

East Sussex Cycling and Walking Strategy

Bexhill on Sea LCWIP

June 2018





About Sustrans

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

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

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

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

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

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Introduction

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

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

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

Network Maps

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

Trip Generators

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

Transport Network

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

Mesh Density Analysis

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

Proposed Network

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

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

Designing for busy roads

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

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

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

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

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

From Interim Advice Note 195/16

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

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

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

From Sustrans Design Manual

Traffic restrictions

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

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

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

Filtered permeability

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

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

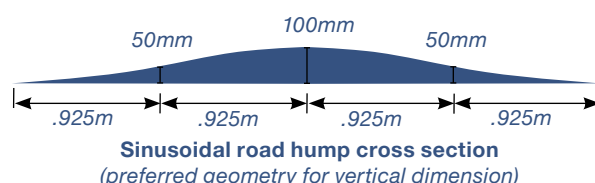
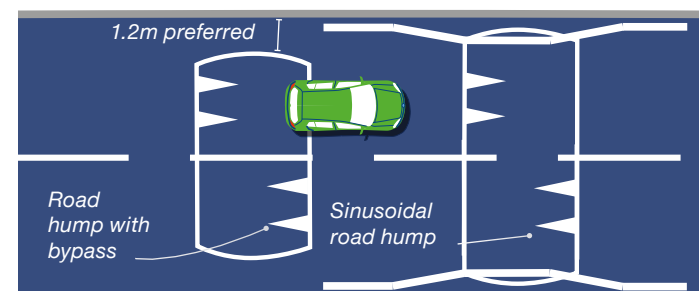
Recommended measures

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

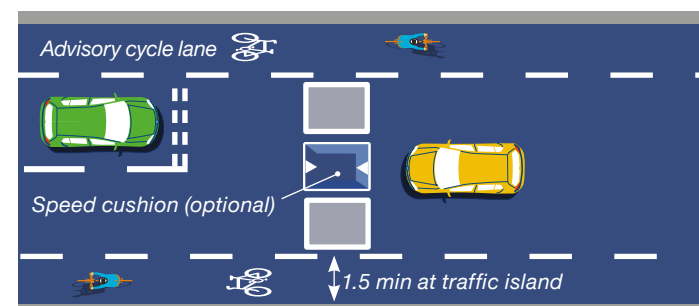
Traffic calming

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

Road humps



Priority system - pinch point



Informal road crossings

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

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

Zebra crossings

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



Chaucer Road, Canterbury

20mph speed limits

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

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

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

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

Road closures

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

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

Land Use Planning

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

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

Propensity to Cycle Tool

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

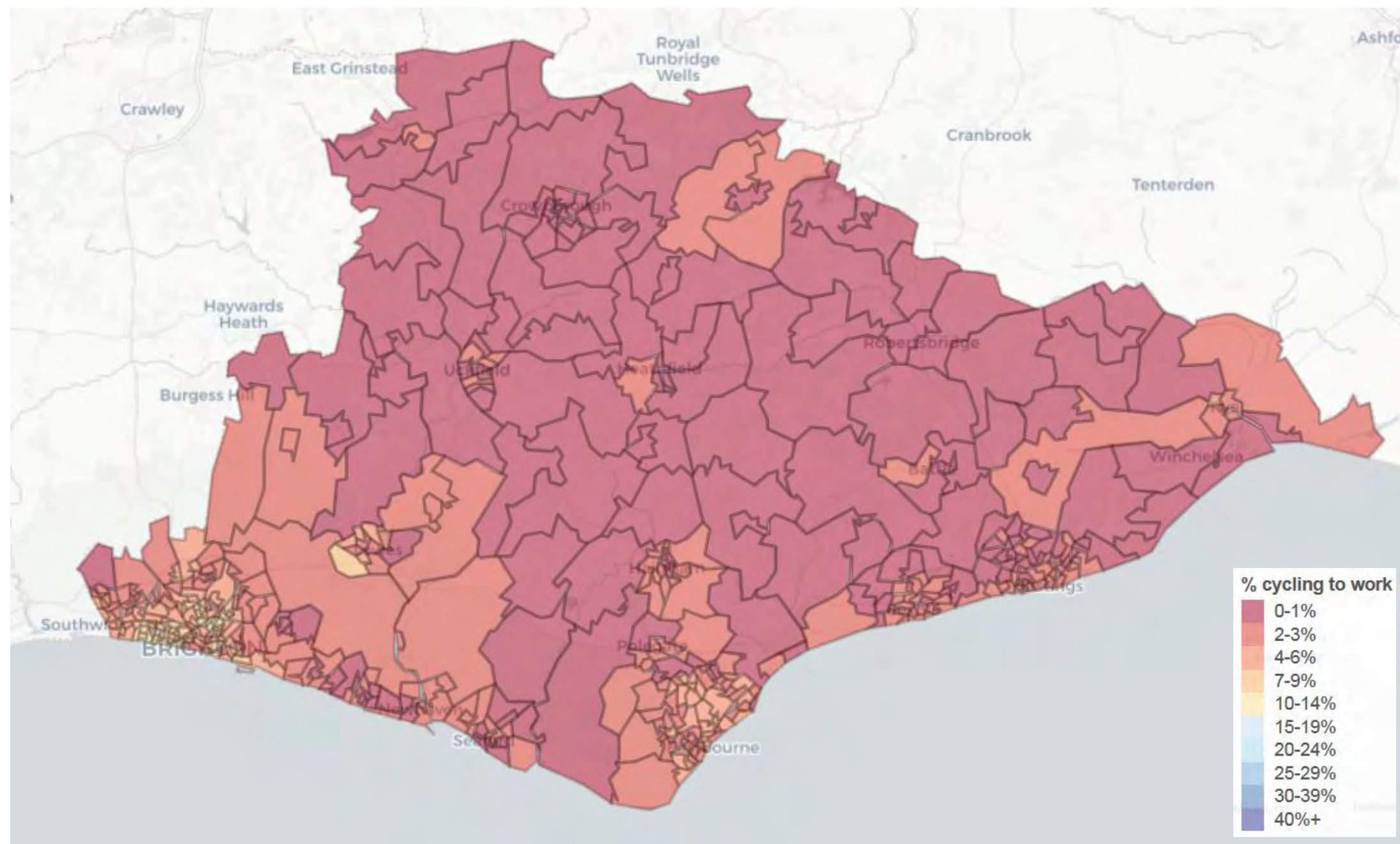
- Census 2011 Origin and Destination commuting data (O-D data)
- Cycle Streets routing

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

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

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

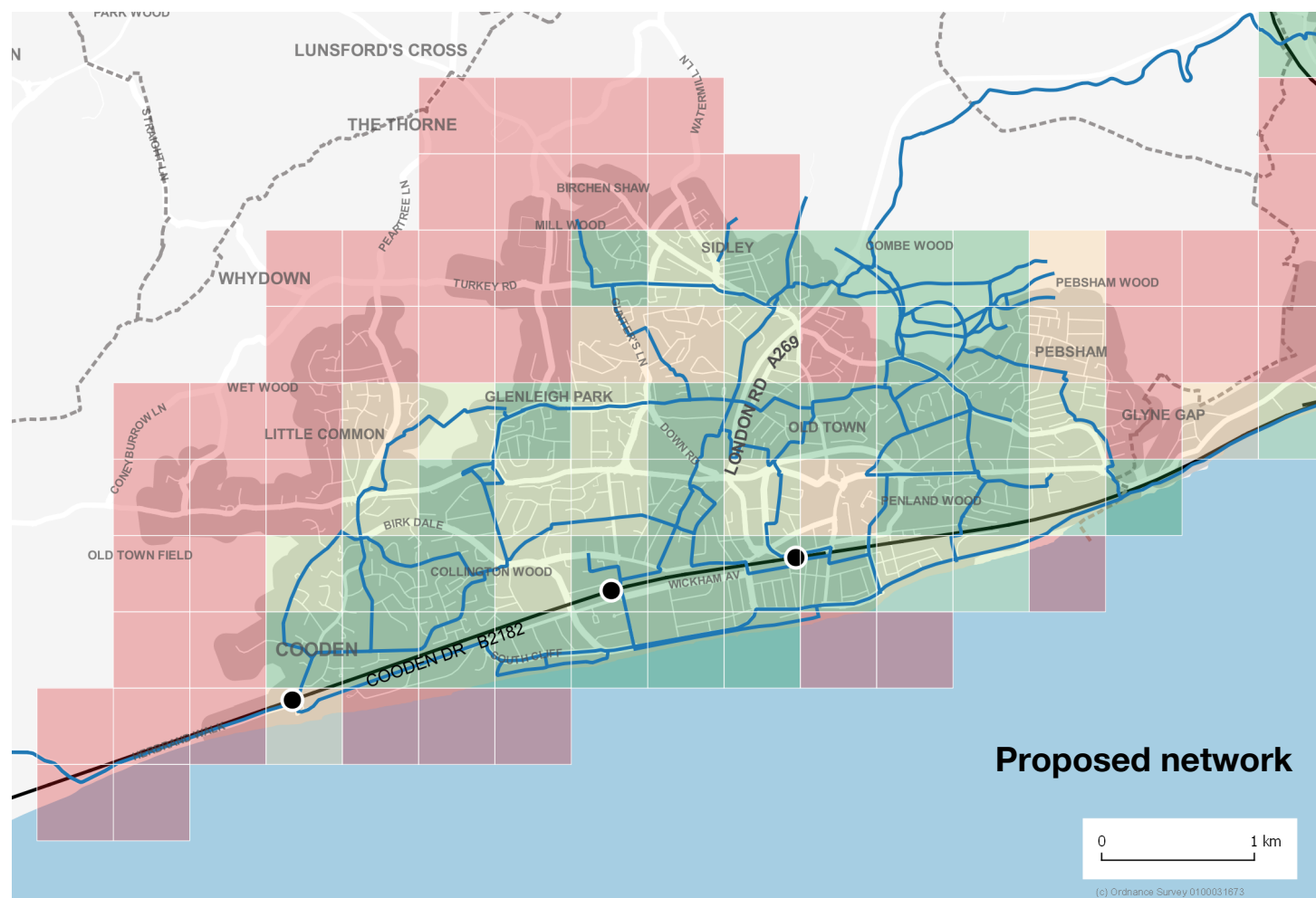
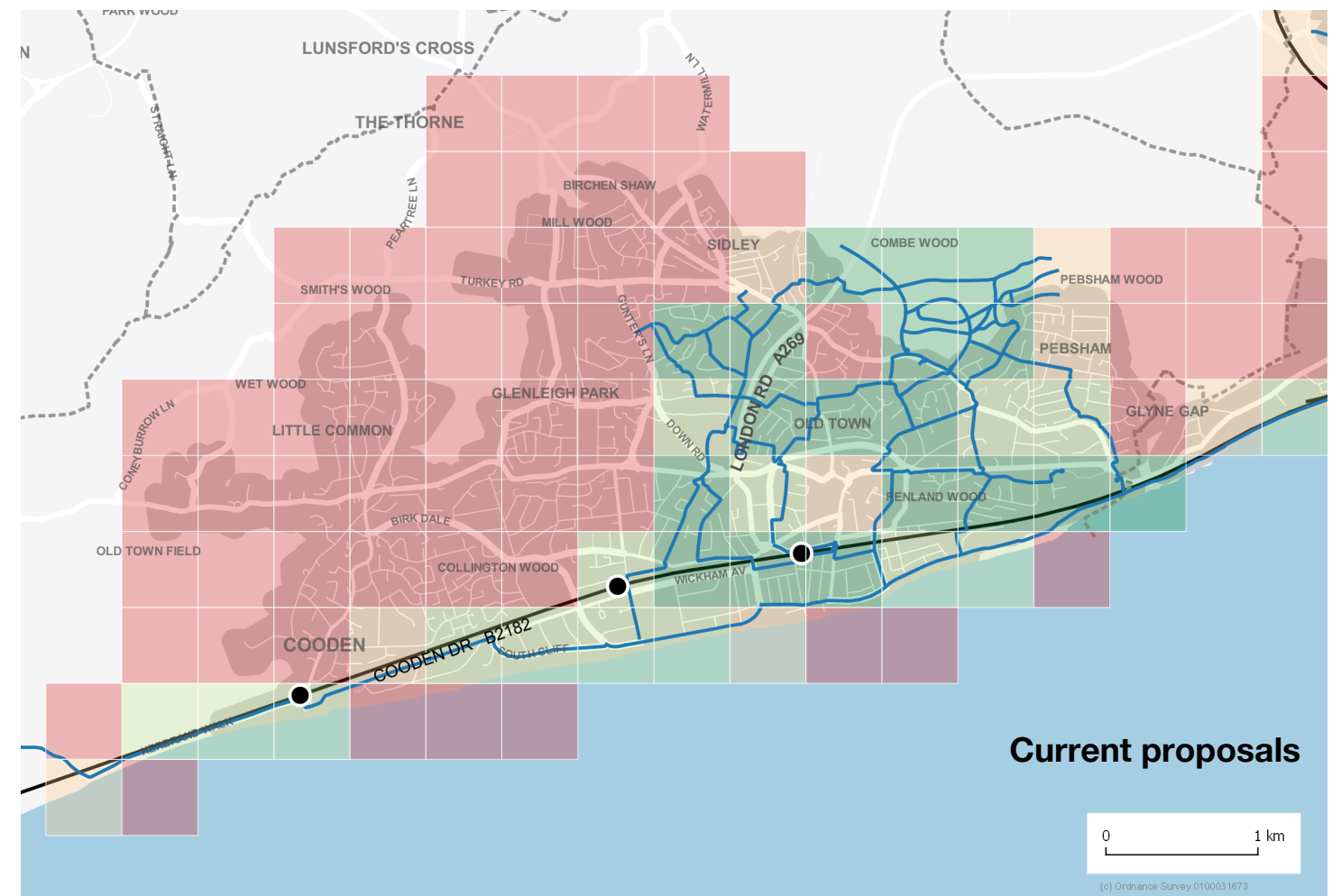
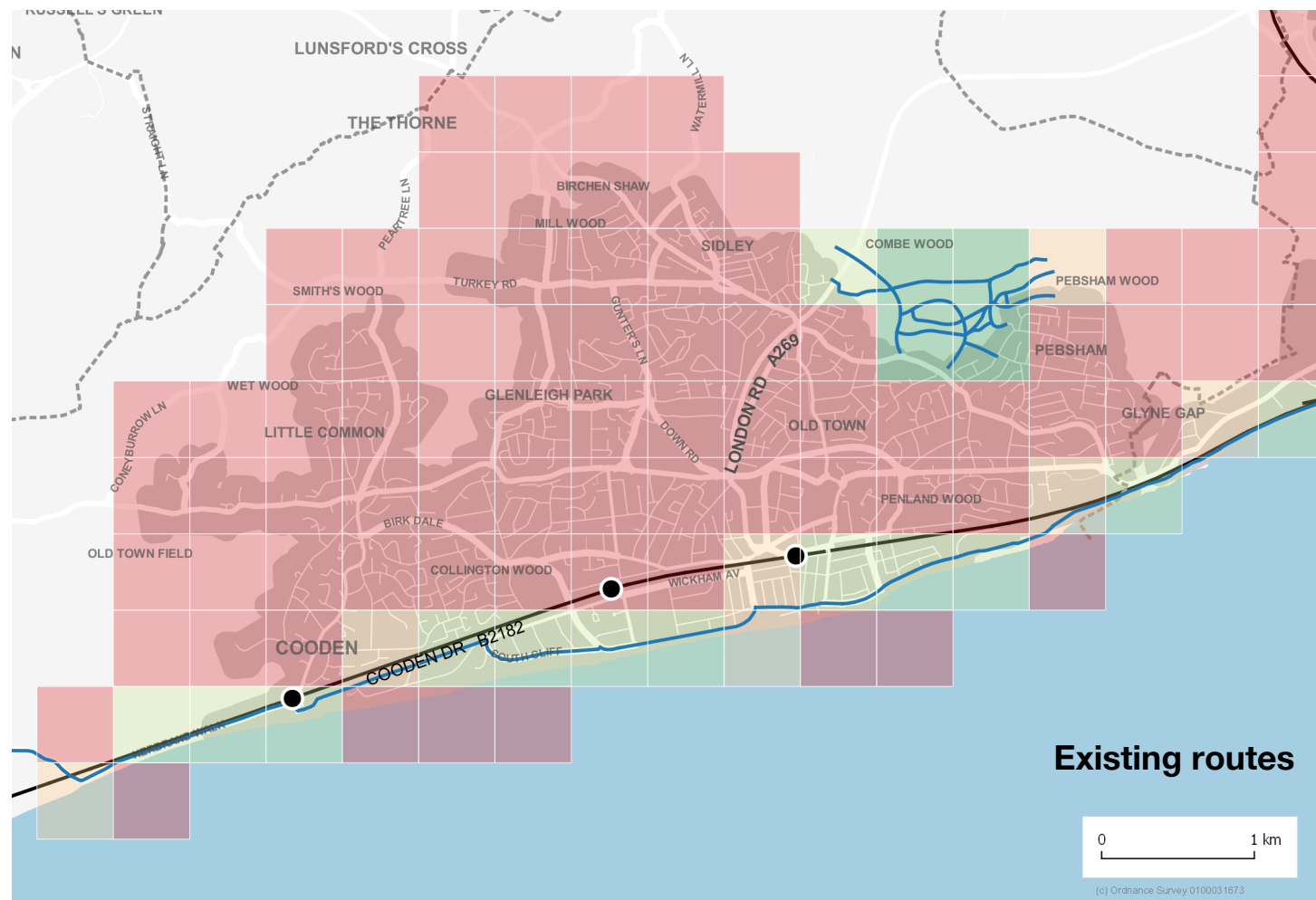
It is worth noting that whilst the model builds an assessment of cycling propensity, it does not segment potential users, or provide any insight into pedestrians. Although this model does provide planners with an overview to identify areas for appropriate investment for cycling trips to work, it does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



