

COMMITTEE	CABINET
DATE	8 February 2012
SUBJECT	Cycling Strategy
REPORT OF	Senior Head of Development & Environment

Ward(s)	All
Purpose	For Cabinet to approve the Eastbourne Cycling Strategy
Contact	Lisa Rawlinson, Principal Implementation Officer, 1 Grove Road, Eastbourne Tel no: (01323) 415250 E-mail: lisa.rawlinson@eastbourne.gov.uk
Recommendations	That Cabinet approve the Cycling Strategy

1.0 Introduction

- 1.1 On 14 July 2010, Cabinet resolved that the Council should work in partnership with East Sussex County Council to develop a Cycling Strategy for the Town and that it should continue to work with local groups to ensure that a town wide cycle network is developed and implemented.
- 1.2 The Strategy which will run until 2027, will replace 'A Healthy Cycling Plan for Eastbourne' which was produced by Sustrans in 1994 and will be aligned with the County Council's Cycling Strategy which was published in March 2009.
- 1.3 The Strategy will also contribute to the Council's wider objectives to reduce traffic congestion and support low carbon initiatives which will also improve air quality, health and accessibility. The Strategy also fits in with a priority of 'Pride of Place', the East Sussex Integrated Community Strategy, which is to encourage the use of alternative methods of transport to reduce the number of car journeys made in Eastbourne and specifically to improve facilities for cycling and walking.

2.0 Cycling Strategy for Eastbourne

- 2.1 The principal objective of the new Cycling Strategy is to identify a Borough-wide network of potential cycling routes which can then be provided as funding becomes available through a number of avenues including the planning process from developer contributions. This proposed network builds on both the existing cycle routes within the Borough as well as the proposed new

routes between the railway station and the eastern side of the town (the Horsey Cycle Route) and the western Seafront Cycle Route (along King Edwards Parade). The Strategy also identifies ways in which cycling can be encouraged and promoted within the Town.

- 2.2 The network of proposed cycle routes was developed by a Working Group which was established in October 2010, comprising representatives from the Council's Highways Department, East Sussex County Council's Transport Policy Team, Bespoke (Eastbourne's cycling campaign group) and the Community Environment Partnership for Eastbourne (CEPE).
- 2.3 The network of proposed cycle routes builds on the existing provision and provides linkages between principal employment, housing, recreational and tourist locations.
- 2.4 The Strategy which is attached at Appendix 2 includes a Plan of the network of utility and recreational routes. The routes are prioritised in order to ensure those with the greatest potential to be delivered and those that would benefit the greatest number of people are taken forward for feasibility studies at the earliest opportunity.
- 2.5 The Strategy also includes a section on cycle parking and recognises that improvements will be carried out as funding becomes available. Priority locations for improving or extending existing cycle parking provision will be those that are served by the existing or proposed cycle network, and locations that serve utility cyclists accessing places of work or retail areas.
- 2.6 The Strategy is in accordance with The Eastbourne Plan and the draft Eastbourne Park Supplementary Planning Document (SPD) which seeks to increase cycle routes through the Park and specifically states in Key Principle 3 that *'accessibility, both within and adjacent to Eastbourne Park, will be significantly improved and enhanced....through maintaining existing pedestrian and cycle routes and developing new routes in accordance with the Council's Cycling Strategy.'*

3.0 Consultation

- 3.1 East Sussex County Council in partnership with Eastbourne Borough Council has previously carried out consultation on the two proposed cycle routes along Horsey Sewer and King Edwards Parade. As part of these consultations, attendees were invited to give their opinions about where improvements to cycling infrastructure across the Borough should be made. This information has been incorporated into the Cycling Strategy and helped inform the provisional network of the proposed new cycle routes.

