

**Agenda Item No: 6**

**Report to: Cabinet**

**Date of Meeting: 9 June 2014**

**Report Title: Hastings Walking and Cycling Strategy**

**Report By: Monica Adams-Acton**  
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### **Purpose of Report**

To consider the draft Hastings Walking and Cycling Strategy, the comments received from the related public consultation and to adopt the Strategy.

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### **Recommendation**

That Cabinet adopts the appended version of the Hastings Walking and Cycling Strategy.

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### **Reasons for Recommendation**

To progress the adoption of the Hastings Walking and Cycling Strategy.

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## Introduction

1. The County Council (ESCC) and the Borough Council has prepared the Hastings Walking and Cycling Strategy. The Hastings Urban Bikes and Hastings Ramblers were involved in discussions over possible routes. The Strategy provides a supporting document to the County's Local Transport Plan 2011-2026 and its accompanying implementation plan. In terms of policies and proposed routes, the Strategy also aligns and is consistent with the adopted Hastings Planning Strategy and revised proposed submission version of the Development Management Plan.
2. There is an opportunity for walking and cycling to make a significant contribution to supporting the local economy in Hastings alongside the larger infrastructure projects by helping to reduce congestion on the local road network and further unlock development sites. The Strategy and accompanying implementation plan will focus on infrastructure improvements. The key objectives are:
  - To create a safer, convenient, efficient and attractive walking and cycling network that supports access to and within Hastings.
  - To provide targeted walking and cycling incentives, information and skills to motivate behavioural change towards more active travel.
  - To ensure that current and new local policies, strategy documents and commissions relating to economy, planning, transport, health and the environment facilitate access to walking and cycling for both utility and leisure purposes.
  - To support partnership working and shared responsibility for delivering actions in the short and longer term.
3. To support the delivery of the objectives, policies relating to infrastructure, marketing, training and initiatives are included. The policies include:
  - Pedestrian and cycle route prioritisation – particularly the development and funding of urban utility pedestrian and cycle routes.
  - Pedestrian and cycle route – infrastructure design informed by Department of Transport guidance.
  - Pedestrian and cycle provision – highway schemes – undertake a pedestrian and cycle audit to ensure their requirements are considered.
  - Cycle parking – review of existing and ensuring improved future provision.
  - Integration with public transport to provide better connected and seamless journeys.
  - Funding – securing development contributions, external funding and partner funding to develop routes and other infrastructure.
  - Publicity and promotion to promote the use of the walking and cycling infrastructure.
  - Training – bikeability training for children and adults
  - Travel plans – for new development including secured cycle parking, shower and changing facilities etc.
  - Walking and cycling initiatives – seek funding to deliver schools and workplace initiatives.
  - Monitoring (cycling) – levels of use will be monitored to assess changes.

4. The County and the Borough Councils will work to support the provision of new and enhanced cycle routes in the Borough and five routes have been identified in the Strategy which match those shown on the Development Management Plan Policies Map.
  - Coastal National Cycle Network (NCN 2) & additional links through the Country Park
  - Combe Valley (Crowhurst Road) to Alexandra Park via Silverhill
  - Alexandra Park to Conquest Hospital
  - Alexandra Park to Ivyhouse Lane Industrial Estate and Hastings Academy (through the Ore Valley)
  - Town Centre to Alexandra Park
5. The delivery of routes for utility purposes and related measures, as identified in the action plan, will be subject to funding being secured through a number of ways which include Section 106 funding through development, prioritisation of schemes within the County Council's integrated local transport capital programme and organisations, including the County, Borough and voluntary sector, using the Strategy document to support bids for appropriate external funding.