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

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

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



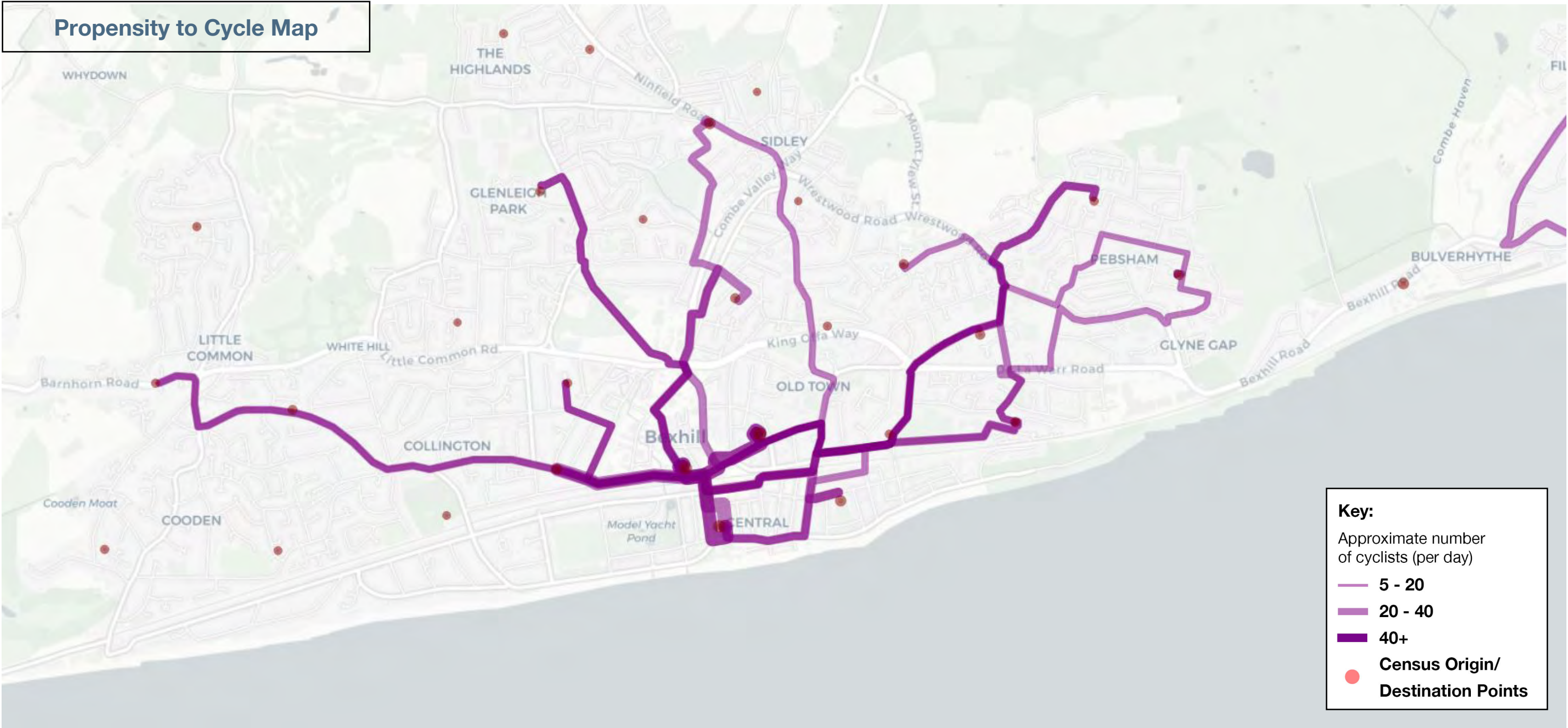
Bexhill Mesh Density Analysis

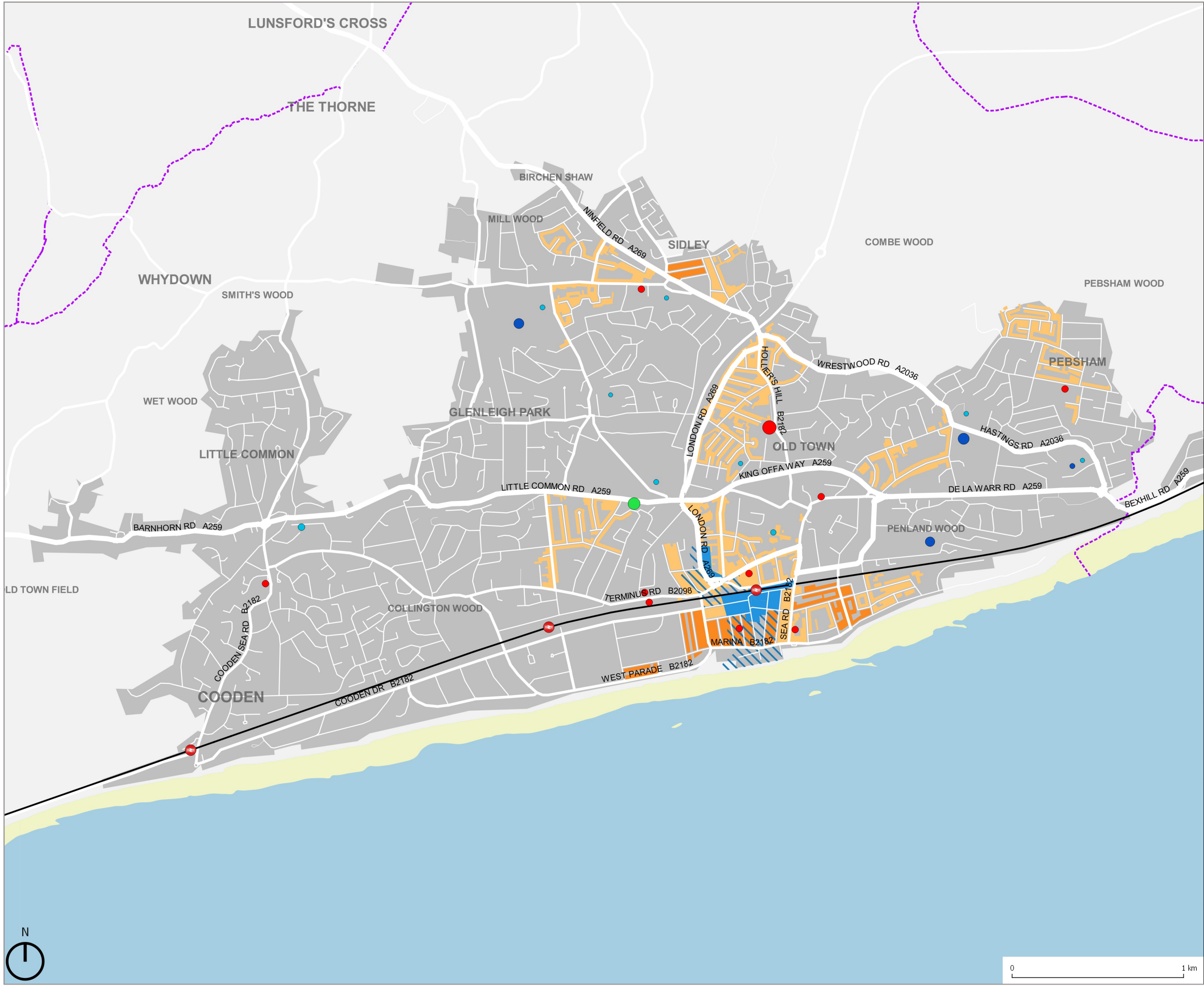
We have relied on data supplied by the client and our own records, which may not be 100% accurate and up to date.

The existing network comprises National Cycle Route 2 along the seafront between Cooden Beach and Glyne Gap and routes within the North Bexhill Development Area, which is currently under construction.

Current proposals are based on the recent Amey report and largely cover East Bexhill with a reasonably dense network of routes.

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





KEY

EMPLOYMENT

2011 Census Workzones
Density of Employment (Jobs per Hectare)

50 - 100

100 +

POPULATION

2011 Population Data
Density (People per Hectare)

50 - 100

100 - 200

200 +

TRIP GENERATORS

Leisure

Leisure or Sports Centre

Services

Hospital

Police/Ambulance/GP

Schools

Primary School


Secondary School

Size is based on Pupil Numbers

1000

500

Administrative Boundary



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2 College Green, Cathedral Square, Bristol, BS1 5DD

PROJECT

East Sussex Cycling & Walking Strategy

TITLE

BEXHILL

TRIP GENERATORS AND

LOCAL ATTRACTORS

Drawn	Checked	Date	Scale at A3
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STATUS	ISSUED
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DRAWING NUMBER	REVISION
20204.BH-SD-MAP-00-01	C

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Description of Town

Bexhill is an ancient seaside town and part of the local government district of Rother & East Sussex. Bexhill contains an abundance of Edwardian and Victorian architecture, and the famous De La Warr Pavilion. It covers an area of approximately 32.31 km² (12.47 sq. mi) & has a population of 41,173 (2007) 42,369 (2011), with a bias towards a slightly older population. The ward with the highest percentage of total population aged 65 years is Sackville at 44.8% (the highest in East Sussex), followed by Collington (43.6%), Kewhurst (38.1%) and St Marks' (35%). This compares to the East Sussex average of 22.6%. 69% of all pensioner households in Bexhill do not have access to a private car.

Economy

As a coastal town, the business economy is slightly limited by a 180 degree catchment although considerable housing and commercial development is currently coming forward within Bexhill, particularly in North Bexhill, which will provide much needed growth to the local economy. 85% of East Sussex businesses are micro (1-5 employees), and this is true of Bexhill; there is a strong regional base of financial and legal businesses, and the care sector is also significant.

The public sector is a big employer accounting for around 30% of jobs. Distribution, hotels and catering have the next highest proportion at around 27%. Hastings Direct has been established in Collington Avenue since 1996 & employs around 800 people, mostly from Bexhill, but also from Hastings and Eastbourne. There are a small number of specialist scientific & online based businesses.

SELEP funding has facilitated the Bexhill to Hastings Link Road and associated infrastructure. The Link Road, named Combe Valley Way, which opened in 2015 is enabling an estimated £1 billion of economic benefits to the area and will unlock land for development, delivering up to 2,000 new homes and 3,000 new jobs. Costing over £120 million, including £56 million from the Department for Transport (DfT), Glovers House, and the new 25,000 square feet Business centre developed by Sea Change Sussex on land opened up by the Link Road, now has its first

tenant, Park Holidays UK.

The High Street and Town Centre includes a number of thriving and independent retailers are with some very long-standing, resilient traders. Western Road, the street with most 'shops', is due to see major regeneration, with investment from J D Wetherspoon into the derelict former Cinema sites which have been a blight on the area for many years. There is a very active charity shop contingency, which although challenging, means that shops are occupied, and they also attract the vintage and student markets.

In common with a number of coastal areas in the UK, Bexhill has suffered from a downward trend in recent years, with a vulnerable and low wage mainly service sector economy, unemployment issues and increasing levels of deprivation. Parts of the socio-economic conditions in Bexhill are particularly acute; one in eight (12.5%) of the Rother population claim out-of-work benefits. In Sidley, this rises to one in four (25.9%), with Bexhill Central just behind at 23.8%. Earnings are also well below regional and County averages.

The Index of Multiple Deprivation (IMD) shows that there are two main geographical concentrations of poverty in Bexhill, in Sidley and Central wards, parts of which are in the most deprived 20% of wards nationally. The most deprived ward is Sidley at a score of 34.37, compared with the county average of 18.78. Bexhill Central, Eastern Rother, Bexhill Sackville, Bexhill wards are all in **the top quartile (most deprived 75–100%) for the county.**

Transport

Bexhill is connected to the strategic road network by the A259 and A269. Bexhill has three train stations with regular services to London, Brighton and Ashford International.

Bexhill is however relatively isolated from the wider south east. The A21 is the most significant north-south trunk road linking the eastern end of East Sussex to the M25 and London. The east-west trunk road is the A259 with the A27 which connects Kent with West Sussex. Journey times can be lengthy and congestion can be a frequent occurrence.

Trip Generators

The Town Centre, Local Shopping Parades, Bexhill Beaches, three local Train Stations, Bexhill Schools, Colleges & Academy's, Ravenside Retail & Leisure Park, Bexhill Leisure Centre, Egerton Park, North Bexhill Development Area, Hotels, Coastal National Cycle Route 2 to Hastings, Cooden, Normans & Pevensey Bay. Subsequently good cycle and walking connections are required across the town.

Policy

The 'Rother Local Plan' (2014) Policy TR2 (iii) supports the provision of a high quality cycle network to encourage modal shift away from the car. (iv) Improvements to the pedestrian environment and wider public realm to encourage integration between different modes of transport, employment area and settlement centres.

Other documents providing guidance on cycling and walking in the borough include an emerging study led by East Sussex County Council & undertaken by Amey to develop preliminary proposals for a network of cycle routes within Bexhill. The technical report was completed 2016.

Local Groups

Bexhill has a number of active community groups focused on establishing cycling and walking routes across the town. These include Bexhill Wheelers, The Classic Cycle Group, the Ramblers, and the Coastal Community Team whose main purpose is to submit bids to the Coastal Community Fund. As it implies it is for projects along the coast that can sustain jobs and economic growth.

Barriers to Cycling and Walking

Bexhill is in a strong position to develop a high quality cycling and walking network across the town. The district has emerging policies to support delivery of schemes, as well as support from active local groups. Moreover, new housing and commercial regeneration projects currently in development across the district hold the potential to provide high quality improvement works to their highway network.

However, despite these opportunities, a number of barriers are present across the town, that will require significant political support and investment to

overcome. These include:

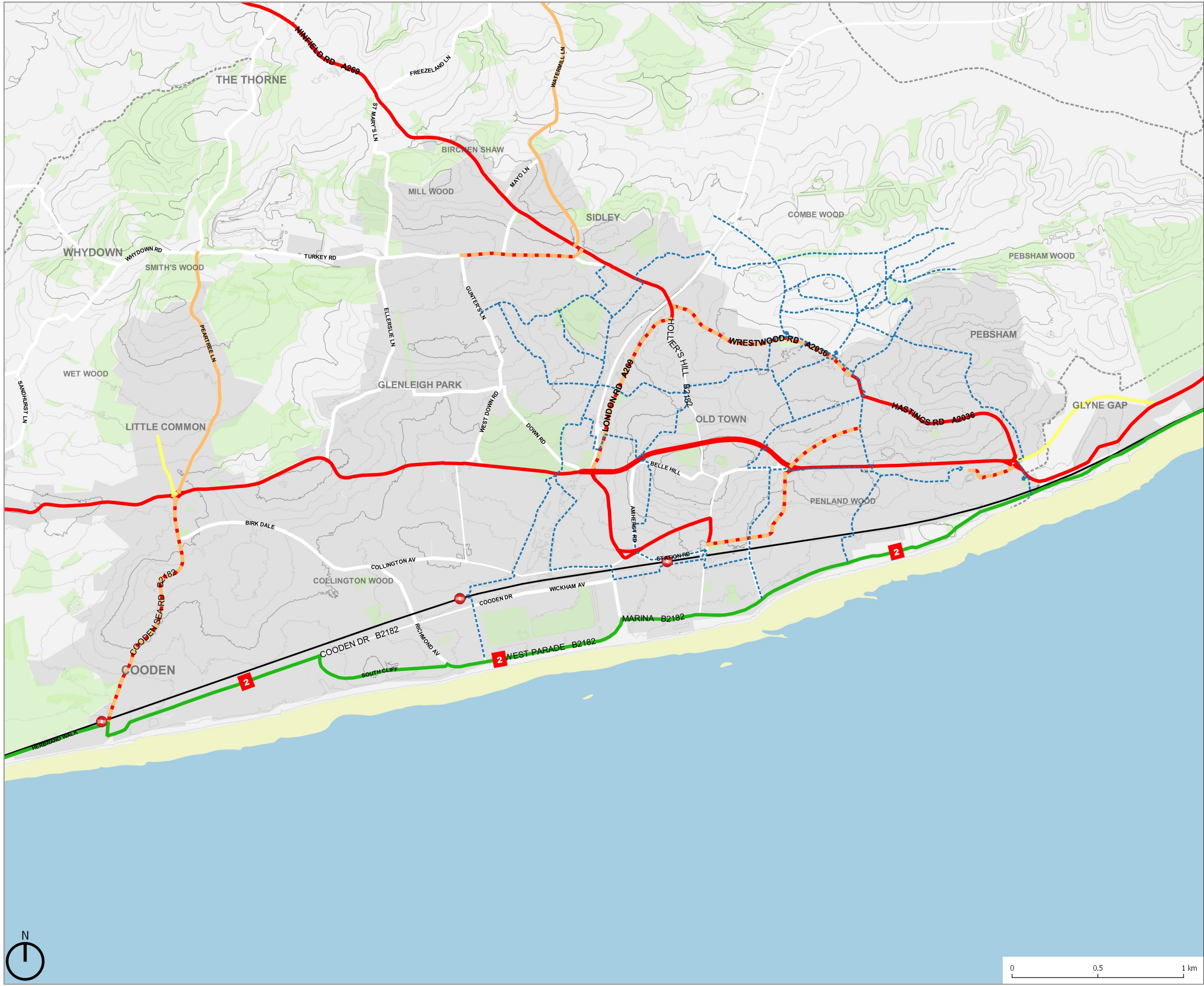
- A lack of dedicated cycling and walking routes to key destinations across the town, including schools, employment centres, and local amenities.
- High levels of traffic appear to be travelling at 30mph, within residential areas across the town.
- Severance caused by major roads in the town, due to a lack of dedicated crossing facilities.
- Low levels of service for pedestrians across the town, cause by poor quality footways and crossings.

Town Wide Recommendations

In addition to route specific recommendations listed in this report, the following town wide recommendations are suggested:

- Reduction of speed limit to 20mph across the town, and delivery of 20mph zones in residential areas although this may not be deliverable within the available time frame.
- Provision of safe crossing facilities and high quality routes to each school in Bexhill
- Undertake a full walking audit of town, detailing key pedestrian routes, and upgrades required to overcome service for all users, including the disabled.
- Route signing audit and assessment
- Work with developers and Rother DC to ensure new developments are permeable for walking and cycling, link to local sustainable transport networks, and support car-free lifestyles.

