



A CYCLING STRATEGY FOR LEWES

Adopted at AGM, 30 October, 2018

Cycle Lewes has developed this strategy with the aim of improving cycling both within Lewes itself and out of Lewes. Our aim is to improve the possibility for all people, whatever their age and whatever the purpose of their journey, to travel by bicycle. This may be travelling to school or college, going to work or simply cycling for pleasure. The aim of the strategy is to make cycling a natural choice for getting around. Cycling should be a viable and safe choice for the people of Lewes and neighbouring villages.

The strategy's five objectives

The strategy has five objectives –

1. To create better cycle routes between the neighbourhoods of Lewes and the centre of Lewes.
2. To improve the experience of cycling in the centre of the Lewes including mitigation of the one-way systems and the effect of motorised transport.
3. To improve commuting between Lewes and Falmer and Brighton.
4. To create safe cycle routes between Lewes and neighbouring villages.
5. To ensure that new all new developments support cycling.

The proposed changes are identified on maps of Lewes included in this document.

Air quality and the case for cycling

Many studies have illustrated the contribution that an increase in cycling can make to reducing the dangerous air pollution caused by car usage, whilst on the other hand demonstrating that increased regular cycling has a direct health benefit in reducing the risk of cancer, heart disease and mental impairment. It is becoming increasingly apparent that financial investment in facilitating and encouraging cycling would result in considerable NHS cost savings, as well as improving people's health and wellbeing.

According to DEFRA figures, there are approximately 40,000 premature deaths from air pollution each year, 23,500 of which are caused by nitrogen dioxide emissions from diesel traffic. DEFRA refers to this a public health emergency and states that 59.3% of people in the UK are living in areas which are above the legal limit of polluted air. Research shows that exposure to traffic fumes is harmful to adults, and especially harmful to children.

Air Quality in Lewes

An Air Quality Action Plan is in place in Lewes to manage the reduction in air pollution. Air quality monitoring stations were established in the town to assess air quality and the impact of the measures put forward by the action plan. Lewes town has one Area Quality Management Area (AQMA) where concentrations of nitrogen dioxide (NO₂) exceed annual objectives. While there have been some reductions in the concentration of nitrogen dioxide levels in this area, concentrations above the 40 µg/m³ annual objective concentration were still observed in 2016, including one area outside the AQMA.

As part of the UK Air Quality Strategy local authorities must identify areas where NO₂ concentrations are higher than the 40 µg/m³ objective and develop local measures to reduce them (UK Air Quality Strategy). Increasing levels of cycling is one of a number of measures that can reduce the levels of NO₂ and improve air quality in the town.

The health case for cycling

A recent report by the University of Glasgow shows that cycling to work reduces the risk of both cancer and heart disease and concludes that 'initiatives to encourage and support active commuting could reduce risk of death and the burden of important chronic conditions'.

During the course of the study, regular cycling cut the risk of death from any cause by 41%, the incidence of cancer by 45% and heart disease by 46%. The cyclists did an average of 30 miles per week, but the further they cycled the greater the health benefit. Walking cut the odds of developing heart disease but the benefit was mostly for people walking more than six miles per week. "This is really clear evidence that people who commute in an active way, particularly by cycling, were at lower risk. What we really need to do is change our infrastructure to make it easier to cycle - we need bike lanes, to make it easier to put bikes on trains, showers at work" said Dr Jason Gill, from the University of Glasgow.

A recent study from the University of Canberra, Australia, and the Australian National University, published in the British Journal of Sports Medicine provides evidence that regular moderately intense exercise has a positive effect on mental function, even for people with some signs of declining mental function. The reasons for this benefit are thought to be an increased blood flow to the brain, which keeps nerve cells healthy, with lower inflammation and less cellular damage.

Given the anticipated higher levels of dementia in an increasingly ageing population, this is a significant finding highlighting the importance of exercise for those aged over fifty years.

The economic and social benefits case for cycling

In its *Value for Money Assessment for Cycling Grants, 2014*, the Department of Transport reported on the range of benefits that accrued as a result of its investments. These include –

- improved physical fitness

- congestion relief
- improved journey ambience
- reduced accidents
- reduced absenteeism
- a reduction in greenhouse gases
- other benefits

While the largest benefits were related to health (approximately 60%) , the combined BCR (benefits cost ratio) for the funding stream as a whole, both under Cycle City Ambition Grant and Cycling in National Park Grant was reported as 5.5:1. This suggested that for every £1 of public money spent, the funded schemes provide £5.50 worth of social benefit. Other studies have shown higher benefits to cost ratios.

Economic benefits, including tourism

Tourism plays a significant role in the South East of England economy and the South Downs National Park attracts 46 million visitors per year. The tourism sector is a major contributor to the UK economy, valued at £126.9 billion per year in 2013. This was 9% of the total GDP, and is predicted to grow over the coming years. Lewes is one of the main tourist attractions within the South Downs National Park.

A recent study commissioned by the Department of Transport (DfT) that reviewed the literature on the value of cycling as a mode of transportation showed that cycle tourists spend 9% more per trip than individuals using other modes.