## **Public Consultation**

6. A public consultation on the Strategy was undertaken between 6<sup>th</sup> January and 17<sup>th</sup> February 2014. This included a well attended public consultation event at the Priory Meadow Shopping Centre on Saturday 18<sup>th</sup> January 2014 with representatives from the County Council, the Borough Council, Sustrans, Hastings Urban Bikes and Hastings Ramblers.
7. Ninety-five representations were received with significant support for the Strategy and the results were as follows:
  - 71% either strongly agreed or agreed that they were happy with the strategy overall, but 19% disagree or strongly disagree.
  - 73% either strongly agreed or agreed that the strategy objectives were clear, but 9% disagree or strongly disagree.
  - 58% either strongly agreed or agreed that the strategy approach contained the right policies to deliver the objectives, but 18% disagree or strongly disagree.
  - 59% either strongly agreed or agreed that the document was easy to read and understand, but 16% disagree or strongly disagree.
8. A summary of the comments received is contained in Appendix A. The main areas of concern were the route through Alexandra Park and in the Hastings Country Park. The issue was, in the main, a concern about possible conflict between cyclists and pedestrians. The Strategy seeks to define the primary routes in principle and it is considered that cycle routes can be accommodated without causing conflict with pedestrian usage of these areas. The detailed design of specific routes will be a matter for further work and detailed consultation as routes are brought forward for implementation. The Borough Council will undertake consultation on routes through its own land such as Alexandra Park and the Hastings Country Park. No significant changes are proposed to the draft consultation version of the Strategy and those changes are outlined in Appendix A.

9. In respect of the route proposed from Hastings Station eastwards at the rear of the Station Plaza college and university buildings the Borough Council will continue to work with the County Council, Hastings Urban Bikes, Network Rail and the University of Brighton to seek to achieve a cycle and pedestrian link.

## Conclusions

9. It is recommended that Cabinet adopts the Hastings Walking and Cycling Strategy version attached to this report at Appendix B. Following adoption the County Council will then also adopt the Strategy. The detailed route designs will be a matter for specific detailed consultation when sections of the proposed routes are brought forward. The Strategy will form the basis for future provision of walking and cycling routes in Hastings and any associated infrastructure and facilities.

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### Wards Affected :

Ashdown, Baird, Braybrooke, Castle, Central St. Leonards, Conquest, Gensing, Hollington, Maze Hill, Old Hastings, Ore, Silverhill, St. Helens, Tressell, West St. Leonards, Wishing Tree

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### Area(s) Affected :

Central Hastings, East Hastings, North St. Leonards, South St. Leonards

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### Policy Implications

Please identify if this report contains any implications for the following:

Equalities and Community Cohesiveness	NO
Crime and Fear of Crime (Section 17)	NO
Risk Management	NO
Environmental Issues	YES
Economic/Financial Implications	NO
Human Rights Act	NO
Organisational Consequences	NO
Local People's Views	YES

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### Background Information

Appendix A - Responses to the comments received and proposed changes to the Hastings Walking & Cycling Strategy

Appendix B - Draft Hastings Walking and Cycling Strategy – available on the HBC website at

[http://www.hastings.gov.uk/static/meetings\\_docs/140609~cabinet~report01~Hastings\\_Walking\\_and\\_Cycling\\_Strategy\\_May\\_2014.pdf](http://www.hastings.gov.uk/static/meetings_docs/140609~cabinet~report01~Hastings_Walking_and_Cycling_Strategy_May_2014.pdf)

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## Appendix A - Responses to the comments received and proposed changes to the Hastings Walking & Cycling Strategy

Comments received (in brackets are the number of comments received for an issue)	Response	Suggested changes to strategy
<p><b>Question 5 - If you disagree or strongly disagree with any of the statements regarding the overall strategy, whether the objectives are clear, whether the strategy includes the right policies and whether it is easy to read and understand, explain why this is?</b></p>		
<p><b>Comments - Specific routes</b></p>		
<p><b>Hastings Country Park (9)</b> Route 1 – Cycling should not be introduced into Hastings Country Park, this should remain for pedestrian access only and this area includes areas of Site of Special Scientific Interest (SSSI) and a scheduled ancient monument.</p>	<p>This route is supported by the Hastings Local Plan, Development Management Plan Policies Map (March 2014).</p> <p>The concerns of a route passing through the Countryside Park are noted. The purpose of the strategy is to identify the strategic routes linking the places that local people would use for accessing key services along with leisure.</p> <p>The proposed routes are <b>not definitive</b> and will be subject to the prioritisation of funding for both feasibility and design work, where route alignment and issues and opportunities, including environmental factors, will be assessed and consulted on prior to final design and future delivery. The Borough Council will undertake further public consultation.</p>	None
<p><b>Shared cycle route – Alexandra Park (3)</b> Proposal to include a shared cycle route through Alexandra Park is opposed on grounds of health and safety.</p>	<p>A shared facility for the top section of Alexandra Park was undertaken with various stakeholder groups early in 2013.</p> <p>The outcome of the consultation is that taking all comments and concerns into account along with suggestions for alternative routes. All options will be considered to gauge whether any other route options are viable.</p>	None

