

East Sussex County Council

Eastbourne

July 2018





About Sustrans

Sustrans is the charity making it easier for people to walk and cycle.

We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done.

We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

Join us on our journey. www.sustrans.org.uk

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Introduction

Sustrans was commissioned by East Sussex County Council (ESCC) in March 2017 to support the development of a countywide Cycling and Walking Strategy. Our role is to lead on identifying new and improved walking and cycling routes and infrastructure that align with key County Council policies and programmes that support local economic growth, improvements to health and well-being and the environment, together with the engagement of key local stakeholders, who have a vested interest in the development of the strategy.

The scope of the work was limited to utility trips to work, education and shopping of up to 5km. It does not include consideration of leisure trips outside the urban areas.

Our approach was to review all existing identified schemes and proposals in each of the towns and to plot these on our Earthlight GIS platform. We then identified gaps in the network with support from local stakeholders and surveyed potential routes on foot and bicycle. The methodology we adopted is outlined in the table in the Appendix, which was informed by the Design Guidance published as part of the Active Travel (Wales) Act 2013 and the London Cycling Design Standards guidance on developing a coherent cycle network.

Network Maps

For each town, we produced a series of maps to inform our work and to share with stakeholders. The information was also made available on our online mapping system with a unique password protected login.

Trip Generators

This map identifies origin and destination points for major destinations across each town that are likely to generate significant numbers of trips.

Transport Network

This map identifies major roads, railways, proposed cycling and walking routes and contours. ESCC traffic flow data indicates the busiest roads in each town that present the main challenges to cycling and walking, both along the road and at crossing points.

Mesh Density Analysis

This map identifies whether the grid of cycle routes is tighter (with more route choice) or looser (less extensive). London guidance suggests that in a properly joined-up cycle network, cyclists should not have to travel more than 400 metres to get to a parallel route of similar quality. Analysis of mesh density is undertaken with GIS software by dividing the area into cells and measuring the length of cycle network in each cell. For the East Sussex towns, we have adopted an average distance of 500 metres between routes as a starting point to develop the network. This means that each 500 x 500 metre cell should contain 1 km of cycle routes.

Proposed Network

This map integrates the existing network, current proposals and our own recommendations from our surveys, the origin and destination points, cycle flows and core walking zones and routes, to convert these into a network of primary and secondary routes and proposed measures. The primary routes are judged to be the most popular and strategic routes, linking residential areas with the key trip generators. Secondary routes can be locally important but are less strategic as they fill the gaps in the primary network.

The primary network has been tested against the Propensity to Cycle website, which takes the Travel to Work data from the 2011 Census to test various scenarios for increasing cycling. It is a useful tool but it only models a fraction of all journeys and does not include school, shopping or leisure trips.

Designing for busy roads

Recently published guidance from Highways England (Interim Advice Note 195/16) is a useful starting point when considering whether the busier roads are likely to be suitable for cycling and walking.

This guidance suggests that the key threshold at all traffic speeds is an average annual daily traffic flow of 5,000 vehicles per day (vpd). At higher traffic flows, physical separation from motor vehicles is recommended.

Reducing traffic speed from 30mph to 20mph is clearly desirable, but if traffic flows cannot be reduced below 5,000 vpd, then physical separation

will still be required. In these situations it is tempting to accommodate cyclists on existing footways, but this is not acceptable if it means a reduced level of service for pedestrians.

Speed Limit	Average Annual Daily Traffic (AADT)	Minimum Provision
40+	All flows	Cycle Tracks
30	0-5,000	Cycle Lanes
	>5,000	Cycle Tracks
	<2,500	Quiet Streets
20	2,500-5,000	Cycle Lanes
	>5,000	Cycle Tracks

From Interim Advice Note 195/16

Sustrans recommends a minimum shared path width of 3.0 metres in an urban setting, with reduced widths acceptable in certain circumstances. The table below is taken from the Sustrans Design Manual, a handbook for cycle-friendly design.

On some roads it may not be possible to accommodate cycle lanes, cycle tracks or a shared path and the designer must consider other alternatives, such as closing the road to through traffic or finding a different route alignment.

Type of route	Minimum path width
Urban traffic free	3.0m on all main cycle routes, secondary cycle routes, major access paths and school links; wider on curves and steep gradients. 2.5m possible on access routes and links with low use
Urban fringe traffic free	3.0m on all main cycle routes, major access paths and school links 2.5m possible on lesser secondary cycle routes and access links
Rural traffic free	2.5m on all main routes, major access paths and school links 2.0m possible on lesser routes and links

From Sustrans Design Manual

Traffic restrictions

Experience from towns and cities across the UK and in Europe suggests that in addition to providing good quality infrastructure for walking and cycling, it is necessary to restrict motor vehicles so that active travel is the natural and obvious choice for short trips. This does not mean any lack of accessibility for motor vehicles, just that they may need to make longer trips than the equivalent journey on foot or by bike.

There are various ways that traffic can be restricted and the designer will need to consider the appropriate solution for each location. A number of suggested measures are listed below:

- Vehicle Restricted Areas (pedestrian zones)
- Traffic calming and 20mph zones to reduce vehicle speeds
- Reduced availability of on-street and off-street parking
- Workplace Parking Levy
- Congestion charging
- Clean Air Zones

Filtered permeability

Filtered permeability gives pedestrians and cyclist accessibility and journey time advantages compared to other vehicles by exempting them from access restrictions that apply to motor traffic and by the creation of new connections that are available only to cyclists and pedestrians. Measures can include:

- cycle contraflows on one-way streets
- exemptions from road closures, point closures and banned turns
- permitting cycling in parks and open spaces
- traffic free paths such as links between cul-de sacs and public or permissive routes through private areas
- traffic cells, restricting through traffic in defined areas
- cycle parking situated closer to destinations than car parking

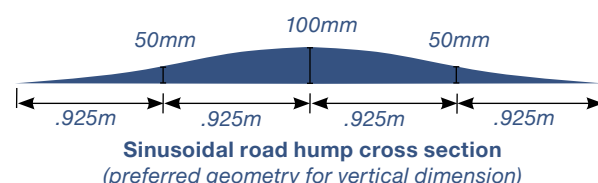
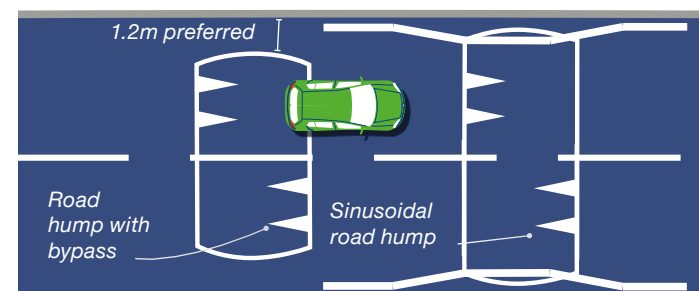
Recommended measures

A number of technical solutions are included in the brief text descriptions for each location and some of these are summarised in this section.

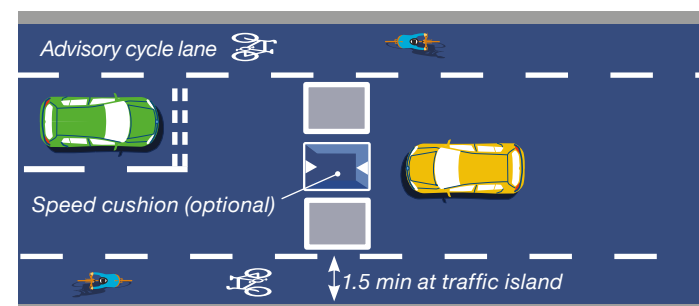
Traffic calming

Physical measures to reduce traffic speed can be useful in locations where the limit is regularly exceeded or there is a record of crashes. There may be objections from local residents, emergency services and bus operators. Extensive traffic calming is unlikely to be supported on major roads, other than for short lengths. Common vertical and horizontal features are illustrated below.

Road humps



Priority system - pinch point



Informal road crossings

Where a footway alongside a main road crosses a side road, clear priority should be given to pedestrians. The most effective approach is to provide a clear, wide contrasting surface that is raised above carriageway level.

If this is not possible for reasons of available space or cost, flush dropped kerbs should be provided as a minimum, according to ESCC Dropped Kerb Policy, included within their Cycling and Walking Strategy.

Zebra crossings

Unsignalled 'priority' crossings for both pedestrians and cyclists are a standard part of the toolkit in many parts of continental Europe but are not authorised for use in the UK. Some local authorities have experimented with "parallel Zebras" where extra space is provided for cyclists. These are becoming increasingly common in London and an example from Canterbury is illustrated below.



Chaucer Road, Canterbury

20mph speed limits

It is widely accepted that 20mph is much safer for all road users in urban areas and many towns across the UK have introduced 20mph as the default speed limit, particularly in residential areas. If collisions do occur, the risk of a fatality or serious injury is significantly reduced at 20mph compared with 30mph.

There are 60 local authorities in the current list of places implementing a community-wide 20mph default speed limit published by 20's Plenty for Us. In the South these include Brighton & Hove, Chichester and Portsmouth. Some towns in East Sussex already have 20mph zones, notably Lewes.

Studies show that a 20mph limit can improve traffic flows and road capacity in some situations, by reducing stop-start traffic and promoting a more even flow through urban streets.

Whilst East Sussex County Council does support schemes to reduce the speed to 20mph, these are delivered within specified areas and 20mph zones will need to be supported by traffic calming measures. These can be difficult to implement due to formal objections from the public and bus operators. They should not be introduced in isolation due to potential for rat-running on parallel routes.

Road closures

Point closures are a simple, cheap, effective and reversible way to remove traffic from streets. They can also reduce the need for more extensive traffic calming and are best implemented across a wider area to avoid traffic displacement onto parallel routes.

Very few of these schemes are implemented in East Sussex due to the legal processes around road closure and concerns of emergency services. There are some examples in the County, such as New Road in Lewes. They have been used extensively in London to create "traffic cells" so that through traffic is eliminated from residential neighbourhoods.

Land Use Planning

The consideration of land use planning was an integral element of the audit work, as many towns and settlements will be accommodating further growth in housing and commercial development, in order to meet the Government targets for development in the South. We have not shown any development sites on our mapping, because these are subject to change and it is difficult to obtain an accurate picture for all towns. We have taken account of potential development sites in our network planning where this has been agreed and published in Local Plans.

There are some references to specific sites in the detailed route descriptions for each town. As a general principle, developers should make walking and cycling easy within their sites. They should also provide good quality connections to the existing walking and cycling network and proposed routes within this report. This is included as a policy within the ESCC Cycling and Walking Strategy.

Propensity to Cycle Tool

The aim of the PCT is to inform planning and investment decisions for cycling infrastructure by showing the existing and potential distribution of commuter cycle trips and therefore inform which investment locations could represent best value for money. PCT uses two key inputs:

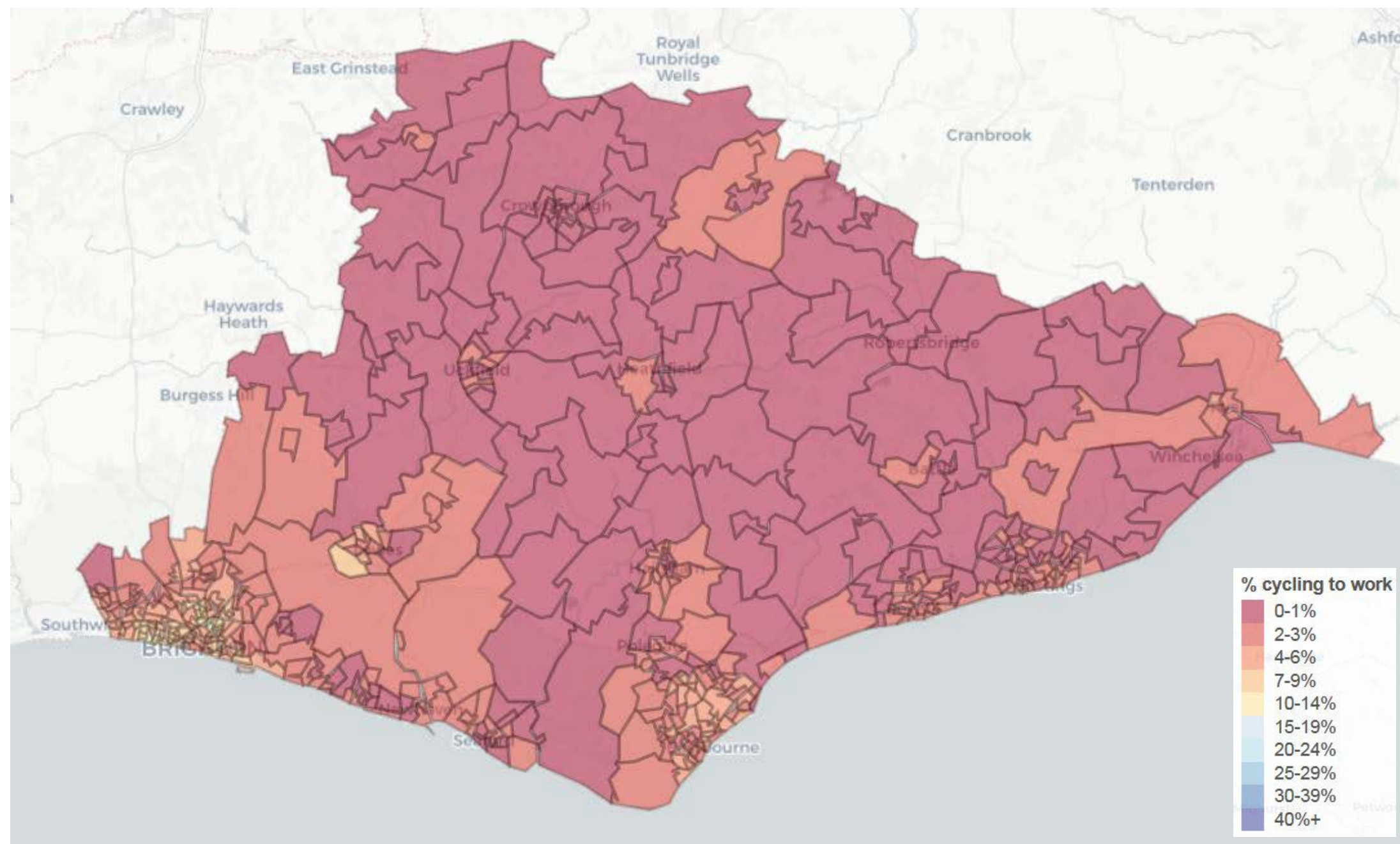
- Census 2011 Origin and Destination commuting data (O-D data)
- Cycle Streets routing

The model estimates cycling potential adjusted for journey distance and hilliness as well as predicting the likely distribution of those trips using the Cycle Streets routing application.

The model can be applied to consider different scenarios such as: Gender Equality, where women cycle as frequently as men; Go Dutch, if cycling levels were the same as in the Netherlands; and, Government Target, where cycling levels meet the target for current government's aim for cycling (based on the Cycling Delivery Plan).

There are a number of limitations to this model which should be considered especially when making decisions based on the patterns shown. These limitations include the data only showing travel to work trips, therefore only covering a small proportion of all journeys. Travel to school, shopping and for leisure is not included. The data also misses out the minor stages of multi-stage commuter trips so cycle journeys to train stations and bus stops are not represented. Lastly the distribution of journeys is a prediction of the likely route taken based on the Cycle Streets routing algorithm and not the actual routes being used.

It is worth noting that whilst the model builds an assessment of cycling propensity, it does not segment potential users, or provide any insight into pedestrians. Although this model does provide planners with an overview to identify areas for appropriate investment for cycling trips to work, it does not provide further information on those potential cyclists and their personal attributes and behaviours to help design the most effective interventions.

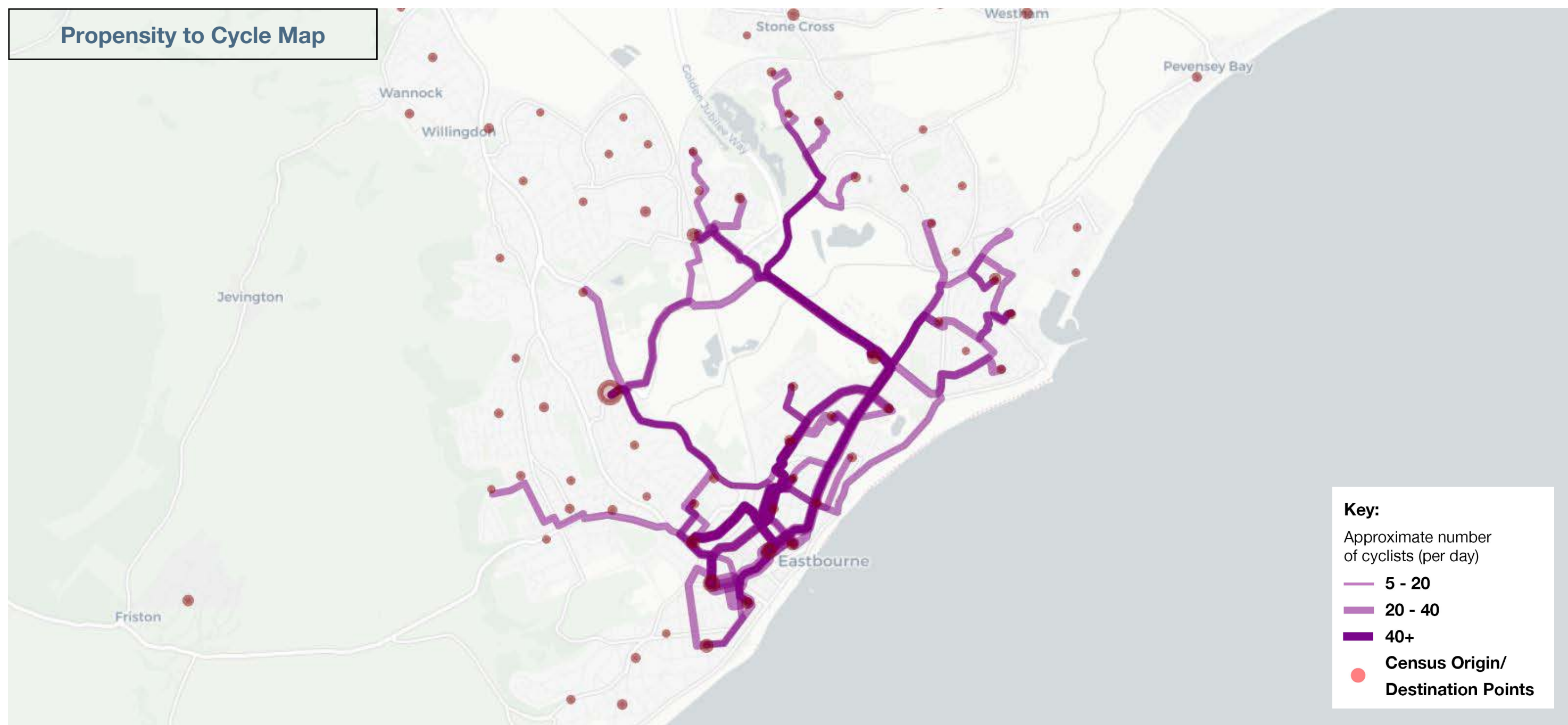


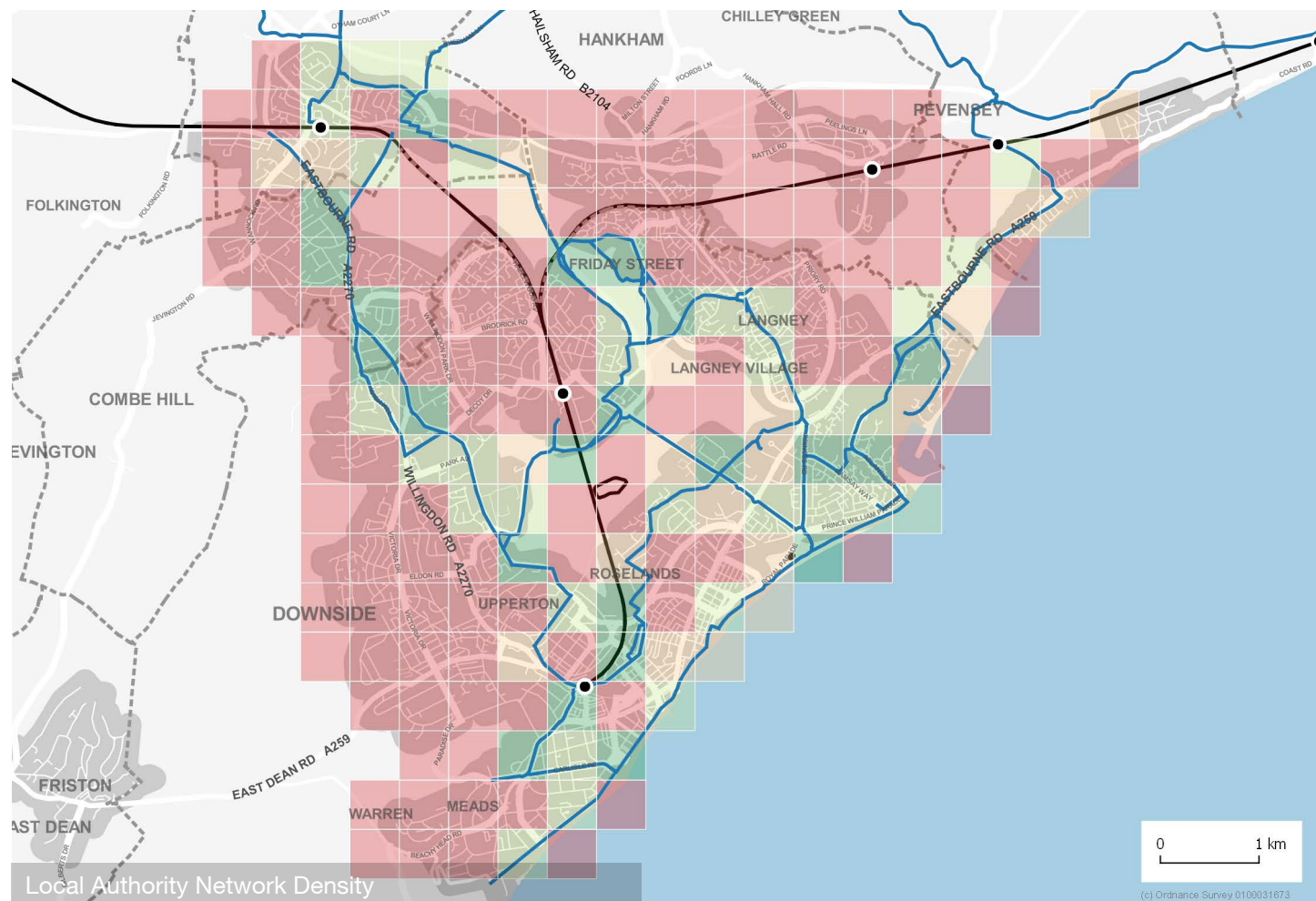
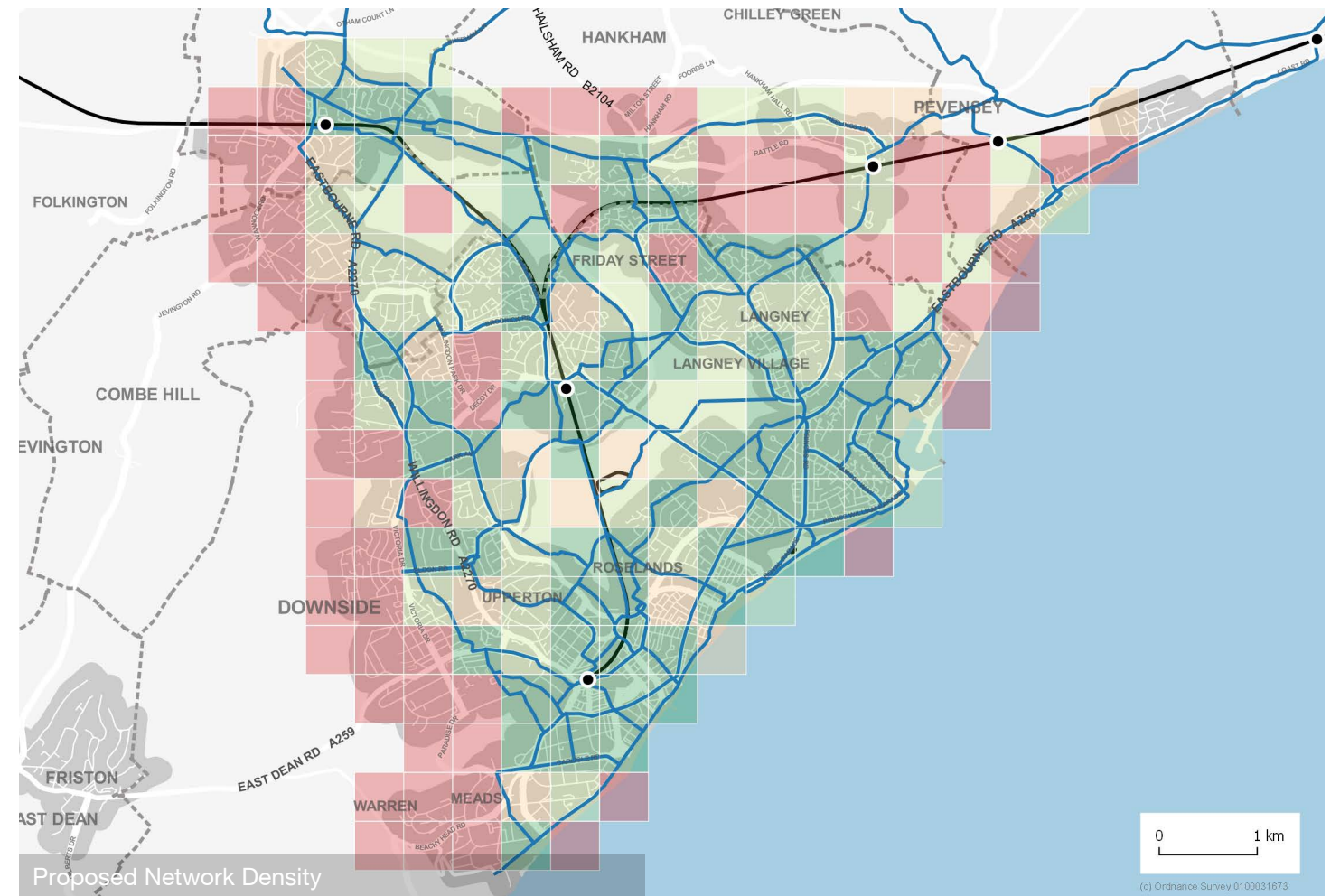
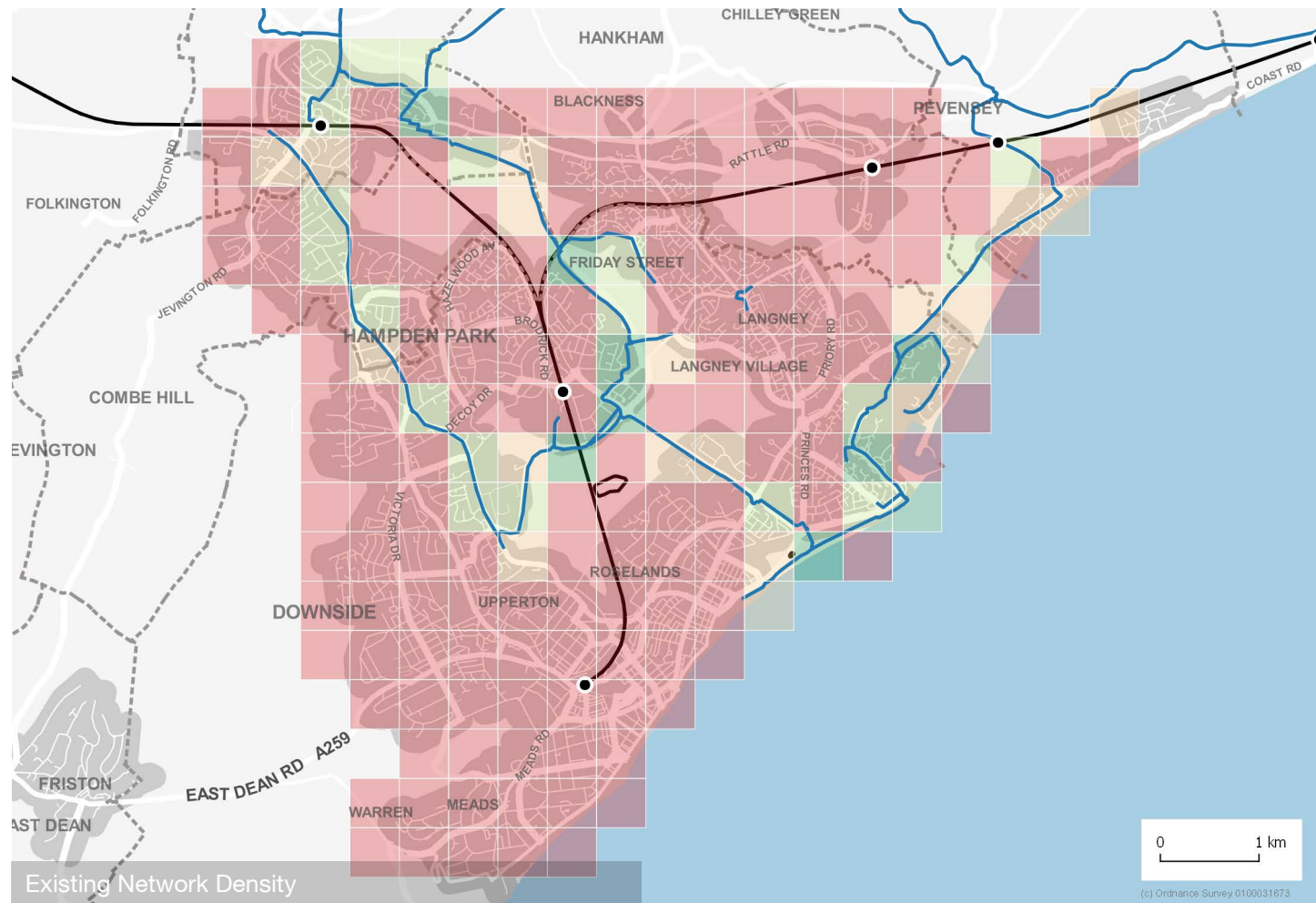
In East Sussex we have used the “Go Dutch – Fast Routes” scenario to produce PCT maps for each town. The map above shows current levels of cycling to work, which are very low with the exception of some parts of Lewes and Eastbourne. The map includes Brighton and Hove, where the proportion of trips made by bike is significantly higher.

PCT is an open source transport planning system, part funded by the Department for Transport. It was designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling. More information is available from the PCT website:

<https://www.pct.bike/m/?r=east-sussex>

Propensity to Cycle Map





KEY

Length of Cycle Network Per 1kmSQ

- 0 - 250m
- 250 - 500m
- 500 - 750m
- 750 - 1km
- Cycle Network

Eastbourne Mesh Density Analysis

We have relied on data supplied by the client and our own records, which may not be 100% accurate and up to date.

The existing network comprises National Cycle Network Routes 2 and 21 along the seafront between Fishermen's car park and Pevensey Bay, NCN Route 21 between Polegate and Sovereign Park, shared path beside Cross levels Way and cycle lanes on King's Drive and Eastbourne Road, Willington.

Current proposals are based on the Priority 2 routes in the Eastbourne Cycling Strategy, which would improve network coverage in central areas near the town centre.

Our recommended network combines the existing routes and current proposals, along with recommended routes we have surveyed across Eastbourne and South Wealden. The more green cells shown on each map, the denser the cycle network in those areas.



Description of the Town

Eastbourne is large seaside town and part of the local-government regions of East Sussex and Eastbourne Borough. This report also covers the southern conurbations of South Wealden which link into the Eastbourne transport network. This area alongside Hailsham, is one of ESCC's key growth areas. Eastbourne covers an area of approximately 44.16 km² (17.05sq. mi) and has a population of 99,412 (2011), with the towns of Polegate (8,586), Willingdon (7,440), Stone Cross and Westham (6,314), Pevensey and Pevensey Bay (3,153) adding a further 25,500 taking it to approximately 125,000.

Eastbourne contains an abundance of Edwardian and Victorian architecture, along with Stone Age and Roman remains buried beneath the town, a pier, a Napoleonic era fort and military museum. The South Downs are visible from the majority of the town, and the South Downs way starts on the edge of the town. The Devonshire Park complex is currently under redevelopment and when complete will provide a high quality public space alongside the Towner Art Gallery, Winter Gardens and two theatres.

Transport

The A22 and A27 provide links to London, Brighton, Hastings and beyond, with the A259 forming a coast road between Folkestone and Brighton and the A2290 linking the A22 to the seafront. ESCC along with other key local partners is lobbying for a new offline A27 between Lewes and Polegate, to support local growth. The town is also served by a railway link to London, via Gatwick and the coastal railway line between Ashford and Brighton and has five railway stations at Polegate, Hampden Park, Eastbourne, Pevensey & Westham, and Pevensey Bay. Both the railway lines and major roads present significant barriers to walking and cycling. Pedestrian bridges, tunnels and controlled crossings, limited in number, provide key crossing points.

Local Trip Generators

The town provides a number of key local services to support both work and play, which generate a number of localised trips, alongside attracting visitors.

These include the town centre and Beacon Centre, shopping parades, beach, employment, industrial estates, local train stations, University of Brighton (Eastbourne Campus), the hospital, schools, colleges and academies, Sovereign Harbour Retail and Leisure Park, various leisure centres, parks, hotels, National Cycle Route 21 and the Cuckoo Trail and Pevensey Bay.

The public sector is a big employer accounting for around 33% of jobs. Wholesale and retail trade have the next highest proportion at around 17% followed by distribution, hotels and catering at 13%. The top financial performing businesses in Eastbourne are The Little Group Ltd (book distribution), Caffyns PLC (motor dealer group), C Brewer and Sons Ltd (paint and decorating suppliers) and Apex Car Rental (car rental)

Cycling and Walking in Eastbourne and South Wealden

The underlying geography of the area is undulating, with the majority of key trip generators in the more level areas along the coast. Residential areas occupy the more undulating parts of town, though these are not generally excessively steep. The majority of trips made in the town are within the 5 km limit set by East Sussex County Council as a guide to network planning. This means the town is ideally suited to having a high number of active travel users, but the road network and the need to further improve the provision of dedicated cycling facilities makes this an undesirable option for many people.

The Eastbourne Cycling Strategy (ECS) was published in January 2012 and this identified Existing Routes, Programmed, Priority 1 and 2 routes for development within the town, but did not extend into South Wealden. A number of routes have already come forward including two sections of the Horsey Cycle Route, the King Edward's Parade seafront shared route in Meads and signed on-road routes from the universities to the town centre. Other routes are currently programmed for delivery through the County Council's capital programme for transport improvements,

The routes identified in the ECS have been reviewed, in conjunction with local council and stakeholder

engagement, as part of the development of this network proposal.

There are a number of existing high quality pieces of cycle and walking infrastructure, in the form of National Cycle Network (NCN) Route 21, which is part of the Cuckoo Trail and the Horsey Cycle Route. Otherwise there are limited facilities for cyclists, and often substandard pedestrian provision. Major roads and the railway cause several areas of the town to effectively be severed from one another, lengthening journeys considerably between the two.

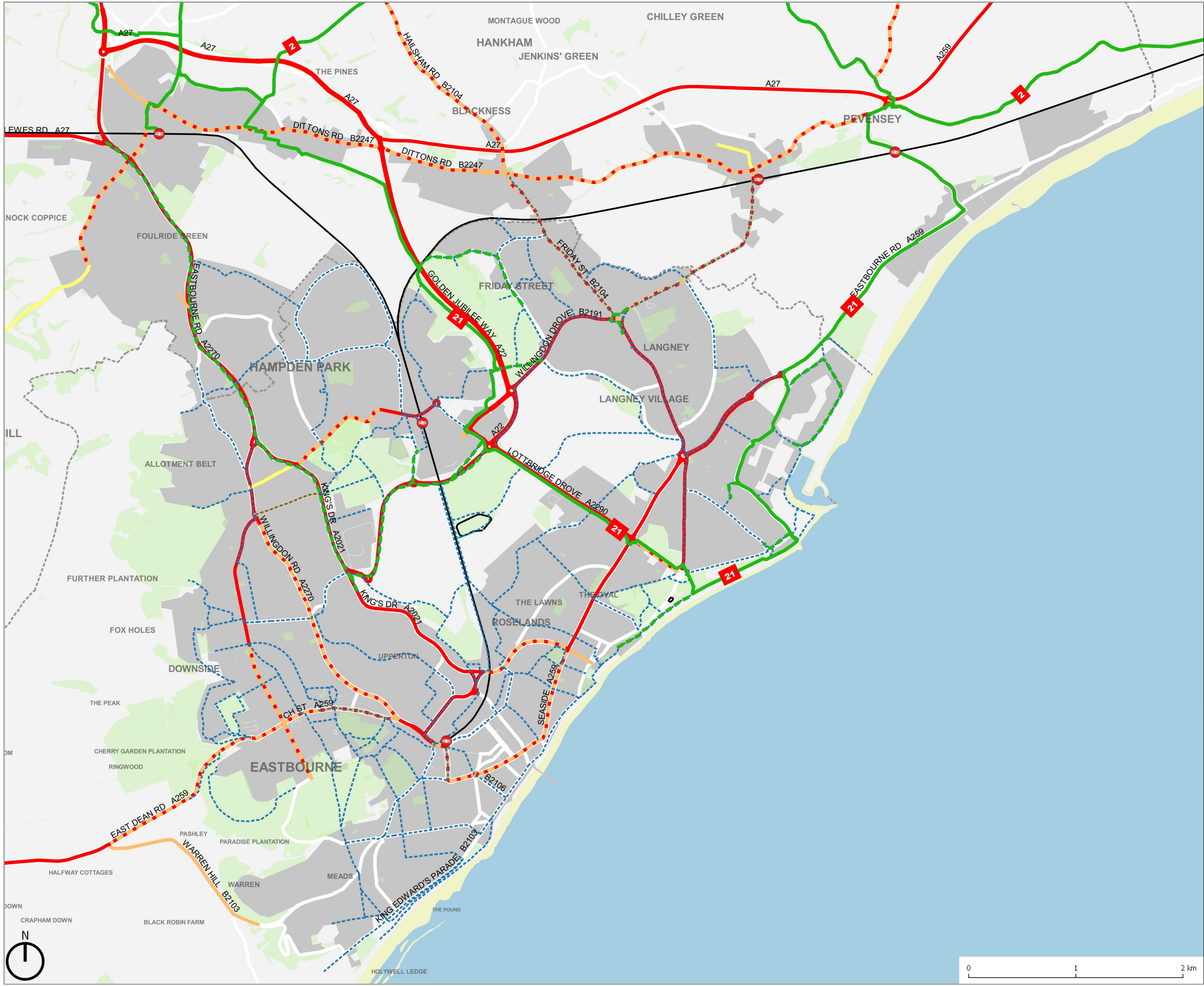
ESCC has recently worked in partnership with Eastbourne Borough Council and key local stakeholders, to develop a programme of works to improve movement and access within the town centre. This has involved the development of a town centre transport model, which tested a range of transport infrastructure improvements to reduce the impact of traffic and prioritise measures to support walking, cycling and access to public transport. This will be supported by EBC's project to deliver a new consistent wayfinding strategy for the town.

Review Summary

From a review of the existing conditions, factoring in political and physical issues there are a number of general factors which need to be considered:

- A review of the centre of town and one way systems, which it is understood will be reviewed as part of Eastbourne Town Centre Transport Study.
- Improve legibility of safe designated pedestrian and cycling routes.
- Review of existing and proposed wayfinding to align with current standards
- Provide alternatives to cycling on carriageway for the busiest routes, this can be on-road, or off carriageway as a shared or segregated path, as feasible in each situation
- A key objective is to provide a continuous, ideally traffic-free, cycle route along the seafront, to link the sections already in place in the eastern and western extents.
- Increased number of safe crossing points of the railway, busy and major roads or junctions
- Cycle parking at key trip generators is currently below standard in both quantity and security level, enhancing this will encourage more cyclists.

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KEY

CYCLE NETWORK

Existing

National Cycle Route

Local Cycle Route

Proposed

Local Route

TRAFFIC DATA

Daily Traffic Volume

0 - 2,500

2,500 - 5,000

5,000 - 10,000

10,000 +

Railway Station

Administrative Boundary

DATA SOURCE:

Local Authority Proposed Cycle Routes
Eastbourne Cycle Strategy January 2012

Traffic Flow Data
East Sussex County Council

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PROJECT
East Sussex Cycling & Walking Strategy

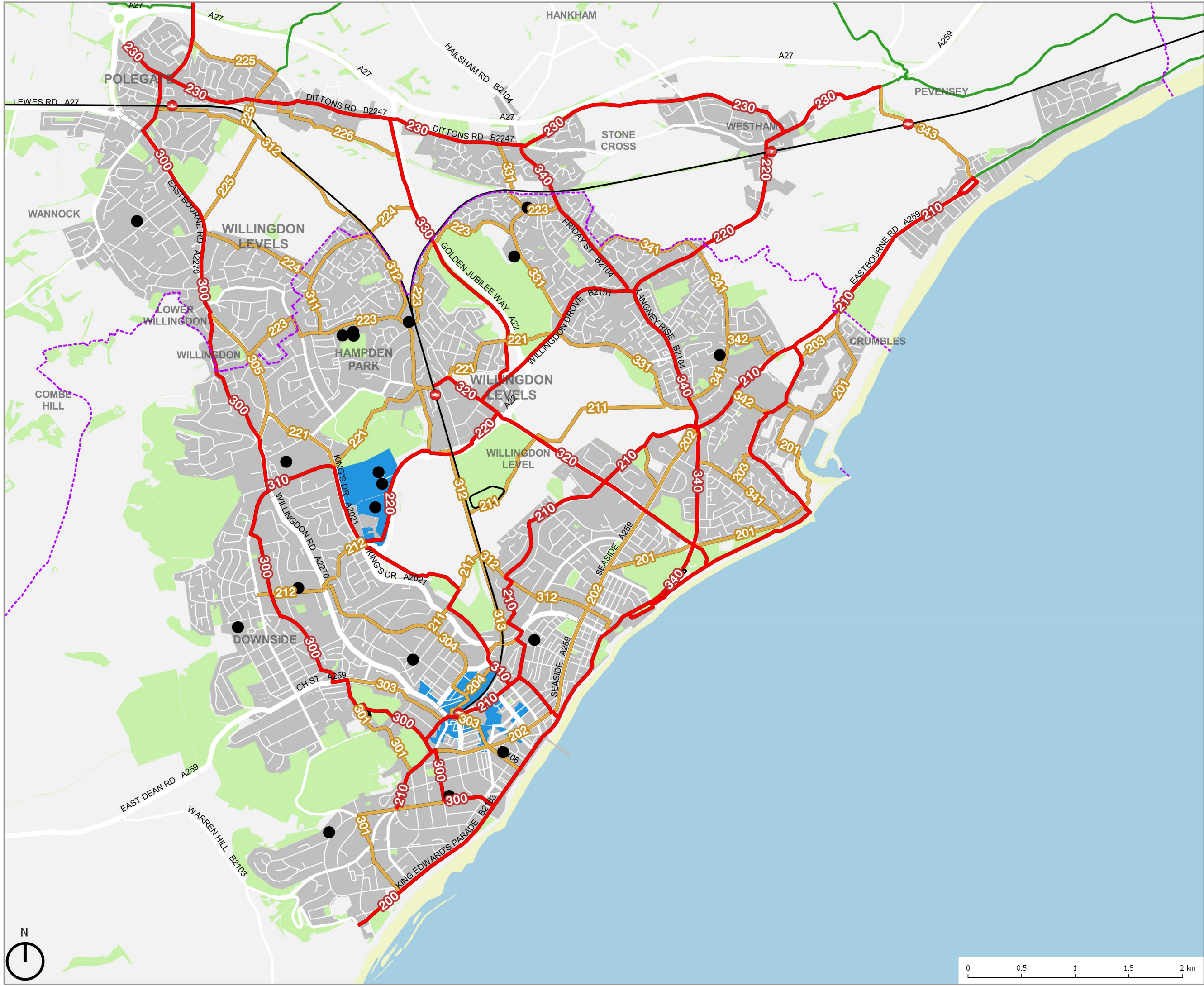
TITLE
**EASTBOURNE
TRANSPORT NETWORK**

Drawn DL	Checked SP	Date 19/4/2018	Scale at A3 1:32,000
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STATUS ISSUED

DRAWING NUMBER 20204.EB-SD-MAP-00-02	REVISION B
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0 1 2 km



KEY

PROPOSED NETWORK

- Primary Route
- Secondary Route
- Walking Only Route
- National Cycle Route

EMPLOYMENT

2011 Census Workzones
Density of Employment (Jobs per Hectare)

100 +

TRIP GENERATORS

- Primary Trip Destination
- Administrative Boundary

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PROJECT

East Sussex Cycling & Walking Strategy

TITLE

EASTBOURNE
PROPOSED NETWORK

Drawn
DL

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Date
30/4/2018

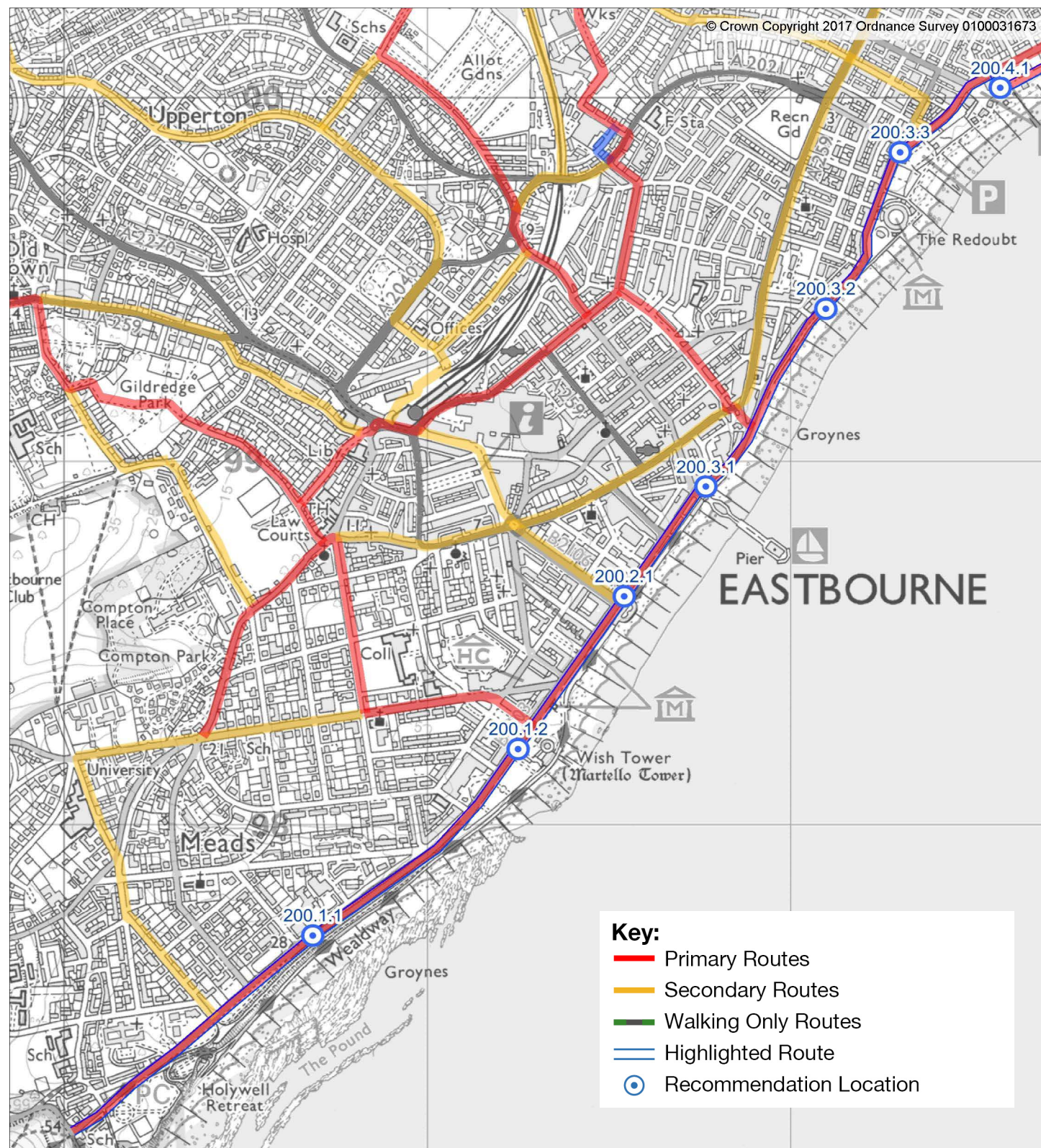
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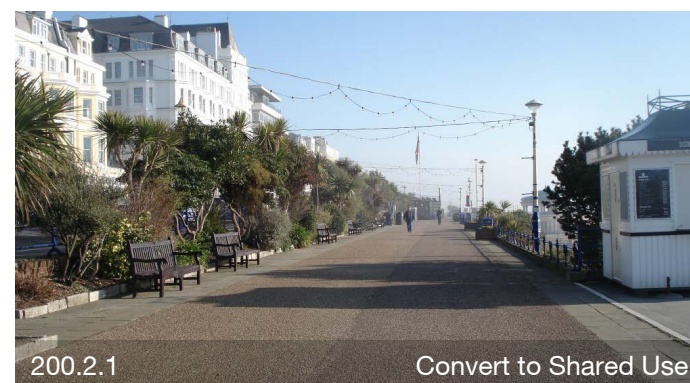
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20204.EB-SD-MAP-00-04

REVISION
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Route 200 - Map 1

0 0.25 0.5 kilometres



Primary Routes

200: South Downs Way – Sovereign Harbour via Seafront

Route description

Providing an alternative link from the South Downs Way and the University on the East side of Eastbourne. Route 200 runs on the seafront. Linking University – Eastbourne Station – Roselands – NCN Route 21 – St Anthony's Hill – Pevensey Bay the route is 9.0km long.

