UK Government

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: [redacted], Project Manager – Funding and Development, East Sussex County Council

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

Contact telephone number: [redacted]

Email address: [redacted]@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

Chief Finance Officer contact details: Ian Gutsell, 01273 481399, 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 **<u>all</u> 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
Narrow footways cannot accommodate passing wheelchairs/pushchairs. 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.	Age, disability, maternity - vision and mobility impairments, wheelchair and pushchair users	Wider footways to allow room for two wheelchairs to pass and with inclines of no steeper than 1 in 20. Footways on both sides of the bridge allowing continuous pedestrian passage without a need to cross the carriageway	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	New street lighting columns at pedestrian crossings, side road junction and shared space area. Low level wayfinding lighting over bridge.	
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.

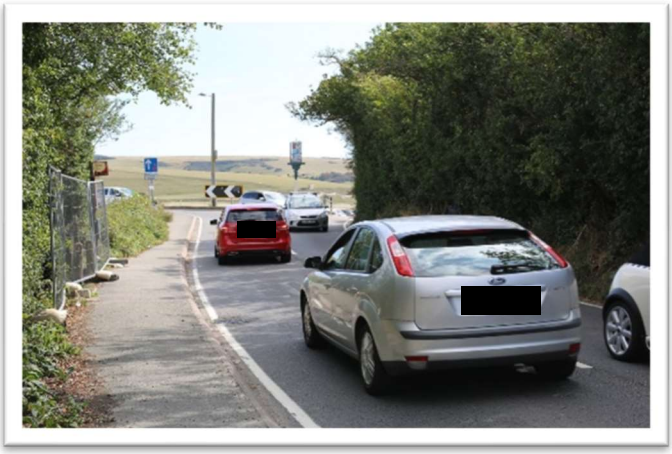
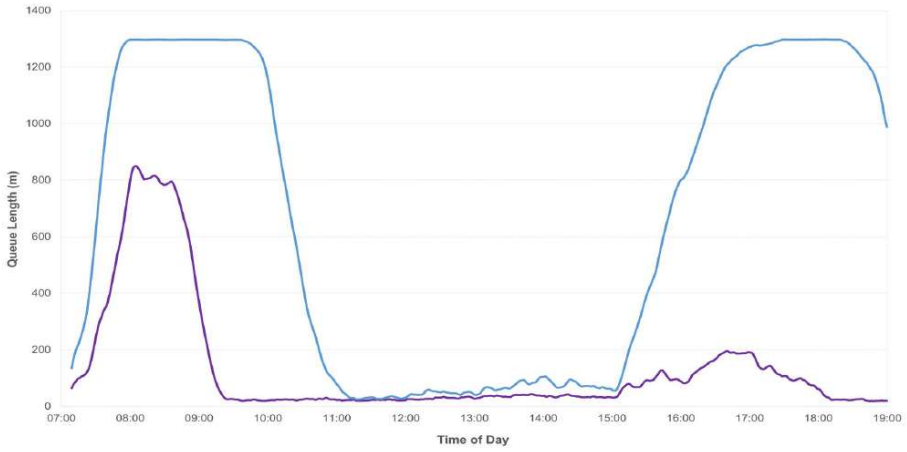


Figure 3.2: Current and predicted traffic queues. Purple line = 2019, blue line = 2028.



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'

Caroline Ansell, MP for Eastbourne and Willingdon has said:

'Whilst I am formally endorsing a Levelling Up bid by Eastbourne Borough Council I do however wish to support the project, strongly, and to further indicate the importance for wider connectivity for my constituents; and visitors to and from Eastbourne.

The current structure is a major bottle neck on the Major Road Network causing considerable traffic congestion. This acts as a break on growth for the entire area identified most in need of levelling up. It also causes delay for bus transport, reducing reliability and the appeal of sustainable travel options.

The project is well developed by the County Council and so I am confident of its success in being completed by March 2024.'

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

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.)

