



# **A CYCLING STRATEGY FOR LEWES**

*Draft 6(3), March 2018*

Cycle Lewes has developed this strategy with the aim of improving cycling both within Lewes itself and out of Lewes. Our aim is to improve the possibility for all people, whatever their age and whatever the purpose of their journey, to travel by bicycle. This may be travelling to school or college, going to work or simply cycling for pleasure. The aim of the strategy is to make cycling a natural choice for getting around. Cycling should be a viable and safe choice for the people of Lewes and neighbouring villages.

The strategy has six objectives –

1. To create better cycle routes between the neighbourhoods of Lewes and the centre of Lewes.
2. To improve the experience of cycling in the centre of the Lewes including mitigation of the one-way systems and the effect of motorised transport.
3. To improve commuting between Lewes and Falmer and Brighton.
4. To create safe cycle routes between Lewes and neighbouring villages.
5. To ensure that all new developments support cycling.

The proposed changes are identified on the included maps of Lewes.

We recognise that implementing this strategy will cost money. Whilst elements of the strategy will involve substantial funding other aspects do not involve large costs. The highways authority should ensure that it accesses funding for cycling from all available sources such as from central government or from the Community Infrastructure Levy. Developer contributions costs should be sought in appropriate cases.

It is recognised that implementing the strategy in full will take time but Cycle Lewes believes that there are some steps that can and should be taken reasonably quickly. The strategy is ambitious, but necessarily so, as existing provision for cycling, both within, and from Lewes is limited.

The benefits of supporting greater cycle use are clear. We believe that the implementation of this strategy will help to increase cycling within Lewes and between Lewes and the surrounding area.

### **The environmental and health case for cycling**

Many studies have illustrated the contribution that an increase in cycling can make to reducing the dangerous air pollution caused by car usage, whilst on the other hand demonstrating that increased regular cycling has a direct health benefit in reducing the risk of cancer, heart disease and mental impairment. It is becoming increasingly apparent that financial investment in facilitating and encouraging cycling would result in considerable NHS cost savings, as well as improving people's health and wellbeing.

According to DEFRA figures, there are approximately 40,000 premature deaths from air pollution each year, 23,500 of which are caused by nitrogen dioxide emissions from diesel traffic. DEFRA refers to this a public health emergency and states that 59.3% of people in the UK are living in areas which are above the legal limit of polluted air. Research shows that exposure to traffic fumes is harmful to adults, and especially harmful to children.

An Air Quality Action Plan is in place in Lewes to manage the reduction in air pollution. Air quality monitoring stations were established in the town to assess air

quality and the impact of the measures put forward by the action plan. Lewes town has one Area Quality Management Area (AQMA) where concentrations of nitrogen dioxide (NO<sub>2</sub>) exceed annual objectives. While there have been some reductions in the concentration of nitrogen dioxide levels in this area, concentrations above the 40 µg/m<sup>3</sup> annual objective concentration were still observed in 2016, including one area outside the AQMA.

As part of the UK Air Quality Strategy local authorities must identify areas where NO<sub>2</sub> concentrations are higher than the 40 µg/m<sup>3</sup> objective and develop local measures to reduce them (UK Air Quality Strategy). Increasing levels of cycling is one of a number of measures that can reduce the levels of NO<sub>2</sub> and improve air quality in the town.

A recent report by the University of Glasgow shows that cycling to work reduces the risk of both cancer and heart disease and concludes that 'initiatives to encourage and support active commuting could reduce risk of death and the burden of important chronic conditions'.

During the course of the study, regular cycling cut the risk of death from any cause by 41%, the incidence of cancer by 45% and heart disease by 46%. The cyclists did an average of 30 miles per week, but the further they cycled the greater the health benefit. Walking cut the odds of developing heart disease but the benefit was mostly for people walking more than six miles per week. "This is really clear evidence that people who commute in an active way, particularly by cycling, were at lower risk. What we really need to do is change our infrastructure to make it easier to cycle - we need bike lanes, to make it easier to put bikes on trains, showers at work" said Dr Jason Gill, from the University of Glasgow.

A recent study from the University of Canberra, Australia, and the Australian National University, published in the British Journal of Sports Medicine provides evidence that regular moderately intense exercise has a positive effect on mental function, even for people with some signs of declining mental function. The reasons for this benefit are thought to be an increased blood flow to the brain, which keeps nerve cells healthy, with lower inflammation and less cellular damage.

