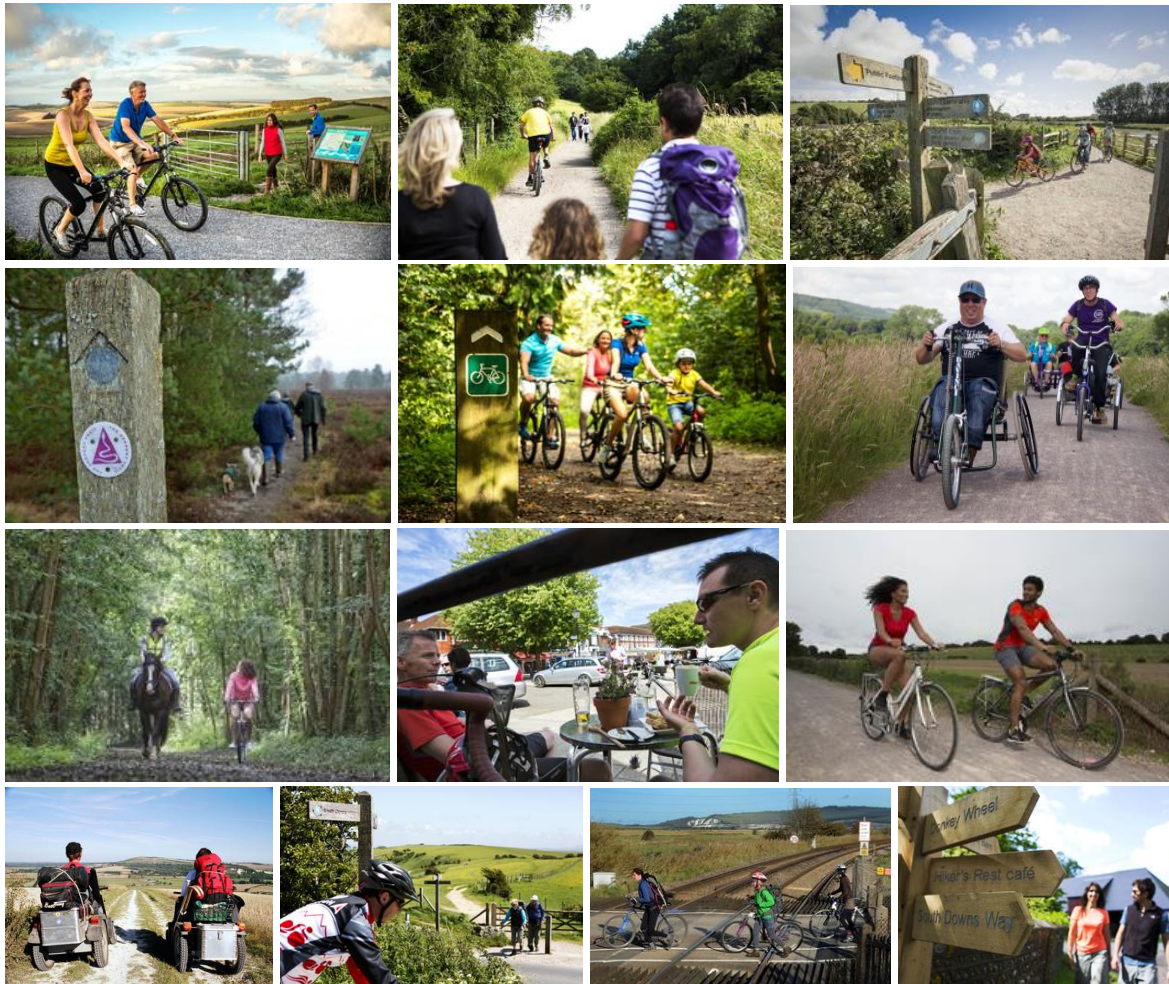


South Downs National Park Authority Cycling and Walking Strategy 2017-2024

Version 1.0



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Responsibility **Alister Linton-Crook, Cycling Projects Officer**
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Approved by SDNPA

DOCUMENT AMENDMENT HISTORY

Version No.	Originator of change	Date of change	Change Description
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0.10	Alister Linton-Crook	Sept 2017	Minor amendments to reflect recommendations of Sept P&R Committee
0.9	Alister Linton-Crook	Sept 2017	Revised draft strategy to reflect recommendations of July P&R Committee
0.8	Alister Linton-Crook	July 2017	Draft strategy finalised for P&R Committee
0.1 – 0.7	Alister Linton-Crook	Mar – June 2017	Internal drafts of developing strategy



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1. Introduction and background

- 1.1 This is the first Cycling and Walking Strategy for the South Downs National Park Authority (SDNPA). It sets out our aim and direction for the future of cycling and walking activities and supports infrastructure coming forward in the National Park. It is written in the light of the National Park purposes and duty and in the context of the vision, outcomes and policies of the [Partnership Management Plan 2014-2019](#) (see appendix i), supported by the evidence produced in the [State of the South Downs National Park 2012](#) report. It provides a picture of the cycling and walking landscape and describes the roles and responsibilities of organisations involved in managing access in the National Park.
- 1.2 The underlying context for this Strategy is both local and national which is detailed in appendix iv. In April 2017 the Department for Transport (DfT) published a Cycling and Walking Investment Strategy (CWIS) stating the ambition for England by 2040 as **"We want to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey"** alongside the ambitious targets to **"double cycling activity levels by 2025 and reverse the decline in walking activity by 2020"**. The DfT also produced guidance to assist and encourage Local Authorities in the production of Local Cycling and Walking Infrastructure Plans (LCWIPs).
- 1.3 The Strategy is also written in relation to the DEFRA 8-Point Plan for England's National Parks 2016, the Sport England strategy a Sporting Future: A New Strategy for an Active Nation 2015-22 and the Public Health England (PHE) Strategic Plan 2016.
- 1.4 Locally, the Local Highways Authorities (LHA): Hampshire, East Sussex, West Sussex and Brighton and Hove are responsible for delivery against the CWIS objectives, through the development of Local Transport Plans (LTP), which set out each LHAs approach and priorities for Transport, Cycling and Walking Strategies and Rights of Way Improvement Plans (RoWiPs) / Countryside Access Plans (CAP). See appendix ii for a full list of referenced strategies and plans.

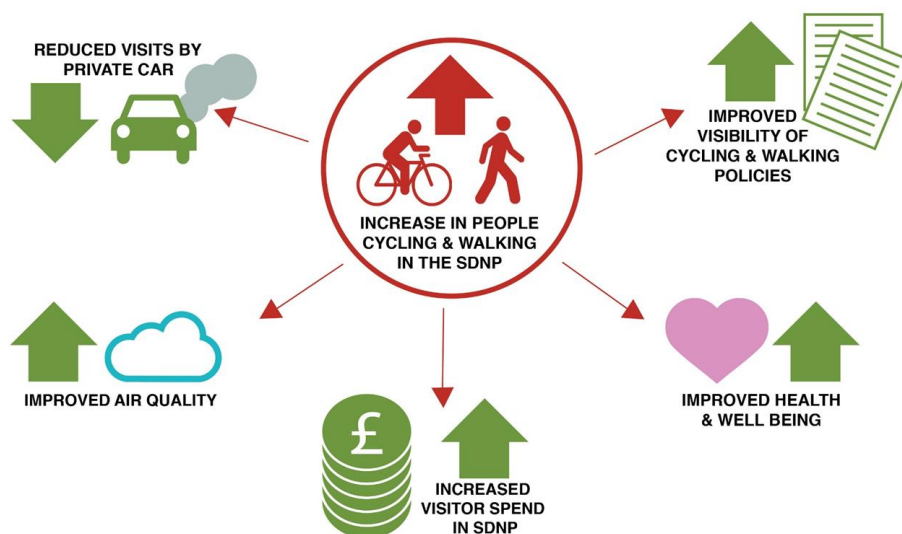


Figure 1 – The Benefits of Cycling and Walking



- 1.5 The SDNPA has a role to play supporting the Government’s ambitions and producing a strategy that will respond to increasing volumes of cyclists and walkers in the National Park. The wider benefits of the strategy, including impacts on the local economy in the National Park, increased opportunities for improving health and well-being, air quality and volume of sustainable journeys are summarised in figure 1 above.
- 1.6 The strategy will also link to other National Park plans and strategies including the Corporate Plan, Climate Change Adaptation Plan, emerging Local Plan and the Sustainable Tourism Strategy.



2. Evidence

2.1 The strategy builds on evidence of previous successful delivery programmes and partnerships that have been developed since 2011. Through the creation of a Joint Accord for the management of rights of way and access, we have worked closely with LHA partners to establish ways of working collaboratively and to deliver projects on the ground. The programmes involved a range of travel initiatives and new / improved infrastructure schemes for cycling and walking:

- Two National Parks Local Sustainable Transport Fund (2NP LSTF 2012-15) £4.5m
 - Transforming Cycling in SDNP (Linking Communities/Cycle Ambition 2013-16) £5.1m
 - Two National Parks Local Sustainable Transport Fund (2NP LSTF2 2015-16) £0.7m
- See appendix iii

Table I – Key Evidence

<p>DfT Cycling and Walking Investment Strategy 2017:</p> <ul style="list-style-type: none"> • London has seen a 79% increase in cycling between 2001 and 2011 following substantial investment • Nationally, only 2% of trips are made by bike (14% in Germany and 33% in the Netherlands) • There were 30% fewer walking trips in the UK in 2013 compared with 1995
<p>The average economic benefit-to-cost ratio of investing in cycling & walking schemes in the UK varies according to source:</p> <ul style="list-style-type: none"> • 19:1 { Department for Health - An Economic Assessment of Investment in Walking and Cycling 2010} • 13:1 {Cycling UK} • 6:1 {West Sussex County Council Walking and Cycling Strategy}
<p>Public Health England {Public Health England (2014) Everybody Active, Every Day - An evidence-based approach to physical activity}:</p> <ul style="list-style-type: none"> • Physical inactivity directly contributes to one in six deaths and is the fourth largest cause of disease and disability in the UK costing £7.4 billion a year to business and wider society.
<p>SDNPA Visitor Survey 2015:</p> <ul style="list-style-type: none"> • 74% for walking (increase from 49% - Visitor Survey 2012) • 8% for cycling (increase from 6% - Visitor Survey 2012) • 76% visitor journeys by car

2.2 More locally again, is the evidence derived from working closely with LHA partners, engagement with community groups, Local Access Forums (LAF), cycle forums, national partners, parish councils and other national parks. Additional supporting evidence for a cycling and walking strategy has been generated by community Neighbourhood Plans, our Infrastructure Business Plan (IBP) and our developing Green Infrastructure Framework (GIF) which have identified a number of desired infrastructure schemes.