	<p>This is still the current situation. Any proposal within Alexandra Park would require consultation and ultimately approval from English Heritage as the Park is a grade II* registered park. The Borough Council will undertake a further public consultation.</p>	
<p><b>Bulverhythe Coastal Link (2)</b> The scheme is poor value for money, following recent storm damage to the route surface. Require a better surface to make route more attractive.</p>	<p>Although this scheme is referenced in the strategy document, the recent damage to the route cannot be considered as part of this consultation. A temporary repair to the surface has been undertaken whilst a longer term solution for is investigated.</p>	None
<p><b>General Comments - routes</b></p>		
<p><b>Prioritisation of cars not cycling</b> Condition of roads in Hastings poor and road improvements should be prioritised not cycling.</p>	<p>A programme to tackle the repair of potholes is being undertaken which will benefit all road users.</p> <p>As the local highway authority has a duty to produce a local transport strategy that meets with the needs of all road users in the county. The strategy is supported by an Implementation Plan 2011/12 – 2015/16; the priority for Hastings is to implement transport measures at a strategic and local level that will contribute to local economic growth.</p> <p>Therefore in order to achieve this, the Implementation Plan outlines a range of transport measures, including improvements on the transport network to improve traffic flow, improvements to key walking and cycling routes and public transport, to ensure that all road users benefit.</p>	None
<p><b>Cyclist/pedestrian Safety</b> The strategy does not address the safe integration of cyclists and pedestrians on paths.</p>	<p>The concern raised is noted and this issue will be assessed at the feasibility stage of route development, but this will be subject to funding availability. Similar concerns were expressed prior to the opening of the seafront cycle route but no significant issues have arisen.</p>	The issue and how this will be managed is referenced in section 5 of the strategy.
<p><b>Route location (3)</b></p>	<p>The purpose of the strategy is to identify the strategic routes linking</p>	None to strategy

<p>There is a problem with the proposed routes, it is impossible to understand where they will be located. Need to consider journey safety, route attractiveness. The map is not very clear to read.</p>	<p>the places that local people would use for accessing key services along with leisure.</p> <p>The proposed routes are <b>not definitive</b>, and will be subject to the prioritisation of funding for both feasibility and design work, where route alignment and issues and opportunities, including safety and route attractiveness, will be assessed and consulted on prior to final design and future delivery.</p>	<p>document.</p> <p>The design of the map will be reviewed.</p>
<p><b>Use of road infrastructure/challenging town topography (2)</b> Proposed routes unachievable using existing road infrastructure, have not taken account of the town topography. The strategy has been drawn up by people unfamiliar with the town and should have involved HUB to demonstrate the challenges that cyclists face.</p>	<p>The purpose of the strategy is to identify the strategic routes linking the places that local people would use for accessing key services along with leisure.</p> <p>The proposed routes are <b>not definitive</b> and will be subject to feasibility, where route alignment will be assessed prior to design work. The concerns raised in regards to use of existing road infrastructure and topography will be assessed be as part of the consultation exercise regarding this scheme, subject to funding being prioritised for this route.</p> <p>The strategy was developed by a working group, including County and Borough Council officers in partnership with Hastings Urban Bikes and Hastings Ramblers, who are all familiar with the town. This included a number of sites visits to review the proposed strategic routes.</p>	<p>None</p>
<p><b>Shared use Pedestrians and Cyclists (2)</b> Pedestrian improvements should be prioritised above improvements for cyclists due to their greater vulnerability.</p>	<p>The concern raised is noted and this issue will be assessed at the feasibility stage of route development, but this will be subject to funding availability.</p>	<p>The issue and how this will be managed is referenced in section 5 of the strategy.</p>
<p><b>Infrastructure not 'softer measures'</b> Infrastructure should be prioritised above softer</p>	<p>Whilst the importance of prioritising routes is recognised, it also important that softer measures, particularly measures</p>	<p>None</p>