Given the anticipated higher levels of dementia in an increasingly ageing population, this is a significant finding highlighting the importance of exercise for those aged over fifty years.

### **Economic and social benefits of cycling**

In its *Value for Money Assessment for Cycling Grants, 2014*, the Department of Transport reported on the range of benefits that accrued as a result of its investments. These include –

- improved physical fitness
- congestion relief
- improved journey ambience
- reduced accidents
- reduced absenteeism
- a reduction in greenhouse gases
- other benefits

While the largest benefits were related to health (approximately 60%) , the combined BCR (benefits cost ratio) for the funding stream as a whole, both under Cycle City Ambition Grant and Cycling in National Park Grant was reported as 5.5:1. This suggested that for every £1 of public money spent, the funded schemes provide £5.50 worth of social benefit. Other studies have shown higher benefits to cost ratios.

### **Economic benefits, including tourism**

Tourism plays a significant role in the South East of England economy and the South Downs National Park attracts 46 million visitors per year. The tourism sector is a major contributor to the UK economy, valued at £126.9 billion per year in 2013. This was 9% of the total GDP, and is predicted to grow over the coming years. Lewes is one of the main tourist attractions within the South Downs National Park.

A recent study commissioned by the Department of Transport (DfT) that reviewed the literature on the value of cycling as a mode of transportation showed that cycle tourists spend 9% more per trip than individuals using other modes.

A report by the European Cycle Federation cited that between E40 – E100 economic benefit accrues per year per inhabitant due to cycling moving into the mainstream and because more people are cycling more often for leisure. The average day trip spend is E16 and for overnight stays it is E353 per trip. This was achieved through investment in:

- public transport connectivity
- rideable flat routes (including low traffic public roads)
- complete and consistent signage
- cycle friendly services
- marketing and promotion (maps and promotional tools)
- organisation

Cycling is also good for the rural economy. A visiting cyclist spends an average of £25/day on locally provided food and services, compared to car-borne visitor's £7.30. Car users bring what they'll need with them, whereas cyclists can't. Because of the exercise cyclists feel hungrier when they stop and may feel that they have earned the right to pamper themselves.

Local economic benefits cited in the 'Valuing of cycling' (DfT) report included:

- cyclists visit local shops more regularly, spending more than users of most other modes of transport.
- per square metre, cycle parking delivers 5 times higher retail spend than the same area of car parking.
- a compact town optimised for walking and cycling can have a "retail density" (spend per square metre) 2.5 times higher than a typical urban centre.
- public realm improvements, including those that cater for cycling, have been shown to result in increased trade at local businesses, for example up to 49% in New York City.

## **The Local Neighbourhood Plan**

The draft Local Neighbourhood Plan objective is to create a positive and convenient alternative to private, motorised transport by maximising opportunities for walking and cycling. It states that all new developments will support safe walking and cycling routes within, into and out of Lewes. New routes should be opened up for the health and well being of residents and visitors including those that link to nearby villages and give access to the countryside and existing walking and cycling should be protected and improved. The town should begin to move towards clearer cycle routes, should provide greater pedestrian and cycle priority, and reduce the negative impact of cars in the central area. On road vehicular routes need to better accommodate cycle-specific infrastructure eg introducing cycle lanes and advance stop boxes at junctions. These cycle routes should lead to the rural open spaces where the bicycle can, for example, continue to be used alongside the river and then out into the surrounding landscape. All new developments should support safe walking and cycling routes, shared where appropriate with safe routes to schools within, into and out of Lewes. Proposed cycles paths are outlined. The River Corridor Strategy, both east and west will be reserved for a pathway wide enough for shared use by pedestrians and cyclists.

**Objective 1**  
**Better Cycle Routes between the neighbourhoods of Lewes and key destinations**

Better cycle routes need to be made between the neighbourhoods in Lewes and key destinations in the centre of Lewes such as schools and the Sussex Downs College, the train station, places of employment, the shops and leisure facilities. There should also be better routes between the different neighbourhoods of Lewes.

Obstacles to these routes need to be overcome through consideration of shared access to pedestrian areas such as pavements or tarmacs or alley ways and the creation of dedicated cycle paths.