2.3 The access network is utilised by a range of groups and users of varying abilities and ages, undertaking journeys for different reasons such as leisure, utility and commuting. New schemes and initiatives will prioritise cycling and walking, focusing on leisure and utility journeys. However the needs of all non-motorised users (NMU) including equestrians and disabled users should be considered and where possible the access design hierarchy will be applied i.e. access for all; access for most; access for some.



2.4 The strategy has been developed in consultation with an internal steering group; specialist engagement; and staff and National Park Authority (NPA) Member workshop sessions. It is also informed by external, informal officer level consultations with Local Highway Authority (LHA) partners, the South Downs Local Access Forum (SDLAF); national cycling organisations and area cycle forums.



3. Key Issues for Cycling and Walking in the National Park

- 3.1 **Network** – History and geography has shaped the access network across the South Downs. Originally, rights of way (RoW) emerged from peoples’ journeys to work, school and church. Today, they function primarily as recreational routes. There is a shortage of ‘family friendly’ paths that are suitable for inexperienced cyclists and vulnerable users who prefer traffic free, level, easily navigable trails with prepared surfaces (all weather) that are easily accessed. Provision for mountain bikers is currently limited and under developed and, unlike the Lake District and other upland National Parks, the terrain in the South Downs offers few extreme challenges for cyclists or hikers.
- 3.2 **Severance** - The A27, M27, M3 and other major roads present a significant barrier to access into the National Park for communities along the coastal fringe and Winchester. While there are some good NMU routes such as the Downs Link, many RoW have been severed by major roads and where crossings exist they are often at grade and considered dangerous to use because of volumes and speed of traffic.
- 3.3 **Highway Crossings** – Safety concerns exist for NMUs (particularly vulnerable users such as equestrians) at RoW crossings at grade, across highways. Concerns are magnified where strategic trails and paths meet highways where speed limits are 40mph and above.
- 3.4 **Access routes** connecting people from population centres beyond the boundary of the National Park are limited. There are particular gaps in the network from the urban centres Winchester, Eastbourne and the coastal fringe to the south - urban south Hampshire and the coastal strip of Worthing to Newhaven.
- 3.5 **Connectivity** of the access network from market towns, bus stops, transport hubs (rail and bus) and gateways within and close to the National Park are sometimes limited. Improvements needed maybe small scale such as footways connecting RoW and visitor attractions with nearby bus stops, or larger infrastructure schemes such as new routes from stations such as Alton or Hassocks.
- 3.6 **New Development** within and near to the National Park presents opportunities to encourage cycling, walking and sustainable travel by designing in connections to the access network, open space and green infrastructure (including cycle provisions). A challenge is to ensure that these opportunities are fully realised by working with developers and through the planning system of both the SDNPA and neighbouring Planning Authorities.
- 3.7 **Information** about access opportunities and related products (such as route leaflets, signage etc) for users and stakeholders is often disjointed. Users seek information about access and local facilities via a variety of means including websites, at trailside, in communities and at destinations. The availability and consistency of information could be enhanced to improve the visitor experience which commences with visit planning.
- 3.8 **Facilities** and amenities suitable for a range of cyclists and walkers near to the key trails are inconsistent and could be improved, for example: cycle parking at attractions and refreshment / food / accommodation providers.



- 3.9 **User Behaviour** – While there is no widespread evidence of conflict or actual collision between users across the National Park, incidences of inconsiderate or poor behaviour have sometimes been reported. Reports include incidences of motorists passing cyclists too closely, cyclists riding too fast past pedestrians or horse riders and uncontrolled dogs knocking cyclists off bikes. There is an opportunity to address this issue through the promotion of messages which promote better understanding between users.
- 3.10 **Cycle Hire** – The cycle hire network in the National Park is fragmented. There are several areas where visitors would be unable to hire a bike and a recent study identified an unfulfilled demand for users seeking an A to B hire where the drop off location differs from the start.
- 3.11 **Resource** – To develop capital schemes and support community led projects to ‘construction ready’ status requires considerable resource.
- 3.12 **Public Transport** - For some users is the prime method of access and movement to, from and around the National Park. However, recent years have seen cuts in levels of services which impact on people’s ability to access and enjoy the National Park.
- 3.13 **Railway Crossings** - In recent months, Network Rail has sought to close several footpath level crossings in the South Downs and in some cases, has succeeded in its application to extinguish the right of way across the railway line on the grounds that the risk to the public is too great. This disruption or severance of the rights of way network has the potential to reduce access for both visitors and local users.
- 3.14 **Tourism** – The tourism offering for cyclists and walkers is under-developed, but provides significant opportunities to support local economic growth. As users their needs differ slightly from other visitors in terms of information, facilities and services they require from amenities (such as: accommodation and refreshment venues), destinations and transport providers.
- 3.15 **Public Health** – There is a growing body of inactive people with health problems and associated conditions, especially within urban areas near to the National Park, who could benefit from increasing their physical activity and mental wellbeing by participating in outdoor activities. Our challenge is to use the National Park as a resource to help address this issue.



4. The Strategy for Cycling and Walking in the SDNP

Our Ambition for Cycling and Walking in the SDNP is:

The National Park is home to a network of largely traffic free routes providing opportunities for a range of users of differing abilities and ages, who are using the network for recreation and daily utility journeys.

The network is easily reached from all communities within and near to the National Park and is well connected to public transport.

Visitors and residents enjoy excellent cycling and walking recreational facilities and information throughout the National Park on trails, at visitor attractions, amenities and accommodation providers.

- 4.1 **Vision Map** – Figure 2 below shows the main access network of long distance promoted walking trails, strategic cycle routes (predominantly level / low gradient and segregated from traffic), the South Downs Way and the key railway stations within and near the National Park. A simplified ‘tube map’ version of the network map is shown as Appendix vi.
- 4.1.2 Aspirational routes for NMUs that have been identified to date are indicated by the purple dashed lines. The map could be used to identify other missing links or opportunities for improving the network that could be evaluated.
- 4.1.3 Additional routes and schemes either known or yet to be identified, may link to and contribute to the strategic network. The economic and social benefit of each additional scheme and how it integrates with the strategic network will be evaluated to establish priority schemes.



Figure 2 – South Downs National Park Authority Vision Map of Strategic Routes and Promoted Trails

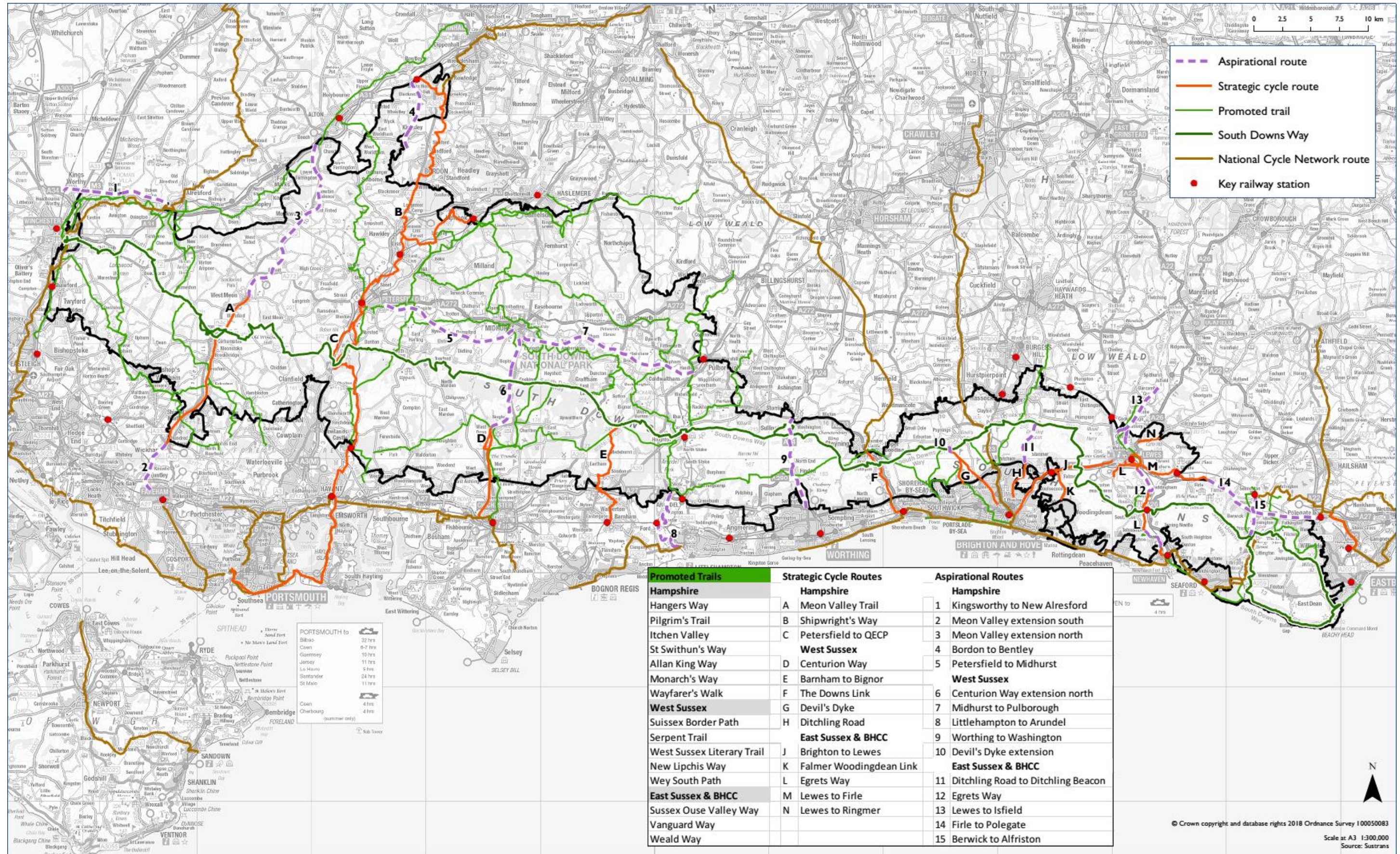
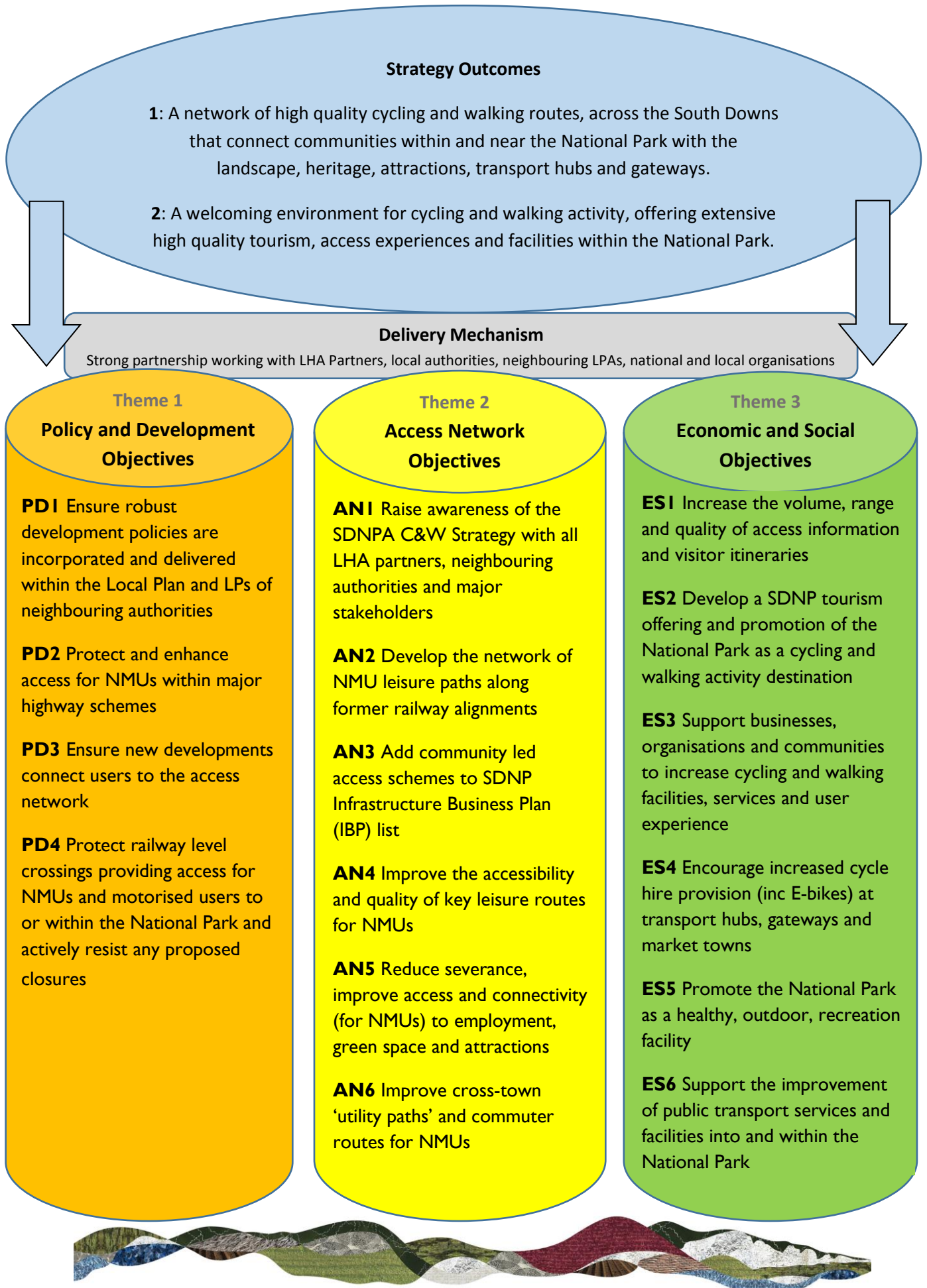