Background

Route is included in Eastbourne Walking and Cycling Strategy 2012, although there has been some debate and controversy concerning sections around Eastbourne Pier and along Royal Parade east towards the connection with NCN21 close to Princes Park

The route is supported by local stakeholders and was discussed during the Stakeholder Consultation

200.1 South Downs Way-Wilmington Square

Existing conditions

This section of the route is traffic-free and runs on the coast side of King Edward's Parade, with pedestrians and cyclists sharing the path.

Barriers to walking and cycling

Cyclists westbound use the uphill section of the traffic-free section, but there are certain times when there is conflict between parking motorists and path users. A high quantity of street furniture within the shared path only exacerbates this.

Cyclists eastbound appear to use the carriageway downhill, necessitating travelling at close proximity to a continuous row of parallel parked cars.

The route continues to a Zebra Crossing close to Wilmington Square, at which location it crosses to the other side, with cycle provision linking to Route 300.

Recommendations

- 200.1.1 Review usable footway width improve to reduce conflict, provide buffer from parked cars
- 200.1.2 Allow cycling across the Zebra Crossing close to the Western Lawns, or install Toucan Crossing

200.2 Wilmington Square – Marine Parade Road

Existing conditions

This section of the route is on-road with cyclists having to use the highway along King Edward's Parade and Grand Parade

Barriers to walking and cycling

Cyclists have to use the carriageway with a high volume of vehicles. There are parked cars on the sea-side of the highway parked at angle to highway, with issues that car reverse into westbound cyclists.

Pedestrians have a choice of a footway close to the highway, a second footway closer to the beach and then the promenade at beach level.

Recommendations

- 200.2.1 Convert the middle footway to shared-use to provide a traffic-free route east towards the Pier.

200.3 Marine Parade Road – NCN21 Fisherman's Green Car Park

Existing conditions

This section of the route is on-road, narrow and busy, with cyclists having to use the highway from the Pier and along Marine Parade and Grand Parade

Barriers to walking and cycling

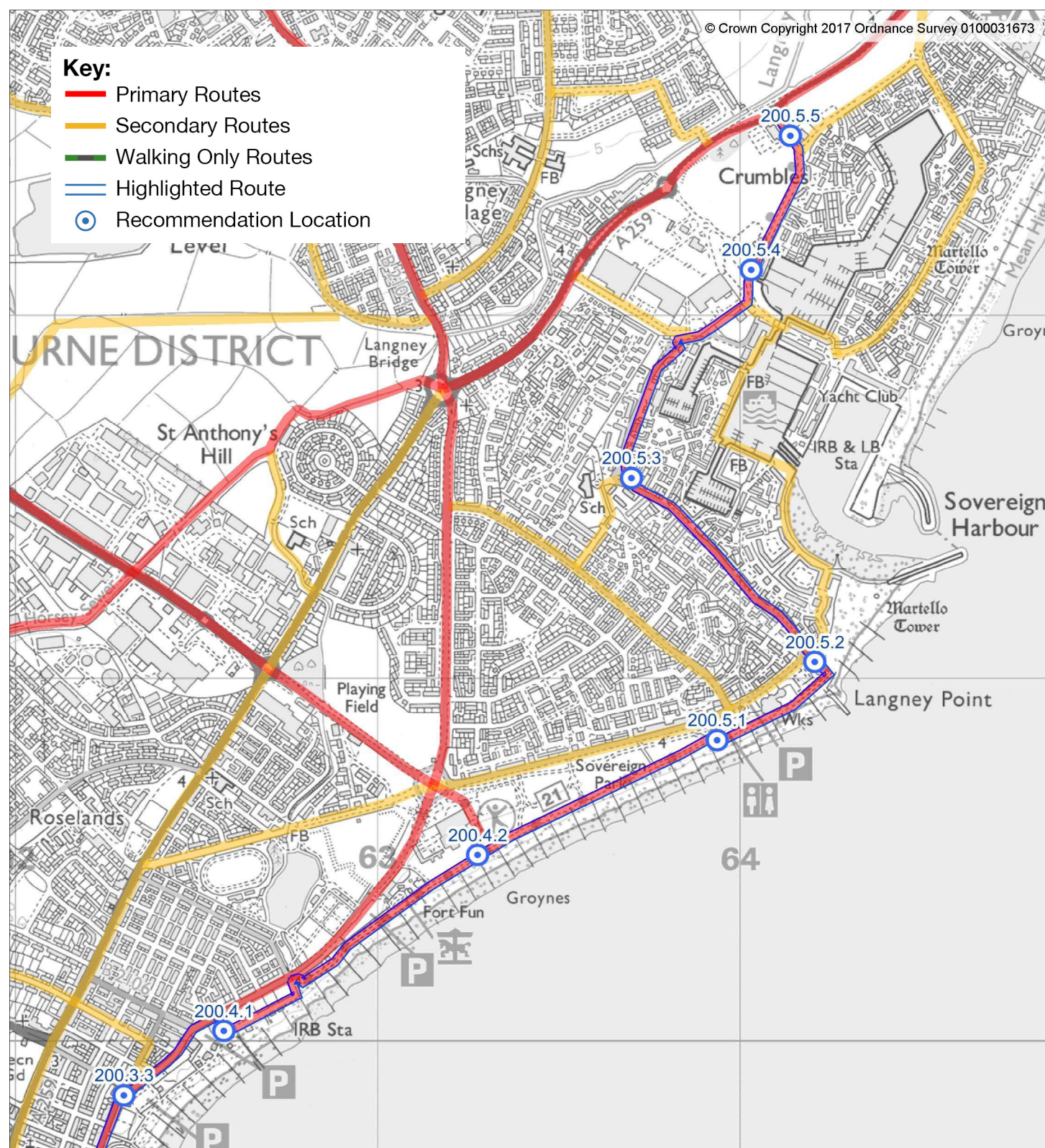
Cyclists have to use the highway with a high volume of vehicles. There are parked cars on the sea-side of the highway with issues that car reverse into westbound cyclists.

Pedestrians are able to use the beach side Promenade

Recommendations

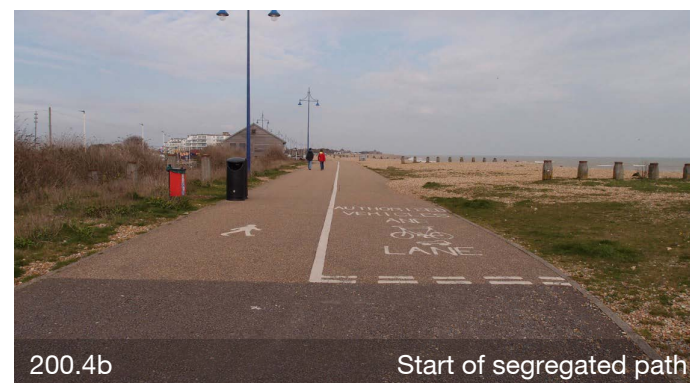
- 200.3.1 Provide shared-use public realm provision by the Pier and suitable stopping for service and tourist and buses and coaches.
- 200.3.2 Remove all car parking on highway and create a 2-way traffic-free cycle route; connect onto footway on bend in road opposite Cambridge Road
- 200.3.3 Convert footway on southern side of highway and continue east to connect with NCN21 traffic-free path close to Beach Road





Route 200 - Map 2

0 0.25 0.5 kilometres



200.4 Fisherman's Green Car Park – Sovereign Centre

Existing conditions

The route departs from the main road via the access road to Fisherman's Green Car Park. Once passed the entrance the route becomes an approximately 5m wide road. This shares vehicular access to small seafront businesses. Each user has a separate access point onto the segregated 5m wide path which runs along the seafront from Channel View Road to Sovereign Centre where NCN Route 21 joins the seafront

Barriers to walking and cycling

Unclear wayfinding at the start of NCN Link Route, 'no cycles', signs in wrong direction.

Unclear wayfinding to start northbound Route 21

Seafront will have the worst of poor weather, wind and rain.

Recommendations

- 200.4.1 Review and improvement of signage at and around Fisherman's Car Park
- 200.4.2 Review and improvement of signage to join Route 21 at Sovereign Centre

200.5 Sovereign Centre – Martello Roundabout

Existing conditions

From Sovereign Centre to Martinique Way the route remains on the wide seafront segregated path, where it traverses several small roundabouts and continues to follow Route 21. Along Atlantic Drive to Harbour Quay the route passes a number of large retail and business units, as well as a large car park for Sovereign Harbour. It finishes on the roundabout at the end of Pacific Drive.

Traversing the outside of the Wastewater Treatment Works, the route narrows and shares the edge of car parking and access roads.

Barriers to walking and cycling

Designated route around the Wastewater Treatment Works takes a narrow and at times unusable route due to sharp 90 degree bends with no radius to allow

the necessary turning circle.

Poor and unmaintained condition of road at incomplete site entrance near Martinique Way

Sections of the route are remote and may therefore lead users to feel vulnerable.

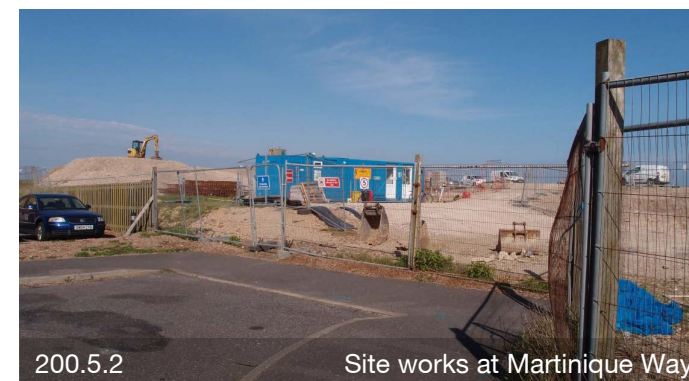
Significant number of access roads through the residential area of Atlantic Road with poor approach visibility splays for both drivers and shared path users.

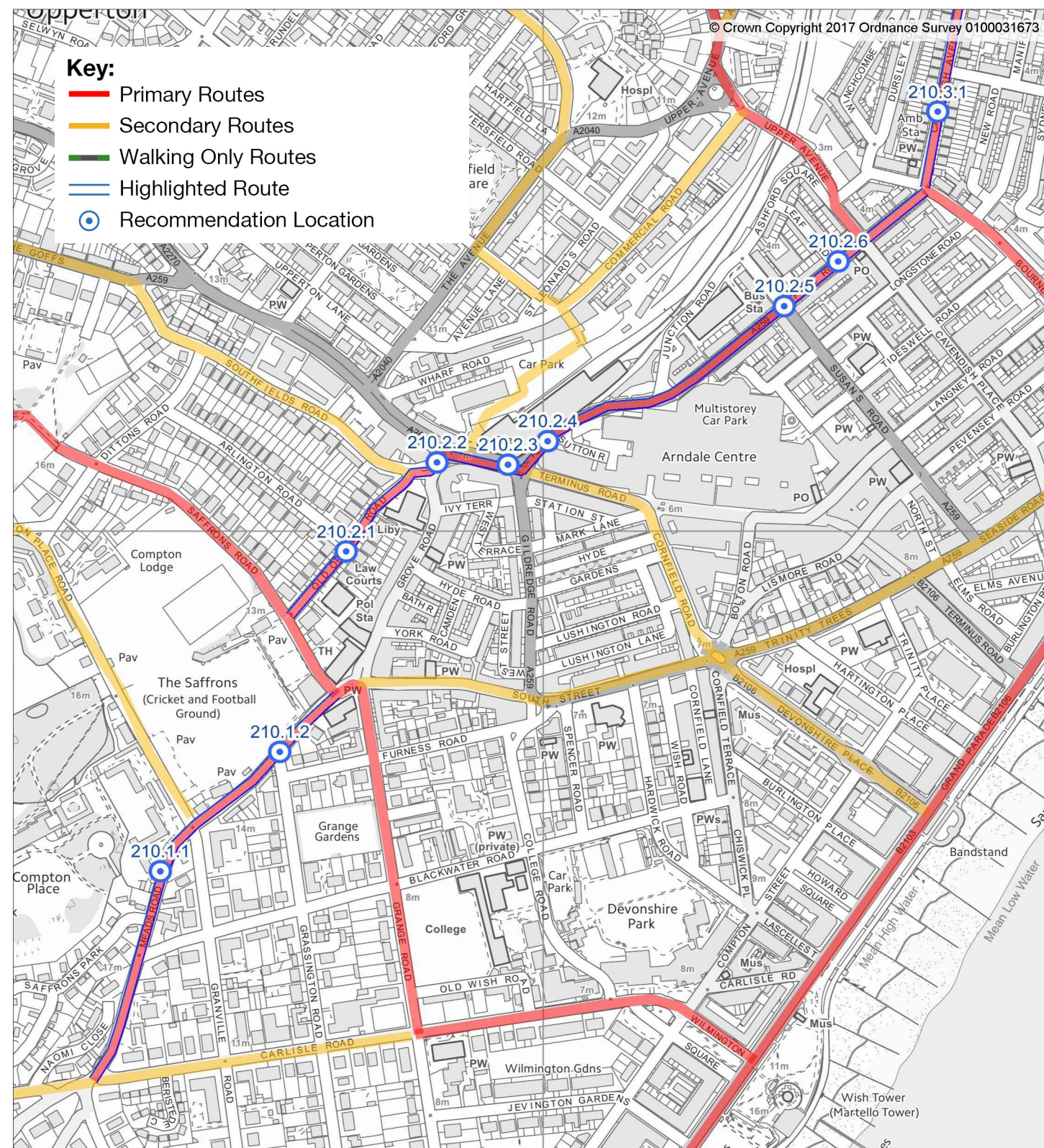
A number of high volume entrances to business units and car parks with insufficient visibility and signage to alert users of each other

Crossing points at roundabouts are not clear, with continuous white lines on the footway that suggest onward travel on the same side is not possible (see image 200.5.6).

Recommendations

- 200.5.1 Review designated route around the Wastewater Treatment Works, increase width and usability of cycle route, or make shared use, review clarity of white wayfinding for vehicles using car park, pedestrians and cyclists. Install and maintain good lighting along the route.
- 200.5.2 Improvements to Martinique Way roundabouts once site work is complete
- 200.5.3 Review crossings at access roads along Atlantic Drive and improve to provide raised table for shared path and improved visibility where possible
- 200.5.4 Review and improve crossings at access roads to car park and service access roads to provide raised table for shared path and improved visibility
- 200.5.5 Review white lining throughout Sovereign Harbour.





210: University – Pevensey Bay

Route description

Providing an alternative to the seafront route from the University to the east side of Eastbourne. Route 210 runs parallel with the seafront albeit set back by approximately a kilometre. Linking University – Eastbourne Station – Roselands – NCN Route 21 – St Anthony's Hill – Pevensey Bay the route utilises sections of the traffic free Horsey Way and is 9.3km long. As the route traverses the whole town east west, it links to the majority of north south routes as well as a number of east west routes.

Background

The route is included in Eastbourne Walking and Cycling Strategy 2012, sections as Priority 1, Programmed or Existing. The second section of the Horsey Way sewer shared use path has planning permission as it is due for construction, linking Roselands and St Anthony's Hill

210.1 University – Saffrons Road

Existing conditions

The route starts in the quiet residential and university area of Meads down the gradual gradient of Meads Road towards the town centre.

Barriers to walking and cycling

Existing wayfinding is unclear and a number have been rotated on their posts

Existing gradient of roads in the area may limit those cycling.

Speed of traffic, on route and approaching from side roads, quantity of parked cars.

Condition and type of footway material, road surface in a number of places.

Recommendations

- 210.1.1 Limit parking to one side and create a segregated use path
- 210.1.2 General review and improvements to footway conditions in area, including provision of dropped kerbs and crossing points.

210.2 Saffrons Road - Station – Bourne Street

Existing conditions

The route skirts the north side of the town centre on wide residential roads and bypasses the main shopping roads and one-way systems to arrive at the station.

From the roundabout west of the station and traversing Ashford Way this route links 210 and Terminus Road / 303, via Ashford Way to Bourne Street / 310

To the front of the station there are currently incomplete works and a dual carriage, two way road.

The existing town centre roads have been temporarily stopped up for a large construction project and partially remodelled to provide an improved footway to the north side of Ashford Way.

At the time of survey the shared use path is incomplete, and has been reviewed to highlight outstanding issues.

Barriers to walking and cycling

Existing wayfinding is unclear and a number have been rotated on their posts

Speed of traffic, on route and side roads, quantity of parked cars.

Recommendations

- 210.2.1 Create 20mph zone throughout this residential area of Old Orchard Road.
- 210.2.2 Improve junction sequence from Library to Station, pedestrian and cyclist movement's prioritised through designated crossings and filter lanes as necessary. Including sufficient access into station and storage facilities for all users
- 210.2.3 Improve pedestrian crossing facilities and provide facility for cyclists to turn right when heading west. Improve access to the station at Station Parade
- 210.2.4 Continue shared facility or provide safe means for cyclists to continue re-join carriageway to travel in westbound direction
- 210.2.5 Improve clarity of pedestrian and cycle movements over junction. Provide crossing for those heading in westbound direction to join shared use facility
- 210.2.6 Remove parking and provide segregated cycle or at minimum shared use facilities, consider making street one way



210.2.1a

Saffrons Road



210.2.1c

Paved footway, parking to one side



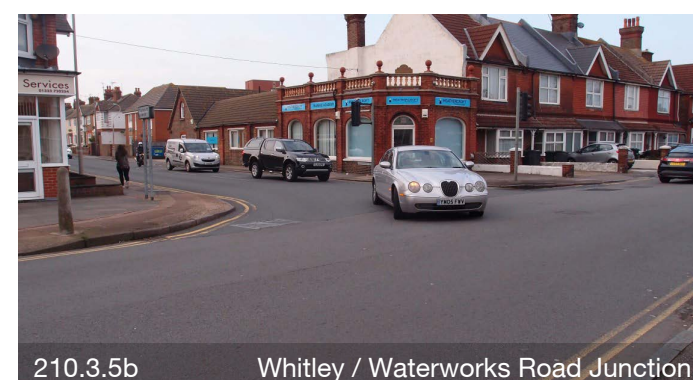
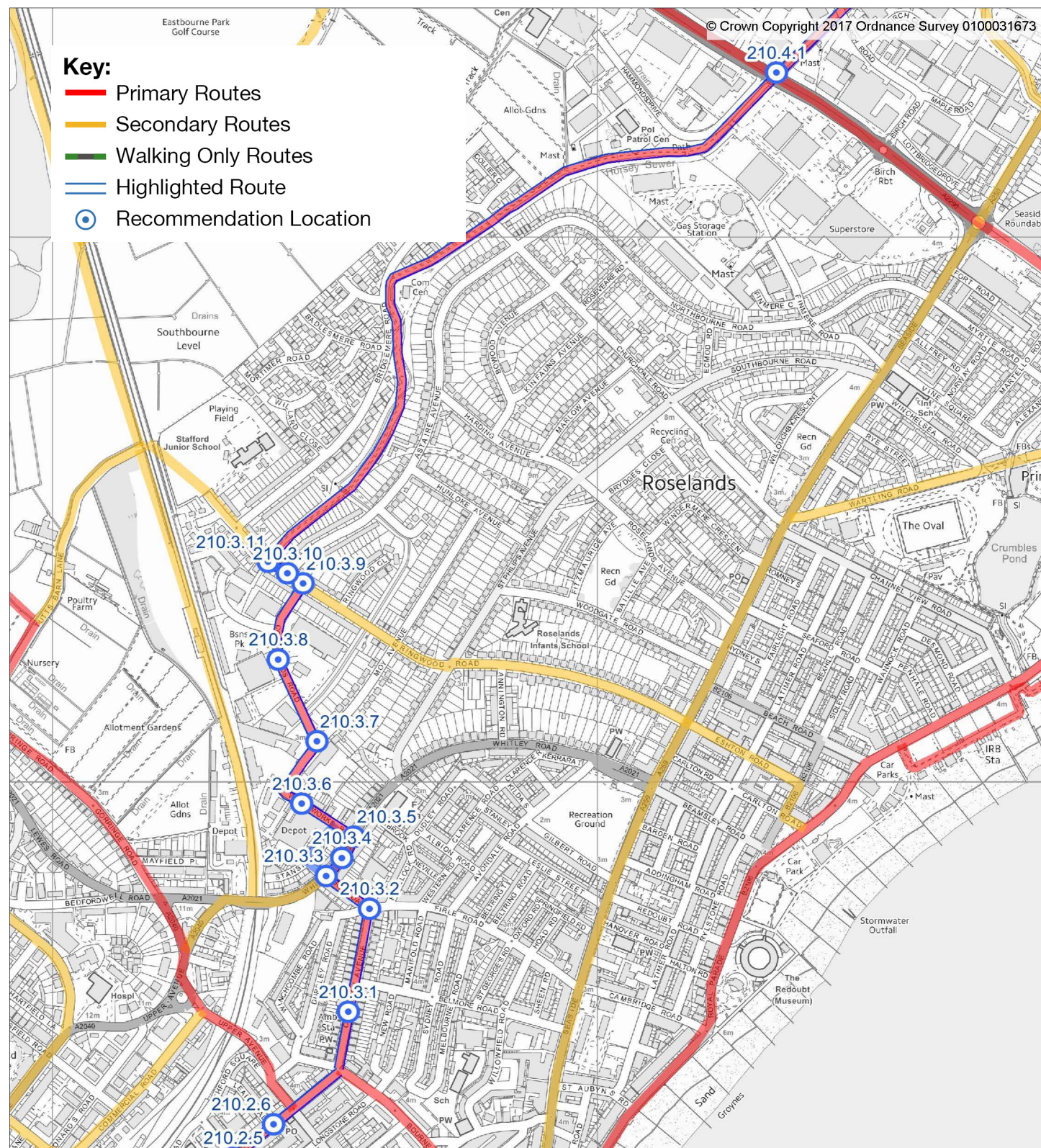
210.2.5

Ashford Road / Susan's Road junction



210.2.6

Ashford Road



210.3 Bourne Street – Roselands – Horsey Way – NCN Route 21

Existing conditions

Running along Cavendish Avenue towards Whitley Road the carriageway is busy, but wide with parked cars and a bus route running its length. Footways are wide and reasonably well surfaced

Three way traffic lights control movement at Waterworks Road where a number of industrial units can access Whitley Road. Waterworks Road wide road with reduced traffic volumes, adjacent to industrial unit's access ways and along residential roads.

The route turns onto the Horsey Way; a shared use path links Ringwood Road and Lottbridge Drive running adjacent to the Horsey Sewer.

The Horsey Way shared path joins and runs along Hammond Drive crossing the entrances to a number of large industrial units. The path runs alongside parallel parking and currently ends at the junction to the A22 and NCN Route 21.

Barriers to walking and cycling

Volume and speed of traffic along Cavendish Road. Footways have inconsistent crossing provision. Some signage posts significantly reduce available footway width.

Blind bend at cross roads with Firle Road has high traffic speeds.

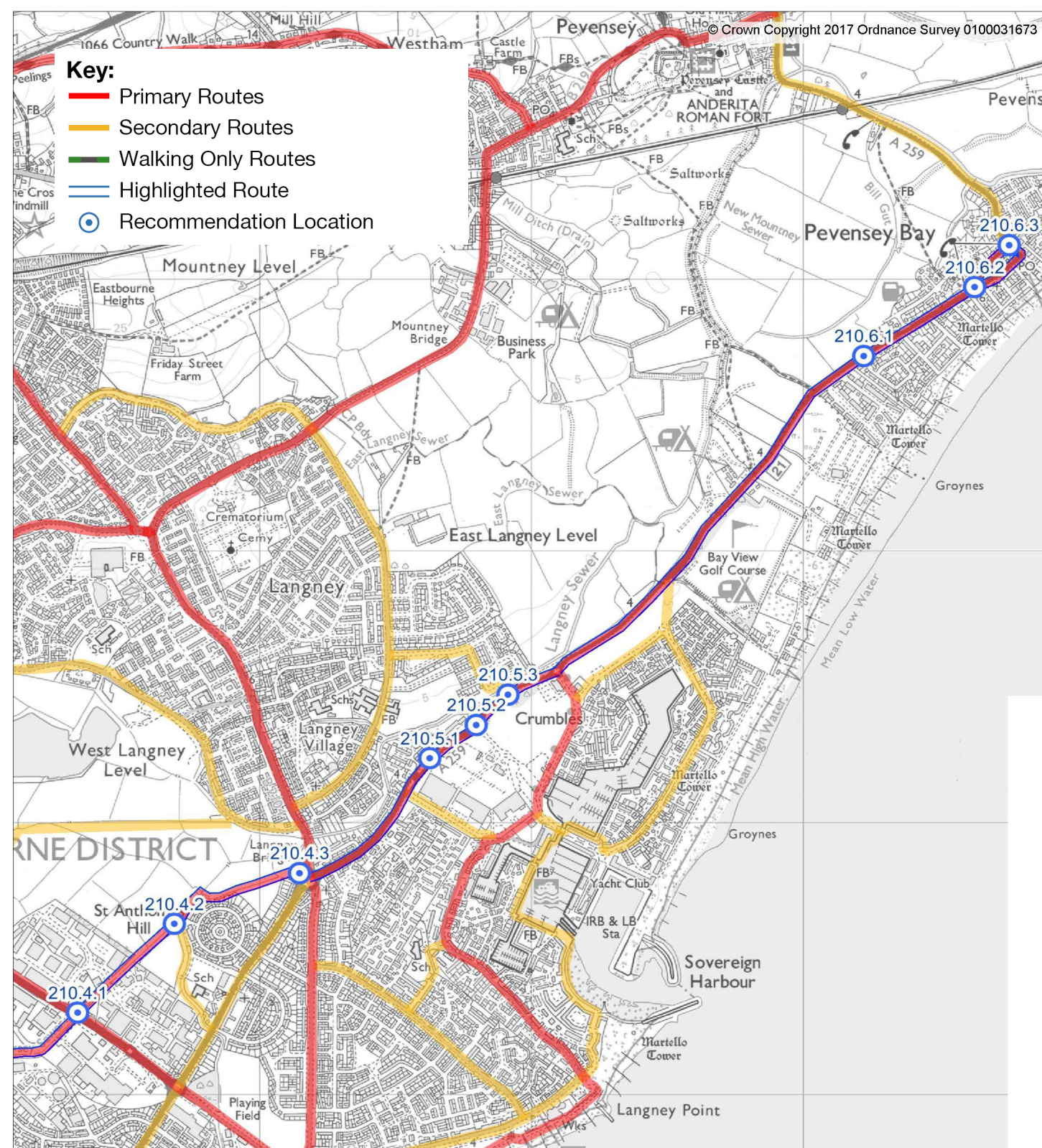
Traffic lights to Waterworks Road: long waiting times with insufficient pedestrian and cyclist provisions for crossing lanes.

Speed and volume of traffic along Waterworks Road and neighbouring residential roads

Recommendations

- 210.3.1 Remove parking and provide segregated cycle or at minimum shared use facilities, consider making street one way
- 210.3.2 Consider signalised controls at junction, at minimum tighten radii to encourage reduction of traffic speeds improve visibility to all approaches
- 210.3.3 Improved pedestrian crossings and cyclist provisions at Whitley Road toucan crossings and ASL or similar
- 210.3.4 Improve pedestrian and cyclist provision along Whitley Road: widening footways to shared use paths or provision of cycle lane on road. Alternative alignment to Stanstead Road, only if access is limited and parking provision removed.
- 210.3.5 Improved pedestrian crossings and cyclist provisions at Whitley – Waterworks Road traffic lights; toucan crossings and ASL or similar
- 210.3.6 Reduce speedlimit and provide shared use path to one side
- 210.3.7 Provide priority to movement from Waterworks Road to Courtlands Road for active travel users
- 210.3.8 Reduce speedlimit and provide shared use path to one side
- 210.3.9 Clear designated manoeuvre to / from shared path to join carriageway for cyclists
- 210.3.10 Reduce speedlimit on residential road
- 210.3.11 Improve visibility and clarity of access to Horsey Way shared path.





Route 210 - Map 3

0 0.25 0.5 kilometres



210.4 NCNRoute21–ProposedHorsey Way Extension – Langney Roundabout

Existing conditions

At the time of writing, the extension to the Horsey Way has not commenced construction, there is no crossing provision at the junction with NCN Route 21 / Lottbridge Drive / 320. Cyclists and pedestrians are required to join NCN Route 21 / 320 and use St Anthony's Avenue / 203 until Langney Roundabout.

Langney roundabout has a significant volume of vehicular traffic and good pedestrian crossing provision due to the proximity of a large school.

Barriers to walking and cycling

Incomplete section of route, no walking or cycling provision

Langney Roundabout challenging to safely cross as a cyclist

Recommendations

- 210.4.1 Provision of crossing over Lottbridge Road (Horsey Way extension)
- 210.4.2 Construct new shared use path (Horsey Way extension)
- 210.4.3 Improvements to Langney Roundabout as part of Horsey Way including footway resurfacing on approach

210.5 Langney Roundabout – Martello Roundabout

Existing conditions

Between Langney and Harbour Roundabout Pevensy Bay Road is a two lane dual carriageway, with no cycling and inconsistent walking provision. From Harbour Roundabout to Martello Roundabout it becomes single lane carriageways.

At Martello Roundabout the route joins the shared NCN Route 21. A large number of residential units are under construction south of Pacific Road at the time of writing.

Barriers to walking and cycling

No cycle provision along 40mph dual carriageway.

From Kingsmere Way east to the service road the southbound footway is missing, sufficient verge is available.

Within wide grass verges, the footways west of Kingsmere Way are an insufficient width for users to comfortably pass in opposite directions

Within wide grass verges, the footways east of the A259 / Asda Service Road to the Martello Roundabout Road are an insufficient width for users to comfortably pass in opposite directions.

At Harbour Roundabout there is limited provision to continue the journey on foot or by bike in all directions. Road markings are faded. Pedestrians must transition to the south side as the north side footway stops.

A large quantity of children use the Tanbridge Road uncontrolled two stage crossing to travel to school. The road has significant volumes of 40mph traffic and an insufficient central refuge.

Recommendations

- 210.5.1 Provision of recommended width shared use paths to both sides for the length of the route
- 210.5.2 Improved pedestrian and cycle crossing provision at Harbour Roundabout
- 210.5.3 Improved pedestrian and cycle crossing provision at Tanbridge Road.

210.6 Martello Roundabout – NCN Route 21 – Pevensey Bay

Existing conditions

NCN Route 21 runs as a shared use path from Martello Roundabout east.

On the approach to Eastbourne Road it re-joins the road network.

The route passes on road through Pevensey Bay to the central one way system.

Barriers to walking and cycling

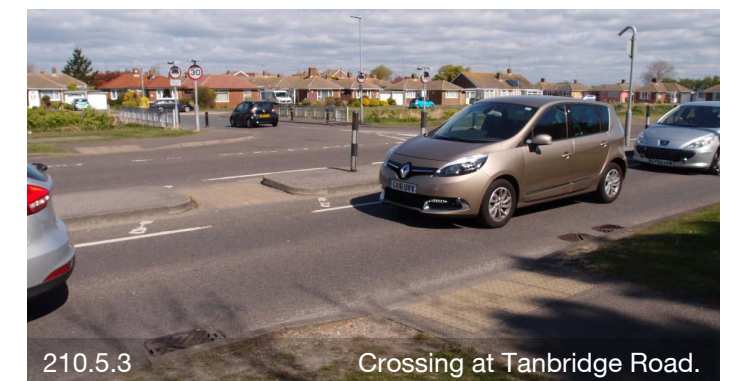
Unclear priorities at the junction to re-join the main carriageway at Eastbourne Road

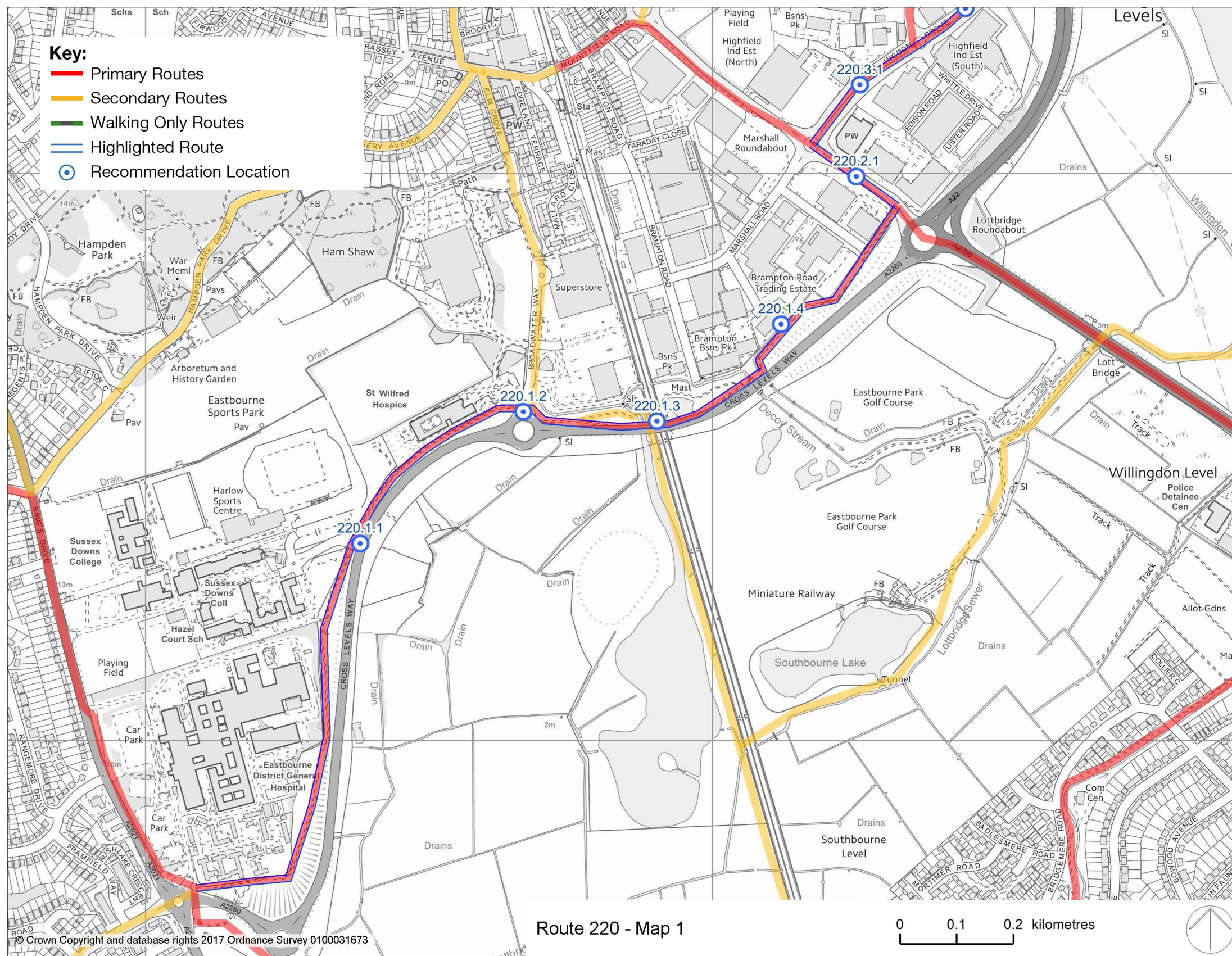
No cycling provision at Richmond Road / Wallsend Road traffic lights

Quantity of parked cars on carriageway

Recommendations

- 210.6.1 Review of signage and road markings where NCN Route 21 re-joins carriageway at Pevensey Bay
- 210.6.2 Limit parking and create 20mph zone within Pevensey Bay one-way system
- 210.6.3 Improve priorities for pedestrians and cyclists at Richmond Road / Wallsend Road traffic lights





220: Hospital – Westham

Route description

Running approximately west-east for 8.5km the route is relatively flat with the exception of the southern section close to the General Hospital. The path links via Hampden Park Rail Station - NCN Route 21 – Shinewater Park – Langney – Pevensey

Background

Route is part of the Eastbourne Walking and Cycling Strategy 2012 with some sections already completed.

220.1 General Hospital - NCN21

Existing conditions

This section of the route is traffic-free and runs along existing infrastructure, connecting via Sussex Downs College, with opportunities to link to Hampden Park Rail station to the north and Brampton Trading Estate east and south, where the route runs along the side of the A2280 Cross Levels Way.

Barriers to walking and cycling

There are no barriers to use along this formation.

Limited crossing provision at roundabouts.

Gradient to rail bridge, and limited footway width with no verge separation.

Shared use path to cross levels way of insufficient width for expected future use

Recommendations

- 220.1.1 Remove “Cyclists Dismount” signs at entrance to College.
- 220.1.2 Provide signalised crossing
- 220.1.3 Improve to shared use width and provide verge separation from road
- 220.1.4 Upgrade path to shared use width

220.2 Lottbridge Roundabout – Marshall Roundabout

Existing conditions

This section of the route is on an existing shared use path and runs north to a connection Lottbridge Roundabout to Marshall Roundabout.

Barriers to walking and cycling

The shared use path is only suitable width for walking and too narrow to comfortably pass in opposite directions

Recommendations

- 220.2.1 Upgrade shared-use path

220.3 NCN21 - B2191 Willingdon Drove

Existing conditions

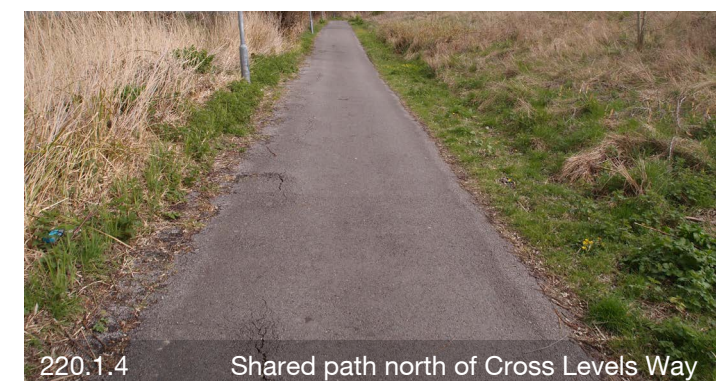
This section of the route is on an existing footpath and runs east to a connection with Willingdon Drove and onwards to Langney.

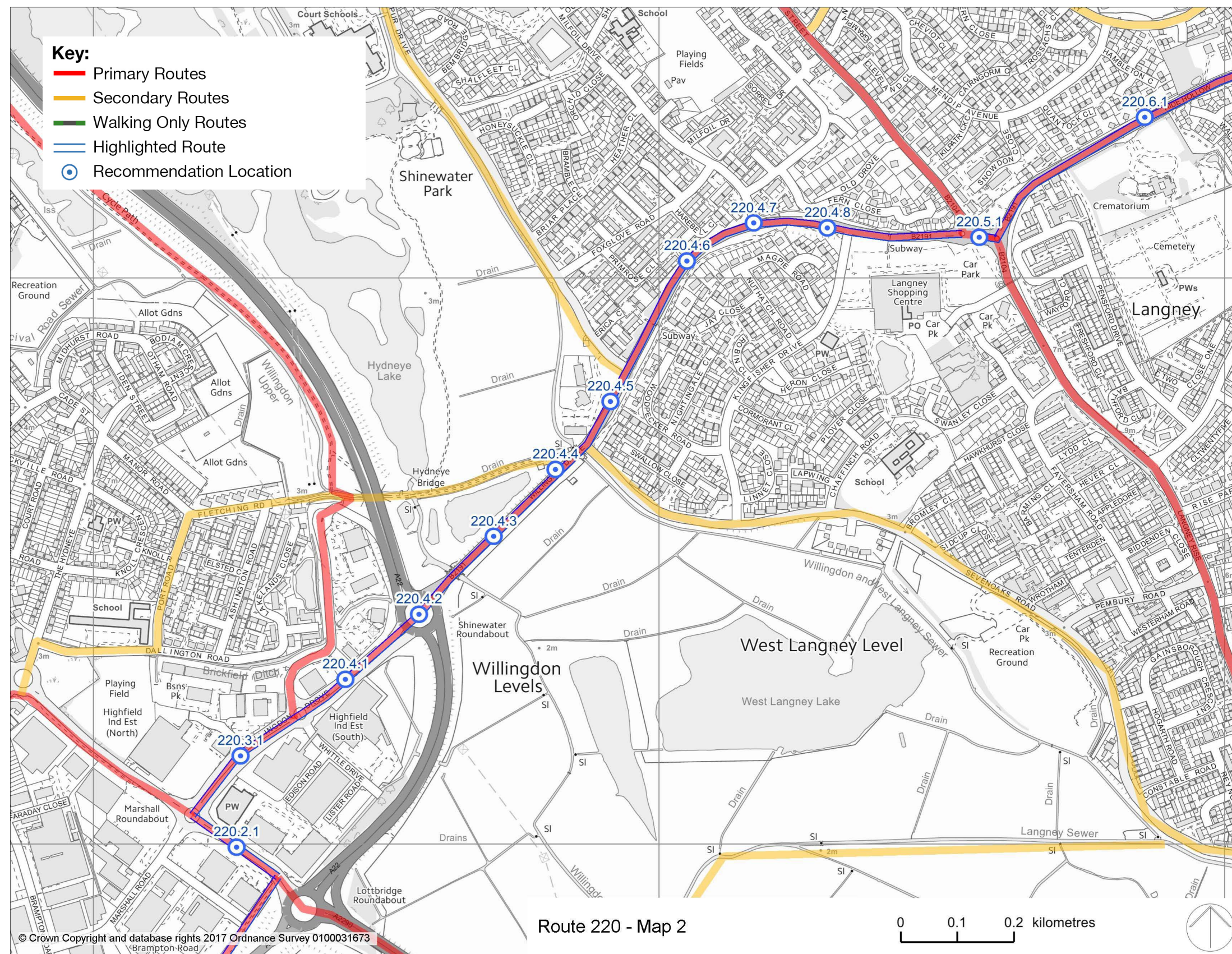
Barriers to walking and cycling

The existing footpath is suitable for walking but the path is too narrow and overgrown to be used as a cycle link

Recommendations

- 220.3.1 Upgrade footway to shared-use width





220.4 Marshall Roundabout - Shinewater - Friday Street

Existing conditions

This section of the route forms a footway towards Langney up Willingdon Drove, from the cycle refuge.

Barriers to walking and cycling

The busy highway and incomplete network creates severance in this location for users wishing an alternative link to Shinewater and Langney.

Recommendations

- 220.4.1 Upgrade footway on southern side of Willingdon Drove to provide off-carriageway cycle facilities to Shinewater Roundabout.
- 220.4.2 Upgrade the Pelican Crossing at Shinewater Roundabout across A22 Highfield Link to provide cycle access to connect into Willingdon Drove
- 220.4.3 Upgrade footway on east side of Willingdon Drove to allow for shared-use and continue to existing shared use refuge across Willingdon Drove.
- 220.4.4 Improve existing crossing of B2191 Willingdon Drove where path meets highway.
- 220.4.5 Upgrade and widen footway on north side of Willingdon Drove to provide shared use facilities to Lakespur Drive.
- 220.4.6 From Lakespur Drive to Millfoil Drive construct shared use traffic-free path on same side of highway
- 220.4.7 Upgrade crossing of Millfoil Drive to shared use and connect to existing crossing of Willingdon Drove to ensure complete network.
- 220.4.8 Upgrade footway on south side of Willingdon Drove to allow for shared use and continue to Langney Shopping Centre

220.5 B2191 - Friday Street Roundabout

Existing conditions

Extended double mini roundabout at cross roads adjacent to Langney Shopping Centre. Dual lane link between two mini roundabouts.

Barriers to walking and cycling

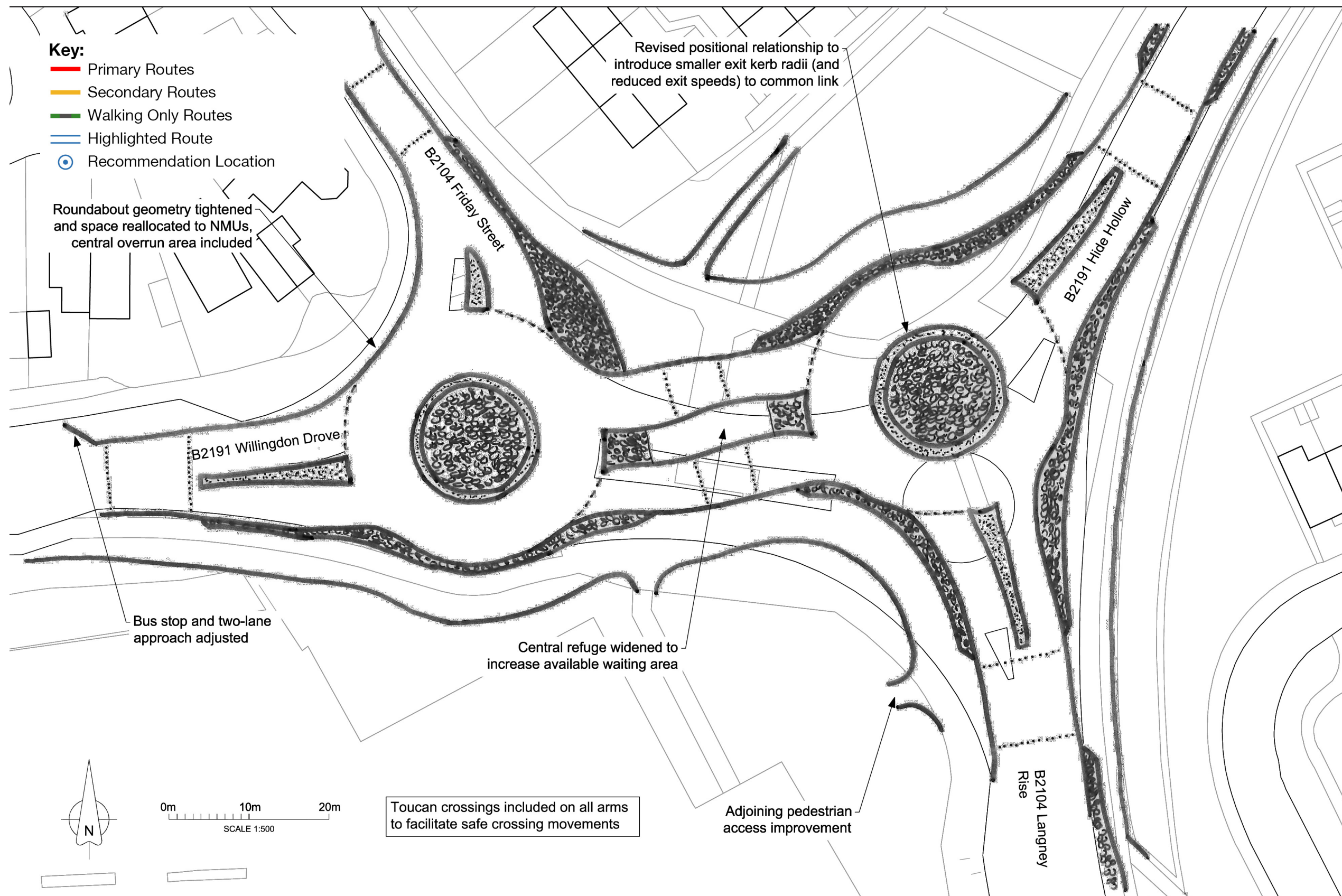
Inconsistent non-signalised crossing provision. Several crossing points have signage specifically preventing cycle use

On carriageway riding intimidating due to volume and size of traffic

Recommendations

- 220.5.1 Review and determine improvements to pedestrian and on / off carriageway cycle provision at B2104 / B2191 / Friday Street roundabout. Improve signage. A sketch design for this junction has been included on the following page





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Notes:

1. Geometry subject to detailed design based on topographical survey and swept path analysis.
2. Tactile paving, zig-zag markings etc (where required) omitted for clarity.
3. Minimum existing margin of 1.0m maintained adjacent to carriageway where speed limit is 40mph or greater.
4. Cycle on-/off-slips to/from carriageway subject to detailed design with respect to adjoining network continuity improvements.
5. Recommend consideration be given to reducing capacity of entries feeding link section in the case of traffic blocking back affecting overall capacity.