- 3.2 There was another opportunity for the public to give their views on cycling infrastructure at the Eastbourne Cycling Festival that took place in May 2011 and the comments received at the event were also taken into consideration in the drafting of the Strategy.
- 3.3 On 13 July 2011, Cabinet approved the draft Cycling Strategy for consultation with key stakeholders. The 12 week consultation took place between 29 September and 22 December. Consultees included cycling campaign groups such as Bespoke and Sustrans and other key organisations and groups including Sussex Police, East Sussex Disability Association, Eastbourne Chamber of Commerce and Eastbourne Hospitality Association. A full list of the stakeholders is attached at Appendix 3.
- 3.4 Consultation with the community will take place as each route is tested for feasibility and plans are worked up in more detail, at which time there will be more certainty associated with the provision of new routes.
- 3.5 The consultation exercise made it clear to stakeholders that the cycle routes proposed in the Strategy are not definitive routes and that they are subject to confirmation of feasibility and the securing of funding. For example, were it to be considered desirable to implement a cycle route in an area where byelaws currently prohibit cycling, such as on the seafront, it would be necessary to amend or revoke those byelaws.
- 3.6 At the end of the consultation period, 44 representations had been received and there was significant support for the Strategy.
- **91%** of respondents either 'strongly agreed' or 'agreed' that they were happy with the Strategy overall
 - **93%** of respondents either 'strongly agreed' or 'agreed' that the Strategy objectives are clear
 - **96%** of respondents either 'strongly agreed' or 'agreed' that the Strategy objectives are relevant to Eastbourne
 - **78%** of respondents either 'strongly agreed' or 'agreed' that Strategy approach contains the right policies to deliver the objectives
 - **89%** of respondents either 'strongly agreed' or 'agreed' that the document is easy to read and understand.

Responses to the comments made and whether they have resulted in any changes to the draft Cycling Strategy are attached at Appendix 1 of this report.

The representations received including comments on the following:

- requests for plans to be carried out quickly
- would like to see the Horsey path completed quickly
- need to join up the cycle routes
- need more cycle routes for Old Town during the initial phases
- request for proper segregated cycle lanes i.e. not just white lines on road
- would like a continuous cycle path along the whole length of the seafront
- requests for a 20mph speed limit in the town
- need cycle path from town centre to seafront
- too many people currently cycle on footpaths
- would like a cycle/pedestrian path along the railway line
- would like a safe crossing at the eastern end of Cross Levels Way
- do not like the 'Grippa' bike stands in the town centre
- encourage cycling to schools
- need cycle path from hospital to town centre
- no bicycles on the sea promenade from Holywell to Fishermen's Club
- promote driver awareness of cyclists
- provision for cyclists should allow for pedestrians too
- requests for a cycle path through the green separating Hampden Park from the town
- traffic calming schemes involving islands jutting in the carriageway are dangerous for cyclists unless they have passing places
- turn one of the pedestrian promenades into a cycle path
- would like dropped kerbs at every junction
- would like to see a future where there are no motor vehicles at all

3.7 During the consultation period a petition containing 3,200 signatures was also received. The petition stated;

'We the undersigned, would like better cycling provision in Eastbourne. We support a seafront cycle route.'

4.0 Financial Implications

4.1 East Sussex County Council has prepared the Strategy on behalf of Eastbourne Borough Council at no cost to Eastbourne.

4.2 The funding of the new routes proposed in the Strategy will be subject to future bids. However it is expected much will be funded from developer contributions.

4.3 A total budget of £50,000 has already been set aside. A sum of £15,000 was used for the design and safety audit of the western Seafront cycle route scheme and community consultation. The remaining £35,000 funding will be used for the feasibility design

work on the priority routes identified in the Strategy to aid their implementation.

5.0 Conclusion

- 5.1 A Cycling Strategy that identifies a network of cycle routes across the town is key to increasing the number of cycle trips made and will contribute towards the Council's objectives of becoming a low carbon town, reducing congestion and improving air quality and accessibility.
- 5.2 Members are therefore asked to approve the Eastbourne Cycling Strategy.