Figure 3 - The South Downs National Park Cycling and Walking Strategy



The outcomes will be delivered by objectives grouped into three key themes.

4.2. Theme 1: Policy and Development

4.2.1 Local Plan

As planning authority, through the Local Plan we will establish development policies to help strengthen the access network and encourage sustainable travel. The emerging Local Plan policies will preserve existing access and safeguard locations for future access opportunities including along 85km of former railway lines in the National Park. It will ensure that the access provision within developments and connectivity to the wider access and transport network for cyclists and pedestrians is a key priority in applications such as major, regional and local highway schemes; and residential and commercial developments. Where possible we will seek to incorporate the 'Roads in the South Downs' design principles to influence and enhance highway schemes beyond the latest transport design guidelines which include the minimum standard specification for NMU facilities (currently: Local Transport Note 2/08 and Interim Advisory Note 195/16).

4.2.2 Neighbouring Planning Authorities

We will work with neighbouring planning authorities particularly from the coastal fringe to develop a 'boundary-less' approach to promote access improvements, connectivity and reduce severance which is often caused by major highways, the rail network and water courses.

4.2.3 Community Infrastructure Levy (CiL)

CiL has been collected since 2016 and can be used to fund access schemes that will deliver lasting community benefit. We will devise clear guidance and support for communities to help them develop business cases and progress schemes locally including schemes already identified in Neighbourhood Plans

4.3 Theme 2: Access Network

4.3.1 The National Park, partners and stakeholders have identified both strategic routes and smaller links which will make a significant contribution to the access network.

We aim to reduce barriers to participation; improve user experience; achieve better connections to population centres and public transport, enabling a broader audience (including under-represented groups) to access and enjoy the National Park.

Improving the access network is a long term objective to help satisfy the current demand and allow for increasing cycling and walking volumes. The delivery of strategic routes is complex and will require substantial resource commitment from the National Park Authority, substantial external funding and the support of LHA partners, organisations and communities.

4.3.2 Leisure Paths

The provision of NMU leisure paths along former railway alignments will help to overcome the greatest barriers to cycling participation in the National Park for users who are easily discouraged, such as low confidence users, vulnerable users and families. These provide predominantly level paths often through beautiful and tranquil landscapes. We aim to develop and promote leisure routes for the benefit of a widest range of users. Wherever possible we will work with LHA to do this with the intention, in the longer term, for these routes to be formally dedicated as part of the part of the rights of network.

The new paths will bring added connectivity to the Rights of Way network giving more opportunity and scope for users to extend their journey to further destinations not previously easily accessed.



The wide track beds provide a readymade foundation for relatively low impact construction schemes and make them suitable multi-user environments with space for all to share. There are an estimated 120km of former railway routes within the National Park, many of which link to existing transport hubs, market towns and urban centres on the fringe. Currently approximately 35km are in use as leisure paths leaving the opportunity to assess the merits of utilising the remaining 85km and discuss the potential with land-owners.

4.3.3 **Accessibility, connectivity and safety**

We will seek to add value to the Rights of Way network by continuing to work in partnership with disability groups and stakeholders to create 'Miles without Stiles' trails and improve access through the removal of physical barriers. For example, the replacement of a kissing gate, stile or tight chicane with a bridle gate at grade will make a path more accessible for a range of users. Our focus will be on promoted trails and connections with communities, public transport and attractions. Additionally we will support plans to improve user safety and reduce route severance of the network, for example crossings and RoW junctions with highways and railway crossings.

4.3.4 **Cross-town and Commuter access**

Improving pedestrian, cyclist and NMU access to employment, schools, amenities, services and public transport within the market towns of the South Downs (Petersfield, Midhurst, Lewes and Petworth) would encourage residents to undertake sustainable utility journeys and local commuter journeys, whilst providing attractive routes for visitors too, offering an alternative to using a car for short journeys. We will work with Parish and District Councils, LHAs and other local stakeholders to promote and facilitate schemes that improve sustainable access connections between the access network and local communities.

4.3.5 **Major Highways**

We will work with LHAs and Highways England to enhance and develop NMU routes and crossing points on major highways such as the A27 between Polegate and Firle, the A24 Worthing to Washington and other arterial routes.

4.3.6 **Partner support**

The Authority will continue to support communities, organisations and LHA partners in the development of access schemes that contribute towards the delivery of the PMP Policies. For example – highway improvements, transport hubs, bus stops and the progression of transport schemes listed on the IDP list. A framework will be developed in line with the access scheme prioritisation (below) to help guide and support communities in the progression and development of desired access schemes.



Access Scheme Prioritisation

The Authority will develop a prioritisation framework to assess which access schemes to focus on and develop to 'construction ready'. We are currently aware of approximately forty access schemes including the aspirational routes set out in the vision map and those identified in the SDNPA IBP (projects eligible for CIL funding). Future schemes are likely to come forward through National Park work with LHA Partners, stakeholders and communities, Neighbourhood Plans and LA LCWIPs.

Stage one and two of the evidence based process will be to map all schemes, identify missing links and produce a short scheme assessment containing the objectives, connectivity and benefits (social and economic) of each scheme. The schemes will then be evaluated against a set of criteria to establish the scheme impact, economic and social benefit, deliverability and costs.

Priority will be given to:

- Long distance NMU paths that connect populations with the National Park
- Schemes that complete missing links in the strategic access network
- Access schemes connecting to populations, amenities and key destinations

Scheme impact will be assessed against a set of criteria including:

- Demand
- Connectivity to communities, destinations, transport hubs, employment and schools
- Economic and social benefit
- Deliverability
- Cost and timescale

The draft process is outlined in appendix vii.

4.4 Theme 3: Economic and Social

4.4.1 Tourism

Through our Sustainable Tourism Strategy we will develop the tourism offering of the South Downs as an activity destination for a range of people. It is understood that providing a welcoming environment for cyclists and walkers promotes higher satisfaction levels, increased visitor spend and more frequent overnight stays delivering economic benefit to the area.

Research undertaken in 2017¹ suggests that National Parks in England have two main customer segments:

- Outdoor Enthusiasts (families and empty nesters 35-55)
- Mature Experience Seekers (50-65+)

Both audiences are known to embrace cycling and walking activities. Families and mature experience seekers pursue gentle leisure opportunities, with families favouring cycling and mature experience seekers more likely to favour walking. Empty nesters will seek more challenging cycling and walking opportunities. Further research specific to the SDNP being undertaken in 2017 will provide an in-depth picture of the existing and potential visitor base.

¹ Research undertaken early in 2017 to inform a bid to the Discover England fund will be supported in summer 2017 by further research specific to the South Downs National Park. This section of the Strategy will be updated in 2018 to reflect the outcomes of this research.



4.4.2 **Information and Itineraries**

In addition to good leisure paths, the audience experience will be enhanced by the provision of clear and easily accessed information prior to the visit including simple and informative itineraries, tailored to the demands of the different audiences. Information pieces on the trails including interpretation panels, way-marked circular routes linked to public transport and signage to local amenities will be utilised to enhance the user experience and promote wider understanding of the National Park's special qualities. South Downs themed experiential itineraries will be developed with providers.

4.4.3 **Facilities**

The creation of welcoming 'cyclist and walker hubs' at key locations in the National Park, linking to the access network will be supported. A welcoming culture will be developed through the provision and promotion of cyclist and walkers facilities at gateways, amenities, attractions and destinations.

4.4.4 **User Behaviour**

As user levels on the RoW and highway networks increase, there is the potential for actual and perceived conflict and misunderstanding between users to rise. To promote better understanding between all users, inclusive messages promoting collaboration and shared ownership of the network will be developed with LHAs and other local partners. Messages will focus on mutual respect and awareness of others' enjoyment with targeted interventions in specific locations as appropriate.