A report by the European Cycle Federation cited that between £40 – £100 economic benefit accrues per year per inhabitant due to cycling moving into the mainstream and because more people are cycling more often for leisure. The average day trip spend is £16 and for overnight stays it is £353 per trip. This was achieved through investment in:

- public transport connectivity
- rideable flat routes (including low traffic public roads)
- complete and consistent signage
- cycle friendly services

- marketing and promotion (maps and promotional tools)
- organisation

Cycling and the rural economy

Cycling is also good for the rural economy. A visiting cyclist spends an average of £25/day on locally provided food and services, compared to car-borne visitor's £7.30. Car users bring what they'll need with them, whereas cyclists can't. Because of the exercise cyclists feel hungrier when they stop and may feel that they have earned the right to pamper themselves.

Not only is Lewes in the South Downs National Park, but it is very close to the increasingly popular London to Paris cycle route and events such as the Dieppe Raid where large numbers of cyclists pass through Lewes on route for Newhaven and Dieppe. Lewes is a very attractive historic town which could bring in many more tourists from the continent.

Local economic benefits cited in the 'Valuing of cycling' (DfT) report included:

- cyclists visit local shops more regularly, spending more than users of most other modes of transport.
- per square metre, cycle parking delivers 5 times higher retail spend than the same area of car parking.
- a compact town optimised for walking and cycling can have a "retail density" (spend per square metre) 2.5 times higher than a typical urban centre.
- public realm improvements, including those that cater for cycling, have been shown to result in increased trade at local businesses, for example up to 49% in New York City.

The Local Neighbourhood Plan

The draft Local Neighbourhood Plan objective is to create a positive and convenient alternative to private, motorised transport by maximising opportunities for walking and cycling. It states that all new developments will support safe walking and cycling routes within, into and out of Lewes. New routes should be opened up for the health and wellbeing of residents and visitors including those that link to nearby villages and give access to the countryside and existing walking and cycling should be protected

and improved. The town should begin to move towards clearer cycle routes, should provide greater pedestrian and cycle priority, and reduce the negative impact of cars in the central area. On road vehicular routes need to better accommodate cycle-specific infrastructure eg introducing cycle lanes and advance stop boxes at junctions. These cycle routes should lead to the rural open spaces where the bicycle can, for example, continue to be used alongside the river and then out into the surrounding landscape. All new developments should support safe walking and cycling routes, shared where appropriate with safe routes to schools within, into and out of Lewes. Proposed cycles paths are outlined. The River Corridor Strategy both east and west will be reserved for a pathway wide enough for shared use by pedestrians and cyclists.

Engagement on the draft of the strategy

Cycle Lewes made every effort to reach a wide range of cyclist. As well as sending out the draft strategy to our members and supporters via email asking for comments we also promoted the strategy on the social media sites of various organisations and neighbourhood groups either directly or through others. As a way of reaching those that would not normally use social media we placed an advert in Lewes News which is delivered to every household in the town. Two articles also appeared in the printed edition of the Sussex Express inviting comments. This enabled us to reach both cyclists and non-cyclists. The strategy was sent to key civic organisations in Lewes, to elected members at all levels (County Council, District and Town), to the four main political parties (Conservatives, Greens, Labour and Liberal Democrats) and to our local member of parliament (MP). Staff working on cycle related issues, (health, air pollution, natural environment and transport) for a range of organisations, were asked for comments these included: South Downs National Park Authority, Lewes District Council and East Sussex County Council. The strategy was also sent to several community groups representing cyclists in the area.

Enabling direct conversation and discussion was also important; we held three stalls in the town precinct over the summer months as well as two briefing sessions for elected councillors in the town and nearby parishes. Elected members (councillors) are an important group as they can assist and/or facilitate with making change

happen. Very few attended these sessions; those that did made invaluable contributions.

All comments have been compiled and are available on our website.

There was complete agreement that Lewes needs a cycling strategy (or that cycling needs to be integrated into a transport strategy). People thought that the strategy if implemented would improve cycling in Lewes - including Maria Caufield MP, the Liberal Democrats, the Greens and Labour Party. The Director of Public Health for East Sussex responded in the following terms-

“As the Director of Public Health for East Sussex, I welcome the strategy, and in particular its five objectives. Cycling is without doubt, a healthy activity, being one means of increasing the amount of physical activity one undertakes, which in turn reduces the risk of obesity, diabetes, cardiovascular disease and some cancers. The approach to cycling in Lewes of promoting shorter round-town trips, especially for families, is also an important factor in promoting mental wellbeing and community cohesion. I note the small, cyclist-identified improvements to the built environment of the town which are proposed, and I applaud this user-led approach to infrastructure planning.”

The strategy is a living document

Whilst a lot of thought has gone into this strategy, we know that it will need reviewing at intervals and that other ideas may be proposed that would improve cycling in Lewes which should be included in the strategy. And of course, elements of the strategy might have been implemented in which case the strategy would need to be amended to reflect this fact.

Conclusions and the next steps

We recognise that implementing this strategy will cost money. Whilst elements of the strategy will involve substantial funding other aspects do not involve large costs. The highways authority should ensure that it accesses funding for cycling from all available sources such as from central government or from the Community Infrastructure Levy. Developer contributions should be sought in appropriate cases.

It is recognised that implementing the strategy in full will take time but Cycle Lewes believes that there are some steps that can and should be taken reasonably quickly.

Annex 1 includes a table with suggested priorities and time scales for implementation. The strategy is ambitious, but necessarily so, as existing provision for cycling both within and from Lewes is limited.

