East Sussex County Council

Hastings

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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Revision	Description	Author	Check	Date
0.1	Version 1	DW	SP	26/06/2017
0.2	Version 2	DW	SP	06/07/2017
0.3	Version 3	DW	SP	04/10/2017
0.4	Version 4	DW	SP	09/11/2017
0.5	Version 5	DW	SP	06/04/2018
0.6	Version 6	DW	SP	28/06/18

Contents

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

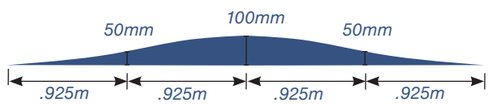
Recommended measures

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

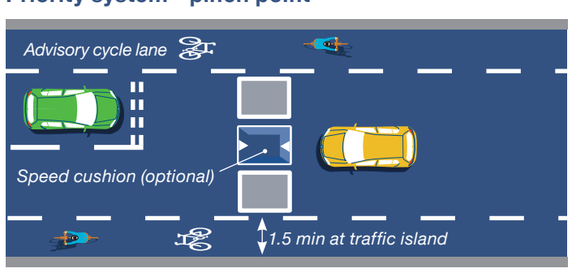
Physical measures to reduce traffic speed can be useful in locations where the limit is regularly exceeded or there is a record of crashes. There may be objections from local residents, emergency services and bus operators. Extensive traffic calming is unlikely to be supported on major roads, other than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

Road humps



Sinusoidal road hump cross section
(preferred geometry for vertical dimension)

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 reduce 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:

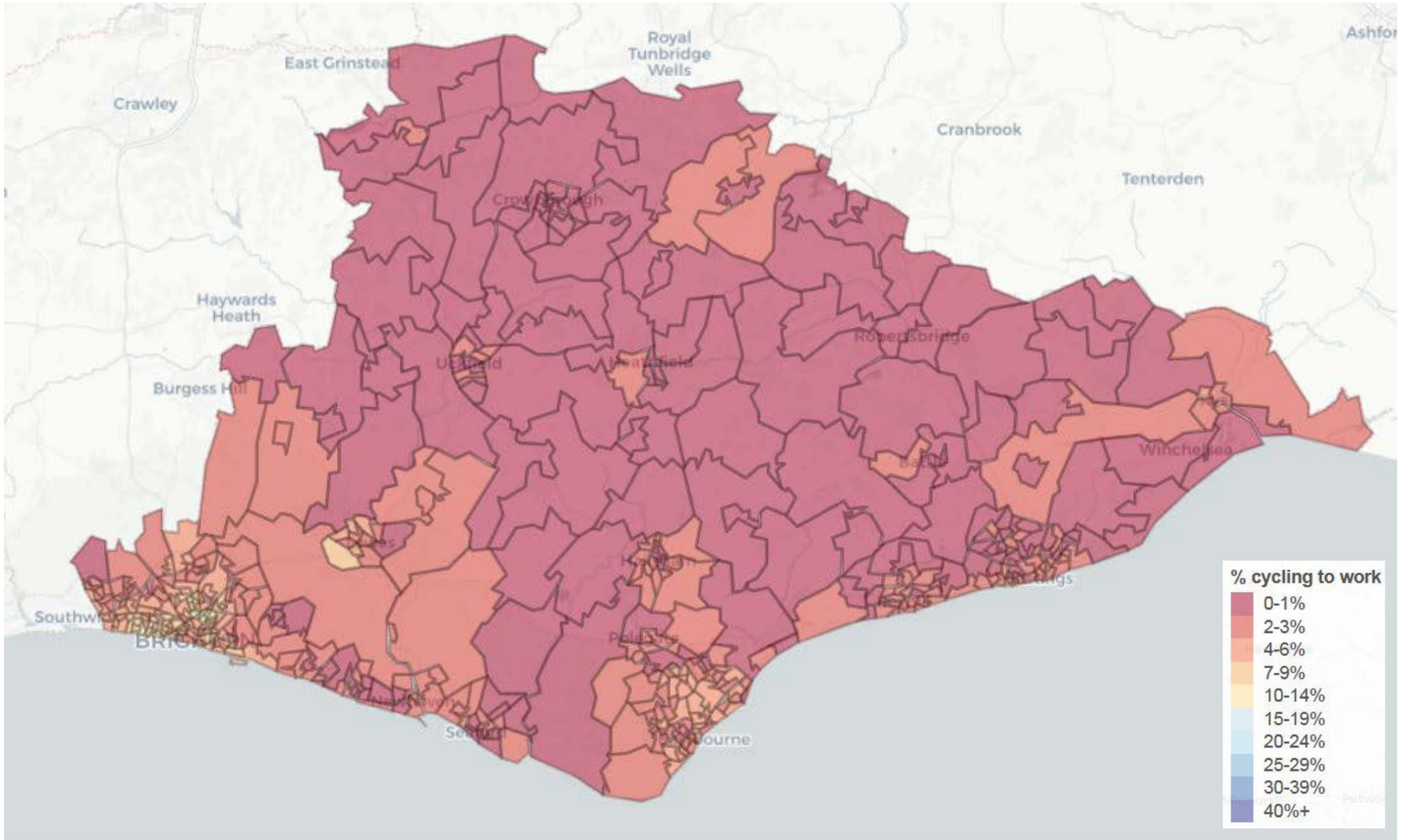
- Census 2011 Origin and Destination commuting data (O-D data)
- Cycle Streets routing

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.

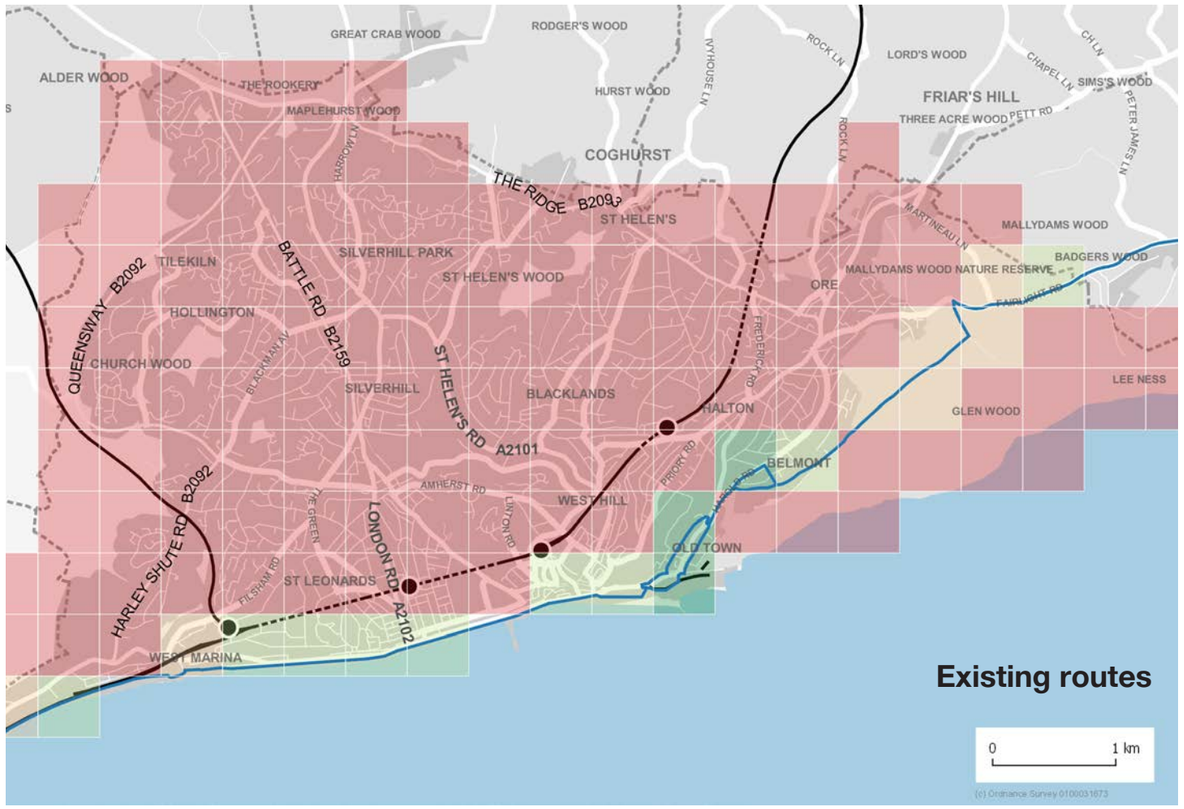
It is worth noting that whilst the model builds an assessment of cycling propensity, it does not segment potential users, or provide any insight into pedestrians. Although this model does provide planners with an overview to identify areas for appropriate investment for cycling trips to work, it does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

