

OUSE VALLEY CYCLE NETWORK

Safe shared sustainable village connections from County Town to Channel Port

LEWES - EUROPEAN GATEWAY TO THE SOUTH DOWNS NATIONAL PARK



SAFE

SHARED

SUSTAINABLE



VILLAGE CONNECTIONS



FROM COUNTY TOWN

TO CHANNEL PORT



OUSE VALLEY CYCLE NETWORK

WWW.OVCN.ORG.UK

**What the OVCN Project can offer the
ESCC/SDNP bid for
Local Sustainable Transport Funds**

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OVCN STEERING GROUP MEMBERS

Chair	Neville Harrison
Deputy Chair	Andy Lock
Secretary	Susan Thompson
Treasurer	Jan Marshall
	San Barlow
	Wendy Brewer
	Jenny Leon
	Tom Lockyer
	Dinah Morgan
	John Parry
	Helen Price

OVCN project



The Ouse Valley Cycle Network (OVCN) is a local project which will bring substantial economic and environmental benefits to the area of the South Downs National Park which includes the County Town of Lewes and the Channel Port of Newhaven on the Park boundary.

VISION

Our intention is to create a network of shared use paths which will link the villages along the Ouse Valley (Kingston, Swanborough, Iford, Rodmell, Southease and Piddinghoe) to a continuous route running along the Ouse River between Lewes and Newhaven. These multiuser paths will in turn connect with other local and National cycle ways including the South Downs Way National Trail.

BENEFITS

Environmental

The OVCN is expected to bring significant benefits to the local communities it will connect by encouraging sustainable local travel to schools, colleges, sports grounds, shops and businesses, thereby reducing car use and contributing to improved air quality and reduction of greenhouse gases.

It will provide non-vehicular access for visitors to this part of the South Downs National Park and will enable them to experience healthy and responsible enjoyment of this special landscape of valley, wetland habitats, chalk downland, historic buildings and attractive villages.

Economic

Local attractions and businesses, such as farm shops, pubs, B&Bs, hotels, cycle shops, markets and garden centres, can expect to benefit from the numbers of visitors who would use the Network (See Section 2, pages 11-12). Access via the rail stations at Lewes, Southease and Newhaven and the ferry port at Newhaven makes it convenient for walking and cycling groups wanting to tour the area. The project will contribute to both National Park Purposes and Government policies on sustainable transport, healthy lifestyles and localism.

FEASIBILITY

Some sections of the proposed OVCN are already in use for walking, cycling and riding. Others will require only modest development to make them suitable for cycling, while remaining sections will require considerable preparation and surfacing. Key to the project is the existing path along the river banks of the Ouse, currently a Right of Way officially restricted to walkers, but frequently used by cyclists.

We have commissioned a detailed feasibility study which has been undertaken by Sustrans. The report (Separate Attachment) shows that the OCVN can be achieved and that the costs of the full project, while considerable, are in keeping with similar projects. Furthermore the project can be implemented in phases with each completed section bringing increasing benefits.

DELIVERABILITY

Landowners

Realisation of the OVCN will only be possible with the agreement and co-operation of local landowners and farmers. Initial discussions have produced positive responses from landowners covering 60% of the route and formal agreement in principle from a growing number (See Section 2, pages 11). However, it is recognised that securing legal access will be time-consuming. Therefore, it is our plan to create the network in phases.

Phases

1) The track running from the village of Kingston to the Ouse River in Lewes is well advanced in its planning. Key landowner agreement has been secured and the cost has been estimated in the region of £250k. It is anticipated that this could be delivered within the stipulated three year period.

2) The shared path from Newhaven to Piddinghoe is similarly achievable within the time allowed and is expected to cost in the region of £200k.

3) The remainder of the route, particularly the path along the Ouse River, will take longer to achieve because of the number of landowners involved and the requirements of the Environment Agency and other government regulations which must be complied with, and the high cost.

However, the key river route could become accessible to cyclists much sooner with permissive agreements from landowners for shared use with walkers, and alterations to some gates and signage. The cost of gate changes and signage is modest and much the installation work could be carried by volunteers.