Background Papers:

Cabinet Report dated 14 July 2010
Cabinet Report dated 15 December 2010
Cabinet Report dated 13 July 2011
A Healthy Cycling Plan for Eastbourne (Sustrans – 1994)
East Sussex County Council - Cycling Strategy (2009)
Eastbourne Cycling Strategy (December 2011)

To inspect or obtain copies of the background paper, please refer to the contact officer listed above.

APPENDIX 1 – Responses to the Comments Received and Proposed Changes to the Cycling Strategy

Comments on draft Cycling Strategy for Eastbourne

General Comments

Comments received (number of comments in category)	Response	Suggested changes to strategy
Please carry out plan quickly (20)	Whilst the Horsey Cycle Route and King Edwards Parade Seafront Cycle Route are programmed for construction, delivery of other new or improved routes is dependent both on the outcome of feasibility studies and on securing funding through the planning process. A number of the Education & Promotion initiatives, such as Bikeability training in schools, are already on-going.	None
Words of approval (19)	Noted	None
Would like to see the Horsey Path completed as soon as possible (6)	Work on Phase 2A of the Horsey Cycle Route between Ringwood Road and Churchdale Road is already underway and scheduled for completion by end of March 2012. The other three Phases will be completed by September 2014. The work will be carried out in Phases due to the need to clarify land ownership, negotiate land purchases and obtain relevant planning permission. Regrettably these processes take time and means that it is not possible for the entire route to be constructed at the same time.	Update timeframe for construction at 4.1.4

<p>Comment on how Strategy was written (6)</p>	<p>The Strategy has been written as concisely as possible in order to ensure that the objectives, delivery mechanisms and action plan are clear and concise. However, it is also necessary for the Strategy to set out how it links to other local and national policy frameworks</p>	<p>Ensure that any repetition of statements are removed</p>
<p>Delivery time is too long (5)</p>	<p>The Strategy timeframe (2012-2027) accords with Eastbourne Borough Council's emerging Local Development Framework (LDF) Proposed Core Strategy – The Eastbourne Plan and the timescales of the East Sussex Local Transport Plan 2011 - 2026. The Action Plan element of the Strategy will be subject to periodic review and comprises a number of shorter term objectives, including those for schemes that have already been programmed for construction within the next three years. Proposed new cycling routes are subject to feasibility, design and planning processes and, importantly, the securing of funding. As such it is not possible to construct all primary and secondary routes in the short term or to provide detailed information on timeframes until the finances are secured.</p>	<p>None</p>
<p>Doubts ability to implement plans (2)</p>	<p>Proposed primary and secondary routes are all subject to future feasibility studies and their delivery may be constrained by physical, planning or funding constraints. However, these routes have been identified based on consultation with local stakeholders which include cyclists and the highway authority and the realistic potential of their delivery has been considered.</p>	<p>None</p>

The proposal doesn't take into account future changes in Eastbourne e.g. demographics, improvements in technology etc. (2)	The Action Plan element of the Strategy will be subject to periodic revision and as such will enable future circumstances, including demography and technology, to be considered. However, the Strategy will continue to be aligned to the Local Development Framework Proposed Core Strategy ambitions to reduce carbon emissions through the promotion of environmentally sensitive transport and ensuring that cycling is a priority in the design of new developments	None
Hopes the infrastructure will be of the highest quality (1)	All new highway infrastructure schemes need to achieve the best value for money for the available funding, whilst according with design and construction standards.	None
Would like to see a future where there are no motor vehicles at all (1)	Noted	None
Cyclists dislike frequent stop/starts (1)	The design of new cycle routes will always aim to achieve the best flow for cyclists within the given constraints of the available space and with due regard to other road or footway users.	None