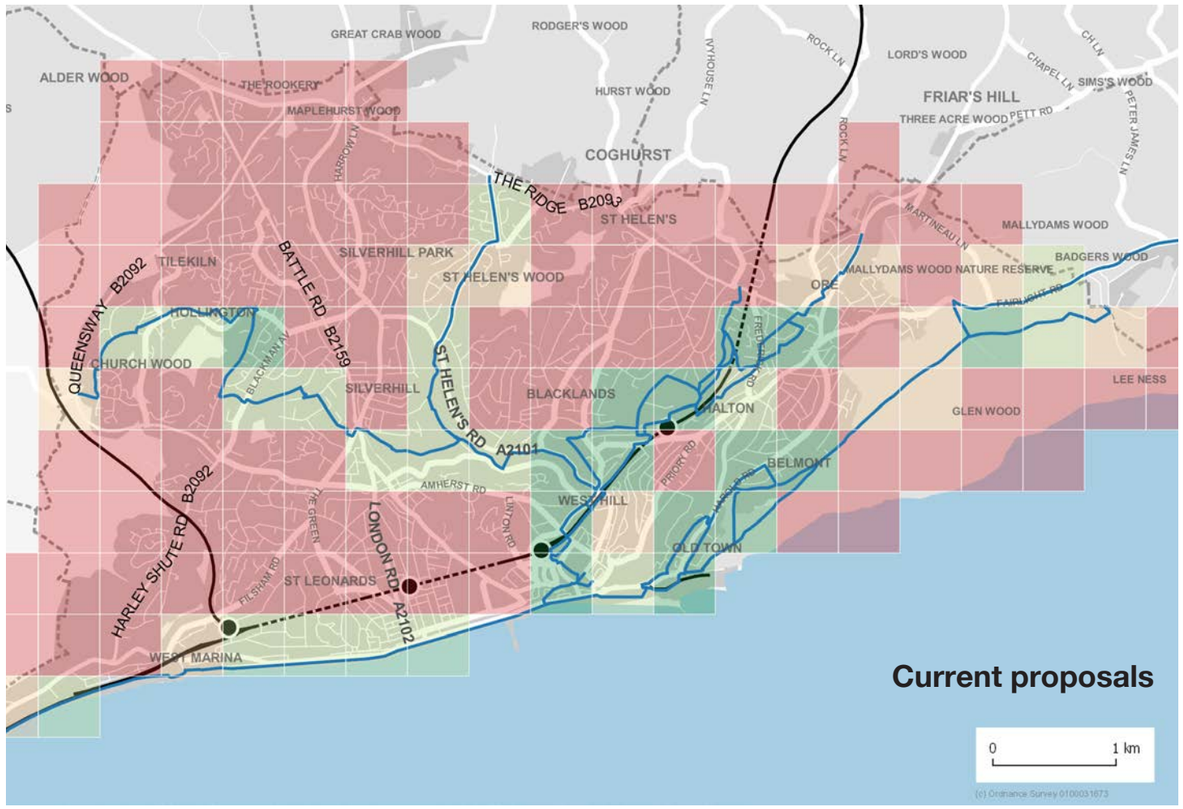


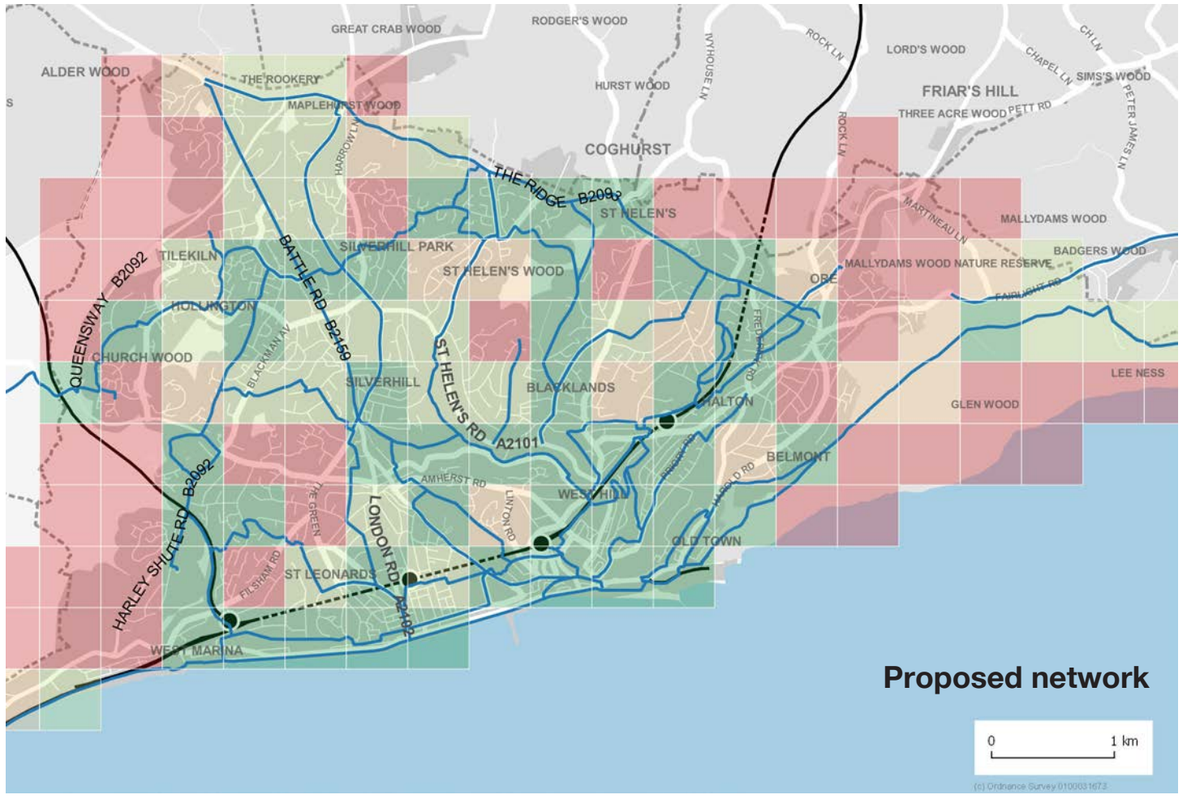
In East Sussex we have used the "Go Dutch – Fast Routes" scenario to produce PCT maps for each town. The map above shows current levels of cycling to work, which are very low with the exception of some parts of Lewes and Eastbourne. The map includes Brighton and Hove, where the proportion of trips made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







Hastings Mesh Density Analysis

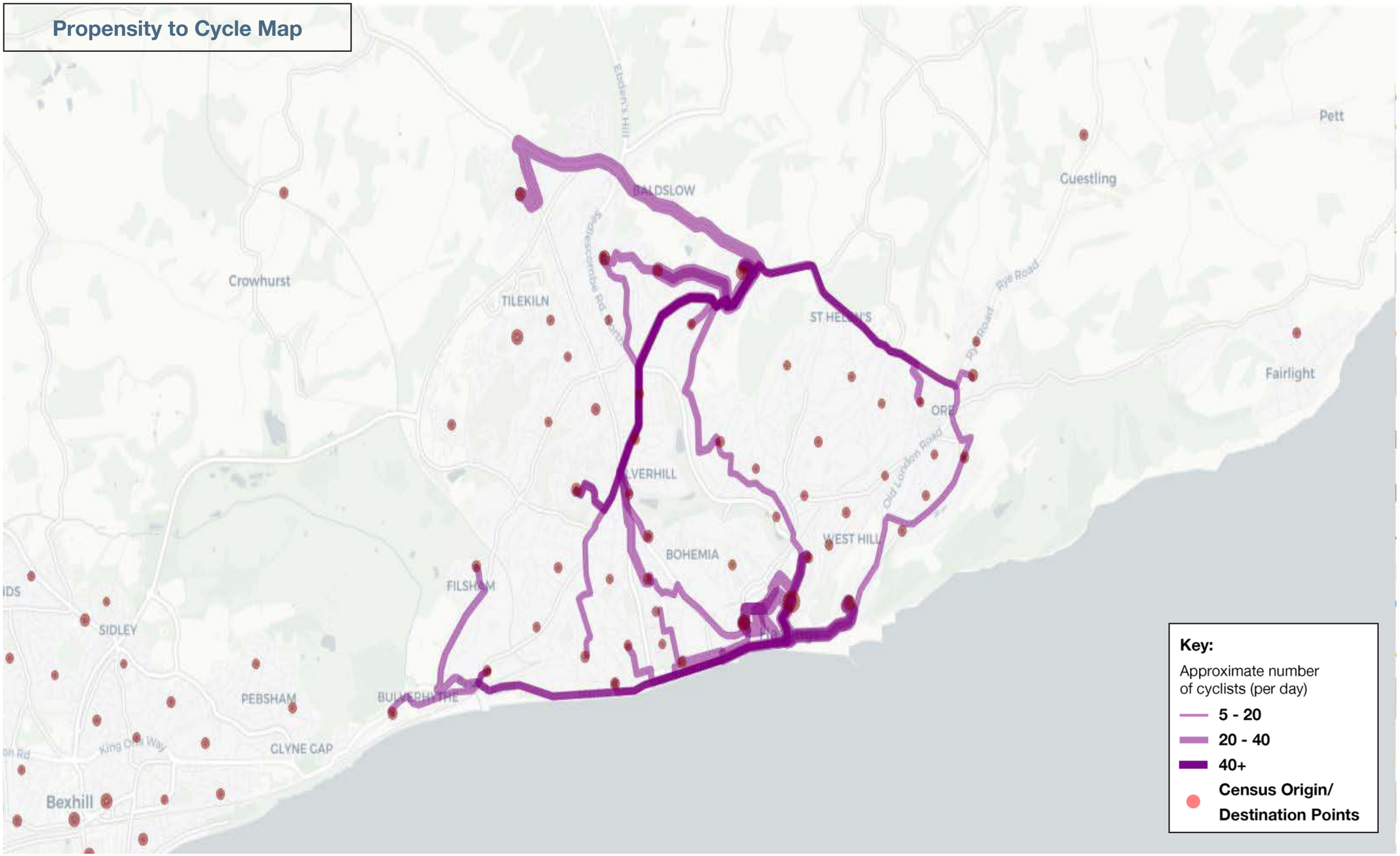
We have relied on data supplied by the client and our own records, which may not be 100% accurate and up to date.

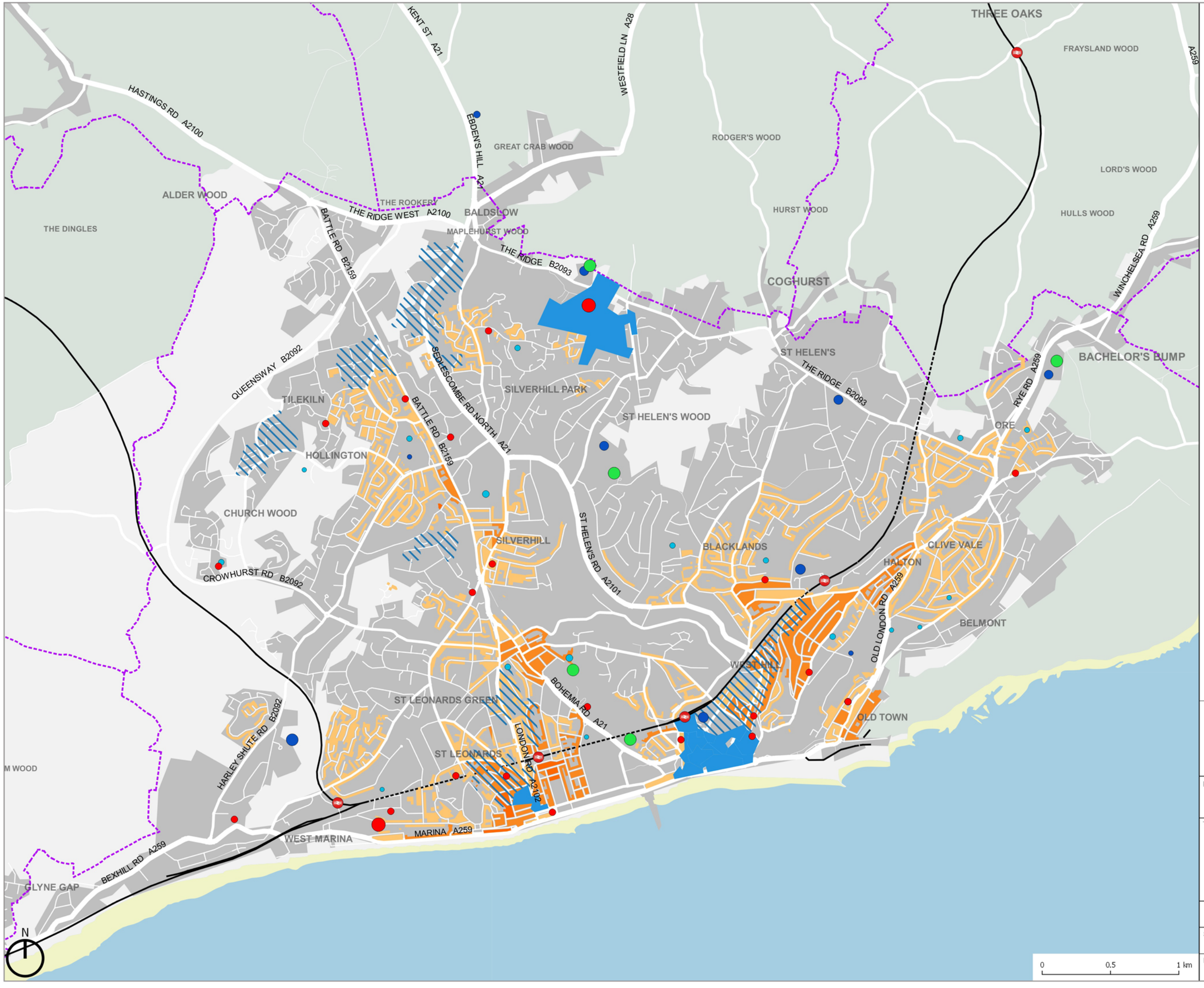
The existing network comprises National Cycle Route 2 along the seafront between Glyne Gap and Fairlight.

Current proposals are based on the five routes in the Hastings Walking and Cycling Strategy, which would improve network coverage in some areas of the town.

Our recommended network combines the existing routes and current proposals, along with recommended routes we have surveyed in all areas of the Borough. The more green cells shown on each map, the denser the cycle network in those areas. There remain some areas with limited coverage, but these are very hilly and unlikely to have high demand for cycling.

Propensity to Cycle Map





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/Ambulence/GP

Schools

- Primary School
- Secondary School

Size is based on Pupil Numbers

- 1000
- 500

- Administrative Boundary

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PROJECT
East Sussex Cycling & Walking Strategy

TITLE
HASTINGS
TRIP GENERATORS AND
LOCAL ATTRACTORS

Drawn	Checked	Date	Scale at A3
DL	JF	17/4/2018	1:25,000

STATUS
ISSUED

DRAWING NUMBER	REVISION
20204.HA-SD-MAP-00-01	C

Description of the Town

Hastings is a large sea side town, within the local government regions of East Sussex County Council and Hastings Borough Council. The town holds a population of approximately 90,000 residents, and together with the smaller town of Bexhill it forms part of an urban area with a population around 135,000 situated along 14 kilometres of coastline. This is expected to grow by 3.2% by 2028.

Economy

The borough suffers from high levels of deprivation and unemployment. Of the 53 Super Output Areas of Hastings, 15 rank within the worst 10% deprived areas in England, and a further nine rank within the worst 20%. The borough has an economically active rate of 72.7%, well below the South East average, at 79.7% (NOMIS July 2012 – June 2013).

Traditional industries within the borough include public sector, service industry and tourism. Hastings is on the cusp of change with a number of major projects to support and diversify the local economy, in terms of the type and location of industry, as well as new housing across the town across the borough. This includes opening of University of Brighton Hastings Campus and the Sussex Coast College, development of industrial sites at the north of the borough, and regeneration of tourism sites on the sea front and town centre.

Transport

Hastings is connected to the strategic road network by the A259 and A21, and has four train stations with regular services to London, Brighton and Ashford International.

Funding has facilitated the £100m+Bexhill to Hastings Link Road and associated infrastructure, which cost more than £100m,. opened in 2015 and is enabling an estimated £1 billion of economic benefits to the area and will unlock land for development, deliver up to 2,000 new homes and 3,000 new jobs. The single-carriageway road links the outskirts of Bexhill and Hastings, easing congestion and improving air quality on the A259 at Glyne Gap

ESCC and other key local partners are lobbying for the running of High Speed Rail between London, Rye, Bexhill and Hastings, which would offer significant journey time savings to London and Ashford.

Hastings has a relatively low level of car ownership, with 66% (278 of 348 of local authorities in the UK). 55% of those in employment travel to work by car, 12% by public transport, 1.5% by bike and 15% on foot.

Trip Generators

As the tourism and commercial centre within the borough, destinations within Hastings town centre and the sea front from Hastings Old Town to West St. Leonards represent key trip generators within the borough.

However, due to good road connections, a significant proportion of industrial and public service sites are located on the Ridgeway and A21 corridor at the north of the borough. These include Industrial sites at the north of the town, as well as the Conquest Hospital and government offices at Ashdown House. Subsequently good cycle and walking connections are required across the town.

