



Seaford Town Council Climate Change Sub Committee Agenda – Tuesday 17th September 2024

To the Members of the Climate Change Sub-Committee

Councillors C Bristow (Chair), R Buchanan (Vice Chair), R Honeyman, O Matthews, J Meek, I Taylor and L Wallraven.

A meeting of the **Climate Change Sub-Committee** will be held in the **Council Chambers, 37 Church Street Seaford, BN25 1HG** on **Tuesday, 17th September 2024** at 7.00pm, which you are summoned to attend.

A handwritten signature in black ink, appearing to read 'A Chugg', with a long horizontal flourish underneath.

Adam Chugg,
Town Clerk

11th September 2024

PLEASE NOTE:

- **Public attendance at this meeting will be limited, so registration to attend is advised.**
- **The meeting will be recorded and uploaded to the Town Council's YouTube channel shortly after the meeting.**
- **See the end of the agenda for further details of public access and participation.**

AGENDA

1. Apologies for Absence

To consider apologies for absence.

2. Disclosure of Interests

To deal with any disclosure by Members of any disclosable pecuniary interests and interests other than pecuniary interests, as defined under the Seaford Town Council Code of Conduct and the Localism Act 2011, in relation to matters on the agenda.

3. Public Participation

To deal with any questions, or brief representations, from members of the public in accordance with relevant legislation and Seaford Town Council Policy.

4. [Climate Change Update Report - September 2024](#)

To consider report 80/24 providing the Sub-Committee with an update on the key work being undertaken by the Council in relation to the Climate Emergency (pages 5 to 8).

5. [Cycling in Seaford Study](#)

To consider report 81/24 providing the sub committee with the details of the recent Cycling in Seaford study and to consider the installation of further cycling racks (pages 9 to 38).

AGENDA NOTES

For further information about items on this Agenda please contact:

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Circulation:

All Town Councillors and registered email recipients.

Public Access:

Members of the public looking to access this meeting will be able to do so by:

1. Attending the meeting in person.

Due to health and safety restrictions, the number of public in attendance will be limited to 15. The Town Council therefore asks that you contact

meetings@seafordtowncouncil.gov.uk or 01323 894 870 to register your interest in attending at least 24 hours before the meeting.

Spaces will be assigned on a first come, first served basis.

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OR

2. Watching the recording of the meeting on the [Town Council's YouTube channel](#) , which will be uploaded after the meeting has taken place.

Public Access to the Venue:

If you are attending the meeting in person, please arrive for 6.45pm where you will be shown into the meeting for a 7.00pm start.

Please note that the front door of the building will be locked at 7.00pm and remain locked during the meeting for security reasons. As such, if you arrive after this time, you will not be able to access the meeting.

When members of the public are looking to leave, they must be escorted out of the building by a Town Council officer. There is also a signposted back door which can be exited through if required.

Public Participation:

Members of the public looking to participate in the public participation section of the meeting must do so in person, by making a verbal statement during the public participation section of the meeting.

Below are some key points for public participation in the meeting:

1. Your statement should be regarding business on the agenda for that meeting.
2. You will only be able to speak at a certain point of the meeting; the Chair of the meeting will indicate when this is.
3. You do not have to state your name if you don't want to.
4. If you are unsure of when best to speak, either query this with an officer/councillor ahead of the meeting or raise your hand during the public participation item of the meeting and ask the Chair – they will always be happy to advise.
5. When the Chair has indicated that it is the part of the meeting that allows public participation, raise your hand and the Chair will invite you to speak in order.
6. Statements by members of the public are limited to four minutes and you don't automatically have the right to reply. The Chair may have to cut you short if you overrun on time or try to speak out of turn – this is just to ensure the meeting stays on track.
7. Where required, the Town Council will try to provide a response to your statement but if it is unable to do so at the meeting, may respond in writing following the meeting.
8. Members of the public should not speak at other points of the meeting.
9. A summarised version of your statement, but no personal details, will be recorded in the minutes of the meeting.

Public Comments

Members of the public looking to submit comments on any item of business on the agenda can do so in writing ahead of the meeting and this will be circulated to all committee members. Comments can be submitted by email to meetings@seafordtowncouncil.gov.uk or by post to the Town Council offices.

Health & Safety Measures:

While Covid restrictions are no longer mandated the Town Council wishes to stay vigilant and mindful of the health and safety of its meeting participants by upholding the requirement that you should not attend the meeting if you are displaying any Covid-19 symptoms (or have tested positive) as identified on the [NHS website](#) or symptoms of any similarly contagious illness.



Report No:	80/24
Agenda Item No:	4
Committee:	Climate Change Sub-Committee
Date:	17th September 2024
Title:	Climate Change Update Report - September 2024
By:	Adam Chugg, Town Clerk
Purpose of Report:	To provide a further update on the key work being undertaken by the Council in relation to the Climate Emergency

Recommendations
The Sub-Committee is recommended:
1. To note the contents of the report.

1. Introduction

1.1 This report provides all of the following information:

- Update on the delivery plan
- Work needed to take forward the new Climate Emergency Policy
- Update on other climate emergency work being undertaken
- Next Steps

2. Delivery Plan and Taking Forward the New Policy

2.1 Please find below a further update on progress against the 2023 Delivery Plan.

PRIORITY	ACTIONS TO BE TAKEN	Update 09/24
1. Develop Climate Emergency Policy for the Council	1.1 Convene a meeting inviting residents with appropriate knowledge to help guide the Council on how best to develop the policy document.	Policy adopted

	<p>1.2 Bring the outcomes of these discussions back to this Sub-Committee.</p> <p>1.3 Bring the final draft policy document to Full Council for approval.</p>	
2. Enable the Council to undertake environmental consideration in decision-making	<p>2.1 Undertake desktop research to find examples from elsewhere, we can learn from and also liaise with Lewes District Council.</p> <p>2.2 Bring a report to the Sub-Committee.</p> <p>2.3 Bring a proposal to Full Council for approval.</p>	More work is needed on this, especially training so that the considerations are informed and relevant.
3. Inform the new Strategic Plan for the Council	<p>3.1 Include relevant questions about the response to Climate Emergency in stakeholder workshops and planning days for the new strategic plan.</p> <p>3.2 Ensure this Sub-Committee review the plan from the perspective of responding to the Climate Emergency.</p>	The Town Council's new Strategic Plan has sections on Climate Emergency
4. Play a role in civic leadership	<p>4.1 Publish report on Seaford Carbon Footprint and highlight key points in the community.</p> <p>4.2 Consider hosting a peoples' assembly in the autumn of 2023.</p> <p>4.3 Update the climate emergency page on the Council website at least once per quarter.</p>	<p>The report has been published*</p> <p>A Peoples' Assembly has been held by local community organisation.</p> <p>The Council website is regularly updated.</p>
5. Implement car park charging points	<p>5.1 Initial desktop research and informal consultation has been undertaken.</p> <p>5.2 At this meeting, a report on the next steps is being presented.</p> <p>5.3 Implement with funds in budget in 2023 – 2024.</p>	The initial proposals were not taken forward, as Lewes District Council had actioned car charging points in the public car parks in the town. However, there is now work being taken

		forward to investigate charge points at the golf course car park.
6. Explore options for South Hill Barn energy and water and the Green Roof at The View	6.1 Commission specialist report(s) on options for the Council to consider.	A report on options for South Hill Barn is being presented to Full Council in September. The Council is taking the strategic approach of looking at the future of the site as a whole.
7. Work with local community groups to deliver 'green' activities on land owned by the Council	7. Conclude agreements for a number of sites in the town and explore the potential for additional work.	The Town Council's website shows examples of this work.
8. Continue the ecological approach to golf course management	8.1 Further publicise and disseminate the work we are undertaking. 8.2 Maintain accreditation for Operation Pollinator. 8.3 Work with South Downs National Park Authority on possible new dew pond and other changes for the site.	Golf course management goes from strength to strength.
9. Appropriate management of Seaford Head Nature reserve	9.1 Work closely with Sussex Wildlife Trust on their ecological management, under the agreement between the Council and Sussex Wildlife Trust.	We continue to work with our partners on the best options for land management in the reserve.

* <https://www.seafordtowncouncil.gov.uk/wp-content/uploads/2023/10/102-22-Appendix-A.pdf>

2.2 In addition, the Council is also migrating to working to the priorities set out in the Seaford Town Council Climate Emergency Policy.

<https://www.seafordtowncouncil.gov.uk/wp-content/uploads/2024/07/C11-Climate-Emergency-Policy-2024-1.doc>

- 2.3 As can be seen, this is placing a greater emphasis on internal processes being climate wise. This means doing more to reduce our own carbon footprint as well as working with others in the community.

3. Key Work of the Council

- 3.1 The Council is providing regular updates to residents and stakeholders on our work in response to the Climate Emergency. This is on the Council's website.
- 3.2 The latest update from June 2024 can be found here :
<https://www.seafordtowncouncil.gov.uk/climate-change/#:~:text=At%20its%20Full%20Council%20meeting,environment%20crisis%20facing%20the%20world.>
- 3.3 It shows how active the Council is, especially in relation to initiatives across our landholdings.

4. Next Steps

- 4.1 Looking ahead, there are some key changes happening across the organisation that will help to inform how the Council responds to the Climate Emergency.
- 4.2 Examples include:
- Work on the staffing structure
 - The review of Committees and Sub-Committees
 - Further training for Councillors and Officers
- 4.3 These will all inform how this work is taken forward in 2025.

5. Financial Appraisal

- 5.1 There are no new costs for the Council within this report.

6. Contact Officer

- 6.1 The contact officer for this report is Adam Chugg, Town Clerk.



Report No:	81/24
Agenda Item No:	5
Committee:	Climate Change Sub-Committee
Date:	17th September 2024
Title:	Cycling in Seaford Study – September 2024
By:	Adam Chugg, Town Clerk
Purpose of Report:	To provide Councillors with details of the recent Cycling in Seaford study and to consider the installation of further cycling racks

Recommendations
Full Council / Committee name is recommended:
<ol style="list-style-type: none"> 1. To consider the study and note the contents of the report 2. To recommend to Community Services that the installation of the additional cycle racks is taken forward at an appropriate time

1. Introduction

- 1.1 One of the key advantages of having this Sub-Committee is that it allows Councillors time to consider local initiatives in relation to Climate Action.
- 1.2 One such example is the recent report from the Seaford Community Partnership to the Ouse Valley Climate Action Project – the ‘Seaford Better Cycling Options’ study.
- 1.3 This report can be found at [Appendix 1](#). Please note we are circulating the full report, but the long appendices are also available on request.
- 1.4 The Sub Committee is asked to review the report and consider its findings.

2. Next Steps – Cycle Racks

- 2.1 On page 3 of the report can be found the following three key recommendations:

- A standing Seaford Active Travel Partnership
- 3 routes around Seaford Head School
- More and better cycle parking.

