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EAST SUSSEX COUNTY COUNCIL

HIGHWAYS ACT 1980

ACQUISITION OF LAND ACT 1981

**THE EAST SUSSEX COUNTY COUNCIL (EXCEAT BRIDGE REPLACEMENT – A259 EASTBOURNE ROAD)
COMPULSORY PURCHASE ORDER 2023**

**THE EAST SUSSEX COUNTY COUNCIL (EXCEAT BRIDGE REPLACEMENT – A259 EASTBOURNE ROAD)
(CLASSIFIED ROADS) (SIDE ROADS) ORDER 2023**

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BRIDGE SCHEME 2023**

VOLUME 3 – CABINET REPORTS AND COUNCIL DOCUMENTS

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3.3	Cabinet Report dated 22 nd April and associated minutes
3.4	Equality Impact Assessment
3.5	Levelling-Up Funding Application Form

Report to: Cabinet

Date of meeting: 18 July 2023

By: Director of Communities, Economy and Transport

Title: Exceat Bridge Compulsory Purchase Order, Bridge Scheme and Side Roads Order

Purpose: To seek authority for the acquisition of land and rights needed for the construction of the new Exceat Bridge and associated landscaping and environmental mitigation measures (the Project) including the making of a Compulsory Purchase Order, Side Roads Order and Bridge Scheme, the acquisition of land by voluntary agreement with landowners and the exercise of statutory powers to enter and survey land in connection with the Project.

RECOMMENDATIONS:

Cabinet is recommended to:

1) Agree to resolve that the Council makes:-

a) a Compulsory Purchase Order (“CPO”) under sections 239, 240, 246, 250 and 260 of the Highways Act 1980 and the Acquisition of Land Act 1981 for the acquisition of freehold interests (both residential and commercial), and any other interests as may arise, which are not already owned by the Council and new rights within the areas edged red and shaded pink and blue shown on the plan at Appendix 1;

b) a Side Roads Order (“SRO”) under sections 14 and 125 of the Highways Act 1980 and all other necessary powers to:-

- (i) improve, raise, lower, stop up, divert or otherwise alter existing highways which cross or enter the route of the replacement Exceat Bridge or will otherwise be affected by the construction of the replacement Exceat Bridge or as required by the Exceat Bridge Scheme;
- (ii) construct new lengths of highway for purposes connected with the alterations as referred to in (i) above and with the delivery of the Exceat Bridge Scheme; and
- (iii) stop up private means of access and provide replacement or new means of access all as shown on the plan at Appendix 2;

c) a Bridge Scheme under section 106 of the Highways Act 1980 to enable the construction of the replacement Exceat Bridge over the River Cuckmere being a navigable waterway. The Bridge Scheme plans are appended at Appendix 3.

2) Agree that the Director of Communities, Economy and Transport be authorised to:-

a) continue to take all necessary steps to secure the making, confirmation and implementation of the CPO, SRO and Bridge Scheme (together “the Orders”) including land referencing, serving any requisitions for information, preparing all necessary documentation (including the Orders and the Statement of Reasons), submission of the Orders to the Secretary of State for confirmation, the publication and service of all notices and preparing for and presentation of the Council’s case at any Public Inquiry;

b) acquire all interests in land within the areas of the CPO either compulsorily or by agreement;

- c) deal with objections to the Orders including agreeing terms for the withdrawal of objections in order to secure the delivery of the Exceat Bridge Scheme;**
- d) negotiate and enter into agreements or undertakings with persons with any interest in the land affected by or relating to the Orders;**
- e) remove from the CPO any plot (or interest therein) no longer required to be acquired compulsorily and to amend the interests scheduled in the CPO (if so advised) and to alter the nature of the proposed acquisition from an acquisition of existing property interests to an acquisition of new rights (if so advised);**
- f) make any minor amendments as are considered necessary to the Orders arising as a result of negotiations with affected persons or further design work to enable the delivery of the Exceat Bridge Scheme;**
- g) make any amendments to the Statement of Reasons a redacted version of which is annexed at Appendix 4 to this report as are considered necessary prior to its submission to the Secretary of State;**
- h) confirm the CPO if granted power to do so by the Secretary of State;**
- i) exercise the compulsory purchase powers authorised by the CPO by way of General Vesting Declarations and/or by service of Notices to Treat and Notices of Entry; and**
- j) take all steps to secure the settlement of compensation arising from the implementation of the Orders including referral to the Upper Tribunal (Lands Chamber).**
- k) Agree that the Director of Communities, Economy and Transport be authorised to approve on behalf of the Council the exercise of statutory powers under section 172 of the Housing and Planning Act 2016 and any other legislation to enter and survey any land where required in connection with the Project.**

1 Background

1.1 ESCC as local highway authority is progressing the Exceat Bridge project (the Project) which will involve the realignment and replacement of the existing single lane bridge at the A259 public highway over the river Cuckmere with a new two-lane bridge with a footway, including reprofiling of the riverbanks and road verges.

1.2 The Project will include provision of traffic calming measures between the Seven Sisters Country Park and Seaford, alterations to the access, and provision of a shared surface to the east of Cuckmere Inn and provision of a habitat creation area to restore agricultural land back into wetland on the east bank of Cuckmere Valley.

1.3 The existing bridge at Exceat is a one way (single lane) bridge originally constructed around 1839 for horse and car traffic. Although its superstructure was replaced with a composite steel and concrete deck in 1976 it is now in need of significant repair to correct a number of structural defects. In addition, the narrow width of the existing bridge operates as a bottleneck creating significant tailbacks of traffic during peak periods of each working day, at weekends and during holiday periods. This Project will solve the existing problems with congestion, safety and pollution and will contribute to the public benefit in providing a safe crossing of the river Cuckmere at Exceat and improve the east-west connectivity in East Sussex.

1.4 ESCC has been actively seeking to secure the land required to deliver the Project. The Council remains committed to securing the land by voluntary negotiations with the relevant landowners wherever possible. However, the Council's legal and property consultants have advised that a Compulsory Purchase Order should be made under the statutory powers contained in the Highways Act 1980 in case those negotiations prove unsuccessful.

1.5 The Project will require the stopping up and/or diversion of part of two public footpaths and the stopping up of a short section of the A259 Eastbourne Road which will no longer be required for

highway purposes. It is proposed that a Side Roads Order be made by Cabinet under the Highways Act 1980 as the same time as the making of the CPO.

1.6 As the Project will involve construction of the bridge over the river Cuckmere which is a navigable water, a Bridge Scheme is required to authorise construction of the bridge over the river as part of the highway

2 Financial Appraisal

2.1 The property and acquisition costs associated with the CPO would be paid for out of the overall Project budget. This would also apply to the costs of any public highway. The Council may be required to acquire more land than is actually needed, due to the landowners affected by the CPO exercising statutory powers, eg under section 8 of the Compulsory Purchase Act 1965. In that event, surplus land would be available for sale after completion of the Project and the proceeds for such sales would be available to be used for funding future capital schemes.

2.2 The cost of the Project is currently estimated at £10,600,000 including land/property acquisition costs. The funding is available from a combination of Council funding and funding from the UK Government's Levelling Up Fund. The funding from the UK Government's Levelling Up Fund (£7,957,517) must be spent by the end of March 2025 and, if it is not spent by that date, it is possible the Council may not receive this funding. It is therefore of critical importance that the land required for the Project is secured in a timely manner to allow the Project to be delivered.

2.3 The Council has acquired some interests already. This includes the purchase of the freehold property known as The Boathouse, Exceat which was acquired as a result of a blight notice. It may be that additional interests will be acquired in advance of confirmation of the CPO in which case compensation shall be paid on the basis of the statutory compensation code in the same way as interests acquired by compulsory purchase.

3. Supporting information

3.1 ESCC submitted an application for detailed planning permission to South Downs National Park Authority (SDNPA) under planning reference SDNPA/21/02342/FUL. SDNPA as local planning authority resolved on 8 December 2022 to grant planning permission subject to negotiation of an agreement under section 106 of the Town and County Planning Act 1990.

3.2 ESCC is in the process of finalising the terms of the Section 106 Agreement which will require signature by both ESCC and a third party landowner. Commercial terms have been agreed in principle with the landowner who is currently reviewing the detailed requirements of SDNPA acting in their capacity as local planning authority Planning Authority.

3.3 The CPO is intended to include the freehold and other interests required for the Project which are not already owned by the Council and new rights within the areas edged red and shaded pink and blue shown on the plan at Appendix 1. Once the CPO is confirmed by the Secretary for State for Transport and, following service of various notices, this will enable the Council to take possession of the land needed for the Project notwithstanding that titles to the various legal interested may not have been obtained at that time. Whilst it is proposed that the Council proceed with making the Orders the Council will, at the same time, be actively pursuing the negotiations to acquire the land by voluntary agreement wherever possible. ESCC has appointed external surveyors, Avison Young to lead in the negotiations with all third party owners.

3.4 The implementation of the Project will require the Side Roads Order (SRO) which is being progressed in parallel with the CPO and relates to the roads shown on the plan in Appendix 2. The SRO, subject to confirmation by the Secretary of State for Transport, will empower the Council to stop up existing side roads and private means of access affected by the Project, to improve existing highway and to create new lengths of highway in connection with the construction of the new Exceat Bridge.

3.5 Appendix 3 contains the plans for the Bridge Scheme to be made Bridge Scheme under section 106 of the Highways Act 1980 to enable the construction of the replacement Exceat Bridge over the River Cuckmere.

3.6 Further matters of consideration in making the CPO, Side Roads Order and the Bridge Scheme are contained in the draft Statement of Reasons contained in Appendix 4. This has been redacted to remove the names and details of the individual landowners.

3.7 Prior to commencement of any construction works for the new bridge, the Council will need to carry out various surveys of land. The Council has already negotiated various licences for this work. Where it is not possible to secure access by voluntary agreement with landowners, the Council has powers to enter and survey under section 172 of the Housing and Planning Act 2016.

4 Legal Implications

4.1 The Council can make a CPO under the Highways Act 1980 and the Acquisition of Land Act 1981 and the SRO and Bridge Scheme under the Highways Act 1980. Legal advice has been obtained from specialist CPO lawyers that this legislation will apply.

4.2 Should objections to the CPO be received that cannot be resolved. It is anticipated that a Public Inquiry will be held. Throughout the CPO process it is possible and indeed expected by the Secretary of State that negotiations can proceed to acquire the property interests by agreement.

5. Conclusion and recommendations

5.1 It is considered that there is a compelling case for the compulsory purchase of the land and rights required for the Project and, alongside the CPO, for the making of the SRO and Bridge Scheme.

RUPERT CLUBB

Director Communities Economy and Transport

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

Appendix 1 – CPO Plan

Appendix 2 – SRO Plan

Appendix 3 – Bridge Scheme Plans 1-3

Appendix 4 – Draft Statement of Reasons

CABINET

MINUTES of a meeting of the Cabinet held at Council Chamber, County Hall, Lewes on 18 July 2023.

PRESENT Councillors Keith Glazier (Chair), Nick Bennett (Vice Chair), Bob Bowdler, Claire Dowling, Carl Maynard and Bob Standley

Members spoke on the items indicated

Councillor Bennett	- Items 5 and 7 (minutes 10 and 12)
Councillor Claire Dowling	- Item 10 (minute 12)
Councillor Field	- Item 7 (minute 10)
Councillor Stephen Shing	- Item 10 (minute 12)
Councillor Standley	- Item 7 (minute 10)
Councillor Tutt	- Item 10 (minute 12)

8. MINUTES OF THE MEETING HELD ON 27 JUNE 2023

8.1 The minutes of the Cabinet meeting held on 27 June 2023 were agreed as a correct record.

9. REPORTS

9.1 Copies of the reports referred to below are included in the minute book.

10. EXTERNAL AUDIT PLAN 2022/2023

10.1 The Cabinet considered a report by the Chief Operating Officer.

10.2 It was RESOLVED to approve the External Audit Plan for 2022/23.

Reason

10.3 The External Audit Plan provides an overview of the planned scope and timing of the statutory audit of the Council's 2022/23 statement of accounts and identifies any significant risks.

11. INTERNAL AUDIT ANNUAL REPORT AND OPINION 2022/23

11.1 The Cabinet considered a report by the Chief Operating Officer.

11.2 It was RESOLVED to note the internal audit service's opinion on the Council's control environment.

Reason

11.3 The report gives an opinion on the adequacy of East Sussex County Council's control environment as a contribution to the proper, economic, efficient and effective use of resources. The report covers the audit work completed in the year from 1 April 2022 to 31 March 2023 in accordance with the Internal Audit Strategy for 2021/22. Substantial assurance can be provided

that East Sussex County Council had in place an adequate and effective framework of governance, risk management and internal control for the period 1 April 2022 to 31 March 2023.

12. ASHDOWN FOREST TRUST FUND 2022/23

12.1 The Cabinet received a report by the Chief Operating Officer.

12.2 It was RESOLVED to note the report and the Ashdown Forest Trust's Income and Expenditure Account for 2022/23 and Balance Sheet as at 31 March 2023.

Reason

12.3 The trust made an operating surplus of £5,019 during 2022/23. The General Reserve as at 31 March 2023 amounts to £172,088. This fund is available to finance expenditure which meets the Trust's objectives.

13. ITEMS TO BE REPORTED TO THE COUNTY COUNCIL

14.1 It was agreed that item 7 should be reported to the County Council.

[Note: The items being reported to the County Council refer to minute number 12]

14. EXCEAT BRIDGE CPO, BRIDGE ORDER AND SIDE ROADS ORDER

14.1 The Cabinet considered a report by the Director of Communities, Economy and Transport.

14.2 The Cabinet RESOLVED to:

1) Agree that the Council makes:

a) A Compulsory Purchase Order ("CPO") under sections 239, 240, 246, 250 and 260 of the Highways Act 1980 and the Acquisition of Land Act 1981 for the acquisition of freehold interests (both residential and commercial), and any other interests as may arise, which are not already owned by the Council and new rights within the areas edged red and shaded pink and blue shown on the plan at Appendix 1 of the report;

b) A Side Roads Order ("SRO") under sections 14 and 125 of the Highways Act 1980 and all other necessary powers to:-

(i) Improve, raise, lower, stop up, divert or otherwise alter existing highways which cross or enter the route of the replacement Exceat Bridge or will otherwise be affected by the construction of the replacement Exceat Bridge or as required by the Exceat Bridge Scheme;

(ii) Construct new lengths of highway for purposes connected with the alterations as referred to in (i) above and with the delivery of the Exceat Bridge Scheme; and

(iii) Stop up private means of access and provide replacement or new means of access all as shown on the plan at Appendix 2 of the report;

c) A Bridge Scheme under section 106 of the Highways Act 1980 to enable the construction of the replacement Exceat Bridge over the River Cuckmere being a navigable waterway. The Bridge Scheme plans are appended at Appendix 3 of the report.

2) Agree that the Director of Communities, Economy and Transport be authorised to:-

- a) Continue to take all necessary steps to secure the making, confirmation and implementation of the CPO, SRO and Bridge Scheme (together “the Orders”) including land referencing, serving any requisitions for information, preparing all necessary documentation (including the Orders and the Statement of Reasons), submission of the Orders to the Secretary of State for confirmation, the publication and service of all notices and preparing for and presentation of the Council’s case at any Public Inquiry;
- b) Acquire all interests in land within the areas of the CPO either compulsorily or by agreement;
- c) Deal with objections to the Orders including agreeing terms for the withdrawal of objections in order to secure the delivery of the Exceat Bridge Scheme;
- d) Negotiate and enter into agreements or undertakings with persons with any interest in the land affected by or relating to the Orders;
- e) Remove from the CPO any plot (or interest therein) no longer required to be acquired compulsorily and to amend the interests scheduled in the CPO (if so advised) and to alter the nature of the proposed acquisition from an acquisition of existing property interests to an acquisition of new rights (if so advised);
- f) Make any minor amendments as are considered necessary to the Orders arising as a result of negotiations with affected persons or further design work to enable the delivery of the Exceat Bridge Scheme;
- g) Make any amendments to the Statement of Reasons a redacted version of which is annexed at Appendix 4 to the report as are considered necessary prior to its submission to the Secretary of State;
- h) Confirm the CPO if granted power to do so by the Secretary of State;
- i) Exercise the compulsory purchase powers authorised by the CPO by way of General Vesting Declarations and/or by service of Notices to Treat and Notices of Entry;
- j) Take all steps to secure the settlement of compensation arising from the implementation of the Orders including referral to the Upper Tribunal (Lands Chamber); and
- k) Approve on behalf of the Council the exercise of statutory powers under section 172 of the Housing and Planning Act 2016 and any other legislation to enter and survey any land where required in connection with the Project.

Reason

14.3 East Sussex County Council (ESCC) as local highway authority is progressing the Exceat Bridge project (the Project) which will involve the realignment and replacement of the existing single lane bridge at the A259 public highway over the river Cuckmere with a new two-lane bridge with a footway, including reprofiling of the riverbanks and road verges.

14.4 ESCC has been actively seeking to secure the land required to deliver the Project. The Council remains committed to securing the land by voluntary negotiations with the relevant landowners wherever possible. However, the Council's legal and property consultants have advised that a Compulsory Purchase Order should be made under the statutory powers contained in the Highways Act 1980 in case those negotiations prove unsuccessful.

14.5 It is considered that there is a compelling case for the compulsory purchase of the land and rights required for the Project and, alongside the CPO, for the making of the SRO and Bridge Scheme.

Report to: Cabinet

Date of meeting: 4 March 2025

By: Director of Communities, Economy and Transport

Title: Exceat Bridge replacement options

Purpose: To seek approval to change the scope of the Exceat Bridge Replacement Project.

RECOMMENDATIONS. Cabinet is recommended to

- (1) Consider the affordability and options for replacing Exceat Bridge;**
- (2) Agree to discontinue the proposals for an offline two lane replacement bridge ('Option A') and to instead proceed with the replacement of Exceat bridge in the location of the existing bridge ('Option B'), subject to confirmation from the South Downs National Park Authority that this falls within permitted development, in accordance with the details set out in Appendix 1 of this report; and**
- (3) Delegate Authority to the Director of Communities, Economy and Transport to:**
 - a) agree the withdrawal of:**
 - i. the East Sussex County Council (Exceat Bridge Replacement- A259 Eastbourne Road) Compulsory Purchase Order 2023 (the CPO);**
 - ii. the East Sussex County Council (Exceat Bridge Replacement- A259 Eastbourne Road) (Classified Road) (Side Roads) Order 2023 (the Side Roads Order); and / or**
 - iii. the East Sussex County Council (Exceat Bridge Replacement- A259 Eastbourne Road) Bridge Scheme 2023 (the Bridge Scheme);**
 - b) notify the Department for Transport accordingly; and**
 - c) take any other actions necessary to give effect to the withdrawal of the above Orders.**

1. Background

1.1 Exceat Bridge spans the Cuckmere River on the A259 and is part of the Major Road Network. It is a key corridor between Eastbourne and Brighton, with an average annual daily traffic count of 11,500 vehicles with morning and evening peaks of nearly 1,000 vehicles per hour. The bridge has historically been a pinch point between Seaford and Eastbourne and given its strategic importance as a transport corridor and its overall condition, it was considered for a Levelling Up Fund bid. In 2021, East Sussex County Council (ESCC) was awarded £7.957m of Levelling Up Funding (LUF) towards the then estimated total cost of £10,590,517 for the replacement of Exceat Bridge.

Cost increases and delays

1.2 Since 2021, project costs have increased considerably and the project was significantly delayed following design changes requested during pre-planning engagement with the South Downs National Park Authority (SDNPA). The process to achieve planning permission from the SDNPA (as the local planning authority) took considerably longer than initially anticipated. In addition, increased construction costs and inflation, as well as unexpected difficulties in securing third party land and rights required for the project (resulting in the need to seek a Compulsory Purchase Order) have all contributed to the anticipated costs of the project rising considerably.

1.3 Each of these factors have impacted the affordability of the Exceat Bridge replacement project. Whilst the Council's preferred option remains an offline two-lane replacement bridge ('Option A'), this is now considered unaffordable as it will not be possible to meet the estimated funding gap of £10.667m in the capital programme. Consequently, a value engineering exercise has recently been undertaken with expert support from the Department for Transport (DfT) consultants (the Delivery Associates Network commissioned by Ministry of Housing, Communities and Local Government) to see if costs could be reduced.

1.4 The Council's highways contractor, Balfour Beatty Living Places (BBLP) have considered potential areas of savings that were identified and the outcome of these has provided a high-level estimated construction cost of £13,504,558. This is based on shortening the programme by closing the road to undertake the works, retaining the existing bridge for pedestrians and removing viewing platforms from the new bridge to make the structure narrower. To achieve all of these would require re-engaging with SDNPA as it would be a change from the design on which the planning approval is based, and this would cost more money and time. The reduced cost estimate does not include costs to date and the ongoing land negotiations and unfortunately this does not bring the overall cost for Option A down enough to be within the budget.

1.5 Additional funding sources considered have included borrowing; the introduction of toll charges; and use of potential future Lane Rental income. However, none of these are viable.

1.6 Concurrently with the value engineering exercise, the Council has explored alternate options with BBLP. As a result of this work, a proposal to replace the existing bridge within its current position under permitted development rights (subject to discussion and confirmation by SDNPA) ('Option B') has been developed.

1.7 The change in scope to the project is also dependent on approval from the Government. A Project Amendment Request (PAR), based on proceeding with Option B, was submitted to Government on 11 February 2025. Additional information about engagement with relevant stakeholders in regard to the change is set out in Appendix 2, which includes 'frequently asked questions' relating to the bridge replacement project.

Spend so far

1.8 £4,613,891 has been spent on the project to the end of quarter three 2024/25, and (subject to any costs incurred to date in quarter 4) there is £6,187,626 remaining of the budget summarised below:

Source	Total allocation	Spend to date	Remaining
Levelling Up Fund (LUF) funding	£7,957,517	£2,900,619	£5,056,898
LUF Capacity and capability funding	£211,000	£0	£211,000
National Productivity Investment Funding (NPIF)	£2,133,000	£1,213,272	£919,728
East Sussex County Council (ESCC) Capital Funding (borrowing)	£500,000	£500,000	£0
Total	£10,761,148	£4,613,891	£6,187,626

The table below breaks down total spend to date by year:

	Pre- 2021/22 (pre LUF)	2021/22	2022/23	2023/24	2024/25 to Q3	Total to Q3 2024/25
	£	£	£	£	£	£
Preliminary Design and Planning	1,713,272	303,703	441,341	6,317	15,448	2,480,080
Detailed Design	-	155,402	1,075,291	416,046	133,255	1,779,994
Legal Fees	-	6	28,570	65,501	30,222	124,299
Land Acquisition and Compensation costs	-	-	20,865	122,680	36,117	179,661
Project Management					3,555	3,555
Enabling works	-	-	-	17,690	24,825	42,515
Monitoring and evaluation	-	-	-	3,786	-	3,786
Spend Total	1,713,272	459,111	1,566,067	632,020	243,421	4,613,891

1.9 ESCC has received £4,542,567.14 of LUF funding to date, as well as £211,000 Capacity and Capability funding. This would almost certainly need to be paid back if the Government do not agree to the change in project scope. Of this £2,900,619 has been spent so far on the project. The NPIF funding would not need to be paid back.

1.10 The current deadline for spend of the LUF is March 2025 and therefore an extension to March 2026 will need to be sought. However, it is not guaranteed that Government will agree the PAR. The project cannot progress until the PAR process has been completed.

1.11 The risk of costs overrunning the above for any option will sit with the Council. However, a robust quantified risk assessment has been carried out (for Option B) to mitigate this.

Compulsory Purchase Order

1.12 In order to secure the land assembly due to issues in acquiring the land by agreement, Cabinet agreed on 18 July 2023 for the Council to make a Compulsory Purchase Order, a Side Roads Order and a Bridge Scheme. Consequently, on 3 October 2023, the Council in accordance with its statutory powers under the Highways Act 1980 made the East Sussex County Council (Exceat Bridge Replacement- A259 Eastbourne Road) Compulsory Purchase Order 2023 (the CPO). At the same time, ESCC made two separate orders under the Highways Act 1980, namely the East Sussex County Council (Exceat Bridge Replacement- A259 Eastbourne Road) (Classified Road) (Side Roads) Order 2023 (the Side Roads Order) and the East Sussex County Council (Exceat Bridge Replacement- A259 Eastbourne Road) Bridge Scheme 2023 (the Bridge Scheme).

1.13 Although the CPO, the Side Roads Order and the Bridge Scheme (together the Orders) have been made by the Council, they do not become effective unless and until they are confirmed by the Secretary of State. In view of the objections submitted with the DfT against the Orders, the DfT has

arranged a public inquiry to commence on 13 May 2025, which will run for several days, following which a decision on the Orders will be reached.

1.14 If, due to changing financial circumstances, Cabinet agree not to proceed with the original scheme (Option A) and to pursue Option B instead, this will remove the justification for the Orders in the Council's Statement of Case. Accordingly, Cabinet is recommended to delegate authority to the Director of Communities, Economy and Transport to agree to the withdrawal of any or all the Orders, to notify the DfT accordingly, and to take any other actions necessary to give effect to the withdrawal of the Orders.

1.15 If any or all of the Orders are withdrawn, the Council cannot rule out the possibility of the landowners affected by the CPO making a financial claim for any loss or costs they have incurred. However, the Council will be able to manage and minimise those costs if the decision to withdraw is actioned imminently.

2. Supporting information

2.1 The Project Team have kept LUF representatives from the DfT informed and they are understanding of the issues the project has faced. As set out above, a PAR has been submitted to the Government based on Option B. However, their decision has not yet been received.

2.2 To take the project forward, there are 3 potential options:

Option A: Continue with current proposed new bridge with planning approval;

Option B: Replace the existing bridge like for like in the same location (under permitted development rights which are subject to confirmation from SDNPA);

Option C: Refurbish the existing bridge (at ESCC cost).

2.3 Details of each option are set out in the table below, including risks and benefits. Further information on the proposal for Option B is set out in Appendix 1.

Table 1: Options						
Option	Cost	Road closure	Timeline (inc Pre-Election Period and impact on tourism)	Risks (financial and practical)	Benefits	Disbenefits
A. Continue with current proposed new bridge with planning approval <ul style="list-style-type: none"> - 2 lane bridge on a safer alignment, - New footway and crossing points, - Viewing platforms, - Street lighting, - Bus stop improvements - Shared meeting space 	<p>£21.4m including spend to date (subject to value engineering outcome)</p> <p>Further costs in relation to the CPO process may need to be factored in. This may include funding the full costs of a public inquiry on the CPO, assuming those landowners who have objected to the CPO continue to refuse to negotiate reasonable terms for the necessary rights.</p>	A few days	Completion date March 2027	<p>Unaffordable with current budget.</p> <p>May not be possible to complete within timescales for LUF funding (would spend LUF upfront).</p> <p>Planning stipulations.</p> <p>This Option is conditional upon the Council being successful in the CPO to acquire the necessary rights to construct the new bridge and (as the bridge crosses a navigable waterway), confirmation by the Secretary of State of a Bridge Scheme.</p>	<p>New 2-lane bridge (100 year plus lifespan)</p> <p>Significant improvements in journey times/reliability and subsequent outcomes such as better connectivity between coastal towns.</p> <p>Easier for buses and Heavy Goods Vehicles (HGVs) to turn onto the bridge.</p> <p>Significant improvements for non-motorised users' accessibility as a result of new footway.</p> <p>Meets stakeholder and public expectations.</p>	
B. Replace the existing bridge like for like in the same location <ul style="list-style-type: none"> - Single lane bridge - Permanent traffic lights 	<p>£9.7m (including £4.6m spend to date and £5.1m to complete)</p> <p>NB. This does not include land and potential compensation and legal costs as an</p>	Estimated 22 weeks	Completion date March 2026	<p>Significant road closure and impact on stakeholders and A259 strategic road network</p> <p>Reputational risk to communicating change of original plan. See</p>	<p>New bridge (100 year plus lifespan).</p> <p>Some minor improvements to congestion, journey time reliability and pedestrian safety/accessibility.</p>	<p>Major disruption to journeys as a result of the road closure. See further details below.</p> <p>* No improvements for buses and HGVs</p>

<ul style="list-style-type: none"> - Street lighting - Puffin crossing 	<p>assessment of what further rights and orders are required will be undertaken following decision on option. Costs of ending the open CPO process to be confirmed and included as well.</p> <p>*This is based on a northside footway as is the current situation, but options to move this to the southside and enhance sustainable travel improvements will be explored.</p>			<p>FAQs and website updates at Appendix 2.</p> <p>Risk of cost overrun will sit with ESCC.</p> <p>Additional time and costs for permissions for any piling in third party land that sits outside of permitted development.</p> <p>As assessment will need to be made on whether this can be constructed wholly within the boundary of the highway and/or land owned by the Council (permitted development confirmation needed from SDNPA) or if any third party rights are required. Based on the legal analysis carried out so far, it is likely that the Council will still need a Bridge Scheme to construct over the river which would need to be confirmed by the Secretary of State.</p> <p>If SDNPA do not accept, Permitted Development Rights apply and then a full planning application will need to be made.</p>	<p>Does not require planning permission as it can be carried out within permitted development (subject to confirmation).</p>	<p>which find it difficult to make the sharp turn onto the bridge.</p> <p>If the footway remains on the northside, pedestrians will still have to cross the road twice.</p>
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<p>C. Refurbishment of existing bridge</p> <p>- Make temporary traffic lights permanent</p>	<p>Estimated £2.5m (high level at this stage)</p> <p>Costs of ending the open CPO process to be confirmed and included as well.</p>	<p>Estimated 10 weeks</p>	<p>10 weeks duration</p>	<p>Unlikely to be funded by the Government and would require ESCC to pay back LUF allocated to date.</p> <p>Reputational risk to communicating change of original plan.</p>	<p>May extend the life of the bridge by a few years.</p> <p>Traffic lights have brought some improvements to journey times/reliability.</p> <p>Does not require planning permission.</p> <p>Is unlikely to require any third party rights nor a Bridge Scheme.</p>	<p>Current bridge not compliant with the Design Manual for Roads and Bridges (DMRB) or Local Transport Note LTN1/20 Cycle infrastructure design.</p> <p>Bridge will still need replacement in the near future, and it is not known whether any external funding will be available. This will also require more road closures.</p> <p>No improvement for road users on current situation.</p>
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Impact of road closures

2.4 Cabinet should note that Options B and C will require extensive road closures for up to 22 weeks, which will cause major disruption to the A259 coast road. The shortest alternative route is through the villages of Litlington, Lullington and Alfriston. These narrow lanes are not suitable for an official diversion which would be via the A27. However, a diversion route can only be advisory and drivers are likely to take shortcuts through the villages causing unacceptable levels of traffic.