Ideas

Comments received	Response	Suggested changes to strategy
Concentrate on smaller details e.g. sign posts, advanced stop lines, dropped kerbs, bike racks (9)	Where other local safety schemes are being developed or new developments are coming forward, we will seek to incorporate improvements such as advanced stop lines or dropped kerbs, as appropriate. The planning process can be used to ensure that new developments provide appropriate provision for cycling within the site (i.e. low speed road layouts in housing	None

	development, cycle access from the existing road network into the site) secure cycle parking provision etc	
Encourage cycling to schools. (2)	Cycle training is already carried out in Eastbourne schools using the National Standards 'Bikeability' programme	None
Suggests you seek advice from York, Cambridge, Holland and Denmark and provides two website addresses (1)	Noted	None
Provision for cyclists should allow for pedestrians too (1)	Where possible, the preferred form of provision is to achieve conditions where cyclists are content to use existing highway. In some locations facilities might be provided that separate cyclists from traffic on dedicated cycle tracks. Elsewhere, where appropriate, footways may be converted to shared use cycle tracks for pedestrians and cyclists	None
Would like to see better facilities for cycling incorporated into the design stages of developments and when any roadworks are completed. (1)	Provision for cyclists at new development sites is already considered at the design stage. The scope of facilities provided, such as cycle paths, is dependent on the scale and scope of the development. Cycle parking infrastructure is considered in all new developments in accordance with Parking Standards at Development document.	None
Reduce parking to encourage cycling (1)	The provision of all types of parking is being considered in the draft Eastbourne Parking Strategy that will be out for public consultation in March 2012	None
Improve implementation of workplace travel plans (1)	Travel Plans are required for most new developments in East Sussex. Developers are required to pay monitoring and auditing fees to ensure that the travel plans are implemented correctly.	None
Would like to see an experimental bike carrying bus linking the town centre to key destinations in the National Park (1)	There are no current plans for a bike carrying bus however East Sussex County Council works with the newly formed South Downs National Park Authority to consider appropriate new initiatives to improve sustainable access to the Park,	None

Cycling along the seafront corridor

Comments received	Response	Suggested changes to strategy
Would like a cycle path along the sea front (9)	Consultation with stakeholders and the public during the preparation of the draft Strategy highlighted strong support for some form of continuous cycle route along the seafront corridor, however there were conflicting views on where the route should run. The Strategy highlights the seafront corridor as a priority route, subject to feasibility.	None.
Would like the sea front area to become 'Shared Space' (2)	The King Edwards Parade Seafront Cycle Route between Holywell Road and the Wish Tower will be a shared use cycle route (pedestrians and cyclists). Route and type of facility for the remainder of seafront corridor between Fisherman's Green and Wish Tower to be considered through feasibility study.	None
Turn one of the pedestrian promenades into a cycle path (2)	The King Edwards Parade Seafront Cycle Route between Holywell Road and the Wish Tower (parallel to the Lower and Middle promenades) is programmed for construction in 2012. Any further proposals to permit cycling on these promenades would require Eastbourne Borough Council to seek a revision to existing byelaws.	None
No bicycles on the sea promenade (2)	Current byelaws prohibit cycling on the promenades between Fishermans Green and Holywell.	None
The seafront promenade is too narrow for a cycle path (1)	The most appropriate route between Fisherman's Green and the Wish Tower has not yet been identified and will be subject to a feasibility study.	None

Suggests making seafront road one way to provide space for a cycle lane (1)	There are no current proposals to alter traffic flow along the seafront corridor however the most appropriate scheme to achieve a safe cycle route between Fisherman's Green and the Wish Tower will be identified through a feasibility study	None
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Comments on the proposed routes of the cycle paths

Comments received	Response	Suggested changes to strategy
Join up the cycle routes (4)	The Strategy identifies priority routes to be developed first which join up the existing routes to create a more comprehensive network.	None
The route from DGH to town centre is very important (3)	This route is identified as a priority route in the Strategy	None
Would like a cycle/pedestrian path along the railway line (3)	The Draft Eastbourne Park Supplementary Planning Document (SPD) produced by Eastbourne Borough Council in support of The Eastbourne Plan, highlights the need for improved pedestrian and cycle access to Eastbourne Park. The draft Strategy does identify a route alongside the railway as a secondary route for future consideration	None
More cycle routes for the Old Town during the initial phases (3)	In identifying (in partnership with stakeholders) the priority routes for initial feasibility work it was necessary to consider how the existing core cycle route network could best be improved and it was therefore not possible to include all proposed new routes in the priority stage.	None
Would like a cycle path between the town centre and the seafront (3)	This route is identified as a priority route in the Strategy	None