2.2 A lot of the other recommendations in this report are for other tiers of government to consider. However, this Sub-Committee is asked to consider what further cycle parking the Town Council is able to offer on its land.

2.3 The Council already has cycle racks in the Seaford Head Golf Course car park.

2.4 Other possibilities to consider include:

2.5 The Salts – officers were approached about this in December 2022 and this was noted by Community Services.

2.6 The individual local expert concerned is now confirming what can be provided with funding in place. Subject to the funding still being available, the Council is being asked to fund installation.

2.7 After an inspection on site, it was decided these would best be located by the west fence of the tennis courts.

2.8 South Hill Barn - A potential natural site for the new cycle racks is South Hill Barn.

2.9 Earlier this year, informal discussions took place with the South Downs National Park Authority (SDNPA) about the possibility of 6 new stands on the site.

2.10 The Council can apply for South Downs National Park Authority (SDNP) to provide them to us – see [Appendix 2](#) and [Appendix 3](#) for relevant information.

2.11 The Council would then pay the installation fee.

2.12 SDNPA have confirmed that, subject to a successful application, they can provide these new racks in this financial year i.e. we have to secure them before the 31st of March 2025.

3. Financial Appraisal

3.1 Estimated installation costs are £200 for the Salts and £300 for South Hill Barn, to be met from EMR 326 – Open Spaces.

4. Contact Officer

4.1 The Contact Officer for this report is Adam Chugg, Town Clerk.

Seaford Better Cycling Options study



November 2022

v5

Produced by Transport Initiatives



Seaford Better Cycling Options study

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Appendices (separate document)

- A. National & local policy
- B. Detailed technical report, with design proposals
- C. Consultation & engagement report
- D. Glossary of technical terms

Checking / sign off	
Job: Seaford Better Cycling Options study	Client: Seaford Community Partnership
Job number: CSSE44	Version number: 5
Issued by: Mark Strong	Checked by: Steve Essex
Date: 7/11/22	Date: 7/11/22

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Overview and key issues

Introduction

In 2021 Seaford Community Partnership commissioned Transport Initiatives to carry out a Better Cycling Options Study for Seaford, as part of a suite of projects being developed by Ouse Valley Climate Action (formerly Ouse Valley CARES Project). Enabling people in Seaford to choose to cycle more, especially shorter trips, would bring many benefits including improved public health. People who walk or cycle also spend more money in local shops. Provision for cycling was assessed using tools produced by the Department for Transport (*DfT*). Detailed options for a network of safe, convenient and attractive cycle routes were developed, based on site visits plus advice from stakeholders. The network was based on proposals included in the East Sussex “Local Cycling Walking Infrastructure Plan” (*LCWIP*), published by ESCC in September 2021. As part of the study, we talked to the four statutory bodies: East Sussex County Council (*ESCC*), South Downs National Park Authority (*SDNPA*), Lewes District Council (*LDC*) and Seaford Town Council (*STC*). A public consultation was carried out on the proposed network in March and April 2022. Many responses were received, with 70% support.

Government Policy

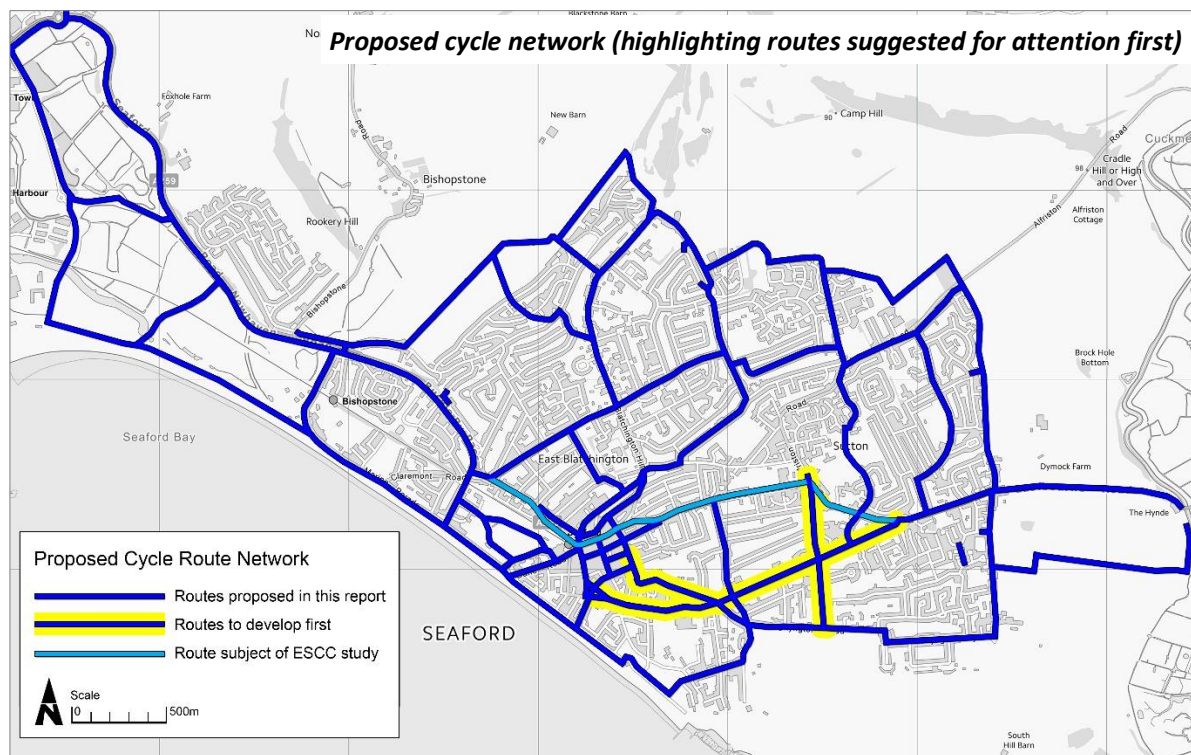
In recent years there have been major developments in Government policy for active travel (walking, wheeling and cycling):

- 2016: First Cycling and Walking Investment Strategy
- 2020: New Government strategy “*Gear Change: a bold vision for cycling and walking*” and guidance “*LTN1/20 Cycle Infrastructure Design*”, accompanied by grants for council schemes via the Emergency Active Travel Fund in May 2020 (as a response to the Covid-19 pandemic)
- May 2022: Announcement of £200m Active Travel Fund (ATF) 2021-22 awards to councils based on assessment of bids
- May 2022: Establishment of Active Travel England (ATE) to lead on development, design and funding of active travel, with a budget of £710m for infrastructure projects over 2023-25. ATE will also provide training and other support for councils working to improve active travel

Research & analysis

- TI study for LDC in 2021 assessed suitability for cycling on the highway network in Seaford, showing little provision for safe and convenient cycling and revealing particular issues around the number and quality of main road crossings (for walking as well as cycling)
- In this current study we analysed existing travel in and around Seaford (by all types of transport), showing that most trips were short and within the town itself, with the potential for a proportion of these to be made by cycling (and indeed walking) instead of driving if conditions were better
- We also examined locations with higher levels of road casualties (both walking and cycling), as well as places where a new link or crossing would help people wanting to cycle in the town, and considered how improvements to these might help people walking and wheeling
- All cycle parking in the town was surveyed and assessed. There were only 19 cycle parking locations, with 126 spaces (nearly a third at Seaford Station). Around 10% of these spaces were sub-standard in some way, mostly due to their poor condition.

Proposals



An initial network was developed, based on routes in East Sussex’s LCWIP and others from our research. This was then revised following feedback from the public consultation and input from councils and stakeholders.

The proposed network has 24 routes (plus some short links) with a total length of 42km. Due to ESCC’s A259 South Coast Corridor Study we did not make proposals for the route in central Seaford. Suggested measures include junction and crossing improvements, protected space for cycling, traffic calming measures and signing.

A list of proposed new cycle parking measures was also developed, more than doubling provision in Seaford as well as improving existing poor parking.

The routes were given a score based on various factors (e.g. number of people benefitting, cost, deliverability) and classified into three priorities (Top, High, Medium). Implementing the highest priority routes and better cycle parking would cost an estimated £7million. It is important to note that this is intended as a 10 year programme.

The three highest scoring routes (Sutton Avenue, Arundel Road and town centre - Chyngton Road) form a group around Seaford Head School. These would be suitable for attention first, with a total cost of around £1.45m. According to government tools for project appraisal, this would deliver a value in financial terms of £3.52m (due to improved health, reduced congestion and other benefits). This is in the “High Value for Money” category (the second highest).

Funding could come from a number of sources, primarily a bid to the next round of the ATF. Contributions could also be sought from other government funding and third parties (such as developers), as well as the National Lottery.

The study concludes with three key recommendations:

- A standing **Seaford Active Travel Partnership**, hosted by one of the councils with representatives from relevant bodies, to progress the study proposals
- To include at least the **three routes around Seaford Head School** in ESCC’s bid to Active Travel England’s fourth round of the Active Travel Fund (due imminently). ATE are keen to engage with councils prior to bids so early discussions should be a priority.
- To implement **more and better cycle parking** – this could be done relatively quickly and cost-effectively

1. Introduction

Summary

The Seaford Better Cycling Options Study was commissioned by the Seaford Community Partnership (SCP) in 2021. It is one of several projects being led by SCP as part of the Ouse Valley Climate Action project (OVCA). Improving cycling in Seaford, by making it safer and reducing barriers to participation, would help deliver the aims of OVCA to help communities deliver actions in response to the climate emergency.

While the level of cycling locally is currently low, the town is compact - utility journeys are well within cycling distance and attractive and popular recreational locations are close enough to cycle to. Unfortunately, busy roads deter many people from cycling and the narrow carriageways and footways in many places make it harder to deliver simpler options, such as repurposing space to cycling without affecting general traffic or pedestrians.

Measures proposed in this study include some larger-scale schemes such as protected cycle tracks. They also include a variety of smaller interventions to improve conditions for people cycling by slowing traffic, providing more crossings and allowing two-way cycling on one-way streets where this can be done safely. There are also proposals for more and better cycle parking to address the risk of cycle theft.

Cycling is just one element of Active Travel (transport that involves physical activity, such as walking or wheeling using a wheelchair or other mobility aid). Hence work to improve cycling will also take wider Active Travel into account, especially where it is part of a longer journey including public transport.

Aim of study

The overall aims of this Seaford Better Cycling Options Study are:

- A network plan for cycling within Seaford, identifying preferred routes and other interventions including cycle parking
- A prioritised programme of infrastructure improvements to support funding bids for investment
- A programme of public engagement and consultation

The network plan is intended to identify suitable cycle routes for development, while the prioritised programme of schemes puts SCP and other partners – Lewes District Council (LDC), South Downs National Park Authority (SDNPA) and Seaford Town Council (STC) – in a good position to work with East Sussex County Council (ESCC) on funding bids. Historically, the timeframe for funding bids (e.g. for example to the Department for Transport's Active Travel Fund) has been short, not leaving time for development of proposals. Agreeing potential bids in advance can therefore increase the chances of a successful bid. The level of detailed assessment in this report therefore greater than previously undertaken in any other study.

