

# ‘Let’s get cycling and walking’

**East Sussex’s Local Cycling & Walking  
Infrastructure Plan 2020 – 2030**

**October 2020**



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## Equality Impact Assessment



Having due regard to the Equality Act 2010 has been essential in the development of the LCWIP, and will be during the delivery of both identified cycling and walking infrastructure and initiatives.

An Equality Impact Assessment (EQiA) has been undertaken to ensure that the LCWIP does not discriminate, but advances equality for people who are defined as having a protected characteristic.

In order to support the Department for Transport's 'Inclusive Transport Strategy' 2019, the principle of inclusiveness, i.e. to support people with both physical and hidden disabilities, alongside other groups where cycling is often underrepresented, including people of an older age, women, and Black, Asian and minority ethnic (BAME) groups), is a critical element of the plan.

*The outcome of the EQiA is outlined in Appendix 3.*

## 1. Foreword

East Sussex's **first** Local Cycling and Walking Infrastructure Plan (LCWIP) sets out a proposed network of cycling and walking routes and measures in specific areas of the County. Importantly, this will sit alongside our wider plans to improve transport and travel over the next ten years.

The opportunity to enable more people to walk and cycle has never been so important. The COVID-19 pandemic has had huge impacts on the way people work, socialise and, ultimately, how they travel. For some, this has meant that they have been able to re-think about how they travel – and cycling and walking has become more of an option. We want to maintain this momentum by improving and adding to our existing network, and this LCWIP is a significant step to achieving this.

The benefits associated with more people walking and cycling are evident. We know that it can improve our physical and mental health and wellbeing, and that it can help to reduce the number of people using vehicles, thereby reducing emissions from exhaust fumes and benefiting the environment.

We must also not underestimate the importance that active travel will have in supporting the recovery of the economy. It will achieve this by improving connections for people to access education, training and employment opportunities, alongside creating a healthy more reliable workforce, with individuals benefiting from financial savings arising from not having a need for vehicular travel, as well as supporting future clean growth in housing and employment. **Despite all of these benefits we do understand that for most people, choosing to cycle or walk is only going to be a realistic option if it is convenient and fits easily into their lives.**

So, **PEOPLE** are at the centre of this plan. We will focus as much on understanding peoples needs and the **PLACES** that they want to get to, as this will influence how we can encourage more cycling and walking. This will also help inform us about the types of measures we need to deliver to make this happen.

This plan is a **live document**. It will continue to evolve, and new schemes and different areas of the county will be considered and included where possible. **We cannot deliver this plan alone, so we will be working in partnership with** district and borough councils and the business sector alongside our local communities, to help us plan, secure future funding and deliver the measures that people need to enable them to walk and cycle more.



**Councillor  
Keith Glazier  
Leader of  
East Sussex  
County Council**



**Councillor Claire  
Dowling  
Lead Member for  
Transport and  
Environment**

## 2. What is an LCWIP and how has it been developed?

- The LCWIP indicates the proposed cycling and walking networks within specific areas of the County.
- The LCWIP will be inclusive and support people with physical and hidden disabilities.
- The LCWIP will help ESCC and their partners to secure funding to deliver cycling and walking infrastructure improvements.
- The LCWIP will be a 'live document' and updated regularly as opportunities to enhance the networks evolve.

2.1 The Department for Transport (DfT) identified LCWIP's in their Cycling & Walking Investment Plan (CWIP), which was published in 2017. Whilst local authorities are not required to develop LCWIPs, these plans are helpful in making it clear where we can develop and deliver improvements to our cycling and walking networks, and the funding we require to deliver these. This will place us and our partners in a much stronger position to secure future funding.

2.2 In the current climate where a resulting impact of COVID – 19 pandemic has seen people wanting to walk and cycle more, the government is placing a greater emphasis on active travel for all or part of people's daily journeys wherever possible. This plan will help us to respond to available funding and react quickly to sustain and build on this momentum.

2.3 East Sussex's first LCWIP sets out an ambitious network of additional cycling and walking routes and measures integrated with existing cycling and walking infrastructure. This is set alongside the wider transport network, with the aim to maximise the potential to support new housing and employment space coming forward.

2.4 This first version of the LCWIP will be focussed on those areas where there are the greatest opportunities to increase levels of cycling and walking. There is an emphasis on delivering infrastructure improvements which will support those people who currently do not cycle or walk. At a national level, cycling is underrepresented in people of an older age, women, and Black, Asian and minority ethnic (BAME), and often the barriers which prohibit them from cycling, including concerns around safety and risk, are interrelated.

2.5 Whilst the LCWIP is focussed on delivering cycling and walking routes and measures, we recognise that people will often only change how they travel if it is convenient and easy. Providing training, information and initiatives can help people make this change. Working with our key partners, this plan will also develop programmes of cycling and walking training, as well as information and initiatives that link with the infrastructure measures coming forward.

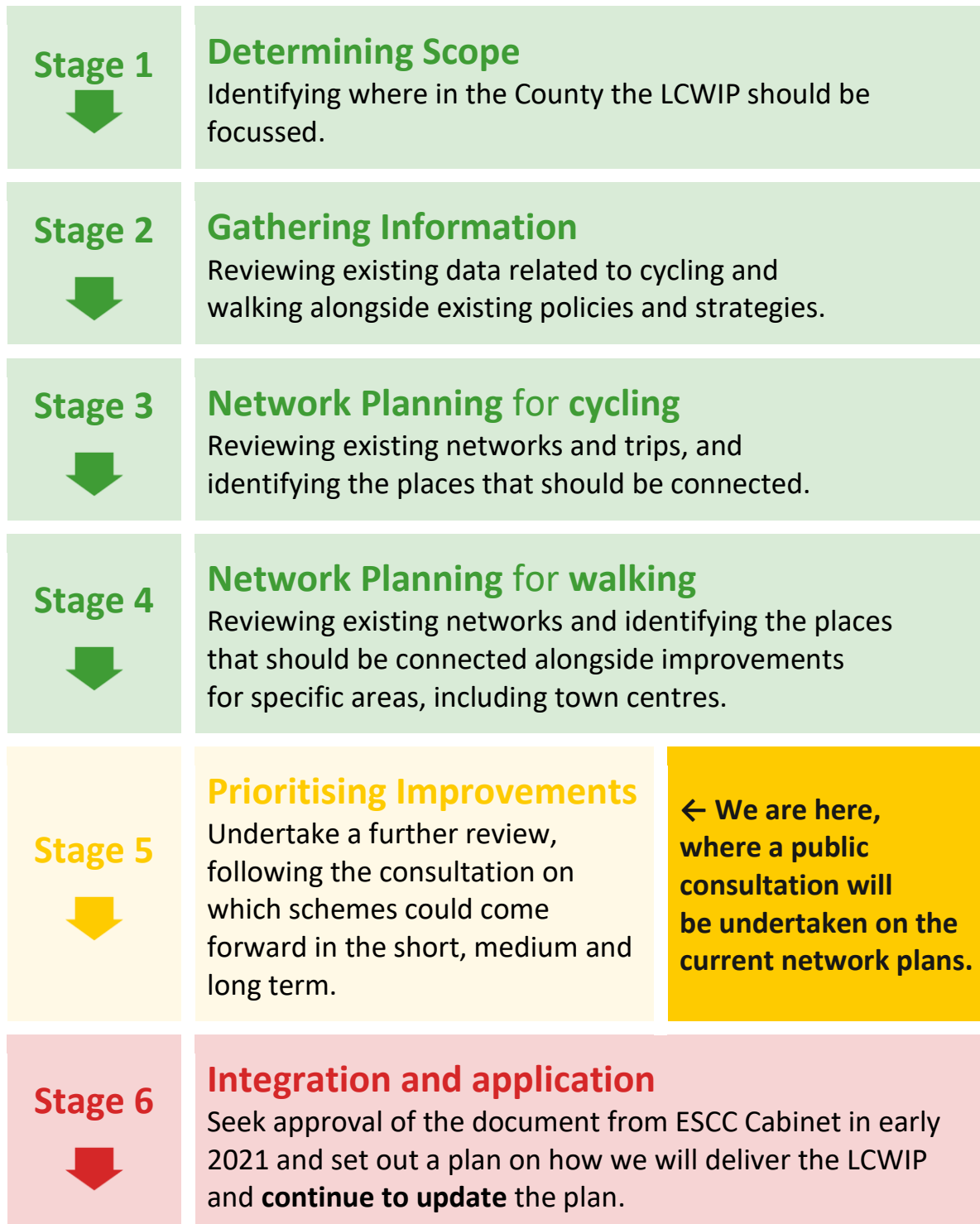
2.6 The LCWIP will be a **ten-year document**, covering the period from **2020 to 2030**, and will identify a prioritised programme of work over the following timeframes:

- **Short term - 0 to 3 years,**
- **Medium term – 3 to 5 years, and**
- **Long term - 5 to 10 years.**

2.7 It is important to note that the LCWIP will be treated as a 'live document' and updated regularly as opportunities to enhance the cycling and networks evolve. The document we are currently consulting on is the first version.

