**September 2021**

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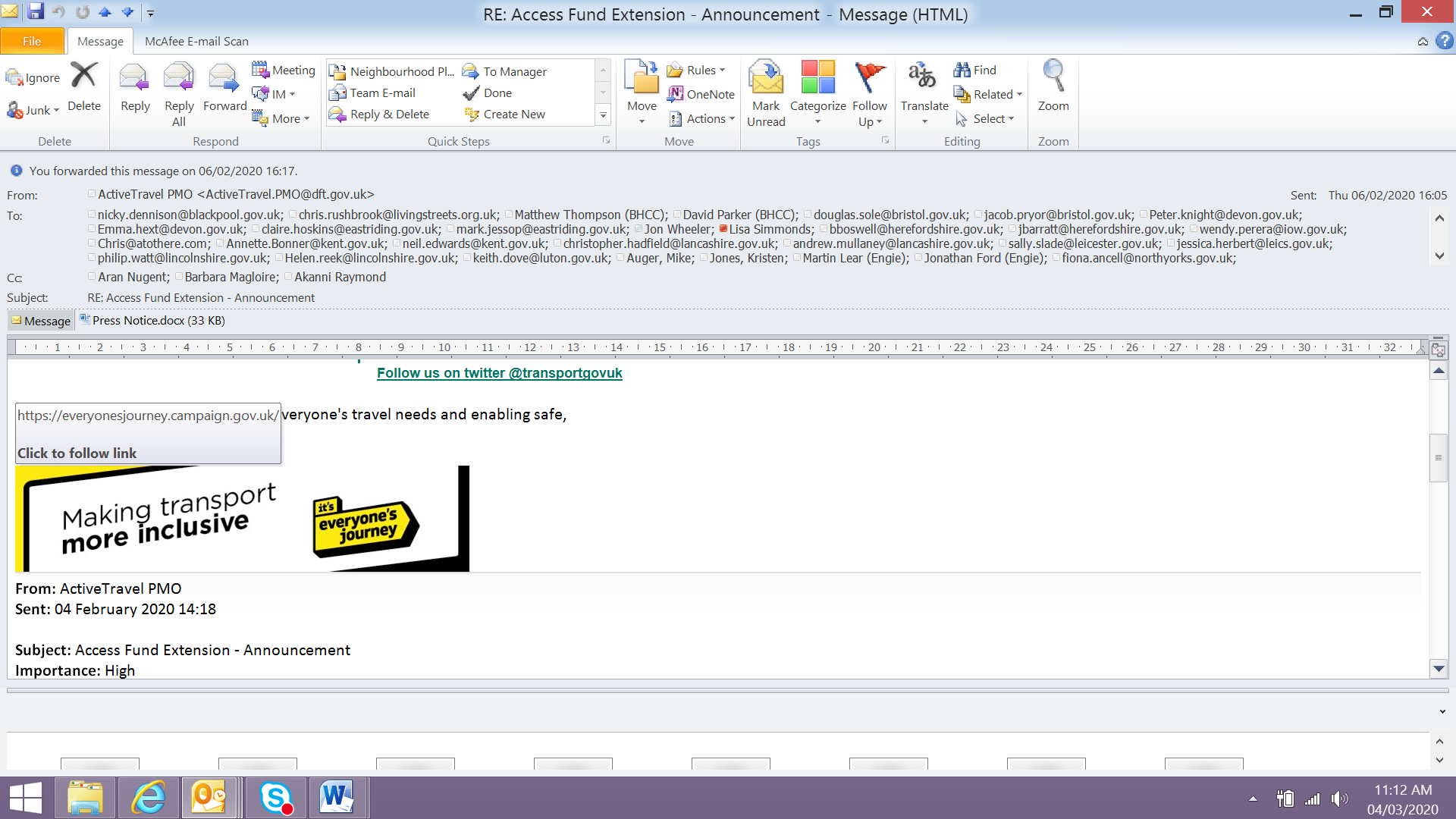
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**Equality Impact Assessment**



Having due regard to the Equality Act 2010 has been essential in the development of the LCWIP. This will also be important during the development and delivery of identified cycling and walking infrastructure and initiatives, when measures will be subject to an Equality Impact Assessment (EQiA) at scheme level.

An 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 County Council’s (ESCC) 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 mobility and transport over the next ten years, as outlined in the ESCC Local Transport Plan.

The opportunity to enable more people to walk and cycle has never been so important. The COVID-19 pandemic has had huge an impact on the way people work, socialise and, ultimately, 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, through the fun and enjoyment and will directly contribute to moving us towards net zero carbon emissions.

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 and travel options for people to access education, training and employment opportunities, which will contribute to creating a healthy more reliable workforce. Individuals will benefit from financial savings arising from not having a need for vehicular travel, and supporting future clean growth through tourism and place making in housing and employment development. **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 people’s needs and the **PLACES** that they want to get to, as this will influence how we can encourage more to cycling and walking. This will also help inform us about the types of measures we need to deliver to help make this happen.

|  |  |  |  |
| --- | --- | --- | --- |
|  | **Councillor  Keith Glazier**  **Leader of East Sussex County Council** |  | **Councillor Claire Dowling**  **Lead Member for Transport and Environment** |

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.

