



Eastbourne Cycling Strategy

January 2012

(Final version to be desktop published to include illustrations)

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1. Introduction

1.1 Context

- 1.1.1 Cycling is an important sustainable travel option for residents, commuters and visitors in Eastbourne. In broad terms, cycling is normally undertaken to access work, schools, retail and leisure destinations in the town (utility trips) or for recreational purposes, often at weekends and evenings.
- 1.1.2 Currently around 3.5% of trips to work and school (utility cycling) in Eastbourne are undertaken by cycle, compared to the national average of 2.7% and just 1.7% across East Sussex. This is likely to be attributed to the predominately flat topography of the town and the densely populated housing areas.
- 1.1.3 Eastbourne currently benefits from a number of established cycling routes. The National Cycle Route 21 (NCR 21) provides a largely off-road cycling route from the southern end of the Cuckoo Trail at Polegate to the seafront at the Sovereign Centre. There are links off the NCR 21 to locations in the east of the town - Sovereign Harbour and Pevensey Bay, Lottbridge Drove and Shinewater Park/Langney - but also across towards the District General Hospital and Sussex Downs College. Recreational cyclists can also enjoy a number of bridleways in the South Downs National Park to the west of the town. However the western side of the urban area of Eastbourne has very limited cycling infrastructure for urban utility cycle trips despite this area of town accommodating a number of schools, colleges and university campuses.
- 1.1.4 A map showing the existing cycle network is at Appendix A.
- 1.1.5 With over 80% of Eastbourne's working population living within 5 kilometres of their workplace, there is great potential to increase urban utility cycling trips within the town, whether for work or leisure.¹
- 1.1.6 In addition, as Eastbourne, and the nearby areas in Wealden to the north continue to develop over the next 20 years with new housing, business and shopping areas, the development of an improved and expanded cycle route network as well as associated infrastructure will be a key element of local transport provision in the town. This will help to reduce traffic congestion, bring significant health and environmental benefits and improve access to services by providing greater travel choices.

1.2 Purpose of Strategy

- 1.2.1 Eastbourne Borough Council (EBC) and East Sussex County Council (ESCC) have worked in partnership to develop this strategy which sets out our overall approach to improving cycling in the town up until 2027. In particular, the strategy focuses on identifying a borough-wide network of cycle routes to ensure that funding secured through the planning process from developer contributions, can be used as effectively as possible.
- 1.2.2 The strategy also recognises that the levels of cycling in Eastbourne can only be increased where existing and new infrastructure meets a number of minimum requirements:

¹ East Sussex in Figures

- *Convenience* – new facilities should offer advantage in terms of directness/permeability and/or journey time; all routes should be clearly signed and trip-end facilities such as parking provided.
- *Accessibility* – cycle routes should link key residential and employment areas and connect naturally to other cycle routes.
- *Safety* – the impact of motor traffic on cycle routes should be reduced by exclusion or speed reducing features where appropriate.
- *Comfort* – Infrastructure should be designed such that cyclists are not required to undertake complex manoeuvres or be exposed to poor surfaces.
- *Attractiveness* – the cycling environment should be as attractive as possible and well maintained.

2. Policy Context

2.1 National

2.1.1 The Transport White Paper, 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen'² identifies that cycling presents an easy and cheap way for people to incorporate physical activity in their everyday lives. As well as the health benefits, the White Paper also highlights that cycling offers other benefits when it replaces vehicle trips, in particular for journeys under five miles, including reducing carbon emissions, improving air quality, and reducing congestion.

2.2 Local

2.2.1 At a local level, the following documents have helped shape the direction of this Strategy.

2.2.2 ***East Sussex Local Transport Plan (LTP) 2011 - 2026***³

2.2.3 The LTP recognises that investment in and the promotion of cycling will contribute to the delivery of all its high level objectives and has a number of benefits:

- **Improve economic competitiveness and growth** - Increasing the levels of cycling can help to tackle congestion hotspots and make local road networks function more efficiently which is good for journey time reliability and the local economy;
- **Improve safety, health and security** - cycling is an easy and low-impact activity which can significantly improve individual fitness and which has the potential to have a major impact on public health. It can help to reduce the risk of a range of health problems, notably heart disease and cancer, the leading preventable causes of premature death;
- **Tackling Climate Change** - one of the most significant benefits that is associated with increasing the levels of cycling is reducing local levels of pollution and CO2 emissions. If all the commuters in England with a journey of less than five miles travelled by bike rather than car or bus, 44,000 tonnes of CO2 would be saved in just one week; ⁴
- **Improve accessibility and social inclusion** - Cycling provides independent mobility for many people who choose not to drive or cannot drive, including children, people on low incomes, older or disabled people, to access jobs and services;
- **Improve Quality of Life** – Cycling can improve people's fitness and health, ability to access jobs and services, reductions in congestion, reductions in carbon emissions and improved air quality will all help contribute towards improving people's quality of life.

² 2011, www.dft.gov.uk

³ www.eastsussex.gov.uk/roadsandtransport

⁴ DfT, Making a Cycling Town

2.2.4 The LTP identifies Eastbourne as a priority area for investment with a range of cycle related measures identified, including:

- Improving accessibility for cyclists and
- Developing a cycle strategy and implementing a network of routes which focus on the National Cycle Network routes and key routes into Eastbourne town centre and along the seafront, with links to residential areas in Eastbourne and neighbouring settlements in the South Wealden area
- Working with the National Park Authority, to improve walking, cycling and public transport links into the South Downs National Park (SDNP).

2.2.5 ***East Sussex County Council Cycling Strategy***⁵

2.2.6 The County Council's approach to cycling, set out in its Cycling Strategy published in 2009, and summarised in the LTP, is to:

- Consider potential new cycle routes and facilities which encourage urban utility cycling
- Undertake cycle audits of all highway schemes
- Integrate cycling with public transport through establishing links to local and nation cycle routes and covered cycle parking
- Promote the health, environmental and financial benefits of cycling
- Through school travel plans, promote cycling, encourage the provision of secure covered cycle parking and provide on road training for Year 6 pupils
- Target vehicle drivers to raise awareness of the safety issues which prevent people cycling.

2.2.7 ***Eastbourne Borough Council emerging Local Development Framework (LDF) Proposed Core Strategy – The Eastbourne Plan.***⁶

The emerging LDF Core Strategy identifies that whilst there are currently opportunities for cycling across Eastbourne, the borough lacks a continuous and safe cycle network across the town and cycle routes need to follow desire lines between origin and major destinations, with appropriate facilities such as secure cycle parking and shower facilities.