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KEY

CYCLE NETWORK

- Existing
- Proposed
- National Cycle Route
 - Local Authority

TRAFFIC DATA

Daily Traffic Volume

- 0 - 2,500
 - 2,500 - 5,000
 - 5,000 - 10,000
 - 10,000 +
- Railway Station
- Administrative Boundary
- 10m Contour (Odd Numbers)
- 20m Contour (Even Numbers)

DATA SOURCE:

Local Authority Proposed Cycle Routes
Bexhill Cycle Network Report Arney March 2015

Traffic Flow Data
East Sussex County Council

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PROJECT

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TITLE

**BEXHILL
TRANSPORT NETWORK**

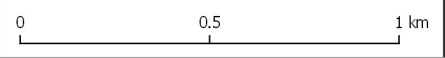
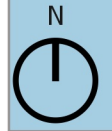
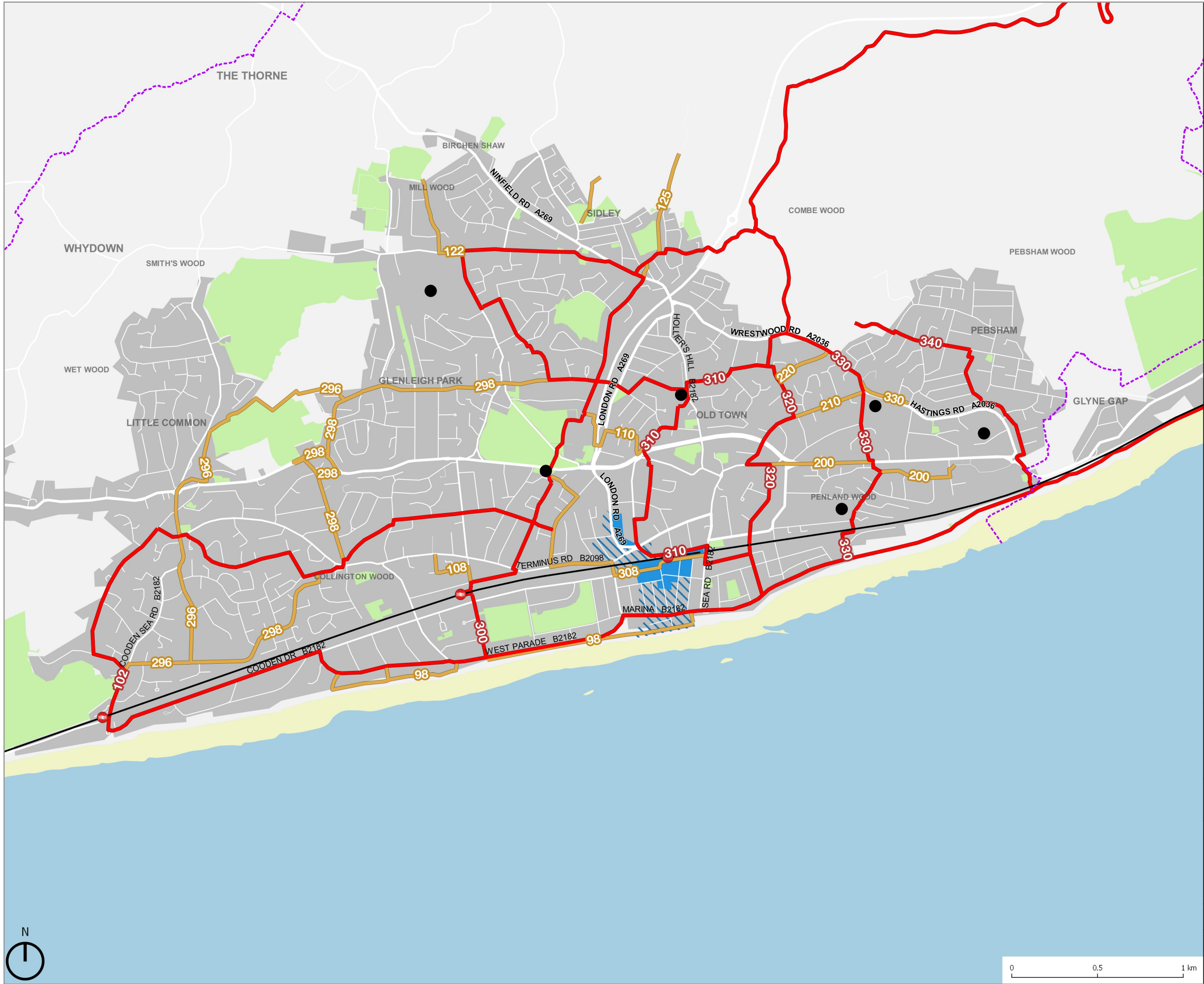
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KEY

PROPOSED NETWORK

- Primary Route
- Secondary Route

EMPLOYMENT

2011 Census Workzones
Density of Employment (Jobs per Hectare)

- 50 - 100
- 100 +

TRIP GENERATORS

- Key Locations
(Education, Health & Leisure)
- Administrative Boundary

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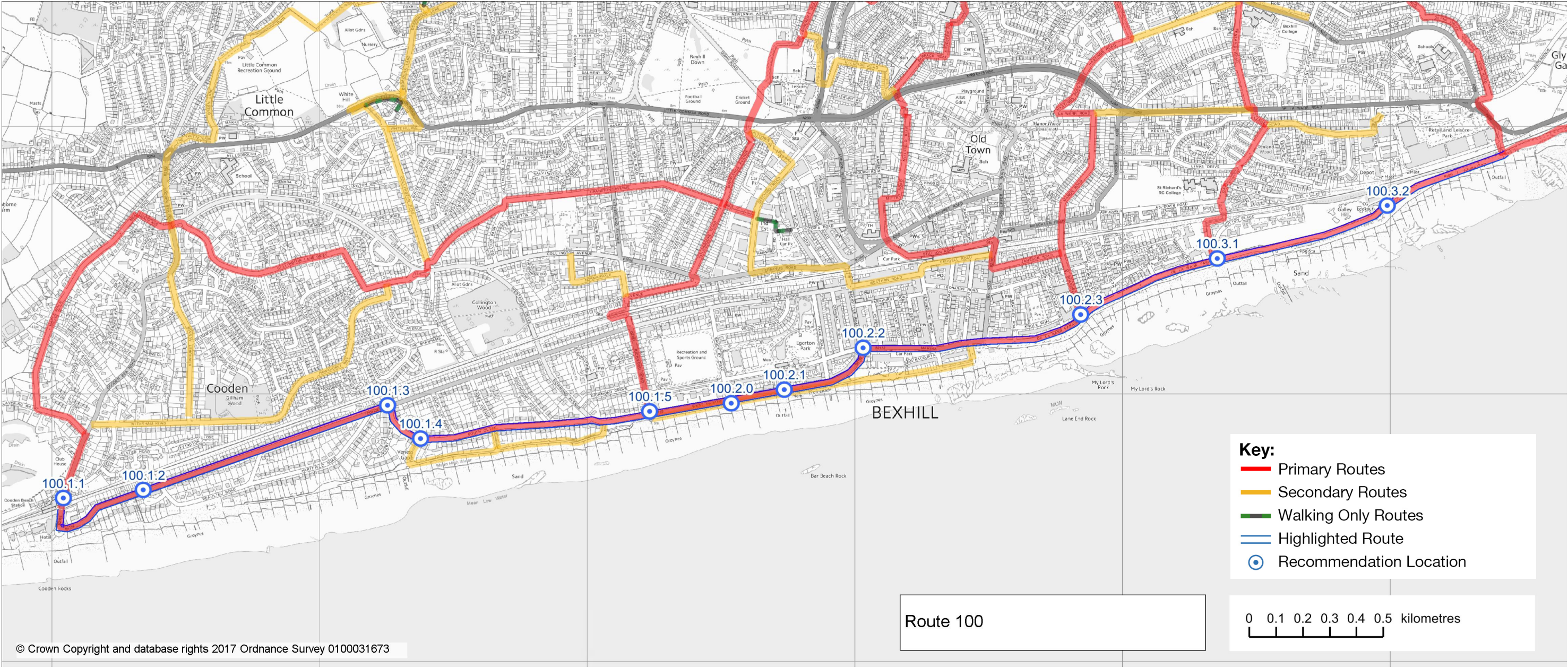
PROJECT
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TITLE
BEXHILL
PROPOSED NETWORK

Drawn DL	Checked JF	Date 17/4/2018	Scale at A3 1:20,000
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STATUS ISSUED			
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DRAWING NUMBER 20204.BH-SD-MAP-00-04	REVISION C
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100: National Cycle Route 2 (NCN2)

Route description

The route forms a primary east-west coastal route utilising the highway along Cooden Drive, South Cliff, B2182 West Parade/Marina & De La Warr Parade to Galley Hill. A parallel combination of sea wall and promenade provides 4km of alternative traffic free cycling at a more leisurely pace due to high levels of shared use pedestrian movement.

NCN2 passes close by major Bexhill tourist destinations, vibrant street scenes, eateries & shops. Bexhill Train station is just 400m from the seafront!

Pevensey to the West and Hastings to the East are easily accessible for occasional/family cycling. Rail stations along the way can take the strain for the less fit and able and elderly. Eastbourne, the Cuckoo Trail and Rye via NCN2 will appeal to more experience cyclists wishing to journey further afield.

NCN2 passes connecting routes 300, 310, 320, 330, and 340 on its way to Glyne Gap which provide links across Bexhill to destinations in the north, east and west of the borough.

The seawall/promenade route provides a key traffic free coastal route for the town due to its traffic free environment and current quality of provision.

The on-road alignment however offers little provision for cyclists other than route signing and 1km of advisory cycle lanes with tired painted dashed white lines. Access is limited to the north of Bexhill due to the railway line and the A259, which sever direct access to the coastal route for many residents.

To connect to key destinations in Bexhill, cyclists must cross the busy coast road by dismounting and using pedestrian facilities or crossing with high levels of traffic, with no supported facilities, leading to high risk of collision.

Supported pedestrian crossings are infrequent and are not necessarily located on desire lines for users, leading to some pedestrians to cross away from formal crossing points.

100.1 Cooden Rail Station to Richmond Ave/330

Existing conditions

Vehicular access in and out of the rail station entrance is a two-way semi-circular drive-through arrangement. The right turn onto the B2182 Cooden Sea Road has restricted sight lines from the southern entrance point as the route passes under the railway bridge to the Cooden Beach Hotel roundabout before turning east on B2182 Cooden Drive.

Cooden Drive is a wide carriageway with enough space to accommodate advisory cycle lanes to both sides of the carriageway for approx. 1km. Unfortunately the dashed white lines are worn out and numerous parked cars block the way. The route is signed NCN2.

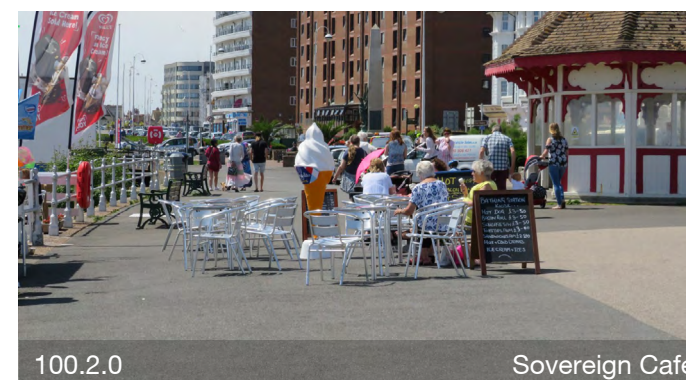
South Cliff is also a wide flat carriageway lined by mostly detached houses with a series of four residential avenues leading to the detached residential community backing onto the railway line. A 900m traffic free option along the sea wall is available with three access points as far as Richmond Avenue.

Barriers to walking and cycling

Sight lines from station onto B2182 obscured by Railway Bridge from southern entrance. Worn out advisory cycle lane markings. Parked cars in advisory cycle lane.

Recommendations

- 100.1.1 Create one-way station access road with exit from north side entrance.
- 100.1.2 Consider converting advisory cycle lanes to mandatory cycle lanes.
- 100.1.3 Improve crossing of Cooden Drive to Sea View for cyclists.
- 100.1.4 Ramp desire line down to sea wall. Signing recommended.
- 100.1.5 Consider safer cycle crossing options at Richmond Road/300 junction if route 300 is implemented.



100.2 B2182 West Parade to De La Warr Parade

Existing condition

The B2182 is signed NCN2 from Richmond Avenue/330 to Bolebrook Road/320 but is typically constrained by parked cars and traffic congestion. Tall residential apartment blocks behind the B2182 northern footway tower over Bexhill's delightful seaside promenade and beach.

Some 1.7km of parallel traffic free promenade is available for shared use walking and cycling however high level of pedestrian activity enjoying the promenade's landscaped seating/play areas and café area dictates a leisurely pace. Experienced road cyclists will find the on-road alternative quicker. Useful 20mph zone by De La Warr Pavilion. Bexhill recreation & sports ground, Egerton Park and Bexhill Museum are less than 100m from NCN2 & the promenade although no signage or controlled crossings to destinations in place along length of section.

Barriers to walking and cycling

Parked cars and traffic congestion along B2182. Lack of controlled crossings. Interaction on the promenade with high levels of pedestrians could create uncomfortable environment for some users. Café furniture on the promenade may result in some conflict between users if care is not taken.

Lack of destination signage for pedestrians and cyclists does not support journeys, across the town.

Recommendations

- 100.2.0 Relocate Sovereign Light café furniture to reduce potential conflict/incidents
- 100.2.1 Consider controlled crossing to key attractions and install direction and distance signage.
- 100.2.2 Extend DLWP 20mph zone
- 100.2.3 Consider safer cycle crossing options of Bolebrook Road/320 junction if route 320 is implemented.

100.3 De La Warr Parade to Glyne Gap

Existing conditions

De La Warr Parade becomes less congested following the B2182 departure northward on Sea Road. Some 850m of shared use promenade is available as far as the pumping station at the foot of Galley Hill. The signed on road route from Bolebrook Road/320 continues on De La Warr Parade passing Sutton Place/330 to the pumping station at the foot of Galley Hill where it climbs 300m on a shared use traffic free path to the Coast Guard station where panoramic views of the coast line can be enjoyed. The route then descends 400m quickly to the railway underbridge leading to Ravenside Retail and Leisure Park and route 340.

Barriers to walking and cycling

Parked cars and traffic congestion. Interaction between different types of users on the promenade with high levels of pedestrians. Excessive Cyclist speed on downward stretch to underbridge. Sight lines at 340 underbridge.

Recommendations

- 100.3.1 Consider safer cycle crossing options of De La Warr Parade Sutton Place/330 junction if route 330 is implemented.
- 100.3.2 Cyclist speed reduction measures/signing on downhill approach to underbridge/340

102: Cooden Beach, Collington, Cranston Avenue, Windsor Road

Route description

Route 102 links Gooden Beach Railway Station, and NCN2 to Beeching Industrial Estate via Cooden Sea Road, Maple Walk, Meads Avenue, Collington Lane West and Cranston Avenue terminating at Windsor Road. It avoids the more heavily trafficked Birk Dale and Collington Avenue which is a popular cycle route corridor for experienced road cyclists.

102.1 Cooden Sea Road

Existing conditions

Route 102 starts at Cooden Beach Railway Station along the B2182 passing Cooden Beach Golf Club before turning west on Claverling Walk then north on Maple Walk to Meads Avenue.

Barriers to walking and cycling

The B2182 Cooden Sea Road can be heavily trafficked, particularly during peak times therefore inexperienced cyclists need to take extra care. The rail station, golf club and private residences attracts on-road parking. Meads Avenue is narrow and the confined width not considered suitable for two-way traffic.

Recommendations

- 102.1.1. Consider parking restrictions along sections of the B2182 Cooden Sea Road carriageway to improve safety.
- 102.1.2 Re-paint Mead Road double yellow lines which have worn out.
- 102.1.3 Close Meads Avenue to motorised traffic at Cooden Sea Road.

102.2 Birk Dale – Collington Lane West - Birk Dale

Existing conditions

Shopping parades and the A259 Little Common roundabout are just 200 metres distant hence the high amount of traffic noted at this location. Route 102 changes course eastward on Birk Dale before

joining Collington Lane West. This relatively quiet residential 1.2km section is flanked by individual executive detached properties set back from the carriageway which is lined by grass verges. The route briefly returns to Birk Dale before crossing to Collington Lane East and Cranston Avenue. A wide corner verge is available at this location and would assist the crossing of Birk Dale.

Barriers to walking and cycling

There are no footways for most of this section, just grass verges. The route is not as direct as Birk Dale which experienced cyclists may prefer to use.

Recommendations

- 102.2.1 Utilise grass corner verge for crossing between Birk Dale and Collington Lane West.

102.3 Cranston Avenue –Beeching Road

Existing conditions

Cranston Avenue is a relatively quiet residential road lined by detached houses, footways and grass verges. The route continues some 850m to the junction of Colebrook Road/Route 300. Opposite is a 120m alleyway footpath accessed between houses which provides a direct link to Beeching Road and the surrounding Industrial Estate.

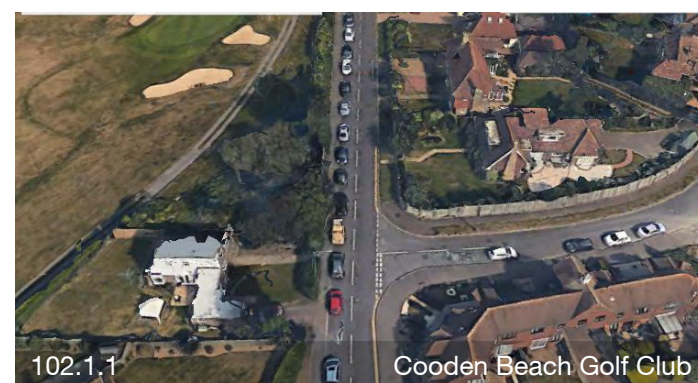
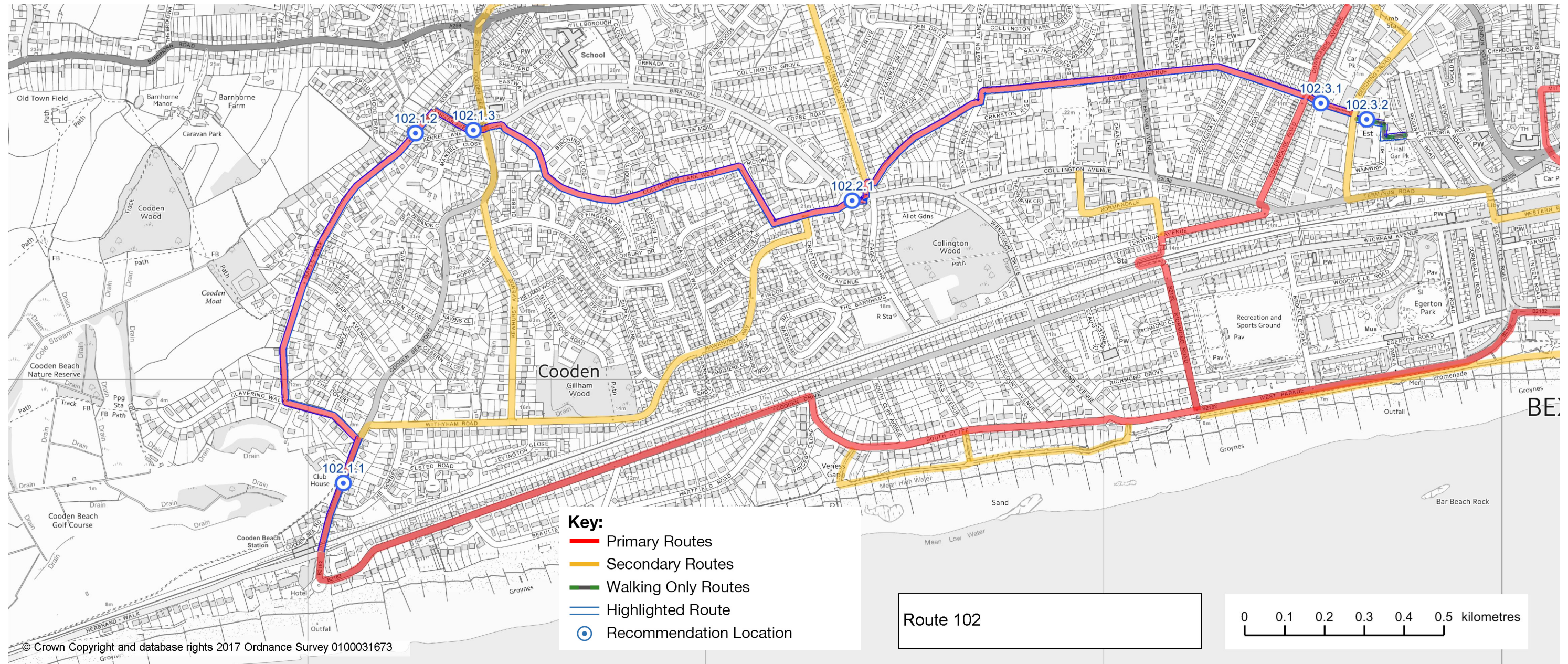
Walkers can benefit from narrow alleyway footpaths opposite which lead to Victoria and Windsor Roads before joining the B2098 Terminus Road and Route 308.