The neighbourhoods of Lewes are identified as follows –

- Centre of Lewes and the Cliffe
- Landport
- Malling and South Malling
- Nevill
- Pells
- Southover
- Wallands
- Winterbourne

The key destinations of Lewes are identified as follows –

Education

- Schools<sup>1</sup>
- Sussex Downs College

Employment

- The Brooks Industrial Estate
- The North Street area
- Cliffe industrial estate

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<sup>1</sup> Lewes Old Grammar ; South Malling Primary ; Lewes New School ; Priory Secondary; St Pancras Primary ; Southover Primary; Wallands Primary; Western Road Primary .

Sussex Police Headquarters  
East Sussex County Council

### Leisure

All weather sports pitches, Ham Lane  
The Depot Cinema, Pinwell Lane  
The Dripping Pan and Convent Fields, Ham Lane  
The Leisure Centre and all weather sports pitches, Ham Lane  
Library  
The Linklater Pavillion  
The Little Theatre  
Malling Fields  
Pells swimming pool  
Southdown Club  
Stanley Turner Sports Ground

### Shopping

Brooks Road Industrial estate (also called Malling Industrial Estate)  
Cliffe High Street  
Lewes High Street  
North Street Quarter

### Transport

Bus station  
Train station

### Other

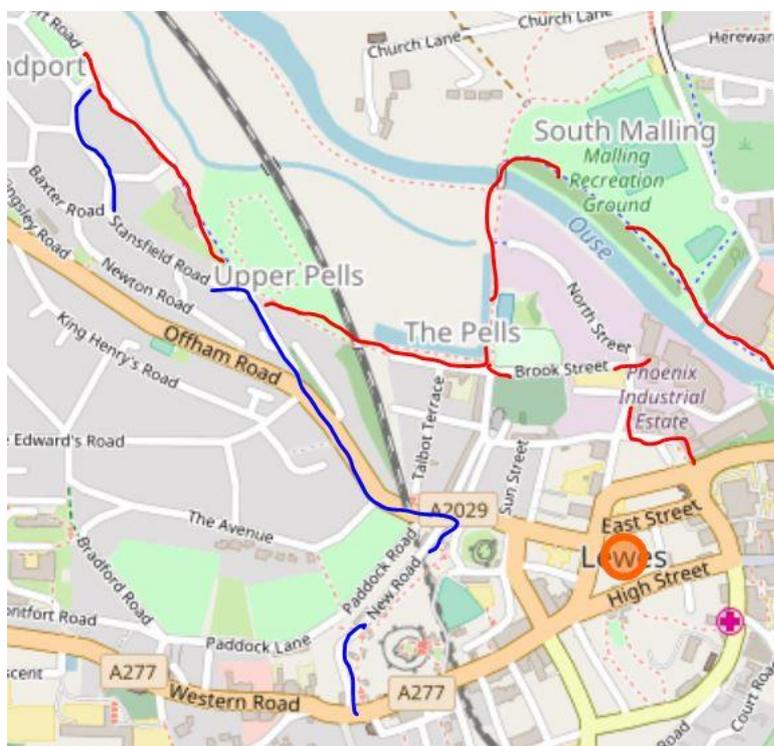
Hospital  
Primary medical care and dental care premises  
Prison

## Landport to the centre of Lewes

### Proposed routes

Route 1 from Landport Road, along Cabbage Walk to Pelham Terrace and then route from there is from Pells to centre of Lewes (see below).

Route 2 from Landport Road/Stansfield Road to Offham Road, then to White Hill to New Road and then Westgate to the High Street.



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### Changes required to make it usable by cyclists

For route 1 in the short term remove restrictions on cyclists cycling over the Cabbage Walk and replace with priority for pedestrian sign or cycle to proceed with caution).

In longer term widen the path and bridge to better accommodate cyclists and pedestrians sharing the path. In shorter term the path from the railway bridge to Pelham Terrace should be widened and a shared/pedestrian cycle route created (with cyclists to proceed with caution or priority for pedestrians).

For route 2 install safe crossing points on Offham Road at junction of Landport Road and Prince Henry's Road (to ensure safe crossing on return from centre of Lewes to Landport). Secondly, create a cycle path over the raised pavement at east end of New Road.