Would like a cycle path from station to sea front (2)	This route is identified as a priority route in the Strategy	None
Need path from hospital to town centre (2)	This route is identified as a priority route in the Strategy	None
Would like a cycle path from station to start of Horsey Route (1)	The Horsey Cycle Route is being delivered in a number of phases during 2012/13 and 2013/14. The section of the route between the railway station and Ringwood Road is programmed to be constructed in Autumn 2013.	None
Would like a route between town centre to Cross Levels Way (1)	A route between the town centre and the District General Hospital is identified as a priority for feasibility in the Strategy, and a route alongside the railway through Eastbourne Park is identified as a secondary route for future consideration.	None
Requests a cycle path through the green separating Hampden Park from the town (1)	The Draft Eastbourne Park Supplementary Planning Document (SPD) produced by Eastbourne Borough Council in support of The Eastbourne Plan, highlights the need for improved pedestrian and cycle access to Eastbourne Park. The draft Strategy does identify a route alongside the railway as a secondary route for future consideration.	None
Thinks the route between Hampden Park and Eastbourne is unpleasant (1)	Improvements to National Cycle Route 21 to enable cyclists to safely get across Cross Levels Way to the west of the Lottbridge Drove roundabout is identified as a priority in the Strategy. The draft Strategy does identify a route alongside the railway as a secondary route for future consideration, which would provide an alternative route from Hampden Park to the town centre	None
Would like priority to be given to cyclists across the junctions of residential streets along the route between Sovereign Harbour and the sewage works (1)	Noted. Consideration will be given to this suggestion in the drafting of the Sovereign Harbour Supplementary Planning Document (SPD).	None

Comments on cycling safety

Cycling needs to be made much safer to encourage people to cycle (21)	The creation of a safer, more attractive and accessible cycling network is the key objective of the Strategy. The provision of information, skills and knowledge to enable people of all ages to cycle safely is also a key objective	None
Would like a safe crossing at the end of Cross Levels Way (5)	Improvements to the National Cycle Route 21 to enable cyclists to safely get across Cross Levels Way to the west of the Lottbridge Drove roundabout is identified as a priority in the Strategy	None
Requests proper segregated cycle lanes i.e. not just white lines on road (5)	Where possible, the preferred form of provision is to achieve conditions where cyclists are content to use existing highway. This may take the form of advisory white lines. In some locations facilities might be provided that separate cyclists from traffic on dedicated cycle tracks, however physical road layouts and constraints might prohibit this in some locations.	None
Too many people currently cycle on footpaths (4)	Paragraph 4.3.2 of the Strategy notes the importance of partnership working with agencies such as Sussex Police to promote safe and legal driving and cycling across Eastbourne.	None
Asks for more training/awareness campaigns for cyclists/cars/HGVs (4)	Paragraph 4.3.2 of the Strategy notes the importance of partnership working with agencies such as Sussex Police to promote safe and legal driving and cycling across Eastbourne	None
Asks for a 20mph speed limit in the town (3)	Noted, however an area-wide 20mph speed limit is outside the scope of this Strategy	None
Negotiating roundabouts is particularly dangerous on a bicycle (2)	Noted	None