Cycle Lewes will be campaigning to see the implementation of this strategy. We will be seeking the support of our MP, councillors, local bodies and others and looking to them to take forward this strategy. We stand ready to assist in its implementation.

The benefits of supporting greater cycle use are clear. We believe that the implementation of this strategy will help to increase cycling within Lewes and between Lewes and its neighbouring villages and towns.

Objective 1

Better Cycle Routes between the neighbourhoods of Lewes and key destinations

Better cycle routes need to be made between the neighbourhoods in Lewes and key destinations in the centre of Lewes such as schools and the Sussex Downs College, the train station, places of employment, the shops and leisure facilities. There should also be better routes between the different neighbourhoods of Lewes.

Obstacles to these routes need to be overcome through consideration of shared access to pedestrian areas such as pavements or tarmacs or alley ways and the creation of dedicated cycle paths.

The neighbourhoods of Lewes are identified as follows –

- Centre of Lewes and the Cliffe
- Landport
- Malling and South Malling
- Nevill
- Pells
- Southover
- Wallands
- Winterbourne

The key destinations of Lewes are identified as follows –

Education

- Schools¹
- Sussex Downs College

Employment

- The Brooks Industrial Estate
- The North Street area
- Cliffe Industrial Estate
- Sussex Police Headquarters
- East Sussex County Council

¹ Lewes Old Grammar ; South Malling Primary ; Lewes New School ; Priory Secondary; St Pancras Primary ; Southover Primary; Wallands Primary; Western Road Primary .

Leisure

- All weather sports pitches, Ham Lane
- The Depot Cinema, Pinwell Lane
- The Dripping Pan and Convent Fields, Ham Lane
- The Leisure Centre and all weather sports pitches, Ham Lane
- Library
- The Linklater Pavillion
- The Little Theatre
- Malling Fields
- Pells swimming pool
- Southdown Club
- Stanley Turner Sports Ground

Shopping

- Brooks Road Industrial estate (also called Malling Industrial Estate)
- Cliffe High Street
- Lewes High Street
- North Street Quarter

Transport

- Bus station
- Train station

Other

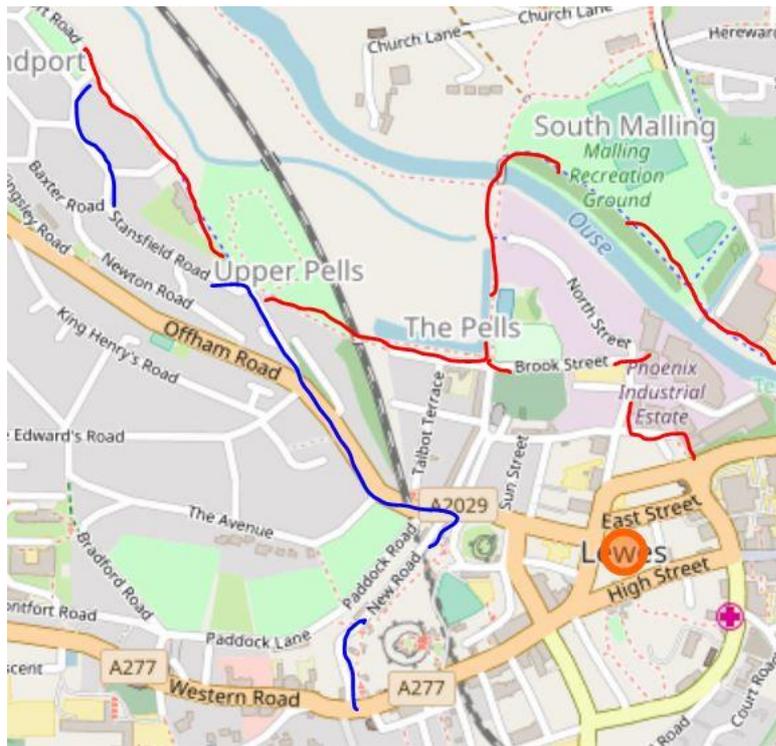
- Hospital
- Primary medical care and dental care premises
- Prison

Landport to the centre of Lewes

Proposed routes

Route 1 from Landport Road, along Cabbage Walk to Pelham Terrace and then route from there is from Pells to centre of Lewes (see below).

Route 2 from Landport Road/Stansfield Road to Offham Road, then to White Hill to New Road and then Westgate to the High Street.



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Changes required to make it usable by cyclists

For route 1 in the short term remove restrictions on cyclists cycling over the Cabbage Walk and replace with priority for share with care sign or cycle to proceed with caution). In longer term widen the path and bridge to better accommodate cyclists and pedestrians sharing the path. In shorter term the path from the railway bridge to Pelham Terrace should be widened and a shared/pedestrian cycle route created (with share with care sign).

For route 2 install safe crossing points on Offham Road at junction of Landport Road and Prince Henry's Road (to ensure safe crossing on return from centre of Lewes to Landport). Secondly, create cycle path over raised pavement at east end of New Road.