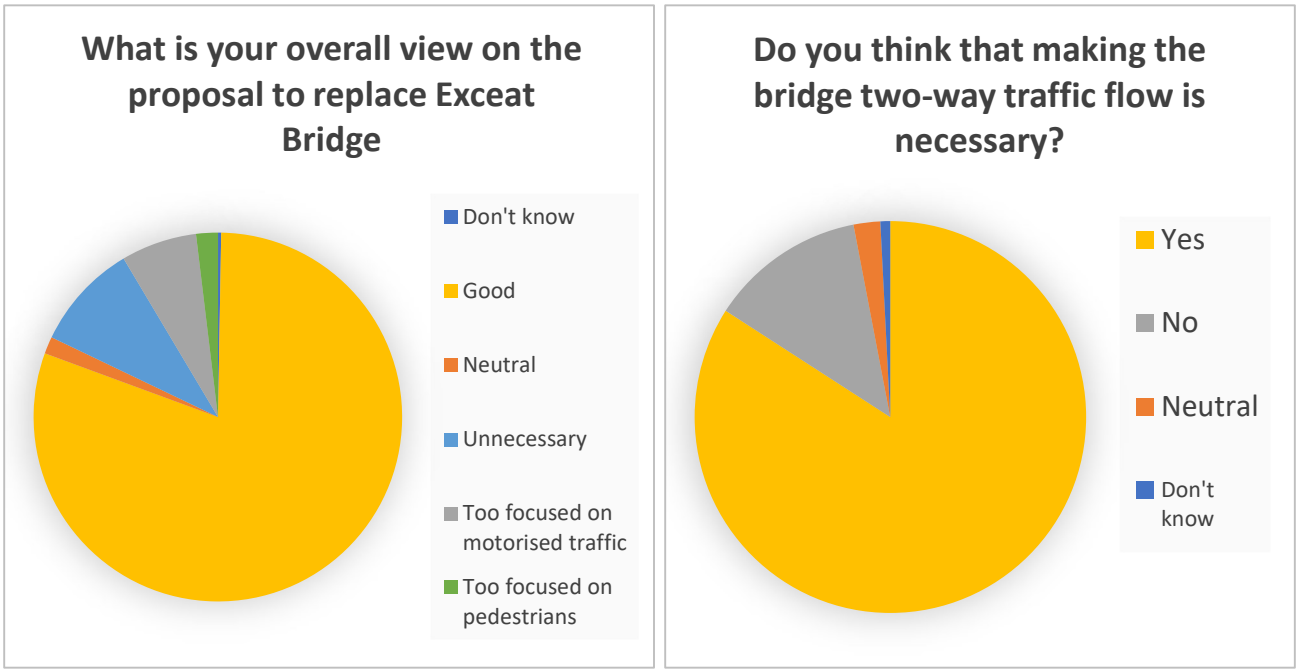
Public consultation was carried out in July/August 2020 when COVID-19 measures were least restrictive. People were free to travel out of their local area, meet in groups of up to 6 and stay overnight in local accommodation with another household.

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.

