



East Sussex County Council's 'Local Cycling and Walking Infrastructure Plan' (LCWIP), 25th November 2020

Beginner's guide to Consultation Questionnaire

This hyperlink provides access to ESCC's consultation documents: <https://consultation.eastsussex.gov.uk/economy-transport-environment/escclcwip-2020/>

This in turn provides a link to ESCC's online survey and below this a list of 28 supporting documents, the first of which is the LCWIP Draft Summary October 2020. Pretty daunting! Fortunately you won't need to read most of them if you follow the guidance below.

The introductory information advises that it is necessary only to read the **LCWIP Draft Summary** document "*this will provide you with enough information to answer the questions*". You may also find it useful to look at Appendix 5B (Sustrans report). Here are the relevant pages for Lewes:

LCWIP Draft Summary

Page 12 LCWIP areas

17, 18 Cycling map and routes

Appendix 5B Sustrans report

Pages 1 – 37

The **LCWIP Draft Summary** on pages 10/11 sets out eleven county-wide 'issues' and eleven 'opportunities'.

Issues relevant to CL (as well as Lewes Living Streets):

- Safety issues – volume and speed of traffic.
- Town centres dominated by traffic movements, impacting on ambiance, safety and air quality.
- Reluctance to cycle on the road due to fear of conflict with vehicular traffic.

Opportunities relevant to CL (as well as Lewes Living Streets)

- Focus on town centre and high street regeneration – prioritise cycling, walking and public transport, integrated with inclusive access.

You may find it instructive to look at ESCC's proposals for Lewes and to consider how well (or badly) these respond to the above challenges.

Thus briefed, you should now be able to complete the online survey. Do use the final box on page 5 to make any comments of your own, perhaps making reference to the 'issues and opportunities' above.

More detailed notes

Page 2

Q4 – ‘Do you agree with the geographic areas...?’

The map in the Summary Document on page 12, Fig. 3 shows East Sussex divided into 4 ‘Coastal Areas’ and 2 larger ‘Rural Areas’. Lewes is located in the area designated ‘Lewes and South Downs’ which for reasons that escape me is in turn divided into 2 discrete areas separated by a chunk of Newhaven. Lewes town is in the area to the west, effectively the Ouse Valley, which runs down to the back of Newhaven. ‘The Downs’ is effectively the Cuckmere Valley and includes the Seven Sisters Country Park. It is illogical to try to create a coherent network for pedestrians and cyclists that covers both areas – each needs its own network.

We will be answering ‘No’ to this question, for the reasons set out above.

Page 4

Proposed Cycle Network Maps

Question 5 – Does the proposed network connect with the places that local people may wish to travel for everyday journeys?

Tick the ‘Lewes’ box (more if you wish) and use the box below to comment
Fig. 6 on page 17 (Summary Document) shows ‘**Lewes proposed cycle network**’
Generally the routes proposed appear logical *‘providing more strategic links to the National Cycle Network, together with links to nearby settlements and supporting access to local facilities.’*

14 routes appear in the key (L1 – L14), although only 13 are described in the schedule; there are a number of anomalies which are set out below.

The **map** is small scale and contains many discrepancies:

- ‘Southover Gardens’ is shown close to the bypass. Is Grange Gardens intended? If so it is in the wrong location.
- Similarly Priory School is shown in the wrong location
- Wallands School is shown in the Nevill – it’s in Wallands!
- The Leisure Centre and Pells Pool should be shown.

L1 A27 and Lewes Town Centre

This is effectively Regional Cycle Route 90 and follows the old route of the A27 through the centre of Lewes. We strongly support this, especially the east bound section down School Hill.

L2 Ringmer – Southease

The section south of Lewes is shown on the east side of the river. It presumably follows the Egrets Way and should therefore be on the west side.

L3 South Downs Way – Lewes

Only a short section appears on the map, along Southover High Street/Mountfield Road. Is this correct, and how does it connect to the SDW?

L4 Montacute Road – Town Centre

This is presumably the ochre route on the map, except that it is labelled L5. Clarification?

L5 South Downs – Spital Road

This appears to be incorrectly labelled on the map – it runs to Montacute Road. Is L6 intended – it runs down Spital Road?