Rev	Description	Drawn	Check	Date
-	First Issue	CT	TJ	05/07/17

sustrans
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2 Cathedral Square, College Green, Bristol BS1 5DD
Tel: 0117 926 8893 www.sustrans.org.uk

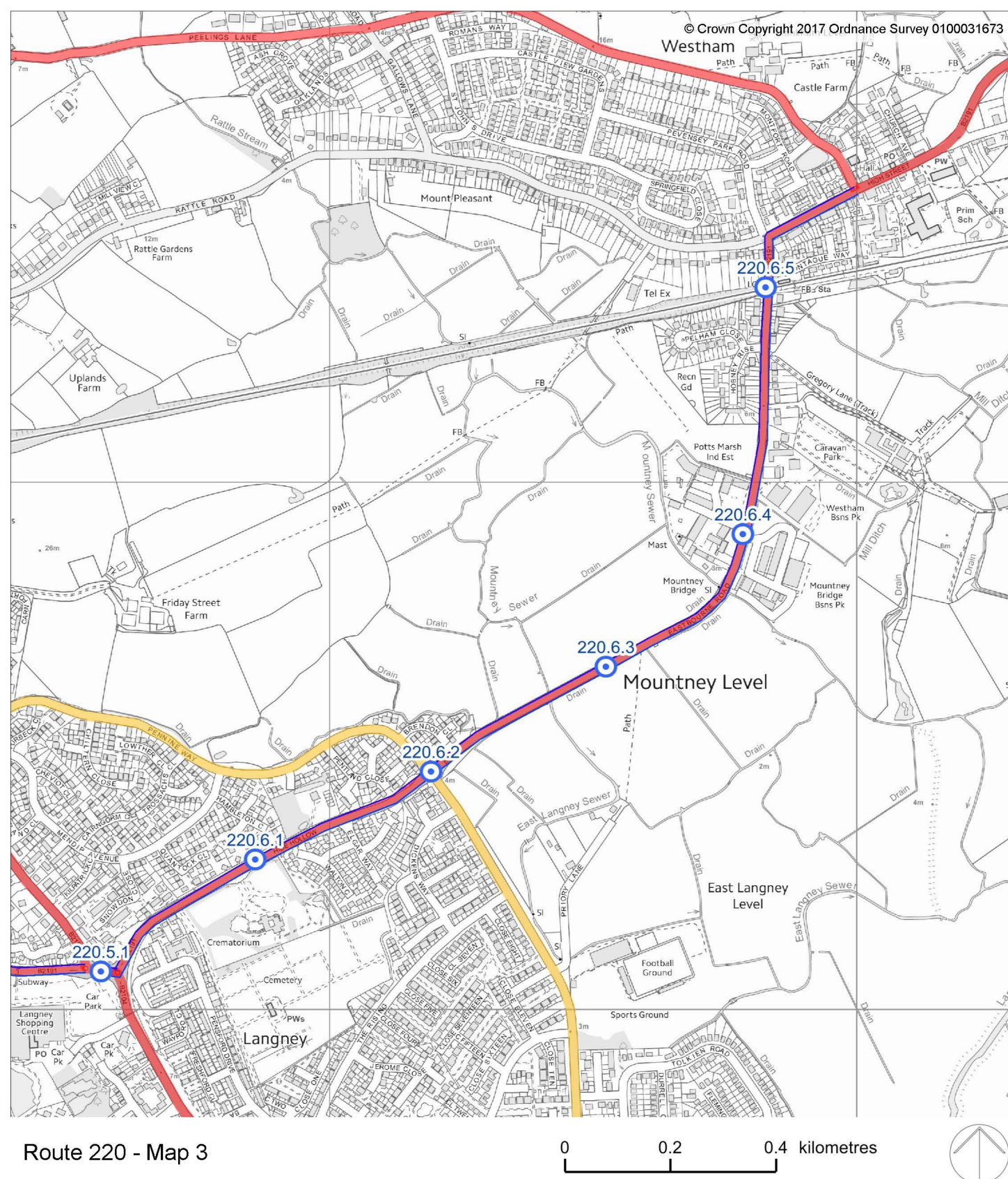
Project: East Sussex CWS

Title: Eastbourne
B2104 Friday Street & B2191 Hide Hollow

Drawn:	Checked:	Date:	Scale at A3:
CT	TJ	05/07/2017	1:500

Status: **PRELIMINARY**

Drawing No:	Revision:
10564-ES-DR-03	-



Route 220 - Map 3

220.6 Friday Street – Peelings Lane

Existing conditions

From the double roundabout in Langney the gradient of Hide Hill is significant and lengthy. Footways to either side vary in height to the main carriageway, providing good separation.

Crossing roundabout at Priory Road, reasonably busy in all directions especially at peak. Hide Hollow continues beyond the roundabout as a wide country road with a narrow footway to one side.

The route passes through Westham Business Park with significant volumes of heavy traffic crossing roads and footways. It also provides a link to Pevensey & Westham Station. Road users and pedestrians must cross a level crossing adjacent to the station.

Barriers to walking and cycling

Significant gradient to Hide Hill towards west

Lack of safe crossing points between residential areas along Hide Hill.

Priory Road roundabout has no cycle provisions, however it has a pedestrian refuge for two stage crossing

Hide Hollow beyond Priory Road has limited footway width and no cycling provision.

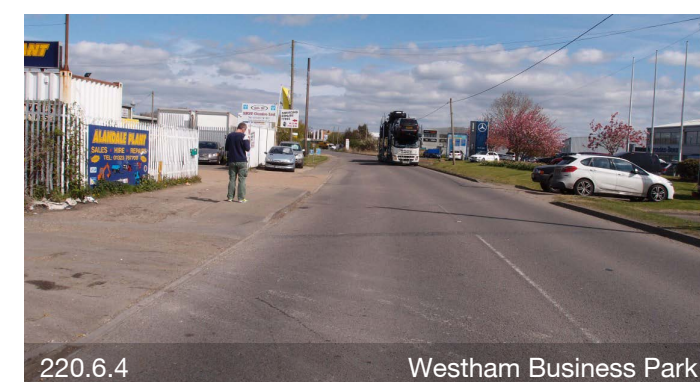
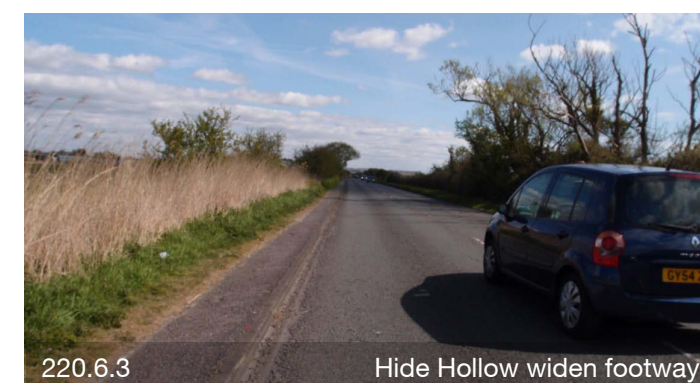
Hedgerows overgrown on both sides of the road in a number of locations.

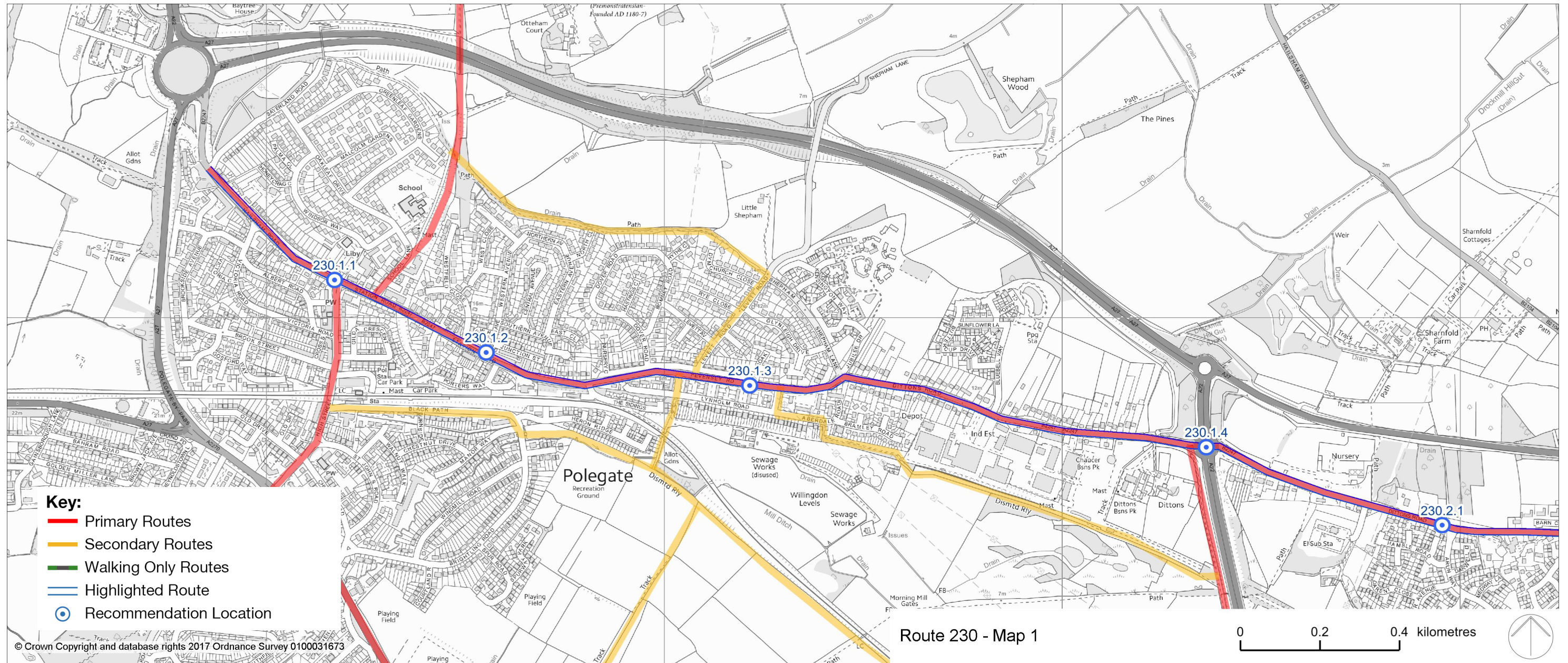
The footway through Westham Business Park, is inconsistent in width and of poor quality.

The area around Pevensey & Westham Station has inadequate pedestrian and cycling accessibility. There is no clear pedestrian crossing and all surfaces are in poor condition.

Recommendations

- 220.6.1 Increase width of one footway to provide shared use path on Hide Hill within Langney, including crossing points
- 220.6.2 Improvement of Priory Road roundabout
- 220.6.3 Continuation of shared use path to Pevensey
- 220.6.4 Footway improvements to Westham Business Park, giving priority to NMUs
- 220.6.5 Footway improvements and crossing to





230: Polegate High Street - NCN21 and A22

Route description

The route provides a primary walking and cycling route running approximately east – west for 7.5km on relatively flat terrain. Connections south adjacent the A22 Golden Jubilee Way, run to the east of Hampden via NCN21 and the Industrial Estate and employment area along Edward Road. It uses a mix of traffic-free shared-use paths and quiet residential streets.

Background

Route included in Eastbourne Walking and Cycling Strategy 2012

230.1 Polegate High Street - NCN Route 21 – A22

Existing conditions

The traffic-free shared-use path, the route runs eastwards on the southern side of Pevensey Road and the footway remains a wide designated shared use path along the Dittons Road to the A22 roundabout. Signage is clear and consistent and encourages sharing with care and clear crossing priorities at road junctions. The road is gently graded down towards the A22.

Immediately prior to the A22 roundabout the main shared route turns south to re-join NCN Route 21 as an off road link. Footway width reduces.

Barriers to walking and cycling

Busy road on High Street with care required by cyclists crossing east onto traffic-free section. Limited safe crossing points from shared path to north side of carriageway

Narrow footway adjacent to the A22 roundabout

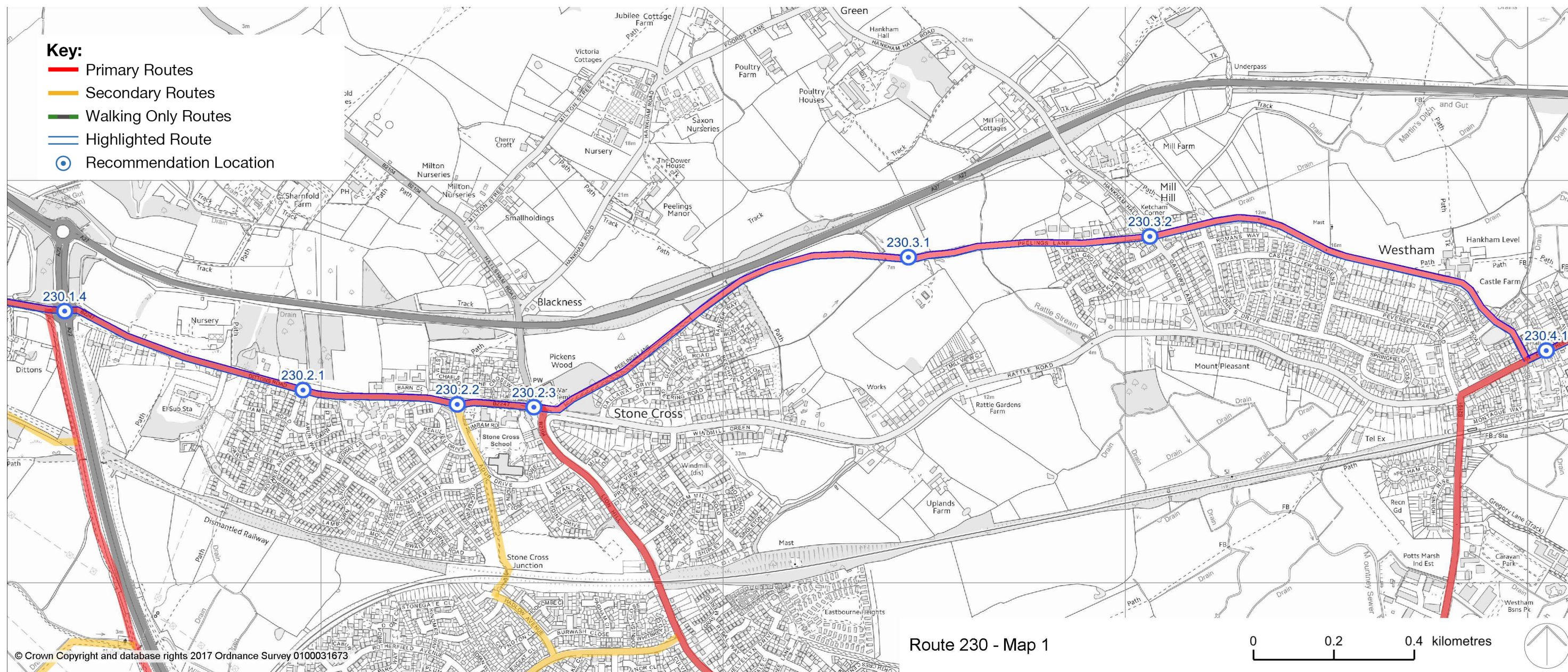
There is insufficient provision for cyclists and pedestrians to cross the A22 approach to the roundabout, making the transition extremely dangerous.

Recommendations

- 230.1.1 Improve access from High Street to traffic-free path

- 230.1.2 Maintain good cycle infrastructure.
230.1.3 Remove short section of segregated path, between Aberdale Road and Levett Road. Provides neither user with sufficient width
230.1.4 Review of crossings at A22 roundabout, potential to reduce speedlimit and put in traffic controls on all approaches for all users.





230.2 A22 – Stone Cross

Existing conditions

After the A22 roundabout the footway becomes extremely narrow on the south side and stops on the north side. The road has a gentle gradient up towards Stone Cross, with limited carriageway width.

Once within the bounds of Stone Cross substantial sections of the northbound footway have been widened though are not sufficient width for shared use. At the time of surveying this had not had its final surface applied, but it is assumed this will be of good quality

Beyond the roundabout at Adur Drive the gradient continues gently up towards the junction with Lion Hill the footway remains narrow though is indicated as cycle route in a number of locations.

Wide carriageways with a 40mph limit.

Staggered and traffic lighted junction with Hailsham Road and Lion Hill has ASLs on three of the four approaches and good crossing provision for pedestrians, though no pedestrian signals are in place.

Barriers to walking and cycling

Narrow footways, varying width carriageways and reasonable gradients on road between A22 and Stone Cross

Roundabout at Adur Drive has narrow footways and on road carriageway approach lanes.

Limited crossing points between north and south footways.

The Hailsham Road and Lion Hill junction is very busy and from all sides the push off for cyclists is uphill to varying degrees. This combined with busyness and the long wait for a green light means that straight on and right turn manoeuvres for cyclists require using primary position.

Recommendations

230.2.1 Installation of shared use path to north side of carriageway along length of the section and improve frequency of crossings.

230.2.2 Review of footway and carriageway widths and junction treatments at Adur

230.2.3

Roundabout to improve priority for pedestrians and cycles.

Junction with Hailsham Road and Lion Hill improved priority for pedestrians and cyclists to increase safety.

230.3 Stone Cross – Westham

Existing conditions

The proposed alignment for the route is along an existing Peelings Lane footpath to the north, which becomes a single track country road at Banner Lane.

Beyond Hankham Hall Road the lane opens up and widens slightly with more residences to either side. Subsequently entering Westham from the north, to the east end of the High Street.

Barriers to walking and cycling

Existing pedestrian footway provision on Rattle Road is very narrow in a number of locations. It requires crossing the road frequently. The road itself is also very narrow and undulating.

The proposed alignment on Peelings Lane currently provides pedestrian access only (signage states: no cycles) to Banner Lane and on road access for pedestrians, cycles and vehicles beyond, though this is a very quiet access road.

Peelings Lane has limited passing points and high hedges which reduce visibility to other road users.

Staggered cross road to Hankham Hall Road, with limited visibility for cyclists and pedestrians to those with priority.

Recommendations

230.3.1 Creation of an off carriageway shared path or quiet way on Peelings Lane to avoid Rattle Road

230.3.2 Review of crossing priorities at Hankham Hall Road



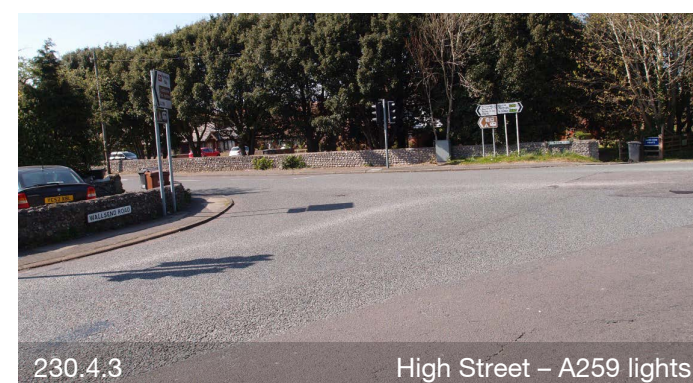
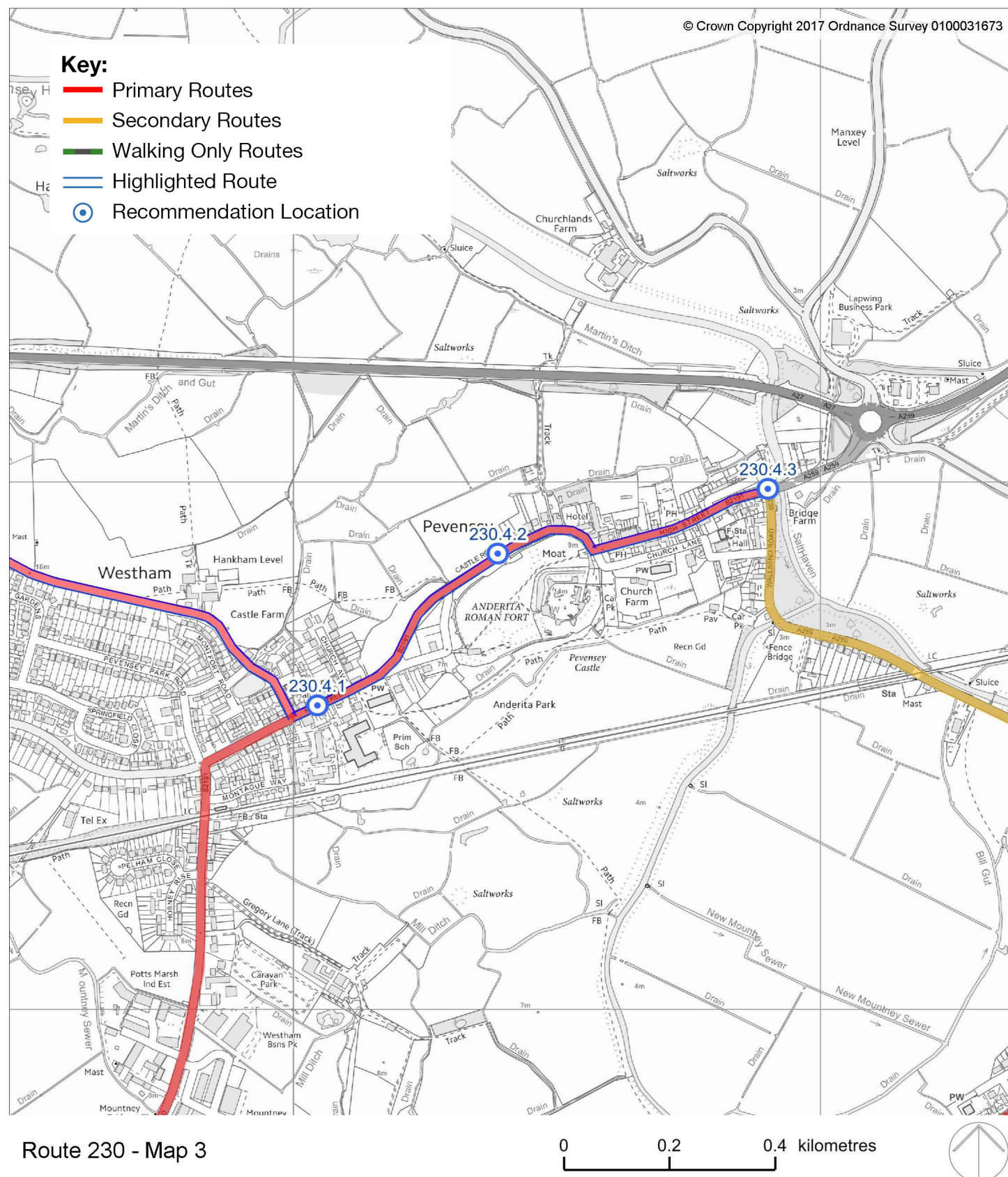
230.2.1a Dittons Road East, shared use path required



230.2.1b Dittons Road new footway narrow



230.2.3 Hailsham Road / Lion Hill Junction



230.4 Westham – Pevensey

Existing conditions

From Westham to Pevensey the route traverses Westham High Street which has a number of on street parking zones which limit the traffic to effectively sharing one lane. A zebra crossing is provided for pedestrians.

Passing Pevensey Castle the road narrows significantly in a number of locations. The road is windy and quaint through the old village.

Barriers to walking and cycling

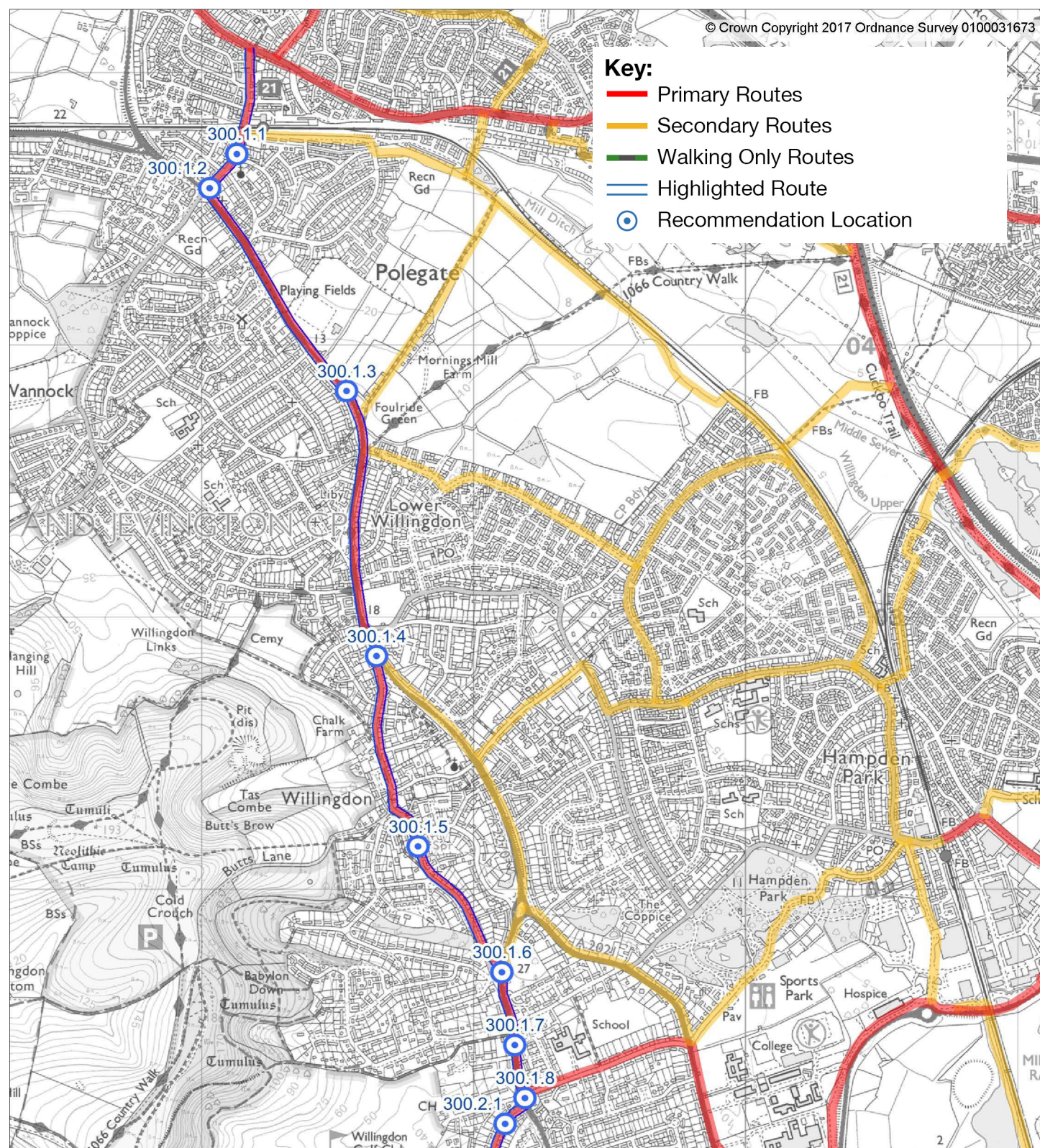
At busy times on Westham High Street, waiting times to pass through as a road user are long, and can be perceived to be unsafe for on carriageway cyclists.

To the east of Westham the road opens up though the north side footway remains narrow, there is no south side provision.

Wide traffic light controlled junction at junction with A259, with limited cyclist or pedestrian provisions to cross.

Recommendations

- 230.4.1 Review of parking and traffic movement priorities at Westham High Street Removal of parallel parking or provide alternating one way traffic light control. Limiting access to High Street by HGVs beneficial.
- 230.4.2 Review of footway and carriageway widths on Castle Road and High Street in Pevensey. Castle is tourist draw, currently no pedestrian access to external walls.
- 230.4.3 Improve High Street – A259 traffic lights to accommodate pedestrian crossing points. Residential areas to all sides of junction.



300: Polegate-Seafront

Route description

This route provides a primary cycling and walking link from Polegate Rail Station, south to Eastbourne town centre, close to Eastbourne Rail station, the Town Centre and to the seafront at King Edward's Parade. Linking residential areas, schools, parks and local shops, the alignment connects Willingdon-Lower Willingdon-Old Town-the seafront and the route is 9.8km long.

Background

Parts of the route are included in the Eastbourne Walking & Cycling Strategy 2012

The route is supported by local stakeholders and was discussed during the stakeholder consultation

300.1 Polegate - Willingdon Road

Existing conditions

The route forms a mix of on-road with no cycle provision, advisory cycle lanes and runs via busy junctions to Willingdon Road .

Cyclists are required to mix with traffic travelling at both 30 and 40mph with no traffic calming and a risk of left/right hook at side roads. There are some sections with advisory cycle lanes on both sides of the highway, but a requirement to travel with large volumes of traffic.

At Coopers Hill the route moves onto a quieter, but undulating residential road towards Willingdon Road.

Barriers to walking and cycling

A need to mix with heavy traffic in places, with the advisory cycle lanes being inconsistent and not continuous.

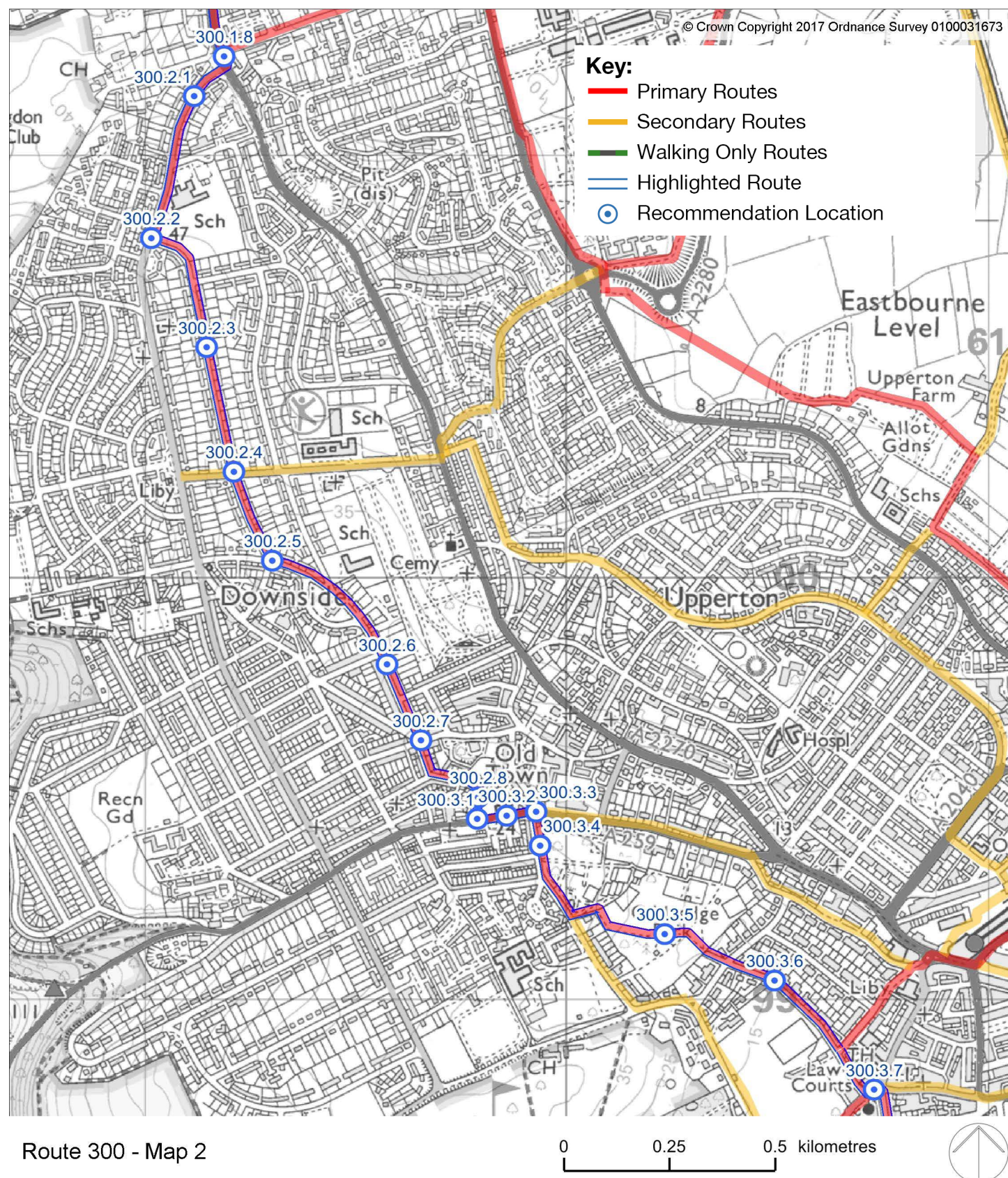
Challenging junctions moving onto Cooper Hill and onto Willingdon Road from Wish Hill.

Narrow and undulating Coopers Hill and Wish Hill, poor or footway provision with parked cars and blind bends.

Recommendations

- 300.1.1 Provide a 20mph zone from Polegate Rail Station level crossing on The High Street south to the junction with A2270 Eastbourne Road
- 300.1.2 Upgrade the signalised junction with A2270/High Street/Wannock Road to allow for cycles to cross with pedestrians
- 300.1.3 Ideally improve advisory on-road cycle lanes to segregated and to be continuous on both sides of Eastbourne Road, at minimum create a continuous shared use width path to one side
- 300.1.4 Provide signalised crossing at junction Cooper Hill to Eastbourne Road, for all users.
- 300.1.5 Prevent through traffic along Cooper Hill and Wish Hill, create 20mph zone. Improve pedestrian provision and install signing to give cyclists priority.
- 300.1.6 Provide signalised crossing at junction from Wish Hill to Willingdon Road, for all users.
- 300.1.7 Widen footway on west side of Willingdon Road to create shared use route with raised tables and cycle priority at side roads, whilst reducing radii of side roads to reduce traffic speeds as vehicles join side roads.
- 300.1.8 Upgrade signalised junction with Willingdon Rd/Victoria Drive/Park Avenue to Toucan to allow safe cycle access across busy junction





300.2 Victoria Drive – Church Lane

Existing conditions

The route runs on highway with cyclists required to mix with traffic travelling at 30mph with no traffic calming and a risk of left/right hook at side roads. There is a requirement to travel with large volumes of traffic. Parked cars on both sides of highway

Turning onto Baldwin Avenue the route then past Ocklynge School side entrance through a residential area and along Milton Road to the Church Lane with parked cars on both sides of highway

Barriers to walking and cycling

A need to mix with heavy traffic along this section, with a range of side roads and cars parked on both sides of highway, limiting traffic to one way give and take for majority of the length creating difficulties for pedestrians and cyclists

Recommendations

- 300.2.1 Provide crossing to eastern side of Victoria Drive and create shared use path uphill southbound to Baldwin Avenue, with priority across side roads and safe link into Baldwin Avenue.
- 300.2.2 Provide traffic calming to school entrance and a 20mph zone through this residential area.
- 300.2.3 Limit parking to one side of Baldwin Street, potentially create one way system with contraflow cycling
- 300.2.4 Provide suitable signage to warn of the proximity of cyclists to motorists at cross-roads with Eldon Road. Improve visibility splay by restricting parking adjacent to junction and reduce radii to reduce traffic speeds.
- 300.2.5 At junction with Milton Road, route turns southeast – provide suitable signage to warn of the proximity of cyclists to motorists. Improve visibility splay by restricting parking adjacent to junction and reduce radii to reduce traffic speeds.
- 300.2.6 Provide a 20mph zone through this residential area, with suitable signage to warn of the proximity of cyclists to motorists. Limit parking to one side of

- 300.2.7 At junction with Parsonage Road, route turns southeast – provide suitable signage to warn of the proximity of cyclists to motorists. Improve visibility splay by restricting parking adjacent to junction and reduce radii to reduce traffic speeds.
- 300.2.8 Provide signage to give pedestrians and cyclists priority. Improve visibility and ramp gradient and step free access to Church Street

300.3 Church Street - Saffrons Road

Existing conditions

The route joins the busy A259 Church Street, with fast moving heavy traffic in both directions and a need to turn south onto Borough Lane.

The route then turns south along Borough Lane through a residential area with parked cars on west side of highway

The route continues south onto Compton Road through a residential area with parked turning into Gildredge Park and onto Saffrons Road. Passing the junction with Old Orchard Road and passing sections of Route 210. The alignment meets the junction with Meads Road adjacent Eastbourne Town Hall

Barriers to walking and cycling

Steep or stepped approach to Church Street on Parsonage Road with parking and no pedestrian provision

A need to mix with traffic along this section, with heavily trafficked roadway and laybys with parked vehicles, creating difficulties for pedestrians and cyclists.

Compton Road is narrow and cyclists need to mix with traffic along this section, with a narrow footway and cars parked on west side of highway, creating difficulties for pedestrians and cyclists

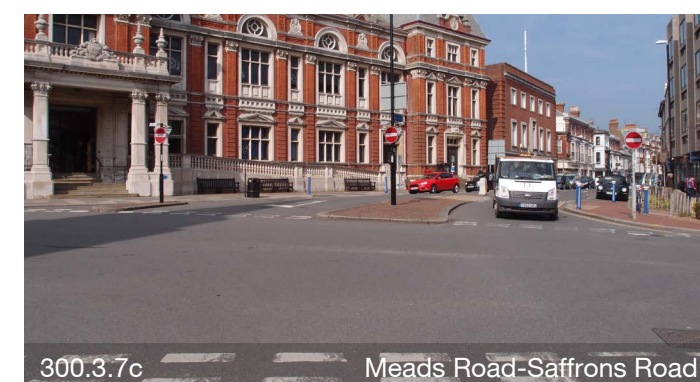
Saffrons Road is effectively narrowed by cars parked both sides of highway, creating difficulties for pedestrians and cyclists.

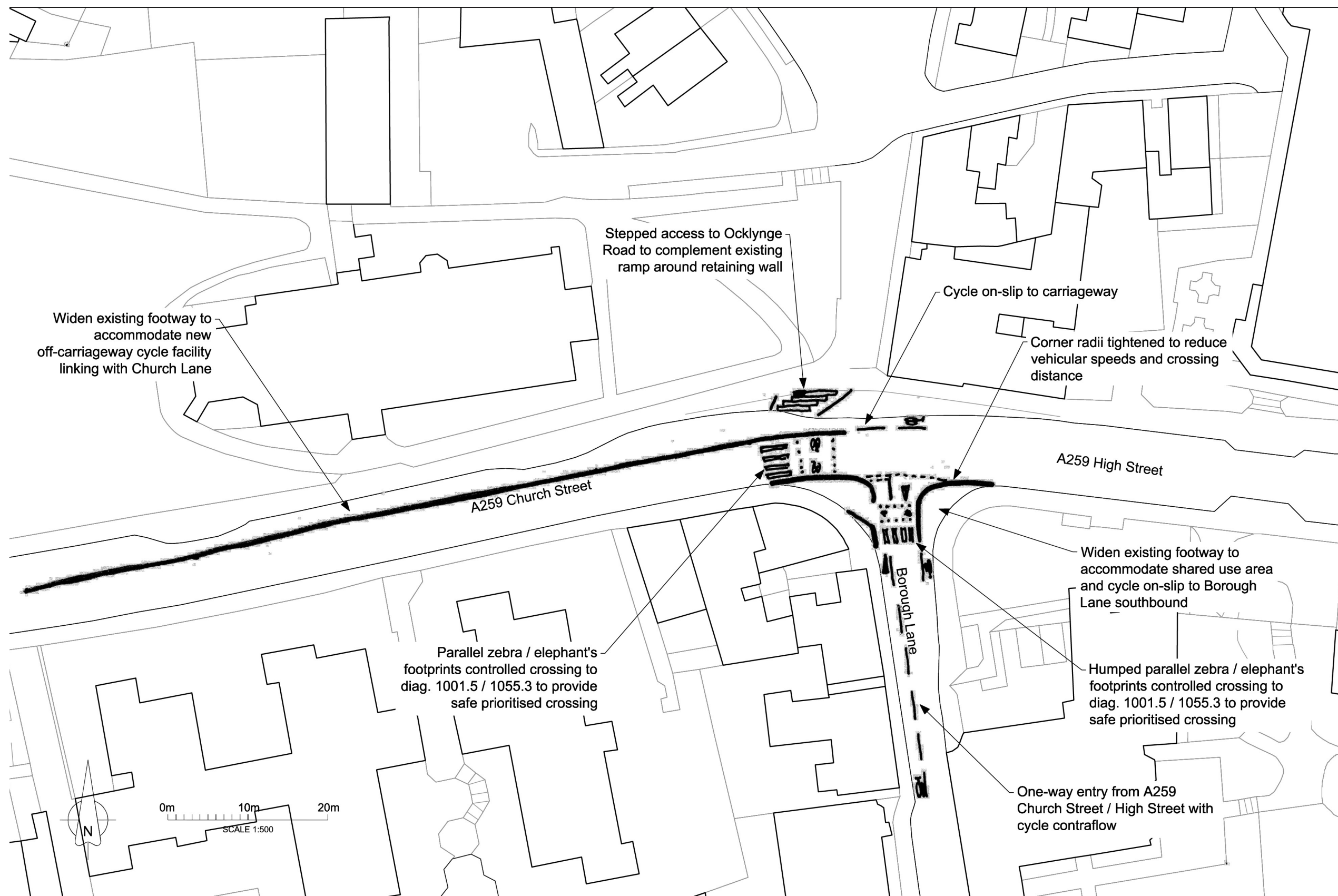
Junctions surrounding town hall are wide and high speed with reasonable volumes of traffic. There is substandard crossing provision for pedestrians via footways and similarly for cyclists on carriageway

Recommendations

- 300.3.1 Create junction provision to allow for safe cycle access to/from Church Lane and Church Street.
- 300.3.2 Convert footway to shared use on north side of Church Street from Church Lane to Borough Lane and remove parking bays.
- 300.3.3 Improve crossing of Church Street for all users. A sketch design for this junction has been included on the following page.

- 300.3.4 Reduce radii of junction onto Borough Lane from Church Street, to slow traffic.
- 300.3.4 Create one-way southbound to junction with Vicarage Road; allow contra-flow northbound for cyclists to Church Street. Create 20mph zone throughout this residential area.
- 300.3.5 Sign route east through Gildredge Park using existing path to Saffrons Road.
- 300.3.6 Create 20mph zone throughout this residential
- 300.3.7 Reduce ratio of the area of carriageway to footway, including radii to reduce traffic speeds. Provide toucan or signalised crossing to Saffrons / Grove / Meads / Grange Road junction





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Notes:

1. Geometry subject to detailed design based on topographical survey and swept path analysis.
2. Tactile paving, zig-zag markings etc (where required) omitted for clarity.

-	First Issue	CT	TJ	22/06/17
Rev	Description	Drawn/Check	Date	

Project:	East Sussex CWS		
Title:	Eastbourne A259 Church Street / High Street & Borough Lane		
Drawn:	Checked:	Date:	Scale at A3
CT	TJ	22/06/2017	1:500
Status:	PRELIMINARY		
Drawing No:	10564-ES-DR-01		Revision:
			-

300.4 Grange Road - Carlisle Road

Existing conditions

Leaving the Town Hall, the route continues south across Meads Road and onto Grange Road, continuing south towards Carlisle Road crossing a major junction close to Eastbourne Town Hall and through a residential area. The route continues east along Carlisle Road towards College Road and via Eastbourne College and to the Congress Theatre and Winter Garden in the Devonshire Quarter. The route turns across Carlisle Road and onto Wilmington Square and to King Edward's Parade, the sea front, Western Lawns and Route 200.

Barriers to walking and cycling

A busy junction at Meads Road/Grange Road has limited visibility to approaching traffic and poor pedestrian crossing provision

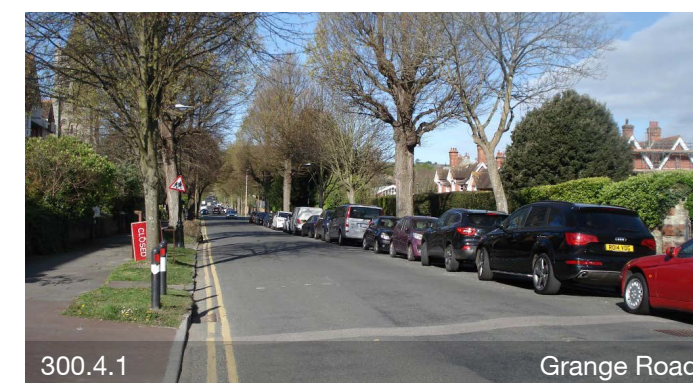
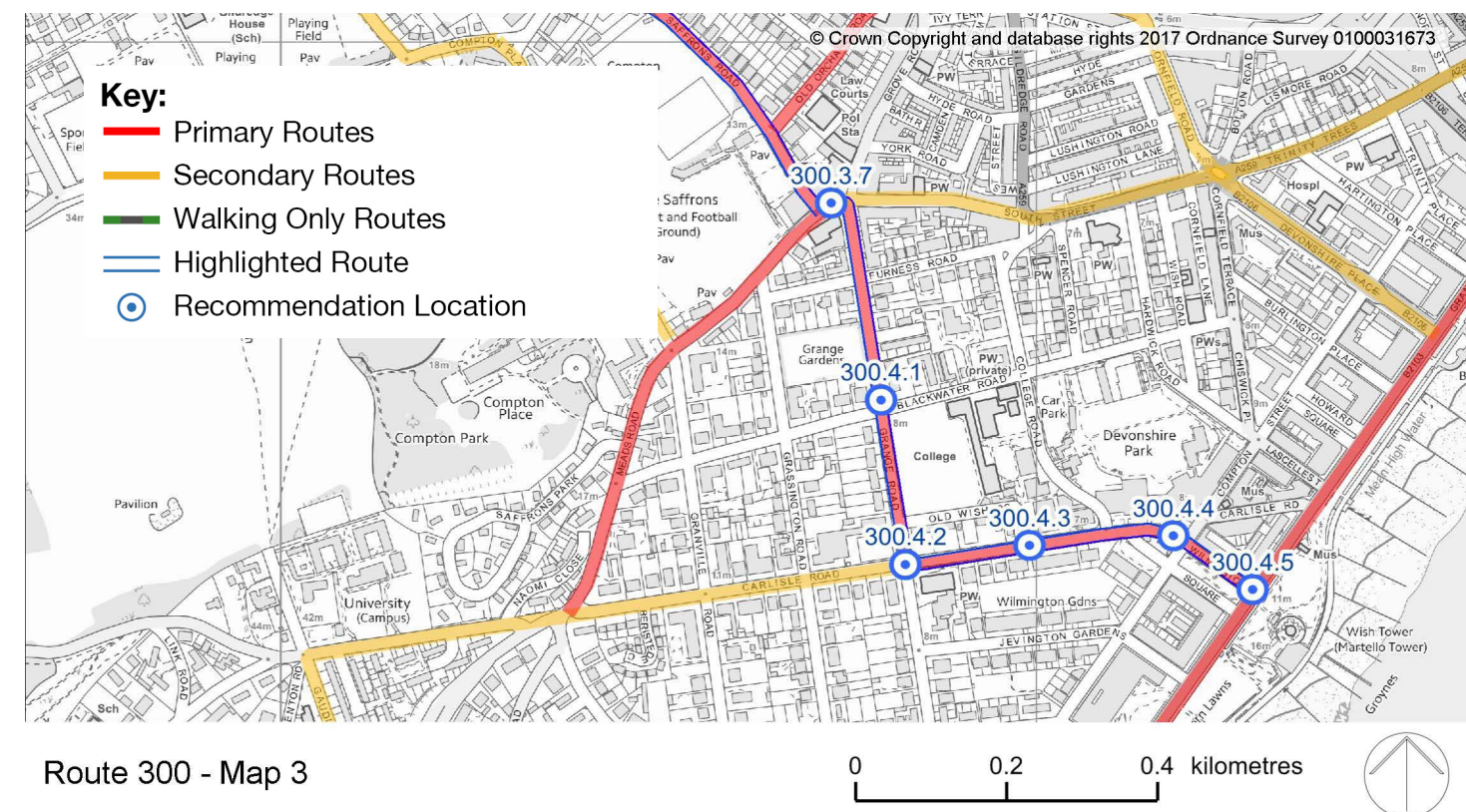
There is a need to mix with traffic along this section, with cars parked on both sides of the highway, creating difficulties for pedestrians and cyclists

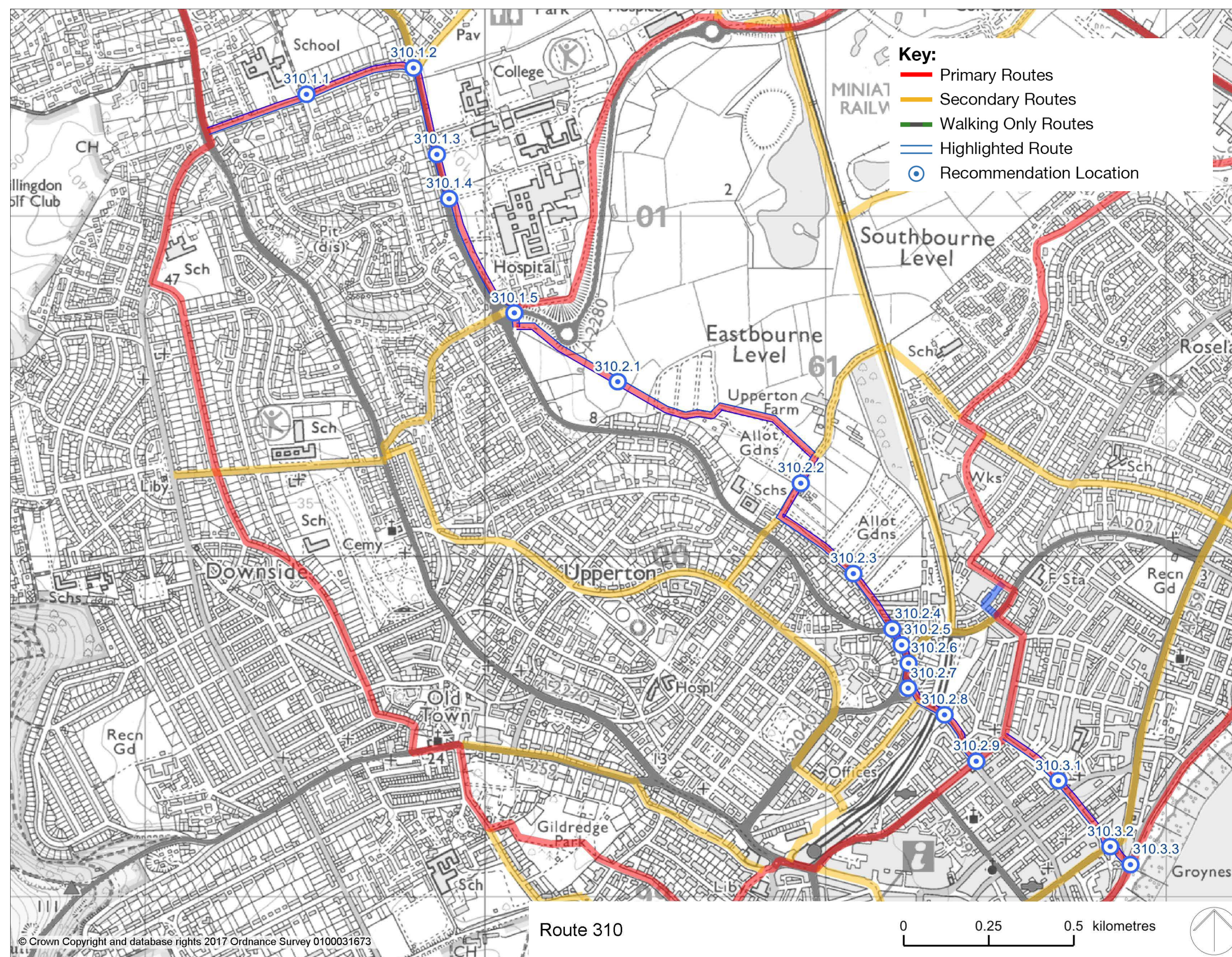
Junction at Carlisle Road and Compton Street provides a large expanse to cross by foot and by bike with insufficient pedestrian crossing provision or priority for cyclists.

