

Manifesto: Changing The Way We Move

East Sussex County Council (ESCC) Elections, 6 May 2021

Local elections are a vital opportunity to influence Councillor Candidates.

Our vision for East Sussex, including Lewes, is for our towns and rural communities to be designed for people, where more everyday journeys are cycled, walked or wheeled and where our air is cleaner and our health and wellbeing are prioritised.



We must create more attractive and sustainable low-carbon places to live, work, thrive, play and do business in. This will only happen if we work to elect candidates that share our vision.

During the Covid-19 lockdown we saw a dramatic increase in cycling and walking throughout the County as roads were less busy and we felt safe.

It proved that people will choose to walk and cycle when they feel safer. Cycling should be for everyone – from a child learning to ride, to a young person cycling to school/college or an older person on an e-bike shopping or visiting friends.

Less able people need to feel they can cycle too. Families should feel it's easy and safe to enjoy an outing together.

Post-Covid recovery presents a huge challenge and opportunity. Investing in walking, cycling, wheeling and low carbon public transport provision must be part of the solution to a green recovery. It can also help address the:

- Climate Emergency and harmful air pollution
- Traffic volumes, speed, danger noise from speeding traffic
- Obesity crisis
- Decline of the high street

We want all candidates to sign up to our 3 pledges and start work on them immediately they are elected.

1. Prioritise investment in sustainable transport.
2. Create safer low traffic towns, villages and high streets.
3. Reduce danger on our roads.



Some of the key actions to deliver these pledges include:

1. Invest so that everyone has the opportunity to move around safely and conveniently without using a private car.

- Review all ESCC transport related investment plans and policies in the first 6 months.
- Produce an integrated Sustainable Transport Plan that shifts existing and new financial investment and resources to all forms of active transport (cycling, walking, and wheeling) and public transport by the end of year 1.
- This Plan must demonstrate a significant shift of resources away from car and road dominated expenditure. The adoption of the Department of Transport's 'Gear Change' vision and related guidance must guide and influence this work.
- Increase overall investment in public transport and active travel, ensuring that a minimum of 10% of transport expenditure each year for the next 2 years (starting in April 2023) is used for cycling, wheeling and walking.
- Produce a plan for the development of a Bus Network across the country that reduces then eliminates the use of fossil fuels. We must enable residents to have a real choice if they want to reduce their travel by private car but cannot cycle. Less speeding traffic = safer roads.
- Maintain our roads, streets and public realm for all road users. The needs of those with disabilities, followed by pedestrians, then cyclists should be prioritized. These are shortcomings in ESCC's current practice and approach.



- Prioritise building cycleways in areas with the least cycling and/or public transport options and where short journeys can realistically be achieved by bicycle. This includes connecting villages to their nearby towns. For example, Lewes to Hamsey & Cooksbridge.

- Work with villages to identify a network of Quiet Lanes that have potential to connect villages with towns and produce

a plan to begin implementation.

2. Create towns and neighbourhoods that put people first.

Our towns like Lewes should be designed for people. We need to: encourage shopping locally; support our local businesses and High Streets; reduce the need for us to travel outside Lewes.



The removal of through-traffic provides the opportunity to create public space that is greener, pleasanter and where people can walk, wheel or cycle, play and socialise safely, free from the road danger. This means re-designing our public space to:

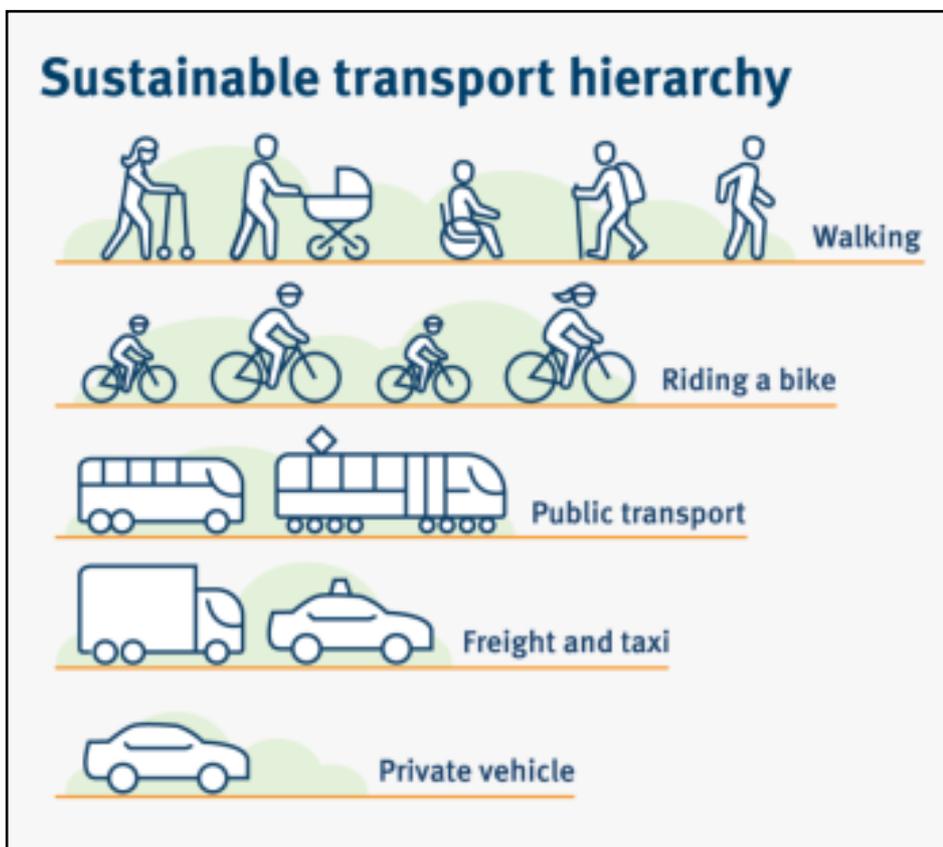
- reduce the dominance of cars: reducing the speed and volume of traffic and re-prioritising space.

There are a number of successful models that have transformed other towns and neighbourhoods. These include Low Traffic Neighbourhoods and the Healthy Streets approach.

- improve and widen pavements to enable safer walking and introduce seating (parking for people) and landscaping/greening initiatives; this may mean reducing on-street parking
- create a network of safer routes for cycling and other forms of micro mobility
- meet the demand for secure cycling: not everyone can store cycles safely - this excludes many people from cycling. Residents can park their cars on the street but there is no space given to their cycles. There should be provision for cycle storage on some of our streets even if it

means taking out some car parking spaces. This could be part funded from monies raised from parking revenue to ensure rental costs are affordable.

- ensure policies require all new housing and industrial development and/or regeneration plans to have attractive and easy to use pedestrian and cycle routes from the development to town and/or transport hubs.
- Adequate, attractive and easily accessible secure parking for all types of bikes, including charging points must be included for residents and visitors. Car use and car parking must be minimised so it's not the easiest first option for movement.



3. A new Approach to 'Road Safety'

We believe road safety should be about minimising any collisions between road users. Priority must be given to putting in place changes to allow this to happen. Evidence shows us that changes such as speed limit reductions, safety cameras, enforcement and changes in road user priorities can create a safer environment for pedestrians and cyclists. We want safety, rather than movement, prioritised. For too long ESCC's approach to safety has been limited to killed or seriously injured levels.

We need to:

- develop a new relationship with the Police through the Safer Sussex Roads Partnership and review the approach to roads policing: where 'Safety' does not just focus on actual Killed and Seriously Injured (KSI) or collisions but looks at the potential risks, the perceptions of safety, and the need to make active travel attractive. This means reducing speeds and enforcing the reduced speed limits across the County.
- implement a 20mph zone for the whole of Lewes with Gateways at all entrances to the Town; where necessary install mobile speed cameras to support enforcement.
- re-design road infrastructure and install signage at the Gateways to discourage through traffic, encourage and welcome slower local traffic.



Further information:

Living Streets: <https://www.livingstreets.org.uk/get-involved/campaign-with-us/elections-2021>

Cycling UK: https://www.cyclinguk.org/sites/default/files/document/2021/03/cycling_uk_england_may_elections_stage2.pdf

Vision Zero: <https://visionzerouk.wordpress.com/>

Sustrans <https://www.sustrans.org.uk/campaigns/our-manifesto-for-london-2021/>

Contact details

Cycle Lewes: email: info@cyclelewes.org.uk (Sheila O'Sullivan, Chair)

Lewes Living Streets: email: lewesgroup@livingstreets.org.uk. (Kevin Moore, Chair)