## **Malling to the centre of Lewes**

### Proposed routes

Route 1 from Church Lane turning into the Martlets (or could enter the Martlets from Malling Close from Church Lane) then Hereward Way then past Malling Community Hall to cycle path running from Willeys Bridge to the Cliffe.

Route 2 from Church Lane turning into the Martlets then Hereward Way then from Spences Lane along Blake's Walk, round the roundabout into Brooks Close to meet the cycle path running from Willey Bridge to the Cliffe .

Route 3 from Old Malling Way to Church Lane and down footpath meeting footpath from Malling Community Centre to Willey's Bridge near the disused railway bridge and then to cycle path from Willey's Bridge to the Cliffe.



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### Changes required to make it usable by cyclists

For route 1 – Church Lane to be marked as a cycle route with traffic calming measures introduced or a safe cycle route within carriageway should be constructed. Path from Malling Community Centre to Willey’s Bridge could be widened to better accommodated cyclists. The sight lines are poor on the section next to the Brewery and need to be improved. Need to remove cycle restrictions in North Court (at the end of the cycle path along the river) creating a shared/pedestrian cycle route (with cyclists to proceed with caution or priority for pedestrians).

For route 2 - Church Lane to be marked as a cycle route with traffic calming measures introduced or a safe cycle route within carriageway should be constructed. Blake’s Way to be formally designated as a shared/pedestrian cycle route (with cyclists to proceed with caution or priority for pedestrians). The path onto Blake’s Way at the northern end need the railings removed and a raised table crossing installed. A formal crossing could be constructed for crossing Mayhew Way. The sightlines are poor on the section next to the Brewery and need to be improved. Need to remove cycle restrictions at the end of the cycle path at North Court creating a shared/pedestrian cycle route (with cyclists to proceed with caution or priority for pedestrians).

For route 3 – Church Lane to be marked as a cycle route with traffic calming measures introduced or a safe cycle route within carriageway should be constructed. The footpath should become a shared pedestrian/cycle route (with cyclists to proceed with caution or priority for pedestrians). Path from Malling Community Centre to Willey’s Bridge could be widened to better accommodated cyclists and pedestrians. The sightlines near the Brewery are poor and need to be improved. Need to remove cycle restrictions in North Court creating a shared/pedestrian cycle route (with cyclists to proceed with caution or priority for pedestrians).

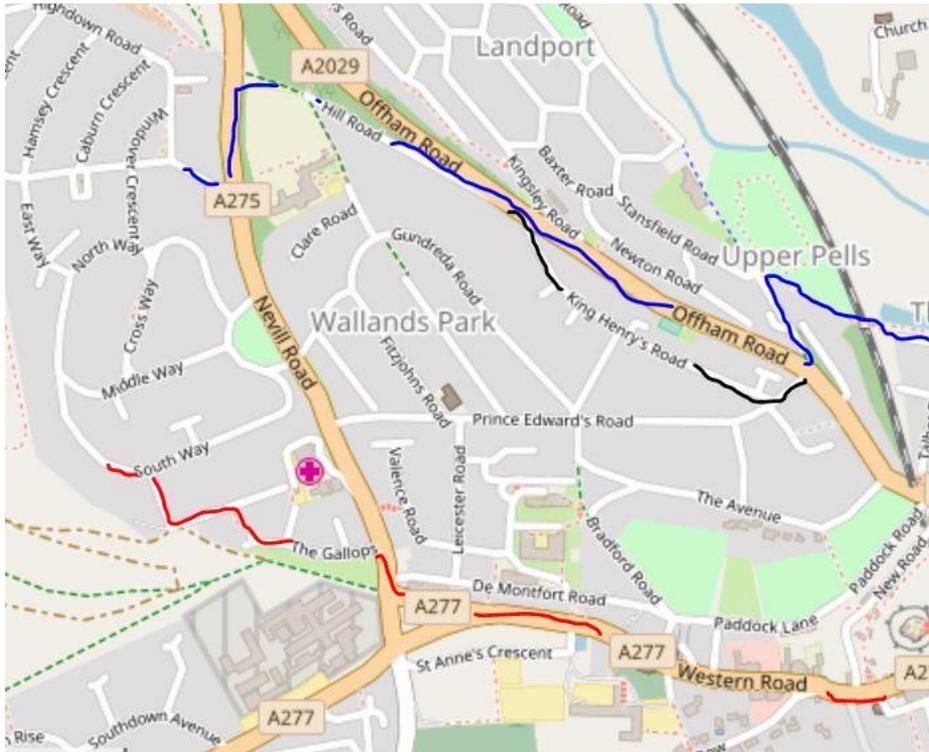
## **Nevill to the centre of Lewes**

### Proposed routes

Route 1 – from South Way to Hawkenbury Way to the Gallops to Nevill Road (or should it be from the Gallops to track leading into Spital Road and then cross Nevill Road). From Nevill Road down Spital Road to Western Road.

