East Sussex
County Council

‘Let’s get cycling and walking’

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

October 2020

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East Sussex County Council (ESCC)
Local Cycling & Walking Strategy

How will we get more people cycling and walking in East Sussex?

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East Sussex
County Council

1

How will we get more people cycling & walking in East Sussex?

Background Information & East Sussex's Strategy

1. Purpose

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 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 - cycling and walking has become more of an option. We want to maintain and 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, individuals benefiting from financial savings arising from not having a need for vehicular travel, and 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 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.

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. Executive Summary

2.1 What is the East Sussex LCWIP?

East Sussex's first LCWIP sets out an ambitious network of cycling and walking routes and measures integrated with existing cycling and walking infrastructure, which we have recently invested in. This is alongside the wider transport network and maximising the potential in development areas.

This plan is focussed on areas where there are the greatest opportunities to increase levels of cycling and walking, with an emphasis on delivering infrastructure improvements which will support those people who currently do not cycle or walk. We know at national level, that cycling is underrepresented in people of an older age, women, and Black, Asian and minority ethnic (BAME) groups [1].

By assessing the identified measures against the key factors of policy, deliverability and value for money a programme of measures has been developed for short, medium and longer term delivery. **It's important to note that the delivery of this plan is dependent on the availability and securing funding.** However, having a plan in place will put us and our partners in a stronger position to secure future investment from a range of funding sources.

We also know that many people face a number of barriers in trying to cycle or walk for everyday journeys, which often have a greater impact for underrepresented groups. So, this plan also outlines what type of initiatives we can deliver to help support changes in travel behaviour. These initiatives will look to tackle some of the common and often interrelated barriers which people face, including concerns around safety and their perception of risk, the constraint of an existing busy life or not seeing walking and cycling as the norm.

LCWIP's were identified within the Department for Transport Cycling & Walking Investment Plan (CWIP), which was published in 2017. **Whilst these are not mandatory documents for local authorities to develop, ESCC and their partners were eager to adopt this approach to maximise the opportunities to enable more people to cycle and walk.**

ESCC also acknowledges the changes in travel patterns which are resulting from the impacts of Covid-19, in the use cycling and walking for both commuting and for leisure purposes. ESCC and their partners will continue to monitor this data during the current circumstances, together with identifying the future opportunities to enable us to support people in the recovery to integrate cycling and walking as part of their longer term travel choices. This will be reflected in a future update to the plan.

2.2 Why are we developing an LCWIP?

See the diagram on page 6.

1. [1] Cycling UK's Cycling Statistics - 2017-201?

Figure 1: Why we are developing an LCWIP

East Sussex's LCWIP will be at the forefront of taking positive action to support a number of key challenges and opportunities which we are facing both nationally and locally.

Tackling Climate Change

With the impacts of Climate Change being made more evident, this will increase unless we take action according to leading professionals; as such the integration of deliverable environmental policy with wider policy agendas is vital. With transport accounting for over a third of all carbon dioxide emissions nationally [2], East Sussex's LCWIP will be part of the delivery mechanism that will counteract this through the delivery of greater infrastructure that gives a high priority to people wanting to cycle and walk locally and within key destinations, such as town centre areas.

Improving Air Quality

The exposure to poor air quality is not a lifestyle choice and often people who are more vulnerable, including children and people with pre-existing health conditions or those people that live or work nearer to congested roads suffer the most consequences. Air quality is also usually a lot worse inside vehicles than outside; so initiatives to encourage people to walk and cycle, particular on the commute to work or to access education will be important. East Sussex's LCWIP will focus on air quality management areas, within Newhaven and Lewes, (which are managed by Eastbourne – Lewes Council), alongside contributing to reducing particulate matter within our towns and key settlements.

Improving physical and mental health

Leading a physically active lifestyle is proven to support both physical and mental health, increasing the amount of walking and cycling supports the need to reduce preventable death, disease and disability, East Sussex's LCWIP will align with existing Public Health programmes. These will be focussed on considering how local systems are operating and where there are the greatest opportunities for change. Actions to improve the physical environment and initiatives to support travel behaviour change towards more active travel and access to green space will support this. This will embrace Public Health England's approach of 'proactive, predictive, and personalised prevention' to reduce long term health conditions.