Policy

The 'Hastings Cycling and Walking Strategy' (2014) produced by East Sussex and Hastings councils outlines how cycling can make a significant contribution to supporting the local economy in Hastings. This includes the objectives of a cycling network in Hastings, as well as an implementation plan, detailing a network of five key routes and other complimentary measures. These routes are reviewed in this report.

Other policy documents providing guidance on cycling and walking in the borough include the 'Hastings Town Centre and White Rock Action Plan' (2016) and the 'Hastings Pedestrian and Cycle Study' (2008). As an emerging strategy led by Hastings Borough Council, the 'Hastings Town Centre and White Rock Action Plan' will guide development of cycling and walking connections within Hastings town centre as the policy is implemented. It will be important for East Sussex Council to work in partnership with the borough to support delivery of these routes.

Local Groups

Hastings has a number of active community groups focused on establishing cycling and walking routes across the town. These include Hastings Urban Bikes, the Ramblers, Hastings Transition Town, and Hastings Greenway Group. These groups have led development of route concepts across the town, including the Ore Valley Greenway and Town Centre connection.

Beyond cycling and walking groups, community groups have led a number of major projects in the town. These include the recent regeneration of Hastings Pier and development of disused sites across the town for housing and community engagement projects, led by the Heart of Hastings Community Land Trust.

Barriers to Cycling and Walking

Hastings is in a strong position to develop a high quality cycling and walking network across the town. The borough has strong policy in place to support delivery of schemes, as well as support from active local groups. Moreover, new housing and commercial development, which is coming forward across the borough hold the potential to provide high quality off-road links, and improvement works to their highway network.

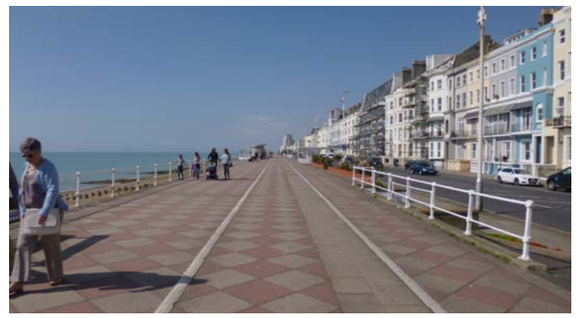
However, despite these opportunities, a number of town-wide barriers are present across the town, that will require significant political support and investment to overcome. These include:

- 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, travelling at 30mph, within residential areas across the town.
- Severance caused by major road 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.
- Significant gradients on connections from Hastings town centre to the north, east and west of the town.

Town Wide Recommendations

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

- Continued delivery of routes identified in the 2014 Hastings Cycling and Walking Strategy.
- Reduction of speed limit to 20mph across the town, and delivery of 20mph zones in residential areas, where feasible
- Implementation of school zones outside each school in Hastings, providing safe crossing facilities and high quality routes from local residential areas.
- Undertake a full walking audit of town, detailing key pedestrian routes, and upgrades required to overcome service for all users, including people using mobility aids, pushchairs and prams.
- Implementation and trial of local E-bike rental bike scheme.
- Deliver upgrades to movement and access corridors identified within the Hastings and White Rock central area, to ensure Hastings Centre is accessible for all users, as part of Hastings Town Centre & White Rock Area Action Plan
- Work with developers and Hastings borough to ensure new developments are permeable for walking and cycling, link to local sustainable transport networks, and support car-free lifestyles.
- Implementation of cycle and walking wayfinding strategy across the town.



HASTINGS RD A2100
ALDER WOOD
THE ROOKERY
THE RIDGE WEST A2100
BATTLE RD B2159
EBDEN'S HILL A21
GREAT CRAB WOOD
WESTFIELD LN A28
BALDSLOW
MARLEHURST WOOD
THE RIDGE B2093
RODGER'S WOOD
HURST WOOD
COGHURST
ST HELEN'S
THE RIDGE B2093
QUEENSWAY B2092
TILEKILN
SEDLESCOMBE RD NORTH A21
SILVERHILL PARK
ST HELEN'S WOOD
BATTLE RD B2159
HOLLINGTON
ORE
RYE RD A259
CHURCH WOOD
SILVERHILL
ST HELEN'S RD A2101
BLACKLANDS
OLD LONDON RD A259
CLIVE VALE
HALTON
CROWHURST RD B2092
BELMONT
WEST HILL
QUEEN'S RD A2101
BOHEMIA RD A21
THE BOURNE A259
OLD TOWN
ST LEONARDS GREEN
HARLEY SHUTE RD B2092
ST LEONARDS
LONDON RD A2102
MARINA A259
WEST MARINA
BEXHILL RD A259
N
0 0.5 1 km

KEY

CYCLE NETWORK

Existing

National Cycle Route

Proposed

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

20m Contour (Even Numbers)

DATA SOURCE:

Local Authority Proposed Cycle Routes
Hastings Walking & Cycling Strategy May 2014

Traffic Flow Data
East Sussex County Council

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PROJECT
East Sussex Cycling & Walking Strategy

TITLE
HASTINGS
TRANSPORT NETWORK

Drawn	Checked	Date	Scale at A3
DL	JF	19/4/2018	1:20,000

STATUS: ISSUED

DRAWING NUMBER: 20204.HA-SD-MAP-00-02

REVISION: C

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
East Sussex Cycling & Walking Strategy

TITLE
HASTINGS
PROPOSED NETWORK

Drawn	Checked	Date	Scale at A3
DL	JF	17/4/2018	1:25,000

STATUS
ISSUED

DRAWING NUMBER	REVISION
20204.HA-SD-MAP-00-04	C

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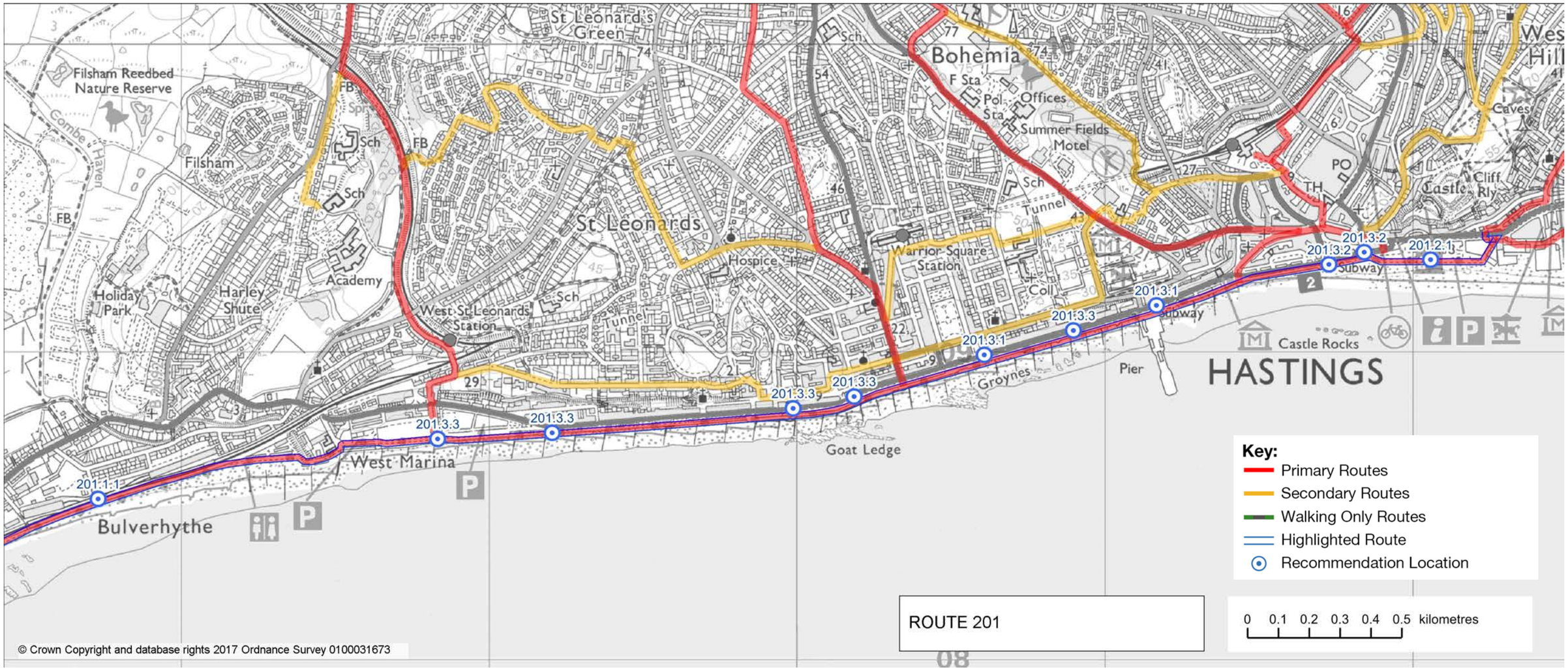
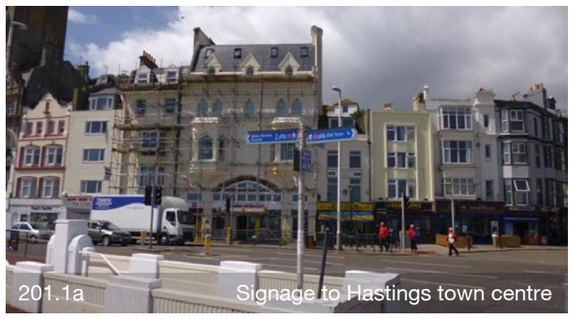



201.1a Signage to Hastings town centre


201.1b Shared use path on promenade


201.1c Wide shared path in west of NCN2


201.1d Narrowing in western shared use path

201: NCN2 Bulverhythe – Old Town

Route description

The route forms a primary east-west route along the south of the borough boundary on Hastings promenade. The route is formed of a wide shared use path, with dedicated cycle lanes where the route crosses connects to locations with high levels of pedestrian movement.

It currently provides links to major destinations in the town, including Hastings Town Centre and Old Town, St. Leonards Town Centre, shops and destinations on Hastings seafront and pier, shops in West St. Leonards, and stations at West St. Leonards, St. Leonards Warrior Square, and Hastings.

Connecting routes include 312, 322, 332, 212, 202, and 223, that provide links to destinations in the west, east and north of the borough. The route also provides a largely traffic-free link to Bexhill town centre, the Ravenside Retail and Leisure Park, and onto Eastbourne

The route has the potential to form a key utility and leisure route in the town, due to its traffic free environment and current quality of provision. However, at present utility is limited due to poor connectivity to other routes in the east of the town and crossings of the A259, which severs the route from the destinations.

Background

Existing route.

201.1 Shared path – Cinque Ports Way to Pelham Place Roundabout

Existing conditions

Wide shared use path along Hastings sea front and promenade. Segregation through lining at interactions with key destinations, including Hastings Pier, subways, and cafes.

Ramps are installed to allow transition where gradient change.

Path narrows to 4m towards the west of the route, however sufficient space for cycling and walking due to lower footfall of pedestrians.

Some signage to Hastings high street. No signage to other destinations on the route alignment, or other connections, including St. Leonards, Old Town, as well as Bexhill and Eastbourne.

Barriers to walking and cycling

Destination signage for pedestrians and cyclists does not support journeys, across the town.

Recommendations

201.1.1 Create 20mph zone through traffic calming and enforcement. Install direction and distance signage to key destinations and wider routes as part of wayfinding strategy.

201.2 Shared path – Pelham Place Roundabout to Old Town High Street.

Existing condition

Shared use path along the east of Hastings seafront. Width is more constrained than section to west, and this drops below 3.5 metres in places.

High level of pedestrian activity due to frontages to leisure attractions and other destinations on seafront.

No signage to destinations along length of section.

Barriers to walking and cycling

Narrowing of the path and interaction with high levels of pedestrians could create uncomfortable environment for users.

Destination signage for pedestrians and cyclists does not support journeys, across the town.

Recommendations

201.2.1 Align route along A259 by widening existing footway to accommodate 3.5m – 4m shared use path. Install direction and distance signage to key destinations and wider routes as part of wayfinding strategy.

201.1e Ramp connection


201.2a Available space for shared use


201.2b Shared space alongside frontages


201.2c High levels of footfall on east of NCN2

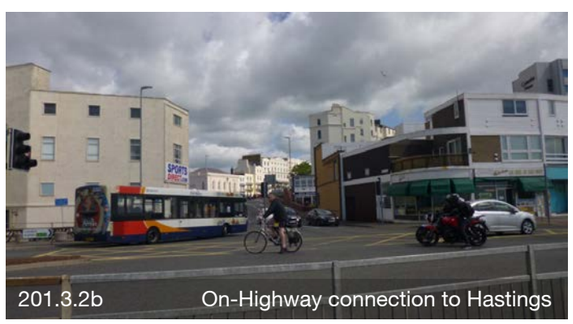

201.2d Shared space on promenade


201.3.2c Highway alternative to subway


201.3.1 Informal crossing to St. Leonards


201.3.3 Desire line connection over A259


201.3.2a Subway connection to NCN2


201.3.2b On-Highway connection to Hastings

201.3 A259 Crossings

Existing conditions

Nine separated pedestrian crossing facilities are located on connections at West St. Leonards, Sea Road, Marina, London Road, Warrior Square, White Rock, Hastings, and Denmark Road. Connection to Hastings Town Centre via Harold Place, which is made by subway.