The Core Strategy also highlights that the Borough Council is keen to promote environmentally sensitive transport to help to reduce carbon emissions from transport with the intention of establishing the borough as a 'low carbon town'. The Core Strategy identifies that measures will need to be implemented to help encourage more cycling, linking residential areas across the 14 neighbourhoods in Eastbourne to employment areas, shopping centres, the town centre and other parts of the town.

The Core Strategy also highlights that new development should reduce the need to travel; making cycling (as well as walking and accessibility to public transport) a priority in the design of their layouts and providing for the needs of cyclists including cycle parking.

⁵ 2009, www.eastsussex.gov.uk/roadsandtransport

⁶ The Eastbourne Plan, 2006 - 2027

2.2.8 ***Eastbourne Environment Strategy***⁷

2.2.9 One of the seven themes of the Eastbourne Environment Strategy is to create a low carbon town. The Environment Strategy's Action Plan identifies two priorities related to cycling – its promotion in order to increase its uptake as a healthier, cheaper and low carbon transport solution; and to develop a Cycling Strategy in order to improve and expand the existing cycling infrastructure as well as to increase the levels of cycling into and within the borough.

2.2.10 ***Eastbourne Town Centre Area Action Plan***⁸

2.2.11 The draft Eastbourne Town Centre AAP identifies that enhancements to cycling on the approaches to and within the town centre, connecting key attractions and arrival points, in particular the railway station and the Seafront, would greatly improve the way people use the town centre. Tackling issues such as crossing the ring road, thereby linking the town centre to adjoining neighbourhoods with safe surface level pedestrian and cycle crossings, will be an important part of this. The location, design and layout of new cycle parking must ensure that it is both safe and useable.

2.2.12 ***'Pride of Place' –A Sustainable Community Strategy for East Sussex***⁹

2.2.13 The Pride of Place strategy encourages the use of alternative methods of transport to reduce the number of car journeys made in Eastbourne and specifically to improve facilities for cycling and walking.

2.3 Evidence Gathering

2.3.1 The views of local stakeholders and members of the public are important in the development of any strategy. Accordingly, an initial stage of evidence gathering has been undertaken to inform the development of this strategy. This included:

- Establishing a working group, which included representatives from East Sussex County Council, Eastbourne Borough Council, the Community Environment Partnership for Eastbourne (CEPE) and Bespoke (Eastbourne's cycle campaign group), to identify the most appropriate improvements to the existing cycle route network in Eastbourne,
- Seeking views on cycle infrastructure improvements – routes and parking – at the Horsey and King Edwards Parade cycle route exhibition in October 2010 and at the inaugural Eastbourne Cycle Festival in May 2011.

2.3.2 During the evidence gathering process, the most important improvements for cyclists in Eastbourne were identified as being:

- a continuous, safe cycling route along the entire seafront corridor
- a safe crossing facility at Cross Levels Way / Lottbridge Drive
- a cycling route between town centre and seafront
- a cycling route between university area and town centre
- a cycling route between Langney and Sovereign Harbour

⁷ Eastbourne Environment Strategy 2010-2013, Eastbourne Borough Council

⁸ Draft Eastbourne Town Centre Area Action Plan, 2011

⁹ Pride of Place, 2008-2026

2.3.3 There was also recognition that small-scale, localised improvements to the existing road network are needed to benefit the safe movement of cyclists throughout the town.

2.3.4 We will investigate small scale improvements to the existing road network where they can benefit the safe movement of cyclists but not to the detriment of the safety and movement of all road users. These measures, which will be considered as part of the development of cycle / non-cycle schemes within the town or potentially as a small package of localised improvements, include:

- Advanced stop lines at junctions with traffic lights giving an area in front of queuing traffic for cyclists to wait and to move off safely
- Exceptions for cyclists from access restrictions or turning movement restrictions that are applied to motorised traffic
- Improved signage

3. Objectives and Strategy Approach

3.1 Objectives

3.1.1 Reflecting the national and local policy context, the objectives of the Eastbourne Cycling Strategy are:

- Objective 1: To create a safer, more attractive and accessible cycling network, with supporting infrastructure, to encourage more people to cycle into, out of and within Eastbourne.
- Objective 2: To create cross-boundary cycle links into adjacent towns and villages in the South Wealden area.
- Objective 3: To reduce dependence on the car for shorter distance utility trips by encouraging a shift to cycling.
- Objective 4: To raise the profile of cycling as a transport choice for residents of, and visitors to, Eastbourne.
- Objective 5: To provide information, skills and knowledge to enable people of all ages to cycle safely and confidently.

3.1.2 The extent to which we are able to deliver these objectives will be influenced by the levels of funding that will be available during the lifetime of this strategy.

3.2 Strategy Approach

3.2.1 The following policies will help deliver these objectives and guide the future development of cycle facilities in Eastbourne and ensure that suitable means are in place to promote cycling as a sustainable form of transport:

1. **Cycle Routes** - priority will be given to developing and funding urban utility cycle routes and facilities where they are part of:
 - the National Cycle Network;
 - routes from residential areas to places of work, shopping and retail centres, public transport interchange, hospitals/surgeries and leisure facilities;
 - links to safer journeys to school routes.

Further details on the priority cycle network proposals are set out in Section 4 and the Strategy Appendix.

2. **Hierarchy of Provision** - where new cycle routes or facilities are proposed, the Department for Transport's Hierarchy of Provision will be used to determine the most suitable intervention. Where possible, the preferred form of provision is to try and achieve conditions where cyclists are content to use the existing highway. Facilities that separate cyclists from motor traffic will be considered where a high number of cyclists are likely to use the route, especially children, on roads where the speed and volume of traffic is high or where accidents have occurred previously.