Supporting economic recovery and growth in a sustainable way

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 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.

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'3, and focussing the LCWIP within these areas where there are the greatest opportunities to get more people cycling and walking.

[2] National Statistics March 2019

3 Draft SE LEP Local Industrial Strategy 2020

Better safety for people cycling and walking

Better safety for people cycling and walking through the provision of infrastructure, training and behaviour change programmes is an integral element of the East Sussex LCWIP. This will utilise existing multi-agency partnership approaches the county. To ensure that when are people are using streets to cycle or walk, they feel that they belong and that there are appropriate speed measures are in place. This needs to be combined with information and training, particularly for cycling, to support people to use the roads and dedicated cycling infrastructure with confidence.

Integration with place making

There is increased pressure to deliver more housing and work 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. Increasing and improving better planning for the **provision** of walking and cycling will be important, ensuring that this an is achievable way to travel for all or part of journeys from people's homes to their places of work.

2.3 How have we set our Vision, Principles and objectives?

East Sussex's LCWIP will actively contribute to addressing the key national and local issues and opportunities we have referred to in section 3.2. These have helped define the vision for the plan, which is focussed on supporting people to be able to choose cycling and walking for everyday journeys. The vision is supported by four overarching principles under the headings:

- **Consistent Policy Approach**
- **High Quality Infrastructure Design & Engagement**
- **Targeted Initiatives**
- **Partnership Working**

These principles are supported by detailed objectives which will underpin the delivery and prioritisation of projects.

To support our vision, principles and objectives and the future delivery programmes, ESCC has also published a series of robust cycling and walking policies, grouped under the key principles headings, these provide detailed guidance, scope and actions on how the vision and objectives can be achieved. These are provided in appendix 1.

2.4 What is the geographic extent of the LCWIP?

East Sussex encompasses an area of 692 square miles, with a distinct urban/rural split. The more urban environment is located to the south of the County, along the coastal strip. The more rural environment is to the north with much of it being covered by landscape and environmental designations, of both national and international significance.

The current population stands at 552,259 people, with over 60% of the population concentrated on the coastal fringe in the three main urban areas of Eastbourne/South Wealden, Bexhill and Hastings, alongside Newhaven, Seaford and Peacehaven.

In accordance with DfT LCWIP guidance, **an LCWIP should focus on areas where there is the greatest propensity to increase levels of cycling and walking.** Alongside this we have considered the key trip attractors in the County, the travel to work areas and future growth in relation to housing, employment and the visitor economy. **Therefore this has led us to prioritise our first LCWIP on areas largely located on the coastal strip and the larger market towns in the County, which will also provide the greatest opportunities to secure larger scale external funding for cycling and walking infrastructure programmes**.

This does not mean that we do not recognise that there are opportunities for cycling and walking trips within rural areas, but that our approach for these areas will be largely focussed on what can be achieved through our Local Transport Plan, Local Plans and Neighbourhoods Plans and other partners and funding associated with these. We are committed to working with key local partners in the future to identify opportunities and funding in relation to active travel for leisure, culture and tourism.

2.5 How has ESCC LCWIP been developed?

A series of recommended network improvements for cycling and walking infrastructure improvements has been developed. This has been undertaken by identifying the preferred routes and core zones for improvement, linking closely with the key places that people need or want to access for every day journeys or leisure purposes, alongside considering future planned growth for both housing and employment.

The two key outputs of this assessment work are the development of cycle and walking network maps, and an initial programme of infrastructure improvements, which will be subject to further development work. These will be adopted as strategic planning documents in the future.

This has been achieved by working in partnership with key local stakeholders in relation to cycling, walking, access groups, district and borough councils and liaison through our travel behaviour change programme, 'Active Access for Growth' with schools and businesses involved too. Therefore, East Sussex's LCWIP is underpinned by local people's needs and the needs of future users.

2.6 What will ESCC LCWIP deliver?

Essentially our LCWIP outlines a programme of infrastructure improvements, which ESCC and other key local partners will look to use to seek future investment. An initial prioritisation has been undertaken to provide an early indication of which schemes could come forward imminently, should funding be secured. However, it is essential that there is a degree of flexibility with this approach, as ESCC will be working with partners to seek various types of funding in the short, medium and long term to deliver improvements across the County.

