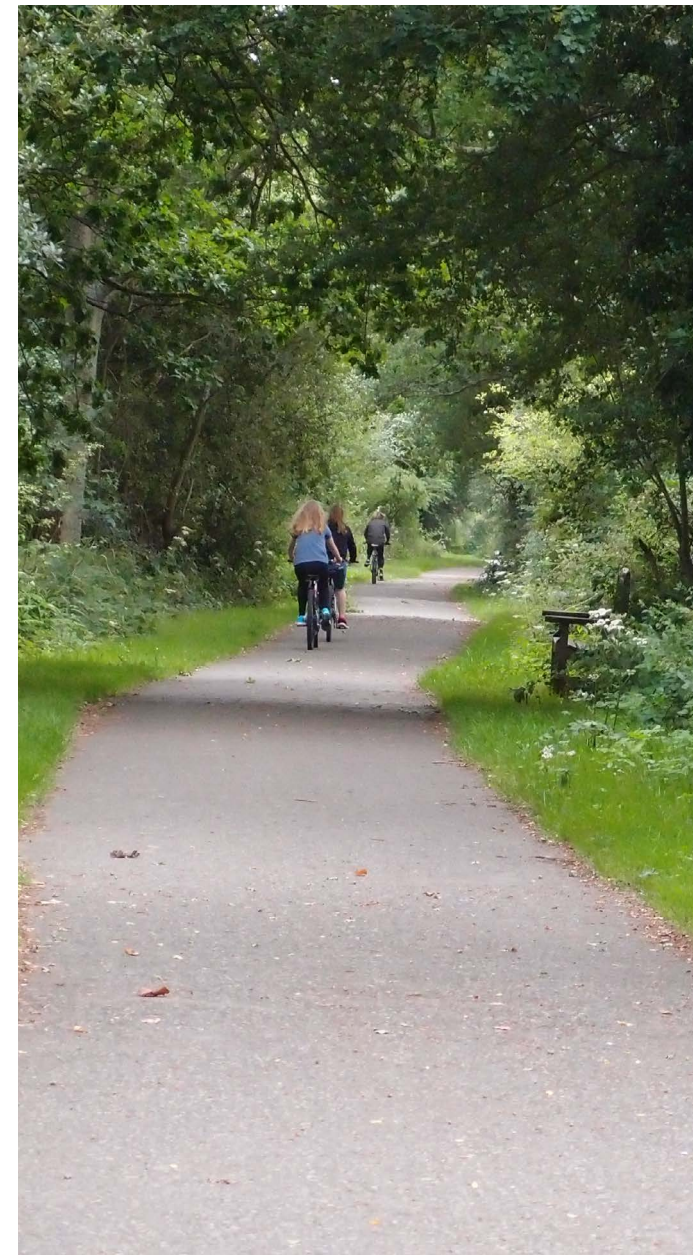


East Sussex Cycling and Walking Strategy

Hailsham

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

Head Office
Sustrans
2 Cathedral Square
College Green
Bristol
BS1 5DD

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Registered Charity No. 326550 (England and Wales) SC039263
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Contents

Introduction	ii	Walking only routes	37
Propensity to Cycle Map	v	100: Lower Horsebridge – Wealdway	37
Description of the Town	1	101: Western Road – High Street	37
200: from Diplocks Way (A22) – Phoenix Academy	5	102: St Mary’s Walk	38
210: Hempstead Lane	9	103: Mill Road – High Street	38
220: Cuckmere Close – Battle Road	11	Table of recommendations	40
300: Diplocks Way / A22 – Hempstead Lane	13	East Sussex Delivery Methodology	44
310: Polegate – Hellingly	14	Glossary of Terms	46
320: High Street – Hellingly	18		
330: London Road – Battle Road – Hawkswood Road	22		
Secondary Routes	24		
201: South Road – Mill Road	24		
202: A22 – Vicarage Lane	25		
203: Summerheath Road – High Street	26		
204: Vicarage Road – Hamlins Park Close	27		
205: Gleneagles Drive – London Road	27		
206: Battle Road – White House School	28		
211: Hawks Road – Harebeating Lane	28		
221: Lower Dicker – Park Gate	29		
222: Hellingly – Park Gate	30		
301: Arlington Road East – Upper Horsebridge Road	31		
302: Ersham Road – South Road	32		
303: Hempstead Lane - Upper Horsebridge Road	33		
311: South Road Car Park – Upper Horsebridge Road	34		
321: New Road - The Drive	35		
331: Mill Lane - Marshfoot Lane	36		
332: White House School - Harebeating Lane	36		

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.

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

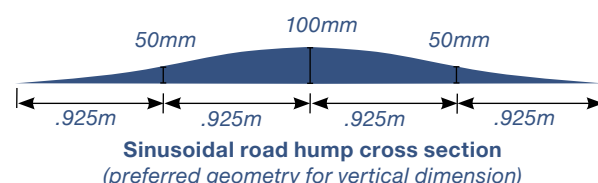
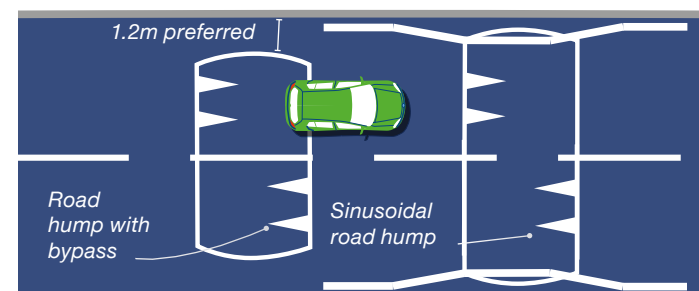
Recommended measures

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

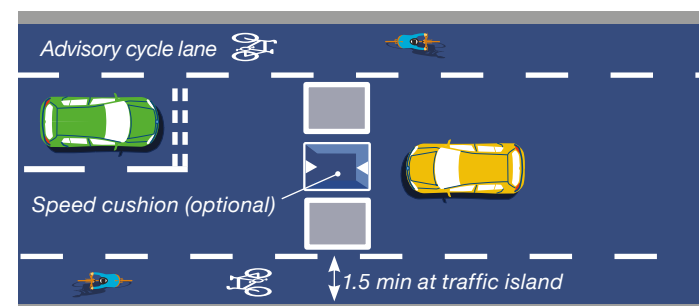
Traffic calming

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.

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:

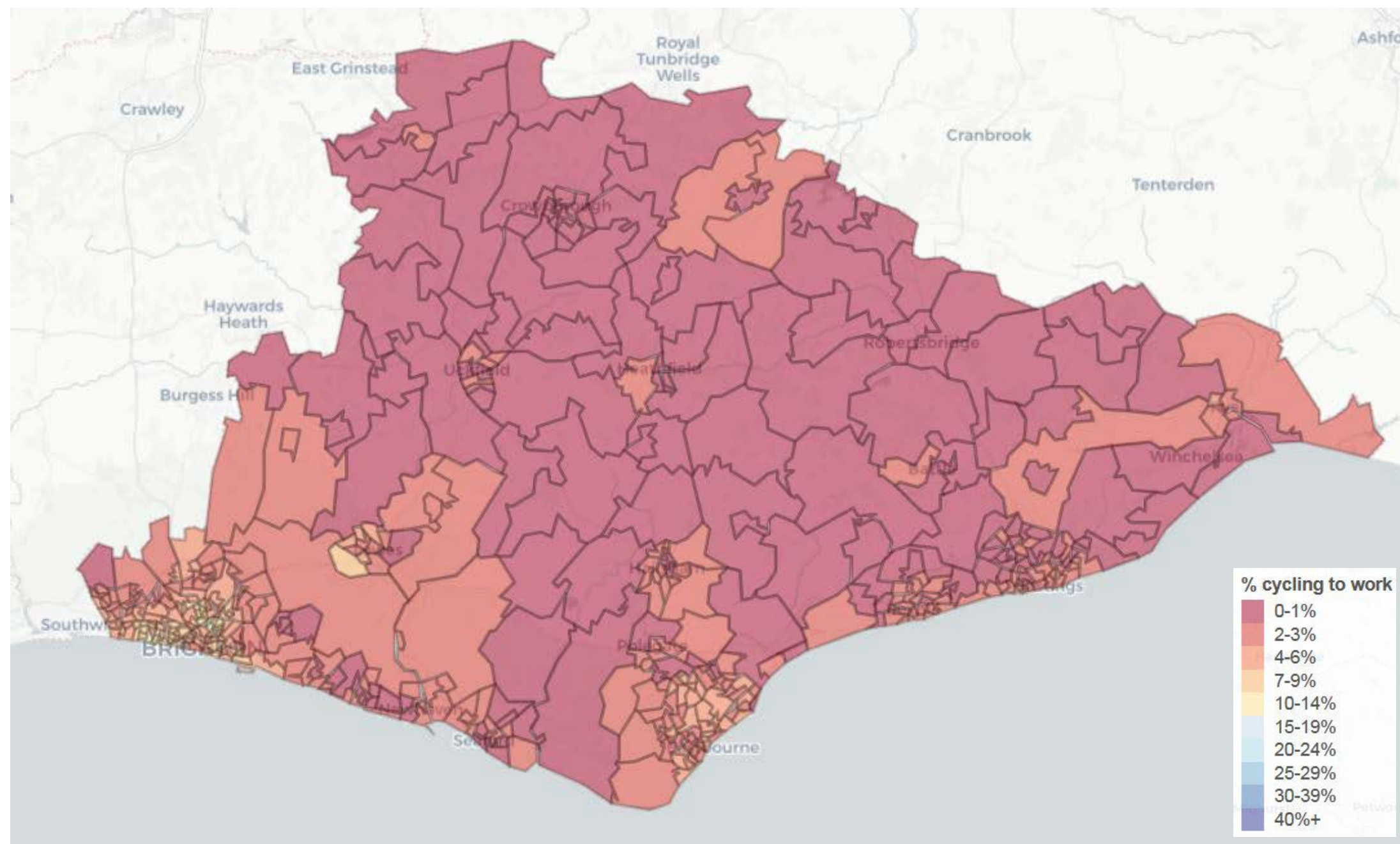
- Census 2011 Origin and Destination commuting data (O-D data)
- Cycle Streets routing

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.

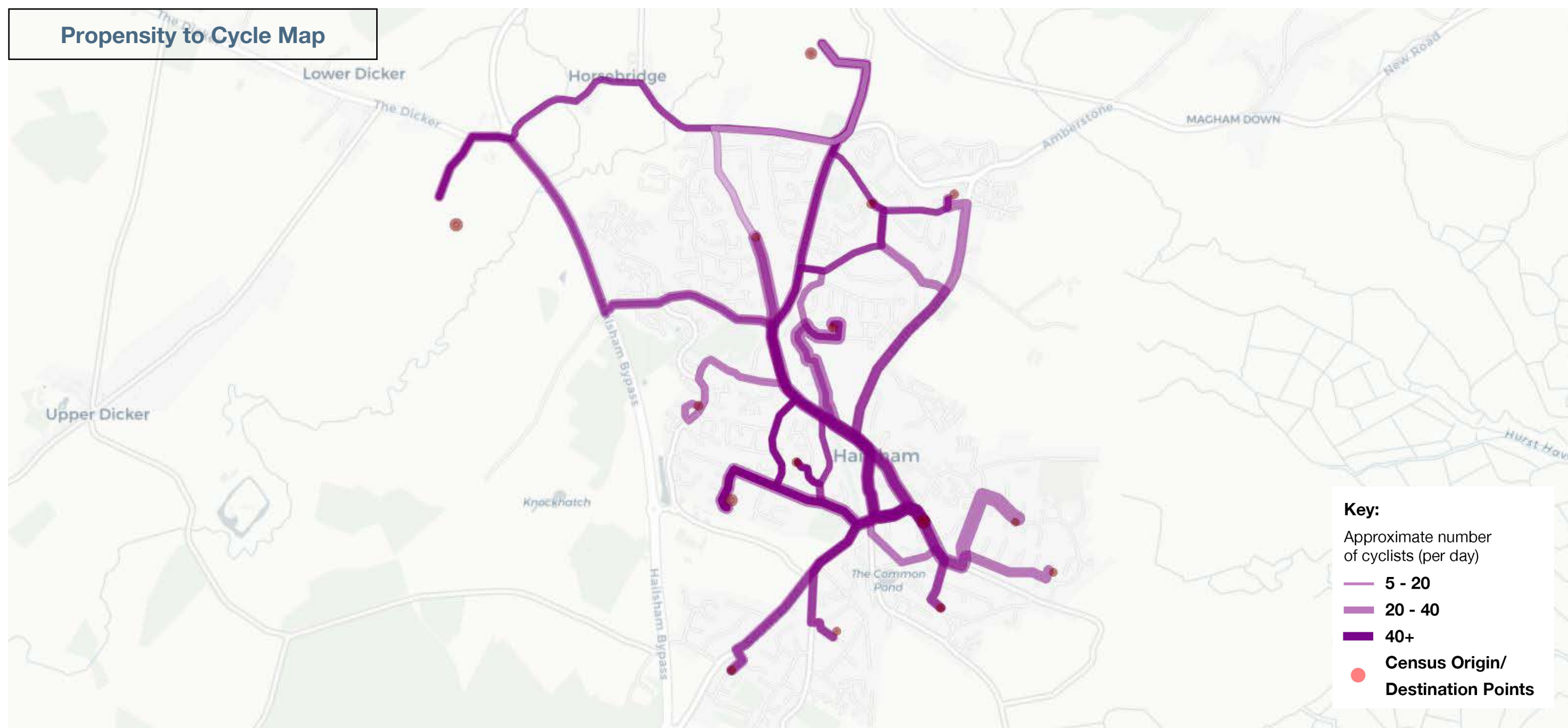


In East Sussex we have used the “Go Dutch – Fast Routes” scenario to produce PCT maps for each town. The map above shows current levels of cycling to work, which are very low with the exception of some parts of Lewes and Eastbourne. The map includes Brighton and Hove, where the proportion of trips made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

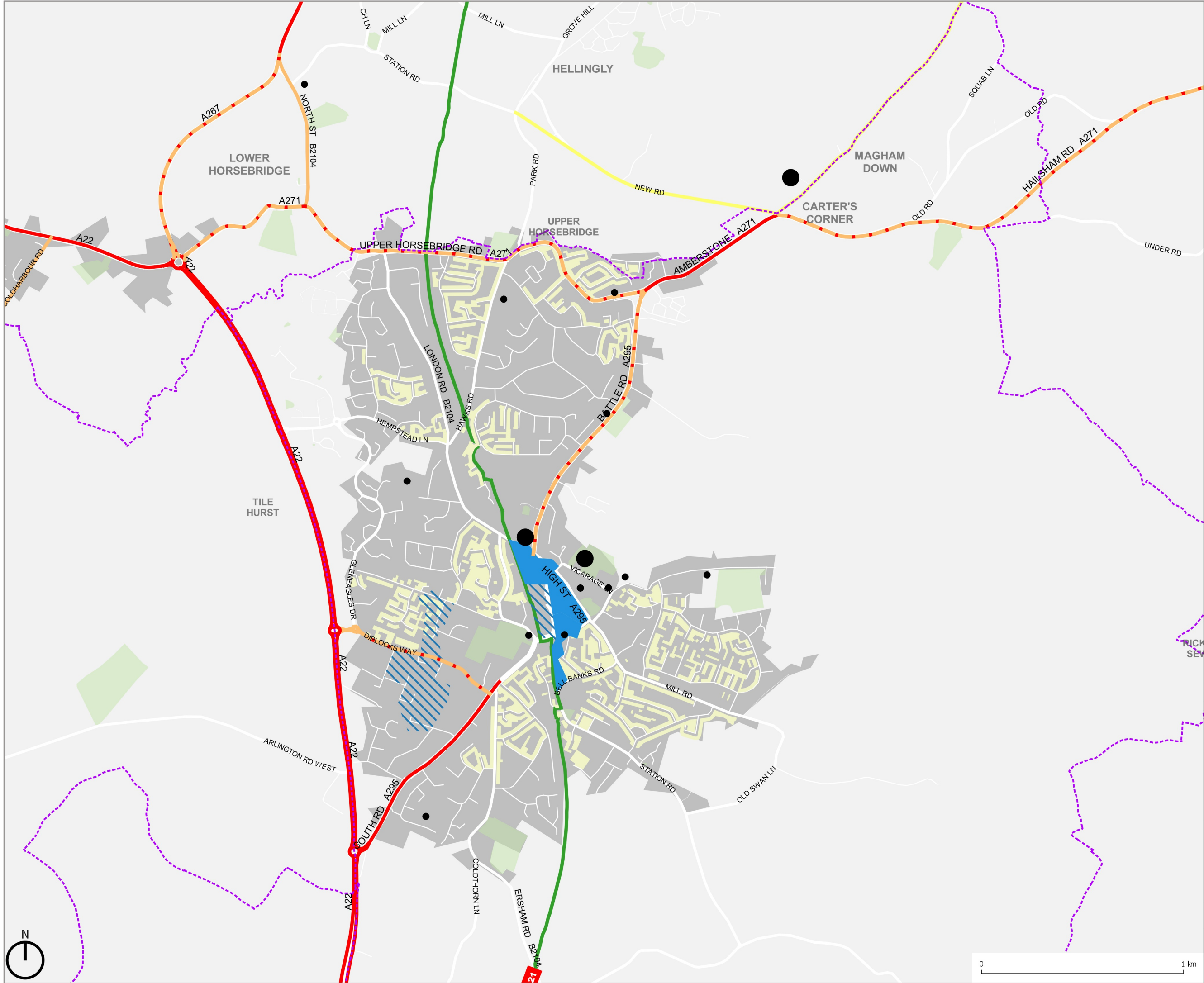
PCT is an open source transport planning system, part funded by the Department for Transport. It was designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling. More information is available from the PCT website:

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

Propensity to Cycle Map



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KEY

- EMPLOYMENT**

2011 Census Workzones

Density of Employment (Jobs per Hectare)

 - 50 - 100
 - 100 +
- POPULATION**

2011 Population Data

Density (People per Hectare)

 - 50 - 100
- TRANSPORT**

Daily Traffic Volume

 - 0 - 2,500
 - 2,500 - 5,000
 - 5,000 - 10,000
 - 10,000 +

National Cycle Route
- TRIP GENERATORS**

Education, Health, Leisure

 - Key Location
 - Secondary Location

Administrative Boundary



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PROJECT
East Sussex Cycling & Walking Strategy

TITLE
HAILSHAM
TRIP GENERATORS AND
TRANSPORT NETWORK

Drawn	Checked	Date	Scale at A3
DL	SP	10/5/2018	1:17,000

STATUS	ISSUED
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DRAWING NUMBER	REVISION
20204.H-SD-MAP-00-01	A

Description of the Town

Hailsham is a civil parish and the largest of the five towns in the Wealden district. It is part of the ESCC Eastbourne & South Wealden Growth area. Hailsham covers an area of approximately 19.4 km² (7.5 sq mi) and is relatively flat, with a population of 20,476 (2011 Census).

A significant number of houses are proposed to be constructed in and around Hailsham, with a number of developments already completed.

Transport

The A22 which bypasses Hailsham provides links to Eastbourne, London, Brighton, Hastings and beyond, with the A295 and A271 providing the main access points to the town. Hailsham is 3 miles (5 km) north of Polegate and 7 miles (11 km) from Eastbourne. Polegate has a railway station providing a link to the Eastbourne stations, as well as London, via Gatwick and the coastal railway line between Ashford and Brighton.

The town suffers from a high volume of congestion from vehicular traffic and HGV's on residential roads, due to the location of two Industrial Areas. The centre is currently undergoing significant road works to improve access and flow of traffic throughout, creating a new one way road, reworking junctions and creating a more pedestrian friendly High Street.

The Cuckoo Trail is a significant attribute to the town, providing traffic free walking and cycling access between the north and south of the town, as well as onward to Polegate, Eastbourne and the coast, or Heathfield and on the National Cycle network towards London.

Local Trip Generators

The town provides a number of key local services which generate a number of localised trips, alongside attracting visitors. These include the town centre and shopping parades, employment, industrial estates, Hellingly Hospital, schools, colleges and academies, National Cycle Route 21 and the Cuckoo Trail. The Cuckoo Trail is used by a wide variety of Hailsham residents for leisure and commute as well as providing a tourist draw for those leisure cyclists on National Cycle Route 21 and those traveling the length of the

Avenue Verte between London and Paris.

Local Plan Development

The most significant growth in housing and commercial development is proposed for this area of the County, with a number of developments already completed. This will be outlined in Wealden District Council's Draft Local Plan, which is proposed to be published during 2018. The Wealden Local Plan Transport Study 2017 was undertaken to support the development of this plan. This has identified the need for a 'step change' in the use of sustainable modes of travel, to mitigate the impact of planned growth.

Cycling and Walking in Hailsham and South Wealden

The underlying geography of the area is slightly undulating with limited height change between residential, employment and the town centre. All trips made in the town are within the 5 km limit set by East Sussex County Council as a guide to network planning, with the outskirts of Eastbourne, Polegate and Hellingly employment areas falling within this radius. 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.

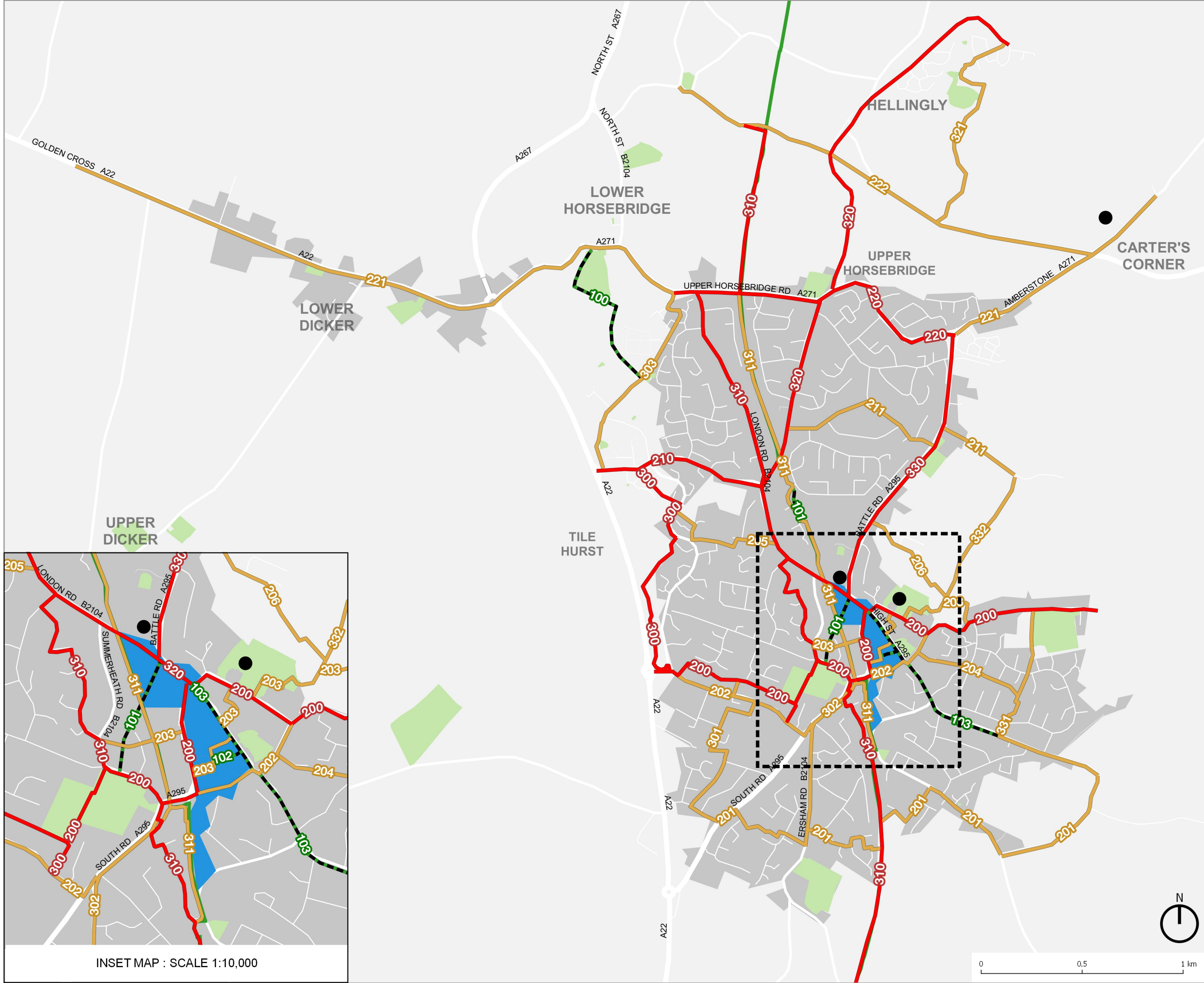
The Hailsham & Hellingly Movement & Access Strategy (MASHH) was published in November 2012 and this identified the proposed residential developments and an urgent need to improve both pedestrian and cycling facilities within the centre and wider town, as well as reviewing general traffic volumes and bus routes. A number of small infrastructure projects such as improving step free access across junctions were identified as well as more substantial shared use paths and comprehensive junction reworking. A significant number of new dropped kerbs marked up in this document have been installed, and show the dedication of the town to making these improvements. A new study referred to as MASHH 2, will be undertaken during 2018/19, which will involve reviewing the previous study, and taking in consideration the proposed growth. The Cuckoo Trail which is part of the National Cycle Network (NCN) Route 21, is a good existing walking and cycling

facility, otherwise there are limited facilities for cyclists, and often substandard pedestrian provision. The quantity of heavy traffic within the south of town and main roads makes it uncomfortable to use the existing road network and limited off carriageway provision reduces the number of people using active travel means.

