83	0.72
A27 Ditton's Road	0.53	0.81	0.70

4.2.2 The results indicate that the initial methodology and DfT tool produce similar results, with all but two of the scheme remaining within the same value for money category once the 15% optimum bias had been applied.



## 5 Overall Package Benefits

### 5.1 Eastbourne & South Wealden LSTF Walking and Cycling Package

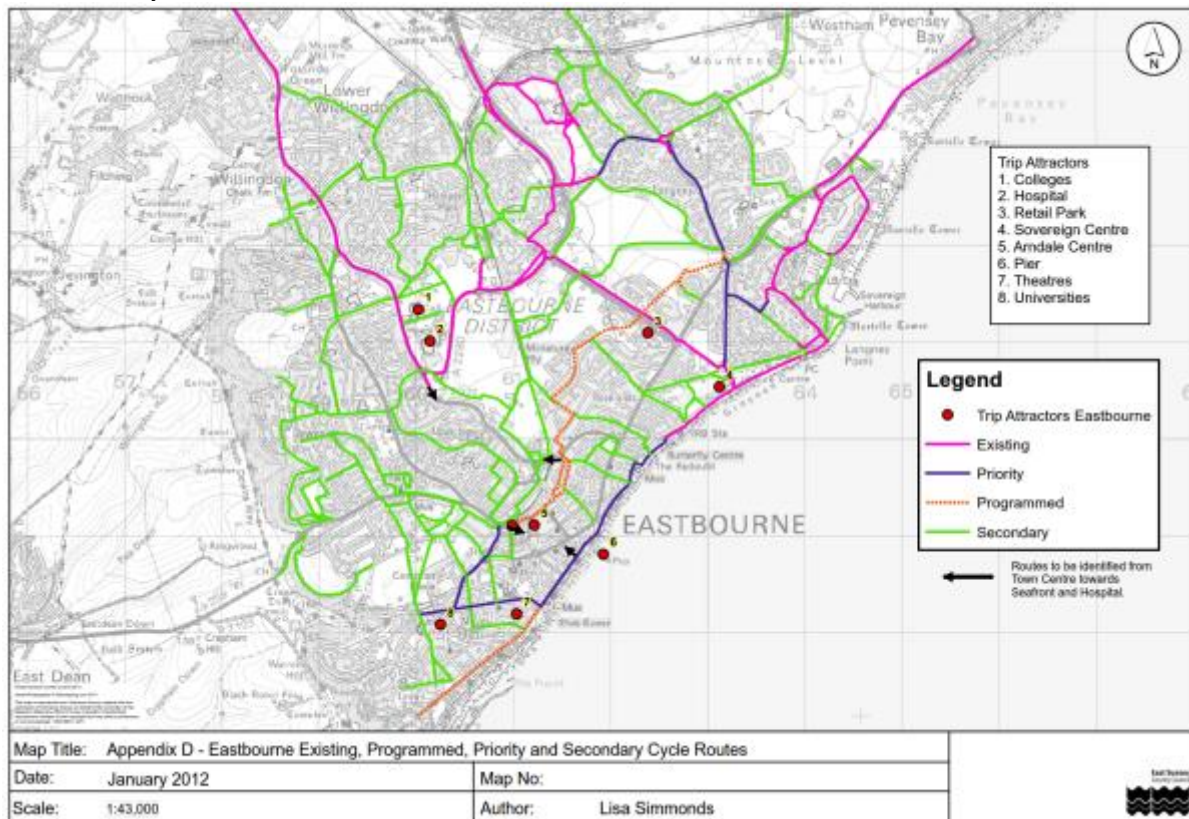
5.1.1 The overall benefits of the elements tested are shown below. The Eastbourne and South Wealden LSTF walking and cycling package scheme provides a BCR between 2.47 and 3.48 which provides high value for money.