No crossing provision at seafront.

Recommendations

- 300.4.1 Create 20mph zone throughout this residential and commercial area. Consider limiting parking and providing segregated cycle lanes.
- 300.4.2 Improve visibility and crossings at Grange Road / Carlisle Road Junction
- 300.4.3 Sign route towards sea front via Grange Road and Carlisle Road.
- 300.4.4 Improve crossing and traffic speeds at junction with Compton Street
- 300.4.5 Provide crossing to seafront





310: Willingdon Road - Seafront

Route description

This route provides a primary cycling and walking link from Willingdon Road (Route 300), south via Eastbourne District General Hospital and Eastbourne Park to Eastbourne town centre, close to Eastbourne Rail station, the Town Centre and to the seafront close to the Pier. Linking residential areas, schools, parks and local shops, the alignment connects Lower Willingdon-Town Centre-the seafront and the route is 4.5km long.

Background

Parts of the route are included in the Eastbourne Walking & Cycling Strategy 2012

The route is supported by local stakeholders and was discussed during the stakeholder consultation

East Sussex County Council has included within their 2018/19 capital programme for local transport improvements, a potential cycle route to run between Kings Avenue and Eastbourne town centre.

This proposed route is subject to the outcome of feasibility design and local consultation but would provide a continuous route from east of the Rodmell Roundabout to St Anne's Road in the town centre.

310.1 Willingdon Road - Hospital

Existing conditions

The route starts at the junction of Willingdon Road and Park Avenue, traversing Park Avenue, a residential road with a large school site on the north side, to Kings Drive. Here it runs on highway with cyclists required to mix with traffic and no traffic calming and a risk of left/right hook at side roads. There are inconsistent advisory cycle lanes and a there is a requirement to travel with large volumes of traffic.

Barriers to walking and cycling

Speed of traffic and volume of traffic and quantity of parked cars at peak times along Park Avenue. Poor road surface and relatively narrow footway widths.

A need to mix with heavy traffic along this section, with a range of side roads and filter lanes and road narrowing causing pinch points

Advisory cycle lanes being inconsistent and not continuous

Recommendations

- 310.1.1 Limit parking to one side of Park Avenue, provide segregated cycle lanes and priority crossings at side roads for pedestrian users
- 310.1.2 Improve alignment and crossing facilities at Park Avenue to Kings Drive junction, including upgrading to a toucan crossing
- 310.1.3 Remove the advisory cycle lanes and convert the footway on the east side to shared-use.
- 310.1.4 Improve crossing and cycling facilities at mini roundabout
- 310.1.5 Install signal crossing of A2280 to avoid detour to subway and upgrade crossing provision to all other arms of roundabout. Connect new shared path into existing cycle provision at Rodmill Roundabout.

310.2 Hospital - Cavendish Avenue

Existing conditions

No path or existing provision across Eastbourne Park to Tutts Barn Lane.

Tutts Barn Lane is an unsurfaced access road, the route turns from here onto the residential Gorrige Road and onto to Upper Avenue.

Barriers to walking and cycling

No walking or cycling provision to Tutts Barn Lane at the time of survey.

Poor surface to Tutts Barn Lane, with high quantities of parked cars at peak times adjacent to school, no footway provision.

Parking to both sides of Gorrige Road reducing effective width of carriageway. Narrow footway width and poor surface

Recommendations

- 310.2.1 Provide new shared use path across Eastbourne Park to Tutts Lane. Alignment TBC
- 310.2.2 Upgrade surface of Tutts Barn Lane, and provide footway or shared use path with

- 310.2.3 crossings and wayfinding as necessary Limit parking to one side of Gorrige Road, upgrade footway surface and width, consider creating one way system and provide contraflow cycling facility
- 310.2.4 Provide signalised crossing from Gorrige Road to Upper Avenue
- 310.2.5 Remove parking, maintain one way road and provide bi-directional segregated cycling
- 310.2.6 Provide signalised crossing for southbound cyclists and pedestrians
- 310.2.7 Separation of cycles from road traffic, provision of toucan crossings and ASL or similar at Upper Avenue Roundabout. A sketch design for this junction has been included on the following page
- 310.2.8 Either reduce carriageway width, providing shared use width path to one side, or install cantilevered two way cycle facility to one side. Tie in with necessary crossing facilities relating to provision.
- 310.2.9 Provide crossing facility over Cavendish Place from Ashford Road for northbound cyclists and pedestrians.

310.3 Cavendish Avenue – Royal Parade

Existing conditions

The route continues south along Upper Avenue with no provision on the highway, thus cyclists are required to mix with large volumes of traffic. Bourne Street is a quiet residential street.

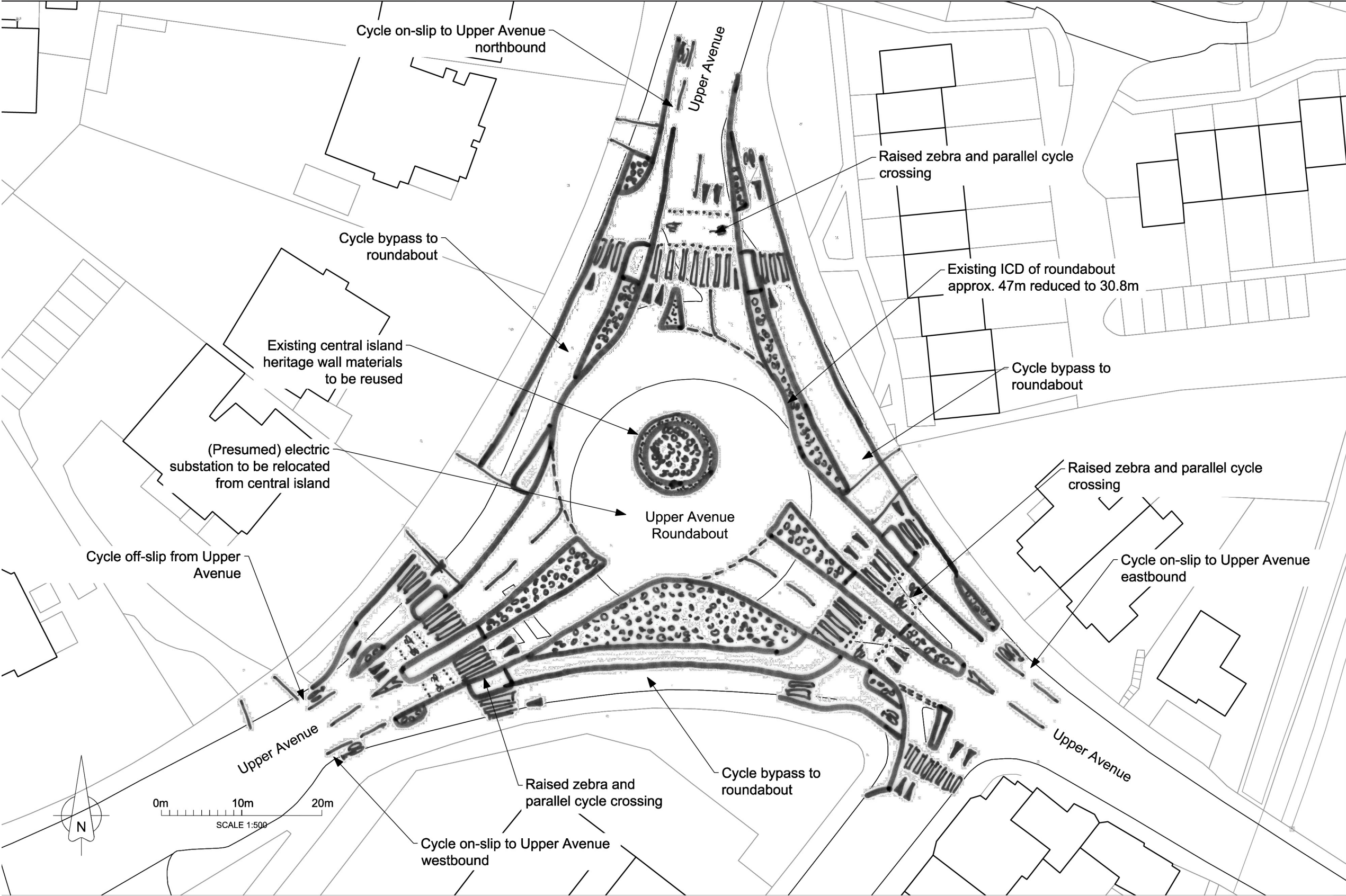
Barriers to walking and cycling

The carriageway is very narrow as are the footways. There is a need to mix with heavy traffic with no shared-use cycle provision.

Recommendations

- 310.3.1 Sign route along Bourne Avenue.
- 310.3.2 Improve crossing of Seaside Road.
- 310.3.3 Provide crossing of Marine Parade to tie into seafront route





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Notes:

1. Geometry subject to detailed design based on topographical survey and swept path analysis.
2. Tactile paving, zig-zag markings etc (where required) omitted for clarity.

Rev	Description	Drawn/Check	Date
-	First Issue	CT TJ	22/06/17


JOIN THE MOVEMENT
2 Cathedral Square, College Green, Bristol BS1 5DD
Tel: 0117 926 8893 www.sustrans.org.uk

Project: **East Sussex CWS**

Title: **Eastbourne
Upper Avenue Roundabout**

Drawn:	Checked:	Date:	Scale at A3:
CT	TJ	22/06/2017	1:500

Status: **PRELIMINARY**

Drawing No:	Revision:
10564-ES-DR-02	-

320: Hampden Park – Sovereign Centre

Route description

The route provides a primary cycle and walking connection from the Hampden Park Station to the Sovereign Centre at the seafront, where it joins route 200 to link to Eastbourne Town Centre, the University and Sovereign Harbour. In addition it links to 221, 210, 203, 340, and 201

It utilises a range of existing off carriageway paths and residential streets along the route including a section of National Cycle Network (NCN) Route 21. It offers a route suitable for a range of cyclists, though it runs adjacent to the busy A2290 Lottbridge Drove. A number of major roads cross the route and the roundabouts are designed for cyclists to circumnavigate off carriageway, though a number do not have controlled crossings and wait times can be considerable. A section at the south is marked as walking only. The junction at the Sovereign Centre forms a significant barrier to connectivity of the route.

Background

Route included in Eastbourne Walking and Cycling Strategy 2012 as an existing route.

Route uses part of the NCN Route 21

320.1 Hampden Park Station – Marshall Roundabout

Existing conditions

Hampden Park Station is within a small retail centre, where traffic frequently backs up to cross the level crossing.

Two tiered covered cycle stands to west side of station, footbridge between platforms

Footbridge provides access across the track to pedestrian traffic adjacent to level crossing.

Roundabout with cycle wayfinding but limited infrastructure. Clear accessible pedestrian crossing points.

Narrow off carriageway shared path on west side between Mountfield and Marshall Roundabouts.

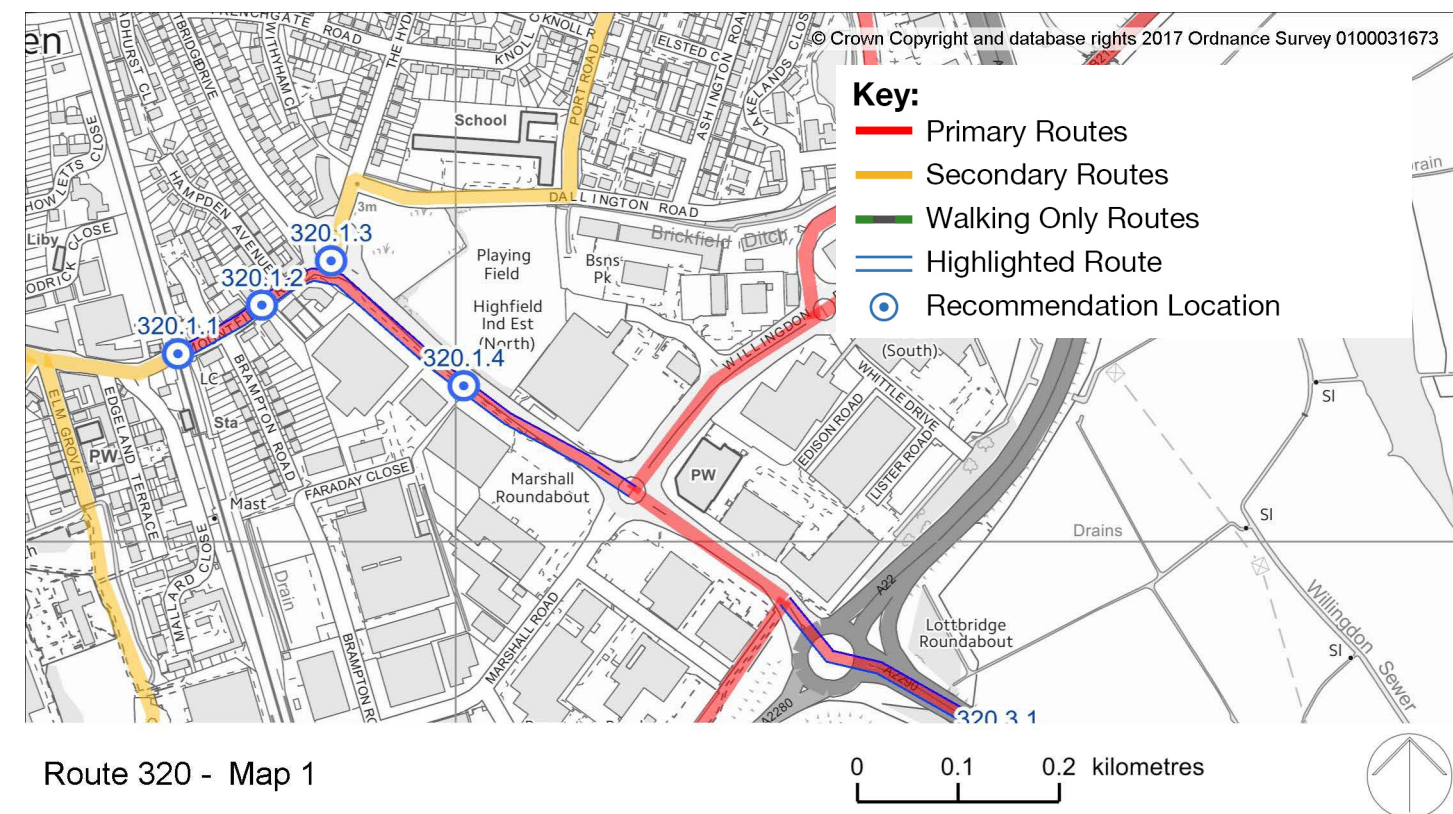
Barriers to walking and cycling

Waiting times and manoeuvring through traffic at Hampden Park towards level crossing

Clarity in wayfinding and infrastructure as to how to join cycle route at roundabout.

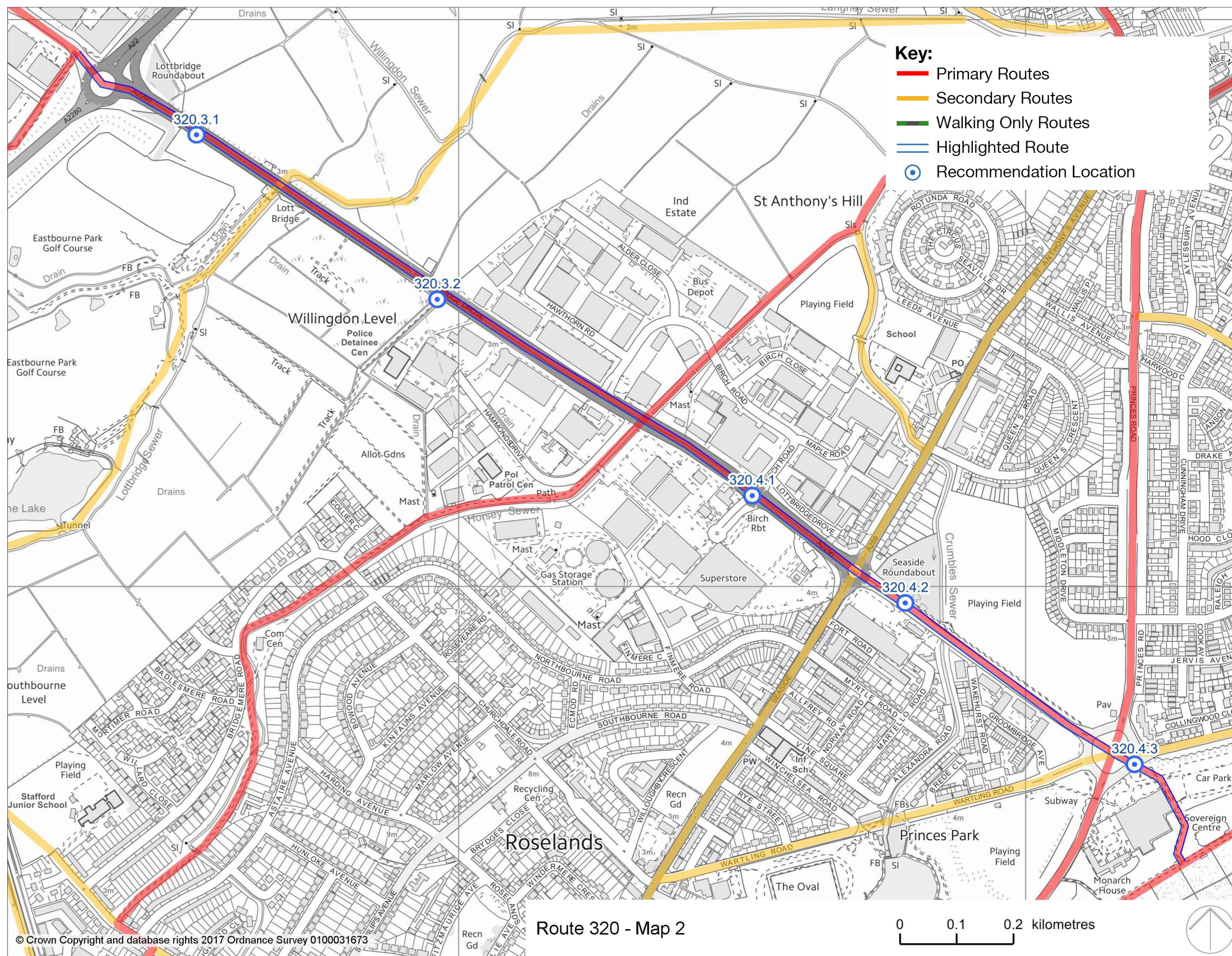
Recommendations

- 320.1.1 ASLs and feeder lanes to be installed at level crossing. Reinstall of 'turn off engine while waiting' signs to each side.
- 320.1.2 Provide shared-use footway on south side of Mountfield Road east of level crossing, to connect to existing provision at Mountfield Roundabout.
- 320.1.3 Install signage and crossing point to west end of Mountfield Road at roundabout. Provide safe crossing of Lottbridge Drove into The Hydreye at Mountfield Roundabout with connection east into Dallington Road.
- 320.1.4 Widen shared path between roundabouts.



Route 320 - Map 1





320.2 Marshall Roundabout – Lottbridge Roundabout

Details in 220.2

320.3 Lottbridge Roundabout – Horsey Sewer

Existing conditions

At Lottbridge Roundabout NCN Route 21 joins the route. Crossing very busy roundabout is signal controlled. Waiting time is long.

Onward connection section utilises an 2.5m effective width shared use path which runs adjacent to the busy A2290 Lottbridge Drove towards the Horsey Sewer.

A number of infrequently used access roads cross the path with north bound traffic moving at speed limit of 40mph.

Barriers to walking and cycling

Shared use path is below DfT recommendations for shared use facility, a substandard width with insufficient separation from an adjacent high volume 40mph road.

40mph speed limit ineffectively enforced.

No buffer zone between path and high speed road, feels unsafe especially at access road crossings

Recommendations

- 320.3.1 Install min 500mm grass or other strip between path and road, increase shared path width to an acceptable width
- 320.3.2 Review of crossings and signage where side roads cross shared path, amend priorities where possible.

320.4 Horsey Sewer – Sovereign Roundabout - Seafront

Existing conditions

Shared path runs adjacent to the busy A2290 Lottbridge Drove, crossing side roads to various large retail units.

At Seaside Roundabout shared path becomes pedestrian only footway on both sides of the

carriageway. Beyond KFC the footway divides to a segregated path on the east side of the carriageway.

Sovereign Roundabout; shared signalised crossings at Lottbridge Drove and Princes Road approaches provide good circulation for cyclists.

Beyond the roundabout the path joins service access roads to the Sovereign Centre and a link path to the seafront NCN Route alignment

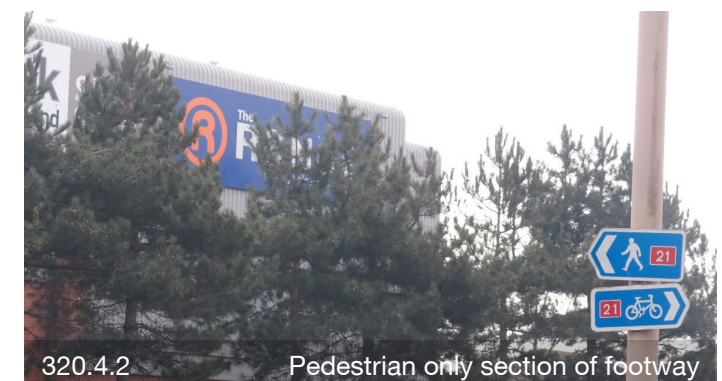
Barriers to walking and cycling

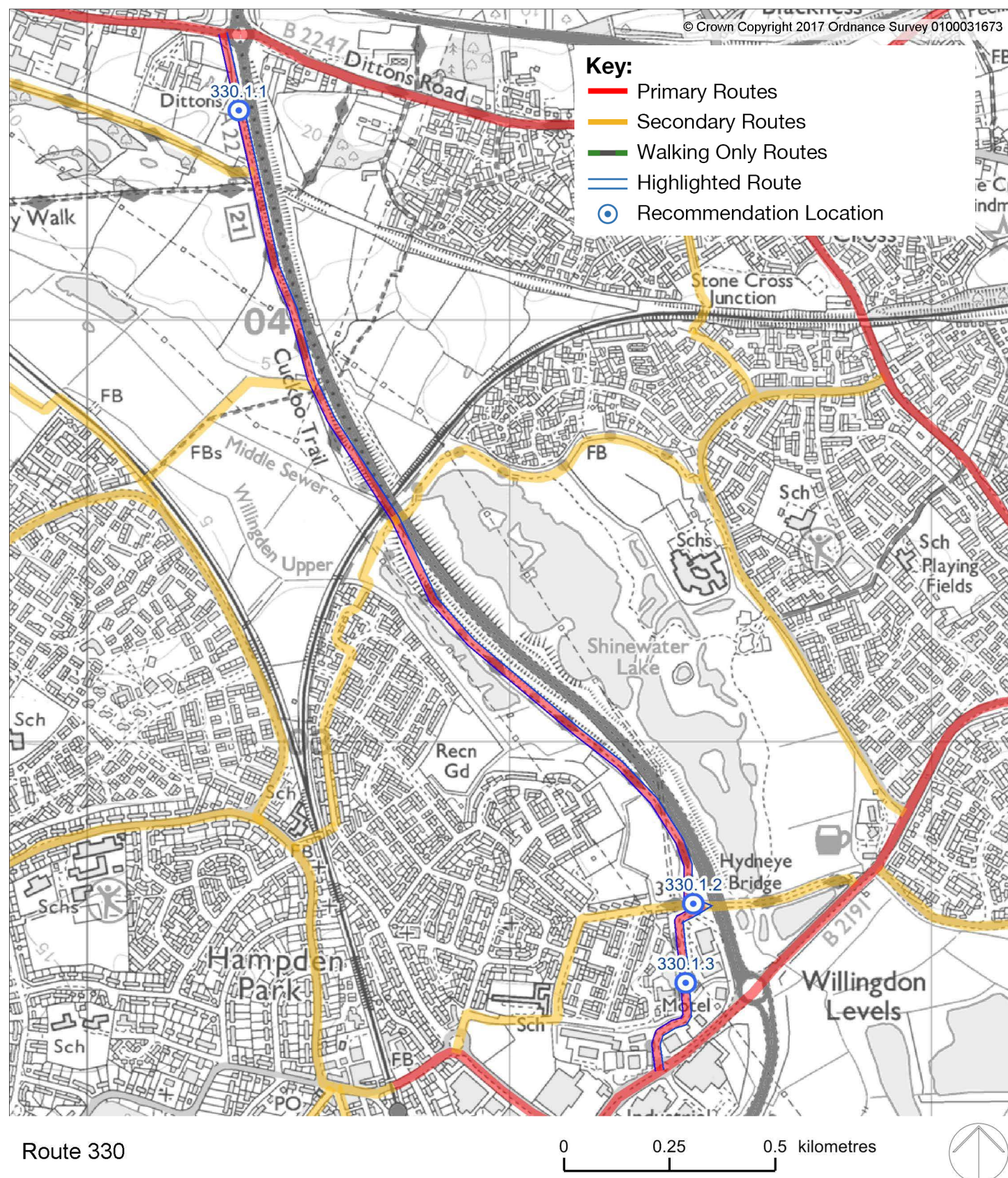
Sovereign Roundabout: Prince William Parade, Wartling Road crossings do not have cycling provision or signalised crossings across busy roads, leading to unacceptable waiting times.

Sovereign Roundabout: Royal Parade underpass is not sufficiently signed, and is an unsuitable surface, constructed from paving slabs.

Recommendations

- 320.4.1 Review of crossings and signage where side roads cross shared path.
- 320.4.2 Convert footway to shared path between Seaside Roundabout and Sovereign Roundabout.
- 320.4.3 Review of crossings and signage at Sovereign Roundabout. Upgrade surface





330: A22 / Dittons Road - NCN21 – Willington Drove

Route description

This route provides a primary cycling and walking link from A22 Pevensey Road (Route 230), east and south to the eastern outskirts of Eastbourne and employment areas and the Highfield Industrial Estate. The path is all off road shared use and forms part of NCN21. The route is 4.5km long.

Background

Parts of the route are included in the Eastbourne Walking & Cycling Strategy 2012

330.1 B2247 Dittons Road - Willington Drove

Existing conditions

The route connects with Route 230 and is part of NCN21 connecting north to Hailsham and the Cuckoo Trail. The path is shared-use and traffic-free and through open space or set back from the main road.

Barriers to walking and cycling

Section from A22 to join Cuckoo Trail on NCN21 is below recommended width for shared use.

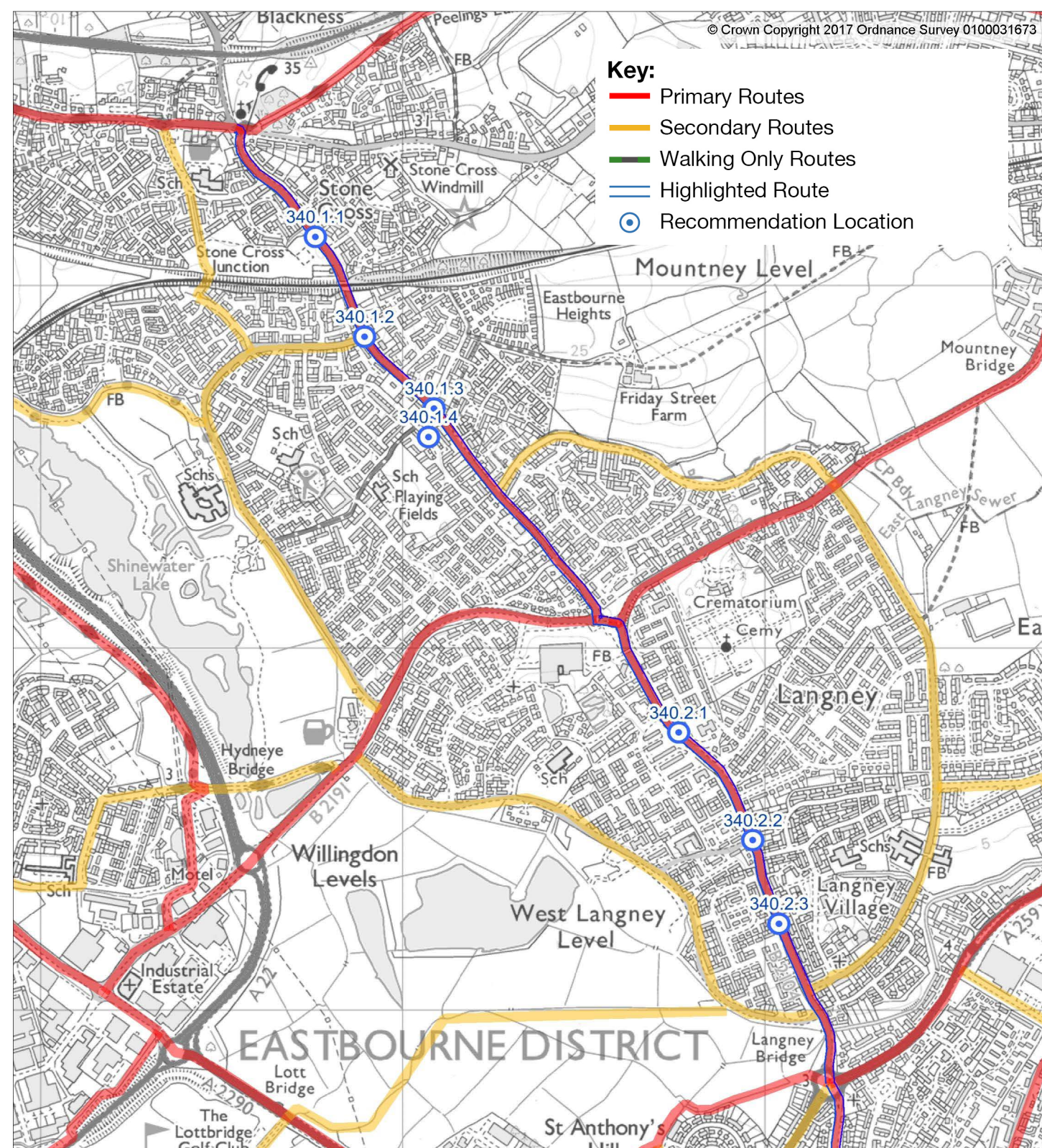
Gradient to cross railway at north of Shinewater Park.

Signage at southern end of Shinewater Park is insufficient when crossing other shared use paths.

Edward Road barriers ineffective at preventing vehicles parking across shared use facility reducing available width for active travel.

Recommendations

- 330.1.1 Clear scrub and widen to shared use width
- 330.1.2 Improve wayfinding and clarity of route
- 330.1.3 Improve existing footway barriers along Edward Road to eradicate any vehicles parking on the formation.



340: Stone Cross – Royal Parade via Langney

Route description

Providing a route corridor from the seafront at Fisherman's Car Park, through Langney to Stone Cross. Route 340 runs along the B2104 linking with NCN Route 21 and is 5.3km long.

The route starts in Stone Cross at the Friday Street junction and finishes where 200 rejoins the seafront route at Fisherman's Car Park

Background

The route as drawn from Rattle Road to Sovereign Roundabout is included in Eastbourne Walking and Cycling Strategy 2012, as priority 1 or 2.

340.1 Friday Street

Existing conditions

Undulating road with a number of relatively long and steep gradients, overall height gain from the B2191 to Stone Cross with summits at Old Drove and Oak Tree Lane, and the high point at Stone Cross.

Good footway provision with a number of central pedestrian refuges along the length of the section. Main carriageway varies in width, generally busy and narrow, with no on or off carriageway cyclist provision.

Approach to the double mini roundabout on B2191 has relatively steep downhill gradient where Route 220 crosses, information about junction in 220.5

Barriers to walking and cycling

Insufficient safe crossing points between large residential areas on each side of the road.

Relatively fast and busy road with insufficient width on carriageway for safe passing of cyclists, footway too narrow for shared use.

Junctions to high trafficked roads, such as Larkspur Drive challenging to cross at peak times.

Recommendations

340.1.1 Ideally upgrade footways to shared use, alternative to provide an on road cycle lane.

340.1.2 Improvements to traffic control and crossing provisions at busy junctions such as Larkspur Drive.

340.1.3 Provision of additional pedestrian refuges, upgrade most used to signal controlled

340.1.4 Alternative route for cycleway to utilise Sorrel Drive from Sorrel Close to Larkspur Drive

340.2 Langney Rise

Existing conditions

From the B2191 there is a short steep descent towards The Rising before a gentle uphill gradient to the summit. The road remains reasonably wide with good pedestrian footways.

Long gradual gradient, downhill from The Rising to Langney Roundabout. Until the Sevenoaks Road the footways reduce width, while the carriageway reduces in a number of locations due to constrictions of local gradient as well as in retail and residential access areas.

From Sevenoaks Road the footway and road narrow on approach to Langney Roundabout, with good quality footways to both sides. The main carriageway narrows at bridges and other restrictions, west side footway has good accessibility, where necessary.

Langney Roundabout where Route 210 detailed in 210.5

Barriers to walking and cycling

Busy undulating main road with insufficient width to safely overtake cyclists on carriageway. Undulation makes cyclists slower moving and therefore feel more vulnerable

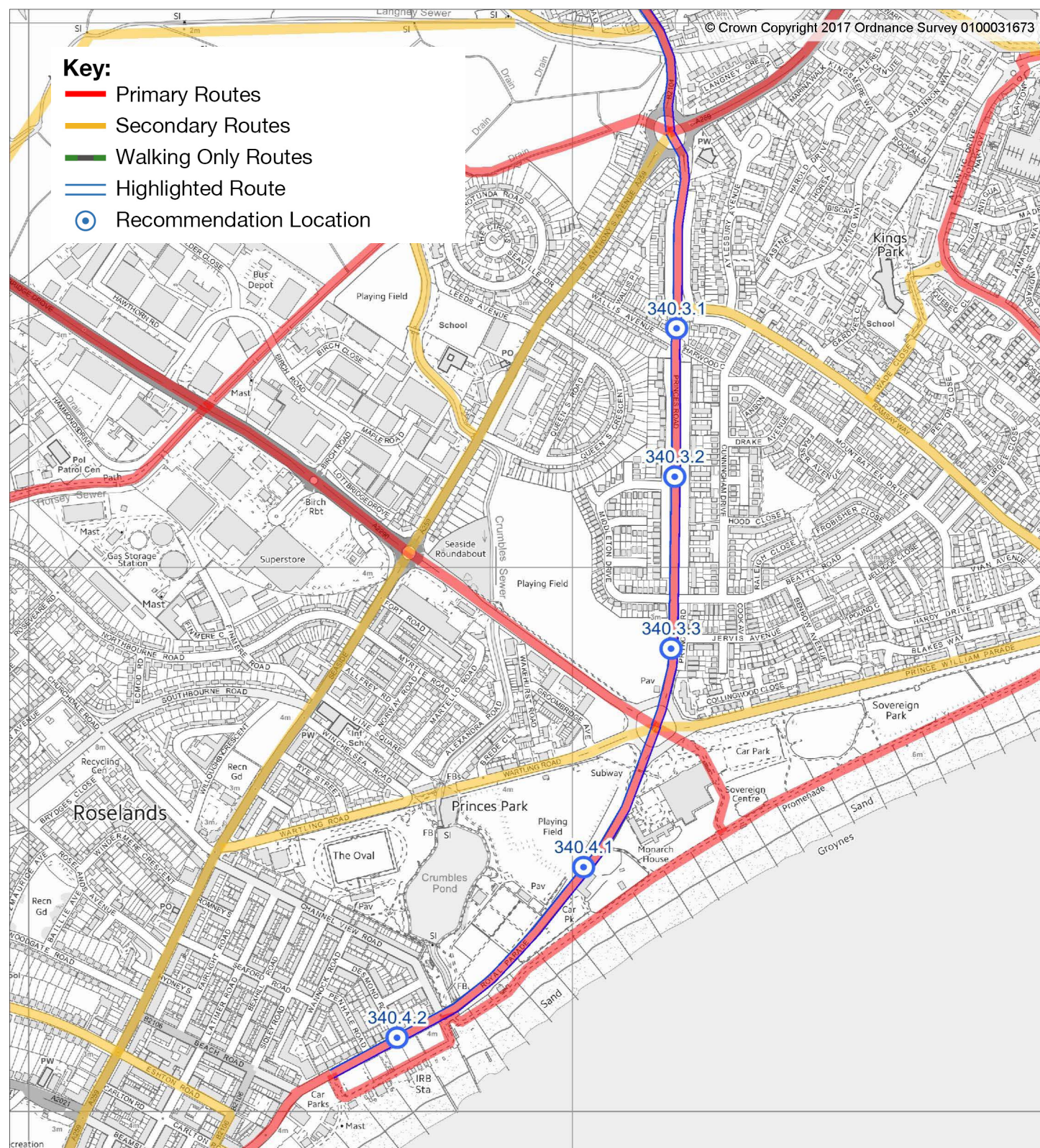
Footway largely constructed from paving slabs, therefore uneven surface and not width sufficient for shared use.

Challenging circulation to Langney Roundabout as 210.5.

Recommendations

- 340.2.1 Widen footway and upgrade surface to shared use path where possible to take cyclists off main carriageway
- 340.2.2 Improvements to traffic control and crossing provisions at busy junctions
- 340.2.3 Review provision of pedestrian refuges, upgrade most used, where not already, to signal controlled





Route 340 - Map 2

0 0.2 0.4 kilometres



340.3 Princes Road

Existing conditions

Wide busy road with verge separated pedestrian footways to both sides until Beatty Road.

Parallel residential access roads run either side of the main carriageways from Langney Roundabout to Wallis Avenue, then beyond between Wallis Avenue and Beatty Road. Footways in these locations move to the residential side road.

Where side roads join the main carriageway, for example at Wallis Avenue the parallel side roads stop and the footway re-joins the main carriageway.

Sovereign Roundabout is detailed in 320.4

Barriers to walking and cycling

Fast moving traffic with no segregation for cyclists.

Inconsistent and potentially unclear alignment of footways for those using the route for longer distances.

Sovereign Roundabout detailed in 320.4

Recommendations

340.3.1 Widen footway links between parallel side roads, to provide shared use.

340.3.2 Sign route along parallel residential roads

340.3.3 Widen footway and upgrade surface to shared use path from Beatty Road.

340.4 Royal Parade

Existing conditions

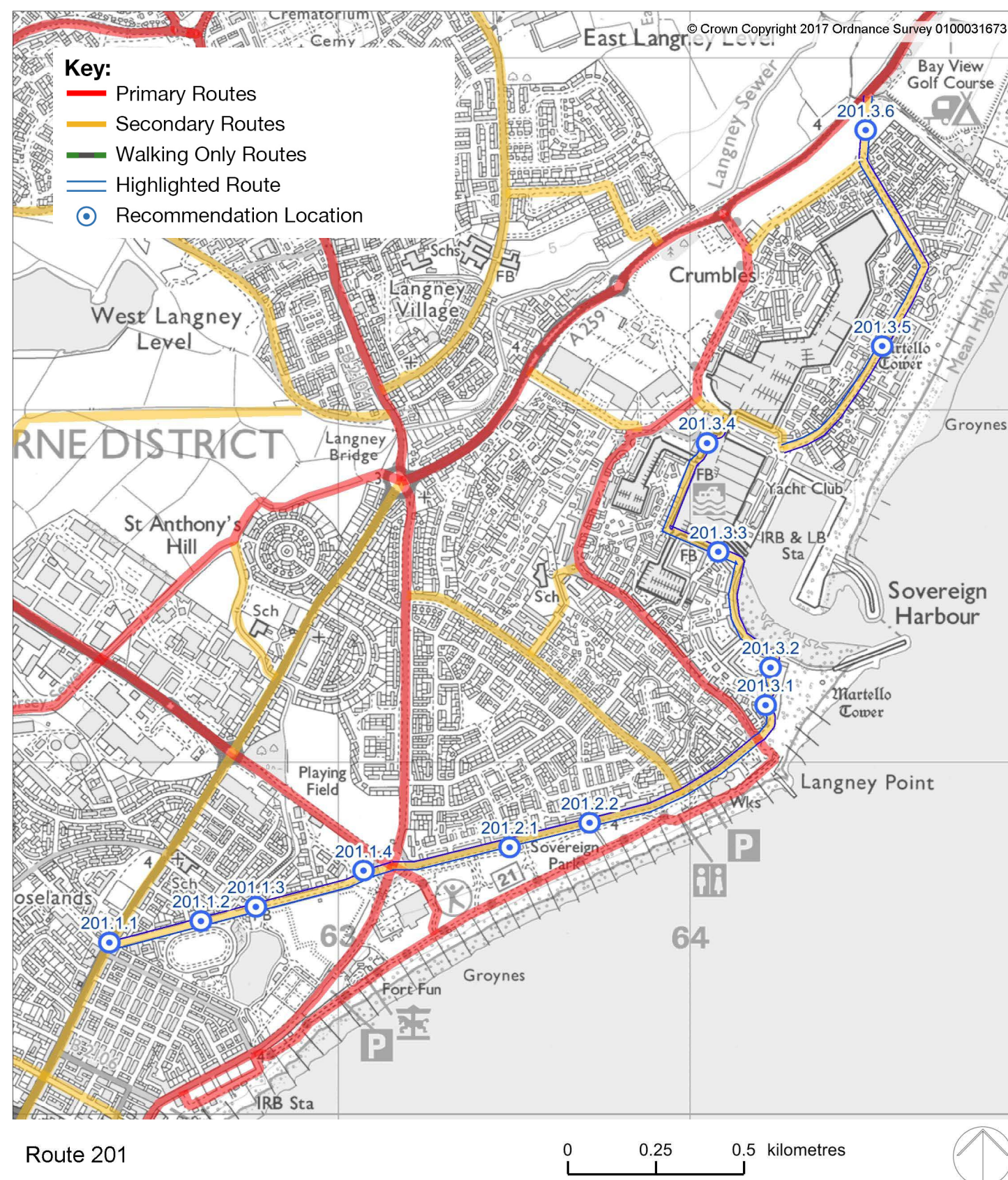
Wide main road with significant volumes of heavy traffic and no on or off carriageway cycling provision. The road has a bus route running along its length and sections of parallel parking to one or both sides.

Barriers to walking and cycling

High volumes of heavy traffic at 30mph, with parallel parking reducing available width for safe passing.

Recommendations

- 340.4.1 Sovereign Roundabout to Channel View Road has sufficient space to widen footway to shared use path on north side.
- 340.4.2 Review available width of carriageway and limit parking where necessary, provision of on road cycle lanes, reducing available width for vehicles. Reduce traffic speed to 20mph.



Secondary Routes

200s

201: Seaside Road – Sovereign Harbour – Eastbourne Road

Brief Overview

Starting at the Seaside Road at the junction between route 203 on Wartling Road the route passes Eastbourne Football Club, Sovereign Centre, Martello Tower, Sovereign Harbour waterside and residential area. It crosses routes 200 320 and 340, ending when it meets 200 a second time.

The existing roads are generally quiet and vary between residential access roads, to harbour side shared paths.

Recommendations

- 201.1.1 Review pedestrian and cyclist facilities at junction
- 201.1.2 Wartling Road. Quiet road, review signage and white lining to alert all users to shared use
- 201.1.3 Improve clarity and step free access to pedestrian bridges over Crumbles Sewer, for all users. Upgrade surface.
- 201.1.4 Section of shared path requires cyclists to cross three roads to get to Sovereign Centre. See 320.4.3
- 201.2.1 Convert path to south of carriageway to shared use
- 201.2.2 Improve quantity and quality of pedestrian and cycling crossing points.
- 201.3.1 Martinique Road. Quiet road, review signage and white lining to alert all users to shared use
- 201.3.2 Sign end of Martinique Road footway to shared path, white line access route
- 201.3.3 Sign share with care for footway to Sovereign Harbour, indicate step free shared route through residential area
- 201.3.4 Review 'No Cycling' to the Marina retail area, upgrade surface to non-slip material. Consider signing route to circumnavigate at Madeira Way
- 201.3.5 Review white lining to crossings on shared

path, as detailed in 200.5.6
201.3.6 New link path constructed once houses have been built

202: Town Hall – Langley Roundabout

Brief Overview

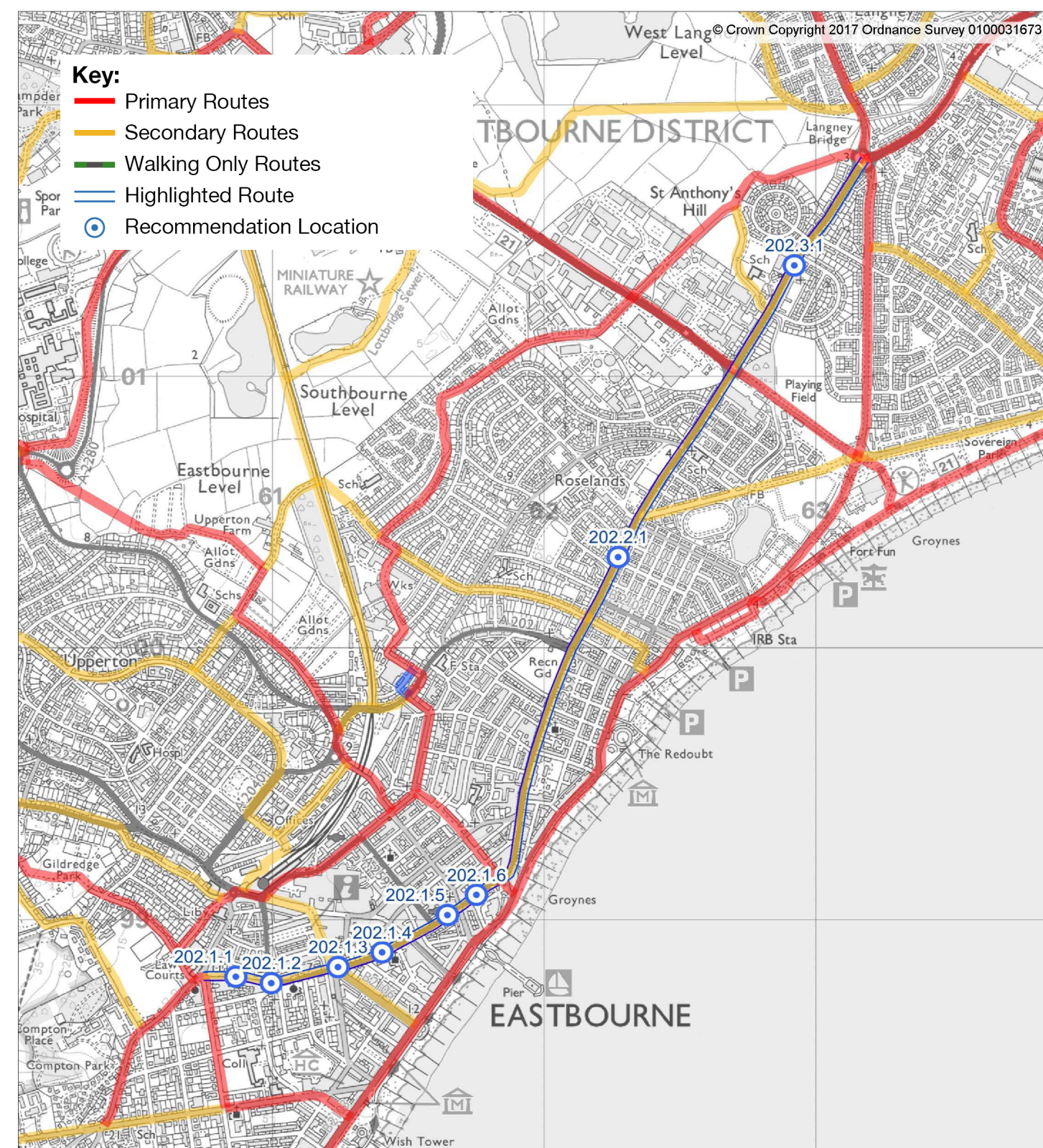
Starting at the Town Hall at the junction between the east west route 210 and north south route 300, 202 passes through Little Chelsea, the town centre retail area on Seaside Road, to the seafront, continuing through residential areas and to Langley crossing several secondary routes as well as primary north south links near the Hippodrome at Bourne Road (310), Seaside Roundabout (320). The route ends Langley Roundabout at the junction between Routes 210 and 340.

The existing roads are busy and vary between narrow one way retail streets to wide two lane one way, through to wide suburban two way roads. For this route to be improved the whole length will require a review of vehicle flows and options for cycling and pedestrian crossings.