Review Summary

From a review of the existing conditions and current proposals there are a number of general factors which need to be considered:

- A review of the centre of town and one way systems, include vehicle speed limits, accessibility and permeability to all active travel users
- Improve legibility of safe designated pedestrian and cycling routes.
- Review of existing and proposed wayfinding to align with current standards – wayfinding strategy.
- 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.
- Upgrade or maintain minimum recommended footway and cycle infrastructure widths and verge separation
- Install infrastructure such as 'Slow Streets' to encourage reduction in vehicle speed to existing or proposed speed limits.
- Improve accessibility throughout the town by providing dropped kerbs at junctions and at regular intervals along roads, with initial focus on key existing desire lines and town centre
- Increased number of safe crossing points and links to the Cuckoo Trail to allow easier access for more people
- Cycle parking at key trip generators is currently below standard in both quantity and security level, enhancing this will encourage more cyclists.



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

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East Sussex Cycling & Walking Strategy

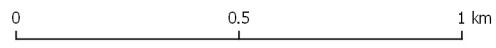
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HAILSHAM
PROPOSED NETWORK

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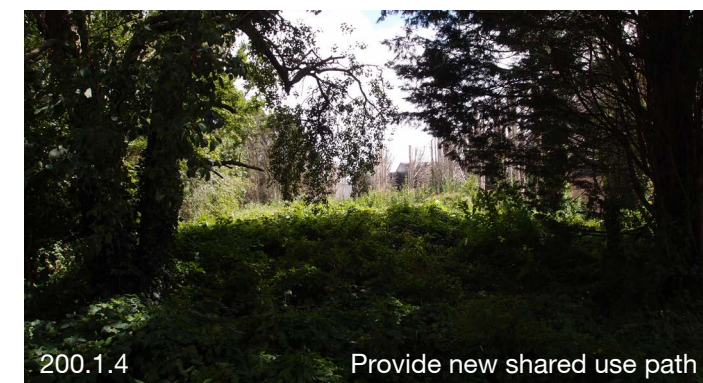
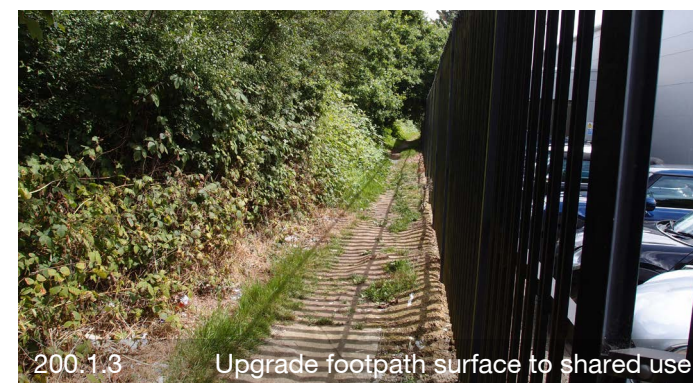
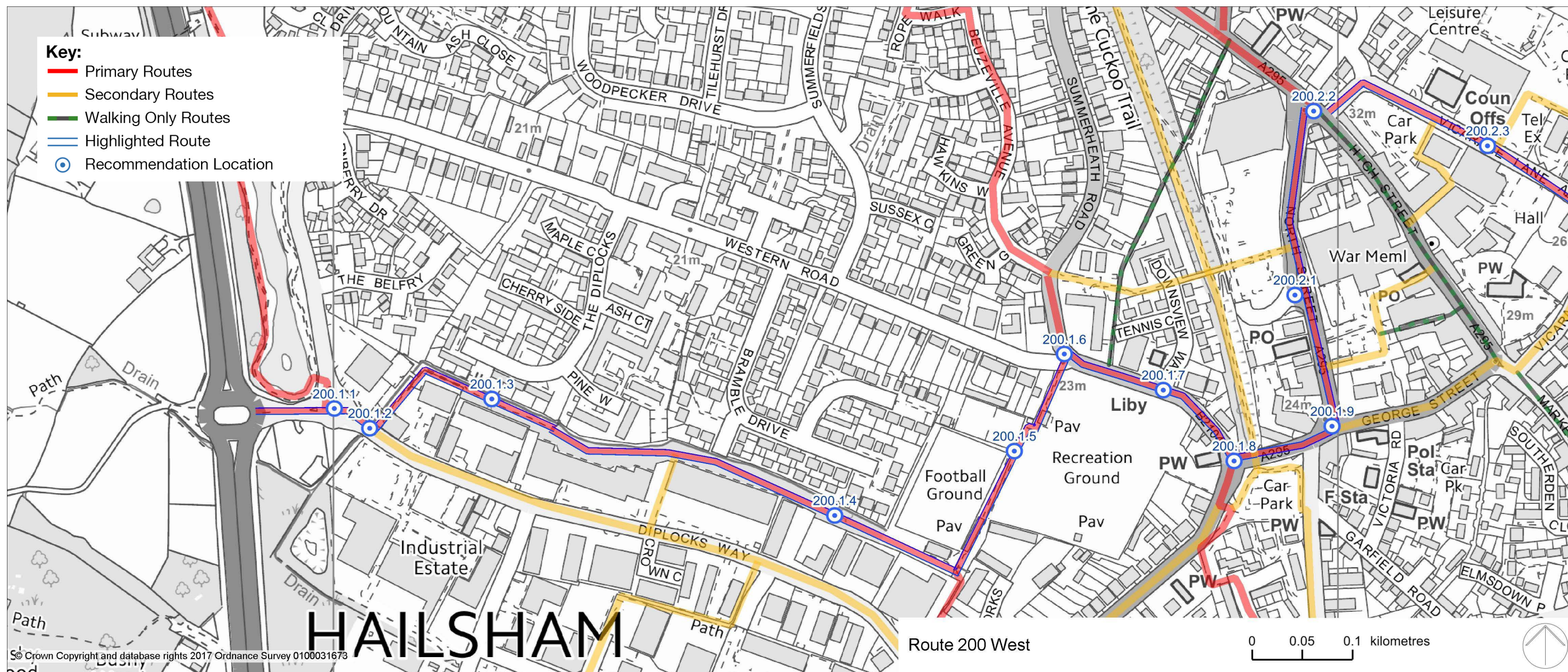
STATUS
ISSUED

DRAWING NUMBER 20204.H-SD-MAP-00-03	REVISION A
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INSET MAP : SCALE 1:10,000



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200: from Diplocks Way (A22) – Phoenix Academy

Route description

Providing a link from Diplocks Industrial Estate to Marshfoot Lane and Maurice Thornton Playing Fields. Route 200 runs along quiet roads and proposed shared use paths. Linking the industrial estate, town centre and council offices on Vicarage Lane, and is 2.8km long.

Background

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

200.1 Diplocks Way to North Street

This route provides a much needed shared use path away from Diplocks Way and safer active travel access to the industrial estate for those working and visiting

Through the town centre it will circumnavigate the high street,

Existing conditions

The route starts at the roundabout with Diplocks Way and the A22, traversing the Gleneagles Drive roundabout and turning onto an existing footpath behind the industrial units. Following the turning to Pine Way the footpath stops, and a wide overgrown space remains to the back of Hailsham Town FC. The route joins an existing footpath along the cricket pitch and behind the clubhouse.

Re-joining the road at Western Road there is a difficult T-junction to join Summerheath Road / B2104 towards the town centre. As Western Road approaches South Road it has a gentle incline to the old railway bridge.

From the T-junction to South Road the road rises over the old railway and approaches North Street / George Street junction which has recently been upgraded.

Barriers to walking and cycling

At the time of survey there is no cycling provision to the footpath to the north of Diplocks Way, the footpath is partially surfaced with hardcore, and looks well used but is secluded and not lit, feeling unsafe at night.

The path does not currently continue from Pine Way to the football club, and through the recreation ground cycling is not currently permitted.

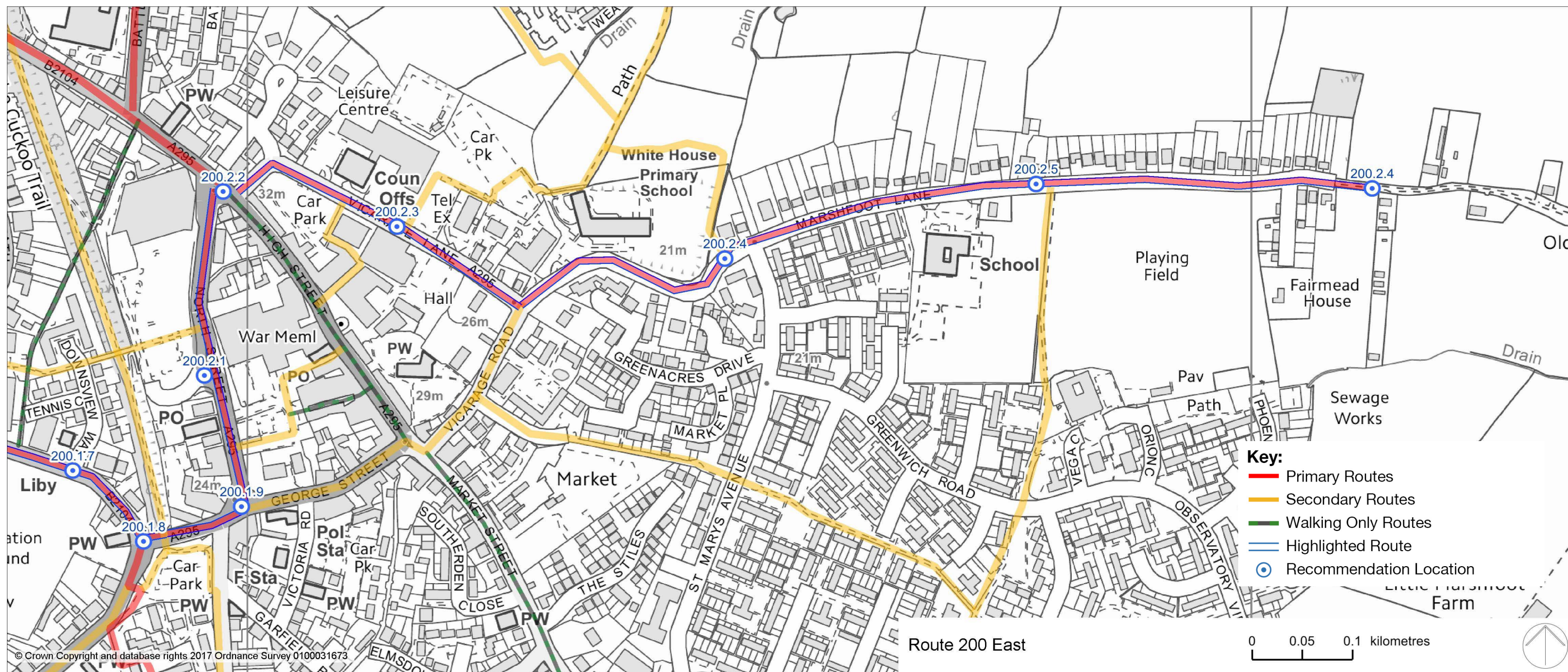
The two T-junctions along Western Road prove challenging to join the main flow of traffic at busy times. Especially to South Road as the incline makes pushing off difficult

New junction to one way system, insufficient approach width to ASLs

Recommendations

- 200.1.1 Improve cycling and walking provision at roundabout
- 200.1.2 Provide dedicated access to path from main carriageway at Chandlers Mini
- 200.1.3 Upgrade surface and lighting to footpath
- 200.1.4 Provide new access to football club and recreation ground
- 200.1.5 Upgrade path and allow cycles to use
- 200.1.6 Improve pedestrian and cycle facilities at Western Road / Summerheath Road junction
- 200.1.7 Review parking and footway/cycleway provision along Western Road
- 200.1.8 Improve pedestrian and cycle facilities at Western Road / South Road junction
- 200.1.9 New junction to one way system, provide approach lanes for cycles to ASLs





200.2 North Street to Marshfoot Lane

Existing conditions

North Street and Vicarage Lane were in the process of being upgraded at the time of the survey, and works not complete.

North Street is the main route from the north to the south of town in both directions and therefore busy. It passes between all significant town centre trip attractors and varies between single carriageway in each direction and two traffic lanes. There is access to service yards, and car parks on both sides of the road.

A new junction at the north of North Street filters traffic in all directions with pedestrian and cycling provision in all directions except turning on to Vicarage Lane.

Vicarage Lane is going to be one way to all traffic, with increased footways and dedicated parking bays along its length with new pedestrian crossings.

A signal controlled junction allows access to Marshfoot Lane, a winding residential access road with Phoenix School and the rec towards the end.

Beyond Mabel Lane, Marshfoot Lane provides access into the quiet lanes within the Pevensy Levels, a Site of Special Scientific Interest, Special Area of Conservation and RAMSAR Site

Barriers to walking and cycling

The volume and size of traffic travelling along and turning into side-roads from North Street increases risk to those cycling on carriageway and using the footway.

North Street –High Street – London Road junction have cyclist feeder lanes to ASL, where insufficient width is available for cycles to be passed by vehicles.

Vicarage Lane upgrade had the opportunity to provide cycle contraflow on or off carriageway and has not done so. This elongates journeys from the east of the town to the council offices and associated facilities unnecessarily.

New residential development with limited footway access and no dropped kerb to allow safe access onto main road footway

Narrow winding residential road with sections of

significant quantities of parked cars.

Recommendations

- 200.2.1 Provide shared use two way path to east of road, with consideration of access to side-roads
- 200.2.2 Review signal control phasing and feeder lanes with cyclist contraflow to Vicarage Lane
- 200.2.3 Cyclist contraflow to Vicarage Lane and review of signal control at Vicarage Road / Marshfoot Lane junction
- 200.2.4 Review pedestrian access to main footway from new developments along Marshfoot Lane
- 200.2.5 Review parking and footway widths to Marshfoot Lane



200.2.1 Busy roundabout, create new shared use path



200.2.3a Vicarage Lane, improved crossing



200.2.2a Northbound approach to junction



200.2.3b Vicarage Lane, widened footway



200.2.2b Review southbound approach to junction



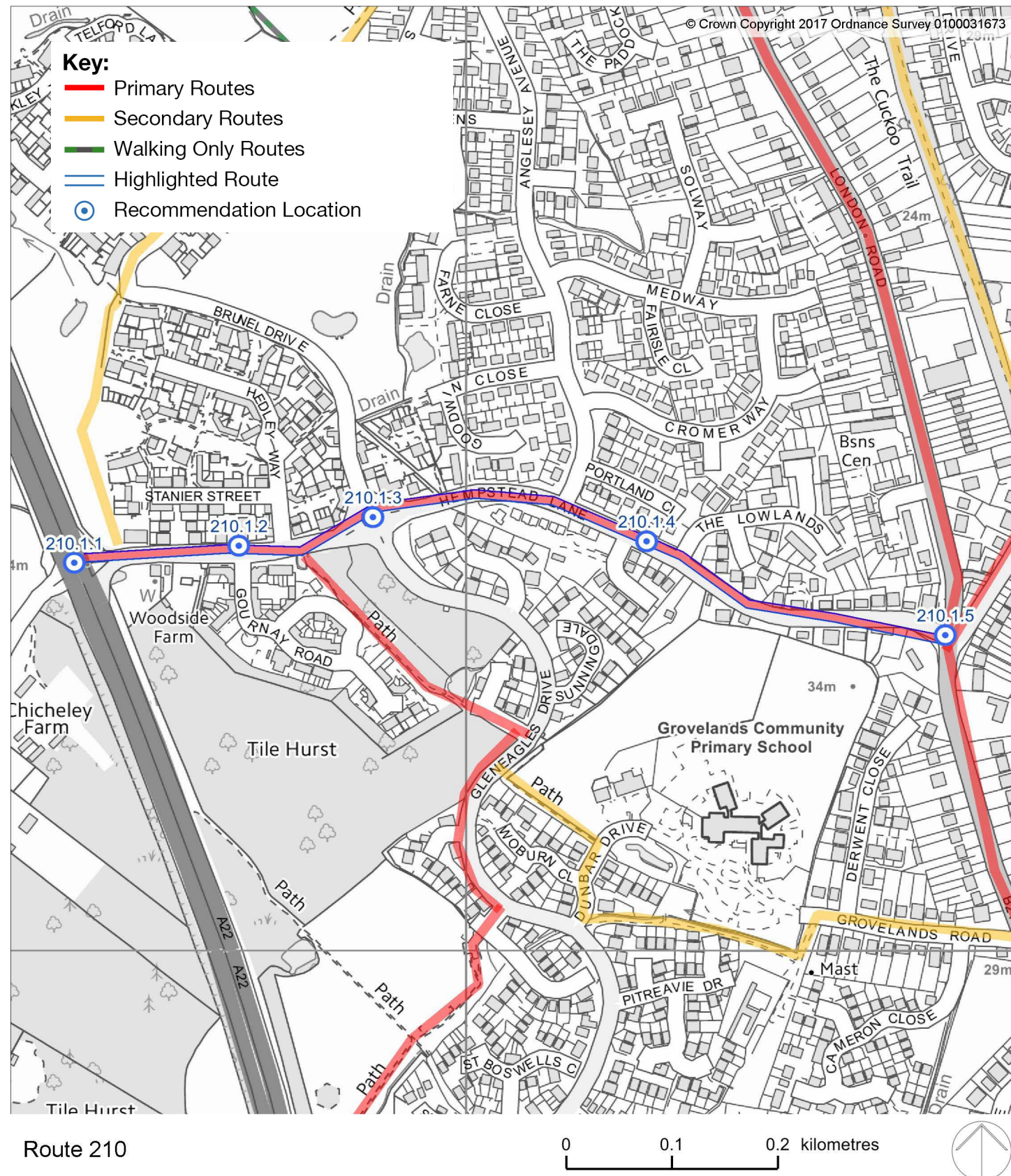
200.2.4 New development, poor pedestrian access



200.2.2c One way junction to Vicarage Lane



200.2.5 Mixed footway and surface quality



210: Hempstead Lane

Route description

Providing a link from A22 at Hempstead Lane to London Road. Route 210 links several residential developments and access to Grovelands School and is 1 km long.

Background

The route comprises an existing shared route with a crossing over the A22 to Chicheley Farm

210.1 Hempstead Lane

Existing conditions

Hailsham Bypass crossing is not signal controlled and travelling east the route 'ends' with no dropped kerb to re-join the carriageway before Hedley Way

Roundabout to Brunel Drive and Gleneagles Drive has good visibility and crossing points for pedestrians.

Once across the roundabout the road winds up a short incline to London Road roundabout where the road narrows.

London Road roundabout has staggered access roads, all approaching from an incline and is busy in all directions.

Barriers to walking and cycling

Crossing at A22 is not controlled along a national speed limit dual carriageway and presents a significant risk to pedestrians and cyclists.

No controlled crossings or cyclist provision at Brunel Drive / Gleneagles roundabout. At busy times it may be difficult to cross and join the roundabout on carriageway

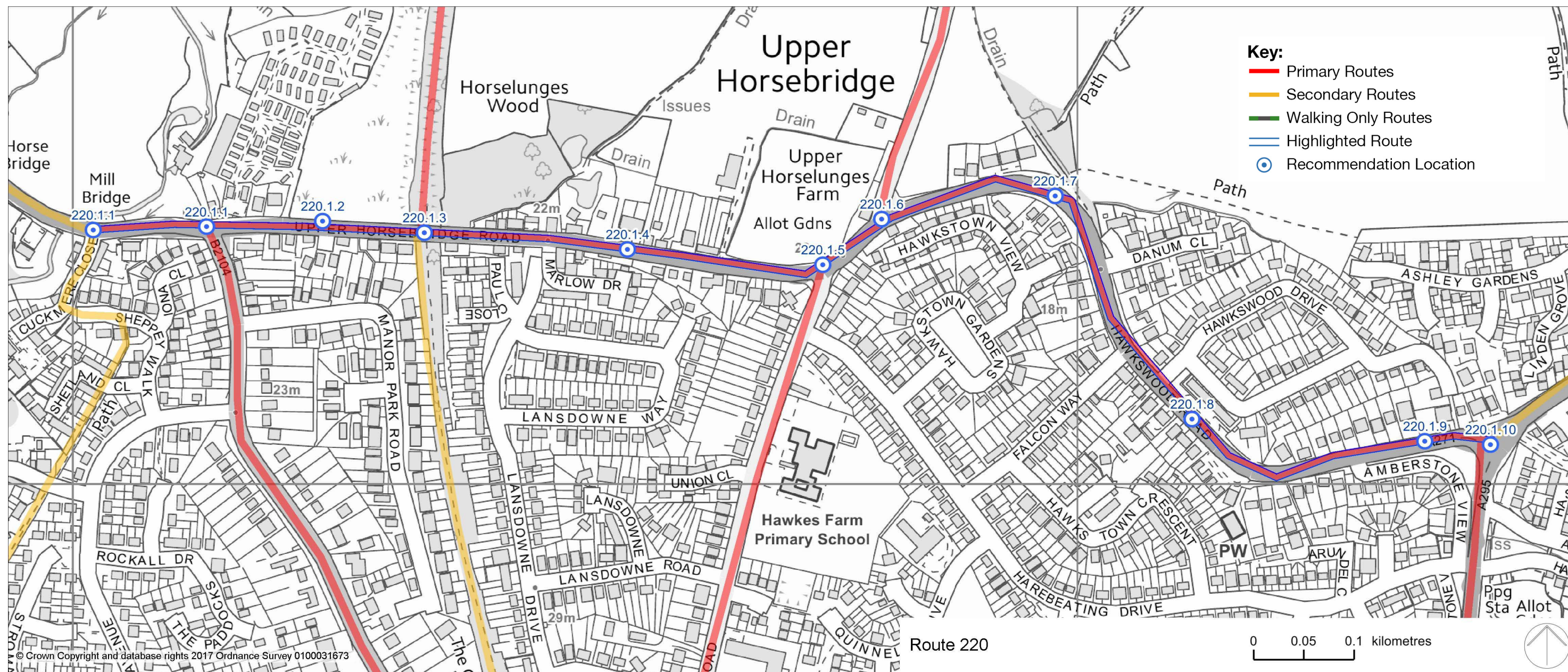
Narrow incline on a bend approaching London Road. Insufficient space for cars and larger vehicles to comfortably pass.

No controlled crossings or cyclist provision at London Road / Hempstead Lane roundabout. At busy times it may be difficult to cross and join the roundabout on carriageway.

Recommendations

- 210.1.1 Complete review of A22 crossing and signage. Safety audit required.
- 210.1.2 Provide continuation of shared use path from Hedley Way to Anglesey Avenue on north side of Hempstead Lane
- 210.1.3 Improve Brunel Drive / Gleneagles roundabout crossing provisions
- 210.1.4 Review footway and carriageway from Anglesey Avenue to London Road and upgrade width for pedestrians and cyclists
- 210.1.5 Improve London Road / Hempstead Lane roundabout approach and crossing provisions





220: Cuckmere Close – Battle Road

Route description

Providing a link along Upper Horsebridge Road through Upper Horsebridge to Battle Road and secondary routes onto Lower Horsebridge and Magham Down. The route passes through residential areas, crossing the Cuckoo Trail and is 1.7km long.

Background

The route will provide links to proposed new residential developments

220.1 Cuckmere Close – Battle Road

Existing conditions

Upper Horsebridge Road is a wide busy residential road with footways to both sides and a number of crossing points. There is a slight undulation on the approach to the Cuckoo Trail crossing, which is signal controlled.

Several busy roads join the route as it winds through residential areas, with a roundabout and signal controlled junction in close proximity at Hawks Road / Hawkswood Road Park Road.

Hawkswood Road is a busy wide road with a sweeping blind bend and poor footway provision. The road passes a small shopping area and descends to a roundabout passing a busy petrol station.