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

**CYCLING & WALKING NETWORKS**

**The LCWIP indicates the proposed cycling and walking networks within specific areas of the County.** These networks are at an early stage of feasibility and only indicate the potential alignment of a route or a measure and should not be considered as detailed proposals.

**EVOLUTIONARY DOCUMENT**

**The LCWIP will be a ‘live document’ and updated regularly as opportunities to enhance the networks evolve.** This will be alongside including measures, which meet with new government guidance.

**FUNDING & CONSULTATION**

**The LCWIP is dependent on ESCC and their partners to secure funding to develop and deliver cycling and walking infrastructure improvements.** Once funding is secured for specific schemes these will then be subject to local consultation.

2.1 The Department for Transport (DfT) identified LCWIP’s in their Cycling & Walking Investment Plan, 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. In August 2020, the DfT published a new Cycling & Walking Strategy, ‘Gear Change’, to accelerate their ambitions to increase levels of active travel. The strategy emphasises the need to re-allocate and prioritise more space for people cycling and walking. To support this new cycle infrastructure design guidance, ‘Local Transport Note (LTN) 1/20’ was published in autumn 2020 which promotes the provision of more segregated routes for cyclists.

2.3 East Sussex’s 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 plans for the transport network in our Local Transport Plan, and alongside the opportunities to maximise the potential to support new housing and employment space coming forward through district and borough Local Plans and Neighbourhood Plans

2.4 This LCWIP will be focussed on those areas where there are the greatest opportunities to increase levels of cycling and walking, particularly in our key towns across the coastal strip and important market towns 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. By 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, 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 **2021 to 2031**, and will identify a prioritised programme of work over the following timeframes:

* **short - 0 to 3 years,**
* **medium – 3 to 5 5 years and**
* **long term - 5 to 10 years.**

**2.7 It is important to note that our LCWIP document 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. Future scheme identification and development will consider recent government guidance**

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.