2.5 From Seaford (Sheep Pen Lane) to Eastbourne (Upperton Road) via Exceat Bridge is 7.6 miles, which takes approximately 14 to 26 minutes at rush hour on a weekday. The diversion route via the A27 would be 21.3 miles, which takes approximately 35 to 75 minutes during rush hour. (Source: Google Maps).

Figure 1: Route via Exceat Bridge

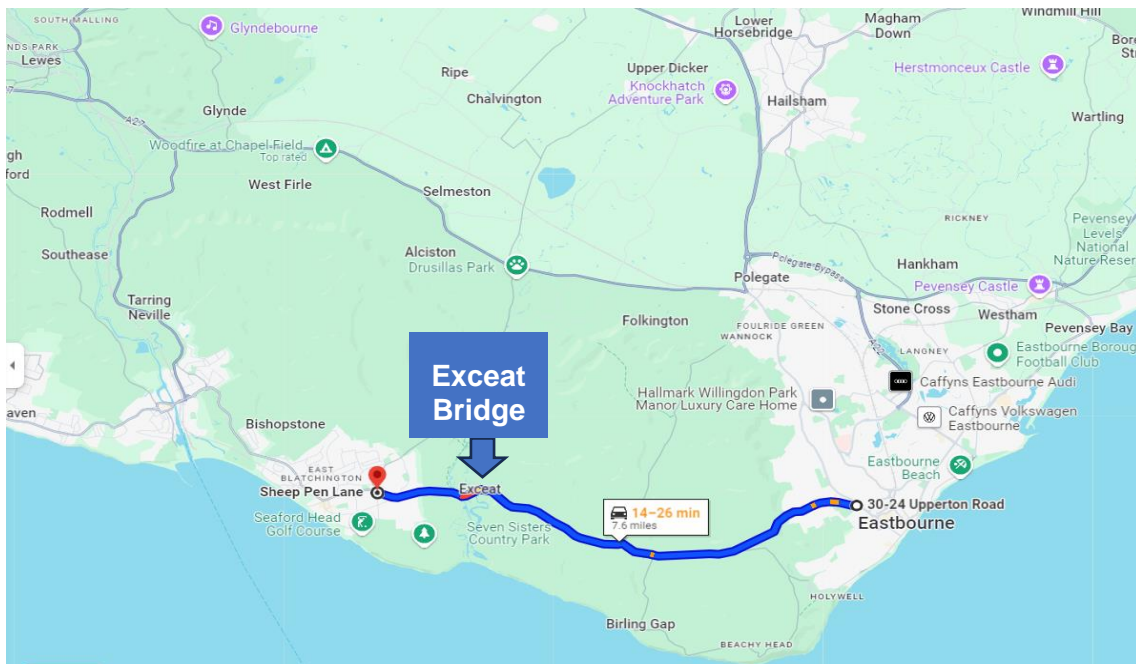
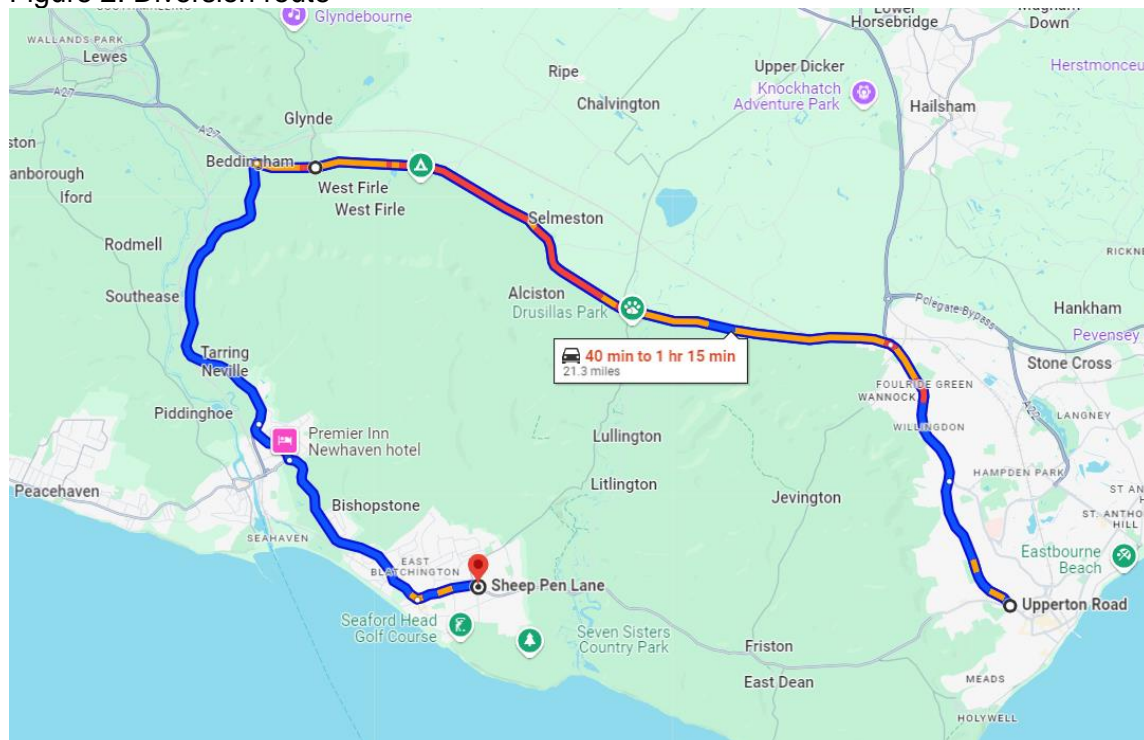


Figure 2: Diversion route



Traffic on the A259

2.6 The A259 is part of the major road network averaging an annual daily traffic count of 11,500 vehicles with morning and evening peaks of nearly 1,000 vehicles per hour. Around 1,000 people work in Eastbourne from Seaford, Newhaven and Peacehaven, with around 800 travelling to work by car. Additionally, around 1,300 people from Eastbourne work in Brighton. It is heavily used by HGVs travelling between Eastbourne, Newhaven and Seaford.

2.7 There are 9 bus routes across the bridge. Brighton and Hove buses run up to 6 buses per hour. This would have a significant impact on people commuting between Newhaven, Eastbourne, Seaford and coastal communities, children travelling to school and visitors to the National Park.

Potential Mitigations

2.8 It may be possible to install a temporary footbridge to the south of the bridge using existing bailey bridge footings. This would mean that foot traffic could continue to cross the river during the road closure. Although it appears this may be within scope of permitted development, this relies on being able to evidence the bridge is removable and will likely require approval from the SDNPA, which could mean additional time to the programme.

2.9 If it is possible to install a footbridge then buses may be able to operate either side of the bridge with passengers walking over the bridge to continue their journey. Although it may not be possible for buses to turn around.

3. Conclusion and reasons for recommendations

3.1 Regrettably, the original proposal to build a replacement bridge, Option A, is no longer viable under the current financial position of the Council. Option C is not a long-term solution given the age and condition of the bridge, the need to repay LUF funding already spent, and the need for further funding to replace it in the future.

3.2 Although the preference would always be to complete the original proposal for an offline two-lane replacement bridge, this is not now possible. Cabinet is therefore recommended to agree to discontinue Option A and to proceed with the alternative proposal of Option B, namely the replacement of the existing bridge with a single lane bridge and footway in the same location. In addition, Cabinet is recommended to delegate authority to the Director of Communities, Economy and Transport to agree to the withdrawal of the Orders associated with Options A, notify the DfT accordingly and to take any other actions necessary to give effect to the withdrawal of the Orders.

RUPERT CLUBB

Director Communities Economy and Transport

Contact Officer: Karl Taylor

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LOCAL MEMBERS

Councillors Adeniji, Lambert, MacCleary, Stephen Shing, Denis, Bennett, Osborne, Collier, Robinson, Holt, Swansborough, Shuttleworth, Wright, Ungar, Belsey, di Cara, Tutt and Rodohan

BACKGROUND DOCUMENTS

None

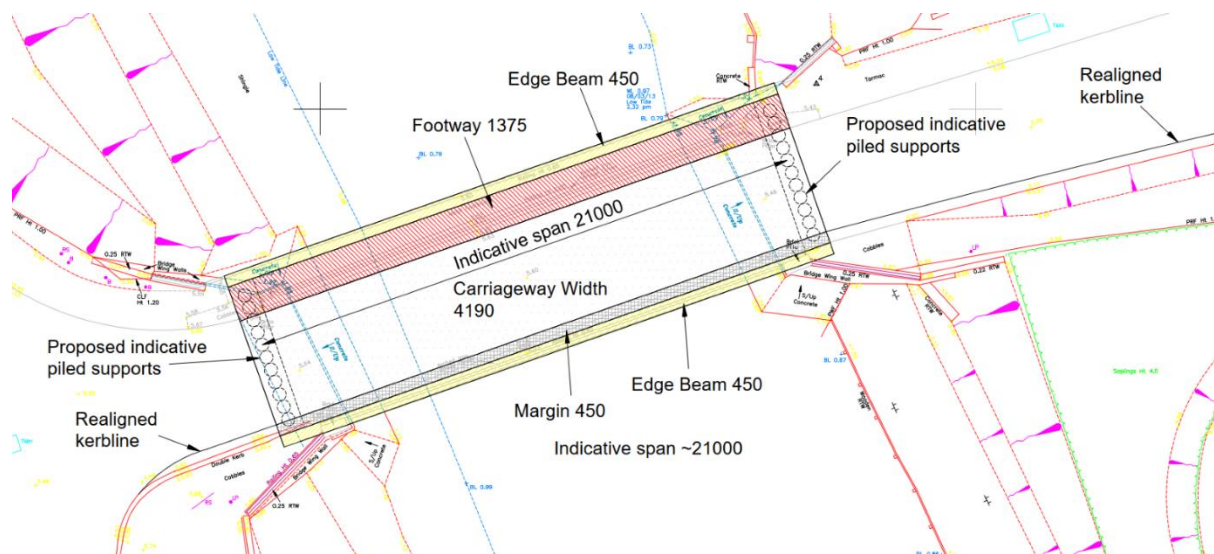
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Appendix 1: Option B

Further information about option B – replacement of existing bridge

Option B would include:

- Complete replacement of existing bridge on the current alignment, including the single lane carriageway and the footway on the northern side (TBA).
- A puffin crossing at the western end of the bridge.
- Street lights
- Permanent traffic lights to replace the temporary traffic lights.



<u>Detailed Design & ECI</u>	Budget
BBLP / Tony Gee & Partners	456,294.08
BBLP Allowance for MMO / EA SSSI Consent-Ascent	7,000.00
BBLP In-house Traffic Signals and St Lighting Design Modifications, Approvals	10,000.00
Statutory Authorities Design and Buildability Meetings	2,000.00
ESCC STATs Payments C3's & C4's [UKPN & BT Advanced PO's] Allowance	200,000.00
Traffic Management Design and TTRO requirements	2,000.00
BBLP Fee - 8.55%	54,745.21
Overall Design & ECI Estimate	732,039.29
<u>Target Cost</u>	
BBLP Budget Estimate for Construction Target Cost	2,996,000.00
BBLP [In-house delivery] Traffic Signals Allowance	75,000.00
BBLP [In-house delivery] Street Lighting Allowance	50,000.00
BBLP Allowance made for TM-Diversions/Full Closures & Gatemen	318,630.00
BBLP Risk Allowance 20% [Based on BCIS Aug 22-24 Uplift of 9.82% + 10%]	687,926.00
BBLP Fee - 8.55%	352,907.00
Overall Construction Phase Estimate	4,480,463.00
<u>Total Budget for Exceat Bridge Online Single Lane Replacement</u>	<u>£5,212,502.29</u>

Exceat Bridge FAQs March 2025

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About the Exceat Bridge

Exceat Bridge carries the A259 across the River Cuckmere. It is located in the Seven Sisters Country Park within the South Downs National Park which attracts many thousands of visitors each year.

As part of our Major Road Network, the A259 is an important route for economic connectivity, linking communities from the east of the County along the coastal corridor including Eastbourne, Seaford, Newhaven, Peacehaven and Telscombe Cliffs through to Brighton. Long distance traffic and freight generally use the A27. Work was carried out by National Highways between 2020 and 2022 to make small scale improvements to the A27 at Polegate and the Berwick roundabout near Drusillas, as well as providing a shared footway/cycle route between Lewes and Polegate. This was to ensure long distance traffic continue to use this route rather than the A259 and local roads.

Exceat bridge was originally built around 1870 so that horses and carts could cross the River Cuckmere. It was extensively repaired in the 1970s but is now reaching the end of its life. It is a single-lane bridge with priority given to traffic travelling east which means that traffic backs up in both directions at peak times. As a short-term measure, we introduced temporary traffic lights on the bridge to manage traffic flow more effectively and increase the bridge's lifespan. The layout of the pavements mean that pedestrians need to cross the road twice to access the footway on the north side.

However, due to its age, the bridge is costly to maintain and will require replacement in the near future. Therefore, we are taking this opportunity to improve the design of the bridge for pedestrians, wheelers, cyclists and vehicles.

Exceat Bridge Replacement Project

East Sussex County Council had originally planned to replace the existing bridge with a new, two lane bridge to the north of the current bridge with improved footways, viewing platforms and a shared space outside the Cuckmere Inn. This would have helped to:

- ease congestion,
- reduce journey times and
- improve accessibility for visitors to the area.

Unfortunately, the cost of building the two way bridge has increased so much that it is now unaffordable, and the council are reluctantly having to consider less expensive options. We have had to consider the amount of funding available as well as the fact that the bridge is nearing the end of its life and work needs to happen relatively soon to keep it safe. The only feasible option is to replace the existing bridge with another single lane bridge in a similar style.

The council secured £7.9m funding from the Government's Levelling Up Fund in 2021 for a new two lane bridge as well as contributing funds from its own capital budgets. However, it has taken several more years than expected to meet the requirements of the South Downs National Park Authority and carry out land negotiations. The extra work and changes to design have increased costs significantly, and in parallel, there has been unexpectedly high inflation and a dramatic increase in construction costs as a result of Brexit, the impact from the Covid pandemic and the war in Ukraine. As a result, the amount needed to develop and deliver the proposed two way bridge has risen by nearly £10m. Other Councils have faced similar challenge with other capital transport schemes.

We are very aware of the issues with the current bridge layout and the benefits the two lane bridge would have brought. Whilst we have been doing everything we can to secure additional funding, unfortunately we have not been able to do so. The intense budget pressure on the county council means we are already having to sharply reduce our spending on long-term (capital) projects across the county and are facing [£57 million funding gap for 2025/26](#).

We have therefore reluctantly made the decision to replace Exceat bridge with a less expensive, one-lane bridge, similar to the bridge that is there currently. The proposed new design however includes the permanent introduction of traffic lights and pedestrian crossings to manage traffic flow and improve accessibility.

This proposal is subject to agreement from Cabinet, the planning authority (South Downs National Park Authority) and Department for Transport. If approved, the bridge would be built during 2025/26.

More detailed information is provided on the next few pages.

About the changes

Why is the project so much more expensive than you originally expected?

Estimates for the original project were based on a preliminary design and understanding of the project scope in 2021.

Project costs increased and the project was significantly delayed following design changes requested during our pre-planning engagement with the South Downs National Park Authority. With a further 30 attached planning conditions, this has meant that it has taken several more years than anticipated to achieve planning permission from the National Park. There were also unexpected difficulties in securing all third party land and rights required for the project.

This, alongside other factors, has led to an increased cost for providing the two-way bridge as well as more funding than anticipated being spent on the design process. These other factors include:

Appendix 2

- Weak currency against the dollar
- Ongoing conflict in Ukraine
- Worsening labour and skill shortages
- Interest rate uncertainty
- Unprecedented inflation in the construction sector.
- Reduced steel production capacity
- Changes in government policy and fuel pricing

This has meant that the project cost has increased from around £10.76m in 2021 to £21.43m today, an increase of nearly £10m.

We have carried out a value engineering exercise to determine whether changes to the project could help reduce costs e.g. removing some elements of the design such as viewing platforms to bring it closer to the funding available. However, even if these changes were to be approved by the National Park Authority, it has not been possible to bring the costs down enough to get the project back in budget.

Taking extra time to seek planning approval for these changes would result in more expenditure on this part of the process and mean less is available for construction. It would also mean that we would lose the funding from the Government's Levelling Up Fund we secured for the scheme in 2021. Therefore, sadly this is not an option.

Are these new plans definitely going to go ahead?

No. At the moment we are waiting for approval from the County Council's Cabinet, the South Downs National Park (to agree we can progress the replacement of the existing bridge under permitted development) and the Department for Transport. We hope that we will know in the next few months whether we will be able to go ahead.

Why can't you just leave the bridge as it is?

Due to its age, the existing bridge is costly to maintain and will require replacement in the near future. Making use of the Government's Levelling Up funding to replace it, and to improve the design where possible at the same time, is the best and most cost-effective option currently open to us.

Will you build a two lane bridge in the future?

Further improvements to the bridge would be subject to planning permission and securing external funding in the future. Improvements would also only take place if it was a priority compared to other projects around the county. Therefore, it is unlikely that we would be able to build a two lane bridge in the near future.

Why can't you wait until you can find enough money to build a better bridge?

The bridge is considered to be 'life-expired', is expensive to maintain and will need replacement in the near future. If the bridge were to fail and had to be closed it would cause major disruption to traffic and communities who use the A259 as well as to visitors to the Seven Sisters Country Park and National Park.

There is no certainty of future funding, so the difficult decision has been made to make use of funding we have available now to ensure that the bridge can remain open for the near future.

The majority of funding for the project has come from the Levelling Up Fund. A condition of the Levelling Up funding we received from Government is that it must be spent by 2026. It is very unlikely that other funding will become available during that time and if we wait we would also lose the £7.9m we have been given from the Levelling Up Fund.

Therefore, on balance, we have made the difficult decision that it is better to use the funding on a simpler replacement that will ensure the bridge can remain open.

I would prefer you to spend money on a new two lane bridge than on other schemes in the county.

Other major transport and highway improvement schemes are usually funded from external sources rather than council budgets. These external funders have specific goals in mind for the use of the funding and do not allow us to spend the money on other projects. All council projects are carefully assessed to ensure they are a top priority for the county and provide value for money. Therefore, we would not be able to use money from other projects where we have secured external funding to fund the Exceat Bridge project instead.

The intense budget pressures that the county council, alongside other councils, currently face means we are already having to sharply reduce our spending on long-term (capital) projects across the county.

When will the new bridge be open?

The plans have not yet been finalised and the timings will depend on a number of factors including agreement from the cabinet of East Sussex County Council, the planning authority (South Downs National Park Authority) and Department for Transport. However, we are hoping that construction will start during the second half of 2025 and finish in 2026.

About the proposed designs

What are you proposing instead?

The new bridge will be in the same location as the current bridge and will still have a single lane for traffic. We are in the process of considering a number of design options, but hope

to include some improvements to the current design where planning and funding allow. For example, we are looking at whether it will be possible to include:

- permanent traffic lights at either end of the bridge (and at the entry/exit to the Cuckmere Inn)
- signalised pedestrian crossings with tactile paving and dropped kerbs,
- widening the pavement and moving it to the south side of the bridge for better connectivity,
- reducing the speed limit,
- putting back the bus stops either side of the bridge,
- low level walkway lighting on the pavement over bridge (compatible with National Park Dark Skies area)

What will you be doing for pedestrians and cyclists?

The proposals for new pedestrian crossings, reduced speed limit and wider pavements will make it safer and more accessible for pedestrians in the area.

The bridge is not wide enough to include a cycleway and there is not sufficient funding to create cycleways leading to the bridge. However, installing permanent traffic lights at either end of the bridge would make it safer for cyclists to cross the bridge.

We have signed a memorandum of understanding with the South Downs National Park Authority to work with them on improving access for non-motorised users in this region, subject to resources as well as external funding being secured and available to do so in the future. The National Park has provisionally allocated funding to undertake a feasibility study to consider pedestrian crossing options between the Visitor Centre and Country Park on the southern side of the A259. This work will commence in 2025/26.

There used to be bus stops either side of the bridge, can these be put back?

The bus stops were removed to accommodate the temporary traffic lights. However, we are looking into options that will allow us to put back the bus stops either side of the bridge.

How will it affect the environment and wildlife?

We recognise the huge responsibility we have to protect the unique nature of the area and ensure that the work we do not only benefits those using the road, but also protect this ecologically sensitive location. We are working closely with the South Downs National Park, as the Planning Authority, and the Environment Agency to ensure the bridge does not have a negative impact on the local environment.

Appendix 2

The footprint of the bridge would be almost identical to the current one which will minimise the impact on the river and existing wildlife. As part of our planning and design for replacing the existing bridge, surveys of protected species and habitats will take place.

We will consult with the Environment Agency and Marine Management Organisation to inform the design and to minimise impact on environment and wildlife during and after construction. Construction work is timed to ensure we don't disturb hibernating bats, nesting birds etc.

During construction we will be conscious of the impact of noise and light on the local area and will balance this with the need to minimise disruption to residents, visitors and people travelling through Exceat.

Will the proposed new traffic lights and streets lights have an impact on the dark skies?

We are conscious that the region falls in the South Downs International Dark Sky Reserve. We will follow the South Downs National Park Authority's [Dark Skies Technical Advice Note](#) which provides guidance on street lighting in Dark Skies areas. For example, ensuring the light is angled downwards, is of a minimum brightness and colour to be effective, and glare is minimised. These will be an improvement on the lighting there at the moment.

Bridge closure and diversion route

Information about the diversion route

In order to replace the existing bridge with a new one in the same location as quickly and cost effectively as possible will require us to close the A259. The road closure could last for up to 22 weeks during construction.

We understand the impact this will have and we are looking at all possible ways to reduce the length of time the bridge will need to be closed during construction. This includes seeing if it will be possible to carry out some works concurrently to save time. We are also looking at whether we could install a temporary footbridge during construction so that walkers, wheelers and cyclists could continue to cross the bridge. However, this would be subject to planning permission.

What will you do to stop diverted traffic taking a short cut through the nearby villages?

A clearly signed diversion route will be set up that is suitable for all traffic and therefore will not include the small lanes through local villages.

We are conscious that drivers may be tempted to take a shortcut and so we will be putting out extra signage warning that these routes are unsuitable. We would ask people to think about the residents of these small communities which are not equipped for through traffic. We will work closely with the communities of those villages to best manage the situation

Appendix 2

and will carry out publicity encouraging people to use the designated and signed diversion route.

Will the Country Park, the pub, other local businesses and car parks remain open while you are building the bridge?

All local businesses and car parks will remain accessible for the majority of the construction period including The Cuckmere Inn car park. We will work closely with all local businesses to minimise disruption.

At the time of construction, you will need to check with the businesses in question if you have any questions about their plans.

How will buses be affected?

Buses will have to follow the diversion too. However, we will work closely with the bus companies to look into options to minimise the impact on journey times.

Timeline of activities to date

February-March 2025:

We are seeking permission from ESCC Cabinet and the Government to change the design of the bridge.

May 2024: Negotiations with landowners and the Compulsory Purchase Order process for the required areas of land to deliver the scheme are ongoing.

Construction is expected to start in 2025 and take around 18 months to complete. Some environmental works will begin in late 2024.

The new bridge will be built alongside the existing bridge to ensure as little disruption as possible for road users. The temporary traffic lights currently in place will remain until the new bridge is complete.

October 2023: Notices regarding Compulsory Purchase Orders (CPOs), a Side Roads Order and a Bridge Order will be posted from Friday 20 October. There will be a statutory six week objection period, which will run until Monday 4 December.

The notices have been sent to the land owners. Notices have also been placed on site around the Exceat Bridge and put in the local news press and London Gazette. The notices will be in the papers for two weeks and on site for six weeks. There will also be hard copies of the notices available at [County Hall](#) in Lewes, [Seaford Library](#) and [Eastbourne Library](#).

The orders allow for changes to the road layout as part of the construction of the new bridge including: realignment of the existing road, public right of way and local accesses; re-profiling the river and road embankments; addition of traffic calming measures and provision of a habitat area. You can see full details of the Plans and copies of the Orders at the links below.

The new bridge will be constructed next to the current bridge which will mean the road and pavements can stay open throughout almost all of the construction period. In all cases, alternative routes will be provided if there is a need to briefly close a road or footpath.

1. [East Sussex County Council \(Exceat Bridge Replacement - A259 Eastbourne Road\) \(Classified Road\) \(Side Roads\) Order 2023 dated 3 October 2023](#);
2. [East Sussex County Council \(Exceat Bridge Replacement - A259 Eastbourne Road\) Compulsory Purchase Order 2023 \(including relevant plans\) dated 3 October 2023](#);
3. [Statement of Reasons](#);
4. [East Sussex County Council \(Exceat Bridge Replacement - A259 Eastbourne Road\) Bridge Scheme 2023 dated 3 October 2023](#)

Please see below for accessible copies:

Appendix 2

1. [Exceat Bridge Replacement Side Roads Order Site Plan R1 - accessible version](#)
2. [Exceat Bridge Orders - accessible version](#)
3. [Exceat Bridge Replacement Bridge Order Plan - accessible version - Page 1](#)
4. [Exceat Bridge Replacement Bridge Order Plan - accessible version - Page 2](#)
5. [Exceat Bridge Replacement Bridge Order Plan - accessible version - Page 3](#)

April 2023: Detailed designs for the new bridge completed.

December 2022: Planning permission granted by the South Downs National Park Authority with conditions in place to protect the natural landscape.

October 2021: East Sussex County Council is pleased to have been awarded funding for the project from the Government's Levelling Up Fund. [You can read a copy of the application form here \(opens in a new tab\)](#). To find copies of the supporting information, technical data and appendices, simply visit the [East Sussex County Council Freedom of Information page \(opens in a new tab\)](#) and click on the East Sussex Disclosure Log link. Once in the Log enter the search term "Exceat Bridge".

August 2020: We carried out a public consultation in the summer of 2020. We received over 1000 responses on our proposals with 79% in favour of replacing the current bridge. We have used the feedback to further improve the designs. Further details can be found on [our consultation page \(opens in a new tab\)](#).

Where can I find out more?

This website will be kept up to date and more information about plans will be published as soon as we have further details.

CABINET

MINUTES of a meeting of the Cabinet held at Council Chamber, County Hall, Lewes on 4 March 2025.

PRESENT Councillors Keith Glazier (Chair), Nick Bennett (Vice Chair), Bob Bowdler, Penny di Cara, Claire Dowling, Carl Maynard and Bob Standley

Members spoke on the items indicated:

Councillor Adeniji	- item 6 (minute 70)
Councillor Bennett	- item 5 (minute 69)
Councillor Holt	- item 6 (minute 70)
Councillor Lambert	- item 6 (minute 70)
Councillor Maples	- item 7 (minute 71)
Councillor Stephen Shing	- item 6 (minute 70)
Councillor Swansborough	- item 5 (minute 69)
Councillor Tutt	- item 5 (minute 69)
Councillor Wright	- item 7 (minute 71)

66. MINUTES OF THE MEETING HELD ON 25 FEBRUARY 2025

66.1 The minutes of the Cabinet meeting held on 25 February 2025 were agreed as a correct record.

67. DISCLOSURES OF INTERESTS

67.1 Councillor Glazier declared a personal interest in item 7 as the chair of Transport for the South East. He did not consider this to be prejudicial.

68. REPORTS

68.1 Copies of the reports referred to below are included in the minute book.

69. COUNCIL MONITORING: QUARTER 3

69.1 The Cabinet considered a report by the Chief Executive.

69.2 It was RESOLVED to note the latest monitoring position for the Council.

Reason

69.3 The report sets out the Council's position and year-end projections for the Council Plan targets, Revenue Budget, Capital Programme, and Savings Plan, together with Risks at the end of December 2024.