Barriers to walking and cycling

Right turns to and from and crossing Upper Horsebridge Road are challenging at busy times, eg. from Cuckmere and London Roads

Poor access and signing to / from carriageway to join the Cuckoo Trail

New development with no footway from door to road or safe crossing to main road footway.

Inconsistent pedestrian crossing provision at roundabout to Hawks Road / Hawkswood Road, no on carriageway cycle provision at or on approach to busy junction. Demand on this junction will significantly increase when new developments are occupied.

Inconsistent pedestrian crossing provision at junction to Parks Road / Hawkswood Road, limited on carriageway cycle provision on approach to busy junction. Demand on this junction will significantly increase when new developments are occupied.

Wide fast bend in Hawkswood Road, very narrow footways, one lower and not visible from road, limiting natural surveillance.

Poor quality of sections of footway in front of Hawkswood Road shops. Improvements in crossing provisions needed.

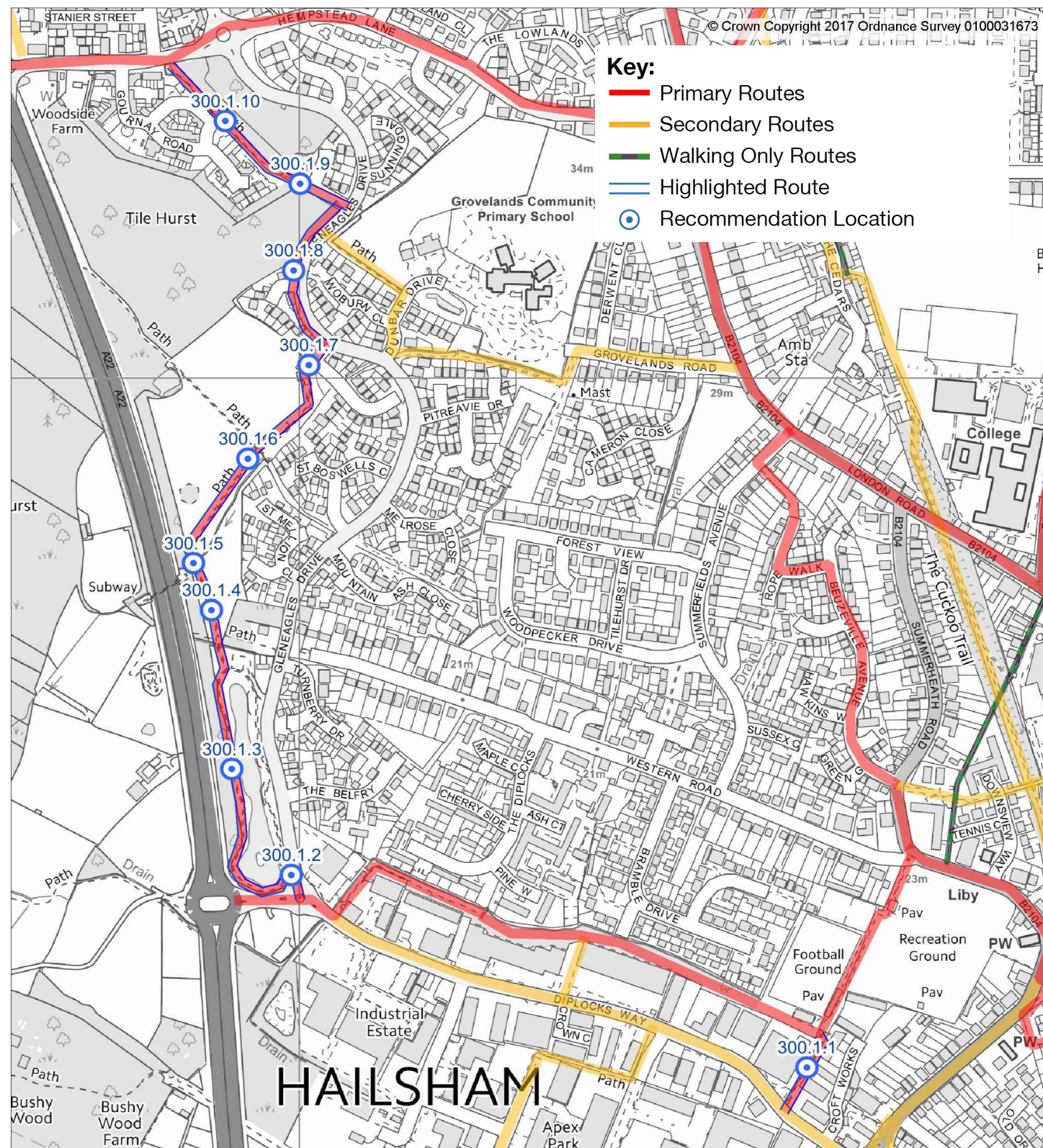
On street parking for medical centre combined with waiting traffic to access petrol station reduces access to off carriageway shared path. Difficult to cross road

At busy times, difficult to join or cross carriageways to Battle Road roundabout. Wayfinding is not clear as to how to access new shared path

Recommendations

- 220.1.1 Improved access to cycle route junctions and associated pedestrian crossing points
- 220.1.2 Upgrade northern footway to shared use
- 220.1.3 Improve access onto and from Cuckoo Trail at signalised crossing
- 220.1.4 Review pedestrian access and crossing provision to new development
- 220.1.5 Review provisions on approach and at Hawks Road / Hawkswood Road roundabout for all users
- 220.1.6 Review provisions on approach and at junction with Park Road for all users
- 220.1.7 Review footway width, upgrade to shared use or provide on carriageway cycle facilities
- 220.1.8 Review and improve footway width and surface
- 220.1.9 Review on street parking, improve access from right turn to petrol station
- 220.1.10 Review crossings at roundabout and wayfinding to new shared path





Route 300

0 0.1 0.2 kilometres



300: Diplocks Way / A22 – Hempstead Lane

Route description

Providing a traffic free link from Diplocks Way east, to the new parallel path and onward to Hempstead Lane. Route 300 is an alternative to using the A22 or Gleneagles Drive, both of which have significant safety concerns for cyclists and is 1.2km long.

Background

The route is supported by local stakeholders

300.1 Diplocks Way / A22 – Hempstead Lane

Existing conditions

This route utilises existing footpaths joining Diplocks Way to the Rec and then on through green space alongside the A22, joining Gleneagles Drive for a short section, before re-joining existing footpaths. There is currently no access from Diplocks Way to the lakeside path.

Barriers to walking and cycling

Path from Diplocks Way to join the path to the Rec is compacted stone and relatively narrow

No footway or safe crossing of Gleneagles Drive at roundabout.

Path to lake side is compacted stone and relatively narrow.

Footpath from lake to Gleneagles Drive is narrow, and in need of repair in some locations. Access across car park to the main road is unclear.

Gleneagles Drive is busy and has narrow carriageways, with wide footways. Crossing and joining traffic is challenging at busy times.

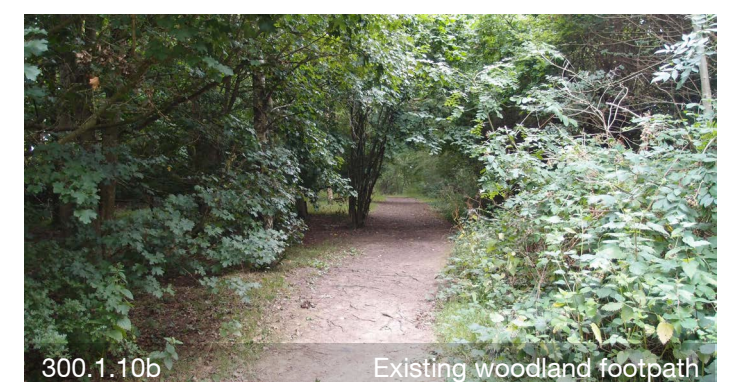
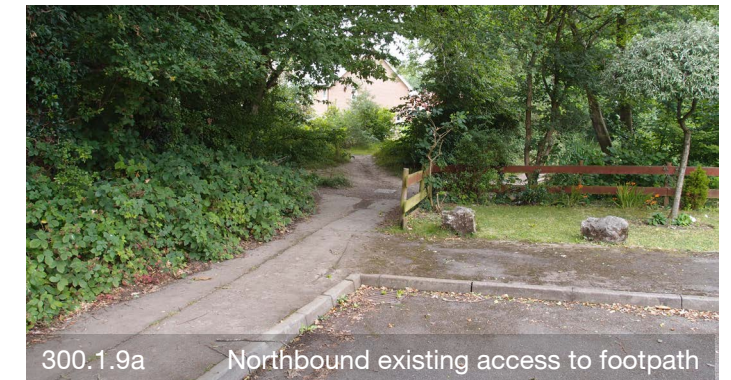
Wentworth Close, quiet residential road with limited footway and no step free access to footpath at west end

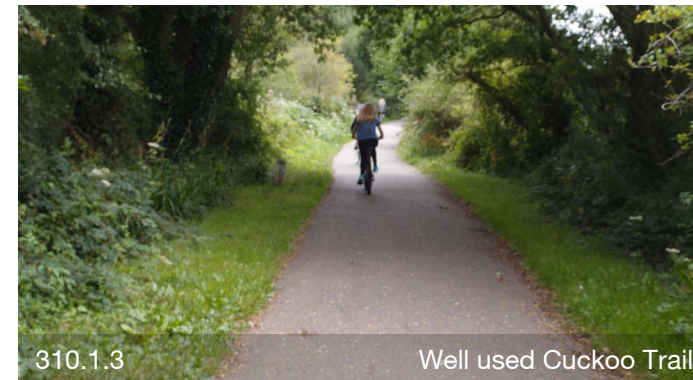
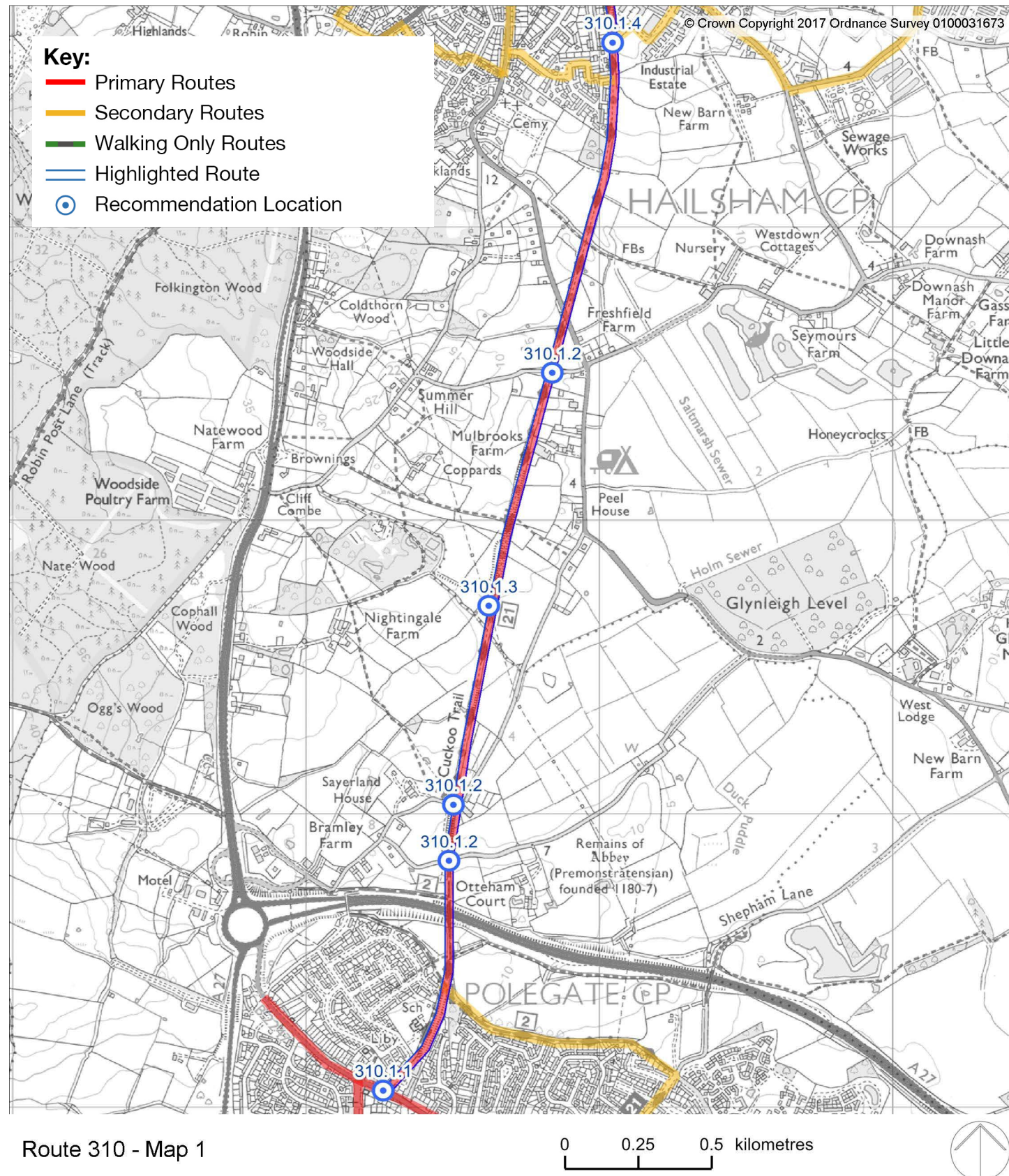
Footpath link to Hempstead Lane, narrow through wooded area and pond with rough surface, no lighting. Potential links to / alternative route on Gournay Road.

Re-joining main road / potential shared facility across busy Hempstead Lane

Recommendations

- 300.1.1 Upgrade narrow footpath to shared use
- 300.1.2 New footway access and crossing to lakeside
- 300.1.3 Upgrade rough footpath to shared use
- 300.1.4 Upgrade narrow footpath to shared use
- 300.1.5 Increase bridge crossing width
- 300.1.6 Upgrade narrow footpath to shared use
- 300.1.7 Improve shared use access through car park and onto Gleneagles Drive
- 300.1.8 Upgrade west side footway to shared use
- 300.1.9 Improve shared use access
- 300.1.10 Upgrade rough footpath to shared use





310: Polegate – Hellingly

Route description

Providing a link from Polegate through Hailsham to Hellingly at Station Road. Route 310 runs on the Cuckoo Trail to Hailsham and on roads through the town until it re-joins the Cuckoo Trail at Upper Horsebridge Road the route is 7.9km long.

Background

Route included in MASHH

The route is supported by local stakeholders

Route is part of the NCN

310.1 Polegate – Hailsham South St

Existing conditions

Leaving Polegate on School Lane, the route uses a short section of shared path to join the Cuckoo Trail / NCN Route 21 from Eastbourne. It then follows the traffic free route to Freshfield Close in Hailsham, where it re-joins quiet residential roads, passing into a small car park before joining the main road. After a short section on South Road, the route joins Western Road at route 200.

Barriers to walking and cycling

Junction to join main road in Polegate is not clear as to how southbound traffic is expected to join shared use path.

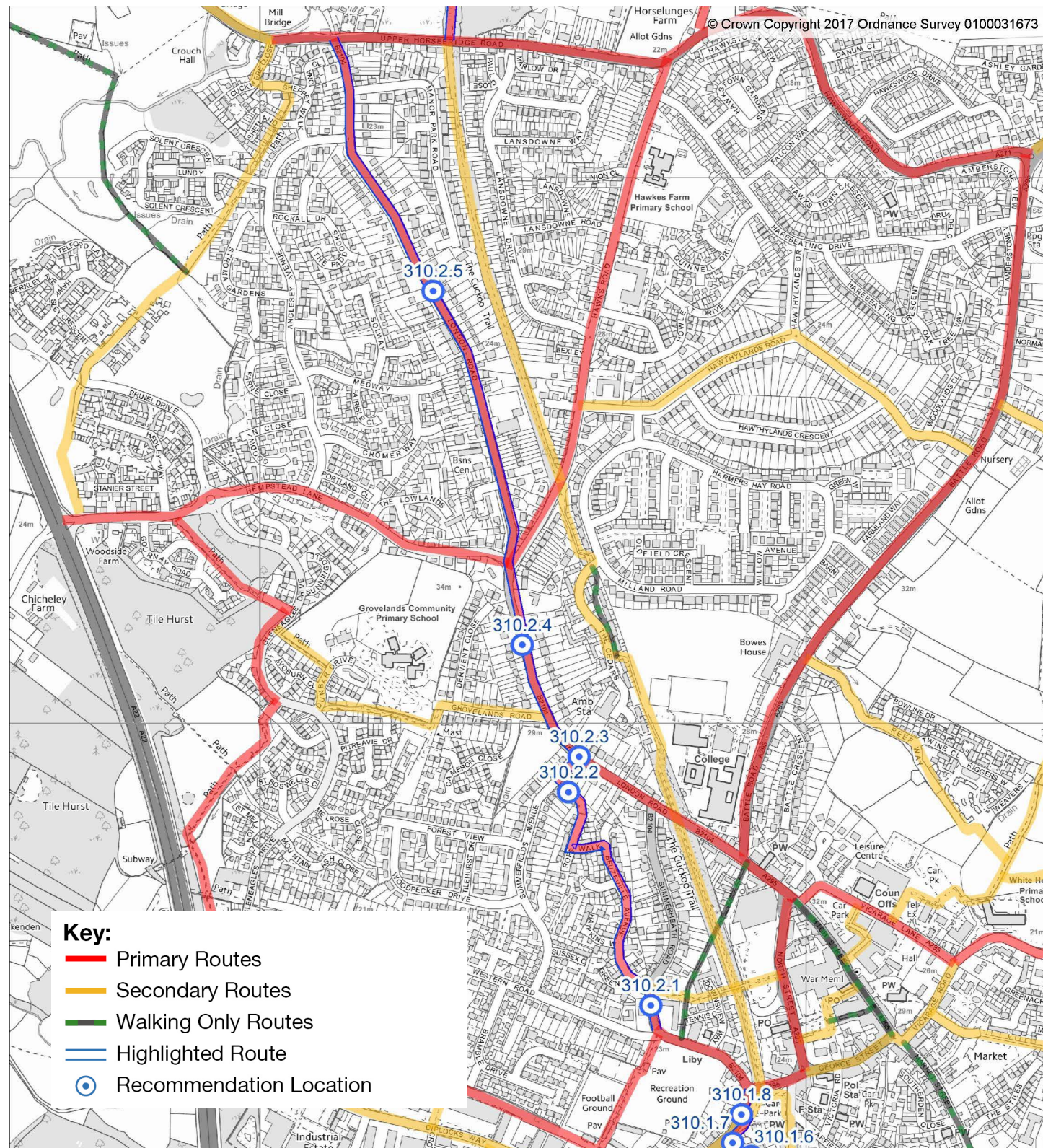
Route is very busy and approx. 2.5m for the majority of its length. Width is not sufficient for quantity and variety of users causing conflict.

Small number of narrow access roads cause the path to rise and have poor visibility on approach due to vegetation and cycle barriers designed to reduce speed.

Limited access points to southern residential areas and industrial estate. This and a lack of lighting along in town centre and rural sections negatively affect the perception of safety, especially at times of darkness and in the winter months.

Approaching Freshfield Close the path narrows, requiring cyclists to dismount.

Access from Lindfield Drive to the car park is currently



Route 310 - Map 3



310.2 Summerheath Road – London Road – Upper Horsebridge Road

Existing conditions

Starting where Western Road turns off the main route, this takes quiet residential roads and a link path at Summerfields Avenue where it joins London Road.

London Road is a wide but busy residential route with a number of side access roads and many driveway access roads. It has wide footpaths to both sides, along the majority of it as well as a bus route along its length. There is a slight incline up from the south to the roundabout with a slight incline down towards Upper Horsebridge Road. The carriageway narrows in a number of places.

The roundabout to Hempstead Lane and Hawks Road is covered in route 210.

Barriers to walking and cycling

Summerheath Road and Beuzeville Avenue are residential roads with many cars parked to either side, reducing visibility on bends.

Access from Rope Walk to Summerfields Avenue suffers from poor approach visibility in the northern direction, reducing visibility to cars and for cyclists.

Limited crossing points for pedestrians to London Road at busy times. Section of narrow path near Medway, north for 400m.

Actual traffic speeds along London Road lead to active travel users feeling vulnerable

Joining and crossing the busy Upper Horsebridge Road, covered in route 220

Recommendations

- 310.2.1 Reduce speed and review parking provision
- 310.2.2 Upgrade to shared use, improve visibility at Summerfields Avenue
- 310.2.3 Review junction treatment, provide pedestrian crossing point
- 310.2.4 Reduce speed limit to 20 mph in narrow section between Grovelands Road and Hempstead Lane roundabout
- 310.2.5 Upgrade footway to shared use, consider infrastructure to encourage slower vehicular speeds.

310.3 Upper Horsebridge Road – Hellingly

Existing conditions

The route follows the traffic free Cuckoo Trail / NCN Route 21 towards Station Road. At Station Road the route takes the link path up to join the road, through a small car park.

Barriers to walking and cycling

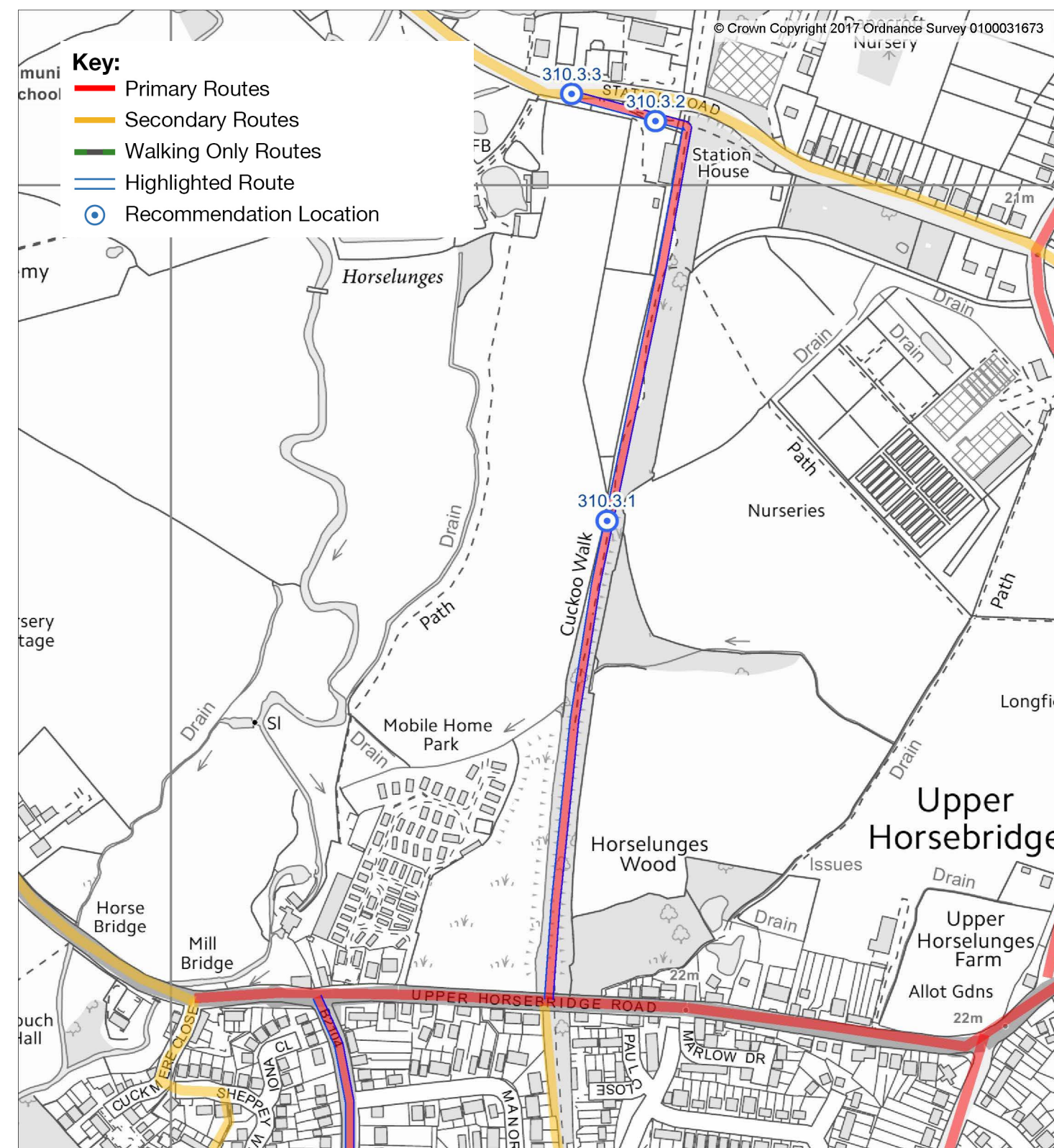
Path width is 2.5m on the southern section and at busy times with a variety of users this creates conflict.

The link path to Station Road is narrow and on a slight gradient.

