

THE RYE GREENWAY



A community-led initiative to create a 1.5 km route for pedestrians and cyclists linking residential, educational, sports, leisure and shopping facilities within Rye.

The aim is to create a safe, shared route for walkers, cyclists, push-chair users and less able people between key attractions in the northern half of Rye and to encourage sustainable and healthy lifestyles.

Report prepared by Nick Hanna on behalf of the Rother Environmental Group, funded by the Rother Environmental Group, the Little Cheyne Wind Farm Community Fund (RWE Innogy) and the Sussex Community Foundation



1. Introduction

In 2011 the Rother Environmental Group (www.rotherenvironmental.org.uk) commissioned the Rye Cycle Study, with the aim of identifying issues affecting cyclists in and around the town. One of the

conclusions to emerge from this study was that there was the potential to connect housing areas and educational, sports, leisure and shopping facilities with a continuous pedestrian and cycle route linking existing rights of way, quiet residential streets, and newly-created cycleways. The route would require two new bridges, one of which is already planned.

Provisionally entitled The Rye Greenway, the new route would connect the residential areas of Valley Park (125 homes) and Tilling Green (800 homes) with Rye College/The Studio School, Rye Community Primary School, Rye Sports Centre, Rye Scouts Hut, Mason's Field play & sports area, the proposed new supermarket, and the town in general. It would also connect with the High Weald Landscape Trail and the surrounding countryside.

2. Stakeholders:

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East Sussex County Council

Rother District Council

Rye Town Council

The Rye Academy Trust (Rye College and Rye Studio School)