LOCAL SUPPORT

This project will only be achieved with the enthusiastic support and involvement of our local communities, organisations and schools, government departments and agencies, and other partners. We have therefore consulted widely in an effort to seek this support and co-operation and have found that the desire for a safe and sustainable alternative to travel by car for local journeys is strong with the result that the project has attracted much local support (See Section 2 & 3).

CONCLUSION

The potential contribution of the OVCN project to the enhancement of the local economy, to the mitigation of climate change, and to influence behavioural change, is considerable. By creating environmentally friendly access from both Lewes and Newhaven, as well as the South Downs Way, the OVCN will undoubtedly attract new visitors to the South Downs National Park who wish to enjoy the special landscape and villages of the Ouse Valley. We hope ESCC and the SDNP will see this project as one which will bring real benefits to the Lewes area will enhance their bid to the LSTF.

SECTION 2 SUPPORTING EVIDENCE

2.1. COMMUNITY ENGAGEMENT

Kingston Community Surveys

The Lewes to Kingston section of the network has carried out two community surveys, in 2005 and 2009, to gauge the interest in a safe cycle and walking route between Kingston and Lewes. These show not only strong support for shared use paths but clear evidence that, given a safe route, more journeys to school and work would be on foot or by cycle and journeys by car would be reduced.

Details in Attachments 1 & 2 pages 16-19

OVCN Community Engagement Exercises

During the last year a series of open public meetings, engagement with local Parishes and Councils, local schools and colleges have shown strong support for the project. We have also had discussion with the Environment Agency the South Downs National Park, East Sussex County Council, Sustrans and others.

A web-site www.ovcn.org.uk gives information about our Aims, Vision, and Action Plan and allows people to comment on-line on our project.

OPEN MEETINGS	Spring Barn Farm	13 March 2011
	Linklater Pavilion, Lewes	12 April 2011
	Linklater Pavilion, Lewes	7 July 2011
	Kingston Pavilion	25 July 2011
	Linklater Pavilion, Lewes	25 August 2011
	Hillcrest Community Centre	29 November 2011

LINKLATER PAVILION WORKSHOP on 12th April. This consultation exercise was facilitated by Chris Patterson, the SDNP Communities Engagement Officer. This produced some constructive and positive feedback which has been incorporated into the OVCN project. (See Attachment 3)

NEWHAVEN HILLCREST COMMUNITY CENTRE MEETING in November included group work facilitated by Jeremy Burgess, SDNP Eastern Area Manager and Jan Knowlson, SDNP Ranger which generated a lot of interest from people mainly from the Newhaven area and a number of offers of practical help. (See Attachments 4)

2.2 PEOPLE AND PARTNER ENGAGEMENT

The following people are aware of the project and have either attended meetings or expressed their interest and support in other ways:

Councillor David Rogers (ESCC)
Councillor Nick Bennett (ESCC)
Councillor Ruth O’Keefe (ESCC, Lewes DC & TC)
Councillor Rosalyn St Pierre (ESCC)
Councillor Melanie Cutress (Lewes DC)
Councillor Chris Bradshaw (Newhaven TC)

All the Parishes of the Ouse Valley have indicated their support. The OVCN Steering Group (SG) has good geographical representation with members from all six Ouse Valley Parishes, Kingston & Cranedown Residents Association and the towns of Lewes, Newhaven and Seaford. In addition the Steering Group membership embraces the following organisations or relevant interests groups:

Cycle Seahaven
Coastal Climates Community Interest Company
Kingston & Cranedown Residents Association
Lewes Railway Land Wildlife Trust
Newhaven Community Development Association
POLO (Parishes of the Lower Ouse Valley)
South Downs National Park Authority
South Downs Access Forum
Village Connections Community Interest Company

Steering Group Representatives have met for consultation with:

Norman Baker MP
Environment Agency (Richard Charman and Gordon Wilson, Flood and Coastal Risk Management, Sussex)
Sustrans (David Young, SE Project Manager and Simon Pratt, SE Regional Director)
East Sussex County Council (Lisa Simmonds Principal Transport Policy Manager and Alan Cook, Principal Transport Planner)
South Downs National Park (Alison Thorpe, Access and Recreation Strategy Lead; Tim Slaney, Head of Planning); Jeremy Burgess, Eastern Area Countryside Manager and Jan Knowlson, Ranger).