4.4.5 **Cycle Hire**

Community and/or commercially led initiatives to develop the cycle hire offering (including E-bikes) in the South Downs will be supported including new hire outlets and A-B services.

4.4.6 **Cycling Events**

The positive legacy on cycling numbers and the local economy of hosting major cycling events can be seen in the Yorkshire Dales National Park (Tour de France) and more locally in Surrey (London 2012 and Ride London). Opportunities to host, co-host or support major cycling and related sporting events will be explored. We will investigate the value of delivering or supporting National Park branded mass participation events on highway or RoW to raise awareness of the National Park, generate new users and support economic growth.

4.4.7 **Trail Centres**

The improvement and development of adventure sites and trail centre facilities with dedicated trails for cycling and walking shall be supported where appropriate.

4.4.8 **Health and Wellbeing**

The South Downs is an important natural asset offering invaluable greenspace that can be used by communities to improve physical and mental health. The Authority will develop opportunities to enable the delivery of local health and wellbeing initiatives in the South Downs that support the Accord between National Parks England (NPE), Public Health England (PHE) and other stakeholders.

4.4.9 **Public Transport**

A well connected public transport network enables and encourages people to make a sustainable travel choice. We will support improvements to linking routes and information / signage from transport hubs and gateways to key routes that demonstrate a positive contribution to the visitor experience. We will also support campaigns for improved public transport access particularly where they provide opportunities for communities from beyond the National Park boundary.



5. Objectives and Delivery Action Plan 2017-24

5.1 Delivery of the strategy is reliant on a structured plan of activity, most of which will require funding and resource that is yet to be identified or agreed. The Authority will continually work with partners to identify and secure funding from various sources including Central Government, Transport funds, Local Enterprise Partnerships (LEPs), Public Health England, Sport England, National Lottery and commercial funds as appropriate.

The Cycling and Walking Strategy Delivery Action Plan colour coding: white = business as usual; light blue = ongoing project; blue = potential project subject to funding and resource. The plan will be reviewed annually.

PMP Outcomes And Policies	C&W Objective Nos	Policy and Development Objective	Delivery Action	Yr1	Yr2	Yr3	Yr4	Yr5	SDNPA staff resource	Potential external partners	Link to corporate objectives	Link to climate change adaptation plan	Link to Local Plan
Outcome 5, 6, 8, 9 Policies: 28, 30, 34, 37 and 40	PD1	Ensure robust development policies are incorporated and delivered within the Local Plan and LPs of neighbouring authorities	PD1.1 Ensure all partner authorities and Local Access Forums within and neighbouring the National Park are implementing the Local Plan.	✓	✓	✓			Planning Policy Development Mgt CPM A&R CPM PLOs	LHAs LAs LAFs Highways England	2.1, 2.2	Rights of Way and Access	SD19, 20, 21, 22
			PD1.2 Input into neighbouring authority Local Plans, Cycling and Walking Strategies / LCWIPs	✓	✓	✓	✓	✓	Planning Policy Development Mgt CPM A&R CPM PLOs	LHAs LAs		Land use and settlements	
Outcome 5, 9 Policies: 28, 29, 30, 35, 37, and 40	PD2	Protect and enhance access for NMUs within major highway schemes in line with transport guidelines and Roads in the South Downs design guidance.	PD2.1 Identify and prioritise existing and potential crossing improvements associated with A27, M3 and other major road schemes.	✓	✓				CPM A&R CPM I&E	LHAs LAs LAFs Highways England	2.1, 2.2, 2.16	Rights of Way and Access	SD21
			PD2.2 Continue to identify and champion key strategic highways solutions that improve access and support sustainable transport opportunities.	✓	✓	✓	✓	✓	CPM A&R	LHAs LAs LAFs Highways England		Land use and settlements	
Outcome 5, 9 Policies: 28, 29, 30, 35, 37, 38, 40	PD3	Ensure new developments connect users to the access network.	PD3.1 Assess new developments both within and outside the National Park boundary to ensure access for walkers, cyclists and other NMUs is addressed and connectivity to the wider network is conserved or enhanced.	✓	✓	✓	✓	✓	Development Mgt CPM A&R CPM I&E	LPA's	2.1	Rights of Way and Access	SD19, 20
			PD3.2 Access and NMu design guidance to be included within the Design Guide Supplementary Document (SPD) to advise developers of minimum requirements	✓	✓				Planning Policy Development Mgt CPM A&R				
Outcome 5, 9 Policies: 28, and 40	PD4	Protect railway level crossings providing access for NMUs and motorised users to, or within the National Park and actively resist any proposed closures without the provision of suitable alternative crossings.	PD4.1 Assess the priority and importance of every public footpath, bridleway and highway railway level crossing in the National Park and close to the boundary.	✓	✓				CPM A&R CPM Areas	LHAs LAFs	2.1	Rights of Way and Access	SD20
			PD4.2 Work with partners and stakeholders to identify and campaign for safety improvements to be considered and implemented by Network Rail as a preferred alternative to crossing closures.		✓	✓	✓	✓	CPM A&R CPM I&E	LHAs LAFs Network Rail			
			PD4.3 Ensure that any alternative routes to be implemented are the less restrictive and most convenient to users.		✓	✓	✓	✓	CPM A&R CPM I&E	LHAs LAFs Network Rail			

PMP Outcomes And Policies	C&W Objective Nos	Access Network Objective	Delivery Action	Yr1	Yr2	Yr3	Yr4	Yr5	SDNPA Staff Resource	Potential external partners	Link to corporate objectives	Link to climate change adaptation plan	Link to Local Plan
Outcome 5, 6, 9 Policies: 28, 29 and 37	ANI	Raise awareness of the SDNPA Cycling and Walking Strategy within all local authorities and major stakeholders within and neighbouring the National Park.	ANI.1 Communicate the SDNPA C&WS and Vision Map of Strategic Routes and Promoted Trails to all LHA partners, local authorities (inc. neighbouring), access user groups and community stakeholders.	✓	✓				CPM A&R CPM PLOs Development Mgt		2.1	Rights of Way and Access Tourism and recreational infrastructure	SD19, 20
			ANI.2 Create a web page summarising the key elements of the strategy and keep updated status information pertaining to the aspirational routes / projects.	✓	✓	✓	✓	✓	CPM A&R Comms				
			ANI.3 Undertake and communicate with partners and stakeholders an annual review of delivery progress against the SDNPA C&WS objectives.	✓	✓	✓	✓	✓	CPM A&R				
Outcome 5, 6, 8, 9, 10 Policies: 28, 29, 30, 37, 38, 40, 41 and 43	AN2	Develop the network of Non-motorised user (NMF) leisure paths along former railway alignments as opportunities and funding permits.	AN2.1 Deliver feasibility and design work and planning permission for the Centurion Way extension from West Dean to South Downs Way and Cocking (approx. 6km) in preparation for construction funding.	✓	✓				CPM Project Team CPM Area (Central)		2.4, 2.10, 2.17	Rights of Way and Access	SD20
			Priority Action AN2.2 - Evaluate and prioritise leisure route opportunities on former railway lines and other routes to establish resource requirements, partnership opportunities and stakeholders.	✓	✓				CPM A&R CPM Areas Planning				
			Priority Action AN2.3 - Pursue feasibility and capital funding and allocate resources to undertake preliminary work on prioritised routes.		✓	✓	✓	✓	CPM A&R CPM Areas	LHAs LEPs			
			AN2.4 Establish a long term strategy for each path delivery.		✓	✓	✓	✓	CPM A&R CPM Areas	LHAs			
Outcome 5, 9 Policies: 28, 29, 30, 34, 37, 38, 40, and 43	AN3	Add community led access schemes, which support SDNPA purposes, to SDNP Infrastructure Business Plan (IBP) list if they are suitable for CIL funding	AN3.1 Support the Ouse Valley Cycle Network and local communities in developing the Egrets Way between Lewes and Newhaven (approx. 5km)	✓	✓	✓	✓	✓	CPM A&R CPM Area (East)	Sustrans ESCC	2.1, 2.4, 2.17	Rights of Way and Access	SD20
			Priority Action AN3.2 - Develop a support and guidance framework to assist communities in progressing access schemes identified in Neighbourhood Plans and the IDP list to 'construction ready' status.	✓	✓				CPM A&R				
			Priority Action AN3.3 - Develop a mechanism to prioritise access schemes on the SDNPA IBP list for resource allocation and potential CIL or other funding.	✓	✓				MP Projects CPM A&R CPM I&E				

PMP Outcomes And Policies	C&W Objective Nos	Access Network Objective	Delivery Action	Yr1	Yr2	Yr3	Yr4	Yr5	SDNPA Staff Resource	Potential external partners	Link to corporate objectives	Link to climate change adaptation plan	Link to Local Plan
Outcome 5, 6, 9 Policies: 28, 29, 30, 35, 37, 38, 40, and 43	AN4	Improve the accessibility and quality of key leisure routes for NMUs.	AN4.1 Support activities that contribute towards the ten outcomes of the South Downs Way Management Plan particularly improving connections to public transport, reducing severance by the M3 and improving the safety of highway crossings.	✓	✓	✓	✓	✓	CPM SDW CPM A&R CPM Areas	LHAs Landowners	2.4, 2.17	Rights of Way and Access	SD19, 20
			Priority Action AN4.2 - Deliver added value to LHA Rights of Way Improvement Plans (RoWIPs) through a Miles without Stiles/Access for All programme including the removal of stiles, other barriers and surface improvements.	✓	✓	✓	✓	✓	CPM A&R CPM Areas	LHAs Landowners Disabled Access Groups			
			AN4.3 Work in partnership with the National Trust to extend the Devil's Dyke path to the South Downs Way and open access land	✓	✓	✓			CPM A&R CPM Area (East)	National Trust WSCC Landowners			
			AN4.4 Work with Natural England to develop the England Coast Path, a new National Trail around all of England's coast, through the National Park's coastline	✓	✓	✓			CPM SDW CPM Area (East)	Natural England ESCC National Trust?			
			AN4.5 Deliver improved access and information on Serpent Trail open access land with land owners and colleagues as part of the Heathland Reunited Project		✓	✓			CPM HRP Comms	HCC WSCC Landowners			
Outcome 5, 9 Policies: 28, 29, 30, 34, 37, 38, 41 and 43	AN5	Reduce severance and improve access and connectivity (for NMUs) to employment, green space and attractions for communities within and beyond the National Park, particularly the urban south Hampshire and the coastal fringe.	AN5.1 Identify opportunities in the National Park and beyond the boundary to develop and support schemes (including highway and on highway) that would enhance NMU connectivity to the access network, public transport, employment and improve user safety.	✓	✓	✓	✓	✓	CPM A&R CPM Areas MP Projects	LHAs LAs LAFs Highways England	2.1, 2.2	Rights of Way and Access Tourism and recreational infrastructure	SD19, 20, 21
			AN5.2 Work in partnership with neighbouring planning authorities to develop a 'boundary-less' approach to National Park access. Share the Local Plan, embed the National Park vision and input into key development sites within 5km of the National Park boundary.	✓	✓	✓	✓	✓	Planning Development Mgt MP Projects CPM A&R	LPA's			
			AN5.3 Work with the Green Infrastructure Framework Partnership to coordinate resources on the guiding principles and themes of GI delivery	✓	✓	✓	✓	✓	CPM I&E CPM L&Bios CPM Areas	LHAs LAs LAFs GI Partnership			
Outcome 5, 9 Policies: 28, 29, 30, 34, 37, 38, 41 and 43	AN6	Improve cross-town 'utility paths' and commuter routes for NMUs.	Priority Action AN6.1 Identify and support opportunities within market towns, to develop schemes that enhance NMU connectivity to centres of employment, services, amenities, public transport and the access network.	✓	✓	✓	✓	✓	CPM A&R CPM Areas PLOs	LHAs LAs Community Groups	2.1	Land use and settlements Tourism and recreational infrastructure	SD21