70. EXCEAT BRIDGE REPLACEMENT OPTIONS

70.1 The Cabinet considered a report by the Director of Communities, Economy and Transport together with a verbal update from the Director of Communities, Economy and

Transport who recommended that Cabinet defer the decision regarding Exceat Bridge so that new potential opportunities can be explored.

70.2 It was RESOLVED to:

- 1) Defer consideration of this item in light of the developments; and
- 2) Ask officers to look into the issues and potential solution that has been raised and bring a report back to Cabinet.

Reason

70.3 Since the publication of the report, one of the principal bus operators in East Sussex has indicated that Exceat Bridge is a higher priority for them than some of the proposals within the Bus Service Improvement Plan (BSIP). It is therefore possible to explore the opportunity to use some BSIP funding for the original Exceat Bridge replacement scheme, subject to further discussions and agreement from the Department for Transport.

71. TRANSPORT FOR THE SOUTH EAST'S (TFSE) - TRANSPORT STRATEGY REFRESH 2025

71.1 The Cabinet considered a report by the Director of Communities, Economy and Transport.

71.2 It was RESOLVED to approve the County Council's draft response on Transport for the South East's formal consultation on their draft Transport Strategy 2025 as summarised in paragraphs 2.9 to 2.13 of the report and outlined in more detail at Appendix 3 of the report.

Reason

71.3 The delivery of the Transport for the South East's refreshed transport strategy provides an opportunity to support and grow the economy, boost connectivity and speed up journeys whilst improving access to opportunities for all and protecting and enhancing our region's unique environment. As it is finalised, it will also need to be cognisant of the fast-moving picture arising from the devolution and local government reorganisation proposals for East Sussex, the proposed combined Mayoral Authority for Sussex as well as other parts of its geography.

71.4 Transport for the South East has set out their overall approach to achieving their vision in their draft Transport Strategy which is out for consultation. Overall, the County Council is supportive of Transport for the South East's draft revised strategy. The Transport Strategy if adopted by Transport for the South East and its constituent authorities, will support the delivery of the East Sussex Local Transport Plan 4 2024 – 2050 and have a significant benefit on people living and working across the County.

72. TO AGREE WHICH ITEMS ARE TO BE REPORTED TO THE COUNTY COUNCIL

72.1 It was agreed that item 5 should be reported to the County Council.

[Note: The items being reported to the County Council refer to minute number 69]

Report to: Cabinet

Date of meeting: 22 April 2025

By: Director of Communities, Economy and Transport

Title: Exceat Bridge Replacement

Purpose: To consider the scope of the Exceat Bridge Replacement Project and the funding arrangements

RECOMMENDATIONS:

Cabinet is recommended to:

- (1) Note the estimated costs and options for replacing Exceat Bridge;
 - (2) Agree to continue with the proposals for an offline two-lane replacement bridge ('Option A');
 - (3) Agree to re-direct £11.128m grant funding from the Newhaven and Peacehaven bus priority schemes set out in the Council's Bus Service Improvement Plan (BSIP) to the Exceat Bridge Replacement Project;
 - (4) Approve the amendments to the 2025/26 BSIP funding allocation, reflecting the reallocation of £4m of funding to the Newhaven bus priority scheme; and
 - (5) Delegate authority to the Director of Communities, Economy and Transport to take all actions necessary to achieve the completion of the offline two-lane replacement bridge ('Option A'), including but not limited to awarding any required construction contracts for the Bridge.
-

1. Background

Affordability of bridge and design options

1.1 Exceat Bridge spans the Cuckmere River on the A259 and is part of the Major Road Network. It is a key corridor between Eastbourne and Brighton, with an average annual daily traffic count of 11,500 vehicles and has morning and evening peaks of nearly 1000 vehicles per hour. The bridge creates a pinch point between Seaford and Eastbourne and was considered as a Levelling Up Fund bid given its strategic importance as a transport corridor and its poor condition. In 2021, ESCC was awarded £7,957,517 of Levelling Up Funding (LUF) towards the then estimated total cost of £10,590,517 for the replacement of Exceat Bridge with a new two-lane bridge on a better alignment and with improvements for pedestrians.

1.2 Since then the project has suffered significant delays and costs have increased by over £10m. Given the Council's current financial constraints, it is not currently possible to meet these additional costs from the Council's capital programme. Further information about the reasons for the increase to project costs were detailed in a [report presented to Cabinet on 4 March 2025](#) (sections 1.2-1.6)

1.3 At the meeting on 4 March 2025, Cabinet were asked to consider the affordability of the project and the potential options for progressing the project. The options set out in that report are as follows:

- **Option A:** Continue with plans for an offline, **two-lane bridge** with planning approval, noting the considerable price increase from the original estimated costs.

- **Option B:** Replace the existing bridge with a **single-lane bridge** in the same location using secured LUF funding, subject to approval from the Government. It is anticipated that this could be done under permitted development rights, although this is subject to confirmation from the South Downs National Park Authority (SDNPA).
- **Option C: Refurbish the existing bridge** at ESCC cost, estimated at £2.5m. This option would require repayment of LUF funding. £4.543m has been received and £3.085m of this has already been spent.

1.4 Although the two-lane bridge ('Option A') remained the preferred option, the paper asked Cabinet to consider an alternative, on-line, single-lane bridge that would be within budget ('Option B'). The single-lane bridge would be very similar to the existing bridge, have fewer benefits for users and would require a 22 week road closure to construct; however, it could be delivered within the financial envelope available at that time.

Additional funding

1.5 East Sussex County Council has been working with bus operators, including Brighton and Hove Bus and Coach Company Limited (B&H Buses) and other stakeholders to deliver the East Sussex Bus Service Improvement Plan (BSIP). £41.4m of funding was secured from the Department for Transport for East Sussex's BSIP 1 in the autumn of 2022 for a variety of projects, including bus priority schemes along the A259 transport corridor.

1.6 Immediately prior to the 4 March Cabinet meeting, B&H Buses wrote to the Leader of the Council expressing concern about the prospect of an online single-lane replacement bridge and the associated road closures. They also expressed their view that, had the County Council not already had plans to replace Exceat bridge with a new two-lane, off-line, bridge they would have promoted improvements at Exceat bridge as a higher priority than other bus priority schemes in the BSIP.

1.7 They proposed that the County Council submit a Project Adjustment Request (PAR) to the Department for Transport (DfT) to request the reallocation of £11.128m funding from two BSIP 1 bus priority schemes (Newhaven Town Area -The Drove and Denton Roundabout, and the A259 Peacehaven Corridor) to the Exceat Bridge project. Further information regarding the impact of this on delivery of the Newhaven and Peacehaven schemes is set out in section 2 of this report.

1.8 The DfT have approved the request for £11.128m of the BSIP1 grant funding to be reallocated to Exceat bridge. The reallocated funding would remove the funding gap between the anticipated cost and available funding for the Exceat Bridge project, making it possible to continue with the original, preferred option, of an offline, two-lane bridge, should Cabinet agree to proceed on this basis. The DfT have also agreed an extension to LUF spending to 31 March 2026 (subject to the usual requirement that any draw down of funds is signed off by the Council's section 151 officer).

1.9 In order to deliver the proposed off-line two-lane bridge, the Council is required to acquire land not currently in its ownership. Due to issues in acquiring the land by agreement, Cabinet agreed on 18 July 2023 for the Council to make a Compulsory Purchase Order in order to secure the required land, and for a Side Roads Order and a Bridge Scheme to be made under the Highways Act 1980, both of which were required to support delivery of the project.

1.10 Consequently, on 3 October 2023, the Council in accordance with its statutory powers under the Highways Act 1980 made the East Sussex County Council (Exceat Bridge Replacement- A259 Eastbourne Road) Compulsory Purchase Order 2023 (the CPO). At the same time, the Council made two separate orders under the Highways Act 1980, namely the East Sussex County Council (Exceat Bridge Replacement- A259 Eastbourne Road) (Classified Road) (Side Roads) Order 2023 (the Side Roads Order) and the East Sussex County Council (Exceat Bridge Replacement- A259 Eastbourne Road) Bridge Scheme 2023 (the Bridge Scheme).

1.11 Although the CPO, the Side Roads Order and the Bridge Scheme (together the Orders) have been made by the Council, they do not become effective unless and until they are confirmed by the Secretary of State. If Cabinet agree to reallocate the BSIP funding, then it will be necessary to complete the purchase of land and for the necessary Orders to be confirmed before construction can commence.

1.12 In view of the objections submitted with the Department for Transport (DfT) against the Orders, the DfT has arranged a Public Inquiry to commence on 13 May 2025, which will run for several days, following which a decision on the Orders will be reached. The Council will continue to negotiate with those statutory objectors to remove the need for a CPO.

1.13 However, if for any reason the Council were no longer to proceed with the original scheme (Option A) and to instead pursue Option B, this would remove the justification for the Orders as set out in the Council's Statement of Case. The Public Inquiry is due to commence on 13 May 2025. Whilst it is technically still open to the Council to withdraw the Orders, this would be subject to DfT agreement. Given that objectors have been notified of the Public Inquiry, it cannot be guaranteed that agreement from the DfT would be forthcoming.

1.14 In addition, even if the DfT were to agree to withdraw the Orders, there is a risk that the landowners affected by the CPO make a financial claim against the Council for any loss or costs they have incurred in relation to the Public Inquiry. However, the Council will have to manage and minimise those costs should that situation arise. The Council will continue to focus on negotiations with those with interests in the relevant land in order to avoid the need for a CPO.

2. Supporting information - Bus Service Improvement Plan schemes

Impact of Exceat Bridge Project on BSIP

2.1 The B&H Buses 'Coaster' bus services (comprising the 12, 12A, 12X and 13X bus services) make 1,250 bus journeys a week across the bridge. The Coaster services carry over 5 million passengers each year, equating to 21% of East Sussex's total bus patronage. B&H Buses report that the bridge is currently a major bottleneck for buses, adding to journey times, causing delays and unreliable journey times (including short running of services and regular whole service cancellations) that affect the whole route between Eastbourne and Brighton. If a two-lane bridge is not built and the single lane bridge is either refurbished or replaced, it would mean that the bridge continues to be a major disruptor to services, even if permanent traffic lights to control traffic are introduced.

2.2 Looking at the BSIP schemes along the A259 corridor between Eastbourne and Brighton, the Bridge scheme is the most time critical (with the requirement to use LUF funding by the end of 2025/26) and therefore considered to be the highest priority.

2.3 B&H Buses have also expressed their concern about the impact of the 22-week bridge closure necessary to complete the 'Option B' single-lane bridge. They have forecast a loss of around 20% patronage on the route if the required road closure was to go ahead. Due to the scale of the route, this would reduce East Sussex's bus patronage overall by over 5% and they have also forecast that it is likely to take at least seven years to rebuild usage. They have indicated that bus patronage on the Coaster services may never get back to current levels if a single lane bridge scheme, with associated road closures, is delivered.

BSIP 25/26 Funding Apportionment

2.4 Table 1 provides an overview of the revised proposed high-level apportionment of the 2025/26 BSIP funding. This takes account of £11.128m of BSIP1 capital funding being transferred to deliver a two-lane bridge at Exceat and the desire to deliver bus priority on the A259 corridor at the earliest opportunity, with £4m of 25/26 BSIP capital being allocated to deliver the Newhaven bus priority scheme. Table 2 shows the original apportionment of 25/26 BSIP capital funding approved by [Lead Member for Transport and Environment on 17 March 2025](#). There are no proposed changes to be made to the revenue apportionment.

Table 1: Overview of High-Level 2025/26 BSIP Funding Apportionment - PROPOSED

		25/26 Allocation	
Capital	Traffic Light Priority	£555,000	12%
	Bus Priority	£4,000,000	88%
	Total	£4,555,000	

Table 2: Overview of High-Level 2025/26 BSIP Funding Apportionment - ORIGINAL

		25/26 Allocation	
Capital	Bus Priority	£1,600,000	37%
	Bus Stop Infrastructure	£1,250,000	27%
	Real Time Information	£1,250,000	27%
	Traffic Light Priority	£455,000	8%
	Total	£4,555,000	

2.5 The transfer of the £11.128m of BSIP funding would result in a delay in delivery of one to two months of an existing BSIP1 bus priority schemes in Newhaven: Newhaven Town Area -The Drove and Denton Roundabout (the Newhaven bus priority scheme). There is also the potential that the scheme may need to be descoped to ensure it can be delivered within the available funding. In addition, transferring BSIP funding to the Exceat bridge scheme would result in the delay or cancellation of the A259 Peacehaven Corridor (the Peacehaven bus priority scheme). This would mean the current congestion and delays to buses currently experienced at this location would remain; however, B&H Buses (the primary bus operator in the affected areas) is content that resolving the congestion at Exceat is a higher priority.

2.6 It is therefore recommended that £4m (of a total of £4.55m) of 2025/26 BSIP capital funding is allocated for this purpose. However, this will require an amendment to the 2025/26 BSIP delivery plan and, as a result of this reallocation, delivery of the planned Bus Stop Infrastructure and Real Time Information (RTI) proposals will be delayed until additional funding is available. These schemes, as well as the Peacehaven bus priority scheme, would be prioritised for delivery using future BSIP funding, if and when the DfT announces future BSIP funding. If no further BSIP funding is received then we would not be able to deliver Peacehaven Bus Priority Scheme or the Bus Stop Infrastructure and RTI schemes.

2.7 Therefore, alongside the request to approve the transfer of £11.128m of BSIP1 funds to Exceat bridge, Cabinet is recommended to approve amendments to the 2025/26 BSIP funding allocation, reflecting the allocation of £4m of the 2025/26 funding to the Newhaven bus priority scheme as set out in Tables 1 and 2 above.

3. Supporting Information - Exceat Bridge Design Options

3.1 In light of the proposed reallocation of BSIP funding to support the Exceat bridge project, there remains three potential options to take the project forward:

Option A: Continue with the offline, **two-lane bridge** with planning approval. This is the Council's preferred option, but would require use of the secured BSIP funding from the Newhaven bus priority scheme and Peacehaven bus priority scheme to ensure the scheme is fully funded and remains subject to confirmation of the Orders (as set out above) and the final tender prices for the bridge scheme being within the current estimates.

Option B: Replace the existing bridge with a **single-lane bridge** in the same location using secured LUF funding, subject to approval from the Government. As set out above, it is anticipated that this could be delivered under permitted development rights, but this is subject to confirmation from the SDNPA. If this option is pursued, the BSIP 1 funding would be spent on the Newhaven bus priority scheme and the Peacehaven bus priority scheme as originally planned.

Option C: Refurbish the existing bridge at ESCC cost, estimated to be £2.5m. Pursuing this option would require the Council to repay the LUF funding awarded for the replacement of the bridge. £4.543m of LUF funding has been received and £3.085m of this has already been spent. Funding of £4.665m would need to be identified to fund the costs already incurred and additional costs not covered by the remainder of the National Productivity

Investment Funding (NPIF) grant. If this option is pursued, BSIP funding would be spent on Newhaven bus priority scheme and the Peacehaven bus priority scheme as originally planned.

3.2 Further details about these options are included in Table 3 below and details of how they would be funded at Table 4.

Table 3: Exceat Bridge Options

Option	Cost	Road closures	Risks (financial and practical)	Benefits	Disbenefits
A. Offline, two lane replacement bridge (planning approval secured) - 2 lane bridge on a safer alignment, - New footway and crossing points, - Viewing platforms, - Street lighting, - Bus stop improvements - Shared meeting space Completion date March 2027	£21.8m including £4.8m spend to date (subject to value engineering outcome) Further costs in relation to the CPO process may need to factored in. This may include funding the full costs of a public inquiry on the CPO, assuming those landowners who have objected to the CPO continue to refuse to negotiate reasonable terms for the necessary rights.	Around 19 days of full closures – not continuous and some closures could be carried out on less busy days. In addition, site safety would be managed by reducing the road to one lane for approximately 300m and controlling traffic with traffic lights, predominantly on the west side of the bridge.	Planning approval for the bridge site has been secured subject to fulfilment of planning conditions. Planning application for compound site to enable construction due to be submitted shortly. This Option is conditional upon the Council being successful in the CPO to acquire the necessary rights to construct the new bridge and (as the bridge crosses a navigable waterway), confirmation by the Secretary of State of a Bridge Scheme. Public Inquiry being held 13 May. Risk of cost overrun will sit with ESCC. Further details on financial risks in section 2.4	New 2 lane bridge (100 year plus lifespan) Significant improvements in journey times/reliability and subsequent outcomes such as better connectivity between coastal towns. Easier for buses and HGVs to turn onto the bridge. Significant improvements for non-motorised users accessibility as a result of new footway. Meets stakeholder and public expectations. An Equality Impact Assessment was completed as part of the initial design and the new bridge would have a positive impact on those with and without protected characteristics. The original scheme had a benefit:cost ratio calculated at 2.15. We are currently recalculating the ratio using latest cost estimates.	Delay to the delivery of other BSIP schemes.

B. Replace the existing bridge like for like in the same location

- Single lane bridge
- Permanent traffic lights
- Street lighting

- Puffin crossing

Further information including a diagram of the bridge is appended to the 4 March Cabinet report.

Completion date
March 2026

£9.9m* (including £4.8m spend to date and £ 5.1m to complete plus abortive costs from Public Inquiry).

NB. This does not include land and potential compensation and legal costs as an assessment of what further rights and orders are required will be undertaken following decision on option.

*This is based on a northside footway as is the current situation, but options to move this to the southside and enhance sustainable travel improvements will be explored.

Around 22 weeks of continuous, full road closures. The diversion route via the A27 would be 21.3 miles, which takes approximately 35-75 minutes during rush hour.

See Appendix 1 for further details about road closures

Reputational risk to communicating change of original plan due to significant road closure and impact on stakeholders and A259 strategic road network.

Risk of cost overrun will sit with ESCC.

Additional time and costs for permissions for any piling in third party land that sits outside of permitted development.

As assessment will need to be made on whether this can be constructed wholly within the boundary of the highway and/or land owned by the Council (permitted development confirmation needed from SDNPA) or if any third party rights are required. Based on the legal analysis carried out so far, it is likely that the Council will still need a Bridge Scheme to construct over the river which would need to be confirmed by the Secretary of State.

If SDNPA do not accept that Permitted Development Rights apply then a full planning application will need to be made.

New bridge (100 year plus lifespan)

Some minor improvements to congestion, journey time reliability and pedestrian safety/accessibility.

Does not require planning permission as it can be carried out within permitted development (subject to confirmation).

An Equality Impact Assessment was completed as part of the initial design and although the new bridge would have a positive impact on those with and without protected characteristics, these would not be as significant as option A.

Major disruption to journeys as a result of the road closure. See further details below.

* No improvements for buses and HGVs which find it difficult to make the sharp turn onto the bridge.

If the footway remains on the northside, pedestrians will still have to cross the road twice.

<p>C. Refurbishment of existing bridge - Make temporary traffic lights permanent</p> <p>Completion date Late 2025</p>	<p>£7.3m (Estimated £2.5m completion costs (high level at this stage) and £4.8m spend to date) with an additional funding requirement of £4.7m (includes repayment of the expended LUF grant)</p> <p>NB. This does not include land and potential compensation and legal costs as an assessment of what further rights and orders are required will be undertaken following decision on option.</p>	<p>Estimated 10 weeks of continuous, full road closures. The diversion route via the A27 would be 21.3 miles, which takes approximately 35-75 minutes during rush hour.</p> <p>See Appendix 1 for further details about diversions.</p>	<p>Unlikely to be funded by the Government and would require us to pay back LUF funding allocated to date.</p> <p>Reputational risk to communicating change of original plan.</p> <p>Provision should be made for the consequential write off of abortive costs should neither of Option A or B be taken forward.</p>	<p>May extend the life of the bridge by a few years.</p> <p>Traffic lights have brought some improvements to journey times/reliability.</p> <p>Does not require planning permission.</p> <p>Is unlikely to require any third party rights nor a Bridge Scheme.</p>	<p>Current bridge not compliant with design standards set out in the Design Manual for Roads and Bridges (DMRB) or LTN1/20.</p> <p>The bridge will still need replacement in the near future, and it is not known whether any external funding will be available. This will also require more road closures.</p> <p>No improvement for road users on current situation.</p>
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Table 4: Funding source for each option. Further details on spend so far are set out in Appendix 2.

	Spend to 24/25	25/26 and 26/27	Total
<u>Option A – two lane bridge</u>	£m	£m	£m
Costs	4.798	16.993	21.791
Funding			
LUF grant	3.085	4.873	7.958
NPIF	1.213	0.920	2.133
LUF capacity	0.000	0.271	0.271
ESCC	0.500	0.000	0.500
BSIP	0.000	11.128	11.128
Total Funding available/approved	4.798	17.192	21.990
Additional funding requirement/(surplus)		(0.199)	(0.199)

	Spend to 24/25	25/26 and 26/27	Total
<u>Option B – one lane bridge</u>	£m	£m	£m
Costs	4.798	5.100	9.898
Funding			
LUF grant	3.085	4.873	7.958
NPIF	1.213	0.920	2.133
LUF capacity	0.000	0.271	0.271
ESCC	0.500	0.000	0.500
Total Funding available/approved	4.798	6.064	10.862
Additional funding requirement/(surplus)		(0.964)	(0.964)

	Spend to 24/25	25/26 and 26/27	Total
<u>Option C – refurbishment</u>	£m	£m	£m
Costs	4.798	2.500	7.298
Funding			
LUF grant	3.085	(3.085)	0.000
NPIF	1.213	0.920	2.133
LUF capacity	0.000	0.000	0.000
ESCC	0.500	0.000	0.500
Total Funding available/approved	4.798	(2.165)	2.633
Additional funding requirement/(surplus)		4.665	4.665

Scheme costs overview for two lane Exceat Bridge project

3.3 Jacobs provided a cost estimate in October 2024 for bridge construction based on the detailed design. This included the costs to construct the bridge, roadworks and any preliminary activities, inflation for both tender and construction and a large risk allowance. They are confident that their estimate is still robust. A Contingency has not been added as detailed design has been completed and risk is low. Since the October 2024 cost estimate, preliminary work has been carried out on identifying areas where value engineering could reduce the costs of the scheme. Jacobs are confident that savings could be made and such savings can then be used as contingency if necessary.

3.4 The other elements in the table below which complete the scheme costs relate to the exclusions within the Jacobs cost estimate (including site and property acquisition and public inquiry; statutory undertakers diversions; accommodation works, as well as the Jacobs (design) fees, legal fees and internal staffing resource).

3.5 The Construction contractor's fees have been calculated as a percentage of construction and preliminaries (including inflation and risk, as well as land acquisition, legal fees and costs of the Public Inquiry).

Risks

3.7 The Jacobs cost estimate has been reviewed and validated by the Council's Contract & Commercial Team. The team have an extensive knowledge of current market rates, construction methods and productivity rates as well as procurement and construction risks.

3.8 The Council's Internal Auditors have completed a high-level review of the cost estimate to ensure best industry practice and current market knowledge has been adopted.

3.9 As with all construction projects, there are inherent risks including supply chain issues (e.g. material shortages and price volatility), contractual issues (e.g. scope changes and contractual disputes) and construction site risks (e.g. unknown site conditions, protestor action, flooding etc.). These risks will be mitigated through careful contract management and the use of appropriate contract terms.

3.10 Inflation has been included in the estimate for design development risks, construction risks and scope change risks. Allowances have also been made for Tender Inflation and Construction Inflation (taken to the midpoint of construction) using the Building Cost Information Service Road Tender Price Index. The overall cost estimate accounts for the high level of inflation since the original LUF estimate was put together. At the time of the estimate in October 2024, inflation had returned to lower and more stable levels.

3.11 In the absence of a Quantified Risk Assessment, an ample risk allowance has been included in the construction cost estimate (10-15% might be expected at the final design stage). This level of risk allowance is appropriate for a high-level construction cost estimate and would make adequate allowance for both procurement and construction risks.

3.12 Jacobs are in the process of developing a quantified risk assessment now the detailed design is complete, which will result in a more refined risk allowance. It is expected that the result of this and further value engineering will reduce the current construction estimate.

3.13 The impact of the recent Tariffs imposed by the USA on the wider economy are unknown; however, it is considered that the known potential impacts of supply chain disruption and increased material costs are likely to be minimal on this project as the materials are expected to be sourced within the UK.

3.14 Optimism bias (a calculation designed to compensate for the tendency to underestimate costs and overestimate benefits, often used in economic impact assessments) has not been included in the estimate. This is in accordance with DfT Guidance, Tag Unit A1.2 Scheme costs, stating that optimism bias uplifts are only required for the economic case of a proposal.

3.15 Prior to construction award, a target cost for the construction will be prepared summarising the results of construction bids received and providing a clear and comprehensive evaluation and

recommendation for sign off by the Exceat Project Board prior to contract award. A further approximate £260k of the Jacobs project management costs, plus costs associated with the CPO public inquiry will be incurred at risk, should the tender evaluation not lead to contract award.

3.16 Other project risks:

Risk	Mitigations
Delays to the project that would push it beyond the end of LUF and BSIP funding periods – e.g. discovery of protected wildlife, unexploded object, underground archaeology or utilities, delays in securing above permissions or in carrying out preliminary work such as optimisation of design, finalising target costs and programme etc.	Wildlife surveys have already been carried out. A UXO survey is planned as part of the design phase. A Utility survey has been completed. We have consulted with Designated Network Operators and have located utilities. There is no known archaeology on site. Optimisation of the programme has been carried out and reduced by 6 months to 100wks. Further work will be done on the programme when we know the critical deadline for completion, particularly in terms of spending external funding. The Programme is based on a 5-day week, so could reduce the length of the programme (at a cost) by weekend working.
Public Inquiry rejects CPO - unable to secure land to build bridge	External lawyers Sharpe Pritchard have been engaged to manage the CPO and Public Inquiry.
SDNPA refuse planning consent for main compound.	Pre-planning engagement with SDNPA has taken place. No major issues have been identified.
Failure to discharge planning conditions	SDNPA require all planning conditions to be discharged before work can commence on site. It may be possible to negotiate a staged completion of conditions to save time. Work will begin on discharging conditions if / when a decision to proceed with Option A has been made. Surveyors are on standby for this purpose.
SDNPA, Environment Agency or Marine Management Organisation do not agree changes to materials/methodology proposed as part of programme optimisation. Risk of funding gap or delays to the project meaning we lose funding.	Engagement will take place as early as possible.
Major flooding or adverse weather conditions during construction – delays/cost increase	Now using Boathouse as a compound which is more resilient to weather. No plant will be left on site due to risk of flooding/pollution. The Programme will take into account optimal time of year to avoid flooding/adverse weather as far as possible within other timescale constraints.
Securing compound land and compensatory land. Landowners requesting more compensation.	Engagement taking place via the Council's Property Team. We have discussed plans for the compound site with the landowner.

4. Supporting Information - communication with stakeholders

4.1 The Project Team have kept LUF representatives from the DfT informed and they are understanding of the issues the project has faced. Internal and external stakeholders are receiving regular updates. Further details can be found at Appendix 3 to this report.

5. Conclusion and reasons for recommendations

5.1 The Council's preference has always been to complete the original proposal for an offline two-lane replacement bridge (Option A). However, this is only viable if additional external funding is identified. The diversion of BSIP funding from the Peacehaven and Newhaven bus priority schemes provides an opportunity to continue with Option A, subject to confirmation of the Orders by the Secretary of State and / or successful negotiations with the landowners.

5.2 Cabinet is therefore recommended to approve the diversion of £11.128m from the Newhaven and Peacehaven bus priority schemes already approved in the Council's BSIP programme to the Exceat Bridge Replacement Scheme and to proceed with the preferred option of a new offline, two-lane, replacement bridge ('Option A'). Cabinet is also recommended to approve the amendments to the 2025/26 BSIP funding allocation, reflecting the reallocation of £4m of funding to the Newhaven bus priority scheme.

5.3 To ensure the effective delivery of the project, Cabinet is recommended to delegate authority to the Director of Communities, Economy and Transport to take all actions necessary to achieve the completion of the 'option A' two-lane replacement bridge, including but not limited to awarding any required construction contracts for the Bridge.

RUPERT CLUBB

Director Communities Economy and Transport

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Email: karl.taylor@eastsussex.gov.uk

LOCAL MEMBERS

Councillors Adeniji, Lambert, MacCleary, S Shing, Denis, Bennett, Osborne, Collier, Robinson, Holt, Swansborough, Shuttleworth, Wright, Ungar, Belsey, di Cara, Tutt and Rodohan

Appendix 1 - Impact of road closures

Note that options B and C will require extensive road closures for up to 22 weeks, which will cause major disruption to the A259 coast road. The shortest alternative route is through the villages of Litlington, Lullington and Alfriston. These narrow lanes are not suitable for an official diversion which would be via the A27. However, a diversion route can only be advisory and drivers are likely to take shortcuts through the villages causing unacceptable levels of traffic.

From Seaford (Sheep Pen Lane) to Eastbourne (Upperton Road) via Exceat Bridge is 7.6 miles, which takes approximately 14-26 minutes at rush hour on a weekday. The diversion route via the A27 would be 21.3 miles, which takes approximately 35-75 minutes during rush hour. (Source: Google Maps).

