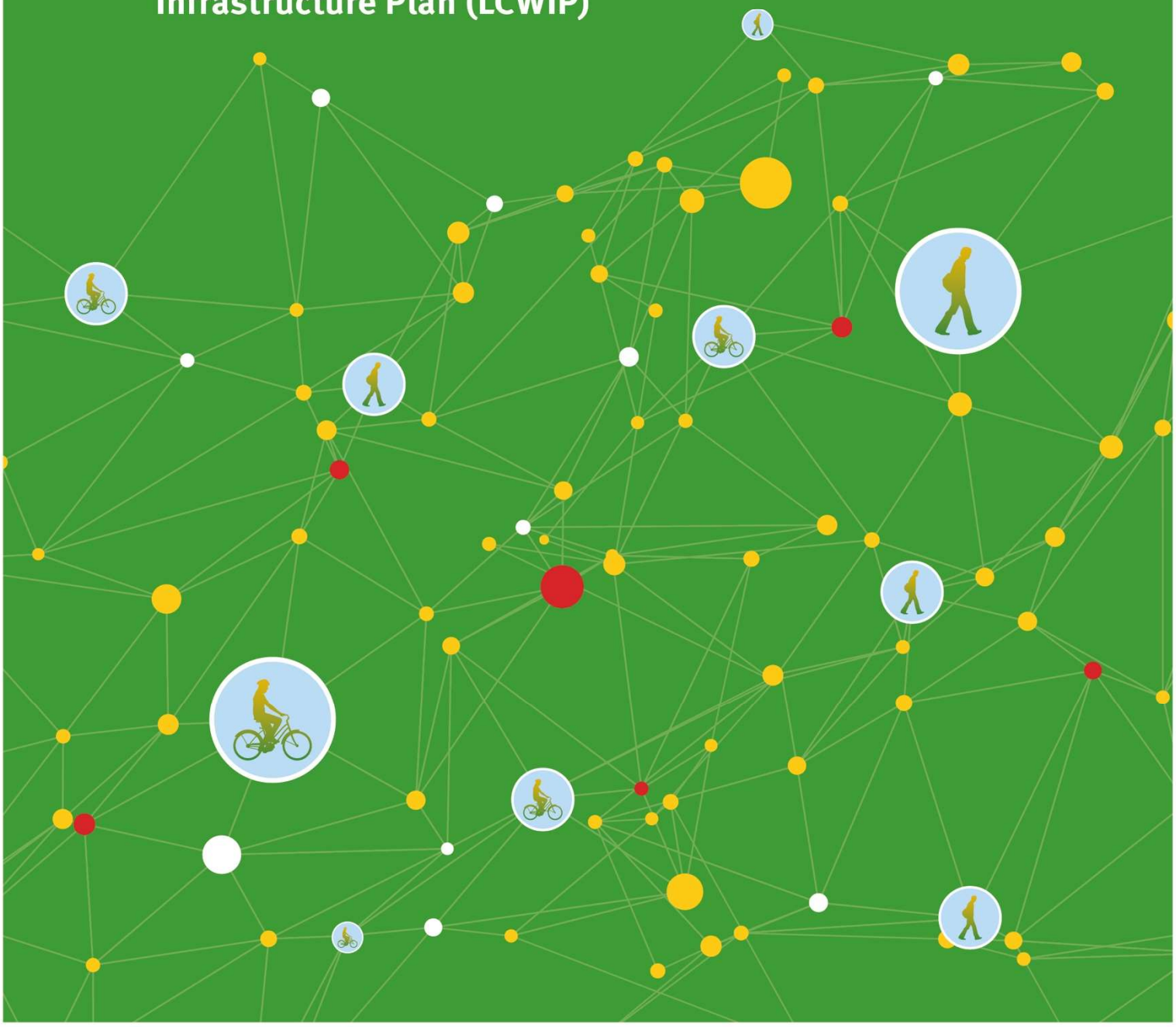
East Sussex
County Council

2

How will we deliver more cycling & walking infrastructure and initiatives?

The East Sussex Local Cycling & Walking Infrastructure Plan (LCWIP)



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The East Sussex Local Cycling & Walking Infrastructure Plan (LCWIP)

How will we deliver more cycling and walking infrastructure and initiatives?

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Equality Impact Assessment

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

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

In order to support the Department for Transports '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.

What is a Local Cycling & Walking Infrastructure Plan?

Following the publication of the Cycling and Walking Investment Strategy (CWIS) by the Department for Transport (DfT) in 2017, local authorities were encouraged to develop Local Cycling and Walking Infrastructure Plans (LCWIP). An LCWIP provides a strategic approach to identifying improvements required at a local level. The strategy states that whilst "the preparation of LCWIP's is non-mandatory, local authorities who have developed such plans will be well placed to make the case for future investment".

The national strategy includes guidance on how LCWIP's should be developed to ensure plans are evidence based and achieve support from local communities and key stakeholders. As such, LCWIP's aim to create a long-term approach to increasing the number of cycling and walking trips across local authorities.

LCWIP'S must be focussed where there are the greatest opportunities to increase levels of cycling and walking, through the identification of preferred routes and the subsequent creation of a prioritised programme of infrastructure improvements for future investment. Therefore the development of LCWIP's assists central Government in implementing the national CWIS at a local level.

It is important to note that LCWIP's are dependent on a local authorities and their partner's ability to secure funding to deliver the prioritised programme of infrastructure improvements and other measures identified through the LCWIP process.

Following the COVID - 19 Pandemic the government has placed a greater emphasis on active travel, through the promotion of this and also by the publication of a new strategy 'Gear Change – A new vision for cycling and walking' (July 2020) alongside design guidance for cycle infrastructure. With this plan being a live document, ESCC will be undertaking a further review of the LCWIP, to establish how it can align with this new strategy and guidance. However, in the meantime a public consultation on this first version of the plan is being undertaken to ensure that we have a plane in place to enable us to respond quickly to any imminent calls for funding applications.

Introduction – The East Sussex LCWIP

Figure 1 – LCWIP Infrastructure

East Sussex's LCWIP

Infrastructure

To get more people cycling and walking for all or part of their everyday journeys ESCC and our partners will need to deliver an initial tranche of 132km of cycling and walking routes alongside a number of complementary measures, to expand our existing network, improve the places where people live, work and play and support development.

Figure 2 – LCWIP Initiatives

Initiatives

ESCC understands that to help people 'break' travel habits and to give people the confidence to choose cycling or walking by making it achievable for all or part of their everyday journeys, travel information, training and behaviour change programmes are critical. ESCC and their partners are committed to delivering a programme of cycling and walking initiatives to ensure that it is an easy and enjoyable option for both every day travel and for leisure purposes, alongside the opportunity to maximise capital infrastructure investment.

Stage 1 - Determining Scope

1.1 East Sussex – Geographic Context

East Sussex is largely a rural County covering an area of 692 square miles (1,792 sq. km), and includes the administrative boroughs and districts of Lewes – Eastbourne, Wealden, Hastings and Rother.

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.

The main coastal urban areas are linked east-west by parallel roads of the A27 and A259, with the National Cycle Network running along sections of these routes including NCN2, NCN21 and Regional Route 90.

By rail, the East Coastway provides the major link along the coast. There are two strategic corridors from the county north towards London from Brighton via the A23/M23 and the Brighton Mainline and from Hastings via the A21 and the Hastings to Tonbridge rail line. The Uckfield rail line provides a link to London from the centre of the county. (See Figure 3.)

Nearly 80% of the county is covered by environmental designations of local, national and ecologically international significance. Whilst this provides both a distinctive and high quality landscape to both live and work and a valuable asset attracting high levels of tourism, the delivery of sustainable economic growth is essential.

Figure 3: County Transport Map

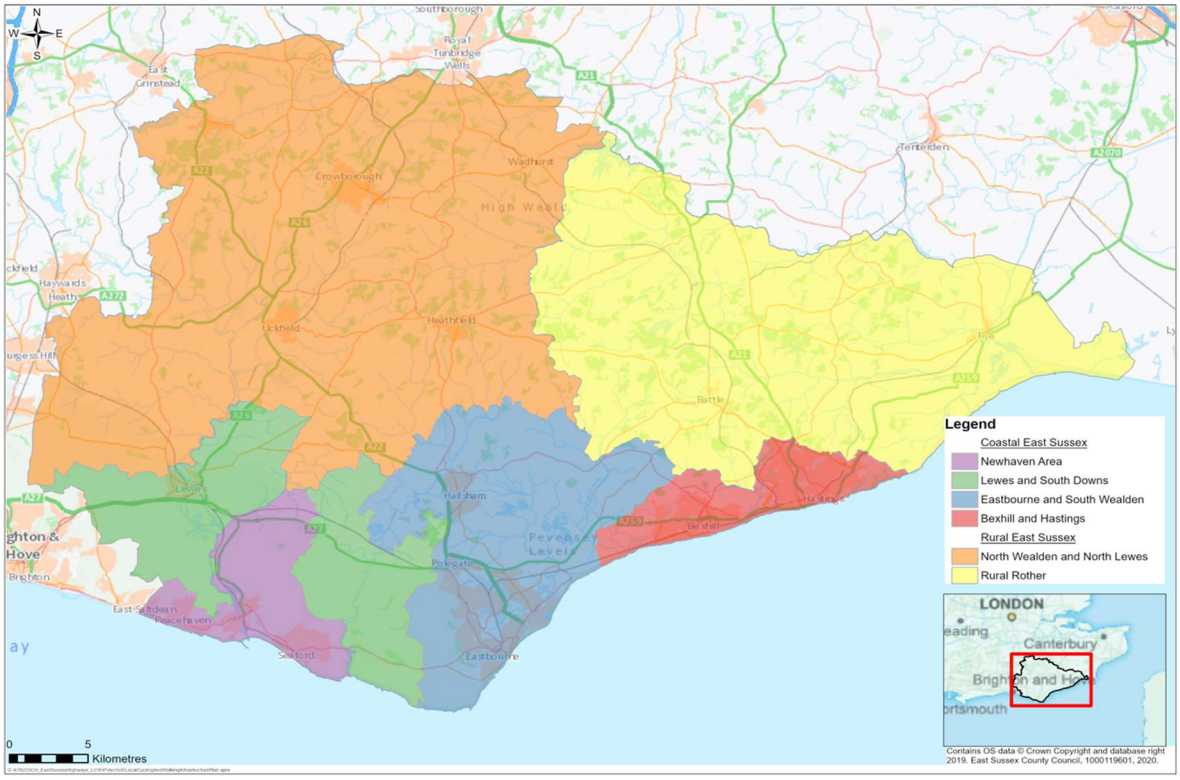
1.2 Geographic Extent

The geographic extent of the East Sussex LCWIP is driven by a number of key factors, with the emphasis being on the geographic nature of the County, as explained above, and how this influences the propensity to enable more people to cycle or walk for everyday journeys.

In defining the geographic extent of East Sussex's **first LCWIP** we have considered the following factors:

- **Population Density** – Opportunity to impact on greater numbers of the population - 60% of the population is located in the main coastal urban areas.
- **Local Transport Plan geographic extent** - Aligning the LCWIP with ESCC Local Transport Plan geographic extent to provide consistency between the documents. (See figure 4)
- **Future growth** – Areas where there are likely to be greater opportunities to support a growth in housing, employment and the visitor economy.
- **Partnerships & Funding** – Aligning the plan to areas where there are strong strategic and local partnerships with associated funding, and opportunities to provide greater value for money through investment.
- **Accessibility** – Opportunities where cycling and walking is an achievable option in accessing key trip attractors relating to employment, education, health, shopping and leisure.
- **Travel to Work Areas** and the opportunities for cross boundary travel.

Figure 4 - Local Transport Plan Geographic Areas



In respect of the factors above, the assessment of networks and measures for cycling and walking has resulted in the County being subdivided into the following geographic areas. Specific assessments have been developed for ***key settlements*** highlighted in green text below. *(See figure 5)*

The coastal areas within the County are the key growth areas and have been prioritised within the LCWIP, as they offer the greatest opportunities to increase levels of cycling and walking. ***These areas were assessed using the DfT LCWIP Technical Guidance and other complementary tools.***

Figure 5 – 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***

1.3 Governance & Delivery of LCWIP

The governance and delivery of ESCC LCWIP is based on the 'single local authority' model.

Project Board

In order to utilise robust governance an existing board of senior managers, officers, key partners and stakeholders will be utilised as the basis for the delivery of the LCWIP, who currently drive forward ESCC Department for Transport Access Fund Programme.

The project board will include a Senior Responsible Owner, who will have overall accountability for the delivery of the plan. This will be the **ESCC Head of Service for Economic Development, Skills, Culture, and Infrastructure**. The group will also include senior officers in the Council responsible for the delivery of transport infrastructure to ensure appropriate challenge is given where necessary and to provide overarching guidance on scheme development and delivery. This group will be responsible for monitoring progress of scheme identification, design and delivery and the funding associated with this.

This board will be supported by the Strategic Economic Infrastructure Governance Oversight Board, whose role will be to provide strategic direction and oversight.

ESCC Officer Liaison Group

To support the ethos of shared responsibility for the delivery of the LCWIP across Partners. The project board will be supported by an ESCC Officer Liaison Group which will consist of internal ESCC officers, who will actively engage in supporting the identification, design, delivery and funding of future cycling and walking infrastructure projects and initiatives. There are a number of trips which do cross ESCC boundaries, therefore liaison with these local authorities will continue as part of the governance arrangements, and as LCWIP's in these adjoining areas are developed.

Stakeholder Liaison Group

Through ESCC Access Fund Programme a core group of local stakeholders has been developed who support the delivery of the programme. The project boards will look to work in partnership with this group in relation to scheme/initiative design, consultation and future funding opportunities.

East Sussex Cycling & Walking Forum

ESCC initially established a Cycling Forum in 2014, with the purpose to engage with local cycling groups across the County to help inform policy and scheme delivery. This forum was extended to include walking and access groups in 2017, and this group has been vital in supporting ESCC in the development of the LCWIP. This forum will continue, but the function of this group will be reviewed as part of the delivery of LCWIP.

This governance model is as outlined in Appendix 4.

1.4 Engagement

As we strongly emphasised in section 1, the LCWIP Purpose, this plan is people-led. Therefore engagement with a range of people has been essential in the development phase of the plan, and ongoing engagement will be required through the delivery phase.

Stage 1 – LCWIP Development – Network Planning & Identification of Measures

Partnership working with key local cycling, walking and access groups
Sustrans were commissioned to help ESCC develop a network for future cycling and walking infrastructure. This stage involved working closely with local cycling, walking and access groups in a review of existing cycling and walking infrastructure and identifying where improvements or new infrastructure schemes will be considered across the key settlements identified for assessment.

Integrating with Local Plans
The integration of cycling and walking and the shaping of places is a critical element of this plan. Therefore this stage was supported through liaison with the local district and borough councils, to ensure the identification of key trip attractors within their areas and how these could be linked to existing or new cycling and walking infrastructure and importantly how allocated sites for both housing and employment growth could support future connectivity in network development.

Integrating with key local transport infrastructure programmes and initiative programmes
Alongside this we have also sought additional insight through work on existing investment programmes, including ESCC Access Fund Programme and ESCC Local Growth Programme, particularly projects on the regeneration of town centres.

As part of the ESCC Access Fund Programme 'Active Access for Growth' we were able to obtain information from schools, colleges and businesses on some of the localised barriers to cycling and walking.

ESCC has been successful in securing up to £23m of Local Growth Funding (LGF) from the South East Local Enterprise Partnership to enable the delivery of a range of sustainable transport projects across the coastal towns of Eastbourne, Bexhill and Hastings.

This includes:

Figure 6 – ESCC LGF

Project	LGF Secured	BCR's
Eastbourne & South Wealden Cycling & Walking Package	**£6.2m**	**2.41 (High)**
Eastbourne Town Centre	**£8m**	**2.41 (High)**
Bexhill & Hastings Movement & Access Programme	**£9m**	**3.55 (High)**
Hailsham/Polegate/Eastbourne Movement & Access Corridor	**£2.1m**	**2.19 (High)**

These programmes of work achieved high benefit cost ratios, as outlined above and are supporting wider local benefits in relation to improving access to jobs, education and training, supporting town centre regeneration projects, providing greater priority to more vulnerable road users and integrating cycling and walking as part of multi modal schemes.

Considerable stakeholder engagement work has also been undertaken as part of these programmes, to identify a number of schemes, some of which will be prioritised for delivery according to the LGF available by 2020/21. Any outstanding schemes from this process have been considered for inclusion in the LCWIP. This will be referred to in the network planning - stages 3 & 4.

Stage 2– LCWIP Development – Document Development

As part of the development of the LCWIP document, considerable engagement was undertaken with local stakeholders. This has included the East Sussex Cycling & Walking Forum, district and borough councils and other key stakeholders across various policy areas. This has ensured that the LCWIP reflects current and future local programmes of work.

Stage 3 – LCWIP Development – Public Consultation

A consultation with key stakeholders will commence in April 2020, for a six week consultation period. This will be available via ESCC Consultation Hub on the ESCC website.

ESCC realise that this will not be a priority for some stakeholders due to the requirements to prioritise their resources to support the circumstances in relation to Covid -19. Therefore a

further consultation with key stakeholders who have not been able to participate previously, alongside a wider public consultation will be undertaken in autumn 2020. The date of this may be subject to change.

Following the public consultation, the results will be analysed and the document updated as appropriate, prior to seeking sign off from ESCC's Cabinet. The cabinet date is yet to be confirmed.

Stage 4 – LCWIP Application

As outlined in Part 1, 'The Purpose', this will be treated as a live document. Therefore engagement will continue with both internal and external organisations and communities to enable the delivery through various actions identified in an 'Application Action Plan'. See Stage 6 – Integration and Application.

1.5 Timescales for LCWIP delivery

ESCC recognises the benefits of taking a longer term approach in planning and prioritising of cycling and walking infrastructure and initiatives to enable a pipeline of projects to be developed to assist with the securing of funding, and aligning this to wider strategic transport projects.

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

- **short <3 years,**
- **medium <5 years and**
- **long term >5 years.**

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

Stage 2 – Information & Data Sources

2.1 Data Sources

The East Sussex LCWIP is underpinned by evidence focussed on our 'people and place' approach, which has been utilised to inform the planning and prioritisation of schemes. This includes:

Figure 7 – Data Sources

- **National Data and sub regional data –** to identify key trends in relation to cycling and walking
- **Policy Review –** insight ESCC and local partners Strategy documents
- **National departmental data sets and statistics –** available at a local level, for example Department for Transport – transport data, Census 2011
- **Local Data –** for example Joint Strategic Needs & Assets Assessment
- **Local Programmes of work –** for example, ESCC Local Growth Fund, ESCC Access Fund Programme
- **Cycling & Walking Assessments -** undertaken by both Sustrans and Jacobs, as commissioned by ESCC. These used the DfT LCWIP Technical Guidance and other key tools, in cycling and walking network development.

2.2 Key National & Sub Regional Data

There are a number of national and sub regional data trends which the East Sussex LCWIP can actively contribute to. These are summarised on the next page.

Figure 8: National Data Trends

Average temperature in the most recent decade (2009-18) is:

0.3°

warmer than previous decades.

Source: Office for National Statistics 2017

Poor **Air Quality** is the **largest environmental risk to public health** in the UK.

Road transport is the **biggest source of Nox** being the main source of exposure at roadside.

Source: PHE 2018/Clean Air Strategy 2018

Greenhouse Gas Emissions (GHG) from road transport made up around **a fifth of the UK's total** GHG emissions.

Physical Health

39%

of adults are **not meeting government's physical activity guidelines**, which is costing the UK Healthcare £1.2 billion.

Source: British Heart Foundation 2017

Planning

300,000

new homes needed a year to manage the shortfall in recent housebuilding across the UK.

Source: Homes England 2018/CIHT Better Planning, Better Transport, Better Places

Travel & Transport

Most trips are relatively short. In England in 2018:

25%	under 1 mile
68%	under 5 miles

Source: TfSE Transport Strategy

People are **walking more often** and over further distances.

For cycling the **number of cycling miles has increased** but the number of trips has remained static.

Source: Active Lives Travel Survey 2018

Between 2002 & 2018

the **average number of trips** made per person per year, plus average miles travelled **decreased**, predominantly for commuting and shopping.

Source: TfSE Transport Strategy

Nationally **more women make more trips** over slightly shorter distances (shopping, escort to education), compared to...

...**men who make less trips** over longer distances (commuting).

Source: TfSE Transport Strategy

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2.3 Policy Review

A review of national, sub – regional and local strategies and policies has already been undertaken in **Part 1: Background Information & East Sussex's Strategy – section 3**. **Policy review.**

This clearly outlines the opportunities which the East Sussex LCWIP will have in supporting the delivery of cross departmental policy areas of transport, environment, economy, planning and health.

More detailed information on the relevant documents can be referred to in Appendix 2 – Policy Review. Stage 6 also explains the actions which will be undertaken to embed the LCWIP in the relevant strategy documents.

2.4 Review of Local Data

A number of national departmental data sets and statistics, which are available at local level alongside more locally developed data sets were assessed. A summary of this data is outlined in Figure 9.

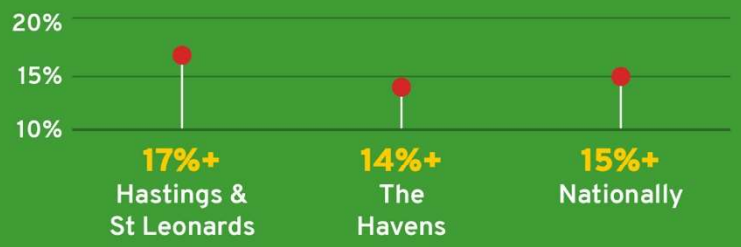
Figure 9: Local Data Trends

Productivity

Gross Value Added (GVA) Per Head

Source: ONS GVA & Sub regional Productivity Tables

Qualifications

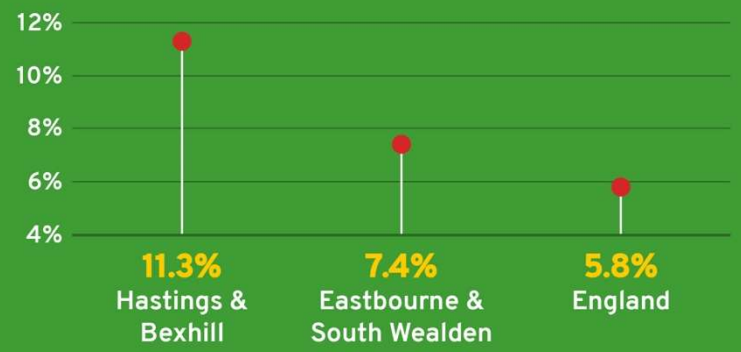


Highest rates of **working age adults** with **no or low qualifications**.

Source: Census 2011

Claiming Benefits

Highest proportions of people claiming **Disability Living Allowance and PIP** residing in Eastbourne & South Wealden and Bexhill & Hastings.



Highest proportions of people claiming **Universal Credit** residing in Bexhill & Hastings and Eastbourne & South Wealden.

Source: DWP Stat-Xplore

Employment Type

Highest proportions of employment East Sussex within **Public sector, education** and **health**:

30%+ East Sussex

25%+ Nationally

Source: Business Register & Employment Survey

Deprivation

30%+

of Lower Layer Super Output Areas (LSOAs)* in Hastings are among **the most deprived 10%** of domains nationally, with **income**, employment and **health** deprivation being the highest.

* A statistical unit used in England and Wales to facilitate the reporting of small area statistics, Office for National Statistics (ONS).

Source: IMD 2019

Planned Growth

In East Sussex over

2,000

additional homes are proposed to be built per year.

Source: East Sussex District & Boroughs Local Plans

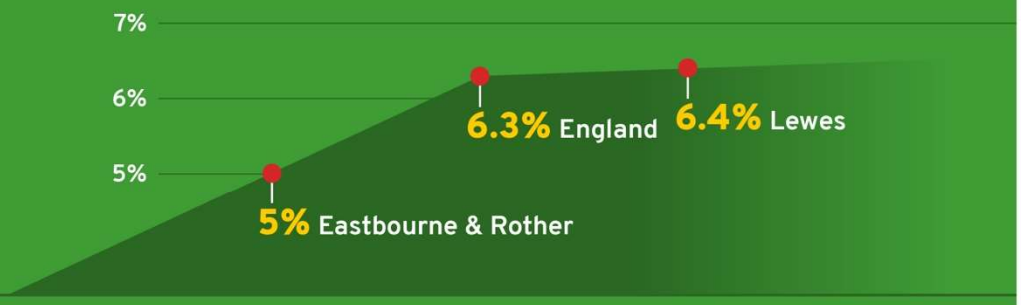
Figure 9: Walking & Cycling

Current Regional Trends

Adults aged 16+ walking or cycling at least **once a week**

Lewes	Eastbourne
75%	75%

Cycling for travel (commuting)



Cycling for leisure

Walking for travel (commuting)

Walking for leisure

Source: DfT, Walking and Cycling Statistics 2017

Figure 9: Travel to work

Distance and mode (2011)

Source: Census 2011

Eastbourne and Hastings

25% of population travelling **less than 2km** to employment

27-8% travelling between **2km to less than 5km**

Rother, Wealden and Lewes
Above the national average for homeworking

Train:
Lewes & South Downs & **North Lewes** & **North Wealden**: **higher proportion using train** – out commuting, between **5-7%**, above national average **3.3%**

Bus:
Highest proportion using the bus:
Newhaven, **Peacehaven & Seaford 6.8%**

Car:
Driving to work most popular mode of travel in the county – over **40% North Lewes & North Wealden**, and **37% Bexhill & Hastings**

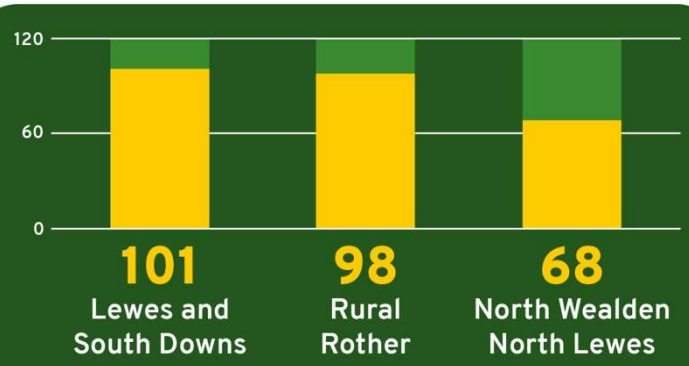
Car Ownership

Hastings has the lowest proportion.