PMP Outcomes And Policies	C&W Objective Nos	Economic and Social Objective	Delivery Action	Yr1	Yr2	Yr3	Yr4	Yr5	SDNPA Staff Resource	Potential external partners	Link to corporate objectives	Link to climate change adaptation plan	Link to Local Plan
Outcome 5, 6, 8, 9, 10 Policies: 29, 35, 37, 38 and 41	ES1	Increase the volume, range and quality of access information and visitor itineraries.	ES1.1 Create easily navigable web pages containing clear access information that is suitable for different user groups (for example: Miles Without Stiles). {Links to ES2}	✓	✓				CPM A&R CPM ST Comms		2.3, 2.12, 3.8	Tourism and recreational infrastructure	SD23
			ES1.2 Publish 150 themed walks and rides for a range of users on a digital platform (eg: View Ranger) and embed a map showing all routes on SDNPA website.	✓	✓				CPM A&R CPM Areas Comms				
			ES1.3 Evaluate potential opportunities to develop circular routes linked to public transport, hubs and gateways targeted to specific audiences.	✓	✓	✓	✓	✓	CPM A&R CPM ST CPM Areas Comms				
			ES1.4 Produce a range of themed, car free itineraries extending the pilot scheme Go South Downs.	✓	✓	✓			CPM ST Comms	Tourism Providers			
			ES1.5 Review the leaflet strategy, distribution and funding mechanism and develop a financially sustainable solution to enable widespread availability of SDNPA access information within 20km of the National Park	✓	✓				Mktg & IGen Comms				
Outcome 5, 6, 8, 9, 10 Policies: 29, 35, 37, 38 and 41	ES2	Develop a SDNP tourism offering and promotion of the National Park as a cycling and walking activity destination.	ES2.1 Create destination focused online materials promoting a range of recreational activities, including cycling and walking.	✓	✓				Comms CPM ST		2.12, 3.1, 3.2	Tourism and recreational infrastructure Local economy	SD23
			Priority Action ES2.2 Rollout itineraries within the Discover England Fund 'Make great memories in England's National Parks and Countryside' programme (starts Sept 2017).	✓	✓				CPM ST CPM RSE Comms	UK NPs Tourism Providers			
			ES2.3 Evaluate with partners the potential benefits and impact of hosting major cycling sports events in the National Park.		✓	✓			CPM ST CPM RSE CPM A&R CPM SDW Mktg & IGen Comms	Tourism Southeast LAs			
			ES2.4 Develop inclusive behavioural messages promoting collaboration and shared ownership with LHA partners on strategic routes, promoted trails and at key visitor sites across the National Park	✓	✓	✓	✓	✓	CPM A&R CPM SDW CPM ST Comms	LHAs SDLAF User Associations & Forums			
Outcome 5, 8, 9, 10 Policies: 29, 35, 37, 38, 41 and 43	ES3	Support businesses, organisations and communities in the National Park and at gateways to enhance cycling and walking facilities, services and user experience.	Priority Action ES3.1 Deliver a park wide Cyclists and Walkers Welcome scheme in 2018/19 based on the 2017 pilot scheme for Petersfield and Lewes.		✓	✓	✓		CPM ST Comms CPM A&R	Tourism Providers	2.13, 3.3	Tourism and recreational infrastructure Local Economy	SD23
			ES3.2 Explore the development of trail centre facilities aligned to the Discover England project	✓	✓	✓	✓	✓	CPM ST CPM RSE CPM A&R CPM SDW CPM Areas	Centre Operators			

			ES3.3 Deliver improved trailside facilities (eg: water taps) and information (eg: directional signage to amenities and interpretation panels) on strategic routes and promoted trails {Links to ES1}	✓	✓	✓	✓	✓	CPM A&R CPM SDW CPM Areas	LHAs Landowners Tourism Providers			
Outcome 5, 8, 9, 10 Policies: 29, 30, 34, 35, 37, 38, 41 and 43	ES4	Encourage increased cycle hire provision (including E-bikes) at transport hubs, gateways and market towns.	ES4.1 Support the development of public bike share and commercial cycle hire schemes where a service gap or need is demonstrated	✓	✓	✓	✓	✓	CPM A&R CPM SRE CPM ST	LAs Hire Providers	3.3	Tourism and recreational infrastructure	SD23
			ES4.2 Publish in partnership with cycle hire providers, online digital maps offering National Park themed rides accessible from cycle hire locations.		✓	✓	✓	✓	CPM A&R CPM RSE CPM ST Comms	Hire Providers		Local Economy	
Outcome 5, 6, 8 Policies: 29, 37, and 41	ES5	Actively promote the benefits of the National Park as a healthy, outdoor, recreation facility (or green lung).	ES5.1 Develop themed health activities that provide learning opportunities about the National Park, with Local Authorities, Health Organisations and communities, such as 'Health Walks and Rides'.	✓	✓	✓			CPM Areas CPM A&R	PHE / Care Trusts Sports England	2.7	Community life and resilience	SD23
			ES5.2 Evaluate with partners the benefits and potential revenue generation of SDNP branded events on closed-roads and Rights of Way.		✓	✓			CPM A&R CPM SDW CPM RSE CPM ST CPM Areas Mktg & IGen Comms			Tourism and recreational infrastructure	
			ES5.3 Deliver a programme of 'Walk the Downs' and 'Ride the Downs' initiatives across the National Park in line with the Active Access programme for ESCC 2017-20.	✓	✓	✓			CPM A&R CPM Areas	HCC WSCC ESCC Local Providers		Local Economy	
Outcome 5, 8, 9 Policies: 29, 35, 37, 38, 40 and 41	ES6	Support the improvement of public transport services and facilities that provide access into and within the National Park.	ES6.1 Work with train and bus operators to develop themed promotions and initiatives that encourage sustainable access into the National Park	✓	✓	✓	✓	✓	CPM A&R Comms	Bus Operators Train Operators	2.2	Tourism and recreational infrastructure	SD19

SDNPA Delivery Teams for reference:

Countryside and Policy Mgt (CPM):

Access and Recreation - CPM A&R; Area Teams - CPM Areas (W WH C E); South Downs Way CPM SDW;

Rural Sustainable Economy - CPM RSE; Sustainable Tourism - CPM ST; Planning Link Officers - CPM PLO (H WS ES)

Land and Biodiversity - CPM L&Bio (Wo, C, Wa); Learning Outreach and Volunteering - CPM LO&V; Infrastructure and Environment - CPM I&E;

Cultural Heritage - CPM CH; Heathlands Reunited Project - CPM HRP

Marketing and Income Generation - Mktg & IGen; Communications - Comms

Development Mgt, Major Planning Projects – MP Projects, Planning Policy

Business Services, Governance and Support, Performance

5.2 Partnership Delivery Mechanism

Successful delivery of the Strategy requires strong partnership working with our three LHAs and single Unitary Authority Partners and with our neighbouring LHAs, City, District and Borough Councils (see appendix viii); plus landowners and other organisations. Our aim is to be proactive through better partnerships in identifying opportunities in advance for joint working and better planning of strategic projects relevant to the National Park. The Accord with our partner Authorities, along with the recent partnership delivery programmes, provides a sound foundation to build upon. Where schemes are outside the National Park boundary but contribute towards the strategic objectives and outcomes of the National Park, partners will lead on scheme delivery as appropriate. We will champion partner authority schemes which contribute to the delivery of our strategy outcomes and welcome the opportunity to put forward relevant SDNPA schemes for inclusion in partner strategies. An example of this approach in action is the WSCC Walking and Cycling Strategy 2016-26. The strategy identifies a number of key strategic access routes connecting to the National Park which may be delivered by the LHA and includes key routes identified for delivery by SDNPA.

5.3 Funding

The funding environment for cycling and walking has changed in recent years. The first part of the decade saw a period of significant Central Government investment in cycling infrastructure and other sustainable transport initiatives with the prime aim of supporting the local economy and reducing carbon emissions (for example: the DfT Local Sustainable Transport Fund {LSTF} and Cycle Ambition Fund).

Delivering economic growth is now the priority and the responsibility of Local Enterprise Partnerships, where local authorities and businesses work in together to prioritise investment in infrastructure to enable housing and commercial development. The National Park is located within three LEP areas, which include Coast 2 Capital (C2C), Enterprise M3 (EM3) and the South East (SELEP). The LEP's have the ability to secure funding from the government, particularly Local Growth Funding, to deliver Infrastructure projects, including transport, through the submission of business cases, with the requirement that they support access to jobs and homes,

Working with LHA partners we will seek capital funding for prioritised infrastructure projects from the Local Growth Fund (LEPs) and other sources as outlined below.

Local cycling and walking projects may also be prioritised for delivery through LHA Transport Capital Programmes and developer contributions secured through development known as Community Infrastructure Levy (CiL) and Section 106 contributions.

Revenue funding for sustainable transport initiatives remains with the DfT. The current funding stream is the Access Fund 2017-2019/20, which focused on supporting economic growth, access to jobs and opportunities to maximise Local Growth Funded, Sustainable Transport Infrastructure projects. Within the National Park, ESCC were successful in gaining Access Funding and the SDNPA will be delivering a walk and ride programme to 2019/20 as part of the Active Access Programme.

Funding opportunities may also develop through Sport England and Public Health England / NHS for initiatives that increase physical activity levels and promote health and wellbeing.

Other external funding opportunities for cycling and walking initiatives include Lottery funding, charitable trusts and commercial or private sponsorship.