Figure 1: Route via Exceat Bridge

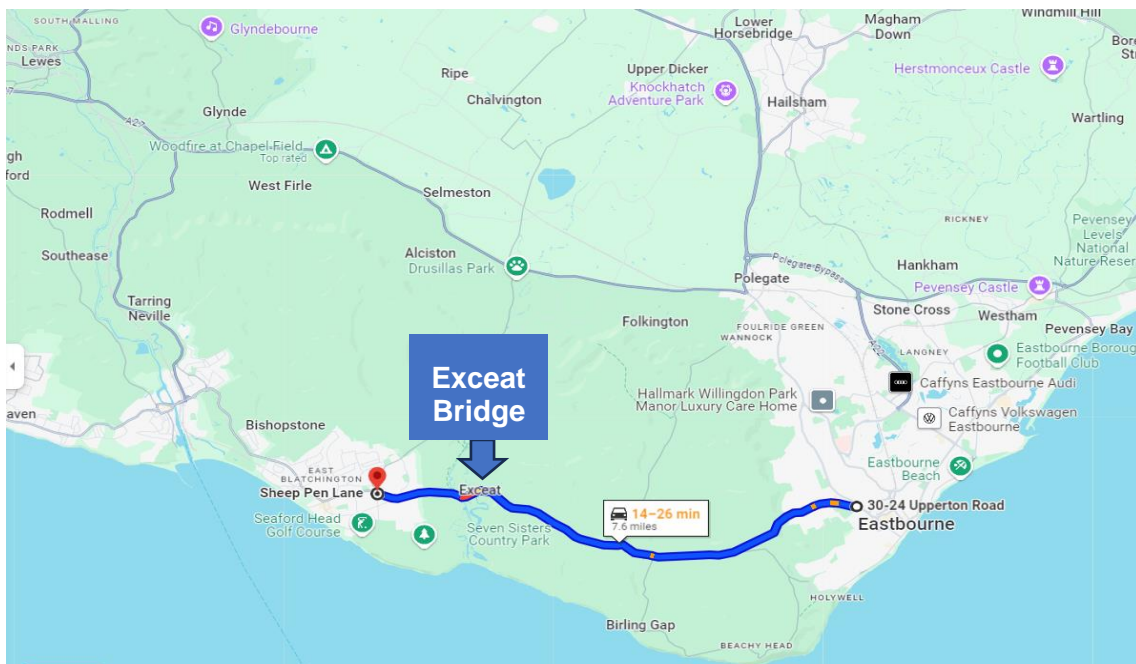
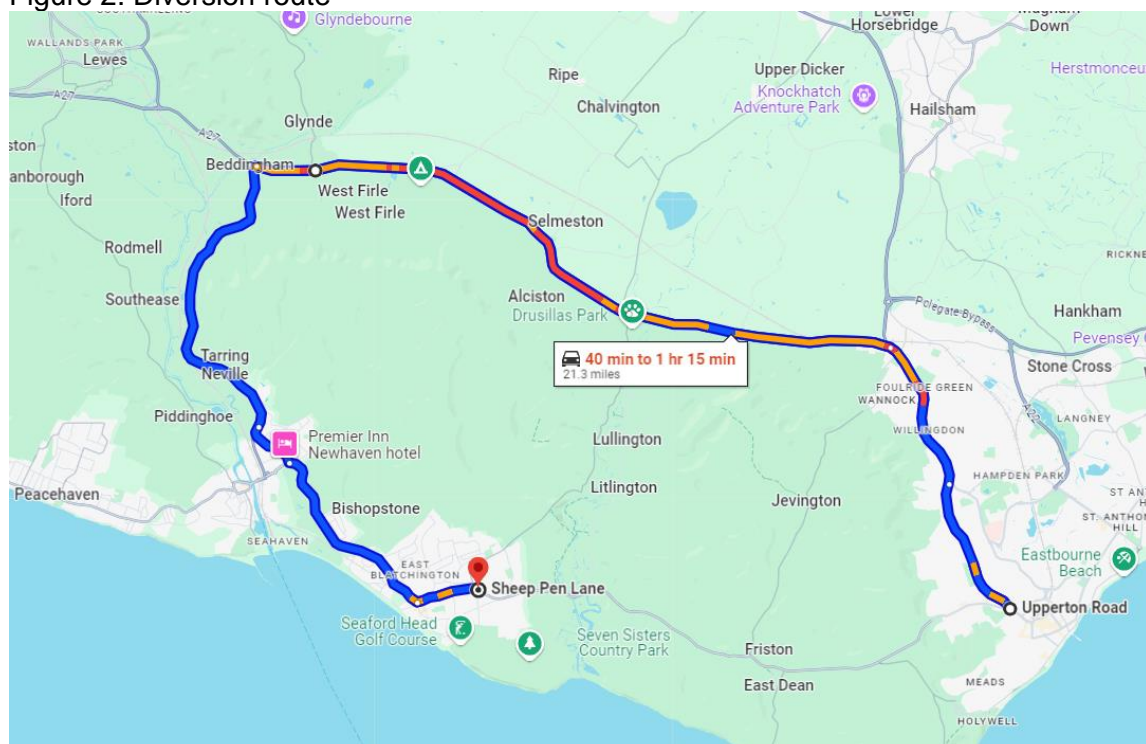


Figure 2: Diversion route



Traffic on the A259

The A259 is part of the major road network averaging an annual daily traffic count of 11,500 vehicles with morning and evening peaks of nearly 1000 vehicles per hour. Around 1,000 people work in Eastbourne from Seaford, Newhaven and Peacehaven, with around 800 travelling to work by car. Additionally, around 1,300 people from Eastbourne work in Brighton. It is heavily used by HGVs travelling between Eastbourne, Newhaven and Seaford.

There are 9 bus routes across the bridge. Brighton and Hove buses run up to 6 buses per hour. This would have a significant impact on people commuting between Newhaven, Eastbourne, Seaford and coastal communities, children travelling to school and visitors to the National Park.

Potential Mitigations

It may be possible to install a temporary footbridge to the south of the bridge using existing bailey bridge footings. This would mean that foot traffic could continue to cross the river during the road closure. Although it appears this may be within scope of permitted development, this relies on being able to evidence the bridge is removable and will likely require approval from the SDNPA, which could mean additional time to the programme.

If it is possible to install a footbridge then buses may be able to operate either side of the bridge with passengers walking over the bridge to continue their journey. Although it may not be possible for buses to turn around.

Appendix 2 – Spend so far

£4.798m has been spent on the project to the end of 2024/25, there is £6.064m remaining of the budget summarised below:

Source	Total allocation	Spend to date	Remaining	Conditions
	£m	£m	£m	
Levelling Up Fund (LUF) funding	7.958	3.085	4.873	Capital, ringfenced, spend by 31 st March 2026 tbc
LUF Capacity and capability funding	0.271	-	0.271	Revenue, unringfenced
National Productivity Investment Funding (NPIF)	2.133	1.213	0.920	Capital, unringfenced
East Sussex County Council (ESCC) Capital Funding (borrowing)	0.500	0.500	-	N/A
Total	10.861	4.798	6.064	

The table below breaks down total spend to date by year:

	Pre 2021/22 (pre LUF) £m	2021/22 £m	2022/23 £m	2023/24 £m	2024/25 £m	Total to 2024/25 £m
Preliminary Design and Planning	1.713	0.304	0.441	0.006	0.015	2.480
Detailed Design	-	0.155	1.075	0.420	0.146	1.793
Legal Fees	-	0.000	0.029	0.066	0.030	0.124
Land Acquisition and Compensation costs	-	-	0.021	0.123	0.064	0.207
Enabling works	-	-	-	0.018	0.172	0.189
Spend Total	1.713	0.459	1.566	0.632	0.427	4.798

ESCC has received £4.543m of LUF funding to date, as well as £0.271m Capacity and Capability funding. This would almost certainly need to be paid back if the Government do not agree to a change in project scope. Of this £3.085m has been spent so far on the project. The NPIF funding would not need to be paid back.

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Appendix 3 – Communications plan

Regular updates are emailed to all relevant stakeholders and up to date information is available on the [Exceat Bridge Project webpage](#).

Stakeholders include:

- Local councillors
- Local MPs
- Local residents and businesses
- South Downs National Park Authority
- Eastbourne Borough Council, Wealden and Lewes District Council
- Local Parish and Town Councils
- Landowners
- Bus companies
- Secamb
- National Highways
- The Environment Agency
- The Marine Management Organisation
- Individuals and organisations who have been in touch
- Relevant teams at the County Council

Internal and external stakeholders were informed by email on 24 February that Cabinet were being asked to consider the affordability of the project and whether to agree to the online, single lane bridge. A copy of the information provided to stakeholders regarding the single lane bridge is [appended to the 4 March Cabinet report](#).

Stakeholders were informed on 7 March that the Council was investigating the possibility of using BSIP funding to meet the funding gap.

A further update on the proposals set out in this report was emailed on 10 April and the website was updated. A copy is included below.

We will continue to update all relevant stakeholders when key decisions are made or key milestones reached. Including:

- Cabinet's decision on 22 April
- In advance of any road closures or other major disruptions
- In advance of major construction work on site
- If there are any changes to published project timelines
- In advance of bridge opening
- Other progress updates that may be of interest.

10 April 2025: Update on Exceat Bridge Replacement Project:

Dear....

I am writing to give you an update on the Exceat Bridge Project. You will recall that we wrote to you in February to let you know that Cabinet would be considering the affordability of a new, two-lane bridge at Exceat. Due to a significant funding gap they were asked to consider replacing the bridge with a more affordable, single-lane structure instead.

However, the decision was deferred following a proposal from Brighton and Hove Bus and Coach Company to reallocate some of the funding from the Bus Service Improvement Plan to the Exceat Bridge Project. This would allow the Council to build the two-lane bridge as originally planned, with minimal road closures during construction.

The Department for Transport have approved our application for the bus funding to be reallocated. Cabinet will consider whether to approve the reallocation of funds and construction of a two-lane bridge at their meeting on 22 April.

If Cabinet agrees, work will continue to finalise designs, carry out pre-construction preparations, discharge the necessary conditions attached to the planning approval and progress with the public inquiry to secure the land necessary to construct the two-lane bridge. We would aim to start constructing the new bridge in spring 2026.

The proposed two-lane bridge would be built next to the existing bridge, meaning road closures would be for around 19 days in total. These closures would not need to be continuous, and some closures could be carried out on weekends or less busy times to reduce disruption.

We are grateful to the Brighton & Hove Bus and Coach Company for supporting the delivery of a two-lane bridge and for prioritising its delivery over other bus priority schemes. I have included further information below about the reason for the change.

The Cabinet meeting will be on 22 April and the report will be published on our website today: [Agenda for Cabinet on Tuesday, 22nd April, 2025, 10.00 am | East Sussex County Council](#)

Information about reallocation of funding from the Bus Service Improvement Projects (BSIP):

The scheme to provide a two-lane bridge at Exceat has always been a very high priority for both the County Council and Brighton & Hove Bus and Coach Company.

The Brighton & Hove Coaster service, which crosses the bridge, carries over 5 million passengers each year. The current bridge is a major bottleneck. It adds to journey times and causes delays at busy times that affect the whole route between Eastbourne and Brighton. This often results in significant delays, short running of services or whole route cancellations. Cuckmere Buses also use the bridge for local services. The proposed two-lane bridge would effectively remove the bottleneck.

The [East Sussex Bus Service Improvement Plan](#) identified the A259 from Brighton to Peacehaven as a key corridor, where changes could enable significant improvements to journey times and reliability for buses. A number of schemes were developed with funding from the Department for Transport's BSIP1 Grant. At the time of the BSIP1 funding application, the Exceat Bridge project was fully funded. Therefore the Council applied for funding for other schemes along the corridor. These included improvements to The Drove and Denton roundabout in Newhaven, and a bus priority scheme at Telscombe Cliffs in Peacehaven.

The Newhaven, Peacehaven and Exceat projects are very much a package of schemes. The two-lane bridge is a vital part of this package and the most time critical. Therefore, the bus company proposed that the Exceat bridge scheme is prioritised and funding that had been secured for the Newhaven and Peacehaven schemes be reallocated to the Exceat Bridge Project.

However, these schemes would not be forgotten. We are proposing to use our 2025/26 BSIP funding to deliver The Drove and Denton Roundabout bus priority scheme in Newhaven. We would also aim to deliver the Telscombe Cliffs to Peacehaven' bus priority scheme at the earliest opportunity with future BSIP funding.

I will update you with the outcome of the Cabinet meeting and next steps. This information will also be available on our website: [Exceat Bridge Replacement Project](#).

CABINET

MINUTES of a meeting of the Cabinet held in the Council Chamber, County Hall, Lewes on 22 April 2025.

PRESENT Councillors Nick Bennett (Vice Chair), Bob Bowdler, Penny di Cara, Claire Dowling, Carl Maynard and Bob Standley.

Members spoke on the items indicated:

Councillor Adeniji	– item 6 (minute 85)
Councillor Beaver	– item 6 (minute 85)
Councillor Daniel	– items 5 and 6 (minutes 84 and 85)
Councillor Denis	– items 5 and 6 (minutes 84 and 85)
Councillor Claire Dowling	– item 6 (minute 85)
Councillor Field	– item 5 (minute 84)
Councillor Hilton	– item 6 (minute 85)
Councillor Lambert	– item 6 (minute 85)
Councillor MacCleary	– item 6 (minute 85)
Councillor Maples	– items 5 and 6 (minutes 84 and 85)
Councillor Redstone	– item 5 (minute 84)
Councillor Robinson	– item 6 (minute 85)
Councillor Stephen Shing	– item 6 (minute 85)
Councillor Shuttleworth	– item 6 (minute 85)
Councillor Standley	– item 6 (minute 85)
Councillor Taylor	– item 6 (minute 85)
Councillor Tutt	– items 5 and 6 (minutes 84 and 85)
Councillor Webb	– item 6 (minute 85)
Councillor Wright	– item 6 (minute 85)

80. MINUTES OF THE MEETING HELD ON 20 MARCH 2025

80.1 The minutes of the Cabinet meeting held on 20 March 2025 were agreed as a correct record.

81. APOLOGIES FOR ABSENCE

81.1 Apologies for absence were received for Councillor Glazier.

82. DISCLOSURES OF INTERESTS

82.1 Councillor Redstone declared a personal interest in item 5, as Vice-Chair of the Genesis Federation (Beckley and Peasmarsh primary schools), and SEN link governor. He did not consider this to be prejudicial.

82.2 Councillor Tutt declared a personal interest in item 5, as Trustee of Southfields Trust. He did not consider this to be prejudicial.

82.3 Councillor Robinson declared a personal interest in item 6, as a regular bus user. She did not consider this to be prejudicial.

83. REPORTS

83.1 Copies of the reports referred to below are included in the minute book.

84. AREA SPECIAL EDUCATIONAL NEEDS AND/OR DISABILITIES (SEND) INSPECTION OF EAST SUSSEX LOCAL AREA PARTNERSHIP

84.1 The Cabinet considered a report by the Director of Children's Services.

84.2 It was RESOLVED to:

- 1) welcome the findings of the Area Special Educational Needs and/or Disabilities (SEND) Inspection of East Sussex Local Area Partnership which was published on 4 February 2025;
- 2) note that the East Sussex SEND Strategy 2022-25 will be updated to include actions in response to the recommendations made in the inspection report;
- 3) note the challenges within the current SEND system and our key lobbying points for future policy development in this area; and
- 4) note that the existing SEND strategy 2022-25 will be extended by one year and that work on the new strategy will begin in 2026.

Reasons

84.3 East Sussex has maintained a focus on the key priority outcome of keeping vulnerable people safe. The report notes that there are areas for improvement which the Council will continue to focus on but also recognises recent improvements and the renewed focus on SEND across the local partnership. The Council work with partners, children and young people and parents and carers to address the recommendations and deliver more consistent experiences and outcomes for the children and young people.

84.4 The strengths outlined in the report show that East Sussex is in a good position to support the implementation of future Department for Education reforms. The Council will continue to work within the Change Programme over the next two terms to advocate for the required changes that are believed are necessary to create a more equitable and sustainable SEND system in the future

85. EXCEAT BRIDGE REPLACEMENT PROJECT

85.1 The Cabinet considered a report by the Director for Communities, Transport and Environment.

85.2 It was RESOLVED to:

- (1) note the estimated costs and options for replacing Exceat Bridge;
- (2) agree to continue with the proposals for an offline two-lane replacement bridge ('Option A');
- (3) agree to re-direct £11.128m grant funding from the Newhaven and Peacehaven bus priority schemes set out in the Council's Bus Service Improvement Plan (BSIP) to the Exceat Bridge Replacement Project;

(4) approve the amendments to the 2025/26 BSIP funding allocation, reflecting the reallocation of £4m of funding to the Newhaven bus priority scheme; and

(5) delegate authority to the Director of Communities, Economy and Transport to take all actions necessary to achieve the completion of the offline two-lane replacement bridge ('Option A'), including but not limited to awarding any required construction contracts for the Bridge.

Reasons

85.3 The Council's preference has always been to complete the original proposal for an offline two-lane replacement bridge (Option A). However, this is only viable if additional external funding is identified. The diversion of BSIP funding from the Peacehaven and Newhaven bus priority schemes provides an opportunity to continue with Option A, subject to confirmation of the Orders by the Secretary of State and / or successful negotiations with the landowners.

85.4 Delegation of authority to the Director of Communities, Economy and Transport to take all actions necessary to achieve the completion of the 'option A' two-lane replacement bridge, including but not limited to awarding any required construction contracts for the Bridge will ensure the effective delivery of the project.

86. INTERNAL AUDIT STRATEGY AND PLAN 2025/26

86.1 The Cabinet considered a report by the Chief Operating Officer.

86.2 It was RESOLVED to agree the Council's Internal Audit Strategy and Annual Audit Plan 2025/26.

Reason

86.3 The Internal Audit Strategy and Annual Plan 2025/26 sets out how the Council will meet its statutory requirements for internal audit.

87. ESCC EXTERNAL AUDIT PLAN 2024/25

87.1 The Cabinet considered a report by the Chief Finance Officer.

87.2 It was RESOLVED to approve the External Audit Plan for 2024/25.

Reason

87.3 The External Audit Plan provides an overview of the planned scope and timing of the statutory audit of the Council's 2024/25 accounts and identifies any significant risks.

88. TO AGREE WHICH ITEMS ARE TO BE REPORTED TO THE COUNTY COUNCIL

88.1 It was agreed that item 5 should be reported to the County Council.

[Note: The item being reported to the County Council refers to minute number 84]

Equality Impact Analysis - Exceat Bridge CPO, Bridge Order and Side Roads Order

Equality Impact Analysis (EqIA) (or Equality Impact Assessment) aims to make services and public policy better for all service-users and staff and supports value for money by getting council services right first time.

We use EqIAs to enable us to consider all relevant information from an Equality requirements perspective when procuring or restructuring a service, or introducing a new policy or strategy. This analysis of impacts is then reflected in the relevant action plan to get the best outcomes for the Council, its staff and service-users¹.

EqIAs are used to analyse and assess how the Council's work might impact differently on different groups of people². EqIAs help the Council to make good decisions for its service-users, staff and residents and provide evidence that those decision conform with the Council's obligations under the Equality Act 2010³.

Title of Project/Project⁴	Exceat Bridge CPO, Bridge Order and Side Roads Order.
Team/Department⁵	Contracts Management Group; Highway Service
Directorate	Communities, Economy and Transport
Provide a comprehensive description of your Project (Project, etc.) including its Purpose and Scope⁶	<p>The Exceat Bridge project involves the realignment and replacement of the existing single lane bridge at the A259 over the river Cuckmere with a new two-lane bridge with a footway. The Project will deliver a major improvement in the highway connection between Eastbourne and Seaford. The Council needs to secure additional land for the Project, some of which will just be required for the construction period, some permanently. Whilst the Council is seeking to negotiate acquisition of the land by voluntary agreement, it is proposed to make a Compulsory Order in case any negotiations prove unsuccessful.</p> <p>Properties affected include:</p>

	<ul style="list-style-type: none"> • Cuckmere Inn – public house. • Blackberry Cottage – residential house. • Dymock Farm – farmland - site of the proposed compound. • Sustrans – national charity that owns a strip of land affected by the scheme. • South Downs National Park Authority – statutory body from which we need to acquire permanent land and temporary rights. <p>This includes stopping up of part of the private access to some properties.</p> <p>The Project will also require the stopping up (temporary or permanent) and/or diversion of part of two public footpaths and the stopping up of a short section of the A259 Eastbourne Road which will no longer be required for highway purposes (as a new section will be built).</p> <p>Compulsory Purchase Orders, a Bridge Order and Side Road Orders are being made to enable this to happen.</p> <p>Please note that a separate Equality Impact Assessment has been completed covering bridge design and construction.</p>
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Initial assessment of whether your project requires an EqIA

When answering these questions, please keep in mind all legally protected equality characteristics (sex/gender, gender reassignment, religion or belief, age, disability, ethnicity/race, sexual orientation, marriage/civil partnership, pregnancy and maternity) of the people actually or potentially receiving and benefiting from the services or the policy.

In particular consider whether there are any potential equality related barriers that people may experience when getting to know about, accessing or receiving the service or the policy to be introduced or changed.

Discuss the results of your Equality assessment with the Equality Lead for your department and agree whether improvements or changes need to be made to any aspect of your Project.

	Question	Yes	No	Don't Know
1	Is there evidence of different needs, experiences, issues or priorities on the basis of the equality characteristics (listed below) in relation to the project?	x		
2	Are there any proposed changes in the project that may affect how services are run and/or used or the ways the policy will impact different groups?		x	
3	Are there any proposals in the project that may affect service-users/staff/residents directly?	x		
4	Is there potential for, or evidence that, the project may adversely affect inclusiveness or harm good relations between different groups of people?		x	
5	Is there any potential for, or evidence that any part of the project could have a direct or indirect discriminatory effect on service-users/staff/residents ?	x		
6	Is there any stakeholder (Council staff, residents, trade unions, service-users, VCSE organisations) concerned about actual, potential, or perceived discrimination/unequal treatment in the service or the Policy on the basis of the equality characteristics set out above that may lead to taking legal action against the Council?		x	
7	Is there any evidence or indication of higher or lower uptake of the service by, or the impact of the policy on, people who share the equality characteristics set out above?		x	

If you have answered “YES” or “DON’T KNOW” to any of the questions above, then the completion of an EqIA is necessary.

The need for an EqIA will depend on:

- How many questions you have answered “yes”, or “don’t know” to;
- The likelihood of the Council facing legal action in relation to the effects of service or the policy may have on groups sharing protected characteristics; and
- The likelihood of adverse publicity and reputational damage for the Council.

Low risk	Medium risk	High risk
x		

1. Update on previous EqlAs and outcomes of previous actions (if applicable)⁷

What actions did you plan last time? (List them from the previous EqlA)	What improved as a result? What outcomes have these actions achieved?	What <u>further</u> actions do you need to take? (add these to the Action Plan below)
Please note that a separate Equality Impact Assessment has been completed covering bridge design and construction. It includes the action to engage directly with landowners and residents affected by the project.	Engagement has taken place and mitigation measures in discussion.	Additional EqlAs when issues arise or further investigation necessary into specific aspects of the project.

2. Review of information, equality analysis and potential actions

Protected characteristics groups under the Equality Act 2010	What do you know/what do people tell you ⁸ ?	What does this mean ⁹ ?	What can you do ¹⁰ ?
Age ¹¹	<p>We have been made aware of age being a factor at some properties.</p> <p>Diversions on some footpaths will mean that people have to walk further in some cases.</p>	<p>Some people at properties affected by the project will have particular needs.</p>	<p>Mitigation options are being explored with those affected to identify their needs and mitigate impacts as far as possible.</p> <p>Where full details of affected occupiers have not yet been received, this EqlA will be reviewed when details are available, to assess impacts.</p> <p>The Environmental Statement Addendum, 5 September includes a full analysis of the physical impact of the proposals on the residences, bridge and footpaths and mitigations identified. See sections 4.6.43 and 13.5.5. In addition direct engagement will take place with property landowners and residents.</p> <p>Notices will be erected on roads and footpaths to let people know of the changes well in advance. It will include</p>

			<p>information on who to contact if there are any issues.</p> <p>Mitigations or compensation will be put in place to minimise the impact e.g. creating new accesses, relocation, carrying out work at times of the year when there are less walkers etc.</p>
Disability¹²	<p>We have been made aware of disability being a factor in some cases at the properties.</p> <p>It is possible that temporary or permanent changes to footpaths may affect those with some disabilities e.g. if the diversion is longer than expected or if the ground is not equally accessible as the original.</p>	<p>Some people at properties affected by the project will have particular needs.</p> <p>Some people may find it harder to access footpaths.</p>	<p>Mitigation options are being explored with those affected to identify their needs and mitigate impacts as far as possible.</p> <p>Where full details of affected occupiers have not yet been received, this EqIA will be reviewed when details are available, to assess impacts.</p> <p>The Environmental Statement Addendum, 5 September includes a full analysis of the physical impact of the proposals on the residences, bridge and footpaths. See sections 4.6.43 and 13.5.5. In addition direct engagement will take place with property landowner and residents and notices erected on roads and footpaths to let people know of the changes well in advance. It will include information on who to contact if there are any issues.</p>

			Mitigations or compensation will be put in place to minimise the impact e.g. creating new accesses, relocation, carrying out work at times of the year when there are less walkers etc.
Gender reassignment¹³, Pregnancy and maternity¹⁴, Race (ethnicity)¹⁵ Including migrants, refugees and asylum seekers, Religion or belief¹⁶, Sex¹⁷, Sexual orientation¹⁸, Marriage and civil partnership¹⁹, Armed Forces²⁰, Impacts on community cohesion²¹	It is unlikely that anyone with these characteristics would be disproportionately affected by the proposals. We have not received any information that the project will impact people because of these characteristics.	N/A	We will update the EqIA if we are made aware of any impact on people with this protected characteristic as a result of our engagement with landowners and residents.

Additional categories

(identified locally as potentially causing / worsening inequality)

Characteristic	What do you know ²² ?	What do people tell you ²³ ?	What does this mean ²⁴ ?	What can you do ²⁵ ?
Rurality²⁶	Exceat is a rural area, but it is not expected that the orders will have any additional impact because of this.	We have not had any complaints that the project will impact people because of this characteristic.	N/A	We will update the EqlA if we are made aware of any impact on people with this protected characteristic as a result of our engagement with landowners and residents.
Carers	It is unlikely that anyone with this protected characteristic would be disproportionately affected by the proposals, except where providing care is more difficult as a result of the orders.	We have not had any complaints that the project will impact people because of this characteristic.	Mitigation may be necessary to minimise impact.	Mitigations or compensation will be put in place to minimise the impact where necessary. For example alternative access, relocation, compensation etc.
Other groups that may be differently affected (including but not only: homeless people, substance users, care leavers – see end note) ²⁷	It is unlikely that anyone with other characteristics would be disproportionately affected by the proposals.	We have not had any complaints that the project will impact people because of other characteristics.	N/A	We will update the EqlA if we are made aware of any impact on people with other groups as a result of our engagement with landowners and residents.

Assessment of overall impacts and any further recommendations²⁸

The orders will mainly affect the landowners and residents of the properties listed above. This will vary depending on the nature of the orders and individual circumstances. Good relations and continued engagement will be essential so that impacts are fully understood and can be mitigated as appropriate. Information is being sought on the legally protected characteristics of all those affected by the proposals.

Avison-Young or ESCC will engage directly with all landowners and residents affected to ensure we fully understand the impact of the project on them. Any protected characteristics will be taken into account and mitigation/compensation carried out to minimise disruption. We will provide them with a contact so that they can let us know of any issues during the process.

A communications tracker is being used to record details of engagement and issues raised.

There could potentially be some impact on walkers using the footpaths, however the plans in place and mitigations in the Environmental Statement should make this minimal. However we will respond to any additional concerns raised over the course of the project.

3. List detailed data and/or community feedback that informed your EqIA

Source and type of data (e.g. research, or direct engagement (interviews), responses to questionnaires, etc.)	Date	Gaps in data	Actions to fill these gaps: who else do you need to engage with? (add these to the Action Plan below, with a timeframe)
Environmental Statement submitted as part of the planning application. It responded to concerns raised in connection with the planning application (1008 responses) and included an assessment of the impact on people as well as the landscape, plus mitigation plans.	September 2021	N/A	N/A
Conversations, emails and letters to landowners and residents.	Ongoing	Further engagement required	Continued engagement during project.

4. Prioritised Action Plan²⁹

NB: These actions must now be transferred to service or business plans and monitored to ensure they achieve the outcomes identified.