As outlined in section 1, this will be treated as a 'live document' and progress on the delivery of cycling and walking infrastructure measures will be monitored through ESCC's Capital Programme of Local Transport Improvements, as a mechanism to demonstrate the investment in future cycling and walking infrastructure.

The LCWIP will also be used by ESCC, key partners and the voluntary sector to help secure future investment in initiatives to deliver comprehensive travel behaviour change programmes, to support the investment in existing and new cycling and walking infrastructure projects.

The LCWIP will also be used to influence and respond to the development of other plans and strategies to ensure schemes are coordinated and linked to other proposals and developments.

3. Policy Context

3.1 LCWIP - Making the policy links

The purpose of ESCC's LCWIP, as outlined in section 1, highlights how this document will be part of the wider action being taken across all tiers of government and multiple policy departments.

This will be in order to help tackle some of the key challenges and opportunities which are affecting people now:

- **transport,**
- **environment,**
- **economy & planning, and**
- **social & health.**

What will be crucial is the action that is taken by ESCC and their partners to ensure that the LCWIP is embed within the relevant documents. (This is as outlined in section 2 – Stage 6.)

Appendix 2 highlights the key national, regional and local policies and plans which East Sussex's LCWIP's are aligned to, with a brief summary as outlined on the next page.

Figure 2: Policy Linkage

	Transport	Environment	Economic & Planning	Social & Health
National	• Cycling & Walking Investment Strategy 2017 • Future of Urban Mobility 2019 • The Last Mile 2019 • Inclusive Transport Strategy 2018	• 25 Year Environment Plan 2018 • Clean Air Strategy 2018 • Decarbonising Transport – Setting the Challenge 2020	• Industrial Strategy 2017 • Clean Growth Strategy 2017 • National Planning Policy Framework 2019	• Everybody Active, Every Day 2014 • Childhood Obesity Strategy 2016 • NHS Long Term Plan 2019 • Road Safety Statement 2019
Sub Regional	• Transport for the South East (TfSE) Transport Strategy 2019	• The South East Local Enterprise Partnership (SELEP) tri-LEP Energy Strategy (2019)	• The South East Local Enterprise Partnership (SELEP) - Economic Strategy Statement - Smarter, Faster, Together • Draft SELEP Local Industrial Strategy – 2020	• Sussex Health and Care Plan 2019
Local	• Local Cycling & Walking Infrastructure Plan 2020 • Local Transport Plan 2011-2026 • Rights of Way Plan • Council Plan 2019/20	• Carbon Management Strategy 2016 • Environment Strategy 2020	• East Sussex Growth Strategy • Local Plans – District & Boroughs • East Sussex Strategic Plan – Pride of Place	• Healthy Weight Plan 2020 • East Sussex Health & Social Care Plan • Procurement Social Value Charter

3.2 Transport

The national **'Cycling & Walking Investment Strategy' (CWIS)** was published in 2017 by the Department for Transport (DfT). This is the first statutory plan to support longer term investment in cycling and walking. The overall ambition is to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey. Crucially the CWIS encourages local authorities to develop LCWIP's, to enable a strategic approach to be taken in the identification of cycling and walking infrastructure projects.

How people travel, is set to change considerably in the near future and the **'Future of Urban Mobility'** (March 2019) sets out the benefits of innovation in mobility and the principles required to deliver this, with the need for walking, cycling and active travel being required to remain as the best option for short urban journeys alongside more innovative approaches to travel. This is supported by **'The Last Mile'** – Delivering goods more sustainably (March 2019), which demonstrates how the 'last mile' in distribution and deliveries could be transformed into an integrated, clean and sustainable delivery system, using zero-emission e-cargo bikes and ultra-low-emission electric vehicles.

Inclusive access is an important element of an LCWIP; the DfT's **'Inclusive Transport Strategy' (August 2018)** is focussed on achieving equal access for disabled people and sets out the Government's plans to make the transport system more inclusive, and to make travel easier for disabled people.

The **Transport for the South East (TfSE)**, which brings together representatives of 16 transport authorities and five local enterprise partnerships, enables dialogue with government with 'one voice' on the geography's transport priorities. The overarching ambition of their strategy is not just to improve but also transform the quality of transport for the South East's residents, businesses and visitors, by delivering 'a quality**,** integrated transport system that makes us more productive and competitive, and improves the quality of life for all whilst protecting the environment'.