Investing in active travel (walking, wheeling and cycling) will make these forms of transport safer and more convenient. It will enable people choose to cycle and walk more often, especially for shorter trips. There is a wealth of evidence showing this will increase public health as well as reduce carbon emissions from transport. It also leads to a more pleasant environment that is cleaner, with better air quality, as well as quieter and more community-friendly. In addition, local businesses have been seen to benefit in places where cycling and walking has increased, with increased retail sales of around a third.

Ouse Valley Climate Action (OVCA) Project

OVCA (previously known as Ouse Valley CARES project) is an ambitious community-focused project which aims to bring the community together to inspire positive action to mitigate the effects of climate change in the lower Ouse valley and Havens.

OVCA's main partners are the SDNPA and Sussex Community Development Association. It is led by the South Downs National Park Trust, an independent charitable trust established to support projects that benefit the communities of the National Park. There are a number of other stakeholders with both community and climate focus, As well as SCP, these include 3VA Transition Town Lewes, Lewes Railway Land, OVESCO, Lewes Climate Hub and Lewes Climate Action Forum.

In 2020, the project was awarded an initial £150,000 of funding from the National Lottery Community Fund to investigate and develop ways that the Lower Ouse Valley can increase long term resilience to climate change by building links between the communities. This supported the development and submission of a full bid in March 2022, working directly with the communities and local groups to help refine and cost their plans. In October 2022 it was announced that more than £2m funding had been awarded, covering three key areas:

- Nature recovery and climate resilience
- People's knowledge and skills
- Greener energy and travel (including supporting new initiatives around walking, cycling and e-bikes)

Local background

Seaford lies in the south-eastern corner of Lewes District, on the coast with the South Downs National Park to the west, north and east. It is a small seaside town, with a population of just under 25,000. It lies at the end of a branch line railway from Lewes while the A259 major road runs through the centre of the town.

LDC has a population of over 103,000 across an area of 290km². The majority of residents are located in four coastal towns (Seaford, plus Telscombe, Peacehaven and Newhaven) and the county town of Lewes, which has strong links with Brighton to the west. As a second tier authority LDC has a range of responsibilities and powers, including planning and parks. Much of LDC is within the South Downs National Park, administered by SDNPA which also has planning powers.

Most issues affecting transport, including walking and cycling, are the responsibility of ESCC which is the Highway Authority. This includes all highway and transport planning issues, including speed limits and road safety. ESCC is also responsible for public Rights of Way.

Seaford Town Council (STC) plays an active role in the town and its Mission Statement "*Working together for Seaford*" makes it clear that it works in partnership with the other local authorities. Among STC's objectives are the following, all of which would be supported by better provision for cycling – and indeed improvements for walking.

- Development of the cultural and economic well-being of Seaford
- Improvements to the town's environment and recreational facilities
- Representation of the community's needs.

National policy

The development of the proposals in this study are based firmly on national Government guidance. The major milestones are set out below (also see Appendix A).

- 2016: **First Cycling & Walking Investment Strategy** (CWIS) published by the Government
- 2017: Department for Transport (DfT) guidance on **Local Cycling & Walking Infrastructure Plans** (LCWIPs) – long-term strategic plans setting out the cycling and walking vision and the infrastructure required across an area.
- May 2020: Network Management Duty issued by DfT in response to the Covid-19 pandemic, instructing councils to implement emergency schemes to facilitate walking and cycling. Funding was provided to councils (including ESCC) via the Emergency Active Travel Fund.
- July 2020: Two key documents:
 - **“Gear Change: a bold vision for cycling and walking”** – new national policy describing the government’s vision for walking and cycling, setting out the actions required to make this a reality, including Key Design Principles (shown right)
 - **“LTN1/20 Cycle Infrastructure Design”** – detailed guidance on the design and implementation of cycling infrastructure
- July 2021: **“Gear Change: One Year On”**, re-stating the Government commitment to Active Travel, including funding, with a target for 50% of trips in towns and cities to be made by walking and cycling by 2030, to be delivered via a new body, **Active Travel England** (ATE).
- August 2021: DfT called for councils to submit bids for the **Active Travel Fund** (ATF)
- May 2022: Formal launch of ATE as a new Executive Body under DfT, led by Chris Boardman as the first Active Travel Commissioner for England. This was accompanied by the announcement of **£200 million funding for ATF 2021-22**, mostly for council-led schemes. These were assessed by ATE using a number of factors (set out in Appendix A), notably compliance with cycle design standards and the potential for increased cycling and walking. ESCC’s bid for £1.8m was not approved.
- July 2022: **Second CWIS** published by the Government
- August 2022: **Self-assessment survey** sent to councils by ATE, asking them to assess three areas: level of political support for active travel, LCWIP coverage and schemes delivered to date.

Key design principles

Cycling is or will become mass transit and must be treated as such. Routes must be designed for larger numbers of cyclists, for users of all abilities and disabilities.

- Cyclists must be separated from volume traffic, both at junctions and on the stretches of road between them.
- Cyclists must be separated from pedestrians.
- Cyclists must be treated as vehicles, not pedestrians.
- Routes must join together; isolated stretches of good provision are of little value.
- Routes must feel direct, logical and be intuitively understandable by all road users;
- Routes and schemes must take account of how users actually behave;
- Purely cosmetic alterations should be avoided.
- Barriers, such as chicane barriers and dismount signs, should be avoided.
- Routes should be designed only by those who have experienced the road on a cycle.

ATE will be responsible for future active travel funding, including £710m capital funding announced for 2023-25. It will also report on council performance and be a statutory consultee for major infrastructure projects, as well as helping councils improve delivery of active travel by training staff and spreading good practice.

ESCC LCWIP

In September 2021 East Sussex County Council produced an LCWIP for the whole county which included plans for routes across the whole of the county. The suggested network for Peacehaven, Newhaven and Seaford is shown below, with an inset showing the network in Seaford in more detail.

Proposed network for Peacehaven, Newhaven & Seaford included in East Sussex LCWIP



While the ESCC LCWIP includes outline route details and very broad costings, these were at a relatively high level. More analysis would be needed to allow them to be taken forward for further development. In addition, they were not prioritised (Stage 5 in the LCWIP process). Hence a core part of this study has been to provide this stage in more detail.

2. Cycling in Seaford

Summary

The level of cycling in Seaford is currently low, and so establishing the potential for cycling is a key part of this study. This crucially depends on the quality of cycle infrastructure and the suitability of the overall road network. While much of the local network is reasonably good for cycling, there are some critical barriers.

The potential for cycling also depends on the nature of travel in Seaford. Cycling has more potential in a town with many short trips than in a place where most residents travel long distances to scattered locations. Data shows that there are many shorter trips in Seaford that could be transferred to cycling (or walking). Finally, in order to produce a cycle network plan it is important to ensure it connects the places where people are likely to want to go.

Cycling data

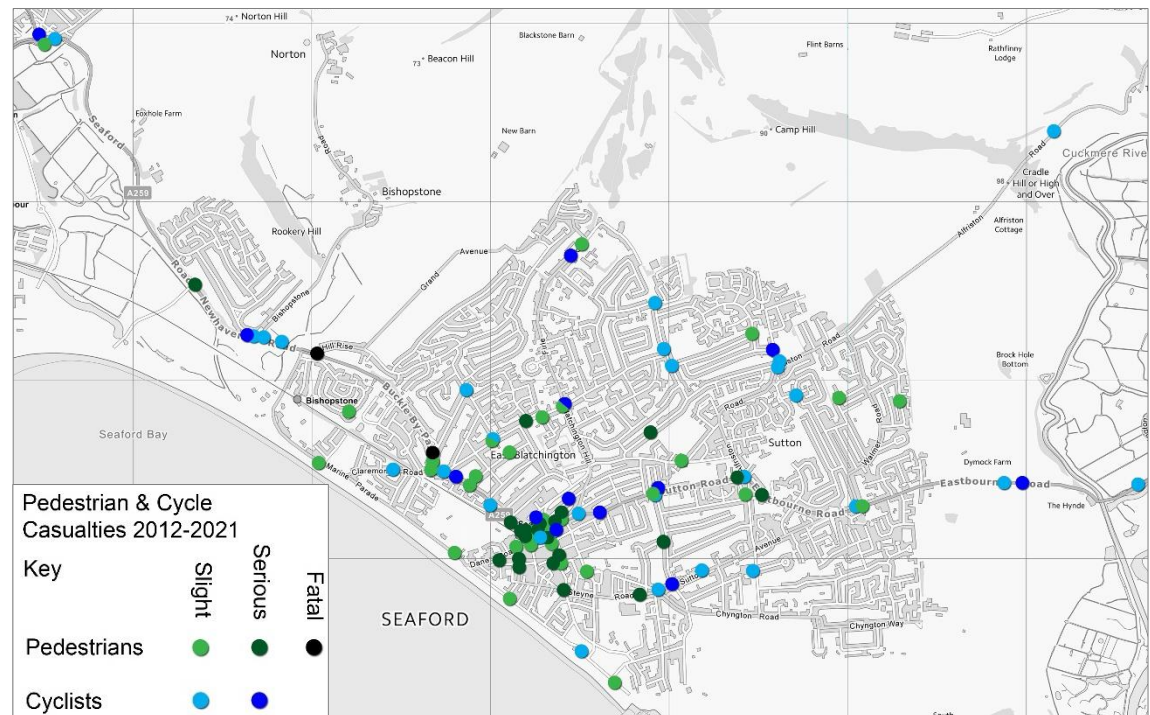
Level of cycling – Lewes District (from DfT & 2011 census data)

- 2.8% of adults cycle at least weekly for utility trips (e.g. to work or school, or for shopping), with only 0.1% cycling five times a week - very low by national standards.
- The figures for all cycling (utility and leisure) were 8% cycling at least weekly and 1.3% five times a week
- The 2011 census showed 2% of trips to work were cycled, with lower levels in Seaford (NB equivalent figures from the 2021 census will be released in Dec 2022 but are likely to be affected by the COVID-19 pandemic)

Casualties

The plan to the right shows pedestrian and cyclist casualties for the 10 years up to 2021, giving an indication of the level of risk to people cycling and walking in Seaford. The most severe injuries (Killed or Seriously Injured – KSI) are thankfully rare. Hence these are not a statistically significant way to show which locations are the most hazardous. While slight injuries are more common and hence reveal these locations better, only a small proportion of these are notified to police.

Pedestrian & cycle casualties, 2012-2021



Most casualties, both walking and cycling, happened at main roads in the area. There were notable cyclist casualty clusters along the A259 (at the Bishopstone junction, in the town centre and between Chyngton Lane and Exceat), as well as on Sutton Avenue.