Impact identified and group(s) affected	Action planned	Expected outcome	Measure of success	Timeframe
All	Continued engagement	Landowners and residents affected let us know of any issues and they are mitigated appropriately	We are made aware of issues in good time.	Throughout project
Disability	Notices regarding stopping up orders to be placed on affected routes	Walkers are informed of changes and can make plans appropriately or contact us if there is an issue.	Minimal complaints.	Throughout project

(Add more rows as needed)

EqIA sign-off: (for the EqIA to be final an email must be sent from the relevant people agreeing it, or this section must be signed)

Staff member competing Equality Impact Analysis:	Stephanie Everest	Date: 21/6/23
Directorate Management Team rep or Head of Service:	Dale Poore	Date: 22/6/23
Equality lead:	Sarah Tighe-Ford	Date: 21st June 2023

Guidance end-notes

¹ The following principles, drawn from case law, explain what we must do to fulfil our duties under the Equality Act:

- **Knowledge:** everyone working for the Council must be aware of the Council's duties under the Equality Act 2010 and ensure they comply with them appropriately in their daily work.
- **Timeliness:** the duty applies at the time of considering policy options and/or before a final decision is taken – not afterwards.
- **Real Consideration:** the duty must be an integral, rigorous part of your decision-making process and influence the process.
- **Sufficient Information:** you must assess what information you have and what is further needed to give proper consideration.
- **No delegation:** the Council is responsible for ensuring that any contracted services, which are provided on its behalf need also to comply with the same legal obligations under the Equality Act of 2010. You need, therefore, to ensure that the relevant contracts make these obligations clear to the supplier. It is a duty that cannot be delegated.
- **Review:** the equality duty is a continuing duty. It applies when a policy or service is developed/agreed, and when it is implemented and reviewed.
- **Proper Record Keeping:** to prove that the Council has fulfilled its legal obligations under the Equality Act you must keep records of the process you follow and the impacts identified.

NB: Filling out this EqIA in itself does not meet the requirements of the Council's equality duty. All the requirements above must be fulfilled, or the EqIA (and any decision based on it) may be open to challenge. An EqIA therefore can provide evidence that the Council has taken practical steps comply with its equality duty and provide a record that to demonstrate that it has done so.

² Our duties in the Equality Act 2010

As a public sector organisation, we have a legal duty (under the Equality Act 2010) to show that we have identified and considered the actual and potential impact of our activities on people who share any of the legally 'protected characteristics' (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, and marriage and civil partnership).

This applies to policies, services (including commissioned services), and our employees. The level of detail of this consideration will depend on the nature of your project, who it might affect, those groups' vulnerability, and the seriousness of any potential impacts it might have. We use this EqlA template to gather information and assess the impact of our project in these areas.

The following are the duties in the Act. You must give 'due regard' (pay conscious attention) to the need to:

- **avoid, reduce, minimise or eliminate any negative impact** (if you identify unlawful discrimination, including victimisation and harassment, you must stop the action and take advice immediately).
- **promote equality of opportunity.** This means the need to:
 - Remove or minimise disadvantages suffered by equality groups
 - Take steps to meet the needs of equality groups
 - Encourage equality groups to participate in public life or any other activity where participation is disproportionately low
 - Consider if there is a need to treat disabled people differently, including more favourable treatment where necessary
- **foster good relations between people who share a protected characteristic and those who do not.** This means:
 - Tackle prejudice
 - Promote understanding

³ **EqlAs are always proportionate to:**

- The nature of the service, or scope of the policy/strategy
- The resources involved
- The number of people affected
- The size of the likely impact
- The vulnerability of the people affected

The greater the potential adverse impact of the proposed service or policy on a protected group (e.g. disabled people), the more thorough and demanding our process must be so that we comply with the Equality Act of 2010.

⁴ **Title of EqlA:** This should clearly explain what service / policy / strategy / change you are assessing

⁵ **Team/Department:** Main team responsible for the policy, practice, service or function being assessed

⁶ **Focus of EqlA:** A member of the public should have a good understanding of the policy or service and any proposals after reading this section. Please use plain English and write any acronyms in full first time - eg: 'Equality Impact Analysis (EqlA)'

This section should explain what you are assessing:

- What are the main aims or purpose of the service, policy, strategy, practice, or function?
- Who implements, carries out or delivers the service, policy, strategy, practice, or function? Please state where this is more than one person/team/body and where other organisations deliver under procurement or partnership arrangements.
- How does it fit with other services?
- Who is affected by the service, policy, strategy, practice, or function, or by how it is delivered? Who are the external and internal service-users, groups, or communities?
- What outcomes do you want to achieve, why and for whom? Eg: what do you want to provide, what changes, or improvements, are required and what should the benefits be?
- What do existing or previous reviews of the service, policy, strategy, practice, or function indicate to you?
- What is the reason for the proposal, or change (financial, service scope, legal requirements, etc)? The Equality Act requires us to make these clear.

⁷ **Previous actions:** If there is no previous EqlA, or this assessment is for a new service, then simply write 'not applicable'.

⁸ **Engagement:** You must engage appropriately with those likely to be affected to fulfil the Council's duties under the Equality Act.

- What do people tell you about the services, the policy or the strategy?
- Are there patterns or differences in what people from different groups tell you?

-
- What information or data will you need from communities?
 - How should people be consulted? Consider:
 - (a) consult when proposals are still at a formative stage;
 - (b) explain what is proposed and why, to allow intelligent consideration and response;
 - (c) allow enough time for consultation;
 - (d) make sure what people tell you is properly considered in the final decision.
 - Try to consult in ways that ensure all different perspectives can be captured and considered.
 - Identify any gaps in who has been consulted and identify ways to address this.

⁹ Your EqIA must get to grips fully and properly with actual and potential impacts.

- The Council's obligations under the Equality Act of 2010 do not stop you taking decisions, or introducing well needed changes; however, they require that you take decisions and make changes conscientiously and deliberately confront the anticipated impacts on people.
- Be realistic: don't exaggerate speculative risks and negative impacts.
- Be detailed and specific so decision-makers have a concrete sense of potential effects. Instead of "the policy is likely to disadvantage older women", say how many or what percentage are likely to be affected, how, and to what extent.
- Questions to ask when assessing impacts depend on the context. Examples:
 - Are one or more protected groups affected differently and/or disadvantaged? How, and to what extent?
 - Is there evidence of higher/lower uptake among different groups? Which, and to what extent?
 - If there are likely to be different impacts on different groups, is that consistent with the overall objective?
 - If there is negative differential impact, how can you minimise that while taking into account your overall aims
 - Do the effects amount to unlawful discrimination? If so, the plan must be modified.
 - Does the proposal advance equality of opportunity and/or foster good relations? If not, could it?

¹⁰ Consider all three aims of the Act: removing barriers, and also identifying positive actions to be taken.

-
- Where you have identified impacts you must state what actions will be taken to remove, reduce or avoid any negative impacts and maximise any positive impacts or advance equality of opportunity.
 - Be specific and detailed and explain how far these actions are expected to address the negative impacts.
 - If mitigating measures are contemplated, explain clearly what the measures are, and the extent to which they can be expected to reduce / remove the adverse effects identified.
 - An EqlA which has attempted to airbrush the facts is an EqlA that is vulnerable to challenge.

¹¹ **Age:** People of all ages

¹² **Disability:** A person is disabled if they have a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. The definition includes: sensory impairments, impairments with fluctuating or recurring effects, progressive, organ specific, developmental, learning difficulties, mental health conditions and mental illnesses, produced by injury to the body or brain. Persons with cancer, multiple sclerosis or HIV infection are all now deemed to be disabled persons from the point of diagnosis. Carers of disabled people are protected within the Act by association.

¹³ **Gender Reassignment:** In the Act a transgender person is someone who proposes to, starts or has completed a process to change his or her gender. A person does not need to be under medical supervision to be protected

¹⁴ **Pregnancy and Maternity:** Protection is during pregnancy and any statutory maternity leave to which the woman is entitled.

¹⁵ **Race/Ethnicity:** This includes ethnic or national origins, colour or nationality, and includes refugees and migrants, and Gypsies and Travellers. Refugees and migrants means people whose intention is to stay in the UK for at least twelve months (excluding visitors, short term students or tourists). This definition includes asylum seekers; voluntary and involuntary migrants; people who are undocumented; and the children of migrants, even if they were born in the UK.

¹⁶ **Religion and Belief:** Religion includes any religion with a clear structure and belief system. Belief means any religious or philosophical belief. The Act also covers lack of religion or belief.

¹⁷ **Sex:** Both men and women are covered under the Act.

¹⁸ **Sexual Orientation:** The Act protects bisexual, gay, heterosexual and lesbian people

¹⁹ **Marriage and Civil Partnership:** Only in relation to due regard to the need to eliminate discrimination.

²⁰ **Armed Forces:** The Armed Forces Act 2021 aims to help prevent service personnel, veterans and their families being disadvantaged when accessing public services. The new duty applies to certain housing, education or healthcare functions, but it is good practice to ensure consideration of impacts on current or former members of the armed forces, as well as their families.

²¹ **Community Cohesion:** potential impacts on how well people from different communities get on together. The council has a legal duty to foster good relations between groups of people who share different protected characteristics. Some actions or policies may have impacts – or perceived impacts – on how groups see one another or in terms of how the council's resources are seen to be allocated. There may also be opportunities to positively impact on good relations between groups.

²² **Data:** Make sure you have enough information to inform your EqlA.

- What data relevant to the impact on protected groups of the policy/decision/service is available?²²
- What further evidence is needed and how can you get it? (Eg: further research or engagement with the affected groups).
- What do you already know about needs, access and outcomes? Focus on each of the protected characteristics in turn. Eg: who uses the service? Who doesn't and why? Are there differences in outcomes? Why?
- Have there been any important demographic changes or trends locally? What might they mean for the service or function?
- Does data/monitoring show that any policies or practices create particular problems or difficulties for any groups?
- Do any equality objectives already exist? What is current performance like against them?
- Is the service having a positive or negative effect on particular people in the community, or particular groups or communities?

²³ **Engagement:** You must engage appropriately with those likely to be affected to fulfil the Council's duties under the Equality Act .

- What do people tell you about the services, the policy or the strategy?
- Are there patterns or differences in what people from different groups tell you?

-
- What information or data will you need from communities?
 - How should people be consulted? Consider:
 - (a) consult when proposals are still at a formative stage;
 - (b) explain what is proposed and why, to allow intelligent consideration and response;
 - (c) allow enough time for consultation;
 - (d) make sure what people tell you is properly considered in the final decision.
 - Try to consult in ways that ensure all different perspectives can be captured and considered.
 - Identify any gaps in who has been consulted and identify ways to address this.

²⁴ Your EqIA must get to grips fully and properly with actual and potential impacts.

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- Be detailed and specific so decision-makers have a concrete sense of potential effects. Instead of "the policy is likely to disadvantage older women", say how many or what percentage are likely to be affected, how, and to what extent.
- Questions to ask when assessing impacts depend on the context. Examples:
 - Are one or more protected groups affected differently and/or disadvantaged? How, and to what extent?
 - Is there evidence of higher/lower uptake among different groups? Which, and to what extent?
 - If there are likely to be different impacts on different groups, is that consistent with the overall objective?
 - If there is negative differential impact, how can you minimise that while taking into account your overall aims
 - Do the effects amount to unlawful discrimination? If so the plan must be modified.
 - Does the proposal advance equality of opportunity and/or foster good relations? If not, could it?

²⁵ Consider all three aims of the Act: removing barriers, and also identifying positive actions to be taken.

-
- Where you have identified impacts you must state what actions will be taken to remove, reduce or avoid any negative impacts and maximise any positive impacts or advance equality of opportunity.
 - Be specific and detailed and explain how far these actions are expected to address the negative impacts.
 - If mitigating measures are contemplated, explain clearly what the measures are, and the extent to which they can be expected to reduce / remove the adverse effects identified.
 - An EqlA which has attempted to airbrush the facts is an EqlA that is vulnerable to challenge.

²⁶ **Rurality:** deprivation is experienced differently between people living in rural and urban areas. In rural areas issues can include isolation, access to services (eg: GPs, pharmacies, libraries, schools), low income / part-time work, infrequent public transport, high transport costs, lack of affordable housing and higher fuel costs. Deprivation can also be more dispersed and less visible.

²⁷ **Other groups that may be differently affected:** this may vary by services, but examples include: homeless people, substance misusers, people experiencing domestic/sexual violence, looked after children or care leavers, current or former armed forces personnel (or their families), people on the Autistic spectrum etc.

²⁸ **Assessment of overall impacts and any further recommendations**

- Make a frank and realistic assessment of the overall extent to which the negative impacts can be reduced or avoided by the mitigating measures. Explain what positive impacts will result from the actions and how you can make the most of these.
- Countervailing considerations: These may include the reasons behind the formulation of the policy, the benefits it is expected to deliver, budget reductions, the need to avert a graver crisis by introducing a policy now and not later, and so on. The weight of these factors in favour of implementing the policy must then be measured against the weight of any evidence as to the potential negative equality impacts of the policy.
- Are there any further recommendations? Is further engagement needed? Is more research or monitoring needed? Does there need to be a change in the proposal itself?

²⁹ **Action Planning:** The Council's obligation under the Equality Act of 2010 is an ongoing duty: policies must be kept under review, continuing to give 'due regard' to the duty. If an assessment of a broad proposal leads to more specific proposals, then further equality assessment and consultation are needed.

Levelling Up Fund Application Form

This form is for bidding entities, applying for funding from the Levelling Up Fund (LUF) across the UK. Prior to completing the application form, applicants should read the [LUF Technical Note](#).

The Levelling Up Fund Prospectus is available [here](#).

The level of detail you provide in the Application Form should be in proportion to the amount of funding that you are requesting. For example, bids for more than £10m should provide considerably more information than bids for less than £10m.

Specifically, for larger transport projects requesting between £20m and £50m, bidding entities may submit the Application Form or if available an Outline Business Case (OBC) or Full Business Case (FBC). Further detail on requirements for larger transport projects is provided in the [Technical Note](#).

One application form should be completed per bid.

Applicant & Bid Information

Local authority name / Applicant name(s)*: [East Sussex County Council](#)

**If the bid is a joint bid, please enter the names of all participating local authorities / organisations and specify the lead authority*

Bid Manager Name and position: [Stephanie Everest, Project Manager – Funding and Development, East Sussex County Council](#)

Name and position of officer with day-to-day responsibility for delivering the proposed scheme.

Contact telephone number: [07784360102](#)

Email address: Stephanie.Everest@eastsussex.gov.uk

Postal address: [East Sussex Highways, Ringmer Depot, The Broyle, Ringmer, East Sussex, BN8 5NP](#)

Nominated Local Authority Single Point of Contact: [As above](#)

Senior Responsible Officer contact details: [Rupert Clubb, Director of Communities Economy and Transport, East Sussex County Council, 01273 482200, \[Rupert.clubb@eastsussex.gov.uk\]\(mailto:Rupert.clubb@eastsussex.gov.uk\)](#)

Chief Finance Officer contact details: [Ian Gutsell, 01273 481399, \[Ian.gutsell@eastsussex.gov.uk\]\(mailto:Ian.gutsell@eastsussex.gov.uk\)](#)

Country:

☒ England

☐ Scotland

☐ Wales

☐ Northern Ireland

Please provide the name of any consultancy companies involved in the preparation of the bid:

Jacobs

For bids from **Northern Ireland applicants** please confirm type of organisation

☐ Northern Ireland Executive

☐ Third Sector

☐ Public Sector Body

☐ Private Sector

☐ District Council

Other (please state)

PART 1 GATEWAY CRITERIA

Failure to meet the criteria below will result in an application not being taken forward in this funding round

1a Gateway Criteria for **all bids**

Please tick the box to confirm that your bid includes plans for some LUF expenditure in 2021-22

Please ensure that you evidenced this in the financial case / profile.

☒ Yes

☐ No

1b Gateway Criteria for private and third sector organisations in **Northern Ireland bids only**

(i) Please confirm that you have attached last two years of audited accounts.

☐ Yes

☐ No

(ii) **Northern Ireland bids only** Please provide evidence of the delivery team having experience of delivering two capital projects of similar size and scale in the last five years. (Limit 250 words)

PART 2 EQUALITY AND DIVERSITY ANALYSIS

2a Please describe how equalities impacts of your proposal have been considered, the relevant affected groups based on protected characteristics, and any measures you propose to implement in response to these impacts. (500 words)

A comprehensive equality impact assessment has been undertaken. Copy attached as Exceat_App_2a.

The assessment concluded that the project design will improve accessibility and opportunity for all. Those with mobility impairments will particularly benefit through better pedestrian facilities and improved bus journeys.

Methodology

The assessment reviewed data including population demographics, road safety audits, risk assessments and stakeholder feedback.

A public consultation in summer 2020 on the project proposals and designs asked people to let us know if they had any protected characteristics. An analysis of the results showed that there were no significant differences in the responses of those with and without protected characteristics and that the vast majority (79%) of respondents felt that the project would have a positive impact.

As part of the consultation process we engaged with the Eastbourne Access and Eastbourne Disability Involvement Group and Seaford Access Group and received no negative comments.

All the findings were considered and the design has been adapted where appropriate to ensure the project promotes equality and meets the terms of the Equality Act 2010. See Table 2.1 below.

Table 2.1: Improvements that will benefit people with protected characteristics

Current issues	Protected characteristic(s) most affected	Proposal	Design compliant with
<p>Narrow footways cannot accommodate passing wheelchairs/pushchairs.</p> <p>Footway only on the north side of the bridge means that most pedestrians need to cross the carriageway twice to cross the river. Particularly unsafe for people with disabilities and those with pushchairs.</p>	Age, disability, maternity - vision and mobility impairments, wheelchair and pushchair users	<p>Wider footways to allow room for two wheelchairs to pass and with inclines of no steeper than 1 in 20.</p> <p>Footways on both sides of the bridge allowing continuous pedestrian passage without a need to cross the carriageway</p>	Equality Act 2010
No raised kerbs at bus stops making it harder for people with sight or mobility impairments to get on and off buses.	Age, disability, maternity - vision and mobility impairments, wheelchair and pushchair users	Raised kerbs at bus stops to minimise height difference between kerb and bus floor. (All buses which serve this area are PSVAR compliant and capable of carrying wheelchair users.)	LTN 1/97 Keeping Buses Moving and Equality Act 2010
Existing street lighting of poor quality with uneven distribution of light, especially over the bridge.	Disability - Vision impairments	<p>New street lighting columns at pedestrian crossings, side road junction and shared space area.</p> <p>Low level wayfinding lighting over bridge.</p>	
No designated crossing points and very poor visibility at the location	Disability - mobility and	Dropped kerbs and tactile paving at designated crossing points.	Manuals for Streets

Current issues	Protected characteristic(s) most affected	Proposal	Design compliant with
where most crossings are attempted	vision impairments	Improved layout ensures good vehicle / pedestrian visibility at all crossing locations.	LTN 2/95 The Design of Pedestrian Crossings Equality Act 2010
Nowhere safe for people to congregate that is easily accessible	Disability - mobility impairments	Shared space area outside Inn. Wide areas and shallow gradients.	The principles of Manual for Streets
No viewing platforms. Insufficient space to pass people stopping to admire the view on the bridge.	Age, disability, maternity - vision and mobility impairments, wheelchair and pushchair users	New viewing platforms. Railings rather than solid walls in shared space / viewing platforms. The railings' simple see-through design will allow, shorter people, those sat in wheelchairs or on benches to appreciate the views.	
No benches	Age, disability, maternity	Benches at three locations to provide rest spots, including space for wheelchairs.	Equality Act 2010

When authorities submit a bid for funding to the UKG, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within five working days of the announcement of successful bids by UKG. UKG reserves the right to deem the bid as non-compliant if this is not adhered to.

The bid will be published on the County Council's Highways website: Exceat Bridge, Seaford – Exceat Replacement Bridge Project

<https://www.eastsussexhighways.com/exceat-bridge-project>

PART 3 BID SUMMARY

3a Please specify the type of bid you are submitting

☒ Single Bid (one project)

☐ Package Bid (up to 3 multiple complimentary projects)

3b Please provide an overview of the bid proposal. Where bids have multiple components (package bids) you should clearly explain how the component elements are aligned with each other and represent a coherent set of interventions (Limit 500 words).

Located on the A259 east of Seaford, Exceat Bridge is one of the most important highway structures in East Sussex.

The A259 between Brighton and Eastbourne is part of the Major Road Network and one of Transport for the South East's priority corridors. It crosses the South Downs National Park connecting deprived coastal towns and communities as well as connecting with the SRN (A26, A27) and MRN (A22, A2270, A2290).

Figure 3.1: Location



Current situation

The **following challenges and opportunities** have influenced our scheme objectives and theory of change (see Q4.3e).

1: The A259 is **vital to access and movement between coastal communities within several LUF priority 1 areas** suffering from low productivity and deprivation.

2: It plays a **vital part in supporting the Newhaven Enterprise Zone's aims, and Eastbourne and South Wealden's growth plans.**

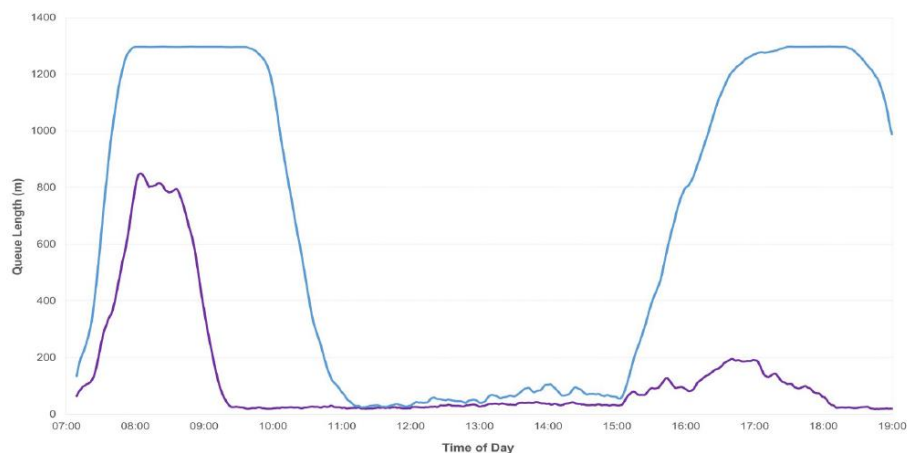
3: The existing 1-lane bridge, with give-way priority system, has **reached the end of its serviceable life and requires replacement** within the next few years.



4: The bridge is a **major bottleneck on the MRN** with queues predicted to stretch over 1km for 6hrs/day by 2028.



Figure 3.2: Current and predicted traffic queues. Purple line = 2019, blue line = 2028.



5: The bridge is situated in a **highly sensitive environment** within the South Downs National Park, the Seaford-Beachy Head SSSI and the **iconic, internationally renowned Seven Sisters Country Park**. Tourism provides an important source of local income.



6: The proposed National Coastal Path, South Downs Way and National Cycle Route 2 cross the bridge. Hundreds of thousands of visitors use the bridge to access the Park each year despite very **poor provision for pedestrians**.



7: Traffic queues at the bridge have caused increasingly unreliable bus journey times between Brighton and Eastbourne (affecting ~6m passenger trips/yr) necessitating timetabled increases to the eastbound journey of up to 3 minutes.



Proposed Scheme

The £10.6m project seeks to remove the bottleneck by replacing the 1-lane bridge with a new, environmentally-respectful 2-lane bridge, alongside footway, public realm and environmental improvements.

The scheme is expected to provide 'high' value for money.

Its **unique location** mean that it will help to **level up communities both locally and regionally** by supporting the following LUF objectives:

- **Faster, more reliable journeys, improved air quality** and a **reduction in carbon emissions** by eliminating idling traffic.
- Improvements to **economic connectivity** between deprived coastal communities through reduced congestion, which will improve business confidence in the area and labour market accessibility.
- Local, **regeneration and public realm** improvements making the area safer, more accessible and attractive to support tourism, businesses and residents.

The project has **very strong support** both from local residents and visitors, as well as those from a much wider area for whom the route is a key travel corridor, as evidenced by the public consultation held in summer 2020.

It complements wider plans (see Q4.4c) to improve tourism in the National Park and encourage zero emission and multi-modal transport on the A259.

A planning application for the project was submitted in May 2021 and a decision is expected in August 2021. The **project is ready to start delivering by March 2022** with construction complete by February 2024.

3c Please set out the value of capital grant being requested from UK Government (UKG) (£). This should align with the financial case:		£7,957,517
3d Please specify the proportion of funding requested for each of the Fund's three investment themes	Regeneration and town centre	0%
	Cultural	10%
	Transport	90%

PART 4 STRATEGIC FIT

4.1 Member of Parliament Endorsement (GB Only)

See technical note section 5 for Role of MP in bidding and Table 1 for further guidance.

4.1a Have any MPs formally endorsed this bid? If so confirm name and constituency. Please ensure you have attached the MP's endorsement letter.

☐ Yes

☒ No

Maria Caulfield, MP for the Exceat area has said:

'While I am formally supporting the Newhaven Levelling Up bid by Lewes District Council, I wanted to indicate the importance of this bid for the connectivity of my rural areas which have no rail connectivity in this part of the constituency and where having a new bridge will open up the Cuckmere Valley and SDNP to bus travel for residents and tourists alike.

Being able to connect Seaford to Eastbourne will improve job opportunities for our coastal stretch which we are trying to regenerate, hence the bid for Newhaven'

Please see appendix 4.1a for a copy of the full letter.

4.2 Stakeholder Engagement and Support

See technical note Table 1 for further guidance.

4.2a Describe what engagement you have undertaken with local stakeholders and the community (communities, civic society, private sector and local businesses) to inform your bid and what support you have from them. (Limit 500 words)

Public consultation on the proposals was undertaken to inform the scheme's development ahead of submitting a planning application. Engagement took place through a range of media, online and on-site, but predominantly online due to the COVID-19 pandemic restricting normal consultation activities. (See stakeholder engagement plan in Exceat_App_4.2a.)

[Public consultation](#) was carried out in July/August 2020 when COVID-19 measures were least restrictive. People were free to travel out of their local area, meet in groups of up to 6 and stay overnight in local accommodation with another household.

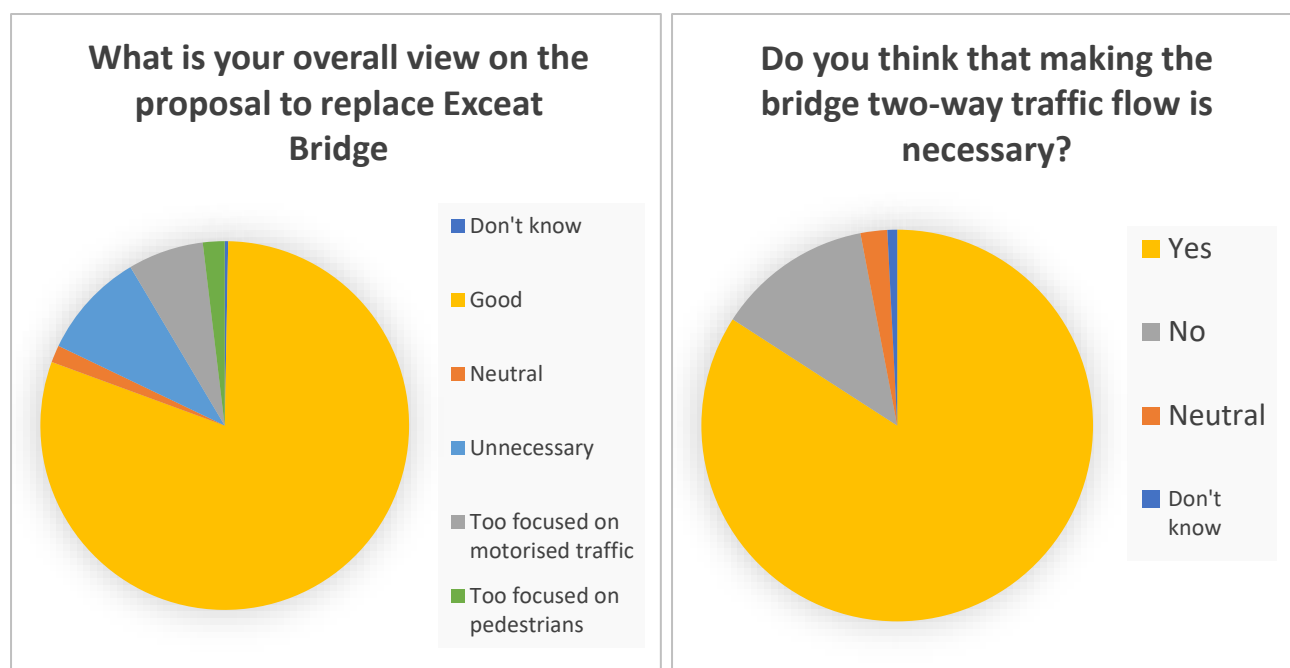
Although traffic levels were slightly lower than average and the visitor centre was closed, the Country Park continued to receive high visitor numbers. Therefore, we are confident that the consultation reached a representative sample of average users.