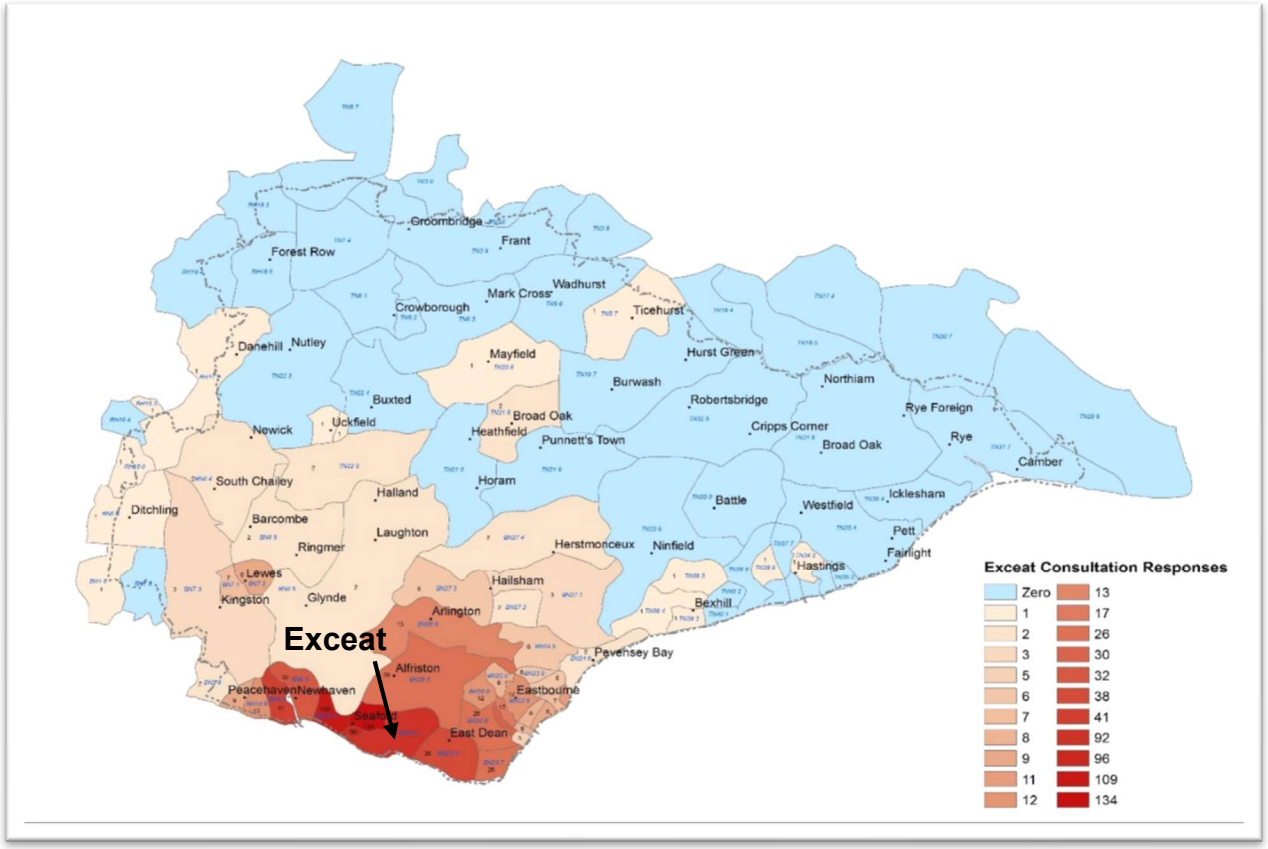
Public consultation outcomes

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 appended a letter from the responsible authority or body confirming their support?	☐ Yes ☐ No ☒ N/A
For Northern Ireland transport bids, have you appended a letter of support from the relevant district council	☐ Yes ☐ No ☒ 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

