

Project

Project Name:	Egrets Way
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Project Location:	Between Lewes and Newhaven
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Project Location (Eastings):	
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Project Location (Northings):	
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Project Area:

Please use the checkboxes if your project cannot be plotted to specific co-ordinates in the Eastings and Northing section above - the project will not be plotted onto a GIS layer if you do this.

(Park-wide, Western Downs, Central Downs, Eastern Downs, Wealden Heath)

Eastern Downs

Need for Project:

Local communities have campaigned for many years for a safe cycle route between Lewes and Newhaven. The distance between the town centres is about six miles, a comfortable distance for cycling. The C7 road has no significant footway and the road is busy with traffic which deters many people from making the journey on foot or by bike. The 24hr average daily traffic flow in 2011 was 6409 vehicles per day. The only alternative route between the two towns is the A26 Trunk which has a high proportion of HGV traffic serving Newhaven Port and the incinerator.

This project is also important to Newhaven because it is a Gateway Town for the National Park particularly given its daily ferry to Dieppe. However, areas of Newhaven have fallen into disrepair and areas of the town are shown on the IMD as being within the 10% most deprived areas of East Sussex - Newhaven Valley ward is the most deprived in the Lewes District.

By improving Newhavens connection with the National Park this project will support the regeneration and economic growth needed by Newhaven whilst improving its offering as a place to live and visit.

Partnership Management Plan Outcomes

2. People Connected with Places

2.1 Outstanding visitor experiences are underpinned by a high quality access and sustainable transport, network supporting improved health and wellbeing (outcome 5)

3. Towards a sustainable future

3.1 Communities in the National Park are more sustainable with an appropriate provision of housing to meet local needs and improved access to essential services and facilities (outcome 9)

Partnership Management Plan Policies

2. People connected with places

28. Maintain and improve Rights of Way and Access Land, to provide a better connected and

PROJECTS FOR THE SOUTH DOWNS

accessible network for a range of abilities and users and to reduce conflicts and

29. Enhance the health and wellbeing of residents and visitors by encouraging, supporting and developing the use of the National Park as a place for outdoor activity and relaxation

35. Promote and enhance integrated travel provision from rail stations located at gateways and within the National Park for pedestrians, cyclists and bus travel

37. Encourage cycling for both commuting and leisure purposes through the development and promotion of a seamless and safer network and by protecting the potential opportunities for future off road cycling infrastructure

38. Work in partnership with key partners, businesses and organisations to reduce car travel across the National Park

40. Manage the highway network and its infrastructure to integrate it more effectively into the landscape and reduce the impact of traffic on communities and visitors

44. Encourage and support tourism providers to develop sustainable business practices and increase knowledge about the National Park's special qualities to provide a distinctive and high quality visitor experience

3. Towards a sustainable future

48. Support the towns and villages in and around the National Park to enhance their vital role as social and economic hubs

Project Outline:

The Egrets Way scheme is about improving access with a key aim of increasing walking and cycling in the local area. It is part of a new and developing network of interlinking, safe and accessible cycle and walking routes within the Lower Ouse Valley between the county town of Lewes and the Enterprise Zone of Newhaven.

The paths will provide an attractive leisure and commuting route predominantly beside the River Ouse, enhancing the visitor and community offering for the area. With the majority of the route running through the National Park and linking with the South Downs Way National Trail, it has significant potential to attract tourists into the area including European travellers entering the port of Newhaven, bringing the associated benefits to local businesses and attractions. For instance it will provide a safe route from Lewes and Newhave to Itford Farm, Spiongbarn Farm campsite and Swanborough Holiday Lodges.

This proposal is for the following phases of the route:

- Phase 4: This section of pathway will run from a highway (Ham Lane) close to the Lewes Recycling Centre, through the Lewes Railway Land Trust and terminate at the Linklater Pavilion.
- Phase 5: The 1.5km section between Riverside Park and Piddinghoe, connecting Lewes to the current route running up to Southease.

These sections will specifically improve access to Newhaven for those living in Piddinghoe and from the riverside path to the east side of Lewes. It will also improve access for resident of Lewes and Newhaven to the South Downs National Park. The path will be fully accessible for push-chair, wheelchair and mobility scooter users with the exception of a 250meter dismount section at Piddinghoe.

Project aims and objectives:

- To Contribute to a network of safe cycle and walking routes linking Lewes, Newhaven and the villages in the Lower Ouse Valley for both recreational and utility use.
- To enable communities to travel sustainably to education and employment sites
- To encourage sustainable and healthy life-styles by creating opportunities for cycling and walking
- To promote routes which join up with other cycle and walking trails locally, nationally and internationally

- To help support the development of a sustainable local economy, especially green tourism
- Reducing the number of car journeys Lewes Newhave and the surrounding area

Measure	Length of multi-use path created
Target	2900
Unit	Meters

Measure	Quarterly user numbers 1 year after completion
Target	4000
Unit	Users

Project Evaluation:
The development will be monitored and evaluated according to the standards outlined in the contractors specification. Post development impact will be monitored the the Ouse Valley Cycle Network who already monitor and evaluate completed sections of the way with established methodology including automated people counters.

Project Partners:
The project will be entirely delivered by the South Downs National Park Authority. However a number of organisations have contributed and will continue to play various roles as necessary:

- The Ouse Valley Cycle Network
- Newhaven Town Council
- Lewes District Council
- Sustrans
- East Sussex County Council

Interface with other Projects:
Egrets Way is identified as a key strategic route in the South Downs National Park Cycling and Walking Strategy and the community need is recognised in the:

- Draft Newhaven Neighbourhood Plan.
- Emerging Local Cycling and Walking Infrastructure Plans for Newhaven and Lewes.
- East Sussex County Councils Local Transport Plan 2011 - 2026 includes implementation of integrated sustainable travel such as cycle ways.
- Lewes District Council’s Joint Core Strategy - which identifies traffic emissions to be a problem for Newhaven.

- The 'Newhaven Physical Development Strategy for Newhaven 2010' – identified regeneration benefits of realising the visitor economy and green space assets of the town.

Project Timing:

Ham Lane to Linklater 9-12 months delivery time. An application is going in to LEADER and if successful the grant will need to be spent within 24 months
Piddinghoe to Newhaven 15 - 24 months delivery time. Application is going into Coastal Communities Fund and if successful this will need to be spent by the end of March 2021

Scope exclusions:

The ongoing maintenance of the way will be handed over to the Ouse Valley Cycle Network who will also monitor its ongoing usage.

SDNPA Role in the Project:

SDNPA is acting as a funder, fundraiser and project partner specifically in the roles of procurement and contract management.

Data Ownership:

N/a

Promotion:

The route will be promoted by the National Park alongside the other cycle networks and rights of way which it promotes. Partners will also promote it through their usual channels, particularly the Ouse Valley Cycle Network which will lead on local promotion.

Equality and diversity:

N/a

Project Exit Strategy:

Once the development has been completed responsibility for its maintenance and management will lie with the Ouse Valley Cycle Network and the Friends of Egret's Way volunteers. This is an established community organisation with several hundred members who are already assisting with the work needed to keep the current route maintained and to source the remaining funds to complete the outstanding works.

Mechanism for procurement:

SDNPA will lead on the procurement process along with support from Alan Brough in line with standard procedures.