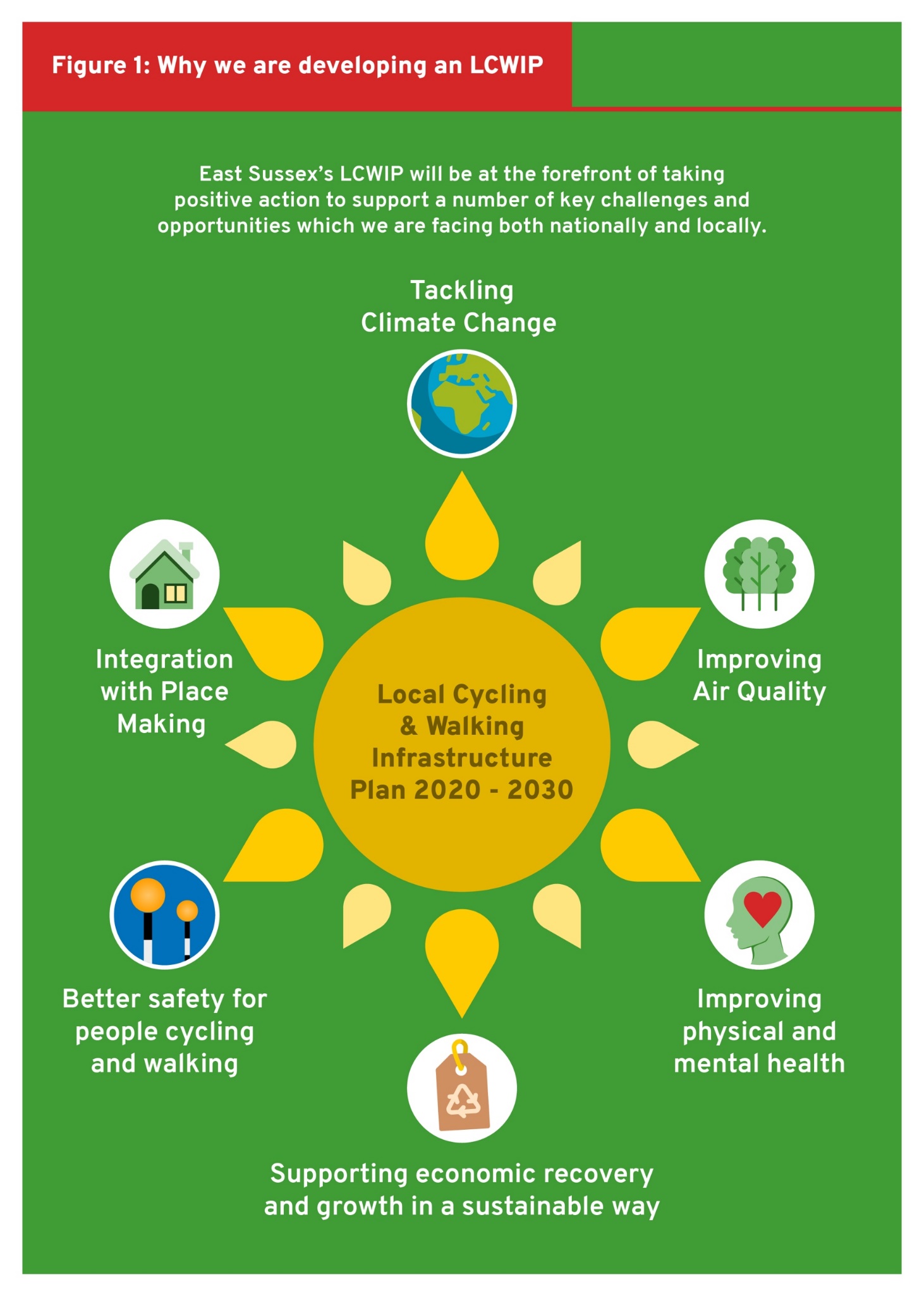
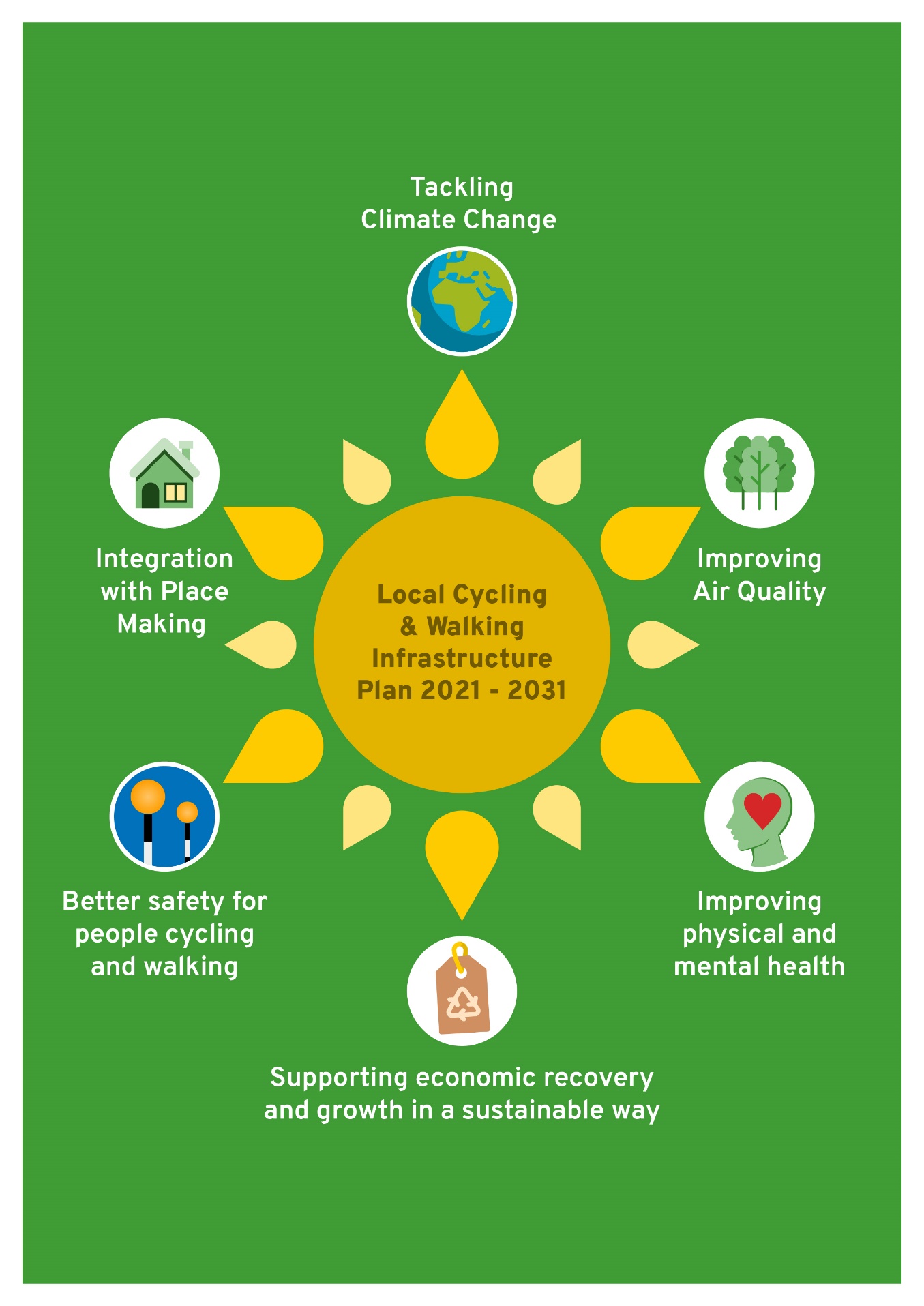
**Figure 1 - LCWIP Development Stages**