Wealden has the highest, and also the highest proportion of licensed Ultra Low Emission Vehicles (ULEVs).

Killed or Seriously Injured

KSI per 100k population



Source: Sussex Road Safety Partnership & DFT

Figure 9: Population

Trends by District & Borough

- **Population density** highest in **Bexhill & Hastings**, followed by **The Havens**.
- **0-15 year olds** are **17% of the population** in all areas of East Sussex, except **Rother**.
- **65 years and over:** largest population are in **Rother**, second highest population of all districts in England.
- **Bexhill:** highest percentage of people living in care homes.

Trends across the county

- **Higher proportion** of pensioners who live alone than nationally.
- **Higher percentage of the population** who provide 50 or more hours per week unpaid care than nationally.
- Percentage of **households with children set to decrease** up to 2032.
- **Single person households set to increase**, particularly amongst those aged over 65 years old.

Physical activity

Percentage of adults aged 19+ who were physically active in 2016/17

67% East Sussex

66% England

Eastbourne Borough: lowest percentage of adults achieving 150+ minutes of physical activity per week.

Excess weight

Obesity levels

Reception year children have the highest level in **Hastings & St Leonards**.

Year 6 children have the highest level in the **Havens and Eastbourne**.

Figure 9: Health

The highest proportions in East Sussex include:

Premature mortality from circulatory diseases

Hastings & St Leonards, Bexhill and Havens

People reporting long term ill health or disability

Bexhill

Incidence of depression

Hailsham & Polegate, Eastbourne

Premature mortality from cancer

Hastings & St Leonards, Bexhill and Havens

Prevalence of severe mental illness

Bexhill and Hastings, and St Leonards

Prevalence of dementia

Bexhill & Seaford

Emergency admissions rate for asthma; mortality rate for chronic obstructive pulmonary disease (COPD) & respiratory disease

Hastings & St Leonards, Bexhill and Havens

Rates of emergency admissions for stroke

Havens, Seaford & Hailsham & Polegate

Mortality from stroke

Hailsham & Polegate and Uckfield

Fraction of all-cause mortality attributable to man made particulate air pollution (PM2.5)

Hastings Borough

Self-reported ill-health

Bexhill

Rates of all East Sussex localities of unpaid carers providing 20+ hours care per week

Hastings & St Leonards, Bexhill and Havens

2.5 Assessment of Cycling & Walking

Cycling & walking assessments were undertaken by both Sustrans and Jacobs, as commissioned by ESCC. The DfT LCWIP Technical Guidance and other key tools, including the design guidance published as part of Active Travel (Wales) Act 2013, the London Cycling Design Standards Guidance on developing a coherent cycle network and Highways England (Interim Advice Note 195/16) has been utilised.

The Propensity to Cycle Tool (PCT) is an open source tool for cycling transport planning using origin/destination data on travel to work from the 2011 Census. The data analyses the number of people travelling by different modes from MSOA by trip lengths and hilliness helping identify those trips that could be undertaken by cycle. Different scenarios are possible using the tool aiming to identify at both the strategic and local level where to prioritise high quality cycling infrastructure for a planned growth in cycling.

The PCT is useful for understanding future potential growth in cycling on certain corridors however caution should be used when interpreting this information as the tool does not account for other every day or leisure cycling trips which form an important element of cycling or for specific land use types, demographics or behavioural responses. For these reasons, analysis of PCT outputs should be conducted alongside other key sources of information including development plans, origin / destination mapping and local knowledge.

The DfT's 'Walking Route Audit Tool' has been used to assess current walking routes using key criteria such as attractiveness, comfort, directness, safety and coherence. Audits were carried out through site visits and included specific input from staff with detailed knowledge of planning transport improvements for people with disabilities.

2.6 Key Issues & Opportunities – LCWIP Extent

The review of evidence and the network development work has resulted in the identification of a number of key issues and opportunities, which are prevalent across the extent of the LCWIP area. These are summarised in figure 10, below.

Figure 10 - Issues & Opportunities – People and Place

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**.
Safety issues – volume and speed of traffic.
Inconsistent provision **connecting new development** and the existing cycling and walking network.
Town centres dominated by traffic movements, impacting on ambience, safety and air quality.
Poor legibility in key centres.
Limited cycle parking provision 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.
Opportunities
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 cycling and walking alongside **smart mobility measures**.
Appetite for active travel from local populations.
Untapped opportunities to **promote accessible cycling and walking** alongside cultural and tourist offer.
Continued **integration** of Bikeability training, travel information and cycling and walking initiaitves (including e-bikes, e-cargo bikes, active steps etc.), with the delivery of **transport infrastructure projects**.
Identify **support for people in the recovery from post Covid -19** to integrate cycling and walking as part of their longer term travel choices.

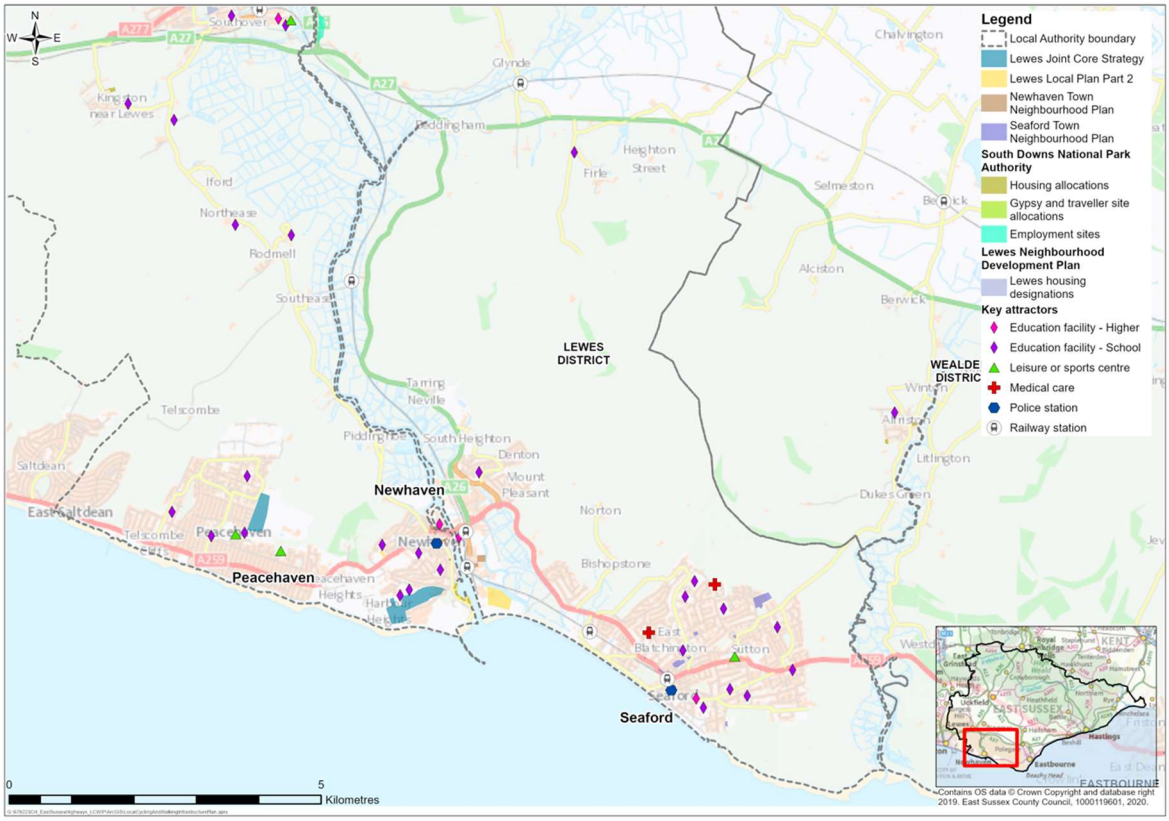
2.7 Key Issues & Opportunities – Specific Geographic Areas

The key issues and opportunities specific to each of the geographic areas have been developed which emphasise details on the existing transport network, existing and proposed trip attractors, the outputs from the cycle propensity tools, alongside data which relates to the local populations. This has directly informed the focus of the cycling and walking network development referred to in stages 3 & 4 and provides the wider **strategic case.**

Coastal East Sussex

2.7.1 Newhaven Area

Figure 11 - ***Newhaven, Peacehaven & Seaford – Key Trip Attractors***



PLACE

Geographic Context

Newhaven area includes the key coastal settlements of Newhaven alongside Peacehaven and Seaford. This is a key growth area in the County with connectivity between Brighton in the west and Eastbourne in the east.

Newhaven is divided by the river Ouse and dominated by the centrally located port which is surrounded by an industrial area and retail services. This area was designated as an 'Enterprise Zone' in 2017 to support local economic regeneration. The residential areas in Newhaven are located to the north east and south west of the port area. Peacehaven is

largely a residential settlement with some localised amenities and with access to the South Downs National Park (SDNP). Seaford is the largest settlement, based on residential population, and has a busy high street and some local employment.

Transport Network

This area is connected to the strategic road network by the A26 between Newhaven and Lewes; the A259, which forms part of the Major Road Network, runs east to Eastbourne and west to Brighton. The Newhaven town road network operates using a gyratory system, with a swing bridge opening at regular intervals to provide port access. Traffic congestion is a key issue with daily traffic volumes in this area exceeding 20,000+ vehicles. As a result of this the town centre is designated as an Air Quality Management Area (AQMA). The high traffic flows on the gyratory system also creates severance for pedestrians and cyclists accessing the town centre (particularly in the area of Lewes Road) and the port, UTC and rail station as noted in the WRAT.

The national cycle network (NCN2) is the existing key cycle route which runs along the coastal area and into the town centre area of Newhaven. A number of improvements to the cycling, walking and bus network connecting Peacehaven and Newhaven were undertaken as part of ESCC Local Sustainable Transport Fund Programme up to 2016. This included a shared cycling and walking route, dropped kerb provision and improvements to bus stop infrastructure enhanced by Real Time Passenger Information display boards. Further sections of the scheme have been developed and are construction ready, subject to funding.

Significant work has also been undertaken by Sustrans, the SDNPA and local stakeholders to deliver a cycling and walking path alongside the river Ouse, connecting Newhaven and Lewes, known as the Egrets Way. Further phases are required to provide a complete connection between the two settlements.

Rail stations are located in both Newhaven and Seaford, with connections to Brighton and London. Recent investment secured by working in partnership with Southern Rail, has seen improvements to cycle parking at these stations. Brighton & Hove Buses run a number of high frequency services along the A259 serving these settlements including the 12 between Brighton and Eastbourne, and with the 12x providing a fast commuter service at peak times, alongside the 14 providing connectivity between Brighton and Peacehaven. This is supported by segregated bus lanes on sections of the A259 in Peacehaven.

With this being a key growth area within the County, this area has benefitted from recent investment in infrastructure from Local Growth Funding, which ESCC has successfully secured. The Newhaven Port Access Road will open in autumn 2020 and will have pedestrian and cycle facilities.

Following the publication of its Transport Strategy in 2019, Transport for the South East will be undertaking an Outer Orbital corridor study, which will include the A259 corridor, to identify the strategic interventions required to delivery their strategy and inform the development of their Strategic Investment Plan.

To complement this, ESCC and neighbouring authorities, will be undertaking a study on the A259 Corridor between Eastbourne and Brighton, therefore encompassing the Newhaven Area. This study will be used to identify localised measures to reduce congestion with a focus on sustainable transport measures. The LCWIP network for this area will be utilised to identify further integrated improvements on this key corridor of movement.

Future Housing & Employment Growth

The focus of development in Lewes District is on the coastal towns and particularly in Newhaven. There are strategic site allocations at Harbour Heights in Newhaven and at Lower Hoddern Farm in Peacehaven. Lower levels of development are proposed in Seaford as opportunities for expansion is limited due to it being tightly constrained by the South Downs National Park, growth is therefore focussed on redevelopment of sites within the town boundary.

Regeneration of the district coastal towns is a key Local Plan objective. Newhaven has significant opportunities for regeneration through the development of derelict and under-utilities sites including within the town centre. The port provides further opportunities for expansion and modernisation which will lead to further employment growth within the area. The operations and maintenance base for the Rampion Offshore Wind Farm at the port is acting as a catalyst for the regeneration of the town and helping to stimulate the local economy. The overall approach to economic development and regeneration of the coastal towns has also been supported by the designation of the Newhaven Enterprise Zone which covers 79 ha of land across eight sites.

The significant growth and change particularly in Newhaven provide key opportunities for the LCWIP to improve accessibly through and between the coastal towns.

Key Trip Generators

In Peacehaven trip generation is focussed on access to the adjacent settlements with a large proportion of travel into neighbouring Brighton for access to employment. There is also significant travel to local amenities including the Meridian Shopping Centre, Peacehaven Big Park, the coastal path and local schools.

In Newhaven localised trips are generated by the need to access the town centre services and the retail sector to the east of the town. Significant external traffic is generated by the port and industrial estates, which travel through the town utilising the gyratory system.

In Seaford localised trips are generated by the need to access the town centre 'High Street area', where the rail station is located, alongside the seafront promenade, which has shared cycle and pedestrian use, together with the local primary and secondary school sites located on Sutton Avenue.

Cycle Propensity Tool

The PCT 'Go Dutch Fast Routes' scenario has been used to analyse future opportunities for increasing cycling in the Newhaven area. Appendix 5P shows sections of the A295 in Newhaven as having higher potential cycling flows of between 250 – 499 and flows of between 100 – 249 along other sections of the A259, and within Peacehaven and Seaford in

the commuting scenario. Under the schools scenario, flows of between 250 – 499 are projected in eastern Peacehaven and southern Seaford.

PEOPLE

Population

The population of this area, particularly Newhaven, has a higher proportion of younger aged children 0-4 years (8.2% Denton & Meeching LSOA), which corresponds with a larger proportion of people aged 30-44 years old (23% Denton & Meeching LSOA). This is similar in Peacehaven, but in Seaford there is a larger proportion of older aged people 65-74 years (23.4% Seaford East) and 75-84 years (12.9% Seaford West).

Employment

Employment is concentrated on finance, real estate, professional and admin followed by the public sector. There is also a large industrial and retail sector. The proportion of people with no qualifications is also higher than average.

Travel Patterns

The most popular mode of travel for commuting is car or van followed by walking, but it does have the highest proportion of bus use in the County.

Health

Obesity levels for year 6 children are one of the highest in the County. There is also a higher prevalence of dementia and high rates of emergency admissions for strokes, together with higher levels of unpaid carers providing 20+ hours care per week.

The Active Access for Growth Programme, is operating in this area by supporting cycling and walking initiatives with schools, employers and the local community. A key success is the development of the cycle hub at Peacehaven.

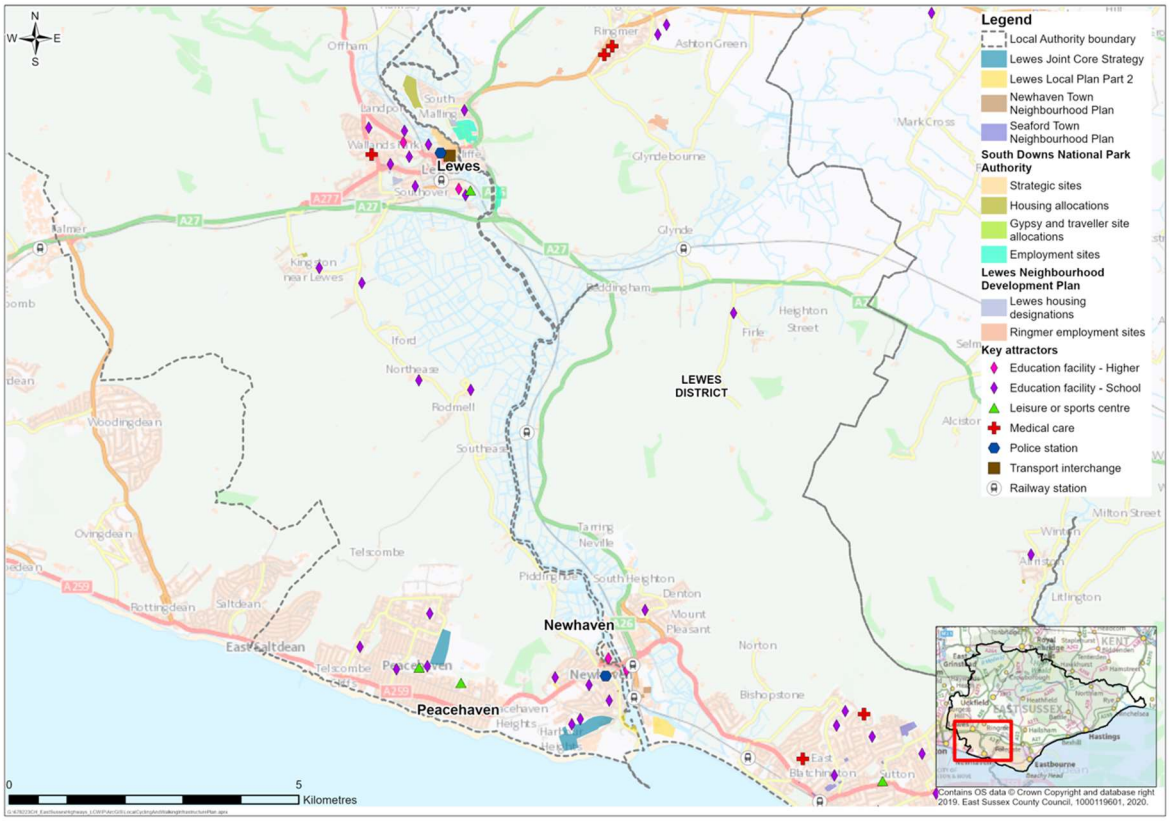
Table 1 - Newhaven Area - Cycling & Waking Issues and Opportunities

Issues and Opportunities	Cycling	Walking	Cycling & Walking
Issues			
A lack of continuous segregated routes on the main corridors of movement, A259, which link to the existing network.	✓		
Severance and safety issues with high volumes of traffic especially within the town centres of Newhaven and Seaford and key routes including the A259			✓

Traffic travelling at 30mph within residential areas, particularly Seaford and Peacehaven			✓
Limited secure cycle parking in town centres and at key destinations.	✓		
Poorly maintained footways.		✓	
Air quality issue within Newhaven town centre.			✓
Opportunities			
Distances between the key centres and residential areas, less than 2.5km, especially in Peacehaven and Seaford.			✓
Significant investment would provide high quality integrated cycling, walking and public transport infrastructure along the A259 (main corridor of movement within this growth area) and linking with Brighton & Hove.			✓
Enable links to cycling and walking from residential areas into the South Downs National Park i.e. Peacehaven			✓
Promote cycle tourism from Newhaven port and links into the South Downs National Park.	✓		
Utilise Peacehaven Cycle Hub to promote cycling and walking activity within this area, to support health improvement.			✓
Promote continued travel behaviour change programmes, but targeted at families for travel to work and education and for older people and wider community to support healthy active lifestyles and to improve air quality.			✓

2.7.2 Lewes & SDNPA

Figure 12 – *Lewes Key Trip Attractors*



PLACE

Geographic Context

Lewes is the historic County town of East Sussex and is located within the protected area of the South Downs National Park alongside the river Ouse, which naturally constrains its growth. To the south of Lewes towards Newhaven, is the Ouse Valley which hosts a number of villages located adjacent to the river. To the north of Lewes the rural hinterland supports numerous smaller village communities, with Lewes being their main service centre.

Transport Network

The A27 strategic road network is the main east-west route, which bypasses the town to the south. Proposals for a new offline dual carriageway between Lewes and Polegate to reduce congestion, stop route diversions and improve safety, has been included in the Government's Roads Investment Strategy 2 (2015 – 2020). This is as a pipeline scheme for development over the next five years for potential construction in RIS 3 (2025 – 2030), subject to funding.

There are also links to the A26, which is part of the Major Road Network, which connect Lewes with Tunbridge Wells, Uckfield and Newhaven. There are also key A Roads, including A277 Brighton Road from the west and the A275 from the north, known as the Offham Road and Nevill Road respectively.

Regional Route 90 is the key cycle route connecting Brighton to Lewes and beyond to Firle, although the section within the town centre is to be completed. Significant work has also been undertaken by local stakeholders to deliver a cycling and walking path alongside the river Ouse, connecting Newhaven and Lewes, known as the Egrets Way. Further phases are required to provide a complete connection between the two settlements. The majority of the town centre and some residential area are covered by 20mph zones.

There is a rail station and bus station within the town centre. The rail connections support regular services to London via Haywards Heath, together with Brighton, Eastbourne and Seaford. By working in partnership with Southern Rail investment was secured to develop a secure cycle parking hub at the rail station. The town is served by regular bus services connecting Brighton to Lewes and Lewes to Uckfield and Tunbridge Wells. This is supported by Real Time Passenger Information at key bus stops, which was installed as part of ESCC Local Sustainable Transport Fund Programme between 2013 and 2016.

As noted in the Lewes WRAT (Appendix 6) the town has predominantly narrow streets and footways with a lack of dropped kerbs which results in accessibility issues. Within the centre of the town streets are bounded by high sided buildings and high emissions from vehicles are present Further information on the action being taken to manage this is as outlined in the below link.

https://www.leweseastbourne.gov.uk/resources/assets/inline/full/0/261611.pdf

ESCC is working in partnership with Highways England (HE) to secure improvements to the A27 pedestrian crossing facilities within this area, and has recently been successful in securing funding from the HE Designated Fund – Crossings - to support feasibility work.

Future Housing & Employment Growth

Lewes has significant development needs. The town has the highest requirement for affordable housing in the district. There are two strategic site allocations at North Street Quarter and Old Malling Farm. Further outward expansion of the town beyond these allocations is extremely limited due to the high-quality National Park landscape and the extensive floodplain of the River Ouse. The majority of other development opportunities are therefore small scale and within the existing town particularly through the redevelopment of sites.

Growth in the town is further limited by its unique geographical, historic and cultural heritage. It is essential that development and schemes which do take place in the town including within the LCWIP is sympathetic to this.

There is also a need within the town for additional office and light industrial floorspace. Some of the need will be met at the mixed-use development site at North Street Quarter and the employment allocated site at Malling Brooks.

Key Trip Generators

Lewes town centre is the major destination for shopping for both local people and for the nearby rural communities. It also has considerable local employment including East Sussex County Council, Sussex Police, Lewes Prison and the Law Courts, alongside a thriving number of independent contemporary businesses. The historic and cultural assets also generate year round tourists.

There are also a large number of primary schools, within an educational quarter located close to the rail station, which includes Priory School and East Sussex College, Lewes campus. Outside of Lewes notable trip attractors include Charleston and Glyndebourne.

Cycle Propensity Tool

Lewes has a higher proportion of people cycling than across wider East Sussex and the PCT 'Go Dutch Fast Routes' scenario has been used to analyse future opportunities for increasing this further. Appendix 5P shows various links within Lewes town centre and the north east of Ringer having higher potential cycling flows of between 100 – 249 in the commuting scenario. Under the schools scenario flows of between 250 – 499 are for projected in southern Lewes.

PEOPLE

Population

In Lewes town the population has a larger proportion of working age people 25- 64 years old (Lewes Bridge 30-44 years 20.5%, 45-64 years 34%, LSOA). In the more rural areas adjacent to Lewes this is also apparent, but with pockets of young people concentrated in certain settlements including Plumpton (Age 18-24 14.5%) and Chailey and Wivelsfield (9.7% 11-15 years).

Employment

Within Lewes being the County town, employment is focussed on the public sector (36.1%). It also has the highest proportion of people employed in agriculture in the County (2.2%).

Travel Patterns

Lewes district has the highest level of cycling for any journey purpose, and is highest in the county for commuting. Levels of walking are also higher for all journey purposes in comparison to other areas of the county.

Health

As outlined in the figure 9 above Lewes has the highest percentage of adults aged 16+ walking or cycling at least once a week for any trips. There are also the highest levels of commuting using the train and bus.

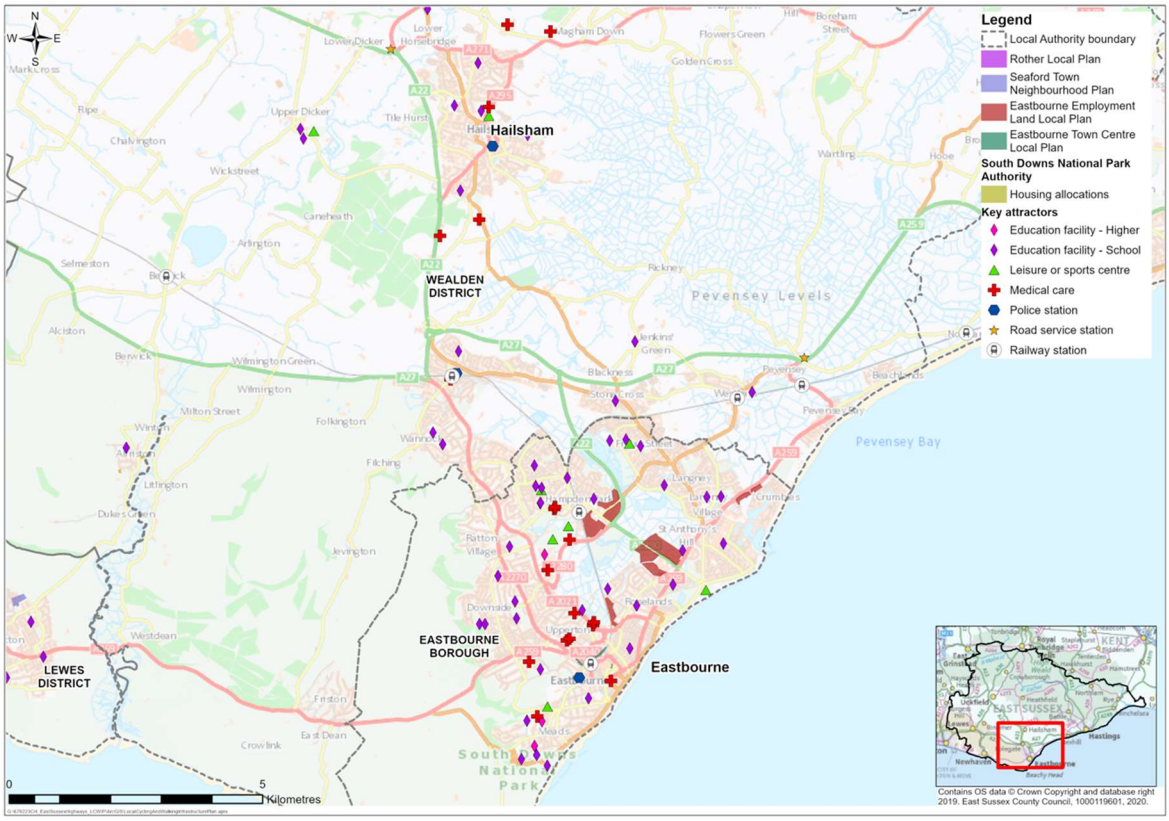
In regards to health there are significantly lower levels of overweight or obese children at year 6, and significantly lower levels of depression, yet significantly higher rate of admissions for circulatory heart disease and a higher prevalence for people having asthma.