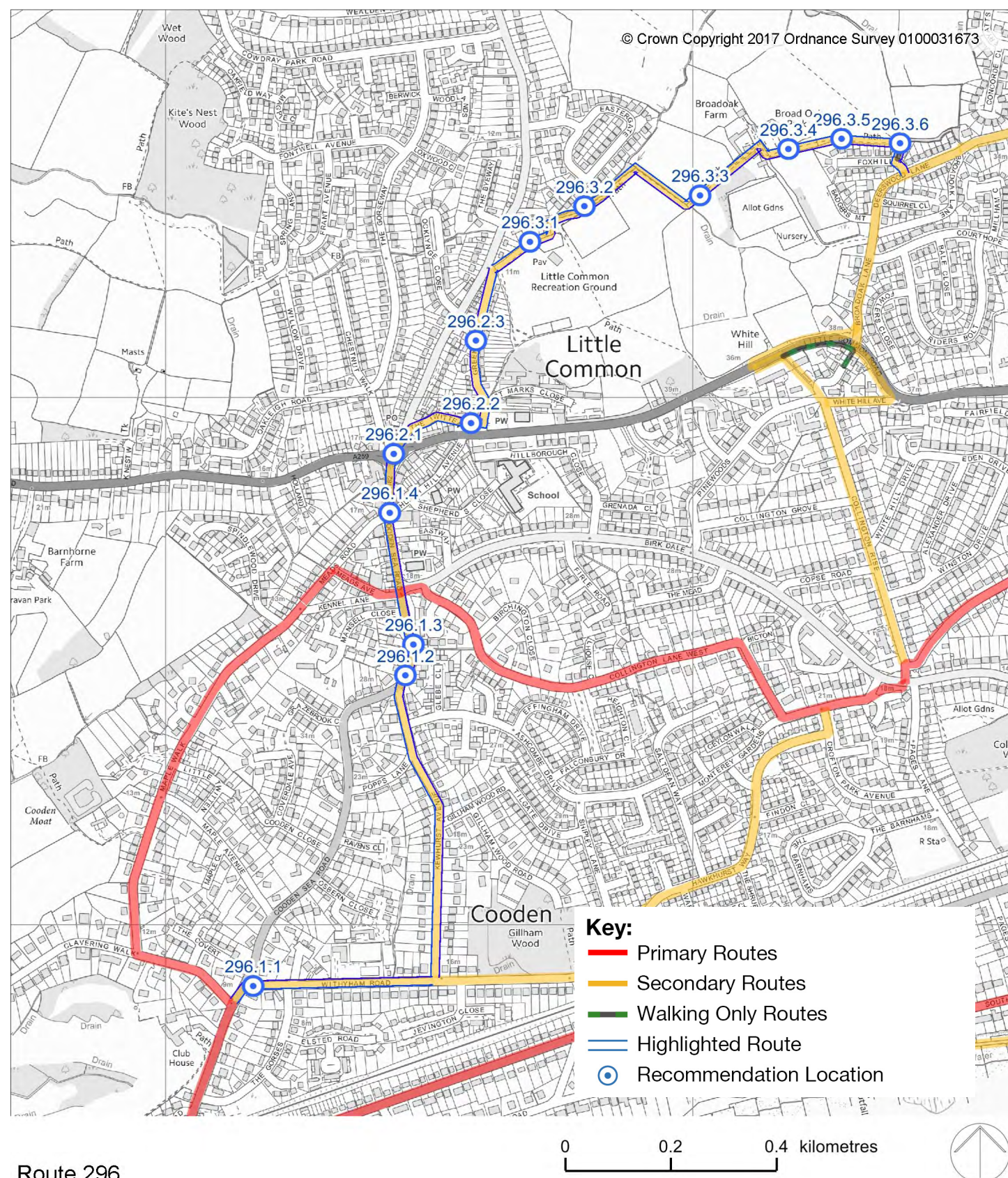
Barriers to walking and cycling

Narrow alleyway path from Colebrook Road/Route 300 to Beeching Avenue/Route 308

Recommendations

- 102.3.1 Seek land owners permission to relocate boundary fences
- 102.3.2 Widen alleyway path to accommodate shared use walking and cycling





296: Withyham Road, Little Common, Recreation Ground

Route description

The route forms a secondary east-north route from Withyham Road to the western residential area of Little Common. Cooden Beach Rail Station and National Cycle Route 2 are just 300m distant via Route 102. The route follows mostly quiet residential roads apart from some 150m of carriageway to Little Common roundabout.

Background

Route subsequently identified as quieter albeit less direct alternative to Cooden Sea Road.

296.1 Withyham Road – Kewhurst Avenue – Cooden Sea Road

Existing conditions

The start of route 296 at the Withyham/Cooden Sea Road Junction benefits from corner verge space. Continuing eastward the route then turns north along Kewhurst Avenue to the junction of Cooden Sea Road. A footway flanked by a wide verge leads to an elevated footway with railings which descends to roadside at the Birk Dale junction.

The final 120m approach to the A259 roundabout is vibrant and lined by independent shops and businesses set back from the carriageway. The footways are surprisingly wide but inconsistent in width, surface treatment/condition.

Barriers to walking and cycling

Traffic congestion along A259 Cooden Sea Road. Poor use of available footway and shop frontage space.

Recommendations

- 296.1.1 Utilise grass verges and improve Withyham Road junction for cyclists.
- 296.1.2 Utilise and improve available verges to accommodate shared use walking and cycling
- 296.1.3 Widen elevated footway. Reposition and heighten safety balustrade to Birk Dale.

- 296.1.4 Make better use of B2182 footway space between the building line and carriageway kerb – mixed priority route

296.2 Little Common Roundabout – Recreation Ground

Existing conditions

The A259 roundabout approaches are congested although Chestnut Walk appears less so. Footways are narrow either side of the A259 Barnhorn Road crossing. A narrow central refuge assists pedestrians to cross the A259 Barnhorn Road but patience is required. A signalled pedestrian crossing is available over the eastside A259 Little Common Road. Available space appears underutilised. The Twitten provides a relatively quiet route alignment to Green lane although experienced cyclists will prefer the direct 160m alternative along the A259. An unmade alleyway provides direct access from The Twitten to Green Lane. The carriageway along Green Lane is quite narrow and constrained by parked cars.

Barriers to walking and cycling

Congestion on A259 Roundabout approaches. It is not easy for pedestrians to navigate/cross the A259 Barnhorn Road north to Chestnut Walk. Narrow unmade access track to Green Lane. Constrained carriageway and parked cars along Green Lane.

Recommendations

- 296.2.1 Assess and improve A259 Little Common Roundabout public realm space, crossings provision and carriageway approaches for all users
- 296.2.2 Check status of Twitten access track and seek permissions to widen and improve for shared use.
- 296.2.3 Consider parking restrictions along sections of Green Lane carriageway to improve safety.



296.3 Recreation Ground to Foxhill

Existing conditions

A Public Right of Way footpath hugs the field edge for some 350m constrained by a ditch and Recreation Ground infrastructure and sports pitches opposite. The path veers southeast continuing sports field edge before joining a wide farm track to Broadoak Farm building's car park. A robust stile leads to a small paddock with picnic bench before continuing field edge to the rear of Foxhill houses. The footpath is not defined on the ground and this section is prone to waterlogging due to its lower ground level. Access to Foxhill is via a stile and short climb up to an alleyway which is fenced both sides.

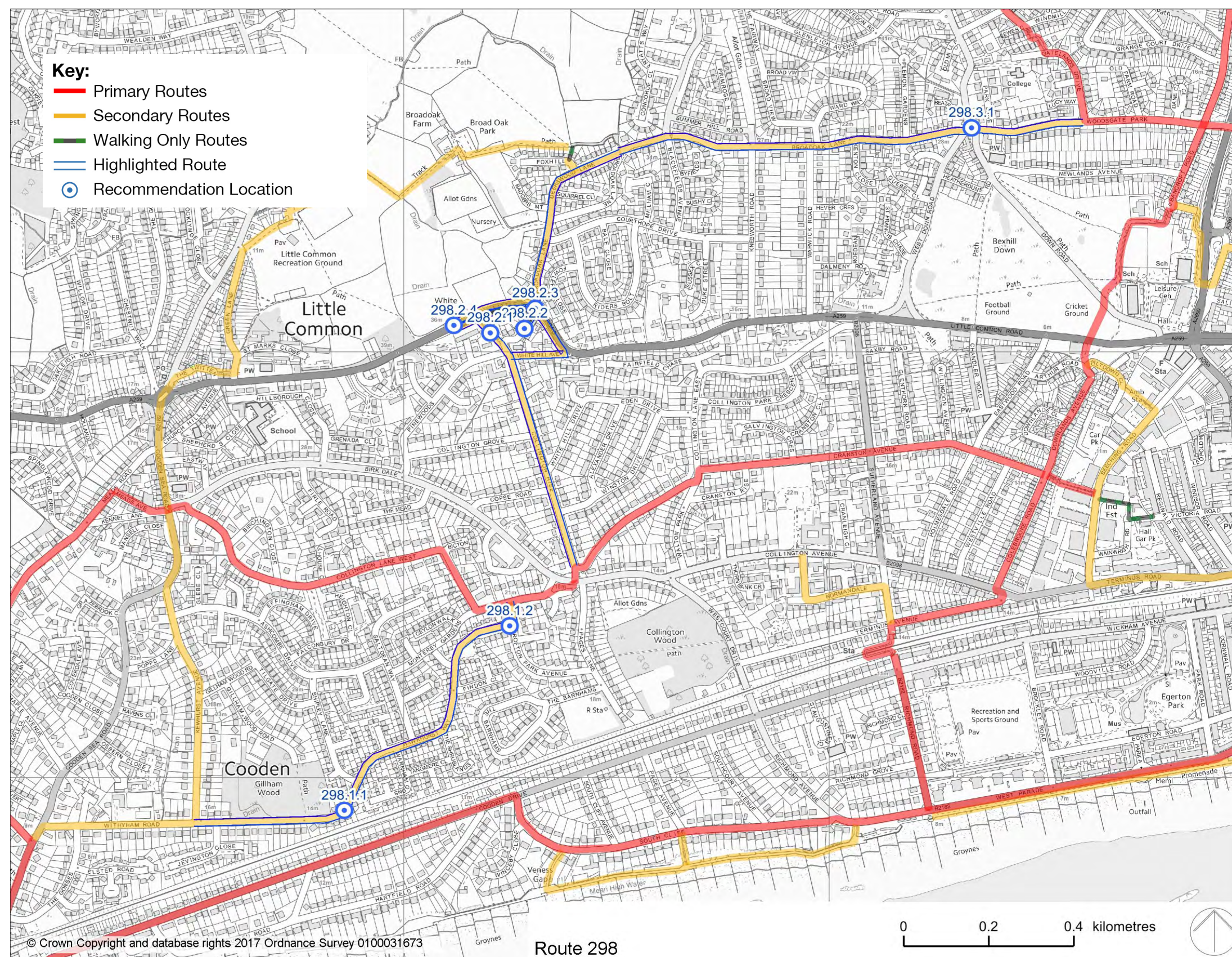
Barriers to walking and cycling

Land owner agreements and other permissions to cycle. There is no defined footpath on the ground resulting in potential conflict with sports field users, particularly at weekends. Several stiles along the way are a barrier to both cyclists and disabled users.

Recommendations

- 296.3.1 Seek permissions to construct new shared use path along Public Right of Way footpath alignment across Recreation Ground,
- 296.3.2 Sports field floodlighting may require relocating.
- 296.3.3 Seek permissions to utilise and improve Broadoak Farm track.
- 296.3.4 Replace stiles and improve access arrangements for all.
- 296.3.5 Seek permissions to construct new shared use path utilising Public Right of Way footpath over Broad Oak Park to Foxhill.
- 296.3.6 Groundwork, vegetation clearance and access improvements required at Foxhill alley.





298: Cooden Sea Road, Broad Oak Lane, Woodsgate Park

Route description

The route forms a secondary route and links Cooden East/Collington West to Cranleigh Park. It utilises mainly quiet residential roads as the route climbs northward to Broad Oak Park before turning east to Woodgate Park and routes 120 and 300.

298.1 Cooden Sea Road - Crofton Park Avenue

Existing conditions

From Cooden Sea Road the initial 350m along Withyham Road is shared with route 296 to Kewhurst Road then passes beside Gillham Wood which is managed by the Sussex Wildlife Trust

The following 800m along Hawkhurst Way is on a wide residential road flanked by individual design detached properties. Footways and grass verges planted with occasional trees line the carriageway to Crofton Park Avenue.

Barriers to walking and cycling

Parked cars by road junctions and on bends could restrict sight lines. Occasional subsidence/pot holes noted.

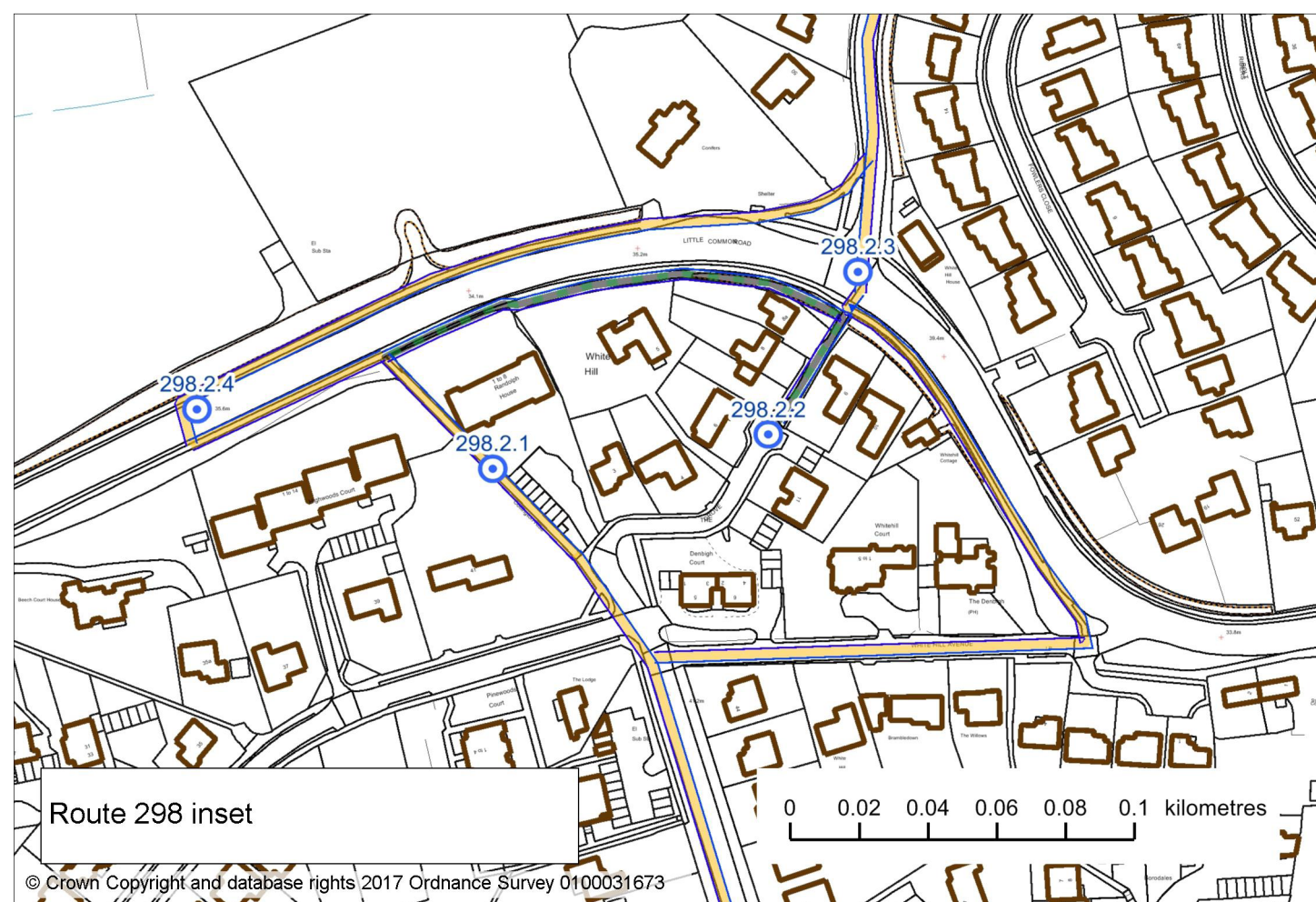
Recommendations

- 298.1.1 Limited carriageway repairs recommended
- 298.1.2 Consider limited traffic orders and parking restrictions at key locations.

298.2 Collington Rise – Broad Oak Lane

Existing conditions

Collington Rise climbs some 620m to The Grove and then continues some 90m to the A259 Little Common Road. The unmade section of Grove Road to Little Common Road shown on our mapping and Google Earth has since been developed and is no longer available. An alternative short, narrow overgrown path now spills onto the A259 Little Common Road. A 250m alignment via White Hill Avenue and a raised verge to the front of the Denbigh Public House was



also assessed. It was not possible to identify an acceptable crossing alignment to Broadoak Lane.

Barriers to walking and cycling

Restricted width along alleyway footpaths. Abrupt spill onto A259 Little Common Road Poor visibility splays at potential crossing points. Fast moving traffic.

Recommendations

- 298.2.1 Widen footpath alley for shared use, although this will need agreement from adjacent landowners
- 298.2.2 Establish status of overgrown path that replaced the unmade road.
- 298.2.3 Seek engineering assessment of A259 Little Common crossing options to Broadoak Lane and of raised verges and footways at proposed crossing points.
- 298.2.4 Toucan crossing 60m west of alleyway and widen footways either side of A259.

298.3 Broadoak - Deerswood - Broadoak Lanes

Existing conditions

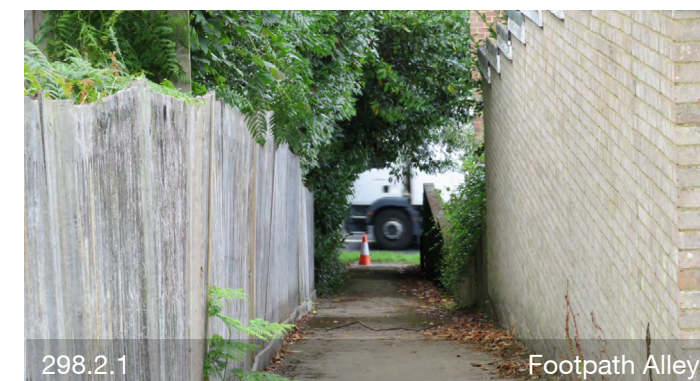
The route continues its gradual climb on Broadoak Lane passing a variety of detached residences. Footways and grass verges are inconsistent to Deerswood Lane. One section is signed no footway. Bollards on Broadoak Lane at Blackfields Avenue block car access as the route narrows to a one way lane and continues some 200m to Knebworth Road where the lane is signed no through road. There are sightline issues at the Gunters Lane junction prior to termination at Woodgate Park and Route 120

Barriers to walking and cycling

Inconsistent footway provision. Visibility splay at junction with Gunters Lane.

Recommendations

- 298.3.1 Improve crossing of junction at Gunters Lane for all users.



300: NCN2/West Parade, King Offa Primary, NBDA West

Route description

This route links the beach, NCN2 and West Parade to Collington Railway Station, Little Common Road, King Offa Primary Academy, Bexhill Leisure Centre, Sidley and the west side of North Bexhill Development Area.