measures.	that improve the confidence of people using existing or new walking and cycling infrastructure, such as training and incentive schemes, can be very effective at encouraging active travel for everyday journeys.	
<b>Comments – Softer Measures</b>		
<b>Promotion of routes</b> Needs to reference how use of routes by those currently not choosing to walk or cycle to access the town and other key services will be tackled.	Subject to the outcome of a recent bid to the Department for Transport Local Sustainable Transport Fund, a project will be delivered with school communities and workplaces to deliver initiatives and support to use existing and new walking and cycling infrastructure in the town.	None – already referenced in Appendix 2 Implementation Plan.
<b>Working with business</b> Need to work with business to ensure provision for employees at workplace if chosen to walk or cycle to work.	The Sustrans Smarter Business Travel project is currently working with businesses to support an increase in sustainable travel for both commuting and business related journeys, and to assist businesses with the delivery of measures to support this. A bid has been made to the Department for Transport Local Sustainable Transport Fund, to continue the funding of this project during 2015/16.	None
<b>Safe and secure cycle parking</b> Currently insufficient at most destinations.	An audit of cycle parking provision will be undertaken in 2014/15, and funding sought for future delivery.	None
<b>Comments - Document</b>		
<b>Document includes transport jargon</b> Need to remove the transport jargon to make it understandable to the general public.	Comments noted.	A summary document will be developed and published alongside the strategy.
<b>Document length (4)</b> Document too long, should be summarised.	Comment noted.	A summary document will be developed and published alongside the strategy.



<b>Approval (4)</b> Agree with the strategy in principle.	Noted	None
<b>Question 6 – Comments in regards to measures included in the implementation plan.</b>		
<b>SMART targets (6)</b> Needs to be an emphasis on time based targets, it makes the implementation very unambitious and unclear.	Funding to deliver the strategy implementation plan cannot be guarantee at this point, but the plan will support the seeking of future funding opportunities by all members of the strategy working group.	None
<b>Approval (2)</b> Agree with the measures	Comments noted.	None
<b>Route location</b> It is difficult to understand where routes will be located.	The purpose of the strategy is to identify the strategic routes linking the places that local people would use for accessing key services along with leisure.  The proposed routes are <b>not definitive</b> , and will be subject to the prioritisation of funding for both feasibility and design work, where route alignment and issues and opportunities, including safety and route attractiveness, will be assessed and consulted on prior to final design and future delivery.	None to strategy document.  The map design will be reviewed.
<b>Feeder Routes (4)</b> Require additional routes, there are missing links i.e. town centre to Baldslow, links to Fairlight, to Rother.	The strategy is in alignment with Borough Council, Local Plan, Development Management Plan Policies Map.  Feeder or secondary routes will be considered during the feasibility stage of any route development.	None
<b>Infrastructure to support cycling (2)</b> Integration of cycle lanes with junctions, advanced stop lines, additional cycle counters.	Infrastructure to support cycling will be considered at the design stage of any route development work. These factors will also be considered when other small transport schemes are being developed in the town, to ensure the needs of pedestrians and cyclists are considered, as outlined in Policy 3 within the strategy.	None
<b>Enforcement</b> Require enforcement of advanced stop lines.	The matter will be raised with the Police who are the enforcement authority in this instance. This will be raised at the next East Sussex Cycle Partnership	None

	meeting in June 2014, which will be attended by Sussex Police.	
<b>Shared routes &amp; Using existing Infrastructure</b> Support use of shared routes, as long as basic codes of respect are encouraged. Should establish shared routes on existing paths suitable for cyclists and pedestrians.	The establishment of shared routes using existing paths will be considered at the feasibility stage of route development. A campaign to encourage the sharing of road space/environment will be considered, subject to funding.	None
<b>Shared cycle route – Alexandra Park (2)</b> Support use of a cycle route through Alexandra Park.	Comments noted.	None
<b>HUB</b> HUB should be involved in the development and delivery of the strategy.	As outlined in the strategy, HUB is a key member of the strategy development and delivery group.	None
<b>Shared cycle route – Alexandra Park (2)</b> Strongly disagree with a cycle route through the park on safety grounds.	Consultation on a shared facility for the top section of Alexandra Park has been undertaken, with various stakeholder groups early in 2013. The outcome of the consultation is that taking all comments and concerns into account along with suggestions for alternative routes. All options will be considered to gauge whether any other route options are viable.  This is still the current situation. Any proposal within Alexandra Park would require consultation and ultimately approval from English Heritage as the Park is a grade II* registered park. The Borough Council will undertake a further public consultation.	None
<b>‘Softer measures’</b> <b>Bikeability</b> should be prioritised within the plan. <b>Travel Campaign – Shared use</b> - Suggest a public education campaign to promote sharing of space from all road users. <b>Marketing Actions</b> Should include actions for route mapping especially NCN2. <b>Bike It</b> – suggest that this scheme is extended to the	The ‘softer measures’ outlined in the strategy action plan are all subject to external funding. A bid was recently submitted to the Department for Transport Local Sustainable Transport Fund, the outcome of this bid will be known in July 2014.	None