|  |  |  |
| --- | --- | --- |
| **Stage 1** | **Determining Scope**  Identifying where in the County the LCWIP should be focussed. | |
| **Stage 2** | **Gathering Information**  Reviewing existing data related to cycling and  walking alongside existing policies and strategies. | |
| **Stage 3** | **Network Planning** for **cycling**  Reviewing existing networks and trips, and  identifying the places that should be connected. | |
| **Stage 4** | **Network Planning** for **walking**  Reviewing existing networks and identifying the places  that should be connected alongside improvements  for specific areas, including town centres. | |
| **Stage 5** | **Prioritising Improvements**  Undertake a further review, following the consultation on which schemes could come forward in the short, medium and long term. | |
| **Stage 6** | **Integration and application**  Seek approval of the document from ESCC Cabinet in early 2021 and set out a plan on how we will deliver the LCWIP and **continue to update** the plan. | **← We are here.** |

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

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

**Figure 2 – Key Challenges & Opportunities**



**National and Local 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 with many of these changes likely to continue in the future. 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 and enjoyment people get from active travel should not be underestimated.

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[[1]](#footnote-1) 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 and supporting the declarations of a climate emergency. Lewes – Eastbourne, Rother & Hastings have set a carbon neutrality target for 2030, and the rest of the County has set it for 2050

**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 active travel, 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 emission levels locally, but it will improve the physical health and wellbeing of people locally. This is especially important in our air quality management areas (AQMAs) within Newhaven and Lewes (both of which are managed by Lewes - Eastbourne –Council).

**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 an 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 with overall support towards the policy of ‘levelling up’ local economies and reducing social inequalities in terms ofsupporting 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’[[2]](#footnote-2) 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 areconsidering even higher housing targets to meet local needs, and the integration of the LCWIP networks and the review of these are being included as a fundamental element of the wider assessment of mobility and transport and the mitigation measures resulting from this.

3.13 This will 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.

**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, with key local partners 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.

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**

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

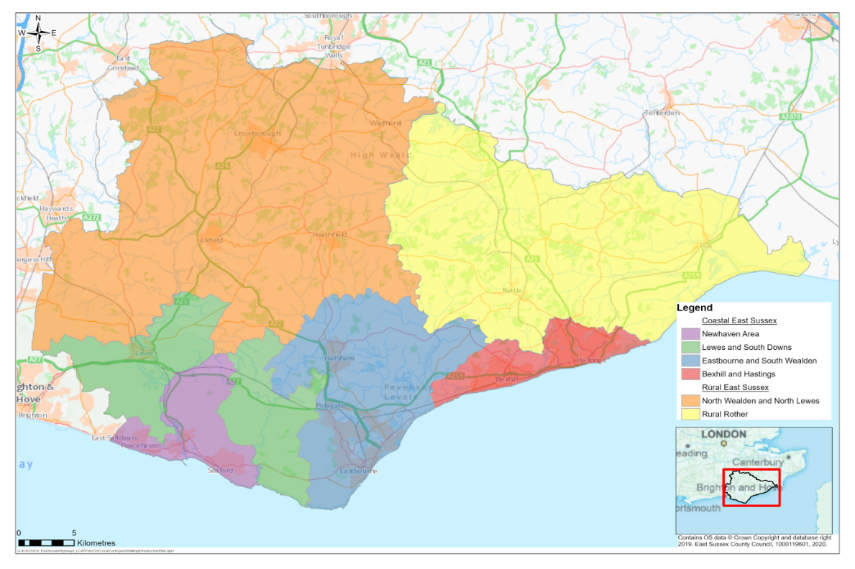
**4.1 The government has asked local authorities to focus their LCWIP’s on areas where there are the greatest opportunities to get as many people as possible cycling and walking.** This means developing a network that enables people to cycle and walk for everyday short local journeys or as part of longer 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 **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. We are committed to working 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**

****

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**

**Coastal East Sussex – Priority LCWIP AREAS**

* **Newhaven Area**
* ***Newhaven, Peacehaven & Seaford***
* **Lewes & South Downs National Park**
* ***Lewes***
* **Eastbourne & South Wealden**
* ***Eastbourne***
* ***Hailsham & Polegate***
* **Bexhill & Hastings**
* ***Bexhill***
* ***Hastings***

**Rural East Sussex**

* **North Wealden & North Lewes area**
* ***Uckfield***
* ***Heathfield***
* ***Crowborough***
* **Rural Rother**
* ***Battle & Rye***

**5. What is the LCWIP proposing?**

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.)