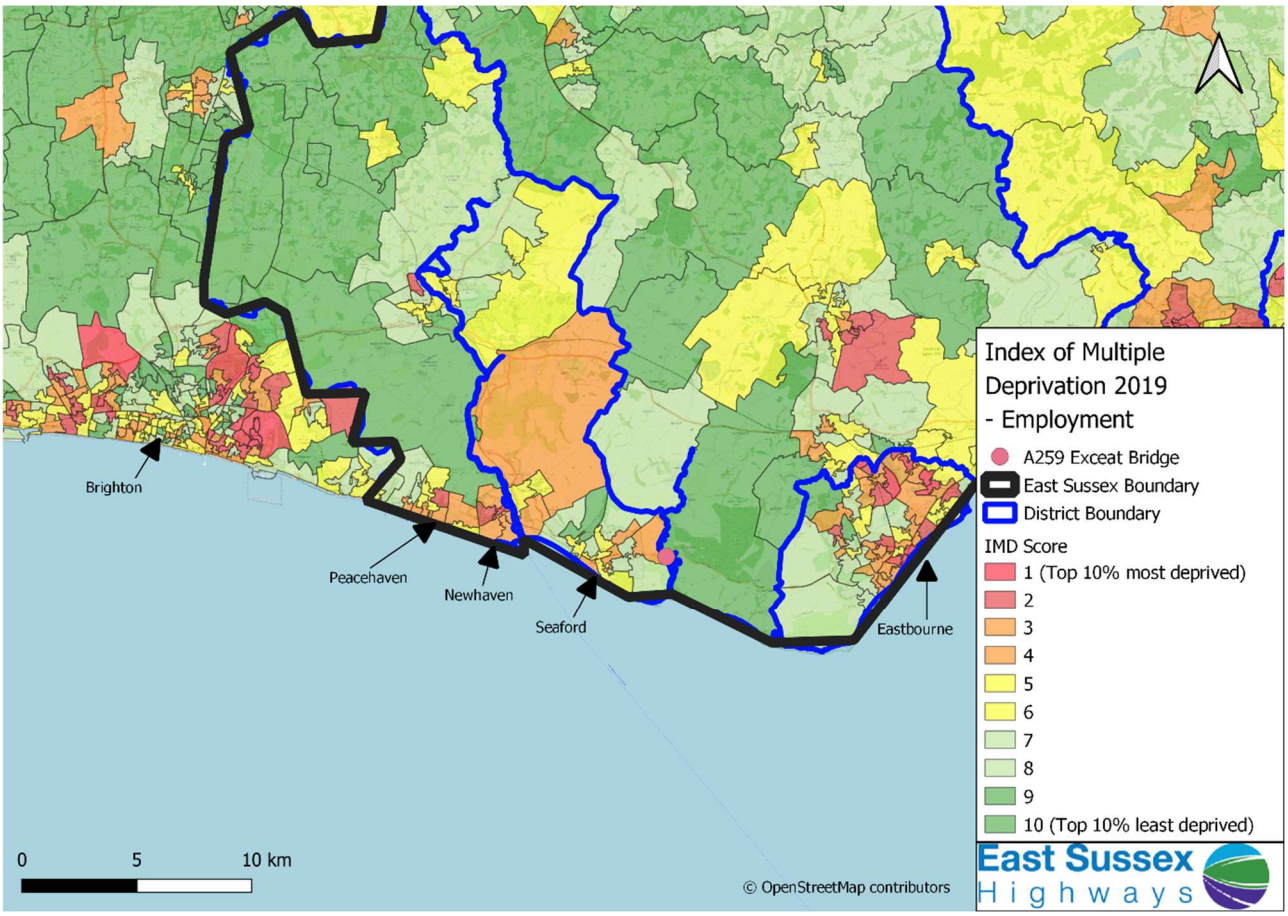
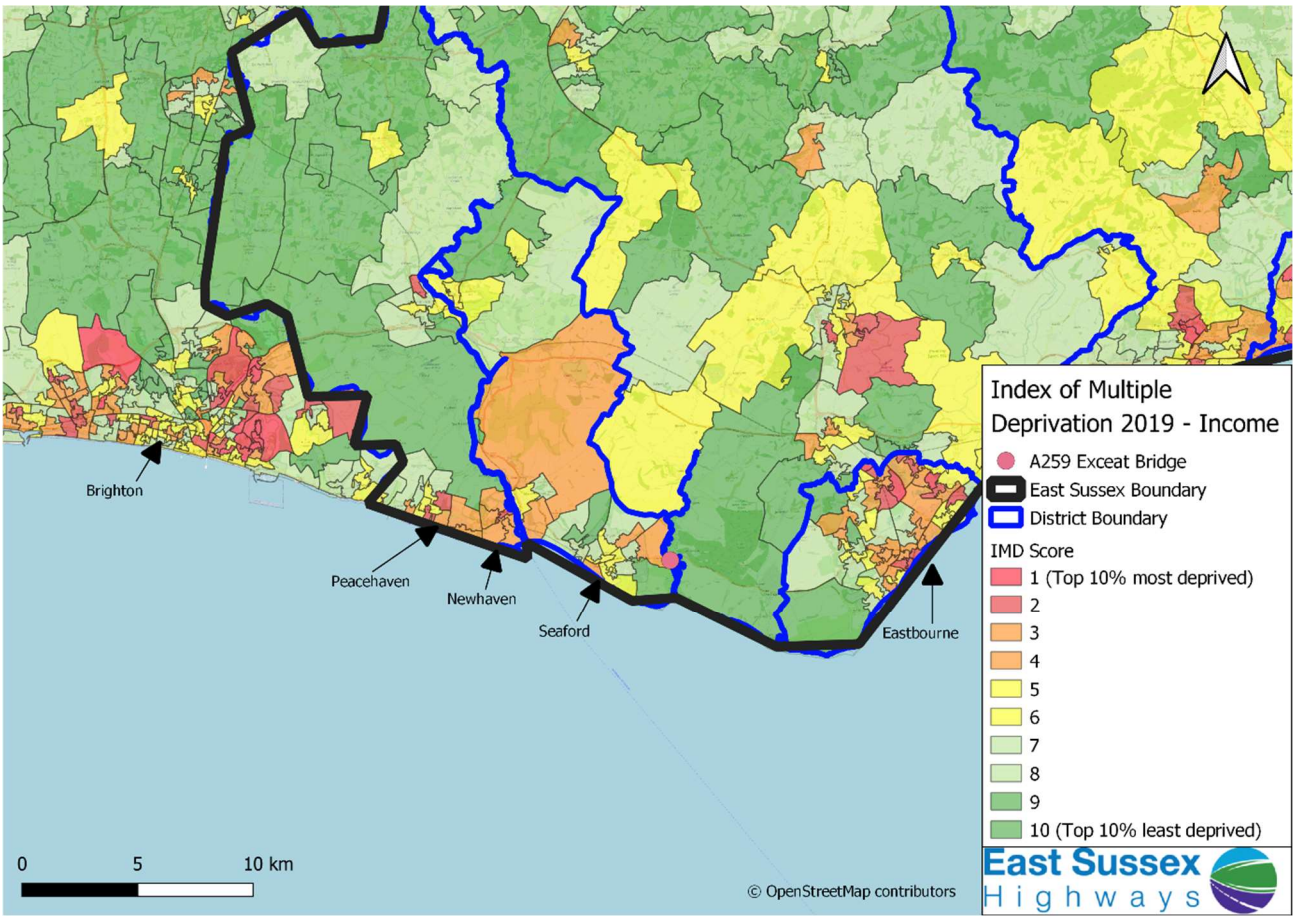