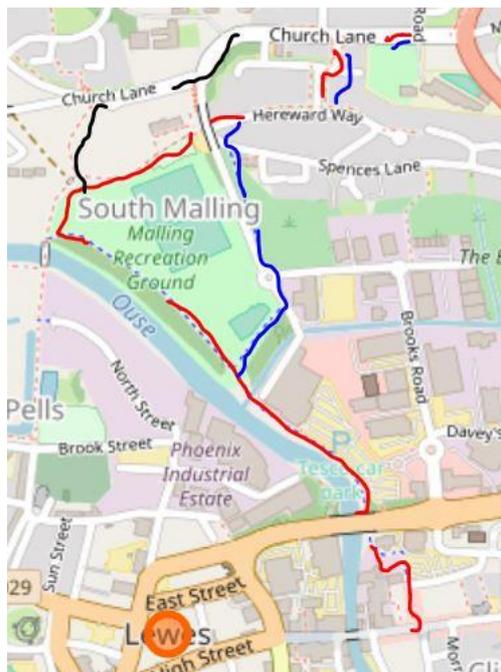
Malling to the centre of Lewes

Proposed routes

Route 1 from Church Lane turning into the Martlets (or could enter the Martlets from Malling Close from Church Lane) then Hereward Way then past Malling Community Hall to cycle path running from Wiley's Bridge to the Cliffe.

Route 2 from Church Lane turning into the Martlets then Hereward Way then from Spences Lane along Blake's Walk, round the roundabout into Brooks Close to meet the cycle path running from Wiley's Bridge to the Cliffe.

Route 3 from Old Malling Way to Church Lane and down footpath meeting footpath from Malling Community Centre to Wiley's Bridge near the disused railway bridge and then to cycle path from Wiley's Bridge to the Cliffe.



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Changes required making it usable by cyclists

For route 1 – Church Lane to be marked as a cycle route with traffic calming measures introduced or a safe cycle route within carriageway should be constructed. Path from Malling Community Centre to Wiley's Bridge could be widened to better accommodate cyclists. The sight lines are poor on the section next to the Brewery and need to be improved. Need to remove cycle restrictions in North Court (at the end of the cycle path along the river) creating a shared/pedestrian cycle route (with share with care sign).

For route 2 - Church Lane to be marked as a cycle route with traffic calming measures introduced or a safe cycle route within carriageway should be constructed. Blake's Way to be formally designated as a shared/pedestrian cycle route (with share with care sign). The path onto Blake's Way at the northern end need the railings removed and a raised table crossing installed. A formal crossing could be constructed for crossing Mayhew Way. The sightlines are poor on the section next to the Brewery and need to be improved. Need to remove cycle restrictions at the end of the cycle path at North Court creating a shared/pedestrian cycle route (with share with care sign).

For route 3 – Church Lane to be marked as a cycle route with traffic calming measures introduced or a safe cycle route within carriageway should be constructed. The footpath should become a shared pedestrian/cycle route (with share with care sign). Path from Malling Community Centre to Wiley's Bridge could be widened to better accommodated cyclists and pedestrians. The sightlines near the Brewery are poor and need to be improved. Need to remove cycle restrictions in North Court creating a shared/pedestrian cycle route (with share with care sign).

Nevill to the centre of Lewes

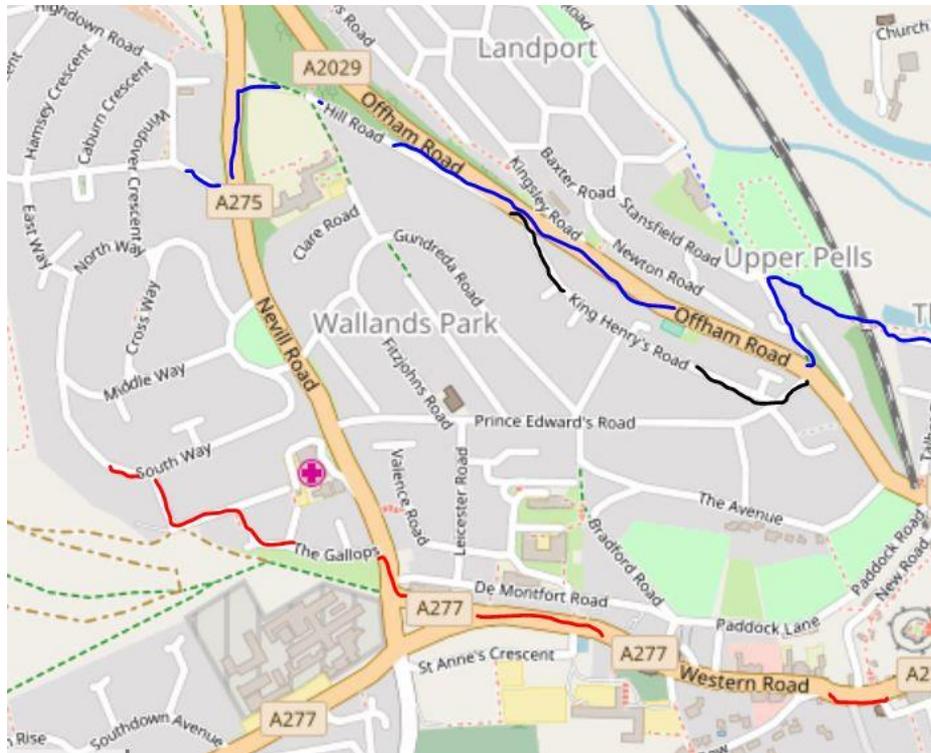
Proposed routes

Route 1 – from South Way to Hawkenbury Way to the Gallops to Nevill Road (or should it be from the Gallops to track leading into Spital Road and then cross Nevill Road). From Nevill Road down Spital Road to Western Road.