The pedestrian casualty level over the same period was about 50% higher, and sadly included two fatalities. The pattern of collisions was roughly similar to those for cyclists. However there was a much larger cluster in the town centre (focussed on the station roundabout) and more casualties along The Esplanade.

Travel patterns

Travel to work trips from Seaford are shown in the schematic plan below, which shows the local nature of many trips in the area. Trips are shown between the centres of the three Middle Super Output Areas (MSOAs)¹ in the town (west, central and east Seaford). Thicker lines indicate more trips, by all modes of travel. Unsurprisingly, most trips in Seaford are within the town itself. Although these are short – nowhere is more than 1.5 miles from the town centre – around half of commuting trips within the town are by car. East-west connections, both within the town and to the west, are clearly important.

Indicative plan of travel to work trips in and around Seaford (based on 2011 census data at MSOA level)



¹ Middle-Layer Super Output Areas (MSOAs) are statistical units used by the Office of National Statistics. They have roughly equal population levels and are therefore preferred to electoral wards.

Existing provision for cycling

TI carried out a Cycle Skills Network Audit (CSNA) of Seaford for LDC at the end of 2020. This classified sections of roads, including junctions, and off carriageway facilities usable by cyclists, by the Bikeability cycle training standard needed for people to be confident to cycle in comparative safety. All roads, tracks and crossings in Seaford were audited as part of the study.

There are three levels in the Bikeability standard. We have used these to develop a system which represent the skills needed to feel safe and comfortable when cycling on a road or using a crossing. These levels can also be used for assessing crossings for people on foot.

- **Walking only** - paths where cycling is not permitted but which could be suitable with signing or other work
- **Level 1** – suitable for people of all ages and abilities, including dedicated cycle tracks and crossings which do not involve traffic (e.g. subways)
- **Level 2** – suitable for less experienced users (i.e. from around 12 upwards), using quieter roads and crossings giving priority over traffic (e.g. Pelicans)
- **Level 2 off-peak** – at peak times only suitable for more experienced or competent users, using busier roads and crossings where traffic is not required to stop (at other times conditions are similar to Level 2)
- **Level 3** – at all times, only suitable for more experienced or competent users, using busier roads and crossings where traffic is not required to stop (rural roads are shown separately as these have further issues)
- **Beyond Level 3** – where the level of traffic volume or speed means that even the most experienced user will feel at risk

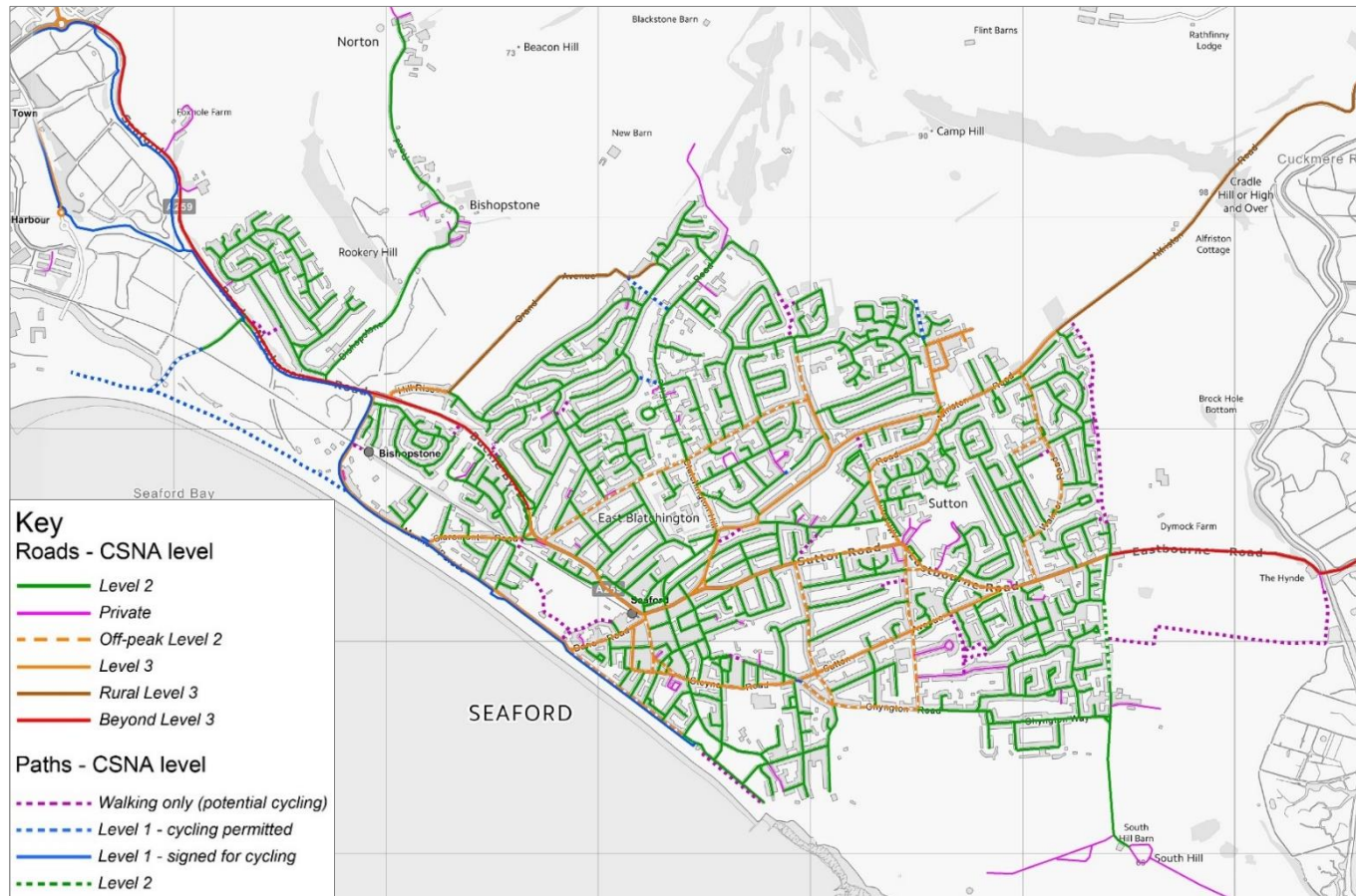
Our audit showed that for people with a good level of cycling skills, built up through experience or training (i.e. Level 3 Bikeability), cycling around Seaford can be a bearable, if often frustrating experience. However, for people who are less experienced and confident when cycling, the low level of provision and accessibility means that few journeys are achievable without a high degree of stress and inconvenience. The low level of accessibility for cycling, set out in the two plans below, shows how the Seaford road network appears to these people, including people who are deterred from even considering cycling.

A259 Bishopstone – Beyond Level 3 road & crossing, with adjacent Level 1 path



The plan below shows roads and paths in Seaford. All the roads coloured green are Level 2 and hence were considered suitable for a novice or “returning cyclist”.

Bikeability assessment of Seaford – roads & paths



While the vast majority of roads in Seaford are Level 2, the busier Level 3 roads create barriers to easy and safe cycling across the town. In particular the A259 divides the town. The central section was classified as Level 3 but the sections with higher speeds to the east and west of Seaford were classified as ‘Beyond Level 3’. Other Level 3 roads, such as Sutton Avenue, divide up the remainder of the town into areas which make all but the shortest trips challenging for many people

The plan below shows all formal crossings in Seaford on Level 3 roads and above (Level 2 roads are not included as these should be suitable to cross at any point). Crossings that can only be used on foot (including by dismounted cyclists) are represented by pedestrian symbols, while cycle symbols show those available for both cycling and walking.

Bikeability assessment of Seaford – crossings (for both pedestrians & cyclists)



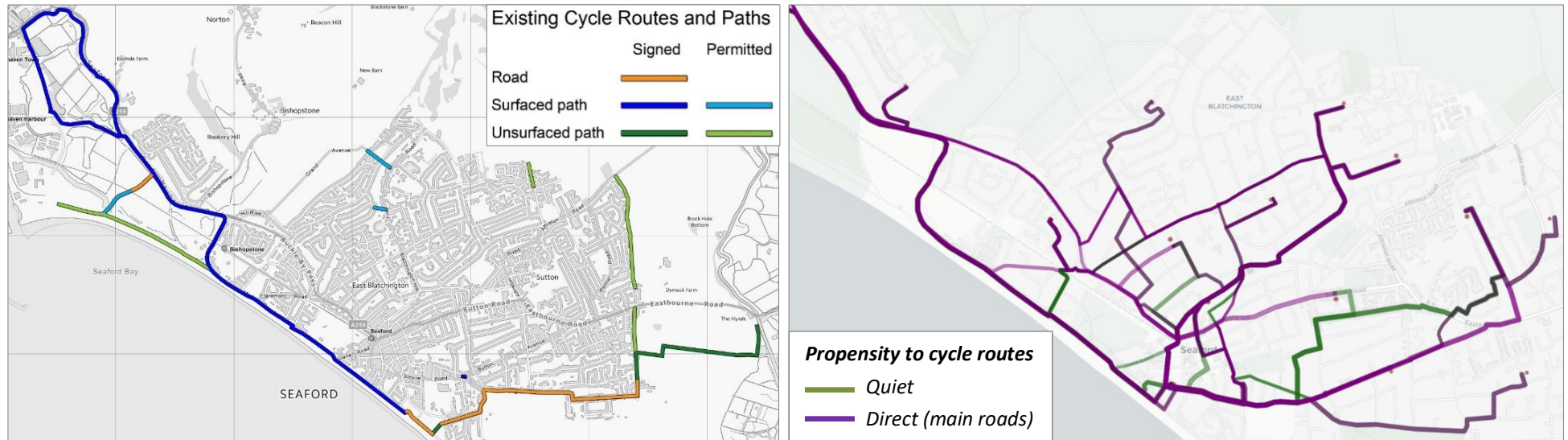
Crossings coloured green are Level 2 and suitable for less experienced cyclists or pedestrians. Level 3 (amber) crossings have a range of issues, such as narrow islands, poor visibility or faster traffic. In some cases, notably along on the A259 to the west of Seaford, the problems are so severe that we have classified them as ‘Beyond Level 3’ as they have significant risks for all users (shown in red).

The plan also shows that many busier roads have a low level of crossings (of whatever quality). It is notable that along the entire length of the seafront (Esplanade and Marine Parade) there are only two formal crossings points: one zebra crossing and one refuge.

The problems facing people who want to cycle in Seaford are compounded by the very low level of dedicated cycling provision, as shown below. The only significant provision runs along the coast on National Cycle Network Route 2. This comprises a mixture of separated cycle track (i.e. for cycle use only), pavements shared by people walking and cycling, and generally quieter roads. However some sections in the east of Seaford have poor surfacing making them unsuitable for all-year use, notably the path across Chyngton Farm which offers the only alternative to the A259 between Seaford and Seven Sisters Country Park.

