

Report to	Scrutiny Committee for Economy, Transport and Environment
Date	14 March 2012
Report By	Director of Economy, Transport and Environment
Title of Report	Cycling petition – Eastbourne cycling
Purpose of Report	To consider the petition received by the County Council in relation to better cycling provision in Eastbourne.

RECOMMENDATIONS: Scrutiny Committee is recommended to:

- (1) Receive the petition and the petitioner’s comments;**
- (2) Note the ongoing work with Eastbourne Borough Council in developing a cycle strategy which will help deliver better cycling provision in the town; and**
- (3) Note the recent submission of the Local Sustainable Transport Fund bid which includes capital schemes and revenue initiatives that if successful would deliver a package of capital and revenue measures to increase cycling in Eastbourne, as well as the other towns in the bid area.**

1. Financial Appraisal

1.1 There are no immediate financial implications arising from this report. The County Council is developing a bid to the Department for Transport’s Local Sustainable Transport Fund (LSTF). If successful, this will result in a range of cycling schemes being developed in Eastbourne that are relevant to this report.

2. Summary

2.1 The County Council has received a petition from Bespoke, a cycling campaign group for Eastbourne. The wording of the petition is as follows:

Declaration on petition	Number of signatures
“Meads cycle lane petition”	102
“We, the undersigned, would like better cycling provision in Eastbourne”	601
“We the undersigned, would like better cycling provision in Eastbourne” & “Responsible cycling should be allowed on the seafront” answered with “Yes”	65
“We, the undersigned, would like better provision for cycling in Eastbourne. We support a seafront cycle route”	1,517
“We, the undersigned, would like better provision for cycling in Eastbourne and a shared cycle path along the middle promenade of the seafront”	826
TOTAL	3,111

2.2 The number of signatures exceeds 2,500 and thus the petition has triggered the option of a discussion at the relevant scrutiny committee under the Council’s petition scheme; the petitioners wish to take up this opportunity.

2.3 The petitioners have provided further information about their organisation and have made specific comments about the draft Eastbourne Cycling Strategy and the Local Sustainable Transport Fund (LSTF) bid. These are detailed in appendix 1.

2.4 The Eastbourne Cycling Strategy has been developed by the County Council in partnership with Eastbourne Borough Council. This strategy is to be considered by the Lead Member for Economy, Transport and Environment on 26 March 2012.

2.5 Alongside this, the County Council has submitted a bid to the Department for Transport's Local Sustainable Transport Fund (LSTF) for £4.920m. If successful, part of the LSTF funding programme would be targeted at delivering a package of capital schemes and revenue measures for cycling in Eastbourne, as well as the other coastal towns in the bid area. The package includes improvements to cycling infrastructure achieved by delivering new infrastructure, filling missing links and providing consistent signing as well as revenue funded promotional/marketing initiatives such as Bike It, Adult Cycle Training, Cycling Challenges, Cycle Maintenance Initiatives and the promotion of existing/new cycling initiatives. The outcome of this bid is likely to be known by end May 2012.

2.6 Together this package, and schemes identified in the Integrated Transport Capital Programme also being considered by the Lead Member for Economy, Transport and Environment on 26 March 2012, can accelerate the rate at which cycling trips increase across Eastbourne and act as a 'kick start' to the implementation of the town's emerging cycle strategy.

2.7 At appendix 2, Economy, Transport and Environment officers have provided a summary of the draft Eastbourne Cycling Strategy which demonstrates the County Council's support for this petition together with further commentary on the main points contained in the petitioner's written submission.

3. Conclusion and Reason for Recommendation

3.1 The emerging Eastbourne Cycle Strategy by Eastbourne Borough Council and East Sussex County Council, which will be considered at the Lead Cabinet Member's decision making meeting on 26 March 2012 provides a framework for the better provision for cycling in Eastbourne requested by the petitioners. Bespoke have been involved in the development of the strategy, particularly in defining a cycle route network for the town, and their consultation comments have helped shape the final version.

3.2 The delivery of better provision for cyclists in Eastbourne will be dependent on the levels of funding available from the County Council. However we will seek to bid for and secure additional funding, such as through the Local Sustainable Transport Fund, to enable the improvements and initiatives identified in the Eastbourne Cycle Strategy to be realised. In doing so, we will continue to work with Bespoke and Eastbourne Borough Council to deliver improvements for cyclists in the town.