Recommendations

- 202.1.1 South Street currently one way. Review footway, carriageway and parking widths. Sufficient space for dedicated two way cycle lane
- 202.1.2 Review crossing at South Street to Gildredge Road to increase pedestrian safety and allow cyclists to continue onward on South Street
- 202.1.3 Improve pedestrian and cyclist priority at War Memorial Roundabout, some crossings currently signalised
- 202.1.4 Trinity Trees currently two way. Review footway, carriageway and parking widths. Sufficient space for shared use path or other provisions, potential to share use of raised path by church
- 202.1.5 Seaside Road, currently one way with parking and loading bays along its length. Review traffic access and limit vehicular to access only, create shared space.
- 202.1.6 Seaside Road review two way section limited space to improve cyclist provision, limit to one way
- 202.2.1 Seaside Road wide two way, space for cyclist provision, on or off carriageway, review parking, footway and carriageway widths. Consider provision and crossings

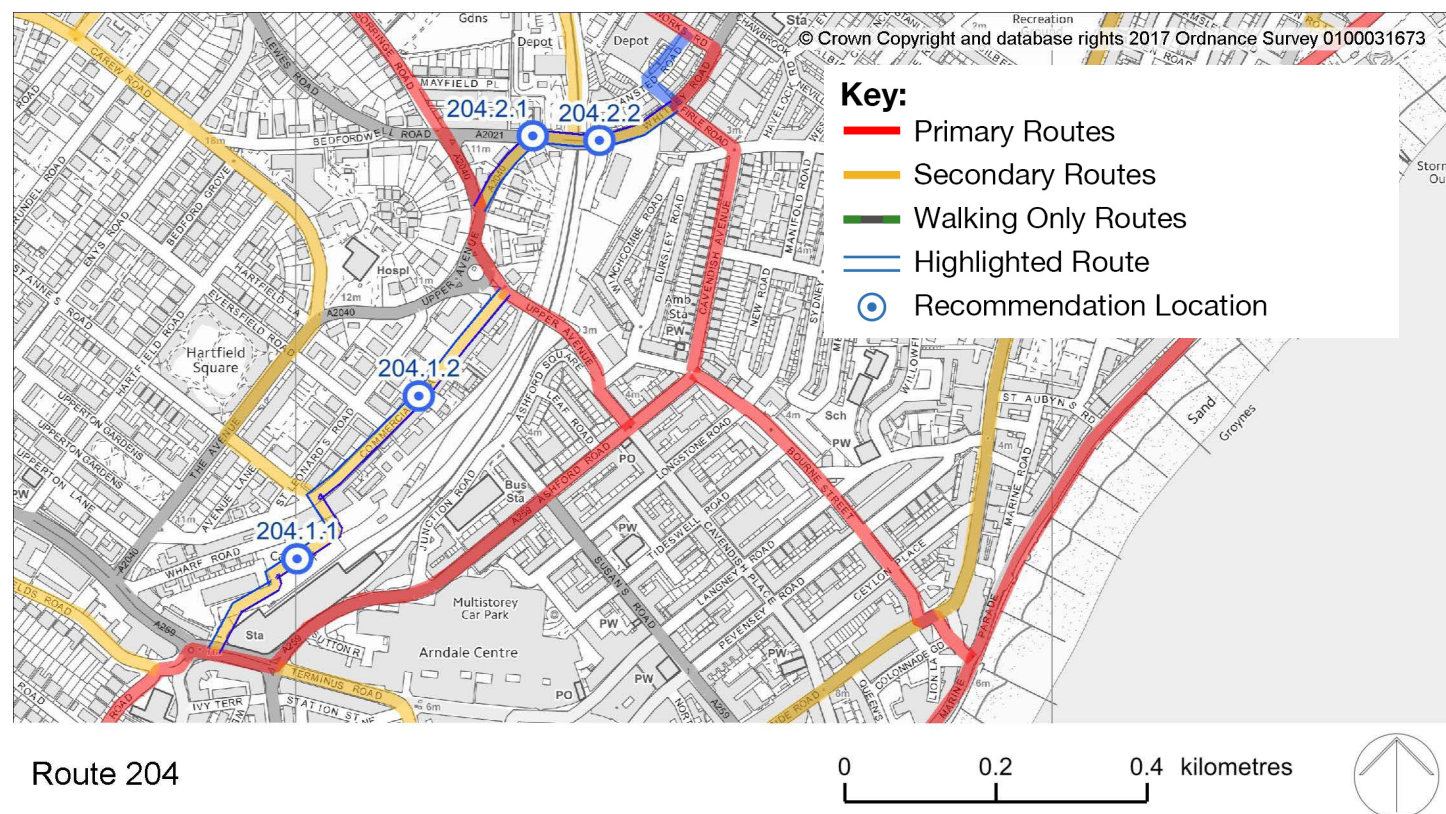
- 202.3.1 for side roads and junctions
Seaside Road wide two way, space for cyclist provision, on or off carriageway, review parking, footway and carriageway widths. Consider provision and crossings for side roads and junctions



Route 202

0 0.25 0.5 kilometres





203: Ramsay Way – Route 200 – Pacific Drive

Brief Overview

Starting at the Ramsay Way / 341 the route provides a link to The Haven School, Route 200 and then on along Pacific Drive to 201

The existing route is mostly quiet residential roads with designated shared or segregated paths and good crossing points.

Recommendations

- 203.1.1 Improve lighting to Wade Close – Haven School segregated path. Review white lining to crossings on shared path, as 200.5.6

204 Station – Upper Avenue

Brief Overview

Starting from the south west corner of the station the route passes through the station car park the route then crosses Commercial Road travelling towards a large mini roundabout at Upper Avenue / A2021.

Active travel access to the station is currently under review to be improved by ESCC. Proposed design incomplete at time of writing, this is referenced in route 210 description.

The approach to Upper Avenue roundabout is challenging, as is the crossing of the railway bridge with insufficient footway widths and a wide high speed carriageway.

Recommendations

- 204.1.1 Formal pedestrian and cycle route through car park and signing
- 204.1.2 Review quantity of car parking and indicate cycle lanes to Commercial Road
- 204.2.1 Improved pedestrian crossings and cyclist provisions at Whitley Road Roundabout; toucan crossings and ASL or similar
- 204.2.2 Improve pedestrian and cyclist provision along Whitley Road: widening footways to shared use paths or provision of cycle lane on road.

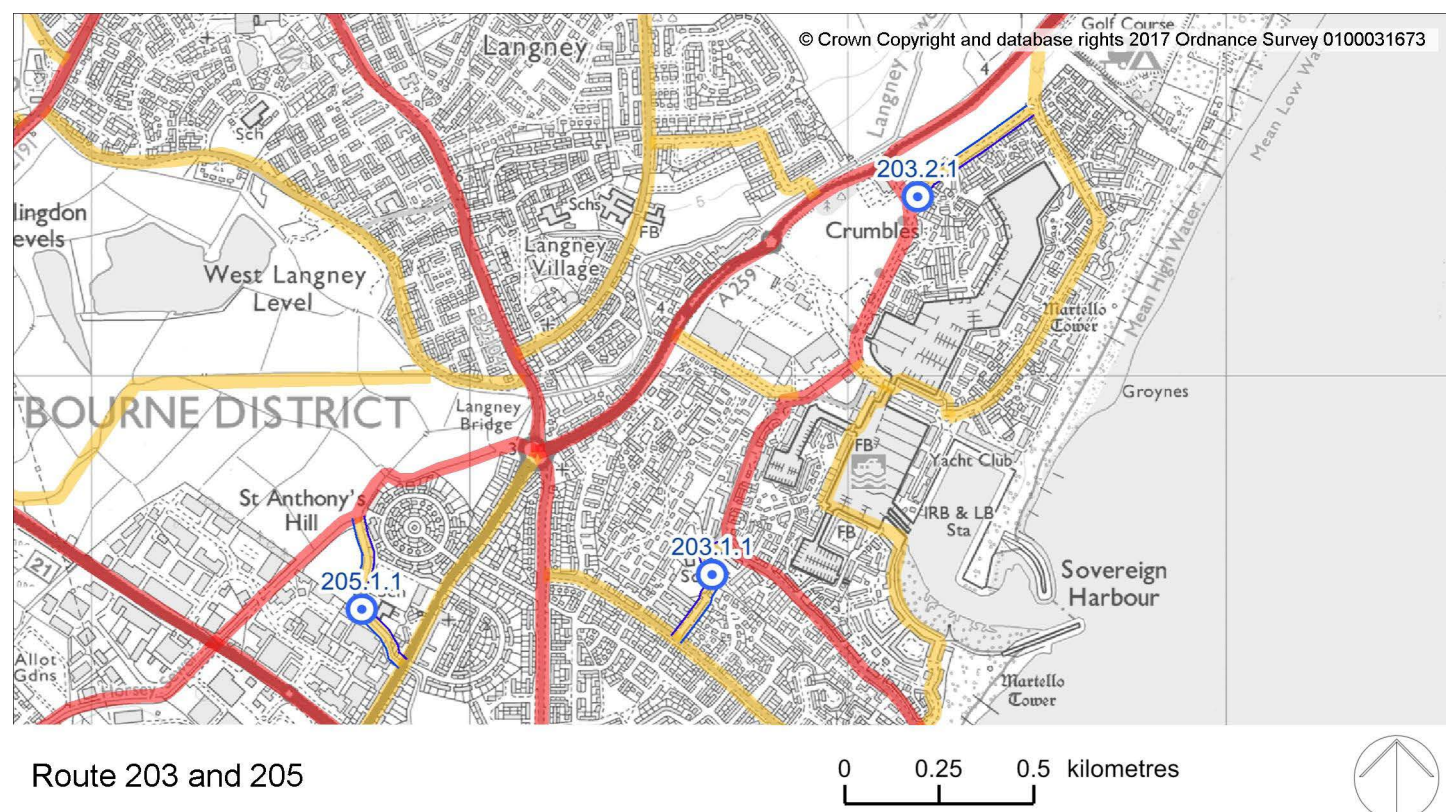
205: Horsey Way – Seaside

Brief Overview

Proposed route splitting from the proposed Horsey Way to join Seaside near Queen's Crescent.

Recommendations

- 205.1.1 Complete shared use path and associated junctions to existing infrastructure to recommended minimum standards.



210s

211: Upperton – Eastbourne Park – Sevenoaks Road

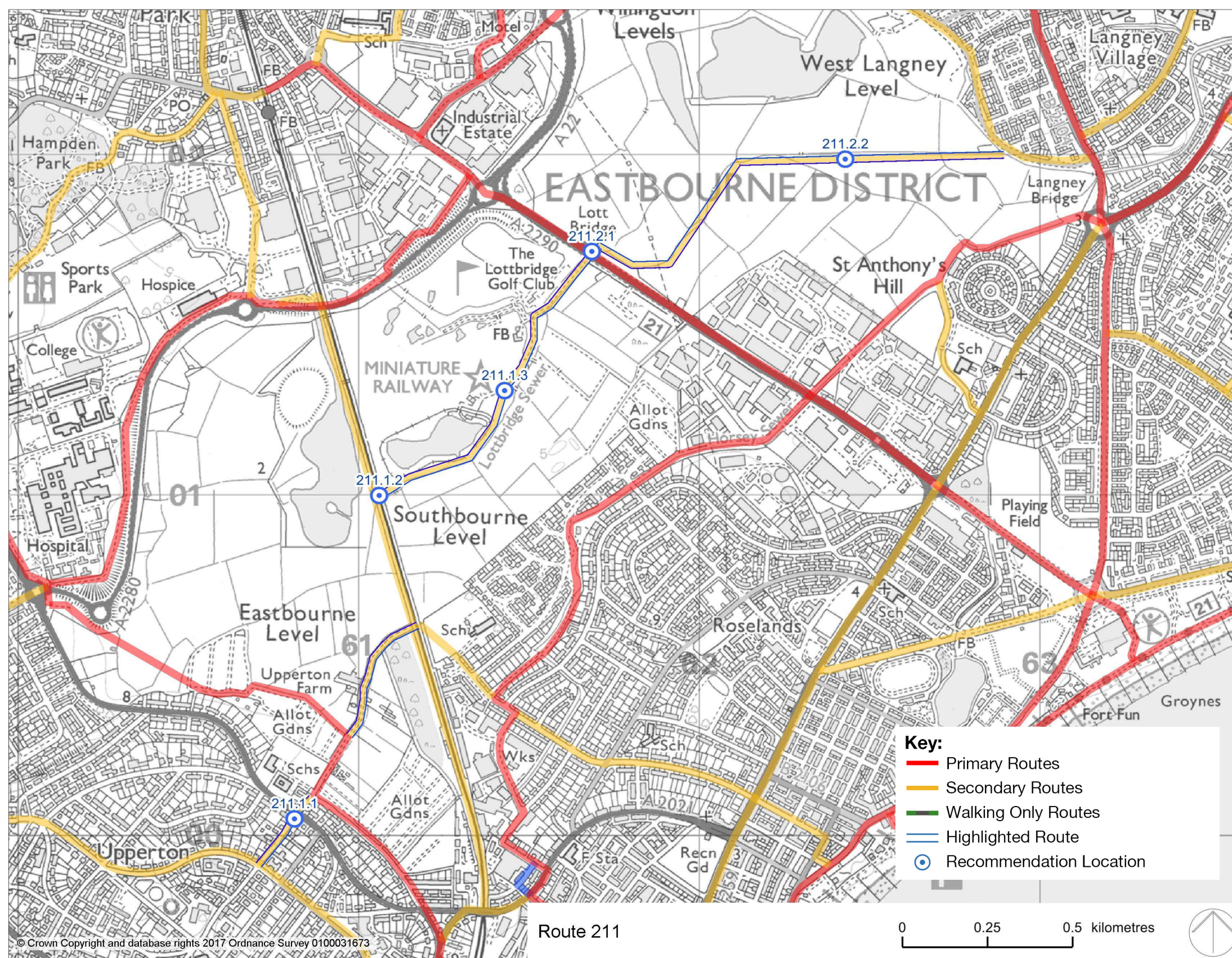
Brief Overview

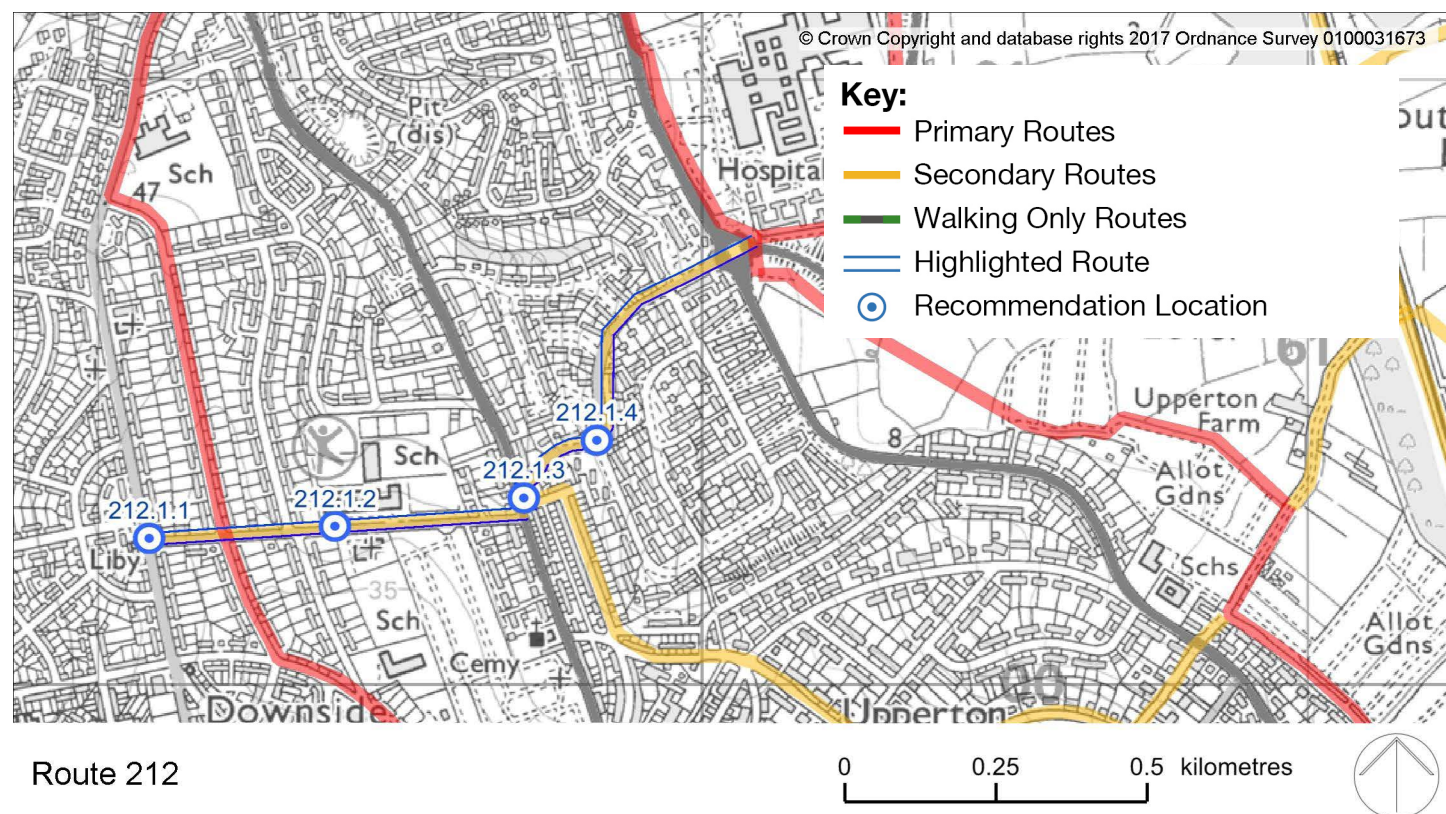
Starting at the Carew Road / 304, the route crosses 310 at Gorridge Road, using Tutts Barn Lane to access Eastbourne Park before joining the proposed 312. It then joins additional new paths through Eastbourne Park at a new railway crossing adjacent to Southbourne Lake, passing the Miniature Steam Railway before joining the access road, crossing Lottbridge Drove at a new crossing and continuing along a new path adjacent to Langley Sewer. The route finishes at Sevenoaks Road where it joins the 321

The majority of this route does not yet exist or traverses small dirt roads. This is a considerable investment into the access into Eastbourne Park

Recommendations

- 211.1.1 Review signage and white lining to advise road users of cyclists
- 211.1.2 New pedestrian and cycle bridge to cross the railway
- 211.1.3 New route provided along Lottbridge Sewer, using access road where possible
- 211.2.1 New Lottbridge Drove crossing
- 211.2.2 New route provided along Langley Sewer





212: Victoria Drive – Hospital

Brief Overview

Starting at Victoria Drive this route uses Eldon road to cross Willingdon Road onto Rodmill Drive, and onto Rodmill Roundabout.

The route crosses a number of challenging junctions and a busy school, with a significant gradient to Rodmill Drive.

Eldon Road cycle facilities are substandard to a footway with established trees at regular intervals.

Recommendations

- 212.1.1 Upgrade crossing to signalised shared use
- 212.1.2 Reduce speed limit, remove parking along length and provide high standard shared use or segregated cycleway
- 212.1.3 Provide signalised crossing to shared use or segregated facility on Willingdon Road to Rodmill Road.
- 212.1.4 Improve footway width and surface to south side of Rodmill Road to provide for cyclists in uphill direction. Sign downhill cyclists onto carriageway. Tie into new roundabout facilities as part of route 310.

220s

221: Willingdon Roundabout – South Shinewater Park

Brief Overview

Starting at the Willingdon Roundabout, travelling along the busy Kings Drive for a short section. The route provides a connection from route 305 to 312 and into Hampden Park Pavilion to the shops on Brassey Avenue at Hampden Park then onto Shinewater Park

Access around Heron Park School is limited at school peak times, section on NCN Route 21 link.

Recommendations

- 221.1.1 Provide safe access for cyclists at the junction with Woodland Avenue, to join the on-road cycle lanes. Upgrade the advisory cycle lanes to mandatory.
- 221.1.2 Widen footway on west side of Willingdon Road to create shared use route with raised tables and cycle priority at side roads, whilst reducing radii of side roads to reduce traffic speeds as vehicles join side roads.
- 221.2.1 Adjust roadway and allow cycling through existing road closure at Park Avenue/ Hampden Park Drive to create continuous route
- 221.2.2 Provide cycling provision at junction between Hampden Park Drive and Roseberry Avenue
- 221.2.3 Provide cycle infrastructure and signage at junction of Brassey Avenue and Roseberry Avenue
- 221.3.1 Review of crossings and priorities at Dallington Road junction
- 221.3.2 Improve footway widths, designate shared path
- 221.3.3 Reduce speed limit to 20mph in residential area

223: Willingdon – The North Shinewater Park – Friday Street

Brief Overview

Starting at Pelican Crossing of the A2270 Eastbourne Road, the route runs east along Church Street, into Willingdon Park Drive, south and then east onto Brodrick Road

Continuing east to College Central along residential streets, the route connects Route 300 with 312, from 300.1.4-312.2.1

From the proposed Toucan Crossing at point 300.1.4, the route runs along Church Street to the junction with Willingdon Park Drive

From the junction of Church Street and Willingdon Park Drive the route runs south to Brodrick Road

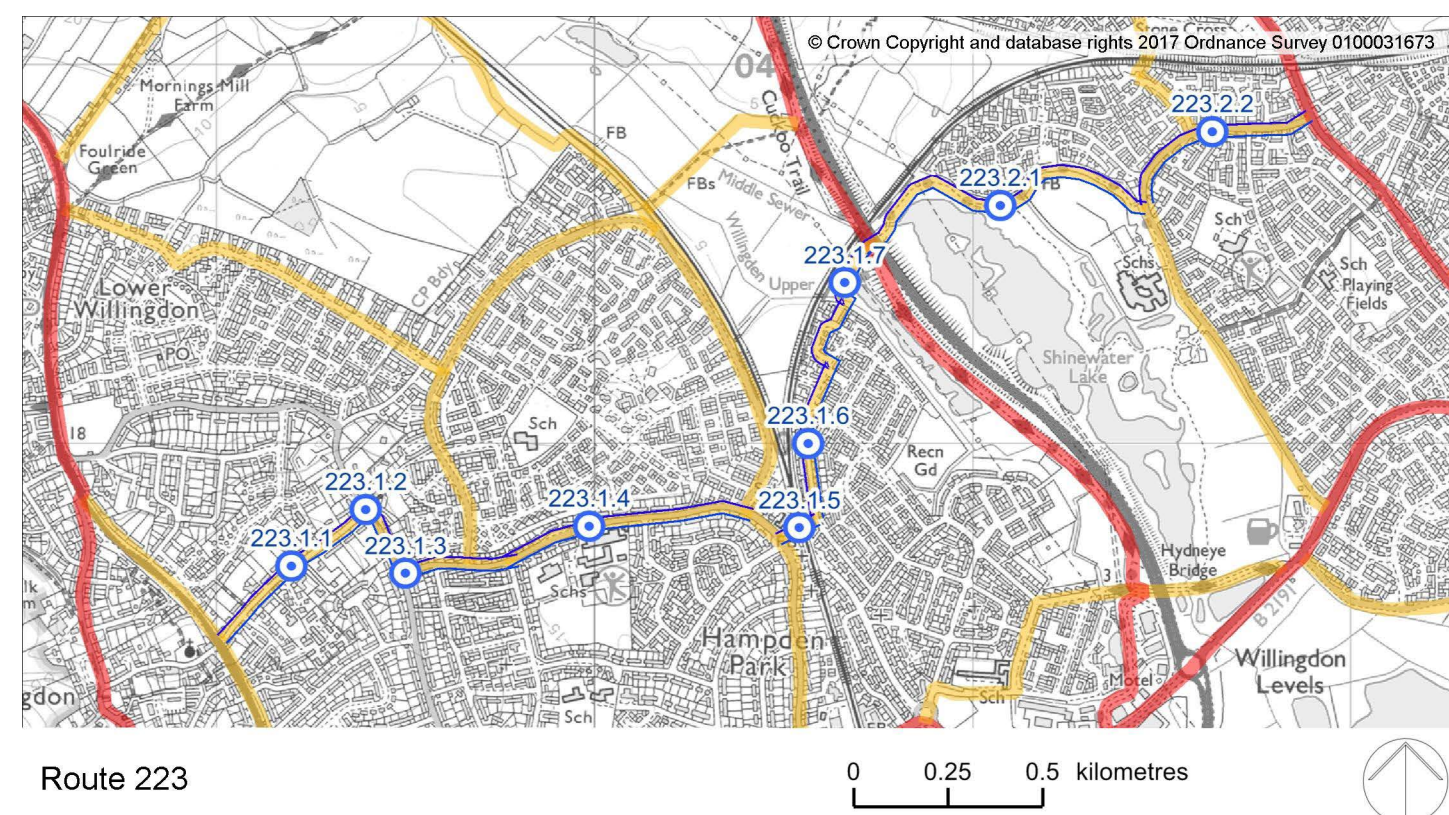
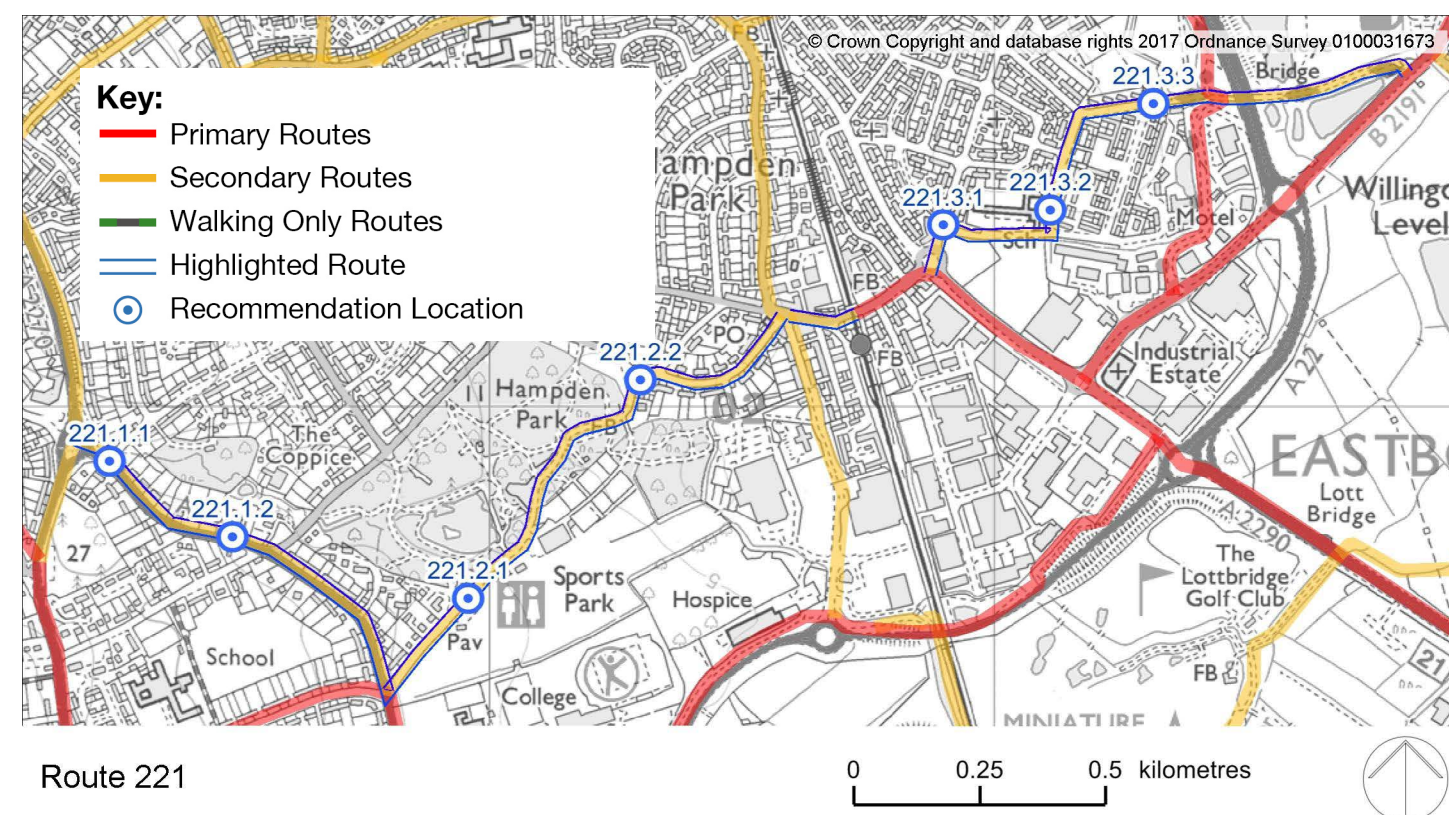
From the junction of Willingdon Park Drive and Brodrick Road the route runs east along Brodrick Road past The Lindfield School and Academy to the College Central.

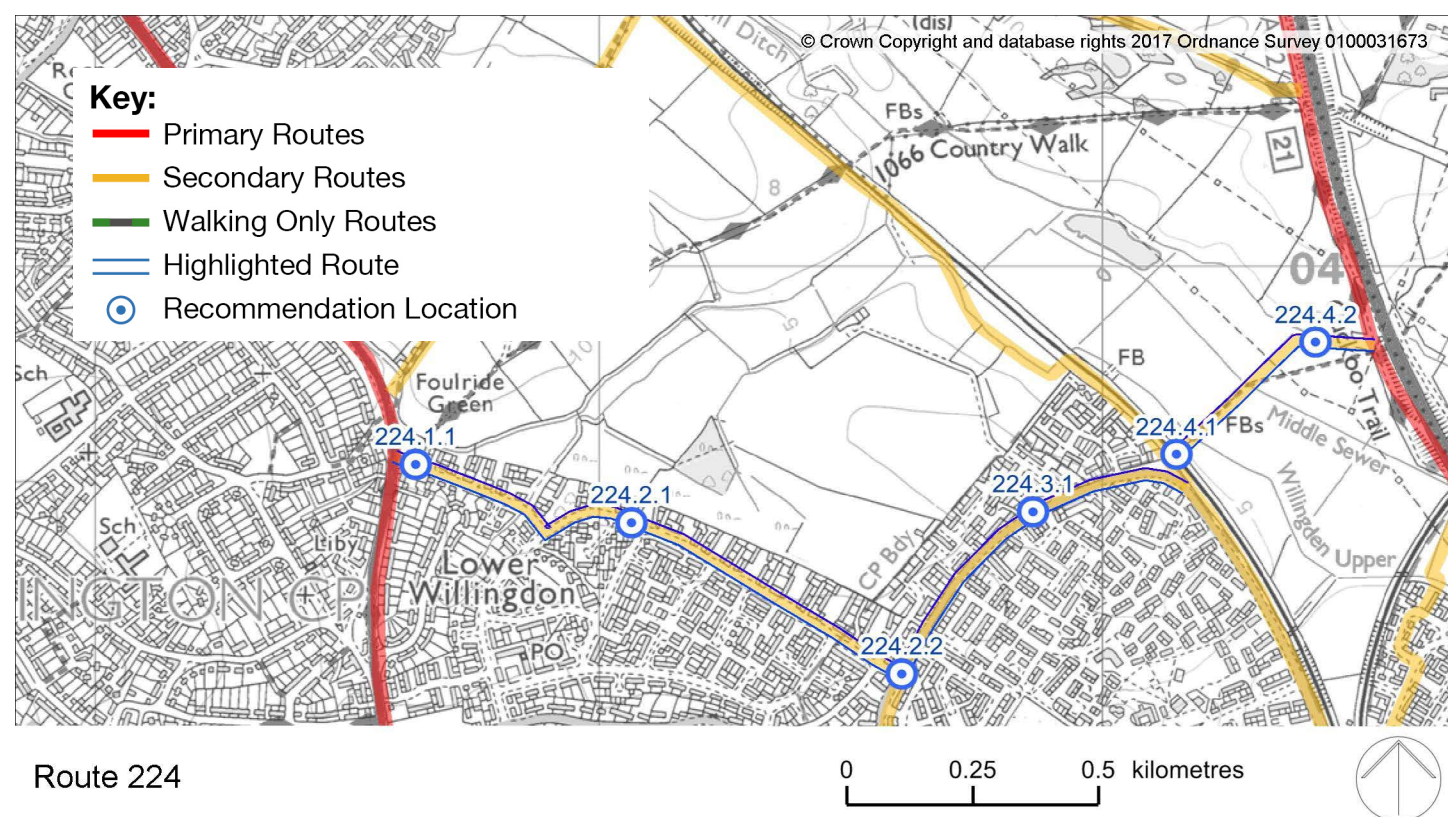
Footbridge to railway insufficient width and no cycle provision

Requires new access point into North of Shinewater Park, uses off road shared paths along north of Shinewater Park, links onto Larkspur Road

Recommendations

- 223.1.1 Quiet road, review signage and white lining to advise road users of cyclists
- 223.1.2 Provide cycle infrastructure at junction with Willingdon Park Drive
- 223.1.3 Provide cycle infrastructure at junction with Willingdon Park Drive and Brodrick Road
- 223.1.4 Provide suitable traffic calming outside The Lindfield School with 20mph zone
- 223.1.5 Amendments to footbridge to improve accessibility for cyclists and other users
- 223.1.6 Reduce speed limit to 20mph in residential area
- 223.1.7 New access into Shinewater Park from Percival Crescent. Upgrade path to shared use surface, with necessary bridges.
- 223.2.1 Resurface short section of rough track
- 223.2.2 Reduce speed limit to 20mph in residential area





224: Lower Willingdon - Willingdon Upper

Brief Overview

Starting at the intersection with Route 225 and Route 300, this proposal creates a link between Lower Willingdon and Willingdon Upper

The route runs eastward on new alignments and along existing highways, crossing the railway to connect into the wider cycle network and the National Cycle Network

From the cycle provision on A2270 Eastbourne Road, the route connects via route 225 and new infrastructure and onto Oxdean Gardens, via residential street to Seven Sisters Road

From Seven Sisters Road, the route continues south east to the junction with Hazelwood Avenue

From the junction of Seven Sisters Road and Hazelwood Avenue, the route runs northeast to the connection with Route 312

From the intersection with Route 312, the route turns north onto 312 and then across a re-designed rail bridge to allow for cycling, to run via new and upgraded path to Route 330

Recommendations

- 224.1.1 Provide new infrastructure from route 225 to connect into Oxdean Gardens
- 224.2.1 Review signage and whitelining to advise road users of cyclists
- 224.2.2 Provide cycle infrastructure at roundabout that forms the junction with Seven Sisters Road and Hazelwood Avenue
- 224.3.1 Review signage and white lining to road users of cyclists
- 224.4.1 Upgrade bridge over railway to provide easier access for cyclists
- 224.4.2 Provide infrastructure to connect to Route 330

225: Eastbourne Road - Polegate Recreation Ground - Cuckoo Trail

Brief Overview

Starting from A2270 Eastbourne Road close to the junction with Broad Road, the proposed route runs northeast to Polegate Recreation Ground, connecting with route 312 and on to the Pevensey Road and Route 230.

Turning off route 230 joining the Cuckoo trail linking to Route 330

Recommendations

- 225.1.1 Provide new shared-use traffic-free route through proposed housing development
- 225.1.2 Review current usage and increase width and capacity where possible

226: Dittons Road - Cuckoo Trail – A22

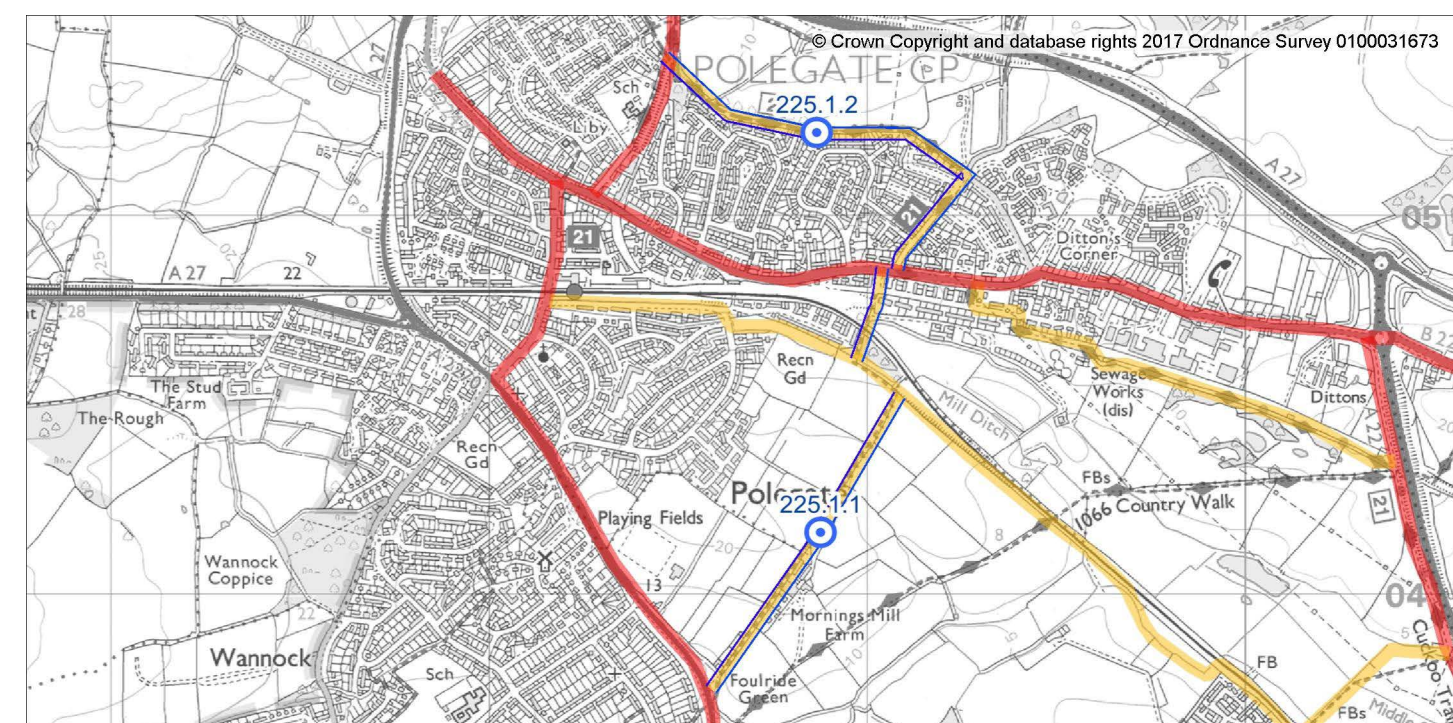
Brief Overview

Starting from Dittons Road this is the alignment of the Cuckoo Trail behind Bramley Road to A22.

Existing off road shared use path

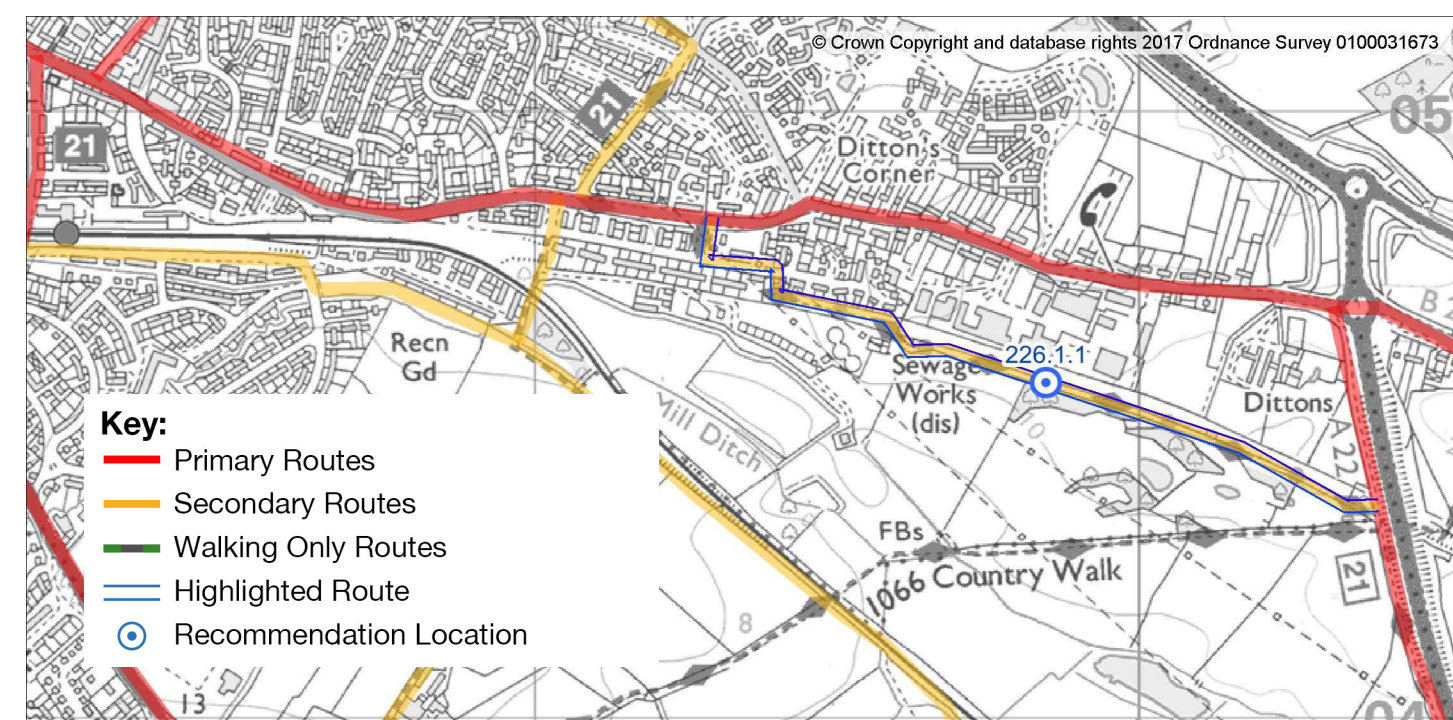
Recommendations

- 226.1.1 Maintain existing shared-use traffic-free route



Route 225

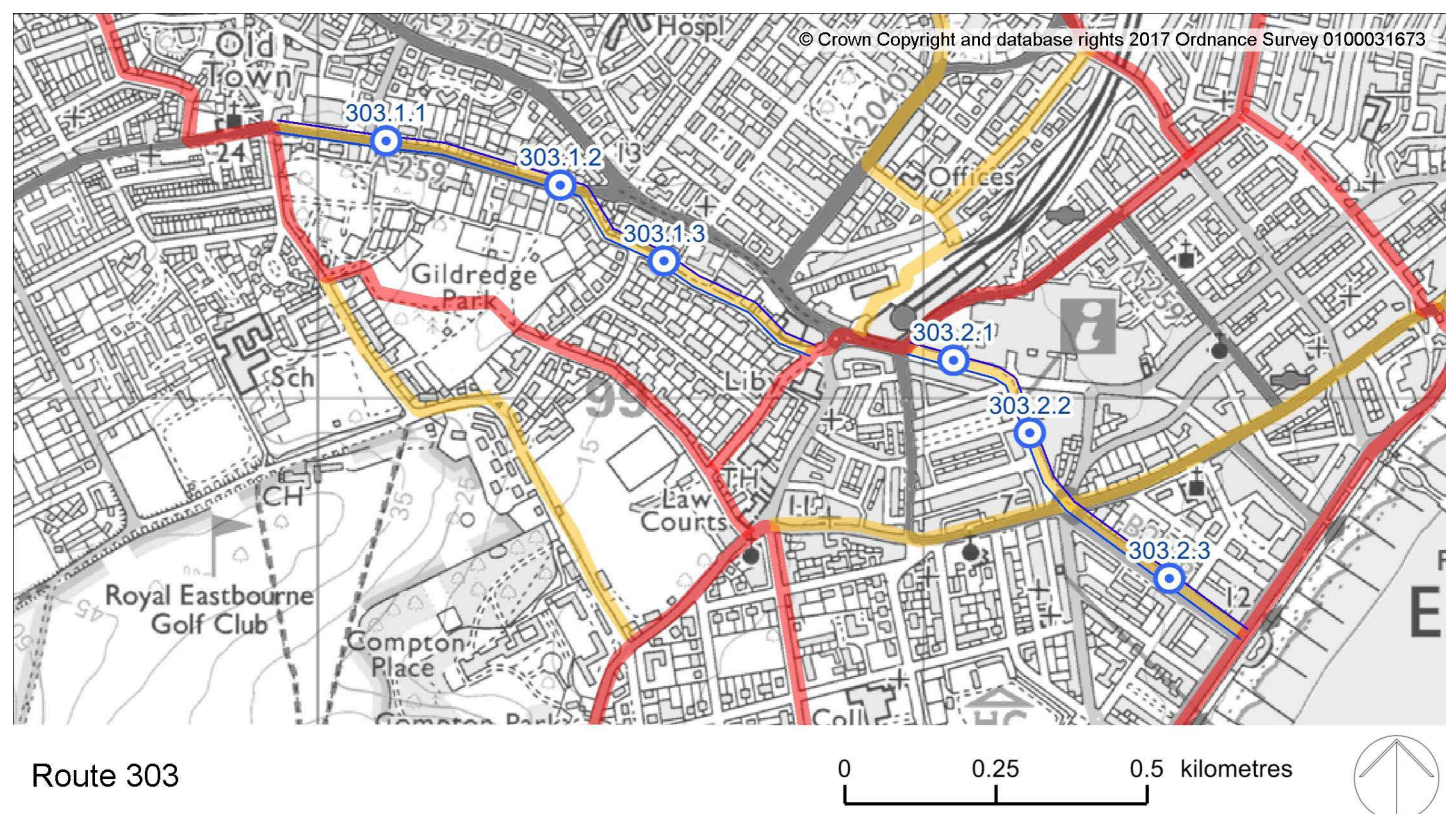
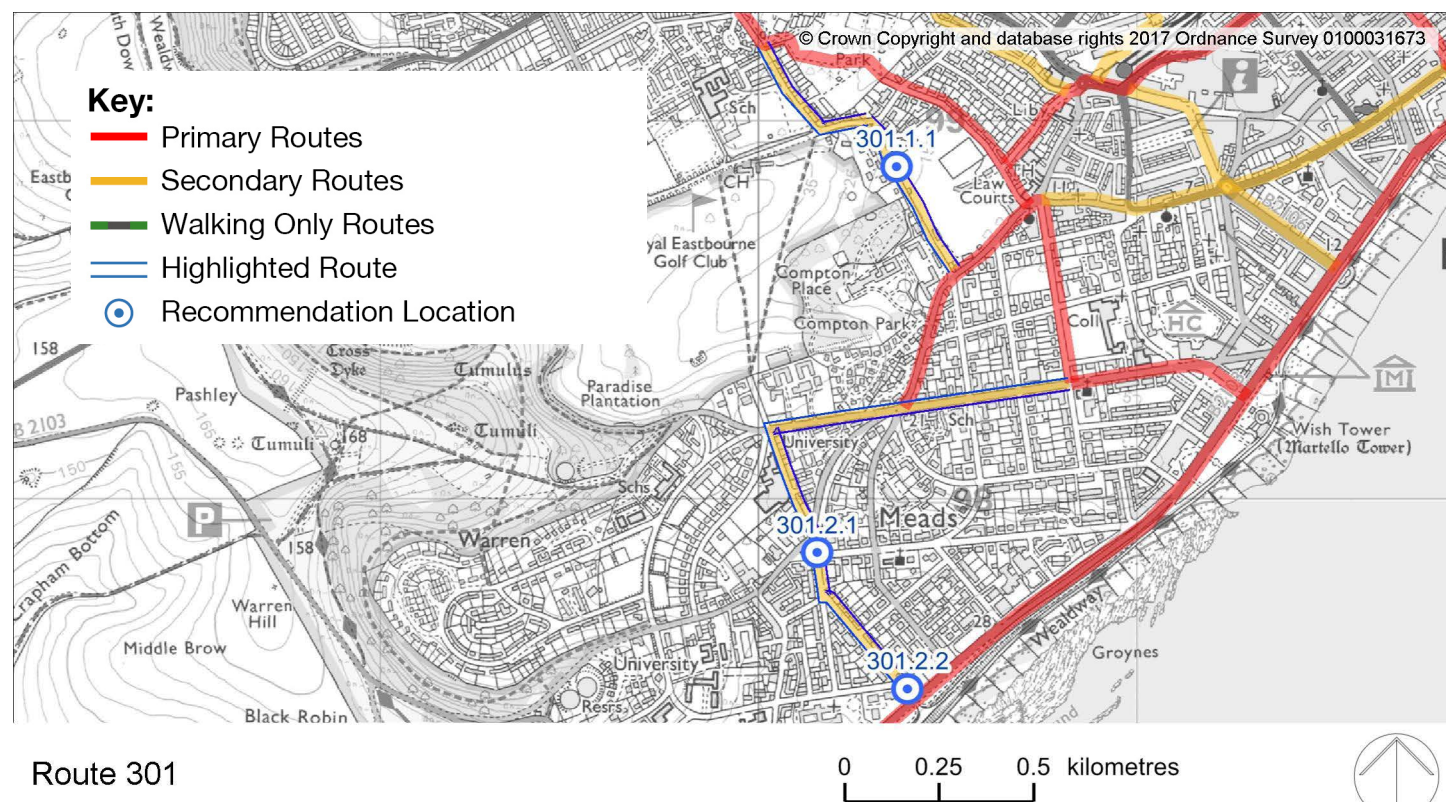
0 0.25 0.5 kilometres



Route 226

0 0.25 0.5 kilometres

- Key:**
- Primary Routes
 - Secondary Routes
 - Walking Only Routes
 - Highlighted Route
 - Recommendation Location



300s

301: Borough Lane - King Edward's Parade

Brief Overview

A connecting route on quiet residential streets from Route 300 and 210 via the University Campus, linking from north to south and creating a wider cycle network

Some of the route forms part of the South Downs Way connection for cyclists and a link to the wider town network

Quiet residential streets that run south via Borough Lane and Compton Place Road into Gaudick Road to Milnthorpe Road, into Chesterfield Road and connecting with the seafront at King Edward's Parade and Route 200 with existing off-road traffic-free infrastructure

Quiet residential street that runs south past the University Campus to Milnthorpe Road

Recommendations

- 301.1.1 Create 20mph zone throughout this residential area, with suitable signage to warn motorists of cyclists and pedestrians
- 301.2.1 Review signage and whitelining to advise road users of cyclists. Reduce speed limit to 20mph
- 301.2.2 Reduce speed limit to 20mph; provide safe cycle access cycle infrastructure onto King Edward's Parade

303: Old Town-Library and Council Offices - Terminus Road - Seafront

Brief Overview

From the intersection of route 300 on the A259 High Street, the route runs east along the A259 The Goffs, then south from Southfields Road to the Library and Council Offices

From the intersection with Route 300 at Parsonage Road, the route runs east along the A259, a busy road, to connect south into Southfields Road

From the junction of A259 The Goffs, the route continues south east along Southfields Road to the major road layout and one-way system adjacent the Council Offices

Recommendations

- 303.1.1 Connect into new cycle infrastructure at point 300.6.2
- 303.1.2 Reduce speed limit to 20mph and provide safer infrastructure to connect into Southfields Road
- 303.1.3 Review signage and whitelining to advise road users of cyclists. Reduce speed limit to 20mph
- 303.2.1 Review access to and passing station, including Terminus Road. Currently under review by council as part of Arndale Centre development.
- 303.2.2 Improve pedestrian crossing provision to Cornfield Road
- 303.2.3 Review white lining and signage to Devonshire Place

304: Rodmill - Eastbourne Rail Station

Brief Overview

Starting in the north at Rodmill Road and the road junction of Eldon Road and Rodmill Drive, the route runs south to Eastbourne Rail Station, via quiet back roads and busier sections at the southern end.

