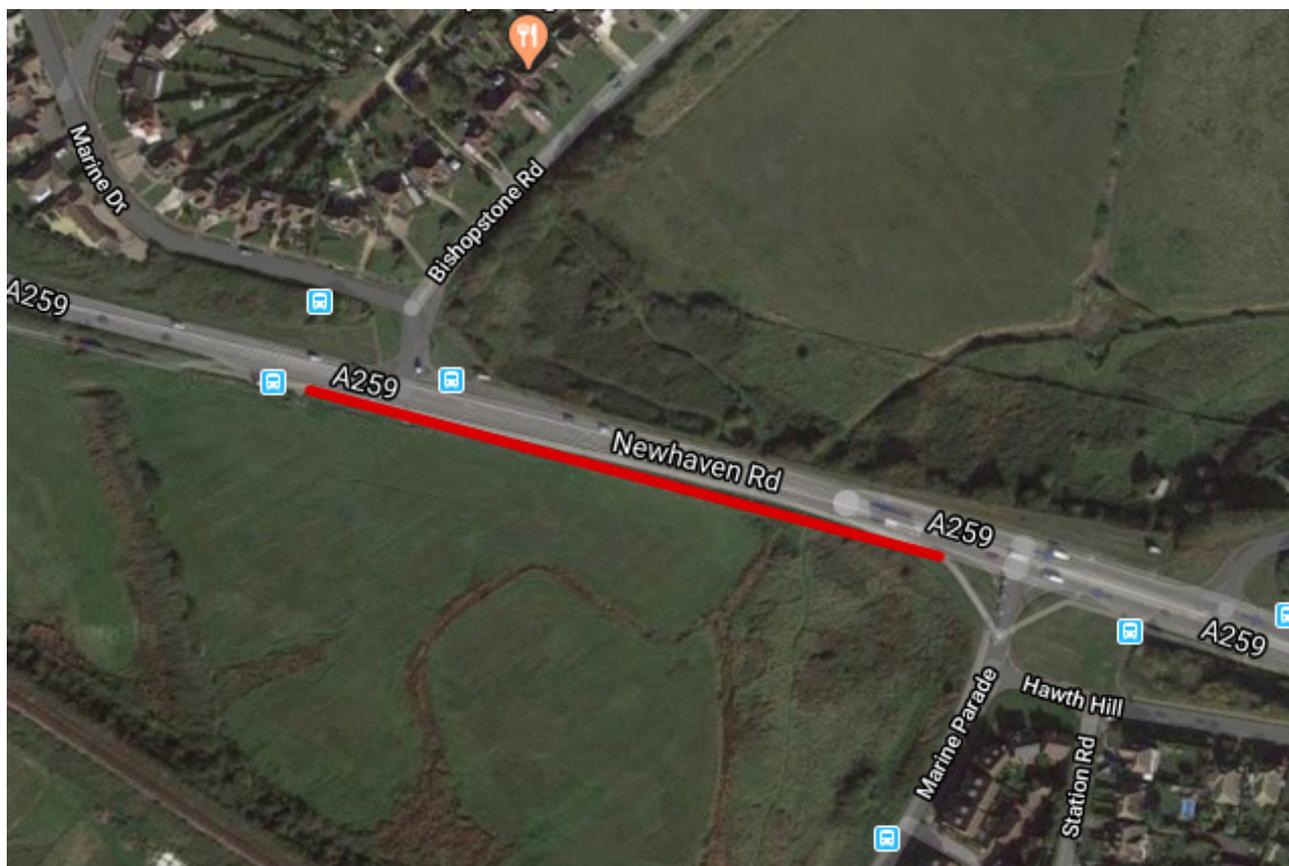


Temporary transport measures as result of Covid-19: Cycle Seahaven

A259 Newhaven Road: Bishopstone Road -> Marine Parade



Reason: NCN2 shared pathway at this point is only 2m wide. Traffic next to road is 50mph. This path has seen a significant increase in walking and cycling in past weeks... especially young families, shoppers and commuters.

If you adhere to social distancing it puts you perilously close to passing cars, vans, buses & HGVs. At this speed the wind produced can move you on your bike. Road spray when wet makes the path almost unusable.

Ideally a temporary speed limit change would be in place as this would make this path much less dangerous. There is no available space here for proper path widening and it is a key route for many.

Sustrans have highlighted this section of road (page 19 of the LCWIP report).

“On road conditions are extremely challenging and unsafe with a high risk of serious injury due to volume and speed of traffic. Pedestrian proximity to high speed, high volume traffic with no buffer feels unsafe.”

https://consultation.eastsussex.gov.uk/economy-transport-environment/2f06d4f9/supporting_documents/Appendix%205A%20%20Sustrans%20LCWIP%20Report%20Peacehaven%20Newhaven%20Seaford.pdf

The distance between the 50mph speed limit and the 30mph limit at the end of the Buckle-bypass is 0.75miles.