Figure 4.3 illustrates income deprivation in the study area, mirroring the employment analysis. Areas in Newhaven are up to the 30% most deprived in England.

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.

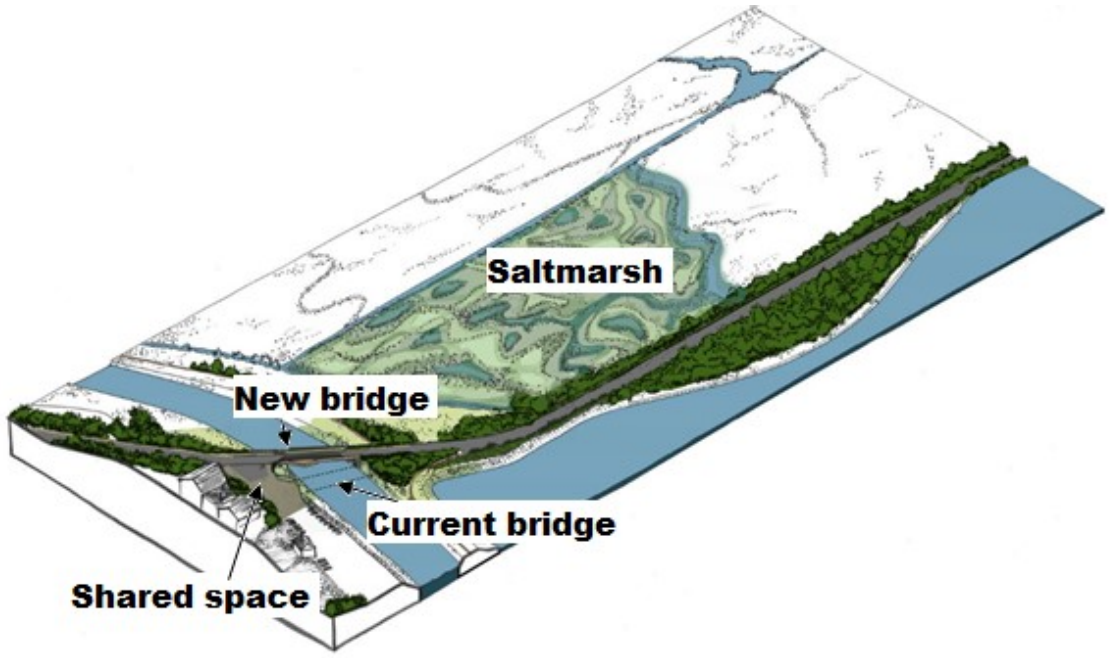
The LUF investment will be used to deliver:

- 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.

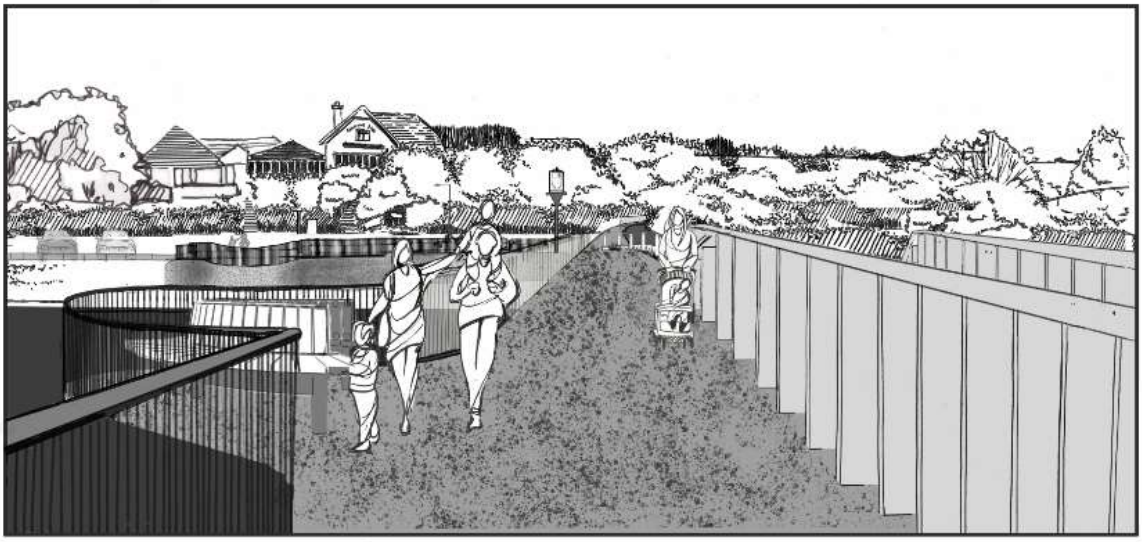
See Exceat_App_4.3c for a scheme drawing showing key features.