Background

Route included in Bexhill Cycling Strategy 2016. Local groups consulted in advance of assessment

300.1 NCN2, West Parade - Rail Station - Little Common Road

Existing conditions

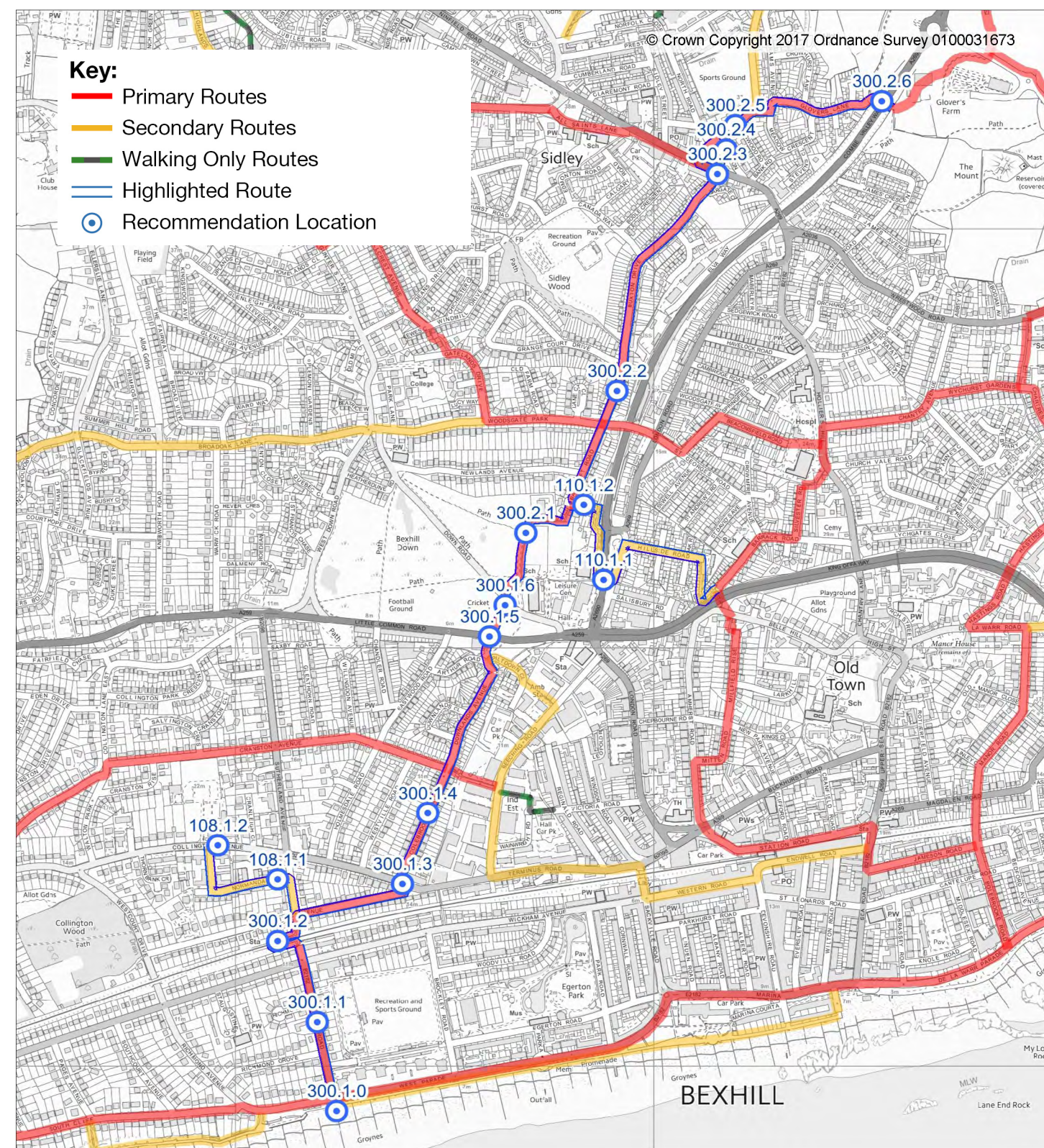
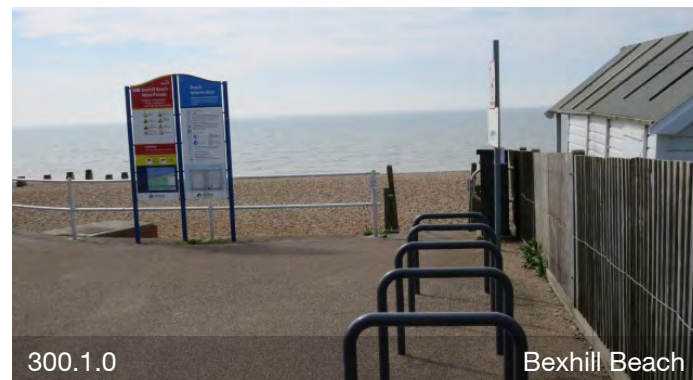
Richmond Road is wide, flanked by period properties and parked cars. Hastings Direct, a major employer and the recreation ground are close by. Collington Railway Station has a ramped pedestrian bridge spanning the railway line which cyclists are able to dismount & wheel over. Poor pedestrian crossing arrangements over Terminus Avenue. Continuing to Little Common on wide residential streets the route crosses the A259 via a convenient controlled crossing to surfaced footpaths over the common.

Barriers to walking and cycling

Parked cars along the whole section. Cyclists should dismount to cross the railway line due to inadequate deck width and sight lines. The Terminus Avenue/Colebrook Road junction has inadequate crossing provision. The A259 Little Common road footpath approaches and crossing arrangements are not designed for shared use.

Recommendations

- 300.1.1 Consider traffic orders, parking restrictions, traffic calming measures and 20mph speed limit along Richmond Road
- 300.1.2 Assess pedestrian bridge options including cyclist dismount signs.
- 310.1.3 Improve Terminus Avenue/Colebrook Road crossing.
- 300.1.4 Consider traffic orders, parking restrictions,





- Traffic calming measures and 20mph zones along Terminus Avenue, Colebrook Road and Downlands Avenue
- 300.1.5 Upgrade crossing of A259 Little Common Road to Toucan
- 300.1.6 Widen or realign some 500m of greenspace footpaths and approaches either side of A259 Little Common Road.

300.2 King Offa Primary Academy – Sidley & NBDA West

Existing Conditions

Passing close by King Offa Primary Academy the path leaves the open common area and continues via a wide unkempt alley before joining Bancroft Road. The roads are narrower resulting in unrestricted parked cars mounting and damaging the footways. A gentle 900m climb along residential roads leads to a difficult crossing of the A269 Ninfield Road and challenging route alignment options to Buckholt Lane. Glovers Lane terminates at an excellent bridge spanning the newly built link road and lands on the west side of the North Bexhill Development Area.

Barriers to walking and cycling

Unrestricted car parking. The footpath alley is not overlooked and sharp turns result in very poor sight lines. This may concern some users in terms of personal security. Crossing the A269 Ninfield Road. Carriageway widths restricted due to parked cars.

Recommendations

- 300.2.1 Widen or realign required greenspace footpaths and approaches past King Offa Primary to Bancroft Road. Alleyway requires improvements and mirrors to overcome very poor sight lines.
- 300.2.2 Repair surface and damaged footways along Bancroft Road and Buxton Drive
- 300.2.3 Install improved crossing and approach arrangements on the A269 Ninfield Road.
- 300.2.4 Assess elevated green space around the Church and New Inn pub as may assist and provide a direct traffic free link to Buckholt Lane.

- 300.2.5 Consider traffic orders, parking restrictions, traffic calming measures and 20mph speed limit along Buckholt Lane.
- 300.2.6 Establish ownership of new bridge and path to Bexhill-Hastings Greenway.

108: Collington Rail Station, Hastings Direct

Route description

A short secondary link off route 300 via quiet residential roads linking the railway station to a premier Bexhill employer.

Existing conditions

Hastings Direct is listed on the London Stock Exchange and is a constituent of the FTSE 250 Index. Conquest House, the company's HQ is located on Collington Avenue and is one of the largest employers on the South Coast employing some 850 people. Collington Rail Station is just 400 metres distant via Normandale (a quiet residential street opposite the building) which provides direct easy access for both walkers & cyclists to the north side entrance into the railway station.

Barriers to walking and cycling

Congestion during peak times & unrestricted car parking on streets surrounding the railway station. Lack of formal road crossing of Collington Avenue to from Hastings Direct HQ.

Recommendations

- 108.1.1 Sign route to and from Collington railway station
- 108.1.2 Consider formal crossing over Collington Avenue to Hastings Direct main entrance.

110: Bancroft, Hillside, Barrack Road

Route description

Local schools link between Route 310 and Route 300 via the leisure centre.

Existing conditions

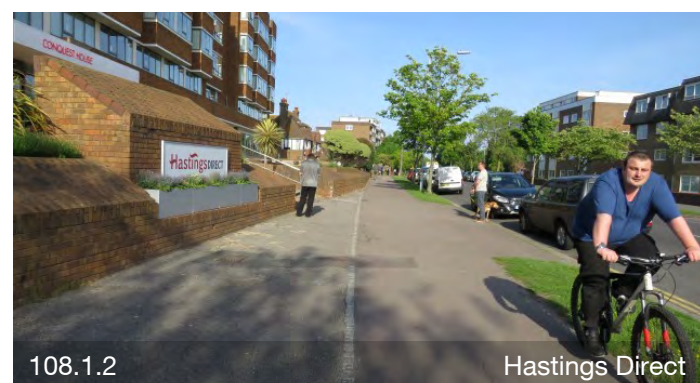
Route 110 links Bancroft Road-300 and Barrack Road-310 and provides a useful local road and traffic free link passing an open gated entrance to Bexhill Leisure Centre. A quality underpass follows to a purpose built concrete leisure area beside London Road then a short climb along Hillside Road leads to Barrack Road and the 310 King Offa Way underpass.

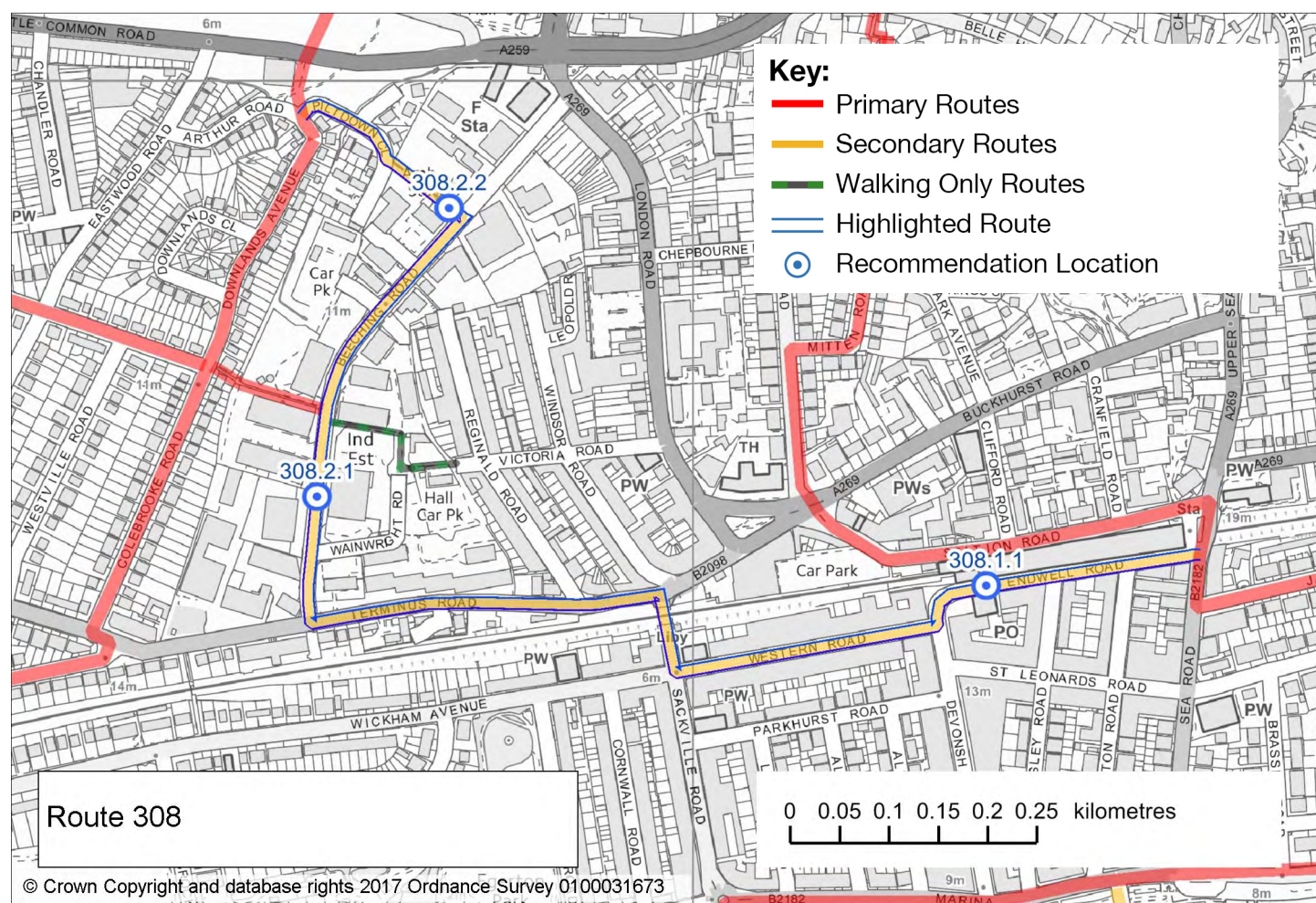
Barriers to walking and cycling

Some users may feel uncomfortable on traffic free sections after hours along narrow Public Rights of Way (PROW) footpaths.

Recommendations

- 110.1.1 Sign local traffic free route via leisure centre and quality underpass.
- 110.1.2 Establish status and ownership of footpaths as not listed Public Rights of Way on available mapping.





308: Bexhill Railway Station to Little Common Road

Route description

Route 308 links Bexhill railway station to Little Common via Endwell, Western, Terminus, and Beeching Roads to the Ambulance Station where a narrow PROW footpath peels west to Piltdown Close & the A259 Little Common Road.

Background

Route included in Bexhill Cycling Strategy 2016. Local groups consulted in advance of assessment.

308.1 Endwell Road – Terminus Road

Existing conditions

This on road section is not recommended for inexperienced cyclists due to the volume of traffic. A ramped bridge spans the railway providing a useful link from Endwell Road to Station Road. The one way road complicates matters for cyclists and walkers alike as the route crosses Devonshire Road to Western Road. Attractive improvements to the street scene noted on the approach to the town centre.

Barriers to walking and cycling

Continual heavy traffic and one way road. It is difficult to see how a route can be achieved without cyclists sharing and competing for space on the carriageway.

Recommendations

- 308.1.1 This section needs to be considered in conjunction with town centre improvement and development plans.

308.2 Beeching Road & PROW footpath to Little Common Road

Existing conditions

The crossing into Beeching Road is not easy as route 308 continues along a relatively wide carriageway on Terminus Road lined by footways, verges and commercial premises. The footpath beside the Ambulance Station could be easily missed.

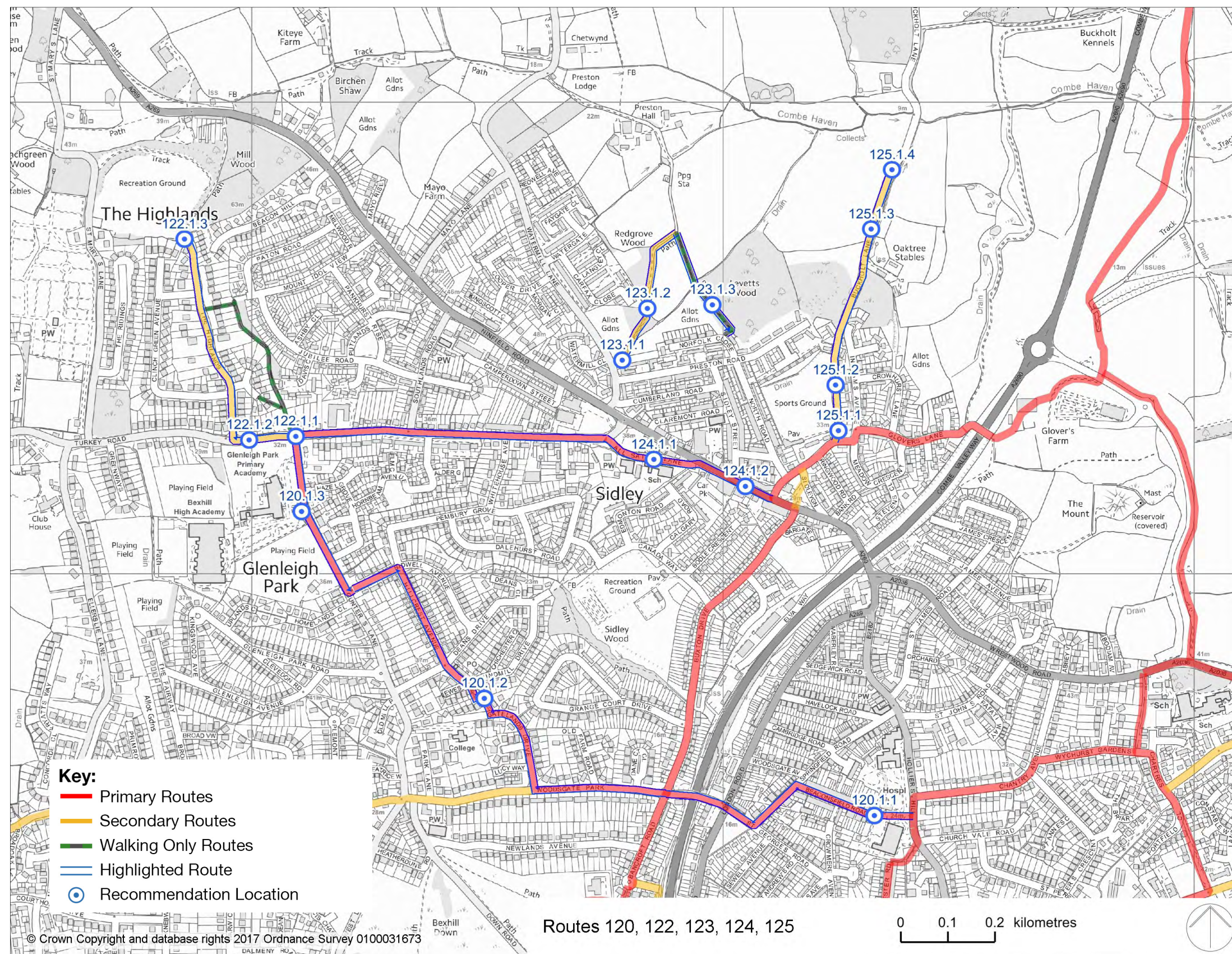
Barriers to walking and cycling

Heavy vehicles accessing commercial premises. Narrow PROW footway to Piltdown Close.

Recommendations

- 308.2.1 Widen Beeching Road footways into verges where possible and promote shared use.
- 308.2.2 Widen and light PROW footpath to Piltdown Close.





120: Bexhill Hospital, Gunters Lane

Route description

This route links Beaconsfield Road by Bexhill Hospital Grounds to Bexhill Academy Schools

Existing conditions

Beaconsfield Road is a no through road and access into the hospital grounds is currently fenced off. The route follows relatively quiet residential streets to Gatelands Drive where a wide 90m alleyway footpath continues to Hillcrest Avenue. The route climbs gradually to Gunters Lane and continues to the Academy Schools and Turkey Road on an existing 350m shared use footway. A toucan crossing assists students over the road to the Academy Schools entrance.