2.8 DfT provided guidance on how local authorities should develop an LCWIP and recommended that several different stages of work should be undertaken. ESCC has followed these stages to develop the LCWIP. Figure 1 indicates the work that has been undertaken by ESCC at each stage and the current stage of the plan.

Figure 1 - LCWIP Development Stages



### 3. Why are we developing an LCWIP?

3.1 The East Sussex LCWIP will be at the forefront of taking positive action to support several key challenges and opportunities which are facing us both nationally and locally.

Figure 2 – Key Challenges & Opportunities



## National Evidence

3.2 As outlined in Figure 2 the LCWIP supports several key challenges and opportunities that we are facing at an international, national and local level. This section provides an overview of what these are, but more information can be found in Appendix 2.

### COVID-19 Pandemic

3.3 The current COVID-19 pandemic is altering the way people work, socialise and organise their daily lives. Its presence has had a severe impact on the physical and mental health and wellbeing of people, as well as a serious impact on the economy. However, this situation has also raised awareness of the importance of improving physical health and wellbeing, as well as the benefits of cleaner air and quieter streets through less people travelling for work or leisure purposes. The positive feeling people get from exercising should not be underestimated, and this is especially important at a time when people are being limited on who they can see and what they can do.

3.4 Active travel can help us to be more resilient to illness, and we have an opportunity to develop this plan to get more people fit and healthy by improving our walking and cycling networks, as well as improve confidence and perceptions of safety, to support those that wish to make positive changes to their travel habits.

### Tackling Climate Change

3.5 The impacts of Climate Change are evident, and in June 2019 the UK Government committed to a target to bring all greenhouse gas emissions to net zero by 2050, compared with the previous target of at least 80% reduction from 1990 levels. With transport accounting for over a third of all carbon dioxide emissions nationally<sup>1</sup> we have an important role to play in helping to reduce these emissions.

3.6 We need to act now, which is why it is important to integrate deliverable measures which align local environmental policy with wider policy agendas. This LCWIP, along with other localised walking and cycling improvement plans across the country, will be instrumental in reducing carbon emissions.

### Improving Air Quality

3.7 Exposure to poor air quality is not a lifestyle choice, and often affects the health of people who are more vulnerable, including children and people with pre-existing health conditions, as well as those people that live or work nearer to congested roads. Initiatives to encourage more people to walk and cycle, particularly on the commute to work or to access education, is therefore important. Not only will this reduce congestion from vehicles on the road, thereby lowering toxic emission levels locally, it will also improve the physical health and wellbeing of people locally. This is especially important in our air quality management areas (AQMA) within Newhaven and Lewes (both of which are managed by Lewes - Eastbourne –Council).

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<sup>1</sup> Cycling UK's Cycling Statistics - 2017-2019



## **Improving physical and mental health**

3.8 Leading an active lifestyle is proven to support both physical and mental health. East Sussex's LCWIP will align with existing Public Health programmes to improve the cycling and walking environment, and initiatives to help people use active travel for everyday journeys and to access green space. The Plan will embrace Public Health England's approach of 'proactive, predictive, and personalised prevention' to reduce long term health conditions and reduce the burden on our economy. With physical inactivity costing the NHS up to £1bn per annum, enabling more people to be physically active will benefit not only the individual, but relieve the growing pressures on our healthcare system and the economy.

## **Supporting economic recovery and growth in a sustainable way**

3.9 Most local journeys to work in East Sussex are at or below 5km. This enables cycling and walking for journeys of up to 2km to be a realistic and achievable option for all or part of journeys to and from work. The East Sussex LCWIP will be an integral element of economic strategic plans which support access to new and existing employment, boosting productivity through a healthier and more active workforce, and broadening people's horizons with access to education and training.

3.10 The provision of improved cycling and walking infrastructure will be a fundamental element of 'place making,' within our high streets, town centres, existing residential areas, and as part of new developments. The plan will also look to integrate sustainable transport within regional economic planning focussed on 'promoting greater inclusion and change by harnessing economic opportunities in coastal communities'<sup>2</sup>, and will focus on areas where there are the greatest opportunities to get more people cycling and walking.

## **Better safety for people cycling and walking**

3.11 It is often the case that people will choose to not cycle (or walk) because they are concerned about safety. Therefore, better safety for people cycling and walking through the provision of well-developed infrastructure combined with training and initiative programmes is an integral element of the East Sussex LCWIP. Utilising existing multi-agency partnerships across the county will help us to support and enable more people to walk and cycle with confidence.

## **Integration with place making**

3.12 There is increased pressure to deliver more housing and employment opportunities in the county. Currently in East Sussex over 2,000 additional homes are proposed to be built per year alongside additional employment workspace. Revisions to Local Plans will be considering even higher housing targets to meet local needs, and this must be considered in the LCWIP and in future revisions.

3.13 Walking and cycling must be integral to the development and planning of forthcoming proposals for housing and employment space. We need to ensure that cycling and walking are an achievable way to travel for all or part of journeys from people's homes to their places of work, and to other key trip attractors such as educational and leisure facilities.

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<sup>2</sup> Draft SE LEP Local Industrial Strategy 2020

## Local Evidence

3.14 The way that people travel is largely determined by whether it convenient and easy and can fit into a person's daily life. As part of the assessment stage of the LCWIP we reviewed the issues and opportunities related to some of the barriers to cycling and walking in the County alongside data related to people's health, the economy, and the environment.

3.15 Table 1 outlines a summary of this review. This information has been used to help inform the development of the cycling and walking networks. (For further information on the evidence review for each settlement included in the LCWIP, please refer to Appendix B - East Sussex LCWIP – Infrastructure Plan section 2.7 Key Issues & Opportunities – Specific Geographic Areas.)

**Table 1 – County wide issues and opportunities**

<b>Issues</b>
<b>Limited cycling and walking network</b> on key corridors of movement, within key growth areas.
<b>Limited and inconsistent provision for cycling and walking</b> connecting residential areas and key local trip attractors.
<b>Inconsistent provision</b> for cycling and walking to support <b>inclusive access</b> .
A <b>lack of high-quality segregated routes</b> and suitable (width of) highway space to be able to introduce such routes.
<b>Safety issues</b> – volume and speed of traffic.
Inconsistent provision of cycling and walking routes <b>connecting new development</b> and the existing cycling and walking network.
<b>Town centres dominated by traffic movements</b> , impacting on ambience, safety and air quality.
<b>Poor signing of routes</b> .
<b>Limited cycle parking</b> provision at key destinations.
Higher than average levels of <b>obesity</b> at reception and Year 6 children in certain district and boroughs.
<b>Prevalence of mental health issues</b> in certain district and boroughs.

**Reluctance to cycle on the road** due to fear of conflict with vehicular traffic and **lack of education and awareness** to help combat this perception, especially in vulnerable groups.

## Opportunities

**Maintain the momentum of increased active travel since the COVID-19 pandemic** through improved infrastructure and training and initiatives.

**Distances** between residential areas - key centres / business areas - localised trip attractors **between 3 - 5km or less**, making cycling and walking feasible.

**Declaration of a climate emergency** – Lewes – Eastbourne, Rother & Hastings 2030, the rest of the County 2050.

**Increased growth in housing and employment** connected to the existing sustainable transport network.

Focus on **town centre and high street regeneration** – prioritise cycling, walking and public transport, integrated with inclusive access.

Integrate active travel alongside **smart mobility measures**.

**Appetite for active travel** from local populations.

**Untapped opportunities** to **promote accessible cycling and walking** alongside cultural and tourist offer.

Continued **integration of travel behaviour change programmes** and training with the delivery of **transport infrastructure projects**.