The **County Council's Local Transport Plan (LTP) 2011 to 2026**, sets out the overarching transport strategy, alongside the specific needs for defined geographic areas It is underpinned by a number of key objectives, as outlined below, with economic competitiveness and growth and improving safety, health and security identified as the key priorities.

- **Improve economic competitiveness and growth**
- **Improve safety, health and security**
- **Tackle climate change**
- **Improve accessibility and enhance social inclusion**
- **Improve quality of life**

The strategy is supported by a series of five year Local Transport Implementation Plans, which outline the identified measures required for delivery to support the transport needs of the specific geographic areas, with programmes to deliver cycling and walking measures being a key element of these. *ESCC's LTP will be reviewed during 2020 – 21.*
There is an existing **Cycling Strategy for Eastbourne and a Cycling & Walking Strategy for Hastings**. The proposed networks included in these documents have been taken into

consideration in the development of the LCWIP for these areas. These documents will be superseded by the East Sussex LCWIP document 2020-2030.

As well as developing new infrastructure, the maintenance of our existing asset is important. **ESCC's Highway Asset Management Strategy 2018 – 2024** outlines that there are 2,481km of footways and cycle ways in the County, maintained by the ESCC Highway Service. The maintenance of these supports the key factors of safety, social inclusion and accessibility, especially for more vulnerable people.

ESCC Rights of Way Improvement Plan 2007-2017 sets out plans to improve the public rights of way network and access to the countryside. It includes measures to ensure safe and easy access for all. *This plan is currently under review, and a revised version is due to be published in 2020.*

3.3 Environment

The **'Clean Growth Strategy'** focuses on the need to grow the economy, whilst reducing greenhouse gas emissions. One of the key aims is to 'Accelerate the shift to low carbon transport', including making cycling and walking the natural choice.

With air quality and the climate change emergency being critical issues that we need to tackle now, the UK Government's **'25 Year Environment Plan'** includes targets to reduce emissions of the five key damaging air pollutants, halve the effects of air pollution on health by 2043, and reduce total greenhouse gas emissions by at least 80% by 2043. This was followed by the **Clean Air Strategy** in 2018, which includes a target to reduce particulate matter emissions by 46% by 2050.

More recently the **DfT 'Decarbonising Transport' Setting the Challenge 2020** is underpinned by the law passed in 2019 for the UK to achieve a 'net zero' greenhouse as emission by 2050. This document will be used to set the plan to support this target, with active travel being a key element of this.

The East Sussex **Environment Strategy** 2020, includes an overarching vision is to 'Protect and enhance our natural and built environment for current and future generations and tackle and adapt to climate change.' The need to tackle air quality within local Air Quality Management Areas (AQMA's) and tackling climate change by becoming carbon neutral are key elements of this, along with developing an LCWIP.

3.4 Economy & Planning

ESCC Council Plan sets out ambitions for the County for the period up to 2022. This includes four overarching priority outcomes:

- driving sustainable economic growth;
- keeping vulnerable people safe;
- helping people help themselves; and
- making best use of resources.

The LCWIP will be an integral element of supporting sustainable economic growth by delivering new and improved transport infrastructure alongside helping people help themselves, through travel behaviour change projects.

The government's '**Industrial Strategy'** is a long term policy document focused on increasing the productivity of the economy and living standards and driving growth across the whole country. The strategy includes five foundations to enable the delivery of the overall vision of a 'transformed economy, with people, place and business an integral element of this.

Economic Strategic Statement: Smarter, Faster and Together: towards a local industrial strategy (2018) sets out the ambitions for the South East Local Enterprise Partnership (SELEP) area to support the delivery of the Government's National Industrial Strategy. In linking this to the LCWIP the statement reinforces the need for transport infrastructure that ensures existing and new settlements are successful and sustainable, particularly the availability of high quality (public and) sustainable transport. *The LEP is currently developing a Local Industry Strategy for its geography which will supersede the Economic Strategic Statement.*

East Sussex's Growth Strategy (2014) sets out a vision for a more 'innovative, productive and faster growing East Sussex economy'. It is built around three key pillars related to **Business**, by enabling business growth, with an emphasis on 'high value' businesses; **Place**: by providing a significantly valued asset to the East Sussex economy and **People**: by ensuring the skills needs of business are met and support is provided to residents to reach their full potential. *This document will be reviewed during 2020-21.*

Local Plans produced by **district and borough councils and the South Downs National Park Authority** set out the level and distribution of future growth across the County and the policy framework for delivering that growth. 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 assessed levels of needs.