		Total Package
Present Value Benefits (PVB)	Low	£4,721,008
	Medium	£5,685,239
	High	£6,657,471
Present Value Costs (PVC)		£1,911,751
Net Present Value	Low	£2,809,257
	Medium	£3,773,488
	High	£4,745,720
Benefit-Cost Ratio (BCR)	Low	2.47
	Medium	2.97
	High	3.48

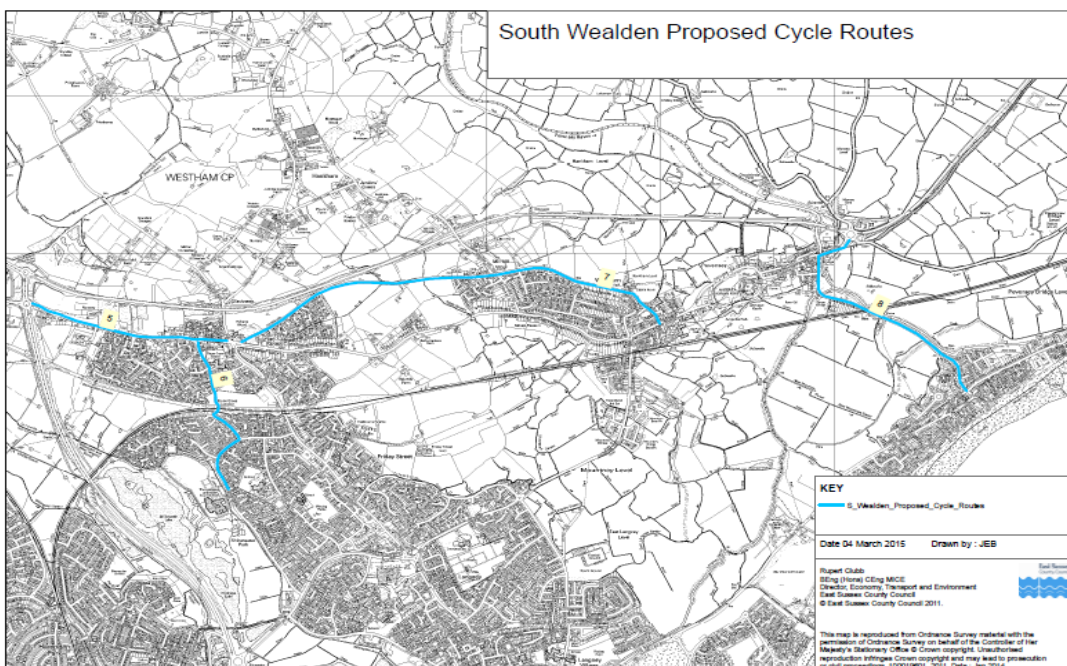
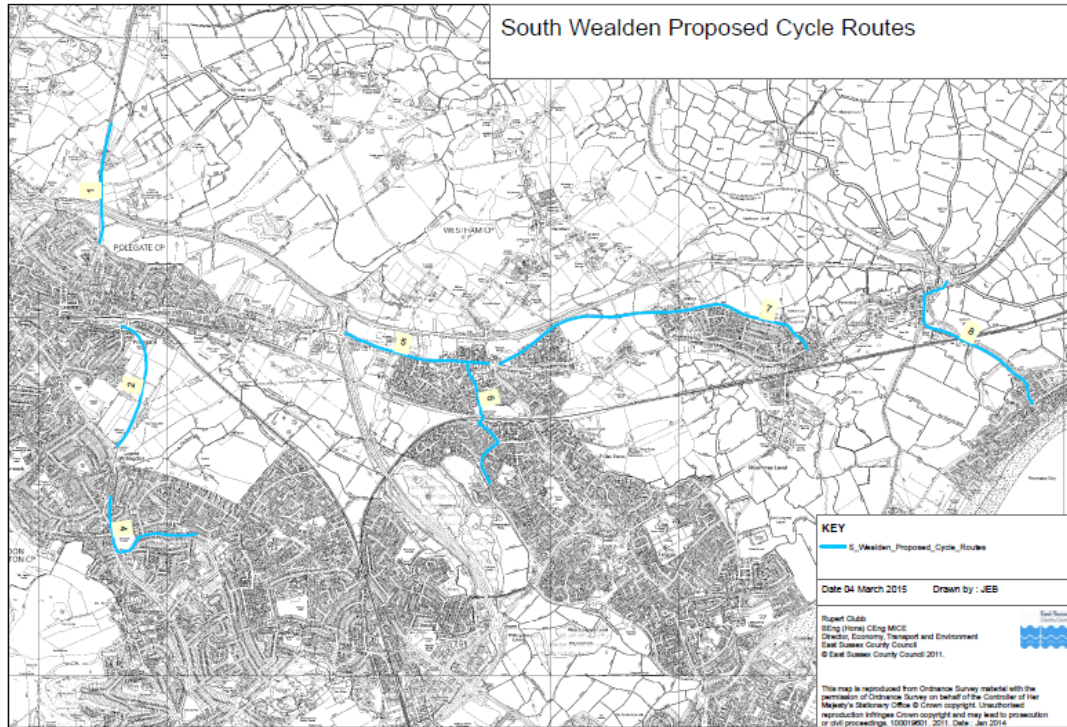
5.1.2 It should again be noted that some elements of the corridor have not been assessed in this appraisal and would produce additional benefits and costs.