0.75 miles at 50mph = 54 seconds

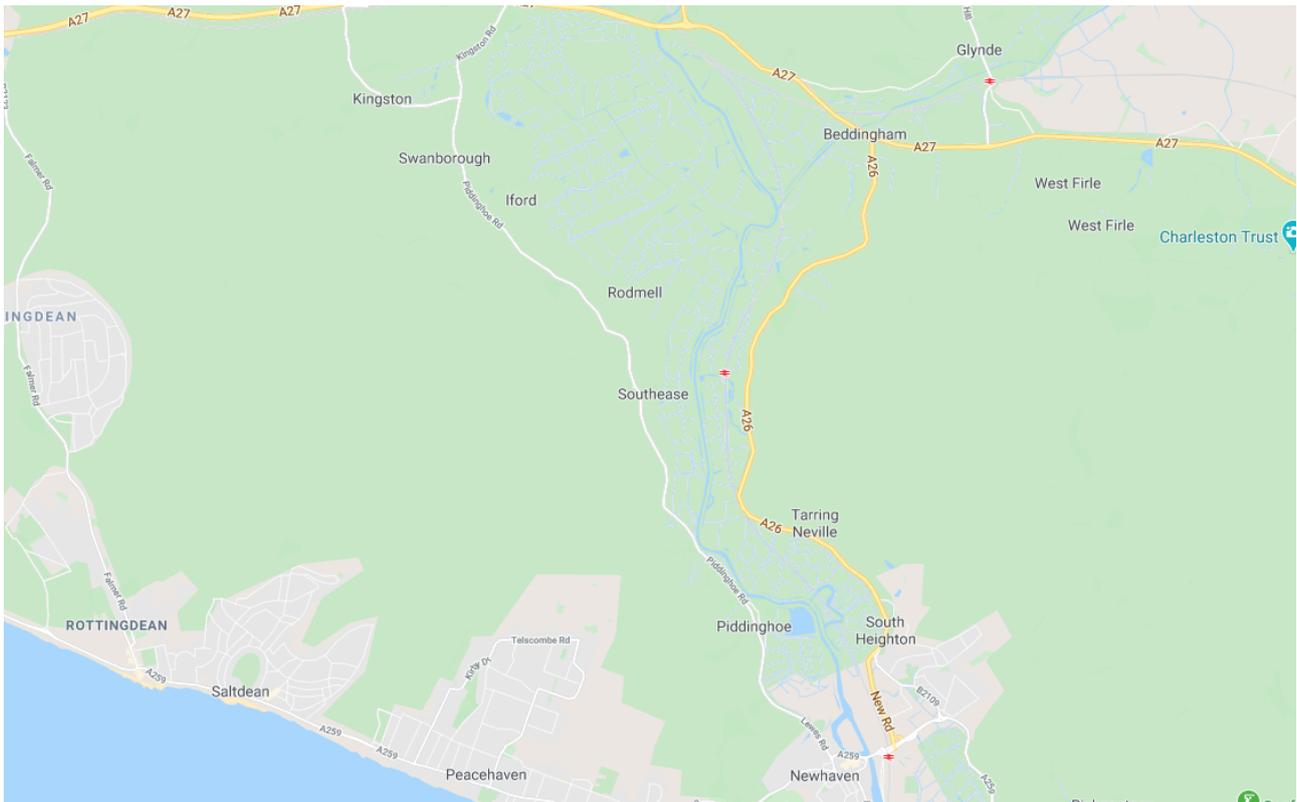
0.75miles at 30mph = 90 seconds.

An additional 36 second car journey time make a significant difference to pedestrian & cyclist safety.

Photos taken at 16:30 14/05/20. There was constant pedestrian and cyclist traffic at this time.



C7 - Newhaven -> Lewes



Reason: The C7 is a core corridor between Peacehaven / Newhaven / Seaford to Lewes. We have members who would commute by bike if the road was safer. The current speed limit makes this route unsafe. Lewes has a number of larger employers and many residents currently commute from this area.

The C7 by bicycle would be a good alternative to the train - the only other option is by car. Avoidance of public transport will be an issue. There is currently no main bus service from Newhaven / Seaford to Lewes anyway.

Few comments from our members:

Ross:

Lack of safe cycling route between Newhaven and Lewes is my main concern. I cycled on the C7 in the first few weeks of the lockdown and it was an absolute pleasure as well as convenient for getting to work in Lewes. But now traffic has returned to normal it's back to the train.