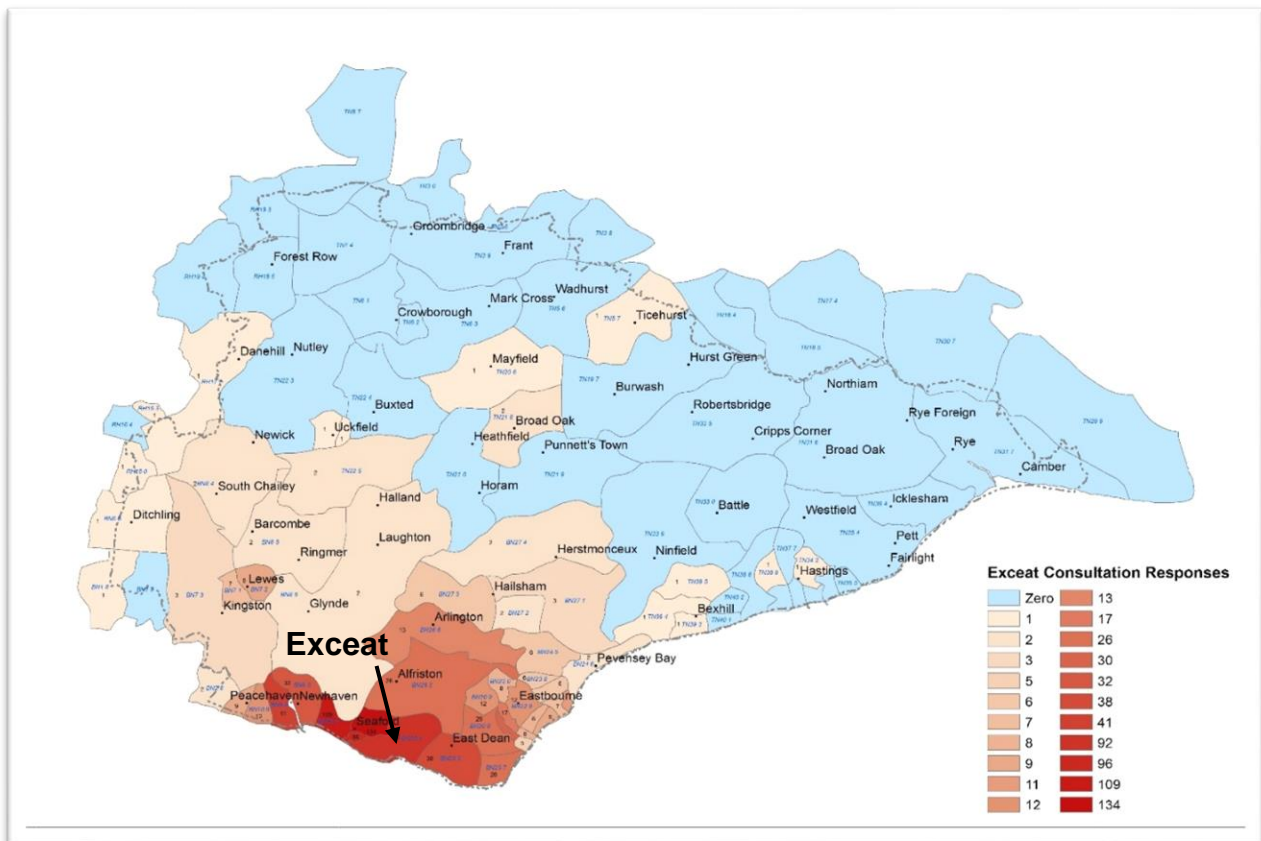
Public consultation outcomes

The analysis of over **1000 consultation responses received** showed there is **very strong support, both locally and over a wider area** (see Figure 4.1). Despite a parish population of 191, the distribution of responses shows that the proposal is of strategic importance to a far wider population.

Figure 4.1: Public Consultation Responses



Distribution of responses:



Further details of the feedback received and our response can be found on the [ESCC Exceat Consultation 'You said, we did' page for the project.](#)

Stakeholder Engagement

We engaged with a range of stakeholders including those using the A259 corridor to travel for work and leisure as well as visitors to the National Park, local businesses and those living and working locally. This included the local bus company, walking, cycling groups, disability and environmental groups.

South Downs National Park Authority (SDNPA)

The most popular theme that emerged from SDNPA's February 2020 survey on people's experiences at the Country Park was of road safety issues on the A259. SDNPA asked for the inclusion of additional facilities for pedestrians and viewing platforms along the bridge which have been incorporated into the design.

Regular meetings have taken place with SDNPA at all stages of the project. Respondents to the consultation acknowledged that the new bridge would have an impact on the environment. Close collaboration on designs mean the proposed improvements will enhance this sensitive area within the national park, supporting their long-term plans for the area.

Support for the project

Brighton and Hove Buses said it will: 'speed up public transport in the area bringing a benefit to over 2.4million passengers over a year' and 'it will improve the reliability of bus services that serve the A259 between Brighton and Eastbourne.'

The Impact Seaford Board said 'that this project is vital for the vitality and sustainability of the Seaford economy, improving accessibility for businesses as well as supporting the visitor economy - key to the emerging Impact Seaford Action Plan.'

The South Downs National Park Authority have provided a letter of comfort regarding the planning application acknowledging the need for the new bridge and the likelihood that the planning application will be successful.

Maria Caulfield, MP said 'The Plans look incredible and in keeping with the beautiful natural landscape.'

Letters of support have also been received from the local councils and councillors. See Exceat_App_4.2a.

4.2b Are any aspects of your proposal controversial or not supported by the whole community? Please provide a brief summary, including any campaigns or particular groups in support or opposition? (Limit 250 words)

As highlighted in Q4.2a, there is overall support for the introduction of a two-way bridge at Exceat.

Owing to its location in the National Park, an Area of Outstanding Natural Beauty and SSSI, we have taken particular care to engage with the relevant bodies to ensure the design and environmental mitigations are not controversial and will enhance this sensitive location. Feedback from landscape officers from the planning authority has been used to improve the design.

Issues raised by respondents to the consultation have been considered and assessed where appropriate to determine whether alternative measures or additional mitigations are necessary. This assessment is set out in App_4.2b. Please see section 4.2a above for groups in support of the project.

Our assessment concludes that the majority of issues raised are unlikely to materialise. In most cases, the alternatives suggested are not appropriate for safety reasons or because of the highly sensitive nature of the area and the need to balance heritage, environmental and safety elements. In all cases, suitable mitigation measures are in place to remove or minimise any negative effects.

4.2c Where the bidding local authority does not have the statutory responsibility for the delivery of projects, have you

☐ Yes

appended a letter from the responsible authority or body confirming their support?	<input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
For Northern Ireland transport bids, have you appended a letter of support from the relevant district council	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A

4.3 The Case for Investment

See technical note Table 1 for further guidance.

4.3a Please provide evidence of the local challenges/barriers to growth and context that the bid is seeking to respond to. (Limit 500 words)

The A259 Exceat Bridge connects Eastbourne in the east with Seaford, Newhaven, Peacehaven and Brighton in the west. Key challenges/barriers to growth include:

Low Productivity: East Sussex suffers from poor productivity (GVA per hour) with all districts in the lowest quintile of English local authorities. 45% of East Sussex businesses considered transport infrastructure as a high priority to their business (2018 Annual Business Survey), especially in construction (third largest industry for employment in Peacehaven and Newhaven) and in Eastbourne and Lewes districts. As Q3b illustrates Exceat Bridge causes major congestion on the A259, exacerbating this challenge.

Employment: The towns have the following job density/income deprivation classification:

- Eastbourne: High Deprivation Mixed
- Seaford: Middle Deprivation Residential
- Newhaven: High Deprivation Working
- Peacehaven: High Deprivation Residential.

The towns have below England and Wales' average growth for employment, with job densities significantly below the UK average of 0.87, with Peacehaven and Seaford at 0.15 and 0.20 respectively (Understanding Towns in England and Wales: Spatial Analysis 2020).

In April 2019, Newhaven had 3% of its 16+ working population seeking Jobseeker's allowance, compared with 2% nationally. By 2021 this had risen to 6% compared with 5% nationally.

Employment and Income Deprivation. Figure 4.2 illustrates employment deprivation. Newhaven is in the 40% most deprived areas in England for employment, with some areas of the town in the top 10%. This is replicated in Peacehaven where some areas are also in the top 10%.

Figure 4.2: Employment Deprivation

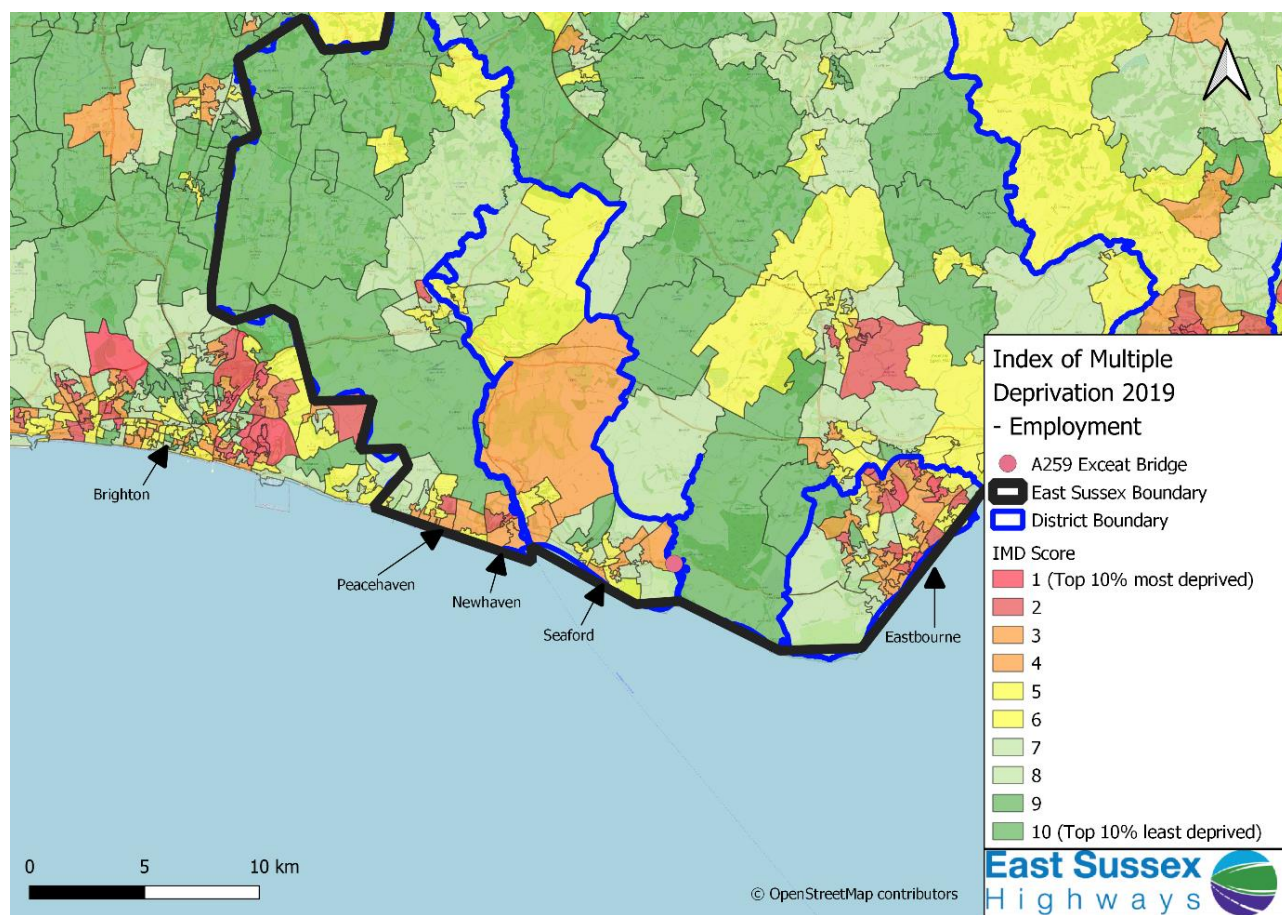
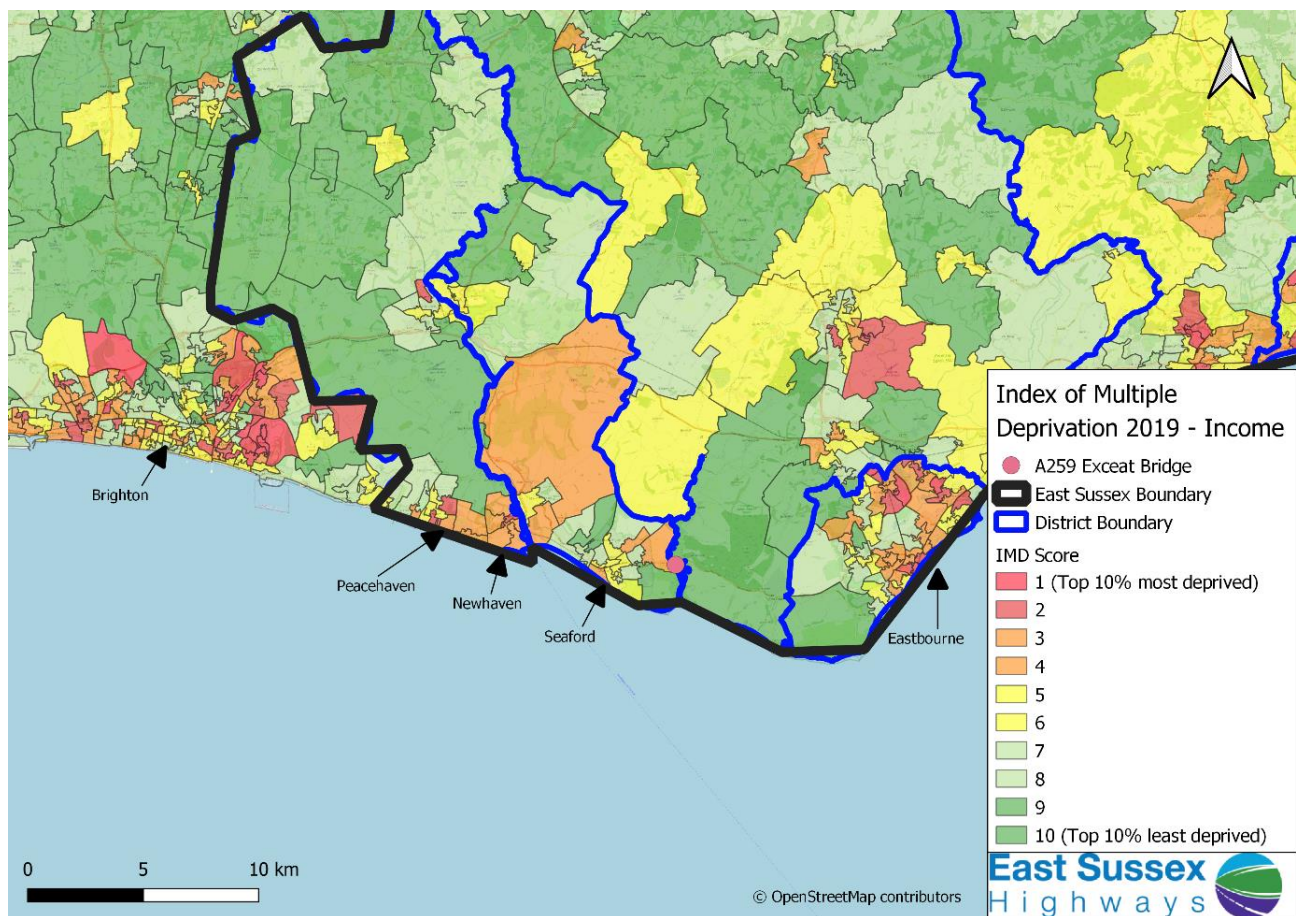


Figure 4.3 illustrates income deprivation in the study area, mirroring the employment analysis. Areas in Newhaven are up to the 30% most deprived in England.

Figure 4.3: Income Deprivation



Education and Skills

- Education deprivation measures educational attainment and skills in the local population; Newhaven and Peacehaven are in the bottom 40% and 50% in England respectively.
- 29% of Peacehaven's population have no qualifications, Newhaven 25.6% compared to the UK average of 23%.
- All towns are within 30 minutes' walk/public transport from secondary and further education. This suggests that graduate retention in the area is poor, with a lack of suitable local jobs and poor connectivity to those that exist in neighbouring communities. This could be improved by a more reliable A259.

Travel to Work, Reliable Journeys

- Around 1,000 people work in Eastbourne from Seaford, Newhaven and Peacehaven, with around 800 travelling to work by car, likely crossing the bridge each day. Additionally, around 1,300 people from Eastbourne work in Brighton.
- Whilst all towns are within 20 minutes of employment on foot/public transport, this does not take into account the quality of jobs available and local skills. Income

deprivation suggests that local jobs are low skilled/paid, with better paid employment further afield.

- Brighton and Hove Buses operate a frequent service along the A259. Increasingly unreliable journey times have resulted in the operator adding 2 minutes to westbound AM peak journeys between eastern Seaford and Exceat Visitor Centre compared to the eastbound direction (which has priority) between 2011 and 2021. This increases to 3 minutes in the PM peak.

4.3b Explain why Government investment is needed (what is the market failure)? (Limit 250 words)

Government investment is required because of a twin market failure:

- 'Negative externalities' – congestion, severance, safety, pollution; and
- 'Public good' – the importance of a safe crossing of the river Cuckmere at Exceat for east-west economic connectivity in East Sussex.

Exceat bridge has reached the end of its life and is due for replacement. This is likely to be needed in the next 2 to 3 years because of safety reasons. Costs of a like-for-like replacement could be met by East Sussex County Council. However, these repairs would result in closing the A259 for 10 weeks with lengthy detours, and once reinstated would do nothing to solve the negative externalities caused by road traffic.

A new widened bridge that solves the negative externalities could be built offline allowing existing access to be maintained. However East Sussex is unable to fund the full incremental cost for such a new crossing. The benefits will be spread over a wide population and area. No one group, such as bus companies, visitor centre, or developers will receive sufficient financial benefits to justify private investment.

Other options have been assessed such as encouraging behaviour change or other infrastructure interventions. However, these are not considered suitable for this location due to safety concerns or because of planning requirements in this sensitive location.

This is a once in a generation opportunity to make best use of resources by combining necessary maintenance work with enhancements to contribute to the levelling up of this area.

4.3c Please set out a clear explanation on what you are proposing to invest in and why the proposed interventions in the bid will address those challenges and barriers with evidence to support that explanation. As part of this, we would expect to understand the rationale for the location. (Limit 500 words)

Proposed Scheme

As noted in Q3b, the A259 Exceat Bridge is a fundamental component of east-west coastal connectivity in East Sussex.

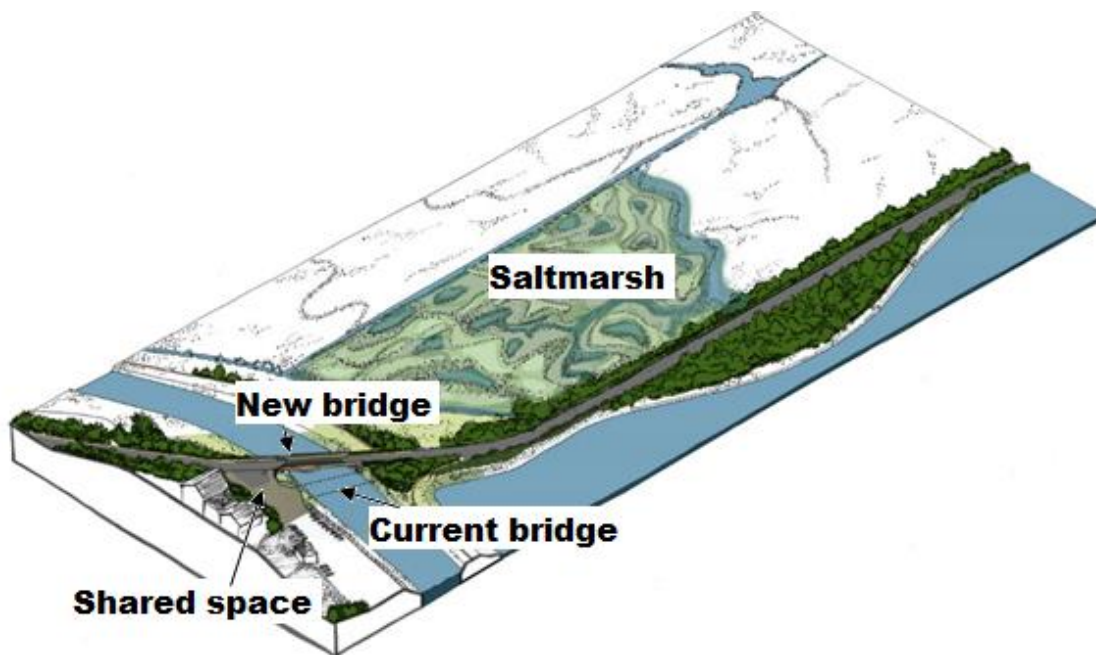
The LUF investment will be used to deliver:

- A new two-lane bridge, on a better and safer alignment, to replace the existing single-lane priority bridge.
- New footway and crossing points to allow pedestrians to walk safely to the visitor centre, car parks, pub and Country Park without having to cross the road twice. The footway will be made wide enough to convert into a footway and cycleway so that it can connect to any future cycleways in the area.
- Creation of a shared meeting space in front of the Cuckmere Inn, new viewing platforms on the bridge, cycle racks and benches to support tourism.
- Reduced speed limits, improvements to bus stops, dropped kerbs and better lighting to further improve safety and accessibility.
- Environmental mitigation work that will improve local habitats including restoration of a saltmarsh, adding value and interest to the Park.

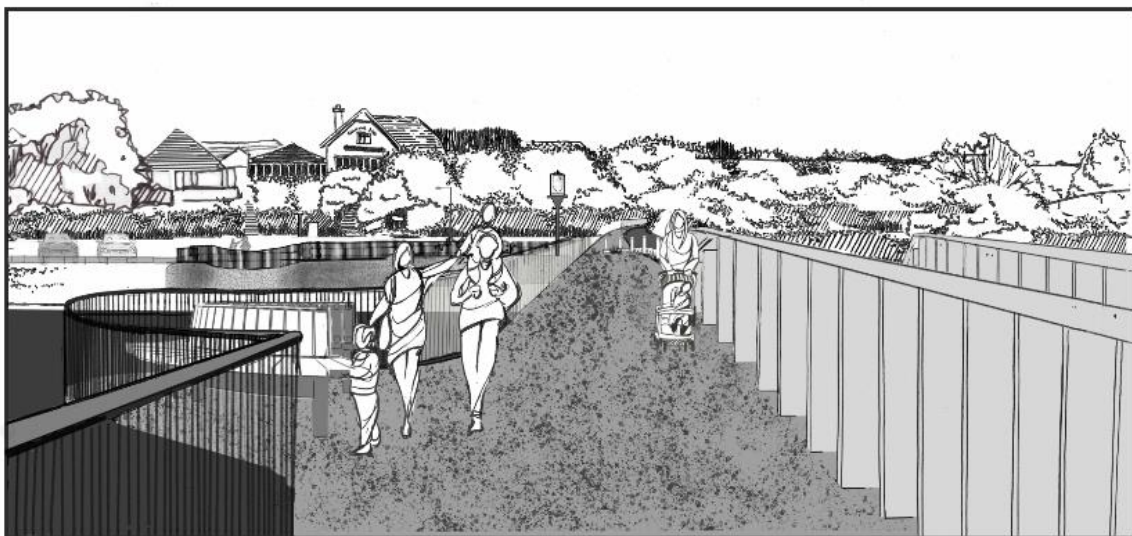
See Exceat_App_4.3c for a scheme drawing showing key features.

Figure 4.4: New Exceat Bridge Design Visualisations

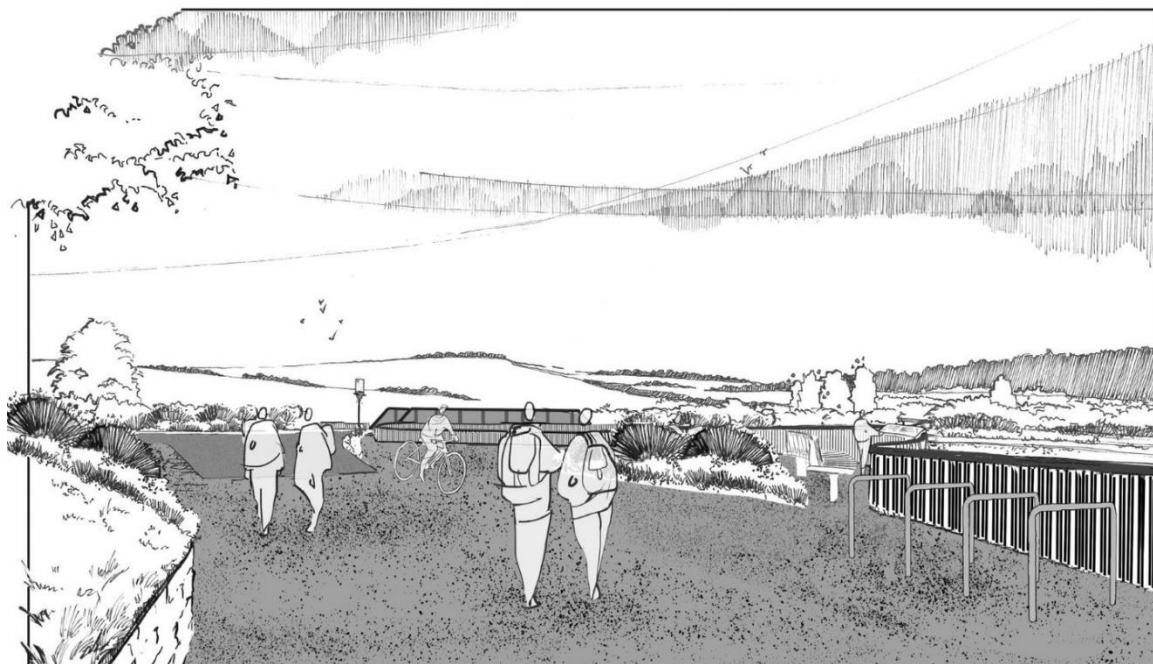
Contextual Map



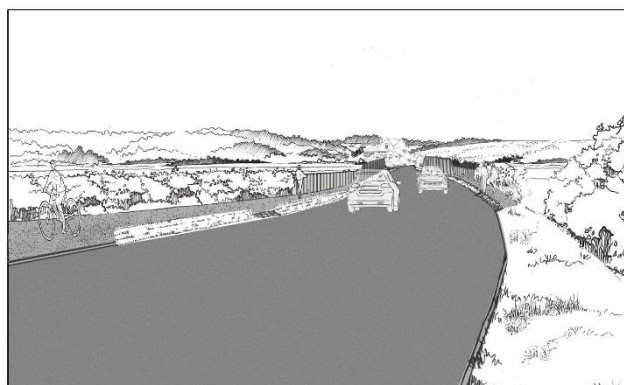
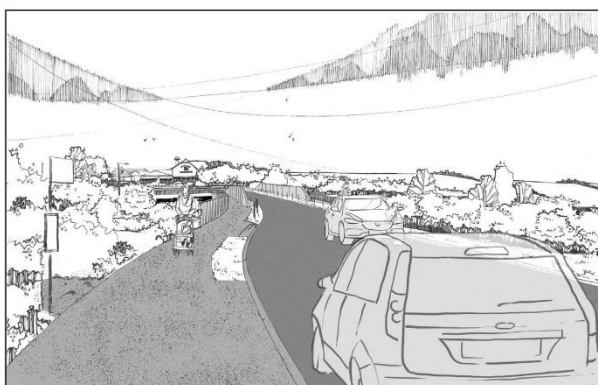
New bridge and viewing platform:



Shared space outside the Cuckmere Inn:



Views looking towards the bridge:



Addressing the local challenges

Once delivered, the project will address the local challenges, barriers and opportunities identified in Q3b and 4.3a:

- Challenge/Opportunity 1 & 2: Improve the overall connectivity between two of the county's Growth Areas and identified Priority 1 LUF areas (Newhaven and Eastbourne) that suffer from multiple sources of deprivation.
- Challenge/Opportunity 3: Address future resilience on the Major Road Network and reduce the risk of bridge failure and the consequential impact this would have for communities linked by the A259.
- Challenge/Opportunity 4: Enable free-flowing traffic and consequently remove the current queueing and idling of vehicles, meaning a reduction in carbon emissions and pollution.
- Challenge/Opportunity 5: An enhanced, sensitively designed bridge within the protected environment of the South Downs.
- Challenge/Opportunity 6: Make pedestrian and cycle connectivity across the bridge and its environs safer, more attractive and accessible to visitors.
- Challenge/Opportunity 7: Improve bus journey times by 1 to 3 minutes between Eastbourne and Brighton allowing buses to run more reliably and offer a more attractive travel option for residents and commuters serving the coastal communities along the A259.

Impact

These outcomes will support 'levelling up' in both the local and wider area.

The faster and more reliable journeys along the A259 will mean that deprived towns along the coast are better connected, supporting productivity improvements and opening up greater opportunities for residents, businesses and visitors alike.

The improved provision for pedestrians and public transport users will increase sustainable travel options available in the area, with wide ranging positive impacts on individual opportunity, tourism, health and carbon emissions.

Public consultation and research by the South Downs National Park Authority suggests that improving access to this popular tourist destination will encourage tourism in the area, supporting local businesses and helping to promote physical activity and health.