Priorities at Station Road car park unclear when busy and visibility to the east is limited making crossing carriageways difficult.

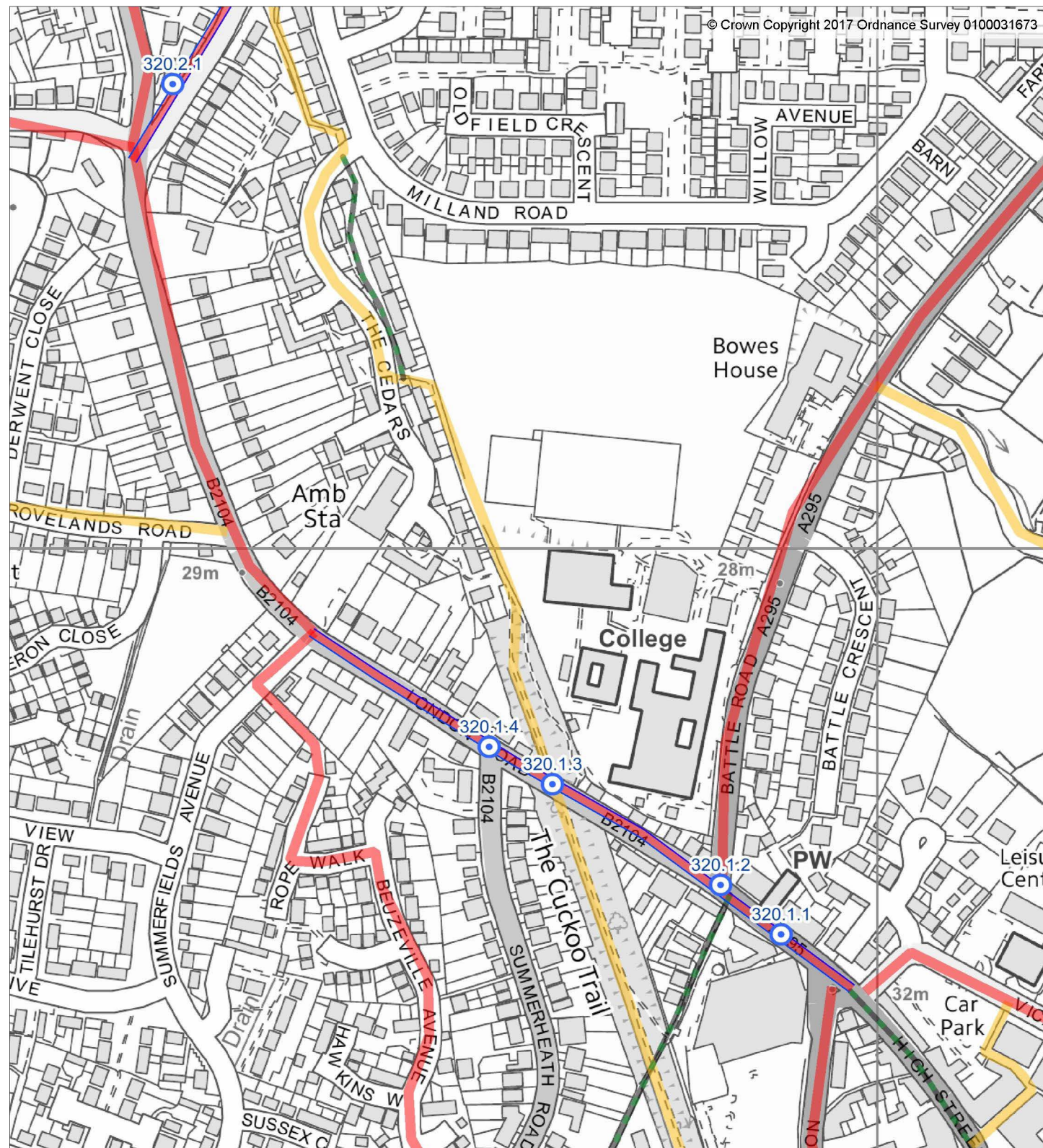
Recommendations

- 310.3.1 Review width of path and lighting along length
- 310.3.2 Review width of link path
- 310.3.3 Review approach to start of path, transition off the road. Provide crossing facility and cut back vegetation.



0 0.1 0.2 kilometres





Route 320 - Map 1

0 0.05 0.1 kilometres



320: High Street – Hellingly

Route description

Starting at the junction of North Street and High Street, this route traverses the start of London Road to route 310 and then on Hawks Road to Hellingly it is approximately 2.9km long.

Background

None

320.1 High Street to Summerfields Avenue

Existing conditions

The southern end of London Road is part of the shopping area, the width of the road is narrow and has a high quantity of on street activity, as well as parking. After the junction with Battle Road the road starts to widen and passes over a Cuckoo Trail bridge.

Barriers to walking and cycling

Quantity of parked cars and access to parking in front of shops, makes the pavement and road a challenging environment for non-motorised users. In addition much of the footway is of poor quality.

Battle Road signalised junction has limited pedestrian crossing facilities and no cyclist provision.

Actual traffic speeds along London Road lead to active travel users feeling vulnerable

No designated cycle access to Cuckoo Trail link path at bridge. No associated pedestrian crossing facilities

The distance to cross carriageway at Summerheath Road junction is significant and at times busy, making it challenging for all users.

Recommendations

- 320.1.1 Review parking and footway surface, reduce speed limit
- 320.1.2 Improve shared use facilities at Battle Road junction
- 320.1.3 Improve crossing provision to Cuckoo Trail, include adjacent infrastructure to reduce vehicular speeds
- 320.1.4 Improve crossing provision at Summerheath Road junction

320.2 Hawks Road – Upper Horsebridge

Existing conditions

Departing the London Road roundabout (covered in Route 210), the route descends slightly before climbing again to traverse the Cuckoo Trail below. The road is relatively wide with continuous footways to both sides, which vary in quality and have a limited number of accessible crossing points.

The route passes a number of schools and public facilities.

Barriers to walking and cycling

Narrow road leaving roundabout, with cars parked on east side of carriageway, limiting width further.

Poor and inconsistent quality of footway surface

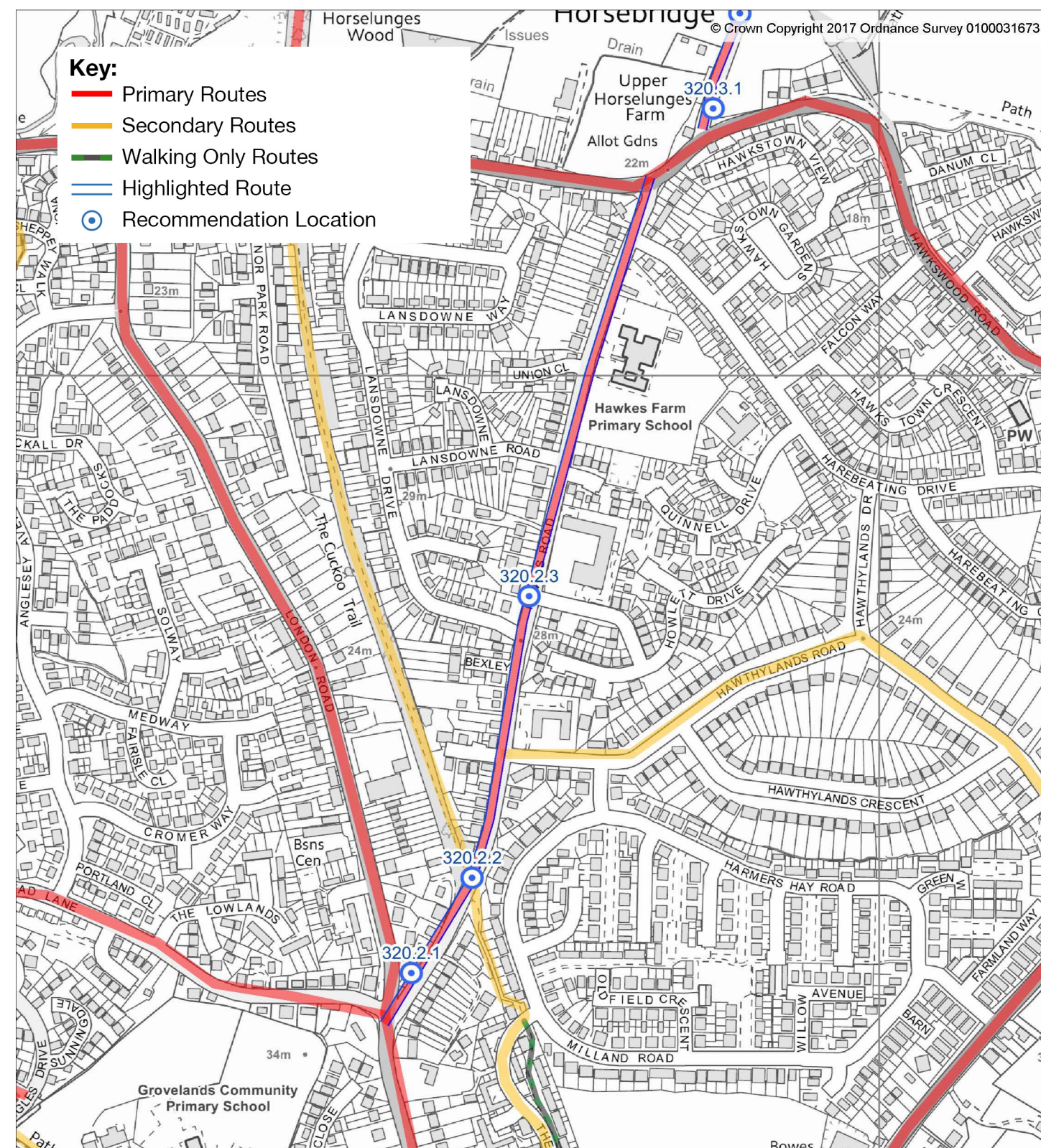
No designated cycle access to Cuckoo Trail link path at bridge. No associated pedestrian crossing facilities

Actual traffic speeds along Hawks Road lead to active travel users feeling vulnerable

Relatively narrow width of residential road with bus route running along its length, making it difficult for vehicles to pass cycles on carriageway.

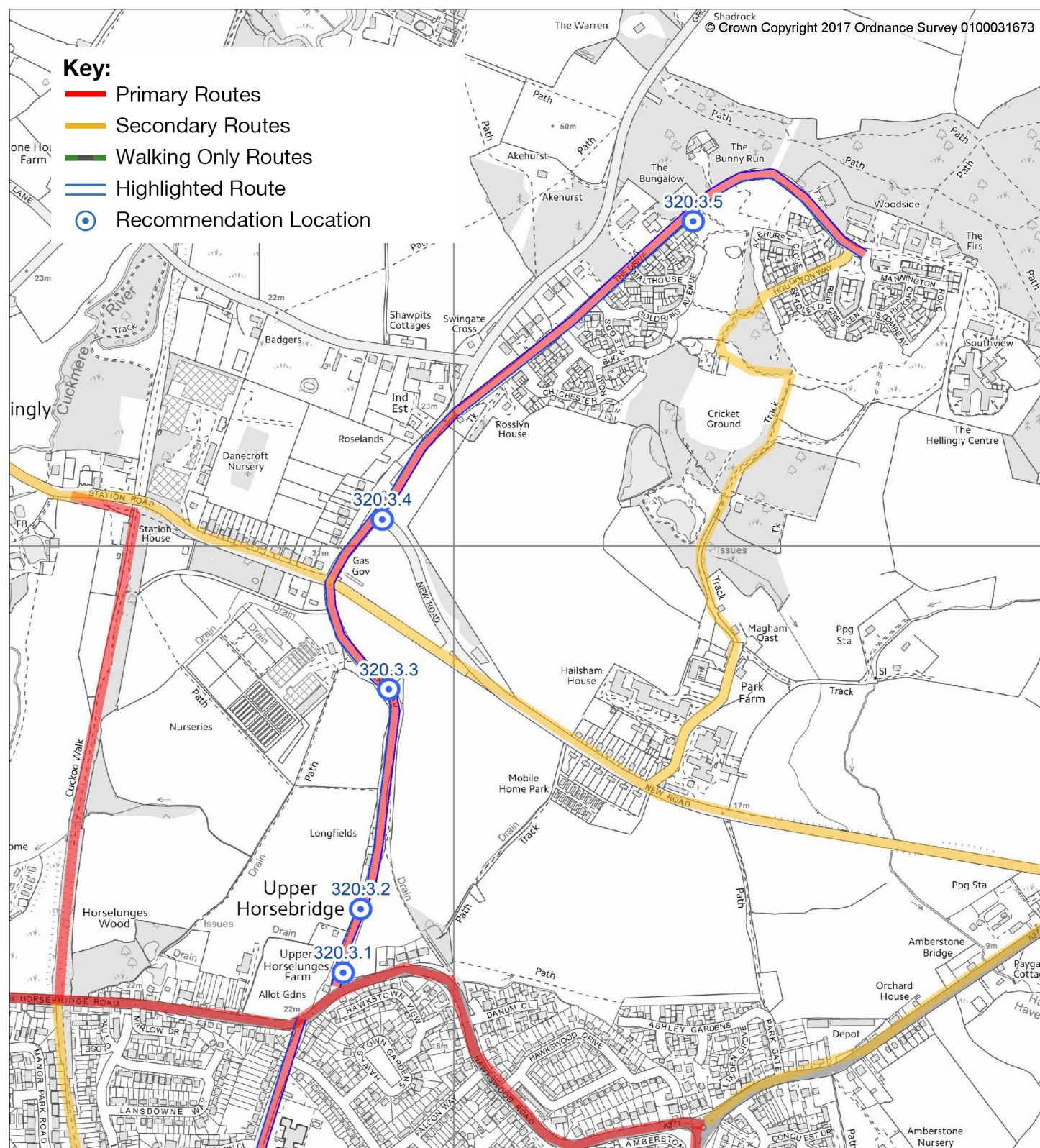
Recommendations

- 320.2.1 Review parking approaching London Road roundabout
- 320.2.2 Improve crossing provision to Cuckoo Trail, include adjacent infrastructure to reduce vehicular speeds
- 320.2.3 Review and improve footway condition. Upgrade to shared use where possible, include infrastructure to reduce actual vehicular speeds



0 0.1 0.2 kilometres





Route 320 - Map 3

0 0.2 0.4 kilometres



320.3 Upper Horsebridge – Hellingly Hospital

Existing conditions

Leaving Hawkswood Road / Park Road junction there is a new shared use facility to east side of road. This runs into the Hellingly Hospital site and alongside a winding country road and through several new residential developments.

Barriers to walking and cycling

Access onto the start of the shared path is not clear or well signed, reducing likelihood of use.

No dropped kerb pedestrian access to new development

Significant width restriction at houses near the nursery. No signage or warning on approach. Road narrows also.

Simple crossing point at New Road.

Narrowing section along The Drive

Recommendations

- 320.3.1 Improve access and wayfinding to start of shared use path
- 320.3.2 Review pedestrian access into new development
- 320.3.3 Review path width at cottages. Narrow width of this section makes use of shared path on a bike unsafe.
- 320.3.4 Review crossing at New Road, as developments are occupied, this junction may require signalised crossing for pedestrians and cycles.
- 320.3.5 Increase path width for shared use



320.3.1

Park Road junction



320.3.3

Reduced shared path use width



320.3.2

Poor new development pedestrian access



320.3.4

New shared use path and crossing



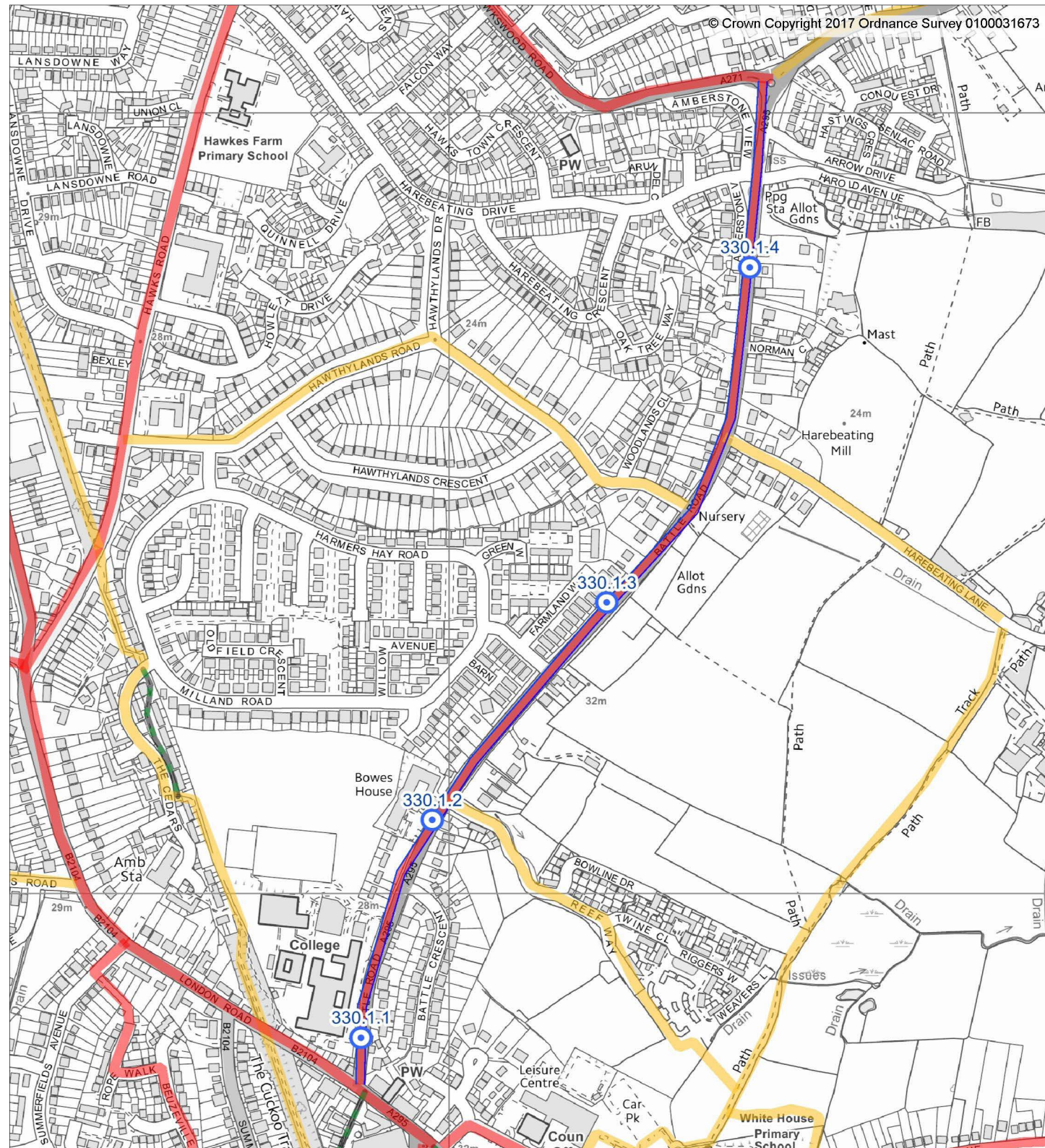
320.3

Shared use paths crossing side roads



320.3.5

Narrow section of shared use path



Route 330

330: London Road – Battle Road – Hawkswood Road

Route description

Providing a link from London Road to Hawkswood Road via the shared use path along Battle Road. Route 330 links a number of new and proposed residential developments to the town centre and north towards Hellingly and is 1.4km long.

Background

Route included in MASHH

The route is supported by local stakeholders

330.1 Battle Road

Existing conditions

Between London Road and Battle Crescent cyclists use the main carriageway, from this point on a shared facility is available. This facility crosses a significant number of side roads. Near Hawthylands Road the path transfers from the west side of the carriageway to the east via a toucan crossing. The shared path then continues alongside Battle Road to the Hawkswood Road roundabout.

Barriers to walking and cycling

Limited carriageway width, high quantity of on street parking and poor footway on departure from London Road

No clear safe access from west side of carriageway to or from the new shared path.

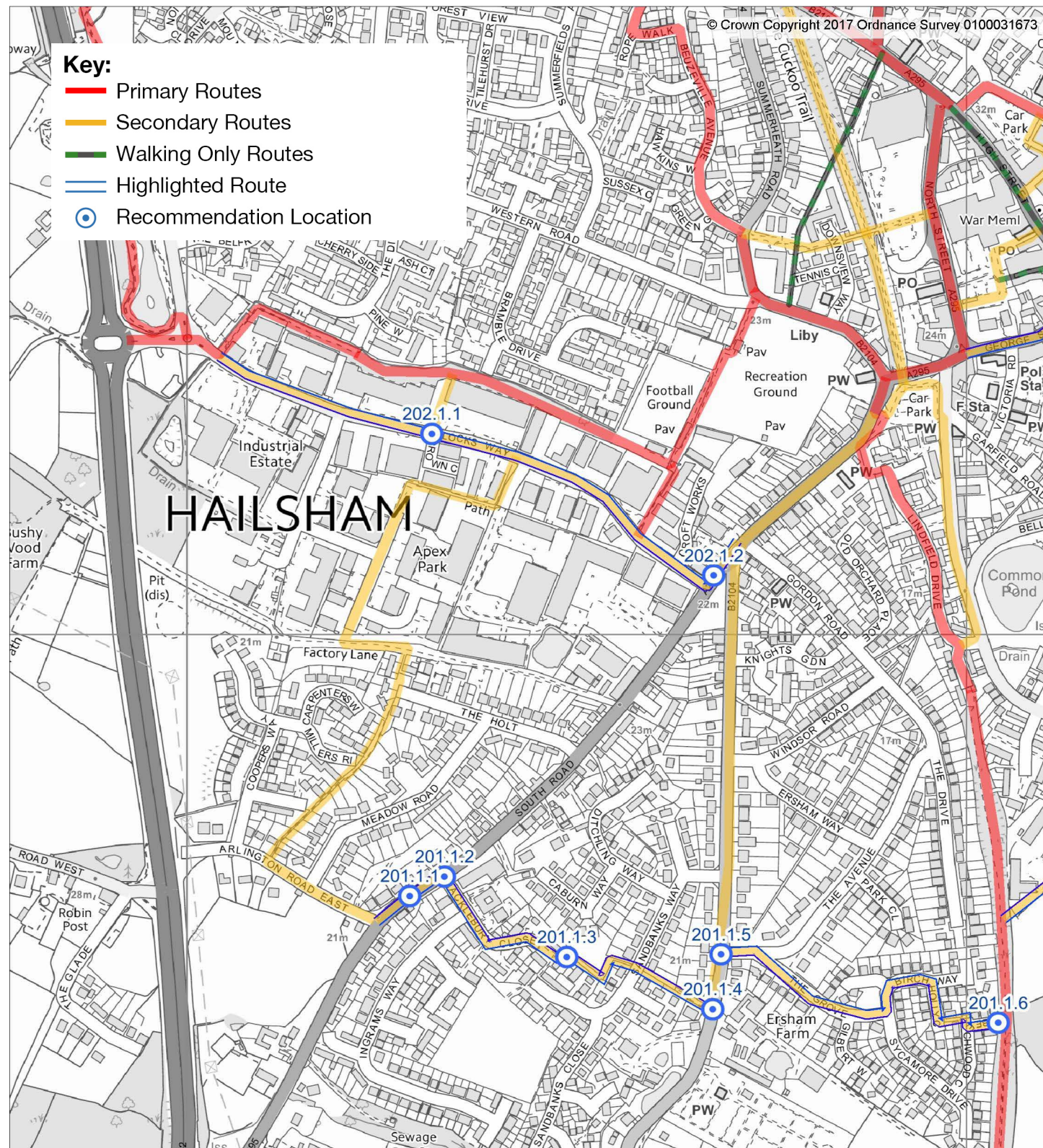
Several side roads to cross with no pedestrian or cycle priorities. No access from side roads on opposite side of road to join path.

Cottages adjacent to path use main road to park. Proximity of cars restricts effective width of shared use path

Recommendations

- 330.1.1 Review parking provision from northbound bus stop to Battle Crescent and improve footways from London Road to Battle Crescent
- 330.1.2 Improve access onto and from start of shared use path
- 330.1.3 Review junctions and crossings along length of route, ensuring ease of access onto and from shared path in all directions.
- 330.1.4 Review parking at cottages, provide alternative or separation from shared path





Route 201 and 202 West

0 0.1 0.2 kilometres



Secondary Routes

201: South Road – Mill Road

Route description

Providing off and quiet road links from South Road to Ersham Road and the Cuckoo Trail, then through the industrial estate and on road Station Road to the caravan park on Mill Lane.

Background

None

201.1 South Road - Ersham Road - Cuckoo Trail

Existing conditions

Existing footpaths and residential roads winding between main trunk roads

Barriers to walking and cycling

Footpaths are in mixed condition, access to and from is limited for cycles and other wheeled users.