2.3 LANDOWNER CONSULTATIONS

We have made good progress in identifying the many land owners who we know will need to give their agreement. All to date all have responded positively to the project:

Verbal agreement has been given by:

John Robinson (Landowner, Iford)
Ben Taylor (Farm manager, Iford)
Chris Wettern, (Farmer and landowner, Rodmell)
Gus Christie (Landowner, Glyndebourne Estate)
Martin Brickell (Farmer, Southease)

Written agreement in principle has been received from

Tom Car (Farmer and landowner, Spring Barn Farm)
William Greenwood (Farmer and landowner, Swanborough)
Neville Harrison (Landowner, Southease)

This represents more than 60% of the route from Kingston via Lewes to Newhaven.

Work is progressing in establishing ownership of other sections of the network through the Land Registry before we can approach other owners.

2. 4 SUPPORTING THE LOCAL ECONOMY

We have approached a number of local enterprises and received good support .Cycle Hire and repair shops, Farm shops, Pubs, restaurants, Accommodation, Visitor attractions and the towns of Newhaven and Lewes all stand to benefit from such an attractive opportunity for family enjoyment on safe trails without steep gradients . There is huge potential for further economic growth through tourism. The area can be readily accessed without car use through the Rail stations at Lewes, Southease (on the SDW) and Newhaven. The port at Newhaven is an important access for visitors from continental Europe.

There is evidence of a shortage of overnight accommodation in the area so attracting more visitors offers opportunities for starting new local B&Bs. There are two pubs in the villages, the Juggs at Kingston and the Abergavenny Arms at Rodmell; both rely heavily on walkers, cyclists and visitors so the network is likely would boost to their businesses. There are opportunities for new enterprises related to cycling – bike hire, bike repairs, bike storage and cycling education.

Examples of business support

Letter from the Manager of Lewes Garden Centre

Subject: Ouse Valley Cycle Network

Dear Dinah,

I was very excited to hear the plans for The Ouse Valley Network route into Kingston, I certainly think it would be an asset to the community and with my local business hat on I know we already get quite a few customers who come out from Lewes by bike or on foot despite the present hazards.

I also have a couple of members of staff who walk to and from the station in Lewes so it would make their lives easier too.

I wish you all success in the project and with your bids for funding.

Regards,

David Jermyn

Lewes Garden Centre Manager

Letter from the Manager The Abergavenny Arms, Rodmell

The Abergavenny Arms
Newhaven Road
Rodmell
East Sussex
BN7 3EZ

To Neville Harrison
Chair, OVCN
Southease Place
Southease BN7 3HX

2nd January, 2012

Dear Neville,

The Abergavenny Arms has been in operation for many years and is a central point of the community. We offer refreshments, food and an excellent gathering place for locals and for passersby.

We fully support the proposed cycle path to Lewes as we know from many of our visitors that it would encourage many more walkers & cyclists to visit our pub. Many of our visitors often comment how beneficial to them, us and other local businesses a cycle path would be. The road is currently not suitable for cyclists or walkers.

Yours sincerely,

Jon Cleall

Manager
The Abergavenny Arms

2.5 EDUCATIONAL OPPORTUNITIES AND SUPPORT

The OVCN project offers many educational opportunities to encourage outdoor exercise and responsible understanding of the environment. Schools and others we have approached have responded enthusiastically.

Here are some examples of letters of support we have received:

From the Headteacher Priory School Lewes



Mountfield Road, Lewes, East Sussex, BN7 2XN

Headteacher : Tony Smith BA

Phone : (01273) 476231

Fax : (01273) 486922

Email : info@priory.e-sussex.sch.uk

Website : www.priory.e-sussex.sch.uk

Your Reference: Our Reference: WTS/STC/ESCCTrans+ Env Cycle Track Kingston-LewesDe2011

5 December 2011

Mr Roger Williams - The Manager of Road and Cycleway Development
East Sussex Highways
Ringmer Depot
The Broyle
Ringmer
East Sussex
BN8 5NP

Dear Mr Williams

Proposed Cycle Track between Kingston & Lewes

I am writing on behalf of Priory School where I am Headteacher to express my support in principle for the proposed cycle track which will connect the village of Kingston to the town of Lewes.