Figure 4.4: New Exceat Bridge Design Visualisations

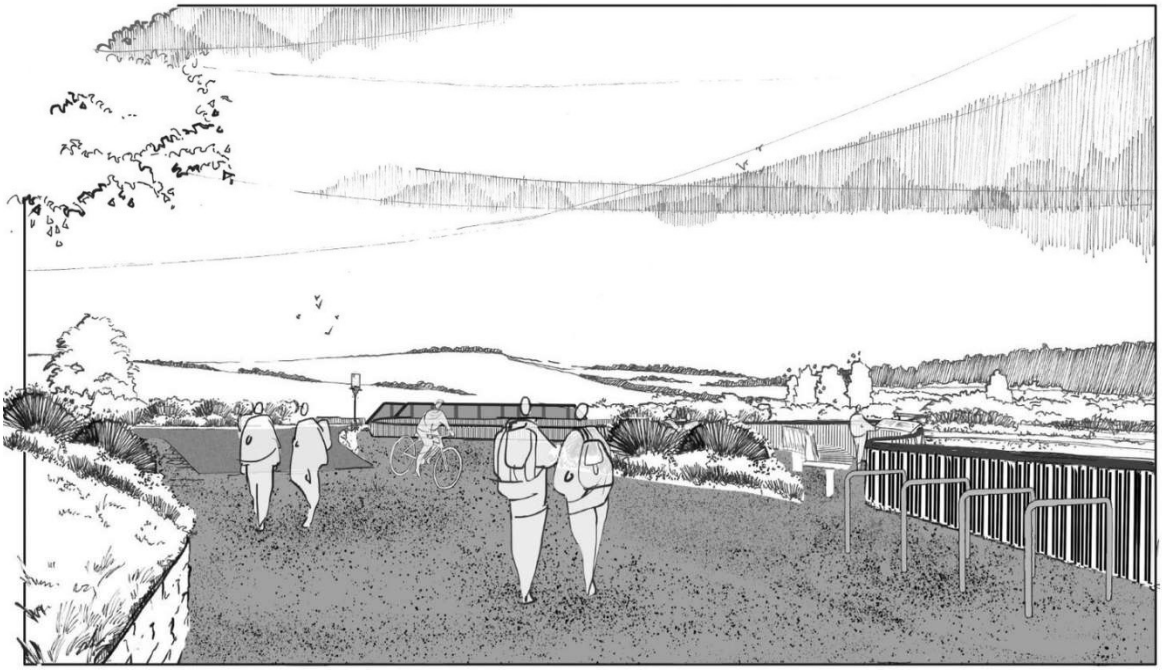
Contextual Map



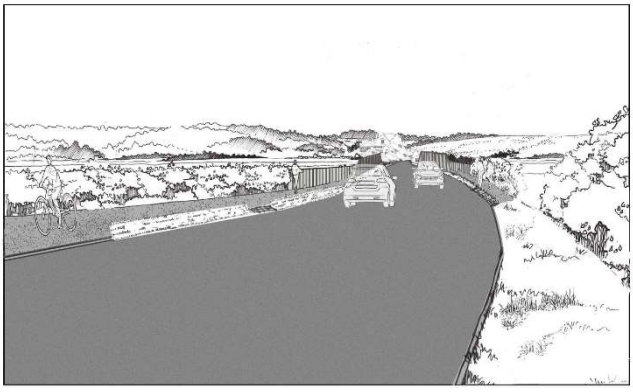
New bridge and viewing platform:



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.