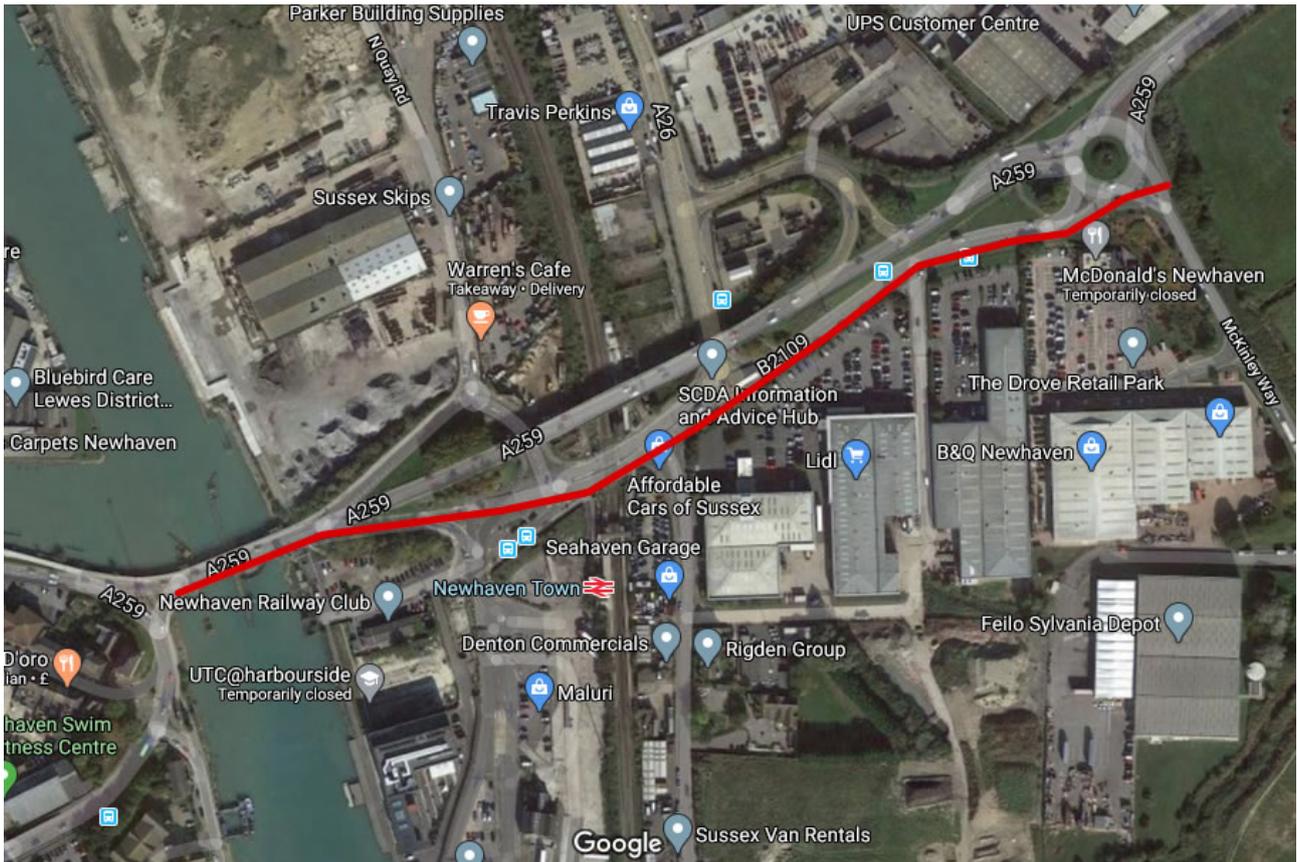
Ian:

I did the C7 last week with only one close pass (must be a record). Even though most drivers were considerate 50mph (60mph+) is too fast to be passing cyclists on this narrow road. It is the only road North to Lewes for cyclists from Seaford and Newhaven (unless you want to end up under a lorry on the A26) and should have a temporary restriction of 30mph.

Sarah:

My husband was knocked off his bike on the C7 last year and was brought home in a police van!

Newhaven B2109

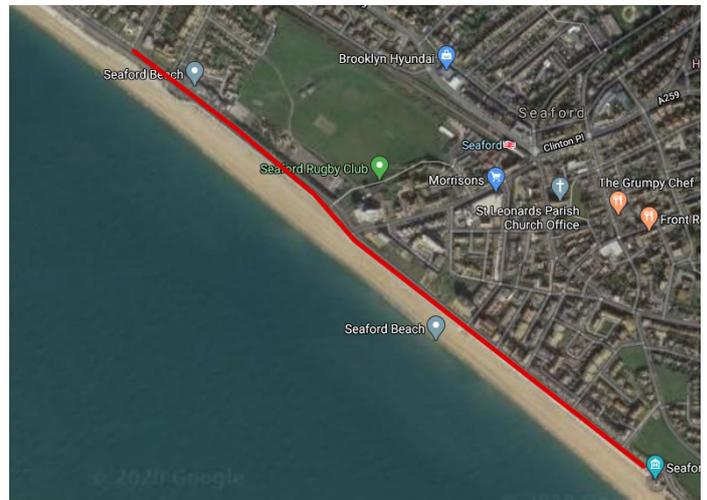


Reason: This is a very busy route used by pedestrians and cyclists both crossing this area and entering the station. There is a shared path, but with social distancing it's just too narrow, bringing cyclists into close contact with pedestrians.