**Reduce health issues and related financial impact on the NHS** through a more active population.

**Cleaner streets and reduction in carbon emissions and congestion** through a reduction in car dependency.

## 4. Where is the LCWIP focussed?

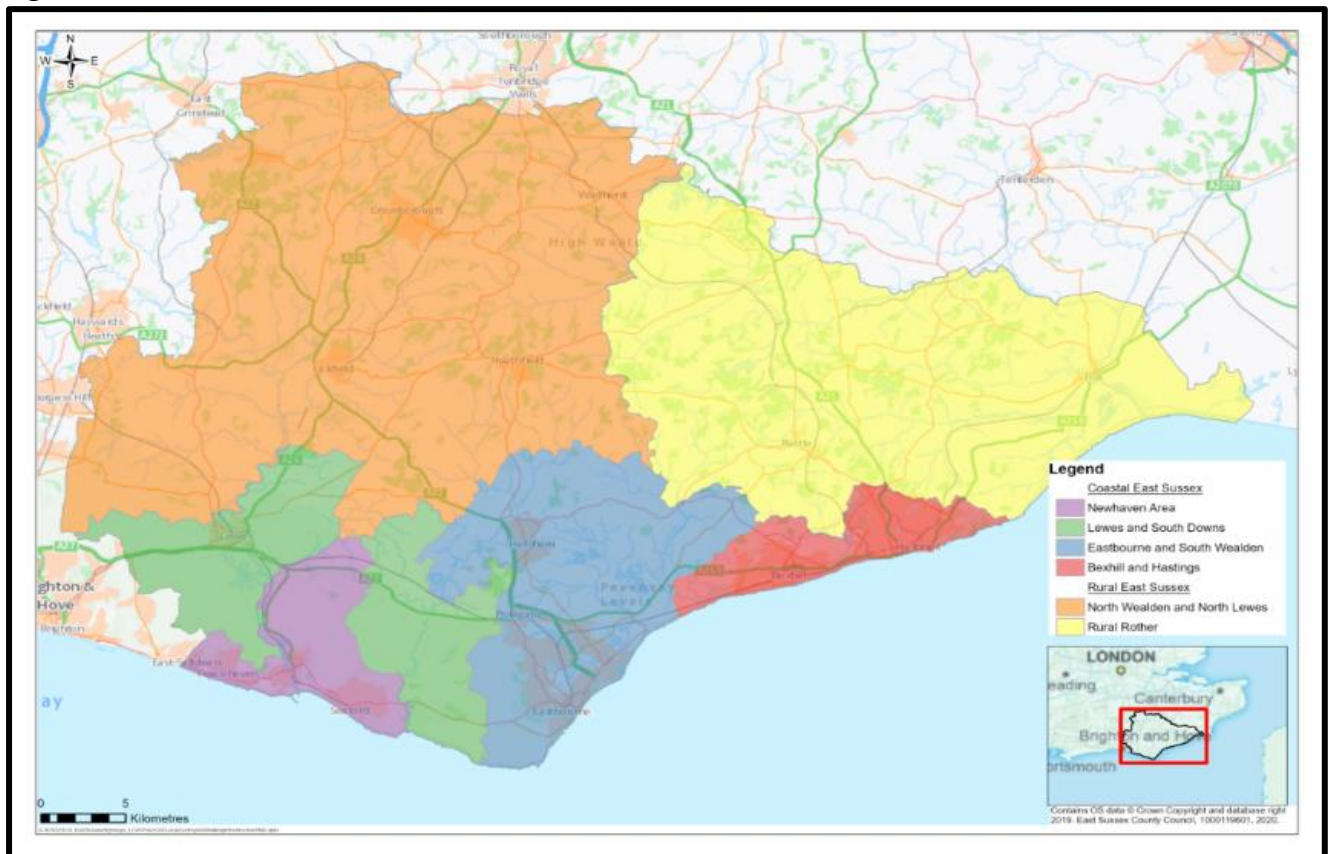
**4.1 The government has asked local authorities to focus their LCWIP's on areas where there are the greatest opportunities to get as many people as possible cycling and walking.** This means developing a network that enables people to cycle and walk for everyday short local journeys or as part of longer journeys, whether this be for getting to school, work, shopping trips or for leisure. With the need for housing and employment in the county, networks will also need to support the plans for these.

**4.2 Our first version of the LCWIP prioritises areas largely located on the coastal strip and the larger market towns in the County.** We anticipate that focussing on these areas will provide us with the greatest opportunities to secure larger scale external funding for cycling and walking infrastructure programmes, especially from central government.

**4.3 By focussing on the coastal strip and larger market towns in the first version of the LCWIP does not mean that we do not recognise that there are opportunities for cycling and walking trips within rural areas. To support this will work with our key local partners, to seek and secure funding from a variety of sources to deliver the infrastructure and measures identified in the LCWIP.** Aside from Government funding, potential sources include our Local Transport Plan, District and Borough Councils Local Plans, and Neighbourhoods Plans.

**4.4 The County has been subdivided into the following 'areas', and these are represented in Figure 3 below.**

**Figure 3 – LCWIP Areas**



4.5 The towns where we have undertaken network development for cycling and walking are listed below in Figure 4.

4.6 Further priority has been assigned to the coastal areas within the County, as they offer the greatest opportunities to increase levels of cycling and walking.

Figure 4- LCWIP Geographic Areas



## 5. What is the LCWIP proposing?

5.1 This stage of the LCWIP has required:

- The development of proposed cycle network maps for each of the areas,
- The development of proposed walking network maps for Newhaven, Lewes, Eastbourne, Hailsham, Bexhill and Hastings, and
- A programme of cycling and walking infrastructure improvements.

5.2 The networks were developed using several transport assessment tools, as recommended by the DfT. (For further information on how the networks were developed and the tools which were used, please refer to Appendix B - ESCC LCWIP Infrastructure Plan – stages 3 & 4 network planning.) The network has been developed to consider the principle of inclusiveness, by supporting people with physical and hidden disabilities.

### Stakeholder engagement

5.3 To ensure that the initial interests of local stakeholders were considered in the preparation of the first version of the LCWIP, the district and borough councils, alongside local cycling, walking and access groups, were engaged with the development of the proposed networks.

**It is important to understand that the proposed cycling and walking networks in the LCWIP indicate the potential alignment of a route or measure, with an emphasis on demonstrating how they can connect people with the places they may travel for everyday journeys. They do not contain detailed proposals.**

### Proposed Cycle Network Maps

5.4 A proposed cycle network map of preferred routes for each priority area has been developed. These maps outline the proposed cycle networks for each settlement, alongside a table with the name of each route that is referred to on the map. **The strategic cycle routes (i.e. those which run alongside busier highway routes) within the network maps are highlighted in bold. These connect into the more localised routes, which are represented by a narrower line. This does not mean that the strategic routes have a greater priority over the other routes.**

5.5 Whilst network planning for walking has been undertaken for some of the specific geographic areas, as outlined in Appendix B, the cycling network development work also identified improvements on these routes for pedestrians. For example, where a shared cycling and pedestrian route may be the most appropriate option, or where there is an opportunity to either improve or install new dropped kerbs, or where a toucan crossing is proposed.

### Coastal East Sussex – Priority LCWIP Areas

#### Newhaven Area - Newhaven, Peacehaven & Seaford

5.6 In the Newhaven area the preferred network is focussed on having several key routes connecting the three towns to support the strategic connections on the A259 corridor in the longer term. This is alongside having more localised networks in each town to support access to schools, shops and local facilities.

Figure 5 - Newhaven area proposed cycle network



Table 2 – Proposed infrastructure

Table 2 Scheme Number	Scheme Names - Newhaven, Peacehaven & Seaford
N1	Telcombe Link
N2	South Coast Road (A259) Peacehaven
N3	Coastal Path
N4	Arundel Road NCN2
N5	Firle Road

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N6	Saltdean – Peacehaven - Southease
N7	Peacehaven – Newhaven via The Highway
N8	Newhaven East/West Corridor
N9	Gibbon Road – Court Farm Road to the Newhaven Swing bridge
N10	Seaford East/West Corridor
N11	Seaford Northern Loop
N12	Alfriston Road – Southdowns
N13	The Station – A259 via Sutton Avenue
N14	Marine – Exceat Bridge via Seaford Seafront
N15	Peacehaven Loop
N16	Piddinghoe Avenue
N17	Egrets Way
N18	A259 to Denton
N19	Railway Road
N20	Seaford Northern Loop
N21	Town Centre – Belgrave Road via Avondale Road and Blatchington Hill
N22	A259 – Alfriston Road via Walmer Road
N23	Town Centre – Seafront via Dane Road and The Causeway
N24	Southdown Road
N25	Arundel Road

**(Further information on the development of this network is in Appendix 5A.)**



## Lewes & South Downs National Park

### Lewes

5.7 It is important that the preferred routes within this area are sympathetic to the historic nature of Lewes and take into consideration the impact of infrastructure within a national park setting. With the highest levels of cycling for work and leisure within this area of the County, the routes are focussed on supporting more strategic links to the existing National Cycle Network, together with links to nearby settlements and supporting access to local facilities.

Figure 6 - Lewes proposed cycle network



Table 3 – Proposed infrastructure

Table 3 Scheme Number	Scheme Names Lewes
L1	A27 and Lewes Town Centre
L2	Ringmer – Southease
L3	South Downs Way – Lewes
L4	Montacute Road - Town Centre
L5	South Downs - Spital Road
L6	South Downs – Station
L7	Ditchling – Cooksbridge
L8	A27 – Swanbourough
L9	Lewes – Southease

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L10	Nevill - Southover Cooksbridge - Lewes Riverside
L11	Offham - Town Centre
L12	Cooksbridge - Lewes Riverside
L13	Malling - Southover

**(Further information on the development of this network is in Appendix 5B.)**

## Eastbourne & South Wealden

### Eastbourne, Hailsham & Polegate

5.8 In Eastbourne, by taking advantage of an essentially flat topography, routes will support access for localised journeys as well as to support the visitor economy. There is also an emphasis on supporting improved access to the town centre and seafront area.

5.9 With South Wealden being the only area of the county where significant growth in housing can come forward, the preferred routes will support existing local journeys to local services as well as connecting to future development.

5.10 There is also an opportunity to create a high-quality corridor linking each of these areas by utilising the Cuckoo Trail which is an existing and popular walking and cycling path.