Route 2 – from Mount Harry Road to Nevill Road and cross into Hill Road. Then turn left onto Offham Road (where Hill Road meets King Henry's Road). Then left onto Landport Road (and then follow route for Landport to centre of Lewes). On the return journey from the centre of Lewes to the Nevill, from Landport Road cross Offham Road into Prince Edward's Road. Then up King Henry's Road into Hill Road.

Route 3 – from Mount Harry Road to Nevill Road and across into Hill Road. Then take path next to Wallands School onto Ferrers Road. Then turn on to Prince Edward's Road. Cross Offham Road into Landport Road. Then along Cabbage

Walk to Pelham Terrace and then route from there is from Pells to centre of Lewes (see below).



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Changes required to make it usable by cyclists

For route 1. Need dropped curbs at Hawkenbury Road (two required either end). Informal path needs surface improvements and need to move boundary fence of reservoir. Create cycle path along Nevill Road and create safe crossing point at junction with Spital Road.

For route 2. Create cycle path along Nevill Road. Need safe crossing point across Nevill Road into Hill Road. Need another safe crossing point across Offham Road (where Hill Road meets King Henry's Road). Need traffic calming or cycle path along Offham Road to Landport Road. For the return journey need safe crossing point across Offham Road at Landport Road junction.

For route 3 – create shared pedestrian /cycle route on path running from Hill Road to Ferrers Road past the Wallands school (with share with care sign).

Pells to the centre of Lewes

Proposed routes

Route 1 – from Pelham Terrace to Wiley’s Bridge to cycle path along the river to Cliffe High Street.

Route 2 – from Pelham Terrace to Brook Street to North Street and Green Wall.



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Changes required to make it usable by cyclists

For route 1 – Improve river crossing over Wiley’s Bridge so as to better accommodate shared cycle/pedestrian use. Remove cycling restriction along North Court creating a shared cycling pedestrian route (with share with care sign).

For route 2 - cycle restriction on Green Wall to be removed creating a shared cycling pedestrian route (with share with care sign). North Street Quarter Housing Development to provide cycle routes into centre of Lewes.

Southover to the centre of Lewes

Proposed route

Route 1 – Grange Road to Southover Road to Pinwell Road

Route 2 – Southover High Street to Cockshut Road and then through the Priors grounds through Convent Fields and then either onto Mountfield Road by the car park or through to Ham Lane.

Route 3 – Southover High Street to Priory Street to Mountfield Road to South Downs College and over the railway to Court Road.

Route 4 – Southover High Street, Southover Road, St Martin’s Lane to High Street. Then could continue to Malling via Castle Gate, Castle Banks, Mount Pleasant, St John’s Terrace, St John’s Road, Wiley’s Bridge.



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Changes required to make it safe for and usable by cyclists

Route 1 – Create shared space arrangement at the junction at the bottom of Station Street.

Route 2 – Southover High Street to be made cycle friendly by constructing cycle strips and removing cobbles. Create a shared pedestrian cycle path though Convent Fields to Ham Lane (with cyclists to proceed with caution or pedestrian priority).

Route 3 – make Southover High Street and Priory Street and Mountfield Road cycle friendly by construction cycle strips and removing cobbles and introducing traffic calming measures.

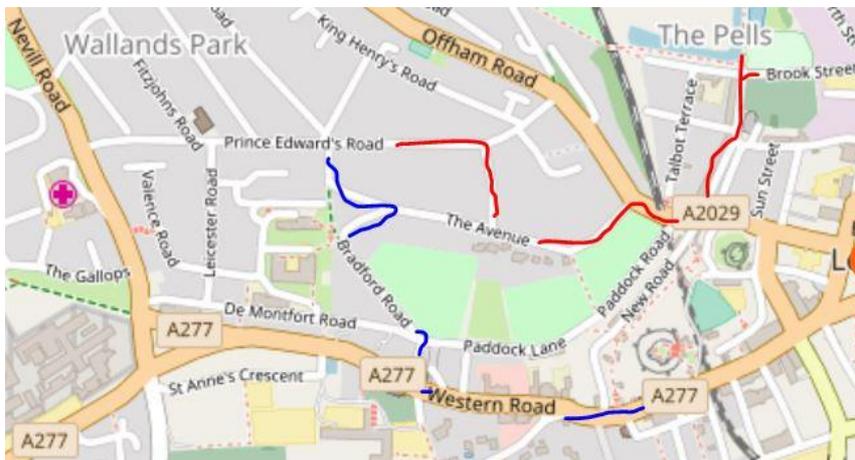
Route 4 – no changes required.

Wallands to the centre of Lewes

Proposed routes

Route 1 – from Prince Edward’s Road to Park Road and then the Avenue to Whitehill roundabout . Go from King’s Henry’s Road, Prince Edward’s Road over the new crossing to Landport Road.

Route 2 From Prince Edward’s Road to the Avenue, Bradford Road to Irelands Lane to Western Road.