unemployed. <b>Softer Measures delivery timescale</b> - should not be delayed until 2015/16		
<b>Proposed route – Barley Lane – Warren Road</b> Supported and would benefit disabled users.	Comments noted.	None
<b>Hastings Country Park (3)</b> Disagree with a route through Hastings Country Park, this section should be removed from the strategy in order to not ruin a key walking asset in the town; an alternative route could use the path running alongside Fairlight Road.	This route is supported by the Local Plan, Development Management Plan Policies Map.  The concerns of a route passing through the Countryside Park are noted. The purpose of the strategy is to identify the strategic routes linking the places that local people would use for accessing key services along with leisure.  The proposed routes are <b>not definitive</b> and will be subject to the prioritisation of funding for both feasibility and design work, where route alignment and issues and opportunities, including environmental factors, will be assessed and consulted on prior to final design and future delivery. The Borough Council will undertake public consultation on detailed proposals.	None
<b>Seafont</b> Pedestrian demarcation of seafont route, cycle path should be a different colour.	The shared route was monitored during the first year of operation and it is shown to be effective, with no changes to be recommended.	None
<b>Cycle Parking Audit</b> Suggest that this undertaken by volunteers, cycle parking should be safe and secure and located at transport interchanges.	This is included as an action and the support by local volunteers would be welcomed, and it is hoped to organise this through HUB.	None
<b>Volunteers/Local Community</b> Use of volunteers should be included as an action to support the delivery of the strategy, and local community/forums to encourage a high level of community participation.	This would be valued but will require resource to manage. The local community will be consulted on any future development of routes included in the strategy. The local community could also be involved if funding is secured to deliver the revenue based 'softer measures'.	None
<b>Routes 2 – Conquest Hospital – suggest route uses</b>	Comments noted. This will be reviewed when any feasibility work	None

Ghyllside Avenue and not Parkstone Road	is undertaken on the development of route 2.	
Route 1 – Unsure if Easthill lift could be used by cyclists	Comments noted. This will be reviewed when any feasibility work is undertaken on the development of route 1.	None
<b>Question 7 – Other Comments and suggestions about the strategy</b>		
<b>General comments on routes</b>		
<ul style="list-style-type: none"> <li>Route 1 should not pass through Hastings Country Park – key walking areas in the region and an SSSI area.(4)</li> <li>Bulverhythe link not a successful route – due to poor surface. (3)</li> <li>Alexandra Park – should not be included on grounds of safety.</li> <li>Alexandra Park – should be included and prioritised.</li> <li>Increase widths of shared spaces for cyclists/pedestrians to ensure safety.</li> <li>Improve safety for cyclists on roads – signage, safety zones.</li> <li>It is difficult to understand where routes will be located.</li> <li>Pedestrians outnumber cyclists – some parts of the network should be prioritised for pedestrians.</li> <li>More feeder routes from main identified routes.</li> <li>Another route should be considered running alongside Hollington Stream from Ponswood Industrial Estate to West St Leonard’s seafront.</li> <li>Why is a route not included on the link road?</li> <li>Lighting should be included on the cycle path</li> </ul>	<p>Comments are as outlined for question 5 &amp; 6.</p> <p>Comments as outlined in question 5.</p> <p>Comments are as outlined for question 5 &amp; 6.</p> <p>Comments are as outlined for question 5 &amp; 6.</p> <p>This will be considered as part of any feasibility work.</p> <p>This will be considered as part of any feasibility work.</p> <p>Comments as outlined in 5 &amp; 6.</p> <p>This will be considered as part of any feasibility work.</p> <p>Comments as outlined in question 6.</p> <p>Consideration will be given for further routes at a future review but those identified are considered the strategic routes of most importance.</p> <p>A Greenway for pedestrians, cyclists and horse riders, running alongside the Bexhill – Hastings Link Road will be delivered as part of the development of the road.</p>	<p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p>