In the light of these changes to funding and acknowledging an increasingly squeezed public sector budget, it is important we develop a strong framework for project development, delivery and fund sourcing for



cycling and walking projects in the National Park. It is our aim to continue to develop strong relationships with LHA partners, LEPs, Highways England (HE) and new partners including Sport England, Public Health England and the wider health sector to continue to deliver cycling and walking benefits for local communities, visitors and tourism businesses.



6. Appendices

Appendix i: SDNPA Partnership Management Plan 2014-19

National Park Purposes

1: To conserve and enhance the natural beauty, wildlife and cultural heritage of the area

2: To promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public

Duty: To seek to foster the social and economic well-being of the local communities within the National Park in pursuit of our purposes

SDNPA Vision by 2050 Outcomes and Policies

A thriving landscape (Outcomes 1-4):

People connected with places (Outcomes 5-8):

- Outcome 5 - Outstanding visitor experiences are underpinned by a high quality access and sustainable transport network providing benefits such as improved health and wellbeing
- Outcome 6 - There is a widespread understanding of the special qualities of the NP and the benefits it provides
- Outcome 8 - More responsibility and action is taken by visitors, residents and businesses to conserve and enhance the special qualities and use resources more wisely

Towards a sustainable future (Outcomes 9-11)

- Outcome 9 - Communities and businesses in the NP are more sustainable with an appropriate provision of housing to meet local needs and improved access to essential services and facilities
- Outcome 10 - A diverse and sustainable economy has developed which provides a range of business and employment opportunities, many of which are positively linked with the special qualities of the NP

General Policies

- Policy 28 - Improve and maintain rights of way and access land, to provide a better connected and accessible network for a range of abilities and users, and to reduce conflict where it occurs
- Policy 29 - Enhance the health and wellbeing of residents and visitors by encouraging, supporting and developing the use of the NP as a place for healthy outdoor activity and relaxation
- Policy 30 - Develop 'access for all' opportunities, particularly supporting those groups currently underrepresented in the NP visitor profile
- Policy 34 - Support and enable communities to develop and deliver high quality, community-led initiatives that contribute to the understanding, conservation and enhancement of the special qualities of the NP



Transport Policies

- Policy 35 - Promote and enhance integrated travel provision from rail stations located at gateways and within the NP for pedestrians, cyclists and bus travel
- Policy 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
- Policy 38 - Work in partnership with key partners and organisations to reduce car travel across the NP
- Policy 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

Visitor and Tourism Policies

- Policy 41 - Maintain visitor enjoyment and influence visitor behaviour in order to reduce impacts on special qualities and increase visitor spend in and around the NP
- Policy 43 - Support the development and maintenance of appropriate recreation and tourism facilities and visitor hubs, in and around the NP, including a mix of quality accommodation, which responds to market demands and supports a sustainable visitor economy

Appendix ii: Reference Strategy Documents

National Strategies	Local Plans and Strategies
Government DfT Cycling and Walking Investment Strategy (draft) Sport England - Sporting Future: A New Strategy for an Active Nation 2015-22 Public Health England Strategic Plan 2016 Defra's 8-Point Plan for England's National Parks 2016	LHA Local Transport Plans (HCC 2011-31, WSCC 2011-26, ESCC 2011-26, BHCC 2015-30) LHA Cycling and Walking Strategies (HCC Cycling 2015-25, Walking 2016-25; WSCC W&C 2016-26) LHA Countryside Access Plans / Rights of Way Improvement Plans HCC CAP 2015-25; WSCC RoWiP 2007-17 LHA / LA Infrastructure Delivery Plans
SDNPA Plans and Strategies	
The Corporate Plan 2016-21 Partnership Management Plan 2014-19 Climate Change Adaptation Plan 2017 Sustainable Tourism Strategy 2015-20 Green Infrastructure Framework (draft) Emerging Local Plan (due to be adopted 2017) State of the South Downs National Park Report 2012 (SoNPR) South Downs Way Management Plan 2015-2020 Roads in the South Downs	



Appendix iii: Recent SDNPA Access Projects

Project	Brief Description	Key Outputs
Joint Accord for the Management of Rights of Way and Access in the South Downs National Park	An agreement between the NPA and LHAs sets out how we will work together to ensure the continuation of high quality Rights of Way and access opportunities in the National Park.	
South Downs Way (SDW) Trail Partnership	A partnership agreement between the NPA and LHAs to oversee the management, maintenance, improvement and promotion of the SDW	
Two National Parks Local Sustainable Transport Fund programme (2NP LSTF) 2012-15	Programme of capital and revenue schemes promoting sustainable travel including walking, cycling and public transport use. Programme delivery across SDNPA and New Forest National Park Authority (NFNPA) shared between SDNPA, NFNPA, Hampshire County Council (HCC), West Sussex County Council (WSCC), East Sussex County Council (ESCC) and Brighton and Hove City Council (B&HCC) £4.5m (DfT element £3.8m - Capital £1.7m Revenue £2.1m and Partners £670k)	We delivered mainly revenue projects with some capital elements including: Sustainable Transport Grants scheme, a major Travel Awareness Campaign 'Discover another way', the development of weekend bus services and community rail partnerships.
Two National Parks Local Sustainable Transport Fund revenue extension (LSTF2) 2015-16	Revenue programme further promoting sustainable travel across the National Park £709k (DfT element £683k and SDNPA £26k)	Delivered 15 schemes including a Walking Festival; Cycle First which generated over 1,000 participants and 26 SDNP Cycle Ambassadors; and digital route guides on View Ranger.
'Transforming Cycling in the South Downs National Park' Linking Communities / Cycle Ambition programme 2013-16	The scheme focussed on improving access to the National Park from major railway stations, including Chichester, Lewes and Petersfield. Programme delivery shared between SDNPA, HCC, WSCC, ESCC, B&HCC £5.1m (DfT element £3.8m and Partners £1.3m)	Delivered 45km of new and improved NMU paths. We delivered new sections of Centurion Way and Egrets Way. Our LHA partner deliveries included: Meon Valley Trail refurbishment, QECP to Petersfield, Downs Link crossing, Arundel station path, Ditchling and Grove Road and Lewes to Ringmer.
Centurion Way feasibility and design 2016-18	Further feasibility, survey, design work and planning consent for the next phase of this shared use path along the former Chichester to Midhurst Railway £225k (LEP / DfT element £75k)	Aiming to deliver a 'construction ready' scheme of approx. 6km from West Dean to South Downs Way National Trail and Cocking



Appendix iv: Context for the Cycling and Walking Strategy

National Strategic Context for cycling and walking

Britain's success on the cycle track coupled with significant investment by the government in recent years has seen a notable increase in cycling activity levels.

However the provision for cycling in the UK remains below the levels of other European countries with the exception of London where substantial investment has resulted in 79% increase in cycling between 2001 and 2011. Nationally only 2% of trips are made by bike (compared to 14% in Germany and 33% in the Netherlands) despite an estimated 43% of UK residents having access to a bike and 38% of people choosing to drive for short trips when they could possibly have cycled. At the same time the number of walking trips in the UK has been declining with 30% fewer trips in 2013 compared with 1995.

In 2017 the Government published a Cycling and Walking Investment Strategy (CWIS) stating the ambition for England by 2040 as **"We want to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey"** alongside the ambitious targets to **"double cycling activity levels by 2025 and reverse the decline in walking activity by 2020"**.

The Government's strategy also outlined expectations for the role other government funded bodies and departments would play in contributing towards the Cycling and Walking targets.

- The Public Health England (PHE) Strategic plan for the next four years: Better Outcomes by 2020 ²- supports work across government on sustainable travel to promote increased levels of physical activity through walking and cycling and contribute to the implementation of the government's sports strategy. At a national level, National Parks England (NPE) and PHE have begun to work together to improve access to green space and secure better health outcomes for people.
- The Sport England strategy a *Sporting Future: A New Strategy for an Active Nation 2015-22* contains a range of cross-Government measures to reduce physical inactivity and spread the benefits of sport and physical activity to everyone. It also outlines a broadening of Sport England's role to supporting and measuring both sport and certain types of physical activity, including cycling and walking for the first time. This removes previous restrictions relating to utility cycling and walking.
- The DEFRA 8-Point Plan for England's National Parks 2016 aims to promote innovative schemes to support public health and realise the immense potential for outdoor recreation in National Parks. The Plan also sets out ambitions for connecting more young people with nature and for encouraging more International Tourism. Cycling and walking initiatives have a role to play in supporting this Plan.

Local Strategic Context for cycling and walking

The LHAs: Hampshire, East Sussex, West Sussex and Brighton and Hove are responsible for delivery against the Department for Transport's cycling and walking objectives, through the development of Local Transport Plans (LTPs) which set out each LHA's approach and priorities for Transport.

Hampshire and West Sussex County Councils have recently published Cycling and Walking Strategies, whilst a strategy for East Sussex is underway. Each LHA also produces a Rights of Way Improvement Plan (RoWIPs) or Countryside Access Plan (CAP).

² PHE Strategic plan for the next four years: Better Outcomes by 2020



The Local Planning Authorities (LPA) have Infrastructure Delivery Plans (IDP) which identify schemes for prioritisation and funding. New developments contribute monies in the form of Section 106 or Community Infrastructure Levy (CIL) that can be assigned towards infrastructure schemes. The 15 District / Borough Authorities within the National Park have Local Delivery Plans (LDPs) which prioritise local infrastructure schemes which they deliver, that can contribute towards the objectives of the LHAs.

Whilst the responsibility to deliver against the Government cycling and walking targets rests primarily with the LHAs, all LAs including the SDNPA are encouraged to develop Local Cycling and Walking Improvement Plans to contribute to the Government's ambitions. Developing a strategy that will respond to increasing volumes of cyclists and walkers in the National Park and contribute towards the outcomes of the SD Partnership Management Plan 2014-19 will help enable everyone to enjoy the special qualities of the National Park. The strategy will also enhance sustainable access to facilitate enjoyment and accommodate increasing visitor volumes and resident movements without compromising the protected landscape. The SDNPA can build upon previous successful delivery programmes (see Table I) and continue to develop quality cycling and walking initiatives on our own and with partners, to deliver lasting benefits for residents and visitors.

The policies in the [Partnership Management Plan](#) have underpinned National Park work to date but more recent strategic context has emerged through DEFRA's 8 Point Plan for National Parks and through the DfT's CWIS. These significant strategies and others outlined above clearly indicate the shared goal of increasing levels of cycling and walking to benefit the economy, public health and wellbeing as a means of encouraging more sustainable travel choices. Together these provide the momentum for the development of the SDNPA Ambition and Strategy for Walking and Cycling.

The Access Landscape

The National Park is geographically diverse with a wide range of access opportunities including 3,300km of Rights of Way (RoW) network (managed by the LHAs), permissive paths, open access land, Country Parks, woodland sites and local nature reserves. The network includes the 100 mile South Downs Way National Trail, many long distance promoted paths, cycle-ways and an abundance of quiet lanes.