Figure 7 - Eastbourne proposed cycle network



Table 4 - Proposed infrastructure

Table 4 Scheme Number	Scheme Names Eastbourne
E1	South Downs Way – Sovereign Harbour via Seafront
E2	University – Pevensey Bay
E3	Hospital – Westham
E4	Polegate High Street - NCN21 and A22
E5	Polegate-Seafront
E6	Willingdon Road - Seafront

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E7	Hampden Park – Sovereign Centre
E8	A22 / Dittons Road - NCN21 – Willingdon Drove
E9	Stone Cross – Royal Parade via Langney
E10	Seaside Road – Sovereign Harbour – Eastbourne Road
E11	Town Hall – Langley Roundabout
E12	Ramsay Way – Route 200 – Pacific Drive
E13	Station – Upper Avenue
E14	Horsey Way – Seaside
E15	Upperton – Eastbourne Park – Sevenoaks Road
E16	Victoria Drive – Hospital
E17	Willingdon Roundabout – South Shinewater Park
E18	Willingdon – The North Shinewater Park – Friday Street
E19	Lower Willingdon - Willingdon Upper
E20	Eastbourne Road - Polegate Recreation Ground - Cuckoo Trail
E21	Dittons Road - Cuckoo Trail – A22
E22	Borough Lane - King Edward’s Parade
E23	Old Town-Library and Council Offices - Terminus Road - Seafront
E24	Rodmill - Eastbourne Rail Station
E25	Coopers Hill – Wish Hill
E26	Hazelwood Avenue and Hampden Park – Eastbourne Station link
E27	Polegate – New North Railway Path – Hampden Park – Ringwood Road - Seafront
E28	Stone Cross – Larkspur Drive – Sevenoaks Road, Friday Street – Pennine Way – Seafront
E29	Friday Street – Pennine Way – Seafront
E30	Netherfield Avenue – Sovereign Harbour - Seafront
E31	Pevensey – Pevensey Bay

**(Further information on the development of this network is in Appendices 5C & 5D)**

Figure 8 - Hailsham proposed cycle network

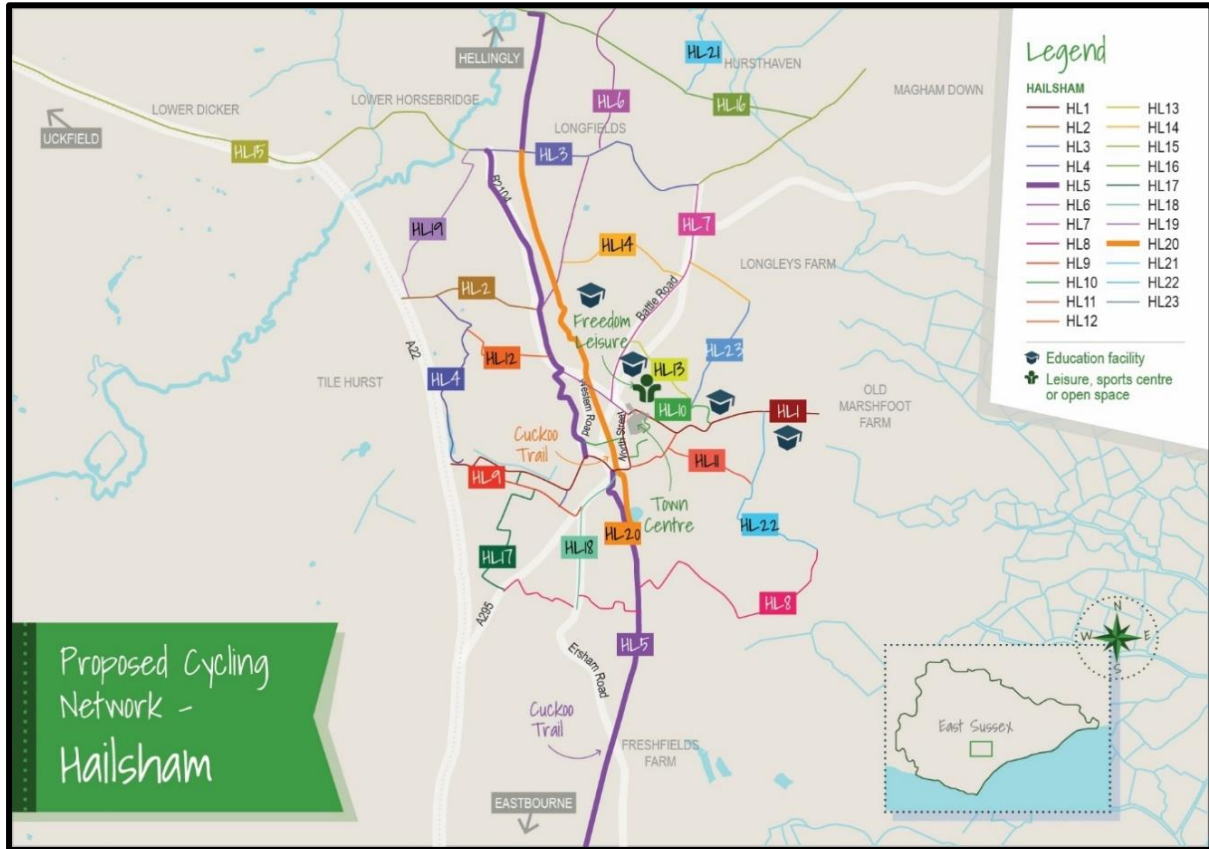


Table 5 - Proposed infrastructure

Table 5 Scheme Number	Scheme Names Hailsham
H1	Diplocks Way (A22) — Phoenix Academy
H2	Hempstead Lane
H3	Cuckmere Close — Battle Road
H4	Diplocks Way / A22 — Hempstead Lane
H5	Polegate – Hellingly
H6	High Street — Hellingly
H7	London Road — Battle Road — Hawkswood Road
H8	South Road — Mill Road
H9	A22 — Vicarage Lane
H10	Summerheath Road — High Street
H11	Vicarage Road — Hamlins Park Close
H12	Gleneagles Drive — London Road
H13	Battle Road — White House School
H14	Hawks Road — Harebeating Lane
H15	Lower Dicker — Park Gate Road
H16	Hellingly — Park Gate

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H17	Arlington Road East — Upper Horsebridge Road
H18	Ersham Road — South Road
H19	Hempstead Lane - Upper Horsebridge Road
H20	South Road Car Park — Upper Horsebridge Road
H21	New Road - The Drive
H22	Mill Lane - Marshfoot Lane
H23	White House School - Harebeating Lane

**(Further information on the development of this network is in Appendices 5E & 5F)**

## Bexhill & Hastings

### Bexhill & Hastings

5.11 With existing links in place connecting Bexhill & Hastings to the north and south, the focus of the preferred routes will be on supporting access to local services. Whilst the topography is challenging, especially in some areas of Hastings, there will be an emphasis on supporting wider projects that aid regeneration, including growth in housing and employment and supporting the visitor economy.

Figure 9 - Bexhill proposed cycle network



Table 6 - Proposed infrastructure

Table 6 Scheme Number	Scheme Names Bexhill
B1	NCN2
B2	Cooden Beach, Collington, Cranstoun Avenue, Windsor Road
B3	Withyham Road, Little Common, Recreation Ground
B4	Cooden Sea Road, Broadoak Lane, Woodsgate Park
B5	NCN2/West Parade, King Offa Primary, NBDA West
B6	Collington Rail Station – Hastings Direct
B7	Bancroft, Hillside, Bankside
B8	Bexhill Railway Station to Little Common Road
B9	Bexhill Hospital, Gunters Lane
B10	Gunters Lane, Highlands
B11	Norfolk Close, NBDA

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B12	Gunters Lane - Sidley
B13	Buckholt Lane - NBDA
B14	NCN2/De La Warr Parade, King Offa Way & NBDA Central
B15	NCN2/De La Warr Parade & NBDA Central
B16	NCN2/De La Warr Parade NBDA East & Central
B17	Retail Park, Pebsham Lane, NBDA East & Central
B18	NCN2/De La Warr Parade, King Offa Way & NBDA Central
B19	NCN2/De La Warr Parade NBDA East & Central
B20	NCN2/De La Warr Parade NBDA East & Central
B21	Retail Park, Pebsham Lane, NBDA East & Central
B22	NCN2/De La Warr Parade, King Offa Way & NBDA Central
B23	Bexhill – Hastings Greenway (Coombe Valley Way)

(Further information on the development of this network is in Appendix 5G.)