Junction onto Cacklebury Close is very busy with limited pedestrian crossing facilities

Poor pedestrian and cycling facilities, and visibility on approach and crossing at junction to Ersham Road and onto The Grove

Recommendations

- 201.1.1 Review footway provide shared use path on South Road
- 201.1.2 Review pedestrian and cycling access to Cacklebury Close
- 201.1.3 Review and upgrade path and access points to shared use
- 201.1.4 Review pedestrian and cycling access to Sandbanks Way link path
- 201.1.5 Review pedestrian and cycling access to The Grove
- 201.1.6 Improve access point and wayfinding onto Cuckoo Trail

201.2 Cuckoo Trail – Mill Road

Existing conditions

No link exists between Cuckoo Trail and Station Road Industrial Estate. The industrial estate has busy and poor quality road and footways

Station Road is a relatively narrow residential road with a small industrial estate along it. This has the effect of increasing the quantity of large and heavy goods vehicles using the road.

After Butts Field, the road becomes a narrow winding country road

Barriers to walking and cycling

No access Cuckoo Trail and Station Road Industrial Estate

Heavy vehicles and poor surface to road and footways through industrial estate.

Footways are in mixed condition, with inconsistent accessible crossing points.

Quantity of heavy and large vehicles increases risk to those using the carriageway

A number of traffic calming islands to not have cycle bypass

Road narrows after Butts Field, footway stops on both sides

Winding country road with limited visibility on bends

Recommendations

- 201.2.1 Review footway provide shared use path along section from Cuckoo Trail through industrial estate
- 201.2.2 Review footway provide shared use path along section to Butts Fields, provide cycle bypass to traffic calming
- 201.2.3 Reduce speed limit and increase signage to make traffic aware of cycles along country lanes of Station Road and Old Swan Lane

202: A22 – Vicarage Lane

Route description

Providing improved facilities on Diplocks Road and George Street / Vicarage Road.

Background

None

202.1 Diplocks Way

Existing conditions

Extremely busy with heavy traffic, high quantity of on road car parking, through industrial and commercial estate.

Barriers to walking and cycling

Footways are in poor condition, with cars parked on or adjacent along its length, thereby preventing accessible use.

Junctions to Diplocks Way / South Road / Ersham Road challenging for all users. Proximity of entrance to petrol station, large number of different typical manoeuvres.

Recommendations

- 202.1.1 Provide shared use path. Prevent cars parking across its length
- 202.1.2 Review junctions to Diplocks Way / South Road / Ersham. Consider pedestrian, accessible and cycling access in all directions, potential signalised junction with crossing points.

202.2 North Street – Vicarage Lane

Existing conditions

Town centre one-way streets passing shops and pedestrian crossing points

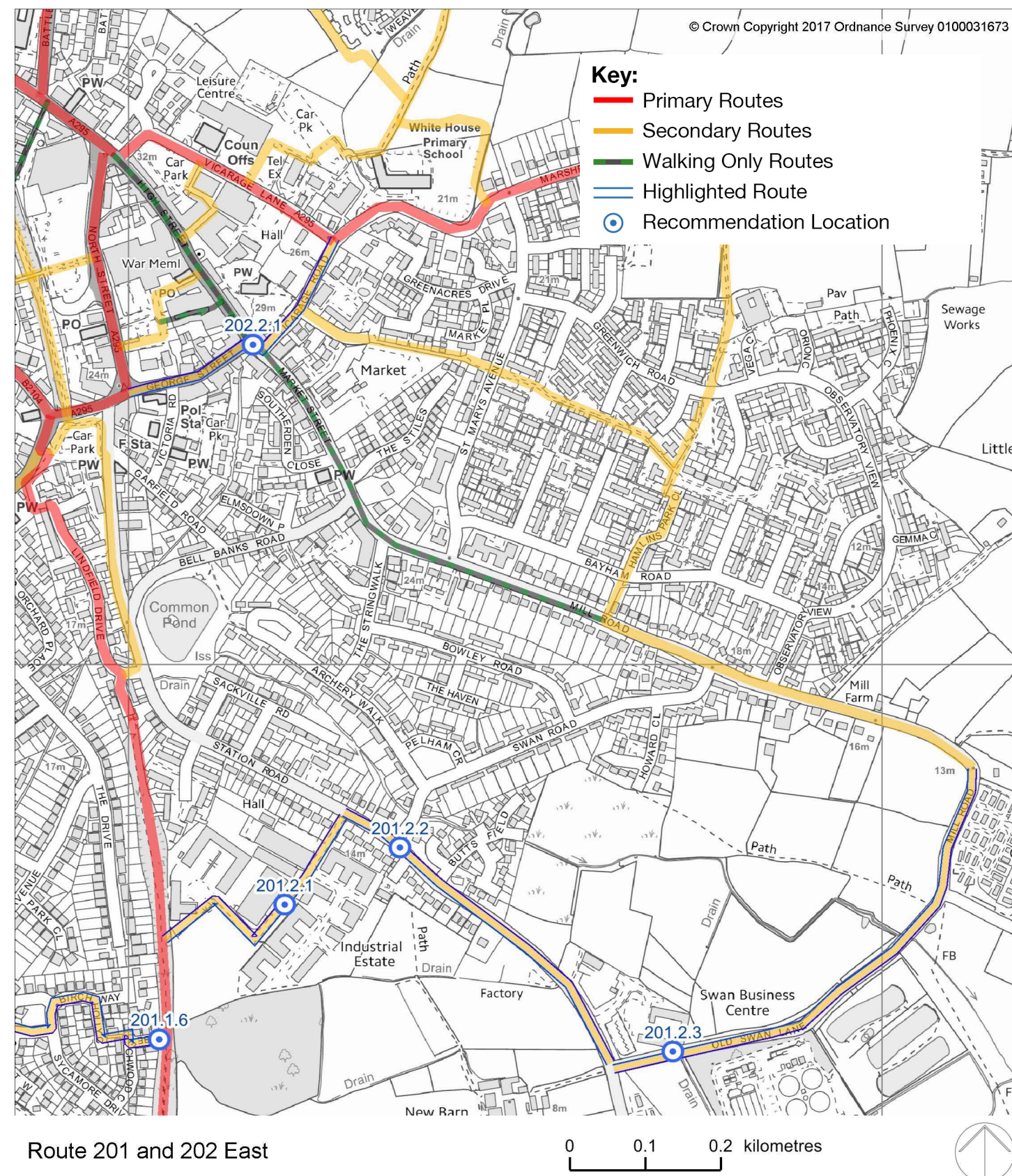
Barriers to walking and cycling

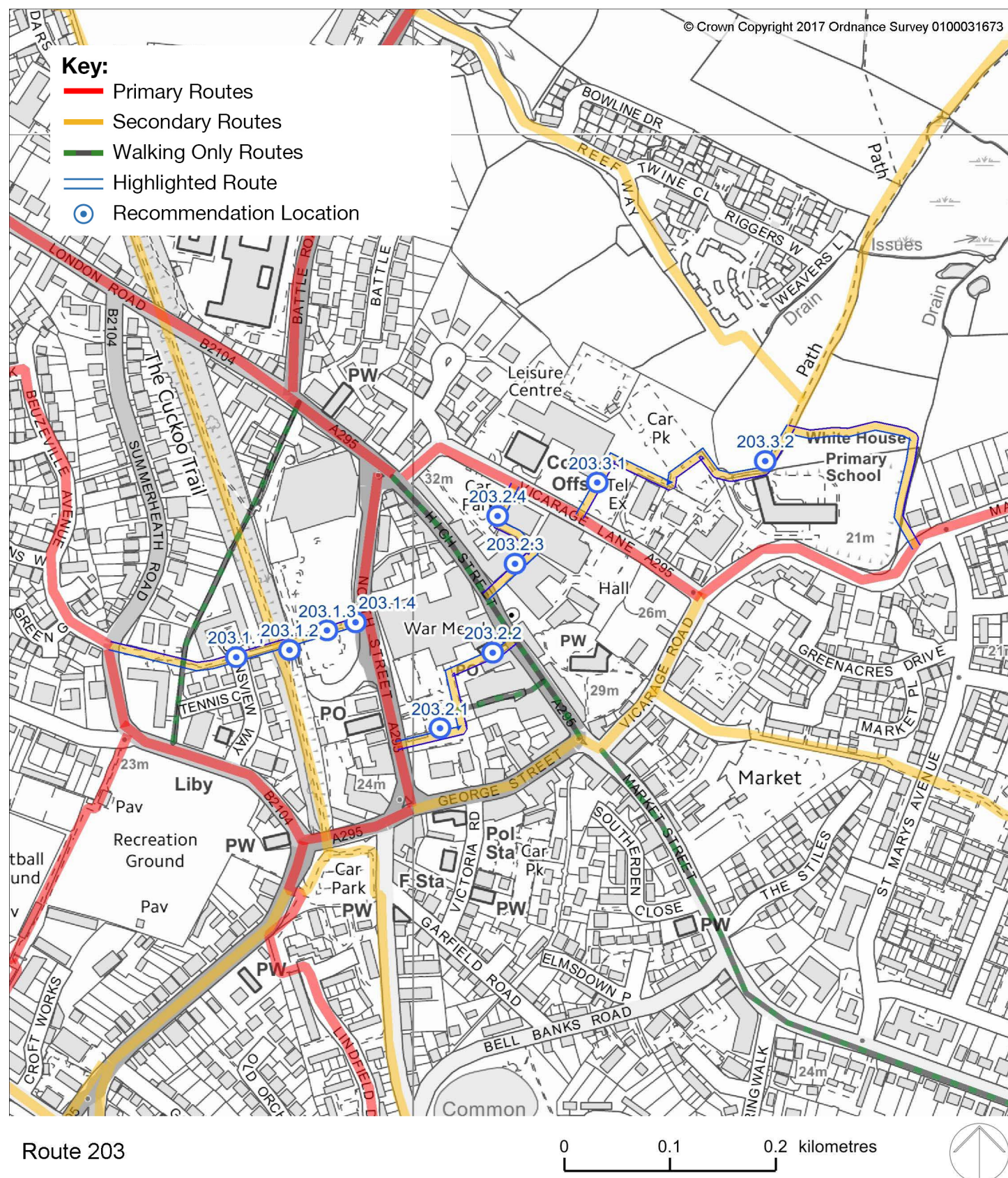
Recent works have improved pedestrian access, crossings and widths of footways.

No contraflow cycling provision

Recommendations

- 202.2.1 Review footway and parking, provide shared use path along length





203: Summerheath Road – High Street

Route description

Providing traffic free and quiet road links from Summerheath Road to North Street crossing the Cuckoo Trail, then from North Street to High Street through superstore car parks.

Background

None

203.1 Summerheath Road - - Cuckoo Trail

Existing conditions

Existing footpaths and access roads linking between main trunk roads

Barriers to walking and cycling

Footpaths are in variable condition, but generally good. Access to and from is limited for cycles and other wheeled users.

Recommendations

- 203.1.1 Improve footpath surface, access and upgrade to shared use path
- 203.1.2 Review pedestrian and cycling access to Cuckoo Trail and into car park
- 203.1.3 Upgrade crossings within car park to shared use, give pedestrians and cyclists clear priority of movement
- 203.1.4 Provide access to route from North Street

203.2 North Street – High Street – Vicarage Lane

Existing conditions

Car park access roads and service access to high street shops and pedestrianised streets.

Barriers to walking and cycling

No pedestrian / cycle priority along route through car park. No cycle access to High Street.

Pedestrian only walkways from High Street to Vicarage Lane

Recommendations

- 203.2.1 Review pedestrian route and provide shared use path through car park
- 203.2.2 Review and improve surface of footway alongside Corn Exchange, make shared use
- 203.2.3 Allow cycling on footpath
- 203.2.4 Improve access from superstore entrance to Vicarage Lane for all users

203.3 Vicarage Lane – Marshfoot Lane

Existing conditions

Existing footways between main roads, car parks and into residential areas.

Barriers to walking and cycling

Vicarage Lane and Marshfoot Lane. No cycling permitted

Recommendations

- 203.3.1 Provide safe access across car park to new footway
- 203.3.2 Provide shared use path through new residential development

204: Vicarage Road – Hamlins Park Close

Route description

Providing traffic free and quiet road links from High Street to Vicarage Road, then from Vicarage Lane along Bird Walk / Black Path to Hamlins Park Close.

Background

None

204.1 Vicarage Road – Hamlins Park Close

Existing conditions

Existing footways, access and residential roads between main roads and into residential area.

Barriers to walking and cycling

Footpaths are in mixed condition and width, largely well surfaced but narrow. The routes as they stand does not permit cycling.

Recommendations

- 204.1.1 Make pedestrian and cycle access priority over vehicles on access road
- 204.1.2 Review access to each end of the footpath, upgrade Bird Walk to shared use path

205: Gleneagles Drive – London Road

Route description

Providing off and quiet road links from Gleneagles Drive to London Road via Grovelands School.

Background

None

205.1 High Street – London Road

Existing conditions

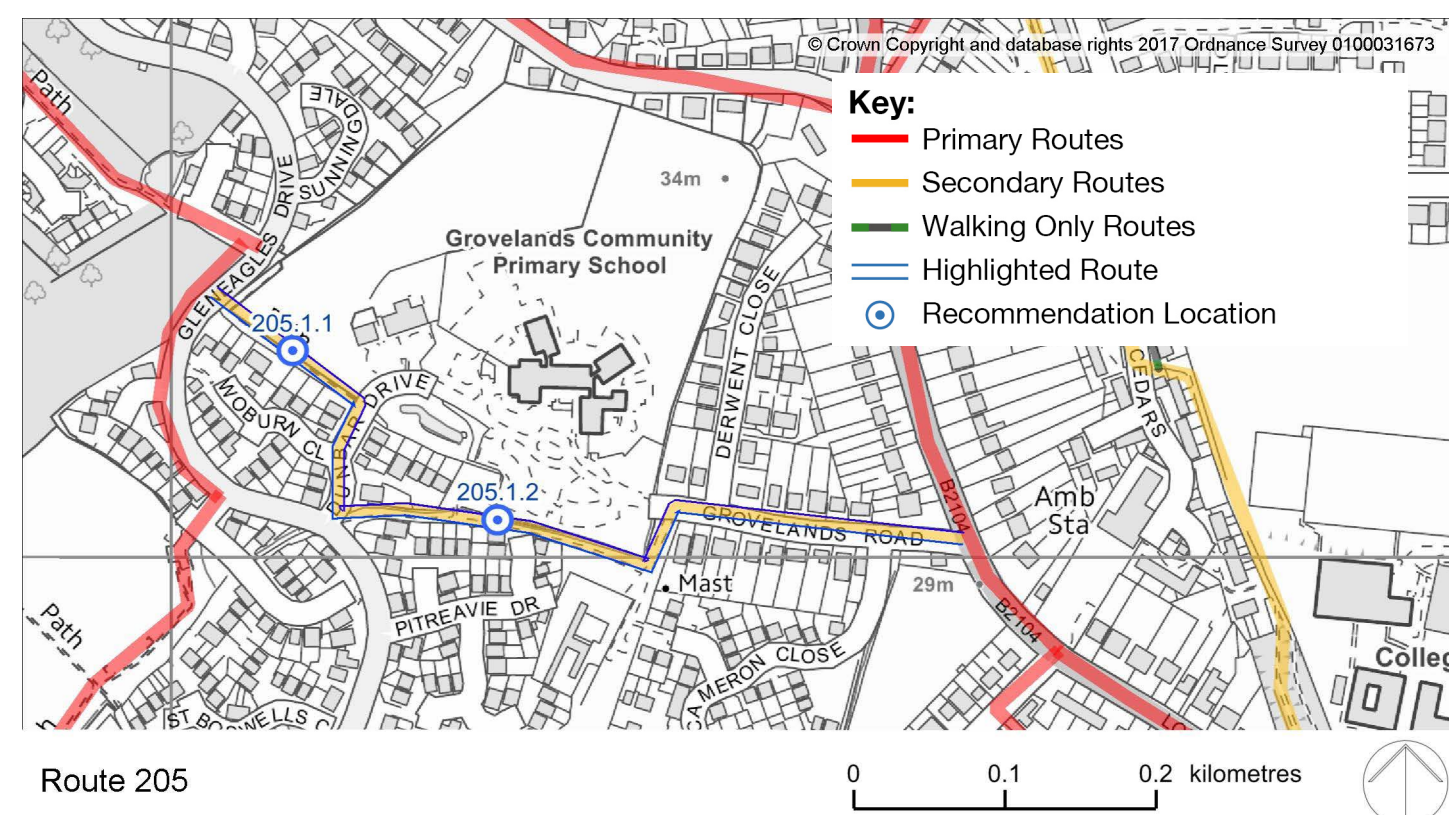
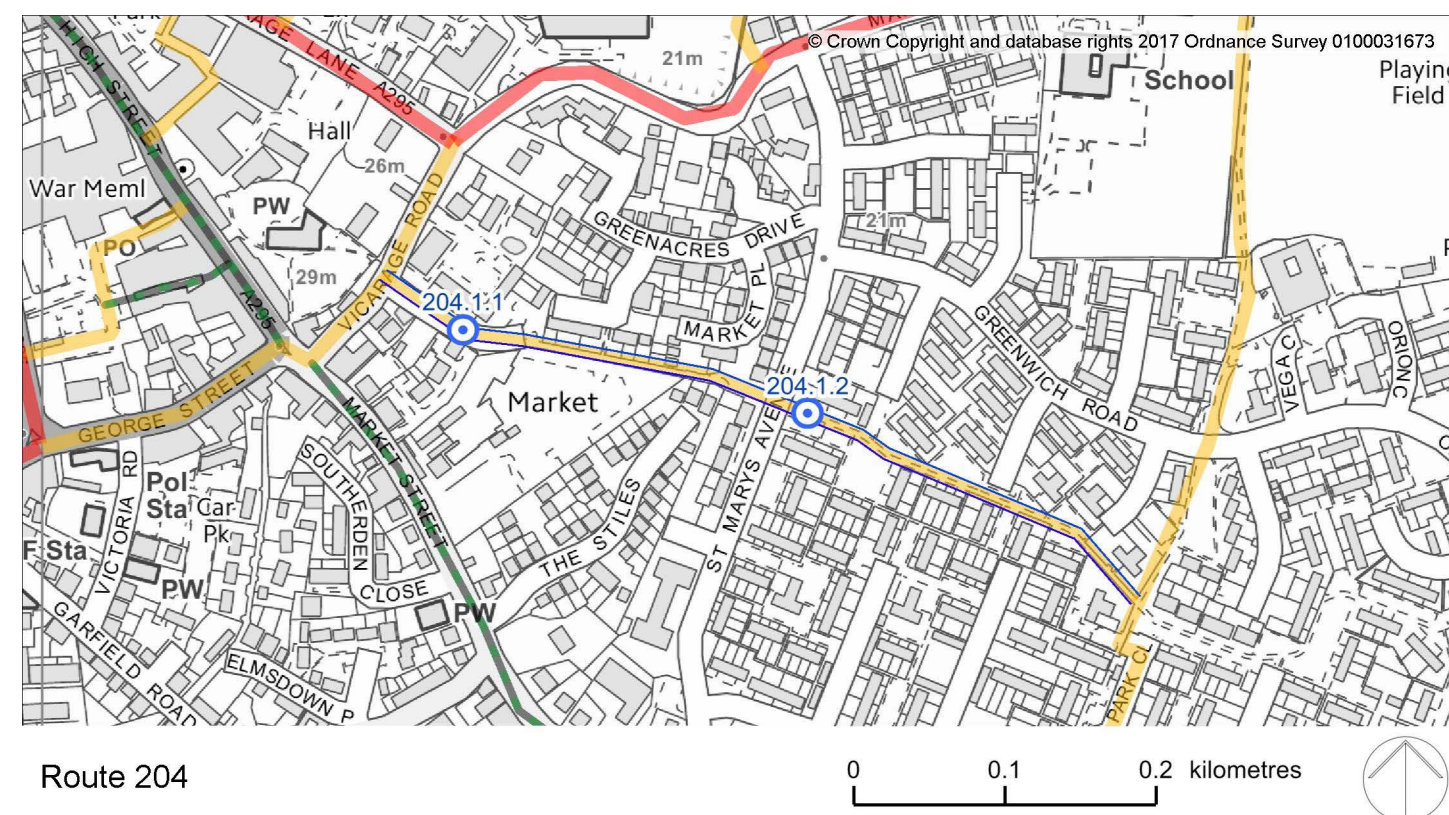
Existing footpaths, one cycle path and residential roads between main roads.

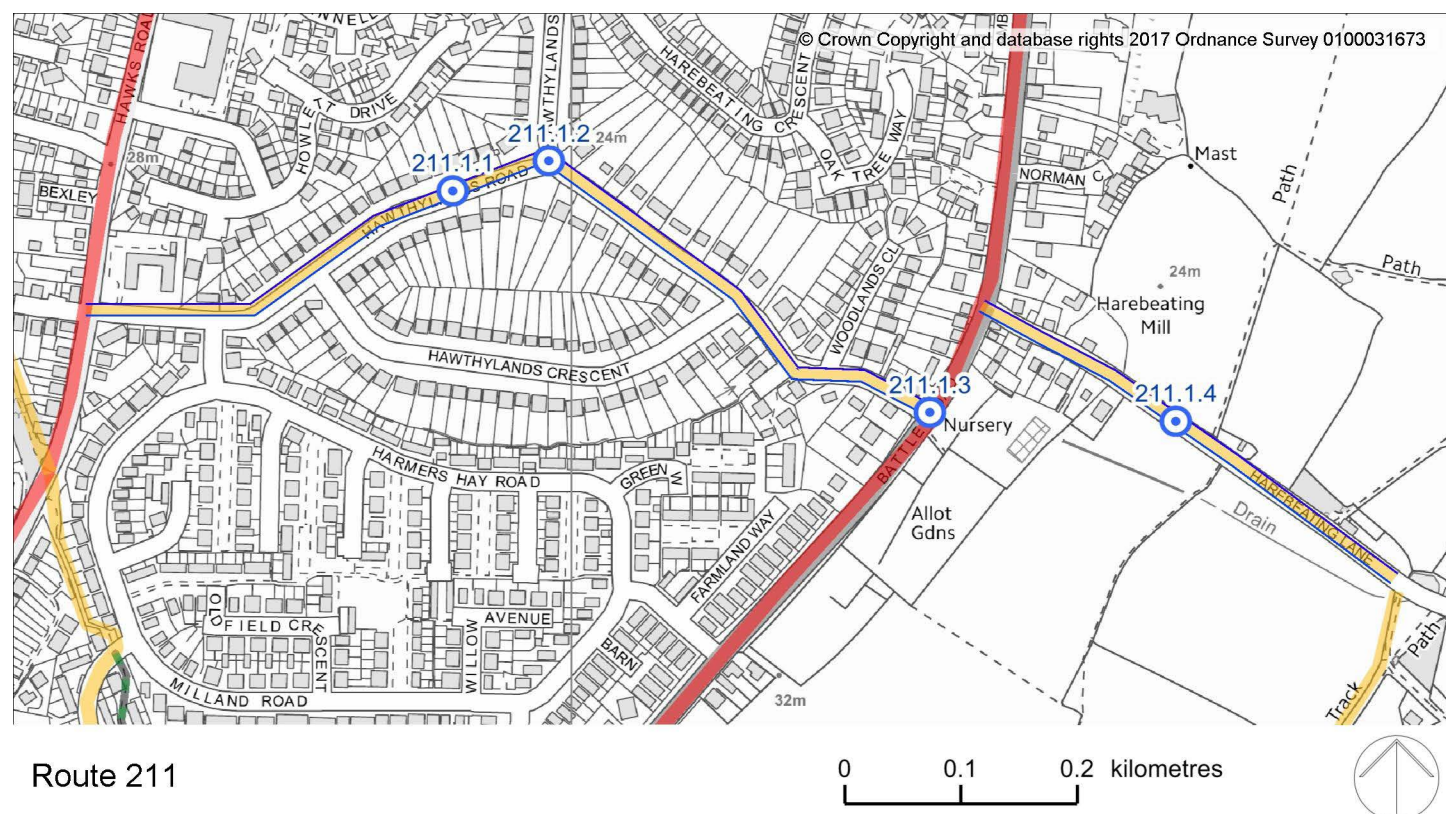
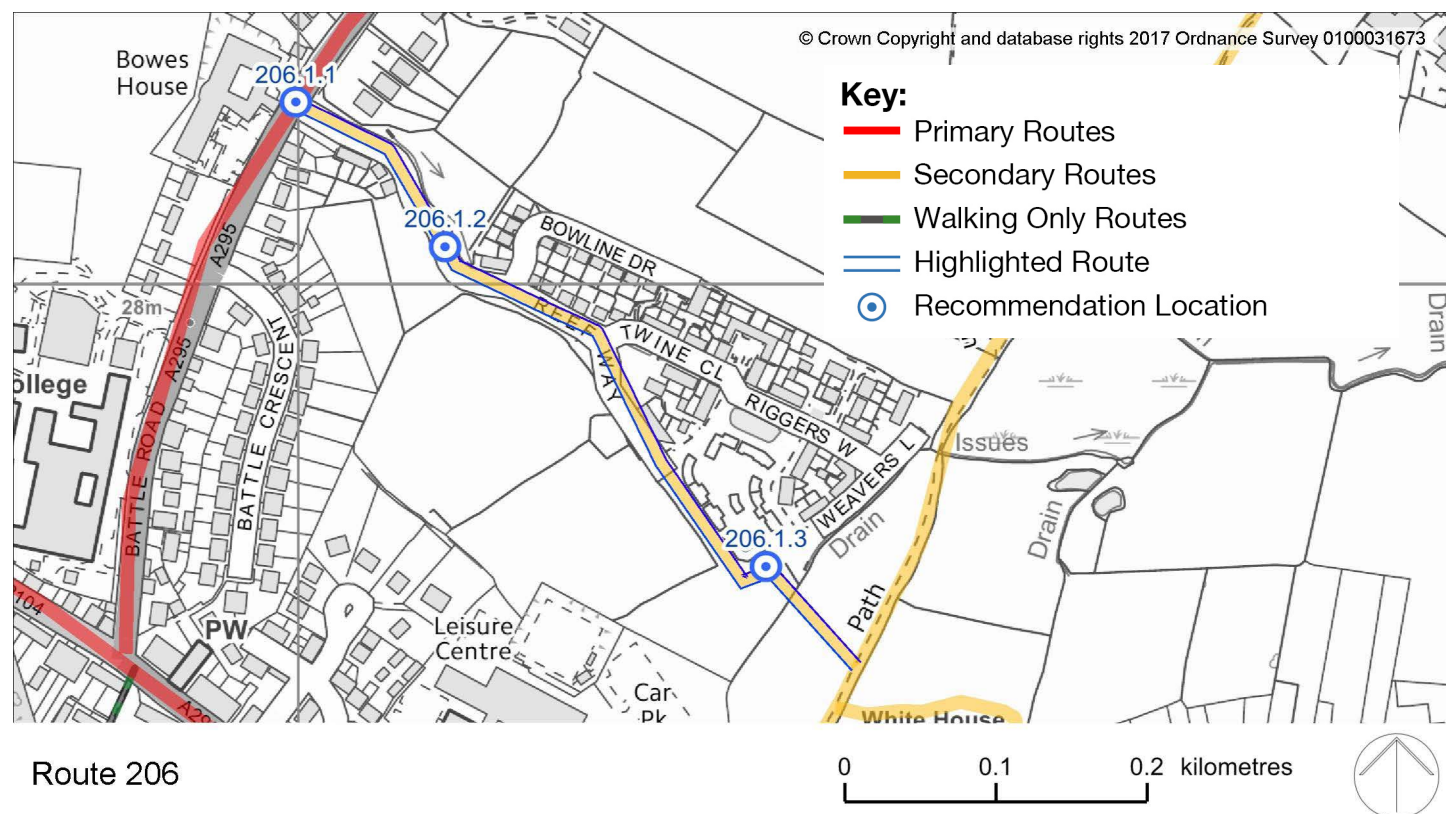
Barriers to walking and cycling

Footpaths are rough surface, with limited access for cycles from carriageway to paths. Some are designated as no cycling permitted

Recommendations

- 205.1.1 Upgrade access from carriageway and footpath to shared use path
- 205.1.2 Improve shared use width and access





206: Battle Road – White House School

Route description

Providing off and quiet road links from Battle Road along Reef Way to White House School Path.