Consider first	Traffic reduction
	Speed reduction
	Junction treatment, hazard site treatment, traffic management
	Reallocation of carriageway space (e.g. bus lanes, widened nearside lanes, cycle lanes)
	Cycle tracks away from roads
Consider last	Conversion of footways/footpaths to shared use cycle tracks for pedestrians and cyclists

3. **Cycle Audits** - All highway schemes in Eastbourne will include a cycle audit to ensure that the schemes provide improvements to, or at least have no negative impact, on the coherence, attractiveness, directness and comfort of routes and facilities used by cyclists, even if the highway scheme is not located on a designated cycle route.
4. **Integration with Public Transport** - Cycling will be integrated with public transport as far as possible to facilitate cycle use as part of longer journeys. This will include establishing links from public transport interchanges to local and national cycle networks, providing adequate secure and covered cycle parking at railway stations and encourage the local train operating companies to carry cycles on trains. Cyclists will be permitted, wherever safe and practical, to use bus lanes and other priority measures for buses.
5. **Cycle Parking** - The need for appropriate cycle parking and infrastructure will be considered in all new developments in accordance with the relevant guidelines and standards in the East Sussex Supplementary Planning Guidance – Parking Standards at Development document or any future update. Further details of priority locations for cycle parking are set out in Section 4.
6. **Securing and using Development Contributions** – As part of the planning process, development contributions/Community Infrastructure Levy monies will be secured, where appropriate, to improve transport infrastructure which facilitates cycling in the town.
7. **External Funding** – Both EBC and ESCC will seek to identify and consider bidding for all possible external funding sources which will help to improve transport infrastructure which facilitates cycling in the town.
8. **Publicity and Promotion** – New and existing cycling infrastructure will be supported by a sustained programme of publicity to promote the cycle network and other facilities to emphasise the health, financial and environmental benefits of cycling and reduce the need to travel by private car. Under the TravelChoice brand, this programme will include:
 - Promoting the Eastbourne Cycle Festival
 - Promote the network of cycling routes via borough-wide cycling map

- Extension of the existing cycle training programme currently provided in schools and colleges (Bikeability) to the wider public, open to cyclists of all ages
 - Promote recreational routes from Eastbourne into the South Downs and surrounding countryside
 - Awareness campaign on safety and interaction between cyclists and buses/HGVs and between cyclists and pedestrians.
- 9. Educational Travel Plans** – As part of ongoing promotion of a Travel Plan, schools, colleges and further educational establishments will be encouraged to provide adequate secure covered cycle parking.
- 10. Bikeability training** – The County Council will continue, where possible, its Bikeability training programme of on-road cycle training for Years 5, 6 & 7 pupils.
- 11. Workplace Travel Plans** – As part of the development and promotion of workplace Travel Plans, employers will be encouraged to provide adequate secure covered cycle parking, shower and changing facilities, interest free bike purchase loans and financial enumeration for work journeys undertaken by bike.
- 12. Monitoring** – Monitoring levels of cycling activity in the town will be undertaken using the permanent cycle counters at key points on the cycle network in the town and regular traffic counts undertaken on the road network.

3.3 Table 1 shows how the Strategy policies will contribute towards the delivery of the Strategy objectives:

Policy	Objective 1 Safer, more attractive and accessible cycling network	Objective 2 Cross-boundary links	Objective 3 Reduce dependence on Car for shorter utility trips	Objective 4 Raise profile of cycling	Objective 5 Provide information, Skills and knowledge
Cycle Routes	√	√	√	√	
Hierarchy of Provision	√		√		
Cycle Audits	√				
Public Transport Integration	√	√	√		
Cycle Parking	√	√	√	√	
Development Contributions	√	√			
External Funding	√	√			√
Publicity and Promotion	√		√	√	√
Educational Travel Plans			√	√	√
Bikeability Training	√		√		√
Workplace Travel Plans			√	√	√

4. Delivering the Strategy

This chapter outlines in more detail the activities that will take place to deliver some of the policies identified in Section 3.

4.1 Cycle Route Network

4.1.1 The provisional network of proposed cycle routes developed by the working group and informed by the views of the public have been further analysed to enable the routes to be graded as Priority and Secondary route proposals. As it will not be possible to evaluate or fund every new cycle route that has been suggested, it is important that those that will add to the existing strategic cycle routes, in particular the NCR21 (and links off it) and that benefit the greatest number of residents and visitors to Eastbourne, are prioritised for early feasibility studies. This will enable these routes to be identified in the Local Development Framework Infrastructure Delivery Plan and delivered as funding is secured.

4.1.2 **Priority routes** to be developed first are defined as those that will improve the existing key strategic cycle routes into and within Eastbourne. They will provide an enhanced network of dedicated or signed routes that allow cyclists to move between principal areas of housing, employment and leisure. Some new priority routes are already programmed for construction but the remainder will be subject to feasibility studies starting 2012/13 and in subsequent years as funding is available.

4.1.3 Appendix B shows the priority routes for feasibility studies (in blue) alongside the existing and programmed routes. Arrows have been used to highlight gaps in the proposed network (such as south of the District General Hospital and between the town centre and seafront) as further identification of suitable routes is required.

4.1.4 Programmed for construction

- **Horseway Cycle Route** – Programmed to commence in 2012 and be fully constructed in a number of phases by end of 2014. This route will run between Langney Roundabout and Eastbourne Railway Station, utilising the alignment of the Horseway Sewer and providing linkage between the town centre and Sovereign Harbour.
- **King Edwards Parade Seafront Cycle Route** – Programmed for construction in 2012, this route comprises a shared cycle/pedestrian route between Holywell Road and the Wish Tower and provides improved linkage between the town centre, the western area of the town and the footslopes of South Downs National Park.

4.1.5 Routes / locations to be considered for feasibility

- **Seafront route between Fisherman's Green & Wish Tower** – cyclists travelling between Sovereign Harbour and Holywell Road currently have to use the B2103/B2106 seafront road which has no dedicated facilities for cyclists, is congested and has potential for conflict with cars reversing from diagonal parking spaces west of the pier and parallel parking spaces east of the pier. There is the potential to provide some of this route off-road on part of the promenade, subject to consultation.

- **Cross Levels Way / Lottbridge Drove** – cyclists using the National Cycle Route 21 (NCR21) from Polegate to the seafront at the Sovereign Centre, currently have to cross the A2280 to the west of the Cross Levels Way / Lottbridge Drove roundabout without any dedicated crossing facility. The scope to provide a Toucan Crossing at this junction needs to be assessed.
- **Eastbourne Town Centre to Seafront** - cycling is currently prohibited in the pedestrianised area between Terminus Road and Seaside Road. Consideration needs to be given to identifying a suitable route from the railway station in the town centre to the seafront. This would provide a valuable link to the new Horsey Way Cycle Route from its start point at Eastbourne Railway Station.
- **Langney to Sovereign Harbour and Sovereign Centre** – there are currently no dedicated cycling routes between the Langney residential and shopping areas and the retail and leisure areas at Sovereign Harbour and the Sovereign Centre. New routes here would tie into the Horsey Cycle Route and to the existing cycle route to Pevensey Bay.
- **Willingdon Drove** – a cycle route here would provide linkage to both the National Cycle Route 21 at Lottbridge Drove and to Shinewater Park.
- **University area to town centre, station and seafront areas** – there are currently no dedicated cycling routes between the principal university areas around Carlisle Road and Gaudick Road in Meads, and key destinations such as the seafront, station and town centre. Cycling infrastructure or a signed route would enable students and staff to access the facilities by bike and reduce the pressures caused by on-street parking in these residential areas.
- **Eastbourne District General Hospital to Town centre** – consideration needs to be given to identifying a suitable route from the main hospital (a principal employer in Eastbourne) towards the town centre.