While many of our pupils live in Kingston/Lewes and regularly walk to school, we have others who live in villages along the C7 and in Lewes/Kingston.

It is our practice/policy to encourage parents to allow their children to walk or cycle to school, but we are aware that their concern about the speed and volume of traffic on the C7 results in many of them electing to drive them to and from school.

Results of a survey of Kingston residents in 2009 indicated that 60% of households with children would cycle more and 40% would walk more if there were a safe route between Lewes and Kingston.

My support in principle is based on the assumption that a safe shared route between Kingston and Lewes would enable more parents to allow their children to walk or cycle to school.

Yours sincerely

A handwritten signature in black ink, appearing to read 'A. Smith'.

Tony Smith
Headteacher



From the Head Teacher Southover Primary School

Southover CE Primary School

Potters Lane, Lewes, East Sussex, BN7 1JP
Telephone (01273) 473015 Fax (01273) 487212
Email: office@southover.e-sussex.sch.uk
Headteacher: *Steve Elliott*
www.southoverschool.net



5th December 2011

To: Whom It May Concern

I am Head Teacher of Southover Primary School. I am writing on behalf of the school to express my support in principle for the proposed cycle track which will connect the village of Kingston to the town of Lewes.

While many of our pupils live in Lewes and regularly walk to school, we have others who live in villages along the C7 and in Kingston.

We are committed to encouraging parents to allow their children to walk or cycle to school. However, we are aware that their concern about the speed and volume of traffic on the C7 results in many of them choosing to drive them to and from school.

Results of a survey of Kingston residents in 2009 indicated that 60% of households with children would cycle more and 40% would walk more if there were a safe route between Lewes and Kingston.

My support in principle is based on the assumption that a safe shared route between Kingston and Lewes would enable more parents to allow their children to walk or cycle to school."

Yours sincerely

Steve Elliott
Head Teacher

From The Secretary Lewes Sports Club

LEWES SPORTS CLUB

Community Amateur Sports Club Registration No. CASC 03551
Representing the mutual interests at the Stanley Turner Ground, Lewes, Sussex of
Lewes Priory Cricket Club - Lewes Rugby Football Club
Founded 1937

Please reply to the Honorary Secretary
15 Hart Close, Uckfield, Sussex TN22 2DA
e-mail – wayzgoose37@hotmail.com
Telephone – 01825 763293

4 January 2012

To whom it may concern:-

The Ouse Valley Cycle Path

Lewes Sports Club, who represent the 800 Cricket and Rugby players of all ages and both sexes, who use the Stanley Turner Recreation Ground, would welcome the construction of the proposed Ouse Valley Cycle path adjacent to the land currently used by its members.

It would provide a safe access for Club members and their children living in Lewes, Kingston and surrounding villages, and further the Club's aim of encouraging the use of Stanley Turner Recreation Trust land for public recreation of all types.

The Club believes that the use of such networks, alongside the provision of other forms of private and public transport will continue and enhance its 70 year record of providing sport and furthering the core values the Clubs promote -

Teamwork, Respect, Enjoyment, Discipline Sportsmanship.

Peter Sealey
Secretary, Lewes Sports Club.

The Stanley Turner Ground, Kingston Road, Lewes, East Sussex. BN7 3NB
Telephone 01273 473732

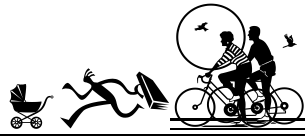
3. ATTACHMENTS

ATTACHMENT 1

KINGSTON ROAD & CRANEDOWN RESIDENTS ASSOCIATION COMMUNITY SURVEY 2005

Relevant sections highlighted

Make Kingston Road Safe



Findings of research amongst Kingston Rd and Cranedown residents.

(Data collected Sept/Oct 2005 amongst residents of Kingston Rd and Cranedown via self-completion questionnaire).

WHERE ARE WE?