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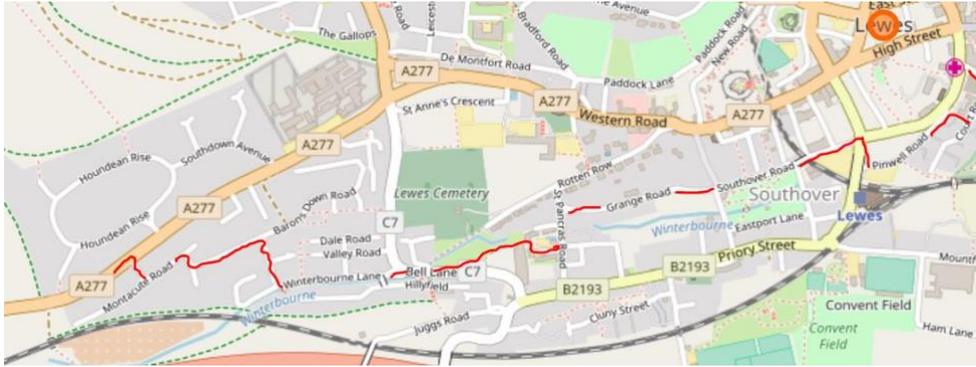
Changes required to make it safe for and usable by cyclists:

None

Winterbourne to centre of Lewes

Proposed route

Route 1 from Brighton Road to Montacute Road to Barons Down Road to Delaware Road to Winterbourne Lane across to Bell Lane and Bell Lane Recreation Ground. Through the park and into St Pancras Gardens, into St Pancras Road then into Grange Road. Then along Southover Road into Pinwell Road and right turn into Court Road, close to junction Friars Walk, then via Railway Lane to the Precinct and Cliffe High Street.



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Changes required to make route safe for and usable by cyclists

Route 1 – Existing Pelican crossing on Bell Lane should be upgraded to a Toucan with wider footpaths on both sides of the road for shared use. A shared pedestrian and cycle footpath through Bell Lane Recreation Ground should be created (with care with share sign). A pinch point into St Pancras Gardens will need to be widened and a drop kerb is needed on the east side of the constriction. Right turn into Court Gardens should be widened.

Objective 2

Improving cycling in the centre of Lewes including mitigation of the one-way systems and the effect of motorised transport

The one way systems that dominate the centre of Lewes need to be mitigated against with contra-flow cycle lanes; new cycle paths (or pavements opened for cycle use as well as pedestrian use); removal of cycling restrictions, for example, along the twittens. Roads that have been blocked but which abut onto another road should be made passable for cyclists by creating drop pavements (eg New Road).

Currently, to cycle in Lewes often circuitous routes are needed. In the future it should be possible to cycle from one place to another using the most direct route.

On-road vehicular routes need to better accommodate cycle-specific infrastructure e.g. introducing cycle lanes, contra flow lanes in one-way streets and advanced stop boxes at junctions. And the roads and existing cycle paths should be maintained to ensure the absence of pot holes and other such hazards for cyclists.

There should be a 20mph speed limit, monitored and enforced, clearly signalled by 'gateways' at each of the five roads that enter the town. Delivery times for trucks should be limited as they are in other towns. Car sharing should be encouraged. A park and ride scheme should be considered at the Grey Pits and in Hope in the Valley. Through traffic should be discouraged. There should be made available cycle training for children and adults.

As cycle use within and into Lewes increases corresponding provision should be made for additional cycle parking facilities.

The following measures should be taken:

- (1) Remove all restrictions on cycling and replace with "share with care" signs – eg on Twittens, and through St Anne's cemetery, over Wiley's Bridge, Green Walls etc.
- (2) Create a mini roundabout from exit from Waitrose on the Phoenix Causeway. On both sides of the Phoenix Causeway create a shared use cycle path/pedestrian path in both directions (so to Green Wall and to the Tesco roundabout) and to just past the Phoenix Bridge and widen footpath to create shared pedestrian/cycle path to join cycle path from Wiley's Bridge to Cliffe (with "share with care" signs).
- (3) Create cycle path contra flow from the library to the roundabout at the top of Court Road. This could be via Brooman's Lane. And consider the viability of a contra flow cycle path either the whole length of Landsdown Place and Friars Walk or along parts of it – eg from Station Street junction to St Nicholas' Lane and from the All Saints to Pinwell Street.
- (4) The eastern end of the High Street could be opened up for two way cycling. And consider the viability of a contra flow cycle path along the whole length of School Hill.
- (5) When East Street is closed at top end, permit two way cycling the length of East Street and also create a cycle route down School Hill from Albion Street.

- (6) Create safe cycle route from the Station Street junction, past the railway station to the roundabout on Mountfield Road.
- (7) Construct a shared pedestrian/cycle slope at the western end of the station car park from Southover Road leading into the station car park and a route through the car park under the railway bridge into Pinwell Lane and another exit to the footbridge over the railway to South Downs College (which in line with this strategy would be to a new subway under the railway to the College).
- (8) Put in drop pavements by Laura Ashley; New Road; Wellington Street.
- (9) Make Paddock Road two way for cyclists.
- (10) Widen the route from Pinwell Lane into Court Gardens.
- (11) In the short term replace the cycle tracks on the footbridge over the railway between end of Court Road and South Down's College. In the longer term, replace the existing bridge with a subway. Also need to upgrade the footpath from Pinwell Road to the railway bridge.
- (12) Traffic calming measures should be introduced along Mountfield Road and Ham Lane
- (13) Every junction where there are traffic lights need to have advanced stopping lines –
 - Crossroads of Nevill Road and Brighton Road (Prison Crossroad)
 - T junction at Western Road and St Anne's Crescent
 - The Bottleneck
 - Crossroads at High Street and Station Street
 - Crossroads at Eastgate Street, School Hill and Friars Walk

(14) All new roads should be cycle friendly. Where textured surfaces are used for traffic calming, a smooth strip for cyclists should be included. Cliffe High Street is special because the whole street, not just the pavements, is designated as a pedestrian preference street. Paving for the whole street should therefore be wheelchair/buggy/cycle friendly. New Road in Brighton is a good model. A smooth strip should be constructed within the cobbled speed ramps on Southover High Street and Friars Walk (or they should be replaced with a smooth-surfaced speed bump).