**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. Once funding is secured for specific schemes these will then be subject to local consultation.**

**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.**

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 with 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 | Telscombe Link |
| N2 | South Coast Road (A259) Peacehaven |
| N3 | Coastal Path |
| N4 | Arundel Road NCN2 |
| N5 | Firle Road |
| 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 |
| 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**

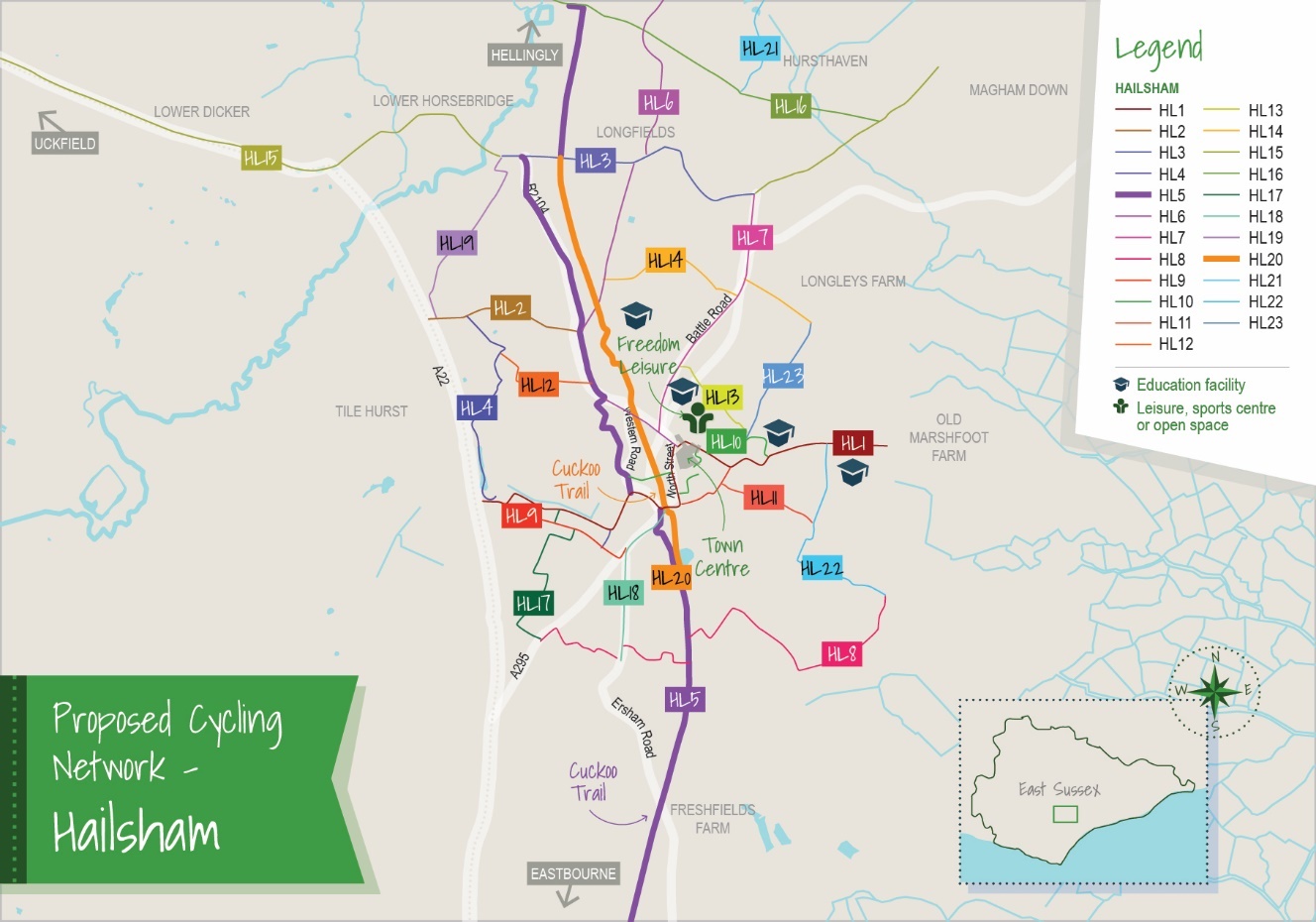


**Table 4 - Proposed infrastructure**

|  |  |
| --- | --- |
| **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 |
| 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 |
| 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 support to 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 |
| 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**

|  |  |
| --- | --- |
| **Table 7**  **Scheme Number** | **Scheme Names Hastings** |
| 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 | Bellfarm 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 |
| 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**