## Appendix A

### Eastbourne Cycle Routes



## South Wealden Cycle Routes



**Appendix B - Scheme list**

Scheme Name	Route Description
Seafront route between Fisherman's Green & Wish Tower	Cyclists travelling between Sovereign Harbour and Holywell Road currently have to use the B2103/B2106 seafront road which has no dedicated facilities for cyclists, is congested and has potential for conflict with cars reversing from diagonal parking spaces west of the pier and parallel parking spaces east of the pier. There is the potential to provide some of this route off-road on part of the promenade, subject to consultation..
Cross Levels Way / Lottbridge Drove	Cyclists using the National Cycle Route 21 (NCR21) from Polegate to the seafront at the Sovereign Centre, currently have to cross the A2280 to the west of the Cross Levels Way / Lottbridge Drove roundabout without any dedicated crossing facility. The scope to provide a Toucan Crossing at this junction needs to be assessed
Eastbourne Town Centre to Seafront	Cycling is currently prohibited in the pedestrianised area between Terminus Road and Seaside Road. Consideration needs to be given to identifying a suitable route from the railway station in the town centre to the seafront. This would provide a valuable link to the new Horsey Way Cycle Route from its start point at Eastbourne Railway Station.
Langney to Sovereign Harbour and Sovereign Centre	There are currently no dedicated cycling routes between the Langney residential and shopping areas and the retail and leisure areas at Sovereign Harbour and the Sovereign Centre. New routes here would tie into the Horsey Cycle Route and to the existing cycle route to Pevensey Bay.
Willingdon Drove	A cycle route here would provide linkage to both the National Cycle Route 21 at Lottbridge Drove and to Shinewater Park
Vulnerable road users improvement scheme - University area to town centre, station and seafront areas, including in the Meads area	There are currently no dedicated cycling routes between the principal university areas around Carlisle Road and Gaudick Road in Meads, and key destinations such as the seafront, station and town centre. Cycling infrastructure or a signed route would enable students and staff to access the facilities by bike and reduce the pressures caused by on-street parking in these residential areas. This scheme will also include build outs and mini roundabouts to reduce vehicle speeds, which will support safer cycling and enable safer crossing for pedestrians.
Eastbourne District General Hospital to Town centre	Consideration needs to be given to identifying a suitable route from the main hospital (a principal employer in



Scheme Name	Route Description
	Eastbourne) towards the town centre.
Cuckoo Trail between Hailsham and Polegate	upgrade – widen, provision of lighting, crossings certain sections, route is 14km long in total
Hindlands Development site	Access to lower Willingdon
A27 Ditton's Road	Lion Hill/Hailsham Road
Not Assessed – due to lack of detail or costing less than £10k.	
Secondary Routes	Are those that (generally) link to the Priority Routes and provide locally signed or dedicated routes for cyclists to access places of education or work. These have already been identified but no specific feasibility work has yet been carried out and therefore they should be considered as aspirational routes that will require further analysis before being included in a list of future schemes for feasibility and delivery as funding becomes available.
20mph Zones	Schools in study area e.g Willingdon community school, Polegate county primary
Huggetts Lane – link to Willingdon Triangle – then link with Old Town Cycle Way proposal	
Adur Drive – Hadlow Avenue	Link to Shinewater Cycle Routes or link to Pevensey
Peelings Lane	Signed route to Pevensey
Walsend Road	Link to NCN 2 & 21
Review cycle parking provision key destinations -	Approximately 500 spaces

# SE LEP Business Case – A22/A27 Growth Corridor: Eastbourne and South Wealden Walking and Cycling Package

## Appendix C

### Appraisal Summary Table

Appraisal Summary Table				Date produced:		30/3/15		Contact:	
Name of scheme:		Eastbourne & Wealden Walking and Cycling						Name	Stephen Gee
Description of scheme:		A borough-wide network of cycle routes						Organisation	WSP-PB
								Role	Promoter/Official
Impacts		Summary of key impacts		Assessment					
				Quantitative			Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
Economy	Business users & transport providers	A possible decrease in traffic congestion and travel times by increased cycling	Value of journey time changes(£)			Moderate beneficial			
			Net journey time changes (£)						
			0 to 2min	2 to 5min	> 5min				