Table 2 - Lewes & SDNPA Cycling & Waking Issues and Opportunities

Issues and Opportunities	Cycling	Walking	Cycling & Walking
Issues			
Incomplete routes or poor quality routes on key corridors of movement.			✓
Poor legibility, especially from Lewes rail station to key trip attractors.			✓
Congestion within town centre causing air quality issues.			✓
Limited routes to outlying villages.			✓
Narrow footways and minimal dropped kerb provision.		✓	
Opportunities			
Existing population higher than average levels of active travel for all journey types.			✓
Partnership working crucial - local and national stakeholders to secure investment for both infrastructure and initiatives. (SDNPA, Highways England)			✓
Promote active travel as part of SDNPA tourist offer and access to cultural heritage.			✓
Promote travel behaviour change programmes, for commuter travel and access to education and for the wider community to support healthy active lifestyles and to improve air quality.			✓

2.7.3 Eastbourne & South Wealden

Figure 13 - *Eastbourne, Hailsham & Polegate Key Trip Attractors*



PLACE

Geographic Context

The topography of Eastbourne and Hailsham naturally lend themselves to enable greater levels of cycling and walking, especially Eastbourne, with key trip attractors located on the immediate level coastline, alongside the residential areas which are more undulating, but not excessively steep. Eastbourne also benefits from having access to the South Downs Way, starting from the western edge of the town and stretching across to Hampshire.

Hailsham, the key settlement within South Wealden is compact, and one of the key aspirations of the Neighbourhood Plan is for this area is to have a '10 Minute Town', where people can access the local services they need, i.e. schools, healthcare, shops leisure by walking or cycling or using public transport.

Eastbourne and South Wealden area also shares a functional geography, with the links in provision for people to access employment, education, retail and leisure facilities.

Transport Network

Eastbourne, Hailsham and Polegate have very 'walkable' town centres with many destinations located closely to each other, and all areas have received investment to improve the public realm and accessibility on various scales. There is however more to do and there is conflict between traffic, pedestrians and cyclists within the town centres,

particularly Eastbourne and Hailsham as noted is the WRAT and the Sustrans network improvement plans.

The A27 strategic road network is the main east-west single carriageway route connecting Lewes and Polegate within this area. This existing route has a shared cycling and walking route running adjacent to the carriageway, but the quality is inconsistent and provision for pedestrian access is limited. As outlined in section 2.7.2 Lewes area, proposals for a new offline dual carriageway between Lewes and Polegate to reduce congestion, stop route diversions and improve safety, has been included in the Government's Roads Investment Strategy 2 (2015 – 2020). This is as a pipeline scheme for development over the next five years for potential construction in RIS 3 (2025 – 2030), subject to funding.

The A22 forms part of the major road network (MRN) north – south, providing a connection between Polegate/Hailsham to London. Funding is being sought as part of an Major Route Network bid to government for a series of junction improvements on the A22, which will integrate improvements to access for pedestrians and cyclists.

A key aim of highway improvements within this area is to encourage traffic, when accessing Eastbourne, to use the A22/B2247 corridor to reduce the impact on the A2270 corridor between Polegate and Eastbourne. This will then enable improvements for sustainable transport on A22/A2270 corridor between Hailsham and Eastbourne. The A22/A2270 is a key corridor of movement between Eastbourne and Hailsham supporting access to key services to enable people to live, work and play.

To support the functional geography as outlined above the Hailsham – Polegate – Eastbourne Movement & Access Corridor scheme will support greater levels of cycling and walking, integrated with public transport. Phase 1 is expected to be delivered during 2021-2022 as a result of ESCC securing £2.1m of LGF from the South East Local Enterprise Partnership (SE LEP), but further funding is required for the other four phases. A substantial part of the route is in place through the use of the Cuckoo Trail, although improvements are required. Therefore there is an opportunity to fill in the missing links to create a high quality link connecting the urban centres.

A further £14.6m of Local Growth Funding has been secured for the Eastbourne and South Wealden area from the SE LEP. Integrated with the newly extended shopping centre 'The Beacon' greater priority is being given in Eastbourne town centre for people walking, cycling and using public transport by reducing access to traffic. Incremental improvements are being undertaken to improve the public realm, bus stop infrastructure and wayfinding, alongside access for cycling. This is being supported with improvements for cycling on key corridors which access to the town centre.

The England Coastal Trail is also commencing implementation within this area of the County, as part of the Shoreham to Eastbourne stretch. This is likely to be completed during 2020. Consultation regarding a proposed route from Eastbourne to Camber is also currently taking place.

The Marshlink line and Coastway Line East, operated by Southern Railway from Ashford International to Eastbourne/Brighton via Hastings, with stations at Norman's Bay, Pevensey Bay, Pevensey and Westham, Polegate and Berwick. This line provides connections from these stations to Gatwick via Lewes and to the Channel Tunnel Rail Link – High Speed 1, at Ashford International.

In terms of bus service provision, the key providers include Stagecoach, Brighton & Hove Bus Company and Metrobus. They provide the majority of the key inter-urban links on a commercial basis.

Key Trip Generators

The majority of trips undertaken within this geography are within 5km. As outlined above these are for functional purposes, with localised trips to support access to education and employment, alongside retail, leisure and cultural experiences. The area also draws in 5 million visitors a year, with the Devonshire Park complex, Towner Art Gallery, Winter Gardens, Beacon centre, Sovereign harbour and Pevensey bay being key attractors.

Future Housing & Employment Growth

Eastbourne Borough Council (EBC) is currently reviewing its Local Plan documents and preparing a new Local Plan which will provide the framework for growth up to 2038. The borough is highly constrained with large areas at high risk of flooding and being surrounded by the South Downs National Park. Development sites are likely to be predominately small and spread across the borough though currently all proposed development options have a focus on the Town Centre to differing extents. There is a need for new office space, and it is anticipated that this can be accommodated in the borough at locations within the Town Centre and at Sovereign Harbour.

With EBC declaring a climate emergency for Eastbourne, the focus of the emerging Local Plan will be to support growth that integrates greater investment in sustainable transport. The LCWIP will therefore provide a key role in achieving this and will be further developed alongside the preparation of the Local Plan to ensure all opportunities are explored to increase accessibility and to enable a more comprehensive network across the area.

The adopted Wealden Core Strategy and the recently withdrawn Wealden Local Plan focused growth within the South Wealden area, especifically within Hailsham and Polegate. This is evident by the substantial amount of developments currently being implemented and planning applications being processed in the area. Particularly in Hailsham large sites are being implemented in the north, east and south of the town, alongside Polegate and Stone Cross and the Parish of Westham. Recent transport studies to support proposed development for Wealden District Council have identified the need for a significant change in the use of sustainable transport to support future growth.

The preparation of a new Local Plan which is expected to be over a longer plan period provides the opportunity for the LCWIP to form an important basis for the Plan as development options are considered and to achieve the necessary change in the use of sustainable transport. This will enable a more comprehensive network to be developed that supports both current and future development needs. Also, with Eastbourne and Wealden

both currently developing new Local Plans there is a real opportunity for improvements to network links across the wider area including improved connectivity between the various settlements.

Cycle Propensity Tool

The PCT 'Go Dutch Fast Routes' scenario has been used to analyse future opportunities for increasing cycling in the Eastbourne, Polegate and Hailsham area. Appendix 5P shows particularly high projected flows of above 1000 on key links towards Eastbourne town centre including the A2290 and A259 in the commuting scenario. The corridor between Eastbourne, Polegate and Hailsham is also prominent with flows of between 100 – 249. Under the schools scenario higher flows are evidence in western and eastern Eastbourne of above 500.

PEOPLE

Population

This area of the county is the most densely populated compared to other areas in East Sussex. There has been a 5% population increase in the last ten years in Eastbourne mostly driven by migration into the area. There is a growing trend of people moving from Brighton to Eastbourne, mainly aged 30 – 45 years old, and also people moving out of Eastbourne to Wealden particularly families with children 0-15 years old.

The predominant age groups in this area are focussed on 30-44 years (15.6%) and 45-64 years old (28%) in Eastbourne and South Wealden, but with differentiations across wards (Meads 25.5% aged - 75-84 years old) and (Hampden Park 11.4% aged 0-5 years old).

Employment

Employment is concentrated in three main sectors including, the public sector (37.4%) distribution, hotels and restaurants (24.2%) and finance and administration (16.5%). The percentage of people with no qualifications in this area of the county (13.6%) is higher than the average percentage for the South East (11.7%), but lower when compared with the national percentage (14.8%).

Travel Patterns

The most popular mode of travel for commuting is car or van followed by walking.

Health

Obesity levels for year 6 children are one of the highest in the County. There is also a higher prevalence of dementia and high rates of emergency admissions for strokes, together with higher levels of unpaid carers providing 20+ hours care per week.

The Active Access for Growth Programme, is operating in this area by supporting cycling and walking initiatives with schools, employers and the local community. A key success is the development of the cycle hub at Peacehaven.

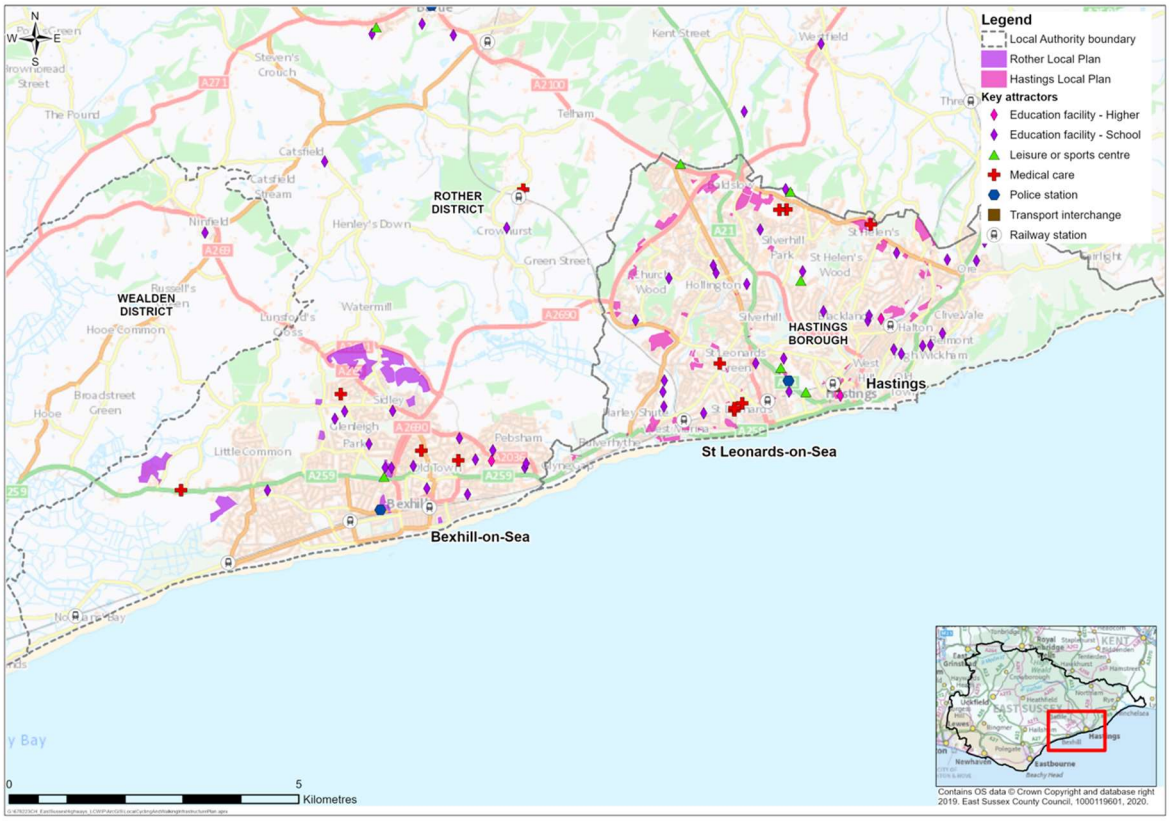
Table 3 - Eastbourne & South Wealden Cycling & Waking Issues and Opportunities

Issues and Opportunities	Cycling	Walking	Cycling & Walking
Issues			
Severance caused by railway lines and strategic road network in Eastbourne.			✓
Conflict between traffic, pedestrians and cyclists within Eastbourne and Hailsham town centre.			✓
Poor connectivity for all modes of travel between south Wealden and Eastbourne – on key corridors of movement.			✓
Limited provision for cycling – Eastbourne Seafront	✓		
Inconsistent footway/dropped kerb provision Eastbourne town centre.		✓	
Limited and inconsistent wayfinding.			✓
Limited access points from residential development on Cuckoo Trail – between Hailsham and Polegate.			✓
Opportunities			
Designated cycling routes of high quality connecting residential areas to key trip attractors and town centre.	✓		
Review opportunities for a continuous cycle route along Eastbourne seafront, to link with the existing sections.			✓
Prioritise access within Eastbourne town centre for people cycling and walking to support local plan ambitions.			✓
Improve accessibility within the town centre areas, through the provision of dropped kerbs.		✓	

Greater links from existing residential areas and from new development to the Cuckoo Trail within Hailsham.			✓
Deliver a consistent wayfinding strategy for Eastbourne.			✓
Promote cycle tourism linking Eastbourne – Bexhill - Hastings	✓		
Promote continued travel behaviour change programmes, but targeted at families for travel to work and education and for older people and wider community to support healthy active lifestyles.			✓

2.7.4 Bexhill & Hastings

Figure 14 - Bexhill & Hastings Key Trip Attractors



PLACE

Geographic Context

Whilst Bexhill & Hastings are two separate towns they form an almost continuous urban area, tightly constrained by an 180o rural hinterland. Hastings has significant gradients on connections from the town centre to the north, east and west of the town, but both settlements benefit from 14km of unspoilt coastline. The settlements are both bounded by high quality rural landscapes with environmental designations of local and national importance.

Transport Network

Hastings and Bexhill are connected to the strategic road network by the A259; with Hastings also connected to the A21 and Bexhill to the A269. The WRAT identified particular severance on the coastal route through Hastings on the A259, due to this being the main east-west coastal traffic corridor, with limited crossing points and high traffic flows.

The NCN within Bexhill & Hastings is referred to as the Bulverhythe route, and links Bexhill and Hastings, providing a popular route for both leisure and utility journeys. Other notable cycle routes include the Coombe Valley Way, which follows the alignment of the link road, connecting Bexhill to the north of Hastings.

Hastings has four rail stations and Bexhill three rail stations, with regular services to London, Brighton and Ashford International. ESCC and other key local partners are lobbying for High Speed Rail between London, Rye, Bexhill & Hastings, which would provide significant journey times savings between London and Ashford.

ESCC has recently secured £9m of LGF from the SE LEP, to enable the delivery of the Bexhill Hastings Movement & Access Programme. This is focussed on delivering new cycling routes, public realm improvements, pedestrian crossing facilities, wayfinding and enhancements to bus stop accessibility and real time passenger information.

Hastings Borough Council has also secured European funding to develop a business case for a continuous public transport solution to connect the seafront area, integrated with improvements to the cycling and walking environment.

The WRATs for both Hastings and Bexhill identified a series of routes for improvement which are currently dominated by traffic. Key improvements include improvements crossing points, providing routes better aligned to desire lines, traffic calming and reshaping the forecourt of Bexhill station to be more welcoming for pedestrians and cyclists.

Key Trip Generators

In Hastings the key trip generators are focussed on the town centre which provides access to commercial, tourism and employment services. This is alongside Hastings Old Town, where there is a prominent arts scene and West St Leonards. To the north of Hastings town centre, along the The Ridge and the A21, industrial estates, public services (including the Conquest Hospital) are located.

In Bexhill the town centre, includes thriving independent retailers, with the train station, schools and colleges nearby. Other key attractors include the Ravenside Retail Park and leisure centre and the north Bexhill development Area.

Future Housing & Employment Growth

Adopted Local Plan documents have identified Bexhill as the focus for development within Rother District. This is due to its range of services and location outside any national landscape or nature conservation designations. A large part of the development in Bexhill over the next few years will take place through a major urban extension to the town in North East Bexhill, which involves housing and business areas, either site of Combe Valley Way. Allocations both within and on the edges of the town are also identified to ensure that housing levels as set out in the adopted Plan can be built, most notable are linked allocated sites to the north of the town.

There has been significant progress in bringing employment land forward since the construction of Combe Valley Way with completions and planning permissions in the area. A further large allocation of a business area off the new north Bexhill Access Road has recently been granted planning permission.

Development choices within Hastings and outward expansion are very limited. The town has various environmental assets of national and international importance including the High

Weald Area of Outstanding Natural Beauty to the north and east, and sites of Special Scientific Interest and Conservation which act as restraints to major outward growth.

Opportunities for future development are therefore small scale and spread across the existing urban area. The majority of new homes in Hastings in recent years have been delivered through the redevelopment of sites though the combined delivery arising from new build and change of use.

Hastings has and is undergoing significant change with several regeneration initiatives planned and undertaken. Local Plan documents provide a long-term plan to deliver regeneration and sustainable growth in the Borough with objectives to also achieve and sustain a thriving economy.

A key challenge in the town is to balance future development requirements with the protection and enhancement of the area's unique built and natural environment. Particularly in the Town Centre and Bohemia Area some parts need revitalisation and offer significant opportunities for high quality new development, but the area also contains buildings and spaces of heritage importance which have significant cultural and environmental value which need to be protected and enhanced.

Both Hasting Borough Council and Rother District Council are in the process of preparing new Local Plans which will have longer timeframes than existing adopted plans. The LCWIP will provide an important basis for these new Local Plans and an opportunity to reconsider improvements to existing networks including links between the two towns as potential development sites are considered.

West Marina

Tourism is a key driver of economic growth and jobs in Hastings, with the latest Tourism South East Research Unit study indicating that the local visitor economy is worth over £250m a year to the borough and supporting approximately 6,600 jobs, 21% of the workforce, both directly and indirectly[1]. In addition, it supports an estimated 400 enterprises in the hospitality and leisure sectors, and visitors are a key element for the continued health of the town's retail sector[2].

Cycle Propensity Tool

The PCT 'Go Dutch Fast Routes' scenario has been used to analyse future opportunities for increasing cycling in the Hastings and Bexhill areas. Appendix 5P shows high flows of potential cyclists in the commuting scenario on key routes in Hastings and Bexhill of between 250 – 499 with a particularly high section of above 500 in Silverhill north of Hastings. There are also higher flows predicted between the two towns on coastal routes. Under the schools scenario higher flows are projected on the outskirts of Hastings and to the east and north of Bexhill.

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[1] The Economic Impact of Tourism on Hastings Borough 2017, Tourism South East Research Unit

[2] Hastings Seafront Strategy, Hastings Borough Council, 2015

PEOPLE

Population

Hastings & Bexhill is one of the most densely populated areas of the county. Hastings tends to have a younger population, with the highest proportion of people aged 18-24 years in the county (7.8%), in comparison to Rother where Bexhill is located which has the highest proportion of people aged 85+ (4.8%) and some of the oldest people in England.

Employment

The predominant employment sectors are focussed on the public sector (34.8%) and distribution, hotels and tourism (30.4%).

Travel Patterns

Car ownership is the lowest in this part of the county, which corresponds with high levels of walking for any purpose (69.4%), which matches the national average. Levels of cycling are low for any journey purpose.

Health

There are high levels of unemployment and high levels of deprivation compared to other areas of the county, especially within Hastings. This results in poorer health outcomes in relation to the higher proportions of premature mortality from cancers and circulatory disease, alongside poorer mental health, and high levels of dementia in Bexhill.

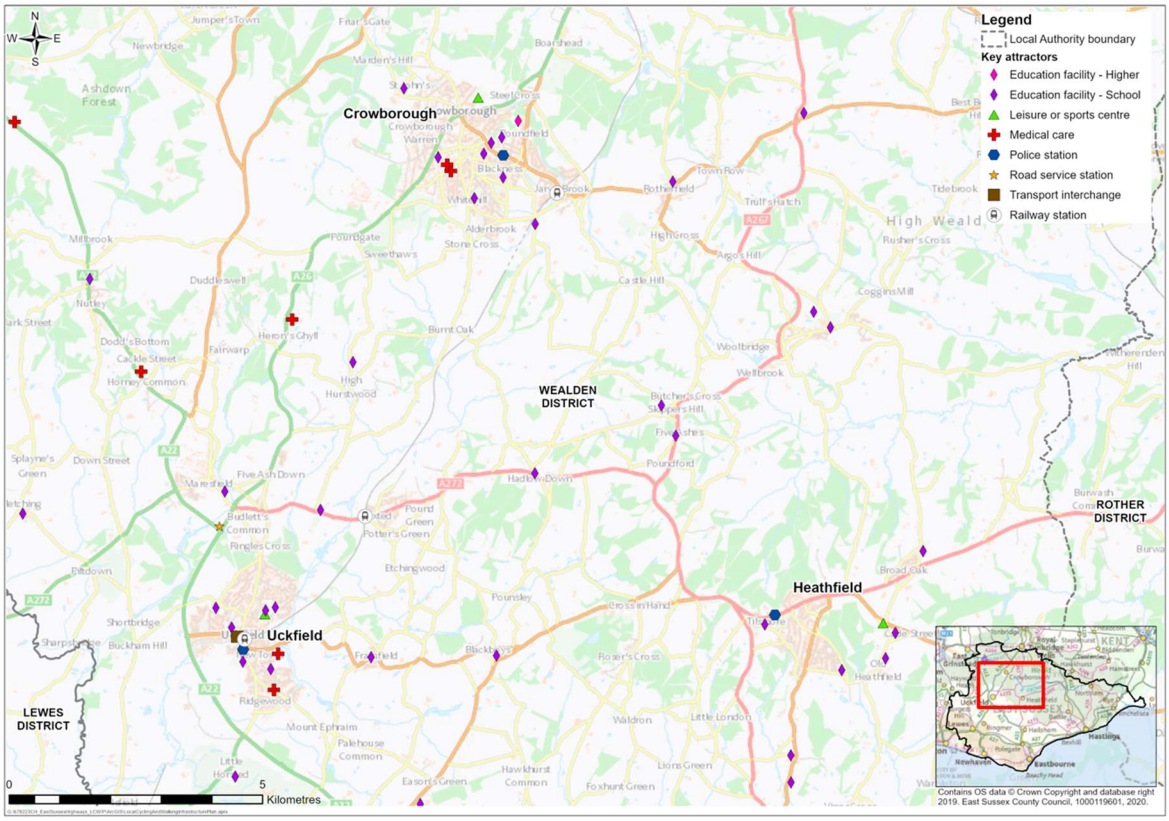
Table 4 - Bexhill & Hastings Cycling & Waking Issues and Opportunities

Issues and Opportunities	Cycling	Walking	Cycling & Walking
Limited dedicated cycling and walking routes to local amenities, schools, employment, shopping			✓
High levels of traffic within residential areas travelling at 30mph.			✓
Severance by major road network in the town – A259.			✓
Significant gradients from the town centre to the north, east and west of the town within Hastings, and the perception of this issue with people choosing to cycle or walk.	✓		
Inconsistent legibility across both towns.			✓

Opportunities			
Speed reduction measures in residential areas.			✓
More designated cycling routes of high quality connecting residential areas to key trip attractors.	✓		
Wayfinding Strategy for both Hastings & Bexhill.	✓		✓
Improvements to the public realm – Hastings and Bexhill town centre, as part of wider regeneration plans.			✓
Maintenance of existing assets – footways, provision for dropped kerbs.			✓
Electric cycle provision to manage gradients in Hastings.	✓		
Promote cycle tourism linking Eastbourne – Bexhill - Hastings	✓		
Promote continued travel behaviour change programmes, but targeted at families for travel to work, training and education and the wider community to support healthy active lifestyles.			✓

2.7.5 Rural East Sussex - North Wealden & North Lewes area

Figure 15 - North Wealden & North Lewes area Key Trip Attractors



PLACE

2.7.5.1 Uckfield

Geographic Context

Uckfield is a small market town located alongside the River Uck and in close proximity to the Ashdown Forest and the High Weald Area of Outstanding Natural Beauty.

Transport network

Connected to the strategic road network through the A2/A26 corridor to Lewes and London. The Uckfield Rail Line provides hourly services to London Bridge.
With a length of less than 3km there are considerable opportunities to enable short local journeys to key destinations by cycling and walking within Uckfield. There is an existing network of traffic free walking routes links through residential areas and green space.

With increasing pressure from development recent investment has been targeted towards improving access within the town centre with an upgrade to the High Street public realm. The delivery of a further phase will enhance access to public transport, with improvements to the bus station.