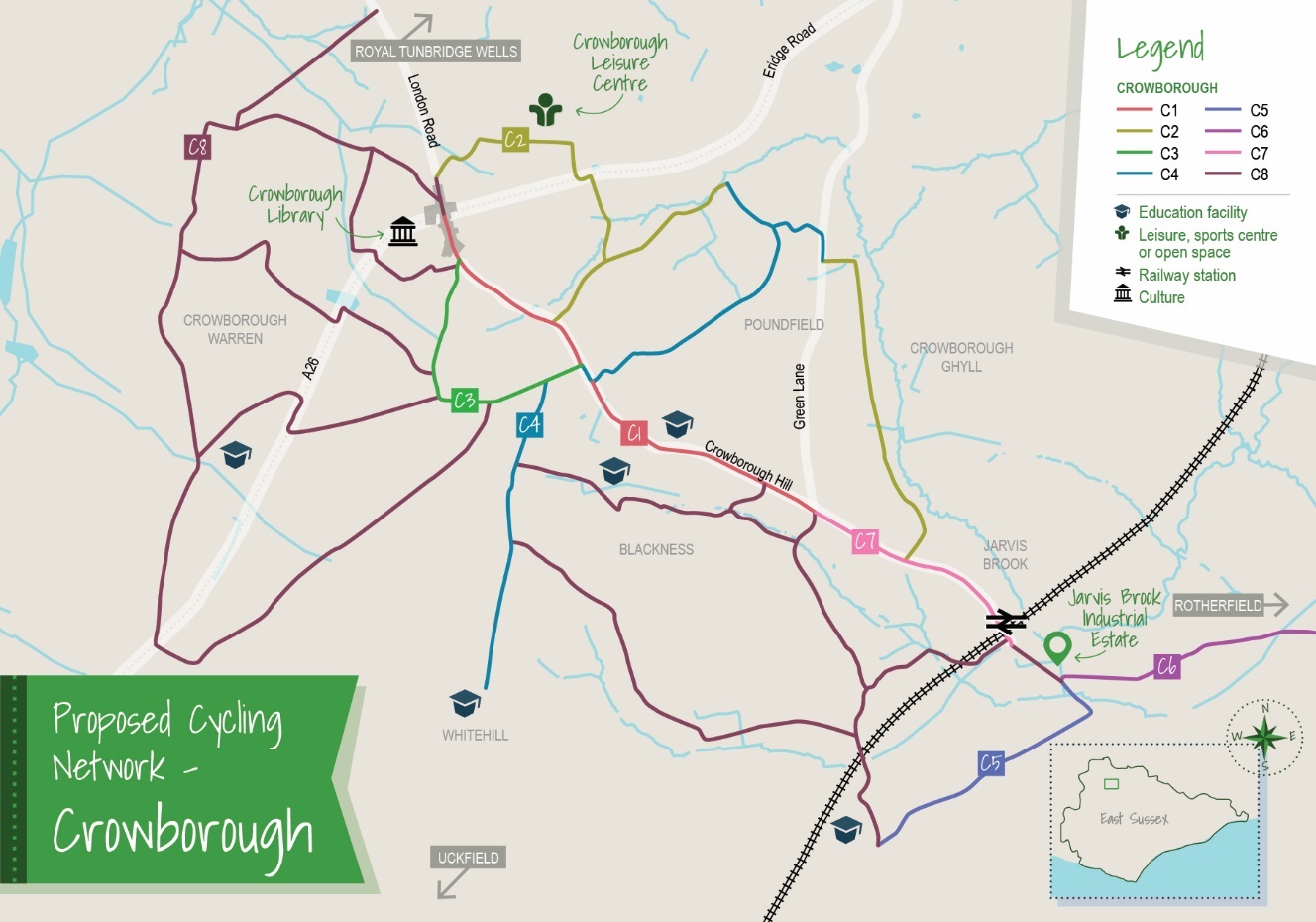


**Table 9 - Proposed infrastructure**

|  |  |
| --- | --- |
| **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 5O.)**

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

5.17 Lewes is a historic town and therefore 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 5O.)**

***Eastbourne & South Wealden – Eastbourne***

5.18 ESCC and LDC-EBC are currently undertaking a number of projects 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 5O.)**

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 5O.)**

***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 5O.)**

**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 |
| 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 5O.)**

**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. (Further details in regards to this 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. However, to place us in a stronger position to secure the funding necessary to deliver the LCWIP, the plan is underpinned by the following **four** key factors.

**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 council and partner 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. So, it is 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 high quality 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. ESCC is already reviewing all programmed new cycle infrastructure schemes against LTN 1/20 and integrating the design guidance where this is feasible. LTN 1/20 will also be utilised as part of the development of 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 cycling and walking infrastructure, 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. their type of employment, how far they need to travel, the need to undertake multiple trips) and importantly how convenient new infrastructure 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 5.22 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, particularly for ESCC when applying for national funding. The current prioritised list of schemes is as outlined in figure 22, page 41.

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

**National Funding**

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 To support the delivery of its ‘Gear Change’ strategy, with LCWIP’s being a key element of this, the Government has allocated £2bn of ‘Active Travel Funding’ (both revenue and capital) over the next four years.

6.13 Revenue funding from the Active Travel Fund, to support the development of LCWIP’s and to deliver cycling and walking initiatives in 2021/22, has been allocated to all local authorities. Following the submission of an application earlier this year, ESCC has secured £219,774 of revenue funding to deliver a programme of cycling and walking initiatives and LCWIP development in 2021/22. This includes active steps with workplaces and communities, cycle/electric cycle hire, ‘walk once a week’ programme’ with schools and further development to the ESCC Cycle Hubs at Eastbourne & Peacehaven.