Background

None

206.1 Battle Road – White House School Path

Existing conditions

Existing footways, access and residential roads between main roads and into residential area.

Barriers to walking and cycling

Footpaths are in mixed condition and width, largely well surfaced but narrow. The routes as they stand does not permit cycling.

Recommendations

- 206.1.1 Improve access for all to and from Battle Road shared use path
- 206.1.2 Upgrade footway to shared use through narrowing and steep section
- 206.1.3 Improve access for all to and from new footpaths at Weavers Lane

211: Hawks Road – Harebeating Lane

Route description

Providing a quiet road link from Hawks Road to Battle Road along Hawthylands Road then along Harebeating Lane to an access path to proposed new development areas.

Background

This route is supported by local stakeholders

211.1 Hawks Road - Harebeating Lane

Existing conditions

Undulating residential road between main roads.

Barriers to walking and cycling

Relatively narrow residential roads with many driveways, some on street parking, with bus route
Rough surface to Harebeating Lane

Recommendations

- 211.1.1 20mph zone on Hawthylands Road
- 211.1.2 Improve visibility and access across junction
- 211.1.3 Improve access for all to and from Battle Road shared use path
- 211.1.4 Upgrade surface of Harebeating Lane, provide new footway

221: Lower Dicker – Park Gate

Route description

Extending route 220, Upper Horsebridge route to the A22 and Park Gate, along main roads through residential areas.

Background

None

221.1 Lower Dicker– Mill Bridge

Existing conditions

Busy wide and straight road through countryside and residential areas

Barriers to walking and cycling

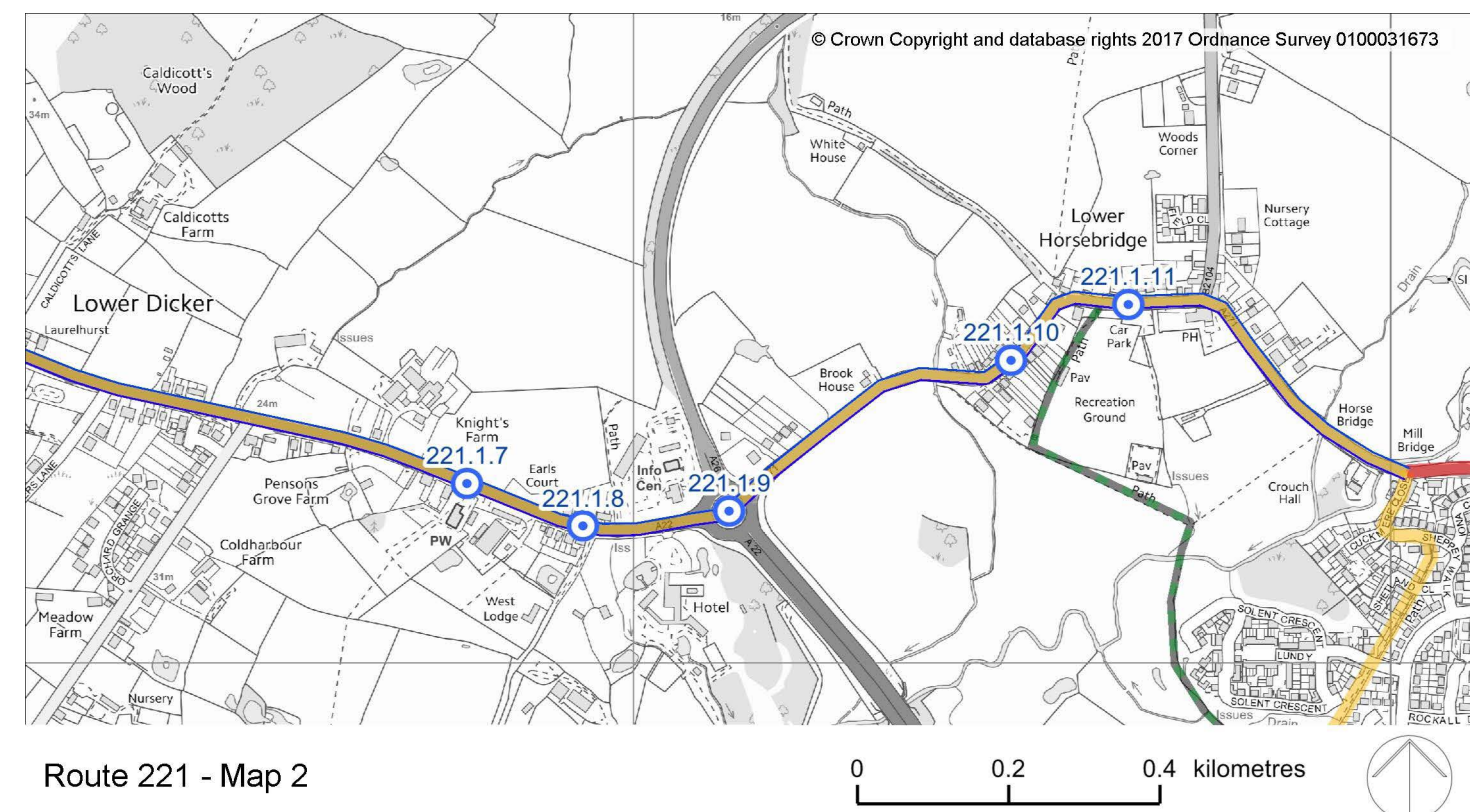
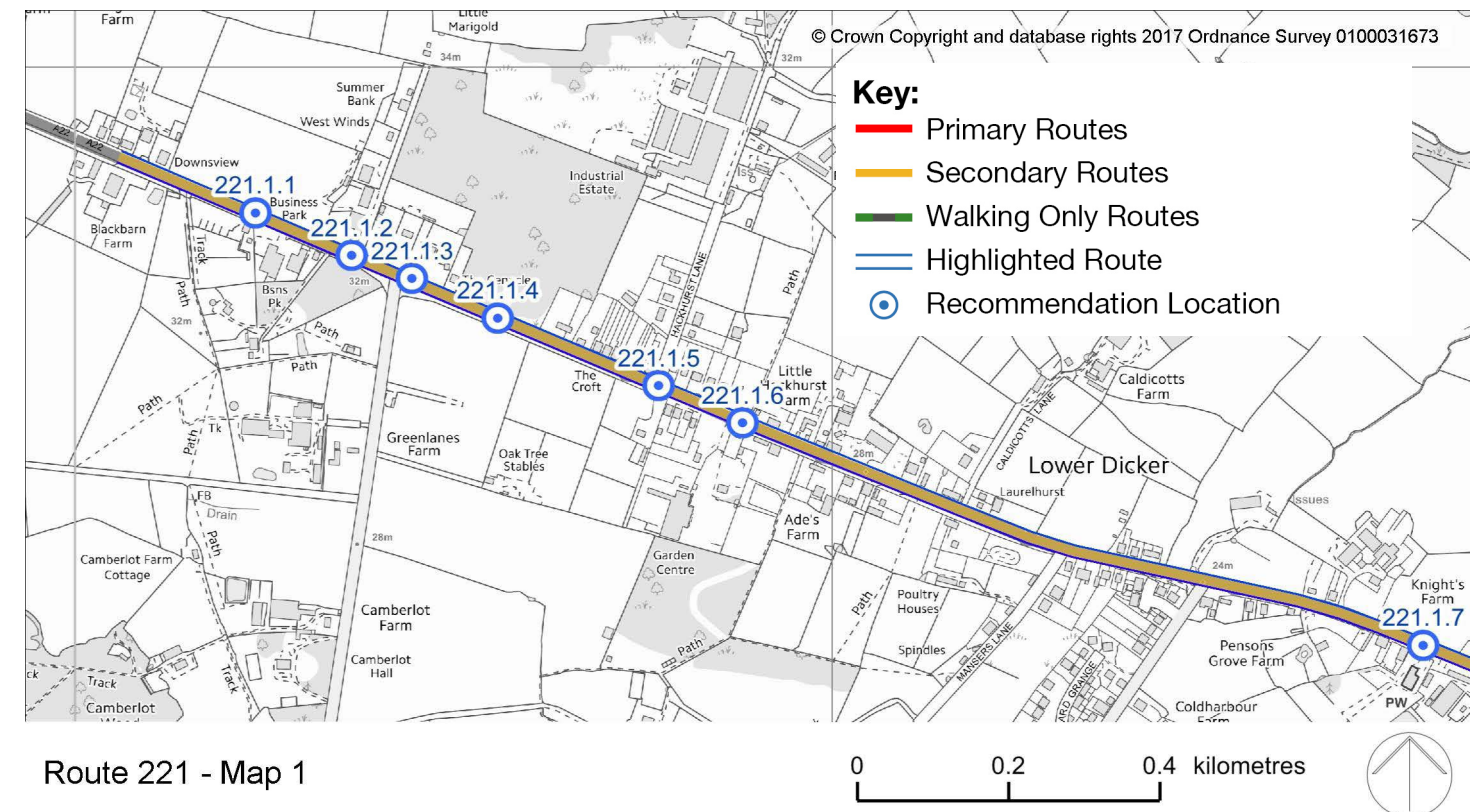
Footways are inconsistent, surface poor and often overgrown.

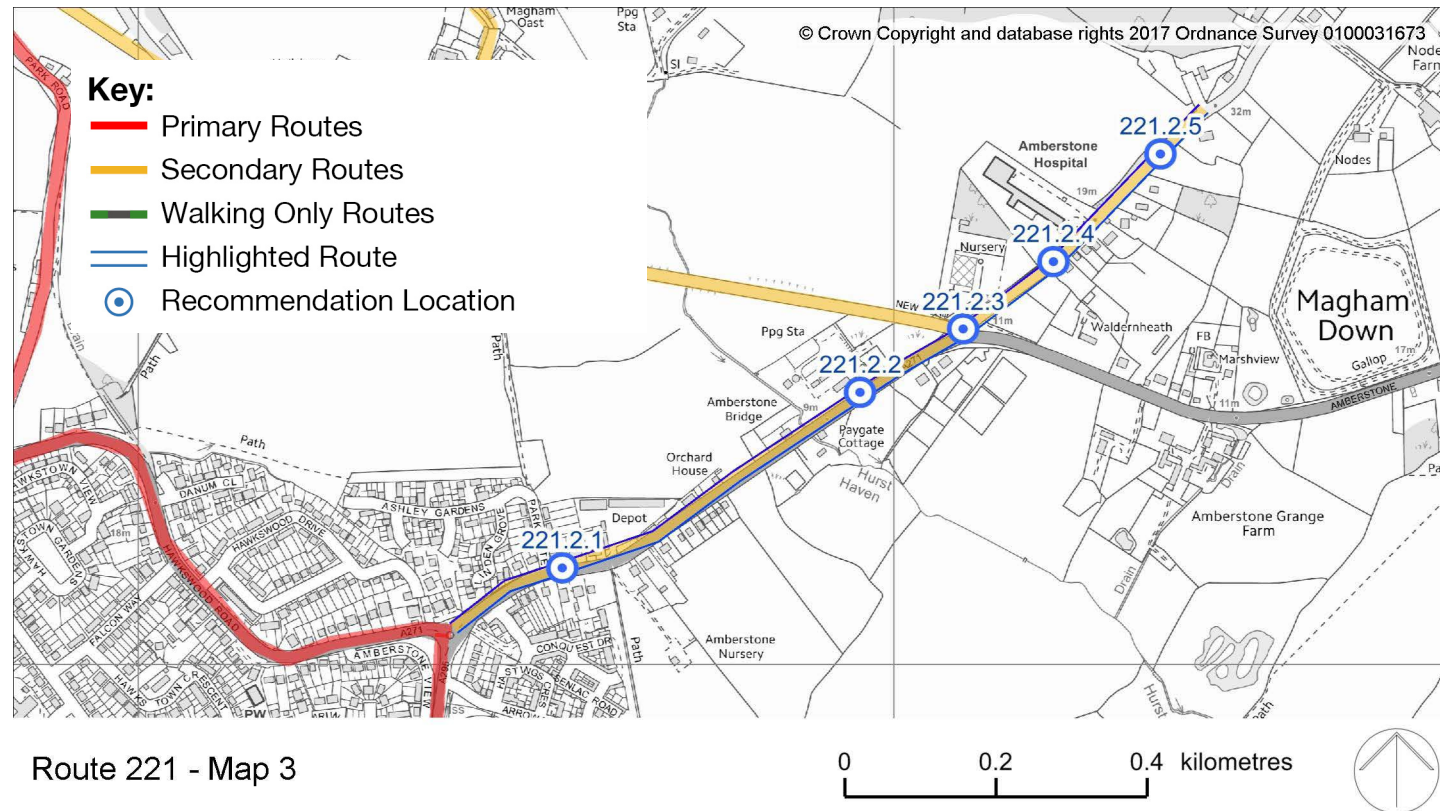
Limited accessible crossing points in residential areas, with relatively high speeds and volumes of traffic

Footways used for parking and access to residential properties.

Recommendations

- 221.1.1 Along length of road convert northern footway or verge to shared use and reduce carriageway to accommodate additional width requirements.
- 221.1.2 Provide consistent southbound footway and upgrade width to allow two people to pass comfortably on foot. Ensure appropriate scrub clearance and ongoing maintenance
- 221.1.3 Provide priority crossing for pedestrians and cyclists over access road
- 221.1.4 Provide priority crossing for pedestrians and cyclists over side road. Reduce corner radii to reduce traffic speeds.
- 221.1.5 Provide priority crossing for pedestrians and cyclists over side road
- 221.1.6 Along length of road improve pedestrian crossing provision and locally restrict carriageway width to reduce traffic speeds
- 221.1.7 Ensure provision adjacent to bus stops provides sufficient width for those waiting and using shared path or footways
- 221.1.8 Install measures to limit opportunity to use shared path for parking
- 221.1.9 Provide segregated provision at A22 roundabout for pedestrians and cyclists.
- 221.1.10 Provide consistent footways throughout, and improve to shared use width on to south side of road, reducing carriageway width as necessary.
- 221.1.11 Improve frequency of safe crossing points within residential area





221.2 Battle Road – Park Gate

Existing conditions

Busy wide road through countryside and residential areas

Barriers to walking and cycling

Footpaths are inconsistent in presence and surface, with limited accessible crossing points

Visibility and access for pedestrians at New Road / Park Gate junction is poor. Junction priorities reduce cycling on carriageway safety unnecessarily

Recommendations

- 221.2.1 Review footway provision throughout, improve between residential areas, upgrade to shared use where feasible
- 221.2.2 Review speed limit, reduce to 30mph throughout, new developments will increase activity on road
- 221.2.3 Improve access for all at New Road / Park Gate junction.
- 221.2.4 Improve footway width for shared use
- 221.2.5 Consider widening carriageway to provide footway or create Green Lane Zone.

222: Hellingly – Park Gate

Route description

Linking Hellingly to two primary southbound routes, and on to Park Gate. This route travels along main roads through residential areas linking several proposed new development sites.

Background

None

222.1 Hellingly – Park Gate

Existing conditions

Relatively narrow country road linking new residential developments

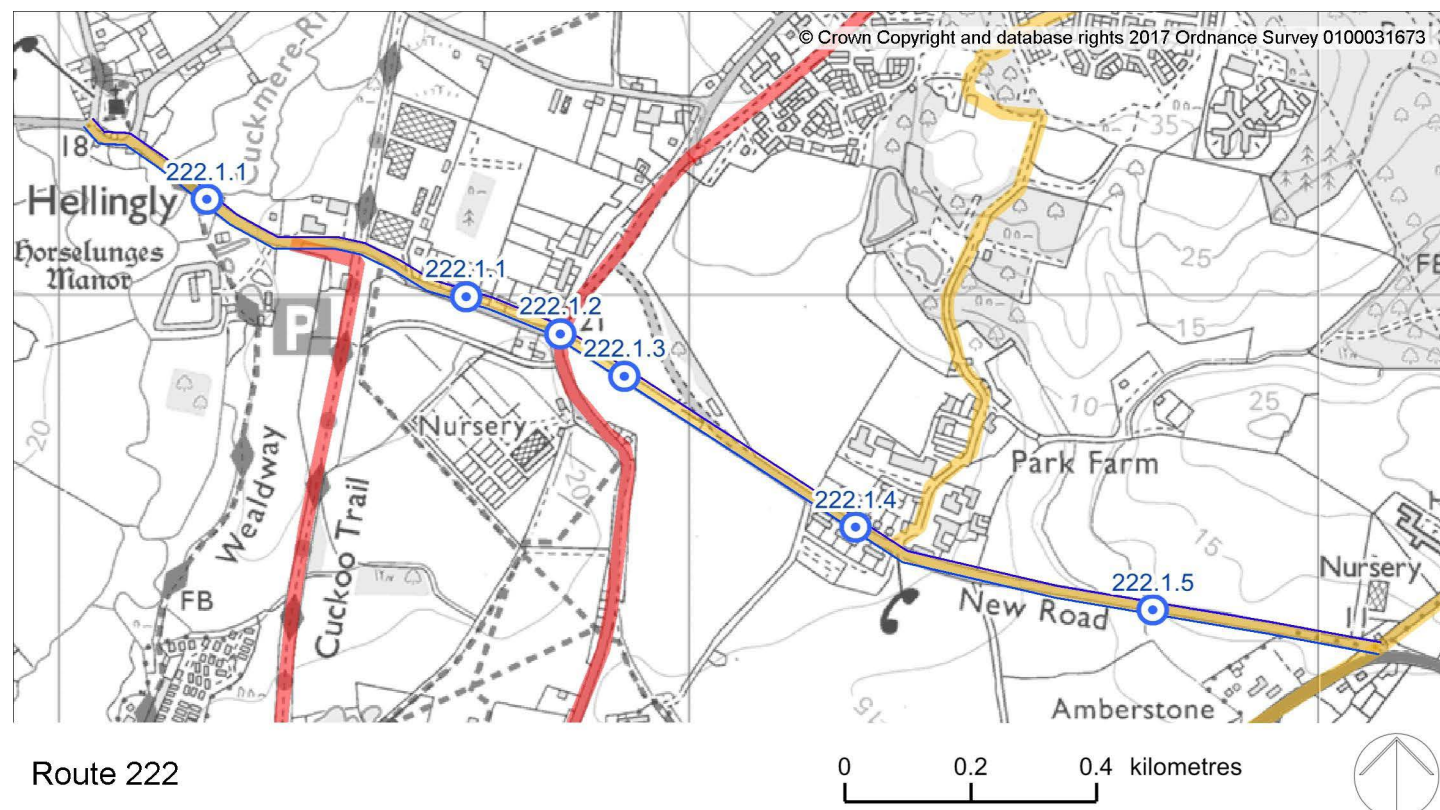
Barriers to walking and cycling

Generally no footpaths provision until Park Road and then stops at access road to Park Farm. New provision generally good, existing provision generally poor surface and inconsistent.

Narrow country roads

Recommendations

- 222.1.1 Review footway provision throughout, provide facility between residential developments to link Park Road
- 222.1.2 Review junction, clarify signage,
- 222.1.3 Provide access to and from old road for cyclists
- 222.1.4 Review and improve footway provision
- 222.1.5 Review and reduce speed limit



301: Arlington Road East – Upper Horsebridge Road

Route description

Providing a link from Arlington Road East to Diplocks Way. Route 301 runs on a number of existing footpaths and links residential areas to Diplocks Way.