There are a small number of surfaced and unsurfaced paths elsewhere in the town. Most of these are bridleways where cycling is permitted, such as the north-south path on the eastern edge of the town.

Existing cycle routes & infrastructure in Seaford (note some bridleways not shown) **Top 25 potential trip alignments (Government Target – near market scenario)**



Potential for cycling

The potential for increased cycling was assessed using the DfT’s ‘Propensity to Cycle Tool’ (PCT), which forms part of its LCWIP guidance. The PCT is designed to show how cycling might increase under different conditions, by using a range of factors to extrapolate how cycling levels would change in a number of different scenarios. It is important to appreciate this is an estimate based on census data, not a prediction. In addition, it is based on the data from the 2011 census for travel to work as the 2021 census figures have not yet been published (this is due in early 2023).

However, with these caveats, a scenario where the Government ‘Near market’ target (doubling cycling nationally by 2025) is met would see cycling levels in Seaford rise to 3-6% of work trips. The “Go Dutch” scenario (where people’s travel patterns would be similar to that of the Netherlands) would see 10-14% of trips made by cycle.

These increases can be examined in more detail to show where trips might start and finish. The plan above shows the output from the PCT’s assessment of the top 25 potential trip alignments, with the thickness of the line reflecting the level of potential.

The routes with the highest potential mostly run east-west through Seaford, with some north-south links in the town centre. It is important to appreciate that these are potential trips if improvements for cycling are made, either along main roads or by linking quieter roads. Hence some trips are shown along roads which are currently unsuitable for cycling.

3. Cycle route and parking proposals

Cycle route network

We carried out extensive research, including site visits, to investigate and assess existing and potential route options (both on- and off-road) across Seaford.

An initial network of 25 routes across Seaford was identified, plus a number of short links. The routes include both those in ESCC’s 2021 LCWIP (prefixed with N) and additional local routes (prefixed with S). This was then revised following the public consultation process. The plan below shows the revised proposed network, with routes totalling 42km. Full details on the routes and a description of the design process are provided in Appendix B.

A separate Major Route Network study is being carried out by ESCC covering the A259 between Saltdean and Eastbourne. In our network this covers routes N08, N10W, N10C and N10E. It was evident from public consultation there were significant concerns about the effect on traffic flow on the town centre section of the A259 (N10C). ESCC’s study is investigating this in far more detail than we are able to and hence we have not examined this section of the route in detail (although we have still shown N10C on the plan, for clarity).

However, we did develop proposals for N10W and N10E as we considered that improvements for cycling could be achieved without affecting the carriageway itself, and hence would not have a major impact on traffic flow.

We then prioritised the 24 routes in the network following the approach set out in the LCWIP guidance. This uses a number of factors (e.g. how many people will benefit, cost, environmental impact) to arrive at a prioritisation score for the route. We classified these into four levels:

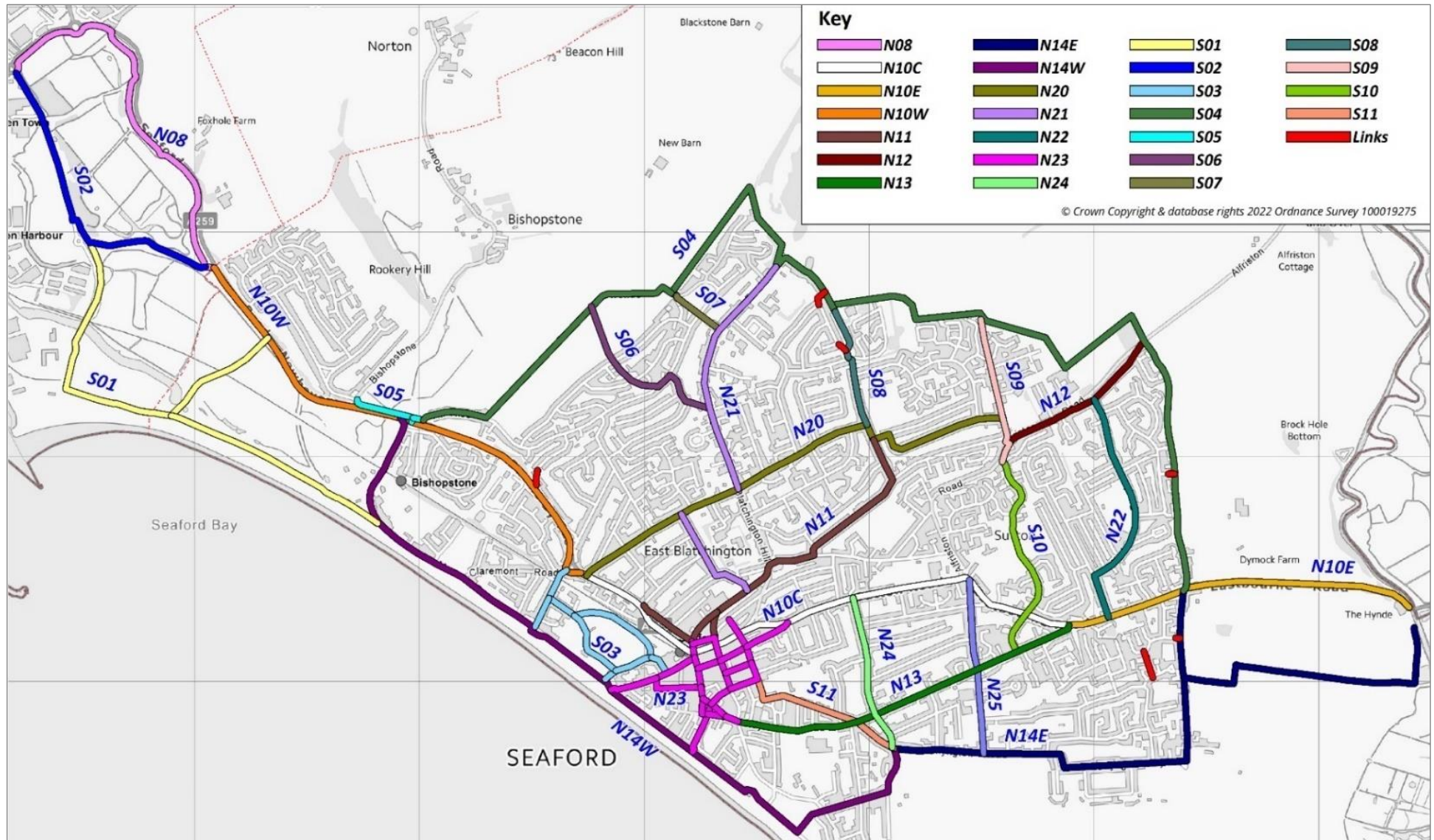
- **Top** – the most important routes, with the highest priority scores
- **High** – other high scoring routes but with some lower scoring factors
- **Medium** – lower scoring routes with a number of lower scoring factors
- **Low** – routes with many lower scoring factors

The table below shows the summary of the routes, including their priority level, with the total length of routes in each level shown alongside. We have proposed a range of measures, including some larger-scale schemes such as protected cycle tracks. They also include a variety of smaller interventions to improve conditions for people cycling by slowing traffic, providing more crossings (for people walking as well as cycling) and allowing two-way cycling on one-way streets where this can be done safely.

While all the routes would contribute to making cycling easier and safer, the level of priority helps to determine what to focus on first. However, if the opportunity arises to develop a lower priority route early, this should be taken. An example would be a planning application on or near to one of these routes, where improvements could be delivered via planning conditions or through developer funding contributions (S.106 or CIL).

One issue we have not addressed in detail is the possible development of “Liveable Neighbourhoods” – a more area-based approach looking at smaller local measures rather than routes. The lower density of routes in the north of Seaford, and their lower priority, means that this might be a better approach for this area. However, more work would be needed to establish how this might be taken forward, including a review once the full 2021 census data is available in early 2023.

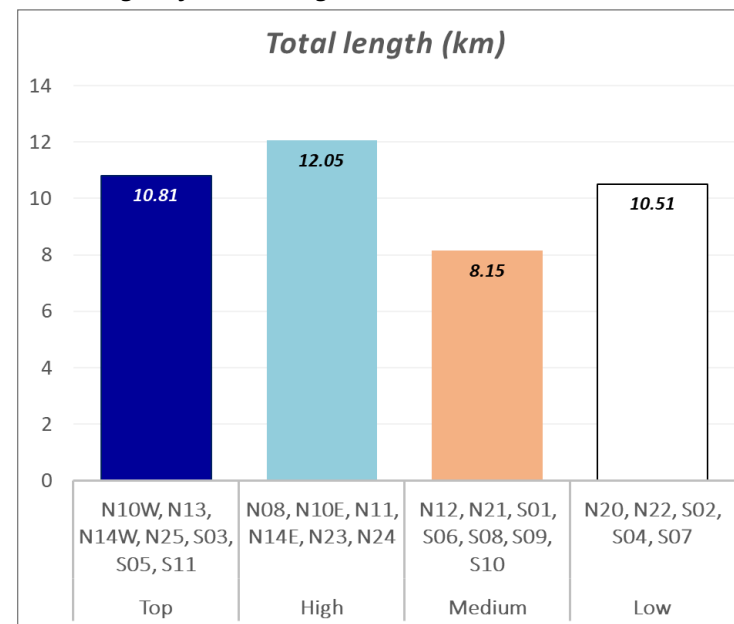
Proposed cycle network (revised following public consultation)



Route assessment & priority (excluding N10C & links)

Route	Location	Length (km)	Priority
N08	Seaford - Newhaven track along A259	1.82	High
N10E	A259 (Sutton Ave - Exceat)	1.56	High
N10W	A259 (west of Claremont Rd)	2.31	Top
N11	Claremont Rd east - Vale Rd	1.54	High
N12	Alfriston Rd (east)	0.76	Medium
N13	Sutton Ave	1.58	Top
N14E	Chyngton Rd - Cuckmere Inn (NCN2 east)	3.47	High
N14W	Seafront (NCN2 west)	3.54	Top
N20	Seaford northern route (Belgrave Rd - Alfriston Rd)	2.25	Low
N21	Town centre - Firle Rd	1.89	Medium
N22	Alfriston Rd - A259 (via Walmer Rd)	1.09	Low
N23	Town centre routes (including Dane Rd & The Causeway)	2.40	High
N24	Southdown Road	0.71	High
N25	Arundel Road	0.78	Top
S01	The Buckle - Tide Mills (beach path & Mill Drove)	2.76	Medium
S02	Ouse Estuary park & McKinley Way	1.40	Low
S03	The Salts & Edinburgh Rd	0.96	Top
S04	North Seaford boundary route	5.69	Low
S05	A259 north side (Hill Rise to Bishopstone Rd)	0.27	Top
S06	Grand Ave - Princess Drive & Firle Rd	0.83	Medium
S07	Grand Ave - Firle Rd	0.24	Low
S08	Lexden Rd - Firle Rd	0.54	Medium
S09	Cradle Hill Rd	0.52	Medium
S10	Manor Rd - Blue-Haze Ave (via Seaford Grange)	0.97	Medium
S11	Town centre - Chyngton Road	0.74	Top