6.14 A key element of an LCWIP is the prioritised programme of infrastructure improvements (outlined in 6.9) for future investment. The DfT advise that this should inform cycling and walking capital funding applications to the Active Travel Fund. ESCC has been invited to bid for capital funding in 2021/22 for spend by end March 2023. For East Sussex an application was submitted to Government in August 2021 to use these monies to support the delivery of Phase 1 of the Hailsham – Polegate – Eastbourne Movement & Access Corridor Scheme and Eastbourne Town Centre Movement & Access Package Phase 2a, both of which are prioritised schemes within the Eastbourne & South Wealden area of the LCWIP, with a bid request for £1.8m. The outcome of the application is expected in autumn 2021. It is expected that further applications to Government will need to be developed and submitted to Government to unlock the further three years of revenue and capital Active Travel Fund monies.

**Local Plans - Community Infrastructure Levy & Section 106 Funding**

6.15      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, which list the infrastructure required to support future development. 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 (CIL) funding they receive, to support the delivery of cycling and walking infrastructure, identified within their Neighbourhood Plans.

6.16 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 support more cycling and walking in the county.

**Governance**

6.17 The plan will be monitored on an annual basis through the governance arrangements as outlined in Appendix 4; progress and future projects will be reported through ESCC’s Capital Programme of Local Transport Improvements.

**Figure 22 – Initial scheme prioritisation**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Scheme name and location (e.g. postcode and road/street address)** | **Scheme type** | **No.of units (Scheme length, area covered, no. of cycle racks etc.)** | **Total cost (£)** | **Delivery timescale (1, 4 or 10 years)** | **Prioritised in LCWIP (y/n)?** | **Anticipated funding source(s)** |
| **Coastal East Sussex – Priority LCWIP AREAS** | | | | | | |
| **Eastbourne & South Wealden** | | | | | | |
| Eastbourne Walking and Cycle Network - Horsey Way Phase 1B (Cavendish  Place to Ringwood Road) | Cycle Route | 1,825m | £1.3m | 1-4 | Yes | Local Growth Funding - Secured |
| Eastbourne Walking and Cycle Network - Langney Rise cycle route | Cycle Route | 1,600m | £900k | 1-4 | Yes | Local Growth Funding - Secured |
| Eastbourne Walking and Cycle Network- Willingdon Drove cycle route | Cycle Route | 800m | £350k | 1-4 | Yes | Local Growth Funding - Secured |
| Eastbourne / South Wealden cycling and walking improvements - Stone Cross-  Royal Parade via Langney | Cycle Route | 3,500m | £3.8m | 1-4 | Yes | Local Growth Funding - Secured |
| Eastbourne / South Wealden cycling and walking improvements - Eastbourne town  centre cycle routes | Cycle Route | 1,300 | £500k | 1-4 | Yes | Local Growth Funding - Secured |
| Hailsham – Polegate – Eastbourne  Movement & Access Corridor Scheme (HPE MAC – PHASE 2 Victoria Drive bus lane | Multi Modal – Bus/Cycle/Pedestrian improvements | Unknown at this stage | - | 4 | Yes | Active Travel Funding  BSIP Funding  Other national funding  ESCC Capital Programme  Development Contributions |
| HPE MAC – PHASE 3 Ersham Road roundabout, Hailsham | Multi Modal – Bus/Cycle/Pedestrian improvements | Unknown at this stage | - | 4 | Yes | Active Travel Funding  BSIP Funding  Other national funding  ESCC Capital  Programme  Development Contributions |
| Eastbourne Town Centre (Liveable Towns)  Phase 2b: Terminus Road – Langney Road to Grand Parade | Pedestrian/Bus/Cycling improvements – re-allocation of road space  Pedestrian/bus/cycling improvements – re-allocation of road space | Approx. 5,500sqm | £5.3m  £6m | 4  4 | Yes | Active Travel Funding  ESCC Capital Programme  Other National Funding - LUF  Development Contributions |
| HPE MAC – PHASE 4 A2021 Kings Drive/Rodmill Roundabout | Multi Modal – Bus/Cycle/Pedestrian improvements | Unknown at this stage | - | 4 & 10 | Yes | Active Travel Funding  BSIP Funding  Other national funding  ESCC Capital Programme  Development Contributions |
| Eastbourne Town Centre (Liveable Towns)  Little Chelsea (Grove Road) South Street corridor, Memorial roundabout pedestrian improvements | Pedestrian/Bus/Cycling improvements – re-allocation of road space | Approx. 3,000 sqm | Memorial Roundabout  £1.8m | 4 (Memorial) 10 (Little Chelsea South St) | Yes | Active Travel Funding  ESCC Capital Programme  Other National Funding  Development Contributions |
| Eastbourne Seafront Cycle Route | Cycle Route | Unknown at this stage | £2m | 4 and 10 | Yes | Active Travel Funding  ESCC Capital Programme  Other National Funding  Development Contributions |
| HPE MAC – PHASE 5 – Rodmill roundabout to town centre | Multi Modal – Bus/Cycle/Pedestrian improvements | Unknown at this stage | - | 10 | Yes | Active Travel Funding  BSIP Funding  Other national funding  ESCC Capital Programme  Development Contributions |
| **Newhaven Area** |  |  |  |  |  |  |
| Avis Road – Newhaven | Cycle Route/Toucan crossing/bus stop improvements | 825m cycle route | £500k | 4 | Yes | Active Travel Funding  ESCC Capital Programme  Development Contributions |
| A259 – Newhaven – Pevensey | Multi Modal – Bus/Cycle/Pedestrian improvements | Unknown at this stage | £2m | 4 and 10 | Yes | Active Travel Funding  BSIP Funding  Other national funding including (MRN)  ESCC Capital Programme  Development Contributions |
| **Hastings & Bexhill** |  |  |  |  |  |  |
| Hastings Walking and Cycle Network - Queensway to Silverhill (western) route | Cycle Route | 2.7 miles | £500k | 1 | Yes | Local Growth Funding - Secured |
| Hastings Movement & Access Route Schemes (MARS) – Seafront Connectivity | Pedestrian improvements at junction and widened footway | Footway widening scheme approx. 90m | £790K | 1 | Yes | Local Growth Funding - Secured |
| Hastings Movement & Access Route Schemes (MARS) – Station to Seafront | Pedestrian improvement and cycle parking | Realigned pedestrian crossings and upgraded footway approx. 275m eastern side and 175m western side. Cycle parking provision for up to 10 bicycles. | £1.1m | 1 | Yes | Local Growth Funding - £774k Secured, DC’s/CIL – £51k Secured |
| Bexhill Walking and Cycling Network: Collington Avenue/Sutherland Avenue  junction pedestrian crossing | Pedestrian refuge scheme | 1 no. pedestrian refuge | £80k | 1 |  | Local Growth Funding - Secured |
| Bexhill Walking and Cycle Network - Cycle Routes 1 - 9 (East & North Bexhill) | Cycle Routes | 6.3km, 3.9m | £1.5m | 1 – 4 | Yes | Local Growth Funding - Secured |
| Alexandra Park – Conquest Hospital – Hastings | Cycle Route | 5km in length. 3.1 miles  No of cycle racks yet to be determined | £2m | 4 and 10 | Yes | Active Travel Funding  ESCC Capital Programme  Development Contributions |
| **Lewes & South Downs National Park** | | | | | | |
| Regional Route 90 - Lewes | Cycle Route | 3.5kms, 2.1 miles | £1.8m | 4 and 10 | Yes | Active Travel Funding  ESCC Capital Programme |
| A27 – Falmer - Ashcombe | Shared cycling/walking route | Unknown at this stage | - | 4 and 10 | Yes | Active Travel Funding  HE Designated Funding |
| Lewes Wayfinding | Pedestrian Improvement | Unknown at this stage | £250k | 4 | Yes | Active Travel Funding  ESCC Capital Programme |
| **County Wide** |  |  |  |  |  |  |
| School Streets County Wide Programme | Pedestrian/cycling – re-allocation of road space | Unknown at this stage | £500k | 4 | To be included in subsequent updates in 2021. | Active Travel Funding  Other national funding – public health  ESCC Capital Programme |