Figure 10 - Hastings proposed cycle network





**Table 7 - Proposed infrastructure**

<b>Table 7 Scheme Number</b>	<b>Scheme Names Hastings</b>
HS1	NCN2 Bulverhythe – Old Town
HS2	NCN2 Bulverhythe - Fairlight
HS3	Robertson Street – Wellington Place
HS4	West Hill
HS5	Hastings Station – St Helens Road
HS6	St Helens Road – Ore Road
HS7	Ore Station – The Ridge
HS8	Ore Station – The Ridge (Alternative)
HS9	Robsack Wood - Hastings
HS10	Silverhill – Alexandra Park
HS11	The Ridge
HS12	Wishing Tree Road – NCN2
HS13	Battle Road - Silverhill
HS14	Silverhill – St Leonards – NCN2
HS15	A21 – The Ridgeway - Silverhill
HS16	A21 – Silverhill – Hastings Station
HS17	Conquest Hospital – Alexandra Park – Bethune Way
HS18	West St Leonards – A21
HS19	Hughenden Road – Queens Road
HS20	West St Leonards – London Road
HS21	St Leonards Warrior Square – Hastings Centre
HS22	Ashford Road
HS23	St Helens Park Road
HS24	St Helens Park Road
HS25	Tilekin – Conquest Hospital
HS26	Tile Barn Road Spur
HS27	Wishing Tree Road Sur
HS28	Briscoes Walk Friday Street – Pennine Way – Seafront
BHG	Bexhill – Hastings Greenway (Combe Valley Way) Friday Street – Pennine Way – Seafront

**(Further information on the development of this network is in Appendix 5H.)**

## Rural East Sussex

### North Wealden & North Lewes area

#### Uckfield, Heathfield, Crowborough

5.12 With further housing growth likely to be a considerable focus for these areas, the emphasis of the preferred routes is on supporting access to existing localised services. The preferred routes will also form the basis for further work to be undertaken by ESCC, Wealden District Council and developers in the near future, to develop a more comprehensive network which supports future growth in housing and employment.

Figure 11 - Uckfield proposed cycle network



Table 8 - Proposed infrastructure

Table 8 Scheme Number	Scheme Names Uckfield
U1	Mallard Drive
U2	Framfield Road
U3	Belfarm Road to Bell Lane
U4	Belfarm Road Greenway
U5	Belmont Road - Manor Way
U6	Batchelor Way - Rocks Park
U7	Church Street
U8	Hempstead Lane
U9	Lime Tree Avenue
U10	Southview Drive/ Downsview Crescent

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U11	Browns Lane
U12	B2102 Ringles Cross – Framfield Road
U13	New Town - Ridgewood
U14	New Town to Railway Station (via Victoria Pleasure Ground)

(Further information on the development of this network is in Appendix 5I)

Figure 12 - Heathfield proposed cycle network

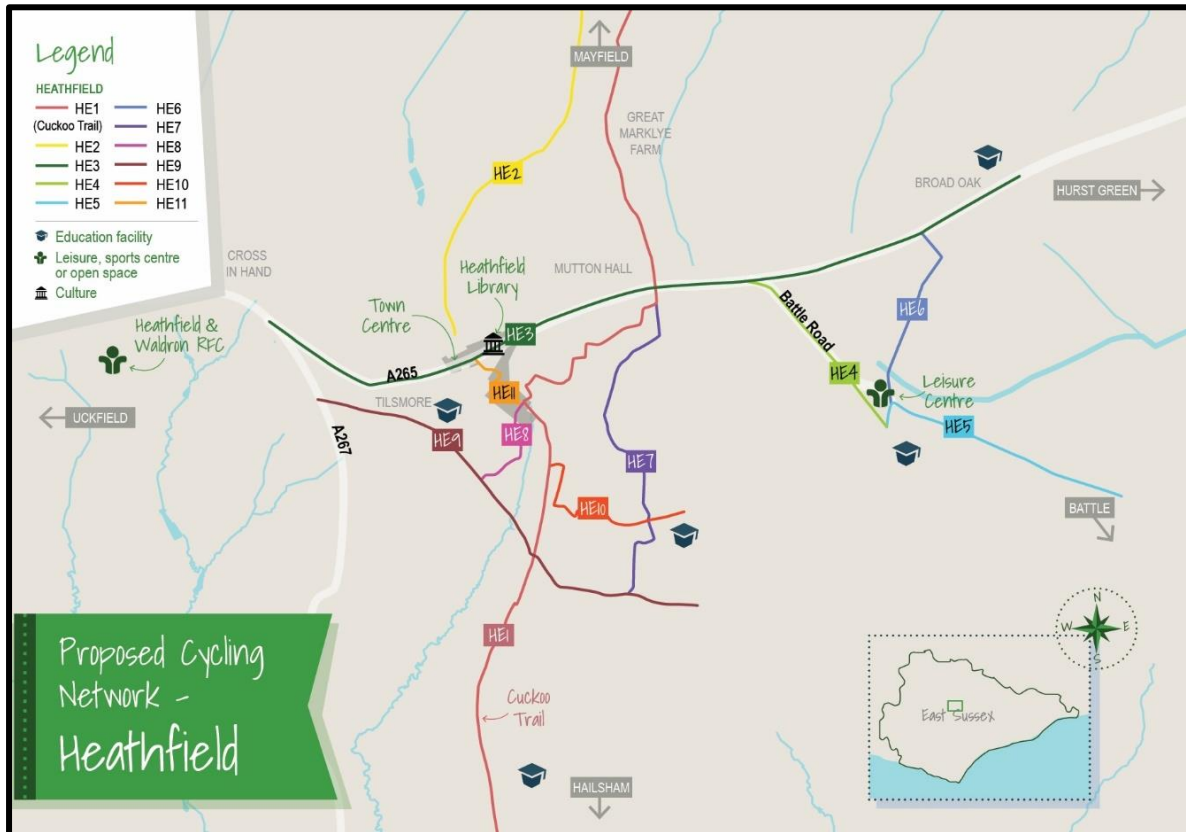


Table 9 - Proposed infrastructure

Table 9 Scheme Number	Scheme Names Heathfield
HE1	NCN Route 21
HE2	Cuckoo Trail Extension
HE3	A265 Snatchells Farm – Broad Oak
HE4	Battle Road West
HE5	Battle Road East
HE6	Halley Road
HE7	A256 – Sandy Cross Lane
HE8	Leeves Common
HE9	Sheepsetting Lane – Sandy Cross Lane
HE10	Cuckoo Drive – Green Lane
HE11	Thorny Close Link

(Further information on the development of this network is in Appendix 5J.)

Figure 13 - Crowborough proposed cycle network

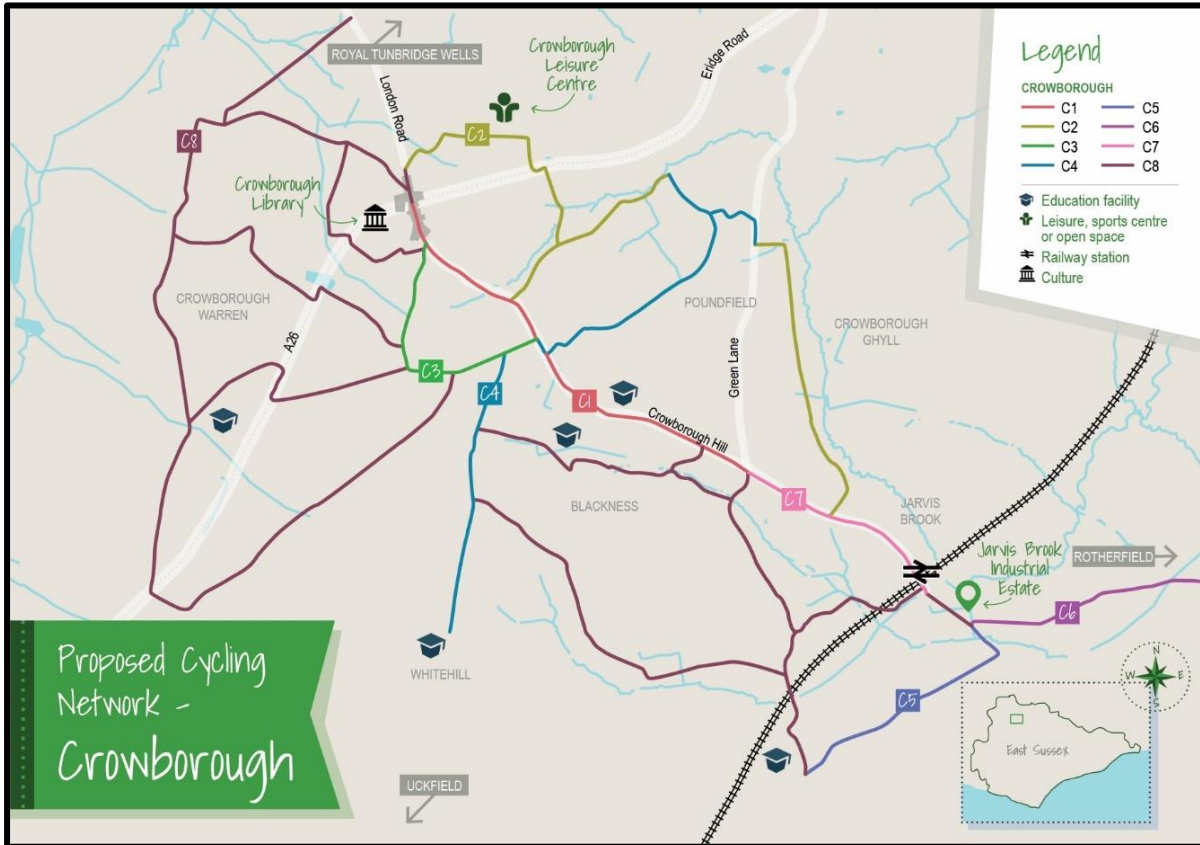


Table 10 - Proposed infrastructure

Table 10 Scheme Number	Scheme Names Crowborough
C1/C3/C7	B21 from the A27 - junction Green Lane and the Croft Road/Church Road Triangle
C2	Jarvis Brook – St Johns via Medway and Millbrook Road
C4	North/South link via Queens Road and Poundfield
C5	Jarvis Brook – Mount Pleasant – via Tubwell Lane
C6	Jarvis Brook - Rotherfield
C8	Area based improvements – residential areas

(Further information on the development of this network is in Appendix 5K.)