Support and interest levels into safety along the road are high

- residents of Kingston Rd very interested
- residents of Cranedown reasonably interested
 - 66% of all residents returned questionnaire
 - around 80% of Kingston Rd residents and 54% of Cranedown

Residents do not feel safe

- **71% of all respondents feel it is unsafe or very unsafe to walk along Kingston Rd**
 - 77% for Kingston Rd residents, 59% Cranedown
- **nor do they feel it is safe to cross the road**
 - 60% of all households feel it is unsafe or very unsafe to cross the Kingston Rd
- **nor do they feel it is safe to cycle**
 - 76% feel it is unsafe or very unsafe to cycle along the Kingston Rd

The dangers of the road are making residents walk or cycle less

- nearly all households do walk (97% of K Rd, 86% Cranedown)
 - nearly all households do cross (94% of K Rd versus 95% of Cranedown)
 - half of all households cycle (52%)
- but most (71%) would walk/or cycle more if the road were safer**
- 85% of K Rd residents, 50% of Cranedown

Safety worries are making many of us drive more

- Residents estimate 155 journeys made a week by car, instead of on foot or by bike, by residents because they are worried about safety
 - 57% of Kingston Rd households making extra journeys by car
 - 24% Cranedown

We are especially worried about our children: we drive them rather than let them walk

86% of households with children use the car rather than walk/ cycle due to safety

- that's around 34 children being driven rather than walking because of fear
- 90%+ of households w. children feel worried/very worried about walking/cycling to school

We want it to be safe for our children to walk

- 100% of households with children would walk or cycle more if the road were safer
- The households who responded are representing 39 children

WHAT DO WE WANT?

Residents want the council to make changes. These results give us a clear picture of which changes need to be made

- 92% of residents want there to be a **safe pedestrian footpath** along the whole road
- 75% want the **speed limits reduced** along the road
- 58% want a pedestrian **crossing**
- **58% want a safe cycle route** along the whole road
- 52% want **speed camera(s)** installed

2 clear priorities have emerged for most residents: safe pavements and lower speed limits. In addition a crossing and a safe cycle route are important to more than half of residents. Half want a speed camera.

HOW DO WE THINK THAT WILL BE BEST ACHIEVED?

differ as to the best way of solving the speed limit problem

safe pavements:

- 87% would support the Council providing a wider footpath all the way from Spring Barn Farm to Cranedown on the side where the houses are

speed limit:

- 56% would support the Council reducing the speed limit to 30mph from the Wyevale Garden Centre to the Swan pub
- 56% would support the council reducing the speed limit to 30mph on the Spring Barn Farm bend
- 52% would support the 20-30- 40 idea (ie Council extending 20mph limit from Laundry Cottages to where the 40mph currently starts, making the limit 30mph from there to Spring Barn Farm to the point at which the national speed limit currently starts and then have the speed limit at 40mph past the garden centre and Kingston Village junctions to somewhere near the turn to the lakes)

crossing:

- 60% would support a crossing opposite Cranedown
- 44 % would support a crossing at a suitable point opposite the Stanley Turner if the pavement were made safe
- 42 % would support an additional crossing near to Spring Barn Farm Park's driveway, if there were a new foot/cycle path there too, with 29% not sure

bollards:

- 44% would support bollards alongside a widened pavement from Spring Barn Farm up to opposite the Stanley Turner

new foot/cycle path:

- **40 % would find a new wide footpath/cycle path running on the field side of the road, from opposite Spring Barn Farm's entrance driveway up to Three Greens useful to them**
- 25% not sure

ATTACHMENT 2

KINGSTON RESIDENTS COMMUNITY SURVEY 2009

Analysis of the results of the multi-user path questionnaire

About 320 forms were distributed and 204 replies received: response rate 63.7%

Demography (children are < 16, adults >16)

In the households who replied there were:

88 children (53 <11 years old) and 424 adults (146 over 65)

27 house-holds (13%) had children who go to school in Lewes – 42 children

Use of C7 (Kingston Road)

76% of the respondees stated they walk along the C7 and 41% cycle, now

When asked whether anybody in the household would use the proposed path for walking and/or cycling:

- 75% said yes (125/108 in favour of walking)
- 25% said no

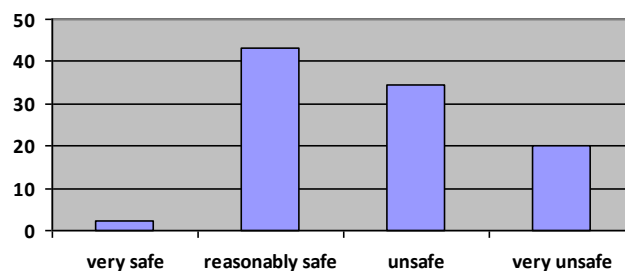
When asked whether they or their children would cycle/walk more than now if the route to Lewes was safer: (these results apply only to those households with children)

- 60% said they would cycle more
- 40% said they would walk more
- 29% said it would make no difference

When asked whether any journeys are made by car because of issues to do with safety along the C7:

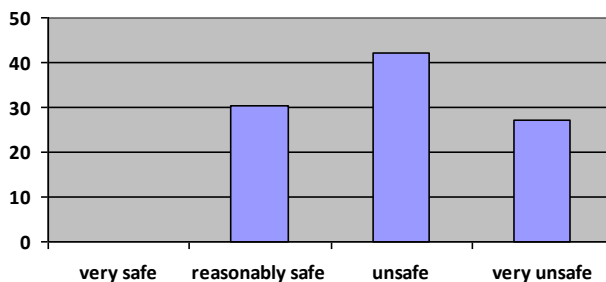
- 56% said yes
- 44% said no

Safety Issues When asked “which of the following reflects the opinion of the household regarding walking on the C7”, the results

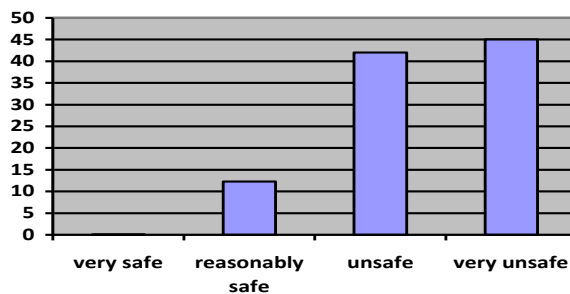


were (as a % of replies)

When asked “which of the following reflects the opinion of the household regarding crossing the C7”, the results were (as a % of replies)



When asked “which of the following reflects the opinion of the household regarding cycling on the C7”, the results were (as a % of replies)



When asked “which of the following issues makes the C7 unsafe for non-vehicular traffic”, the results were:

(respondees could choose a number of options)

<u>Option</u>	<u>No. choosing this option</u>
• Traffic too fast	159
• Pavements too narrow	158
• Lack of pedestrian crossings	127
• Pavements not protected from traffic	101
• Inappropriate car parking	50
• Road surface unsafe	22
• [Other	20, a number of issues were raised]

A great many of the returned questionnaires had written comments – most were enthusiastically supportive.

ATTACHMENT 3

THE KEY AREAS IDENTIFIED AT LINKLATER CONSULTATION EXERCISE

1. User Survey/consultation

- Surveys carried out to identify users and their needs
- A range of consultation methods are required to meet the needs of different users/interests
- Must review what consultation has already been carried out, Parish Plans, Friends of work etc
- Look at other stakeholders consultation work
- Use existing consultation to form our own consultation
- A range of mediums (face book etc) to engage with all agencies

2. Routes

- Potential network of routes
- Use of existing RoWs
- New paths created to link existing routes
- Need to look at Landownership across the network
- Links to other routes outside this area
- Legislation to transfer ROW to cycle routes
- Conflict of use between utility and recreation

3. Path surfaces and maintenance

- Need to identify the best possible surface (Tarmac/Woodchip)
- Creating new surfaces
- Repairing existing ROW to meet the needs of this new route
- Maintenance of current paths is an issue that needs to be considered
- Look at who is responsible for maintenance of a new route

4. Partners list

- Review of who the key partners/stakeholders are in the project
- Get representation from the relevant organisations on a steering group
- Look at best practice from other partners nationally/internationally
- Identify and coordinate existing voluntary groups trying to achieve similar in the local area, co opt them onto this group?
- Landowners must be a key stakeholder as well as identified users, new users, existing communities, schools, businesses etc.