Rupert Clubb
Director of Economy, Transport and Environment

Contact Officer: Jon Wheeler Tel. No. 01273 482212
Local Member: All

BACKGROUND DOCUMENTS

The detailed bid to the LSTF can be found here:

<http://www.eastsussex.gov.uk/roadsandtransport/localtransportplan/funding/download.htm>

Submissions by Bespoke

Bespoke response to ESCC bid for Local Sustainable Transport fund (LSTF) 12 Jan 2012 ***“East Sussex Coastal towns – sustainable access, delivering growth and cutting carbon”***

SUMMARY:

We are very grateful that East Sussex County Council have asked us for comments on their bid to the LSTF, and incorporated so many aspects of the bid in Eastbourne. We have only recently seen the proposed financial breakdown of the bid, and now make further comments, in order that the excellent opportunity that this fund offers is maximised. The fund has the potential to transform Eastbourne and other towns.

We understand that you have allocated a large part of the total C1 Capital funding to cycle projects in Eastbourne, although we have not had sight of the full bids relating to other areas. We would suggest some adjustment in the balance between funding for large projects (£770 000) and small projects (£75 000 across 4 towns). People do not cycle here because they do not feel it is safe. Any money invested in safety features for those cycling and in education will increase cycling. Cycling gets people to jobs cheaply. We would recommend a cycle renovation project.

We are concerned that the emphasis in the draft bid on bike and moped hire schemes “wheels to work” is not practical, and is budgeted for £ 450 000. We feel this money could be better spent on cycle infrastructure (capital) and personnel to enforce travel plans and provide education and bike maintenance (revenue).

We also support use of buses, but request a review of £890 000 planned total cost of providing Real Time information Systems, when only £75 000 is allocated for Advanced Stop Lines and Cycle Parking.

Information about Bespoke cycle group

Bespoke is a cycling campaign group for Eastbourne, started by local residents in the summer of 2008. Eastbourne should be a fantastic place to cycle in, as it is one of the flattest towns in England. We have excellent cycle routes around Eastbourne (the Cuckoo trail, parts of the South Downs' Way, and national “route 21”). Unfortunately, provision for cyclists stops within the built-up area. We are keen to embrace all ages, fitness levels, and expectations. Cycling should be seen as a normal means of transport for going shopping, to school or work. It is not just a lycra-clad leisure activity which has special routes away from other vehicles. The UK has the lowest rate of cycling in Europe (only 3% of journeys to work are made by bike, Eastbourne 1991 census). The UK also has one of the highest rates of obesity and high blood pressure in Europe. Cycling is an excellent means of keeping fit. More information is on our website www.bespokecyclinggroup.org

- In 2010 we ran a questionnaire asking why people do not cycle in Eastbourne. This confirms that most people do not cycle because they think it is too dangerous.
- In October 2011, we had a petition with 3200 signatures stating: “we, the undersigned, request improved provision for cycling in Eastbourne and a seafront cycle route”
- In December 2011, we were pleased to support ESCC and Eastbourne Borough Council EBC in their cycling strategy.
- Jan 2012: we produced ‘Fundamental Principles’ with other local groups which promote cycling “Cycle East Sussex”:
http://bespokecyclinggroup.org/images/CYCLE_EAST_SUSSEX_Fundamental_Principles_5.1.12.pdf
- **Further information relevant to cycling, environment, access and growth:**
 1. We understand that community inclusion is central to the success of the bid. We offer our support in general terms as the detail of funding in different areas has not been made clear.
 2. Cycling is the best form of exercise there is, reducing the risk, incidence or severity of: heart disease, respiratory diseases, asthma, type 2 diabetes, high blood pressure, obesity,

3. osteoporosis, fractures, osteomalacia, stroke, dementia, arthritis, some cancers, death and depression. With much of the local authority budget spent on Adult Social Care, the more active our local population, the less our on-going total expenditure. Active transport (walking and cycling) has been recommended as a sustainable way of improving social inclusion and of reducing social inequalities in health: www.marmotreview.org
4. There is evidence that money invested in cycling infrastructure repays itself 10-fold <http://www.sustrans.org.uk/assets/files/general/Economic%20appraisal%20of%20local%20walking%20and%20cycling%20routes%20-%20summary.pdf> and <http://www.dft.gov.uk/webtag/documents/expert/unit3.14.php>
5. Unless there is infrastructure for safe cycling, there will not be a change to increase the numbers of people cycling. There are many different types of potential cyclist. In order to get more people to make the change to cycling, we need to focus on key areas that are perceived as dangerous and on the less confident potential cyclist.