Rye Community Primary School

Rye Sports Centre

The Rye Partnership

Tilling Green Residents Association

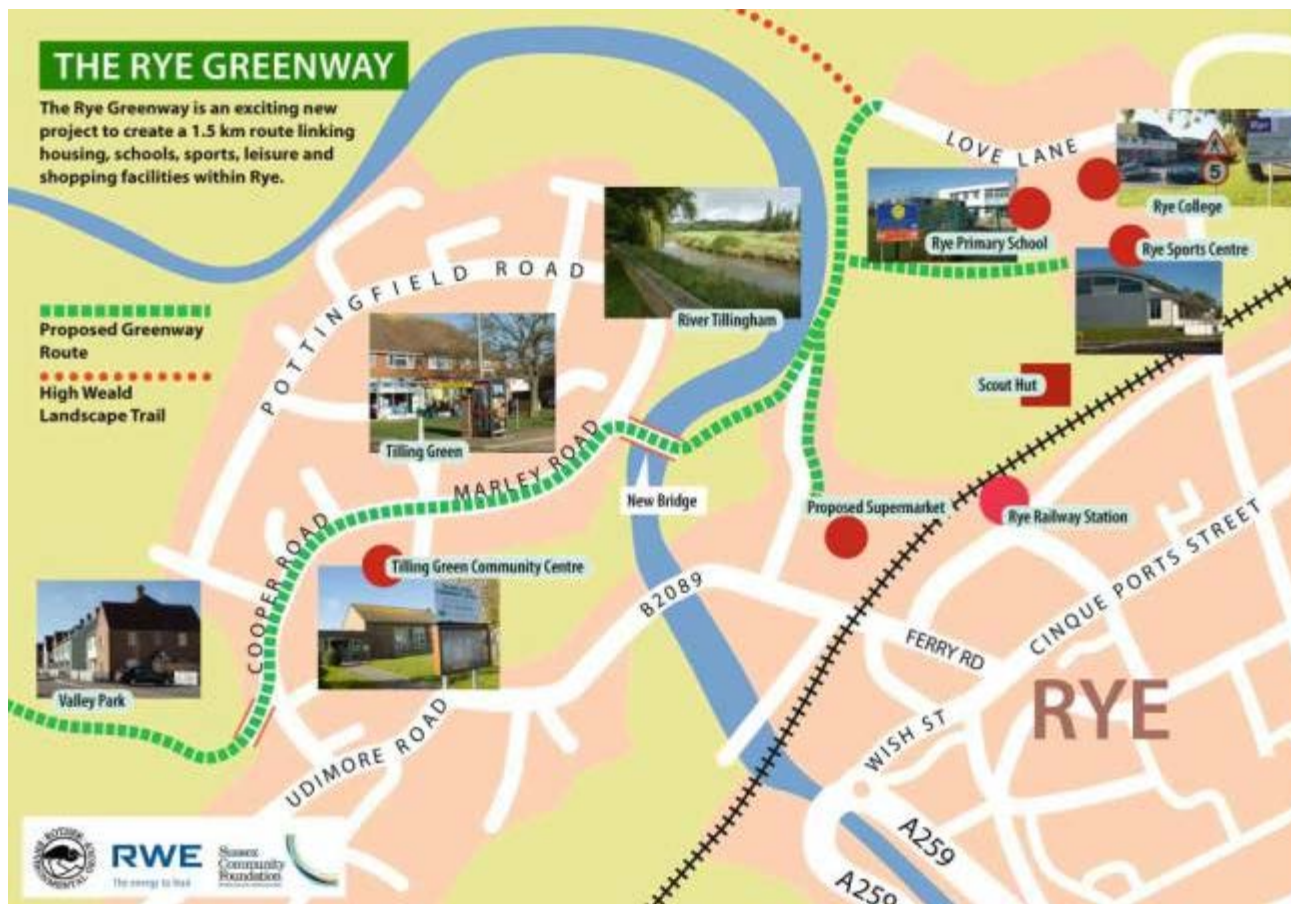
Valley Park/Aroncorp Ltd

Amicus Horizon

Rother Environmental Group

Rye Ramblers

Rye Wheelers



3. Supporting Comments:

“I am aware from previous conversations with my constituents of the need for such a route for pedestrians and cyclists to enable them to access the important parts of town in ease and safety, protected from vehicular traffic. I therefore have no hesitation in giving my wholehearted support to this fantastic proposal which, if realised, would offer the community so many benefits”.

Amber Rudd, Member of Parliament for Hastings & Rye.

“We strongly support any moves that improve the safety of our students travelling to and from school and promote healthy and sustainable methods of travel. We believe this is a thoroughly worthwhile project, excellent value for money and one that will do much to improve the lifestyle of our students. We therefore add our support to the Rye Greenway in full”.

Bernard Thompson, Business Manager, Rye Academy Trust.

“I believe it will be of huge benefit to the town, with improved safety for children. We are very interested in being part of this scheme, and we hope that you are successful in your plans for its development”.

Paul Reilly, Headteacher, Rye Community Primary School.

“We would be proud to be part of a Greenway which would increase access for a range of people to come and use our facilities. Not only would it increase the people participating in activities at the Sports Centre but would also allow a new set of users to the centre that might not necessarily have come to us before”.

Philip Benton, Manager, Rye Sports Centre.

“This is exactly the sort of project that the Board wishes to support. It meets several of our own strategic objectives, including connecting the isolated communities of Tilling Green and Valley Park to the main town in a safe manner, and encouraging healthy living activities such as cycling and walking”.

Chrissy Stower, Chief Executive Officer, Rye Partnership.

“The Tilling Green Residents Association committee resolved to fully support the Rye Greenway project. TGRA feel that the route would be in the best interests of the residents of Tilling Green and Valley Park and provide a much needed, safer environmentally friendly alternative route to the schools, sports centre, town and beyond”.

Tilling Green Residents Association

“I think it is a brilliant idea. The Greenway can be seen as essential for getting young people independently out and about, young mothers and the elderly walking more and leading to healthier, less sedentary lifestyles”.

Linda Graham, Rye Ramblers.

See Appendix C for full letters.

4. Policy Background:

1. The Rye Greenway would meet multiple targets in East Sussex County Council’s Local Transport Plan (LTP3 2011-2026). For the Battle, Rye and rural Rother area, the key priorities in LTP3 include: “focus on improvements on safe, coherent walking and cycling routes on key/routes corridors in Battle and Rye”.

The Rye Greenway comes near the top of the list of ESCC’s priorities, which are defined as:

- a) Urban utility cycle routes under 5km, especially
 - The National Cycle Network where it serves as a utility route.
 - Safer routes to schools and other educational facilities.

- Routes from residential areas to key trip attractions.

See Appendix A for full details

2. The Greenway would meet multiple objectives within Rother District Council's Local Development Framework Core Strategy, part of the Local Development Framework (LDF) which sets out the overall vision and general distribution of development for the district up to 2028.