Only two dedicated cycle toucan crossings at the connection to Hastings Town Centre and to the NCN2 eastbound. No cycle connections to St. Leonards Warrior Square, London Road, Hastings Old Town, St. Leonards West Station or Silverhill.

Barriers to walking and cycling

To connect to key destinations in Hastings, cyclists must cross busy A259 by dismounting and using pedestrian facilities or with crossing with high levels of traffic, with no supported facilities, leading to high risk of collision.

Supported pedestrian crossings are infrequent and are not located on desire lines for users, leading to some pedestrians to cross away from formal crossing points. This is reflected in accident statistics with pedestrians along A259.

Subway crossing is inconvenient for pedestrians, and creates poor sense of social safety, especially at night. It does not currently cater for cyclists. Limited use of the subway is reflected in accident statistics at this location.

Recommendations

201.3.1 Upgrade seven existing pedestrian crossing facilities to toucan crossings or parallel zebra crossings.

201.3.2 Install at grade crossing facilities for pedestrians and cyclists at connection to Harold Place and Albert Road creating subway alternative.

201.3.3 Convert informal crossings into zebra crossings and install new zebra crossings at links to bus stops, shops and side roads. Ensure flush dropped kerbs are correctly implemented.

202: NCN2 Old Town - Fairlight

Route description

The route forms a primary east-west route from Hastings to Fairlight. The route will form part of National Cycle Network 2, which forms a strategic, cross-country connection from Exmouth to Dover, linking Bexhill, Hastings, and Rye.

Within the Hastings area, the route connects to recreational and commercial areas on Hastings Promenade, East Hill High Street, Hastings Country Park, East Hill, and Shearbourne Holiday Park, as well as residential areas to the south Ore, East Hill and Fairlight.

The route is formed of a range of facilities, including on-highway facilities, shared use paths, and links through high streets. As an additional spur, the route includes a link along the Funicular Railway, which allows cycles during running hours.

The proposed route forms an improved alignment of the NCN from Hastings, and a high quality recreation and utility route within and beyond Hastings.

Key barriers to delivery, include landownership and engagement issues in delivery of the route through Hastings Country Park, surface quality on a number of unadopted roads, and crossings of the busy A259.

Background

Existing route.

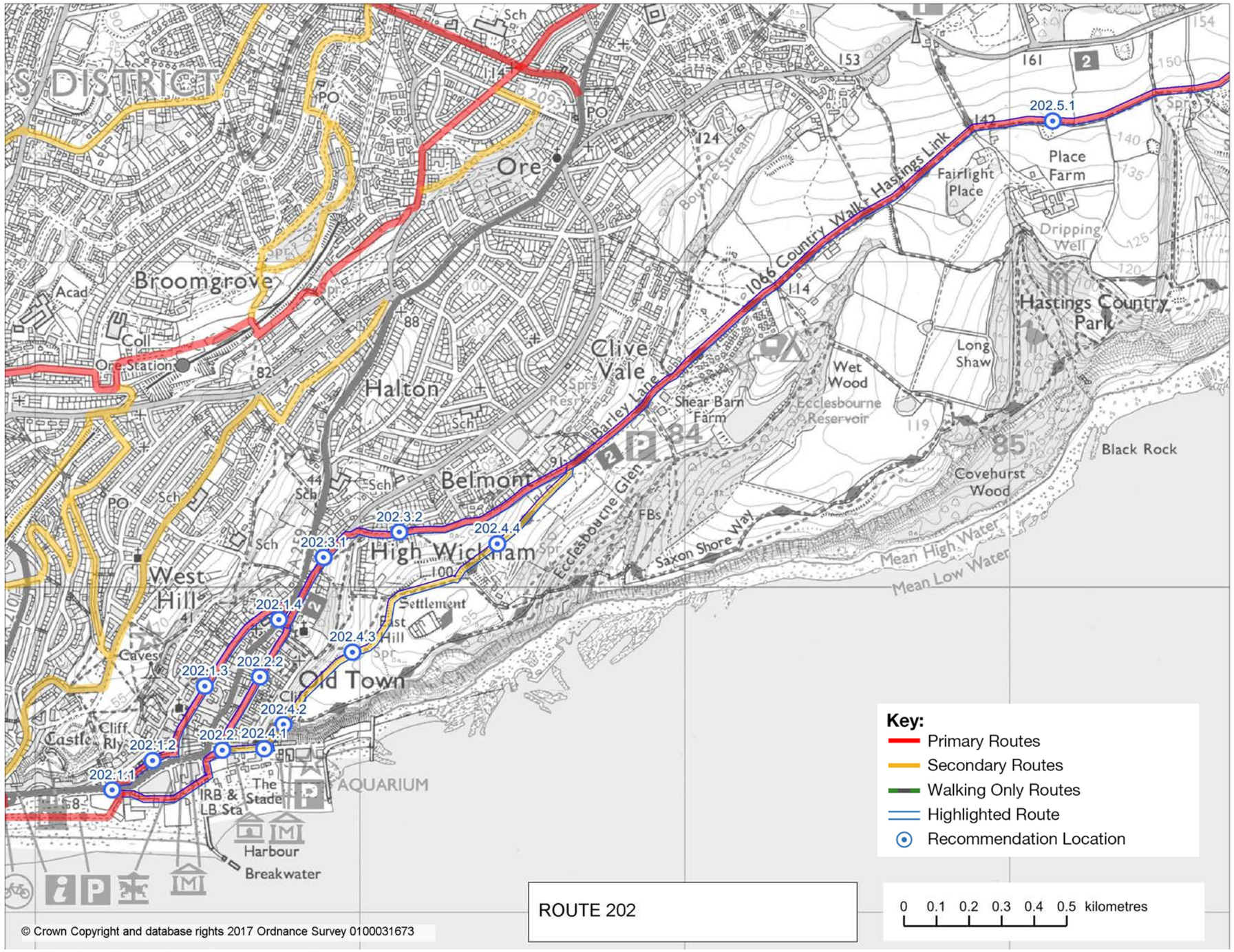
202.1 West Street – High Street

Existing conditions

Network of narrow one-way northbound roads, with a 20mph speed limit. High Street holds moderate levels of through traffic.

The High Street has frontages along its length, as well as high levels of parking. Due to the narrow width, and lack of crossing opportunities this leads to high levels of pedestrians crossing the road in an ad hoc manner. Narrow width and parking controls speed and behaviour of vehicles.

The route links to onward connections at crossings of the heavily trafficked A259 at Marine Parade and The Bourne.



202.1.1 High Street from Marine Parade

202.2.1 Wide junction to Rock-a-Nore Road

202.1.2 One-way section on West Street

202.3.1 Harold Road

202.1.3 One-way section on High Street

202.3.2a Poor surfacing on Barley Lane

202.1.4 Unsupported crossing to The Bourne

202.3.2b Poor surfacing on unadopted road

Barriers to walking and cycling

West Street and the High Street are narrow streets that could form an uncomfortable riding if vehicles attempt to overtake cycles.

Levels of traffic along the High Street creates uncomfortable riding and pedestrian environment.

Cyclists are unable to make southbound connections along the High Street.

Crossings of Marine Parade and the Bourne are unsupported, and cycles and pedestrians must cross high levels of traffic without protected facilities.

Recommendations

202.1.1 Install pedestrian and cycle crossings over Marine Parade.

202.1.2 Allow contraflow cycling along West Street and High Street.

202.1.3 Install traffic calming along High Street and West Street. Consider closing High Street at the north of High Street to prevent through traffic.

202.1.4 Install pedestrian and cycle crossings over The Bourne.

202.2 Rock-a-Nore Road – Harold Road

Existing condition

Network of narrow one-way southbound road. Residential frontages located along length road. Parking is restricted through double yellow lines along part of road.

Road is 20mph with moderate levels of traffic.

The crossing onto All Saints is on table, but has wide corner radii.

Barriers to walking and cycling

All Saints is narrow and could form an uncomfortable riding if vehicles attempt to overtake cycles.

Levels of traffic along All Saints creates uncomfortable riding and pedestrian environment. This is better than High Street due to descent by bike,

Recommendations

202.2.1 Tighten radii on Rock-a-Nore Road/ All Saints junction. Deliver reconfigured continuous footway.

202.2.2 Install traffic calming along All Saints.

202.3 Harold Road – Barley Lane

Existing conditions

Harold Road is a wide 30mph road with parking along length. Moderate levels of traffic, with parking along length of road, and bus route aligned along it.

Barley Lane is narrow with parking restrictions. Low levels of traffic. The north of Barley Lane is one-way southbound, with space to accommodate contra-flow cycling. Vehicles able to speed due to lack of traffic calming.

One zebra crossing on Harold Lane allows pedestrians to cross.

Link is on steep gradient, especially at the junction between Harold Road and Barley Road.

Barriers to walking and cycling

Cycles are required to mix with moderate levels of traffic that are able to travel at 30mph along Harold Road due to wide width and lack of traffic calming. Vehicles are also able to travel at 30mph along Barley Lane.

Cycles are not allowed to make connection northbound from Harold Road to Barley Lane.

Junction of Harold Road and Barley Lane is wide allowing vehicles to turn with speed.

Recommendations

202.3.1 Install traffic calming along Harold Road and Barley Lane and reduce speed limit to 20mph.

202.3.2 Reduce radii of Barley Lane Junction to slow traffic travelling through junction. Allow contraflow on Barley Lane.

202.4 Funicular – Barley Lane

Existing conditions

Walking route from Rock-a-Nore Road to Barley Lane, routed on Funicular Railway and paths through greenspace. Rocklands Lane is an unadopted road with poor surfacing.

Rock-a-Nore Road is a traffic calmed 20mph road with parking restrictions along its length.

Funicular currently allows cycles to be carried and is open between 10:00 and 17:30 in summer and 11:00 to 16:00 in winter.

Barriers to walking and cycling

Cyclists are currently unable to ride on footpaths on East Hill due to restrictions, and narrow widths.

No dropped kerb or waiting space at the connection between Rock-a-Nore Road and entrance to Funicular Railway.

Surfacing along Rocklands Road is poor, creating uncomfortable cycling facility.

Funicular is not opened at peak times to allow commuter cycling.

Recommendations

202.4.1 Install dropped kerb on Rock-a-Nore Road to allow cycle access to Railway Station.

202.4.2 Consider opening Funicular during peak times.

202.4.3 Construct new path across East Hill a minimum of 3 metres wide and designate as shared use path.

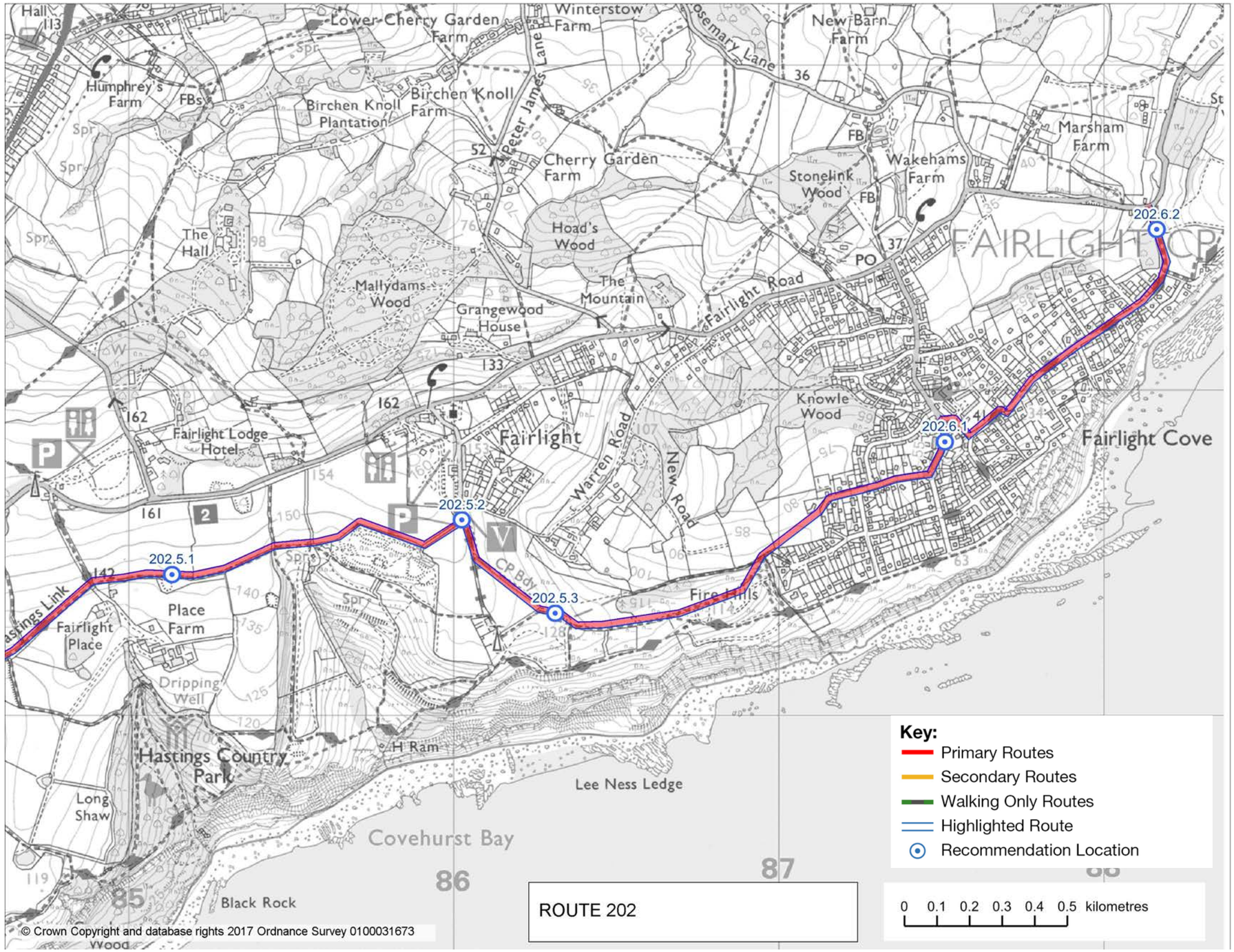
202.4.4 Resurface Rocklands Road where surfacing is poor

202.5 Hastings Country Park Path

Existing conditions

Unbound footpath through Hastings Country Park. Path is not designated for cycling linking between Coastguard Lane, Rocklands Road, and Fairlight.