Route 2 – from Mount Harry Road to Nevill Road and cross into Hill Road. Then turn left onto Offham Road (where Hill Road meets King Henry’s Road). Then left onto Landport Road (and then follow route for Landport to centre of Lewes). On the return journey from the centre of Lewes to the Nevill, from Landport Road cross Offham Road into Prince Edward’s Road. Then up King Henry’s Road into Hill Road.

Route 3 – from Mount Harry Road to Nevill Road and across into Hill Road. Then take path next to Wallands School onto Ferrers Road. Then turn on to Prince Edward’s Road. Cross Offham Road into Landport Road. Then along Cabbage Walk to Pelham Terrace and then route from there is from Pells to centre of Lewes (see below).



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### Changes required to make it usable by cyclists

For route 1. Need dropped curbs at Hawkenbury Road (two required either end). Informal path needs surface improvements and need to move boundary fence of reservoir. Create cycle path along Nevill Road and create a safe crossing point at junction with Spital Road.

For route 2. Create cycle path along Nevill Road. Need safe crossing point across Nevill Road into Hill Road. Need another safe crossing point across Offham Road (where Hill Road meets King Henry's Road). Need traffic calming or cycle path along Offham Road to Landport Road. For the return journey need safe crossing point across Offham Road at Landport Road junction.

For route 3 – create shared pedestrian /cycle route on path running from Hill Road to Ferrers Road past the Wallands school (with cyclists to proceed with caution or priority for pedestrians).

## Pells to the centre of Lewes

### Proposed routes

Route 1 – from Pelham Terrace to Willey’s Bridge to cycle path along the river to Cliffe High Street.

Route 2 – from Pelham Terrace to Brook Street to North Street and Green Wall.



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### Changes required to make it usable by cyclists

For route 1 – Improve river crossing over Willey’s Bridge so as to better accommodate shared cycle/pedestrian use. Remove cycling restriction along North Court creating a shared cycling pedestrian route (with cyclists to proceed with caution or priority for pedestrians).

For route 2 - cycle restriction on Green Wall to be removed creating a shared cycling pedestrian route (with cyclists to proceed with caution or priority for pedestrians). North Street Quarter Housing Development to provide cycle routes into centre of Lewes.

## Southover to the centre of Lewes

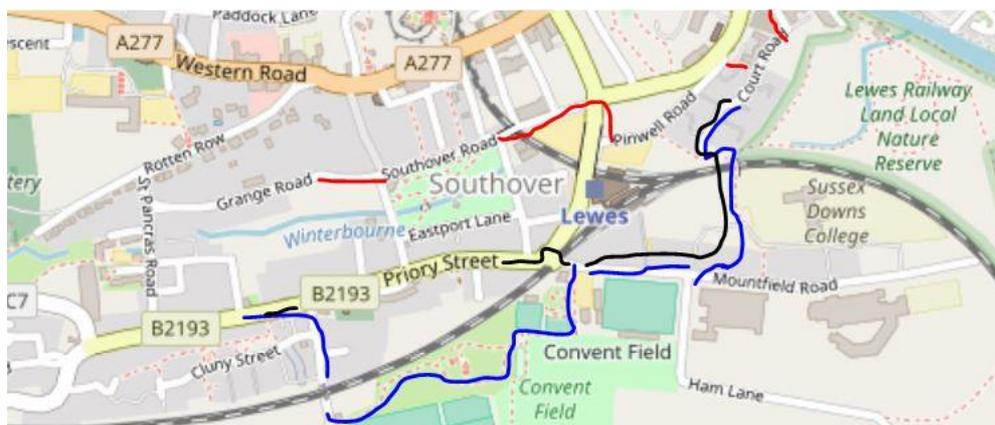
### Proposed route

Route 1 – Grange Road to Southover Road to Pinwell Road

Route 2 – Southover High Street to Cockshut Road and then through the Priory grounds through Convent Fields and then either onto Mountfield Road by the car park or through to Ham Lane.