SPECIFICS:

1. The Department for Transport suggests schemes that link up areas would have priority. It would be better to spend more of the capital funding on small linking schemes, moving barriers, signage and attention to details to make “cycle corridors”.
2. Similarly DfT commends schemes which are value for money and show sustainability.
3. Advanced Stop Lines (ASLs) save lives by putting the cyclist in front of vehicles which may turn left. £25 000 on Advanced Stop Lines is insufficient for East Sussex.
4. The funding suggested for bike lines (£20 000) and cycle parking (£50 000) across four towns seems low. Other towns have increased the uptake of cycling by greater practical investment.
5. Wheels to work (hiring mopeds, bikes and electric bikes) has a total (revenue + capital) cost of £450 000. We feel this scheme will be expensive and unpopular.
6. We are concerned that the funding suggested for the Real Time Information System for buses at £890 000, will reduce the funding available for other cheap schemes that would make a great difference to cycling in Eastbourne.
7. We are happy to help work with you, which would reduce your planned design costs of £300 000.
8. We welcome any educational initiatives, including around cycle maintenance and for motor vehicle drivers and in businesses.
9. We welcome revenue initiatives to work with organisations and schools to monitor their adherence to healthy travel plans.
10. We would recommend a new scheme. In Eastbourne (and also in Seahaven) we have been very interested in following the trial of a “cycle recycling enterprise” in Hastings. This involves training young people to repair old bikes and selling them cheaply to locals for transport. Report on the Hastings enterprise: *to obtain bikes we simply asked all the local groups to appeal for unwanted bikes. We were inundated!! Some were hopeless but others were in really good condition. We were even given 2 electric bikes. The kids did great jobs on them and then had them for keeps. It's a really good way of getting all those unused and unwanted bikes out of sheds and into the hands of those who will use them! It struck me that if we could set up a small enterprise it could take otherwise uneconomic cycles, renovate and sell at a price those on low income could afford. It would in the process provide training and employment.*
11. We commend Eastbourne's new cycling map, and suggest that some of the planned publicity funding helps place large versions of this at different locations, and have the leaflet freely available in leaflet form and electronically.
www.bespokecyclinggroup.org/images/Eastbourne_Cycle_Map.pdf

SPECIFIC CAPITAL ASPECTS:

1. We realise that the funding from a successful bid could transform Eastbourne into a cycling town, as envisaged by the Eastbourne Cycling strategy. More should be spent on signs, Advanced Stop Lines, Lanes and safety measures.
2. Small projects (eg modification of dangerous junctions, opening of cul-de-sacs to cyclists and routes which link up other key places) should have greater investment.
3. The crossings (eg Cross Levels way should not be the major priority – small schemes across the town linking areas and opening up potential routes will have a bigger impact).
4. The seafront in Eastbourne is vital as a cycle route and what the locals have been demanding (recent petition of 3200 signatures). It also provides employment in the hospitality industry, as young people can cycle to work at all times of day or night.
5. The route from Langley to Sovereign Harbour presumably needs this funding to complete the Horsey route that has been approved and not yet advanced?
6. If more funding can be saved by limiting the wheels to work scheme and the Real Time Information system, there will be more funding available to develop the infrastructure for cycling that would really deliver on all different aspects.

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Sent via: andrew.keer@eastsussex.gov.uk

20 Dec 2011

Dear Andrew

Re: Eastbourne draft cycling strategy – Bespoke response

I am writing on behalf of Bespoke, Eastbourne's cycle campaign group, to comment on your draft cycling strategy for Eastbourne, Sept 2011 version.

We welcome the strategy and thank the councils for the work that has gone into it.