Coastguard Lane is an access road to the Hastings Country Park Visitor Centre. It holds low levels of traffic, and has a good surface.



Barriers to walking and cycling

Cyclists are currently unable to ride on footpaths to restrictions, poor surfacing and narrow widths.

Recommendations

202.5.1 Widen Country Park footpaths to a minimum of 3 metres and designate as shared use path. Install bound surfacing, in keeping with aesthetics of the Country Park.

202.5.2 Sign route along Coastguard Lane

202.5.3 Widen existing surfaced path to a minimum of 3 metres to allow for shared use.

202.6 Fairlight Village

Existing conditions

Network of quiet residential streets with moderate levels of traffic. 30mph with no traffic calming.

Connection to Pett Level Road is along unadopted lane with poor surfacing.

Barriers to walking and cycling

Traffic is able to speed through Fairlight Village, creating uncomfortable cycling environment.

Poor surfacing on Pett Level Road creates uncomfortable riding environment.

Recommendations

202.6.1 Traffic calm roads through Fairlight Village

202.6.2 Resurface connection along Pett Level Road


202.4.1 Traffic cushions on Rock-a-Nore Road


202.6.1b Wide corners through Fairlight Village


202.6.2 Substandard link to Pett Level Road


202.4.2 Funicular Railway to East Hill


202.6.1a Link through Fairlight Village

212: Robertson Street/ Wellington Place

Route description

The route forms an important connection through Hastings Town Centre. It will provide a direct connection for cyclists to shops and amenities located on Robertson Street and Wellington Place, as well as a largely traffic free connection that will link NCN2 on Hastings promenade, Hastings train station, Hastings Old Town and Alexandra Park.

From Hastings promenade and Hastings station, the route connects to routes 223, 214, and 223, where it will provide links across the borough.

The route follows low traffic, closed access roads and Hastings pedestrianised high street, with connections over busy roads required to link the route to NCN and Hastings train station.

Key barriers to delivery include political risk around opening Hastings pedestrianised centre for cycling, and crossings of the A259 and A21.

Background

The connection is a long held aspiration of local cycling and walking groups. The route was identified within the Hastings Walking and Cycling Strategy.

212 .1 A259 Connection

Existing conditions

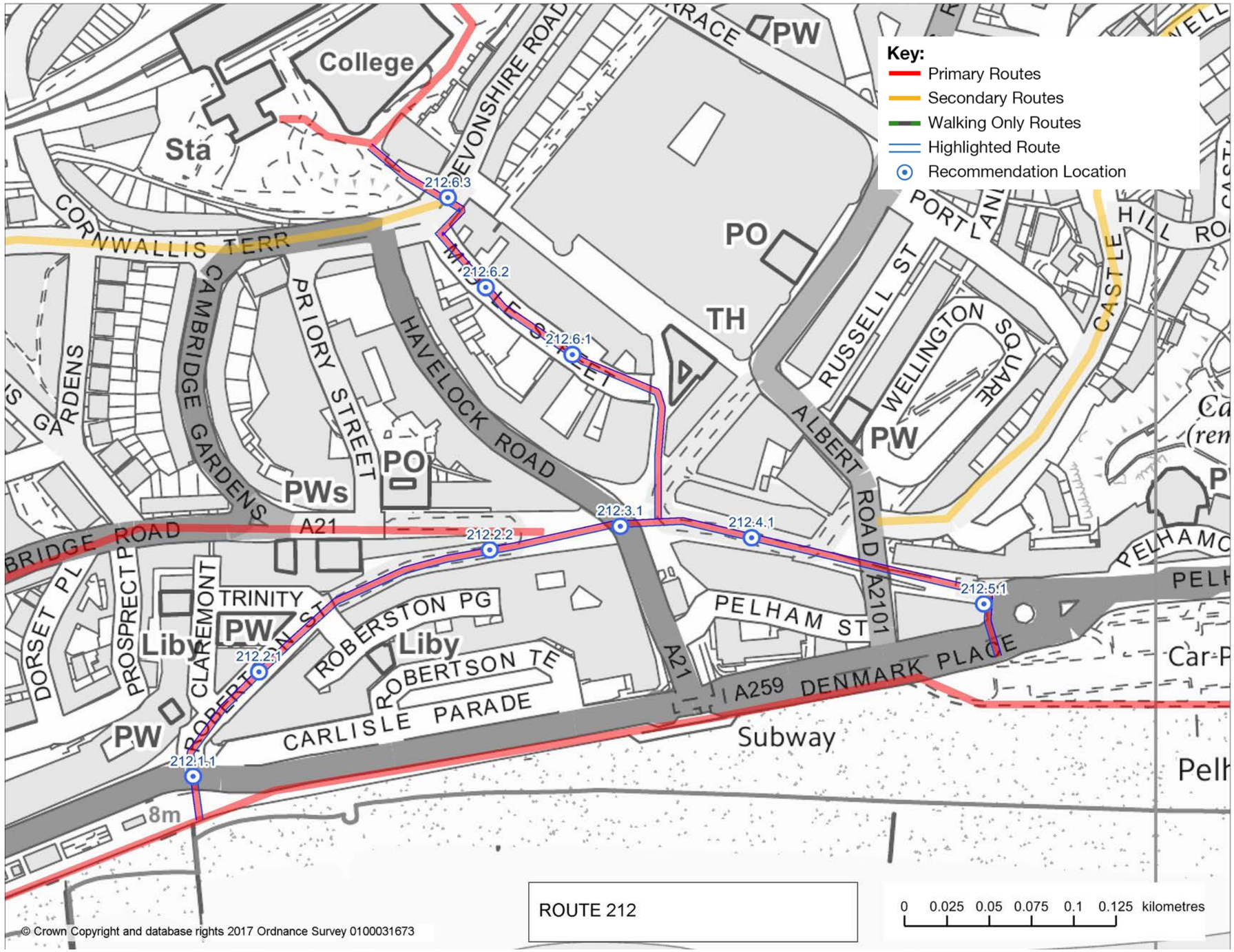
Existing toucan crossing from NCN2 to Robertson Street, with wide shared space area on southern connection.

Northern connection to/from Robertson Street is incoherent due to lack of signage for cyclists showing required movement, and constrained shared space.

Barriers to walking and cycling

Movement on northern shared space is incoherent and not signed for cyclists.

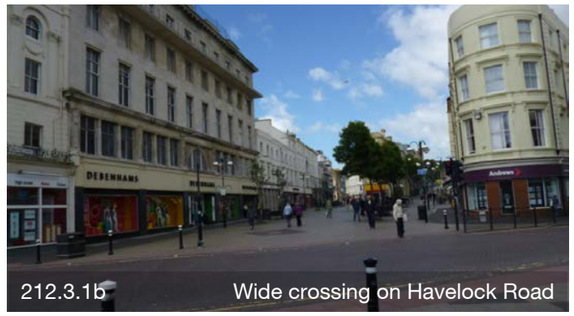
Shared space on north is constrained, leading to negative impact on comfort for users.



212.1a Constrained shared space A259 link

212.3.1a Havelock Road pedestrian crossing

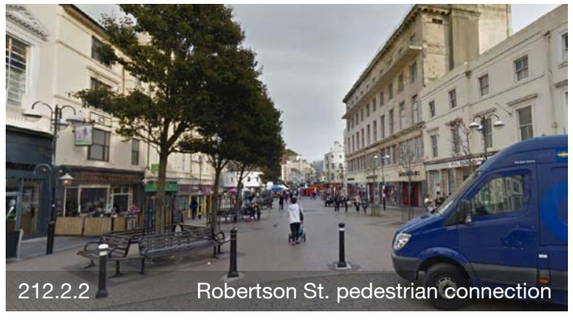
212.1b Incoherent connection to toucan



212.3.1b Wide crossing on Havelock Road

212.2.1 Carriageway narrowed by parking

212.4.1a Pedestrian zone in Hastings Centre



212.2.2 Robertson St. pedestrian connection

212.4.1b Constrained underpass to A259

Recommendations

212.1.1 Widen shared space on northern connection to accommodate cycle and pedestrian movements. Reconfigure connection to and from shared space for cyclists and sign required movement.

212.2 Robertson Street East

Existing conditions

Closed access road to Hastings high street, linking to pedestrian zone with 30mph speed limit.

Access road is has high level of parking for loading and permit holders along length, that limits available road space. No traffic calming, but road holds no through traffic and streetscape encourages low speeds.

Pedestrianised area on Robertson Street is wide and holds relatively low footfall. High quality streetscape with frontages and informally designated highway.

Pedestrianised area at west has higher footfall and space is constrained due to planters, bollards and seating.

Barriers to walking and cycling

Cyclists mix with traffic travelling up to 30mph on Robertson Street, with space constrained due to parking.

Cyclists must dismount to access pedestrianised space on high street.

Pedestrianised space to west is constrained, potentially leading to negative impact on comfort for cyclists and pedestrians, if shared space is opened.

Recommendations

212.2.1 Reduce speed limit of Robertson Street to 15mph. Formalise parking to create passing places for cyclists. Consider removal of parking bays on southern carriageway to create shared space to traffic-free connection.

212.2.2 Designate existing connection through high street as shared space. Encourage considerate behaviour through signage on footway and on columns.

212.3 Havelock Road Crossing

Existing condition

Wide pedestrian crossing of Havelock Road.

Barriers to walking and cycling

Cyclists must dismount to access pedestrianised space on high street and to make crossing.

Recommendations

212.3.1 Convert pedestrian crossing to toucan.

212.4 Wellington Place/ Queens Place

Existing condition

Pedestrianised area on Wellington Place and Queens Place is wide and has high quality streetscape with frontages and informally designated highway.

The area has high levels of footfall, and space is constrained due to due to planters, bollards and seating.

Underpass to Castle Street is narrow and has high level of footfall, creating a more constrained space for users.

Barriers to walking and cycling

Cyclists must dismount to access pedestrianised space on high street.

Pedestrianised space to west is constrained, potentially leading to negative impact on comfort for cyclists and pedestrians, if shared space is opened.

Recommendations

212.4.1 Designate existing connection as shared space. Encourage considerate behaviour through signage on footway and on columns.

212.4.2 Work with Hastings borough council to trial shared space connection through High Street.

212.5 Denmark Road Crossing

Existing condition

Connection to A259 with no facilities to support pedestrian or cyclist movements.

Cycling movement to NCN2 is made by joining heavily trafficked and wide roundabout, and making transition to footway at south of roundabout with no facilities.

To make southern connection pedestrians are required to negotiate busy A259 with no crossing facility.

Barriers to walking and cycling

No dedicated crossing facilities to support pedestrian or cycling connections.

Recommendations

212.5.1 Deliver new shared space and toucan crossing from Castle Street to NCN2 across A259.

212.6 Middle Street/ Station Connection

Existing condition

Closed access road to Hastings high street, linking to pedestrian zone with 30mph limit. The road carries HGVs accessing loading bays to shopping centre.

Access road is has high level of parking for loading and permit holders limits available road space. No traffic calming, but no through traffic.

Footway is narrow and poorly surfaced on both eastern and western carriageway, and is intersected by car parking and loading access.