<p>Traffic calming schemes involving islands jutting in the carriageway are dangerous for cyclists unless they have passing places (1)</p>	<p>A cycle audit is undertaken on all new highway schemes to ensure that the schemes provide improvements to, or at least have no negative impact, on the coherence, attractiveness, directness and comfort of routes and facilities used by cyclists.</p>	<p>None</p>
<p>Would like to allow children to be allowed to cycle on the pavements at peak times to encourage them (1)</p>	<p>Amendments to national legislation governing the legal use of footways is outside the scope of this Strategy</p>	<p>None</p>
<p>Poor visibility at Cross Levels Way/Broadwater Way junction - please can hedge be removed (1)</p>	<p>Ownership and control of the hedgerow adjacent to the cycle route to be established to ensure that it is either cut back sufficiently (or removed) to allow good visibility along Broadwater Way towards the mini-roundabout Noted</p>	<p>None</p>
<p>Keep cycling routes clear of rubbish and stones (1)</p>	<p>Noted</p>	<p>None</p>
<p>Education pointless until cycling is safer (1)</p>	<p>The expansion of the current cycling network in Eastbourne is a key objective of the Strategy. The provision of cycle training and education is also considered important to enable young cyclists to use current facilities both in Eastbourne and the wider area.</p>	<p>None</p>

APPENDIX 2 – Eastbourne Cycling Strategy

Eastbourne Cycling Strategy January 2012 – changes from Draft version to Final version

Location	Was	Replaced by
1.1.3	National Cycle Network Route 21 (NCN21)	National Cycle Route 21 (NCR 21)
2.3.2	A continuous, safe cycling route along the entire seafront	A continuous, safe cycling route along the entire seafront corridor
4.1.2	Feasibility studies to start in 2011/12	Feasibility studies to start in 2012/13
4.1.4	Horseway Cycle Route	Horseway Way Cycle Route
4.1.4	Construction dates for Horseway Way Cycle Route commence in 2011 and complete by end of 2013	Commence in 2012 and be completed by end of 2014
4.1.5	Was numbered as 4.1.4	Now numbered as 4.15
4.1.5	Routes to be considered for feasibility	Routes / locations to be considered for feasibility
4.1.6	Was numbered as 4.15	Now numbered as 4.1.6
4.1.7	Was numbered as 4.16	Now numbered as 4.1.7
4.3.2	Travel Choice	Travelchoice (www.travelchoice.org)
4.3.2	Cycle calorie maps	Removed
5	Implementation Plan (11/12 – 13/14)	Action Plan (12/13 – 13/14)
5	Horseway Cycle Route: When: Phase 2A – Autumn/Winter 2011; Phase 2B – Spring/Summer 2012; Phase 1 – 2012/13; Phase 3 – 2013/13	Horseway Cycle Route: When: Phase 2A – Spring 2012; Phase 2B – December 2012; Phase 1 – September 2013; Phase 3 – September 2014
5	King Edwards Parade Cycle Route: 2011/12	King Edwards Parade Cycle Route: 2012



Eastbourne Cycling Strategy

January 2012

(Final version to be desktop published to include illustrations)

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Appendices

A - Map of existing cycle network

B - Map of existing, programmed and priority routes for feasibility

C - Map of secondary routes for later feasibility

D - Map of all routes

E – Table of cycle parking audit results

1. Introduction

1.1 Context

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

1.2 Purpose of Strategy

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

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

2. Policy Context

2.1 National

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

2.2 Local

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

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

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

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

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

- Improving accessibility for cyclists and

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

2.2.5 East Sussex County Council Cycling Strategy

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

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

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

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

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

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

2.2.8 Eastbourne Environment Strategy

2.2.9 One of the seven themes of the Eastbourne Environment Strategy is to create a low carbon town. The Environment Strategy's Action Plan identifies two priorities related to cycling – its promotion in order to increase its uptake as a healthier, cheaper and

low carbon transport solution; and to develop a Cycling Strategy in order to improve and expand the existing cycling infrastructure as well as to increase the levels of cycling into and within the borough.