## Rural Rother

### Battle & Rye

5.13 These historic smaller settlements are set within a more rural environment which is surrounded by Areas of Outstanding Natural Beauty. Alongside the large numbers of tourists which these towns attract they also provide a role as a service centre for nearby rural villages. Therefore, the routes are focussed on supporting local access both within and to the settlements.

Figure 14 - Battle proposed cycle network

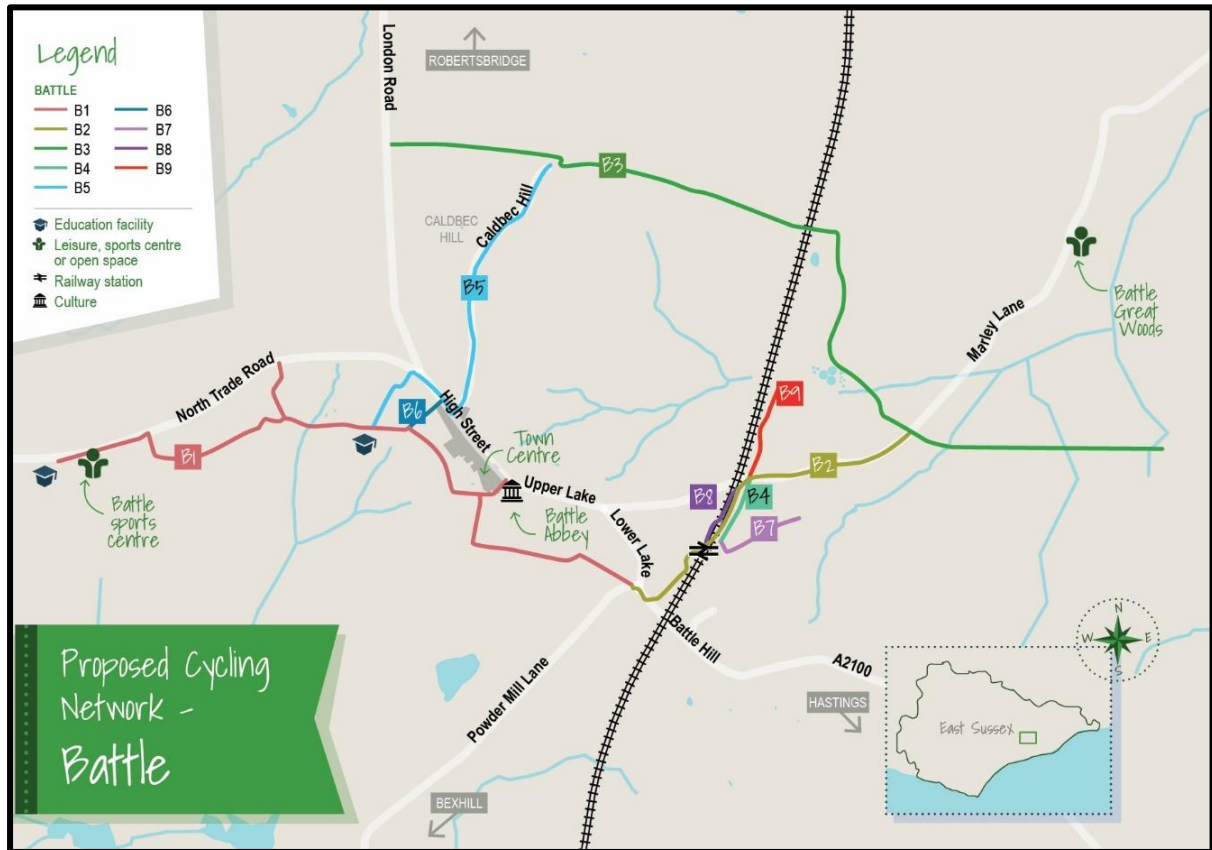


Table 11 - Proposed infrastructure

Table 11 Scheme Number	Scheme Names Battle
B1/B2	Battle Schools Greenway
B3	Uckham Lane, Marley Lane, Great Wood
B4/B7/B8/B9	Links to Blackfriars Re-development
B5	Battle North
B6	Link Automotive Estates

(Further information on the development of this network is in Appendix 5L.)

Figure 15 - Rye proposed cycle network

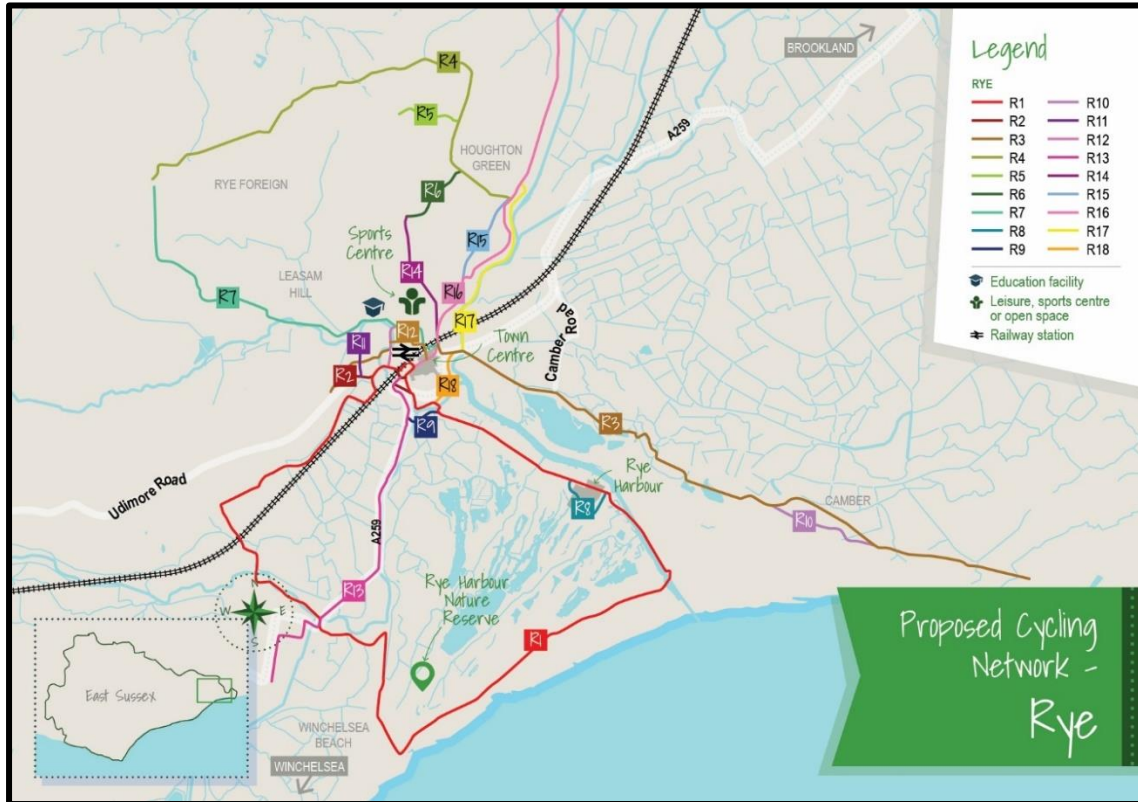


Table 12 - Proposed infrastructure

Table 12 Scheme Number	Scheme Names Rye
R1	Rye - Rye Harbour - Winchelsea Loop
R2	Valley Park - Rock Channel
R3	Valley Park - Camber - Jury's Gap
R4	Peasmarsh - Military Road
R5	Playden Lane
R6	School Lane
R7	Peasmarsh - Landgate
R8	Rye Harbour Alternative
R9	Winchelsea Road - Harbour Road
R10	Camber Alternative
R11	Mason Road
R12	Ferry Road - Love Lane
R13	Cinque Ports Street - Winchelsea
R14	Rye - Playden
R15	Military Road
R16	Rye - Iden Lock
R17	New Road - Scots Float Sluice
R18	Rock Channel

(Further information on the development of this network is in Appendix 5M.)

## Proposed Walking Network Maps

5.14 A proposed walking network map of preferred routes for each priority area has been developed. Please see below a map outlining the proposed walking networks for each settlement, alongside a table with the name of each route.

5.15 The aim is to improve the existing walking network and core walking zones (such as town centres) or, where feasible, to extend the walking network. These maps will be adopted as strategic planning documents.

### Coastal East Sussex

#### Newhaven Area - Newhaven

5.16 Whilst the quality of the existing infrastructure for pedestrians is generally good in some locations, there are some specific issues related to accessibility. This includes the height of kerbing, severance issues caused by limited step free access on the most direct routes, lack of pedestrian crossings, and poor quality of footway surfacing.