4.1.6 **Secondary Routes** are those that (generally) link to the Priority Routes and provide locally signed or dedicated routes for cyclists to access places of education or work. These have already been identified but no specific feasibility work has yet been carried out and therefore they should be considered as aspirational routes that will require further analysis before being included in a list of future schemes for feasibility and delivery as funding becomes available.

4.1.7 The secondary routes are shown at Appendix C

4.2 Cycle Parking

4.2.1 A cycle parking audit has been undertaken to establish the quantity and quality of current cycle parking provision. The audit included public areas of the town such as parks, public buildings and retail areas. It also assessed provision at key employment locations across the town such as industrial parks. The audit looked at the type of parking facility available, the potential to expand provision and whether or not security measures such as CCTV were provided.

- 4.2.2 A key observation from the audit was that the use of the Grippa type of cycle rack that provides a dedicated clamp and locking arm (typically found in public areas of Eastbourne) was very low. In many locations, cycles were observed locked to guard railing adjacent to the dedicated cycle parking facility, suggesting that cyclists do not like using this type of rack. The alternative, simpler hoop stands (Sheffield style) were generally used more.
- 4.2.3 Improvements to cycle parking will be carried out as funding becomes available. Priority locations for improving or extending existing cycle parking provision will be those that are served by the existing or proposed cycle network, and locations that serve utility cyclists accessing places of work or retail areas.
- 4.2.4 The outcomes of the full audit results are shown at Appendix E. Improvements to, or replacements of, existing provision at the following locations is recommended:
- **Town Centre** – adjacent to Arndale Centre entrances; Terminus Road towards seafront; Town Hall; Eastbourne library; railway station
 - **Seafront** – in vicinity of Pier; at Sovereign Park; at Sovereign Centre
 - **Theatre area** – adjacent to Congress Theatre and Towner Gallery
 - **Sovereign Harbour** – dedicated cycle parking area
 - **Parks and Gardens** – Princes Park, Gildredge Park, Shinewater Park, Helen Gardens
 - **Retail areas** – Langney Shopping Centre; Admiral Retail Park
 - **Education areas** – Sussex Downs College; University of Brighton; Eastbourne Park College; Eastbourne College.

4.3 Education & Promotion

- 4.3.1 Improvements to the existing cycle route network and associated infrastructure will bring significant benefits to current cyclists who undertake regular utility or leisure journeys into or within the borough. Providing new infrastructure alone does not, however, guarantee that residents or visitors to the town will automatically shift their travel modes to cycling. It will be important to make available clear information about cycling as a travel option by providing a range of promotional and educational initiatives.
- 4.3.2 Promotion and encouragement of cycling as a travel choice for utility cyclists or as a healthy activity for leisure cyclists, will be undertaken through a range of initiatives including:
- *Promote network of cycling routes via borough-wide cycling map* – providing information on the current cycle route network is vital to encourage more residents and visitors to cycle in Eastbourne.
 - *Expansion of Bikeability training to include cyclists of all ages* – high quality cycle training using the national Bikeability model will continue to be offered to

all schools in Eastbourne, whilst opportunities to extend the training to older children and adults will be explored.

- *Annual Eastbourne Cycle Festival* – this new event is designed to promote cycling and offers displays, guided rides, information points and training sessions.
- *On-going promotion of existing Travelchoice website* (www.travelchoice.org) – the website provides valuable information to residents and visitors to Eastbourne about travel options, including cycling.
- *School and workplace travel planning* – schools and other educational establishments will be encouraged to keep their Travel Plans updated and large employers will be supported in encouraging their staff to travel sustainably where possible.
- *Partnership working with health, leisure and transport stakeholders* – utility and leisure cycling is an activity that can be encouraged, facilitated and promoted by a wide range of partners. Partnership working with agencies such as Sussex Police to promote safe and legal driving and cycling across Eastbourne is also important.

4.4 Funding

4.4.1 There are a range of different sources of funding available to help deliver the Strategy objectives.

- **Development Contributions** – ESCC negotiates and secures financial contributions towards transport improvements or services to mitigate negative impacts on the transport network from new development. This process is formalised through a legal (section 106) agreement and the secured funding may be spent on specific projects or within a specific geographical area.
- **Government capital allocations** – for small transport improvements that help local economies and cut carbon emissions by reducing congestion, improving road safety and improving access to jobs and services on foot, by bike or by public transport.
- **Revenue Funding** – ESCC's revenue budget supports road safety education work including the provision of Bikeability training to schools and colleges.
- **Other Government Funding Streams.** ESCC and Eastbourne Borough Council will seek out funding opportunities for cycling provision as they come available. For example the recent initiative known as the Local Sustainable Transport Fund.

4.5 Stakeholders

4.5.1 A wide range of partners and stakeholders will provide input into the development and delivery of the Strategy, including:

- **Cycling / campaign groups:**

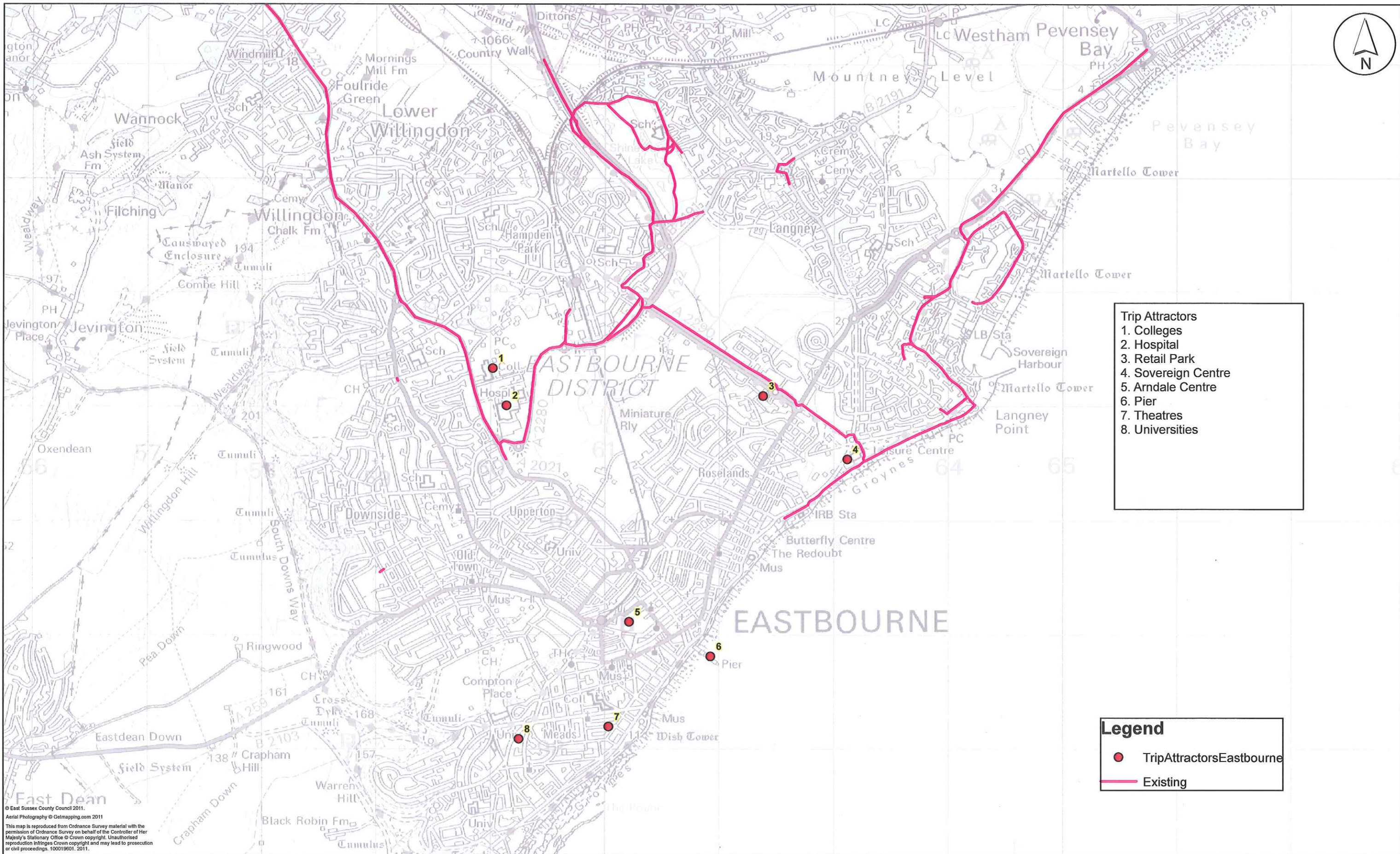
- Bespoke
- British Cycling South East
- Sustrans
- Cyclist Touring Club (CTC) Wealden & South Downs
- Cycle Seahaven
- Bexhill Wheelers
- Campaign for Better Transport

- **Others:**

- Eastbourne Community Environment Partnership (CEPE)
- Eastbourne Disability Involvement Group
- Eastbourne Strategic Partnership
- Eastbourne Town Centre Management Initiative
- Eastbourne Chamber of Commerce
- Eastbourne Hospitality Association
- Eastbourne Youth Forum
- East Sussex Disability Association
- East Sussex Downs and Weald NHS PCT (or current equivalent)
- East Sussex County Council Rights of Way
- East Sussex Fire & Rescue (ESFRS)
- Sussex Police
- South East Coast Ambulance Service (SECAMBS)
- South Downs National Park (SDNP)
- Wealden District Council
- Highways Agency
- Southern Railways
- Network Rail
- Stagecoach
- Meads Community Association
- University of Brighton
- Sussex Downs College
- AA
- RAC
- Brighton & Hove Buses

5. Action Plan (12/13 – 13/14)

Action	Objective	Who	When
Horseway Cycle Route	Provide safe cycling route between Langney Roundabout and Eastbourne Railway Station	ESCC	Phase 2A – Spring 2012 Phase 2B – December 2012 Phase 1 – September 2013 Phase 3 – September 2014
King Edwards Parade Cycle Route	Provide safe cycling route on the pavement between Wish Tower, Holywell and foot slopes of South Downs National Park	ESCC/EBC	2012
Feasibility studies of Priority routes	Carry out studies to establish feasibility of Priority cycle routes	ESCC/EBC	2012 onwards
Bikeability training	To continue to provide Bikeability cycle training to Eastbourne schools and to develop additional training options for adult cyclists	ESCC	On-going
Promotion	To ensure that cycling is widely promoted by all stakeholders as a travel option and recreational activity for residents and visitors to Eastbourne	EBC/ESCC/Partners	On-going
External funding	To seek opportunities to support the development of new cycling infrastructure, training and promotional activities by securing external funding, sponsorship and support	EBC/ESCC/Partners	On-going
Cycle audits	To carry out cycle audits for all new highway schemes in Eastbourne to ensure that the schemes provide improvements to, or at least have no negative impacts, on cycling infrastructure	ESCC	On-going
Cycle parking	To ensure that appropriate cycle parking and infrastructure will be considered in all new developments and that, subject to funding availability, existing provision in public areas is upgraded	EBC/ESCC/Partners	On-going
Travel planning	To work with schools and employers to ensure that promotion of cycling and provision of facilities for cyclists is considered in Travel Plan development	ESCC/EBC/Partners	On-going