Barriers to walking and cycling

Route through hospital grounds via Beaconsfield Road is not available. Sightlines along alleyway footpath are not ideal for shared use walking and cycling. The Academy's toucan crossing's west-side landing stage on Gunters Lane is constrained.

Recommendations

- 120.1.1 Seek permissions to remove boundary fence and install shared use walking and cycling route through hospital grounds to main entrance
- 120.1.2 Check status of alleyway path and consider cyclist dismount signs either end of alleyway if required.
- 120.1.3 Widen west side landing point of Gunters Lane toucan crossing.

122: Gunters Lane, Highlands

Route description

Local Schools link from The Highlands to Route 120.

Existing conditions

A series of alleyway footpaths can be accessed directly opposite Gunters Lane however crossing Turkey Road can take time due to the amount of traffic. The Rose and Crown bus stop may present conflict of use. A road corner grass verge by the primary school is available. A wide footway and verge is available along the north side of Turkey Road to The Highlands where the route climbs to the recreation ground and a potential new development area.

Barriers to walking and cycling

Crossing Gunters Lane. Traffic congestion along Turkey Road. Restricted width and steps along alleyway footpaths.

Recommendations

- 122.1.1 Utilise corner verge for road crossing point.
- 122.1.2 Install Toucan Crossing and widen existing footway into grass verge to enable shared use walking and cycling.
- 122.1.3 Ensure seamless link into potential new development area.

123: Norfolk Close, NBDA

Route description

There are two potential links available from Norfolk Close, Sidley into the North Bexhill Development Area. .

Existing conditions

The first opportunity is to utilise the wide track beside the allotments area into the recreation ground and play area. The second is to utilise the Public Right of Way footpath which descends through Levetts Wood

The wide allotments track offers a more gentle descent and direct route to the NBDA. The Levetts Wood footpath has a steep incline down to the recreation ground.

The footpaths across the recreation ground are undefined. Access points into the recreation ground have A Frame barriers are in place to deter antisocial motorbike use There appears to be a DIY mud cycle course through Redgrove Wood.

Barriers to walking and cycling

Levetts Wood appears unmanaged and could be considered unsafe for all users at the current time. The descent through Levetts Wood is steep and peppered with mature tree routes. There is potentially unstable ground, fallen trees and drainage issues. Undefined grass footpaths across recreation field

Recommendations

- 123.1.1 Place making "gateway" at Watermill Lane access point to Allotments track.
- 123.1.2 Seek permissions to install a new shared use path to and through recreation ground to tie in with NBDA infrastructure provision.
- 123.1.3 Commission Levetts Wood trees assessment and propose woodland management plan.

124: Gunters Lane to Sidley

Route description

A primary route linking the Academy Schools to A269 Ninfield Road, Sidley and Route 300.

Existing conditions

Turning east towards Sidley is an existing 650m shared use footway with quality side road crossings to All Saints Lane which is relatively narrow and one way traffic only. The final 230m along A269 Ninfield Road to Route 300 is congested although the footway fronting the independent shops and businesses is wide in places.

Barriers to walking and cycling

All Saints Lane is one way and congested. Traffic congestion along A259 to Route 300.

Recommendations

- 124.1.1 Re-paint All Saints Lane double yellow lines which have worn out. Consider closing All Saints Lane to motorised traffic or restricting to access only or reallocate road space to allow two way contraflow cycling.
- 124.1.2 Make better use of A269 Ninfield Road footway space between the building line and carriageway kerb – mixed priority route, including seamless link to Route 300.



125: Buckholt Lane to NBDA

Route description

An unrestricted Byway provides a direct link from Sidley into the North Bexhill Development Area (NBDA).

Existing conditions

Buckholt Lane is initially flanked by the sports ground fenced boundary and Ingrams Avenue rear gardens before descending past Oaktree Stables to Combe Haven and the NBDA.

Barriers to walking and cycling

Potholes and surface defects. Potential increase in motorised traffic as a result of new housing development and associated use.

Recommendations

- 125.1.1 Place making “gateway” at Buckholt Lane access point.
- 125.1.2 Repair potholes and surface defects.
- 125.1.3 Restrict motorised vehicular access to existing residents only.
- 125.1.4 Connect Buckholt Lane to NBDA new walking and cycling network.



310: NCN2/De La Warr Parade, King Offa Way & NBDA Central

Route description

It links Bexhill Train Station to Bexhill East. The Town Centre and London Road roundabout sections are problematic due to the confined one-way Station Road & surrounding heavy peak time traffic. A steep climb on Millfield Rise leads to pedestrian footpaths and road tunnels under the A259 King Offa Way. Narrow alleyways terminate close by the hospital.

Background

Route included in Bexhill Cycling Strategy 2016. Local groups consulted in advance of assessment

310.1 Jameson Road – Station – Town Centre

Existing conditions

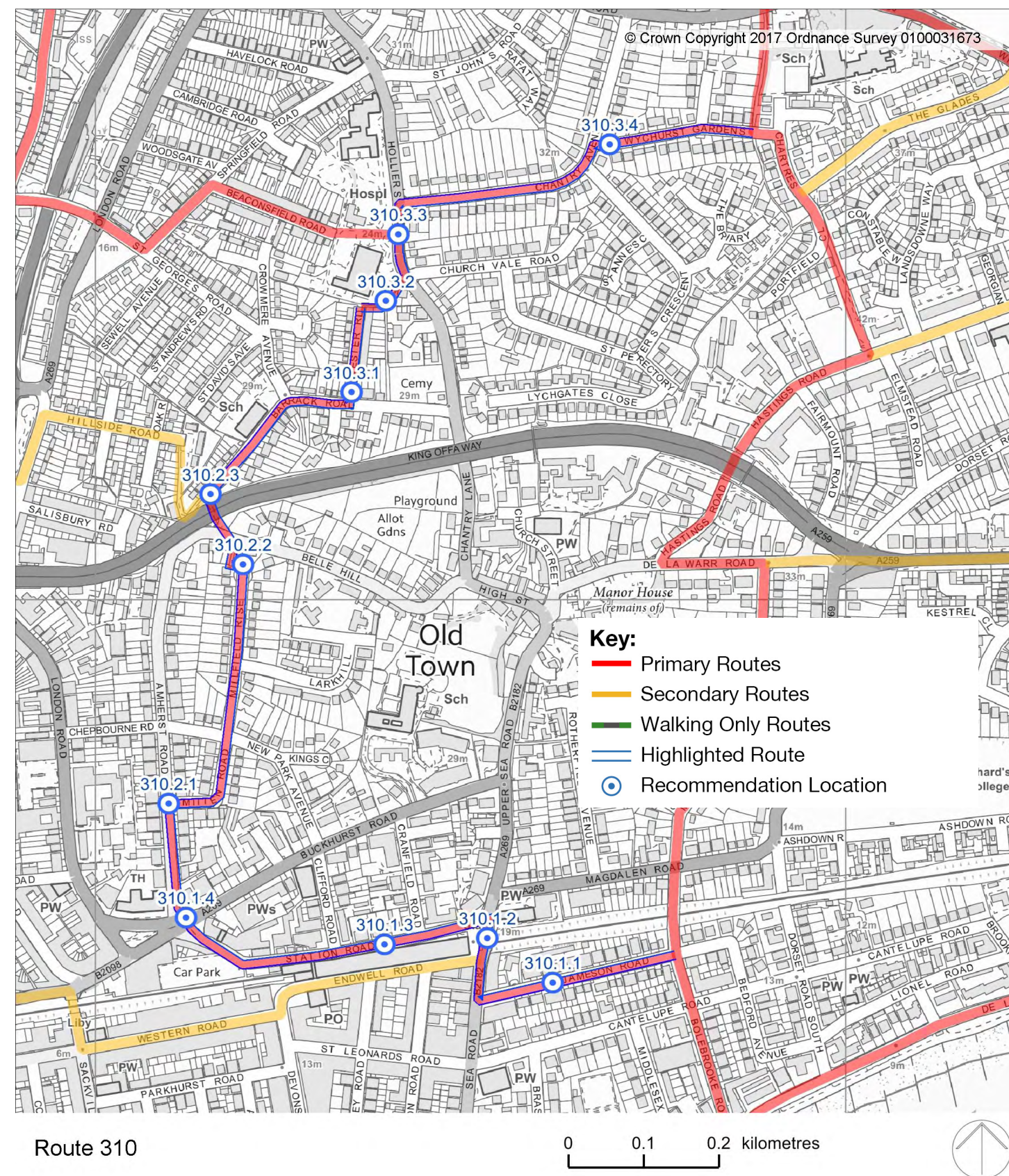
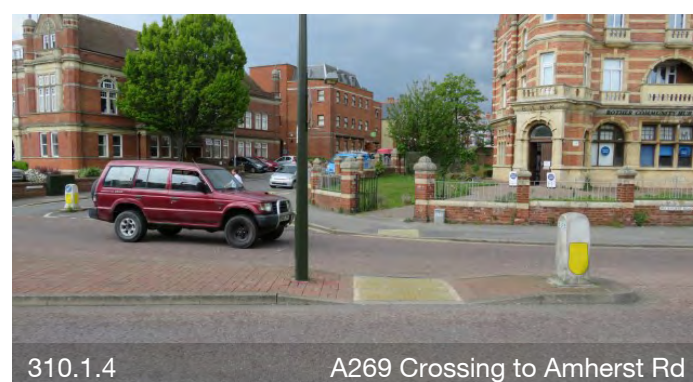
Jameson Road is key to getting to the rail station but is constrained by parked cars. There are poor sight lines at its junction with Sea Road. The proposed route onto the Town Centre and London Road roundabout is problematic due to a narrow one-way Station Road and heavy peak traffic.

Barriers to walking and cycling

Parked cars and poor sight lines along Jameson Road. Heavy traffic and parked cars along one way Station Road. It is difficult to see how a route can be achieved west of the station to London Road roundabout without substantial design work, intervention and financial cost due to constrained one way road.

Recommendations

- 310.1.1 Consider traffic orders, parking restrictions, traffic calming measures and 20mph speed limit along Jameson Road and either side of the Sea Road Junction.
- 310.1.2 Assess and improve link to Rail Station.
- 310.1.3 Assess potential for two way contraflow cycle route along Station Road.
- 310.1.4 Assess and improve A269 crossing to Amherst Road.



310.2 Town Centre - Barrack Road

Existing conditions

Route 310 continues north from the London Road roundabout along Amherst Road before a steep climb on Millfield Rise to Belle Hill. Pedestrian footpaths and road tunnels assist users under the A259 King Offa Way. A ramp and steps lead up to Barrack Road which has restricted width and parked cars along its length.

Barriers to walking and cycling

Route gradient. Peak time traffic. Footpaths and pedestrian tunnels are not considered suitable for cycle use. Restricted carriageway widths and parked cars.

Recommendations

- 310.2.1 Consider traffic orders, parking restrictions, traffic calming measures and 20mph zones along Amherst and Mitten Roads and Millfield Rise.
- 310.2.2 Warning signs at Millfield Rise Belle Hill alleyway junction.
- 310.2.3 Warning signs at King Offa Way Barrack Road tunnel junction.

310.3 Silvester Road - Bexhill Hospital - Wychurst Gardens

Existing conditions

Silvester Road is a narrow no access residential road with on street car parking. It links to a narrow public alleyway which skirts the hospital grounds boundary to Hollier's Hill. The final section along residential Chantry Avenue and Wychurst Gardens leads to Route 320.

Barriers to walking and cycling

Narrow carriageways and parked cars. Narrow public footpaths and alleys.

Recommendations

- 310.3.1 Consider traffic orders, parking restrictions, traffic calming measures and 20mph zones along Barrack and Silvester Roads.
- 310.3.2 Seek permissions to relocate Hospital

boundary fence and widen footpath to benefit local community.

- 310.3.3 Safe link into hospital and dedicated cycle parking area needed.

- 310.3.4 Consider traffic orders, parking restrictions, traffic calming measures and 20mph zones along Chantry Avenue and Wychurst Gardens to Route 320.



320: NCN2/De La Warr Parade & NBDA Central

Route description

The railway line runs beside National Cycle Route 2 east-west and severs direct access to the beachside for most Bexhill residents. Route 320 benefits from a road bridge over the railway and provides a moderate/harder going primary cycle and walking connection from the beach and National Cycle Route 2 northward to NBDA. A high pedestrian bridge spans the A259 King Offa Way. More effort required compared to adjacent eastern routes assessed due to the steeper gradient. It utilises mostly residential streets and importantly links much of East Bexhill to the Railway Station.

Background

Route included in Bexhill Cycling Strategy 2016.
Route included in Bexhill Cycling Strategy 2016.
Local groups consulted in advance of assessment.

320.1 NCN 2 De La Warr Parade – De La Warr Road

Existing conditions

Route 320 benefits from a bridge over the railway line as it climbs northward from the A259/NCN 2 seafront via Bolebrook, Bridge and Manor Roads to the De La Warr Road junction. Lined by impressive period buildings the carriageways are wide however parked cars restrict traffic flow and force cyclists to the centre of the carriageway. The final 420m climb to De La Warr Road is on a wide carriageway lined by detached houses.

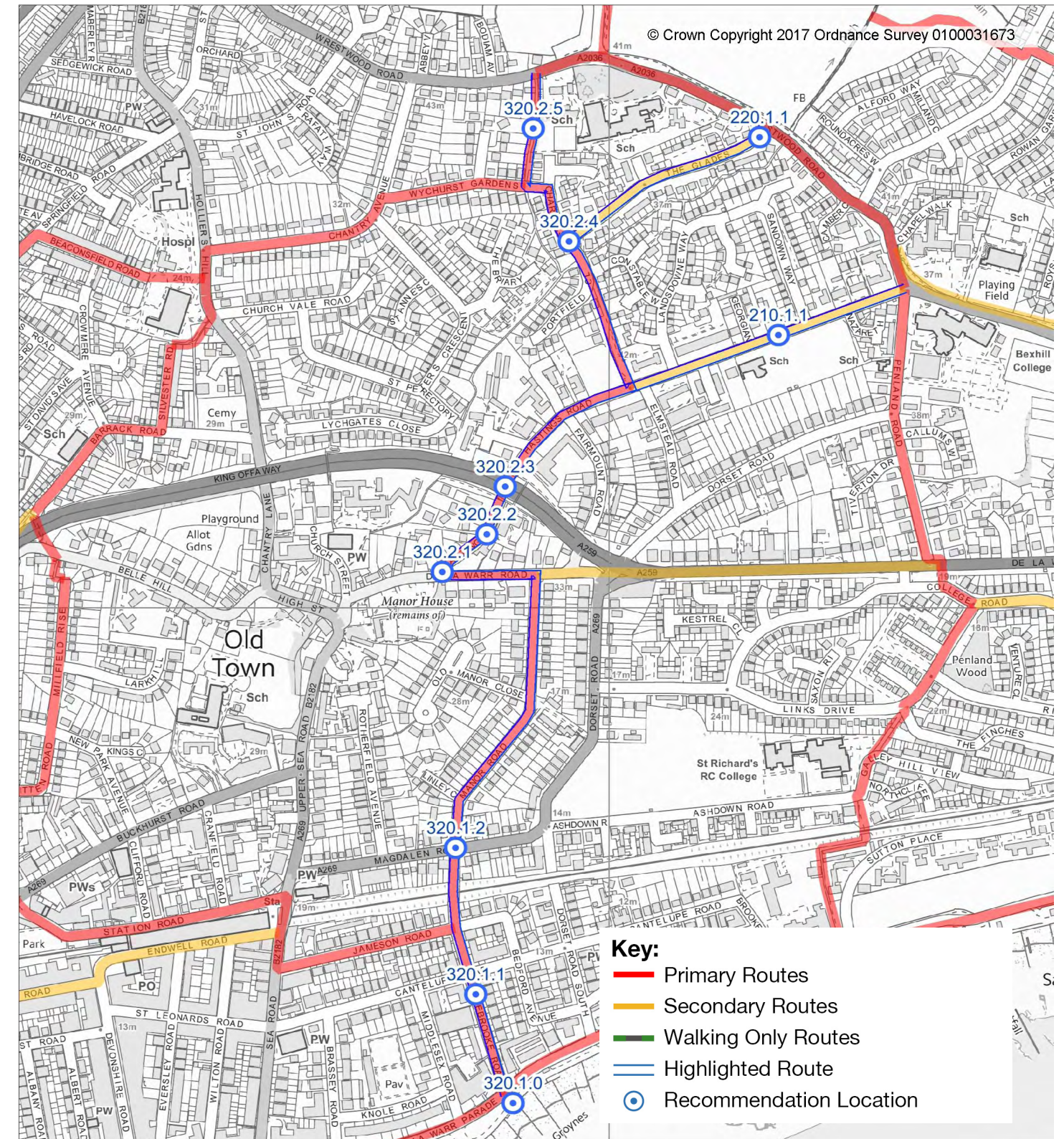
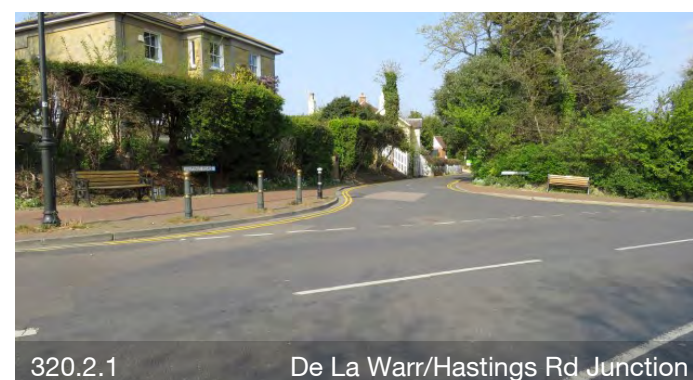
Route 310 provides a direct link to Bexhill Train Station some 500m distant.

Barriers to walking and cycling

Higher level of traffic compared to adjacent eastern Routes assessed. The Manor/Magdalen cross road.

Recommendations

320.1.1 Consider traffic orders, parking restrictions, traffic calming measures and 20mph zones along Bolebrook, Bridge and Manor



Roads.

- 320.1.2 Assess and improve Cantalupe, Jameson, Magdalen crossroads for walking and cycling.

320.2 Hastings Road – A259 Bridge - Wrestwood Road

Existing conditions

Route 320 continues 150m west along De La Warr Road before turning northward on Hastings “no through” Road where parked cars restrict width along the following 140m to a very useful pedestrian bridge spanning the A259 King Offa Way. A number of alleyways provide local permeability either side of the bridge. It continues on residential Hastings Road and Chartres to a narrow alleyway running north from Wychurst Gardens beside St. Mary’s school playing field before joining the A2036 Wrestwood Road and North Bexhill Development Area opposite.

Barriers to walking and cycling

The Manor Road - De La Warr Road - Hastings Road section is challenging due to sight lines, parked cars, a bus stop and a difficult road crossing, particularly during peak times. The pedestrian bridge spanning the A259 King Offa Way is not intended for cyclists. The traffic free section by St. Mary’s School playing fields is not wide enough for shared use and its landing on the A2036 Wrestwood Road is not suitable for cyclists.

Recommendations

- 320.2.1 Manor Road/De La Warr approaches and junction improvements.
- 320.2.2 Consider traffic orders, parking restrictions, traffic calming measures and 20mph zones along Hastings Road.
- 320.2.3 Increase bridge balustrade height. Ideally the bridge requires a wider deck to accommodate shared use.
- 320.2.4 Some footway repairs along the way.
- 320.2.5 Pedestrian route only due to narrow alleyway.