Route 3 – Southover High Street to Priory Street to Mountfield Road to South Downs College and over the railway to Court Road.

Route 4 – Southover High Street, Southover Road, St Martin's Lane to High Street. Then could continue to Malling via Castle Gate, Castle Banks, Mount Pleasant, St John's Terrace, St John's Road, Willey's Bridge.



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### Changes required to make it safe for and usable by cyclists

Route 1 – Create shared space arrangement at the junction at the bottom of Station Street.

Route 2 – Southover High Street to be made cycle friendly by constructing cycle strips and removing cobbles. Create a shared pedestrian cycle path through

Convent Fields to Ham Lane (with cyclists to proceed with caution or pedestrian priority).

Route 3 – make Southover High Street and Priory Street and Mountfield Road cycle friendly by construction of cycle strips and removing cobbles and introducing traffic calming measures.

Route 4 – no changes required.

## **Wallands to the centre of Lewes**

### Proposed routes

Route 1 – from Prince Edward’s Road to Park Road and then the Avenue to Whitehill roundabout . Go from King’s Henry’s Road, Prince Edward’s Road over the new crossing to Landport Road.

Route 2 From Prince Edward’s Road to the Avenue, Bradford Road to Irelands Lane to Western Road.



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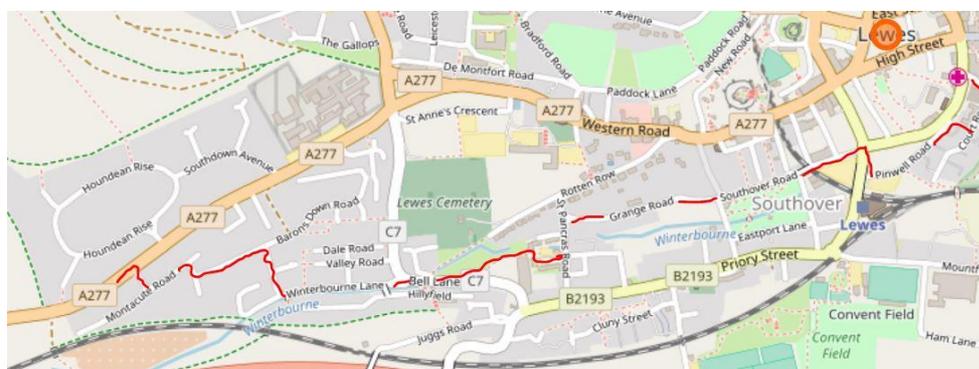
### Changes required to make it safe for and usable by cyclists

None

## Winterbourne to centre of Lewes

### Proposed route

Route 1 from Brighton Road to Montacute Road to Barons Down Road to Delaware Road to Winterbourne Lane across to Bell Lane and Bell Lane Recreation Ground. Through the park and into St Pancras Gardens, into St Pancras Road then into Grange Road. Then along Southover Road into Pinwell Road and right turn into Court Road, close to junction Friars Walk, then via Railway Lane to the Precinct and Cliffe High Street.



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### Changes required to make route safe for and usable by cyclists

Route 1 – Existing Pelican crossing on Bell Lane should be upgraded to a Toucan with wider footpaths on both sides of the road for shared use. A shared pedestrian and cycle footpath through Bell Lane Recreation Ground should be created (with cyclists to proceed with caution or priority for pedestrians). A pinch point into St Pancras Gardens will need to be widened and a drop kerb is needed on the east side of the constriction. Right turn into Court Gardens should be widened.

## **Objective 2**

### **Improving cycling in the centre of Lewes including mitigation of the one-way systems and the effect of motorised transport**

The one way systems that dominate the centre of Lewes need to be mitigated against with counter-flow cycle lanes; new cycle paths (or pavements opened for cycle use as well as pedestrian use); removal of cycling restrictions, for example, along the twittens. Roads that have been blocked but which abut onto another road should be made passable for cyclists by creating dropped curbs (eg New Road).

On-road vehicular routes need to better accommodate cycle-specific infrastructure e.g. introducing cycle lanes, counter-flow lanes in one-way streets and advanced stop boxes at junctions. And the roads and existing cycle paths should be maintained to ensure the absence of pot holes and other such hazards for cyclists.