We are very pleased with the strategy. It encompasses all the positive features that increased cycling could bring to the town, in terms of mental and physical health, community interaction, reduced congestion, etc. Many journeys in Eastbourne are under 3 miles and could easily be done by bike. What stops people cycling is fear. Our questionnaire studies of people in Eastbourne found that most people do not cycle because they perceive it as unsafe. To work well for utility cycling, routes have to be felt to be safe in all weathers, in the dark and in the rush hour.

You will remember that we had a petition, presented to ESCC in September 2011 with 3200 signatures that *"We, the undersigned, would like better provision for cycling in Eastbourne. We support a seafront cycle route"*

In response to your specific questions:

Happy with the strategy overall	- AGREE
The strategy objectives are clear	- AGREE
The strategy objectives are relevant to Eastbourne	- AGREE
The Strategy Approach contains the right policies to deliver the objectives	- PROBABLY AGREE – MORE FINANCE IS NEEDED. CONSIDER USING MONEY FROM OTHER BUDGETS (SOCIAL CARE, HEALTH, ENVIRONMENT, MOTOR TRAFFIC) WHERE SAVINGS WILL BE MADE
The document is easy to read and understand	- AGREE

Specific items in section 1- section 3:

1.1 – 1.1.6 Context: We agree that Eastbourne itself "has very limited cycling infrastructure" and that there is great potential to increase urban utility cycling.

1.2.2: we completely agree that the new infrastructure needs to meet minimum criteria. The key one is SAFETY

We want to make it clear that there is a wide variety of cyclists and potential cyclists. At Bespoke, in common with other organisations (Sustrans, CTC, etc.) we believe that in order to encourage more people to make the modal shift into cycling, there needs to be better infrastructure to help the less confident cyclist and children. Confident cyclists will usually be in the flow of the traffic.

2.3.4: We agree that priority routes are needed AND attention to small scale improvements as in

(advanced stop lines, reduced restrictions for cyclists and signage). Many of the small scale improvements would also be useful for those with pushchairs and those using mobility scooters. Many small changes would be relatively cheap to implement.

The objectives are good. We especially like Objective 1 (creating a safer, more accessible cycle network with infrastructure, to encourage more people to cycle) and Objective 3 (reducing car dependency for short utility journeys)

3.2.1.2: We would urge caution in the transferability of the hierarchy of provision – unconfident cyclists and children will prefer to use segregated routes. Until there is a critical mass of people cycling, it may be better to have separated cycle paths and shared cycling-walking-and-other routes on “traffic free” routes pavements and paths.

3.2.1. Sections 6 and 7: Bespoke cycle group believe that attention to financing schemes (priority and small-scale) is key. It is only when infrastructure appears that is seen as possible and safe by potential cyclists. We would like to see any proposed development be considered for the ability to provide extra facilities for cyclists (eg cycle parking, dropped kerbs or a lane).

3.2.1 Section 8: we welcome the awareness campaign for HGVs. We understand that this has had some success in London.

Response to section 4:

We note the Implementation plan, which does not go far enough or fast enough! We would prefer that new infrastructure work could be given a time-scale in the implementation plan. In particular, the recent consultation on cycling on Eastbourne seafront made it clear that the majority of responders and Eastbourne residents would like the whole of Eastbourne seafront to be adapted for cycling as soon as possible.

We agree with the primary routes, secondary routes and increases in cycle parking. We welcome feasibility studies of the primary routes. We would also suggest that some small-scale improvements are considered within the implementation plan, which may be cheap and benefit many users not just cyclists (eg those with pushchairs or using mobility scooters). People need to see the infrastructure. Education will not produce the changes needed unless the infrastructure is changed and cycling is seen as safer.

We would request that any future planning application is considered in the light of the cycling strategy. Although we are grateful for the 106 monies, it would be better if facilities for cycling were incorporated into the design stages of developments, at which time the additional cost of implementing them may be very little.

We would request that more of the transport budget is set aside for cycling.

Furthermore, when any roadworks are planned, they should incorporate any items that would improve facilities for cyclists.

Summary:

The cycling strategy is desperately needed, to improve health and reduce congestion and pollution. We are pleased to be included in your list of stakeholders. We hope that enough funding will be identified to realise some of the ideals in the strategy. The key is infrastructure which is considered safe by those making the change to cycling.