Local Plans contain policies on sustainable travel which encourage and support travel and development of walking and cycling networks. Opportunities to link planned and future growth to the LCWIP is fundamental to maximising walking and cycling potential.

ESCC LCWIP therefore has been developed to take consideration of both current committed and future allocated sites for housing and employment particularly in key growth, regeneration areas, and town centres. This has involved identifying the opportunities to link to existing transport infrastructure and identifying improvements or new projects. ESCC LCWIP will be used to strengthen Local Plan policies and to influence and fully integrate walking and cycling into development allocations in the next round of Local Plans.

3.5 Social & Health

With physical inactivity being the fourth leading risk factor for global mortality, and accounting for one in six deaths in the UK, it is cited as being as dangerous as smoking. Inactivity and associated costs are estimated to cost the UK £7.4 billion a year. Cycling and walking for every day journeys play a critical element in reducing physical inactivity.

'Everybody Active, Every Day' (2014), published by Public Health England, is focussed on tackling physical inactivity to reduce preventable death, disease and disability, and support people and their communities to achieve their potential. This is alongside the active environment section, which emphases the importance of planning and the integration of cycling and walking infrastructure.

The more recent **'NHS Long Term Plan**' (2019) includes seven key areas to improve services, with greater support for people to have control over their own health, by providing personal health budgets and reducing obesity being a key element. This links to a more recent trend towards the 'quantified self', as many people now measure their daily steps, miles cycled and calories consumed as part of an interest in maintaining a healthier lifestyle.

ESCC Healthy Weight Plan is the County's plan for tackling obesity. It recognises that achieving a healthy weight is much more complex than maintaining it through a balance between energy intake and energy expenditure. The plan embraces the need to take a whole-system approach in order to address all the factors which can affect weight including knowledge, the social and physical environment we live in, economic and cultural background, and our self-confidence. It uses an integrated partnership approach drawing in a range of sectors to work collaboratively to reduce the burden of excess weight in the County, with active travel being a key element of this.

Further information which informs the evidence base for the plan is outlined in stage 2 of ESCC LCWIP.

4. East Sussex's Cycling & Walking Vision

The DfT's Cycling & Walking Investment Plan ambition is for 'cycling and walking to be the natural choice for short journeys, or as part of longer journeys'.

This ambition is reinforced by three key elements:

- the need for **better safety**, which is about providing cycle training and better connected communities;
- the need for **better mobility**, which means better quality cycling and walking facilities, integration between public transport and
- **better streets,** which is about better planning for cycling and walking and places designed for people of all ages and abilities.

By reflecting the national ambition and the key elements which reinforce this, for East Sussex this means:

4.1 Vision - Cycling & Walking for everyday journeys

Figure 3: Vision

People **will be able to choose to walk or cycle for all or part of their everyday journeys, enabling them to get to the** ***places*** **they need or want to go to. It will be an easy, enjoyable, inclusive and a safe option, centred on supporting healthy and sustainable communities.**

5. East Sussex's Cycling & Walking Principles & Objectives

5.1 Our Approach

To reinforce the delivery of our vision we have identified four key principles, which will strengthen the delivery of both cycling and walking infrastructure and initiatives. This will include the following:

Consistent Policy Approach

1. **Promotion and delivery of cycling and walking will be an integral element of regional and local strategy documents.**

This means that we will ensure that cycling and walking for every day journeys are reflected at all policy levels through integration from the outset into the development of future regional and local strategy documents, policies and commissions within our influence and that of our partners.

This will be in relation to documents concerning the economy, housing, transport, culture & leisure, health, social care and the environment. Critically this includes East Sussex Environment Strategy, which outlines our approach in managing the impacts of climate change, East Sussex Growth Strategy, ESCC Healthy Weight Plan and Local Planning Authorities Local Plans.