From the cycle access at Rodmill Road, the route runs via residential streets south onto Mill Road and the junction with Prideaux Road

From Mill Road the route runs via residential streets to the junction with Tutts Barn Lane (route 211) and the start of Carew Road

From Tutts Barn Lane the route continues south to Eastbourne Rail Station via residential streets and main road junctions and then quite off-road connection to the station forecourt

Recommendations

- 304.1.1 Connect into cycle infrastructure at Rodmill Road
- 304.1.2 Review signage and whitelining to advise road users of cyclists. Reduce speed limit to 20mph and provide safer infrastructure to connect into Mill Road
- 304.2.1 Review signage and white lining to advise road users of cyclists. Reduce speed limit to 20mph. Provide safe cycle access at junction with The Avenue
- 304.2.2 Provide traffic-free shared-use path along western footway, with safe cycle access provided across The Avenue at St Anne's Road towards the station

305: Coopers Hill – Wish Hill

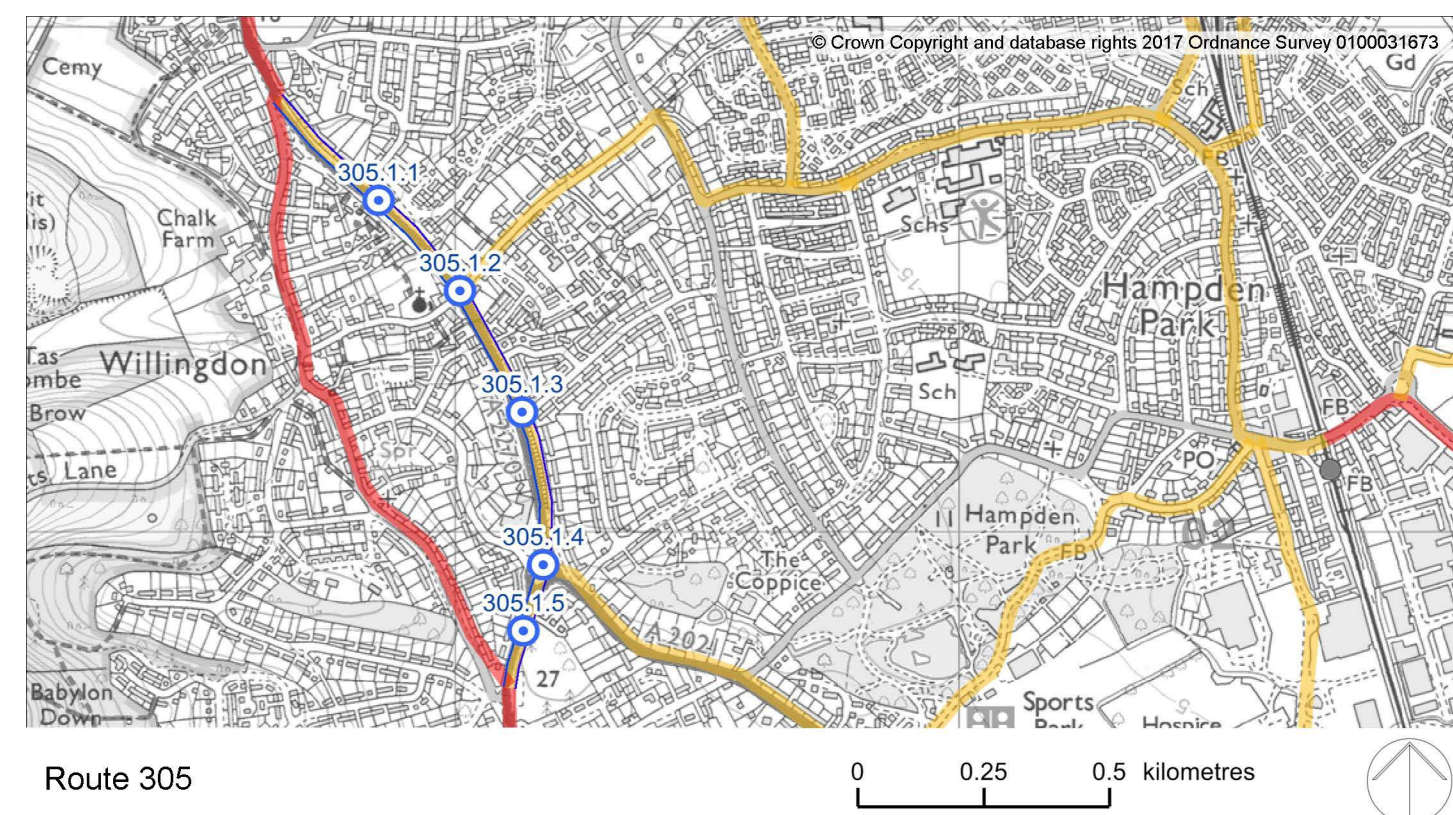
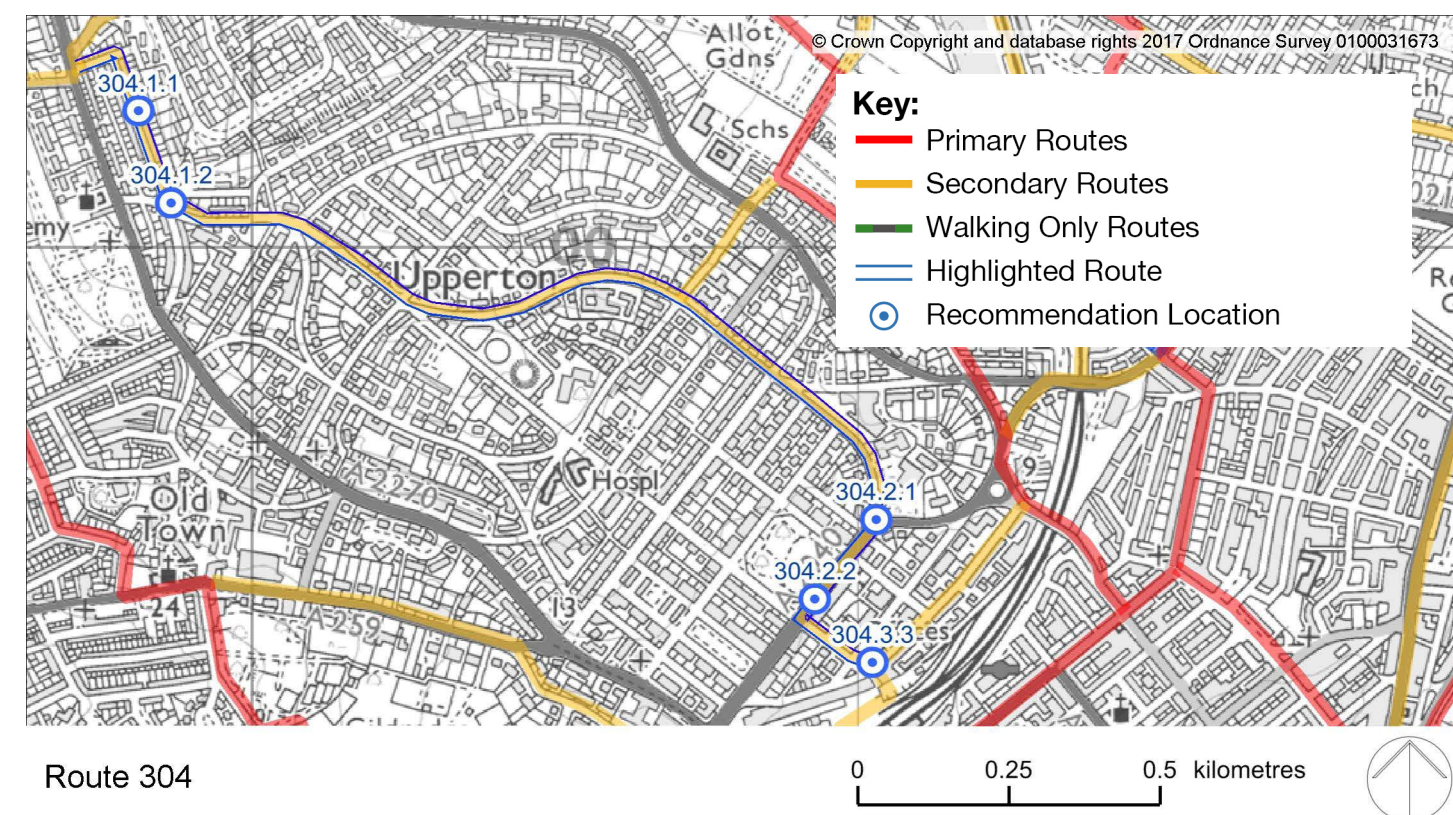
Brief Overview

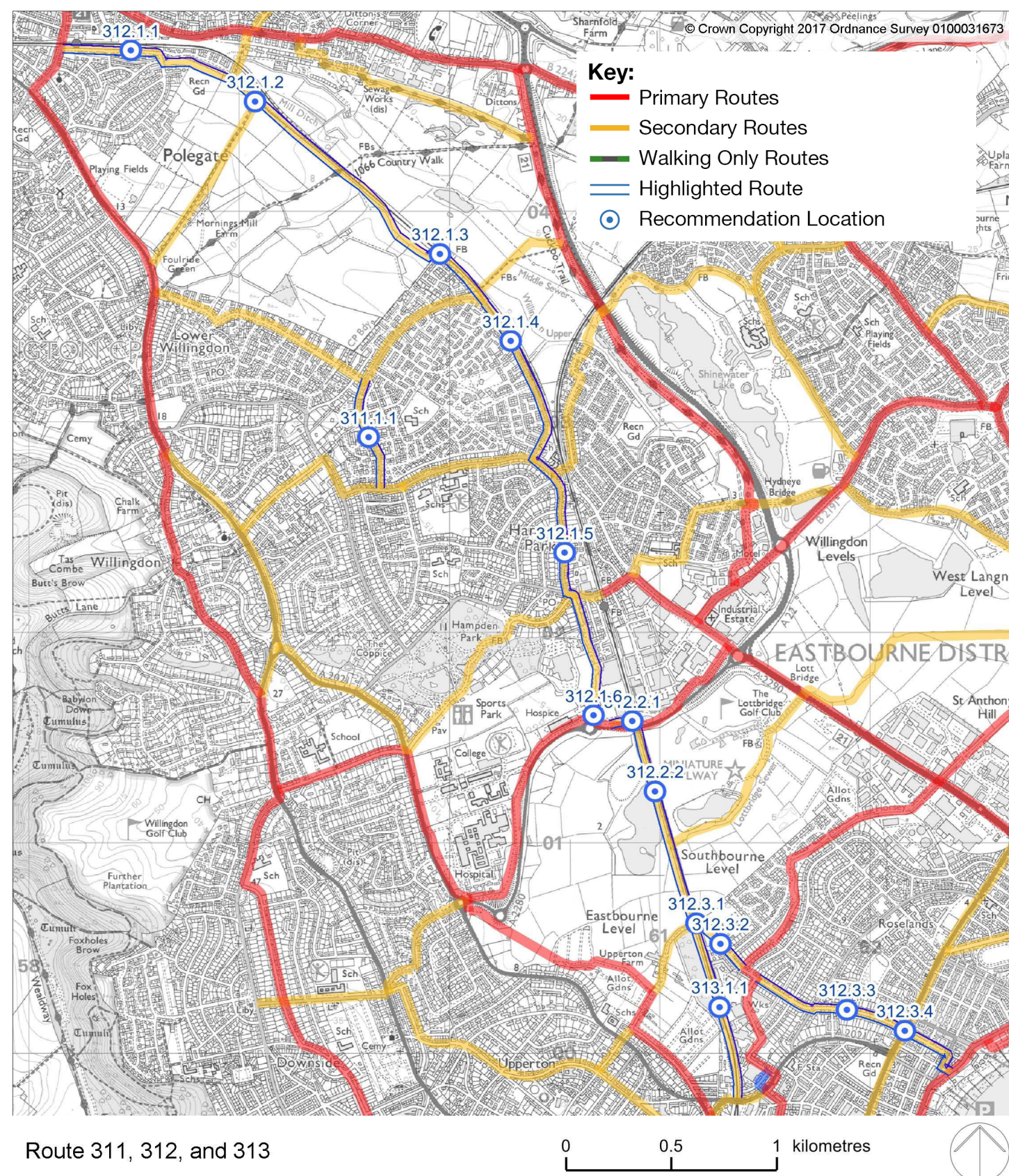
Starting at route 300 on Coopers Hill, the route traverses Willingdon Road to Willingdon Roundabout and route 221 and on towards Wish Street where it re-joins route 300.

Willingdon Road is a wide busy road with existing advisory cycle lanes intermittently along its length. Busy roundabout with dual lanes, challenging to navigate on carriageway

Recommendations

- 305.1.1 Provide segregated cycle lanes to one side of road and improve crossing provision at regular intervals for pedestrians.
- 305.1.2 Upgrade Toucan crossing at junction with A2270 Eastbourne Rd/Church Street to Pelican and link to an upgraded footway on eastern side, southbound, to provide shared use path to Amberley Road.
- 305.1.3 Cyclists to be sign-posted to Willingdon Rd service road with contra-flow for cyclists only at junction with Friston Avenue.
- 305.1.4 Improve crossing facilities and provide segregated or at minimum mandatory cycle lanes around roundabout. Tighten radii to reduce traffic speeds.
- 305.1.5 Provide segregated cycle lanes to one side of road and improve crossing provision at regular intervals for pedestrians.





310s

311: Hazelwood Avenue and Hampden Park – Eastbourne Station link

Brief Overview

A short section southbound along Hazelwood Avenue connecting route 224 south to route 223.1

Recommendations

311.1.1 Reduce speed limit to 20mph in residential area

312: Polegate – New North Railway Path – Hampden Park – Ringwood Road - Seafront

Brief Overview

Starting at the junction of Polegate High Street south of the level crossing and Black Path, the route forms a mixture of on-road quiet streets and potential new infrastructure running west of the railway, close to proposed housing developments

Continuing via residential streets to Hampden Park rail station, it continues south to the Sainsbury's superstore and route 220.

Linking from the proposed railway path to the seafront the route takes Ringwood Road and crosses Route 210, using Eshton Road and the end of Carlton Road. These are predominantly wide residential streets with parking to both sides

Starting at the High Street the route is on-road eastbound to south of Heron Ridge where it turns onto the path leading to the recreation ground

At the junction between Brodrick Road and Hazelwood Avenue, the route continues south to Hampden Park shops, crossing Brassey Avenue and south into Elm Grove, then via shared-use path to Sainsbury's superstore and Cross Levels Way

Recommendations

- 312.1.1 Black Path. Quiet road, review signage and whitelining to advise road users of cyclists
- 312.1.2 Provide new shared-use path to run adjacent to railway
- 312.1.3 Provide new shared-use path to run to Hazelwood Avenue
- 312.1.4 Create shared-use traffic-free route east of Hazelwood Avenue to junction with Brodrick Road
- 312.1.5 Brodrick Road is a residential street, review signage and whitelining to advise road users of cyclists
- 312.1.6 Provide suitable signage at junction with Brassey Road and cross to Elm Grove, thence onto shared-use path connecting with other traffic-free path at Cross Levels Way
- 312.2.1 Clear completed access link to start of path
- 312.2.2 Construct new route along mainline railway alignment
- 312.3.1 New Railway crossing point
- 312.3.2 New link path around school grounds
- 312.3.3 Reduce speed limit to 20mph in residential area
- 312.3.4 Review priorities and improve crossings at Seaside Road and Royal Parade

313: Whitley Road – Tutts Barn Lane

Brief Overview

Part of new route alongside existing railway line, as highlighted in the Eastbourne Cycle Strategy, from Whitley Road to join route 312

Recommendations

- 313.1.1 New shared use facility and access from Whitley Road. Alignment TBC

330s

331: Stone Cross – Larkspur Drive – Sevenoaks Road

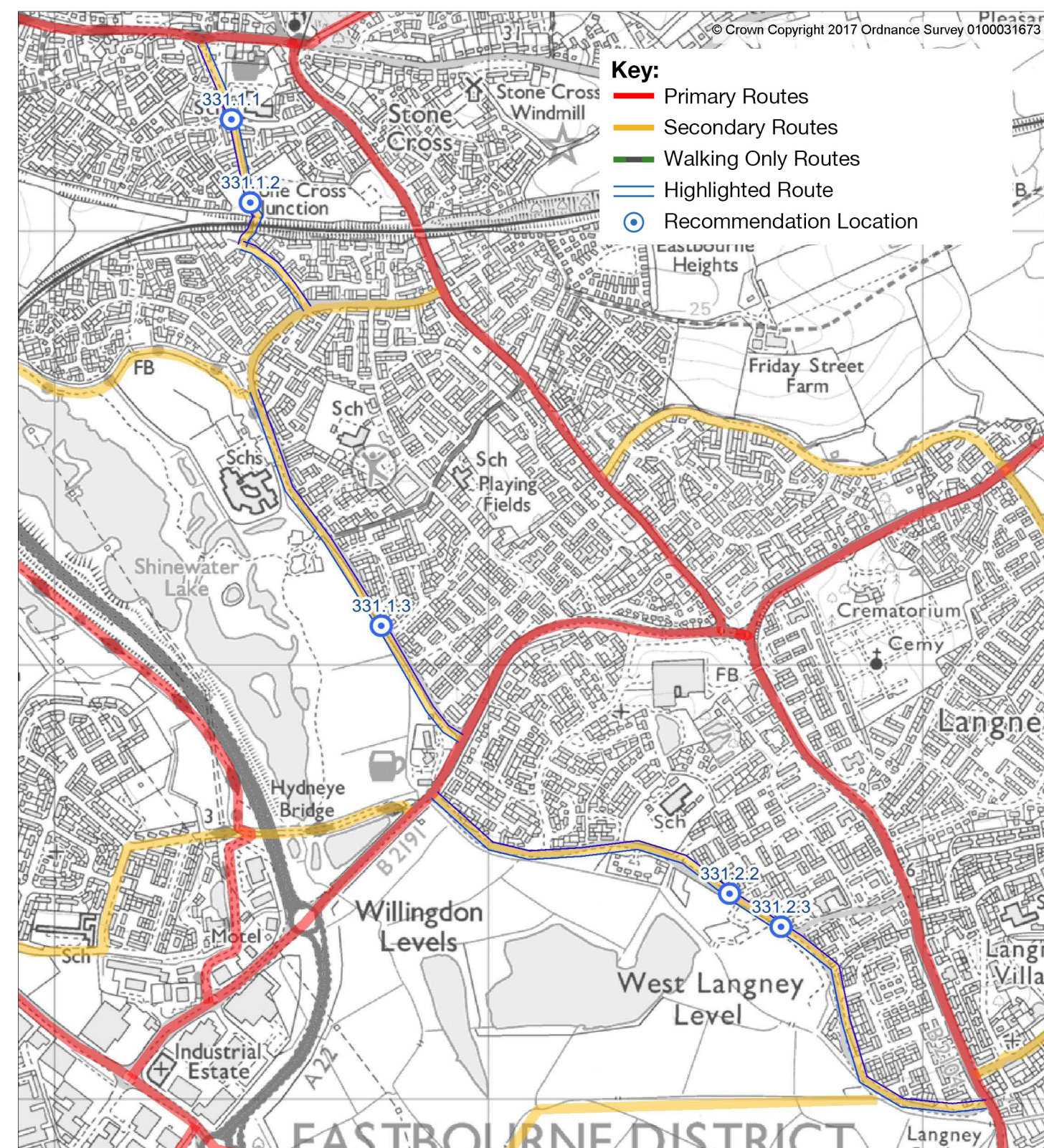
Brief Overview

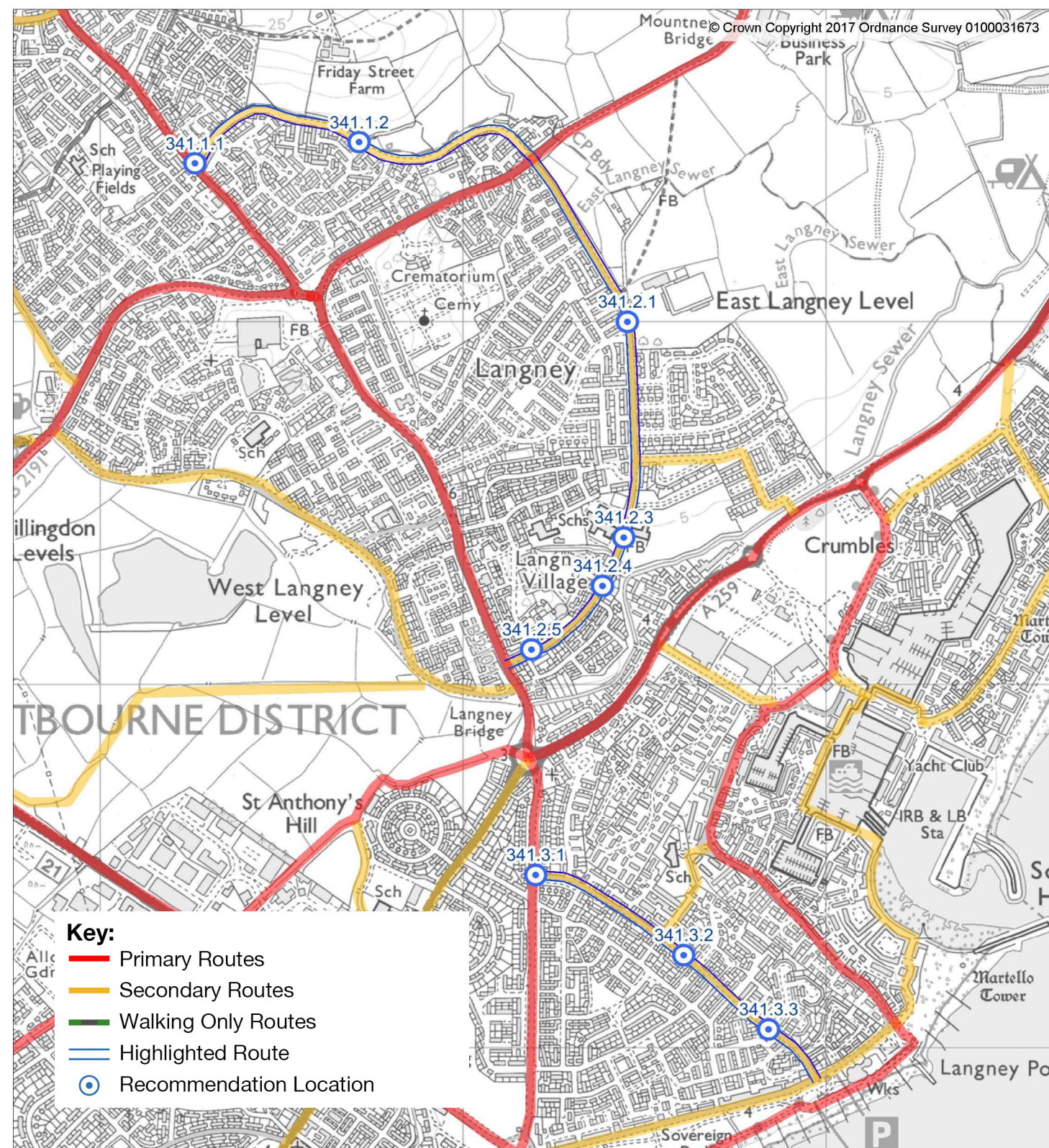
Starting at the Adur Drive – Dittons Road Roundabout this route links 230, Willingdon Drive / 220, and Langley Road / 340, circumnavigating Langley itself.

The existing roads vary between small residential link roads, and off road footways.

Recommendations

- 331.1.1 Review and improve crossings and priorities at Adur Drive / Tillingham Way Junction
- 331.1.2 Upgrade footpath to shared use. Improve signage and access at Hadlow Avenue
- 331.1.3 Extend existing shared path to meet Willingdon Drive
- 331.2.1 Reduce speed limit to 20mph in residential area
- 331.2.2 Review frequency and standard of crossing points of Sevenoaks Road
- 331.2.3 Provide shared use path with improved surface along length of Sevenoaks Road





Route 341

0 0.25 0.5 kilometres



340s

341: Friday Street – Pennine Way – Seafront

Brief Overview

Starting at the high point of Friday Street at the junction to route 340 on Pennine Way the route passes around Langley residential areas, re-joining on Langley Rise. It then continues from Princes Road, along Ramsey Way finishing opposite Wastewater Treatment Centre. It crosses other routes at B2104 (220), Langley Rise (340), also 202 and 201, passing St Catherine's College at a local high point. Ramsey Road has a number of traffic calming measures and good pedestrian crossings.

The existing roads are generally wide residential access roads and vary between crossing a number of busy roads, often with parking to either side.

Recommendations

- 341.1.1 Review traffic movements where Pennine Way joins Friday Street and possible requirement to upgrade crossing point
- 341.1.2 Designate and limit areas for parking to improve visibility on bends and junctions. Option to reduce carriageway and upgrade west side pavement to shared use, or create east side cycle path
- 341.2.1 Designate and limit areas for parking to improve visibility on bends and junctions. Especially at southern end of Priory Road. Option to reduce carriageway and upgrade west side pavement to shared width, or create continuous east side shared path
- 341.2.3 Limit parking and reduce speed limit around St Catherine's College
- 341.2.4 Improve quality of footway to south of St Catherine's College
- 341.2.5 Review traffic movements where Priory Road joins Etchingam Road and Langley Rise and improve provision for cyclists and pedestrians. Potentially indicate crossing point
- 341.3.1 Review traffic movements where Ramsey Road joins Princes Road and possible requirement to upgrade crossing point
- 341.3.2 Option to reduce carriageway and upgrade west side pavement to shared width
- 341.3.3 Designate and limit areas for parking to improve visibility on bends and junctions

342: Netherfield Avenue – Sovereign Harbour – Seafront

Brief Overview

Starting at the Priory Road at the junction to Netherfield Avenue, the route passes through a residential area, linking to route 210 on Pevensey Bay Road, leaving it on a service access road, linking into route 200, then onto marina side roads or paths. It crosses routes.

The existing roads are generally quiet and vary between residential access roads, to harbour side shared paths. The section on the service access road will require new infrastructure to be installed

Recommendations

- 342.1.1 Designate and limit areas for parking to improve visibility on bends and junctions in residential areas
- 342.1.2 As per 210.6.3, Tanbridge Road Junction
- 342.2.1 On service access road, upgrade south side carriage footway to shared use width, separating heavy goods vehicles from active travel
- 342.2.2 Review and clarify shared use link to route 200, cycle lane stops in grass currently
- 342.3.1 Indicate shared use route over Sovereign Harbour bridge and adjacent to the harbour wall towards Midway Quay / Pacific Drive roundabout
- 342.3.2 Indicate shared use route along Harbour Quay

343: Pevensey – Pevensey Bay

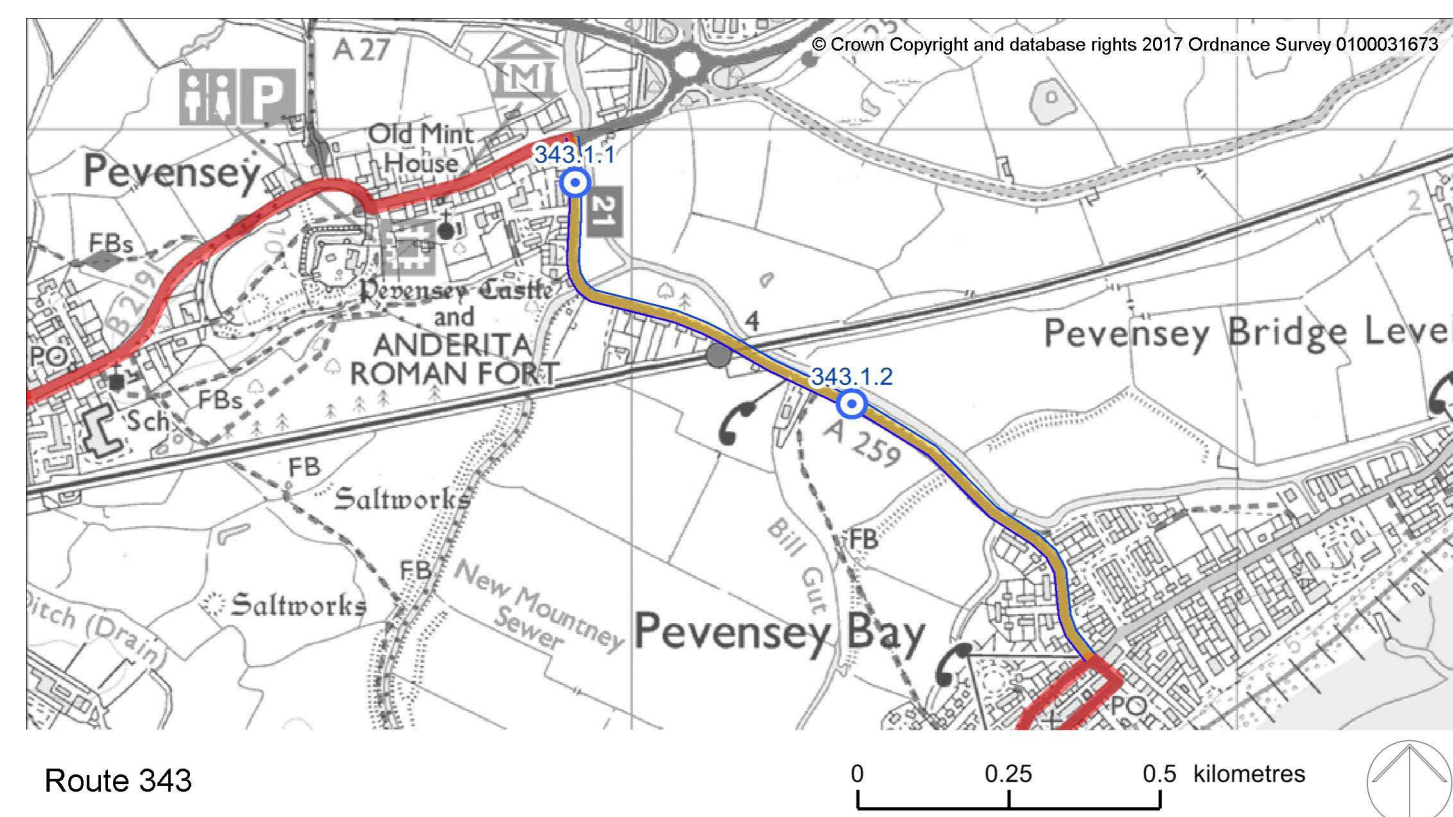
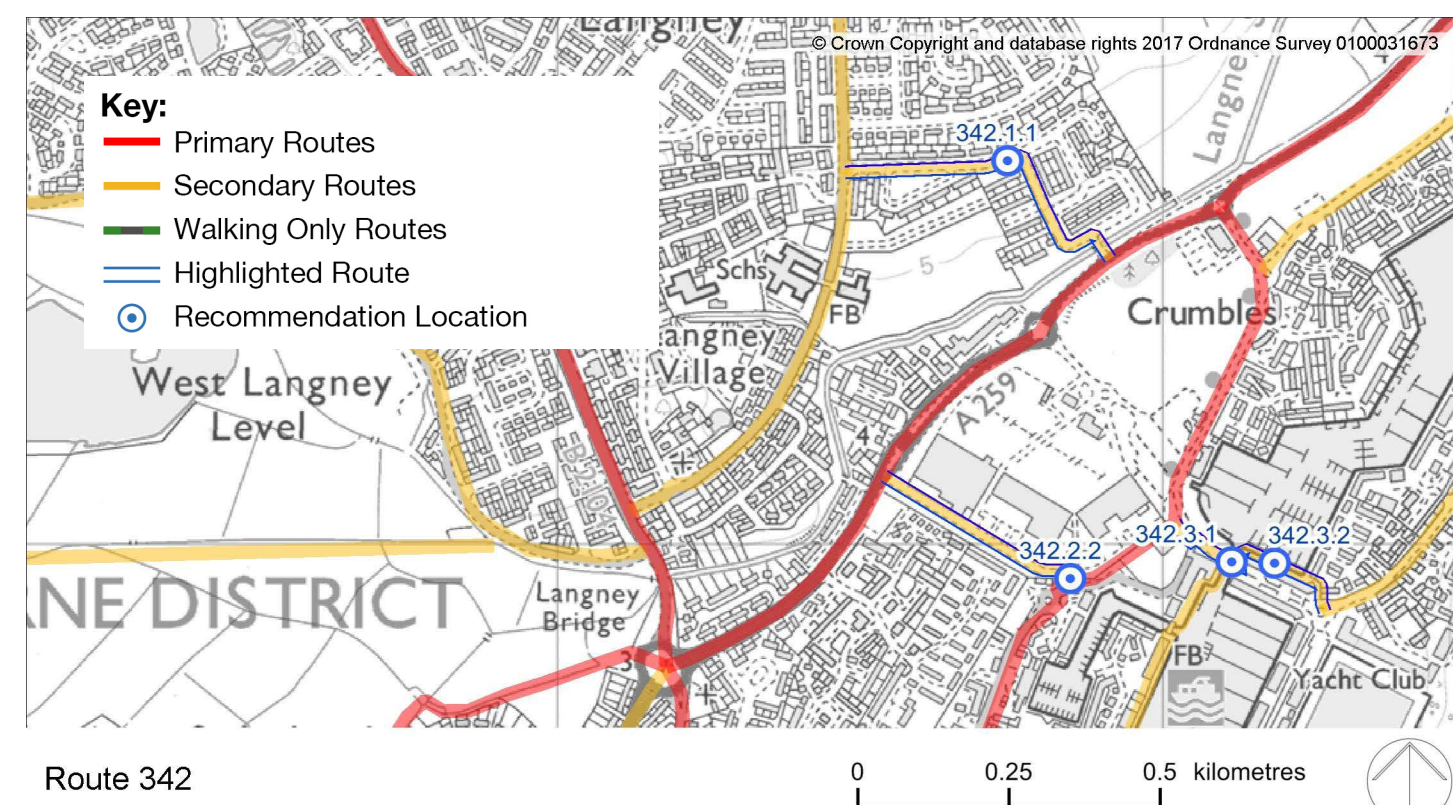
Brief Overview

Starting at the Pevensey High Street, where Route 230 ends, 343 follows the A259 Wallsend Road to Pevensey Bay and route 200. The route crosses the railway at a level crossing and passes Pevensey Bay Station.

The existing roads are relatively busy and vary between residential 30mph roads, to a short section of national speedlimit country road with limited footway width. Existing footways, where they are present, are generally insufficient in width. Road widths are restricted in the built up areas.

Recommendations

- 343.1.1 Review constriction to footway adjacent to house, increase width.
- 343.1.2 Review and upgrade west side footway to shared use where verge allows along length





Eastbourne Town Centre

0 0.1 0.2 kilometres



Eastbourne Town Centre

Background

ESCC, in partnership with key local stakeholders, have developed a package of transport measures to transform access within Eastbourne Town Centre, by reducing the dominance of vehicles, and providing greater priority and provision for pedestrians, cyclists and public transport users.

The themes which have arisen from this study, will inform the design of future transport measures within this area, and include:-

- Town centre congestion mitigations
- Walking and cycling provision
- SMART technology and innovation
- Future-proofing for all users
- Wayfinding and accessibility for all users
- Supporting and encouraging local business growth

As part of this process Sustrans have been commissioned to review the existing quality of the walking environment in Eastbourne Town Centre, which has been investigated with a focus on the town centre as the 'Core Walking Zone' (CWZ).

The town centre and other key central trip generators have been reviewed as a whole for accessibility, ease of travel and directness of routes. These have been divided into eight areas which present distinct characters and challenges to those travelling through the town on foot. Each section makes reference to the recommendations from within the remainder of this document, as well as highlighting issues specific to walking which have not otherwise been recorded.

Section summary, and map overleaf:

- 410: Terminus Road from Gildridge Road to Seaside. Retail area, partially pedestrianised
- 420: Station access: Station Parade to Gildridge Road, train, bus, taxi and parking area, access to one way system
- 430: Memorial Roundabout and feeder roads: Retail and access to one way system, and parking

- 440: Devonshire Quarter, from Blackwater Road to King Edwards Parade: Culture and Leisure activities
- 450: The seafront from Howard Square to the Pier: Leisure activities
- 460: Little Chelsea, Grove and Gildridge Road: Retail and Leisure activities, access to one way system
- 470 Susan's and Ashford Road: access to Horsey Way, parking and one way system

Review Summary

Walking

Based on the findings of this investigation the following recommendations would be a positive and decisive step to improving the walking environment in Eastbourne.

- Improve facilities to cross major roads at key desire lines and give pedestrians priority at crossings and side roads.
- Review proximity of parking to crossing facilities, ensure sufficient visibility to oncoming traffic.
- Broad public realm improvements that strategically change the nature of the town centre roads to reflect the primarily function of this area as a pedestrian shopping environment.
- Redesign footways and carriageways to give pedestrians more space through wider pavements. Ensuring all footway provision meets the minimum two metre standard set out in the London Pedestrian Comfort guidance.
- Minimise obstructions to the pedestrian environment by tidying up and de-cluttering all street furniture. Removing, rationalising or relocating along a 500mm strip on the outer edge of the pavement to allow a clear area of 1500mm for pedestrians and retaining only what's necessary.
- Remove guard railing.
- Collect further detailed measures to assess existing conditions and help evidence future improvements.

Cycling

The map to the right highlights the key vehicular access roads in the centre, the one way streets and ring road around the town.

These roads and the ring road in particular provide a significant barrier to those cycling from one side of the town to the other, as the one way streets and volume of traffic make cycling more challenging.

It is recommended that the contraflow cycling is permitted on all one way roads to improve the town centre for cycling.

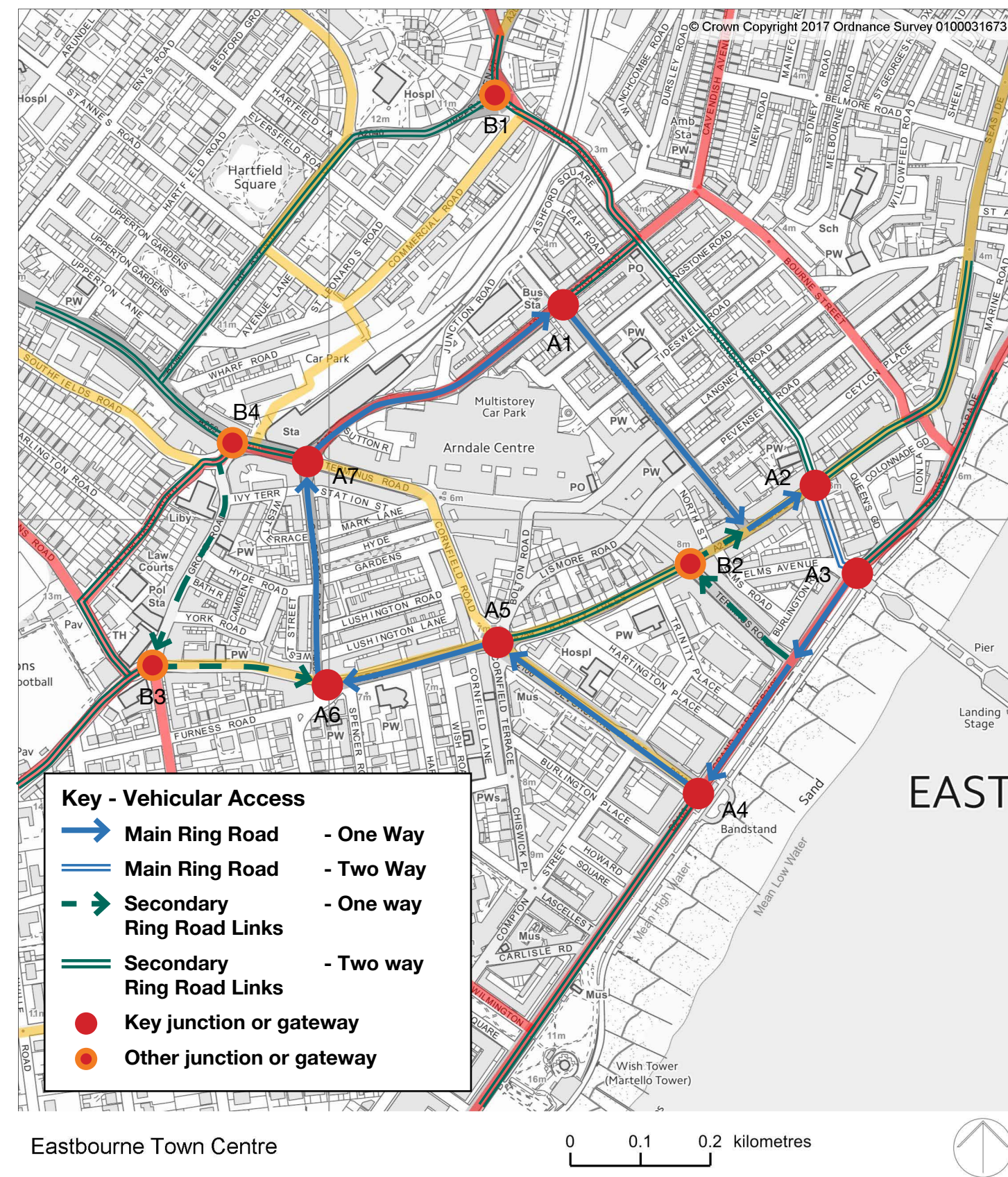
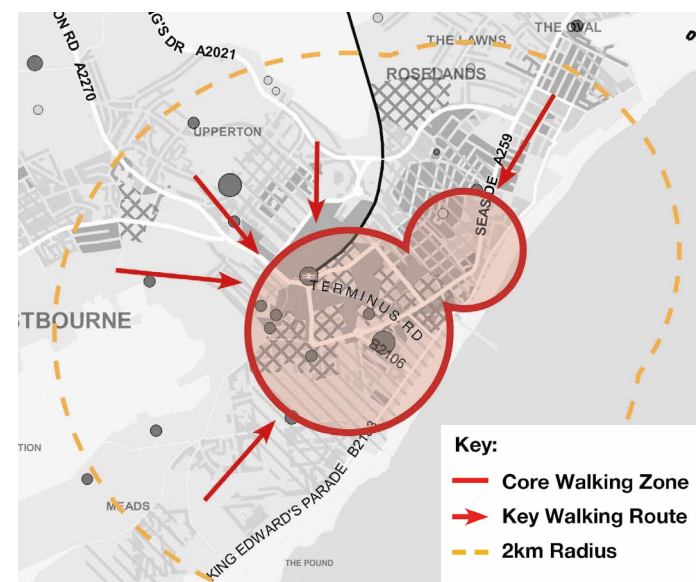
Each gateway into the town has been highlighted, 'A' are on the main ring road, and 'B' on the secondary links. The recommendations for these are contained within the primary and secondary route information. Below is a summary of the main route recommendations associated with each gateway and associated routes:

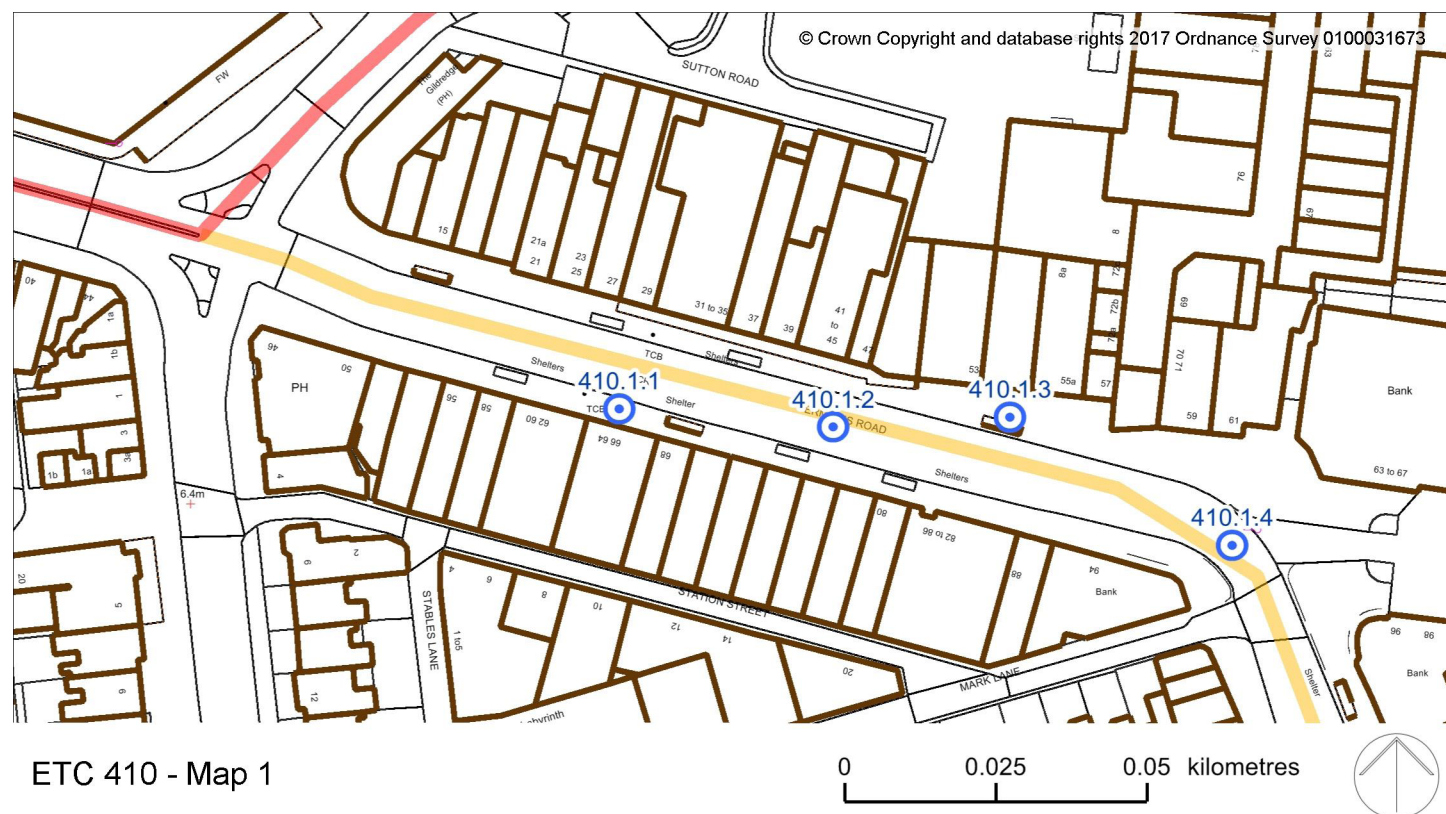
	Route #	Recommendation
A1	210	210.2.5, 470.1.3
A2	202	202.1.5
A3	200	200.3.1
A4	200, 303	450.1.3, 200.2.1
A5	202	202.1.2
A6	202, 210, 300	300.3.7
A7	210, 303	210.2.3, 410.3.1
B1	310	310.2.7
B2	202	410.2.5
B3	202, 303	202.1.3, 430.1.2
B4	210, 204, 303	210.2.2, 420.2.2

Next Steps

Towards a Comprehensive Walking Strategy

- Carry out each stage of the CWIP process in detail including the Pedestrian Comfort Level assessment as detailed.
- Undertake significant user and stakeholder engagement to ensure this process is grounded in the local community.
- Potentially take Terminus Road to the concept design stage to test working a scheme up to meet existing and future funding criteria
- Embed walking within the local authority as a core part of the business and a common consideration in new developments, new schemes and as measure in quality of the transport service being provided
- Make use of relevant tools such as the UCL Mobility toolkit or mapping the movement and place function of streets to evidence scheme prioritisation or to sell schemes for funding applications.