## SE LEP Business Case – A22/A27 Growth Corridor: Eastbourne and South Wealden Walking and Cycling Package

Impacts	Summary of key impacts	Assessment					
		Quantitative			Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
		throughout Eastbourne and Wealden. The wider implications of this modal shift may result in fewer vehicles on the road network. Businesses may also benefit from a small decrease in absenteeism due to promotion of active travel modes and increased worker health and wellbeing.					
	Reliability impact on Business users	An increase in numbers of residents cycling during peak journey times may lead to a slight improvement in journey time reliability as road network capacity improves.			Slight beneficial		
	Regeneration	The impact of new and improved cycling infrastructure and	Absenteeism benefits		Moderate beneficial	£461,600	

## SE LEP Business Case – A22/A27 Growth Corridor: Eastbourne and South Wealden Walking and Cycling Package

Impacts		Summary of key impacts	Assessment			
			Quantitative	Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
		incentives will improve health and may result in reduced absenteeism. May also attract additional businesses to the area, potentially increasing occupancy rates and encouraging the development of active on-street uses of public realm.				
	Wider Impacts	The project is anticipated to have wider economic benefits, if the successful promotion of cycling and improved cycling facility provision results in increased cycling numbers	Gross Cycling Product	Moderate beneficial	£2,487,640	
Environmental	Noise	There will be a slight improvement in noise levels as a result of possible mode shift and a reduction in traffic congestion.		Slight beneficial		



## SE LEP Business Case – A22/A27 Growth Corridor: Eastbourne and South Wealden Walking and Cycling Package

Impacts		Summary of key impacts	Assessment			
			Quantitative	Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
	Air Quality	There will be a slight improvement in air quality levels as a result of possible mode shift and a reduction in traffic congestion		Slight beneficial		
	Greenhouse gases	There will be a slight improvement in greenhouse gases as a result of possible mode shift and a reduction in traffic congestion	Change in non-traded carbon over 60y (CO2e)	Slight beneficial		
			Change in traded carbon over 60y (CO2e)			
	Landscape	The majority of schemes will not have an adverse effect on the landscape. The seafront cycle route has the potential to impact the area both positively and negatively		Neutral		
	Townscape	The majority of schemes will not have a adverse effect on the townscape. The seafront cycle route has the potential to impact the area both positively and negatively		Neutral		

## SE LEP Business Case – A22/A27 Growth Corridor: Eastbourne and South Wealden Walking and Cycling Package

Impacts		Summary of key impacts	Assessment					
			Quantitative			Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
	Historic Environment	There will be a slight improvement to the historic environment as a possible decrease in traffic congestion by increased cycling throughout Eastbourne and Wealden. The wider implications of this modal shift may result in fewer vehicles on the road network.				Slight beneficial		
	Biodiversity	The scheme will not have an impact on biodiversity as works are within the existing highway and public realm boundary.				Neutral		
	Water Environment	The scheme will not have an impact on the water environment as the works are within the existing highway boundary.				Neutral		
Social	Commuting and Other users	The primary benefits will be to cyclists who will benefit from the	Value of journey time changes(£)			Moderate beneficial		
			Net journey time changes (£)					
			0 to 2min	2 to 5min	> 5min			

## SE LEP Business Case – A22/A27 Growth Corridor: Eastbourne and South Wealden Walking and Cycling Package

Impacts	Summary of key impacts	Assessment					
		Quantitative			Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
	Reliability impact on Commuting and Other users				Slight beneficial		
	Physical activity				Large beneficial		
	Journey quality	HEAT assessment			Slight beneficial	£2,736,000	
	Accidents				Slight beneficial		

## SE LEP Business Case – A22/A27 Growth Corridor: Eastbourne and South Wealden Walking and Cycling Package

Impacts		Summary of key impacts	Assessment			
			Quantitative	Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
		specifically for cyclists will decrease the number of cycling accidents				
	Security	The scheme would have a positive impact on the security of cyclists, and cycle equipment storage.		Slight beneficial		
	Access to services	Access to key services, including jobs, education and shops will improve as more cycle routes will provide links.		Slight beneficial		
	Affordability	There will be no impact or change on the affordability of cycling		Neutral		
	Severance	The introduction of the scheme will reduce severance by addressing the physical and perceived barriers of cycling		Slight beneficial		
	Option and non-use values					