Map Title: Eastbourne Existing Cycle Routes

Date: June 2011

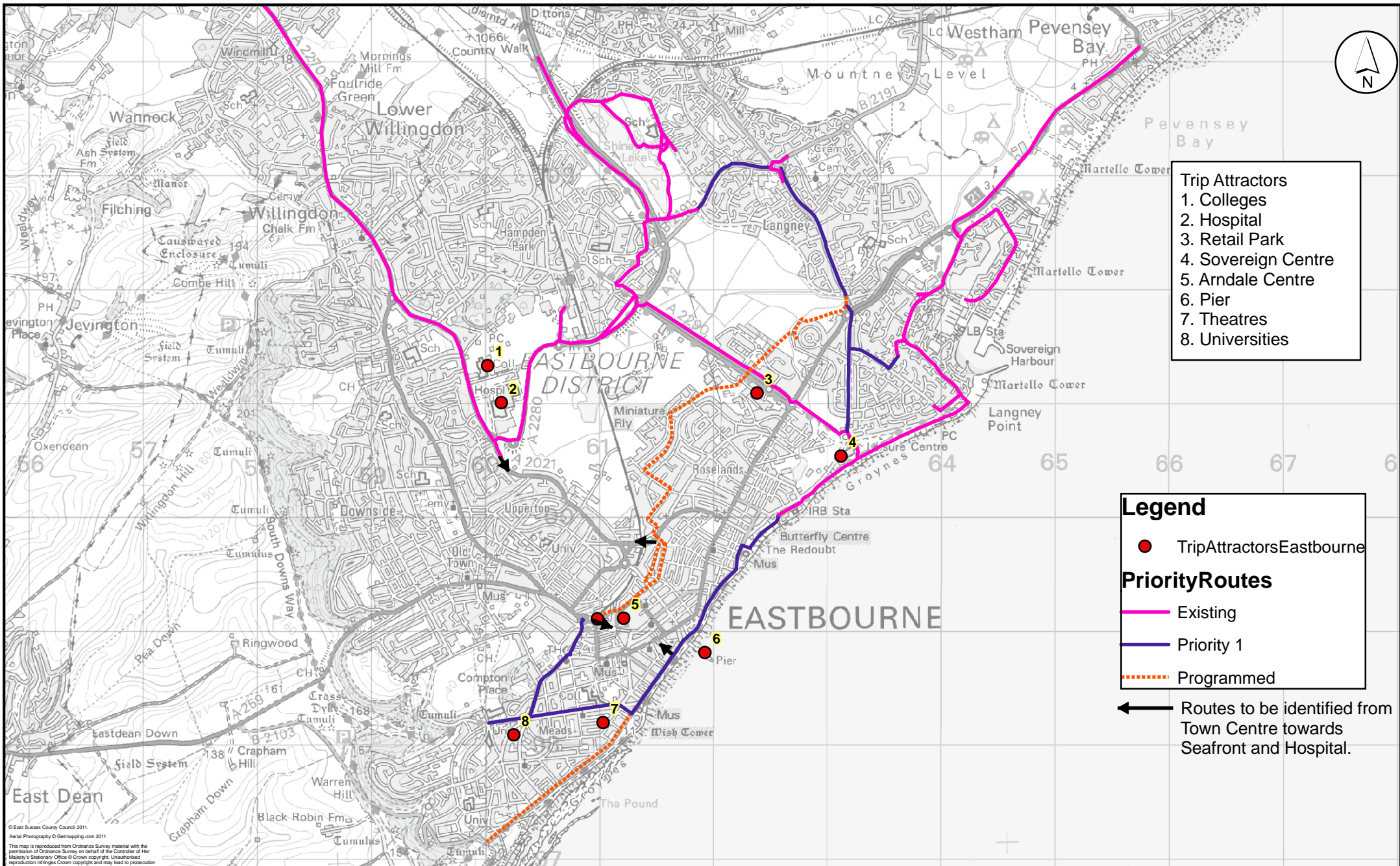
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Scale: 1:30,553

Author: Lisa Simmonds



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- Trip Attractors**
1. Colleges
 2. Hospital
 3. Retail Park
 4. Sovereign Centre
 5. Arndale Centre
 6. Pier
 7. Theatres
 8. Universities

- Legend**
- TripAttractorsEastbourne
- PriorityRoutes**
- Existing
 - Priority 1
 - - - Programmed

← Routes to be identified from Town Centre towards Seafront and Hospital.

Map Title: Eastbourne - Existing, programmed and priority routes

Date: September 2011

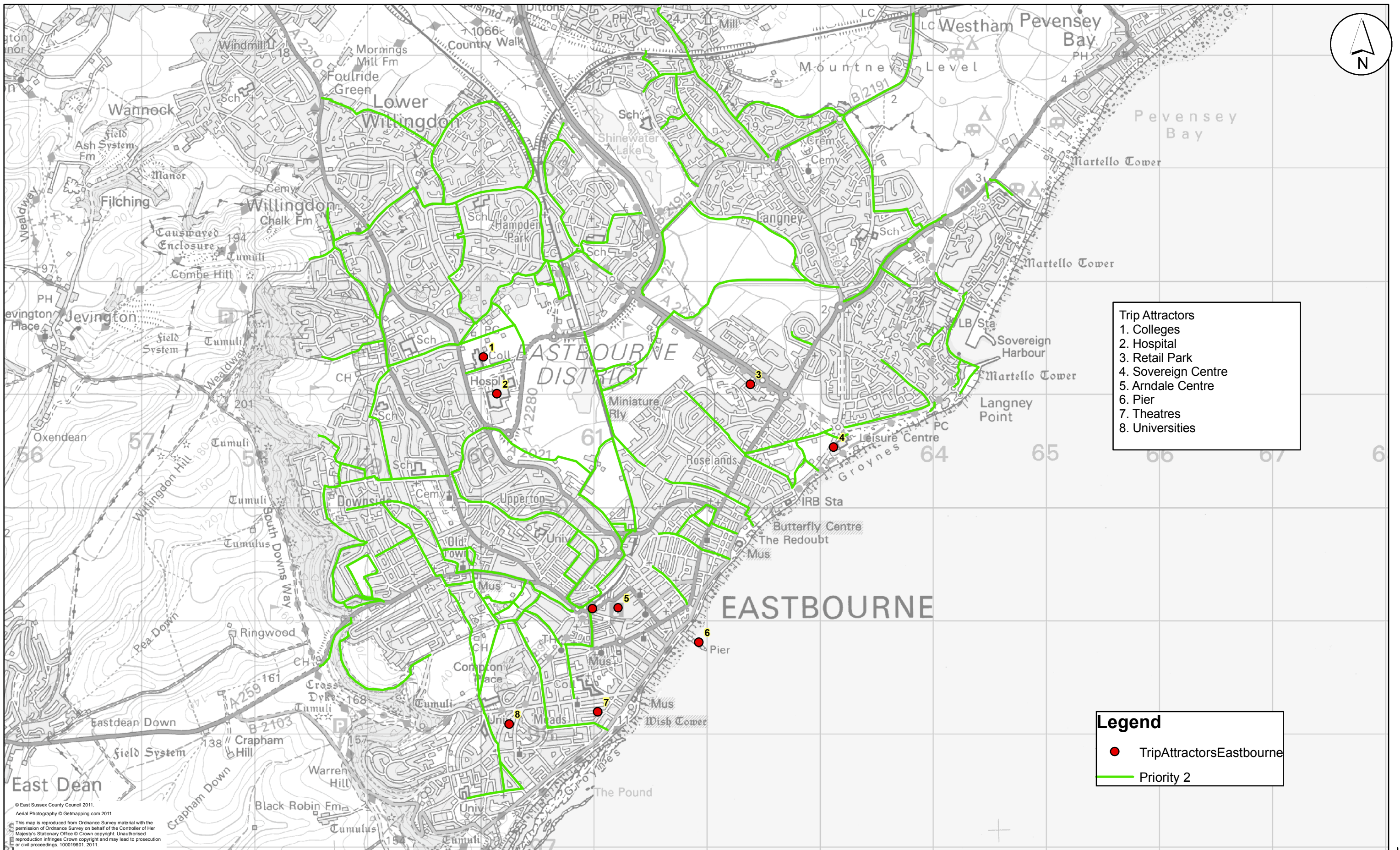
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Map Title: Secondary Routes for Feasibility - Priority Routes 2