- (15) Gateways into Lewes should have signs or markers to inform drivers that they are entering a built up area and that the speed limit is 20mph (junction of Offham Road with Nevill Road ; Earwig Corner ; and junction with Hope in the Valley turning on Brighton Road.
- (16) There should be good signage of cycle routes both through the town and within the town.
- (17) Add an on slip to the shared use path at the entrance of the Stanley Turner Ground to allow bikes coming down the hill to access the path more safely.

Objective 3

Improving commuting between Lewes and Falmer and Brighton

The cycle route out of Lewes should be extended and improved. Specifically, there is a need to construct a shared pedestrian/cycle route from the A27 cycle path along Brighton Road to Prison Crossroads and then from there along Nevill Road along A275 and Offham Road junction a safe cycle route within the carriageway should be construction with traffic calming.

A safe crossing point is needed at the junction on Brighton Road with Montacute Road.

A new cycle path should be created from Hope in the Valley on the Brighton Road, following the existing bridleway which runs along the south side of the railway line. A safe crossing point would be required across the Brighton Road.

The existing cycle path from Hope in the Valley, leading to the Ashcombe roundabout should be resurfaced and then properly maintained.

A cycle path behind the back of the petrol station at Newmarket should be constructed creating a floating garage arrangement.

Objective 4

Safe cycle routes between of Lewes and outlying villages and towns

There needs to be safe cycling routes out of Lewes to link to the countryside and local towns such as Uckfield, Newhaven and Seaford and Eastbourne - for everyday living as well as for leisure and enjoyment as part of the National Park.

There are currently designated cycle paths from Mill Road (Lewes) to Ringmer; from South Street (Lewes) to Glynde and Firle; and from Southover/Cockshut to Kingston, but much more is needed to meet our objective 4.

(1) Going North West

A shared used pavement and cycle way should be created along the A275 Offham Road from junction of Nevill Road and Offham Road to Offham. A safe cycle route within carriageway should be constructed along Offham Road where there is space for it and traffic calming measures should be introduced.

A cyclable surface should be made along the path from the Landport allotments to Offham village.

In short term two dropped kerbs should be constructed on the east side of Nevill Road, first just past the junction with Offham Road (to allow immediate access on to the unmade pavement) and a second one at the crest of Nevill Road where there is an island to allow cyclists to mount the pavement.

(2) Going North East

A shared cycle/pedestrian path should be constructed along the old railway line from Lewes to Uckfield from the recreation ground in Malling. This will necessitate the construction of a bridge over the Ouse to Hamsey.

There should be a cycle route from the Old Malling Farm development to Earwig Corner and from there to Stoneham and on to Wellingham Lane.

There should be a joining of the Barcombe Mills junction with the A26 to the Old Uckfield Road with a way of crossing from the Old Uckfield Road to Ham Lane, Ringmer with a path along Ham Lane to Norlington Lane.

Extend the dual use as a bridleway to Glydnebourne and have a safe route from Glynde Mill Lane, with safe crossing of A27 and track to Firle Street.

(3) Going South East

The Egrets Way should be completed. From the Railway Land the bridge under the railway in direction of Ham Lane should be improved and a shared cycling pedestrian route (with cyclists to proceed with share with care sign) should be made linking to Ham Lane and the existing part of the Egrets Way by the town recycling centre.

There should be an alternative route directly onto the A27 for the HGV trucks which travel to and from the Ham Lane recycling centre. This will reduce the traffic along Southover High Street and through the town. Ham Lane could then become access only and for cyclists and pedestrians.

A Toucan crossing should replace the existing crossing on A26 at the Cliffe Industrial Estate.

Use should be made of the existing bridged access (previously accommodating the railway connection to the cement works). This will allow users to remain on west side of A.26 to the end of existing cycleway and then drop down beneath the road within a simple fenced section of new cycleway. This will allow a safe link to the national cycleway and avoid conflict with traffic through the industrial estate.

A new cycle route from the lay on the A26 south of Beddingham which travels behind the field boundary hedge all the way to Itford Bridge, joining the South Downs Way and Crossing the A26, railway and the Ouse to Southease and the Egrets Way.

Objective 5
Getting the best out of new developments

It should be a requirement that all new developments support cycling and walking through improving the local infrastructure and ensuring that there are safe and easy routes to and from the new development into key parts of the town. No new development should be approved if there is no safe access to and from it by foot or by bicycle.

Any new development must provide footpaths wide enough for groups of people and cyclists to walk and cycle safely together.

Greenways should be prioritised and any new roads leading to or from the development should be designed to slow traffic.

Large developments (including hotels) should provide secure parking/storage for bicycles.