Section 10 relates to **Rye & Rye Harbour**. Amongst its main objectives are:

- (i) To work with stakeholders to improve traffic management, tackle congestion and promote sustainable transport measures.
- (iii) To enhance sustainable tourism and leisure.
- (vi) To secure investment in community facilities and in new and/or improved pedestrian and cycle routes linking residents to their facilities.

On a wider scale, the project would also meet numerous objectives within the context of Sustainable Resource Management, Communities, Recreation, Supporting Young People and Transport and Accessibility.

See Appendix A for full details.

5. The Route:

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A. Valley Park to Tilling Green

Valley Park is a new development set in 27 acres on the north-east outskirts of Rye which will comprise around 135 New England-style houses when completed. The development is in a park-like setting which will also include a footpath network and two children's play areas. As part of their planning obligation, the developers, AronCorp Limited, will be contributing towards the 'Ferry Road Cycleway' (see page 10). They are also intending to increase pedestrian links to the estate by building a new bridge which will span a drainage ditch in the south-eastern corner of the valley, linking FP35 into Cooper Road on the Tilling Green estate (see picture on following page). Following discussions with AronCorp on the potential role this linkage could play in an expanded pedestrian/cycle route through northern Rye, they have agreed to look into the costs involved in making this new bridge wide enough to accommodate cyclists as well as pedestrians.

Action point: Clarification needed from the local authority on maintenance issues for this bridge, although since concrete is the proposed material these should be minimal.

B. Tilling Green to the River Tillingham.

The Tilling Green estate comprises around 800 households and comprises around 25% of Rye's

population. However, it has a Multiple Deprivation Index ranking of 8,493, putting it in the bottom of 26% of 32,000 areas in England. It is also in the bottom 20 % of all areas of England in terms of Income Index, and in the bottom 6% for education, skills and training. 39% of households have no car (England: 26%).

The route of the proposed new cycleway would run from Cooper Road to Mason Road, passing near to the Tilling Green Community Centre and community shops.



Ditch between Valley Park and Cooper Rd (left); a potential bridge location across the Tillingham (right).

C. Crossing the River Tillingham

It would require a new bridge across the River Tillingham – some examples of recent bridges built by Sustrans are illustrated below. The bridge would need to meet the requirements as set out by the Environment Agency – a site meeting has taken place with Deborah Barton, Flood and Coastal Risk Management Officer, who has indicated that there are no objections on principle from the Environment Agency.

See Appendix B for details.



Size 9.10m x 2.50m

Materials Green Oak handrails, marina decking, 406 x 178 I beam, 152 x 127 transverse, 400 x 200 rolled hollow sections

Costs £19,049



Size 19m x 3.0m

Materials 4 No 533 x 210 x 82UB with plate deck
Costs £97,000 (Piling £13k, Fabrication £59k, Civils £18k)



D. Butt's Marsh

A new 2.5m path would then be required for 200m across Butt's Marsh to join with the existing tarmac footpath. Construction costs are estimated to be around £10,000.

The new path would intersect with FP20 (which crosses Butt's Marsh on its eastern fringe) and FP21a (southbound) and FP21b (northbound) at the north end of Tillingham Avenue. FP21 forms part of the High Weald Landscape Trail, providing access to open countryside at the end of Love Lane.

Action point: Clarification needed from RDC on the planning process for a path crossing Butt's Marsh, or re-alignment of FP20 or upgrading FP20 to a bridleway.

E. Ferry Road to Love Lane

The route from Ferry Road along FP21 northwards running alongside Tillingham Avenue is scheduled to be upgraded for approximately 250m if a new supermarket is built on the site of the former Thomas Peacocke Lower School. Planning applications from the rival contenders for this site both envisage a route connecting to the schools/sports centre zone:

The Sainsbury's application states that: *"The inclusion of a cycle/footway link from Ferry Road to the Rye Leisure Centre to the north of the store will be incorporated with the scheme. This will largely follow the route of an existing footpath running along the western boundary but will be upgraded and widened to suit"*.

The Tesco application states that: *“The scheme proposes an integrated cycleway/footpath that links Ferry Road with the open spaces to the north, via the edge of the woodland to the east boundary. The existing footpath to the west will be retained..with new plantings”*.

This route is part of the High Weald Landscape Trail, a long-distance path which starts at Strand Quay, Rye and runs for 140km/90 miles through the High Weald Area of Outstanding Beauty to end at Horsham.