5. Commercial opportunities

- Cycle Storage Possibilities
- Cycle Racks and capability to take cycles on public transport
- Cycle Hire opportunities on the route
- Farm Diversification opportunities should be looked at as a way to encourage landowners
- Sponsorship/charging opportunities for new route

6. Funding

- Joint National Park bid, consider including this project or aspects of it
- Opportunities for future planning negotiations (section 106 agreements) to provide for this project
- Look at existing planning contribution funding and if this can be used
- Need one group to focus just on applying for funding (coordinate with others applying for similar funding)

7. Organisation

- A Steering group and subgroup structure needed to manage the workload and allow people to focus on their interest
- Need to establish a time table so we can see how the project will develop
- Important that the key agencies have representation on a steering group so they can resolve problems allocate resources etc.
- Important that a steering group coordinate the work of subgroups
- Establish a formal group/organisation that can apply for funding etc

8. Road safety issues

- C7 and A26 access and use issues still need to be considered even with a new cycle route
- Improved signage on the existing road networks
- Relevant agencies should be promoting safe cycling on the road network alongside this project
- Promote cycle route on the main roads to encourage cyclists off the road

ATTACHMENT 4

HILLCREST COMMUNITY CENTRE MEETING QUESTIONS AND RESPONSES

THREE QUESTIONS POSED

1. Getting involved with the OVCN

1. Would you like to get involved with the OVCN?
2. How would you like to get involved in the OVCN? e.g. Join a working group, distribute posters, designing marketing
3. What skills do you have that might be useful for the project?
e.g. Fundraising, marketing, like talking to people, local knowledge.
4. Have you had any previous experience/involvement with similar projects?

2. Using the Ouse Valley Cycle Network

1. What do you think the benefits would be of having the OVCN to you and/or the wider community?
2. How would you use the OVCN? e.g. commuting, leisure.
3. Which part of the route would you use?
4. What is important to you about this project?
5. How do you think other people would use the OVCN?
6. How often would you use the OVCN?

3. Vision for the Ouse Valley Cycle Network

1. What would you like the physical route to be like? e.g. signposts, information, surfaced track
2. In an ideal world what facilities would you like linked to the OVCN?
e.g. cycle hire, picnic areas, camping sites.
3. Would you like organised activities associated with the OVCN? e.g. fun rides, cycle training, competitions
4. What did you/they like/dislike about it?

SUMMARY OF THE RESPONSES

Ideas for usage:

Safety of route essential
Some daily, some twice weekly, some recreational, summer only...
Circular connections, interesting walking and cycling routes
Linking communities village to village
Link to the South Downs for locals and visitors
Aspiration to cycle from Lewes to Newhaven to Dieppe to Paris...
Easy walks; difficult longer routes
Accessible to families, buggy friendly,
Disabled and wheelchair access.
No stiles, possible to push a buggy,
Direct flat route between Newhaven and Lewes.
Encouraging Healthy lifestyles

Access to South Downs for international visitors and visitors from London.
Bikes on trains/buses to enable return trips.
Cycle hire would help those without bikes/visitors.
Stopping points for teas would make me use it more often!
Car parking facilities en route
Surface wood effect how often it is used for getting to work in winter.
Traffic slowing on C7 a long term aspiration for a direct utility route
Bikes on trains must be folding at peak times,
Reintroduce guards vans on modern rolling stock
Environmental education for schools and children.
Access to open countryside for all.

Environmental benefits/vision:

Carbon Cutting
SDNPA large population sustainable access to park is important
Family introduction to nature reserve
RSPB bird watching as in Newhaven reserve
Environmental education journeys
Links with Linklater pavilion education centre,

Ideas about Signage

In keeping with Ouse valley way and SDNPA
Milestones to map position,
Signposts to the rest of the OVCN network and other trails
Interpretation: places of historical interest e.g. Monks House,
Business/tourism: Rare Breeds farm, Teas, YHA, Railway, Pubs, Accommodation
Natural and geological information boards
SDNPA Encouragement of responsible use

Trail practical suggestions

Solar powered lighting for safety.
Electric charging points for electric bikes,
Lifebelts for safety
Litterbins, dog litter bins
Water taps for refreshments
Picnic sites, camp sites
Viewing points Memorial benches, gates as Ramblers to help with funding
Seating areas - sensitive design
Maintenance by volunteers.