Total length of route categories



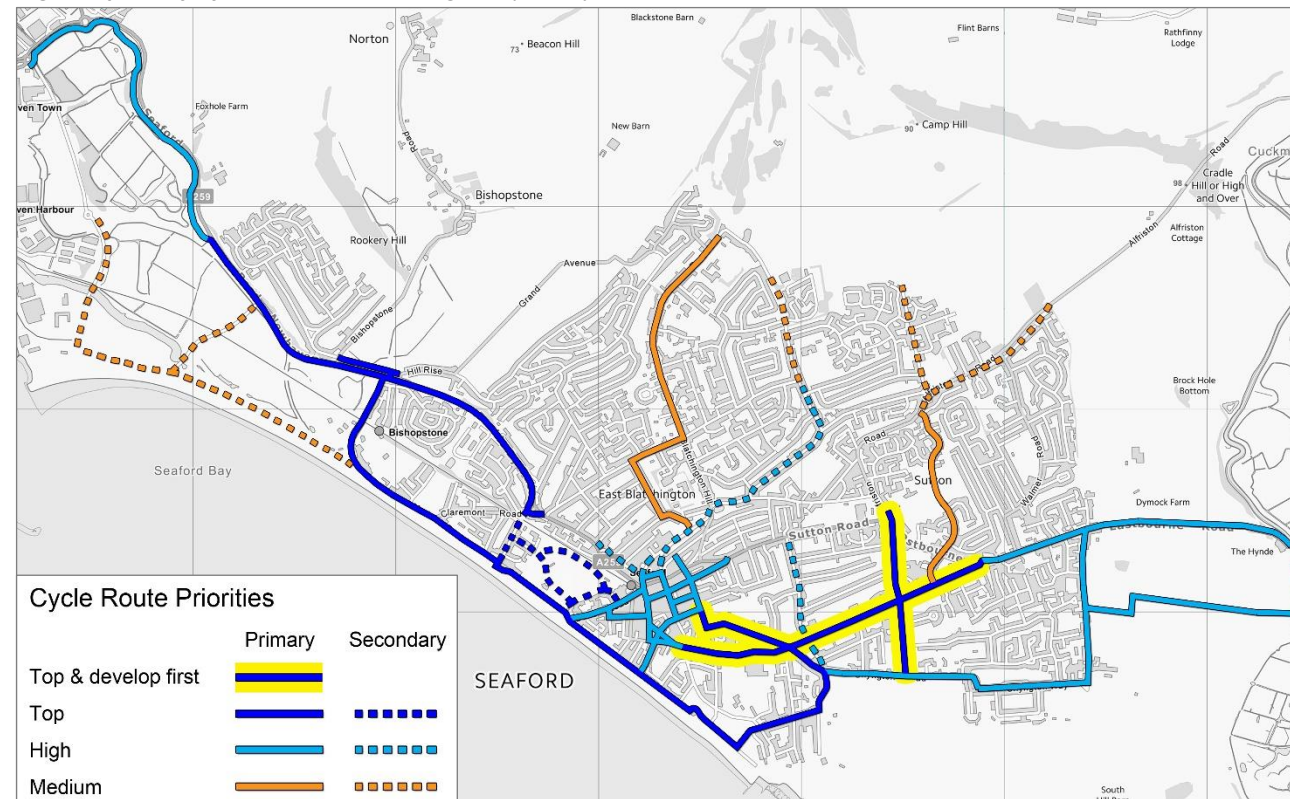
The plan below shows the Top, High and Medium priority routes, divided into Primary and Secondary routes. The Primary routes form a core network linking the main locations in Seaford, while Secondary routes are generally more peripheral, or offer alternative options. The routes with the highest scores form a group around Seaford Head School (N13 Sutton Avenue, N25 Arundel Road and S11 town centre - Chyngton Road). This could be a focus for earlier delivery.

The more detailed plan shows the outline proposals for route N13. Similar plans for all the routes are included in Appendix B.

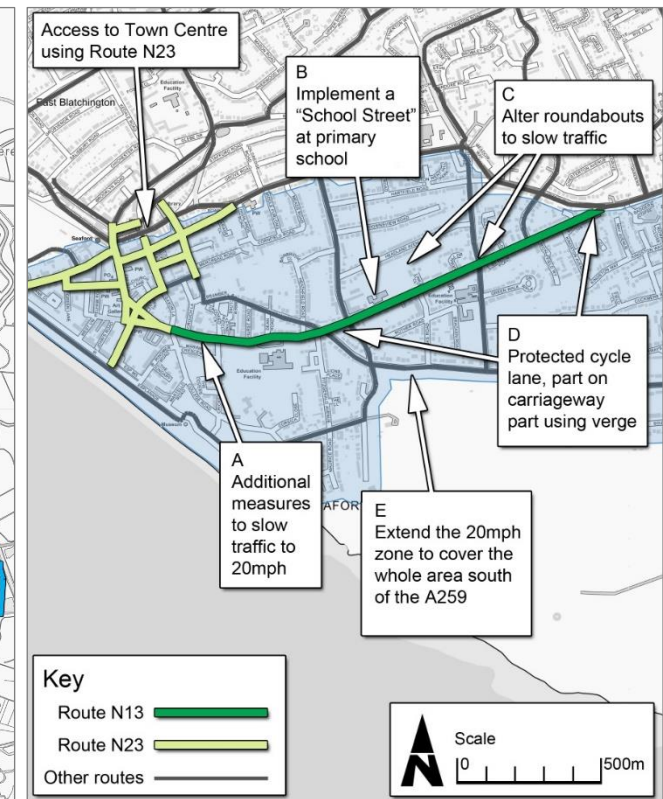
All of the Top priority routes, and all but one of the High priority routes, are along or south of the A259. This reflects a variety of factors, including the higher number of destinations (notably the town centre), the higher potential for cycling shown by the PCT and lower gradients. However, this does not mean the Medium priority routes are unimportant, more that they should not be considered as the starting point for delivering more cycling.

In addition, the highest priority routes would address the locations with higher casualty levels – a plan showing this is also included in Appendix B.

Highest priority cycle routes (excluding low priority routes)



Outline plan for route N13



Cycle parking

Cycle theft (and the fear of theft) is a key barrier to more cycling, accounting for 2% of reported crime. According to the Metropolitan Police, around 25% of people who have had their cycle stolen give up cycling. Theft is increasingly an issue with more expensive ebikes, with only 3% of stolen cycles being recovered.

Sufficient, good quality cycle parking is therefore a key part of enabling more people to cycle. We surveyed all existing cycle parking locations in Seaford and found 19 locations in the town and surrounding areas, with 52 separate units (e.g. individual stands) and a total of 126 spaces. These included two locations at Seaford Station with two-tier racks, with 40 spaces – nearly a third of all spaces in Seaford.

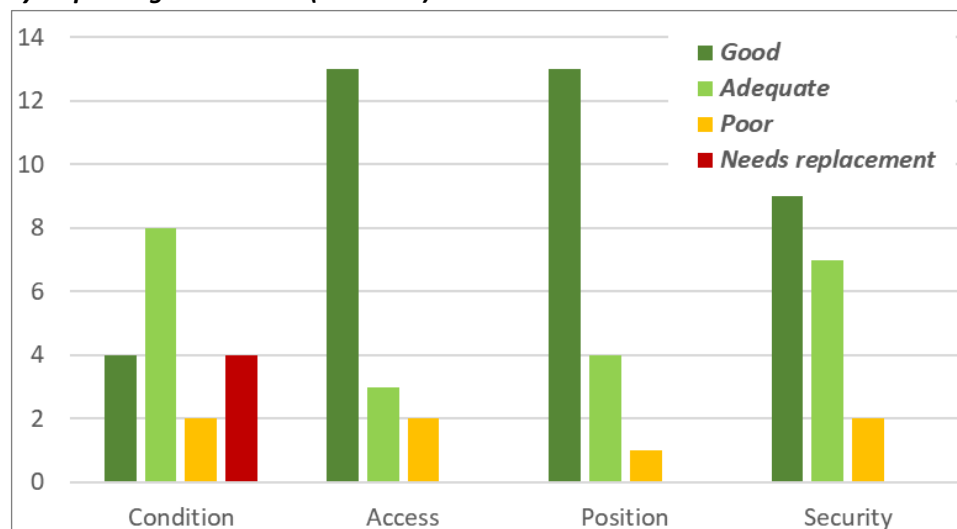
Around 10% of the cycle parking locations were sub-standard on one or more factors (condition, access, position, or security), with 20% recommended for replacement. These were either damaged (e.g. the rack in Broad Street) or an out-dated or sub-standard design (e.g. the ‘wheelbenders’ at Morrisons).

In addition to improving parking at the 19 existing locations, we recommended 23 further locations for new cycle parking. This would increase the available cycle parking from 52 to 139 units and more than double the number of spaces from 126 to 304. The proposed new provision would mainly be Sheffield stands (the approved standard for cycle parking, shown in photo to the right), with contrasting bands and tapping rails to ensure they can be seen by visually impaired people. More details are provided in Appendix B.

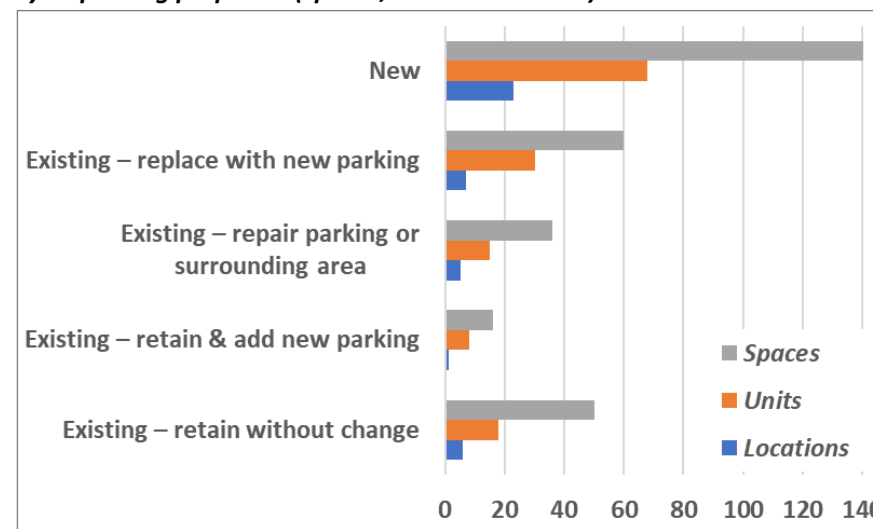
Sheffield stands, Bishopstone station



Cycle parking assessment (locations)



Cycle parking proposals (spaces, units & locations)



The plan below shows the location of both existing and proposed cycle parking. New cycle parking is shown in green while existing parking has been classified according to the four categories used in the right-hand chart above.