Annex: 1 Implementation of the Strategy

Stage 1 (to do or start within 12 months)	Stage 2 (to do or start within 24 months)	Stage 3 (to do or start within 5 years)
Removing restrictions on cycling	Create shared space junction Station St	New cycle paths on Nevill Road, by library, A275 to Offham, Hamsey and High Street
Gateways	Construct toucan crossings	New subway under railway to college
Making Paddock Road 2-way for cycling	Widen footpaths to accommodate cycles	Replace bridge on Cabbage Walk
Construct dropped kerbs and slip way	A27 cycle path from prison to existing cycle path	Replace Wiley's Bridge
Replace track on bridge over rail to College	Egrets Way completion	Construct cycle path to back of garage at Newmarket
Introduce advanced stopping lines at junctions	Mini roundabout at Waitrose exit	Construct cycle path at Hope in the Valley
Objective 5 (new developments policy)	Construct ramp from Southover Road through the station car park	Replace surface on track from Hamsey to Landport
Implement traffic calming measures	Contra flow cycle path on Friars Walk and Landsdown Place and School Hill	Create route from the dump to A27
Making bridleways and footpaths fit for cycling (Church Lane to Malling and Hill Road to Ferrers Road)	Open up route north of the Cliffe Industrial estate under the A26	
Widen entrance from Pinwell Rd to Court Gardens	Put in smooth strips on cobbles	
Create shared space on both sides of Phoenix Causeway		
Improvements in signage		
* dropped kerbs (New Road, Hawkenbury Road,	* toucan crossings at Prince Henry's Rd, Spital Road, Hill Rd, Bell Lane, Cliffe	

<p>St Pancras Gardens, Laura Ashley, Wellington St, Phoenix Causeway (so as to lead on to path down to river path near Tesco roundabout) and east side of Nevill Road (two places).</p> <p>** traffic calming (Church Lane, Offham Road, Mountfield Road, Ham Lane, High Street)</p>	<p>Industrial Estate, Landport Road.</p> <p>** widening paths (Convent Fields, Malling Recreation Grounds, Bell Lane Recreation Grounds)</p>	
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Annex 2: Supporting documents

‘Cycling and Walking Investment Strategy’ (2016) Department of Transport;

‘Working Together to Promote Active Travel: a briefing for local authorities’ (2016) Public Health England;

‘Local Action to Mitigate the Health Impact of Cars: A Briefing Statement’ (2016); Faculty of Public Health;

‘Low Carbon Neighbourhood Planning: A Guidebook’ (2016) Centre for Sustainable Energy;

‘Get Britain Cycling’ (2013) All Party Parliamentary Group;

‘Cycling Delivery Plan’ ((2014) Department of Transport;

‘Taking Physical Activity: A Co-ordinated Approach’ (2014); All Party Commission on Physical Health;

‘Moving More, Living More’ (2014); Departments of Health, Education, Transport, Culture Media and Sport and the Cabinet Office;

‘Everybody Active, Every Day’ (2014) Public Health England;

‘Killed or Seriously Injured (KSI) casualties on East Sussex roads (Public Health Briefing, 2015) Division of Public Health and Adult Social Care East Sussex County Council;

‘Value for money assessment of cycling grants’ Department of Transport, August, 2014
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-of-cycling-grants.pdf [accessed, 14 November 2017]

‘The value of cycling: rapid evidence review of the economic benefits of cycling’.
Phil Jones Associates, Department of Transport, University of Birmingham
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/509587/value-of-cycling.pdf [accessed, 14 November, 2017)

‘The case for active travel: how cycling and walking can support vibrant urban economies’ Urban Transport Group, Leeds October, 2016
http://www.urbantransportgroup.org/system/files/general-docs/The%20Case%20for%20Active%20Travel_0.pdf [accessed 14 November 2017]

‘Visitor economy facts’ Visit Britain, 2015
<https://www.visitbritain.org/visitoreconomy-facts>

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<http://www.bbc.co.uk/news/health-39641122> Accessed: 27/4/17

<http://bjsm.bmj.com/content/early/2017/03/30/bjsports-2016-096587> Accessed 27/4/17

<http://www.bbc.co.uk/news/health-39693462> Accessed 27/4/17

We wish to credit Open Street Maps contributors for the use that we have made of their maps.

Annex 3: People and organisations consulted on the draft strategy and who provided comments/feedback

1. Organisations

Friends of Lewes

Liberal Democrats: Lewes

Lewes Constituency Labour Party: Environmental Forum

Lewes District Green Party

Lewes Travel Log/Travel Man

Lewes District Council (Air Pollution Officer)

Bricycles (Chairperson)

Egrets Way (Chairperson)

South Downs National Park Authority (Cycling Officer)

East Sussex County Council (Director of Public Health)

2. County, District and Town Councillors

Attendance at Briefing Meetings

Jo Carter (Green Party, District)

Stephen Caitlan (Independent District and Town)

Johnny Denis (Green Party, District)

Richard Burrows (Liberal Democrat Party, Town)

Imogen Makepeace (Green Party, Town)

Susan Murray (Independent Green, District and Town)

Roger Murray (Independent Green, Town)

Apologies

John Lamb (Liberal Democrat Party, Town), Ruth O'Keefe (Independent, County, District and Town)

Written Response

Vic lent (Liberal Democrat Party, District)

3. Member of Parliament (MP)

Maria Caulfield (Conservative Party)

4. Individuals: 21