A consistent message will support us in increasing cycling and walking activity across the County for all journey purposes, and most importantly ensure that cycling and walking is both prioritised and integrated alongside emerging changes in travel.

High Quality Infrastructure Design & Engagement

2. **The use of current and future guidance and best practice examples will be embraced in the design and delivery of safer and inclusive cycling and walking infrastructure, which will be supported through engagement with users.**

This will mean that we can deliver safer, convenient, efficient, inclusive and attractive cycling and walking infrastructure measures, which will make cycling and walking easier for people and improve access for people regardless of their ability or ages.

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.

Targeted Initiatives

3. Cycling and walking initiatives, including information and skills, alongside cycling and walking infrastructure schemes.

As with our ability to deliver infrastructure, the delivery of initiatives will be dependent on ours and our partner's ability to secure funding. It is widely recognised that often installing new infrastructure, particularly cycling and walking infrastructure, is not enough to change people's travel behaviour, unless combined with initiatives, information or skills training to overcome any identified barriers.

So we are committed to provide people, particularly with underrepresented groups, 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.

Partnership working

4. Partnership working will ensure the delivery of East Sussex's LCWIP.

ESCC can provide the strategic basis 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. We have shared responsibility to work collaboratively across all areas which can influence cycling and walking activity, including strategy and policy development, applications for funding and infrastructure and intervention design and delivery, which ESCC and our partners are committed to do.

5.2 Objectives

The above principles are supported by a series of detailed objectives. These reflect the specific policy areas which the LCWIP can influence and specifically those which are based on the needs of the people of the County. These will influence the prioritisation and delivery of cycling and walking infrastructure and initiatives in our LCWIP, as outlined in section 11, which will support social inclusion of access to jobs, services, leisure, education and training.

Figure 4: Objectives

To support:

ECONOMIC

1. access to employment, education, training, public transport hubs and other everyday journeys and key destinations
2. local economic regeneration within our town centres and key settlements and place shaping.
3. sustainable planned growth, both housing and employment
4. opportunities to provide innovation and integrate with emerging smarter travel options

SOCIAL & HEALTH

5. opportunities for integration with other modes of travel
6. opportunities to improve health and wellbeing
7. improvements to safety
8. access to leisure and cultural activities for both local people and visitors

ENVIRONMENTAL

9. improve air quality within the air quality management areas
10. contribute to meeting the World Health Organisation's recommended air quality standards
11. contribute to East Sussex becoming carbon neutral
12. contribute to protecting and enhancing the natural environment.

5.3 ESCC Policies

To support our ambition, principles and objectives, ESCC has also published a series of robust cycling and walking policies grouped under the four key principles, which will be adopted as part of the LCWIP. These provide detailed guidance, scope and actions on how the vision and objectives can be achieved and will be helpful in informing internal and external documents and guide future infrastructure and initiative programmes. These can be referred to in Appendix 1.

6. Monitoring

6.1 National Targets

The DfT's Cycling & Walking Investment Plan (CWIS) 2017, includes the following targets up to 2025:

Figure 5: National Targets

- **Aim to double cycling levels**
- **Aim to increase walking activity**
- **Aim to increase the proportion of children aged 5 to 10 that usually walk to school**

More information in relation to these can be found at:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/603527/cycling-walking-investment-strategy.pdf

6.2 Local Monitoring

The delivery of ESCC LCWIP is subject to the ability to secure external funding. Therefore a set of local indicators, as outlined below, will be utilised to monitor the plan.

Figure 6: Local Monitoring

Infrastructure Maintenance

- **Km's cycling and walking network maintained**
- **Number of defects on the cycling and walking network repaired**
- **Numbers of maintenance schemes including improvements to cycling and walking improvements**

New Infrastructure

- **Km's cycling/walking network installed (Include figure for 2019/20 as baseline)**
- **Number of dropped kerbs installed**
- **Amount of investment – cycling**
- **Amount of investment – walking**

Initiatives

- **Proportion of children aged 5 to 10 that usually walk to school - ESCC School census data, collected annually.**
- **Travel change behaviour programme output data – ESCC Access Fund Programme i.e. level of engagement, participant numbers, number of activities.**
- **Travel change behaviour programme outcome data – ESCC Access Fund Programme i.e. walking/cycling trip/CO2 savings/access employment/training/health improvement.**