There should be a 20mph speed limit, monitored and enforced, clearly signalled by 'gateways' at each of the five roads that enter the town. Delivery times for trucks should be limited as they are in other towns. Car sharing should be encouraged. A park and ride scheme should be established, supplemented by free hopper buses through the town. Through traffic should be discouraged.

As cycle-use within and into Lewes increases, corresponding provision should be made for additional cycle parking facilities.

The following measures should be taken:

- (1) Remove all restrictions on cycling and replace with priority for pedestrian or cyclists proceed with caution sign – eg on Twittens, and through St Anne's cemetery.
- (2) Create a mini roundabout from exit from Waitrose on the Phoenix Causeway. On north side of the Phoenix Causeway create a shared use cycle path/pedestrian path in both directions (so to Green Wall) and to just past the Phoenix Bridge and widen footpath to create shared pedestrian/cycle path to

join cycle path from Willey's Bridge to Cliffe (with cyclists to proceed with caution or priority for pedestrians).

- (3) Create cycle path contra flow from the library to the roundabout at the top of Court Road. This could be via Brooman's Lane.
- (4) The eastern end of the High Street could be opened up for two way cycling.
- (5) When East Street is closed at top end, permit two-way cycling the length of East Street and also create a cycle route down School Hill from Albion Street.
- (6) Create safe cycle route from the Station Street junction, past the railway station to the roundabout on Mountfield Road.
- (7) Put in dropped curbs by Laura Ashley, New Road, Wellington Street.
- (8) Make Paddock Road two-way for cyclists.
- (9) Widen the route from Pinwell Lane into Court Gardens.
- (10) In the short term replace the cycle tracks on the footbridge over the railway between end of Court Road and South Down's College. In the longer term, replace the existing bridge with a subway. Also need to upgrade the footpath from Pinwell Road to the railway bridge.
- (11) Traffic calming measures should be introduced along Mountfield Road and Ham Lane.
- (12) There should be advanced stop lines at every junction where there are traffic lights:

Crossroads of Nevill Road and Brighton Road (Prison Crossroad)

T junction at Western Road and St Anne's Crescent

The Bottleneck

Crossroads at High Street and Station Street

Crossroads at Eastgate Street, School Hill and Friars Walk

(13) All new roads should be cycle-friendly. Where textured surfaces are used for traffic calming, a smooth strip for cyclists should be included. Cliffe High Street is special because the whole street, not just the pavements, is designated as a pedestrian preference street. Paving for the whole street should therefore be wheelchair/buggy/cycle friendly. New Road in Brighton is a good model. A smooth strip should be constructed within the cobbled speed ramps on Southover High Street and Friars Walk (or they should be replaced with a smooth-surfaced speed bump).

(14) Gateways into Lewes should have signs or markers to inform drivers that they are entering a built up area and that the speed limit is 20mph : junction of Offham Road with Nevill Road ; Earwig Corner ; junction with Hope in the Valley turning on Brighton Road.

### **Objective 3**

#### **Improving commuting between Lewes and Falmer and Brighton**

The cycle route out of Lewes should be extended and improved. Specifically, there is a need to construct a shared pedestrian/cycle route from the A27 cycle path along Brighton Road to Prison Crossroads and then from there along Nevill Road along A275 and Offham Road junction a safe cycle route within the carriageway should be construction with traffic calming.

A safe crossing point is needed at the junction on Brighton Road with Montacute Road.

A new cycle path should be created from Hope in the Valley on the Brighton Road, following the existing footpath which runs along the south side of the railway line. A safe crossing point would be required across the Brighton Road.

The existing cycle path from Hope in the Valley, leading to the Ashcombe roundabout should be resurfaced and then properly maintained.

A cycle path behind the back of the petrol station at Newmarket should be constructed creating a floating garage arrangement.

## **Objective 4**

### **Safe cycle routes between of Lewes and outlying villages**

There needs to be safe cycling routes out of Lewes to link to the countryside for everyday living as well as for leisure and enjoyment as part of the National Park. There are currently designated cycle paths from Mill Road (Lewes) to Ringmer; from South Street (Lewes) to Glynde and Firle; and from Southover/Cockshut to Kingston.