Connection to station is made by pedestrian crossing and narrow footway.

Barriers to walking and cycling

Cyclists mix with traffic travelling up to 30mph, with space constrained due to parking, and turning vehicles, including HGVs accessing loading bays.

Pedestrian access is uncomfortable due to narrow and poorly surfaced footway, and intersection with side roads.

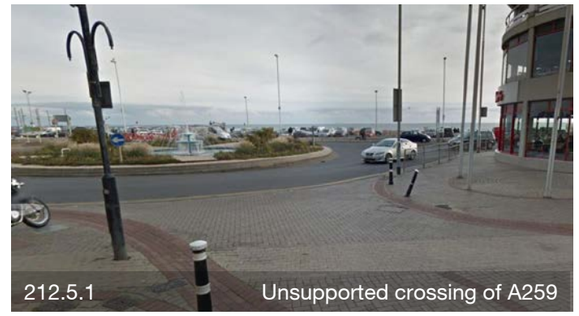
No facility for cyclists to make movement to/from station, or to transition safely onto Devonshire Road.

Recommendations

212.6.1 Widen footway on eastern carriageway to provide high quality walking route for pedestrians and disabled users to access high street from station.

212.6.2 Reduce speed limit to 15mph and introduce traffic calming measures to reduce speed of vehicles on Middle Street. Reduce parking to open access to high street. Limit loading bay times to out of peak hours, to reduce interaction with cyclists.

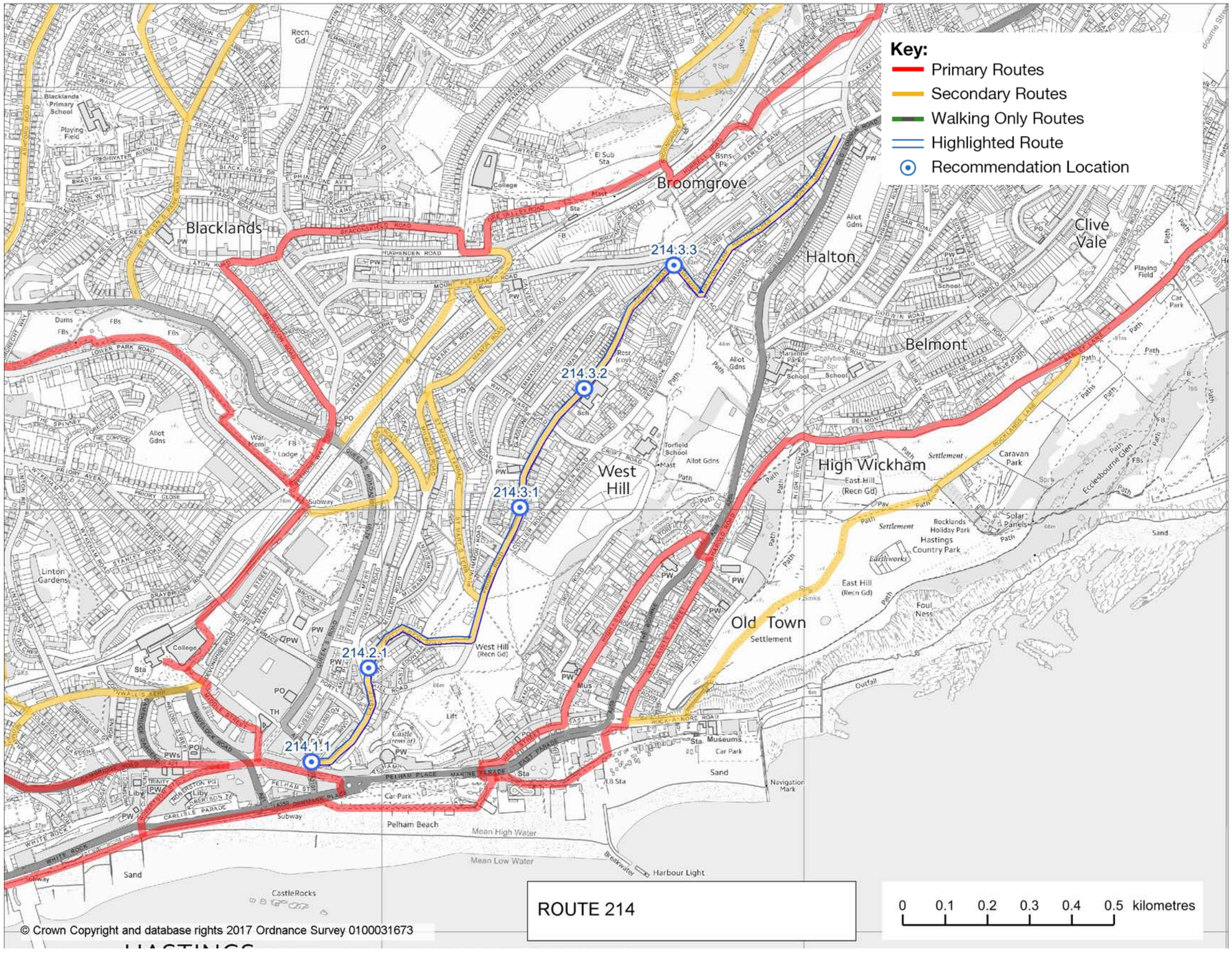
212.6.3 Upgrade Devonshire Road pedestrian crossing to toucan crossing, and establish shared use connection to crossing.



212.5.1 Unsupported crossing of A259

212.6.1 Middle Street connection

212.6.3 Constrained crossing between station



214: West Hill

Route description

The route is a useful connection from dense residential areas in West Hill, Castle Hill and Halton in the east of the borough, to Hastings town centre.

The route links to three schools at West Hill, as well as West Hill Community Centre, local shops, and tourist designations. Wider connections are made to NCN2 and north of the borough through Hastings Centre, and Ore station.

The route is aligned along residential streets that carry volumes of traffic that are too high for its environment. A traffic calming and network planning approach to reducing through traffic in this area is recommended to deliver the route.

Background

The route was identified in Sustrans scoping works.

214 .1 A2101 Crossing

Existing conditions

Junction between A2101, Castle Hill Road and Wellington Place pedestrianised zone.

A2101 is heavily trafficked (over 10,000 vehicles a day), and has a 30mph speed limit.

No facility on desire line to support safe cyclist and pedestrian movements from the east of Hastings to Wellington Place across the A2101. Traffic island and drop kerb currently in place.

Junction between Castle Hill Road and A2101 has wide corner radii and informal crossing for pedestrians.

Barriers to walking and cycling

Cyclists and pedestrians must cross road with high volume of traffic to make connection to Hastings pedestrianised zone, leading to high risk of collision with vehicles and poor perception of safety. This is reflected in accidents statistics in the town.

Wide corner radii of Castle Hill junction allows vehicles to make turning at speed.

Recommendations

214.1.1 Tighten corner radii, and install parallel zebra crossing across Castle Hill Road to enable safe pedestrian and cycle movements. Replace traffic island with wide parallel zebra or toucan crossing across the A2101. Tighten corner radii, and install parallel zebra crossing across Castle Hill Road to enable safe pedestrian and cycle movements.

214.2 Castle Hill Road/ Wellington Road

Existing conditions

Wide, moderately busy street with residential frontages along its length. Heavily parked along length. 30mph limit with no traffic calming.

Some side streets that have no pedestrian continuity or calming on approaches.

Road is on a significant gradient.

Barriers to walking and cycling

Cyclists are required to mix with traffic travelling at 30mph, with no traffic calming, creating uncomfortable and unsafe conditions.

Risk of left/ right hook due to no entry treatment over side roads.

Gradient of hill will restrict access for some beginner riders.

Recommendations

214.2.1 Traffic calm and install raised entry treatments on side roads. Reduce traffic speed to 20mph.

214.3 Priory Road/ Halton Terrace

Existing condition

Narrow and heavily parked residential streets with 30mph speed limit. 20mph zone outside Castle Hill schools.

Some traffic calming within 20mph zone, including point narrowing and speed cushions.

Inappropriate levels of through traffic travel on Priory Road (potentially using as an alternative to Mount Pleasant Road).

No pedestrian crossings located in road.

Barriers to walking and cycling

Cyclists are required to mix with traffic travelling up to 30mph on narrow streets. Limited traffic calming along road creating uncomfortable and unsafe conditions.

Parking and traffic calming creates pinch points for cyclists that cause risk of collision with vehicles.

High levels of traffic on narrow street layout creates unattractive environment for pedestrians and residents, and uncomfortable and unsafe conditions for cyclists.

Pedestrians are required to make crossing to residential properties and school with no dedicated crossing facilities, leading to risk of collisions with vehicles.

Recommendations

214.3.1 Install traffic calming along length of road and reduce speed limit to 20mph. Install zebra crossing facilities to schools and other destinations along street.

214.3.2 Convert point narrowing and speed cushions to sinusoidal humps.

214.3.3 Install point closure to reduce through traffic travelling through area.


214.1a Informal crossing to high street


214.2c Significant gradient on Castle Hill Rd


214.1b Layout allows vehicles to travel at speed

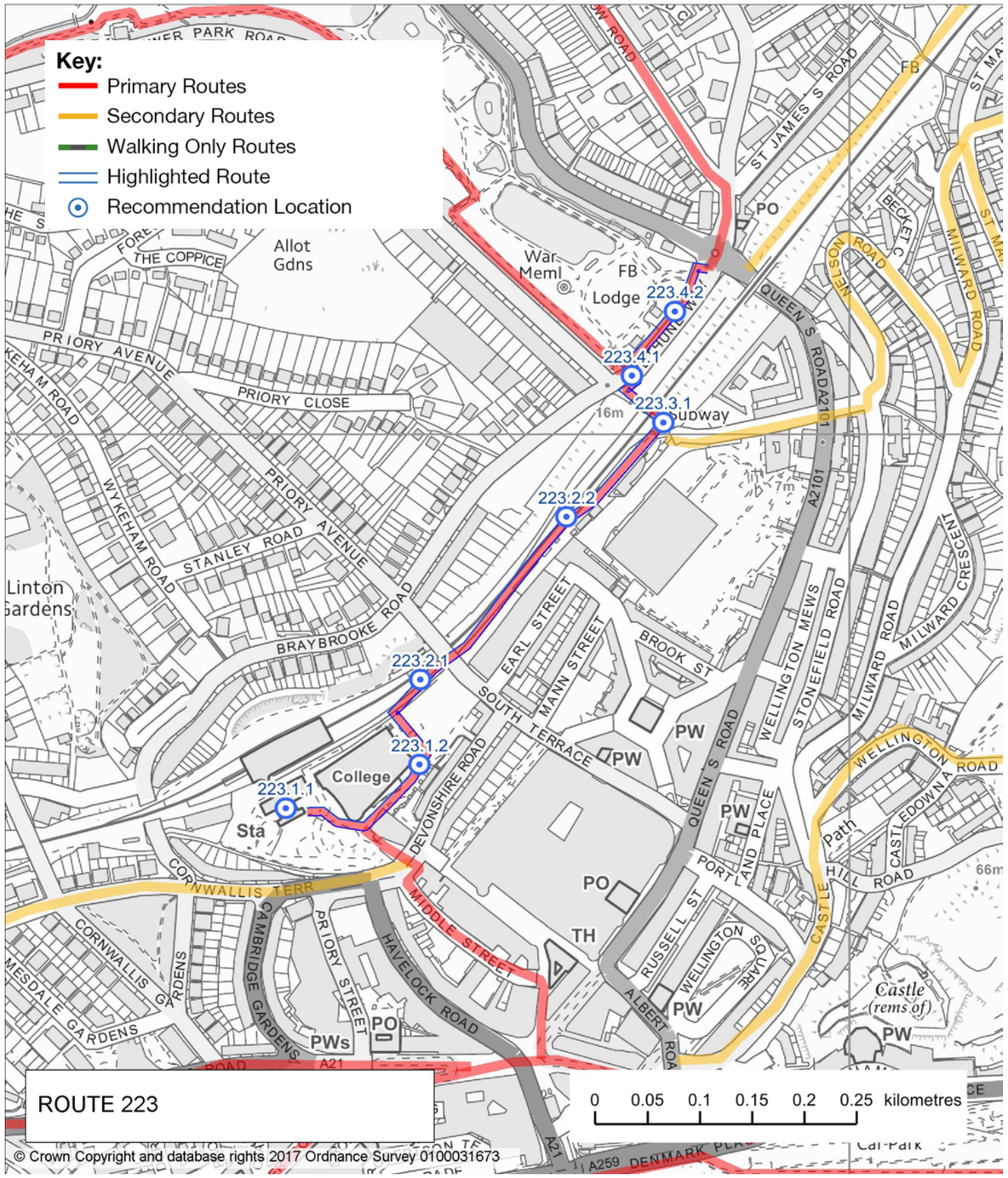

214.3.1a Layout allows vehicles to speed


214.2a Informal Crossing of Wellington Road


214.3.1b No crossing to Castledown School


214.2b Wide corner radii - Wellington Road


214.3.2 Pinch point caused by narrowing



223: Hastings Station - St. Helens Road

Route description

The route is a primary connection from Alexandra Park to Hastings Station. The route has the potential to provide traffic-free pedestrian and cycle connection into Hastings town centre, which will provide a safe and attractive alternative to the A2101 and Braybrooke Road.

