

Cycle Seahaven



6th Annual General Meeting

Shakespeare Hall

11th February 2015

Campaign Report

Last year saw huge successes with cycle infrastructure in the Seahaven area, built on the groundwork we did in 2013. With so many projects completed in 2013 we had to address our campaign strategy for the 2014.

We continue to attend consultations and receive planning notices for the Seahaven area. As part of Cycle East Sussex we regularly meet other cycle clubs to review strategy and share experiences and ideas. We have extensive contacts with local councils and authorities, and we regularly post findings, updates and requests for ideas & feedback on our website.

Exceat Hill

Since late November 2014 Exceat Hill has had an official off-road alternative cycle route, designated NCN(2). The brackets around the number indicate an alternative route. Thanks to SUSTRANS and demand from locals, cyclists can avoid the dangerous road in and out of Seaford using this alternative. Unfortunately, due to the rough surface, it's not yet suitable for road bikes.

NCN(2) is currently a permissive route, which means landowners can simply remove cycle access if they wish. It's this fact that prevents money being spent on improvements.

There have been no reported incidents on this new route and it is being regularly used by walkers and cyclists. It's now been a year since the route was opened and Cycle Seahaven will be campaigning for making this route permanent with surface that will be suitable for all types of bicycles. A decent surface will also enable many mobility scooter to access the river views and pub.

Exceat Causeway

The route from NCN(2) to Litlington Road goes over the narrow Exceat bridge, which is a replacement for a similar one replaced back in the 70's. The previous bridge was a little up-river from the current one, which remained in place while the new one was being built. This is why there's such an awkward bend in the road on the Seaford side. The bridges were kept narrow to discourage heavy goods from using the A259 (they should be on the main A27 trunk road), probably a good thing for cyclists.

It's no fun for cyclists to cross this bridge and ride on the narrow causeway to Litlington Road, even though this is designated a National Cycle Network.

As part of the NCN(2) campaign, Cycle Seahaven will be canvassing for improvements on this stretch of road for cyclists because it's a vital link to the quiet roads of NCN2 and gives local

access to the cycle route to Cuckmere Haven, the trails in Friston Forest and onto the South Downs Way.

Seaford Promenade

Late last year we heard the excellent news that cycling is to be made permanent on Seaford Seafront. Thanks go to local councils and strong local support for making this happen – at last. Despite strong objection from a small minority the promenade remains a safe and enjoyable place for everyone of all ages and abilities.

A259, Newhaven to Peacehaven

Our proposal to fill in the gap between the subsidence barrier and the footway, thus creating a wide cycle way, was favourably received by ESCC. Consultation ended in Dec 2013 and in 2014 ESCC put plans in place to make this a reality as part of on-going improvements for the A259. We have yet to hear when works are planned to start.

NCN2 Alternative through Newhaven

Cycle Seahaven ride leaders often use Valley Road and The Fairway to cross Newhaven. It links up to the existing cycle network by the swing bridge and uses quiet back street (past a school) to link up to Brighton Road, avoiding the treacherous climb out of Newhaven. We have asked the Transport planners to make this an official route but so far we've had no luck, despite the excellent links it provides to schools, the Egrets Way, a local pub and the existing cycle network. Cycle Seahaven will continue to raise this suggestion wherever possible.

Newhaven to Lewes

The Egrets Way has had two section completed and we are eager to hear the latest news from Neville Harrison (Chair, Ouse Valley Cycle Network) at our AGM.

Alfriston to Berwick

Part of a segregated cycleway already exists on the Berwick Road, but the lead up to it is narrow and uneven. Implementing improvements to the existing footway would make this section of NCN2 much safer for cyclists, and give Cycle Seahaven members an alternative to ride north out of Seaford. It would also provide better access to Drusillas Zoo park for those using the Old Coach Road bridleway. Such a proposal has been sent to the Transport and Environment department at East Sussex County Council, and is now on 'their books' for consideration.

Newhaven Development

A couple of new infrastructure developments have been proposed in Newhaven, and Cycle Seahaven has raised the fact that cycling provision is severely lacking in both cases.

- Parker Pen site development. Cycling is part of the development statement but is poorly implemented on the proposal documents. Cycle infrastructure needs to be provided to link up to the existing network so that door to door cycle journeys can be undertaken safely by people of all ages and abilities. We are now in contact with Newhaven Town council regarding all local development and the governments requirement for better cycle infrastructure.
- Drove Transport Hub. This scheme is designed for better bus, train, ferry and taxi provision at The Drove, Newhaven, incorporating improvements for the new University

Technical College. Cycling has been included but it's incoherent and introduces additional junctions with roads (where most accidents happen). Cycle Seahaven has requested a redesign of the layout to better cater for cyclists.

Accessible Transport Seaford

A new Facebook group has been set up, dedicated to improving accessibility to Seaford's attractions and amenities for all ages and abilities. Whether it's kids cycling to school, being able to park for your weekly shop, popping into the post office for a stamp, or parking your mobility scooter at a coffee shop. <https://www.facebook.com/groups/seafordtransport/>

ATS are looking at an holistic approach that encompasses drivers, pedestrians, cyclists and the less able. A number of interesting ideas have been proposed by individuals and ATS would like this to be a community led campaign that brings real transport improvements for everyone. Things are still in the start-up stages, so there are still a lot of questions and answers flying around, but support from other community groups has been strong.

From Cycle Seahaven's standpoint we would be particularly keen for any ideas on an improved cycling infrastructure, especially for schools and other 'utility' journeys (shops, surgeries, commuting). The vast majority of cyclists are also car drivers, pedestrians and users of public transport, so we acknowledge the fact that changes shouldn't be detrimental to other transport options.

Details of ongoing campaigns can be seen on our News pages, and a summary is frequently updated at <http://cycleseahaven.org.uk/campaigns/>

Andy Lock & Eddie Collict

16th January 2015