**7. What next?**

7.1 In section 2, figure 1, the stages that have been undertaken to help develop the plan were outlined, so that the plan is in accordance with the DfT guidance. Figure 23 indicates the next stages which will be undertaken by ESCC and their partners to ensure that the LCWIP is managed accordingly to be a ‘live’ document and utilised to support applications for funding and to ensure that schemes are developed, consulted upon, delivered and monitored.

**Figure 23 – Ongoing LCWIP Development**

|  |  |
| --- | --- |
| **Stage 6** | **LCWIP Funding & Network Review**   * Begin to develop a pipeline programme of schemes, outlined in 6.9, for inclusion in future applications for national funding. * ESCC and partners to apply for funding as it becomes available. * Review and update the cycling and walking network: - * as part of local plan development, * strengthen the walking element of the plan, * potentially identify cycling schemes which align with the new government Local Transport Note (LTN) 1/20 ‘Cycle Infrastructure Design’, and * potentially include schemes which will provide greater priority for people cycling and walking outside of schools, within neighbourhoods or key centres. * Review the prioritised list of schemes on an annual basis * Evaluate schemes and initiatives. * Monitor the outputs of the LCWIP on an annual basis. |

**Active Travel England**

7.2 In July 2020 the DfT published a new cycling and walking strategy, referred to a ‘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 commence in 2021/22.**

**East Sussex Local Transport Plan 2020 Review**

7.5 ESCC will commence a review of their Local Transport Plan 2011 – 2026 during 2021/22 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 subject to further updates, to reflect this document.

1. Cycling UK's Cycling Statistics - 2017-201? [↑](#footnote-ref-1)
2. Draft SE LEP Local Industrial Strategy 2020 [↑](#footnote-ref-2)