## SE LEP Business Case – A22/A27 Growth Corridor: Eastbourne and South Wealden Walking and Cycling Package

Impacts		Summary of key impacts	Assessment			
			Quantitative	Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
Public Accounts	Cost to Broad Transport Budget	The cost to the broad transport budget has been assumed to be the construction costs and have been included as present year costs				
	Indirect Tax Revenues	There may be a small reduction in fuel duty as a result of mode shift.		Neutral		

# SE LEP Business Case – A22/A27 Growth Corridor: Eastbourne and South Wealden Walking and Cycling Package

## Appendix E

### Benefits Realisation Plan Eastbourne & South Wealden Walking & Cycling Package

#### 1. INTRODUCTION AND OVERVIEW

- 1.1 This document clearly outlines the potential benefits of the Eastbourne and South Wealden Walking & Cycling Package of schemes, and how these will be monitored and realised through scheme implementation. The Monitoring and Evaluation Plan identifies more broadly how scheme delivery, including wider scheme impacts, construction and budget management, are to be evaluated.

#### 2. OBJECTIVES, OUTPUTS AND OUTCOMES

- 2.1 The scheme objectives have been used to develop the desired outputs and outcomes for the scheme. The desired outputs are the actual benefits that are expected to be derived from the scheme and are directly linked to the original set of objectives.

Scheme Objectives	Outputs	Outcomes
<p><b>1). Create a safer, convenient, efficient and attractive walking and cycling network, with supporting infrastructure, to encourage more people to cycle into, out of and within Eastbourne and South Wealden.</b></p> <p><b>2). Create cross-boundary walking and cycling links from Eastbourne into adjacent towns and villages in the South Wealden area.</b></p> <p><b>3). Improve travel choices for shorter distance utility trips by encouraging a shift to walking and cycling</b></p>	<ul style="list-style-type: none"> <li>• New and improved interdependent walking and cycling network linking Eastbourne and Hailsham and the smaller settlements of Willingdon, Polegate and Stonecross</li> <li>• New and improved cycle routes including total length of resurfaced roads/cycleways</li> <li>• Transport measures to support walking and cycling – crossings, lower speed limits, cycle parking, public realm improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Increase in levels of walking &amp; cycling</li> <li>• Wider economic growth benefits <ul style="list-style-type: none"> <li>○ Enable planned growth (Commercial floorspace constructed or occupied/housing) -walking and cycling measures integrated alongside wider package of transport measures</li> <li>○ reduced traffic congestion and improved journey time reliability</li> <li>○ support business growth and accessibility to jobs/education –</li> </ul> </li> </ul>

## SE LEP Business Case – A22/A27 Growth Corridor: Eastbourne and South Wealden Walking and Cycling Package

Scheme Objectives	Outputs	Outcomes
		<p>increasing mobility and life chances</p> <ul style="list-style-type: none"> <li>• Increase in safety and security for walking and cycling</li> <li>• Support increase to short/ longer term health improvement – enable exercise built into daily lives</li> <li>• Contribute to reducing the risk - major health disorders, including heart disease, stroke, cancer, diabetes and dementia and improvements to mental wellbeing.</li> <li>• Environmental benefits – reducing CO2 emissions- reduction in vehicle traffic</li> </ul>
<b>4). Raise the profile of walking and cycling as a realistic transport choice for residents of, and visitors to, Eastbourne and South Wealden.</b>	<ul style="list-style-type: none"> <li>• Promotion of new and improved interdependent walking and cycling network linking Eastbourne and Hailsham and the smaller settlements of Willingdon, Polegate and Stonecross</li> <li>• Promotion of new and improved cycle routes</li> <li>• Promotion of transport measures to support walking and cycling – crossings,</li> </ul>	<ul style="list-style-type: none"> <li>• Increase in levels of walking &amp; cycling</li> <li>• Increase accessibility - connect people with the places that they need to access every day (jobs/education/shopping/leisure)</li> <li>• Contribute to improvement Health &amp; wellbeing - <ul style="list-style-type: none"> <li>○ enable people to build exercise into everyday journeys</li> </ul> </li> </ul>