The road is not suitable for any but the most confident road cyclists due to large number of HGVs entering the port. There are also numerous vans, commercial vehicles, HGVs and refuse collection lorries entering the industrial complexes. The shared path crosses the entrance to a supermarket and retail park bringing additional traffic. Allocation of road space here would be of real benefit.

The bridge crossing path is around 1.5m wide. If cyclists are to use the road here then drivers need to be made aware. There are often queues on this bridge leading back to the roundabout. Cyclists could potentially use the north side of the bridge which is less busy if a contraflow system / path allocation was put in place.

A259 Telscombe -> Saltdean - shared path
Seaford Marine Parade -> Esplanade - shared path



Reason: The NCN2 passes through Peacehaven mainly along roads using traffic calming methods. On reaching the end of the route a shared path is in place.

Again, the NCN2 has a dedicated path along Marine Parade in Seaford - this changes to a shared path.

The best way to explain this shared path issue is by a comment to our club from a resident:

Hi Cycle Seahaven – as a cyclist, I know none of us like ‘rules’ being applied and people worked hard to earn permission to cycle on the seafront at Seaford. Do you think, during this Corona crisis, cyclists should (or could) be encouraged to cycle on the road? As they overtake pedestrians on the path, the 2m gap is breached – when they also say hello as they pass (an otherwise lovely thing to do) they are effectively sending vapour particles straight onto the person they’re greeting. Maybe I’m being overly cautious but if we’re going to stop the spread we might as well do our best. If cyclists were on the now nearly empty road instead, distance would be maintained and everyone could enjoy the space. What do you think? Aiming to be constructive for the safety of the greater community. Thanks for accepting the intended spirit of the message (it’s not a moan)!!

<https://cycleseahaven.org.uk/cycling-at-a-safe-distance-and-a-suggestion-from-a-local-resident-bottom-of-page/>

As with many shared paths we have had reports of cyclists coming into conflict with pedestrians who feel they are passing too closely. Asking cyclists to use the road was acceptable initially, but roads are already much busier. Many families are now taking their children out for daily exercise on their bikes - I think it’s unfair to expect them to use the road now without allocated space.

Marine Parade in Seaford is the main access route into the town centre, Salts Recreation Park & Morrisons supermarket.

A259 Telscombe -> Saltdean shared path is a great route from Peacehaven for commuting into Brighton.

Other

Schools

We feel that the schools streets initiative would greatly improve the ability for children to cycle to school once they re-open. There is little infrastructure cost involved and all primary and secondary schools in the area would benefit from this. The necessary routes around the schools are already identified in the LCWIP. Traffic calming measures would make it possible for more children to cycle.

From experience..., Seaford Primary School has a constant queue of cars down a residential cul-de-sac into the main school entrance. Due to this there is no space for social distancing and there is no safe way children can cycle into the school grounds.

Cycle parking

If we want to encourage people to cycle into Peacehaven, Newhaven and Seaford we need adequate spaces for them to leave their bikes. I have also talked to lots of elderly residents and cyclists with injuries / disabilities who have an eBike to enable them to continue riding when they thought it was no longer possible. Leaving a £1500+ bicycle chained to a lamppost seems ridiculous when so much space is allocated for car parking.

As an example here is Seaford town's current bike parking allocation:

3 Sheffield Stands by a toilet

<https://www.google.co.uk/maps/@50.7722412,0.1012783,3a,75y,309.1h,74.9t/data=!3m6!1e1!3m4!1sYAArO6IsToXu8VOMM52rfQ!2e0!7i13312!8i6656>

6 Sheffield Stands at the library (which are almost always full).

https://www.google.co.uk/maps/@50.77364,0.1034622,3a,90y,240.35h,99.55t/data=!3m6!1e1!3m4!1sa_GptGPKMS5-YIGyBKAQNg!2e0!7i13312!8i6656

9 (terrible) spaces provided by Morrisons.

https://www.google.co.uk/maps/@50.7721856,0.0995529,3a,78.7y,155.44h,101.34t/data=!3m6!1e1!3m4!1sWjeArmGxxU5Xahxg_g0w7g!2e0!7i13312!8i6656

There are 24,000 residents in Seaford. If we did encourage even a small proportion of them to cycle into town only 25 of them could lock their bike securely (0.1%).