Figure 16 - Newhaven proposed walking network



Table 13 - Proposed infrastructure

Table 13 Scheme Number	Scheme Name
N1	Core Walking Zone
N2	Church Hill to Southdown Rd
N3	Eveyln Ave to Brighton Rd
N4	Drove Rd to Denton Rd
N5	North Way to Beach Rd
N6	South Rd to Fort Rise

(Further information on the development of this network is in Appendix 50.)

**Lewes & South Downs National Park - Lewes**

5.17 Lewes is a historic town and the the current pedestrian environment is reflective of this. Key issues include narrow footway widths, quality of footway surfacing, and the need for increased footway provision.

Figure 17 - Lewes proposed walking network





Table 14 - Proposed infrastructure

Table 14 Scheme Number	Scheme Name
L1	Core Walking Zone
L2	Cockshut Road to The Drove
L3	Wellgreen Lane to Whitfield Lane
L4	Elm Grove to Brighton Rd
L5	Brighton Road to Southerham Lane
L6	Phoenix Causeway to Mill Road

(Further information on the development of this network is in Appendix 50.)

**Eastbourne & South Wealden – Eastbourne**

5.18 ESCC and LDC-EBC are currently undertaking work to prioritise people accessing the town centre using more active travel. Specific issues identified include the need for more pedestrian crossing points between destinations to improve the directness of routes, reduction of traffic speeds, footway resurfacing, and provision of footways where there are gaps.

Figure 18 - Eastbourne proposed walking network



Table 15 - Proposed infrastructure

Table 15 Scheme Number	Scheme Name
E1	Core Walking Zone
E2	Devonshire Place to Wellcombe Crescent
E3	Terminus Road to Park Avenue
E4	Ashford Road to Lottbridge Drive
E5	Cavendish Place to King's Drive
E6	Marine Parade Rd to Birch Roundabout

(Further information on the development of this network is in Appendix 50.)

5.19 With the ambition to be a '10-minute town' where people can access the local services they need using active travel, pedestrian accessibility in Hailsham is crucial. Key improvements identified for this town include the need to provide greater access to the Cuckoo Trail, increased dropped kerb provision, improved footway widths at certain locations, and the provision of crossing facilities on busier roads.

Figure 19 - Hailsham proposed walking network

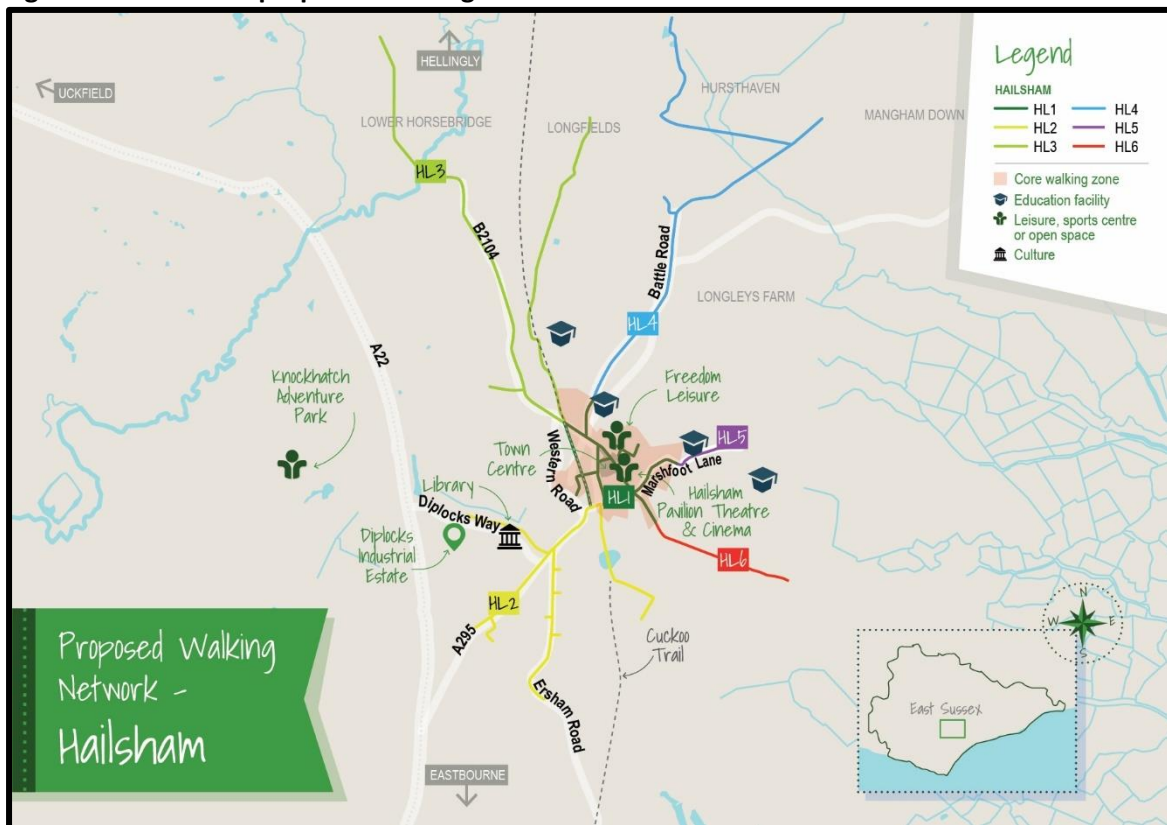


Table 16 - Proposed infrastructure

Table 16 Scheme Number	Scheme Name
H1	Core Walking Zone
H2	South Rd to Arlington Road East
H3	London Road to Church Road
H4	Battle Road New Road
H5	Marshfoot Lane
H6	Mill Road

(Further information on the development of this network is in Appendix 50.)

**Bexhill & Hastings – Bexhill**

5.20 With generally an older population living in Bexhill compared to other areas of the county, accessibility is essential. A key issue identified is the need for enforcement to limit parking on existing footways. In both Hastings and Bexhill it was identified that there was a need for the resurfacing of footways, increased footway widths, increasing pedestrian crossing points and expansion of dropped kerb provision. This would help both Rother District Council and Hastings Borough Council in the regeneration of their town centre areas, and the enhancement of the public realm.

Figure 20 - Bexhill proposed walking network



Table 17 - Proposed infrastructure

Table 17 Scheme Number	Scheme Name
B1	Core Walking Zone
B2	Cooden Sea Road to Freshfields
B3	Station Road to Barnhorn Road
B4	Buckhurst Place to Turkey Road
B5	Sea Road to Watermill Lane
B6	Upper Sea Road to Pebsham Lane

(Further information on the development of this network is in Appendix 50.)

Bexhill & Hastings – *Hastings*

Figure 21 - Hastings proposed walking network



Table 18 - Proposed infrastructure

Table 18 Scheme Number	Scheme Name
H1	Core Walking Zone
H2	White Rock to Harley Shute Road
H3	Cornwallis Gardens to Hollington Old Lane
H4	Queens Rd to The Ridge
H5	Milward Road to Ivyhouse Lane

**'Let's get cycling & walking'**

H6	The Bourne to Rye Road
H7	Pelham Place to Barley Lane
BHS:	Bexhill-Hastings Seafront

**(Further information on the development of this network is in Appendix 50.)**

### **Future Walking Network Development Work – Other Areas**

5.21 As outlined above, the LCWIP network development for cycling also identified improvements for pedestrians where possible, but the walking network development work has been more focussed on urban centres. ESCC and their partners will review the opportunities to undertake more detailed walking network development assessments in Peacehaven, Seaford, Uckfield, Heathfield, Crowborough, Battle and Rye in the future.

### **Cycling & Walking Training, Information & Initiatives**

5.22 To maximise the use of the potential infrastructure projects listed above, ESCC and their partners will look to continue delivering a programme of cycling and walking training, information and initiatives. This will be subject to funding being secured. This is currently being delivered through ESCC 'Active Access for Growth Programme. (Further details on this programme and others is in Appendix 2 East Sussex LCWIP Part 2 Infrastructure Plan Stage 6.)

## 6. How will the LCWIP be delivered?

6.1 As we have previously stated the LCWIP is dependent on the ability of ESCC and their partners to secure funding. To place us in a stronger position to secure the funding necessary to deliver the LCWIP we have identified **four** key factors which we will need to undertake. These are as follows:

### 1. Embed within Strategy and Policy Documents

6.2 To help ESCC and their partners deliver the LCWIP, the first step will be to ensure that it is referenced in other County wide strategy and policy documents. When making the case for funding there is a requirement to demonstrate the wider impacts that cycling and walking can support, especially in relation to the environment, health and wellbeing, the economy and planning. It is therefore important that it is referenced in documents that cover these key policy areas. For example, we will work with district and borough councils to ensure that the cycle and walking network maps are adopted as part of their Local Plans. (For further information about the specific documents that the LCWIP links to, are included in Appendix 2.)

### 2. High Quality Infrastructure Design & Engagement

6.3 Ensuring that we deliver schemes that are inclusive for all users alongside being safe, attractive and convenient is essential, so that people regardless of their ability or age feel comfortable in using it.