We have more information on the benefits to all of more cycling in Eastbourne. Our website is www.bespokecyclinggroup.org

Feel free to forward this letter as needed and to contact us at any time.

We look forward to continuing to work with you to achieve the laudable aims in your strategy.

Yours sincerely,

Scarlett McNally

Scarlett McNally
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Fundamental principles

Cycle East Sussex

5 Jan 2012

Review date Dec 2012

Introduction:

These principles have been compiled by local cycling groups and in consultation with their members. They are intended to give basic guidance for planning departments to follow when planning or changing existing infrastructure. In this way there will be a more sustainable approach to a project, and opportunities will not be missed that could have facilitated cycling. They provide baseline guidance which can be adapted in each individual situation.

Key concepts:

1. All traffic management and street design proposals should be assessed for their impact on cyclists using the latest guidance from the Department for Transport and the CTC.
2. Local cycling groups have a great deal of experience. They should be consulted wherever traffic management and street design schemes are proposed.
3. Local cycling groups should be consulted on all proposals for cycling facilities. The design should consider best practice according to the latest guidance from the Department for Transport and the CTC.
4. Most people do not cycle because of concerns about safety. Safety features incorporated into traffic schemes would help encourage a modal shift to cycling.
5. There are many different types of cyclist. The most confident cycle in the flow of traffic. In order to increase the numbers of people cycling, cycling needs to be seen as an option for less confident people, especially at road junctions.

Sources of further information:

- CTC website: <http://www.ctc.org.uk/DesktopDefault.aspx?TabID=4622>
- Department for Transport, cycle infrastructure design, Oct 2008
<http://www2.dft.gov.uk/pgr/roads/tpm/lnotes/lt208.pdf>
- Sustrans review of Cycle Infrastructure Design, Dec 2008
<http://www.sustrans.org.uk/assets/files/design%20and%20construction/Technical%20Note%206%20-%20Cycle%20Infrastructure%20Design.pdf>
- Sustrans www.sustrans.org.uk/resources/in-the-news/How-local-transport-planning-should-benefit-health

Contact details for Cycle East Sussex Groups:

Eastbourne: www.bespokecyclinggroup.org Lewes: www.cyclelewes.org.uk

Hastings: www.hastingsurbanbikes.com

Bexhill: www.bexhillwheelers.org.uk

Battle, Robertsbridge and the surrounding 1066 area: www.1066cycleclub.org.uk

Lewes to Newhaven (Ouse Valley cycle network): www.ovcn.org.uk

Seaford and Peacehaven: www.cycleseahaven.org.uk

Brighton and Hove: www.bricycles.org.uk

Detailed Principles

1. **Planning of cycle lanes should involve cyclists and finish points should be carefully designed to incorporate options for cyclists.**
2. Coloured cycle lanes improve the visibility of cycling.
3. No parking in designated cycle lanes (24/7)
4. Clear signage of safe recommended cycle routes especially underpasses and cycle bridges.