Consultation and engagement

We sought the views of local people via two rounds of consultation, including a public meeting in April 2022.

The public consultation was run in two parts. The first part held in January 2022 was an information gathering exercise. We asked about attitudes to cycling, things people found a problem and where they thought we should concentrate our efforts. Over 80% of people who responded were Seaford residents

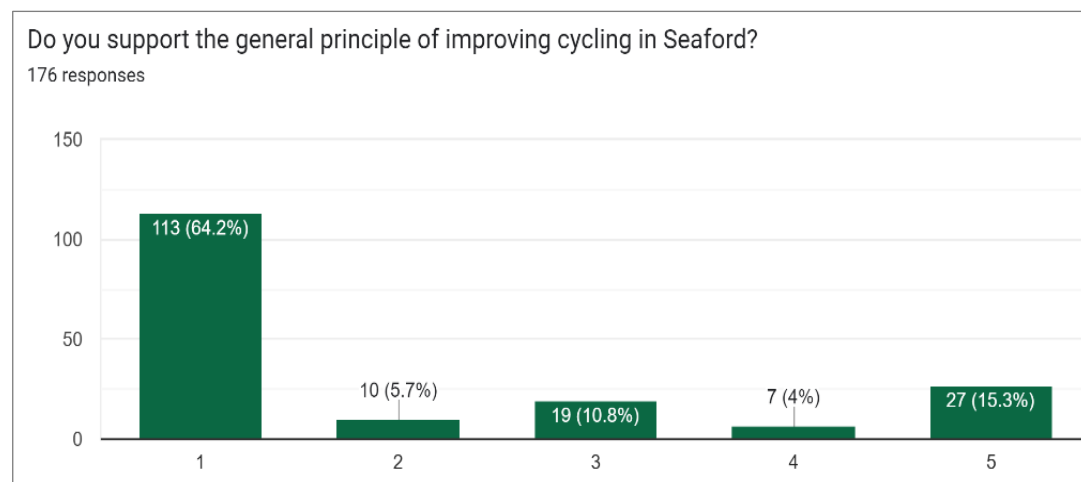
We then developed the proposals and following that ran a second stage of public consultation in March and April 2022, including a well-attended public meeting in April 2022. We used the responses from this to help refine our proposals and priorities.

In total, 177 people responded to the survey. On a scale from 1 (strong support) to 5 (strong opposition), the average level of support for the general principle of improving cycling was 2 (see chart below). Nearly 70% of those responding supported the principle, nearly two-thirds showing strong support.

As well as a question on general support, people were asked to make comments. There were 106 responses and some findings from these are set out below:

- Most comments were supportive, but both supportive and critical comments provided useful insights into issues
- Many people commented that more needs to be done for walking in Seaford as well as for cycling
- Respondents were generally not supportive of unsegregated shared use, and to a lesser extent contra-flow cycling
- There was general support for 20mph zones
- Respondents were concerned about traffic displacement from measures such as school streets
- It was clear that many respondents viewed cycling as primarily recreational. Those who did not support the principle of improving cycling generally considered cyclists to be riding fast for sport, rather than making utility trips

Levels of support for the general principle of improving cycling (note one response was blank)



The feedback from the consultation was used to revise the proposals.

We presented the plan at a meeting of STC and took into account comments made by councillors. We also sought the views of LDC, ESCC and SDNPA officers and addressed issues raised in their comments.

4. Costs & funding

Costs

The table below sets out estimated costs for the four priority groups, plus cycle parking. The total estimated cost of the Top and High priority routes is around £6.9m. As shown in the plan, the three routes with the highest priority score (N13 Sutton Avenue, N25 Arundel Road and S11 town centre - Chyngton Road) form a group to the east of the town centre, around Seaford Head School. The total combined cost for this group would be around £1.45m.

It is important to note that some of these routes include some large and costly projects, such as a new path across Chyngton Farm between Seaford and the River Cuckmere (N10E) or a seafront route through Tidemills (S10). Clearly, projects of this sort are not straightforward and would need to be developed over the full ten-year timescale of the plan. They would need to be the subject of major funding bids in their own right.

Costs of route priority groups (excluding links)

Priority	Top	High	Medium	Low	Parking
Total outline cost	£3.564m	£3.357m	£1.266m	£4.786m	£0.067m

Potential funding

When considering funding for projects such as these, an element of 10% is usually added for contingency and ‘optimism bias’ (i.e. the risk of project developers to be overly optimistic). Government guidance is that to redress this, an additional cost element should be added based on the difference between planned and actual costs in similar projects. Including this means that the capital funding needed for the Top priority routes would be **£3.92m**, while focusing first on the three routes around Seaford Head School would require **£1.65m**. Spreading this cost over three years would require funding of around £20/year per person – the minimum sum which the “Get Britain Cycling” report by the All Party Parliamentary Cycling Group considered would deliver an increased level of cycling.

In addition, there would be revenue costs including management, planning issues and design costs. Normally some of these tasks are carried out by staff of the commissioning body such as ESCC, which also funds consultancy support. In some cases a proportion of the design can also be included in the capital cost.

It is not expected that all costs would be met by ESCC (and other councils) alone. As is generally the case, funding could be sought from a variety of sources. In particular, a bid for funding could be submitted to the next phase of the Active Travel Fund, expected to be announced by ATE at the end of 2022. Planning developments could also contribute to the implementation of routes, either directly via a planning condition (or S.278 agreement), or through developer funding (S.106 or CIL). Other funding sources are also available which all the councils could bid for. The recently announced OVCA funding of £2m provides an example that could act as a model for future National Lottery bids (especially through the Climate Action Fund), and itself includes a small amount of funding for active travel.

To support bids for funding, we have used the Government’s Active Mode Appraisal Tool (AMAT) to assess the Benefit Cost Ratio (BCR) for the group of routes around Seaford Head School. The investment of £1.65m would deliver a value in financial terms of £4.16m (due to improved health, reduced congestion and other benefits). This is a BCR of 2.52, which falls in the “High Value for Money” category (the second highest).

5. Conclusions

General

This report has demonstrated the potential for improvements for cycling in Seaford, especially in the centre and south of the town. The government's tools for estimating cycling potential have shown that with good infrastructure, up 10% of trips could be cycled, with a major positive impact on many issues, especially health. As well as improving conditions for people who want to cycle, many of the measures would benefit people walking and wheeling, especially providing improved crossings or creating them where there are limited safe crossings of main roads (such as The Esplanade).

However, developing proposals of sufficient quality to have an impact will require significant future investment, both in terms of cost and resources. The importance of political leadership to take the proposals forward is crucial. This is clear in both the overall principles set out in Gear Change, and in Active Travel England's key priorities used in assessing funding bids. In addition, any detailed proposal taken forward will require further community consultation.

Routes and prioritisation

Detailed assessment of the proposed network has revealed seven routes which are considered to have the highest ('Top') priority, with a group of three routes (N13, N25 and S11) around Seaford Head School being considered to be the most important to develop first. These were all supported by public consultation and stakeholders, and as noted above would benefit people walking and wheeling as well as those that want to cycle.

Key recommendations

1. Seaford Active Travel Partnership

The council structure in Seaford is complex, with the four statutory bodies (ESCC, SDNPA, LDC and STC) having responsibilities for different issues. There are also many community and other stakeholders such as SCP. This means that discussions are fragmented and it is hard to build a consensus for delivery. In order to continue the momentum of this study, we suggest a standing **Seaford Active Travel Partnership** should be set up, hosted by one of the councils, with representatives from the other statutory bodies as well as stakeholders. This could take responsibility for following up the study proposals as well as taking forward work to assess and improve **walking provision** in Seaford. This was a request made by many people responding to the public consultation.

2. Route development and funding

As noted above, developing proposals will need a partnership approach. However, delivery of highway infrastructure measures is the responsibility of ESCC, along with funding. Active Travel England will soon be seeking bids for a fourth round of the Active Travel Fund. Hence we recommend that the **cluster of routes around Seaford Head School** should be included in ESCC's bid. ATE are keen to engage with councils prior to bids so early discussions should be a priority.

3 Cycle parking

Installation of **improved cycle parking**, especially on non-highway land, can be done relatively quickly and cost-effectively. Consideration should therefore be given to implementing the cycle parking recommendations, based on a partnership funding approach.

Free Cycle Parking in the South Downs Application Information



The **Free Cycling Parking in the South Downs** initiative aims to encourage more people to visit our towns, villages and attractions by bike. Cyclists tend to spend more than visitors who come by car which contributes to creating a vibrant local economy without the negative impacts of increasing traffic.

Application Process

Organisations can apply for **up to 6 free cycle stands** (worth up to £500) and in return applicants **pay for and coordinate installation**. The application process is outlined below and the relevant forms are available on request. Applications processed within 10 working days

Eligible Organisations

Local attractions, accommodation providers, small businesses and retailers (e.g. café's and pubs), Parish and Town Councils, local community groups and charities are eligible to apply for free cycle stands. Local Authority's **are not** eligible to apply.

Cycle Parking and Planning Requirements

Cycle stands can often be installed without the need for planning permission but it can vary for different sites and may be affected by factors such as being in a conservation area or listed building status.

The application process includes a check whether planning permission or local Highways Authority approvals may be required for the installation of cycle parking. Applicants will be *notified as follows:

- A) Relevant permitted development rights are in place.** Application processed and applicants advised whether or not application for cycle stands is approved. **OR**
- B) No Permitted development rights for cycle parking.** Planning permission or local Highways Authority licence is required. SDNPA will advise on next steps and alternative options e.g. if changing location of cycle stands would remove the need for planning permission.

** A notification letter is sent by the SDNPA Planning Authority, if a more formal response is required a Certificate of Proposed Lawful Development can be issued (charges apply - approx. half planning application fee).*

Installation

The National Park Authority will arrange delivery and applicants should install the cycle stands **within 3 months** of the approval date. If you anticipate difficulties meeting these timescales contact the SDNPA to agree an extension. Organisations failing to install the stands will be required to either pay for them at cost price of £89 per stand or return them to SDNPA.

Marketing

The organisation should provide onsite signage and promote new cycle facilities to encourage e.g. offer discounts for visitors arriving by bike. Please acknowledge SDNPA support in publicity of the scheme.

Monitoring

To demonstrate the value of the scheme we will periodically ask for data on how often the stands are being used e.g. how many bikes parked, increase in visitors arriving by bike, feedback from visitors.