Background

None

301.1 Arlington Road East to Diplocks Way

Existing conditions

From residential access Arlington Road East, a footpath runs through Diplocks Way Industrial Estate onto Diplocks Way and linking into the Diplocks

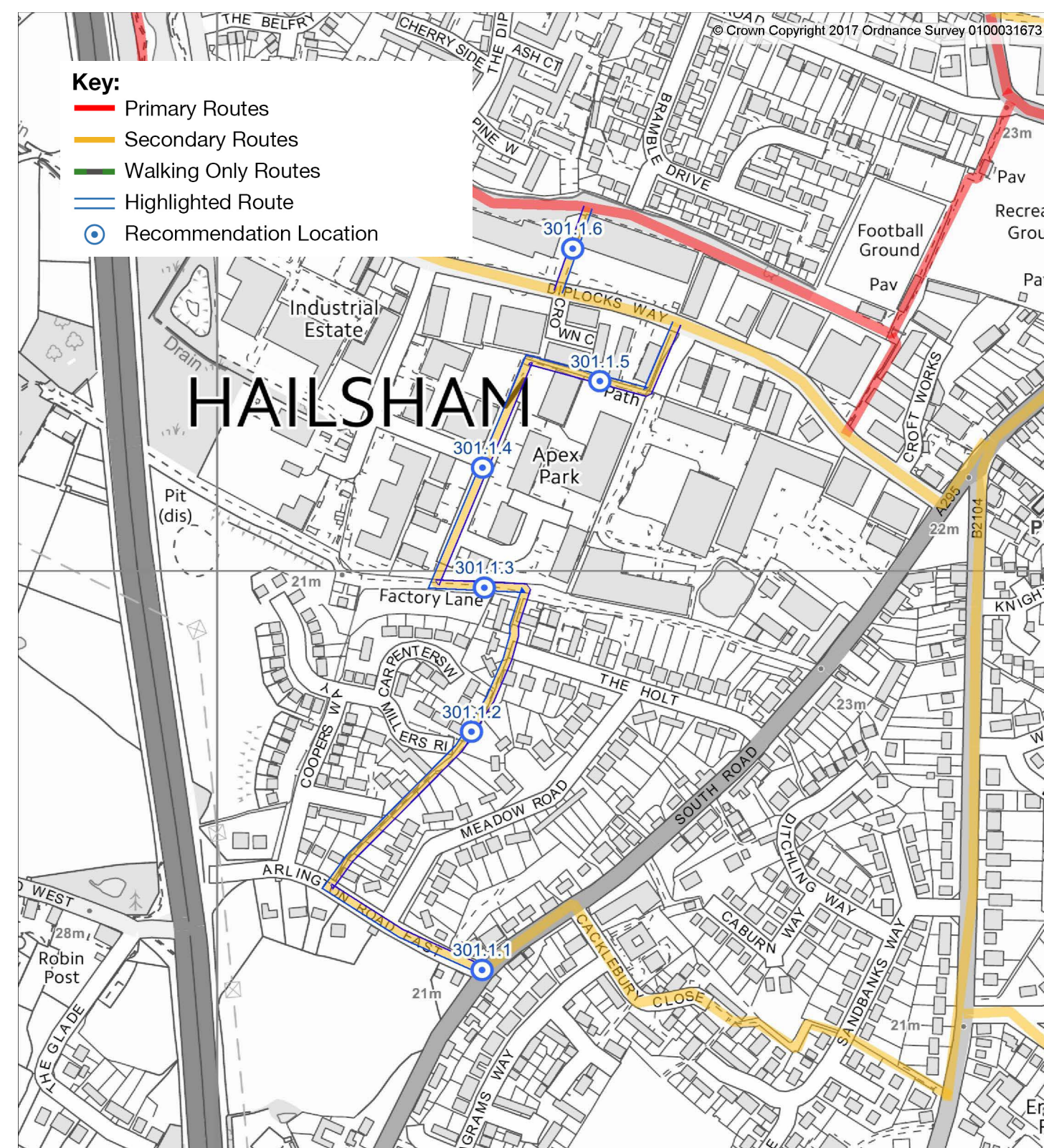
Barriers to walking and cycling

Junction onto Arlington Road East is very busy with limited pedestrian crossing facilities and a narrow right turn lane for those travelling from the north.

Footpath is indirect, relatively narrow and overgrown with no lighting, between Factory Lane, Diplock Way and the path north of the industrial units the route should be reviewed to ensure the most direct and achievable alignment

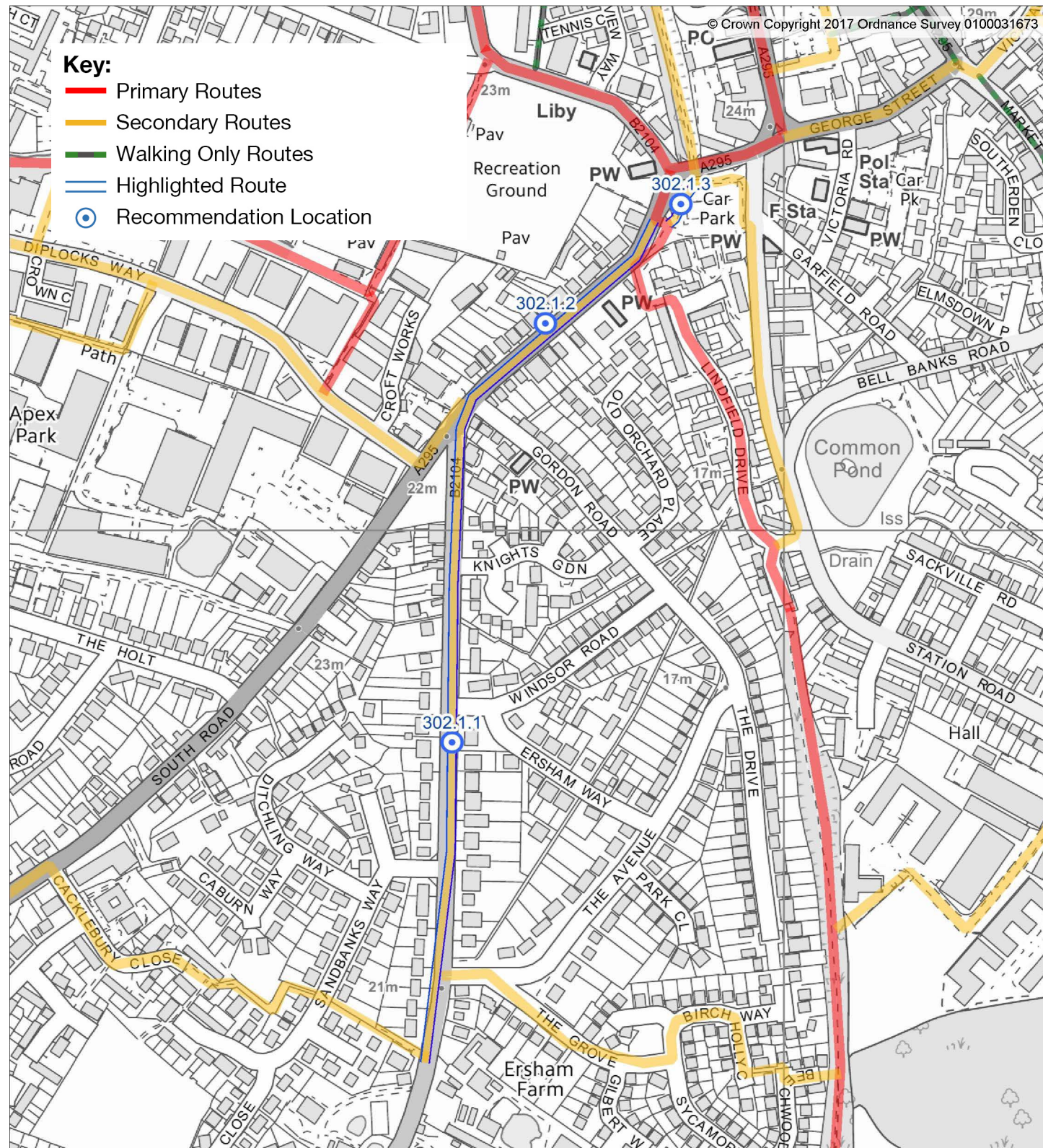
Recommendations

- 301.1.1 Review pedestrian and cycling access to Arlington Road East
- 301.1.2 Upgrade path and access points to shared use
- 301.1.3 Provide shared use path along Factory Lane and links to access roads
- 301.1.4 Review and provide shared use path
- 301.1.5 Review and upgrade path width, maintain route for shared use, consider best alignment
- 301.1.6 Provide link to shared path, exact alignment to be reviewed based on feasibility



Route 301

0 0.1 0.2 kilometres



Route 302

0 0.1 0.2 kilometres



302: Ersham Road – South Road

Route description

Providing a route along Ersham Road to South Road, 302 links residential areas with traffic from Diplocks Way to the town centre and beyond.

Background

None

302.1 Ersham Road – South Road

Existing conditions

Ersham Road is a reasonably wide residential road, which links residential areas to Diplocks Way

Short section in car park to meet Cuckoo Trail

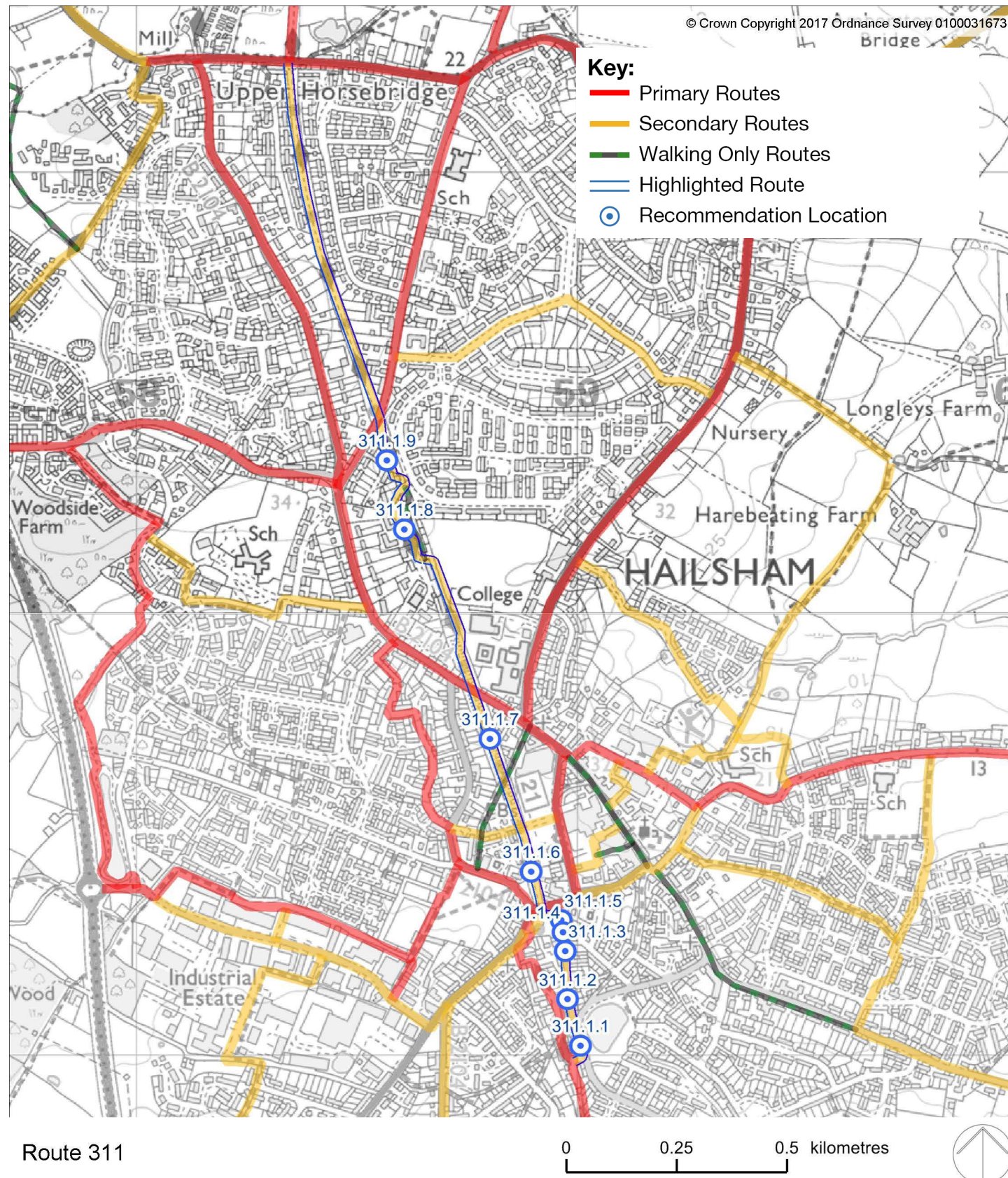
Barriers to walking and cycling

High quantity of on road parking, and heavy traffic

No dedicated route crossing car park

Recommendations

- 302.1.1 Review parking provision, reduce speed limit, and limit heavy traffic use of road
- 302.1.2 Review parking provision, reduce speed limit, signage to alert road users to cycles.
- 302.1.3 Permit cycling.



311: South Road Car Park – Upper Horsebridge Road

Route description

Section of Cuckoo Trail within Hailsham, from South Road car park to Upper Horsebridge Road

Background

Supported by local stakeholders

311.1 Cuckoo Trail

Existing conditions

Southern section along existing and raised footways with limited width to upgrade. Largely runs along dedicated traffic free NCN Route 21 / Cuckoo Trail, mainly unlit. Short section splits cycles and pedestrians along residential road and footway.

Barriers to walking and cycling

Existing footway along Station Road is not permitted for cycling. Width not appropriate for cycling, barriers of insufficient stability and height

Off road section of route is very busy and approx. 2.5m for the majority of its length. Width is not sufficient for quantity and variety of users causing conflict.

Unlit in sections, feel unsafe in the dark

Insufficient width and signage around on road section

Recommendations

- 311.1.1 Improve footway to shared use width
- 311.1.2 Upgrade barriers and improve footway to shared use width
- 311.1.3 Improve footway to shared use width along full length at road level. Reduce carriageway width as necessary.
- 311.1.4 Improve access into car park. Remove staged barriers.
- 311.1.5 Improve footway to shared use width
- 311.1.6 Review width of path and lighting along length
- 311.1.7 Review existing access points from adjacent roads to path. Provide new access points where possible
- 311.1.8 Review and improve signage
- 311.1.9 Improve width

321: New Road - The Drive

Route description

Linking New Road to The Drive and Hellingly hospital site. Route connects proposed new residential developments

Background

None

321.1 New Road to The Drive

Existing conditions

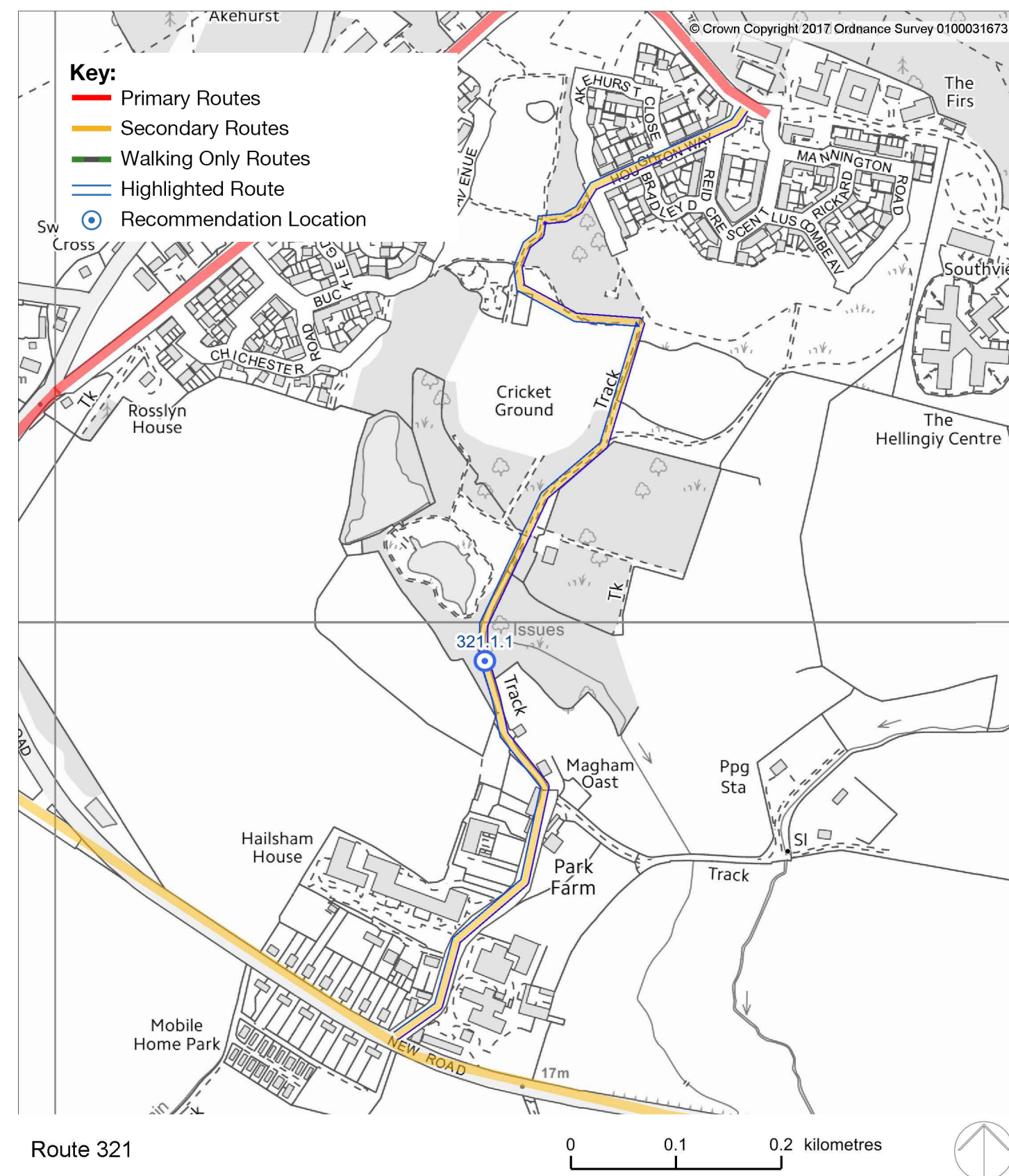
Existing track passing Park Farm and joining recently surfaced footways around new cricket ground

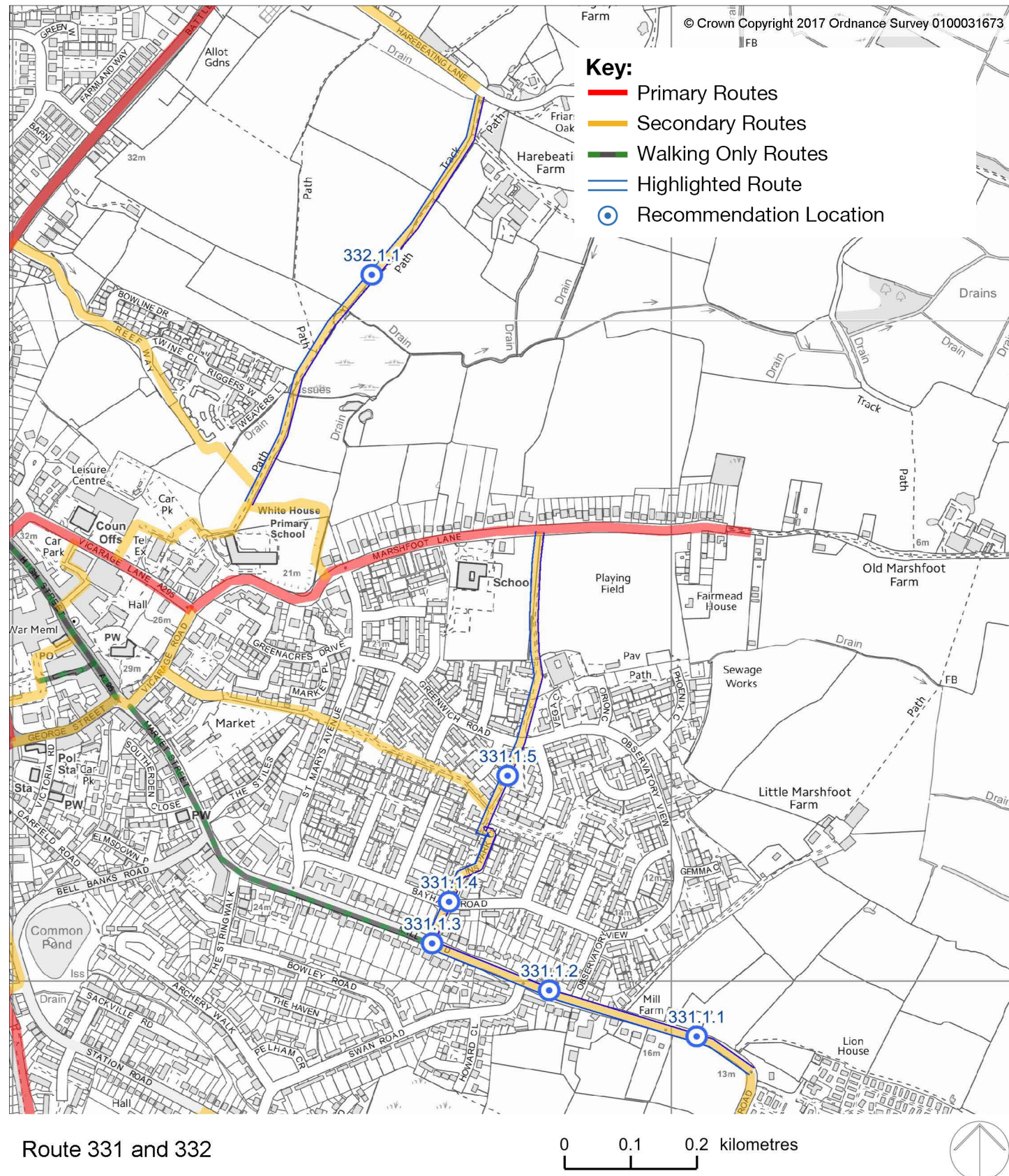
Barriers to walking and cycling

Track section has rough surface

Recommendations

321.1.1 Upgrade track and paths to shared use





331: Mill Lane - Marshfoot Lane

Route description

Linking the Levels, east of the town through residential developments to Marshfoot Lane.

Background

None

331.1 Mill Lane - White House School

Existing conditions

Winding narrow country lanes, turning on to a residential footway linking roads through development

Barriers to walking and cycling

Narrow country roads with limited passing points

Residential roads with footpath, limited access from carriageway to footpath

Recommendations

- 331.1.1 Reduce speed limit and increase signage to make traffic aware of cycles along country lanes.
- 331.1.2 Reduce speed through residential area
- 331.1.3 Review access to path from carriageway,
- 331.1.4 Review crossing points
- 331.1.5 Upgrade footpaths to shared use

332: White House School - Harebeating Lane

Route description

Linking a primary school through new residential developments to the north of the town.

Background

Supported by local stakeholders

332.1 White House School - Harebeating Lane

Existing conditions

Existing footpath through countryside, linking proposed new residential developments

Barriers to walking and cycling

Footpath with no applied surface

Recommendations

- 332.1.1 Upgrade surface for shared use, provide access to and from link roads.

Walking only routes

100: Lower Horsebridge – Wealdway

Route description

Providing a link along existing footpath from Lower Horsebridge to Wealdway, to secondary route 301.

Background

None

100.1 Lower Horsebridge – Wealdway

Existing conditions

Cross country footpath linking village to the residential area of Hailsham.

Barriers to walking and cycling

Quality of footpath.

Recommendations

100.1.1 Upgrade surface

101: Western Road – High Street

Route description

Off road footpath link from Western Road to High Street, crossing and linking with the Cuckoo Trail.

Background

None

101.1 Western Road – High Street

Existing conditions

Narrow footpath and bridge linking between Western Road and the north end of the High Street.

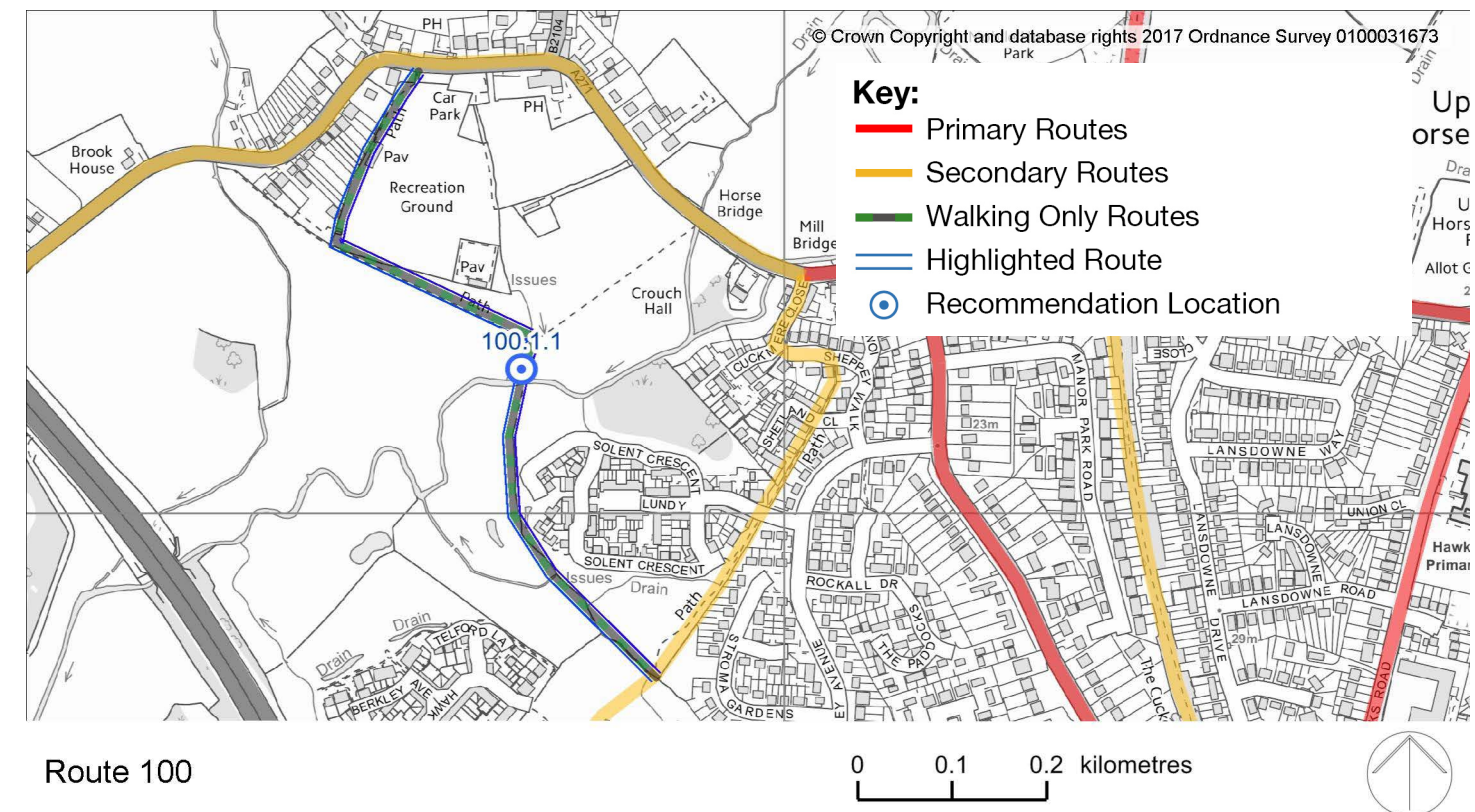
Barriers to walking and cycling

Narrow and overgrown with poor accessible links onward to main road footways.