4.3d For Transport Bids: Have you provided an Option Assessment Report (OAR)

☒ Yes

☐ No

4.3e Please explain how you will deliver the outputs and confirm how results are likely to flow from the interventions. This should be demonstrated through a well-evidenced *Theory of Change*. Further guidance on producing a Theory of Change can be found within [HM Treasury's Magenta Book](#) (page 24, section 2.2.1) and [MHCLG's appraisal guidance](#). (Limit 500 words)

East Sussex County Council has developed a Monitoring and Evaluation Plan. This provides a clear theory of change between inputs, outputs, outcomes and impacts in line with the Magenta Book. We have taken the opportunity to refresh the Plan (see Q6.4a) and the theory of change articulating how and why desired LUF results are likely to flow, with this illustrated in Figure 4.5 below.

Figure 4.5: Exceat Theory of Change



4.4 Alignment with the local and national context

See technical note Table 1 for further guidance.

4.4a Explain how your bid aligns to and supports relevant local strategies (such as Local Plans, local economic strategies or Local Transport Plans) and local objectives for investment, improving infrastructure and levelling up. (Limit 500 words)

The A259 Exceat bridge scheme aligns with and supports the following regional and local strategies:

Regional Strategies

South East LEP Strategic Economic Plan

The A259 links the Newhaven Clean Tech and Maritime growth corridor and Newhaven Enterprise Zone, with the A22/A27 Eastbourne / South Wealden growth corridor. Locally, both are key areas of economic growth and identified as LUF priority 1 areas. The project will help meet the Plan's aim to attract investment, particularly in growth corridors by making the area an attractive place for people to work and visit by addressing delays arising from congestion which impose direct, significant costs on businesses.

Transport for the South East (TfSE)

The scheme supports the TfSE strategy of planning for people and places by alleviating congestion on the network, enabling better connectivity between identified LUF priority areas, improving air quality, enhancing the public realm and providing improved access to public transport. The A259 forms part of the Major Road Network and the section between Brighton and Eastbourne was identified by TfSE as one of ten priorities across their geography.

At the confluence of a number of rights of way, the proposed National Coastal Path and the National Cycle Route 2, the improved pedestrian facilities at the bridge will help to promote active travel and active lifestyles to improve health and wellbeing.

Local Strategies

East Sussex Local Transport Plan 2011 – 2026

The scheme will contribute towards the LTP objective of improving economic competitiveness and growth by tackling congestion at a major bottleneck, increasing overall resilience on the network and improving connectivity within the county. With sustainable travel improvements (walking and cycling) as a key part of the project, it will help to improve accessibility. In addition, the safer bridge and improved footway provision along the A259 will help meet the LTP objective to improve road safety.

ESCC Council Plan and Asset Management Policy

By employing an asset management approach to investment in the highway through replacing the life expired bridge at Exceat rather than continuing non-cost effective maintenance, we will be meeting of the Council priorities of making best use of resources and supporting sustainable growth in the county.

East Sussex Growth Strategy 2014 – 2020

The scheme will help to deliver the aims of the County's Growth Strategy to drive economic development across the county through a good transport network and sustainable travel providing good access to all markets.

South Downs Partnership Management Plan

The proposed improvements for pedestrians and cyclists will contribute towards the aim to enhance health and achieve outstanding visitor experiences, underpinned by high quality access and sustainable transport network.

Lewes District Council Local Plan (2017)

The new bridge will contribute towards enabling the planned growth in Seaford and Newhaven as set out in the Local Plan via providing improved accessibility and capacity on the road network serving these communities.

Wealden Core Strategy Local Plan (2013) and Eastbourne Core Strategy Local Plan (2013)

The scheme will help to meet both the Wealden and Eastbourne Core Strategy aims of supporting the tourism industry and access to the countryside, particularly the National Park and Seven Sisters Country Park.

4.4b Explain how the bid aligns to and supports the UK Government policy objectives, legal and statutory commitments, such as delivering Net Zero carbon emissions and improving air quality. Bids for transport projects in particular should clearly explain their carbon benefits. (Limit 250 words)

National Strategy Aims	How the project will support these aims			
	Improved economic connectivity as a result of less congestion and better journeys	Shorter journeys and better bus facilities encouraging sustainable transport	Improved air quality, less pollution and reduced emissions as a result of reduced congestion and stop-start traffic	New bridge, footway and other infrastructure supporting accessibility
Road to zero				
Improve air quality, encourage buses, reduce stop-start journeys and encourage hydrogen and fuel cell powered transportation	✓	✓	✓	
Industrial Strategy				
1) People: good jobs and greater earning power for all	✓			
2) Infrastructure: a major upgrade to the UK's infrastructure (new, improved bridge and footways)				✓

3). Business environment: the best place to start and grow a business and 4). Places: prosperous communities across the UK. (easier accessibility for residents and visitors at a location identified as having significant additional tourist potential)	✓			✓ (including easier accessibility for residents and visitors at a location identified as having significant additional tourist potential)
Transport Investment Strategy				
Create a more reliable, less congested, and better connected transport network that works for the users who rely on it	✓			
Build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities and support the creation of new housing	✓ (improved connectivity supports local plans – see 4.4a above)			
Clean Growth Strategy				
The Strategy incorporates the 2030 Pathway which includes benefits of shorter journey times due to lower congestion and less noise pollution which will be a key outcome of the project.	✓		✓	

Gear Change and Cycle Infrastructure Design				
Opportunities should be taken to embed the requirements of cyclists and pedestrians in other transport schemes				✓
Bus Back Better				
Buses can be key to levelling-up; users are disproportionately from less advantaged social groups and places. Improved services will strengthen communities, sustain town centres and connect disabled and isolated people. Aims for: buses to be faster and more reliable; and for intensive services and investment on key corridors.	✓	✓		✓

4.4c Where applicable explain how the bid complements / or aligns to and supports other investments from different funding streams. (Limit 250 words)

The project complements other planned work in the area including:

- **South Downs National Park Authority**
Plans to realise the tourist potential in this part of the National Park. Phased investment in the visitor offer at Seven Sisters Country Park will include creating a new, sustainable tourism attraction, increased footfall in the park and wider area and sustainable year-round jobs. We have worked with SDNP officers to ensure the project complements their plans.
- **Zero Emissions Bus Regional Area (ZEBRA)**
ESCC is currently considering a joint bid with Brighton & Hove Buses for funding to replace the bus fleet on the Eastbourne-Brighton corridor with a new, pioneering hydrogen-powered zero emissions fleet.
- **A259 South Coast Corridor Major Road Network Business Case**
The A259 is part of the Major Road Network identified by Government in late 2018. Transport for the South East identified the section between Brighton and Eastbourne to be one of its 10 priority corridors within its geography.

A Strategic Outline Business Case (SOBC) will be developed during 2021/22, informed by TfSE's Outer Orbital Corridor Study and a localised corridor study, setting out a package of multi-modal interventions to improve movement, access and resilience along the corridor. The replacement of Exceat Bridge replacement would support the wider objectives of the A259 MRN corridor SOBC.

4.4d Please explain how the bid aligns to and supports the Government's expectation that all local road projects will deliver or improve cycling and walking infrastructure and include bus priority measures (unless it can be shown that there is little or no need to do so). Cycling elements of proposals should follow the Government's cycling design guidance which sets out the standards required. (Limit 250 words)

Improving infrastructure for walking, cycling and buses is one of the main purposes of this project, in alignment with *Gear Change* and *Bus Back Better*. The design complies with Government best practice design guidance.

The project will directly improve journey time and reliability for bus services on the route. Additional bus priority measures are not necessary as adding an extra lane to the bridge and improving alignment is expected to remove all congestion at the site.

Q4.3c details the numerous improved facilities for bus users and cyclists, better access for pedestrians and safer crossings.

Future plans to reinforce the causeway between the bridge and the visitor centre will include the creation of a new footway / cycleway. It has not been possible to include the causeway project in the current bid due to time constraints on project delivery. However, the bridge

design allows for the new footway across the bridge to be converted to a shared cycleway/footway and linked to the planned causeway cycleway at little extra cost. Its geometric design is compliant with current design practice for a shared facility.

It is not possible to include a separate cycleway at this location as this would involve further widening of the carriageway corridor and encroachment into the steep hill on the western side of the river. This would necessitate a taller and longer retaining wall which the SDNPA has indicated would have an unacceptable impact on the fragile landscape of the Park, SSSI and Area of Outstanding Natural Beauty.

PART 5 VALUE FOR MONEY

5.1 Appropriateness of data sources and evidence

See technical note Annex B and Table 1 for further guidance.

All costs and benefits must be compliant or in line with [HMT's Green Book](#), [DfT Transport Analysis Guidance](#) and [MHCLG Appraisal Guidance](#).

5.1a Please use up to date evidence to demonstrate the scale and significance of local problems and issues. (Limit 250 words)

Our analysis of local problems and issues has made use of the following sources of data:

Dataset	Date	Source
Index of Multiple Deprivation <ul style="list-style-type: none"> - Income - Education - Employment 	2019	Ministry of Housing, Communities and Local Government
Census <ul style="list-style-type: none"> - Qualifications (KS501EW) - Travel to Work (WU03UK) 	2011	ONS
Journey Times to Key Services <ul style="list-style-type: none"> - Employment Centres - Secondary Schools - Further Education 	2019	Department for Transport
Understanding Towns in England: Spatial Analysis	2019	ONS
Claimant Count (number of Universal Credit and Jobseekers Allowance claimants)	2019 & 2021	ONS
GVA per hour worked (£) Local Authority	2018	ONS
Annual Business Survey	2018 (latest available)	East Sussex in Figures
Traffic Data: <ul style="list-style-type: none"> - A259 / Cuckmere Inn Car Park; - A259 / Litlington Road; - A259 / Seven Sisters Car Park. Pedestrian Count Data <ul style="list-style-type: none"> - Informal pedestrian crossing point to the east of A259 Exceat Bridge; - Informal pedestrian crossing point to the east of Cuckmere Inn Car Park; 	2019	East Sussex Highways

<ul style="list-style-type: none"> - Informal pedestrian crossing point to the west of Cuckmere Inn Car Park; - Informal pedestrian crossing point to the east of Seven Sisters Car Park <p>Maximum queue length measurements collected at A259 east of Exceat Bridge (westbound direction towards bridge).</p>	2018	
Road Safety Data	2015 – 2019	East Sussex Police
Google journey time data	2021	Google
Bus Reliability	2011-2021	Brighton and Hove Buses

5.1b Bids should demonstrate the quality assurance of data analysis and evidence for explaining the scale and significance of local problems and issues. Please demonstrate how any data, surveys and evidence is robust, up to date and unbiased. (Limit 500 words)

Dataset	Date	Quality assurance/ robustness
Index of Multiple Deprivation (IMD)	2019	IMD 2019 is a measure of multiple deprivation at the LSOA level based on seven distinct dimensions of deprivation, measured separately and combined to form an overall measure.
Census	2011	The census captures 100% of the population rather than a small subset, and is robust down to the smallest neighbourhood, allowing measures of variation across local neighbourhood's characteristics. Journey to Work data has not been surveyed since the 2011 census at the level of geography useful for this analysis.
Journey Times to Key Services	2019	Theoretical journey times are calculated by modelling journeys between known sets of origins and destinations. Journey time calculations are carried out using TRACC, using timetable information at stops from PT services against a specific time/day period. Highways information from road networks are used to fill the gaps between PT services by creating a linear network that connects the origins, destinations and stops together.
Understanding Towns in England	2019	Population data is sourced from ONS mid-year population estimates and employment data from the Business, Register and Employment Survey (BRES). Job density data is based on total employment (which includes employees and working proprietors) from BRES. Some self-employment figures are not included because of data quality at smaller geographic areas.
Claimant Count	2019, 2021	The Claimant Count is a measure of the number of people claiming benefits principally for the reason of

		being unemployed. Since the people claiming benefits are generally a particular subset of the unemployed, the Claimant Count can provide an indication of how unemployment is likely to vary between areas and over time, and is disaggregated at a local level.
GVA per hour worked	2018	This provides direct comparison between the level of economic output and the direct labour input of those who produced that output used to investigate a region's economic performance.
Annual Business Survey	2018	1,004 Businesses across a range of private sector businesses were interviewed.
Traffic and Pedestrian Count Data	2019	12-hour classified traffic counts and pedestrian crossing counts collected on Thursday 19/09/2019, and Saturday 21/09/2019 by ESCC's Traffic Monitoring Team. These supplemented previous counts in November 2018, collected to meet the Planning Authority's requirements.
Maximum Queue Lengths	2018	Maximum queue length measurements collected on Thursday 15/11/2018 (07:00-10:00) and Saturday 17/11/2018 (15:00-18:00).
Road Safety Data	2015-2019	5-years of consecutive data providing a comparator to the 2019 traffic flows, prior to the impacts of COVID-19 and temporary traffic measures on traffic flow and road safety.
Google	2021	Google Maps bases its traffic information and route recommendations on two kinds of information: historical data about the average time it takes to travel a particular section of road at specific times on specific days and real-time data sent by sensors and smartphones that report real-time speeds.
Bus Reliability	2011-2021	Brighton and Hove buses provided data for 2011 and 2021 journey times for both directions between Chynington Gardens (Seaford) and the Exceat Visitor Centre for the 12,12X,13X routes.

5.1c Please demonstrate that data and evidence chosen is appropriate to the area of influence of the interventions. (Limit 250 words)

The A259 is part of the Major Road Network. A key east-west corridor, it links Eastbourne and Brighton with each other and the coastal towns of Peacehaven, Newhaven and Seaford within Lewes district. Newhaven is important locally and nationally for its international port and related businesses.

The A259 is important for many commuters with 1,060 people travelling to work by all modes from Peacehaven, Newhaven and Seaford to Eastbourne, and 1,361 people travelling to work from Eastbourne to Brighton. The A259 is the most direct road between Eastbourne and Seaford, Newhaven and Peacehaven, with the alternative A27 taking an additional 15 minutes in the AM peak.

IMD and ONS data has been reviewed for these areas as their residents and businesses are most likely to be impacted by congestion at Exceat. As this data is at an LSOA level, it shows in detail information about the towns of interest. This is more beneficial than analysing data from a district level as more affluent areas in the Lewes district would distort the problems faced by Lewes' three coastal towns which are more directly impacted by Exceat Bridge. In addition, job density and employment growth information for these geographies can demonstrate how the unreliability of transport links can hinder job and economic prosperity.

Up to six Brighton and Hove buses traverse Exceat Bridge each hour on routes 12,12A,12X, 13X. Bus reliability data has been reviewed to indicate the level of delay the buses experience at the bridge, especially in the westbound direction.

5.2 Effectiveness of proposal in addressing problems

5.2a Please provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems. Quantifiable impacts should usually be forecasted using a suitable model. (Limit 500 words)

Q3b noted that a key challenge now and in the future at Exceat Bridge is congestion.

A VISSIM model was built in 2020 to support the scheme's planning application to South Downs National Park. This model has been amended for this bid and consists of a 2019 base model covering the following observed peak hours each with a 30-minute warm up period

- AM Peak (07:15-08:15)
- PM Peak (16:00-17:00)

The base model has been re-calibrated for each peak hour using observed queue data from 2018 and indicative journey times from Google data to replicate the delay on both sides of the bridge as accurately as possible. It should be noted that due to limitation in the available data the model has not been calibrated/validated to the WebTAG standards, but it has been further enhanced to support this application and is considered fit for purpose. A technical note (Exceat_App_5.2a) is provided to provide more detail on model development and traffic conditions.

A 2024 and a 2030 Do-Minimum (DM) model have been developed using TEMPro planning growth and a 10% uplift in pedestrian volumes. The modelling indicates significant increases in congestion on A259, particularly on the westbound direction, already in 2024 which increases even further in 2030. This equates to an additional 3 minutes per vehicle travelling on A259 westbound in 2024 AM Peak and 5 minutes in 2030 AM Peak, while in the PM Peak hour the journey time increase is 4 and 11 minutes respectively. A 2024 and a 2030 Do-Something (DS) model of a new 2-way replacement bridge has been developed.

The modelling suggests significant decreases in congestion compared to the DM. This equates to reductions in delay in the main westbound route of 6 minutes in 2024 AM Peak and 8 minutes in 2030 AM Peak hour, while in the PM Peak hour the delay reductions are 6 and 14 minutes respectively, compared to the DM. Some benefits are also observed in the eastbound direction, which nominally has priority although can be delayed by traffic already on the bridge.

5.2b Please describe the robustness of the forecast assumptions, methodology and model outputs. Key factors to be covered include the quality of the analysis or model (in terms of its accuracy and functionality) (Limit 500 words)

An enhanced version of the Exceat VISSIM model (2019 base year) has been used for the economic assessment. Whilst strategic models (Newhaven, East of Lewes, A22) exist they have been discounted because they do not explicitly model the shuttle working associated with the Exceat Bridge and have focussed study areas away from the A259. The time and cost to update any of these models to ensure its suitability for the Exceat Bridge scheme is not considered proportionate given the type of scheme and level of contribution sought.

The Exceat VISSIM model replicates the shuttle working arrangement that is currently in place on the bridge approaches. This essentially represents the Do-Minimum (DM) scenario, given that the shuttle working status quo would be maintained if the new bridge was not built or alternatively a 'like-for-like' replacement built.

Under the Do-Something (DS) scenario, the new bridge will be wide enough to accommodate two-way traffic movements simultaneously, thereby eliminating the need for a shuttle working and consequently the delays to the westbound traffic as the give way line would disappear. Delays in the DM scenario are therefore assessed against a DS scenario with no delays to traffic movements across the bridge.

For the base model, a comparison of average maximum A259 westbound queue lengths has been undertaken to assess the overall 'goodness of fit' of the model. Due to the subjective nature of real-world queue observations, no formal acceptability criteria for their calibration currently exist. Instead, a graphical check on maximum queue lengths extracted from the two models in 60-second intervals has been undertaken. In addition, journey times from Google data for the 2 main movements through the bridge have been used as an additional tool to replicate the delay in both sides of the bridge as accurately as possible. Based on the average results presented, in technical note (Exceat_App_5.2a) the model is considered fit for purpose.

To support the economic assessment 2 future years have been used for both DM and DS scenarios. The reference years used are 2024 and 2030.

The future year DM have been developed using traffic growth factors from TEMpro applied to the calibrated base year model. For the DS models additional data has been used from the East of Lewes strategic model to account for the traffic the scheme will attract. Respective high and low growth scenarios have also been

developed to provide additional reassurance on the modelling results. The high and low growth factors were calculated following the relevant WebTAG guidelines, with these developed to provide additional reassurance on the modelling results. The detailed results of all modelling scenarios are presented in technical note (Exceat_App_5.2a).

5.3 Economic costs of proposal

5.3a Please explain the economic costs of the bid. Costs should be consistent with the costs in the financial case, but adjusted for the economic case. This should include but not be limited to providing evidence of costs having been adjusted to an appropriate base year and that inflation has been included or taken into account. In addition, please provide detail that cost risks and uncertainty have been considered and adequately quantified. Optimism bias must also be included in the cost estimates in the economic case. (Limit 500 words)

Investment costs for construction, land/property, and design/supervision are based on the latest scheme design and costing exercise (May 2021).

Base costs have been estimated by East Sussex Highways (ESH) in current prices (Q2 2021). They have then been inflated to the relevant year of expenditure using the BCIS Road Index #2031. The GDP-deflator series (July 2020 TAG Data book v1.14.1) has then been used to bring them back to a 2021 price base (and within TUBA they are then further adjusted to a 2010 price base). This ensures that we take account of the extent to which construction-related inflation deviates from general inflation.

Costs have then been adjusted to account for risk and optimism bias:

- Risk Allowance: £1,468,118 – the p80 figure from the Monte Carlo based Quantitative Risk Assessment undertaken in May 2021.
- Uplift to mitigate against Optimism Bias: 23% from TAG Unit A1.2 for bridge schemes at Stage 2 development.

The optimism bias uplift has been applied after the risk allowance has been added to the scheme costs.

Any “sunk” costs already spent have been excluded from the costs used in economic assessment.

Land costs

The scheme requires nine small parcels of land to be acquired for permanent or temporary use. ESCC would seek to negotiate land acquisition for permanent transfer and also access agreements for temporary use. Jacobs have estimated acquisition costs, assuming the worst-case scenario of a compulsory purchase order.

Land cost valuation has been made in accordance with the RICS Valuation – Global Standards 2020 (Red Book) effective from 31 January 2020 and the RICS

Valuation – Global Standards 2017 UK national supplement effective 14 January 2019 published by RICS. The basis of the valuation has been based on Market Value.

The estimated values are considered “worst case” scenario, with the assumption that claimants would be eligible for all possible compensation elements:

- Permanent land take: £82,200
- Temporary land take: £7,000

Land costs are assumed to be incurred in 2021/22.

Maintenance costs

A detailed maintenance schedule has been developed by ESH. Costs and replacement timescales are based on current bridge maintenance guidance and the County Council’s relevant bridge maintenance experience. The maintenance profile has been developed to cover a 60 year period and includes routine maintenance, general and principal inspections and replacement of some bridge items throughout its life to keep it up to standards. Maintenance profile cost details are included within the Economic Assessment Report (see Exceat_App_5.3-5.5_EAR).

There is high confidence on the maintenance costs provided by ESH, and therefore a risk allowance of 7.5% and an uplift of 23% optimism bias have been applied to these costs. The maintenance costs estimate for the 60 year appraisal period are £1,236,303 (2021 prices).

Appraisal input costs

The risk and optimism bias adjusted investment costs form the inputs to TUBA. Costs are entered in TUBA as 2021 factor prices, along with the appropriate Gross Domestic Product (GDP) deflator to allow the software to deflate costs. Summary costs entered into TUBA are illustrated below.

Type	2021 Factor Prices
Preparation (including detailed design)	£1,426,644
Land and property	£132,192
Site Supervision	£150,681
Construction	£8,968,223
Total Capital Costs	£10,677,740
DS Maintenance costs (total)	£1,236,303

5.4 Analysis of monetised costs and benefits

5.4a Please describe how the economic benefits have been estimated. These must be categorised according to different impact. Depending on the nature of intervention, there could be land value uplift, air quality benefits, reduce journey times, support economic growth, support employment, or reduce carbon emissions. (Limit 750 words)

A proportionate analysis of monetised costs and benefits in line with DfT's TAG guidance has been undertaken. This section is supported by an Economic Appraisal Report [see Exceat_App_5.3-5.5_EAR].

Impacts have been assessed over a 60-year appraisal period after scheme opening, capturing development and implementation.

The following monetised impacts have been included in the economic assessment:

- Transport Economic Efficiency (TEE) as a result of the scheme for (1) business users and private sector transport providers; (2) consumer users (commuting); and (3) consumer users (other journey purposes) – each in terms of;
 - Travel time
 - Vehicle operating costs
 - User charges
- Greenhouse gases (using TUBA)
- Wider public finances (changes in indirect tax revenues)
- Safety
- Maintenance.

Transport Economic Efficiency (TEE)

Transport User Benefit Analysis (TUBA) (version 1.9.14) has been used to derive travel time benefits and Vehicle Operating Costs (VOC) benefits of the scheme. TUBA takes, as its principal input, zone to zone matrices of trip numbers, times taken, and distances travelled extracted from the VISSIM model. TUBA then applies values of time and operating cost and discounts a 60-year stream of benefits to the present value year (2010) and expresses the benefits in 2010 market prices. For the appraisal of user costs, standard values of time, operating cost and other related economic parameters for traffic appraisal were applied, using the '1_14.0 Economics File' advised by DfT to MRN scheme promoters.

Benefits from TEE are summarised below (discounted to 2010, in 2010 prices):

- **Business: £3,817,000**
- **Commuting: £4,637,000**
- **Other: £3,472,000**

Greenhouse Gases:

The scheme will result in changes in greenhouse gas emissions from vehicles due to changes in flows, speeds and distance travelled.

The TUBA results output from the Greenhouse Gas emissions has been factored up to consider all 8,760 hours for the year (in line with TAG Unit A3). Therefore the GHG analysis predicts a decrease in carbon dioxide emissions of 8,196 tonnes over the 60-year appraisal period.

This results in **£352,000 Greenhouse gases benefit** (untraded sector).

Changes in Indirect Tax

Indirect taxes relate to the taxation levied on goods and services and therefore include excises, duties and VAT. TUBA calculates the changes in indirect taxes as a result of changes in speed and distance. These changes affect the amount of fuel being used and therefore affect Government tax revenue.

Changes in indirect tax revenues are included as part of the Present Value of Benefits (PVB).

Wider Public Finances benefits: -£103,000 (discounted to 2010, 2010 prices)

Safety benefits

It is anticipated the new bridge layout will bring safety benefits as a result of removing the current priority arrangement, and thereby reduce the risk of frontal collisions at the bridge.

We have analysed the causes of accidents at this location between 2015 and 2019. COBA-LT was not considered appropriate, and so an approach relevant to accident investigation as noted in 2.3.13 of TAG A4.1 has been used. Only accidents within 30 metres of the bridge boundary have been analysed, taking into account the causal factors. Where the road layout was considered the key causal factor for the accident, the assessment has assumed the accident would have been avoided if a 2-way arrangement would have been in place.

The assessment suggests a single slight accident could have been avoided during the 5-year appraisal period. This number have been extrapolated to 60 years appraisal period and the average value of prevention of road accidents based on its severity has been calculated using table A.4.1.3 of TAG Databook.

This analysis suggests the new bridge arrangement could deliver **£72,292 safety benefits** (discounted to 2010, in 2010 prices) due to a safety improvement.

Maintenance cost savings

The bridge is close to its life expectancy, and would soon need to be refurbished to continue operating as per existing arrangements. This Do-Minimum (DM) option would still involve significant and periodic maintenance and repairs to help maintain its function.

Our comparative analysis of the maintenance costs of the DM and Do-Something (DS) scenarios over the appraisal period uses a depreciated replace cost methodology. This evaluates the current cost of replacing an asset with its modern equivalent asset less deductions for all physical deterioration and all relevant

forms of obsolescence and optimisation (DS), and compares it with the aggregated cost of all the capital refurbishment/treatments needed to maintain and restore the service potential of the current infrastructure over the lifecycle (DM).

Under both scenarios the bridge would require periodic inspections and replacement activities. The DS maintenance profile shows a cost reduction due to eliminating the need to fully refurbish the current bridge to bring it back up to A1 condition, as well as lower long-term regular maintenance costs. A **£1,230,000 cost saving** (2010 prices and values) is calculated over 60 years.

5.4b Please complete Tab A and B on the **appended excel spreadsheet** to demonstrate your:

Tab A - Discounted total costs by funding source (£m)

Tab B – Discounted benefits by category (£m)

5.5 Value for money of proposal

5.5a Please provide a summary of the overall Value for Money of the proposal. This should include reporting of Benefit Cost Ratios. If a Benefit Cost Ratio (BCR) has been estimated there should be a clear explanation of how this is estimated ie a methodology note. Benefit Cost Ratios should be calculated in a way that is consistent with [HMT's Green Book](#). For non-transport bids it should be consistent with [MHCLG's appraisal guidance](#). For bids requesting funding for transport projects this should be consistent with [DfT Transport Analysis Guidance](#). (Limit 500 words)

An Economic Assessment Report (Exceat_App_5.3-5.5_EAR) is attached to this section to provide further details on followed methodology and sensitivity scenarios.

The Exceat bridge replacement project is judged to offer a **“high” value for money (VfM)** with a **core BCR of 2.15**. This assessment is based mainly on the assessment of typically monetised impacts in relation to transport economic efficiency, maintenance cost reduction, but non-monetised social impacts have been taken into consideration as well.

- The present value of benefits (PVB) is £12,175,000 (2010 prices, discounted to 2010).
- The present value of costs (PVC) is £5,660,000 (2010 prices, discounted to 2010).
- The benefit cost ratio BCR is therefore 2.15.
- The calculation of benefits includes the value of Transport Economic Efficiency, greenhouse emission, Wider Public Finances and maintenance cost reduction.
- The costs include an allowance for risk (P80), and optimism bias of 23%

- Sensitivity tests have been developed to take into account uncertainty regarding forecasts of population, households, employment, GPD growth and fuel price trends and their impact on future growth. The results from these demonstrate that the scheme offers low VfM (BCR=1.07) for a 'low growth' scenario and high VfM (BCR=3.13) for a 'high growth' scenario.
- Safety Benefits have been excluded from the core BCR due to the high-level exercise followed to monetise the benefits. However, we believe these benefits should be considered for the value for money assessment, as it is likely safety will be improved.

In addition to the monetised benefits, the scheme will:

- Deliver congestion benefits at other times, with observed traffic volumes during the weekday shoulder peak and Saturday lunchtime peak similar to the weekday AM and PM peak hours
- Improve journey time reliability for vehicular traffic including bus services that serve the A259 corridor
- Reduce the likelihood of severance
- Reduce air pollution from queuing vehicles
- Enhance ecological diversity and value in the long-term through the provision of 1ha of mosaic wetland habitat
- Improve network resilience – the A259 is a key alternative to the A27
- Support tourism and planned housing growth.

The business case has also looked at the indirect impacts associated with the do minimum scenario, where the current bridge would require a full refurbishment to bring it back an appropriate structure condition. Although we have not been able to monetise the benefits, a high-level impact assessment of this scenario suggests the following:

- During the refurbishment work, the bridge would be required to be closed for a period of 10 weeks. Therefore, lengthy detours via the A26 and A27 would be required, resulting in an average additional time of 15 minutes per Seaford-Eastbourne journey. This is anticipated to impact many of the 12,000 vehicles that use the A259 daily.
- Increase in carbon footprint as result of the additional journey times associated with the diversion route.