Future housing and employment growth

Development in Uckfield is currently focused on the large strategic site being implemented on land west of Uckfield. Significant development above this was until recently constrained due to the potential air quality impact on the Ashdown Forest. Now with the withdrawal of the Wealden Local Plan and a reduction of the Ashdown Forest as a constraint to development there is potential for further development to be considered within Uckfield. Both through the processing of planning applications being submitted ahead of a new Plan being adopted and as part of the production of a new Local Plan which will cover a longer timeframe than previous adopted and draft Local Plans.

The potential for further development to come forward within Uckfield provides key opportunities for the LCWIP to improve accessibility within the town. More emphasis will be required to mitigate the impact of potential growth by enabling more active travel for both shorter and longer journeys, through connections to bus and rail. The LCWIP, alongside previous work looking at movement and access along the five key transport corridors into Uckfield town centre, will form a basis to work with both WDC and developers to review the proposed network by taking into consideration proposed sites for development. This will enable a more comprehensive network to be developed that supports both current and future needs.

Key trip attractors

The key trip attractors within Uckfield include the town centre, the rail station, the local schools, Victoria Park, retail areas adjacent to the town centre and industrial estates, including Bell Lane.

PEOPLE

Population

Uckfield currently has a younger age profile, with a higher proportion of people aged 30-44 years (20.6% Uckfield Town LSOA) and 45-64 years (30.7% Uckfield Ridgewood LSOA) alongside younger aged children 0-4 years (5.7% Uckfield Town LSOA) and 5-10 years (8.7% Uckfield Ridgewood LSOA).

Travel Patterns

Over 70% of the population are walking or cycling at least once a week within the Wealden area. The proportion for cycling (3.2%) and walking (30.3%) for work in the Wealden area is the lowest in the County, compared to the other district and boroughs.

Employment
Whilst the public sector and distribution are the dominant employment sectors, there are higher proportions of people employed in manufacturing and transport & communications, compared to elsewhere in the county.

Health
With data available at a district level the high weald area has a lower level of COPD and diabetes prevalence but higher levels of stroke and depression compared to England.

2.7.5.2 Heathfield

PLACE
Geographic context
Heathfield is located on southern ridge of the High Weald Area of Outstanding Natural Beauty (AONB). The geography of the town is undulating with the majority of key trip attractors located on the main ridge in the High Street area, with the residential areas located in the more undulating areas, although the gradients are not excessively steep.

Transport network
The A265 is the key road through the town centre, with links to the A267 to Tunbridge Wells and Hailsham, and the B2096 provides links to Battle and Hastings. The disused railway line between Heathfield and Polegate has been developed into a traffic free cycling and walking path, referred to as the Cuckoo Trail. The nearest rail stations are Buxted, which provides access to London, Stonegate which provides access to Tunbridge Wells and London to the north and Hastings to the south, and Polegate for access along the coast between Brighton and Ashford.

Future housing and employment growth
Heathfield is located within the centre of Wealden district providing an essential service centre for its residents and surrounding population. It is a sustainable settlement however it is highly constrained to deliver vast amounts of growth through urban extensions due to its location in the High Weald Area of Outstanding Natural Beauty. Over the last few years there has been limited planned development taking place in Heathfield due to either no or only limited allocations in Local Plan.

However modest levels of development are being delivered within the town to meet its housing and economic needs and to ensure that its role and function continues through a maintained and vibrant town centre. The challenge is to manage and deliver housing and employment growth in the town whilst safeguarding its more open and sensitive edge where development is likely to adversely impact the valued High Weald landscape.

Though the withdrawal of the Wealden Local Plan does provide an opportunity for further sites to come forward, through either planning applications ahead of a new adopted Plan or more long-term through the new Local Plan, large amounts of growth through urban extensions are restricted by national policy requirements to protect valued landscapes such as AONBs.

Key trip attractors

Heathfield does provide a number of key services therefore a number of localised trips are generated, including the High Street and Station Road in the northern part of the town which as a number of shops, the Cuckoo Trail, the Ghyll Road Industrial Estate, Heathfield Community College and two primary schools, which are located at opposite ends of the town.

PEOPLE

Population

Heathfield tends to have a greater number of people of middle age years and older, including 45-66 years (34.7% Heathfield East LSOA) and 65 – 74 years (17.1% Heathfield East LSOA.

Travel Patterns

See Uckfield travel patterns, there is no disaggregated data for Heathfield but only Wealden. The majority of trips within the town are within 3km, therefore making it feasible to increase active travel.

Employment

See Uckfield employment.

Health

See Uckfield health.

2.7.5.3 Crowborough

Geographic context

Crowborough was previously a series of separate villages and hamlets that merged to become one compact settlement, with the most localised journeys within 3km. It sits on the eastern edge of the Ashdown Forest and the High Weald Area of Outstanding Natural Beauty (AONB).

Transport network

The A26 is the main link road, which runs along the west side of the town providing a connection to Tunbridge Wells in the north and Newhaven, via Uckfield and Lewes to the south.

Crowborough station is located to the east side of the town and runs two peak hour services to London Bridge and Uckfield. There is also a frequent bus services operated by Brighton & Hove Buses, which runs through the town linking Brighton and Tunbridge Wells.

Future housing and employment growth

The High Weald Area of Outstanding Natural Beauty (AONB) encircles Crowborough and the Ashdown Forest is located to the west both have an impact and restrict development in the town. Small scale development has been previously allocated in Crowborough and there are some small commitments within town and in the south on the edge of the urban area.

Development within Wealden District has been until recently constrained due to the potential air quality impacts on the Ashdown Forest. Now with the withdrawal of the emerging Wealden Local Plan and a reduction of the Ashdown Forest as a constraint to development there is potential for further development to be considered within Crowborough. However large-scale growth particularly as major urban extensions will remain restricted due to the potential impact on the surrounding AONB and Ashdown Forest.

The potential for further development to come forward and the production of a new Local Plan provides key opportunities for the LCWIP to improve accessibility with the town. The LCWIP will form a basis to work with both WDC and developers to review the network by taking into consideration proposed sites for development. This will enable a more comprehensive network to be developed that supports both current and future needs.

Key trip attractors

There is considerable external commuting from Crowborough as a result of the frequent rail and bus services that serve the town. This is focussed on London, Tunbridge Wells and East Grinstead.

More localised trip attractors are Jarvis Brook, where the station and retail/industrial estates are located; the high street where a number of supermarkets are situated, alongside education facilities located either side of the B2100 and the leisure centre.

PEOPLE

Population

Similar to Heathfield, Crowborough tends to have a greater number of people of middle age years and older, including 45-66 years (30.8% Crowborough St Johns LSOA) and 65 – 74 years (20.7% Crowborough St Johns LSOA).

Travel Patterns

See Uckfield travel patterns, there is no disaggregated data for Heathfield but only Wealden. The majority of trips within the town are within 3km, therefore making it feasible to increase active travel.

Employment

See Uckfield employment.

Health

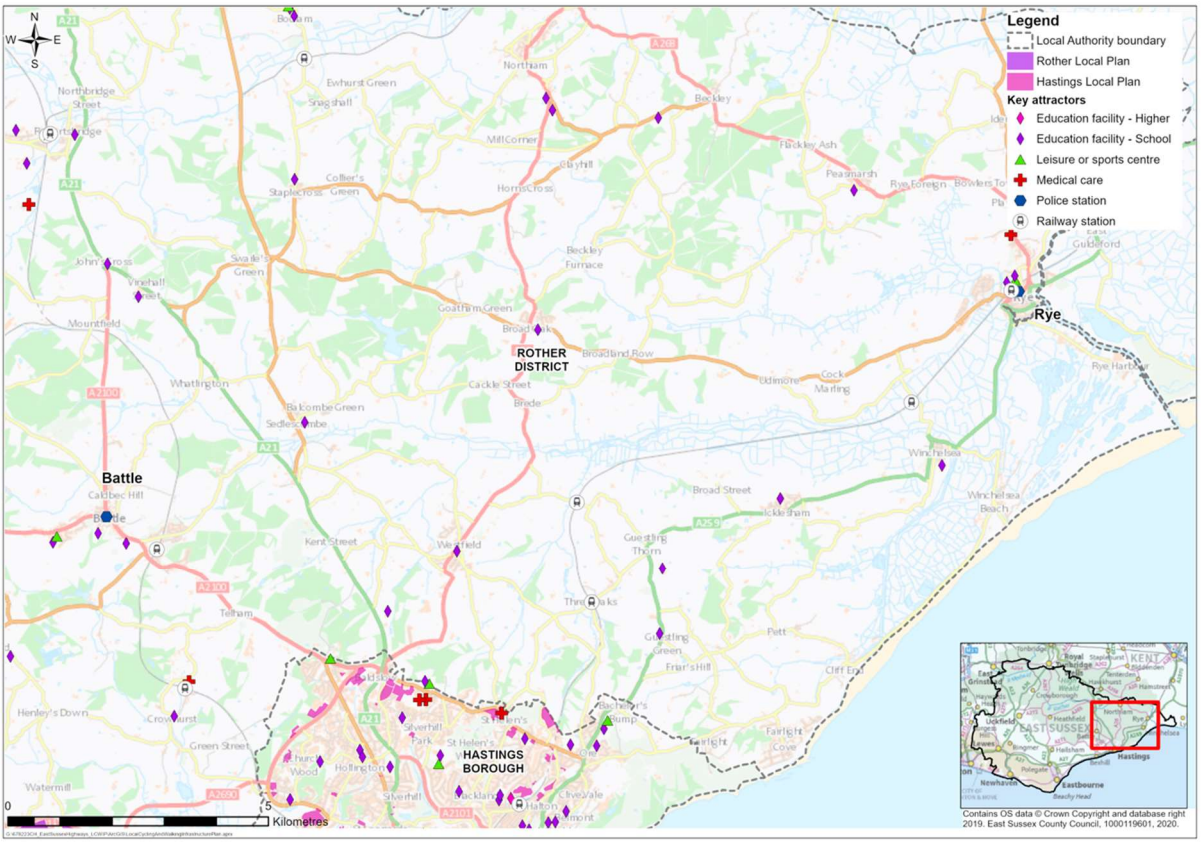
See Uckfield health.

Table 5 - North Wealden & North Lewes area - Cycling & Waking Issues and Opportunities

Issues and Opportunities	Cycling	Walking	Cycling & Walking
Issues			
Severance major roads, with inadequate pedestrian crossing facilities – Uckfield		✓	
Lack of dedicated cycling and walking infrastructure serving key trip attractors and new development - Uckfield			✓
Poor quality footway and surfacing to traffic free paths – Uckfield/Crowborough		✓	
Constrained road space on major town roads – all settlements.		✓	
Limited wayfinding - all settlements.			✓
Localised town centre congestion at peak periods – all settlements.			✓
Opportunities			
Focus will be on implementing cycling and walking infrastructure routes to link with existing residential areas and new development sites to key local trip attractors.			✓
Implement a wayfinding strategy – Uckfield and Crowborough through new development.			✓
Work with developers as sites identified to enhance the LCWIP network.			✓
Work with WDC and developers to fund travel behaviour change programmes at the onset of occupation of new development.			✓

2.7.6 Rural East Sussex

Figure 16 Rural Rother



PLACE

2.7.6.1 Battle

Geographic context

Battle is a small historic market town within Rother, with the town centre designated as a conservation area, and the surrounding countryside within the High Weald Area of Outstanding Natural Beauty (AONB).

Transport network

It is connected to the A21, which forms part of the strategic road network, via the A2100, which also provides a link to Hastings, as well as the A269 and A271. Battle is located on the Hastings line providing frequent rail services to Charing Cross, via Tunbridge Wells and south to Hastings. By working in partnership with South Eastern Rail, investment has been secured to improve cycle parking at the station.

Future housing and employment growth

Modest levels of development are planned for at Battle. It is constrained by the surrounding High Weald Area of Outstanding Natural Beauty countryside but has a key service role for the area and also significant local housing need. Development will generally be delivered through the redevelopment potential in the town with a focus at the allocated site with

planning permission at Blackfriars. Further smaller sites will be allocated through the emerging Battle Neighbourhood Plan.

Rother District Council is currently reviewing their Local Plan documents and is preparing a new Plan which will have a longer timeframe than adopted Plan documents. Further opportunities for development in Battle will be considered through this process. The LCWIP will be used as an important basis for the new Local Plan and the review process will provide an opportunity to improve accessibility within the town as potential development sites are considered.

Key trip attractors

The key trip attractors include the historic town centre, Battle Abbey, the High Street area (which is a narrow footway) alongside the rail station and the four schools including Claverham Community College.

PEOPLE

Population

Battle tends to have a greater number of people of middle age years and older, including 30-44 years (up to 17% Battle Town LSOA) and 45- 64 years (up to 30.4% Battle Town LSOA), alongside children aged 5- 10 years (7.7% Battle Town LSOA) and 11-15 year olds (7.1% Battle Town LSOA).

Travel Patterns

There is no disaggregated data for Battle but for Rother as a whole. Approximately 71% of the population are walking or cycling at least once a week within Rother area. The proportion for cycling is (5%) and walking (34%) for work in the Rother area, the proportion for cycling is comparable to Eastbourne.

Employment

Whilst the public sector and distribution are the dominant employment sectors, there are higher proportions of people employed in construction and transport & communications, compared to other areas in the county.

Health

Rother CCG has a significantly higher prevalence of asthma, COPD, diabetes and depression compared to other areas of the county and England.

2.7.6.2 Rye

Geographic context

Rye is a historic medieval town with a number of smaller adjacent settlements including, Playden, Iden, Peasmarsh, Camber, Winchelsea and Winchelsea Beach. Rye lies at the head of a bay overlooking the English Channel. The geography specifically in Rye, Playden and Winchelsea has significant height differences, with stepped footways and cobbled streets.

Transport network

The A259 runs through Rye linking with Hastings and Folkestone, with links also to Ashford via the A259/A2070. The A268 and B2089 provide the main links into the town. Rye and Winchelsea both have rail station providing access along the East Coastway to Brighton and Ashford. The NCN2 runs through this area which is both used for commuting and leisure.

A consultation of the England Coastal Trail regarding a proposed route from Eastbourne to Camber is also currently taking place within this area.

Future housing and employment growth

Rye is the main service and employment centre in eastern Rother District. The area surrounding Rye is heavily constrained by landscape and biodiversity designations and land prone to flooding but Rye has in recent years seen growth to the west of the town. The Local Plan existing strategy for the town is to retain and strengthen the role of Rye as a service centre and provide modest and balanced housing and employment growth to create jobs and opportunities to meet the needs of the town.

Due to its topographical and landscape context and statutory designations further opportunity for development on the periphery of Rye is confined. Potential development levels are therefore modest and focused on sites and infill within the built-up urban area. Small sites are allocated in the Rye Neighbourhood Plan all predominantly on brownfield sites. Developments within the built-up areas will however need to be sympathetic to the historic core and character of the town.

Development plan documents also promote the town's role as a wider visitor centre. The high-quality landscape setting that surrounds Rye contributes to the distinctive character of the town. A key objective is to maintain the landscape surrounding Rye whilst investigating addition opportunities to carefully develop leisure and tourism attractions. Support is given to additional sustainable tourist facilities and leisure development which extends the season by providing diverse year-round activities.

Rother District Council is currently reviewing their Local Plan documents and is preparing a new Plan which will have a longer timeframe than adopted development plans. Further opportunities for development in Rye will be considered through this process. The LCWIP will be used as an important basis for the new Local Plan and the review process will provide an opportunity, as potential development sites are considered, to improve accessibility within the town including better support for leisure and tourism.

Key trip attractors

Rye provides key services to local rural settlements alongside its role as a key historic tourist destination within the county. Key trip attractors include the historic town centre and shopping parades, the castle, museums, harbour and industrial estates.

PEOPLE

Population

Battle tends to have a greater number of people of middle age years and older, including people aged 45- 64 years (up to 30.7% Rye LSOA) and 64- 75 years (16.2% Rye LSOA).

Travel Patterns

There is no disaggregated data for Rye, see Battle travel patterns.

Employment

See Battle employment.

Health

See Battle health.

Table 6 - Rural Rother Cycling & Walking Issues and Opportunities

Issues and Opportunities	Cycling	Walking	Cycling & Walking
Issues			
Delivering improvements within a constrained historic environments.			✓
High volumes of traffic on main routes through the towns.			✓
Limited provision for cycling and walking.			✓
Steep gradients – Rye town centre.	✓		
Traffic congestion – peak periods and tourist seasons.			✓
Location of schools – Battle – exacerbates congestion.			✓
NCN2 substandard sections and access limited – Rye.	✓		
Poor legibility within towns.			✓
Opportunities			
Focus on improving walking/cycling access to schools - Battle			✓
More segregated/shared paths compared to on road carriageway routes – Rye.	✓		
Review legibility to support local access and tourism for both towns.			✓
Improve access to the NCN2	✓		
Improve accessibility Battle footpath network.		✓	

Improve pedestrian provision – Rye town centre.		✓	
Improve cycle – rail access to the town centres.			✓

Stage 3 - Network Planning for Cycling

3.1 Introduction

The two key outputs of this section are:

- **the development of a cycle network map, and a**
- **a programme of infrastructure improvements.**

These will be adopted as strategic planning documents.

The networks will highlight the preferred routes, **but it is important to note that these will be subject to further development work.**

In order to develop the networks, Sustrans were commissioned by ESCC to undertake the assessment work, using a range of key national guidance supporting cycle route identification, network development and design. To ensure that the interests of local stakeholders were collected, local cycling, walking and access groups were actively engaged with the network assessment alongside the district and borough councils and other key ESCC stakeholders.

In some of the areas of the county some previous network planning had been undertaken. Therefore this process has enabled a validation of this and importantly an enhancement to these networks.

3.2 How have the cycling networks been developed?

The networks were developed using the DfT LCWIP Technical Guidance for Local Authorities as a guide, alongside the design guidance published as part of Active Travel (Wales) Act 2013, the London Cycling Design Standards Guidance on developing a coherent cycle network and Highways England (Interim Advice Note 195/16).

The geography of East Sussex LCWIP varies between densely populated coastal settlements compared to more dispersed rural market towns and historic centres. Therefore it is important to note that whilst a similar approach was utilised to develop the networks across East Sussex, within some of the more urban areas it was possible to undertake more detailed network development.

Whilst network planning for walking has been undertaken for some of the specific geographic areas, as outlined in stage 4, 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.

3.2.1 Identifying Demand

Using a GIS platform the trip origins and the significant existing and proposed key trip generators within the specified geographic areas were identified, i.e. **origins** - residential areas, **existing & proposed trip generators** – another settlement, employment, education sites, healthcare, retail, community facilities (leisure centres), transport interchanges and allocated sites for housing and employment identified in district and borough local plans. Analysis was also conducted using the Propensity to Cycle Tool as noted in the preceding chapter.

3.2.2 Identifying Desire Lines

The plotting of the origins and destinations naturally formed an indicative network of desire lines. As part of the review of the desire lines Sustrans also considered the existing transport network, in relation to major roads and railways, a review of traffic flow data, review of existing cycle routes and cycle flow data associated with these, alongside using the Propensity to Cycle Tool to forecast future cycle flows on the primary network.

3.2.3 Classification of Desire Lines

The above assessments enabled the desire lines to be classified into the following categories. Taking into consideration the assessment and stakeholder engagement the East Sussex LCWIP assumes the following:

- **Primary** – the most popular and strategic routes linking residential areas with key trip generators, and likely to have higher flows of cyclists.
- **Secondary** – locally important and less strategic, they fill the gaps in the primary network and are likely to have lower flows of cyclists.

3.2.4 Network Density

The assessment associated with the density of a cycle network was undertaken for certain settlements in the East Sussex LCWIP, i.e. Eastbourne. This is because a large majority of the settlements which have been included are more rural in nature and have more limited and dispersed trip attractors. The assessment of density of the proposed networks integrated a review of the existing cycle network and committed cycle schemes.

3.2.5 Core Design Outcomes for Cycle Routes

As Sustrans utilised the design guidance published as part of Active Travel (Wales) Act 2013, the London Cycling Design Standards Guidance in developing the network, the identified cycle networks are underpinned by the core design outcomes of being coherent, direct, safe, comfortable and attractive, using key guidance such as the forthcoming update to Local Transport Note 02/08 by the DfT.

Proposed route improvements were also costed using benchmark costs from similar schemes already delivered in East Sussex and elsewhere, with 44% optimism bias applied given the early stage of the scheme development process.

In addition to this the Sustrans assessment reports (in appendix 5) outline some recommendations for the design of the East Sussex cycle networks and the types of recommended measures which are applicable to the settlements. The **quality of future**

cycle network design was cited as a key issue identified through stakeholder engagement. These will a key action for the East Sussex LCWIP to embrace and for ESCC and other partners delivering infrastructure to act upon.

3.3 Cycle Network Maps

The key output from the assessment undertaken of each settlement, as outlined above, is a **proposed cycle network map of preferred routes**.

Coastal East Sussex

3.3.1 Newhaven Area

Newhaven, Peacehaven & Seaford

Based on the evidence outlined in stage 2 the preferred routes for this area, particularly in Newhaven, are focussed on providing more segregated routes for cycling, to manage the key existing issues of severance and speeding. This is alongside the need to support greater levels of cycling, to reduce air quality issues and to improve the strategic connections on the A259 corridor in the longer term. For Peacehaven and Seaford, the network will support more localised journeys with access to schools, shops and local facilities a key priority.

Figure 17 - Existing network and committed schemes

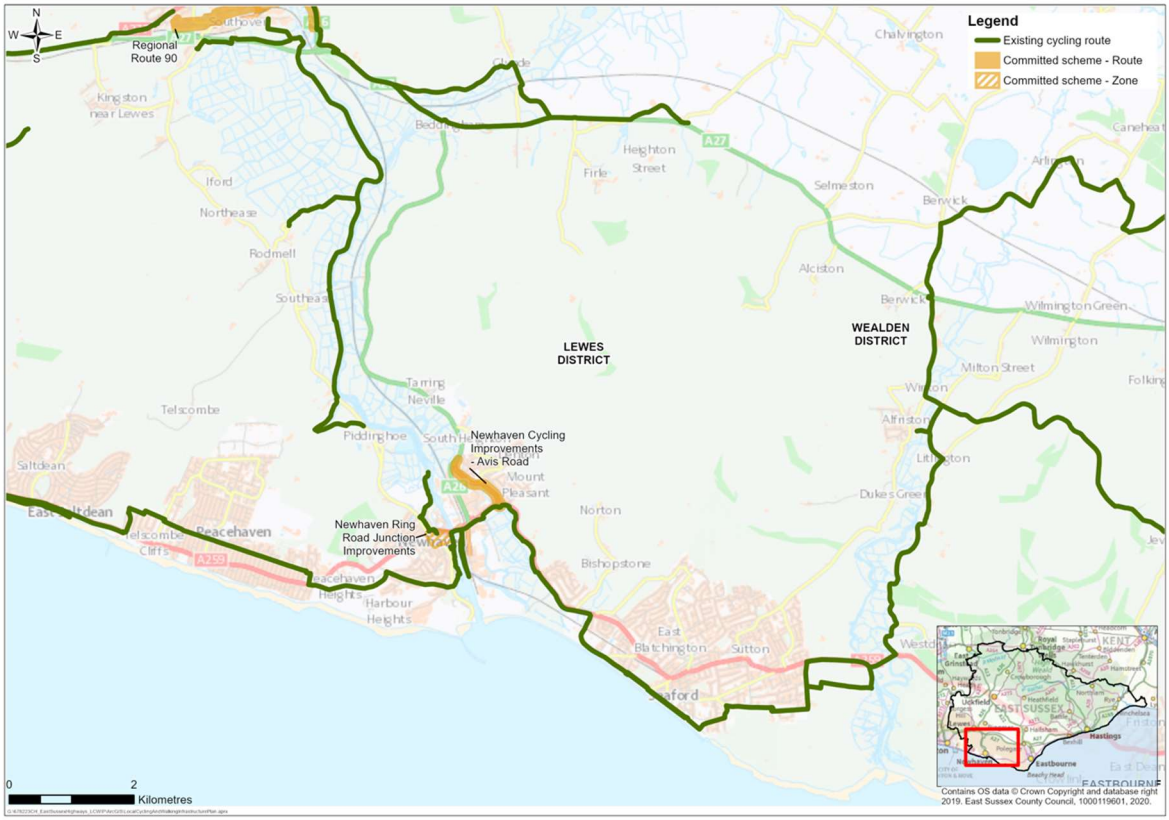


Figure 18 - Proposed network

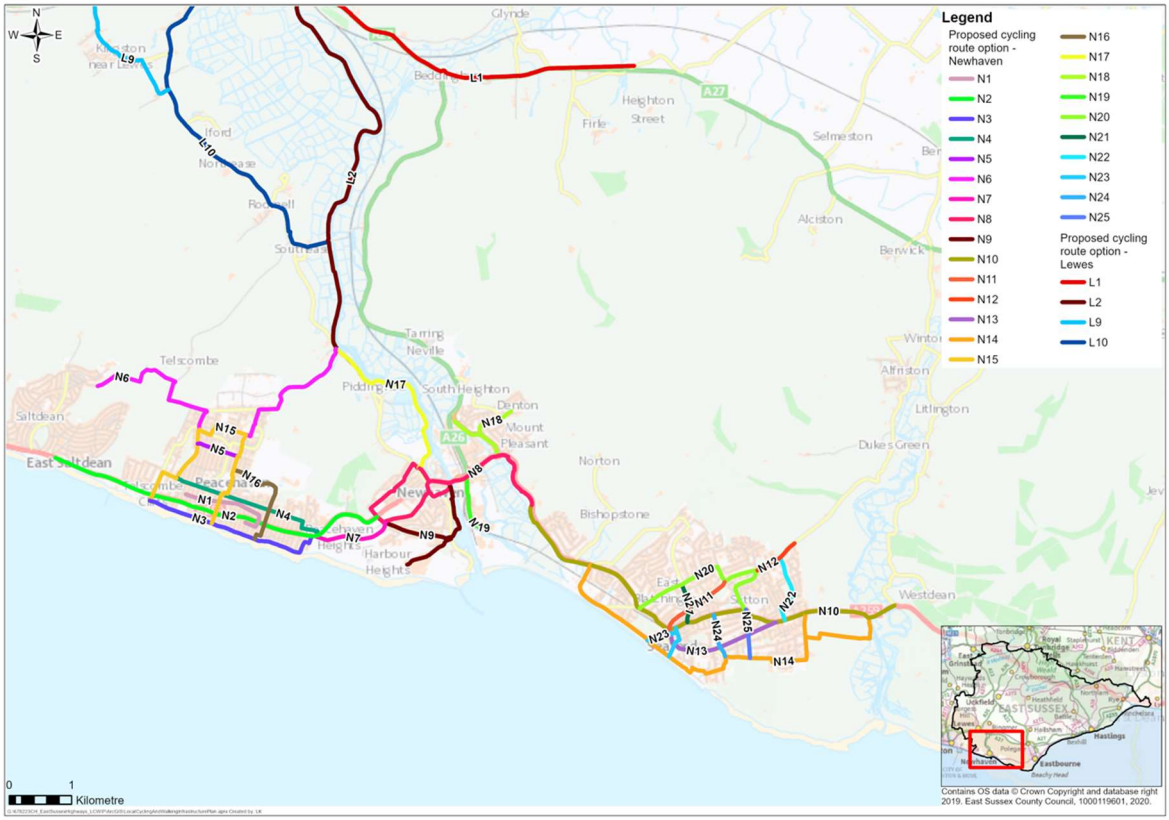


Table 7 Scheme Number	Scheme Names - Newhaven, Peacehaven & Seaford
N1	Telscombe Link
N2	South Coast Road (A259) Peacehaven
N3	Coastal Path
N4	Arundel Road NCN2
N5	Firle Road
N6	Saltdean – Peacehaven - Southease
N7	Peacehaven – Newhaven via The Highway
N8	Newhaven East/West Corridor
N9	Gibbon Road – Court Farm Road to the Newhaven Swingbridge
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

Appendix 5A outlines the network development work for the Newhaven Area.