In terms of local connections, it provides a 3 mile/4.8km off-road route connecting Rye to Peasmarsch. To the south, it connects with the Saxon Shore Way and 1066 Country Walk.

From FP21 a broad, tarmac path leads down to Rye Community Primary School, Rye College, Rye Sports Centre and the Scout Hut. This fenced-in route was routinely shut outside of school hours until the recent conversion of the college to an Academy: it is now permanently open, except for a one-day annual closure.



FP21 (left) is part of the High Weald Landscape Trail. A broad path to the two schools and sports centre (right) now benefits from being permanently accessible.

6. LAND OWNERSHIP

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The main land issue concerns Butt’s Marsh, which is the ownership of Rother District Council.

The smaller crossing from Valley Park to Cooper Road would require the agreement of stakeholders including AronCorp and Amicus Horizon.

7. FUNDING:

If we assume a fairly substantial bridge as in the Sustrans example (page 7), the total cost might be around £120,000 for the bridge and 200m of new path across Butt's Marsh.

1. S.106 contribution from Valley Park/Aroncorp:

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In the Rother District Local Plan of 2006 the site of the former Thomas Peacocke Lower School was allocated for housing, with the addition of a "multi-use vehicular link" between Ferry Road and Rye College and Sports Centre, involving "high quality pedestrian and cycle facilities". This came to be called The 'Ferry Road Cycleway' and was assumed to pass to the south of the site.

AronCorp Limited, developers of Valley Park, are obliged to contribute £46,000 towards the Ferry Road Cycleway upon completion of the 32nd house in the development. However, it should be noted that no actual plans exist for the Ferry Road Cycleway and that its existence has been overtaken by events, including proposals for a new supermarket.

If a supermarket goes ahead, the winning store will be obliged to provide a cycleway as part of their S.278 statutory planning requirement.

Therefore, the monies previously allocated to the Ferry Road Cycleway from Aroncorp's S.106 contribution could be re-allocated to another part of this cycleway, in particularly the need for a bridge to connect the proposed cycleway to Tilling Green.

Additional monies could also be made available from the supermarket's S106 contribution.

Action point: Local authority officers and elected representatives are urged to ensure that the S.106 contributions from Valley Park are ring-fenced for cycle facilities, as originally proposed, but amended to take the new developments into account.

2. Big Lottery Reaching Communities Fund:

A contribution could be sought from this fund: up to £50,000 where the total capital costs of the project must not be more than £200,000

Every project must achieve one or more of the following four outcomes:

1. People having better chances in life, with better access to training and development to improve their life skills
2. Stronger communities, with more active citizens working together to tackle their problems
3. Improved rural and urban environments, which communities are better able to access and enjoy
4. Healthier and more active people and communities.

3. East Sussex County Council LTP3

The Greenway meets numerous objectives in ESCC's Local Transport Plan 3 programme (see Appendix A).

The project has already been submitted to ESCC's 'high level sift process' to determine its viability. Given that matched funding could be available, we would anticipate a positive outcome from this process.

Appendix A: Meeting Policy Objectives

1. ESCC Local Transport Plan

East Sussex County Council's policy for the area is set out in its third Local Transport Plan (LTP3), covering the period 2011-2026.

For the Battle, Rye and rural Rother area, the key priorities in LTP3 include: "focus on improvements on safe, coherent walking and cycling routes on key/routes corridors in Battle and Rye".

As a general policy objective, LTP3 states that:

"Cycling can have economic benefits, making local jobs more cost effective, reducing the every increasing cost of fuel for low income households and encouraging cycle based tourism, thereby benefitting the local economy".

In addition, LTP3 emphasises Sustainable School travel:

"The County Council has a statutory duty to promote sustainable travel to school" which includes:

- Facilitate the school community and governing bodies, to introduce sustainable school travel initiatives through school travel plans to:
- Reduce car use and increase the number of children walking and cycling.
- Promote the positive benefits of physically active travel.
- Increase and promote sustainable school travel choices.

Potential new cycle routes and facilities are to be considered in the following priority order:

- a) Urban utility cycle routes under 5km, especially
 - The National Cycle Network where it serves as a utility route.
 - Safer routes to schools and other educational facilities.
 - Routes from residential areas to key trip attractions.
- b) Inter-urban utility links.
- c) Rural-urban and rural-rural utility links.
- d) Recreational routes.