Date: June 2011

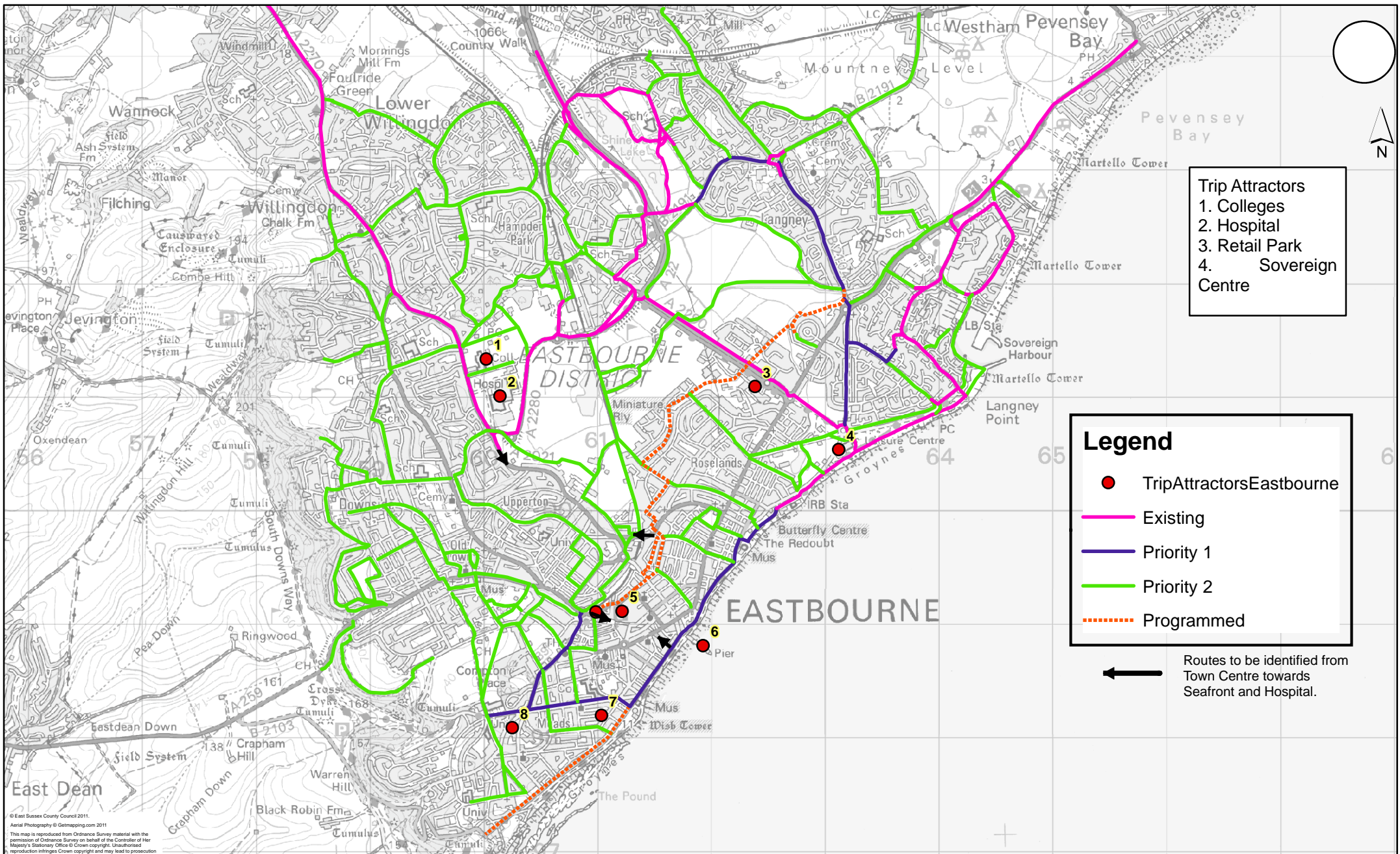
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- Trip Attractors**
1. Colleges
 2. Hospital
 3. Retail Park
 4. Sovereign Centre

Legend

- TripAttractorsEastbourne
- Existing
- Priority 1
- Priority 2
- Programmed

← Routes to be identified from Town Centre towards Seafront and Hospital.

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Map Title: Eastbourne Existing, Programmed and Proposed Cycle Routes	
Date: September 2011	Map No: 1
Scale: 1:43,216	Author: Lisa Simmonds



Appendix E

Cycle Parking Audit – Proposed Provision of New Cycle Parking Racks

Key:



Ownership - public sector and partners



Ownership – private company

Rating

1 = priority

5 = least important

Site	Where?	How Many?	CCTV?	Rating
Princes Park, Eastern Seafront, BN22 7AE	Next to entrance arch at corner of Royal Parade and Channel View Road	Approx 3 racks	Yes	1
Sovereign Centre, Royal Parade, BN22 7LQ	Adjacent to existing racks at front of centre	10-20 racks ¹	Yes	1
Langney library, Kingfisher Drive, BN23 7RT	At back (5 racks) and front (10-15 racks) of shopping centre (cater also for shopping centre)	15-20 racks in total	Relatively good	1
Eastbourne Park College (South Downs)	Adjacent to existing at front right of building and also on the left of the main entrance	10 minimum	Exists	1
South Downs College	Scope around the campus. Note existing can have 2 bikes per rack	At least 20 racks	Depends on location	1
Arndale Centre (entrance near bus stops)	Outside main entrance near bus stops	10 racks	Scope for provision if none existing	1
Arndale Centre near (Marks & Spencer entrance)	Replace existing with Sheffield stands	N/A	Yes – utilise existing is available or provide new	1
From the Arndale Centre towards the seafront – up to Seaside	Replace existing with Sheffield stands	N/A	Utilise existing if available or provide new	1
Eastbourne Station	Continue existing along railing and replace existing with Sheffield stands	15-20 racks	Yes – scope for it	1
Town Hall	Replace existing cycle racks with Sheffield stands	An additional rack to total 5 racks	Yes – scope for it	1
Gildredge Park	Just off the entrance from The Goffs – by the bowling green and tennis courts	5 racks	Not really needed	1