3.3.2 Lewes & South Downs National Park

Lewes

Stage 2 highlighted the need for any preferred routes within this area to be sympathetic to the historic nature of Lewes and to consider the needs of developing infrastructure within a national park. 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 localised improvements which support air quality.

Figure 19 - Proposed network

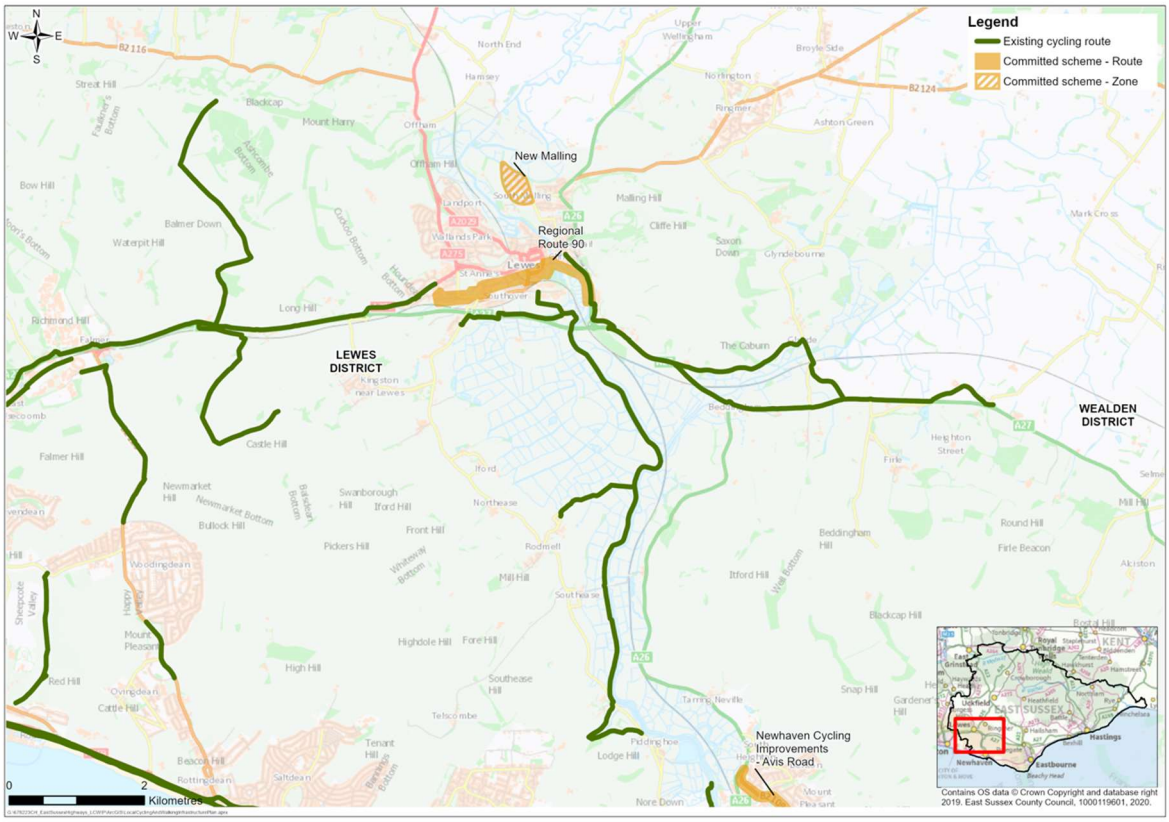


Figure 20 - Existing network and committed schemes

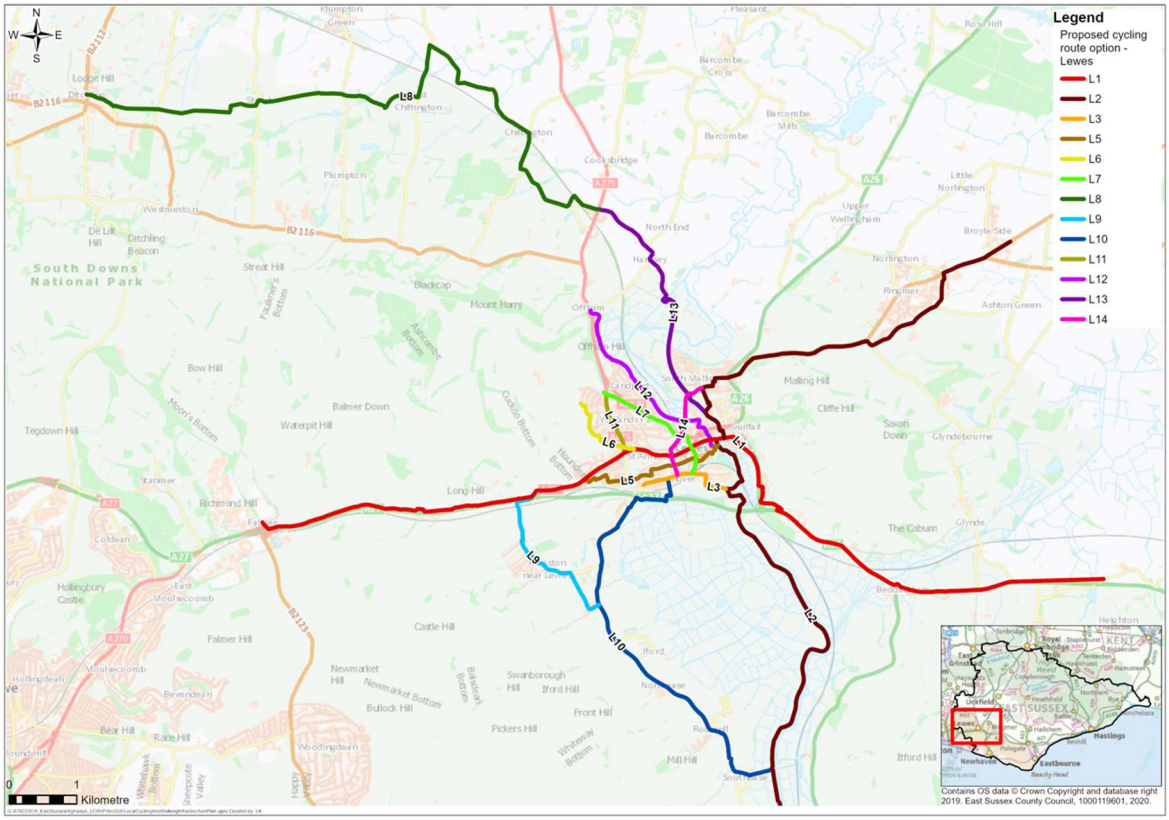


Table 8 Scheme Number	Scheme Names Lewes
L1	A27 and Lewes Town Centre
L2	Ringmer – Southease
L3	South Downs Way – Lewes
L4	Montacute Road - Town Centre
L5	South Downs - Spital Road
L6	South Downs – Station
L7	Ditchling – Cooksbridge
L8	A27 – Swanbourough
L9	Lewes – Southease
L10	Nevill - Southover Cooksbridge - Lewes Riverside
L11	Offham - Town Centre
L12	Cooksbridge - Lewes Riverside
L13	Malling - Southover

Appendix 5B outlines the network development work for Lewes.

3.3.3 Eastbourne & South Wealden

Eastbourne, Hailsham & Polegate

The evidence in Stage 2 clearly demonstrated that significant investment has been recently secured to begin to transform cycling and walking infrastructure in one of the key growth areas of the county. With South Wealden being the only area of the county where significant growth in housing can come forward, alongside the need to continue to build upon the existing infrastructure being delivered, the preferred routes are focussed on supporting integrated connections between the key settlements in this geographic area.

By taking advantage of an essentially flat topography, routes will support access for localised journeys as well as supporting the visitor economy. There is also an emphasis on supporting improved access to town centres, especially Eastbourne, by giving people cycling or walking greater priority. There is an opportunity to create a high quality corridor linking through each urban area utilising the Cuckoo Trail as part of this.

(Previous network development work had been undertaken within Eastbourne, which enabled the development of the Eastbourne Cycle Strategy. This assessment has validated the existing proposed network, alongside providing enhancement to this. The plan for this area will supersede the proposed plan agreed in 2012.)

Figure 21 - Existing network and committed schemes

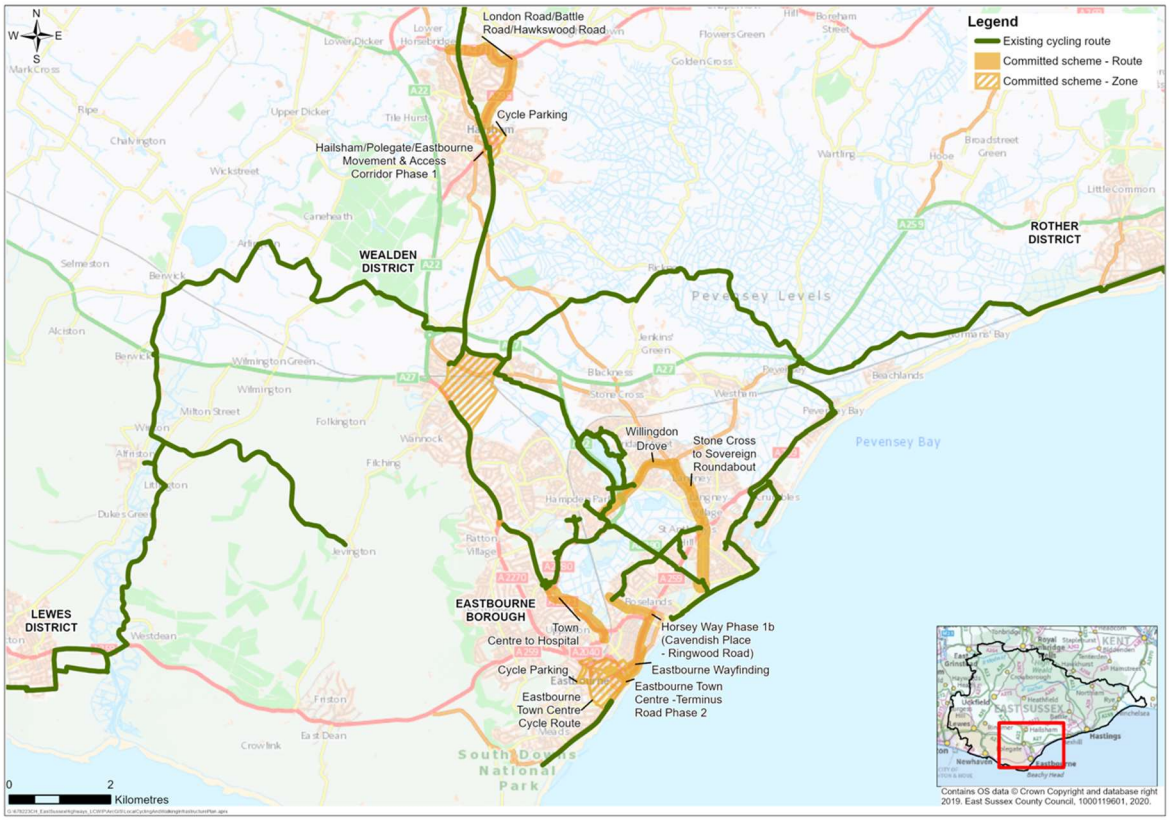


Figure 22 - Proposed network - Eastbourne

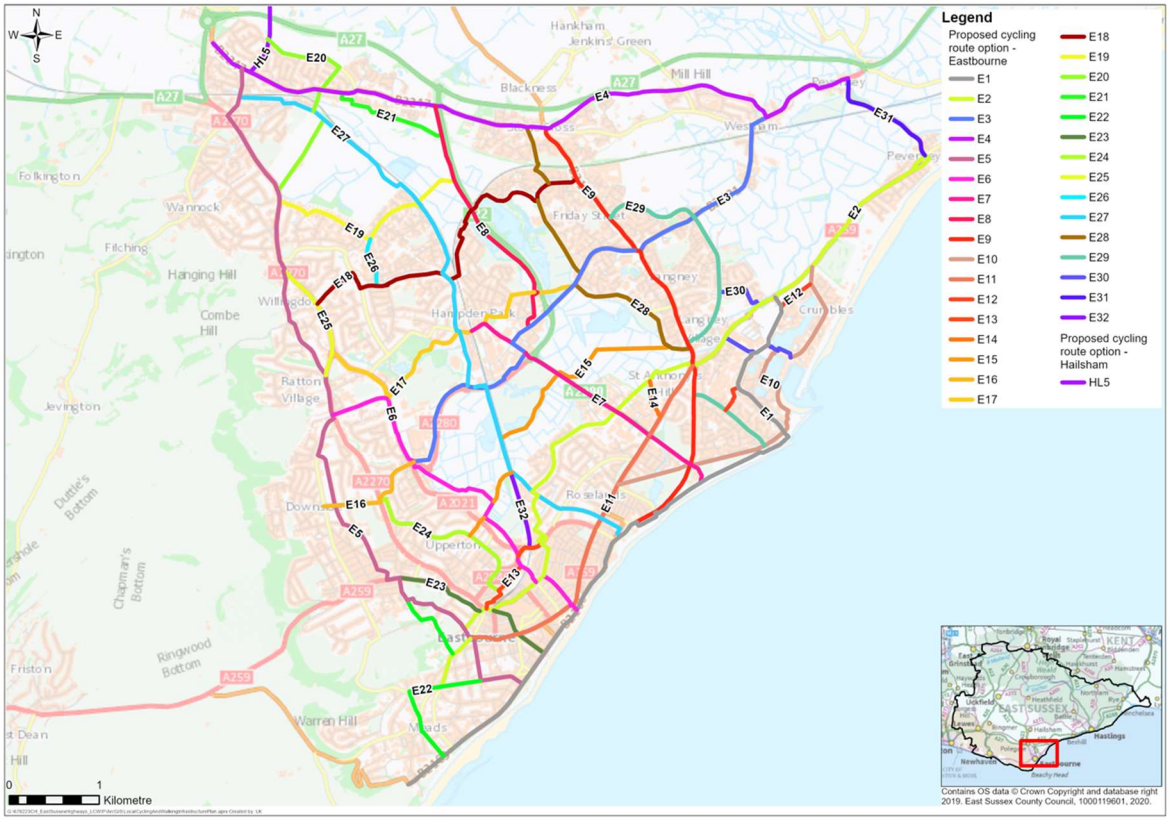


Table 9 Scheme Number	Scheme Names Eastbourne
E1	South Downs Way – Sovereign Harbour via Seafront
E2	University – Pevensey Bay
E3	Hospital – Westham
E4	Polegate High Street - NCN21 and A22
E5	Polegate-Seafront
E6	Willingdon Road - Seafront
E7	Hampden Park – Sovereign Centre
E8	A22 / Dittons Road - NCN21 – 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

Appendix 5C & 5D outlines the network development work for Easrbourne

Figure 23 - Proposed network - Hailsham

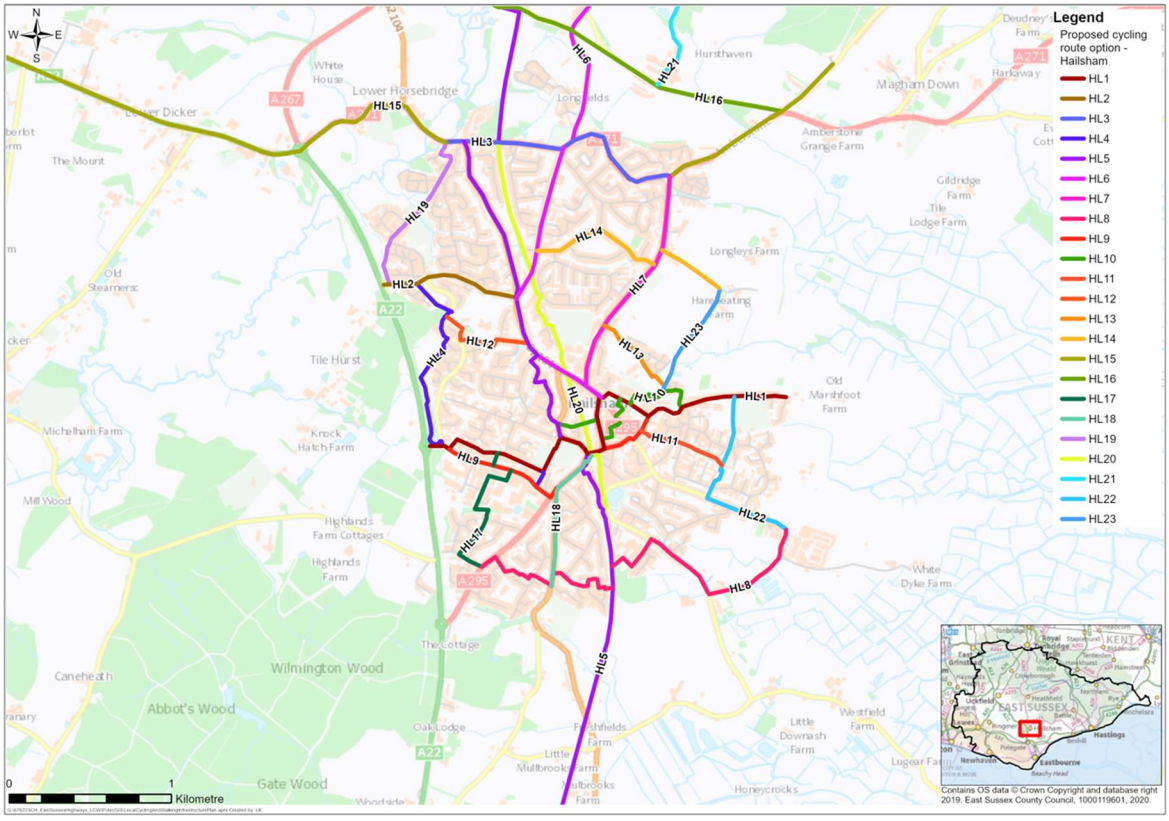


Table 10 Scheme Number	Scheme Names Hailsham
H1	Diplocks Way (A22) — Phoenix Academy
H2	Hempstead Lane
H3	Cuckmere Close — Battle Road
H4	Diplocks Way / A22 — Hempstead Lane
H5	Polegate – Hellingly
H6	High Street — Hellingly
H7	London Road — Battle Road — Hawkswood Road
H8	South Road — Mill Road
H9	A22 — 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

Appendix 5E & 5F outlines the network development work for Hailsham

3.3.4 Bexhill & Hastings

Bexhill & Hastings

With Bexhill & Hastings being a key growth area in the county initial investment has recently been secured to begin to kick-start the delivery a cycle network. Whilst the topography is challenging, especially in some areas of Hastings the preferred routes are focussed on continuing to expand on the extent of the limited cycle network, with an emphasis on supporting wider projects to support regeneration in supporting access to education, employment and local amenities, supporting the visitor and cultural economy and linking to housing growth.

(Previous network development work had been undertaken within Hastings, which enabled the development of the Hastings Walking & Cycle Strategy. This assessment has validated the existing proposed network, alongside providing enhancement to this. The plan for this area will supersede the proposed plan agreed in 2014.)

Figure 24 - Existing network and committed schemes - Bexhill

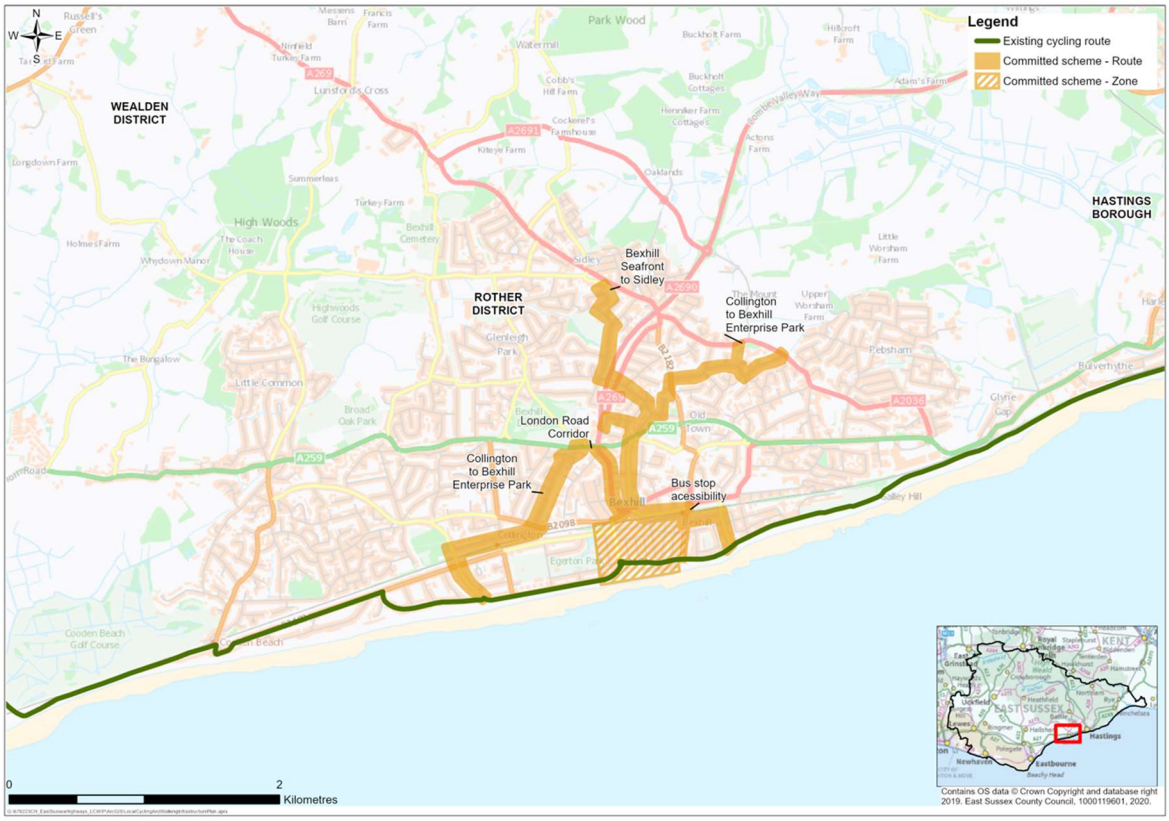


Figure 25 - Proposed network – Bexhill

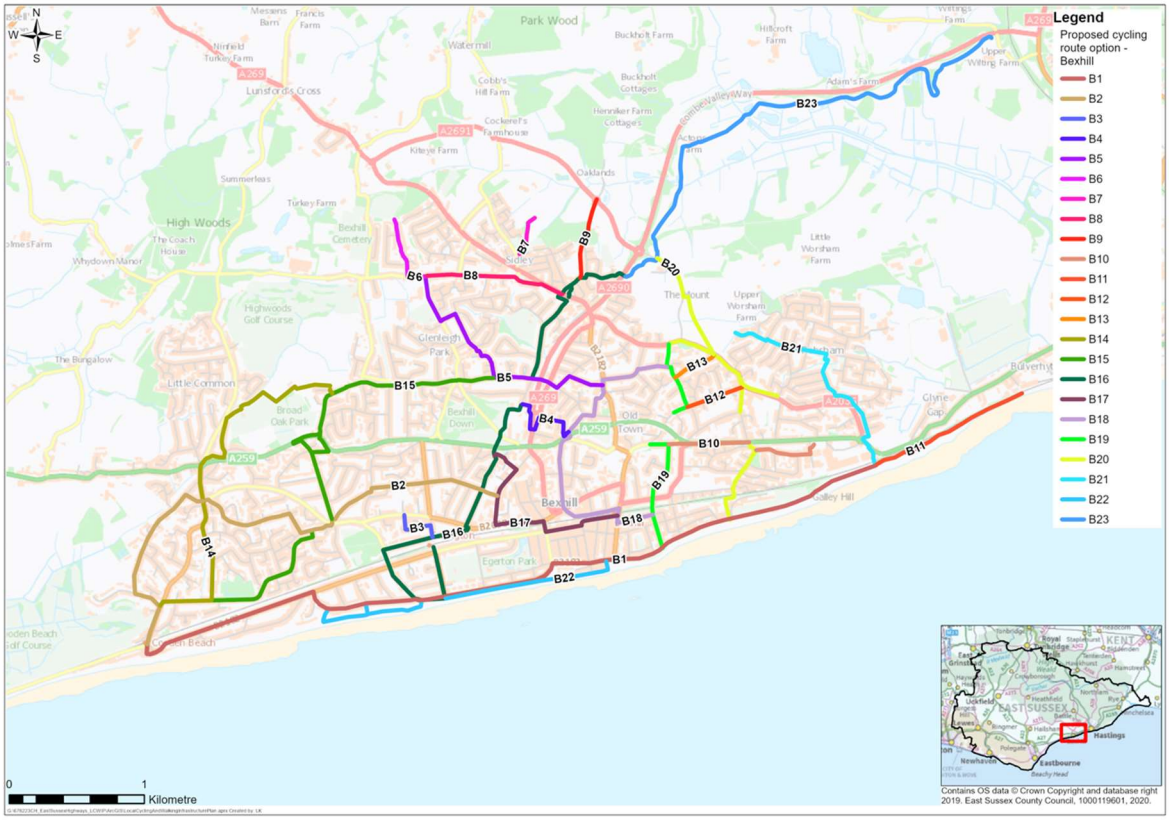


Table 11 Scheme Number	Scheme Names Bexhill
B1	NCN2
B2	Cooden Beach, Collington, Cranstoun Avenue, Windsor Road
B3	Withyham Road, Little Common, Recreation Ground
B4	Cooden Sea Road, Broadoak Lane, Woodsgate Park
B5	NCN2/West Parade, King Offa Primary, NBDA West
B6	Collington Rail Station – Hastings 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)