Implementation:

ESCC approved an initial programme of works for 2011/2012 in March 2011, and thereafter is developing the first of a series of 5 year Implementation Plans which will set out their investment priorities for the period 2015/2016.

The LTP strategy is to focus on the larger urban coastal towns such as Bexhill/Hastings, Eastbourne & South Wealden, and Newhaven.

However, the LTP Implementation Plan 2011/2012-2015/2016 for the Battle, Rye and Rural Rother area emphasizes that “We will focus on measures to establish safe walking and cycling facilities on key corridors and routes particularly in Battle and Rye”.

2. RDC Local Development Framework Core Strategy

The 'Core Strategy' is the key planning policy document within Rother District Council's Local Development Framework (LDF). It sets the overall vision and general distribution of development for the district up to 2028.

Section 10 relates to **Rye & Rye Harbour**. Amongst its main objectives are:

- (ii) To work with stakeholders to improve traffic management, tackle congestion and promote sustainable transport measures.
- (iv) To enhance sustainable tourism and leisure.
- (vii) To secure investment in community facilities and in new and/or improved pedestrian and cycle routes linking residents to their facilities.

As can be seen, improving cycle facilities therefore ranks high on the list of priorities, given that it embraces three of the main objectives. In addition, further policy objectives of relevance include:

- (x) Tackle social exclusion and promote opportunities for young people to access education, community facilities, employment and leisure.

On the wider scale, policies of relevance include:

Sustainable Resource Management Objectives - *“To reduce carbon emissions and move towards a low carbon future”, which includes “increasing travel by sustainable modes”.*

Communities - *“To promote healthy, active lifestyles”*

Recreation – *“Give attention to the needs of young people” and “provide the infrastructure which allows residents to be more active” .*

Supporting young people - *“Prioritising investment in public transport and/or cycling to key services, such as education, health and leisure facilities”.*

Transport and Accessibility – *“Achieve a rebalancing of the transport system in favour of sustainable modes as a means of access to employment, health services, recreation and community facilities”*

“Encouraging people to make short journeys on foot or by bike, for example, by employing green infrastructure to link homes, schools, employment and local services”

“Supporting the provision of a high quality cycle network to encourage modal shift away from the car”.

Appendix B: Criteria required by the Environment Agency

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To: Nick Hanna

Rother Environmental Group

Date: 3rd October 2012.

In our site meeting this morning on the Tilling Green Estate, Rye, we discussed the proposed cycle bridge over the Tillingham river. I flagged up the following points:

Planning Application from Rother District Council: council should be contacted. If planning application required then a Flood Risk Assessment (FRA) will need to be submitted to accompany the planning application documents. The FRA should include assessment of bridge on the adjacent flood defences and impact on flood flows and flood storage etc. The FRA should be carried out by someone with expertise in this field and should be in compliance with the National Planning Policy Framework and flood risk technical guidance.

Flood Defence Consent (*) from the Environment Agency: I will need to consult internally with colleagues in various flood risk management teams as well as the biodiversity and fisheries team. The application for this type of consent should be made to myself (by email or by post). The application should form a package of documents including: location plan and site plan; method statement; plan and cross-sectional drawings. Details of any temporary works (e.g. scaffolding) should also be included in the method statement and drawings. We require that the method statement by the contractors is tailored to include a section to explain in detail how the bridge (and any temporary works) and associated works will be constructed and what environmental mitigation measures will be used. For example, issues to include flood risk, pollution and biodiversity/fisheries. We expect full compliance with our Pollution Prevention Guidelines (PPGs), which can be found on our website (www.environment-agency.gov.uk). I've attached one of the PPGs which is of particular relevance. The method statement will have to include a flood evacuation plan in the event of high flows - for example, removal of plant, personnel, scaffolding in order to reduce risk to personnel and risk of structures causing downstream blockages which may result in flood waters backing up and flooding adjacent properties and land.

We would prefer early pre-consent discussions with regard to the bridge. Once we are satisfied with the details (e.g. drawings, draft method statement etc) then we will issue the application form to be completed and sent back to myself.

I'm happy to arrange meetings at our Rye office and site meetings to discuss the proposed bridge.

Regards.

Deborah Barton

Flood and Coastal Risk Management Officer

Partnerships and Strategic Overview (PSO)

East Kent Team

Kent and South London Area

Tel: 01732 223151

Environment Agency, Orchard House, Endeavour Park, London Road, Addington, West Malling, Kent. ME19 5SH.