Rights of Way and other routes

Across the National Park 56% of the RoW are footpaths; 37% are bridleways where access is shared by pedestrians, cyclists and equestrians; 5% are restricted byways which excludes motorised traffic; and 2% are byways accessible to all users including motorised. There are a significant number of other paths including permissive paths such as those created through countryside stewardship agreements and shared use paths such as the Egret's Way created by grant aid and other funding which are sometimes difficult for the public to find details of. There are approximately 35km of segregated (off highway) and surfaced paths on former railway lines in the National Park including the Meon Valley Trail, Centurion Way and the Downs Link path. These paths are quite level, wide and accessible, appealing to a broad range of Non-Motorised Users (NMUs), such as families, new or less confident cyclists, and people with reduced mobility.

Access Land

Access Land makes up around 9% of land in the National Park and is available for walkers and recreational use. Cycling is only permitted on bridleways within designated access land. More detailed information about the rights of way network and Access Land can be found in [State of the South Downs National Park 2012](#).

Cycle Routes

The South Downs also benefits from some National Cycle Network routes (NCN) promoted by Sustrans, which are signed and often segregated (off highway), notably NCN23 Southampton to Winchester and Basingstoke; NCN2 Coastal route; NCN20 Brighton to Crawley; plus regional routes, notably 82 Brighton



towards Devil's Dyke; and 90 Brighton to Lewes and Firl. Quiet rural lanes including some signed routes offer links to the Rights of Way network and touring opportunities for cyclists.

Adventure Cycling

A number of adventure sites and trail centres on private land offer off-road 'single track' cycling for mountain bikes (MTBs), including Rogate Downhill, Queen Elizabeth Country Park, Stanmer Park and Friston Forest. However, it is generally acknowledged that opportunities for the more adventurous cyclists (and hikers) are limited in the National Park primarily due to the terrain.

The Benefits of Cycling and Walking Activity

Health Benefits – Department of Health believes that mainstreaming walking and cycling offers a cost effective way to increase health-enhancing physical activity. Physical inactivity directly contributes to one in six deaths in the UK and costs £7.4 billion a year to business and wider society whilst physical inactivity is the fourth largest cause of disease and disability in the UK and obesity is identified as a major problem in England {Public Health England (2014) Everybody Active, Every Day - An evidence-based approach to physical activity}. The report recognises that walking and cycling are good for our physical and mental health, and the built and natural environment, particularly when designing 'active environments' and open spaces, impacts on people's physical activity.

Walking and cycling for just 10 minutes can contribute towards the recommended 150 minutes of moderate intensity physical activity for adults per week as recommend by the four Chief Medical officers {2}. This is in addition to numerous positive health outcomes in terms of reducing the risk of conditions including cardiovascular disease, stroke, type 2 diabetes, and a variety of cancers, as well as in terms of mental health, stress, injury risk, health-related quality of life, all-cause mortality and productivity and reduced absenteeism at work {3}.

{2 Start active, stay active (2011) A report on physical activity for health from the four home countries' Chief Medical Officers. London: DH. 3 Claiming the Health Dividend: A summary and discussion of value for money estimates from studies of investment in walking and cycling (2014), London, DfT}

Air Quality - Poor air quality is estimated to hasten around 40,000 deaths per year in the UK. Modal shift from motor transport (and in particular private cars) to active modes can reduce traffic congestion and reduce carbon emissions linked to climate change. {WS WCS}

Economic - The average economic benefit-to-cost ratio of investing in cycling & walking schemes in the UK is 19:1. {An Economic Assessment of Investment in Walking and Cycling 2010 by Department for Health}

In 2011/12 a comprehensive Visitor Survey was carried out across the National Park {Tourism South East (2012) - South Downs National Park Visitor Survey 2012, SDNPA East}. The area is a major resource for recreation (local visitors) and tourism (those from further afield). These visits in turn generate some £460 million of income, and support around 11,700 jobs. Recreation and tourism therefore play a significant role in the economy. {SDPMP}

Reporting on the benefits of sustainable travel initiatives such as; the Sustainable Travel Towns, Cycling Demonstration Towns; Local Sustainable Transport Fund; Cycling Ambition Grants and the Linking Communities Fund; the Government reports benefit cost ratios between 2:1 and 32:1, typically in the region of 5:1 and 6:1. {WS WCS}

The financial benefits accruing from health improvements from a more physically active population choosing cycling and walking are also convincing. The direct cost of illness as an outcome of inactivity to the NHS are around £1 billion per year while indirect costs are estimated as £8.3 billion per year {2}. Investing in walking and cycling as a key means by which physical activity can be built into people's lives achieves an average benefit cost ration of around 6:1. {WS WCS}

2. https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/512895/cycling-and-walking-investment-strategy.pdf



Appendix v: SWOT Analysis

The SWOT Analysis captures the outcomes of a series of internal workshops and external consultations

(S&W = Internal to SDNPA and the physical aspects of the SDNP; O&T = External factors that SDNPA have little or no direct control)

Strengths	Weaknesses
<ul style="list-style-type: none"> ➤ SDNP is a unique and varied landscape / greenspace / countryside / historic towns / heritage / attractions and leisure facility ➤ 3,300km of PRow including 1850km (56%) of footpaths, 1200km (37%) of bridleways; 160km SDW National Trail; plus extensive highway of quiet rural lanes ➤ Delivery of Cycle Ambition infrastructure project (Egrets Way, Centurion Way multi-user trails etc) and LSTF revenue schemes ➤ Planning Authority influence on new developments ➤ CiL development funds collected and administered by SDNPA (from Nov 2016) ➤ Identified infrastructure schemes captured within IDP / CiL list (& shared with LHA's) ➤ Good working relationship with LHA's ➤ Local produce food & drink web portal offering ➤ Positive health and wellbeing benefits (physical and mental) offering 	<ul style="list-style-type: none"> ➤ Wide geographical spread of SDNP creating multiple Authority links (4 LHAs, 1 Unitary, 11 DC/BC, circa 170 PC's and TC's) and stakeholders, plus 2 Unitary and 2 BC's on fringe ➤ Challenging South Downs topography can be discouraging to new, inactive / disability user groups ➤ Uncoordinated and under developed cycle and walking tourism offering by SDNPA ➤ Balancing conflict between improving / developing path / infrastructure schemes in SDNP and environmental / bio-diversity / cultural heritage protection ➤ Insufficient staff resource to deliver Cycling and Walking Strategy ➤ Potential financial and resource pressure on SDNPA to take on asset liability and maintenance of new trails
Opportunities	Threats
<ul style="list-style-type: none"> ➤ Large population on fringe within easy travel distance (2million within 5km) ➤ 112,000 population within the park with 35% within four market towns (Petersfield, Midhurst, Petworth & Lewes) ➤ Reasonable train links / gateways on the fringe (Winchester, Chichester, Arundel, Brighton, Eastbourne) ➤ Public Health England and Sport England agendas and funding links to everyday cycling and walking activity ➤ Support and direction of DEFRA 8 Point Plan for National Parks ➤ Popularity and growth of cycling nationwide (increased public demand and bike ownership) ➤ Potential tourism market: 74% (49% in 2012) visit SDNP for walking, 8% (6% in 2012) for cycling (2015 Visitor Survey) ➤ Approximately 85km of undeveloped former railway alignments ➤ Increase of independent organised activity / charity / challenge events (walking, cycling, running, riding etc) ➤ Recognition in central, local government and NHS of physical and mental benefits of cycling and walking activity 	<ul style="list-style-type: none"> ➤ Different approaches by LHAs to and priorities within LTPs and C&W Strategies ➤ LHAs responsible for highways and working towards Government CWIS Targets, including reducing KSi's, doubling cycling levels, increasing walking activity and walking to school. ➤ LHAs responsible for PRow maintenance with increasing budget pressures ➤ Inadequate commuter and utility cycle routes within market towns ➤ Lack of segregated cycle trails from urban fringe and incomplete leisure network ➤ Poor route connectivity to and from transport gateway hubs ➤ Increased severance of communities by major routes (M3, A3, A24, A23 and A27) and rail line crossing closures ➤ Access to capital funding via 3 LEPs and 4 LHAs and revenue funding via Central Government and other bodies ➤ Landowner co-operation and consents is often pivotal to access network development ➤ Under developed / fragmented cycling and walking tourism provision in the park including cycle hire and sustainable transport modes ➤ Potential conflict between user groups (perceived



and actual) and safety concerns due to increased numbers on highways, paths and at popular locations

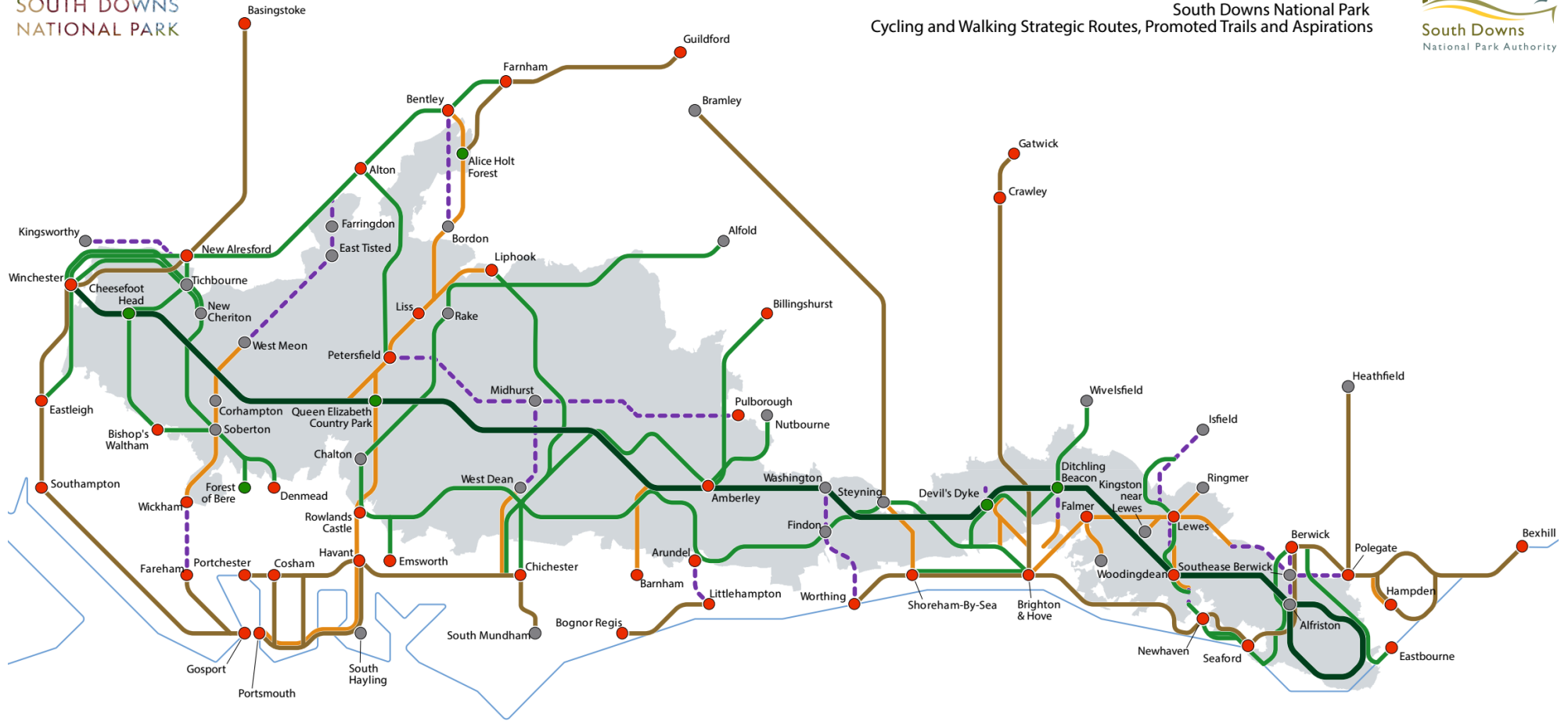
- Reducing public sector budgets (impact on SDNPA resources and LHA maintenance budgets and resources)
- Service quality and changing policies of public transport organisations
- Unsustainable travel behaviour by visitors. 76% visitor journeys made by car in 2015