Appendix 5G outlines the network development work for Bexhill

Figure 26 - Existing network and committed schemes – Hastings

Figure 27 -Proposed network - Hastings

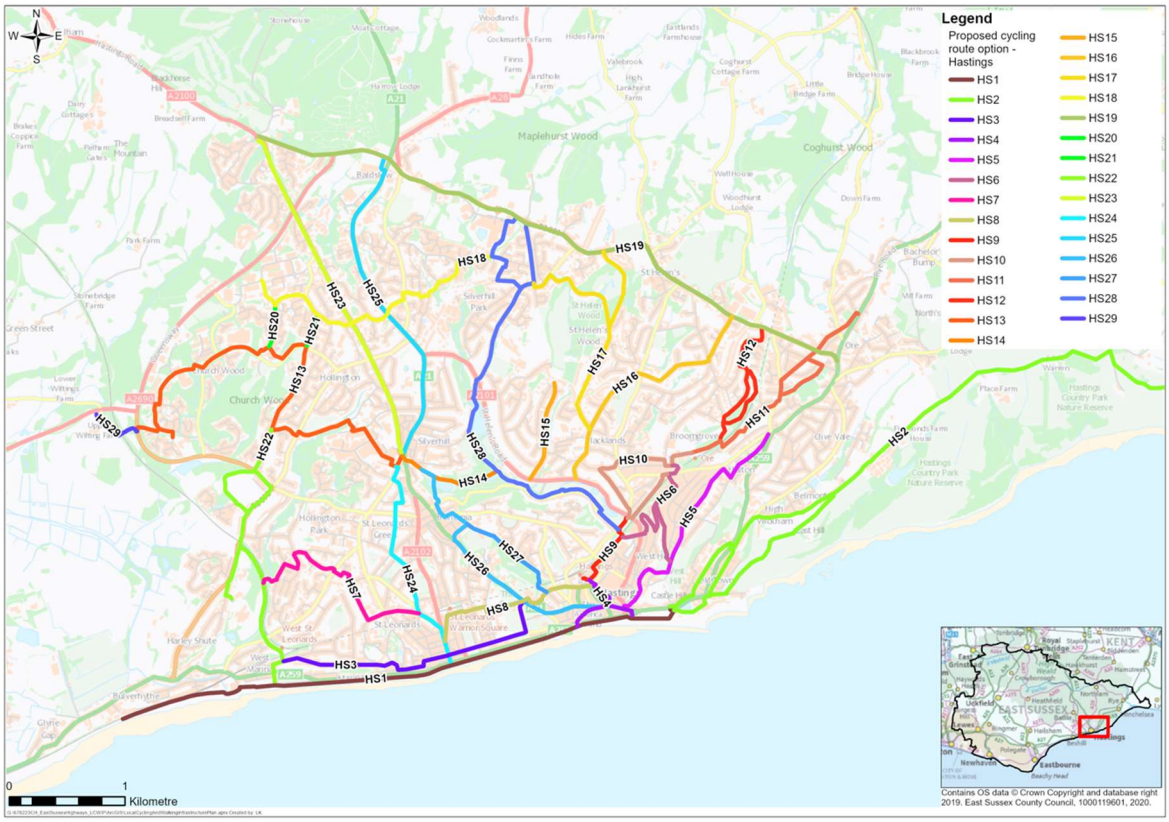


Table 12 Scheme Number	Scheme Names Hastings
HS1	NCN2 Bulverhythe – Old Town
HS2	NCN2 Bulverhythe - Fairlight
HS3	Robertson Street – Wellington Place
HS4	West Hill
HS5	Hastings Station – St Helens Road
HS6	St Helens Road – Ore Road
HS7	Ore Station – The Ridge
HS8	Ore Station – The Ridge (Alternative)
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

Appendix 5H outlines the network development work for Hastings

Rural East Sussex

3.3.5 North Wealden & North Lewes area

Uckfield, Heathfield, Crowborough

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 trip attractors, i.e. employment, educations and local amenities, and particularly access to rail stations. As this area has a high level of out commuting by rail. 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 needs.

Figure 28 - Existing network and committed schemes - North Wealden & North Lewes area

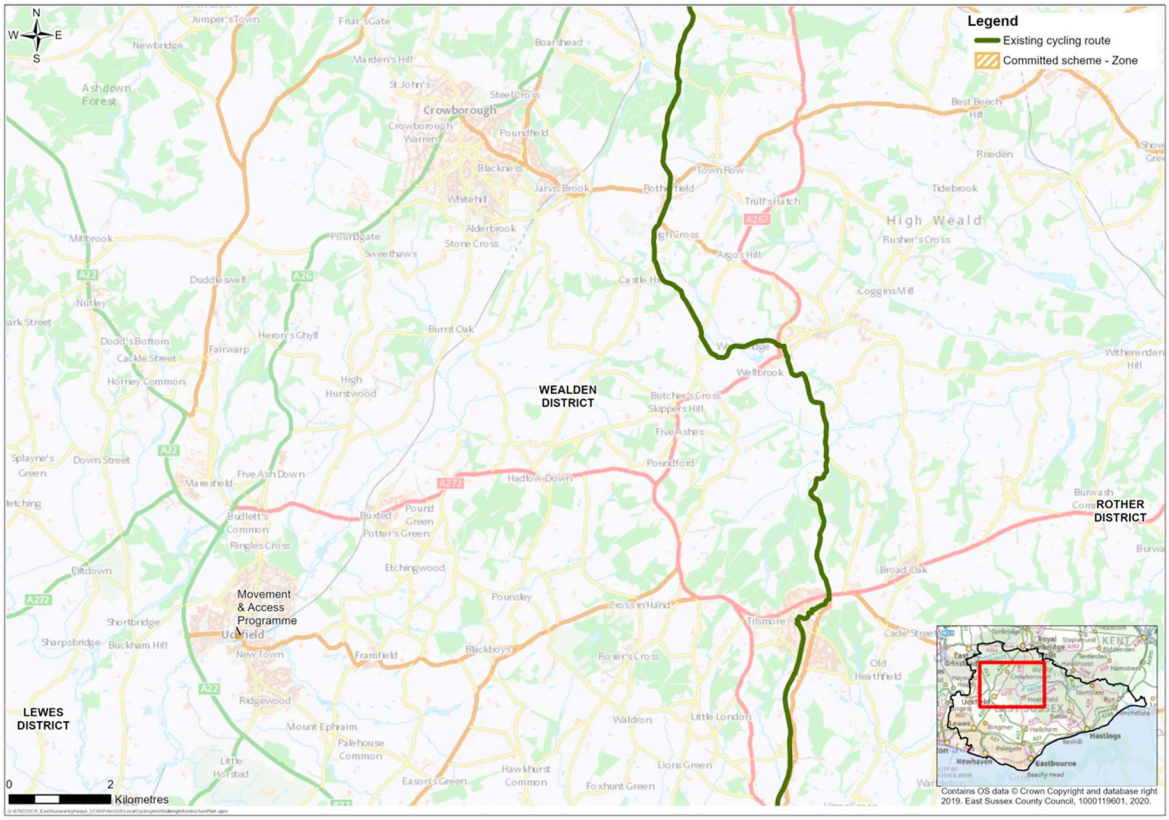


Figure 29 -Proposed network – Uckfield

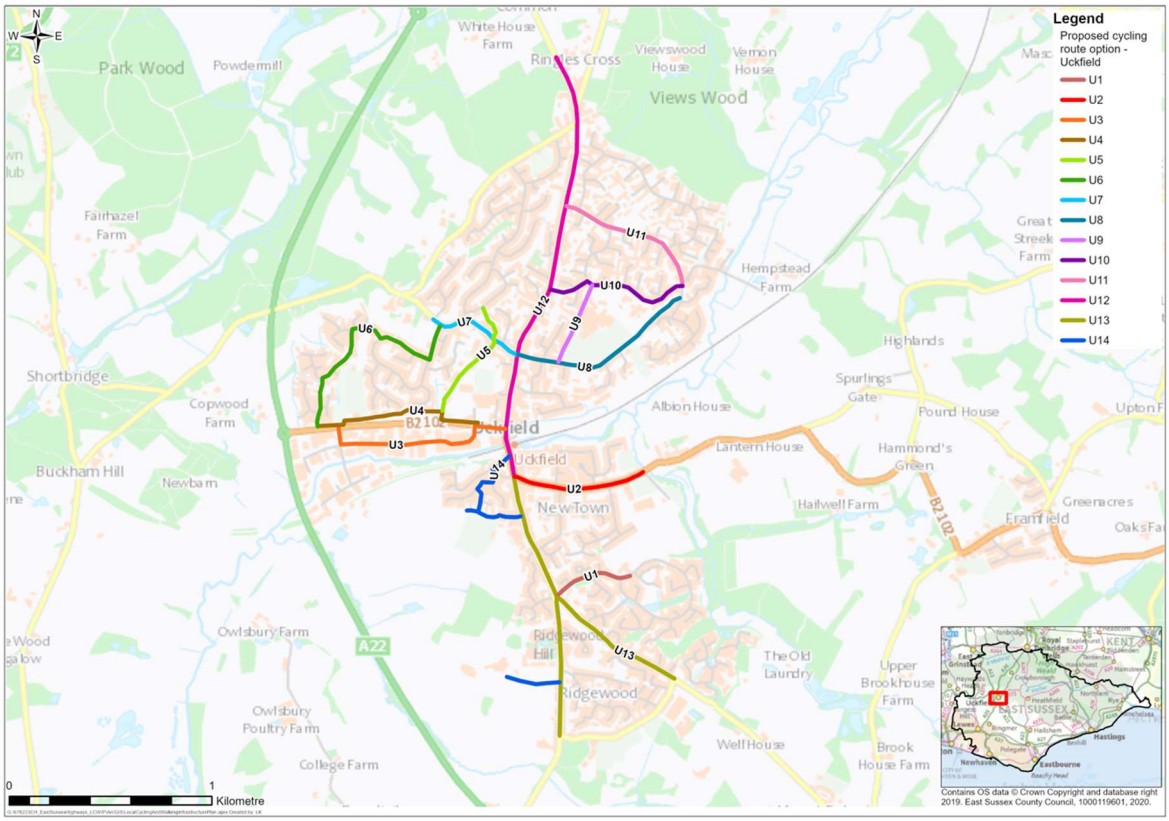


Table 13 Scheme Number	Scheme Names Uckfield
U1	Mallard Drive
U2	Framfield Road
U3	Belfarm Road to Bell Lane
U4	Bellfarm Road Greenway
U5	Belmont Road - Manor Way
U6	Batchelor Way - Rocks Park
U7	Church Street
U8	Hempstead Lane
U9	Lime Tree Avenue
U10	Southview Drive/ Downsview Crescent
U11	Browns Lane
U12	B2102 Ringles Cross – Framfield Road
U13	New Town - Ridgewood
U14	New Town to Railway Station (via Victoria Pleasure Ground)

Appendix 5I outlines the network development work for Uckfield

Figure 30 - Proposed network – Heathfield

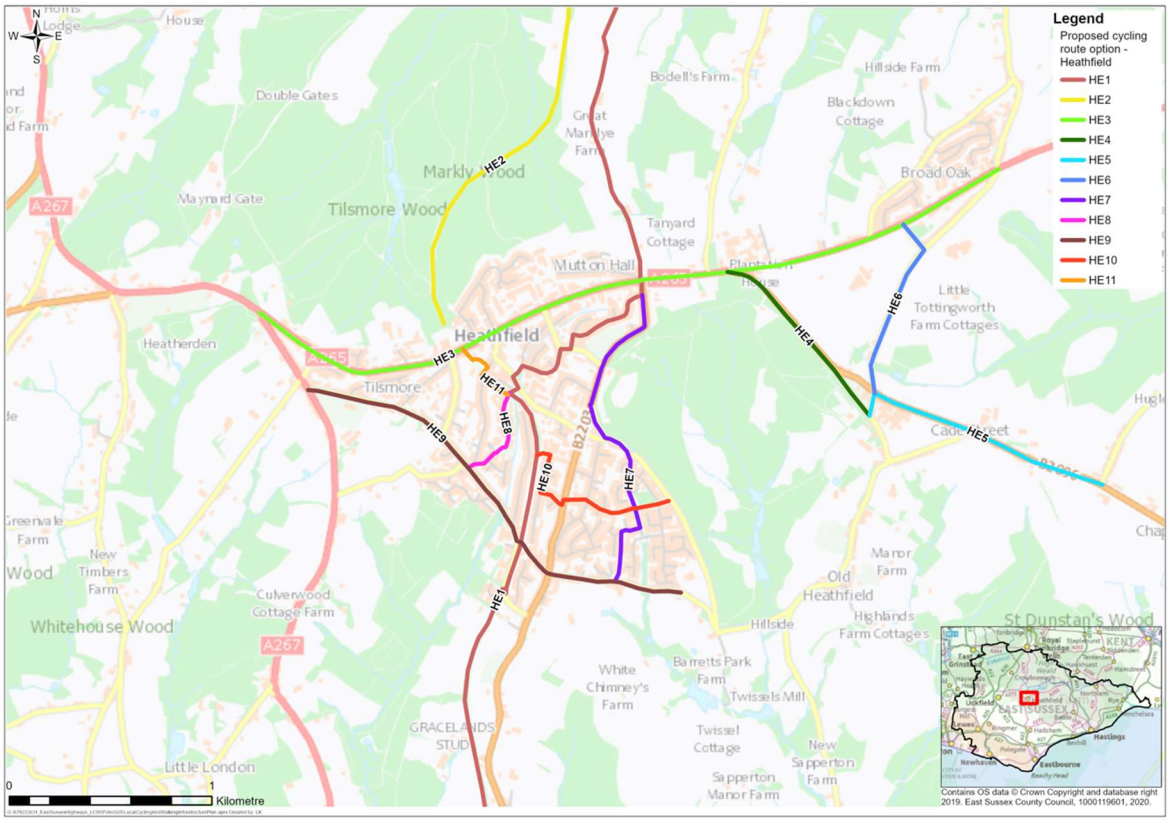


Table 14 Scheme Number	Scheme Names Heathfield
HE1	NCN Route 21
HE2	Cuckoo Trail Extension
HE3	A265 Snatchells Farm – Broad Oak
HE4	Battle Road West
HE5	Battle Road East
HE6	Halley Road
HE7	A256 – Sandy Cross Lane
HE8	Leeves Common
HE9	Sheepsetting Lane – Sandy Cross Lane
HE10	Cuckoo Drive – Green Lane
HE11	Thorny Close Link

Appendix 5J outlines the network development work for Heathfield

Figure 31 - Proposed network – Crowborough

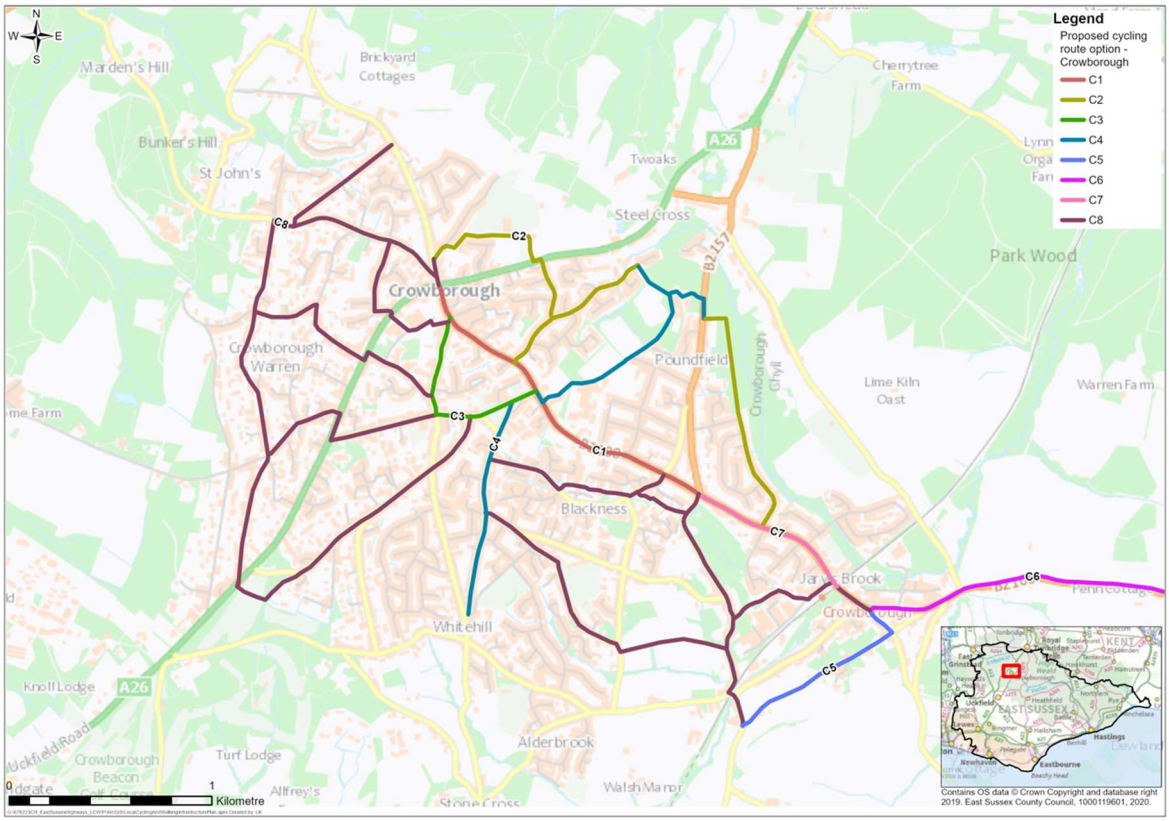


Table 15 Scheme Number	Scheme Names Crowborough
C1/C3/C7	B21 from the A27 - junction Green Lane and the Croft Road/Church Road Triangle
C2	Jarvis Brook – St Johns via Medway and Millbrook Road
C4	North/South link via Queens Road and Poundfield
C5	Jarvis Brook – Mount Pleasant – via Tubwell Lane
C6	Jarvis Brook - Rotherfield
C8	Area based improvements – residential areas

Appendix 5K outlines the network development work for Crowborough

3.3.6 Rural Rother

Battle & Rye

The evidence in stage 2 highlights the historic nature of these smaller settlements, 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 two the settlements.

Figure 32 - Existing network and committed schemes Battle & Rye

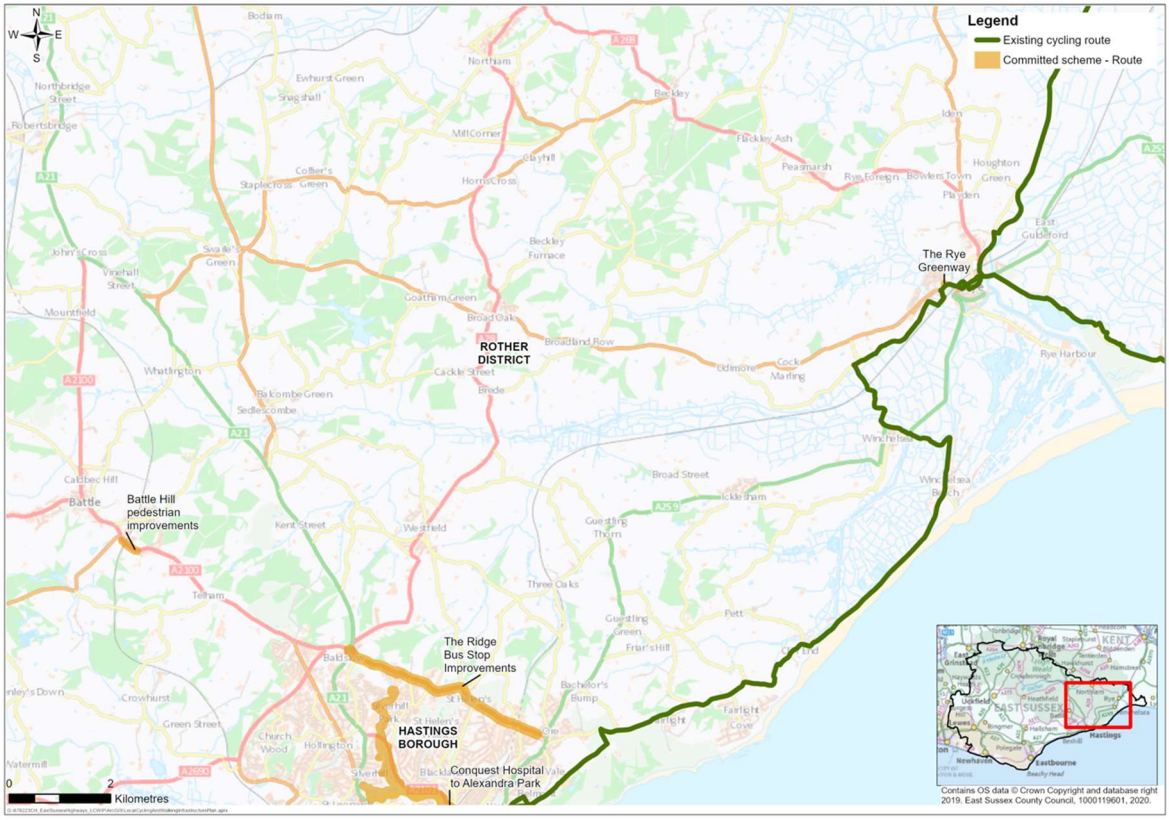


Figure 33 - Proposed network – Battle

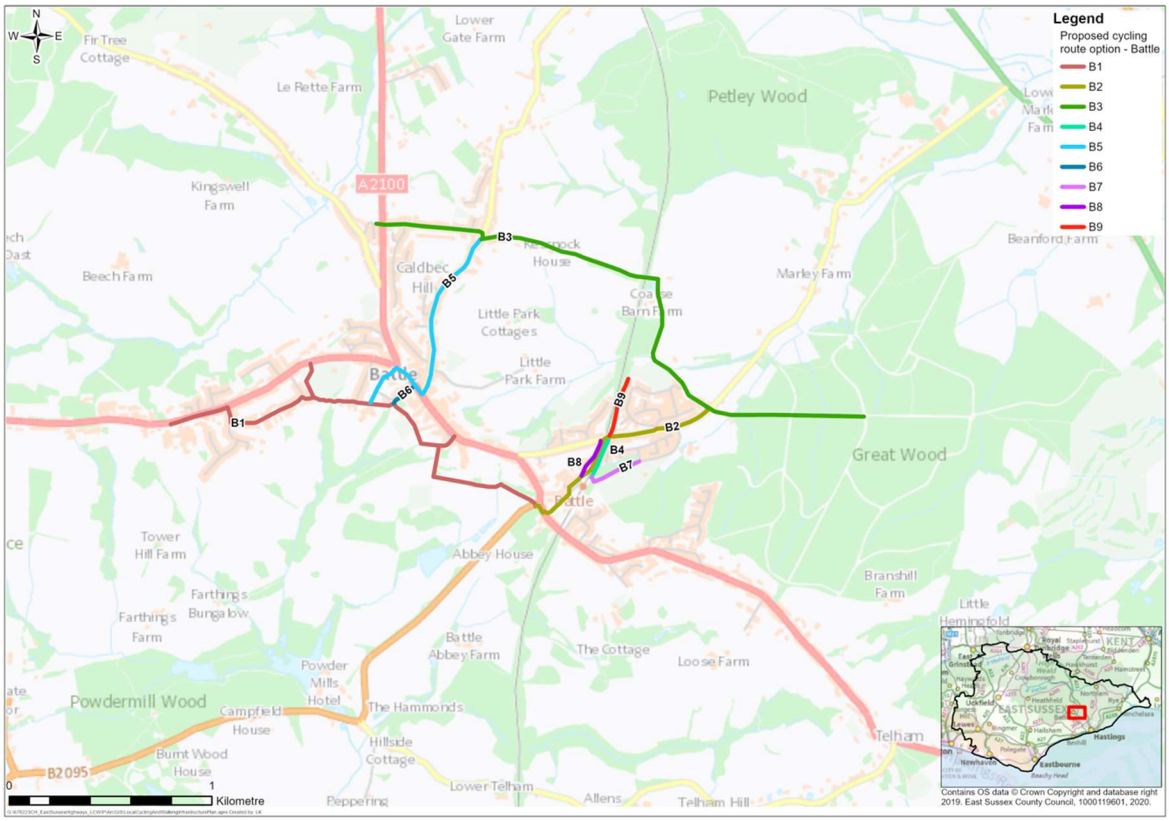


Figure 34 - Proposed network- Rye

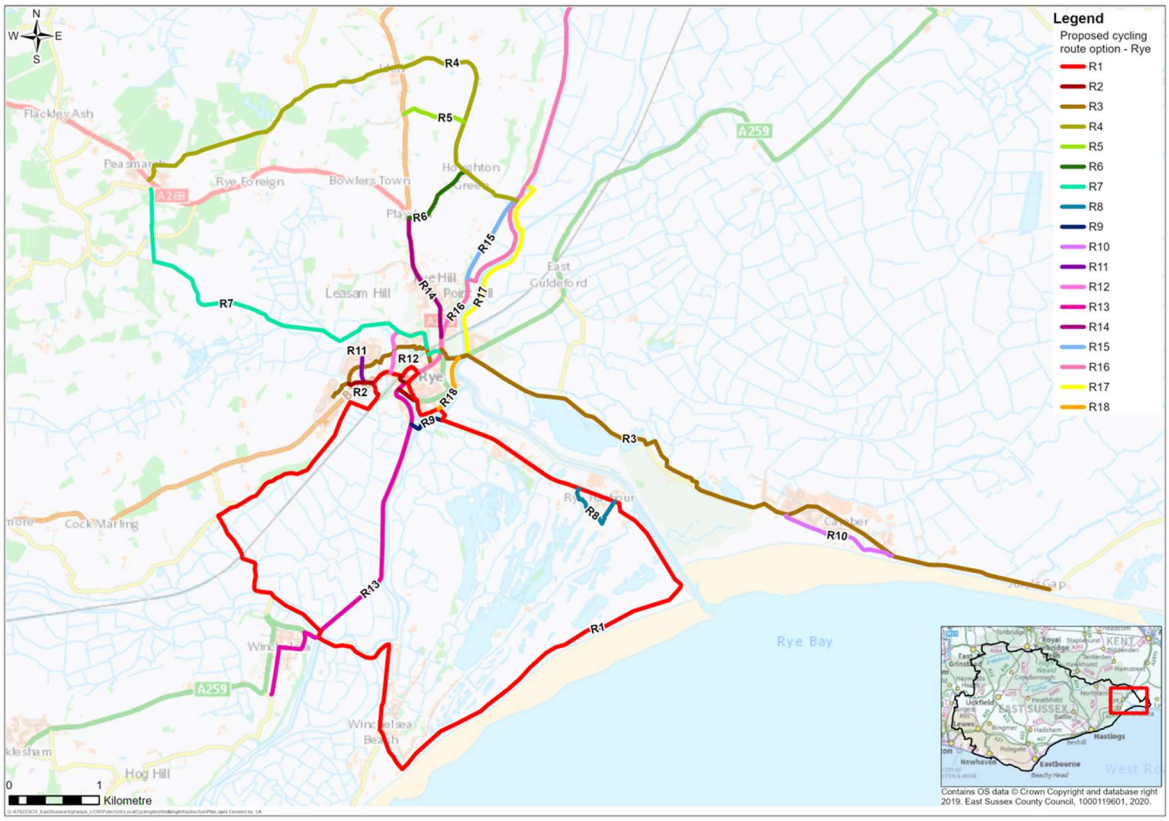


Table 16 Scheme Number	Scheme Names Battle
B1/B2	Battle Schools Greenway
B3	Uckham Lane, Marley Lane, Great Wood
B4/B7/B8/B9	Links to Blackfriars Re-development
B5	Battle North
B6	Link Automotive Estates

Appendix 5L outlines the network development work for Battle

Table 17 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

Appendix 5M outlines the network development work for Rye

3.4 Programme of cycle infrastructure improvements

The output from the cycle network is a list of preferred routes which form an initial tranche programme of cycle key infrastructure improvements. These are specifically outlined in Stage 5 – Prioritising Improvements.