ETC 410 - Map 1



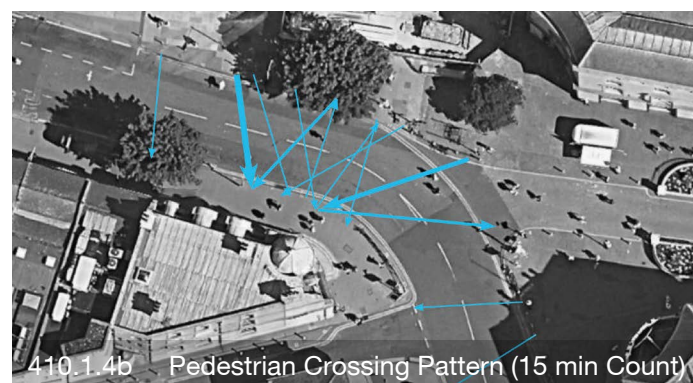
410.1.1 Terminus Road South Side



410.1.2 Terminus Road North Side



410.1.4a Cornfield Road, frequent dangerous crossing



410.1.4b Pedestrian Crossing Pattern (15 min Count)

410: Terminus Road

Area description

This area extends from the junction with Ashford Road up to and including the junction with Seaside.

Terminus Road forms the spine of the Eastbourne shopping centre, with the majority of the road pedestrianised. Within the Pedestrian Comfort Guidance (PCG) it would be classed as a busy retail area

Background

There are planned changes to Terminus Road around the station and multi-storey shopping complex. These alterations have not been finalised or considered here although they have been commented on elsewhere as part of this project.

West section of the road described as part of secondary route 303.

410.1 Ashford Road – Cornfield Road

Existing conditions

The street is lined by a continuous retail frontage that stretches to the start of the pedestrian zone at the junction with Cornfield Road. The section was partly horded off at the time of survey.

Barriers to walking

A significant portion of the footway is substandard with crowding occurring at various locations, this stems from a combination of insufficient width and high volumes of pedestrians. The situation is compounded in places by detrimental street furniture layouts as well as mixed pedestrian behaviours including movement, shopping and waiting that take place simultaneously in a limited space. This interaction creates uncomfortable conditions that mean this location would rate poorly if assessed using the Pedestrian Comfort Tool (PCT).

The volume of bus traffic creates severance and the lack of formal crossings mean pedestrian and bus interactions are a source of significant conflict. As shown in image 410.1.2 and 3, pedestrians adopt risky and unpredictable behaviour when crossing where there is a lack of facilities.

Crossing is a significant safety concern and source of conflict between different user types. A lack of formal facilities creates confusion amongst the different users of the space and guard railing acts as a barrier forcing pedestrians to make indirect crossings. Crossing occurs in multiple locations and in all directions throughout the space as demonstrated by the short movement record shown in image 410.B.

Recommendations

- 410.1.1 Improve available width for people moving along the footway, to prevent conflict with people waiting. De-clutter and rationalise footway including guard rail removal. Undertake detailed PCT assessments to show pinch points and to inform minimum width requirements.
- 410.1.2 Investigate options for improving the bus interchange, reduce or remove bus traffic allowing the extension of the pedestrian zone, if this is impractical then maximise footway expansion and reduce traffic volume and speed. Measures to achieve this might include a mix of the following: change to one way working, rerouting bus services, repositioning / rationalising bus stops or introducing physical or visual traffic calming
- 410.1.3 [Applies to whole town] Any necessary street works should be designed and configured to avoid the complete loss of provision which can be seen here due to the missing north side footway. Walking and cycling facilities should be sensitively diverted or reconfigured to reduce the impact of street works as much as possible.
- 410.1.4 Provide formal pedestrian crossing facilities, remove guard railing

410.2 Cornfield Road - Seaside

Existing conditions

This section of Terminus Road is mostly pedestrianised with vehicle access limited to loading as far as the junction with Seaside Road.

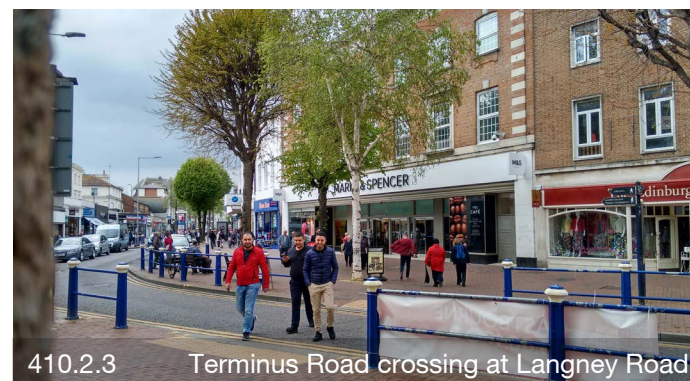
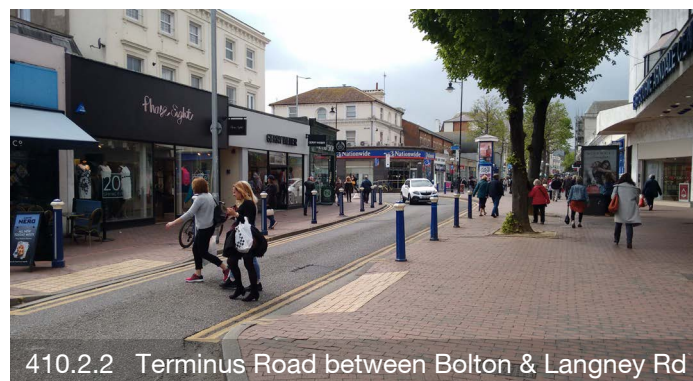
Barriers to walking

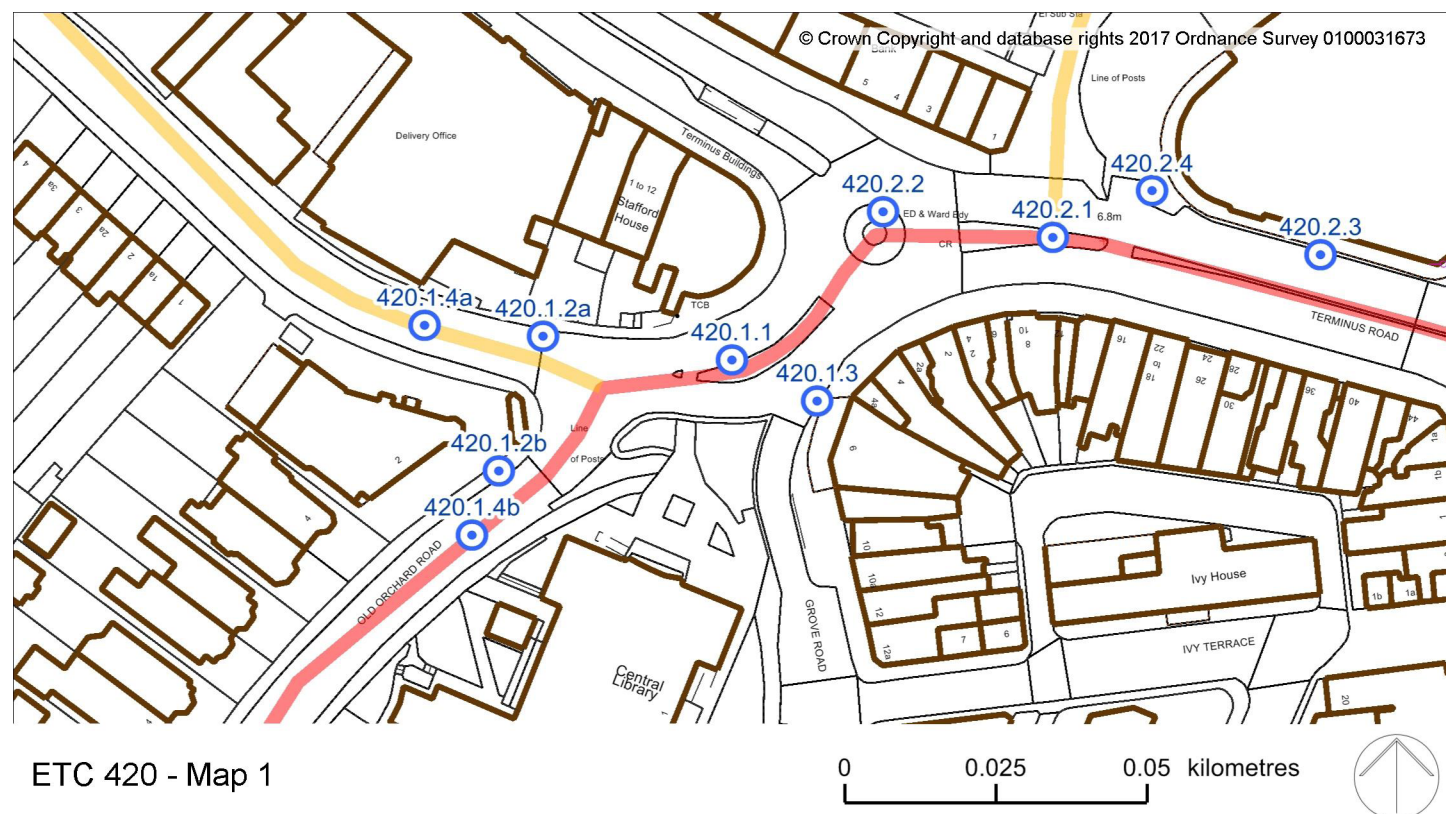
The main issue in this section is the severance caused by the roads that cut through the shopping area. It is a pedestrian priority environment which is not reflected in the road layout, vehicle access cuts through and severs Terminus Road at Langney Road, Pevensey Road and Seaside Road.

A lack of green time at crossings is mentioned by the UCL mobility team as a key source of difficulty for pedestrians at road crossings. In Eastbourne of the four crossings observed across the town centre all were limited to a pedestrian green time of five seconds. This is exceptionally short given the location, road widths and range of users present.

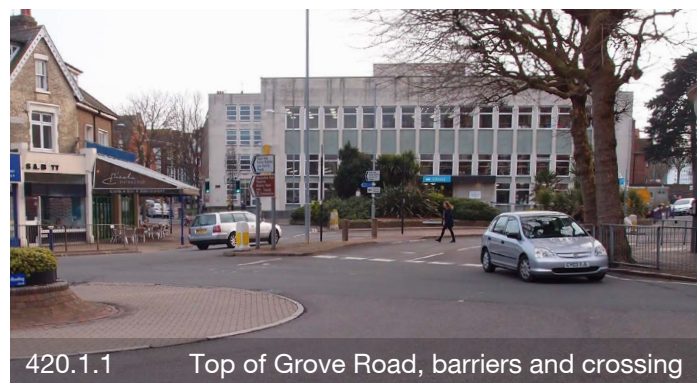
Recommendations

- 410.2.1 Prevent access to Terminus Road for vehicles on Bolton Road
- 410.2.2 Extend pedestrianisation from Cornfield Road to Seaside.
Create a walking speed environment across the town centre using a variety of slow streets techniques
- 410.2.3 Prevent access to Terminus Road for vehicles on Langney Road
- 410.2.4 Remove vehicular crossing of Terminus Road
- 410.2.5 Consider removing vehicular crossing of Terminus Road, if this is not possible improve and prioritise pedestrian crossing point





ETC 420 - Map 1



420.1.1 Top of Grove Road, barriers and crossing



420.1.3 Top of Grove Road, barriers and crossing

420: Station Access

Area description

This area extends to the junctions surrounding the southern end of the railway station and its main entrance, including Central Library to Station Parade and east to the top of Gildridge Road.

It is a busy location for all travel means as part of the town centre ring road, proximity to town centre retail area, parking facilities and multiple public transport hubs. Within the PCG it would be classed as a busy National and Local Transport Interchange area, Office and Retail

Background

There are planned changes to the area outside the station and Terminus Road West, these alterations have not been finalised or considered here although they have been commented on elsewhere as part of this project.

The west section of Terminus Road described as part of primary route 210 and access roads covered in secondary routes 204 and 303.

420.1 Central Library and Council Offices Junction

Existing conditions

Three roads converge on a small public space in front of Central Library, providing access to one way Grove Road.

Barriers to walking

Low ratio for area of pedestrian and vehicular designated space. Wide radii and a section of dual carriageway with three lanes create a high speed vehicular environment which is wide and challenging to cross.

Barriers limit crossing points and encourage dangerous crossing behaviour

Only one signalised crossing over Grove Road arm of junction, no other sufficient designated or signalised crossings.

Two stage crossing of Southfields Road at point of access to Grove Road

See section 460 for barriers and recommendations for Grove Road

Significant quantities of parking limiting opportunity to safely cross and reducing visibility where possible to do so. Parking allocated areas on Southfields Road, taxi rank and police parking area to Old Orchard Road.

Quantity of street furniture, other barriers and retail street seating areas affect clear widths and restrict choice in direction of travel.

Recommendations

- 420.1.1 Improve ratio of area towards pedestrian provision from vehicular including tighten radii of corners to reduce traffic speeds
- 420.1.2 Review locations of parking and move away from crossing locations
- 420.1.3 Remove barriers, improve crossing provisions with priority to pedestrians over vehicles
- 420.1.4 Consider limiting access to specific directions of travel or vehicle types on Southfields (a), and Old Orchard (b)
- 420.1.5 Review and reduce or relocate street furniture to improve pedestrian environment

420.2 Station Parade – Terminus Road Roundabout

Existing conditions

At the time of survey the area to the west of the station had been partially remodelled and left in a substandard state for pedestrians, with step free crossings removed.

West of the station a wide mini roundabout provides access to the road in front of Eastbourne Station and the station taxi rank. The road to the front of the station is a busy dual two way road with some loading bays to the retail units on the south side of the road.

Barriers run the length of this road between carriageways, with bollards along the front of the station.

Barriers to walking

Following the remodelling of the taxi rank, pedestrian crossing provision has been removed and significant height kerbs remain. Crossing at this point is now dangerous as bus stop is positioned at location of dropped kerb in central refuge.

Wide mini roundabout with three multiple lane arms, which are challenging to cross at busy times. Excessively high ratio of vehicle to pedestrian area.

Insufficient or highly barriered two stage crossing provisions on arms of roundabout from station to south side of road.

Dual carriageway, two lane busy road with barrier to prevent informal crossing

Narrow footway width for a National Transport Interchange with high pedestrian flows. Street furniture restricts widths further

Limited or unclear wayfinding to town centre and other trip attractors.

Recommendations

- 420.2.1 Critical to provide signalised crossing at main station exit / entrance. Move bus stop
- 420.2.2 Provide signalised crossings to all roundabout access roads, tighten up radii and prioritise pedestrian movements at this key trip generator. Consider limiting access to certain vehicles in southbound direction and remodelling whole junction to improve proportion of pedestrian to vehicle space.
- 420.2.3 Consider reallocating lane space in front of station to provide bus stops, or widen footways. Review requirement for bollards and remove central barriers
- 420.2.4 Improve onward wayfinding

420.3 Terminus Road / Gildridge Road / Ashford Road Junction

Existing conditions

At the eastern end of the station frontage, Terminus Road consists of a signalised cross road junction which has straight on movements limited to buses only, and other vehicles enter or exit the one way

system.

Barriers to walking

The existing multi stage crossings to the east end of the station, which prioritise vehicle traffic over pedestrians at this key transport interchange and reduce the quality of pedestrian environment. Crossing in north south direction at this junction requires three stage crossing.

At the time of survey hoarding for new retail development removes pedestrian footway to north east of this junction no temporary alternative provided leading many to walk in carriageway.

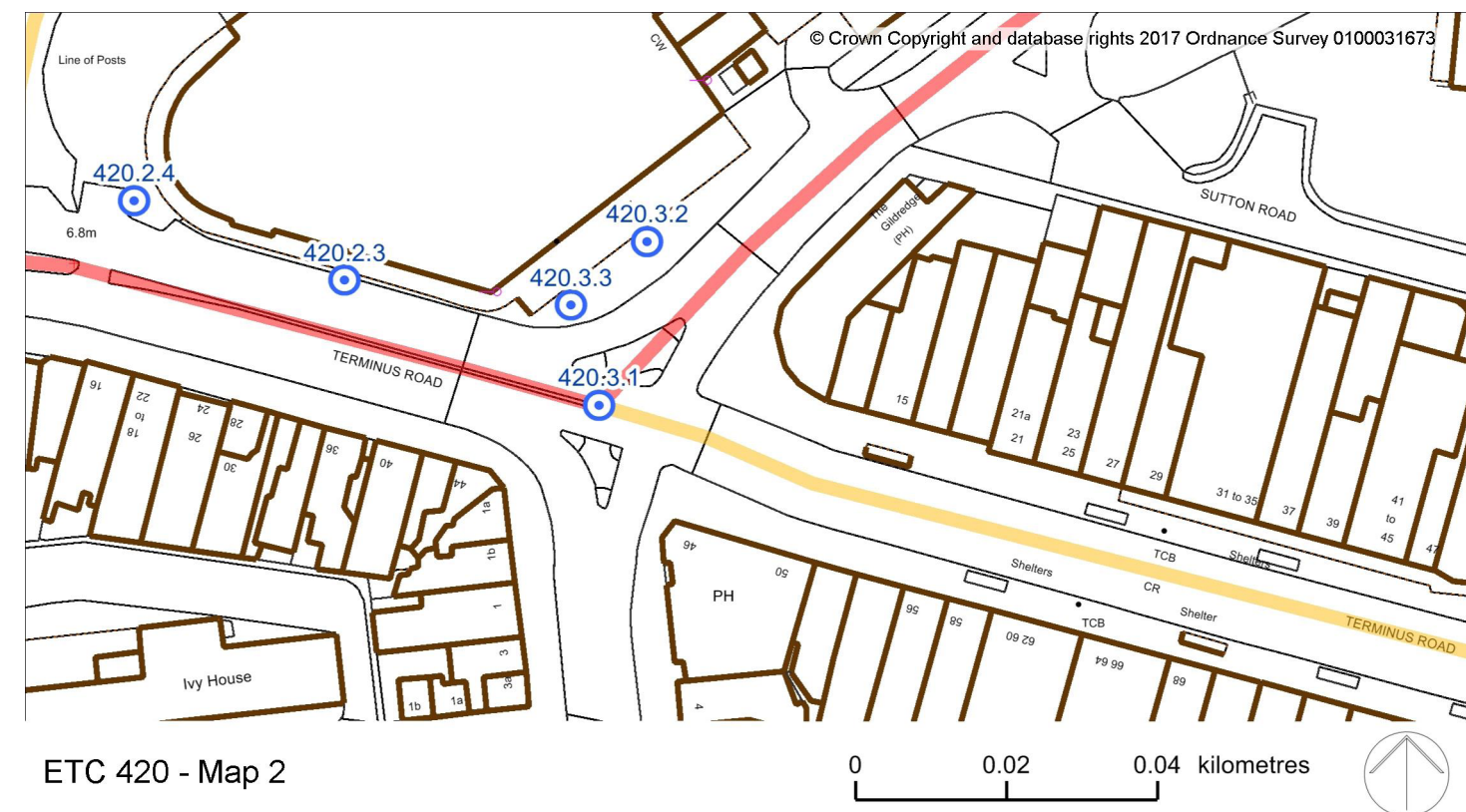
High quantity of barriers limiting opportunities to cross.

Insufficient area for waiting at crossing points, significant wait and short crossing times at signals for pedestrians

Reference 210.2 for other recommendations

Recommendations

- 420.3.1 Remove barriers, remodel junction to reduce vehicle speeds, crossing distances and improve waiting areas and available crossing times.
- 420.3.2 Reduce street clutter to improve pedestrian environment.
- 420.3.3 Consolidate and improve wayfinding information





ETC 430



430.1.1 Barriers and street furniture



430.1.2 Wide carriageways



430.1.3 Poor crossing provision



430.2.2 Parking in close proximity to junctions

430: Memorial Roundabout

Area description

Retail, office and residential area on approach roads of Memorial Roundabout.

Background

Routes 202 and 303 use this junction

430.1 Roundabout

Existing conditions

Wide, open space surrounded by Victorian buildings, containing roundabout with six wide approach roads with large radii. A memorial statue and landscaped green space in the centre of this space.

Barriers to walking

Inconsistent crossing provision to each arm. Insufficient crossing times on signalised facilities

Wide approach roads encourage high speed approach. Considerable crossing distances and insufficient island areas with high speed traffic

Barriers limiting opportunities for informal crossing and forcing pedestrians away from direct desire lines

Proximity of parking to junction limiting visibility for and of pedestrians waiting to cross.

Recommendations

- 430.1.1 Remove barriers, review street furniture and consolidate where possible
- 430.1.2 Tighten radii of approach arms to roundabout. Increase diameter of central island to help reduce traffic speeds. Use opportunity to create pleasant public spaces for dwelling in
- 430.1.3 Provide raised table crossings to all arms of roundabout and signalise where necessary. Reduce crossing distances
- 430.1.4 Review proximity of permitted parking to roundabout. Remove where necessary and consider limiting approach road widths

430.2 Surrounding Roads

Existing conditions

Wide roads providing access across town centre, Cornfield Road is one way, and along with South Street has retail uses. Other arms are predominantly residential or office use.

Barriers to walking

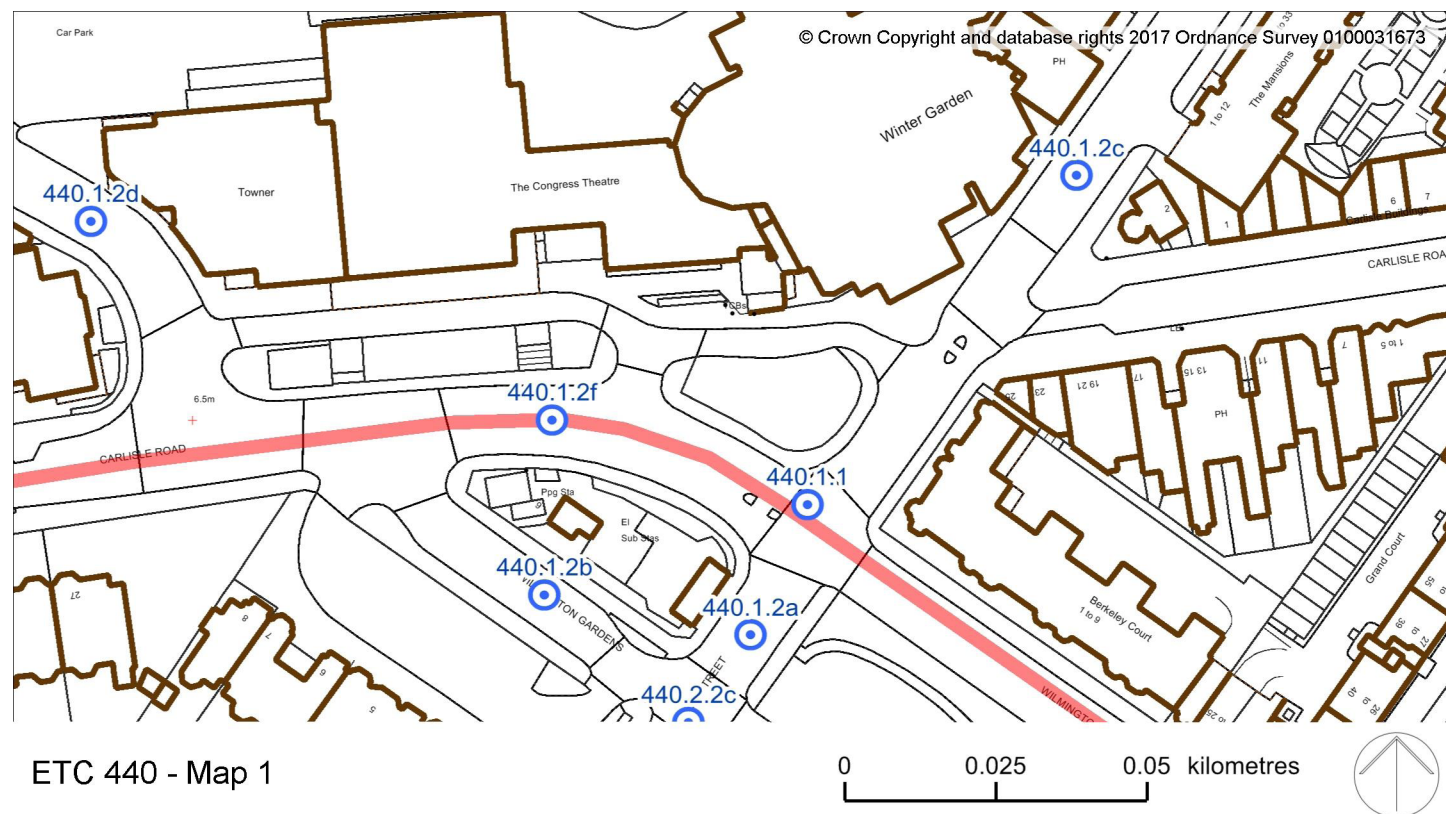
Inconsistent or poor crossing provisions.

Wide roads with considerable crossing distances and high speed traffic

Quantity of parking limiting visibility for and of pedestrians waiting to cross.

Recommendations

- 430.2.1 Consider reducing road width. Reduce quantity of on street parking. Improve crossing provision to provide at minimum regular dropped kerbs, including that of side roads
- 430.2.2 Reduce quantity of on street parking to provide good quality leisure space on Devonshire Place. Improve crossing provision including that of side roads



ETC 440 - Map 1



440.1.1 Wide expanse of carriageway



440.1.2 Potential plaza location

440: Devonshire Quarter

Area description

The centre of the Devonshire Quarter are the cultural attractions of, among others an art gallery and theatre.

The area is an historic Victorian streetscape, with wide boulevard style roads lined by traditional Victorian buildings typical of Eastbourne.

The area is a Tourist Attraction within the PCG and as such expects a higher volume of stationary activity, as well as different peak pedestrian times to the surrounding residential area.

Background

The quarter is undergoing significant regeneration works at the time of writing and a number of roads are closed by hording for construction work.

Also covered in route section 300.4.

440.1 Plaza

Existing conditions

Area which provides vehicular and pedestrian access to the 'Plaza' in front of the Art Gallery and Theatres is on Carlisle Road at Wilmington Square. This area is currently partially horded off and subject to change limiting accurate review.

Barriers to walking

Wide carriageways and limited accessible and designated crossing points.

Parking to both sides limiting visibility to oncoming traffic.

Significant radii at junctions enabling higher speed manoeuvres.

High ratio of carriageway to footway area, insufficient pedestrian space and footway widths

Recommendations

440.1.1 Reduce carriageway area in favour of footway provision. Ideally create pedestrianised area to north east corner of Wilmington Gardens and Compton Street, potentially extend to Lascelles Terrace. At minimum reduce road widths at junctions

and provide raised table pedestrian crossings
440.1.2 Limit parking around plaza to drop off / pick up only. Create slow street environment to prioritise pedestrian movements

440.2 Surrounding Roads

Existing conditions

Residential roads with access to local school / college campus.

Barriers to walking

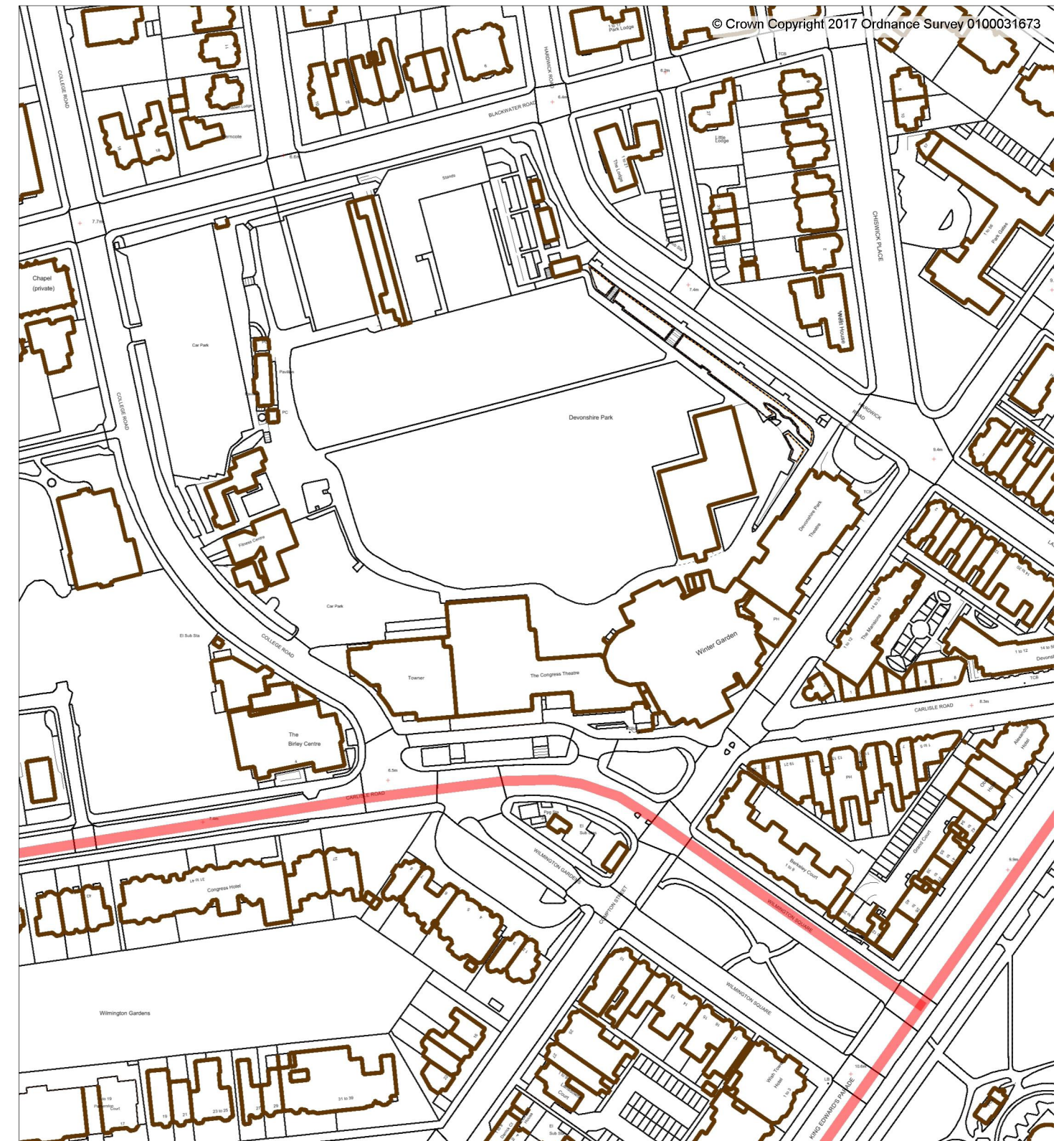
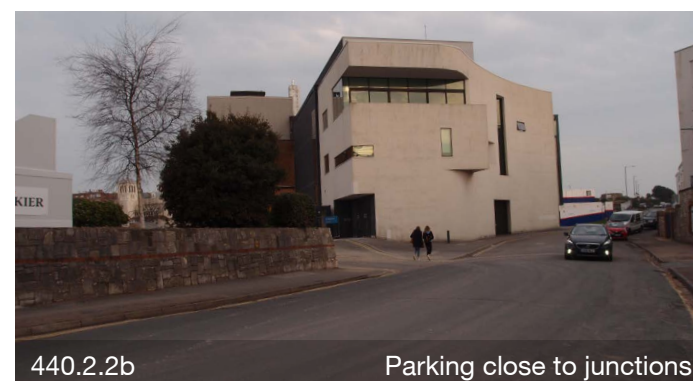
Wide roads and limited crossing points. Significant severance at Blackwater Road and Compton Street

Parking to both sides of roads limiting visibility to oncoming traffic.

Significant radii at junctions enabling higher speed manoeuvres.

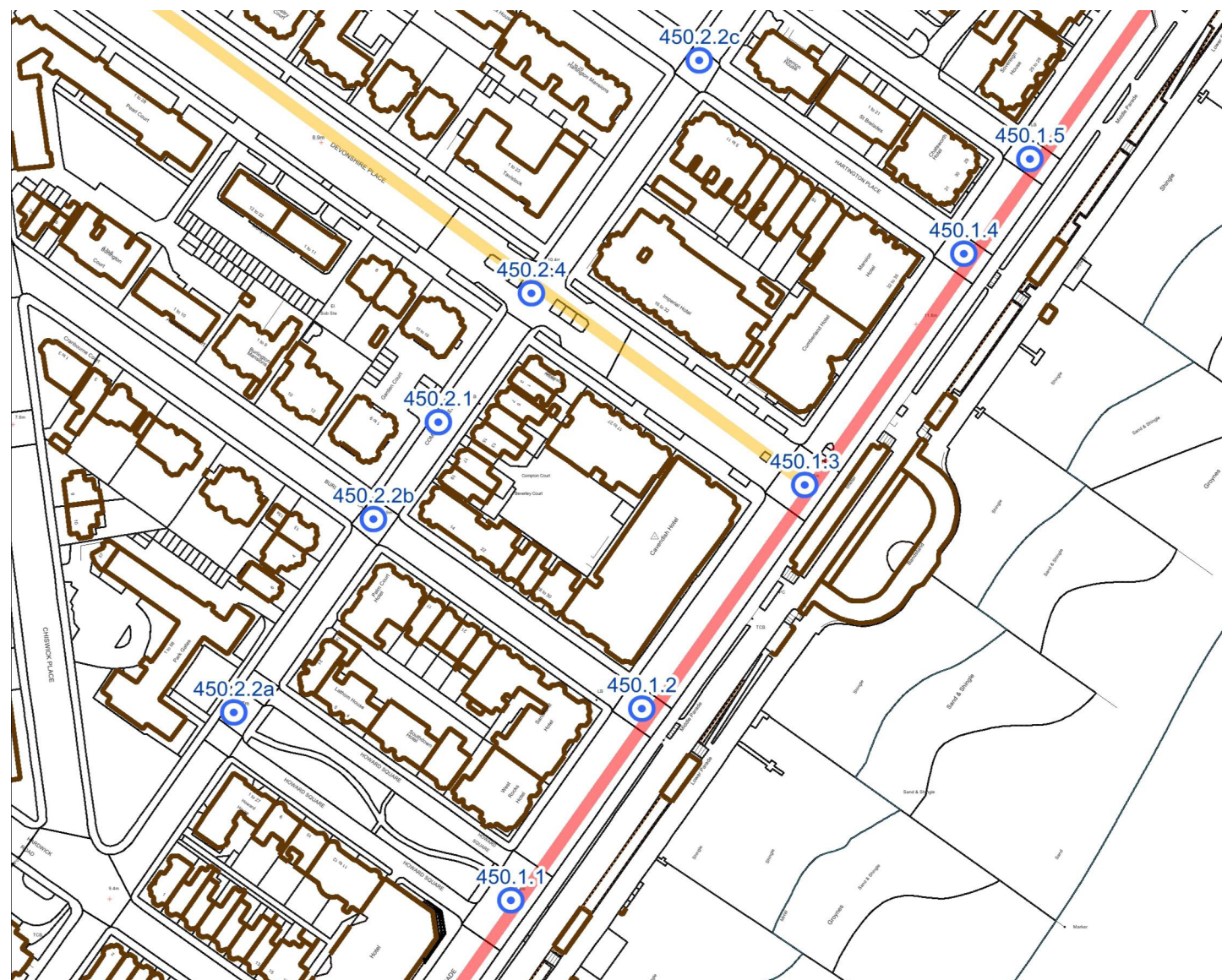
Recommendations

- 440.2.1 Consider limiting parking and use traffic calming to reduce vehicle speeds on long straight roads
- 440.2.2 Provide dropped kerbs to junctions and at regular intervals along roads. Reduce parking to improve visibility at these points
- 440.2.3 Improve footway surfaces where necessary



0 0.025 0.05 kilometres





ETC 450 - Map 1

0 0.025 0.05 kilometres



450: The Seafront and Pier

Area description

The area is an historic Victorian streetscape, with wide boulevard style roads lined by traditional Victorian buildings typical of Eastbourne.

The seafront parade and pier are Tourist Attractions and as such have a significant pedestrian and vehicular draw for Eastbourne with many visitors and residents using the space.

Background

The area contains several routes from the main document 200, 303 and 202.

Terminus Road and the seafront are part of the area under review as part of ESCC and partners' proposed measures to improve the town centre

450.1 Seafront (Howard Square – Pier)

Existing conditions

Several wide seafront parades to east of road provide space to travel the length and access the beach, bandstand and pier.

Planters and small green space provide interest and improve streetscape.

Wide carriageways with significant quantities of parking and high volumes of traffic along busy through road.

Barriers to walking

Footway to west of carriageway of limited width for peak capacity compared to available road space.

Wide carriageway with limited number crossing points

Significant quantities of parking limiting visibility to oncoming traffic.

Street furniture and planters clutter the footway creating pinch points in multiple locations. Available widths therefore reduced to well below minimum standards set out in the DfT endorsed London Pedestrian Comfort Levels.

As shown in image 450.1, 69% of the street space at the junction of Cavendish Place and the Grande Parade is given over to motorised traffic representing a significant imbalance in the allocation of space especially considering the importance of the pier as a tourist attraction and focal point of the seafront.

This imbalance is representative of the wider dominance of motor traffic in the street space allocation throughout the town centre

Recommendations

- 450.1.1 Improve crossing provision across Howard Square and to seafront parade
- 450.1.2 Improve crossing provision across Burlington Place Square, consider informal crossing to seafront parade
- 450.1.3 Improve crossing provision from and across Devonshire Place to seafront parade at this key junction. Consider full width raised table with pedestrian priority zone seafront road.
- 450.1.4 Improve crossing provision across Harlington Place Square, consider informal crossing to seafront parade
- 450.1.5 Improve crossing provision across Trinity



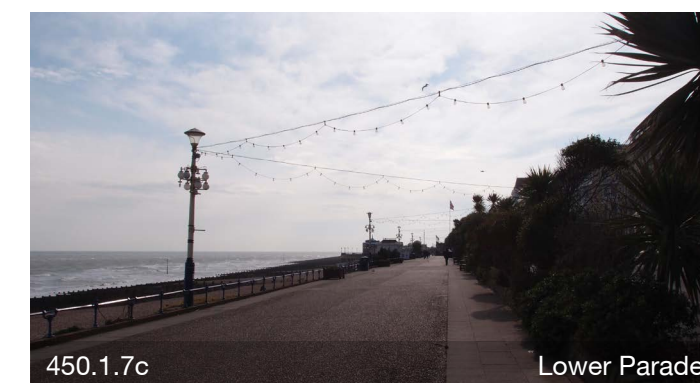
450.1.3 Crossing at Devonshire Place, west footway



450.1.7a Grand Parade shore side footway



450.1.7b Middle Parade



450.1.7c Lower Parade



- Place Square, consider informal crossing to seafront parade
- 450.1.6 Improve crossing provision from Terminus Road to seafront parade at this key junction
- 450.1.7 Improve west side footway width and review and improve street clutter on east / shore side parades.
- 450.1.8 Rebalance the allocation of road space at the Pier to better reflect the needs of all. Consider those with special needs as part of this review. Potential location for full width raised table or other pedestrian priority zone.

450.2 Compton Street

Existing conditions

Residential road parallel with the seafront linked by a number of wide residential squares and roads

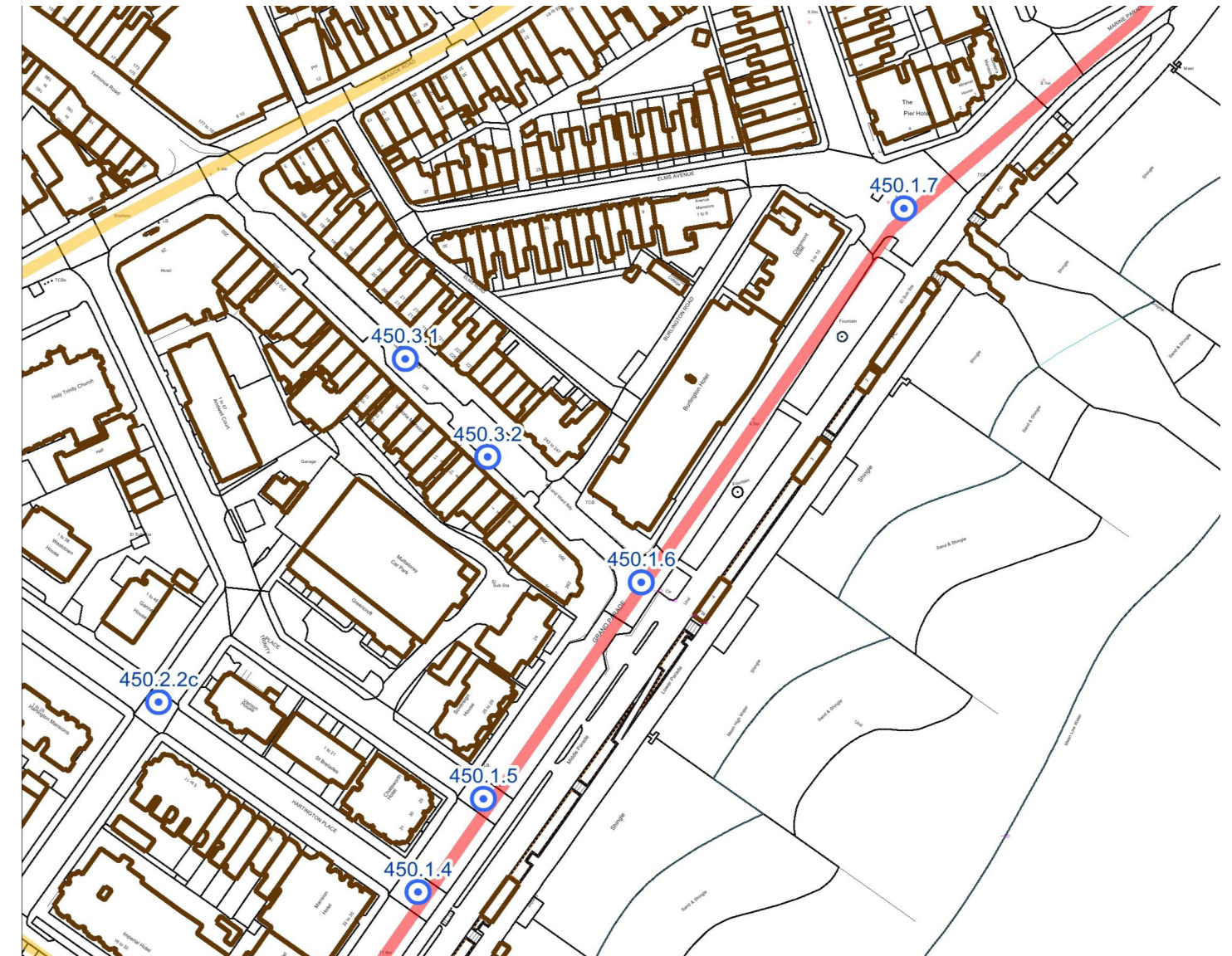
Barriers to walking

The main issue in this section is the severance caused by this road and others to each other.

As throughout the town centre, junctions have poor visibility, significant quantities of parking and substandard crossing provision over wide carriageways. Footway widths may be improved but pedestrian volumes are generally lower

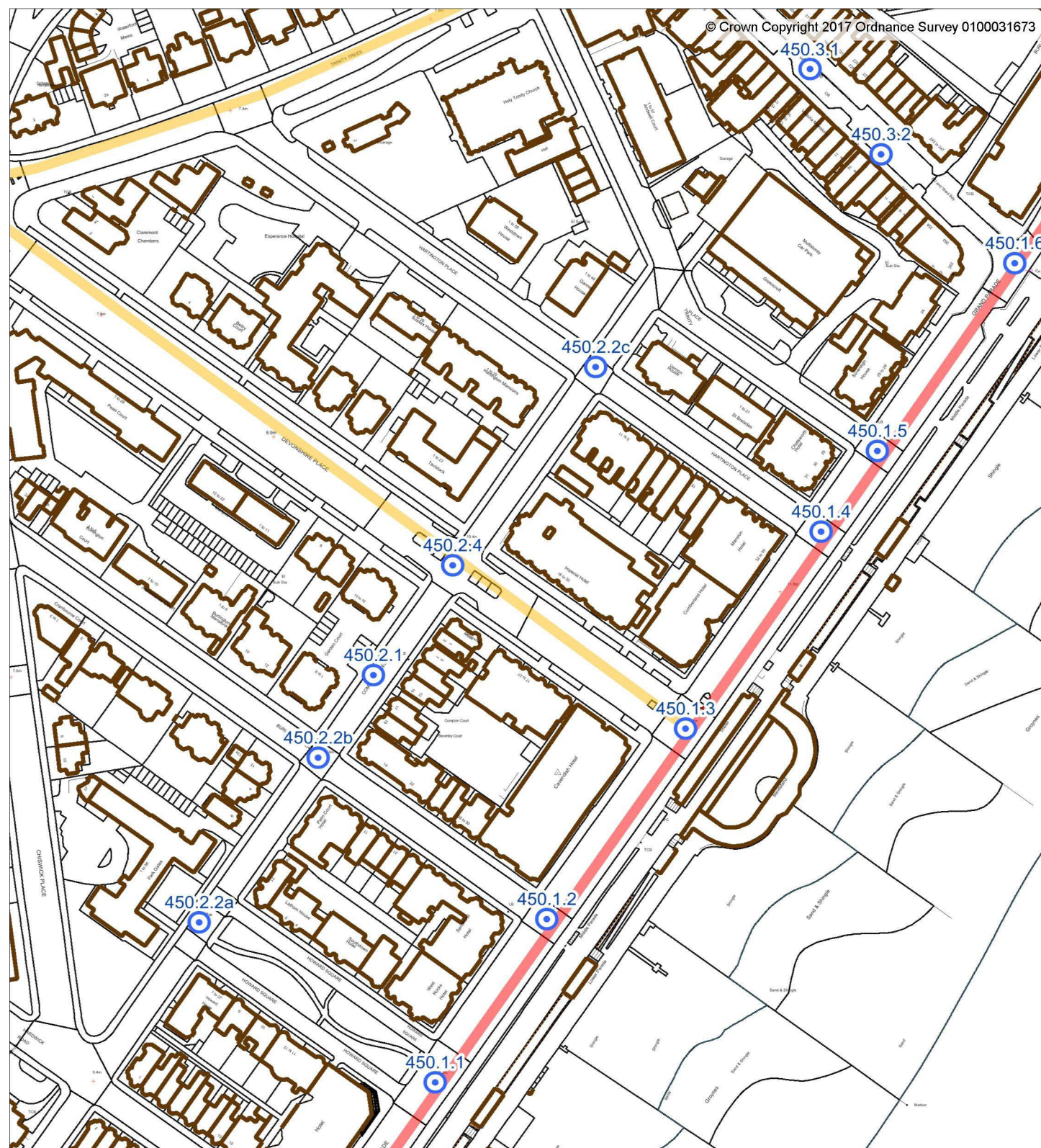
Recommendations

- 450.2.1 Consider limiting parking and use traffic calming to reduce vehicle speeds on long straight roads
- 450.2.2 Provide dropped kerbs to junctions and at regular intervals along roads. Reduce parking to improve visibility at these points
- 450.2.3 Improve footway surfaces where necessary
- 450.2.4 At crossing points for Devonshire Place improve directness of crossing location and improve signage, consider signalisation and provide designated crossing provision in all directions.

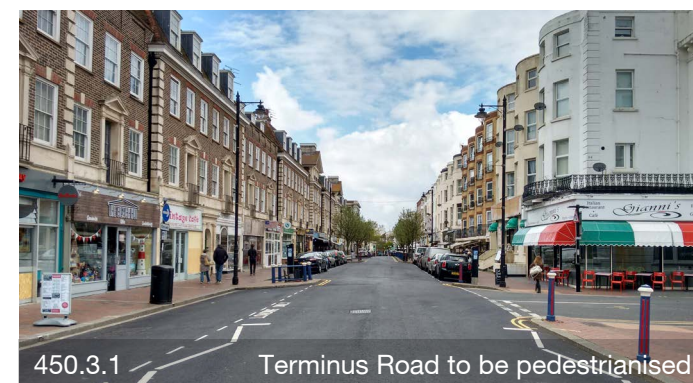


ETC 450 - Map 2





ETC 450 - Map 1



450.3 Terminus Road

Existing conditions

This section of Terminus Road is one way towards the seafront.

Barriers to walking

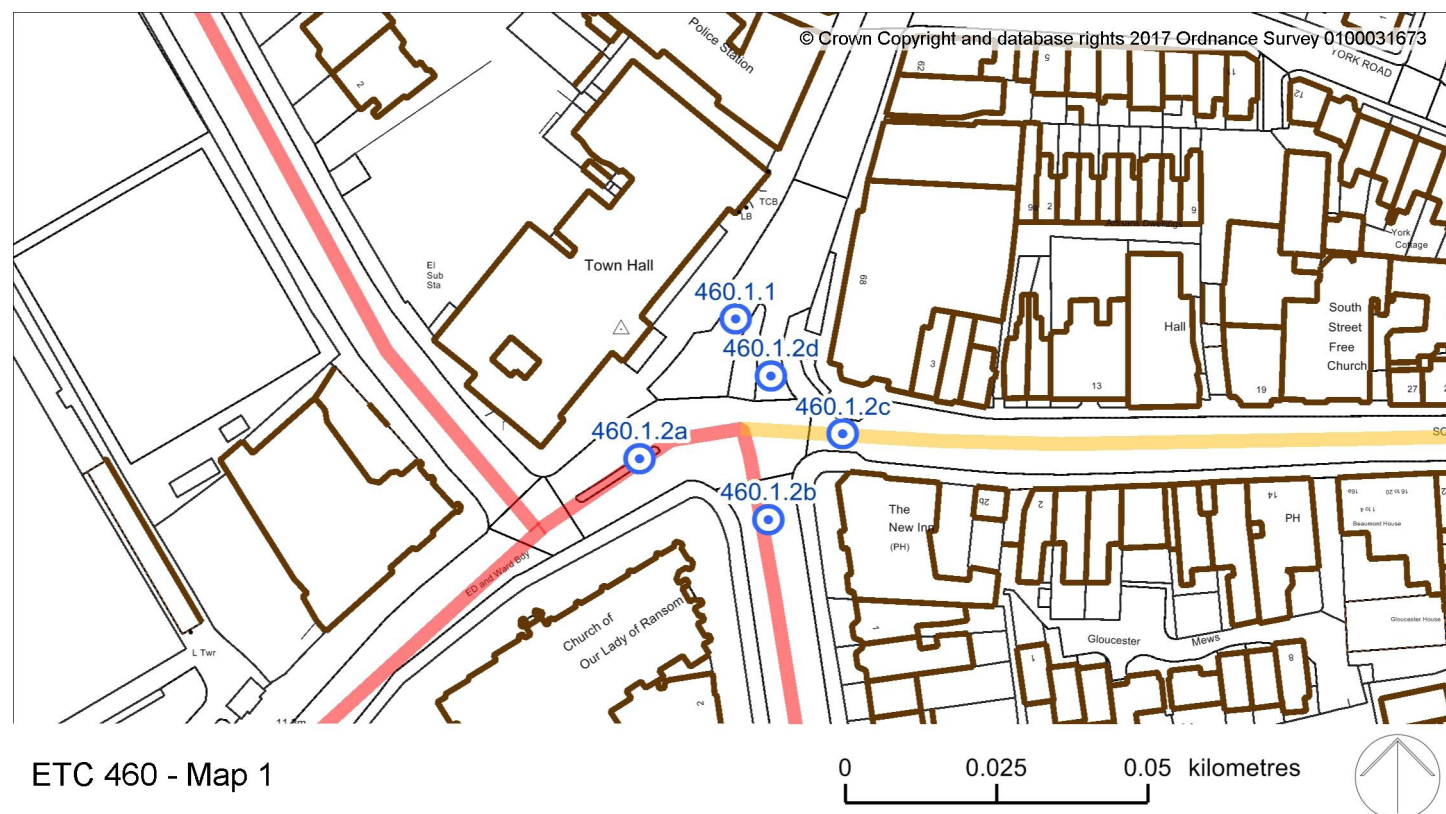
Road space to the seafront end of Terminus Road is excessive especially considering the limited footway and multiple pinch points.