2.2.10 *Eastbourne Town Centre Area Action Plan*

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

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

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

2.3 Evidence Gathering

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

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

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

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

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

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

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

3. Objectives and Strategy Approach

3.1 Objectives

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

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

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

3.2 Strategy Approach

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

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

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

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

Department for Transport, Cycle Infrastructure Design, October 2008

Consider first	Traffic reduction
	Speed reduction
	Junction treatment, hazard site treatment, traffic management
	Reallocation of carriageway space (e.g. bus lanes, widened nearside lanes, cycle lanes)
	Cycle tracks away from roads

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

- 10. Bikeability training** – The County Council will continue, where possible, its Bikeability training programme of on-road cycle training for Years 5, 6 & 7 pupils.
- 11. Workplace Travel Plans** – As part of the development and promotion of workplace Travel Plans, employers will be encouraged to provide adequate secure covered cycle parking, shower and changing facilities, interest free bike purchase loans and financial enumeration for work journeys undertaken by bike.
- 12. Monitoring** – Monitoring levels of cycling activity in the town will be undertaken using the permanent cycle counters at key points on the cycle network in the town and regular traffic counts undertaken on the road network.

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

Policy	Objective 1 Safer, more a and accessib cycling network	Objective 2 Cross-bound	Objective 3 Reduce depen on Car for shorte trips	Objective 4 Raise profile cycling	Objective 5 Provide inform Skills and kno
Cycle Routes	√	√	√	√	
Hierarchy of Provision	√		√		
Cycle Audits	√				
Public Transport Integration	√	√	√		
Cycle Parking	√	√	√	√	
Development Contributions	√	√			
External Funding	√	√			√
Publicity and Promotion	√		√	√	√
Educational Travel Plans			√	√	√
Bikeability Training	√		√		√
Workplace Travel Plans			√	√	√

4. Delivering the Strategy

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

4.1 Cycle Route Network

- 4.1.1 The provisional network of proposed cycle routes developed by the working group and informed by the views of the public have been further analysed to enable the routes to be graded as Priority and Secondary route proposals. As it will not be possible to evaluate or fund every new cycle route that has been suggested, it is important that those that will add to the existing strategic cycle routes, in particular

the NCR21 (and links off it) and that benefit the greatest number of residents and visitors to Eastbourne, are prioritised for early feasibility studies. This will enable these routes to be identified in the Local Development Framework Infrastructure Delivery Plan and delivered as funding is secured.

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

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

4.1.4 Programmed for construction

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

4.1.5 Routes / locations to be considered for feasibility

- **Seafront route between Fisherman's Green & Wish Tower** – cyclists travelling between Sovereign Harbour and Holywell Road currently have to use the B2103/B2106 seafront road which has no dedicated facilities for cyclists, is congested and has potential for conflict with cars reversing from diagonal parking spaces west of the pier and parallel parking spaces east of the pier. There is the potential to provide some of this route off-road on part of the promenade, subject to consultation.
- **Cross Levels Way / Lottbridge Drive** – cyclists using the National Cycle Route 21 (NCR21) from Polegate to the seafront at the Sovereign Centre, currently have to cross the A2280 to the west of the Cross Levels Way / Lottbridge Drive roundabout without any dedicated crossing facility. The scope to provide a Toucan Crossing at this junction needs to be assessed.
- **Eastbourne Town Centre to Seafront** - cycling is currently prohibited in the pedestrianised area between Terminus Road and Seaside Road. Consideration needs to be given to identifying a suitable route from the railway station in the town centre to the seafront. This would provide a valuable link to the new Horseway Cycle Route from its start point at Eastbourne Railway Station.

- **Langney to Sovereign Harbour and Sovereign Centre** – there are currently no dedicated cycling routes between the Langney residential and shopping areas and the retail and leisure areas at Sovereign Harbour and the Sovereign Centre. New routes here would tie into the Horsey Cycle Route and to the existing cycle route to Pevensey Bay.
- **Willingdon Drove** – a cycle route here would provide linkage to both the National Cycle Route 21 at Lottbridge Drove and to Shinewater Park.
- **University area to town centre, station and seafront areas** – there are currently no dedicated cycling routes between the principal university areas around Carlisle Road and Gaudick Road in Meads, and key destinations such as the seafront, station and town centre. Cycling infrastructure or a signed route would enable students and staff to access the facilities by bike and reduce the pressures caused by on-street parking in these residential areas.
- **Eastbourne District General Hospital to Town centre** – consideration needs to be given to identifying a suitable route from the main hospital (a principal employer in Eastbourne) towards the town centre.