5. Priority to pedestrians and cycles at toucan and pelican crossings and any other crossing point. (In Cambridge there are lights triggered by approaching pedestrians and cyclists). **Signs should reinforce this for motorists.**
6. Advance stop boxes with feeder lanes at all traffic lights and railway crossings. (**The Advance Stop Line aims to put a cyclist in front of the blind spot of a lorry.** The feeder lane itself is a danger area, but often better than a cyclist between vehicles in very slow moving traffic)
7. **2-way cycling in all streets.** Contra-flow cycle lanes in one-way streets where feasible. New one-way streets should not be created without consideration of possibilities for cycling.
8. People are nervous of taking up cycling on roads due to the speed and volume of traffic. Introducing traffic calming and addressing inconsiderate parking would go a long way to encourage people to take up cycling as a viable means of transport. Traffic calming needs to be cycle friendly. It can be a hazard to cyclists.
<http://www.ctc.org.uk/DesktopDefault.aspx?TabID=4698>
9. We support the 20mph limit in urban areas.
10. Speed reduction (“20’s plenty”) should be considered in villages and anywhere where people are. www.20splentyforus.org.uk
11. We support speed reduction on rural roads (e.g. to a maximum of 40 mph). This is important for East Sussex which is largely rural. The hazard from fast traffic is considerable.
12. Paths should be opened up for shared use, especially twittens. If barriers are considered useful to reduce speed, they should be **of sufficient width** to allow cyclists and those using mobility scooters or with pushchairs to use the path.
13. Cul-de-sacs often give a low-traffic route. Dropped kerbs at the barrier would help access onto these by unconfident cyclists, pedestrians and those using mobility scooters or with pushchairs.
14. Dropped kerbs are very useful. They allow unconfident cyclists to walk their bike around a traffic hazard or young child cyclists to use a pavement for a short distance around a traffic hazard. They are also useful for pedestrians and those using mobility scooters or with pushchairs.
15. Adequate secure cycle parking should be a requirement in the event of planning permission for expansion. Also an adequate council budget is needed for the installation of cycle parking close to cyclists’ destinations; and the inclusion of cycle parking in all planning applications.
16. Cyclists should be permitted to use all bus lanes.
17. Build-outs to be constructed wherever cyclists are expecting to join the flow of traffic and it is possible.
18. **Schools should be rewarded** for achieving targets for their healthy transport plans.
19. Businesses should be encouraged:
 - a. to promote ‘cycle to work schemes’ to promote a healthier workforce and reduce employees’ sick leave.
 - b. to finance cycle routes as an opportunity to compensate for their carbon footprints.
20. Motorists need education, especially to encourage them:
 - a. to have respect for cyclists as fellow road-users and to give them space and time
 - b. to indicate and to look left before turning left
 - c. to look over their shoulder before opening their car door
21. We encourage the rail network:
 - a. to have facilities to support cycling to and from stations at all times.
 - b. to be supportive of bikes on trains at all times
 - c. to consider reinstating guards vans (as was commonplace 20 years ago.)
 - d. to realise that it is important that bus replacement services (used during engineering works) also accommodate bicycles. Cyclists also need to be able to undertake a long journey in the certainty that their bicycles will be carried for the length of the journey if

they change trains – this means that ticketing / reservation of bike space should be possible / simpler.

22. A holistic approach favouring integrated transport solutions should be encouraged.
23. Innovative sustainable transport solutions eg electric bikes should be considered as part of a joined up approach.
24. A pragmatic approach, developing network links gradually, ensuring that work gets started and progress is made should be encouraged.
25. We support a move in law to stricter liability, also known as proportional liability, so that the motor vehicle driver is assumed to be responsible for a crash (unless he/she can prove otherwise), and not the more vulnerable cyclist or pedestrian. This is the case in the Netherlands.
26. We also want to see better designed road junctions. This is where crashes are most likely to happen.
27. Supporting enforcement of traffic law where vulnerable road users are involved in crashes is beneficial for cyclists and others. Ensuring that the police act on cyclists' reports of anti-social driving (e.g. via Operation Crackdown or other reporting) and that road traffic casualty data is correctly gathered and analysed is also extremely helpful.

Cycling Petition – Eastbourne Cycling

Background to Eastbourne Cycling Strategy

Countywide Cycle Strategy

- The **ESCC Countywide Cycling Strategy** (2009) was produced in response to the Scrutiny Review of Cycling that took place during 2007 and reported to Cabinet on 29 January 2008. It provided a robust framework to guide future investment in cycling facilities across the County and to prioritise any cycling related expenditure on potential new utility (as opposed to recreational) cycling routes and facilities within or between urban areas.
- It acknowledged that levels of cycling in the county, especially for utility trips, are highest along the flat and densely populated coastal strip. Eastbourne was highlighted for having the highest percentage of trips to work or school by cycle (3.5%) – higher than the national average of 2.5% and much higher than the figure for the rest of East Sussex (1.7%).
- It has informed the County's approach to cycling set out in the Local Transport Plan 2011-2026. Within the LTP, Eastbourne is identified as a priority area for investment. The package approach (LTP 2011 – 2026, p22) for the town identifies a range of cycle related measures including **improving accessibility for cyclists 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 and neighbouring settlements in South Wealden.**

Eastbourne Cycle Strategy

- In 2010, Eastbourne Borough Council (EBC) Cabinet resolved to work in partnership with ESCC to develop the **Eastbourne Cycling Strategy** to set out our overall approach to improving cycling in the town up until 2027.
- As well as linking to the County's LTP, the strategy also aligns with Eastbourne's Local Plan known as 'The Eastbourne Plan' which has been recently submitted to the Planning Inspectorate and will be subject to an Examination in Public in April/May 2012. The Eastbourne Plan acknowledged that the borough lacks a continuous and safe cycle network across the town and that cycle routes need to be provided following desire lines between origin and major destinations.