As shown in the image the limited footway width along this section between Seaside Road and the Grand Parade mean this location would rate poorly if assessed using the Pedestrian Comfort Tool.

Street furniture and loading bays clutter the footway creating pinch points in multiple locations and reducing provision to well below minimum standards set out in the DfT endorsed London Pedestrian Comfort Levels.

Recommendations

- 450.3.1 Pedestrianise Terminus Road to the sea front,
- 450.3.2 Restrict vehicular access, remove loading bays



460: Little Chelsea, Grove and Gildridge Road

Area description

Mix of retail, high end retail and offices.

Eastbourne Town Hall occupies large open space to south west of this area.

Background

The area contains several routes from the main document 210, 300 and 202.

460.1 Town Hall

Existing conditions

Junction at Grove Road to Meads Road and South Street covered in route 210 description.

Significant civic location, potential tourist attraction, and event space with very poor sense of place. Large expanse of carriageway limiting area for pedestrians to move and dwell.

Barriers to walking

Inconsistent or poor crossing provisions, many on a gradient, accessible route is convoluted and not fit for purpose.

Wide approach roads and split lanes from Grove Road encourage high speeds through junction. Considerable crossing distances with complicated vehicular movements to consider

Percentage of carriageway to footway area is unnecessarily high for required movements and traffic volumes

Proximity of parking to junction limiting visibility to oncoming traffic.

Recommendations

- 460.1.1 Remove one lane of traffic from Grove Road access to this junction, provide public space to front of town hall
- 460.1.2 Improve all crossing points, prioritise pedestrian movements and adjust gradients
- 460.1.3 Reduce radii of approach roads and narrow road widths

460.2 Grove Road

Existing conditions

One way retail road with parking and access to side narrow roads with high density of small businesses.

Footway surface of brick with bollards to limit opportune parking.

Barriers to walking

According to the PCG, retail areas require more space for the relative flow rate compared to other area types. Narrow footways in this area will be detrimentally affecting footfall to shops on this road. Available widths are reduced by buffer zones to street furniture and parking which would cause this road to score a very low pedestrian comfort level

Large amount of street furniture creating pinch points

Poor footway surface

Informal crossing limited by quantity and proximity of parking

Recommendations

- 460.2.1 Consider pedestriansing Grove Road, or at least limiting access to buses only and removing parking
- 460.2.2 Create pedestrian friendly environment to narrow retail section by resurfacing edge to edge

460.3 Gildridge Road

Existing conditions

Busy one way ring road with two lanes.

Residential and business uses for majority of its length, with retail units to north end of road.

Wide footways which increase in width in retail area with limited parking spaces

Barriers to walking

Footway of mixed quality surface

Barriers and parking to north end of road within retail section limit crossing opportunities

Street furniture creating pinch points with larger volumes of pedestrians.

Speed and volume of traffic on wide carriageways suggest this is vehicle focused environment.

Recommendations

460.3.1 Reduce road widths and install traffic calming to reduce speeds within retail area.

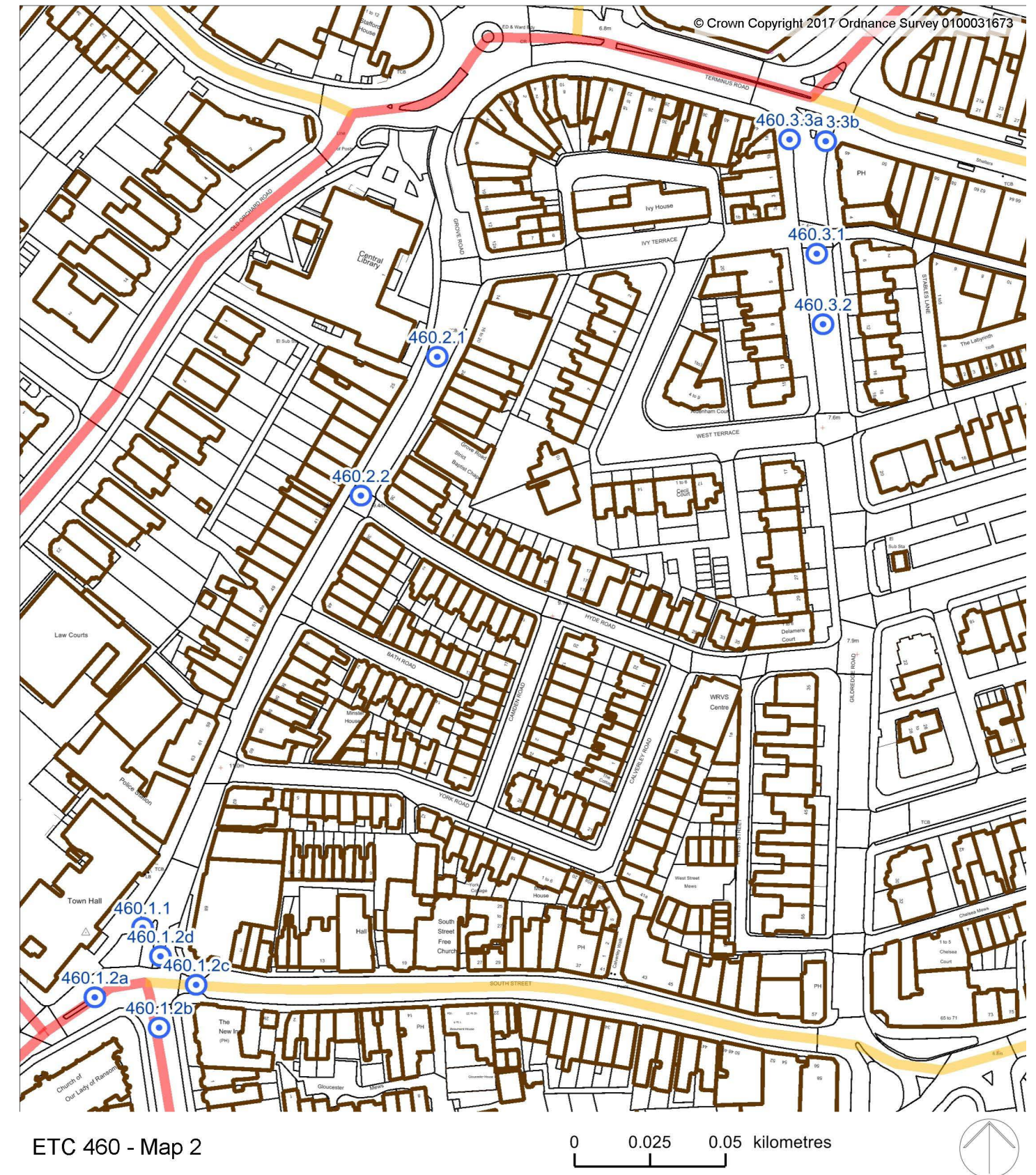
460.3.2 Limit parking to improve ability to informally cross

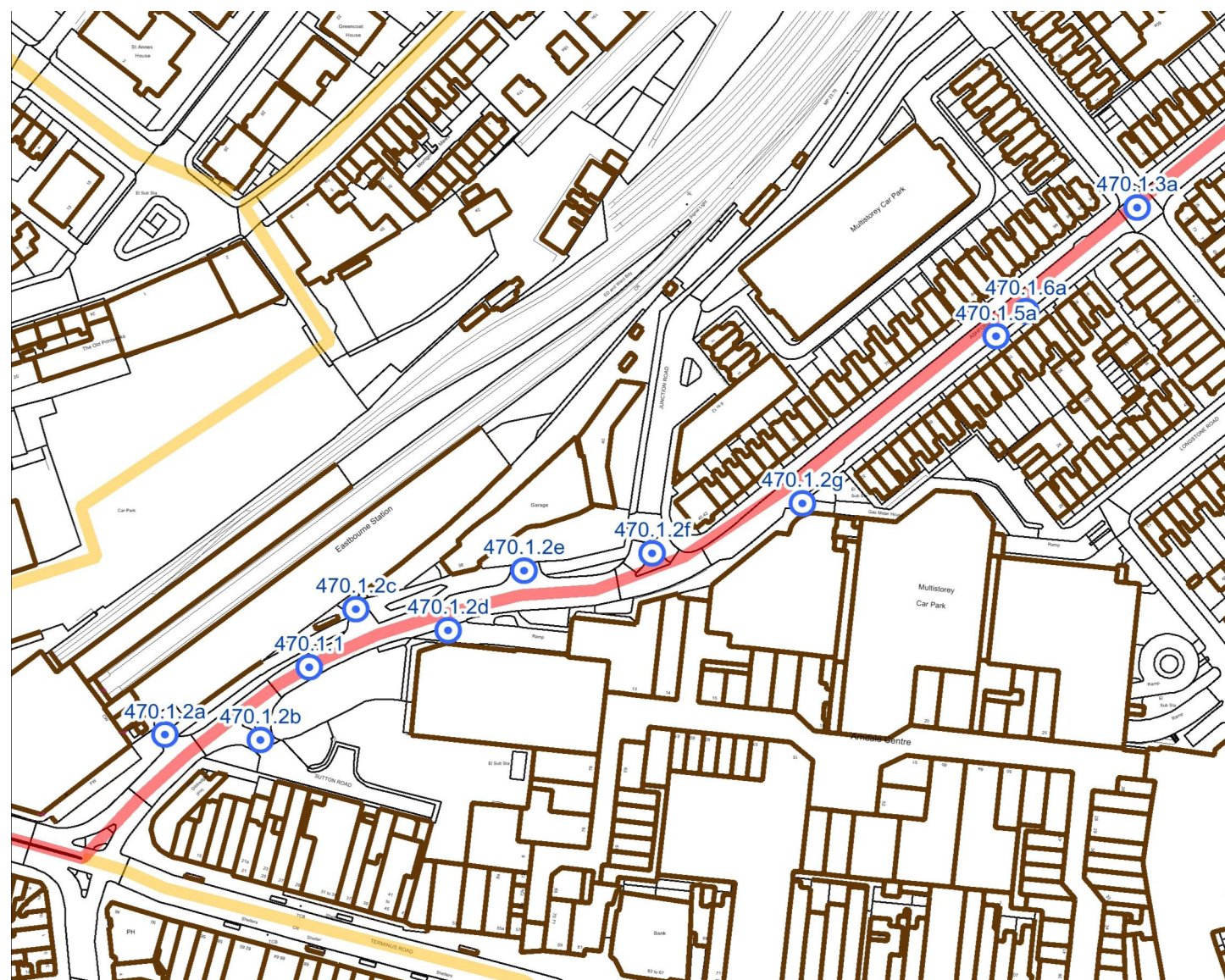
460.3.3 Remove barriers

460.3.4 Improve footway surface

460.4 South Street

See section 202.1 for details and recommendations





ETC 470 - Map 1

470 Susan's and Ashford Road

Area description

Part of one way system providing access to central retail parking areas and onward travel. Susan's Road has some more local retail facilities.

The area is mostly residential usage

Background

Ashford Road forms part of the Horsey Way extension, and is part of route 210.

470.1 Ashford Road

Existing conditions

Two lane one way road with partially complete shared use path to northern footway. at time of survey this ends at Susan's Road.

At time of survey new shopping centre under construction to south side of road, hoarded off, with one lane closed. Unable to review any footway or crossing provisions along this length.

Provides access to station and shopping centre parking areas

Barriers to walking

Crossing provision of two lane one way road is inconsistent and on some junctions there is a lack of dropped kerbs and clear priorities. For example at junctions of convergence between one way and two way traffic pedestrian facilities are confusing and cause conflict between users.

Parking limits visibility and ability to informally cross

Wayfinding and road markings for shared use path not installed at time of survey and street furniture causes pinch points

Recommendations

See 210.2 for general recommendations.

- 470.1.1 Ensure appropriate footway widths and crossing provisions are constructed on the south side of road for likely pedestrian flows.
- 470.1.2 Provide priority raised table pedestrian crossings over side roads throughout.
- 470.1.3 Improve crossing provisions for shared use path. Extend provision to end of road (see 210.2.5)
- 470.1.4 Improve wayfinding for shared use path
- 470.1.5 Limit parking throughout to improve visibility for informal crossing,
- 470.1.6 Reduce width of carriageways, improve surface quality and provide specific areas for parking to create a slower street environment and a better sense of place.
- 470.1.7 Improve pedestrian facilities around vehicular routes to rear of shopping centre, to reduce potential conflict.



470.1.1 Potential improvement to south footway



470.1.2 Raised table crossing to side road



470.1.3 Challenging crossing at junctions



470.1.7 Rear access to shopping centre

470.2 Susan's Road and Cavendish Place

Existing conditions

Susan's Road is a two lane, one way road with footways to both sides. The road is mostly residential.

Cavendish Place is a two way road with a significant quantity of parked cars and a bus route running along its length. The road is mostly residential.

Susan's Road and Cavendish Place sever a significant quantity of residential roads at a crossroad restricting onward travel into town centre.

Residential crossing roads with parking to both sides of the road.

Barriers to walking

Susan's Road and Cavendish Place jointly sever residential areas from town centre by lack of formal or informal crossing points. Crossing green times at key junctions shorter than necessary for all users.

Footway surfacing is of mixed quality

Speed and volume of traffic is unpleasant

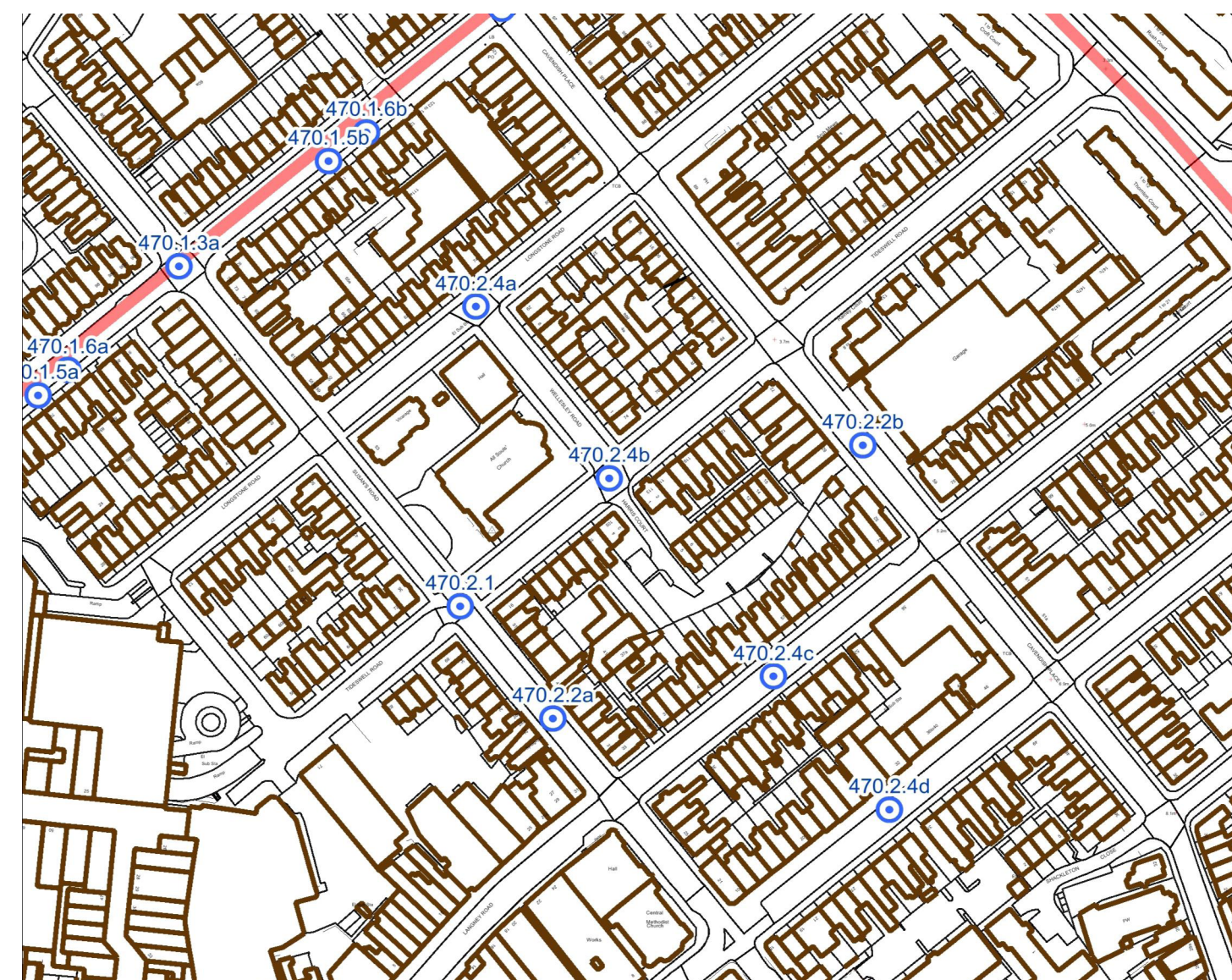
Junction at Lismore Road particularly challenging

Parking on parts of Susan's Road and length of Cavendish Road limits visibility to oncoming vehicles.

Proximity of parking to footways on residential side roads, stored bins and street furniture create pinch points along their length.

Recommendations

- 470.2.1 Review crossing provision along Susan's Road. Improve informal and formal crossings along length of road. Ensure green times at crossings sufficient for all users.
- 470.2.2 Consider limiting number of vehicular access points onto Susan's Road and Cavendish Place by providing point closures and continuous footways.
- 470.2.3 Review and improve footway widths throughout to futureproof for forecast pedestrian flows
- 470.2.4 Provide frequent crossing points to residential roads. Limit parking around these points to improve visibility and take other measures to create slow streetscape.



ETC 470 - Map 2

0 0.05 0.1 kilometres



470.2.1a Parking in retail section



470.2.1b Susan's Road one way narrow footways



470.2.2 Joining roads



470.2.4 Parking and footways on residential roads

Table of recommendations

The tables below summarise all the recommended interventions which are itemised in the descriptions of each route. A brief description of each item is provided, along with a very broad assessment of priority and cost.

Priority

High = safety critical and essential to the overall quality of the route

Medium = not safety critical but important to the quality of the whole route and important in its own right

Low = not essential, but would improve the quality of the route

Cost

High = more than £100,000

Medium = £20,000 to £100,000

Low = less than £20,000

These are very broad values and not intended as a precise guide to final costs. More work is needed to provide detailed cost estimates, which is beyond the scope of this report.

Item	Brief Description	Priority	Cost
200 South Downs Way – Sovereign Harbour via Seafront 8000m			
200.1.1	Improve footway width	Medium	Low
200.1.2	Improve crossings and cyclist provision	Medium	Medium
200.2.1	Upgrade footway to shared use	High	Medium
200.3.1	Provide new public realm area	High	Medium
200.3.2	2-way traffic free route	High	Medium
200.3.3	Upgrade footway to shared use	Medium	Medium
200.4.1	Review signage	Low	Low
200.4.2	Review signage	Low	Low
200.5.1	Increase shared-use width. Wayfinding and lighting	High	Low
200.5.2	Improve roundabout	Medium	Low
200.5.3	Review and improve crossings	Medium	Medium
200.5.4	Review and improve crossings	Low	Low
200.5.5	Review white lining	Low	Low

Item	Brief Description	Priority	Cost
201 4340m			
201.1.1	Review junction priorities and improve crossings	Medium	Medium
201.1.2	Review signage and lining	Low	Low
201.1.3	Improve clarity and upgrade surface	Medium	Low
201.1.4	Improve clarity of shared-use path	Low	Medium
201.2.1	Upgrade to shared-use	Medium	Medium
201.2.2	Review and improve crossings	High	Low
201.3.1	Review signage and lining	Low	Low
201.3.2	Review signage and lining	Low	Low
201.3.3	Provide signage	Medium	Low
201.3.4	Review signage and upgrade surface	High	Medium
201.3.5	Review white lining	Medium	Low
201.3.6	New link path	High	Medium
202 4170m			
202.1.1	Review footway/carriageway/parking widths	Medium	Medium
202.1.2	Review and improve crossing	High	Medium
202.1.3	Improve pedestrian and cyclist provision	Medium	Medium
202.1.4	Review footway/carriageway/parking widths	Medium	Medium
202.1.5	Review access and create shared space	High	Medium
202.1.6	Review two way section	Low	Low
202.2.1	Review footway/carriageway/parking widths	Low	Medium
202.3.1	Review footway/carriageway/parking widths	Low	Medium
203 740m			
203.1.1	Improve lighting and review lining	Medium	Medium
204 986m			
204.1.1	New pedestrian and cycle route	Medium	Low
204.1.2	Review car parking	Medium	Low
204.2.1	Review and improve crossing	Medium	Medium
204.2.2	Improve pedestrian and cyclist provision	Medium	Medium
205 430m			
205.1.1	New shared use path	Medium	Medium

Table of Recommendations (continued)

Item	Brief Description	Priority	Cost
210 University – Pevensey Bay 9250m			
210.1.1	Limit parking and create segregated path	Low	Medium
210.1.2	Review and improve footway	Low	Medium
210.2.1	20mph zone	Low	Low
210.2.2	Improve junction crossings and access to station	High	Medium
210.2.3	Improve junction for cycles	High	Medium
210.2.4	Continue shared facilities	Medium	Medium
210.2.5	Improve crossing and access for cycles	Medium	Medium
210.2.6	Remove parking and provide shared use facilities	High	Medium
210.3.1	Remove parking and provide shared use facilities	Medium	Medium
210.3.2	Reduce speeds and improve visibility	Medium	Medium
210.3.3	Improve crossings and cyclist provision	High	Low
210.3.4	Improve pedestrian and cyclist provision	Medium	Medium
210.3.5	Improve crossings and cyclist provision	Medium	Low
210.3.6	Reduce speedlimit and provide shared use path	Low	Low
210.3.7	Improve junction	Medium	Low
210.3.8	Reduce speedlimit and provide shared use path	Medium	Low
210.3.9	Improve junction	Medium	Low
210.3.10	20mph zone	Low	Low
210.3.11	Improve access to path	Low	Low
210.4.1	Upgrade crossing	High	High
210.4.2	Provide new shared-use path	High	High
210.4.3	Improve roundabout	High	Medium
210.5.1	Provide shared-use path	High	High
210.5.2	Review and improve crossing	Medium	Medium
210.5.3	Review and improve crossing	High	Medium
210.6.1	Review signage and lining	Low	Low
210.6.2	Limit parking and 20mph zone	Medium	Low
210.6.3	Improve junction for shared use	Low	Medium
211 3080m			
211.1.1	Review signage and lining	Low	Low
211.1.2	New pedestrian/cycle bridge	High	High
211.1.3	New route	High	High
211.2.1	Upgrade crossing	High	Medium
211.2.2	New route	High	High

Item	Brief Description	Priority	Cost
212 1290m			
212.1.1	Upgrade crossing	Low	Medium
212.1.2	Reduce speed limit, provide shared use or segregated cycleway	Medium	Medium
212.1.3	Provide signalised crossing	High	Medium
212.1.4	Upgrade to shared use path	High	High
220 Hospital – Westham 6340m			
220.1.1	Remove signs	Low	Low
220.1.2	Provide signalised crossing		
220.1.3	Upgrade to shared use width and provide verge separation	Medium	Medium
220.1.4	Upgrade to shared use width	Medium	Medium
220.2.1	Upgrade path	Low	Low
220.3.1	Upgrade to shared-use	Low	Low
220.4.1	Upgrade to shared-use	Low	Low
220.4.2	Upgrade crossing	High	Medium
220.4.3	Upgrade to shared-use	Low	Medium
220.4.4	Review and improve crossing	Medium	Medium
220.4.5	Upgrade to shared-use	Low	Medium
220.4.6	Provide new shared-use path	High	High
220.4.7	Upgrade crossing	Medium	Medium
220.4.8	Upgrade to shared-use	Medium	Medium
220.5.1	Review and improve junction for pedestrians and cyclists	High	High
220.6.1	Upgrade to shared-use, improve crossing provision	Medium	Medium
220.6.2	Potential roundabout improvement	Medium	Medium
220.6.3	Upgrade to shared-use	Medium	Medium
220.6.4	Improve footway	High	Medium
220.6.5	Improve footway and crossing	High	Medium
221 3220m			
221.1.1	Review signage and lining	Low	Low
221.1.2	Provide cycling provision	Medium	Medium
221.2.1	Allow cycling through closure	High	Low
221.2.2	Provide cycling provision	Medium	Medium
221.2.3	Provide cycle infrastructure	High	High
221.3.1	Review priorities and improve crossings	Low	Low
221.3.2	Improve widths, designate shared path	High	Low
221.3.3	20mph zone	Medium	Low

Table of Recommendations (continued)

Item	Brief Description	Priority	Cost
223 4120m			
223.1.1	Review signage and lining	Medium	Low
223.1.2	Provide cycle infrastructure	High	High
223.1.3	Provide cycle infrastructure	High	High
223.1.4	Traffic calming and 20mph zone	Medium	Low
223.1.5	Improve footbridge accessibility	High	High
223.1.6	20mph zone	Low	Low
223.1.7	New access. Upgrade to shared-use	High	Medium
223.2.1	Upgrade surface	Low	Low
223.2.2	20mph zone	Low	Low
224 2380m			
224.1.1	Provide new infrastructure	High	High
224.2.1	Review signage and lining	Low	Low
224.2.2	Provide cycle infrastructure	High	High
224.3.1	Review signage and lining	Low	Low
224.4.1	Upgrade bridge	High	High
224.4.2	Provide new infrastructure	High	High
225 3710m			
225.1.1	Provide new shared-use path	High	High
225.1.2	Review shared-use width	Medium	Medium
226 1310m			
226.1.1	Maintain shared-use path	High	Low
230 Polegate High Street-NCN21/A22 7710m			
230.1.1	Improve access to path	Low	Low
230.1.2	Maintain infrastructure	Low	Low
230.1.3	Remove segregated path	Low	Low
230.1.4	Review and improve junction crossings	High	Medium
230.2.1	Upgrade to shared use path	Low	Medium
230.2.2	Review and improve junction approaches	Medium	Medium
230.2.3	Review and improve junction	High	Medium
230.3.1	New traffic free shared-use path	High	High
230.3.2	Review junction priorities and improve crossings	Medium	Low
230.4.1	Review parking and traffic movement	Medium	Low
230.4.2	Review footway/carriageway widths	High	Medium
230.4.3	Review junction priorities and improve crossings	Medium	Medium

Item	Brief Description	Priority	Cost
300 Polegate-Seafront 8780m			
300.1.1	20mph zone	Low	Low
300.1.2	Upgrade junction	Medium	Medium
300.1.3	Upgrade cycle lanes	Medium	Medium
300.1.4	Provide signalised crossing	High	Medium
300.1.5	Prevent through traffic, provide footway	High	Low
300.1.6	Provide signalised crossing	High	Medium
300.1.7	Continue traffic-free path	Medium	Medium
300.1.8	Upgrade junction	High	Medium
300.2.1	Crossing and shared-use path	High	Medium
300.2.2	Provide traffic calming	Medium	Low
300.2.3	Limit parking, one way contraflow	Medium	Low
300.2.4	Provide signage, reduce radii	Medium	Low
300.2.5	Provide signage, reduce radii	Medium	Low
300.2.6	Limit parking, one way contraflow	Low	Low
300.2.7	Provide signage and improve visibility	Low	Low
300.2.8	Improve signage and visibility	Low	Low
300.3.1	Improve junction	High	Medium
300.3.2	Provide shared-use path	Medium	Medium
300.3.3	Review and improve crossing	High	High
300.3.4	Provide cycle infrastructure	High	Medium
300.3.5	Provide signage	Medium	Low
300.3.6	20mph zone	Low	Low
300.3.7	Improve cycle provision	Medium	Medium
300.4.1	20mph zone	Low	Low
300.4.2	Improve signage and visibility	Medium	Low
300.4.3	Provide signage	Low	Low
300.4.4	Provide crossings and reduce speeds	Medium	Low
300.4.5	Provide crossing	Medium	Medium
301 2490m			
301.1.1	20mph zone and signage	Low	Low
301.2.1	Review signage and lining	Medium	Low
301.2.2	20mph zone and provide safe infrastructure	High	Medium

Table of Recommendations (continued)

Item	Brief Description	Priority	Cost
303 1760m			
303.1.1	Connect into new infrastructure	Medium	Medium
303.1.2	20mph zone and provide safe infrastructure	Medium	Medium
303.1.3	Review signage and lining	Low	Low
303.2.1	Review access to station	High	Low
303.2.2	Review and improve crossing	High	Medium
303.2.3	Review signage and lining	Low	Low
304 2100m			
304.1.1	Connect into new infrastructure	Low	Medium
304.1.2	Review signage, 20mph, safer infrastructure	High	Medium
304.2.1	Review signage, 20mph, safe access	Medium	Medium
304.2.2	Provide cycle infrastructure	Medium	Medium
305 1360m			
305.1.1	Provide segregated facilities and improve crossings	High	High
305.1.2	Upgrade crossing	Medium	Medium
305.1.3	Sign cyclists along side road	Low	Low
305.1.4	Upgrade crossing	Medium	Medium
305.1.5	Provide segregated facilities and improve crossings	High	Medium
310 Willingdon Road - Seafront 590m			
310.1.1	Provide cycling provision	Medium	Medium
310.1.2	Provide cycling provision	High	Medium
310.1.3	Upgrade to shared-use	High	High
310.1.4	Upgrade crossing	High	Medium
310.1.5	Continue shared path	Medium	Medium
310.2.1	Remove centre line and 20mph zone	Low	Low
310.2.2	Traffic calming and widen footway	Medium	Medium
310.2.3	Remove centre line and 20mph zone	Low	Low
310.2.4	Provide crossing	High	Medium
310.2.5	Remove parking, provide segregated cycling	Low	Medium
310.2.6	Provide crossing	High	Medium
310.2.7	Provide crossing and segregated facilities	High	High
310.2.8	Provide shared use facilities	Medium	Medium
310.2.9	Provide crossing	Medium	Medium
310.3.1	Provide signage	Low	Low
310.3.2	Review and improve crossing	Medium	Medium
310.3.3	Provide crossing	High	Medium

Item	Brief Description	Priority	Cost
311 550m			
311.1.1	20mph zone	Low	Low
312 7250m			
312.1.1	Review signage and lining	Low	Low
312.1.2	Provide new shared-use path	High	High
312.1.3	Provide new shared-use path	High	High
312.1.4	Upgrade to shared-use	Medium	Medium
312.1.5	Review signage and lining	Low	Low
312.1.6	Provide signage	Low	Low
312.2.1	Clear existing access link	Medium	Low
312.2.2	Construct new route	High	High
312.3.1	New railway crossing	High	High
312.3.2	New link path	High	Medium
312.3.3	20mph zone	Low	Low
312.3.4	Review priorities and improve crossings	Medium	Medium
313 850m			
313.1.1	New shared use path	High	High
320 Hampden Park – Sovereign Centre 3010m			
320.1.1	Advanced stop lines	High	Low
320.1.2	Provide shared-use footway	Low	Medium
320.1.3	Review crossings and signage	Low	Low
320.1.4	Widen shared path	Low	Low
320.3.1	Increase shared path width	Medium	Medium
320.3.2	Review crossings and signage	Medium	Medium
320.4.1	Review crossings and signage	Medium	Medium
320.4.2	Resign as shared-use	High	Low
320.4.3	Review crossings and signage	High	Medium
330 A22 Pevensey Road / NCN21 - Edward Road 2910m			
330.1.1	Widen shared path	Low	Medium
330.1.2	Improve signage	Medium	Low
330.1.3	Improve footway barriers	High	Medium

Table of Recommendations (continued)

Item	Brief Description	Priority	Cost
331 3280m			
331.1.1	Review priorities and improve crossings	Low	Low
331.1.2	Upgrade to shared-use	High	Medium
331.1.3	Continue shared path	Medium	Low
331.2.1	20mph zone	Low	Low
331.2.2	Review frequency and standard of crossings	High	Medium
331.2.3	Provide shared-use path	Medium	High
340 Stone Cross – Royal Parade via Langney 5220m			
340.1.1	Upgrade to shared-use	Low	High
340.1.2	Improve traffic control and crossing	High	Medium
340.1.3	Review and upgrade crossings and signage	Medium	Medium
340.1.4	Noting alternative alignment		
340.2.1	Upgrade to shared-use	Medium	High
340.2.2	Improve traffic control and crossings	High	Medium
340.2.3	Review and upgrade crossings and signage	Medium	Medium
340.3.1	Upgrade to shared-use	Low	Medium
340.3.2	Sign cyclists along side road	Low	Low
340.3.3	Upgrade to shared-use	Medium	Medium
340.4.1	Upgrade to shared-use	Medium	High
340.4.2	Review carriageway width and 20mph zone	High	Medium
341 3690m			
341.1.1	Review traffic movements	Medium	Medium
341.1.2	Limit parking, review carriageway width	Low	Medium
341.2.1	Limit parking, review carriageway width	Low	Medium
341.2.3	Limit parking and reduce speed limit	Low	Medium
341.2.4	Improve footway	Medium	Medium
341.2.5	Review movements, improve cyclist provision	High	Medium
341.3.1	Review priorities and improve crossings	Medium	Low
341.3.2	Reduce carriageway, upgrade pavement	High	Medium
341.3.3	Limit parking to improve visibility	Medium	Low
342 1290m			
342.1.1	Limit parking to improve visibility	Low	Low
342.1.2	As 210.5		
342.2.1	Upgrade to shared-use	Medium	Low
342.2.2	Review shared-use link	Medium	Low
342.3.1	Indicate shared-use route	High	Low
342.3.2	Indicate shared-use route	High	Low

Item	Brief Description	Priority	Cost
343 1340m			
343.1.1	Review footway constriction	High	Medium
343.1.2	Review and upgrade footway	Medium	High

East Sussex Delivery Methodology

The following methodology draws upon the Active Travel Act (Wales) and LCDS to provide a sequential process for the ESCC Walking and Cycling Strategy (NB. This is for cycling only, a separate process will be used for walking based on Wales guidance)

Stage	Purpose	Inputs	Outputs	Tools/ Guidance	Stakeholders Engaged
1. Network Criteria	<p>To identify and agree network aims of client and local authority, in order to focus route scoping, planning and engagement. This should be in line with project brief and local policy and should include:</p> <ul style="list-style-type: none"> - Type of journeys the route should cater for - Density of the network - Specific network requirements - Quality criteria 	<p>Engagement and research to understand existing and future aspirations through:</p> <ul style="list-style-type: none"> - Review of existing plans and strategies (including transport strategy) - Review of relevant quality criteria - Review of project brief - Engagement with client 	<p>One page document outlining agreed aims and requirements around:</p> <ul style="list-style-type: none"> - Priority journey types (e.g. utility/leisure journeys) - Aspirational network density (mesh widths and clustering of destinations) - Network requirements (coherence, directness, safety, comfort, attractiveness) - Levels of Service measurement to be applied 	<ul style="list-style-type: none"> - LCDS – Section 2.1.2, Cycle Network Strategy - Active Travel Wales Design Guide – Section 5.7, Network Planning For Cycling - Active Travel Wales Design Guide – Section 5.8.4, Network Aims and Requirements 	<ul style="list-style-type: none"> - East Sussex County Council - District/Borough Councils (Planning Policy, Environment & Sustainability)
2. Information Gathering	<p>To gather the information required to plan and scope network routes that connect to key trip generators, make best use of existing and planned active travel infrastructure, and reflect future aspirations of local authorities and stakeholders.</p> <p>It will also highlight future opportunities for investment and delivery, by identifying future highways, regeneration, housing, and business developments.</p>	<ol style="list-style-type: none"> Desktop research to identify the following: <ul style="list-style-type: none"> - Employment and residential areas - Local amenities (shopping centres, schools, leisure centres, council offices) - Transport interchanges - Greenspace and leisure routes - Existing cycle and walking routes (classified by type) - Plans within wider strategies (e.g. town centre regeneration, traffic management plans, Local Development Plans, active travel plans) - ONS data on travel patterns (Propensity to Cycle) - Collision data - Existing PRow, walking paths Stakeholder engagement to identify the following: <ul style="list-style-type: none"> - Cycle and walking routes currently planned or in delivery - Aspirational cycle and walking routes - Future highways upgrades - Future regeneration, housing, business development projects - Traffic volumes and speeds - Local land use constraints and opportunities - Barriers to movement 	<p>Comprehensive base map containing:</p> <ul style="list-style-type: none"> - All existing trip generators within study area - Future developments and projects that will influence demand - Overview of existing road network, classified by accessibility - Existing and planned cycle and walking network - Aspirational networks defined by stakeholder group 	<ul style="list-style-type: none"> - Sustrans GIS Earthlight mapping - Wales Active Travel Act: Design Guidance – Section 5.8.21, Information Gathering - LCDS – Section 2.3.3, Mesh Density Analysis - LCDS – Section 2.3.4, Accessibility classification 	<ul style="list-style-type: none"> - East Sussex County Council - Local Cycle Groups - Local Walking Groups/Ramblers - District/Borough Councils (Planning Policy, Environment & Sustainability) - South Downs National Park Authority - Local Access Forum

Stage	Purpose	Inputs	Outputs	Tools/ Guidance	Stakeholders Engaged
3. Network Mapping	<p>To identify the geographic locations that will form the strategic trip generators of the network, and the types of route required to connect them.</p> <p>Identify if/ where new cycle and walking connections are required to deliver a cycle network that meets the requirements of client aims.</p>	<ol style="list-style-type: none"> Identification of trip generators across the study area, plotting links, and designating route type. This will involve: <ul style="list-style-type: none"> Plot departure and destination trip generators using base mapping Clustering trip generators to reduce complexity of connections (e.g. larger employment sites) Identify desire lines between trip generators Classification of route type (primary, secondary, local routes) Assess connectivity of existing and proposed network <ul style="list-style-type: none"> Overlay network desire lines with existing and proposed routes Assess suitability of existing and proposed routes against network requirements (coherence, directness etc.), and route type Identify gaps in network to be resolved in stage four. 	<p>Revised network map(s) to share with stakeholders showing:</p> <ul style="list-style-type: none"> Clusters of departure and destination points/ trip attractors Existing, planned and aspirational routes classified by route type (primary, secondary, local) Gaps within the network shown as desire lines, and type of route requirements to meet network criteria Options to resolve gaps for site assessment 	<ul style="list-style-type: none"> Sustrans GIS Earthlight mapping Wales Active Travel Act: Design Guidance – Section 5.8.49 – Assessment of Routes LCDS – Figure 2.3, Cycling Levels of Service Assessment 	<ul style="list-style-type: none"> East Sussex County Council District/Borough Councils (Planning Policy, Environment & Sustainability)
4. Route Assembly & Assessment	<p>To scope and identify deliverable routes and infrastructure that will complete strategic connections to meet network requirements.</p> <p>To identify routes to be included within network plan based on ability to meet network criteria and deliverability.</p>	<ol style="list-style-type: none"> Desktop review of potential route connection to resolve gaps within network Audit of existing routes and planned routes Engagement with local stakeholders to seek local knowledge around connections (if insufficient information at Stage 2) Survey and assess potential routes against network requirements and level of service criteria. <ul style="list-style-type: none"> Classify type of connection Route ride with stakeholders Undertake levels of service assessment to review directness, coherence, safety, comfort, attractiveness Identify upgrades required to deliver routes, and major barriers to delivery Assess deliverability of route options Select routes to be included within Network Map 	<p>Draft network map to be shared with project stakeholders for validation, including:</p> <ul style="list-style-type: none"> Proposed network routes, classified by type (primary, secondary, local), and by stage of delivery (existing, planned, new) Key trip generator clusters (including existing and planned destinations) 	<ul style="list-style-type: none"> Wales Active Travel Act: Design Guidance – Section 5.8.49 – Assessment of Routes LCDS – Figure 2.3, Cycling Levels of Service Assessment 	<ul style="list-style-type: none"> Local Cycle Groups Local Walking Groups/Ramblers District/Borough Councils (Planning Policy, Environment & Sustainability) South Downs National Park Authority Local Access Forum
5. Validation	<p>To validate the draft network map with community and local authority stakeholders to ensure aspirations and comments are captured correctly,</p>	<ol style="list-style-type: none"> Engagement with stakeholders involved through the project as agreed with client to attain comments and approval of map. Engagement to be conducted through face to face meetings, or submission of draft map as required. 	<p>Agreed network map to be submitted to client for review.</p>	<ul style="list-style-type: none"> Wales Active Travel Act: Design Guidance – Chapter 5.8.58, Validation of Integrated Map 	<ul style="list-style-type: none"> East Sussex County Council Local Cycle Groups Local Walking Groups/Ramblers District/Borough Councils (Planning Policy,

Glossary of Terms

(taken from London Cycling Design Standards)

Advisory cycle lane

A dashed white line marking an area of the carriageway designated for the use of cyclists. Motor vehicles may need to cross the markings but generally should not enter the lane unless it is unavoidable.

ASL – Advanced stop line

Stop line for cyclists at traffic signals ahead of the stop line for general traffic, with a waiting area marked with a large cycle symbol and extending across some or all of the traffic lanes.

Bus lane

Lane designated for bus use during the signed hours of operation. Signs also advertise whether other vehicles, such as cycles, are permitted in the lane during those times.

Bus stop bypass

A bus stop layout in which through-movement for cycles is away from the carriageway and from the bus stop cage. Can be achieved with shared use or partially separated footway around the bus stop but usually features a dedicated cycle track passing behind the bus shelter.

Carriageway

That part of a road or highway constructed for the use of vehicular traffic (including cycles).

Chicane

A horizontal deflection in the carriageway used as a speed-calming measure.

Continuous footway

Technique used at priority junctions and other vehicular accesses to assert visual priority for pedestrians over turning vehicles by continuing the footway material across the access or the mouth of the junction. A ‘continuous cycleway’ can be added in a similar way if a cycle lane or track is present.

Contraflow or Cycle contraflow

A facility allowing cyclists to travel in the opposite direction to one-way motor traffic. Requires a Traffic Order and can be implemented using lane markings, which may or may not have some other form of physical protection, or by using signing only.

Courtesy crossing

Location designed to invite pedestrians (or cyclists) to cross and to encourage vehicles on the carriageway to give way – although there is no legal obligation to do so. Often used as part of a design approach aimed at reducing vehicle speeds.

Cycle bypass

Form of physical separation for cycles enabling them to avoid a controlled feature for other road users – e.g. traffic signals or a pinch-point requiring ‘give way’ to oncoming traffic.

Cycle street

A street where the carriageway is dominated by cyclists and, by virtue of the width and design of the street, all motor traffic moves at the speed of the slowest cyclist.

Cycle track

A cycle facility physically separated by kerbs, verges and/or level changes from areas used by motorists and pedestrians. It may be next to the road or completely away from the carriageway and may either be at footway level, carriageway level or in-between.

Decluttering

Rationalisation of street furniture, signs and signals aimed at minimising the amount of such objects in the street environment, thereby reducing visual and physical clutter.

Dropped kerb

Feature to facilitate access, usually between the footway and the carriageway. Must be flush when provided for pedestrians, wheelchair users or cyclists.

‘Dutch-style’ roundabout

A type of roundabout where cyclists are physically separated from other road users with orbital cycle tracks. It is one of many types of roundabout seen in the Netherlands.

Entry treatment or Raised entry treatment

Raised carriageway surfacing at a side road junction, taking the form of a hump with ramps on either side and usually provided at footway level. The purpose is principally to slow vehicle movements at the junction.

Filtered permeability

An area-based network planning approach to improving conditions for cycling by removing through motorised traffic in zoned areas. Cyclists can pass freely through motorised traffic restrictions between zones and so are favoured in terms of journey time and convenience.

Footway build-out

Area of footway that extends out further than the previous kerb edge and narrows the carriageway.

Greenways

Various shared use route types largely or entirely off-highway – generally designed for people of all abilities to use on foot, cycle or horseback, for leisure, local connection or commuting.

Homezone

A group of streets and spaces designed primarily to meet the needs of non-motorised users and where the speed and dominance of motorised traffic is reduced. A 10mph limit normally applies.

Horizontal traffic calming

Forms of traffic calming that work by changing the width available for driving. Typically these take the form of static elements such as build-outs or traffic islands, but they may also utilise car parking or temporary features.

Junction table or Raised table

Raised carriageway surface (often to footway level) at a junction, used as a speed control measure and a way of supporting pedestrian movement and

pedestrian priority.

Light segregation

The use of intermittently placed objects to separate and protect a cycle facility (usually a marked cycle lane) from motorised traffic.

Mandatory cycle lane

A section of the carriageway marked by a solid white line that is designated for the exclusive use of cyclists during the advertised hours of operation.

Parallel priority crossings or ‘parallel crossing’

A cycle crossing next to a zebra crossing where users of the main carriageway have to give way to both pedestrians and cyclists crossing that carriageway.

Pedestrian crossings

One of various crossing types for pedestrians that do not allow cycle access. Includes signal-controlled types (Pelican, Puffin and Ped-X crossings) and priority crossings (Zebra crossings).

Pedestrian Zone

Area closed to vehicles, including cycles – often marked with exceptions for loading. Cycles may also be specifically exempted, or they may be included by designating a ‘Pedestrian and Cycle Zone’.

Pinch point

Locations where the carriageway narrows, often as a result of traffic calming measures or addition of refuge islands. Unless well designed, they can add to collision risk and discomfort for cyclists by forcing them into close proximity with motorised traffic.

Point closure

Method of closing a street to through-traffic, ideally in the form of a modal filter (i.e. allowing access for cyclists).

Priority junction

A junction where the priority is shown by ‘give-way’ road markings – i.e. the minor arm gives way to the major arm.

Quietway

A branded cycle route type established by the London Mayor's Vision for Cycling (2013). Quietways are strategic routes using less heavily trafficked local streets and off-carriageway facilities.

Raised delineator

A raised strip, between 12 and 20mm high, that separates areas used by cycle and pedestrians when they are at the same level. It is defined in TSRGD (diagram 1049.1) and therefore has legal status as a road marking.

Refuge islands

Islands in the carriageway to support either pedestrian crossing or vehicle right turns (which may include cycle-only turning pockets). Their placement and design should avoid creating hazardous pinch-points for cyclists.

Segregated cycle lane/track

Cycle facility separated by a continuous or near-continuous physical upstand along links (usually verges or kerbed segregating islands).

Shared use area, footway or path

A footway, footpath or part of any public space shared between pedestrians and cyclists but where motorised vehicles are not permitted. It is identified by the shared use sign – a blue circle with white pedestrian and cycle symbols. In these spaces, pedestrians have priority.

Shared space

A design approach that seeks to change the way streets operate by reducing the dominance of motor vehicles, primarily through lower speeds and encouraging drivers to behave more accommodately towards pedestrians and cyclists.

Shared surface (level surface)

A street or space either with no distinction between footway and carriageway or no kerb upstand between the two.

Speed cushions

Small speed humps installed across the road with gaps at distances that, ideally, allow certain users such as buses and large emergency service vehicles to pass easily, but force most other motorised vehicles to slow down to negotiate the humps.

Speed humps

Raised areas, typically placed horizontally across the carriageway, designed to reduce traffic speeds. The ramps either side of the hump should have a sinusoidal profile so as to minimise discomfort to cyclists.

Tactile paving

Textured paving that helps people with sight impairments to read the street environment around them by feeling the change in surface underfoot and/ or seeing the change in material.

Two-stage turn

A manoeuvre allowing cyclists to make an opposed turn at a junction in two stages, without having to move across lanes of moving traffic. Between two traffic signal stages, the cyclist waits in the junction, away from the traffic flow.

Uncontrolled crossing

A pedestrian and/or cycle crossing where vehicles do not legally have to give way but may do so out of courtesy. They are used where vehicle flows and speeds give safe opportunities for crossing the street without the need for a controlled facility.

Vertical traffic calming

Forms of traffic calming that rely on a change of level in the carriageway for slowing effect – typically speed humps or speed cushions.

Visibility splay

The physical space at an access or junction through which a road user exiting from the minor arm needs good, clear visibility in order to see potential conflicts or dangers in advance of the distance they need in order to brake and come to a stop.