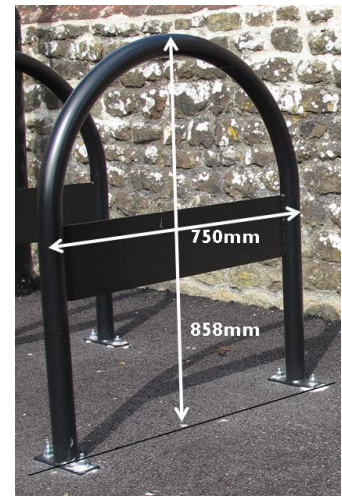
Free Cycle Parking Scheme - Types of Stand Available

Option 1- A-stands: Low cost racks offering the best balance of security and convenience are suitable for bikes of all sizes and a wide range of locations e.g. heritage areas, rural or urban locations. Available in black. Value: £89 each.

There are two methods of fitting A-stands stands:

Sink-in Stands are embedded into the ground. This method is preferred as it offers the greatest security and is suitable for all surfaces including tarmac, block paving or similar.

Bolt-down Stands (shown in photograph), these are only suitable for installation on smooth, solid concrete and cannot be bolted onto other surfaces. They are fastened using 12mm expansion bolts.



PlantLock in use

Option 2 – PlantLocks: Only suitable for short stay cycle parking in low risk areas e.g. enclosed spaces such as pub/ café gardens where people can sit in view of their bikes.

The planted weight is 75+kg and it creates an "immovable object" which can accommodate 2 bikes standard adult or larger children's bikes. Colours: spring forest green & dark mulberry red Value: £155 each

Dimensions: L900mm x W400mm x H520mm (H to locking bar)

www.frontyardcompany.co.uk/documents/PlantLock_information_sheets.pdf

Terms & Conditions

The South Downs National Park Authority reserves the right to refuse applications which do not meet these requirements.

1. Cycle parking should be available for public / visitor use and be situated in accordance with the Good Practice Guidance below
2. Applicants are responsible for the costs of cycle parking installation. Works should be carried out in accordance with proper health and safety practices (location of water/ electricity supply).
3. Applicants are responsible for ongoing maintenance of cycle parking.
4. Planning fees must be met by the Applicant (if planning permission is required).
5. Work must not start before the scheme is approved.

For more information or advice contact: Kathy Azopardi, Sustainable Travel Officer,
Email: kathy.azopardi@southdowns.gov.uk, Tel: 01730 819246

Free Cycle Parking in the South Downs

Location and Installation Guidance

Cycle parking - Good Practice Guidance

Cycle parking facilities must meet the following quality standards guidance	
Visible	<ul style="list-style-type: none"> • Parking facilities should be well signed and easy to find. • High quality facilities show that cyclists are welcome and valued customers. • Locate where there is good natural surveillance e.g. over-looked, busy areas. • Cycle parking should not be located out of sight of passers-by, people will not use racks if they feel unsafe or that their bike will not be secure.
Accessible & Attractive	<ul style="list-style-type: none"> • Parking should be located as close as possible to the final destination. • Good layout will make cycle parking easier to use i.e. sufficient spacing, not too close to walls, with no difficult ramps or awkward obstacles to navigate. • Design of cycle parking facilities should be sensitive to the surrounding area.
Safe & Secure	<ul style="list-style-type: none"> • Prominent stands within view of passers-by, retail activity, or windows can help to deter cycle theft and vandalism. • Use only stands which allows both the frame and wheels to be locked securely • Cyclists should feel confident that their bike will be there when they return.
Plentiful & Available	<ul style="list-style-type: none"> • Provide sufficient stands for existing demand with extra space for new cyclists. • Small clusters of stands at frequent intervals are better than large concentrations at fewer sites. • Single cycle hoops are not inviting to cyclists and can sometimes be confused with measures to stop cars from parking illegally. • Cycle stands should be publicly available when site is open and not require special access arrangements e.g. not in private areas of the site.
Easy to use	<ul style="list-style-type: none"> • Parking facilities should be easy to use by all members of the community, accept all types and size of bicycle, and adequately support the frame. • Cycle racks which are hard or inconvenient to use are often ignored in favour of locations requiring less effort, such as railings or street furniture. • Bikes parked too close together can cause cables and handlebars to snag.
Fit for purpose	<ul style="list-style-type: none"> • Racks which only grip the front wheel should NOT be used since they provide poor stability and do not allow the frame to be secured. • Also, if one bike falls it can damage not only itself but those next to it. • Cycle parking should not be sited where it will obstruct pedestrians, especially those with impaired vision.
Level	<ul style="list-style-type: none"> • Ensure the area for cycle parking is flat • If this is not possible orientate stands at right angles to the slope.
Coherent	<ul style="list-style-type: none"> • Link it to other local cycle infrastructure e.g. signed or promoted routes. • In areas with high numbers of cyclists e.g. adjacent to promoted cycle routes consider additional cycling infrastructure such as a 'Bike First Aid Kit' or 'Fix-it Station' (potentially available through SDNPA Sustainable Travel Grants).

Source: Cycling England Design Portfolio, Chapter 4.

Layout and Spacing Guide

Good location and layout of cycle parking is crucial to creating effective facilities which are easy to use and do not restrict access. Cyclists will not use poor quality cycle parking and will find somewhere else or something else to lock their bike too.

Stands should be spaced at least 1m apart and preferably with at least 1.2m intervals, placing them closer together to increase capacity makes them difficult to use. Clothing and body parts can get easily snagged especially when the racks are full and a bike has to be squeezed into a tight space,

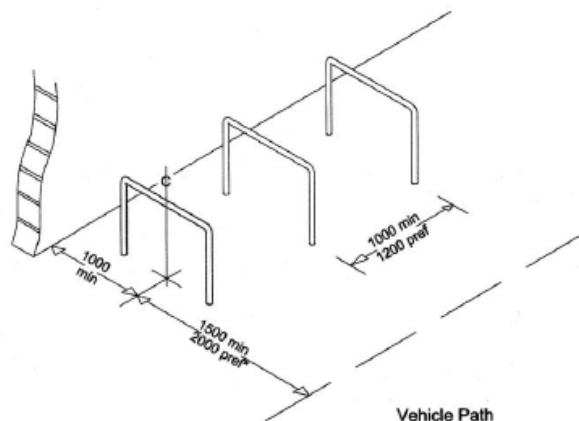
The diagrams below provide a guide to layouts and spacing based on the area available space. Cycle stands can be in a linear, diagonal or single file layout.

See the Information document for the dimensions of the A-stand & PlantLocks available through the Free Cycle Parking in the South Downs scheme.

Source: pages 21-24 Transport for London's Workplace Cycle Parking Guidance document.
<http://www.tfl.gov.uk/cdn/static/cms/documents/Workplace-Cycle-Parking-Guide.pdf>

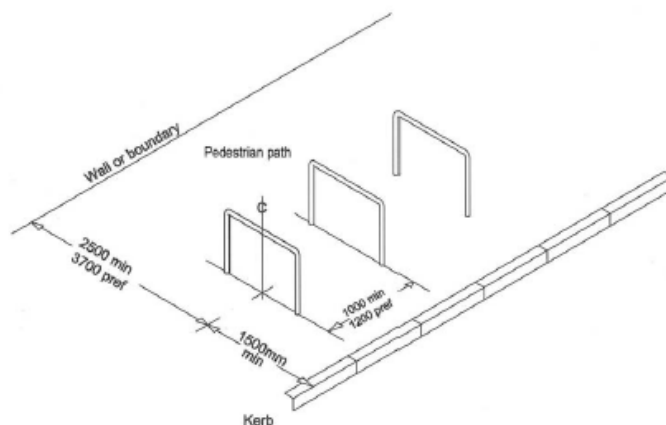
Please note: A-Stands and Sheffield stands are both variants of the same basic type of rack and the installation principles are the same.

Diagram 2: Sheffield stands at 90 degrees to wall or building line and passing vehicles



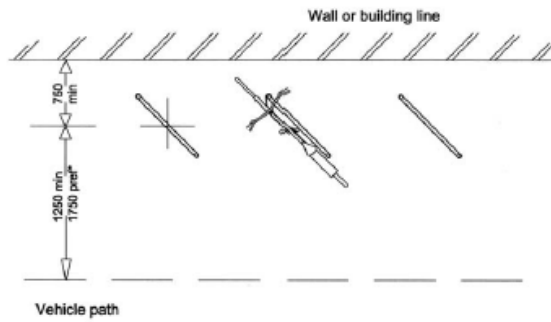
Note: The preferred distance is 2,000mm from passing vehicles. This may be reduced to 1,500mm where a kerb separates the cycle parking from site traffic.

Diagram 3: Sheffield stands at 90 degrees to pedestrian path and passing vehicles



Note: The preferred distance is 2,000mm from passing traffic where there is no kerb.

Diagram 4: Sheffield stands at 45 degrees to wall and passing vehicles



Note: The preferred distance is 1,750mm from passing vehicles. This may be reduced to 1,500mm where a kerb separates the cycle parking from site traffic.

Diagram 5: Sheffield stands at 45 degrees to kerb and pedestrian path

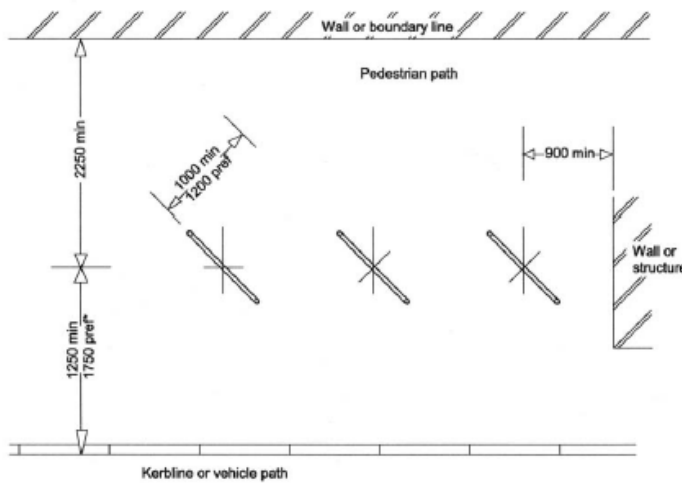
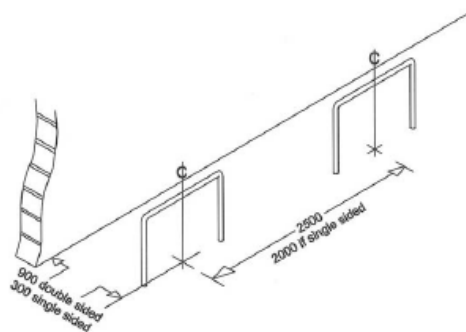


Diagram 6: Sheffield stands parallel to wall or boundary



Note: Distance to wall dimensions also apply when the stand is the last in a line of stands at right angles to the wall (ie each stand is parallel to the wall). The recommended minimum distance quoted allows cyclists to attach their locks more easily. Where single-sided parking along a wall is being considered, a cheaper alternative could be the use of wall bars or rings.

For more information or advice on locating and installing cycle parking contact:

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