<p>between Bexhill and Hastings.</p> <ul style="list-style-type: none"> <li>• How will route 2 link with the BHLR Greenway?</li> <li>• Potential for off road tracks country parks to increase visitors – potential to the north.</li> <li>• Potential for a route along the ridge and down Battle Road and London road would provide a strategic link. (2)</li> </ul>	<p>The decision as to whether the Bulverhythe Coastal Link was illuminated was given careful consideration during the design process ensuring that design standards were adhered to. Where routes are used primarily for recreation, it might not be necessary to light them. As the route lies within the Bulverhythe Beach and Shingle Cliffs Site of Nature Conservation Importance (SNCI) as well as Little Galley Hill Regionally Important Geological Site (RIGS) it was not felt environmentally acceptable to provide full lighting along the route. The scheme was subjected to various safety audits to ensure the route is safe and it was acknowledged that no lighting would be provided nor deemed necessary at this location.</p> <p>This will be considered as part of any feasibility work for route 2.</p> <p>This will be considered as part of the Rother Walking &amp; Cycling Strategy.</p> <p>This can be considered as part of route development in this area, or other secondary routes.</p>	<p>None</p> <p>None</p> <p>None</p> <p>None</p>
<p><b>Comments on Cycling Infrastructure</b></p>		
<ul style="list-style-type: none"> <li>• Dedicated traffic lights for cyclists. (Queens Road/St Helens Road)</li> <li>• Shared cycle and pedestrian zones</li> <li>• Advanced stop lines (2)</li> <li>• Segregated cycle routes on key routes in the town. (2)</li> <li>• Support on road cycling for utility trips</li> <li>• Cycle contra flows</li> <li>• Integration with public transport (2)</li> <li>• Routes should be safe and lit.</li> </ul>	<p>All of the comments below will be considered as part of any feasibility and design work for routes included in the strategy.</p>	<p>None</p>

Other general comment		
<ul style="list-style-type: none"> <li>• Link with cycle tourism.</li> <li>• Enforcement of cycle lanes. (2)</li> <li>• Measurable targets to increase walking and cycling.</li> <li>• Cycle parking located where cycle parking banned – this provides a confusing message.</li> <li>• Needs a strategic aim that anywhere in Hastings and St Leonard’s should be within a 5 minute ride of a route.</li> <li>• A large elderly population that will not benefit from funding spent on this strategy, but please a smaller group of the community.</li> <li>• Great idea to make cycling safer and more fun.</li> <li>• Excellent/commendable work – could be used enhance the attraction of Hastings for both residents and visitors.(7)</li> <li>• Some good routes included with the potential to add to these.</li> <li>• Should be measures to promote the use of tricycle carts for courier/delivery work.</li> <li>• Support ‘Greenway’ concept.</li> <li>• Could push chair users be included as a separate group.</li> <li>• The rangers and Hastings Area Archaeological Research Group (HAARG) should be consulted as part of the plans.</li> <li>• Conflict for people with certain disabilities and shared routes; suggest during construction that</li> </ul>	<p>Agree; yes reference to this will be made in the strategy.</p> <p>Comments as outlined in question 6. Levels of walking &amp; cycling will be reviewed but targets will not be included. This will be reviewed as part of the cycle parking audit.</p> <p>This is not considered realistic as a target at this time but can be considered at a future review.</p> <p>Comments noted. The strategy will benefit both pedestrians and cyclists and route development will integrate with public transport where feasible.</p> <p>Comments noted. Comments noted.</p> <p>Comments noted.</p> <p>This could be considered as part of Sustrans Smarter Business Travel Project operating in Hastings, these comments will be forwarded to them. Comments noted. Push chair users will be considered as pedestrians. They will be consulted as part of any feasibility work on the development of routes.</p> <p>Consultation will be undertaken with relevant groups during the design phase of any routes to consider all local needs.</p>	<p>Will be included within paragraph 3.10.</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p>

<p>designers refer to Guide Dogs for the Blind Association and National Federation for the Blind for input.</p> <ul style="list-style-type: none"> <li>• Good to see that it considers all aspects of life not just transport, support public health and wellbeing.</li> <li>• Suggest use of 'share the road' safety campaigns</li> <li>• Concern raised that established paths/routes will not be used and create more signage/lights and hazards.</li> <li>• Suggest working with businesses to include measures that supporting cycling in workplace.</li> </ul>	<p>Comments noted.</p> <p>If external funding is secured, this will be considered.</p> <p>As stated in question 6, this will be considered at the feasibility stage of any route development.</p> <p>This is being undertaken in Hastings as part of the Smarter Business Travel Project.</p>	<p>None</p> <p>None</p>
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