Context

- The Strategy highlights that 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.
- 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.
- 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.

- 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
- In addition, Eastbourne, and the nearby areas in Wealden to the north will continue to develop over the next 20 years with: new housing (5,000 in Eastbourne and 5,000 in Hailsham, Polegate/Willingdon & Stone Cross), business (80,000sqm) 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 and its immediate hinterland. This will help to reduce traffic congestion, bring significant health and environmental benefits and improve access to services by providing greater travel choices.
- 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:
 - 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.

Identification of Eastbourne Cycle Network

- 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. This network of proposed routes were developed by a working group comprising officers from ESCC, EBC and the local cycling campaign group, Bespoke and was informed by the views of the public obtained at the Eastbourne Cycling Festival and other exhibitions.
- Priority routes are to be developed first are defined as those that will improve the existing key strategic routes into and within Eastbourne.
- The strategy identifies a number of secondary routes which will be subject to feasibility work in the medium to long term as further funding becomes available. The strategy also contains a number of other initiatives and measures designed to encourage increased levels of cycling, including the provision of improved cycle parking facilities and education and promotional activities with the wider community.
- The Eastbourne Cycling Strategy was approved by EBC Cabinet on 8 February 2012 and will be reported to the Lead Member for Economy, Transport and Environment at his decision making meeting on 26 March 2012.

Eastbourne Cycle Network Delivery

- The Local Transport Plan (LTP) Implementation Plan (ImP) for 2011/12 to 2015/16 was approved by the Lead Member for Economy, Transport and Environment on 30 January 2012. The ImP identifies that the following will be delivered as part of the Eastbourne Package over the next five years, subject to the availability of County Council funding and securing s106/Community Infrastructure Levy funding or other external funding sources such as the Local Sustainable Transport Fund (LSTF):

“Develop and implement a network of cycle routes, improved signage and facilities which focus on:

¹ East Sussex in Figures

- key routes into Eastbourne town centre, the station and along the seafront, and links to residential areas and employment areas within the town and neighbouring settlements in the south Wealden area
 - related schemes to improve cycle access to Polegate station and a link from the Cuckoo Trail to Hailsham town centre
 - Access to South Downs National Park”
- In line with the above element of the Eastbourne LTP ImP package, some of the key priority routes identified in the Eastbourne Cycle Network are already programmed for construction and include:
 - the Horsey Way cycle route between the railway station and Langney Roundabout (first phase of construction now under way) and
 - the King Edward’s Parade seafront cycle route (scheduled for construction in autumn 2012).
- In addition, in accordance with the Strategy and the LTP ImP, the other priority routes will be developed and subject to early feasibility studies. Funding has been allocated in the draft Integrated Transport capital programme for 2012/13 which was considered by the Member Panel comprising Councillors Maynard, Stogdon, Freeman and Daniel on 24 February 2012 and which will be reported to the Lead Member for Economy, Transport and Environment’s decision making meeting on 26 March 2012.
 - One of the priority routes for feasibility is the ‘seafront’ corridor referred to in the petition. It would look at how best to provide a continuous route between Fisherman’s Green and the start of the King Edward’s Parade seafront cycle route at the Wish Tower. However, the exact alignment for this has not been identified as yet and maybe an on-road route or utilise sections of the promenade (or a combination),
 - ESCC has recently submitted a bid to the Department for Transport’s Local Sustainable Transport Fund (LSTF) to deliver a programme of integrated sustainable travel measures for people commuting for work and education purposes within the four coastal towns of Newhaven, Eastbourne, Bexhill and Hastings, and their respective surrounding hinterlands. If successful, this bid will bring provide around £500,000 to bring forward a number of the priority cycle infrastructure proposals identified in the Eastbourne Cycle Strategy.