Appendix vi: South Downs National Park Authority Vision 'Tube Map' of Strategic Routes and Promoted Trails

SOUTH DOWNS
NATIONAL PARK

South Downs National Park
Cycling and Walking Strategic Routes, Promoted Trails and Aspirations



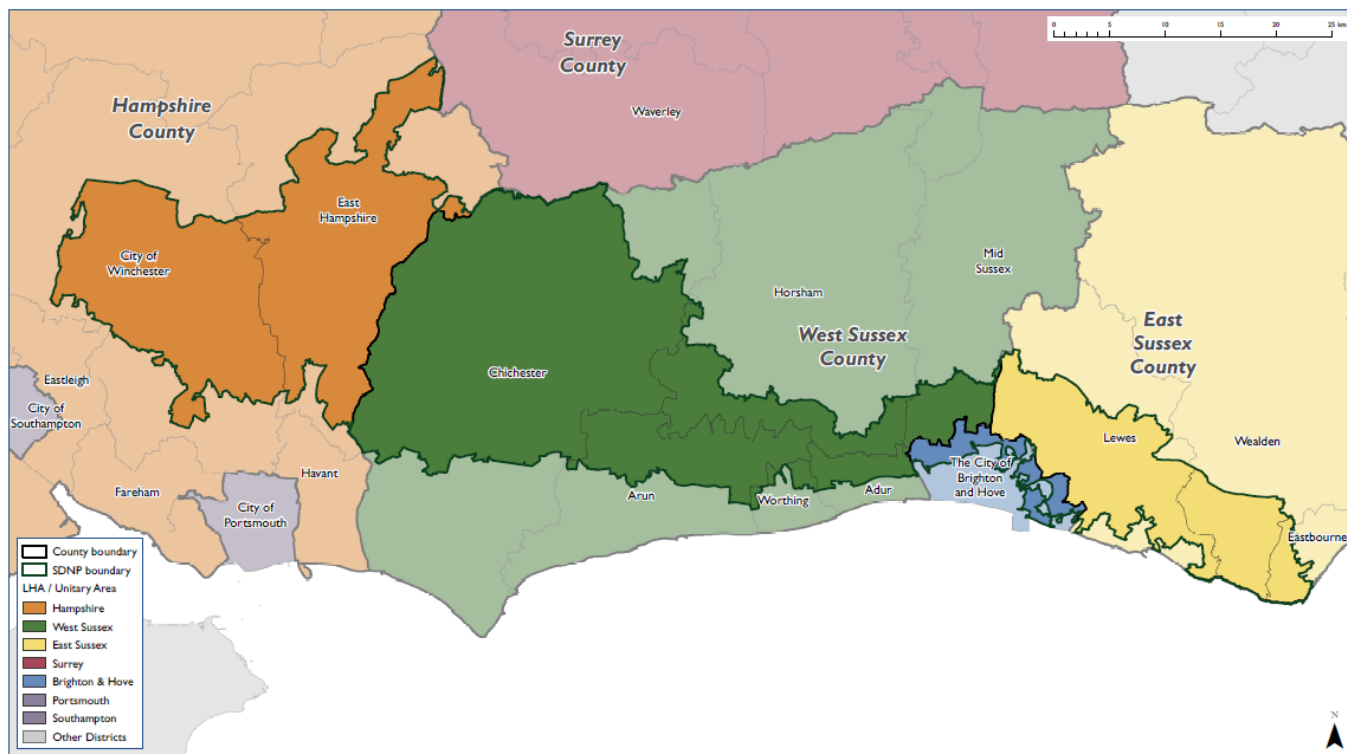
- South Downs Way
- Aspirational route
- Promoted route
- Strategic cycle route
- National cycle route
- Rail station
- Landmark
- Settlement
- South Downs National Park
- Coastline

Appendix vii: SDNP Access Schemes Prioritisation DRAFT

Stages		Actions / Outputs
1	Establish a leisure network plan	Vision map of coherent network identifying missing links, desired route patterns, hub / gateway opportunities, attractions
		Create a 'Tube map' of network and missing links
		Create a single list of identified schemes by category (from SDNP Vision, IDP, LHAs) <ul style="list-style-type: none"> - AN2-Leisure paths - AN6-Cross-town utility paths - Community improvements - Hub connections
		Create a GiS map of schemes
2	Outline scheme summary	Objective
		Broad outline of scheme - potential alignment options, barriers, partners / stakeholders, budget
		Benefits - identify audiences, community beneficiaries
		Connections to populations, amenities and key locations
		Demand - existing data
3	Scheme impact evaluation Allocated and weighted scoring system against key criteria to establish scheme ranking	Estimate demands - Cycle and walking flows: RATE / HEAT Tool, Department for Transport's Cycling Propensity Tool
		Connectivity – communities, destinations, transport hubs, employment, schools
		Benefit assessment and contribution to SDNPA C&W Strategy and access network (including economic and social)
		Deliverability – number of landowners / consent status, barriers, local community support, stakeholders
		Approx. cost, timescale, funding
		The top three schemes (in each category?) will be considered for feasibility work
4	Economic Study	Economic case funding from SDNPA?
		Report - Benefit Cost Ratio BCR for 20yr period - including health benefits / cost savings; CO2 reductions (WebTAG Unit)
5	Feasibility Study	Feasibility funding bids – internal, LHAs, LEPs, others
		Study - route alignment, environmental impacts, barriers, implementation priorities, budget
6	Design & Planning	Design & planning funding bids – internal, LHAs, LEPs, others
		Detailed design and planning permission to 'construction ready'
7	Construction	Construction funding bids – internal, LHAs, LEPs, others
		Delivery – phases as available
8	Evaluate and Monitor	Review and upgrade



Appendix viii: Local Authority Administrative Map



Appendix ix: Glossary of Terms and Acronyms

Accord	An agreement between NPA and LHAs for the Management of RoW and Access in SDNP
CAP	Countryside Access Plan. A statutory requirement for Local Highways Authorities (LHA) to produce a 10 year CAP or a Rights of Way Improvement Plan (RoWiP)
CIl	Community Infrastructure Levy is a planning charge on new developments collected by the Planning Authority
Construction ready	a scheme that has secured all the agreements and consents required to enable construction to begin
CWIS	Department for Transport (DfT.) Cycling and Walking Investment Strategy 2017
C2C	Coast to Capital Local Enterprise Partnership
DfT.	Department for Transport
DEFRA	Department for Environment, Food and Rural Affairs. The Government department with the portfolio for National Parks
EM3	Enterprise M3 Local Enterprise Partnership
GIF	Green Infrastructure Framework
HE	Highways England operates, maintains and improves England’s motorways and major A roads
IDP	Infrastructure Development Plan
LAF	A Local Access Forum is an independent statutory body and, by law, the organisations that they give advice to must have regard to that advice. They advise on the improvement of public access to land for the purposes of open-air recreation and the enjoyment of the area. The members represent the views of recreational users, land



	managers and others with an interest in countryside access.
LCWIP	Local Cycling and Walking Infrastructure Plan.
LEP	Local Enterprise Partnerships are voluntary partnerships between local authorities and businesses set up in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within the local area. They carry out some of the functions previously carried out by the regional development agencies.
LHA	Local Highways Authority such as Brighton and Hove City Council and the County Councils of Hampshire, West Sussex, and East Sussex.
LP	Local Plan sets strategic priorities for the SDNP and forms the basis for development guidance and planning policy which will be used to make decisions on planning applications in the SDNP.
2NP LSTF / LSTF2	Two National Parks Local Sustainable Transport Fund 2012-15/15-16 programme.
LTP	Local Transport Plan. An overarching plan (15-20 years) of transport (highways) priorities produced by Local Highways Authorities (LHA).
Neighbourhood Plan	A document written by the local community that sets out planning policies for the neighbourhood area.
NMU	Non-Motorised Users. A transport classification term to encompass all users of paved / unpaved paths such as pedestrians, cyclists, equestrians, mobility scooters.
NPE	National Parks England: the association of the Authorities which look after the 10 National Parks in England.
PHE	Public Health England: an executive agency of the Department of Health with operational autonomy to advise and support government, local authorities and the NHS.
PMP	South Downs Partnership Management Plan 2014-19.
RoW	Rights of Way. A way over which the public have a right to pass and repass. Depending on its status the route may be used on foot, on (or leading) a horse, on a pedal cycle or with a motor vehicle. Although the land may be owned by a private individual, the public may still gain access across that land along a specific route. The LHA is responsible for the RoW network
RoWiP	Rights of Way Improvement Plan. A statutory requirement for Local Highways Authorities (LHA) to produce a 10 year RoWiP or Countryside Access Plan (CAP).
SDLAF	South Downs Local Access Forum. A LAF (see above definition) for the South Downs.
SDNPA / NPA	South Downs National Park Authority
SDNPA C&WS	South Downs National Park Authority Cycling and Walking Strategy
SDW	South Downs Way National Trail between Winchester and Eastbourne
SELEP	South East Local Enterprise Partnership
Sport England	A non-departmental public body under the Dept. for Culture, Media and Sport
Utility path	A path or route linking to amenities and services that are used for regular 'everyday' type access, for example shopping or school