East Sussex County Council (St Mary's House)	Limited scope for provision although potential in car park (although this is likely to reduce car parking spaces which are at a premium)	5-10 racks	Exists (although depends on where racks would go)	1
Willingdon Trees Community Centre	At the front (left side when facing) of the community centre	5-10 racks	Scope to re-position existing CCTV or add more	2
Hampden Park Sports Centre	Down front of entrance to sports building or at side of building	Up to 20 racks	Yes	2
Job Centre Plus (St Anne's House)	Front right of main building	5 racks (minimum)	Yes – scope for it	2
Eastbourne Hospital	Yes – although existing isn't completely utilised this may be different in the summer months, although envisage it's mostly staff who use racks	10 or more racks – although occupancy of existing cycle racks should be assessed	Existing is suitable	2
Helen Gardens	Near main building	10 racks	Yes – scope for it	3
Shinewater Park, BN23 8EJ	Yes – at car park /play area of park	5-10 racks	May prove difficult to install	3
Shinewater sports & community centre, Milfoil Drive, BN23 8ED	Yes – at the back of the centre	5-10 racks	Yes – reposition existing CCTV	3
Eastbourne Library	Yes – in same area at front of building	10 racks	Yes – scope for it	3
Law / Magistrates Court	Yes – under the canopy at the front of the building near the entrance	5 racks	Utilise existing	3
Child Support Agency (St Anne's House)	Yes – to the right of building entrance which is to the side or in car park to the rear of the building	5 racks	Yes – scope for it	3
Inland Revenue Enquiry Centre	Yes - in car park or at main entrance to building	5-10 racks	Exists	3
South Downs College	Yes – adjoining building	Approx. 10 racks	May need additional	3
Sovereign Park, Prince William Parade, BN22 7LQ	Yes – or on promenade, car park (ideally top of car park) or grassed area adjacent to car park	10 racks	Yes – also scope for lighting	4
Fishing area by Eastbourne	Yes – adjacent to where cycle	5 racks	Yes	4

Lifeguard building	restriction along the seafront commences			
Langney Community Centre	Yes – at front or side of centre	5 racks	Yes	4
Fire Station	Yes – potentially in same location at front of fire station	Approx. 5 racks	Scope to improve direction	4
Old Town Community Centre	Front right of building (when facing it from road/pavement) alongside brick wall	No more than 5 racks	Yes – scope for it	4
University of Brighton (Hillbrow – Sports Centre)	Yes – near existing cycle racks or out the front of the main entrance	Approx. 5 racks	Yes – scope for new or improve existing	4
University of Brighton (Aldro building)	Yes – adjacent to existing to front of main entrance or nearby	No more than 10 racks	Yes – scope for it	4
	Yes – adjacent to existing to front of main entrance or nearby	5 racks	Yes – scope for it	4
Devonshire Park Theatre	Very limited scope, but room for a few in the corner (front left of the theatre)	2-5 racks	Scope to provide	4
Congress Theatre (and Towner Gallery)	Potentially – unclear as site being redeveloped. Maybe front/side of building?	10-20 racks	Yes – scope if none exists	4
Winter Garden	Very limited scope – potentially at front of building	5-8 racks	Yes – scope for it if required	4
Eastbourne Borough Council offices (opposite Town Hall)	Yes – in a little recess on the corner of the building near the main road	2 racks	Yes – scope for it	4
Redoubt Fortress and Military Museum, Royal Parade, BN22 7AQ	Not recommended – could be located elsewhere. Only potential location in close proximity is along seafront	5 racks (if any at all)	Unlikely	5
Sovereign Harbour shopping area	Potential to replace existing racks with more user friendly cycle parking	N/A	Yes – scope for it	1
David Lloyds	Round side of main building (to the right of the main entrance) where existing is situated or in close proximity. Replace existing cycle parking would be a good start	Minimum of 10 racks	Scope for improving existing	1
Hampden Park Rugby Club	Yes – along wall when facing the rugby club from the road	Approx. 15 racks	Exists, so may just need to re position it	1
Arndale Centre (Sainsbury's entrance)	Yes – under canopy area or along side of building	Approx. 5	Scope for provision on	1

			building	
Langney Shopping Centre 64 Kingfisher Drive, BN23 7RT	At back of shopping centre	5 racks	Exists	1
	At front of shopping centre	10-15 racks	Exists	
Hampden Park Lakeside Café	Yes – corner of lawn opposite the café	6 racks	Yes – on lamp post	1
LTC College	Yes – bikes could be adjacent to fencing	Approx. 15 racks	Yes – scope for it	2
Devonshire Tennis – College Road car park	Yes – could remove a bay or two to provide cycle parking racks	15-20 racks	Yes	2
Tesco – on Industrial Estate	Yes – formalised cycle parking	5 racks (initially)	N/A	2
Eastbourne Borough Football Club, Priory Lane,	Yes – but existing are not well utilised. Reliance on car needs reducing and more people need to be encouraged to cycle	N/A – reliance on car needs reducing	N/A	2
Fort Fun, Royal Parade, BN22 7LU	Yes – entrance to park from seafront road (or see below)	10 racks	Yes	3
Sovereign Harbour shopping area	Outside major retailers' stores e.g. cinema, Next, sports shops	2 racks per store	Would need improving	3
RNLI Museum	Yes – parallel / alongside railings near footpath	15-20 racks	Yes – scope for it on building	3
Hampden Park Bowls Club	Yes – near front of building or use up a space in car park	5 racks	Exists – reposition	3
Courtlands Road Industrial Estate	Yes – at individual industrial units for staff parking (visitors are unlikely to use)	5 racks per unit	Yes – scope for it	4
Britland Industrial Estate	Yes – minimal parking for staff	Max. 10 racks for entire estate	Yes	4
Highfield Industrial Estate - Gardners Books Ltd	No – but replace existing with Sheffield stands as likely to be used more by cyclists	20-30 replacement stands	N/A	4
Hawthorn and Birch Road Industrial	Yes – existing racks are well used so additional racks adjacent to existing at front of main building	5-7 racks	Utilise existing	4
Potts Marsh Industrial Estate	Yes – depends on industrial unit	5 per large industrial unit (for staff)	Yes	5
Mountney Bridge Industrial Estate	Yes – depends on unit (behind Mercedes Benz?)	5 per large industrial unit (for staff)	Scope for improving if cycles installed	5
Enterprise Centre	Yes – in car park (or use nearby parking at station)	10 racks although not necessarily all together	Yes – although could use existing	5

Highfield Industrial Estate - Manor Creative	– at front of building in same location and replace existing racks Sheffield	5-10 racks	N/A	5

ⁱ Note: one rack can accommodate two bicycles