5.5b Please describe what other non-monetised impacts the bid will have, and provide a summary of how these have been assessed. (Limit 250 words)

The scheme will also deliver a series of opportunities that are not possible or proportionate to monetise. These have been assessed in accordance with TAG guidance.

Economy:

Whilst reliability is expected to improve, the method for monetising reliability benefits is unsuitable for this project. Therefore, a qualitative assessment has been undertaken based on empirical evidence and professional judgement.

Wider impacts are also expected as the scheme will attract more tourism due to the improvement of pedestrian, cyclist and public transport facilities and public realm. Although this could impact on visitor spending, there is insufficient data to monetise these benefits.

Environmental:

Due to the size of the project and its location within the South Downs National Park and a SSSI, an Environmental Impact Assessment (EIA) was required to accompany the planning application, in accordance with the EIA Directive and EIA Regulations.

The EIA has been carried out to align with the Highways Agency guidance of DMRB, Volume 11 on Environmental Assessment where this was considered appropriate. Additional subject-specific guidance has been applied to supplement this guidance in accordance with professional best practice.

The information generated by the EIA has been used as the basis for the environmental impact appraisal process summarised in the Appraisal Summary Table, and it has been in line with TAG A3. A copy of the EIA non-technical summary is included as Exceat_App_5.5b_EIA_Summary.

Social:

In line with TAG A4.1, qualitative assessments have been carried out for most of the resulting social impacts.

5.5c Please provide a summary assessment of risks and uncertainties that could affect the overall Value for Money of the bid. (Limit 250 words)

The following uncertainties could affect Value for Money (VfM):

- Traffic modelling – VISSIM is not as accurate for economic assessment as strategic models (VISUM/Saturn), with their ability to model reassignment. However strategic models are not well suited to assessing the impacts of replacing shuttle working with two-way traffic. A conservative assessment has been made of the benefits of the scheme with this limited to weekday AM and PM peak hours, with low, high growth and shoulder peak sensitivity tests reported in the EAR.
- COVID-19 – Travel patterns affecting medium and long-term growth could have an impact on the anticipated Transport Economic Efficiency benefits.
- Land costs – initial estimates of land acquisition have been produced; these will need to be refined following valuations of the land and land secured through either negotiation or potentially using CPO powers. This has been reflected in the QRA.

- Scheme costs – further surveys are planned during detailed design. These have the risk of identified unforeseeable stats, protected species and/or archaeology remains, impacting the estimated construction cost. This has been reflected in the QRA.

The concept of 'switching values' has been applied to understand the scale of benefits or cost change required to change the overall value for money.

- For the scheme to become **medium VfM**, benefits would need to decrease by 7.0% or the PVC to increase by 7.6%.
- For the scheme to become **low VfM**, benefits would need to decrease by 30.3% or the PVC to increase by 43.4%.
- For the scheme to become **very high VfM**, scheme benefits would need to increase by 85.9% or the PVC to decrease by 46.2%.

5.5d For transport bids, we would expect the [Appraisal Summary Table](#), to be completed to enable a full range of transport impacts to be considered. Other material supporting the assessment of the scheme described in this section should be appended to your bid.

Please see Exceat_App_5.5d_tag-worksheet-appraisal-summary-table.xlsx

PART 6 DELIVERABILITY

6.1 Financial

See technical note Table 1 for further guidance.

6.1a Please summarise below your financial ask of the LUF, and what if any local and third party contributions have been secured (please note that a minimum local (public or private sector) contribution of 10% of the bid costs is encouraged). Please also note that a contribution will be expected from private sector stakeholders, such as developers, if they stand to benefit from a specific bid (Limit 250 words)

Unlike the Economic Case, the Financial Case also focuses on the investment costs subsequent to writing of the Business Case. While the 'sunk costs' are excluded from the forward-looking investment cost projections presented, it is useful from a transparency and clarity of presentation perspective to understand how scheme development costs have been funded to date, drawing upon some of the local contribution.

Table 6.1: Scheme Cost (£s, nominal).

Cost Type	'Sunk Costs'	Remaining Cost	Overall Total
Stage 1 - Feasibility / Preliminary Design	1,713,272	98,581	1,811,853
Stage 2 – Professional Services		963,577	963,577
Stage 3 – Construction		6,257,769	6,257,769
Land		89,200	89,200
Risk Fund		1,468,118	1,468,118
Total	1,713,272	8,877,245	10,590,517

The remaining future costs incorporate risk and inflation, and these are shown by funding source below, with the **local contribution comprising just under 25% of the total**.

Table 6.2: Funding Arrangements (£s, nominal)

Funding Source			Funding
East Sussex County Council (ESCC)			2,633,000
Levelling Up Fund (LUF)			7,957,517
Total			10,590,517
Cost Element	Cost	Source	Funding
Sunk Costs	1,713,272	ESCC	1,713,272
Land (including risk)	107,473	ESCC	107,473

Further Design and Construction (including risk)	8,769,772	ESCC	812,255
		LUF	7,957,517
Total			10,590,517

6.1b Please also complete Tabs C and D in the appended excel spreadsheet, setting out details of the costs and spend profile at the project and bid level in the format requested within the excel sheet. The funding detail should be as accurate as possible as it will form the basis for funding agreements. Please note that we would expect all funding provided from the Fund to be spent by 31 March 2024, and, exceptionally, into 2024-25 for larger schemes.

Please see Exceat_LUF_Application_Form_Tables_A-F_for_completion.xlsx

6.1c Please confirm if the bid will be part funded through other third-party funding (public or private sector). If so, please include evidence (i.e. letters, contractual commitments) to show how any third-party contributions are being secured, the level of commitment and when they will become available. The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Where relevant, bidders should provide evidence in the form of an attached letter from an independent valuer to verify the true market value of the land.

☐ Yes

☒ No

6.1d Please explain what if any funding gaps there are, or what further work needs to be done to secure third party funding contributions. (Limit 250 words)

None

6.1e Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection. (Limit 250 words)

The project was identified as a pipeline project by the South East Local Enterprise Partnership (SELEP) for funding in 2019/20 from the Local Growth Fund monies recovered from other projects in SELEP's wider programme.

However, between the time the business case was submitted for evaluation by the LEP's independent technical evaluator and the final decision made by the LEP's

Accountability Board to allocate the funding ask, engagement with the planning authority resulted in substantial increases to project costs.

At the time we were in the middle of the COVID-19 pandemic and it was not possible for the County Council to give the LEP the assurance it required, within the parameters and timescales set, that the funding gap between the funding available (including the LGF funding) and the overall scheme cost could be filled. Therefore the application to the LEP for funding for LGF monies and business case was withdrawn.

6.1f Please provide information on margins and contingencies that have been allowed for and the rationale behind them (Limit 250 words)

The following assumptions have been used:

- Margin: A 10% allowance for contractor overhead and profit has been included in line with the East Sussex Highways contract
- Risk Allowance: has been derived from the Monte Carlo Quantified Risk Assessment completed in May 2021. The p80 figure is £1,468,118 which takes into account design development risks, land risks, construction risks, employer change risks and employer other risks. A copy of the QRCA report is included in Exceat_App_6.1f.
- Provisional sum: £125,000 for utilities diversions.

An allowance for Optimism Bias is included in the economic case as described in section 5.3.a. For the purpose of the Financial case, an uplift to mitigate against optimism bias has not been included. This approach is in line with TAG Unit A1.2 paragraph 3.5.3.

6.1g Please set out below, what the main financial risks are and how they will be mitigated, including how cost overruns will be dealt with and shared between non-UKG funding partners. (you should cross refer to the Risk Register). (Limit 500 words)

Key Risks

The top 5 financial risks based on cost impact are as follows.

- Planning Application refusal – whilst it may be possible to appeal against a decision this may take a significant length of time and may be costly. The project team has continued its engagement with the South Downs National Park Authority throughout the pre-application process to consider all safety, landscape and environmental evidence to put forward an alignment that balances highways standards with environmental requirements. A letter of comfort has been received from the Planning Authority that indicates the planning application is likely to be acceptable. See App_4.2a_Stakeholder_Support.
- Scheme target costs are based on best available information.

- Major flooding occurs during the construction phase, resulting in access restrictions to the site and impacting on programme.
- Delays to programme and increased costs to discharge pre-construction planning conditions. Again close liaison with the planning authority has been the hallmark of the design team's work to date.
- Archaeological finds during construction result in a delay to the project and increase in cost due to the need to investigate.

Please see the risk register [Exceat_App_6.3f_Risk Register] for full details and actions in place to reduce risks.

As with any Government funded project there is also the risk of potential loss of grant for any project that does not meet grant conditions in relation to the mandated completion date. The scheme programme envisages completion of the construction in February 2024. It is noted that funding is available through to 2024-25 although the expectation of Government is that this would be for large schemes by exception.

Risk Management of Cost Overruns

ESCC delivers all of its projects through its own established project management framework, which is based on Prince 2. The framework has tailored Prince 2 methodologies allowing them to be implemented into Council practices. All major capital projects follow this process and are reported to the respective Departmental Capital Project Boards with risks associated with the overall capital programme reported by exception to the Corporate Strategic Asset Board which sits monthly. Financial reporting to the Corporate Strategic Asset Board occurs quarterly.

The future construction contract associated with the delivery of Exceat Bridge will outline the required outputs, expectations around time and quality and specify ownership of risk based on who is best placed to manage the risk and specific parties' responsibilities should cost overruns materialise.

Should any cost issues emerge these will be reported to the project board for consideration and appropriate mitigation. This will include the need for additional funding from within East Sussex County Council if required.

6.2 Commercial

See technical note Section 4 and Table 1 for further guidance.

6.2a Please summarise your commercial structure, risk allocation and procurement strategy which sets out the rationale for the strategy selected and other options considered and discounted. The procurement route should also be set out with an explanation as to why it is appropriate for a bid of the scale and nature submitted.

Please note - all procurements must be made in accordance with all relevant legal requirements. Applicants must describe their approach to ensuring full compliance in order to discharge their legal duties. (Limit 500 words)

We have considered the options available for the procurement of these works, including single procurement, use of regional frameworks and works commissioning through existing highways infrastructure services contract. The existing seven year contract has the option to directly commission East Sussex Highways to undertake works and includes the options to procure professional services, including highway design (feasibility, preliminary and detailed design) and infrastructure delivery.

In completing the assessment, we have considered the status of the ongoing project within its current lifecycle. Taking into account the vested knowledge and status of the works, it has been determined that the most efficient and effective way to commission the works is through the existing Highways Infrastructure Services contract.

The benefit for this project of procuring through the contract is that significant time and money can be saved as there is no need to assess other options as the market testing has been carried out in recent years and we can be confident that current market rates are represented.

Using our highways contract means that officers can ensure that the procurement strategy:

- Enables full project mobilisation within the funding period;
- Has clearly defined financial implications;
- Has clearly defined risk allocations;
- Has specific project timescales including implementation timeframes.

The contract was procured following EU rules and legislation and followed the restricted procurement route. The contract was awarded to Costain and commenced on 1st May 2016.

The Highways Service has extensive experience of procuring major construction projects and were responsible for carrying out the procurement of the Highway Infrastructure Services Contract.

The team are also able to access advice and experience from internal procurement teams within Orbis; a Public Sector Partnership created between East Sussex County Council and Surrey County Council in April 2015 with Brighton & Hove City Council joining 2017.

The Highway Service receives procurement support from Orbis which is made up of category specialists who are experts in their area and aware of all the procurement rules around it.

The contract has been let on a NEC target cost basis, whereby the strategy is to share the risks with the contractor. Therefore, 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 before the target cost is agreed.

In addition to the project's Risk Management Strategy, including risk registers and risk ownership, performance management plays a vital role in establishing successful management and delivery of the contract. Highway activities are assessed using a range of Service Performance Indicators (SPIs) that cover expenditure, service quality and public satisfaction. A Performance Management Framework which is outlined in the Highways contract also includes an incentive model which is linked to performance.

Making use of the Highways contract will mean that no lengthy procurement process will be required and the project will be able to start without unnecessary delay saving the contract time and money.

6.3 Management

See technical note Section 4 and Table 1 for further guidance

Delivery Plan: Places are asked to submit a delivery plan which demonstrates:

- Clear milestones, key dependencies and interfaces, resource requirements, task durations and contingency.
- An understanding of the roles and responsibilities, skills, capability, or capacity needed.
- Arrangements for managing any delivery partners and the plan for benefits realisation.
- Engagement of developers/ occupiers (where needed)
- The strategy for managing stakeholders and considering their interests and influences.
- Confirmation of any powers or consents needed, and statutory approvals e.g. Planning permission and details of information of ownership or agreements of land/ assets needed to deliver the bid with evidence
- Please also list any powers / consents etc needed/ obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them.

6.3a Please summarise the delivery plan, with reference to the above (Limit 500 words)

Please see Exceat_App_6.3b_Project_Programme.pdf for the detailed project programme. Table 6.3 summarises key milestones.

Table 6.3. Key Milestones

Milestone	Date
Planning	
Planning Application submission	April 2021
Planning Application decision	September 2021
Land and Scheme orders	
Land acquisition agreement	August 2021
Compulsory Purchase Order	If required – Autumn 2021
Detailed Design	
Detailed design development	May to October 2021
Procurement	October to December 2021
Construction	
Environmental mitigation	January 2022
Construction	March 2022 to February 2024

The project is dependent on planning approval being granted by the South Downs National Park Authority (SDNPA). Extensive pre-planning discussions between the highway authority's design representatives and the planning authority's officers have taken place over more than two years to ensure the project complies with relevant planning policies to reduce the risk of planning approval being declined. The planning application was submitted in April 2021 and a planning decision is expected in early autumn 2021. Any planning conditions will be addressed during autumn 2021.

The project is also dependent on third party approvals being granted from the Marine Management Organisation (MMO) and Environment Agency. An application for the MMO licence was submitted in May 2021 and a decision is expected during summer 2021. Extensive discussions have taken place between the design team and Environment Agency in respect of flooding and surface water management.

Natural England have been extensively consulted via their Discretionary Advice Service regarding the proposals and a comprehensive environmental mitigation strategy has been discussed and agreed in principle. The proposals for the environmental mitigation works will work in conjunction with the SDNPA's long-term proposals for the wider Seven Sisters Country Park. A commitment to continued working with both the SDNPA and Natural England in this respect is widely acknowledged.

The East Sussex Highways project team is comprised of a multidisciplinary design team from a civil engineering consultancy (Jacobs) and a major UK based contractor (Costain). The design of the project has therefore been guided by the contractor's experience of undertaking such projects. The project has been planned by the contractor in respect of working practises, timescales and management of traffic and people during the works. As a result, the commercial risk that the project is exposed to when works take place will be relatively limited.

As set out in 6.2, it has been determined that the most efficient and effective way to commission the works is through the existing Highways Infrastructure Services contract which will ensure the project will continue to deliver in a seamless manner.

The works require the purchase of third-party land. All affected landowners have been individually contacted in respect of the proposals and details have been provided of the required land take. It is expected that the purchase of required land will be undertaken via a Compulsory Purchase Orders to simplify the process. A copy of the land valuation report with details of land owners is appended to the bid as App_6.3b_Land.

ESCC conducted a public consultation / information event during summer 2020. All key stakeholders including local businesses and residents, disability groups, bus operators, environmental groups were contacted individually ahead of the public consultation and were offered the opportunity to provide comments on the proposals before a planning application was submitted. The project has been designed through detailed consultation with third party organisations and groups.

6.3b Has a delivery plan been appended to your bid?

☒ Yes

☐ No

6.3c Can you demonstrate ability to begin delivery on the ground in 2021-22?

☒ Yes

☐ No

6.3e Risk Management: Places are asked to set out a detailed risk assessment which sets out (word limit 500 words not including the risk register):

- the barriers and level of risk to the delivery of your bid
- appropriate and effective arrangements for managing and mitigating these risk
- a clear understanding on roles / responsibilities for risk

Barriers and level of risk to the delivery of your bid

At this stage, the main risk that could impact the delivery of the project comes from the Planning Application resolution. This could include conditions from SNDPA that might impact the cost, and potentially the delivery of the project should SNDPA and ESCC do not reach an agreement. However a letter of comfort indicating a positive outcome has been received from the SNDPA.

There are other identified risks that could impact the scheme cost and delivery programme, however they are not anticipated to be a major barrier to project delivery.

A description of the main risks are provided below. These risks are included in Exceat_App_6.3f_Risk Register, along with their estimated cost/duration impact, mitigation plan and owner.

Main risks

- Increase in Land cost if private land is required as result of final bridge alignment.
- Additional design required due to Environment Agency (EA) maintenance requirements.
- Detailed desktop study suggests there is a high risk of Unexploded Ordnance at the site location.
- Ground investigation delays due to delays in EA permits.
- Protected habitat identified during surveys, resulting in additional work for relocation.
- Unforeseen ground conditions including contaminated land.

Managing and mitigating risks

ESCC's risk management strategy includes quantitative risk analysis (QRA). The QRA approach helps to build confidence that the project can meet objectives in a variety of circumstances. QRA is used to help give assurance around any contingency assigned to the bid. The risk management strategy includes a monthly review of a live Project risk register which includes a Quantified Risk Assessment for each risk.

ESCC has both County Risk Registers and Departmental Risk Registers to manage its portfolio of activities, with key risks from the Exceat project included within these. This ensures greater visibility throughout the County Council and where appropriate allow a collaborative approach to the mitigation of these.

Roles and responsibilities for risk

Risk will be owned at multiple levels within ESCC and the supply chain by those best placed to manage the specific risk. Rupert Clubb, Director of Communities, Economy and Transport as the Executive / Senior Responsible Officer will ultimately be accountable to the Political Leadership Team and Chief Officers group for the execution of the Risk Management Strategy.

The Project Board will have full ownership of the risk register. This allows for effective version control and an establishment of a central register, avoiding any confusion around risks, their assessment, planned mitigation and owner. The Project Sponsor and Senior User through their involvement in other ESCC governance structures will also ensure that appropriate risks are placed on the County and Departmental Risk Registers for wider consideration and action.

It is expected that some of the responsibility will be delegated and shared, as stated in the contracts with Jacobs and Costain, to appropriate third parties and named individuals within the County Council. Once delegated it will be the

responsibility of the owner to monitor the risks and provide appreciate updates to the project board.	
6.3f Has a risk register been appended to your bid?	<input checked="checked" type="checkbox"/> Yes <input type="checkbox"/> No
6.3g Please evidence your track record and past experience of delivering schemes of a similar scale and type (Limit 250 words)	
<p>Scheme delivery will build upon the experiences from a number of recent major highway, transport and structures schemes delivered by ESCC.</p> <p>Newhaven Port Access Road: A new road and bridge over Newhaven – Seaford railway line and Mill Creek into Newhaven Port. Contract Type: NEC3. 2019-2020. Value £23.2M.</p> <p>The scheme improves access to an international gateway supporting the function of the SRN and MRN. The scheme featured as a case study in the DfT's 2021 publication <i>Capturing Local Context in Transport Appraisal - Case Studies</i>, in recognition of its role in enabling regeneration of key areas by supporting the delivery of other complementary investments, namely commercial investment in the Newhaven Enterprise Zone. These interventions were estimated to support development of the local economy through additional jobs and a rise in overall investment and economic activity.</p> <p>In addition to the Port Access Road ESCC has successfully delivered numerous bridge schemes as the main purpose or as part of wider schemes since the 2000s including</p> <ul style="list-style-type: none"> • Two Fibre Reinforced Polymer cycleway bridges over Horsey Sewer (Total scheme cost: £2m) • Bexhill to Hastings Link Road • South Terrace railway Bridge, Hastings <p>Noting that the scheme includes elements of walking and public realm improvements, ESCC has recently delivered a successful urban generation scheme in Eastbourne town centre with a value of £6.2m, completed in 2020. The works involved earthworks and repaving of the footways and carriageways, as well as the installation of a series of street furniture and a new drainage system.</p>	
6.3h Assurance: We will require Chief Financial Officer confirmation that adequate assurance systems are in place.	
For larger transport projects (between £20m - £50m) please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews. (Limit 250 words)	
Responsibility for project assurance sits with the Project Board which has been established since 2018 to provide the overall governance on the project's	

development and delivery. The Project Board includes the Assistant Directors for Economy and Operations in the Communities, Economy and Transport department alongside officers from Planning, Infrastructure Planning and Policy, Highways, Finance, Communications and Legal.

The Project Board meets every 4 – 6 weeks to receive updates from the project team, review project progress against the agreed objectives and timescales, and make decisions on the direction of the project particularly tied to key programme milestones.

Key gateway decisions made by the Project Board to date include progressing from feasibility to preliminary design and approval to submit a planning application to the South Downs National Park. The Project Board will consider the progression of the project at further identified gateways within the programme including:

- Planning application decision – August 2021
- Levelling Up Fund (LUF) bid outcome – Autumn 2021
- Approval to tender – October 2021
- Tender outcome and decision to award – December 2021
- Commencement of construction – March 2022
- Completion of construction – February 2024

The financial aspects of the project are monitored through the Project Board as well as through the Departmental Capital Board, chaired by the Director, and the Capital Strategic Asset Board, chaired by the Chief Operating Officer and attended by the s151 officer.

In accordance with our external funding protocol, approval to submit the bid to the LUF was approved by our Corporate Management Team, which include the s151 officer and the Director for Communities, Economy and Transport.

6.4 Monitoring and Evaluation

See technical note Section 4 and Table 1 for further guidance.

6.4a Monitoring and Evaluation Plan: Please set out proportionate plans for M&E which should include (1000 word limit):

- Bid level M&E objectives and research questions
- Outline of bid level M&E approach
- Overview of key metrics for M&E (covering inputs, outputs, outcomes and impacts), informed by bid objectives and Theory of Change. Please complete Tabs E and F on the **appended excel spreadsheet**
- Resourcing and governance arrangements for bid level M&E

The relationship between objectives, impacts and outcomes has been set out in section 4.3e above.

Objective 1: To allow 2 way traffic to pass thereby reducing congestion.

Research question: Has congestion been reduced following installation of the bridge?

Objective 2: To improve and maintain the functionality of the A259 as a key corridor between Eastbourne and Brighton. Improved travel for businesses, visitors and residents to enable businesses to thrive thereby aligning with LUF objectives on economic connectivity.

Research question: As for objective 1. Have there been improvements in journey times and reliability? Is there positive feedback from users?

Objective 3: To enable the planned growth of towns (such as Newhaven, Seaford and Peacehaven as set out in the Lewes District Council Local Plan) via improved accessibility and capacity.

Research question: Does modelling suggest the work will have a positive economic impact on the area?

Objective 4: To aid a transport network that supports employment and housing growth and makes East Sussex an attractive place to live, work and visit.

Research question: As for objective 3 and is there positive feedback from users?

Objective 5: To improve public transport and facilities for pedestrians and cyclists to encourage sustainable travel options and reduce dependency on the car.

Research question: Have there been improvements in bus journeys (e.g. time, reliability, number of users)? Is there a change in non-motorised users? Do non-motorised users need to cross the road as often? Is there positive feedback from users?

Objective 6: To encourage more tourism in the area through improved accessibility and perception of safety.

Research question: Do stakeholders e.g. local businesses and the Country Park team feel that the improvements have had a positive impact for tourists? Have traffic incidents decreased? Is there positive feedback from users?

Objective 7: To reduce the impact on the environment and improve environmental resilience.

Research question: Have emissions from idling traffic decreased? Are more people using the buses. Have environmental mitigation works been completed? Have there been any environmental incidents e.g. flooding that have had a serious impact on the bridge.

Objective 8: To replace a key asset that is coming to the end of its serviceable life.

Research question: Is the life expectancy of the new bridge greater than the current bridge.

Objective 9: To address concerns raised through petitions and local communities.

Research question: Is there positive feedback from users and local communities?

Key metrics for monitoring and evaluation

These questions and standard measures expected of transport schemes will be answered through the following assessments before completion of the project and at 1 and 5 years after completion unless otherwise specified.

- **Scheme Build.** Key metrics will include the programme, stakeholder management, risk register and scheme benefits. Information will be documented as part of the regular progress meetings, Project Board meetings, and Cabinet papers at key milestones. Feedback will be sought from stakeholders on impact of project.
- **Scheme Delivery.** A detailed comparison of the proposed scheme at funding approval, detailed design and the delivered scheme.
- **Scheme Costs.** A detailed comparison of the cost estimates at funding approval, detailed design, the outturn values once the scheme is delivered and for maintenance costs 5 years after opening.
- **Travel Demand.** Traffic survey (types and number of vehicles and non-motorised user survey). Numbers of passengers using the main bus services on the route.
- **Travel Times and Reliability.** Journey time survey from Seaford to East Dean. An analysis will be undertaken to identify any significant differences between outturn flows and/or speeds compared to those forecast for the scheme. Feedback will also be sought from Brighton and Hove Buses on reliability.
- **Carbon emissions and pollution.** Using modelling based on traffic data and a review of outturn traffic flows once the scheme is delivered to verify predictions.
- **Impact on Levelling Up Indicators.** This will make use of publicly available datasets such as the IMD, Claimant Count, etc as well as local sources of data such as future editions of East Sussex's Annual Business Survey and visitor surveys undertaken in the South Downs National Park. Before and after completion of project as data is not released every year.
- **Safety.** Sussex Police database analysed for slight, serious and fatal accidents at Exceat bridge. Feedback from stakeholders on near misses and perceived safety. Number of crossings made by non-motorised users.

Please see full details in tabs E and F on the appended spreadsheet.

Resourcing

Funding has been set aside for the costs of all traffic surveys. This is estimated to cost £8000. All other surveys and monitoring will be carried out by officers at no extra cost.

Governance arrangements

The Project Manager and Project Delivery Team are responsible for delivering the plan, risk management, quality assurance and monitoring and evaluation. They will report to the Project Board and Senior Responsible Officer on progress at least once per quarter for the duration of the project and at lesser intervals post-construction. They will monitor the progress and impact of the project and present findings to the Council's Capital Board for review. A baseline report, and reports at one and five years after completion of construction will be reviewed by the Project Board and Senior Responsible Officer to assess the impact of the scheme. Scheme progress, monitoring and evaluation reports and lessons learned will be shared with the Government and key internal and external stakeholders as appropriate.

Please see section 6.3e for details of risk management procedures.

PART 7 DECLARATIONS

7.1 Senior Responsible Owner Declaration

As Senior Responsible Owner for the Exceat Bridge Replacement Project, I hereby submit this request for approval to UKG on behalf of East Sussex County Council and confirm that I have the necessary authority to do so.

I confirm that East Sussex County Council will have all the necessary statutory powers and other relevant consents in place to ensure the planned timescales in the application can be realised.

Name:

Rupert Clubb

Director of Communities, Economy and Transport

Signed:



7.2 Chief Finance Officer Declaration

As Chief Finance Officer for East Sussex County Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that East Sussex County Council

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the UKG contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in UKG funding will be considered beyond the maximum contribution requested and that no UKG funding will be provided after 2024-25
- confirm that the authority commits to ensure successful bids will deliver value for money or best value.
- confirms that the authority has the necessary governance / assurance arrangements in place and that all legal and other statutory obligations and consents will be adhered to.

Name: Ian Gutsell
Chief Finance and S151 Officer, East
Sussex County Council

Signed:



7.3 Data Protection

Please note that the The Ministry of Housing, Communities and Local Government (MHCLG) is a data controller for all Levelling Up Fund related personal data collected with the relevant forms submitted to MHCLG, and the control and processing of Personal Data.

The Department, and its contractors where relevant, may process the Personal Data that it collects from you, and use the information provided as part of the application to the Department for funding from the Levelling Up Fund, as well as in accordance with its privacy policies. For the purposes of assessing your bid the Department may need to share your Personal Data with other Government departments and departments in the Devolved Administrations and by submitting this form you are agreeing to your Personal Data being used in this way.

Any information you provide will be kept securely and destroyed within 7 years of the application process completing.

You can find more information about how the Department deals with your data [here](#).

ANNEX D - Check List Great Britain Local Authorities

Questions	Y/N	Comments
4.1a Member of Parliament support		
MPs have the option of providing formal written support for one bid which they see as a priority. Have you appended a letter from the MP to support this case?	Y	App 4.1a_MP Letter
Part 4.2 Stakeholder Engagement and Support		
Where the bidding local authority does not have responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?	N/A	
Part 4.3 The Case for Investment		
For Transport Bids: Have you provided an Option Assessment Report (OAR)	Y	App_4.3d_Options Assessment_Report
Part 6.1 Financial		
Have you appended copies of confirmed match funding?	N/A	
The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land. Have you appended a letter to support this case?	N/A	
Part 6.3 Management		
Has a delivery plan been appended to your bid?	Y	App_6.3b_Project_Programme
Has a letter relating to land acquisition been appended?	Y	App_6.3b_Land
Have you attached a copy of your Risk Register?	Y	App_6.3f_Risk_Register
Annex A-C - Project description Summary (only required for package bid)		
Have you appended a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g.	N/A	

development sites, areas of existing employment, constraints etc.		
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