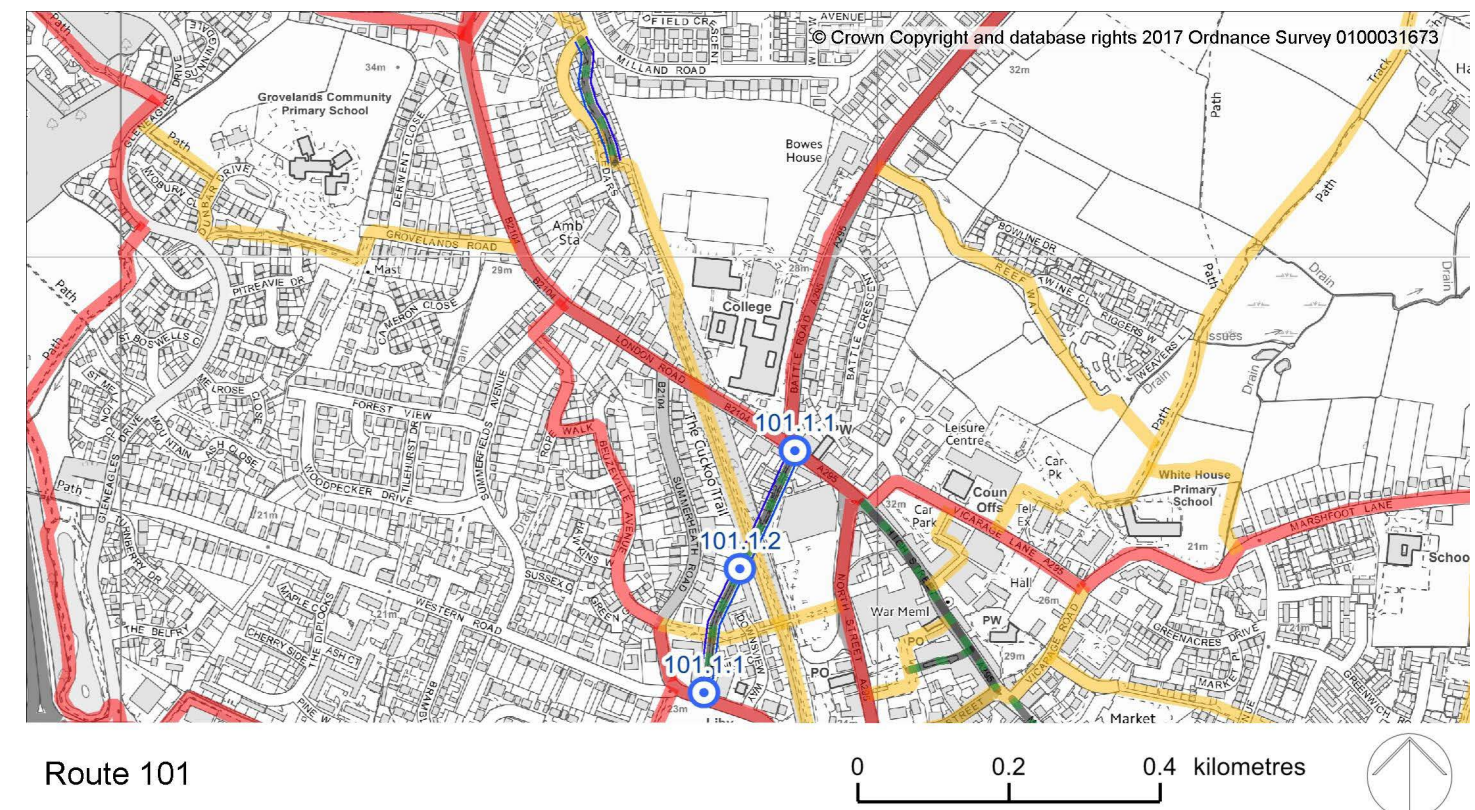
Recommendations

101.1.1 Review access to route, flush kerbs etc.

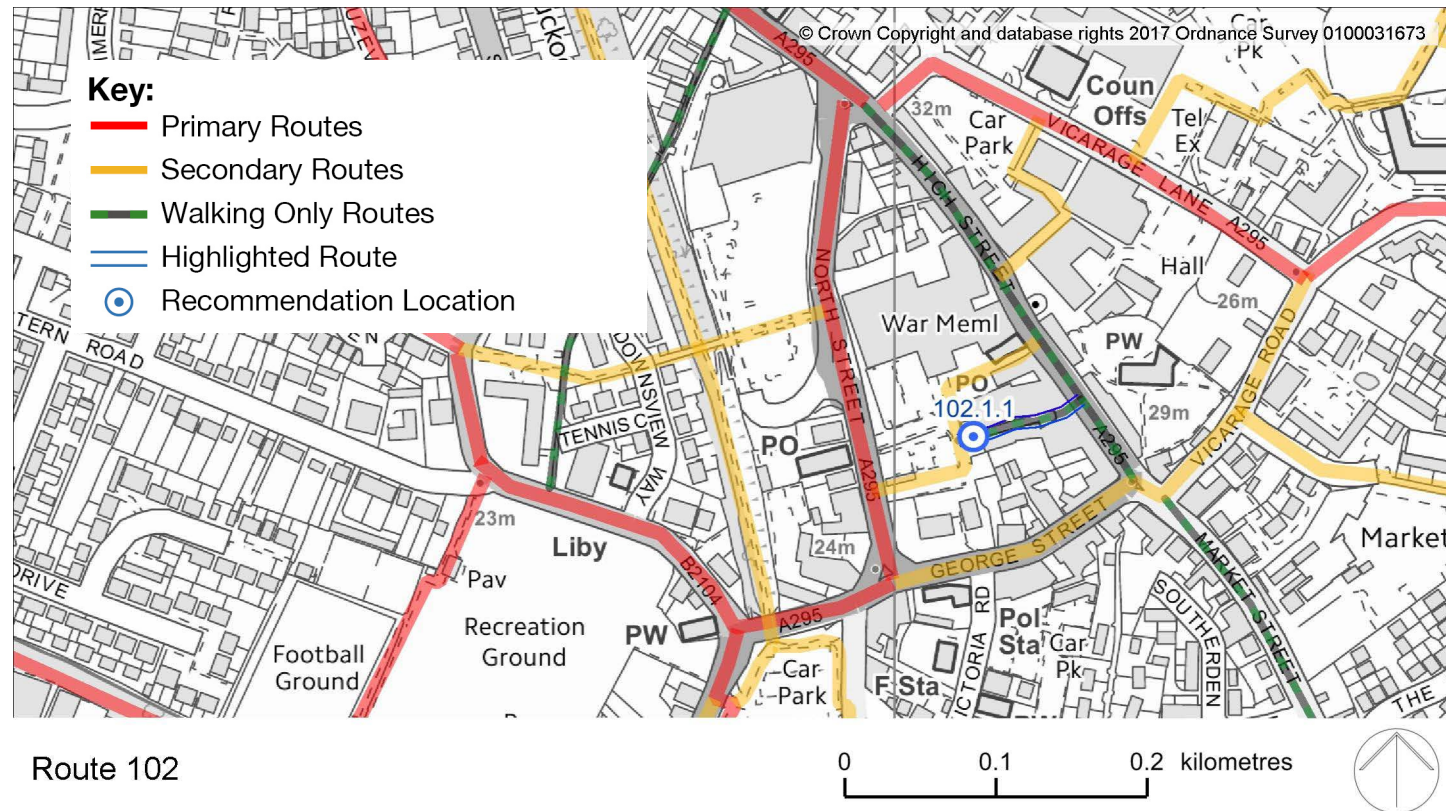
101.1.2 Review width of footway and lighting



Route 100



Route 101



102: St Mary's Walk

Route description

Pedestrian shopping street.

Background

None

102.1 St Mary's Walk

Existing conditions

Pedestrian street with shops, significant incline to street from west side,

Barriers to walking and cycling

Accessibility to pedestrianised street is poor, no clear crossing or accessible ramp.

Recommendations

102.1.1 Improve access, provide ramp

103: Mill Road – High Street

Route description

Providing a link along Mill Road to Market Street, then along the High Street. Route 103 runs on existing footways adjacent to the road and links residential areas to the market and on to the High Street.

Background

None

103.1 High Street - Market Street

Existing conditions

Recently remodelled High Street with semi-pedestrianised areas and increased width footways. Not fully functioning at time of survey

Barriers to walking and cycling

Quantity of heavy traffic / access and parking in non-permitted areas, blocking footway or carriageway.

Recommendations

103.1.1 Consider limiting access to all vehicles

103.2 Market Street - Mill Road

Existing conditions

From the south end of the High Street along Market Street the road and footway narrows going passed the market approaching Bell Banks Road. The route then traverses the busy residential access of Mill Road, a wide footway / verge runs along both sides of its length beyond this point.

Barriers to walking and cycling

Narrow road and proximity of heavy goods vehicles along Market Street

Footways on the north side of the carriageway are narrow despite being in a wide verge.

Drop kerbs are not flush or consistently present to allow safe crossing at key points.

Recommendations

103.2.1 Review footway widths to Market Street

103.2.2 Upgrade path width and dropped / flush kerbs to all key crossing points

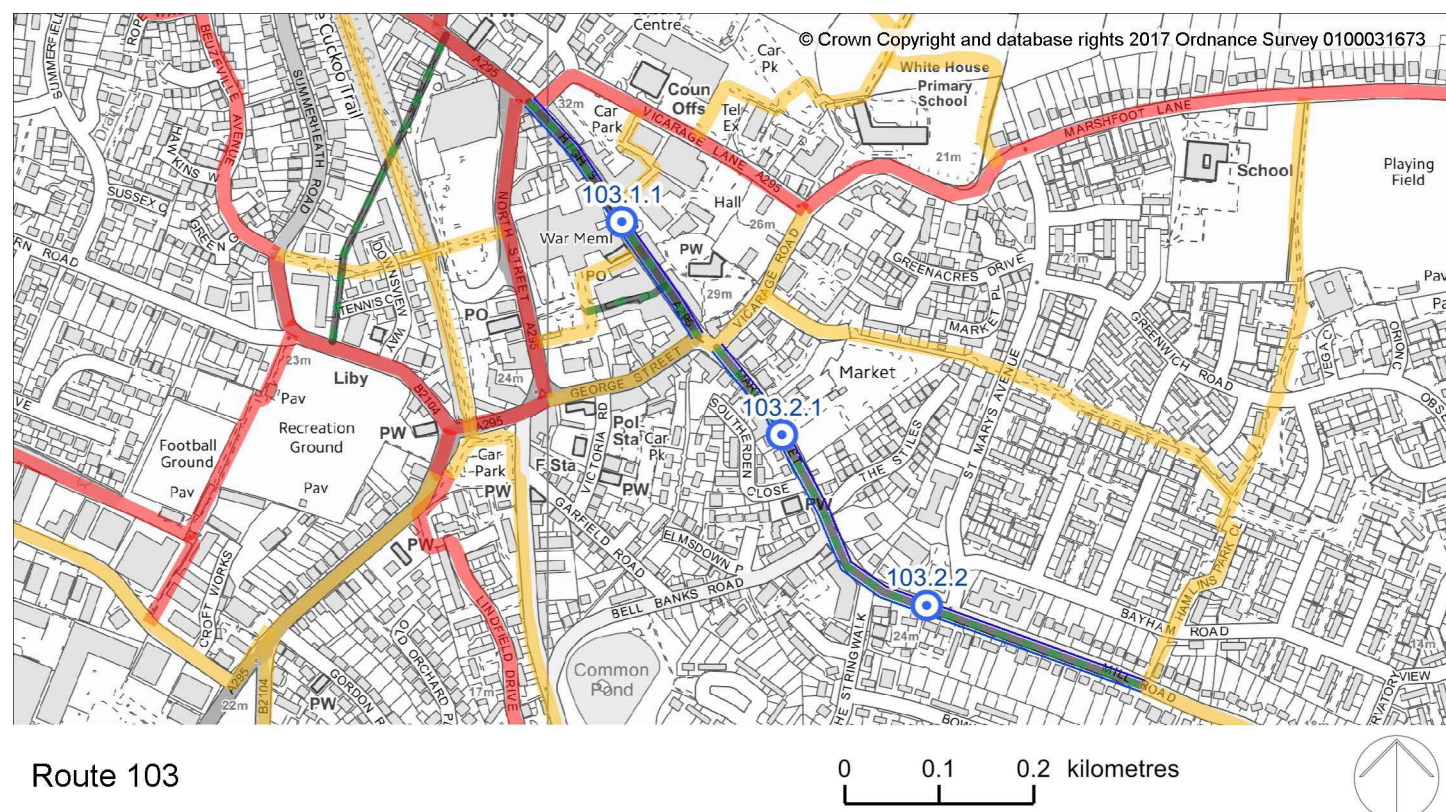


Table of recommendations

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
100 Lower Horsebridge – Wealdway 860m			
100.1.1	Upgrade surface and width	Medium	Medium
101 Western Road – High Street 520m			
101.1.1	Review access to path	High	Low
101.1.2	Review width and lighting	Medium	High
102 St Mary's Walk 90m			
102.1.1	Improve access	High	Medium
103 Mill Road – High Street 910m			
103.1.1	Limit vehicular access	High	Low
103.2.1	Review footway widths	Medium	Medium
103.2.2	Improve footway widths, provide dropped curbs	Low	Medium

Item	Brief Description	Priority	Cost
200 from Diplocks Way (A22) – Phoenix Academy 2900m			
200.1.1	Improve Roundabout	High	Medium
200.1.2	Provide access to path for cycles	Medium	Low
200.1.3	Upgrade footway surface	Medium	High
200.1.4	Provide shared use path	High	High
200.1.5	Upgrade surface and allow cycles	Low	Low
200.1.6	Upgrade surface and allow cycles	Low	Low
200.1.7	Review parking and pavement / cycleway provision	Low	Medium
200.1.8	Review junction	High	Medium
200.1.9	Review junction	High	Medium
200.2.1	Provide shared use path	Medium	High
200.2.2	Review and improve junction	High	Medium
200.2.3	Provide cyclist contraflow	Medium	Low
200.2.4	Review pedestrian access	Medium	Low
200.2.5	Review parking and footway widths	Low	Medium
201 South Road – Mill Road 2740m			
201.1.1	Review footway, provide shared use path	High	Medium
201.1.2	Provide shared use access	Medium	Medium
201.1.3	Review and upgrade to shared use	Low	Medium
201.1.4	Provide shared use access	Low	Medium
201.1.5	Provide shared use access	Low	Medium
201.1.6	Provide shared use access	Medium	Medium
201.2.1	Provide new shared use path	High	Medium
201.2.2	Provide shared use path	High	High
201.2.3	Review speedlimit and signage	Medium	Low
202 A22 – Vicarage Lane 1150m			
202.1.1	Provide shared use path. Prevent cars parking	Medium	High
202.1.2	Review junction. Improve shared use provision	High	Medium
202.2.1	Provide shared use path, limit parking	Low	Medium

Table of Recommendations (continued)

Item	Brief Description	Priority	Cost
203 Summerheath Road – High Street 1110m			
203.1.1	Upgrade surface and to shared use	Medium	Medium
203.1.2	Improve access to Cuckoo Trail and route	High	Medium
203.1.3	Upgrade to shared use	High	Medium
203.1.4	Improve cycle and accessible access	Medium	Medium
203.2.1	Provide shared use access	Low	High
203.2.2	Upgrade to shared use	Medium	Low
203.2.3	Allow cycle use	Low	Low
203.2.4	Improve access for all users	Low	Medium
203.3.1	Provide safe access across car park	High	Medium
203.3.2	Provide shared use path	Medium	Medium
204 Vicarage Road – Hamblins Park Close 550m			
204.1.1	Provide wayfinding pedestrian / cycle priority	Medium	Low
204.1.2	Review access, convert to shared use	High	Medium
205 Gleneagles Drive – London Road 640m			
205.1.1	Upgrade to shared use	Medium	High
205.1.2	Improve width and access	High	Medium
206 Battle Road – White House School 560m			
206.1.1	Improve crossings and pedestrian access	Medium	Medium
206.1.2	Upgrade footway to shared use	High	High
206.1.3	Improve access for all	Low	Low
210 Hempstead Lane 860m			
210.1.1	Review crossing priorities	High	Medium
210.1.2	Continue shared use path	Medium	Medium
210.1.3	Review roundabout provisions	Medium	Medium
210.1.4	Review footway and carriageway widths	High	High
210.1.5	Review roundabout provisions	Low	Medium
211 Hawks Road – Harebeating Lane 1260m			
211.1.1	20mph zone	Low	Low
211.1.2	Improve visibility and crossings	Medium	Low
211.1.3	Improve crossings and pedestrian access	High	Medium
211.1.4	Upgrade surface, provide pedestrian path	High	High

Item	Brief Description	Priority	Cost
220 Cuckmere Close – Battle Road 1580m			
220.1.1	Review path access and crossing points	Low	Medium
220.1.2	Upgrade footway to shared use	High	High
220.1.3	Improve access onto and from Cuckoo Trail	High	Medium
220.1.4	Provide pedestrian access and crossing to new development	Low	Medium
220.1.5	Review roundabout provisions	Medium	Medium
220.1.6	Review junction provisions	High	Medium
220.1.7	Improve footway width, make shared use	Medium	High
220.1.8	Improve footway width and surface	Medium	High
220.1.9	Review parking and right turn to petrol station	Medium	Low
220.1.10	Review wayfinding to new shared path	Low	Low
221 Lower Dicker – Park Gate 4520m			
221.1.1	Convert northern footway to shared use	High	High
221.1.2	Provide consistent southbound footway and upgrade width	High	High
221.1.3	Provide priority crossing over access road	Low	Medium
221.1.4	Provide priority crossing over access road	Medium	Medium
221.1.5	Provide priority crossing over access road	Low	Medium
221.1.6	Improve number and quality of crossing points, reduce traffic speeds	High	High
221.1.7	Maintain provision by bus stops	Medium	Medium
221.1.8	Limit opportunistic parking on shared path	Low	Low
221.1.9	Provide circulation and crossing points on roundabout	High	High
221.1.10	Provide consistent footways throughout and shared use path on south side of road	High	Medium
221.1.11	Improve number and quality of crossing points, reduce traffic speeds	Medium	High
221.2.1	Review footway, improve crossings, upgrade to shared use	High	High
221.2.2	Review and reduce speedlimit	Medium	Low
221.2.3	Review and improve junction accessibility	High	Medium
221.2.4	Upgrade footway to shared use	Medium	Medium
221.2.5	Provide footway or create Green Lane Zone.	Low	Low
222 Hellingly – Park Gate 2260m			
222.1.1	Provide footway	High	High
222.1.2	Review junction	High	Low
222.1.3	Provide cycle access to old road	Medium	Low
222.1.4	Review and upgrade footways	Low	High
222.1.5	Review and reduce speedlimit	Medium	Low

Table of Recommendations (continued)

Item	Brief Description	Priority	Cost
300 Diplocks Way / A22 – Hempstead Lane 1410m			
300.1.1	Upgrade to shared use	Medium	Medium
300.1.2	Provide new footway access and crossing to lakeside	High	High
300.1.3	Upgrade to shared use	Medium	High
300.1.4	Upgrade to shared use	Medium	High
300.1.5	Improve bridge crossing width	High	Medium
300.1.6	Upgrade to shared use	Medium	High
300.1.7	Improve shared use access	Low	Low
300.1.8	Upgrade footway to shared use	Low	Medium
300.1.9	Improve shared use access	Low	Medium
300.1.10	Upgrade to shared use	High	High
301 Arlington Road East – Upper Horsebridge Road 910m			
301.1.1	Review and improve shared use access and crossing	High	Medium
301.1.2	upgrade path and access points to shared use	High	High
301.1.3	upgrade to shared use	Medium	Medium
301.1.4	Provide shared use path	Medium	Medium
301.1.5	Review alignment and upgrade to shared use	Medium	High
301.1.6	Provide shared use path	Low	Medium
302 Ersham Road – South Road 890m			
302.1.1	Review parking, speed and access	High	Medium
302.1.2	Review parking, reduce speedlimit	Medium	Medium
302.1.3	Permit cycling	Low	Low
303 Hempstead Lane - Upper Horsebridge Road 1070m			
303.1.1	Upgrade path and access points to shared use	Medium	Medium

Item	Brief Description	Priority	Cost
310 Polegate – Hellingly 7490m			
310.1.1	Review wayfinding, sign information and access to Cuckoo Trail	Medium	Low
310.1.2	Review all junction priorities and approaches	Medium	Medium
310.1.3	Review width and lighting, consider segregation, reduce traffic speeds	High	High
310.1.4	Provide regular access to Cuckoo Trail, including industrial estate	High	Medium
310.1.5	Improve width	Medium	Medium
310.1.6	Remove NCN 2 signage	Low	Low
310.1.7	Upgrade to shared use width	High	Medium
310.1.8	Review access and crossings at junction	Medium	Medium
310.2.1	Reduce speed and review parking provision	Medium	Medium
310.2.2	Upgrade to shared use, improve visibility at Summerfields Avenue	Low	Medium
310.2.3	Review junction, provide crossing point	Medium	Medium
310.2.4	Reduce speedlimit	Medium	Medium
310.2.5	Upgrade to shared use, reduce traffic speeds	High	High
310.3.1	Review width and lighting	Medium	High
310.3.2	Review link path width	Low	Medium
310.3.3	Review access and visibility	High	Medium
311 South Road Car Park – Upper Horsebridge Road 2470m			
311.1.1	Upgrade to shared use	Low	Medium
311.1.2	Upgrade barriers and footway to shared use	High	Medium
311.1.3	Upgrade to shared use	High	Medium
311.1.4	Improve access	Medium	Low
311.1.5	Upgrade to shared use	Low	Medium
311.1.6	Review width and lighting	Medium	High
311.1.7	Review access points from carriageway	High	Medium
311.1.8	Review wayfinding and access	Medium	Low
311.1.9	Improve width	Medium	High

Item	Brief Description	Priority	Cost
320 High Street – Hellingly 3410m			
320.1.1	Review parking and footway quality	Medium	Medium
320.1.2	Upgrade crossings at junction	High	Medium
320.1.3	Improve access to Cuckoo Trail	High	Medium
320.1.4	Improve carriageway crossings	Low	Medium
320.2.1	Review parking	Low	Medium
320.2.2	Improve access to Cuckoo Trail, reduce adjacent traffic speeds	Medium	Medium
320.2.3	Review and upgrade to shared use, reduce traffic speeds	High	High
320.3.1	Improve access and wayfinding	Medium	Medium
320.3.2	Review pedestrian access	Low	Low
320.3.3	Improve shared use width	High	High
320.3.4	Review and upgrade crossing	Medium	Medium
320.3.5	Upgrade to shared use width	High	High
321 New Road - The Drive 1210m			
321.1.1	Upgrade to shared use	High	High
330 London Road – Battle Road – Hawkswood Road 1440m			
330.1.1	Review parking and footway quality	Medium	Medium
330.1.2	Improve access to shared path	High	Medium
330.1.3	Review access and crossing at all side roads	High	High
330.1.4	Review parking and proximity to shared path	Low	Low
331 Mill Lane - Marshfoot Lane 1220m			
331.1.1	Reduce speed, improve signage	Medium	Low
331.1.2	Reduce speed	Low	Low
331.1.3	Review access to path	Medium	Medium
331.1.4	Review crossing priorities	High	Medium
331.1.5	Upgrade to shared use	High	High
332 White House School - Harebeating Lane 720m			
332.1.1	Upgrade to shared use	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.