A shared use pavement and cycle way should be created along the A275 Offham Road from junction of Nevill Road and Offham Road to Offham. A safe cycle route within the carriageway should be constructed along Offham Road where there is space for it and traffic calming measures should be introduced.

A cyclable surface should be created along the path from the Landport allotments to Offham village.

A shared cycle/pedestrian path should be constructed along the old railway line from Lewes to Uckfield from the recreation ground in Malling. This will necessitate the construction of a bridge over the Ouse to Hamsey.

From the Railway Land the bridge under the railway in the direction of Ham Lane should be improved and a shared cycling pedestrian route (with cyclists to proceed with caution or priority for pedestrians) should be made linking to Ham Lane and the existing part of the Egrets Way by the town recycling centre.

The Lewes end of the Egrets way should be completed.

A Toucan crossing should replace the existing crossing on A26 at the Cliffe Industrial Estate.

**Objective 5**  
**Getting the best out of new developments**

It should be a requirement that all new developments support cycling and walking through improving the local infrastructure and ensuring that there are safe and easy routes to and from the new development into key parts of the town. No new development should be approved if there is no safe access to and from it by foot or by bicycle.

Any new development must provide footpaths wide enough for groups of people and cyclists to walk and cycle safely together.

Greenways should be prioritised and any new roads leading to or from the development should be designed to slow traffic.

Large developments should provide secure parking for bicycles.

## Supporting documents

- 'Cycling and Walking Investment Strategy' (2016) Department of Transport;
- 'Working Together to Promote Active Travel: a briefing for local authorities' (2016) Public Health England;
- 'Local Action to Mitigate the Health Impact of Cars: A Briefing Statement'; Faculty of Public Health;
- 'Low Carbon Neighbourhood Planning: A Guidebook' (2016) Centre for Sustainable Energy;
- 'Get Britain Cycling' (2013) All Party Parliamentary Group;
- 'Cycling Delivery Plan' ((2014) Department of Transport;
- 'Taking Physical Activity: A Co-ordinated Approach' (2014); All Party Commission on Physical Health;
- 'Moving More, Living More' (2014); Departments of Health, Education, Transport, Culture Media and Sport and the Cabinet Office;
- 'Everybody Active, Every Day' (2014) Public Health England;
- 'Killed or Seriously Injured (KSI) casualties on East Sussex roads (Public Health Briefing)' (2015) Division of Public Health and Adult Social Care East Sussex County Council, 2015;
- 2014 Air Quality Progress Report for Lewes District (2014) Lewes District Council.
- (ii) <http://www.bmj.com/content/357/bmj.j1456> Accessed: 27/4/17
- (iii) <http://www.bbc.co.uk/news/health-39641122> Accessed: 27/4/17
- (iv) <http://bjsm.bmj.com/content/early/2017/03/30/bjsports-2016-096587> Accessed 27/4/17
- <http://www.bbc.co.uk/news/health-39693462> Accessed 27/4/17
- 'Value for money assessment of cycling grants ' Department of Transport, August, 2014
- [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/348943/vfm-assessment-of-cycling-grants.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-of-cycling-grants.pdf) [accessed, 14 November 2017]
- 'The value of cycling: rapid evidence review of the economic benefits of cycling'. Phil Jones Associates, Department of Transport, University of Birmingham
- No date [being sought]
- [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/509587/value-of-cycling.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/509587/value-of-cycling.pdf) [accessed, 14 November, 2017)

'The case for active travel: how cycling and walking can support vibrant urban economies' Urban Transport Group, Leeds October, 2016  
[http://www.urbantransportgroup.org/system/files/general-docs/The%20Case%20for%20Active%20Travel\\_0.pdf](http://www.urbantransportgroup.org/system/files/general-docs/The%20Case%20for%20Active%20Travel_0.pdf) [accessed 14 November 2017]

'Visitor economy facts' Visit Britain, 2015 <https://www.visitbritain.org/visitoreconomy-facts>

Lewes District Council. Air Quality Annual Status Report (ASR). June 2017  
<http://www.sussex-air.net/ImprovingAQ/AQManagement/Reports.aspx?LA=Lewes>

'More people cycling, more often' Adam Bordor, European Cyclists Federation (ECF),  
<https://www.ecf.com/civCRM/mailling/view?reset=1&id=475> [accessed 14 November 2017]

We wish to credit Open Street Maps contributors for the use that we have made of their maps.