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

4.1.7 The secondary routes are shown at Appendix C

4.2 Cycle Parking

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

4.2.2 A key observation from the audit was that the use of the Grippa type of cycle rack that provides a dedicated clamp and locking arm (typically found in public areas of Eastbourne) was very low. In many locations, cycles were observed locked to guard railing adjacent to the dedicated cycle parking facility, suggesting that cyclists do not like using this type of rack. The alternative, simpler hoop stands (Sheffield style) were generally used more.

4.2.3 Improvements to cycle parking will be carried out as funding becomes available. Priority locations for improving or extending existing cycle parking provision will be those that are served by the existing or proposed cycle network, and locations that serve utility cyclists accessing places of work or retail areas.

4.2.4 The outcomes of the full audit results are shown at Appendix E. Improvements to, or replacements of, existing provision at the following locations is recommended:

- **Town Centre** – adjacent to Arndale Centre entrances; Terminus Road towards seafront; Town Hall; Eastbourne library; railway station
- **Seafront** – in vicinity of Pier; at Sovereign Park; at Sovereign Centre
- **Theatre area** – adjacent to Congress Theatre and Towner Gallery
- **Sovereign Harbour** – dedicated cycle parking area
- **Parks and Gardens** – Princes Park, Gildredge Park, Shinewater Park, Helen Gardens
- **Retail areas** – Langney Shopping Centre; Admiral Retail Park
- **Education areas** – Sussex Downs College; University of Brighton; Eastbourne Park College; Eastbourne College.

4.3 Education & Promotion

4.3.1 Improvements to the existing cycle route network and associated infrastructure will bring significant benefits to current cyclists who undertake regular utility or leisure journeys into or within the borough. Providing new infrastructure alone does not, however, guarantee that residents or visitors to the town will automatically shift their travel modes to cycling. It will be important to make available clear information about cycling as a travel option by providing a range of promotional and educational initiatives.

4.3.2 Promotion and encouragement of cycling as a travel choice for utility cyclists or as a healthy activity for leisure cyclists, will be undertaken through a range of initiatives including:

- *Promote network of cycling routes via borough-wide cycling map* – providing information on the current cycle route network is vital to encourage more residents and visitors to cycle in Eastbourne.
- *Expansion of Bikeability training to include cyclists of all ages* – high quality cycle training using the national Bikeability model will continue to be offered to all schools in Eastbourne, whilst opportunities to extend the training to older children and adults will be explored.
- *Annual Eastbourne Cycle Festival* – this new event is designed to promote cycling and offers displays, guided rides, information points and training sessions.
- *On-going promotion of existing Travelchoice website (www.travelchoice.org)* – the website provides valuable information to residents and visitors to Eastbourne about travel options, including cycling.

- *School and workplace travel planning* – schools and other educational establishments will be encouraged to keep their Travel Plans updated and large employers will be supported in encouraging their staff to travel sustainably where possible.
- *Partnership working with health, leisure and transport stakeholders* – utility and leisure cycling is an activity that can be encouraged, facilitated and promoted by a wide range of partners. Partnership working with agencies such as Sussex Police to promote safe and legal driving and cycling across Eastbourne is also important.

4.4 Funding

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

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

4.5 Stakeholders

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

- **Cycling / campaign groups:**
 - Bespoke
 - British Cycling South East
 - Sustrans
 - Cyclist Touring Club (CTC) Wealden & South Downs

Cycle Seahaven
Bexhill Wheelers
Campaign for Better Transport

- **Others:**

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

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

5. Action Plan (12/13 – 13/14)

Appendix E

Cycle Parking Audit – Proposed Provision of New Cycle Parking Racks

Key:



Ownership - public sector and partners



Ownership – private company

Rating

1 = priority

5 = least important

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

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

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

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

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