It will provides an opportunity to unlock journeys between destinations in Hastings centre, as well as Hastings train station, and key locations in the north and east of the borough, including residential areas of Ore Village, Broomgrove, Badlands, and Silverhill Park, employment centres of Silverhill, the Conquest Hospital and Ore, and greenspace within Alexandra Park. It will also offer a direct connection to Hastings Station plaza development site.

The route utilises existing crossings and traffic free parks to connect to Network Rail owned land adjacent to the railway line. To connect to Hastings Centre, it will pass through a Network Rail yard, and railway sidings, to connect to Hastings Station Plaza.

Key constraints to the delivery of the route include the requirement to use land adjacent to train tracks, negotiation of land use with Network Rail, and land use issues around Hastings Station Plaza development site.

Background

The connection is a long held aspiration of local cycling and walking groups. The route was identified within the Hastings Walking and Cycling Strategy.

223.1 Station Plaza

Existing condition

Connection through college, station plaza and development site located alongside railway line.

Existing pedestrian connection to railway station from South Terrace through college plaza. Connection is wide and a high quality streetscape.

Development site located on desire line from 223.3 is currently empty and undeveloped. Planning application has been made for student apartments at location (220 students).

Barriers to walking and cycling

Cycling between South Terrace to Hastings station is currently not permitted.

The section alongside development site is not suitable for walking and cycling and is not open to the public.

Recommendations

223.1.1 Engage with LB Hastings planning team and developer to include shared use connection from sidings to station within development proposals.

223.1.2 Work with developer to deliver 4-5 metre wide, traffic free path from underpass to Station Plaza. Designate existing connection from South Terrace to station as shared space. Encourage considerate behaviour through signage.

223.2 Railway Sidings

Existing condition

Wide siding alongside railway line, constrained under road bridge.

Siding is not fenced from the railway or open to public access.

Network Railway yard is located at eastern connection to underpass. This is currently tarmacked.

Connection to underpass and Station Plaza is at same grade as siding.

Barriers to walking and cycling

The section is not suitable for walking and cycling and is not open to the public.

Recommendations

223.2.1 Undertake feasibility study to understand deliverability and requirements for delivering path on railway siding.

223.2.2 Work with Network Rail to deliver 4-5 metre wide, traffic free path from underpass to Station Plaza.

223.3 Railway Underpass

Existing condition

Lit 4 metre wide path underneath railway underpass.

Barriers to walking and cycling

Cyclists currently must dismount to make connection under bridge.

Secluded environment under bridge may create poor perception of personal safety for users.

Recommendations

223.3.1 Designate as shared space for cycling and walking. Deliver community art and lighting project in subway to improve perception of social safety and to increase footfall.

223.4 Alexandra Park Crossing

Existing conditions

Existing zebra crossing from Alexandra Park exit to existing footpath on south side of Bethune Way. High levels of pedestrian movement due to connection to Alexandra Park.

Footpath is wide on both south side of road. Space on north side at the exit to Alexandra Park is more constrained, but within DfT standards.

Barriers to walking and cycling

Cyclists currently must dismount to make connection across Bethune Way.

High level of pedestrian movements may make use uncomfortable for pedestrian and cyclists due to spatial constraints on north side of Bethune Way.

Recommendations

223.4.1 Convert existing zebra crossing into parallel zebra crossing.

223.4.2 Widen shared space on north of Bethune Road and designate as shared space.


223.1.2a Station Plaza footway


223.2.2b Available space on railway sidings


223.1.2b Hastings station connection

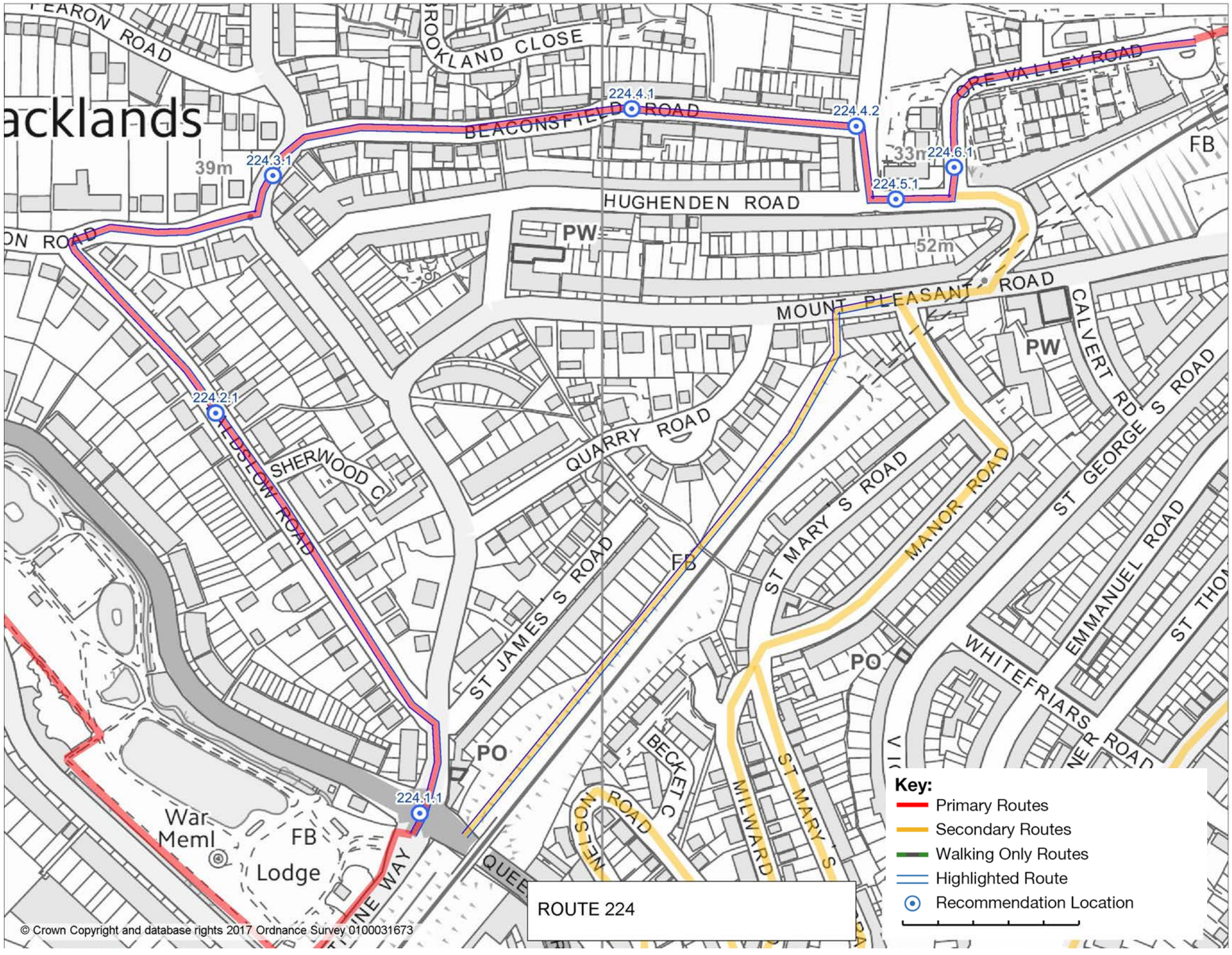

223.2.2c Connection to development site


223.1.2c Station Plaza development site


223.3.1 Underpass to Waterworks Rd


223.2.2a Entrance to Network Rail site


223.4.1 Pedestrian crossing of Bethune Way



224: St Helens Road – Ore Station

Route description

The route is a primary route from Ore Station to Hastings Town Centre. It follows a network of existing low traffic residential streets, offering an attractive alternative route to the busy Old London Road and Park Road for communities in the east of the borough.

Connecting to the Ore Valley route in the north, the route offers connections between Hastings Town Centre and the employment and retail centres at the Ivyhouse Industrial Estate and Ore village, six schools, and dense residential areas including the Broomgrove social housing estate, Ore Village, and Deepdene.

It will also connect directly to proposed development sites at the old power station site adjacent to Ore Station, Hurrell Road, and the site adjacent to Fairley Bank.

Two options are detailed for the on-highway connection to Hastings town centre (223). A connection along the train line has been proposed by local stakeholder groups. This would provide a direct, traffic connection Hastings town centre. Significant engagement with Network Rail as well as investment would be required to deliver this alignment.

Background

The route was identified in the AMEY report.

224.1 A2101 Connection

Heavily trafficked roundabout connection with junction of A2101 with no facilities to support pedestrian or cyclist movements. It is a high volume road with over 10,000 vehicles a day.

Roundabout creates significant severance for pedestrians and cyclists travelling from the east of the borough.

Barriers to walking and cycling

Cyclists must mix with heavy flows of traffic travelling at 30mph.

Wide layout of roundabout allows vehicles to travel at speed, creating risk of collision with pedestrians and cyclists.

No formal crossing facilities for pedestrians or cyclists at roundabout creates risk of collision, and uncomfortable movements. Particularly poor for those with using mobility aids. This is reflected in accident statistics.

Recommendations

224.1.1 Deliver full upgrade of A2101 junction for pedestrian and cycle access, with crossings on desire lines for all movements, single stage crossings, and improved waiting space for cyclists and pedestrians on all arms. A sketch design for this junction has been included on the following page

224.2 Laton Road/ Baldslow Road

Existing conditions

Residential streets with moderate levels of traffic, and 30ph speed limit and no traffic calming.

No facility to support cyclists to make right between Laton Road/ Baldslow Road.

Steep gradient on Baldslow Road.

Barriers to walking and cycling

Cyclists are required to mix with traffic travelling at 30mph, with no traffic calming or separated facility.

Gradient is steep and may be uncomfortable for less confident cyclists due to gradients and speed and volume of traffic.

Recommendations

224.2.1 Install traffic calming along length of road and reduce speed limit to 20mph.

224.3 Elphistone Road

Existing conditions

Short section of busier Elphistone Road connecting Hastings town centre.

30mph speed limit with no traffic calming.

Road is wide and holds medium/ high levels of vehicles that are able to travel at speed due to good visibility and lack of deflection.

Steep gradient for cyclists travelling towards Hastings town centre.

Cyclists must mix with traffic and wait in carriageway make right turns onto to Beaconsfield Road and Laton Road.

Road is constrained has width with narrow footways and traffic lanes.

Barriers to walking and cycling

Cyclists are required to mix with traffic travelling at 30mph, with no traffic calming or separated facility.

Gradient is steep and may be uncomfortable for less confident cyclists due to gradients and speed and volume of traffic.

Right turn onto Beaconsfield Road and Laton Road is uncomfortable and unsafe for cyclists.

Recommendations

224.3.1 **Install traffic calming along length of road and reduce speed limit to 20mph. Install raised parallel zebra crossings at junctions with Beaconsfield Road and Laton Road, with shared space connection, allowing cyclists to make turning in two stages.**

224.4 Beaconsfield Road

Existing conditions

Residential street with moderate levels of traffic. 30ph speed limit and no traffic calming.

No facility to support cyclists to make right turn onto busier Hughenden Road.

Barriers to walking and cycling

Cyclists are required to mix with traffic travelling at 30mph, with no traffic calming or separated facility.

Right turn onto Hughenden Road is uncomfortable and unsafe for cyclists due to speeds of vehicles travelling along Hughenden Road, and poor visibility due to bend in the road.