L6 South Downs – Station

See L5 above. Only a short section is shown, from Spital Road up to the racecourse. This is not a suitable cycle route at present.

L7 Ditchling – Cooksbridge

Only a short section of the Offham Road is shown. No route to or between either village is shown.

L8 A27 – Swanborough

Swanborough is miss-spelled in the schedule. L9 on the map appears to be L8 – which is correct?

L9 Lewes – Southease

Is this L10 on the map?

L 10 Nevill – Southover Cooksbridge – Lewes Riverside

L10 on the map shows Lewes – Southease. No sign of Nevill – Southover. Why is Cooksbridge – Lewes Riverside lumped in here? It appears again in L12.

L11 Offham – Town Centre

Offham is shown in the wrong location on the map – it is south of the level crossing. What is a bit of L8 doing here? And where is L11?

L12 Cooksbridge – Lewes Riverside

This is presumably the byway to the east of the A275. Not currently cyclable in the winter months.

L13 Malling – Southover

On the map this appears to be the Hamsey – Lewes route along the line of the former railway.

L14 - appears in the legend, but nowhere else.

Question 7 - For what type of trips would you usually cycle for all or part of your journey?

Question 8. - Do you experience any barriers which prevent you from cycling? Please select yes, or no using drop down box.

- Quality of route
- Busy roads
- Feeling unsafe
- Difficult junctions to cross
- Not enough information on possible routes
- Personal safety
- Cost of owning a bike
- Confidence
- Other, please state

Question 9 - After the consultation on the LCWIP we will develop a long-term programme of improvements for cycling. To help inform the types of measures we should consider including, what would encourage you to cycle more? Please tick all which are applicable.

We'll be ticking all boxes and under 'other' calling for reduction in speed across whole of town from Gateways at all entrances and its enforcement

- Cycle routes separated from other modes of travel
- Traffic free neighbourhoods – including road closures
- Greater priority for cyclists at junctions and crossings
- Direct cycle routes
- Attractive traffic free spaces in town centres
- More signing
- Cycle training, information and initiatives
- Other - please state

Question 13. - Please provide any further comments you wish to make in relation to the East Sussex Local Cycling and Walking Infrastructure Plan

We suggest you consider including:

The ESCC Draft Summary clearly identifies as major issues:

- volume and speed of traffic
- town centres dominated by traffic movements, impacting on ambiance, safety and air quality.
- reluctance to cycle on the road due to fear of conflict with vehicular traffic.

Of all the towns in East Sussex, these issues impact most adversely on Lewes. The Draft Summary calls for a focus on town centre and high street regeneration, prioritising cycling, walking and public transport.

Yet the proposals set out in the Draft Summary completely fail to address these major problems in a co-ordinated and effective way. They ignore the recommendations of their own consultants (Sustrans) and the implications – and opportunities – of Covid-19.

In addition our District has declared a Climate Emergency where transport, especially use of private cars make up 37% of our carbon emissions. Lewes already has 2 areas in the centre of the town that are designated Air Quality Management Areas where emissions are above the recommended limits we do not need more, we need to eliminate those we have.
<https://sussex-air.net/Reports/AnnualStatusReports/ASR-Lewes-2019.pdf>

Any plan for Lewes must have meaningful measures to meet the Districts Climate Change Strategic goals one of which is reducing resident reliance on the car.
https://www.lewes-eastbourne.gov.uk/_resources/assets/inline/full/0/291624.pdf

Connecting to our villages and rural network

We also need to reinforce the need to have high quality routes in and out of Lewes connecting to our surrounding villages like Barcombe, Cooksbridge, Hamsey, Glynde and Firle.

The only dedicated route is the Lewes to Ringer, we are still waiting for the completion of the link from Lewes to link up the Egrets Way.

Building good high quality cycling infrastructure would allow those residents that want to cycle to and from those villages to do so safely and avoid more motor traffic in Lewes and more pressure on parking.

Finally, we want to see more investment in Lewes, a town that has been neglected for far to long.

ESCC propose instead only minor mitigations that are unlikely to produce any meaningful improvements for pedestrians, cyclists and the community at large.