6.4 The government has recently published new design guidance for cycling infrastructure referred to as LTN 1/20. This has a greater emphasis on providing routes that are of a higher quality and are physically separated (e.g. by a kerb or barrier) from the highway or footway. On all new schemes ESCC will look to follow this guidance where it is feasible or where there are opportunities to adapt the approaches.

6.5 Early engagement with key stakeholders and the general public, especially those people that will be the key beneficiaries of a scheme, will remain as a high priority. We will also seek to look at more innovative ways of engaging with people to obtain their views, to ensure acceptability and most importantly to ensure the future use of schemes.

### 3. Targeted Cycling and Walking Initiatives

6.6 Installing new infrastructure, particularly for cycling and walking, is not always enough to help encourage more people to cycle or walk. How someone chooses to travel is determined by a person's personal circumstances (i.e. this could be their type of employment, how far they need to travel, the cost of a journey) and importantly how convenient it is in enabling them to make those every day journeys.

6.7 So we are committed to provide people with walking and cycling initiatives, information and skills to give people the right opportunities to give cycling and walking a try and to move people to changing their travel behaviour towards more active travel for short local journeys or as part of longer journeys. This will build upon existing work, which has been undertaken through previous programmes outlined in section 5 above.

#### **4. Partnership Working will ensure the Delivery of East Sussex's LCWIP**

6.8 Partnership working is fundamental in determining the success of ESCC and their partners in securing funding from a range of sources, to enable the delivery of the LCWIP. ESCC is leading on the LCWIP to support an increase in cycling and walking, but significant change will only occur by collaborative working with our key internal and external partners, including the public, commercial and voluntary sector, along with embracing any new future partnerships.

#### **Prioritising Schemes**

6.9 To help us meet DfT guidance the plan will need to include an indication of those schemes which are of a higher priority over others. This will largely be to support ESCC and their partners in applications for larger scale funding from the government or other larger funding organisations. (An initial prioritisation of schemes has been undertaken and is indicated in Appendix 2 - Stage 5. This will be reviewed following the public consultation, and all schemes assessed as part of this process.) However, whilst this prioritisation process is important, it is also recognised that the schemes may not always come forward according to this prioritisation. It is essential that there is a degree of flexibility in the delivery of the plan. This because the plan is dependent on:

- **The types of funding which come forward in the future** (capital/revenue),
- **The purpose and criteria of these funds** (i.e. aligned to policies, themes etc.), and
- **The process associated with accessing the funding and who can access these** (ESCC, District & Boroughs, SDNPA, voluntary sector).

#### **Types of funding**

6.10 ESCC and their partners working collaboratively will enable a greater range of funding sources to be secured for cycling and walking infrastructure and initiatives.

6.11 This will include direct applications for funding from the government, and larger or smaller scale national or local funding organisations. Examples of potential funding sources include the DfT's Active Travel Fund; the Ministry of Housing, Communities & Local Government - High Streets Fund; Highways England's Designated Funds; the Energy Savings Trust; and, British Cycling.

6.12 Funding will also be sought through the planning process for new development by securing development contributions. To enable this to happen, the networks will need to be included as part of the district and borough Local Plans and potential schemes included in the accompanying Infrastructure Development Plans (IDPs), which list the infrastructure required to support future development.

6.13 This will enable ESCC to specifically request potential schemes included in the LCWIP, as appropriate, when providing responses to planning applications from the district and boroughs. This will be alongside any potential opportunities for communities to allocate Community Infrastructure Levy funding they receive, to support the delivery of cycling and walking infrastructure, identified within their Neighbourhood Plans.

**'Let's get cycling & walking'**

6.14 To support the collaborative nature of the plan, ESCC and their partners will be supportive of local organisations in securing and delivering more localised measures and initiatives to enable more cycling and walking in the county.

**Governance**

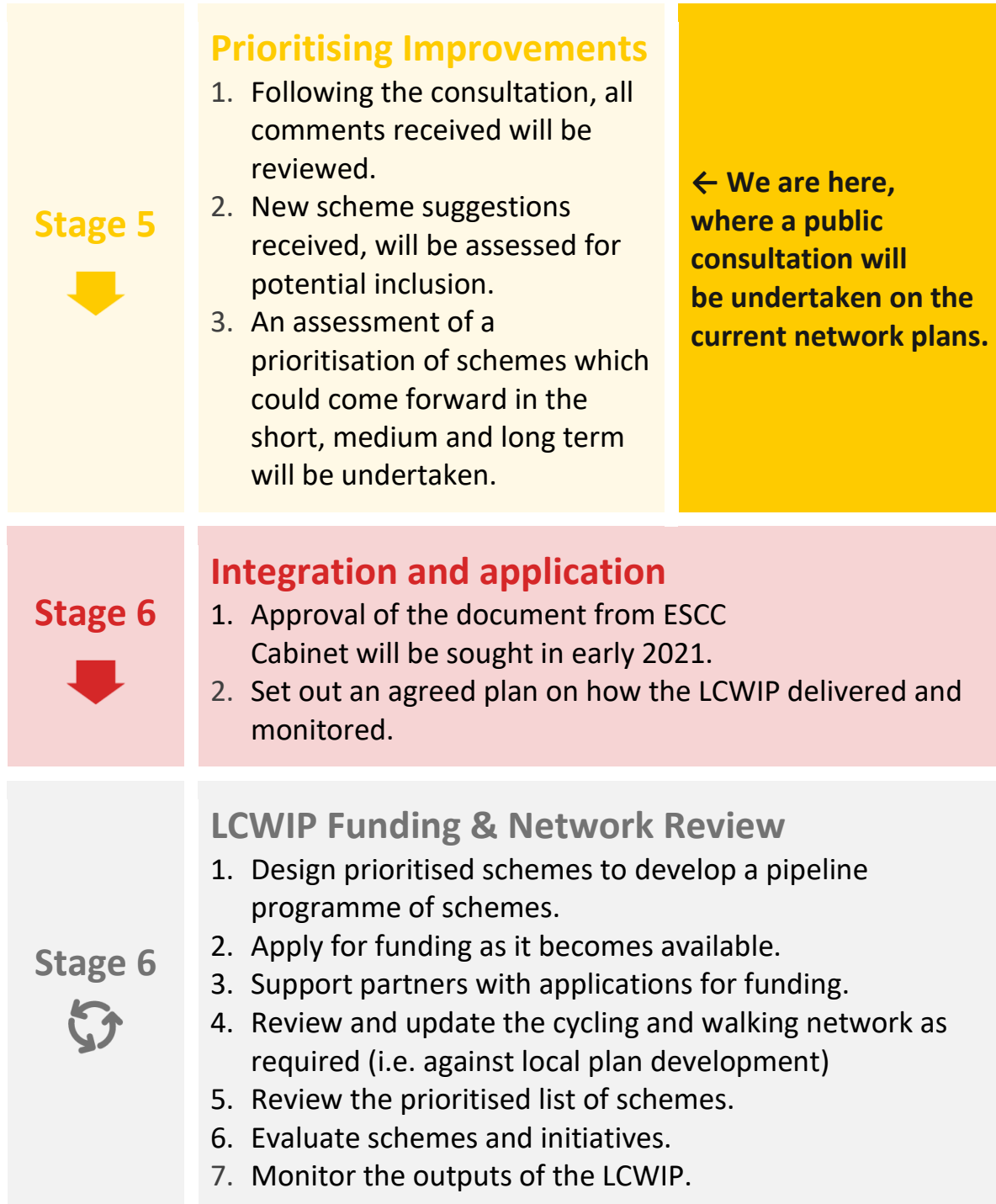
6.15 The LCWIP will be monitored on an annual basis through the governance arrangements as outlined in Appendix 4, and progress and future projects will be reported through ESCC's Capital Programme of Local Transport Improvements.



## 7. What next?

7.1 In Section 2 the stages that had been undertaken to help develop the plan were explained, so that the plan is in accordance with the DfT guidance. Figure 19 indicates the next stages which will be undertaken by ESCC and their partners.

Figure 22 - Next Steps



## **New DfT strategy – 'Gear Change' – A new vision for cycling and walking 2020**

7.2 In July 2020 the DfT published a new cycling and walking strategy, referred to as 'Gear Change'. **The strategy is focussed on providing more space for people cycling and walking by reallocating more road space for either fully segregated cycle routes or closing roads to traffic to create low traffic neighbourhoods.** To help support this the DfT is establishing a national funding body and inspectorate, referred to as 'Active Travel England'.

7.3 The role of this will be to:

- Provide expert advice regarding scheme design and stakeholder consultation,
- Administer funding & review funding applications,
- Enforce scheme design standards and time limits on scheme delivery, and
- Publish annual reports on highway authority's performance in relation to cycling and walking infrastructure.

7.4 **To respond to this ESCC will be commissioning a study to review the opportunities for delivering these types of schemes in the County. This will be undertaken during November 2020 – February 2021.**

## **East Sussex Local Transport Plan 2020 Review**

7.5 ESCC will soon commence a review of their Local Transport Plan 2011 – 2026 (LTP3), and this will be updated in the next year to reflect the changes in policy and the likely impacts of the Covid – 19 Pandemic, which will change future travel patterns in the short and longer term. The LCWIP will be updated to reflect this document.