AMBER RUDD MP

Member of Parliament for Hastings & Rye



HOUSE OF COMMONS

LONDON SW1A 0AA

Mr Nick Hanna
Cherry Hinton
Watermill Lane
Beckley
East Sussex
TN31 6SH
(to be emailed to: nick@nickhanna.co.uk)

Our ref: AR/LS/4873

14 November 2012

Dear Mr Hanna,

Thank you for your email of 12 November and for sharing with me the details of The Rye Greenway. I understand that this is a community-led initiative to create a 1.5 km route for pedestrians and cyclists which will link residential, educational, sports, leisure and shopping facilities within Rye, providing two new bridges are built.

I note that potential funding may become available if Tesco and Sainsburys can resolve their dispute as to which one will take over the site, and if Aroncorp achieve a sales target of 32 new houses on the Valley Park estate.

The map outlining the route looks linking Valley Park to the Tilling Green Community Centre, the Sainsbury or Tesco supermarket once built, the scout hut, Rye Sports Centre and Rye College, clearly shows that just a 1.5 km track and two bridges would suffice to meet the sustainable transport needs for the community.

Certainly such an initiative would encourage health living, would cut our carbon footprint, and would enable individuals and families to enjoy the outside, all of which are hugely beneficial.

Furthermore, I see that the proposed Rye Greenway would meet many of the targets set in the East Sussex County Council's Local Transport Plan (LTP3 2011-2026), and those in Rother District Council's Local Development Framework Core Strategy,

You have advised me that the winning store will be obliged to provide a cycleway as part of their S.278 statutory planning requirement; that monies previously allocated to the Ferry Road Cycleway from Aroncorp's S.106 contribution could be re-allocated to building a bridge to connect the proposed cycleway to Tilling Green; and that additional monies could become available from the supermarket's S.106 contribution.

I gather from your telephone conversation with my office that you feel confident about finding some £100,000, particularly since Valley Park Housing Estate has committed £50,000 to spend on a cycle path under S.106 agreement, if they are to develop 32 new houses.

Westminster Tel: 020 7219 7229

Email: amber.rudd.mp@parliament.uk

Constituency Tel: 01424 205435

Appendix C: Letters

I am aware from previous conversations with my constituents of the need for such a route for pedestrians and cyclists to enable them to access the important parts of town with ease and in safety, protected from vehicular traffic.

I therefore have no hesitation in giving my wholehearted support to this fantastic proposal which if realised, would offer the community so many benefits, providing the appropriate funds can be found as you suggest.

I hope this is helpful.

Kind regards,

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Amber Rudd', written in a cursive style.

Amber Rudd

The Rye Academy Trust

Rother Environment Group
c/o Nick Hanna

25 October 12

Dear Member

I am Business Manager of Rye College and as you will know we are an Academy which provides education for 730 students aged between 11 and 16. We are setting up a Studio School on our grounds which will open in September 13 and will provide education for a further 300 students between the ages of 14 and 19. We therefore represent the interests of a substantial number of young people and staff.

It is very much in our interests that we should strongly support any moves that improve the safety of our students travelling to and from school and promote and encourage a healthy and sustainable method of travel. We would consider this as part of the education process.

Having seen the Rye Greenway proposals and discussed them in detail with Nick Hanna we would like to add our support to these proposals.

Currently we are concerned that Deadmans Lane and the Grove with the narrowness of their width and the inherent problems of the level crossing both constitute significant hazards. It is quite obvious that these issues would be totally removed by this scheme.

We believe this is a thoroughly worthwhile project, excellent value for money and one that will do much to improve the lifestyle of our students. We therefore add our support to the Rye Greenway in full.

Yours faithfully



B.Thomson
Business Manager

The Grove, Rye, East Sussex, TN31 7NQ
T: 01797 222545 F: 01797 224343 E: office@ryecollege.co.uk W: www.ryecollege.co.uk
The Rye Academy Trust (company registration 8177657) has its registered office at this address

Nick Hanna
Rother Environmental Group
Cherry Hinton
Watermill Lane
Beckley
East Sussex TN31 6SH

16 November 2012

Dear Nick

Re: Tillingham Greenway Project

As a follow-up to your recent presentation at the Tilling Green Residents Association AGM, I have discussed the project with the Rye Partnership Board of Directors.