Stage 4 – Network Planning for Walking

4.1 Introduction

As outlined in 3.2 the cycle network planning also identified improvements for pedestrians particularly 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. To develop this further network planning, specifically for walking has been undertaken.

The two key outputs of this section are:

- **the development of a walking network map, and a**
- **programme of infrastructure improvements**.

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. The key outputs will be adopted as strategic planning documents.

As outlined in stage 3 – cycle network planning, it **is important to note that the outputs from this stage will be subject to further review and development work.**

The networks outlined below were informed by the assessments undertaken by both Sustrans and Jacobs consulting, whom ESCC commissioned to support with this element of the LCWIP. To ensure a consistent approach, as utilised with the development of the cycle network, views were and are being obtained from local cycling, walking and access groups alongside the district and borough councils and other key ESCC stakeholders.

In some areas of the county, existing plans for infrastructure improvements which provide greater priority for pedestrians, especially within town centres has been integrated as part of the development of the walking network maps.

In undertaking the assessments key factors raised by stakeholders in relation to improving access through the provision of dropped kerbs and reducing conflict between pedestrians and cyclists has been considered.

4.2 How have the walking networks been developed?

The walking networks and core zones were developed using the DfT LCWIP Technical Guidance for Local Authorities as a guide, alongside the design guidance published as part of Active Travel (Wales) Act 2013.

The process for assessing walking networks lends itself to larger more urban type geographies; therefore the larger urban settlements have been prioritised. Further assessment work for pedestrian improvements for the smaller settlements will be undertaken in the future.

4.2.1 Mapping Trip Generators

Using a GIS platform the trip origins and the significant existing and proposed key trip generators within the specified geographic areas were identified and clustered, i.e. **origins** - residential areas, **existing & proposed trip generators** – another settlement, employment, education sites, healthcare, retail, community facilities (leisure centres), transport interchanges and allocated sites for housing and employment identified in district and borough local plans. The plotting of the origins and destinations naturally formed an indicative network of desire lines as shown in Appendix 6.

4.2.2 Identifying Core Walking Zones

The core walking zones were defined once the existing and proposed trip generators were identified. As previously stated the trip generators tend to be located closer together within the core walking zones, which in East Sussex were in town centres within the more urban centres.

4.2.3 Identifying Key Walking Routes

A street audit was undertaken using the DfT's Walking Route Audit Tool (as noted in the preceding chapter) within the core walking zones and on the key routes to identify current issues and actions for potential improvements. This integrated consideration to existing programmes of work, particularly within Eastbourne and Hastings, and importantly assessed the needs of more vulnerable pedestrians, including older people, people with physical or hidden disabilities and people using buggies.

4.2.4 Auditing Key Walking Routes & Core Walking Zones

A street audit was undertaken within the core walking zones and on the key routes to identify potential improvements. This integrated consideration to existing programmes of work, particularly within Eastbourne and Hastings, and importantly assessed the needs of more vulnerable pedestrians, including older people, people with physical or hidden disabilities and people using buggies.

4.2.5 Establishing Walking Infrastructure Improvements

The audit identified issues and where infrastructure is currently inadequate and has put forward a series of proposed improvements predominantly to the existing network. The outcomes of the audits are outlined in Appendix 5 – 5O. Proposed route improvements were also costed using benchmark costs from similar schemes already delivered in East Sussex and elsewhere, with 44% optimism bias applied given the early stage of the scheme development process to inform the BCR score.

4.3 Walking Network Maps

The key output from the assessment undertaken of a number of towns as outlined below, is a **proposed walking network map of preferred routes**.

Coastal East Sussex

4.3.1 Newhaven Area - Newhaven

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

Figure 35 – Proposed Walking Network - Newhaven

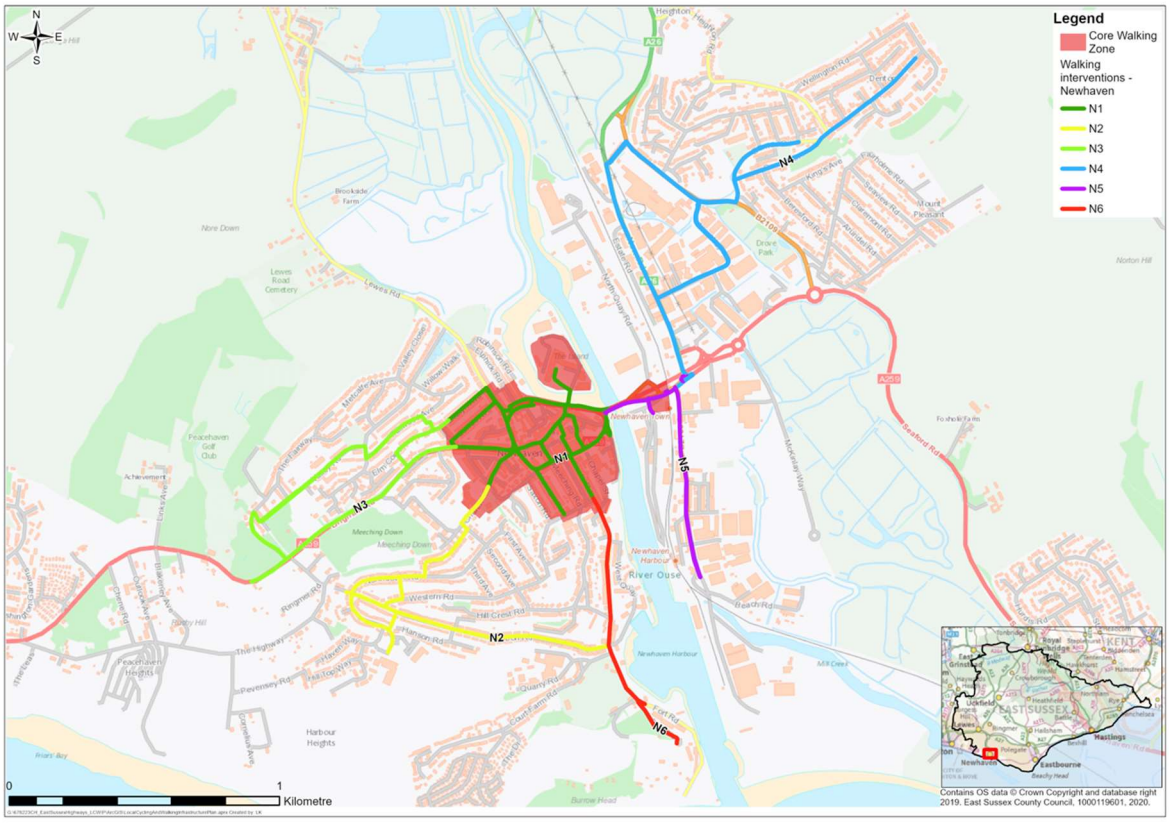


Table 18 Scheme Number	Scheme Name
N1	Core Walking Zone
N2	Church Hill to Southdown Rd
N3	Eveyln Ave to Brighton Rd
N4	Drove Rd to Denton Rd
N5	North Way to Beach Rd
N6	South Rd to Fort Rise

The outputs from the audit and the details related to the identified schemes are outlined in Appendix 5 O.

4.3.2 Lewes & South Downs National Park - Lewes

Lewes is a historic town and therefore the current pedestrian environment is reflective of this. Therefore key issues identified were narrow footway widths, quality of footway surfacing or the need for increased footway provision.

Figure 36 – Proposed Walking Map - Lewes

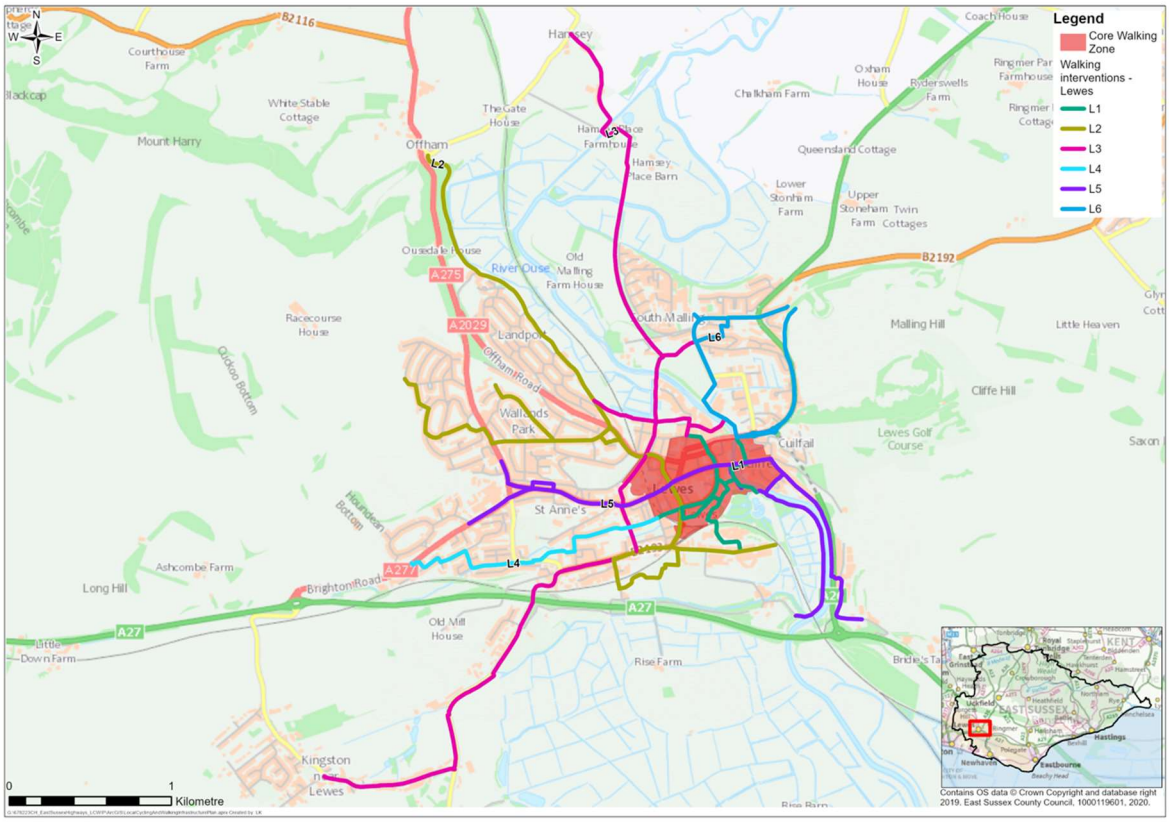


Table 19 Scheme Number	Scheme Name
L1	Core Walking Zone
L2	Cockshut Road to The Drove
L3	Wellgreen Lane to Whitfield Lane
L4	Elm Grove to Brighton Rd
L5	Brighton Road to Southerham Lane
L6	Phoenix Causeway to Mill Road

The outputs from the audit and the details related to the identified schemes are outlined in Appendix 5 O.

4.3.3 Eastbourne & South Wealden - Eastbourne

The audit has enabled further development of work ESCC and LDC-EBC are currently undertaking to transform priority for people accessing the town centre using sustainable transport. 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 in provision.

Figure 37 – Proposed Walking Map - Eastbourne

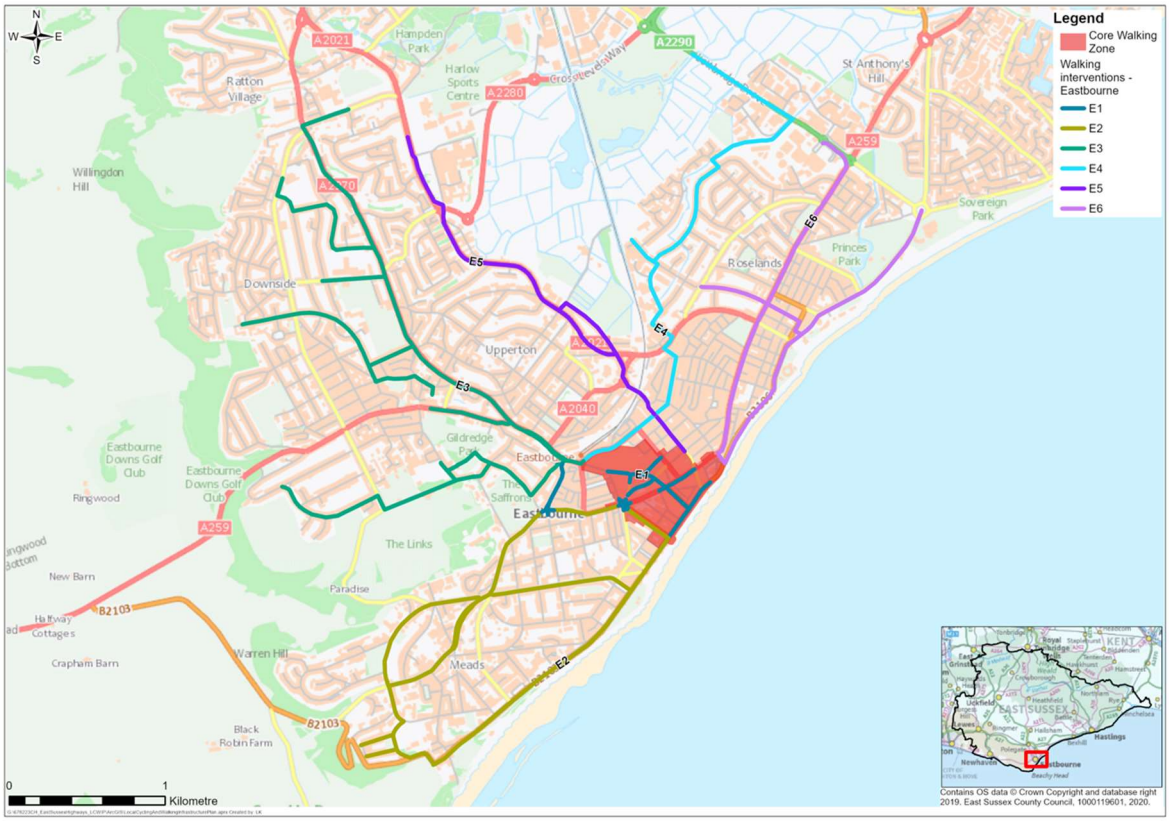


Table 20 Scheme Number	Scheme Name
E1	Core Walking Zone
E2	Devonshire Place to Wellcombe Crescent
E3	Terminus Road to Park Avenue
E4	Ashford Road to Lottbridge Drive
E5	Cavendish Place to King's Drive
E6	Marine Parade Rd to Birch Roundabout

The outputs from the audit and the details related to the identified schemes are outlined in Appendix 5 O.

4.3.4 Eastbourne & South Wealden - Hailsham

With the ambition to be a '10 minute town' where people can access the local services they need using sustainable transport, pedestrian accessibility is crucial. Key improvements identified for this town include the need to provide greater access to the Cuckoo Trail and raise the visibility of this, increased provision of dropped kerb provision, increased footway widths at certain location and the provision of crossing facilities on busier roads. This audit will form the basis for further transport study work as part of Wealden's new Local Plan.

Figure 38 – Proposed Walking Map – Hailsham

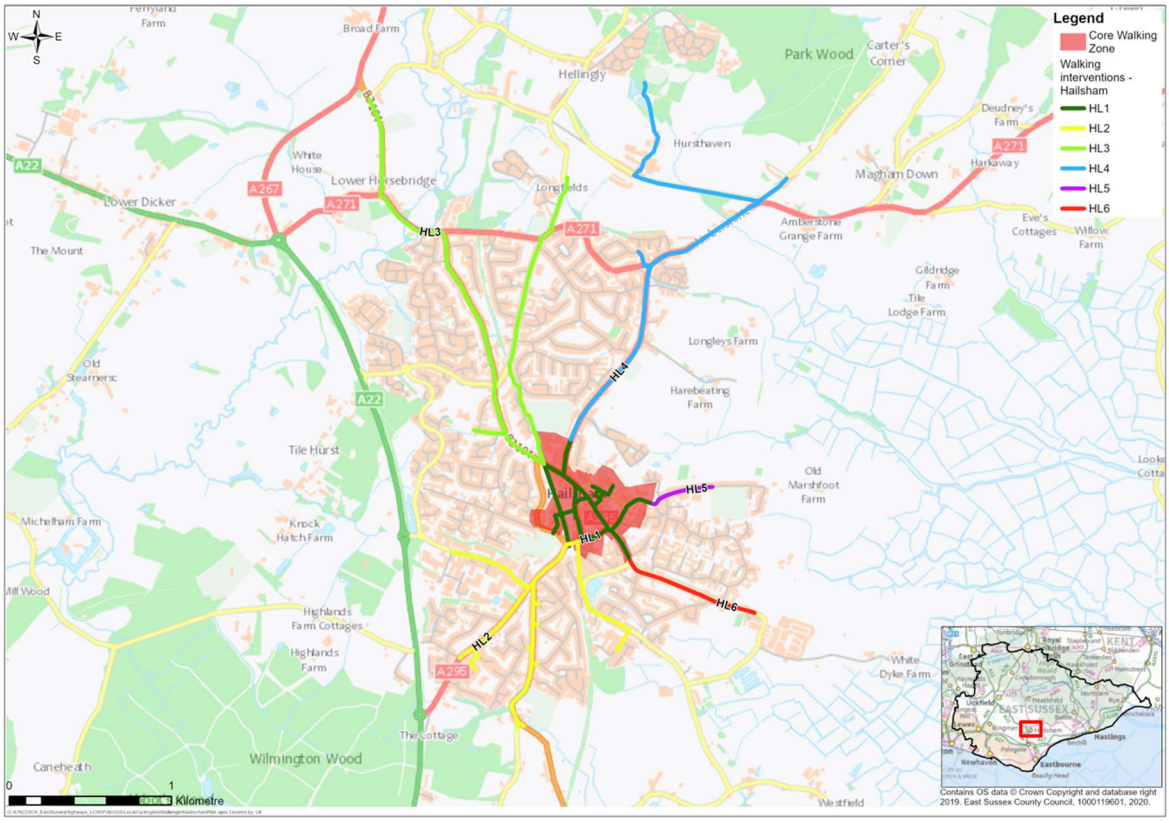


Table 21 Scheme Number	Scheme Name
H1	Core Walking Zone
H2	South Rd to Arlington Road East
H3	London Road to Church Road
H4	Battle Road New Road
H5	Marshfoot Lane
H6	Mill Road

The outputs from the audit and the details related to the identified schemes are outlined in Appendix 5 O.

4.3.5 Bexhill & Hastings – Bexhill

This audit identified further measures to develop a future phase of work to complement the existing Bexhill & Hastings Movement & Access Programme. This also supports Rother District Council's ambitions to transform the public realm in Bexhill town centre in the near future. This work can be considered as part of further assessment work. With generally an older population living in Bexhill compared to other areas of the county, accessibility is essential. The key issues identified include the need for enforcement to limit parking on existing footways, resurfacing of footways, increasing footway widths, increasing pedestrian crossing points and expansion of dropped kerb provision. Any changes to the pedestrian environment would need to have regard to Rother District Council's Public Realm Strategic Framework.

Figure 39 – Proposed Walking Map – Bexhill

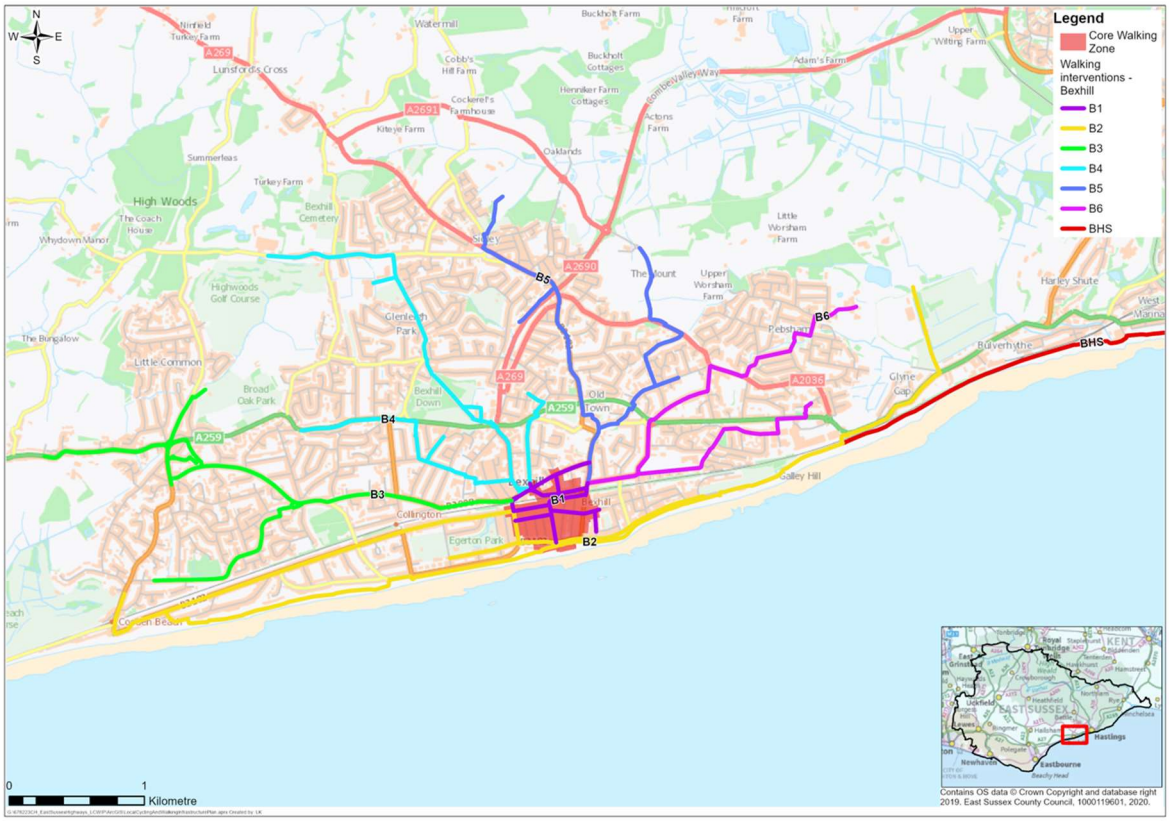


Table 22 Scheme Number	Scheme Name
B1	Core Walking Zone
B2	Cooden Sea Road to Freshfields
B3	Station Road to Barnhorn Road
B4	Buckhurst Place to Turkey Road
B5	Sea Road to Watermill Lane
B6	Upper Sea Road to Pebsham Lane

The outputs from the audit and the details related to the identified schemes are outlined in Appendix 5 O.