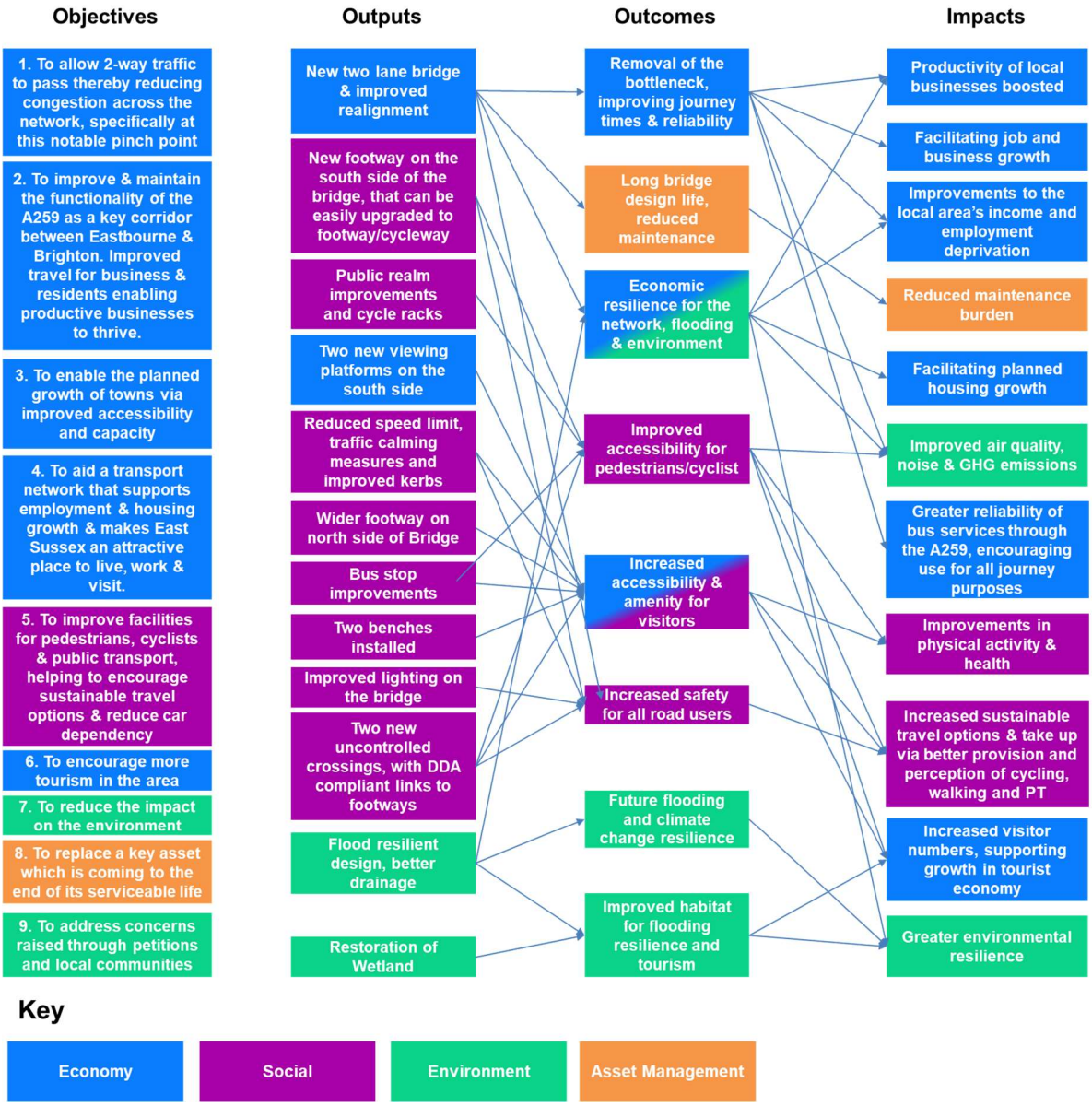
Public consultation and research by the South Downs National Park Authority suggests that improving access to this popular tourist destination will encourage tourism in the area, supporting local businesses and helping to promote physical activity and health.

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 - Income - Education - Employment	2019	Ministry of Housing, Communities and Local Government
Census - Qualifications (KS501EW) - Travel to Work (WU03UK)	2011	ONS
Journey Times to Key Services - 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: - A259 / Cuckmere Inn Car Park; - A259 / Litlington Road; - A259 / Seven Sisters Car Park. Pedestrian Count Data - 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

- Informal pedestrian crossing point to the west of Cuckmere Inn Car Park; - Informal pedestrian crossing point to the east of Seven Sisters Car Park Maximum queue length measurements collected at A259 east of Exceat Bridge (westbound direction towards bridge).	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: [redacted]

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		[redacted]	[redacted]
Risk Fund		1,468,118	1,468,118
Total	**1,713,272**	[redacted]	[redacted]

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?	☒ Yes ☐ No

6.3g Please evidence your track record and past experience of delivering schemes of a similar scale and type (Limit 250 words)

Scheme delivery will build upon the experiences from a number of recent major highway, transport and structures schemes delivered by ESCC.

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.

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 *Capturing Local Context in Transport Appraisal - Case Studies*, 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.

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

- Two Fibre Reinforced Polymer cycleway bridges over Horsey Sewer (Total scheme cost: £2m)
- Bexhill to Hastings Link Road
- South Terrace railway Bridge, Hastings

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.

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:	Signed:
Rupert Clubb Director of Communities, Economy and Transport	[redacted]

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: [redacted]

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.		