Secondary Route 210

Route 210 utilises residential Hastings Road and provides a direct link to the primary school and sixth Form College.

- 210.1.1 Consider traffic calming measures and 20mph speed limit along Hastings Road.

Secondary Route 220

Route 220 utilises residential road The Glades and provides cycle access to Wrestwood Road and a better A2036 crossing opportunity to the NBDA.

- 220.1.1 Users can utilise the existing A2036 central refuge crossing which should be upgraded to a toucan crossing.



330: NCN2 De La Warr Parade, NBDA East & Central

Route description

The railway line runs beside National Cycle Route 2 east-west and severs direct access to the beachside for most Bexhill residents. The route provides a moderate going primary cycle and walking connection from the beach & coastal National Cycle Route 2 north to Westwood Road and the North Bexhill Development Area. It passes close by St Richards Catholic College, Bexhill 6th Form College, and St Mary's Magdalene Catholic Primary School and St Mary's School.

Background

Route included in Bexhill Cycling Strategy 2016.

Local groups support delivery of this route as it links the new development area to the beach via mostly residential roads passing close by local schools and colleges.

330.1 NCN 2 De La Warr Parade – College Road

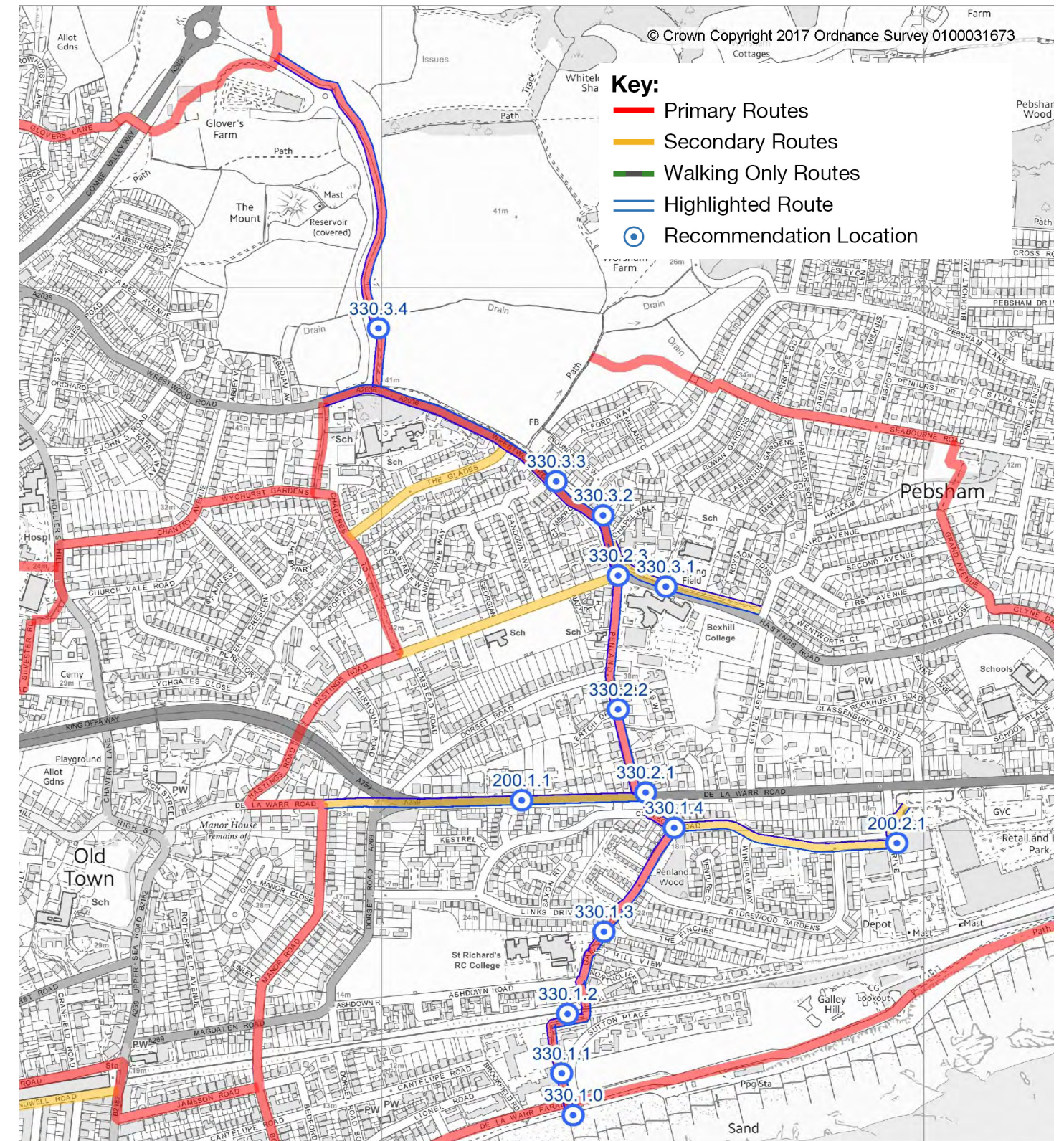
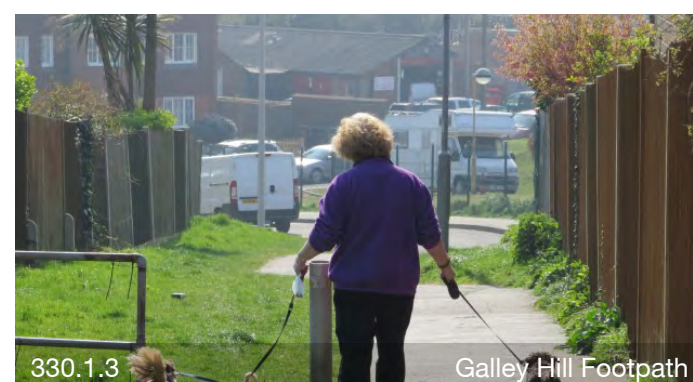
Existing conditions

It utilises a convenient 250m public footpath from Sutton Place to a railway underbridge & Galley Hill View. Sight lines are poor at two right angle turns along the alleyway footpath. After crossing Galley Hill View close by St Richards Catholic College is a second 80m bound footpath which climbs gently to Links Drive. The junction with College Road is 200m distant. Continuing west on College Road a surfaced footway leads to the Pelican Crossing of the A259 De La Warr Road.

Route 200 returns east on College Road to Ravenside Retail & Leisure Park & continues west along De La Warr Road to Manor Road & route 320.

Barriers to walking and cycling

Potential conflict with goods vehicles along College Road. Narrow footpath & confined width along alleyway sections have poor sightlines at right angle turns. Poor visibility on College Road due to parked cars which force cyclists to the centre of the



carriageway.

Recommendations

- 330.1.1 Establish status and ownership of PROW footpath/alley sections and seek permissions to improve for shared use.
- 330.1.2 Seek agreement from Network Rail to relocate boundary fence as required. Install viewing mirrors at right-angle turns.
- 330.1.3 Establish status and ownership of PROW footpath/alley sections and seek permissions to improve for shared use.
- 330.1.4 Consider traffic orders, parking restrictions, traffic calming measures and 20mph zones along College Road.

330.2 A259 Pelican – Penland Road – Wrestwood Road

Existing conditions

The Pelican crossing does not line up with Penland Road therefore a short section of the narrow A259 northern footway is required. Penland Road has bollards preventing vehicular access and the surface is in disrepair so may be a private road rather than dedicated highway. The climb north requires effort and the southerly return journey will be much quicker for cyclists due to the incline.

Barriers to walking and cycling

The A259 De La Warr Road crossing and narrow A259 footways required to link College and Penland Roads.

Road surface condition along Penland Road. The Hastings/Wrestwood Road, St. Mary Magdalen junction is a major challenge during peak times.

Less experienced cyclists will dismount and utilise signalled pedestrian crossings to the northern footway and Primary school.

Recommendations

- 330.2.1 Upgrade A259 signalled crossing to Toucan. Widen narrow A259 footways required to link College and Penland Roads.

- 330.2.2 Survey and repair Penland Road surface defects.

- 330.2.3 Assess and improve key Penland/Hastings/Wrestwood Road junction. A sketch design for this junction has been included on the following page.

330.3 Wrestwood Road – NBDA

Existing conditions

A raised narrow footway beside Hastings Road leads east to the primary school entrance and west to Pebsham Lane and a 700m traffic free path sandwiched between the A2036 Wrestwood Road and the North Bexhill Development Area (NBDA). A useful Toucan crossing provides direct access into St Marys School.

Barriers to walking and cycling

The A2036 Wrestwood Road's northern footway is not wide enough to support shared use.

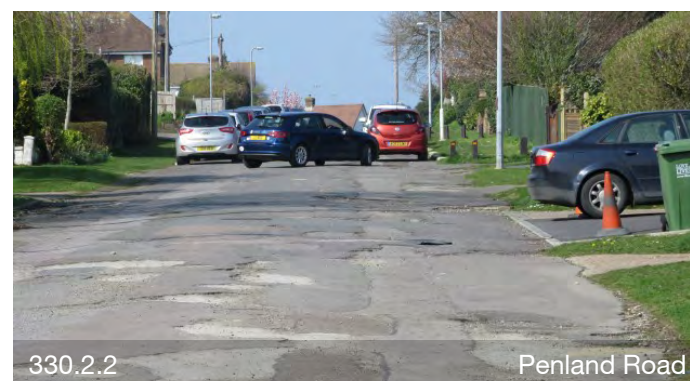
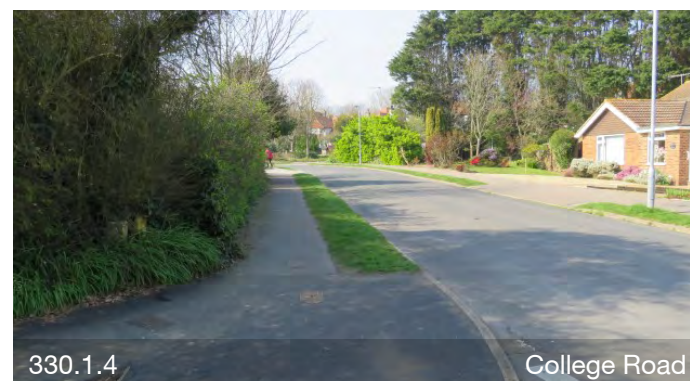
Recommendations

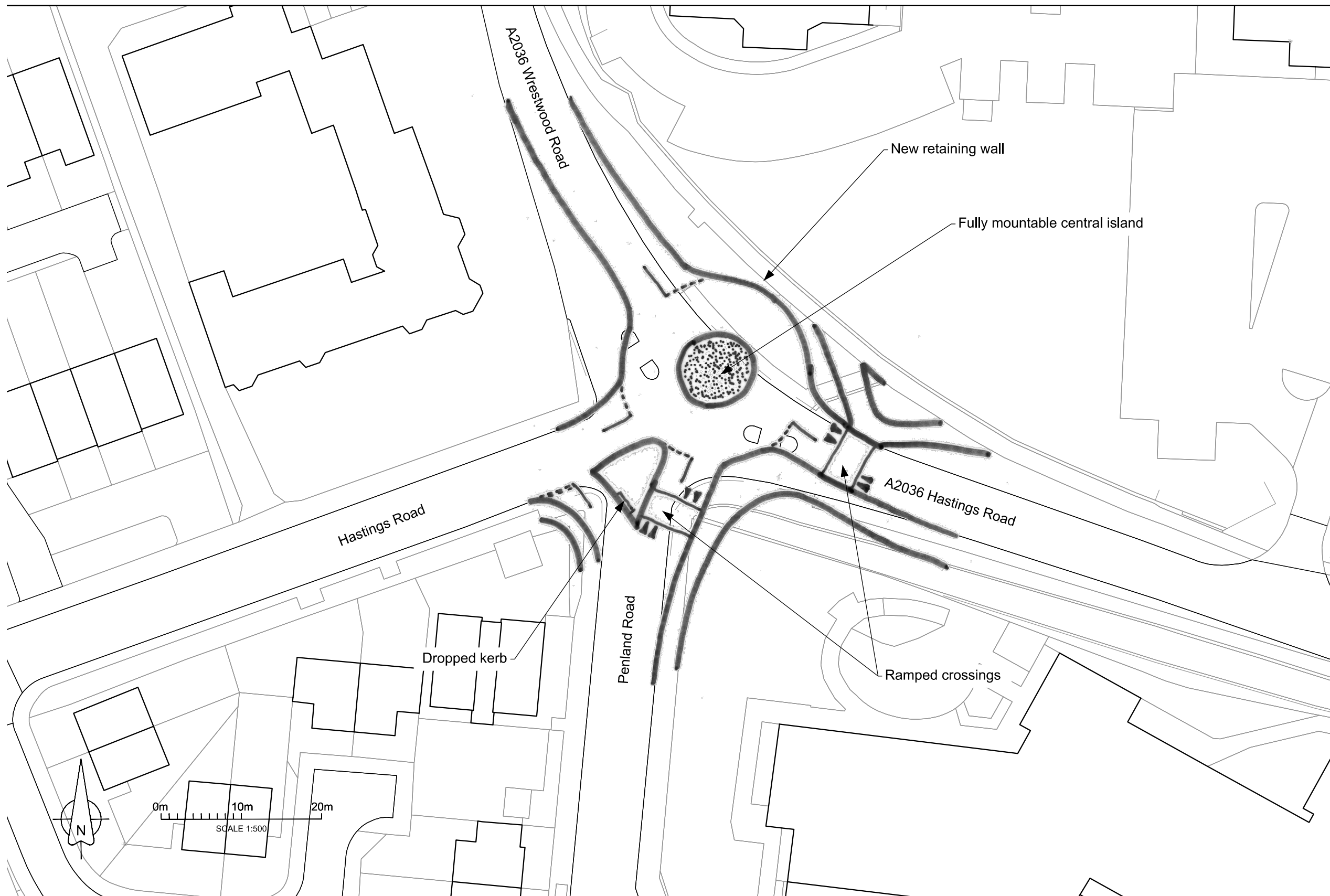
- 330.3.1 Improve links to St Mary Magdalene R.C. Primary School.
- 330.3.2 Widen A2036 northern footway to Pebsham Lane and promote shared use.
- 330.3.3 Widen A2036 traffic free path to NBDA and 330.3.4 new traffic free path beside new relief road.

Secondary Route 200

Route 200 connects central Bexhill to Route 330, Ravenside Retail/Leisure Park and Route 340.

- 200.1.1 Widen existing 418m footway between College Road and De La Warr Road into grass verge and relocate lamp posts.
- 200.2.1 Seek permission for formal link from College Road into Ravenside Retail & Leisure Park





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Notes:

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

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

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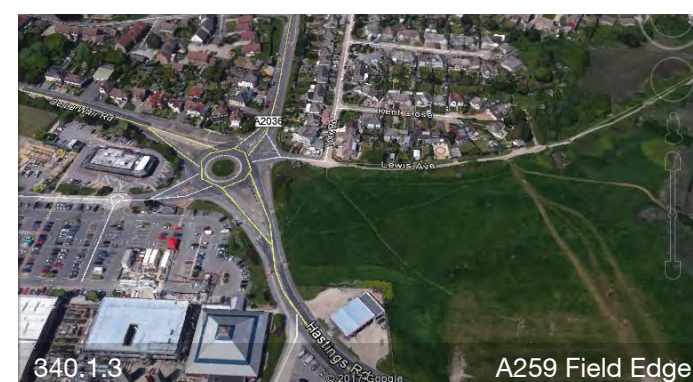
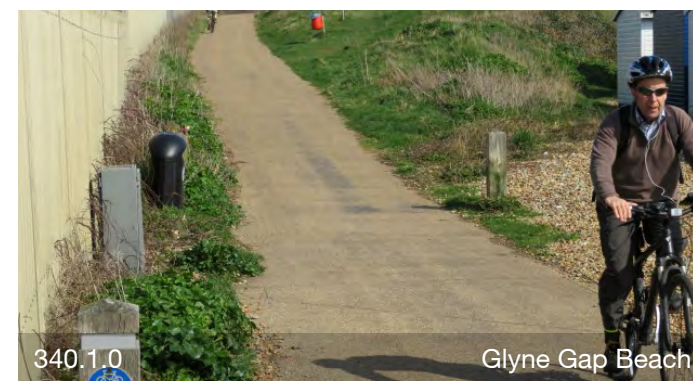
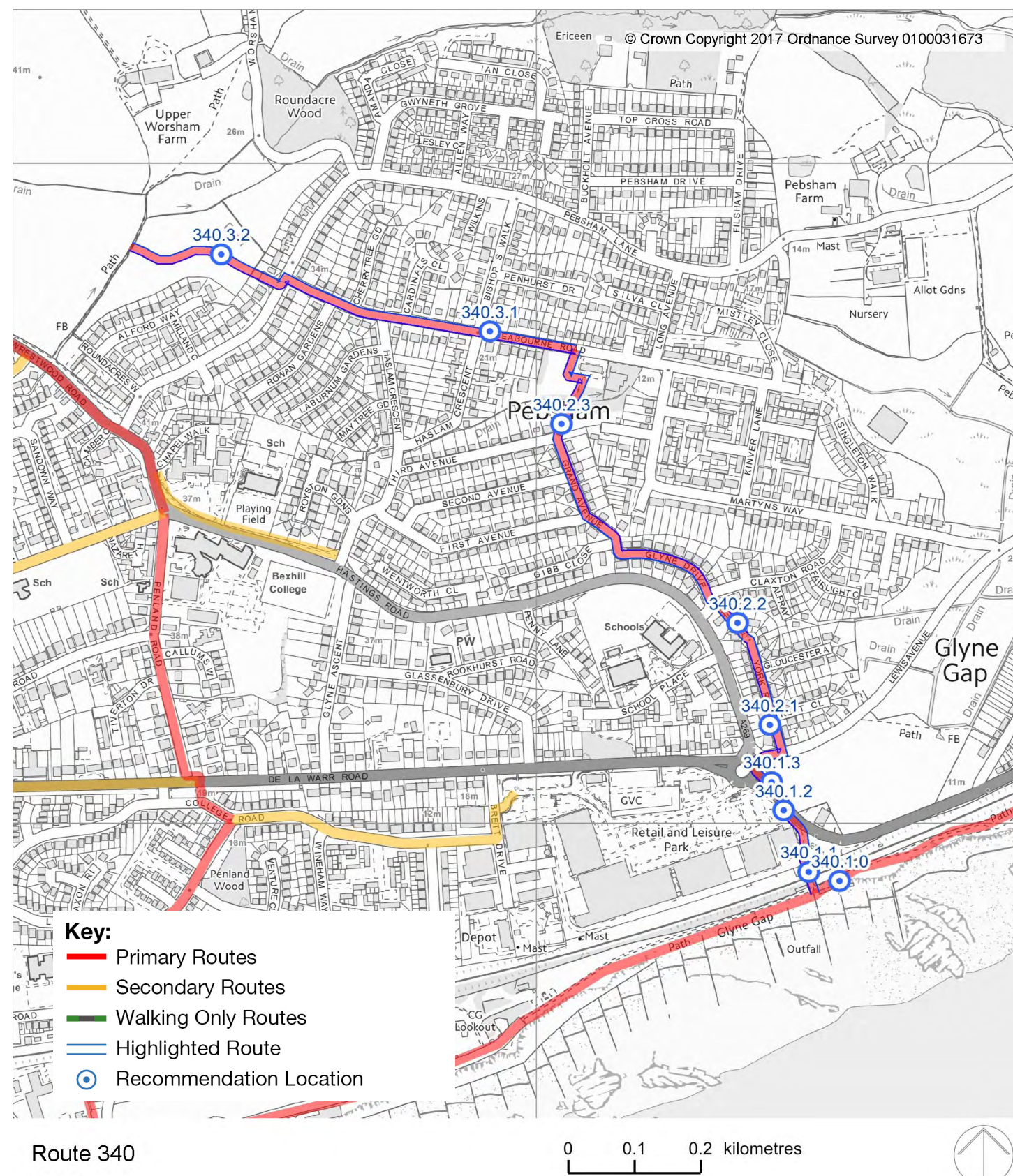
Project: **East Sussex CWS**

Title: **Bexhill
A2036 Hastings Road &
Penland Road**

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

Status: **PRELIMINARY**

Drawing No: 10564-ES-DR-04 Revision: -



340: Retail Park, Pebsham Lane & NBDA East

Route description

The railway line runs beside National Cycle Route 2 east-west and severs direct access to the beachside for most Bexhill residents. The route avoids main roads and provides an easy going primary cycle and walking connection from the beach and coastal National Cycle Route 2 north to Pebsham Lane and the North Bexhill Development Area. Glyne Gap Ravenside Retail and Leisure Centre is a key trip generator featuring 13 big name stores and accommodates 881 car parking spaces.