4.3.6 Bexhill & Hastings – *Hastings*

This audit identified further measures to develop a future phase of work to complement the existing Bexhill & Hastings Movement & Access Programme, which is delivering improvements to the pedestrian provision in the town centre, improved access by cycling and wayfinding. The key issues identified include the need for refurbishment of tactile paving, increased dropped kerb provision, and greater pedestrian crossing facilities.

Figure 40 – Proposed Walking Map - Hastings

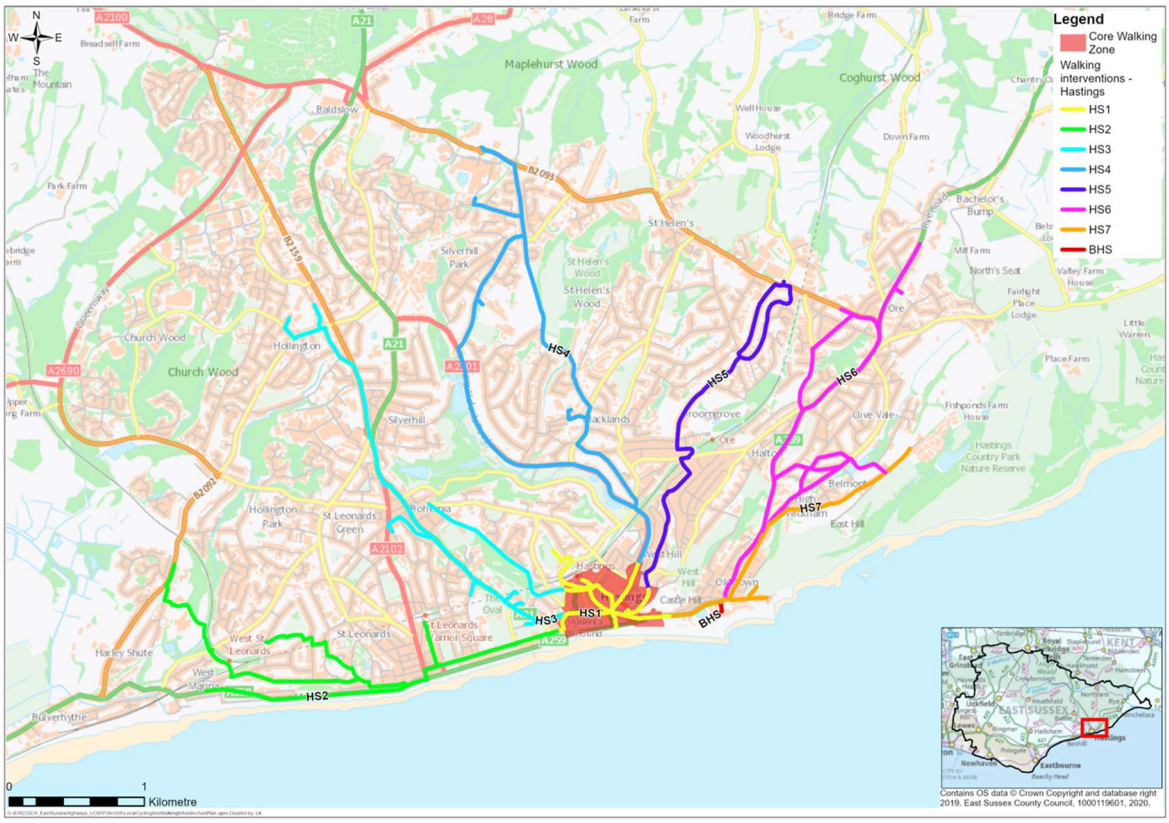


Table 23 Scheme Number	Scheme Name
H1	Core Walking Zone
H2	White Rock to Harley Shute Road
H3	Cornwallis Gardens to Hollington Old Lane
H4	Queens Rd to The Ridge
H5	Milward Road to Ivyhouse Lane
H6	The Bourne to Rye Road
H7	Pelham Place to Barley Lane
BHS:	Bexhill-Hastings Seafront

The outputs from the audit and the details related to the identified schemes are outlined in Appendix 5 O.

4.4 Future Walking Network Development Work – Other Areas

As outlined above the LCWIP network development for cycling also identified improvements for pedestrians where possible, but walking network development work has been more focussed on the 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. A review of whether this could be applied beyond the town centres, will also be explored.

Stage 5 – Prioritising Improvements

5.1 Purpose of the prioritisation

The purpose of this stage is to utilise the evidence collected in stages 3 & 4 and to undertake an initial prioritisation of potential schemes which have been identified and which, importantly, align with the strategic focus of the plan.

This will be during the ten year timescale of the LCWIP and beyond, over the following periods:

- **short (<3 years)**
- **medium (3- 5 years) and**
- **longer term (>5 years).**

Within the DfT's LCWIP Technical Guidance there is an emphasis on identifying those schemes which will have the greatest impact on increasing the number of people who choose to cycle and walk, which will in turn provide the best value for money.

As previously outlined, the delivery of the LCWIP and the schemes and initiatives identified are dependent on ESCC and our partners securing funding.

Whilst the prioritisation process is important, the schemes may not always come forward according to the initial prioritised list of schemes. 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**

Therefore ESCC and our partners will work collaboratively and with innovation to source and secure funding to deliver the plan and the range of schemes identified as outlined in appendix 5.

5.2 Prioritisation Framework

In order to assess the schemes identified an assessment framework, based on a multi-criteria approach, has been developed by ESCC, as outlined in appendix 6.This takes into consideration the key factors which influence transport infrastructure scheme development

and delivery, to identify schemes that can be brought forward in a timely way, with key risks and constraints understood prior to bidding for funding.

To provide a consistent approach, the assessment framework is in alignment with the established ESCC framework utilised to prioritise transport schemes for inclusion in ESCC annual Capital Programme for Local Transport Improvements.

The following factors, with an associated scoring mechanism, have been included:

1. **Scheme Details** – assesses the geographic location of the scheme, the scale of impact of the scheme and the effectiveness, in terms of the opportunity to maximise the number of people who choose to cycle and walk.
2. **Policy Fit** – assesses how the scheme meets with policies in relation to the economy, social (i.e. health, safety and access) and the environment.
3. **Financial** – assesses the estimated cost, the value for money, opportunities to secure external funding and consideration of maintenance costs.
4. **Deliverability** – assesses the feasibility of the scheme, the opportunities to link with existing transport infrastructure schemes and the acceptability of the scheme from political members, stakeholders and the general public.

The schemes identified within the geographic areas, outlined in Stage 1, have been assessed and a summary of the **initial tranche of prioritised programme of infrastructure improvements** is as outlined below. (This is a live document; therefore the list of schemes will be subject to review and according to the availability of funding. Therefore this will be updated accordingly.)

Table 24 - 5.3 Schemes – Short/Medium/Long Term

The table below outlines the schemes which ESCC and key local partners will actively seek initial funding for:

Prioritised Schemes	Short	Medium	Long
Eastbourne & South Wealden			
Hailsham/Polegate/Eastbourne Movement & Access Programme – HPE MAC			
Eastbourne Town Centre Phase 2B			
Eastbourne Seafront Cycle Route/Pedestrian Access			
Eastbourne Rail Station to Seafront - Cycle Route			
Coastal Cultural Trail			
A259 Newhaven – Pevensey Multi Modal Corridor Scheme			
Cuckoo Trail – improve access points			
Hastings & Bexhill			
Coombe Valley Greenway Upgrade			
Alexandra Park - Conquest Hospital Hastings			
Bexhill & Hastings Movement & Access Programme (BHMAP) Phase 2			
Bexhill Town Centre Improvements			
Bexhill Cycle Routes			

Coastal Cultural Trail			
Newhaven Area			
Exceat Bridge - Walking and Cycling Provision			
Avis Road - Newhaven (Multi - Modal) Scheme			
A259 Newhaven – Pevensey Multi Modal Corridor Scheme			
Lewes & SDNPA			
Regional Route 90 - Lewes Town Centre			
A27 - Falmer - Ashcombe Roundabout			
Egrets Way Lewes – Newhaven - Phases • 5 - Newhaven to Piddinghoe • 6 - Lewes to Rodmell • 7 - Piddinghoe to Deans Farm			
Lewes Wayfinding			

5.4 Scheme Costs & Appraisal

As referred to earlier in the plan, ESCC has recent experience of securing over £25m of funding through the South East Local Growth Fund to deliver sustainable transport infrastructure improvements. This is alongside working with key local partners to support the securing of funding and scheme delivery.

The development of business cases for many of these programmes of work and individual schemes have demonstrated that cycling and walking provide high value for money.

As part of this LCWIP, return on investment has been calculated using the DfT's Active Mode Appraisal Tool (AMAT). This tool estimates economic benefits as a result of investing in walking and cycling schemes in line with DfT WebTAG appraisal guidance compared against high level cost estimates for improvements. The benefits reported within the tool include:

- Health through reduced mortality
- Modal shift through reduced congestion and reduced environmental impacts
- Journey Ambience

The initial phase of prioritised schemes as part of this LCWIP demonstrate a high value for money, as outlined below:

Table 25 – Benefit Cost Ratio of Prioritised Schemes

Prioritised Schemes BCR	Lower Cost Higher Demand Uplift	Higher Cost Lower Demand Uplift
Eastbourne & South Wealden		
Hailsham/Polegate/Eastbourne Movement & Access Programme – HPE MAC	**10.95**	**6.01**
Eastbourne Town Centre Phase 2B	**2.05**	**1.94**
Eastbourne Seafront Cycle Route/Pedestrian Access	**3.35**	**2.13**
Eastbourne Rail Station to Seafront - Cycle Route	**2.54**	**1.05**
Coastal Cultural Trail	**2.50**	**1.75**
Hastings & Bexhill		
Combe Valley Greenway Upgrade	**3.55**	**2.08**

Alexandra Park - Conquest Hospital Hastings	**2.42**	**1.44**
Bexhill & Hastings Movement & Access Programme (BHMAP) Phase 2	**2.83**	**2.41**
Bexhill Town Centre Improvements	**2.23**	**1.78**
Bexhill Cycle Routes	**TBC**	**TBC**
Newhaven Area		
Avis Road - Newhaven (Multi - Modal) Scheme	**3.36**	**1.50**
A259 Newhaven – Pevensey Multi Modal Corridor Scheme (Inc. Exceat Bridge)	**2.41**	**1.49**
Lewes & SDNPA		
Regional Route 90 - Lewes Town Centre	**2.81**	**1.90**
A27 - Falmer - Ashcombe Roundabout	**2.74**	**1.65**
Egrets Way Lewes – Newhaven Phases 5-7	**1.57**	**1.27**

More details in relation to the appraisal in relation to the prioritised schemes, is outlined in Appendix 7 – Active Modes Appraisal Toolkit (AMAT) Outputs.

Through the securing of funding and recent scheme evaluation ESCC and our partners are developing a rich source of local cycling and walking data. This will be utilised alongside reviewing the maintenance cost of the cycling and walking asset, in the development of future cases for funding, to provide a more accurate indication of potential scheme usage, which will inform the return on investment.

Stage 6 – Integration & Application

6.1 Embedding the LCWIP

Before you apply the LCWIP, it needs a robust strategic basis by being **embed** within ESCC and our partner's key strategic documents, across a range of policy areas. The relevant local documents are referred to in Part 1. Section 3. Policy Context. The action to embed the East Sussex LCWIP, which has been undertaken to date, is as follows:

Table 26 – Embedding the LCWIP in Strategic Documents

Strategic Documents	Action
East Sussex Local Transport Plan 2011-2026 (LTP)	LCWIP will be treated as a supplementary document to ESCC's LTP strategy document and Implementation plans. Will provide greater detail on which schemes can potentially be delivered subject to funding. *ESCC LTP is being reviewed during 2020 and will reflect the strategy outlined in Part 1, which focusses on 'planning for people and places'.*
ESCC's Highway Asset Management Strategy 2018 - 2024	The Asset Management Strategy supports the LCWIP by setting out an approach to maintaining the highway network - including footways and cycleways - in the best possible condition for the resources available. It is designed to allow for flexibility in the prioritisation of maintenance work and LCWIP objectives can be taken into consideration. *The Strategy is currently under review (April 2020)*
District & Borough Local Plans	East Sussex's LCWIP vision and policies are reflected in local plans policies, and the schemes identified within the LCWIP considered future patterns of growth and are included in Local Plan Infrastructure Development Plans, see below in 6.2.
ESCC Environment Plan 2020	LCWIP is referred to as a key deliverable within this document, to support a reduction in carbon emissions through the opportunities for greater numbers of people to cycle and walk for every day journeys.
ESCC Healthy Weight Plan 2020	LCWIP is referred to as supporting the opportunities to deliver both infrastructure and initiatives to support an increase in physical activity and mental wellbeing, alongside the need to integrate this with 'healthy and sustainable' place making.
ESCC Rights of Way Improvement Plan	LCWIP includes integration with the ROW network within the larger urban areas and key market towns. This plan is currently under review, therefore there is likely to be opportunities to improve the integration between these plans in the future.
ESCC Procurement Social Value Charter	ESCC will explore the opportunities to integrate the LCWIP within the charter as it supports a number of measures in relation to improving the environment, economy and health.

6.2 Application of LCWIP

The application of an LCWIP is one of the most crucial elements, as it will determine the ability of ESCC and their partners to deliver the plan.

With the East Sussex LCWIP having a robust strategic basis, will strengthen the application of this through its ability to influence a range of policy areas and the potential funding associated with these. Table 10 outlines the actions which ESCC and their partners will take to support the application of the East Sussex LCWIP, according to the four overarching principles.

Whilst all of the below actions are important, there are a number of key actions which have been identified by ESCC and stakeholders as critical to the delivery of the plan. These include ensuring that we **deliver high quality infrastructure**, which reflects current guidance and best practice, continuing to **work in partnership with key local partners to secure funding** and **ensuring the LCWIP is integrated as part of district and borough local plans.**

Table 27 – LCWIP Application – Action Plan

Action		Timescale
1. Consistent Policy Approach		
Work with key partners at a regional and local level to embed LCWIP into key strategy documents	As outlined in 6.1, further work will be undertaken to embed the LCWIP alongside other key partners strategic documents these may include: • TfSE Transport Strategy, • SELEP Local Industrial Strategy, • East Sussex's Growth Strategy, • ESCC Local Transport Plan review • ESCC Rights of Way Plan • ESCC Sustainable Modes of Travel Strategy • South Downs National Park LCWIP • South Downs National Park Management Plan • Borough/District/Neighbourhood plans and studies in relation to accessibility, sustainability, economy, leisure and green space	To be undertaken during the short term timescale of the plan (next 3 years).
Work with local plan authorities	Work with local plan authorities as they review their local plans to integrate LCWIP policies. Work with district and boroughs to ensure LCWIP strategic documents i.e. cycle and walking network maps and the programme of infrastructure improvements are adopted as part of their local plans and included within borough/district IDP's. This information will be used when assessing planning applications, and applied when appropriate to support the securing of development contributions. To support this, workshops will be held with district and borough policy and development control planners to establish the best methods for applying the LCWIP networks and securing development contributions.	2020/21 and ongoing
Work with Neighbourhood Plans	ESCC and District/Boroughs will continue to advise on how the LCWIP can be integrated within Neighbourhood Plans at the preparation stage, alongside using their future allocations of a CIL funding to support the delivery of cycling and walking infrastructure.	2020/21 and ongoing
2. High Quality Infrastructure Design & Engagement		

LCWIP Scheme Development – Priority Schemes	Further scheme development work will be undertaken on schemes identified as priorities within the LCWIP in order to inform future business cases or bids for funding	2020/21 and ongoing
Policies & Procedures	Update ESCC LCWIP policies, procedures and assessment approach as national guidance is published (i.e. infrastructure design –quality (accommodating e-cargo bikes etc.), shared space, pavement parking, e-scooters etc.)	To be updated as appropriate at the annual review of the LCWIP.
Equality Impact Assessments	A review will be undertaken on how EQIA's should be undertaken as part of scheme design, and whether the extent of a scheme should determine the detail which is attributed to this.	Initial action undertaken by ESCC and East Sussex Highways in 2020/21.
Training & Best Practice Guidance	Provide updated training or promote best practice guidance on cycling and walking infrastructure design, with an emphasis on **quality** and **inclusiveness**: • East Sussex Highways Design & Engineering Team • Developers though CIL/Section 106/278/38 agreements – infrastructure design work	Initial action undertaken by ESCC in 2020/21, then on-going review through the lifetime of the plan.
Integration with other modes of transport	ESCC and their partners will look to identify and develop the opportunities for greater multi modal programmes of work in the priority LCWIP areas on key corridors of movement with their key partners.	2020/21 and ongoing
3. Targeted Initiatives		
Travel Behaviour Change Programme	Undertake insight work with identified groups of people within East Sussex to develop a new programme of cycling & walking initiatives, targeted towards people's needs, within specific geographic areas. Explore partnership, monitoring and funding opportunities associated with these.	Led by ESCC and key partners 2020/21
Travel Planning/ Transport Assessments	ESCC and district/borough councils to apply LCWIP to travel plans and transport assessments.	2020/21 and ongoing
Active Travel Measures – Development Contributions	ESCC and district/borough councils to explore the option to develop a framework to secure development contributions to support travel behaviour change measures countywide.	2020/21 and ongoing

Integration of Smarter Mobility Schemes	ESCC will work with key local partners to explore options to integrate smarter mobility schemes as part of the LCWIP programme of infrastructure improvements.	2020/21 and ongoing
4. Partnership working will ensure the delivery of East Sussex's LCWIP		
LCWIP submission to DfT	Submission of the East Sussex LCWIP by ESCC and their partners, to the DfT for consideration of future allocations of national cycling and walking funding.	April 2020, and subsequent submissions should amendments be required.
External Funding Applications	ESCC and their partners to explore external funding opportunities to submit bids/business cases for the delivery of identified **LCWIP infrastructure and initiatives**. This could include in the immediate future: • Major Route Network (MRN) • MHCLG - Hastings High Street Fund • MHCLG - Newhaven High Street Fund • British Cycling • Energy Savings Trust – E-Cargo Bikes • Sport England	2020/21 and ongoing
ESCC Framework to supporting funding applications for both infrastructure & initiatives	ESCC will undertake research to identify the best options to develop a framework to support key partners and the wider community to seek and secure external funding. The aim of this is to support partners and community groups to take ownership in the delivery of both infrastructure and initiatives identified in the LCWIP and other projects which support the vision, principles and objectives of the East Sussex LCWIP.	2020/21
Review the role and focus of the East Sussex Cycling & Walking Forum	The role of the forum in recent times has focussed on supporting the development of the LCWIP. In partnership with the forum members, this will be reviewed, to establish how best the forum can collectively support the delivery of the LCWIP. As a key partner.	Review 2020
Work with neighbouring local authorities	Liaise more closely with neighbouring authorities, including Brighton & Hove City Council, West Sussex and Kent County Councils to develop links between LCWIP's in association with future studies, infrastructure projects and lobbying/securing of funding	2020/21 and ongoing

A number of the actions in Table 10 will build upon existing programmes of work and partnerships. These are in relation to travel behaviour change programmes, Bikeability training, partnership working and smart mobility. The LCWIP will provide a framework to align these more closely to the delivery of future of cycling and walking infrastructure. The information below outlines some current good practice from ESCC and their partners.

6.3 Travel Behaviour Change Programmes & Training

Travel behaviour change projects and training are an integral element of ESCC wider transport capital investment programmes. Programmes such as this maximise the use of the investment by enabling people and business to use new or improved infrastructure improvements by breaking down some of the common barriers people and businesses often associate with these modes of travel. These tend to focus on:

- **the perception of risk and safety, especially with cycling,**
- **the constraint of an existing busy life or**
- **not seeing it as normal for them.**

Whilst there is no optimum amount of revenue funding required to support capital schemes, they often support key outcomes, which capital funding alone cannot achieve. (Finding the Optimum, Transport for Quality of Life 2014). These types of programmes are fundamental to the East Sussex LCWIP and will remain an important element, as we aim to both extend the cycling and walking network alongside supporting integrated place making by giving people who are walking, cycling and using public transport greater priority. However the delivery of revenue funded schemes will be subject to ESCC and our partner's ability to secure funding.

6.3.1 Local Sustainable Transport Fund & Access Fund

ESCC has been successful in securing in the region of £5m of DfT funding alongside local contributions since 2012, to deliver a range of programmes which enable people to cycle or walk more for everyday journeys across ESCC key growth areas of Newhaven, Eastbourne & South Wealden and Bexhill & Hastings.

The funding has been secured through the Department for Transport 'Local Sustainable Transport Fund' and the 'Access Fund', where we have worked with educational establishments, workplaces and local community groups to look to break down the barriers often associated with cycling and walking. Details of these programmes can be found at:

https://www.eastsussex.gov.uk/roadsandtransport/localtransportplan/funding/

These programmes provide **high value for money, in the region of >7** and benefits across multiple policy areas, including the economy, health and environment. However, these benefits can sometimes be difficult to sustain without the availability of dedicated funding**.**

Programmes in East Sussex have included the following initiatives:

- **Cycle/electric cycle hire,**
- **Independent travel training,**
- **Sustrans Bike It & Active Steps Projects,**
- **Living Streets – Walking Projects,**
- **Wheels 2 Work,**
- **Cycle and walk leader training and**
- **Cycle hubs.**

ESCC has recently secured extension funding for their existing Access Fund for 2020/21. Appendix 8 includes the Access Fund Programme Case Study for 2018/2019.

6.3.2 Bikeability Training

ESCC is proud to be at the forefront of providing both children and adults the skills they need for riding their bikes on the road. ESCC provides training in schools, alongside school holiday courses and training for adults at Eastbourne Cycle Hub. This offer will be extended further when a cycle hub is launched in Peacehaven in 2020/21, as part of ESCC Access Fund Programme. For further information see the following link.

https://www.eastsussex.gov.uk/roadsandtransport/roads/roadsafety/cycle-and-driver-training/cycle-training/bikeability/what-is-bikeability/

6.3.3 Wheels for All

Alongside this ESCC also offer the 'Wheels for All' initiative. This is a nationally recognised programme, which enables adults and children with disabilities and differing needs to participate in cycling activities, which are supported by trained staff. At the Eastbourne Cycle Centre ESCC offer specially adapted cycles for users and their carers at weekly events. There has been a substantial demand for this service. Therefore ESCC will work with partners to seek funding to enable the expansion of this offer at Eastbourne, alongside launching this offer at the Peacehaven Cycle Hub from 2020/21.

6.3.4 Future Travel Behaviour Change Programmes

ESCC has committed investment in 2020/21 to work alongside key partners to design a future travel behaviour change programme. This will look to apply the learning secured through both the LSTF and Access fund programmes, together with commissioning insight work with specific groups of people within the County to understand their specific barriers in using sustainable travel. This insight will be utilised in the design of initiatives and the monitoring associated with these to enable the collection of more robust output and outcome data.

ESCC and their partners will also look to see how projects involving the use of e-cargo bikes can be established, alongside extending the opportunities for the use of electric cycles and the charging of these at key destinations. The opportunities to also support social prescribing (potentially through a cycling on prescription project), will also be explored.

6.4 Partnership Working

Partnership working is a key principle of the East Sussex LCWIP as it will be essential to support the delivery of plan. Some examples of existing good practice are outlined in Appendix 8.

6.4.1 DEFRA Air Quality Management Fund Programmes

Sussex Air is represented by all the Local Authorities in Sussex who work in partnership to ensure that they meet their statutory obligations to assess and report on local air quality, They also deliver projects to improve local air quality and to reduce people's exposure to poor air quality. Sussex Air has been successful in securing DEFRA funding during 2019/20 and 2020/21 to deliver air quality projects integrated as part of Access Fund Programmes in schools across Sussex.

6.5 Integrating with Smart Mobility

ESCC and their partners are keen to embrace the changes that technology is generating for travel and transport and for this to be an integral element of the wider transport strategy for the county. The key relationship with the East Sussex LCWIP is that this must not undermine the opportunities for cycling and walking by reducing the attractiveness of these modes of travel. Cycling and walking must remain the best option for short local journeys or as part of longer journeys.

Therefore ESCC and their partners welcome the publication of the DfT document 'Future of Transport Regulatory Review', March 2020, with the support to make journeys 'easier and greener' and the opportunities to use data and growing digital capabilities to package different services (including measures such as cycle hire) together for travelers when they are planning journeys.

There are key opportunities through the use of micro-mobility (i.e. electric scooters) once the legal frameworks are agreed, to help manage some of the barriers for people who are less active. This is alongside the use of electric bikes and associated charging facilities, especially in some areas of the County where the terrain is more challenging.

Other areas which the LCWIP could look to integrate with smart mobility include:

- how technology could be paired with people with an interest in maintaining a healthier lifestyle. Trends such as 'quantified self' with people measuring their daily steps, miles cycled, and calories consumed via the use of smart applications.
- achieving smartness through collaboration based on broad stakeholder engagement with not just local, but international stakeholders such as institutes of technology and engineering, to support research and development and home-grown capital investment in real-time data analysis of traffic information and air quality monitoring.
- integrating smart technology and sustainable transport measures to create more cohesive urban design and traffic control systems .

6.6 Reviewing & Updating

The East Sussex LCWIP will be monitored on an annual basis through the governance arrangements as outlined in stage 1, paragraph 1.3., and the progress and future projects will be reported through ESCC Integrated Transport Capital Programme.

A set of indicators has been developed and will be utilised to monitor the delivery of the plan. These are as outlined in Part 1 of the LCWIP, section 6.

As stated in the purpose of LCWIP, this is a 'live document', therefore to support this ESCC propose to upload the LCWIP as a web document, which can be updated more easily. This will be undertaken as part of the review of ESCC Local Transport Plan in 2020/21.

Glossary

AMAT	Active Modes Appraisal Toolkit
AONB	Area of Outstanding Natural Beauty
COPD	Chronic obstructive pulmonary disease
CWIS	Cycling & Walking Investment Plan
DfT	Department for Transport
LCWIP	Local Cycling & Walking Infrastructure Plan
MCAF	Multi Criteria Assessment Framework
PCT	Propensity to Cycle Tool
SE LEP	South East Local Enterprise Partnership
TfSE	Transport for South East