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Scheme Objectives	Outputs	Outcomes
	lower speed limits, cycle parking, public realm improvements	<ul style="list-style-type: none"> <li>○ Contribute to reducing the risk - major health disorders, including heart disease, stroke, cancer, diabetes and dementia and improvements to mental wellbeing</li> </ul>
<b>5). Provide targeted information, skills and knowledge to sustain behaviour change towards more active travel for all ages and ability in the longer term.</b>	<ul style="list-style-type: none"> <li>• Sustainable transport Information</li> <li>• Bikeability Training</li> <li>• Cycle Centre - Eastbourne</li> </ul>	<ul style="list-style-type: none"> <li>• Increase in levels of walking &amp; cycling</li> <li>• Increase confidence to choose walking and cycling for everyday journeys</li> <li>• Increase accessibility - connect people with the places that they need to access every day (jobs/education/shopping/leisure)</li> <li>• Contribute to improvement Health &amp; wellbeing: <ul style="list-style-type: none"> <li>○ enable people to build exercise into everyday journeys</li> <li>○ Contribute to reducing the risk - major health disorders, including heart disease, stroke, cancer, diabetes and dementia and improvements to mental wellbeing</li> </ul> </li> </ul>



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### 3. MONITORING INDICATORS

3.1 To establish whether the benefits of the scheme are being realised, measurable indicators have been developed that are in alignment with the desired outputs and outcome. See below table:-

Indicator Ref.	Benefit	Indicator	Target	Type	Data	Owner
<b>A</b>	Improved walking/ cycling environment	Increasing walking and cycling levels	Increasing	Quantitative	Before and after –Walking & Cycling monitoring Survey DfT Active Travel Survey	ESCC – Strategic Economic Infrastructure
<b>B</b>	Reduced levels of traffic congestion	Congestion	Reducing	Quantitative	Traffic monitoring data – ATC's/Manual Counts	ESCC – Strategic Economic Infrastructure
<b>C</b>	Reduced number of pedestrian and cyclist casualties	Casualty Figures Pedestrians/Cyclists	Reducing	Quantitative	Recorded road casualty data - by severity, age and road user type	ESCC – Road Safety
<b>D</b>	Improved public and member perception and satisfaction	Customer perception and satisfaction levels	Increasing	Quantitative	Manual Survey - Walking & Cycling monitoring User Survey	ESCC – Strategic Economic Infrastructure
<b>E</b>	Increased number of households with access to improved access to walking & cycling infrastructure	Household Numbers – development sites	Increasing	Quantitative	District & Borough Local Plan Updates	ESCC – Strategic Economic Infrastructure
<b>F</b>	Increased numbers schools and employment sites with improved access to walking & cycling infrastructure	Numbers of schools & employment sites	Increasing	Quantitative	District & Borough Local Plan Updates	ESCC – Strategic Economic Infrastructure

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Indicator Ref.	Benefit	Indicator	Target	Type	Data	Owner
G	Increased physical activity levels	Numbers undertaking walking and cycling	Increasing	Quantitative	Joint Strategic Needs Assessment – Public Health	ESCC – Public Health

### 4. EVALUATION

- 4.1 The Plan will enable the development of a robust evaluation framework; this will include an annual and post implementation evaluation report outlining whether the schemes within the package have achieved the specified objectives, outputs and outcomes. This will involve an evaluation of the construction elements of the scheme, and a measure of the impacts once it has been delivered.

Item	Measure	Data	Output/Outcome	Link to Objective	Link to Indicator
<b>Scheme Delivery</b>	Programme Delivery	Performance against programme milestones	Scheme delivered as specified	1,2,3	A
	Stakeholder Management	Stakeholder feedback	Scheme delivered as specified	1,2,3	A
	Risk Management	Impacts from Risk Register	Scheme delivered as specified	1,2,3	-
	Package Scope	Changes of package scope during development	Scheme delivered as specified	1,2,3	-
	Package Scheme Costs	Out-turn cost	Scheme delivered within budget	1,2,3	-
<b>Improved Walking &amp; Cycling Network</b>	Numbers walking & cycling	Before and after –Walking & Cycling monitoring Survey DfT Active Travel Survey	Improved walking and cycling network	1,2,3	A, B, E, F, G
	Casualty numbers pedestrians and cyclists	Recorded road casualty data - by severity, age and road user type	Improved walking & cycling network	1,2,3	C
<b>Satisfaction and Perception</b>	Customer Satisfaction	Manual Survey - Walking & Cycling monitoring User Survey	Public satisfaction with package of schemes delivered	1,2,3	A, D

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Item	Measure	Data	Output/Outcome	Link to Objective	Link to Indicator
	Customer Perception	Manual Survey - Walking & Cycling monitoring User Survey	Public satisfaction with package of schemes delivered	1,2,3	A, D
	Member Satisfaction	Manual Survey - Walking & Cycling monitoring User Survey	Public satisfaction with package of schemes delivered	1,2,3	A, D