

23 May 2016

Walking and Cycling Team

Department for Transport

By email: [walking.cycling@dft.gsi.gov.uk](mailto:walking.cycling@dft.gsi.gov.uk)

Dear Sir or Madam,

**Representations from CPRE Sussex as part of the 'Cycling & Walking Investment Strategy' public consultation, May 2016.**

This letter is the formal response of the Campaign to Protect Rural England Sussex Branch (CPRE Sussex) to the 'Cycling & Walking Investment Strategy' public consultation (hereafter referred to as the Strategy.)

CPRE Sussex works to promote the beauty, tranquillity and diversity of the Sussex countryside by encouraging the sustainable use of land and other natural resources in town and country. We encourage appropriate and sustainable land use, farming, woodland and biodiversity policies and practice to improve the well-being of rural communities.

CPRE Sussex advocates well-connected rural areas with excellent sustainable transport links. We support investment in transport modes which deliver a low carbon economy and promote the health and wellbeing of rural communities.

Our comments on the Strategy are as follows;

**8.1 The Expert Committee**

CPRE Sussex would like to ensure that whilst the Expert Committee is "suitably represented by relevant business and commercial experts beyond the immediate world of cycling and walking" It is also well represented by expert walking and cycling organisations, rural communities and environmental organisations.

**Local Cycling and Walking Infrastructure Plans (LCWIPs)**

CPRE Sussex supports the concept of Local Cycling and Walking Infrastructure Plans.

**Engagement with Local Enterprise Partnerships (LEPs)**

LEPs are not democratically elected bodies and their primary aim is to deliver growth. CPRE Sussex would like to see wider involvement from organisations which represent the needs of local communities more broadly.

### **Sharing knowledge and lessons learned by Cycling Ambition Cities, and five Walking Cities**

It seems that the government's programme is centred on cities. CPRE Sussex would like to see more examples from rural communities.

### **8.3 Cycling Delivery Plan**

CPRE Sussex supports the vision. Leadership and actions; funding; infrastructure and planning; and safety/perceptions of safety should be fundamental themes. However, more information is needed about who will lead on delivery so that non-devolved authorities and rural Districts can still benefit.

### **8.4 The second Cycling and Walking Investment Strategy.**

We would like to see more consultation events in rural areas.

### **8.5 Ambition of three themes - Better Safety - Better Mobility, Better Streets**

CPRE Sussex would like to see Better 'rights of way' instead of just streets to better reflect the countryside.

### **The roles of national government departments, local government, other public bodies, businesses and the voluntary sector in delivering the strategy.**

CPRE Sussex would like to see the government change its focus of funding and delivery from the LEPs to the National Park Authorities and County Councils in those areas which are not served by major metropolitan boroughs or by combined authorities.

### **4.1 Increasing cycling activity**

Greater support is needed for cycling in rural communities – for example, greater provision of safe cycle paths.

### **Reverse the decline in walking activity.**

The government needs to support local authorities through the Planning Inspectorate to ensure that inappropriate locations are not developed under pressure to achieve more housing. The government also needs to encourage walking provision to connect new developments with nearby facilities and village centres.

### **Reduce the rate of cyclists killed or seriously injured on England's roads.**

The government should provide funding to deal with blackspot locations so as to make roads and junctions safer for cyclists

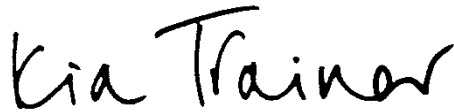
### **Increase the percentage of children aged 5 to 10 that usually walk to school.**

CPRE Sussex again believes that this can be supported through development 'in the right places' but also through improving the safety of rural pathways and support for school travel plans.

#### **4.2 Double cycling.**

The government should call for specific projects which encourage cycling in the national parks and in rural communities, including long-distance routes and routes to link schools, residential areas, employment areas and railway stations. The government should encourage greater use of CIL for cycling infrastructure

Yours faithfully,

A handwritten signature in black ink that reads "Kia Trainor". The signature is written in a cursive, flowing style.

Kia Trainor  
**Director**  
**CPRE Sussex**