Background

Route included in Bexhill Cycling Strategy 2016. Local groups support delivery of this route as it links the new development area to the Beach via mostly quiet residential roads

340.1 NCN 2/Ravenside Retail Park - York Road

Existing conditions

A 100m service road with footway and verge links the beach and National Cycle Route 2 via an arched railway underbridge to the eastern area of the retail Park and A259 roundabout. A Toucan crossing assists pedestrians and cyclists cross to the northern footway thus avoiding the busy A259 roundabout and Retail Park entrance. The northern A259 footway has capacity to be widened to the roundabout and Lewes Road arm before the route turns north along bungalow lined York Road.

Barriers to walking and cycling

Railway Underbridge approaches have poor sight lines. No signed cycle route into Retail Park or appropriate cycle parking.

Recommendations

- 340.1.1 Railway Underbridge approaches require improved painted warning signs.
- 340.1.2 Widen footway into verge to A259 Toucan crossing.

- 340.1.3 Seek permission for field edge path link from A259 Toucan crossing to Lewis Ave/ York Road.

340.2 York Road – Queen Elizabeth Fields

Existing conditions

York Road's surface is very poor in places as it climbs gently some 180m to a useful pedestrian alleyway to Glyne Drive. Vegetation encroachment noted along the alleyway footpath. Queen Elizabeth Fields is held in trust as a protected recreational green space and could provide a direct traffic free link to Seabourne Road. A surfaced footpath crosses the field to the north east corner where the community centre and shops front Seabourne Road.

Barriers to walking and cycling

Poor road and footway surfaces caused by heave/ subsidence. Alley way status and available width. A no cycling byelaw is currently in place across Queen Elizabeth Fields.

Recommendations

- 340.2.1 Survey and repair carriageway surface defects.
- 340.2.2 Establish status of alley footpath.
- 340.2.3 Seek permission to utilise Queen Elizabeth Fields and construct 135m shared use path Grand Avenue to Seabourne Road.

340.3 Queen Elizabeth Fields – Pebsham Lane & NBDA

Existing conditions

Whilst the westerly on-road climb is gentle the easterly return will be quicker for cyclists due to the incline. The final section passes along Seabourne Road to Pebsham Lane and access into North Bexhill Development area. Barrett's Oakhurst Place housing development has 108 new homes nearing completion.

Barriers to walking and cycling

None noted.

Recommendations

- 340.3.1 Consider traffic orders, parking restrictions, traffic calming measures and 20mph zones on Seabourne Road and Pebsham Lane.
- 340.3.2 Engage developers & produce sustainable travel welcome packs for all new homes.

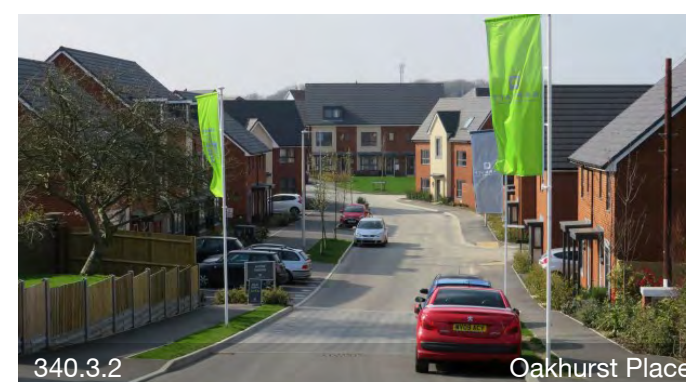
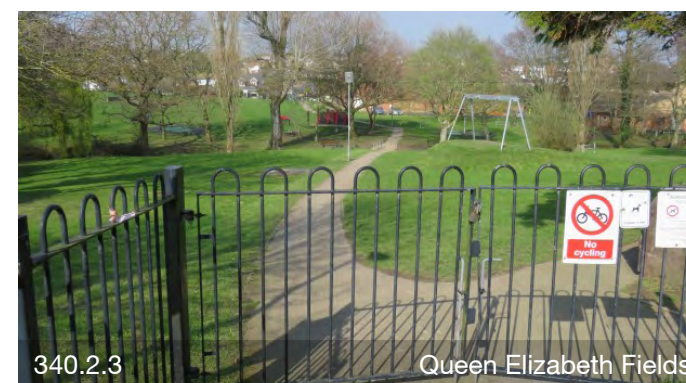


Table of recommendations

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

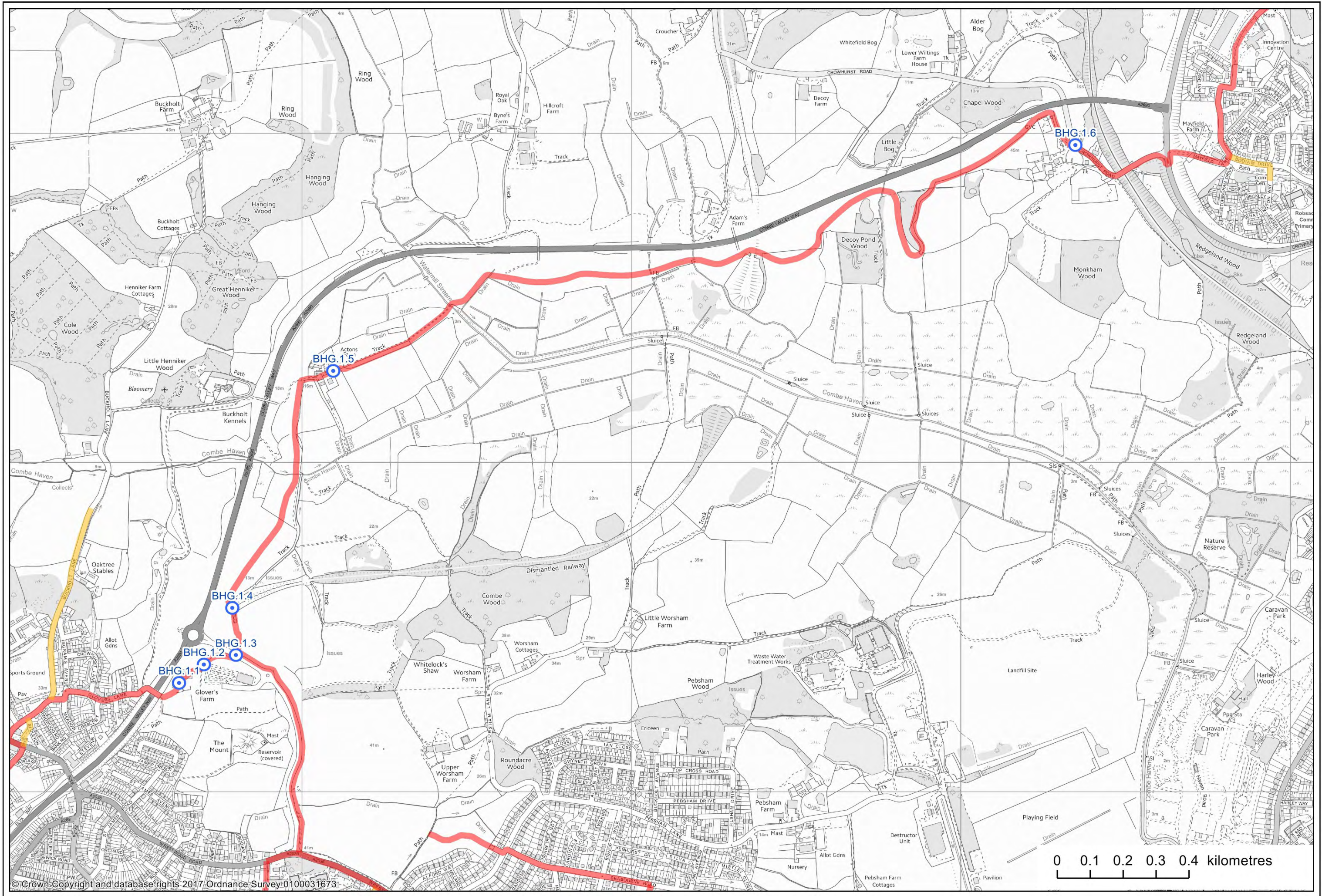
These are very broad values and not intended as a precise guide to final costs. More work is needed to provide detailed cost estimates, which is beyond the scope of this report.

Item	Brief Description	Priority	Cost
100 National Cycle Route 2 5860m			
100.1.1	Re-work one-way station access arrangements	High	Medium
100.1.2	Convert advisory cycle lanes to mandatory	Medium	Medium
100.1.3	Assess crossing options to Sea View	Medium	Low
100.1.4	Ramp down to sea wall	High	Medium
100.1.5	Assess crossing options at Richmond Road	Medium	Low
100.2.0	Relocate café furniture	High	Low
100.2.1	Controlled crossing to attractions	Medium	Medium
100.2.2	Extend DLWP 20mph zone	High	High
100.2.3	ASL's Bolbrook/320 junction	Medium	Low
100.3.1	ASL's Sutton/330 junction	Medium	Low
100.3.2	Speed reduction measures/signing Galley Hill	High	Low
102 Cooden Beach, Collington, Cranston Avenue, Windsor Road 4692m			
102.1.1	Parking restrictions along Cooden Sea Road	High	Low
102.1.2	Re-paint Mead Road yellow lines and markings	High	Low
102.1.3	Close Meads Avenue to traffic	High	Low
102.2.1	Utilise grass corner verge	Medium	Medium
102.3.1	Permissions to relocate boundary fences	High	Medium
102.3.2	Widen alleyway footpath	High	Medium

Item	Brief Description	Priority	Cost
296 Cooden Sea Road, Little Common, High Woods 2907m			
296.1.1	Withyham Road junction improvements	High	Medium
296.1.2	Path widening into verge	High	Medium
296.1.3	Upgrade elevated footway to shared use	High	High
296.1.4	Mixed Priority Route	High	High
296.2.1	Mixed Priority Route	High	High
296.2.2	Check status and seek permission to improve Twitten	High	Medium
296.3.1	Seek permissions and install shared use path	High	Medium
296.3.2	Relocate sports field flood lights	Medium	Low
296.3.3	Improve Broadoak Farm track	High	Medium
296.3.4	Install cycle/wheel chair friendly barriers	High	Low
296.3.5	Seek permissions and install new field edge path	High	Medium
296.3.6	Groundwork and vegetation clearance Foxhill	High	Low
298 Cooden Sea Road, Broadoak Lane, Woodsgate Park 4011m			
298.1.1	Carriageway repairs	High	Low
298.1.2	Traffic order - parking restrictions	High	Low
298.2.1	Widen alleyway footpath - land negotiations	High	Medium
298.2.2	Establish path status	Medium	Low
298.2.3	Engineering assessments A259 crossing	High	Low
298.2.4	Toucan Crossing and widen footways A259	High	High
298.3.1	Engineering assessments Gunters junction	High	Low
300 NCN 2, King Offa Primary, NBDA West 3550m			
300.1.1	Traffic calming and 20mph zone	High	Medium
300.1.2	Pedestrian bridge options	Medium	High
300.1.3	Improve crossing	High	Medium
300.1.4	Traffic calming and 20mph zone	Medium	Medium
300.1.5	Toucan crossing	High	Medium
300.1.6	Widen footpaths	High	Medium
300.2.1	Widen footpaths	High	Medium
300.2.2	Repair surface	High	Medium
300.2.3	Improve crossing	High	Medium
300.2.4	Assess elevated green space	Medium	Low
300.2.5	Traffic calming and 20mph zone	Medium	Medium
300.2.6	Establish ownership of new bridge	High	Low
108 Collington Rail Station, Hastings Direct 390m			
108.1.1	Sign route	High	Low
108.1.2	Toucan crossing Hastings Direct HQ	High	Medium

Item	Brief Description	Priority	Cost
110 Bancroft, Hillside, Barrack 703m			
110.1.1	Sign route	High	Low
110.1.2	Land status and negotiations	High	Low
308 Bexhill Railway Station to Little Common Road 1670m			
308.1.1	Consider with town centre plans	High	Low
308.2.1	Widen footpaths	High	Medium
308.2.2	Widen footpaths	High	Medium
120 Bexhill Hospital, Gunters Lane 1940m			
120.1.1	Remove boundary fence - land negotiations	High	High
120.1.2	Alleyways status	High	Low
120.1.3	Widen tocan crossing landing points	High	Medium
122 Gunters Lane, Highlands 590m			
122.1.1	Utilise grass corner verge	High	Low
122.1.2	Toucan crossing and widen footways	High	High
122.1.3	Link into possible development area	High	Low
123 Norfolk Close, NBDA 565m			
123.1.1	Place-making gateway	High	Low
123.1.2	New Path through regreation ground	High	Medium
123.1.3	Levetts Wood assessment and tree works	High	Medium
124 Gunters Lane to Sidley 1030m			
124.1.1	Re-paint yellow lines and road markings	High	Low
124.1.2	Traffic orders All Saints Lane	High	Medium
124.1.3	Mixed Priority Route	High	High
124.1.4	Link to Route 300	High	Medium
125 Buckholt Lane to NBDA 603m			
125.1.1	Place-making gateway	High	Low
125.1.2	Repair potholes and surface defects	High	Low
125.1.3	Residents access only	High	Low
125.1.4	Link Buckholt Lane to NBDA	High	Medium
310 NCN 2, King Offa Way & NBDA Central 2520m			
310.1.1	Traffic calming and 20mph zone	High	Medium
310.1.2	Improve link to station	High	High
310.1.3	Assess two way contraflow	High	Low
310.1.4	Improve crossing	High	Medium
310.2.1	Traffic calming and 20mph zone	Medium	Medium
310.2.2	Warning signs	High	Low

Item	Brief Description	Priority	Cost
310.2.3	Warning signs	High	Low
310.3.1	Traffic calming and 20mph zone	Medium	Medium
310.3.2	Permission to relocate fence	High	Medium
310.3.3	Safe link to hospital	High	High
310.3.4	Traffic calming and 20mph zone	Medium	Medium
320 NCN 2/De La Warr Parade & NBDA Central 1890m			
320.1.1	Traffic calming and 20mph zone	Medium	Medium
320.1.2	Assess and improve crossroads	High	Medium
320.2.1	Junction improvements	High	High
320.2.2	Traffic calming and 20mph zone	Medium	Medium
320.2.3	Increase balustrade height	High	Medium
320.2.4	Sign quiet residential road	Medium	Low
320.2.5	Pedestrian route improvements only	Medium	Low
210.1.1	Traffic calming	High	Medium
220.1.1	Toucan Crossing	High	High
330 NCN 2 De La Warr Parade, NBDA East & Central 2870m			
330.1.1	Permission to improve footpath	High	Medium
330.1.2	Seek agreement to relocate fence	High	Medium
330.1.3	Permission to improve footpath	High	Medium
330.1.4	Traffic calming and 20mph zone	Medium	Medium
330.2.1	Toucan crossing	High	Medium
330.2.2	Repair surface of Penland Road	High	Medium
330.2.3	Improve junction	High	High
330.3.1	Assess links to school	High	Low
330.3.2	Widen footpaths	High	Medium
330.3.3	Widen footpaths	High	Medium
200.1.1	Widen footpaths	High	Medium
200.2.1	Permission for link	High	Low
340 Retail Park, Pebsham Lane & NBDA East 1770m			
340.1.1	Improve painted signs	Medium	Low
340.1.1	Widen footpaths	High	Medium
340.1.3	Permission for field edge link	High	Medium
340.2.1	Repair surface	High	Medium
340.2.2	Establish path status	High	Low
340.2.3	Permission for shared use path	High	Medium
340.3.1	Traffic calming and 20mph zone	Medium	Medium
340.3.2	Sustainable travel packs	High	Low



Bexhill Hastings Greenway

The Greenway path was officially opened in July 2016 and runs alongside the Combe Valley Way between Glovers Lane in Bexhill and Crowhurst Road in Hastings. For most of its length it comprises a shared path for walking and cycling and an adjacent path for horse riding.

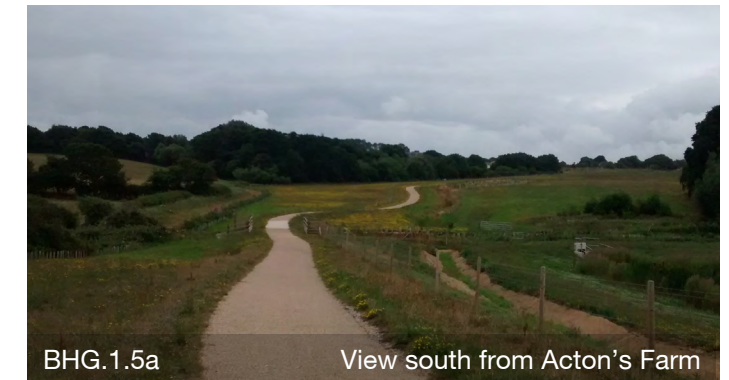
It appears to be generally well constructed, although the surface is uneven in places and does not meet accepted standards for longitudinal deflection. This means it is a slightly bumpy and uncomfortable ride. This is disappointing given the amount of money that has obviously been spent on dedicated infrastructure, particularly bridges.

Existing conditions

The first section of 450 metres of the Greenway from the Glovers Lane bridge to the old railway line is in very poor condition for a newly constructed path. There is an uncontrolled crossing of the new road in the North Bexhill Development Area.

Recommendations

- BHG.1.1 Provide good quality path through Glover's Farm site.
- BHG.1.2 Resurface existing rough stone path on edge of Park Holidays site.
- BHG.1.3 Review crossing provision as traffic levels increase.
- BHG.1.4 Resurface existing rough stone path between new road and old railway.
- BHG.1.5 Replace farm gate with easy access self-closing bridle gate.
- BHG.1.6 Provide signs from the crossing of Crowhurst Road to the start of the traffic-free Greenway at Upper Wilting Farm.



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.