This type of project is exactly the sort of project that the Board wish to support. It meets several of our own strategic objectives, including connecting the isolated communities of Tilling Green and Valley Park to the main town in a safe manner; and encouraging healthy living activities such as cycling and walking.

As part of your raising awareness and consultation process with local residents, I would be happy to accommodate a display in the entrance hall at the Tilling Green Community Centre. Please feel free to call me to discuss how this might be achieved.

I wish you luck with this project and if I can be of any further assistance please do not hesitate to contact me.

Yours sincerely

Chrissy Stower
Chief Executive Officer

Rye Ramblers

29, Harbour Farm
Winchelsea Beach
East Sussex
TN36 4LP

7.10.12

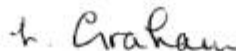
To the Rother Environmental Group

Dear Nick,

I have read your report on the proposed "Rye Greenway".....the aim to connect key areas of Rye town by a safe, shared route for walkers, cyclists and less able of the population. I think it is a brilliant idea and quite simple in its way as most of the Routes are already in place. The roads into, out of, and around Rye are now so viciously "fast". Cyclists are vulnerable and pedestrians have become bewildered, almost 2nd class citizens. In the last 20 years (since I moved to this area) the traffic has increased + + and I cannot imagine the future for people who don't own a car...(.but there, by then the parking prospects will be zilch) This Pathway can be seen as an essential for getting young people independently out and about, young mothers and the elderly walking to wherever and all hopefully leading a more healthy , less sedentary lifestyle.

(On a more humorous note) there seems a vast difference in price between the two examples of bridges illustrated. Mother always said its false economy to opt for the cheaper version, because it ends up having to be replaced at some time!!! All for now I think. Good luck with the project.

Yours sincerely



Linda Graham (Hon Sec Rye Ramblers)



Rye Community Primary School
The Grove
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East Sussex
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T: 01757 222939
E: office@ryeprimary.e-sussex.sch.uk

Headteacher: Mr. Paul Reilly B.Ed. (Hons) NPQH
Deputy Headteacher: Ms. Jane Howard BSc (Hons) PGCE

25th October 2012

Mr N Hanna
Cherry Hinton
Watermill Lane
BECKLEY
East Sussex
TN31 6SH

Dear Nick

Following on our meeting this morning regarding the Rye Greenway Project, I would like to confirm that we as a school are very interested in being a part of this scheme.

I believe it would be a huge benefit to our town, with improved safety for children, linking the new houses in Valley Park as well as Tilling Green Estate with our school, Rye College and the Sports Centre. This in turn will hopefully have an effect on the congestion in Udimore Road.

I hope that Rother Environmental Group is successful in their plans for this development.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'P Reilly', written over a horizontal line.

Mr P Reilly
Headteacher





TILLING GREEN RESIDENTS' ASSOCIATION

1 November 2012

Dear Nick,

Thank you for your presentation on the 26th October at our AGM. Following the presentation The Tilling Green Residents Association committee resolved to fully support the Rye Greenway Project, path and cycle route.

TGRA feel that the route would be in the best interest of the residents of Tilling Green and Valley Park providing a much needed safer, environmentally friendly alternative route to the schools, sports centre, town and beyond.

We wish you every success in this project and look forward to its completion.

Sincerely,

Tilling Green Residents Association
Rye

Nick Hanna
Rother Environmental Group

8th October 2012

Hi Nick,

Thank you for taking the time to come and see me.

I am glad to see that the community is looking to support our efforts in promoting a healthy lifestyle. Rye is a great place for families to be brought up in and would be further enhanced by promoting good health and an active lifestyle for young and old. We have a lot of users from all over Rye come and use us by some are put off by the extra distance they have to travel, especially in less than desirable weather conditions. We would be proud to be part of a Cycle route and increased access for a range of people to come and use the facilities. Not only would it increase the people participating in activities at the Centre but would also allow a new set of users to the centre that might not necessarily have used us before. Promoting activities in the local community is something that we are keen to be a part of and would create a great link between Schools, Sporting Activities, Recreation Areas and also the proposed Supermarket.

I hope this is of help to the cause and any further way we can help then feel free to contact me.

Many Thanks,

Philip Benton
Duty Manager
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01797 224747
www.freedom-leisure.co.uk<<http://www.freedom-leisure.co.uk/>>

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