Recommendations

224.4.1 Install traffic calming along length of road and reduce speed limit to 20mph.

224.4.2 Consider installing raised table at junction


224.1.1a High trafficked roundabout at A2101

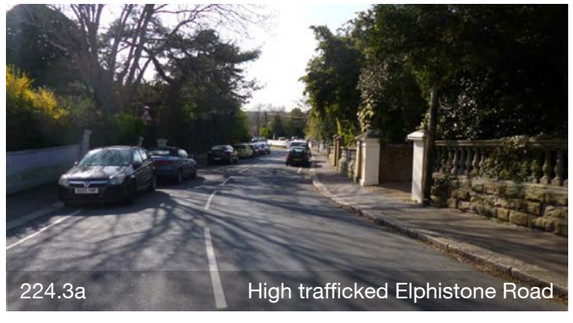

224.3b Elphistone/ Laton Road junction


224.1.1b Wide roundabout with no crossings

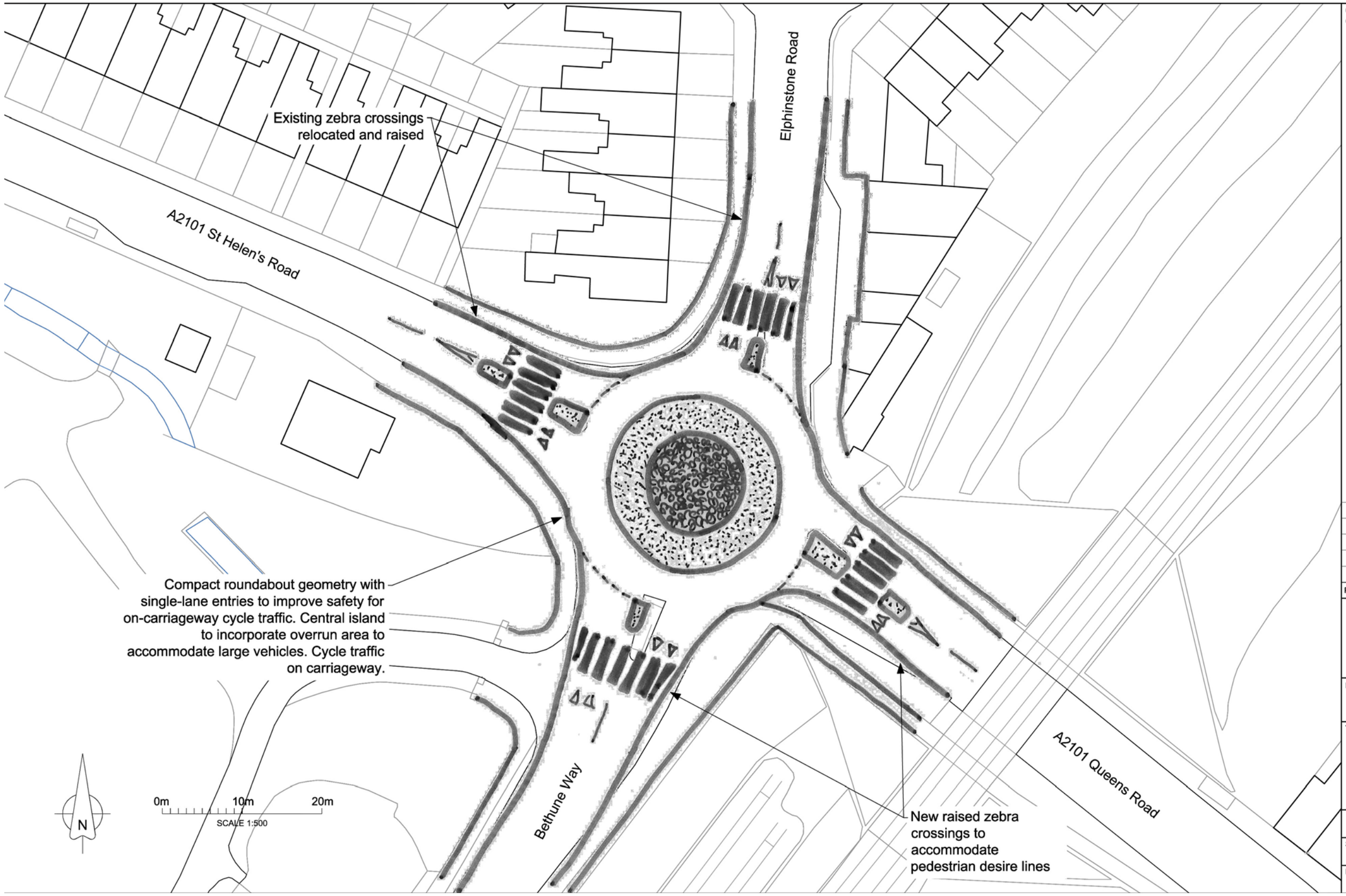

224.5.1 Uncalmed Hughenden Road


224.2.1 Lower trafficked Bladstow Road


224.6.1a Ore Valley Road/ Hughenden Jnct.


224.3a High trafficked Elphistone Road


224.6.1b Traffic calmed Ore Valley Road



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	03/07/17

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

Project: East Sussex CWS

Title: Hastings A2101 Queen's Road & Bethune Way

Drawn:	Checked:	Date:	Scale at A3:
CT	TJ	03/07/2017	1:500

Status: PRELIMINARY

Drawing No: 10564-ES-DR-06

Revision: -

with Parker Road.

224.5 Hughenden Road

Existing conditions

Residential road, with 30mph speed limit with no traffic calming.

Road is wide and holds medium/ high levels of vehicles that are able to travel at speed due to good visibility and lack of deflection.

Steep gradient is located on connection to southern alignment.

Barriers to walking and cycling

Cyclists are required to mix with traffic travelling at 30mph, with no traffic calming or separated facility.

Recommendations

224.5.1 Install traffic calming along length of road and reduce speed to 20mph.

224.6 Ore Valley Road

Existing conditions

Residential road with no through access.

Traffic calming is implemented along street, creating a low speed environment.

Entrance to school for staff parking is located on northern carriageway.

Junction with Hughenden Road has wide corner radii, and informal pedestrian crossing facility to support movement.

No pedestrian crossing to support access from Hughenden Road, southern footway.

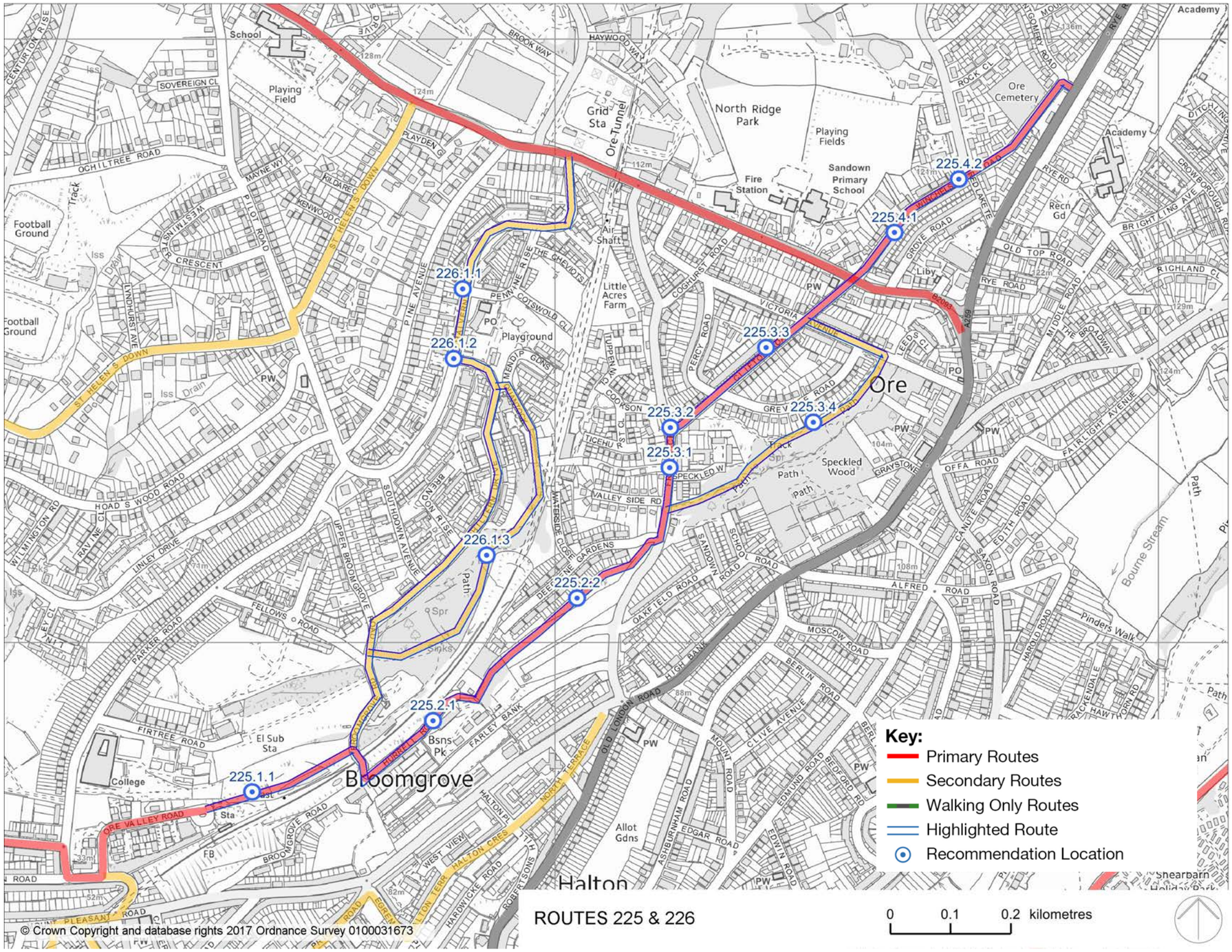
Barriers to walking and cycling

Radii of junction with Hughenden Road allows vehicles to travel around it at speed, creating risk of collision with cyclists, and uncomfortable environment.

No facility for pedestrians to cross road safely.

Recommendations

224.6.1 Tighten corner radii, and deliver continuous footway along junction with Hughenden Road. Install pedestrian crossing facility to enable connection to Ore Valley Road.



225: Ore Station - The Ridge

Route description

The route is a primary route from The Ridge in the north of Hastings to Ore Station. It follows a network of existing low traffic residential streets and proposed traffic free paths through green space and development sites, offering an attractive and safe alternative route to the busy Old London Road and Park Road for communities in the east of the borough.

The route offers connections to the employment and retail centres at the Ivyhouse Industrial Estate and Ore village, six schools, dense residential areas including Broomgrove social housing estate, Ore Village, and Deepdene.

The route also runs through new allocated development sites at the Former Stills Factory (70 homes), Power Station Site (50), Mount Pleasant Hospital (40), Ore Business Park, and Farley Bank (19). Land for delivery of the route has been protected at these locations by the local authority.

Key barriers to delivery of the route include land ownership issues at development sites, steep gradients on roads and greenway options, and ecological and engineering issues around delivery of routes through woodland.

Background

The route was identified in the AMEY report.

225.1 Power Station Site

Existing conditions

Disused power station site, with development proposed on grounds. Site borders Ore train station.

Barriers to walking and cycling

The section is not suitable for walking and cycling and is not open to the public.

Recommendations

225.1.1 Engage with LB Hastings planning team and developer to include shared use connection from sidings to station within development proposals.

225.2 Deepdene Gardens/ Hurrell Road

Existing condition

Proposed route through housing development sites, greenspace and residential streets

Development site located at Deepdene Gardens is on desire line from for cycling and walking routes to Hastings. The 40 homes are allocated to the site. It is currently undeveloped.

Housing Associated owned land at Fairley Bank has footpath at east of multipurpose recreation site.

Development site on Hurrell Road (Ore Business Park) is currently at the construction stage. Provision will be made to develop path through the development that will provide a connection for greenway route.

Hurrell Road is a quiet, 100 metre unadopted road with poor surfacing and major defects.

Bridge to development site is wide.

Barriers to walking and cycling

The section is not suitable for walking and cycling and is not open to the public.

Poor surfacing on Hurrell Road creates an uncomfortable riding surface for cyclists.

Recommendations

225.2.1 Adopt and resurface Hurrell Road to provide smooth, high grip surface.

225.2.2 Work with developers and housing association to deliver 4-5 metre wide, traffic free path through site.

225.3 Clifton Road/ Frederick Road

Existing conditions

Residential streets with moderate levels of traffic. 30mph speed limit with no traffic calming on Clifton Road. Speed cushions located on Frederick Road

Cyclists make right turn to/from Frederick Road with traffic.

No pedestrian crossing facilities along streets.

Steep gradient to the junction with The Ridge.

Barriers to walking and cycling

Cyclists are required to mix with traffic travelling at 30mph with no separated facility or traffic calming along Clifton Road. Traffic calming on Frederick Road creates pinch points for cyclists.

Cyclists must mix and turn with high volume of traffic to make connection across Frederick Road, leading to high risk of collision with vehicles and poor perception of safety.

No facility for pedestrians to cross road safely.

Gradient of hill will restrict access for some beginner riders.

Recommendations

225.3.1 Install shared use path along Frederick Road to allow cyclists to make connection to path connection 223.4 off highway.

225.3.2 Install pedestrian and cycle crossing facility to enable connection to Clifton Road.

225.3.3 Create 20mph zone through traffic calming and enforcement.

225.3.4 Undertake feasibility study to understand deliverability and requirements for delivering path on through Speckled Wood.

225.4 Winchelsea Road (North)

Existing condition

Residential streets with moderate levels of traffic. 30mph speed limit with no traffic calming. South of Winchelsea Road is one way southbound with no contraflow.

Barriers to walking and cycling

Cyclists are required to mix with traffic travelling at 30mph with no separated facility or traffic calming. Cyclists are currently unable to cycle northbound along Winchelsea Road.

Recommendations

225.4.1 Install contraflow connection on Winchelsea Road, or align route along Grove Road.

225.4.2 Create 20mph zone through traffic calming and enforcement.


225.1.2 Road through station site


225.2.2 Bollards blocking railway bridge


225.2.1a Development site adj. to Frederick Rd.


225.2.1d Poorly surfaced Hurrell Road


225.2.1b Path through housing association land


225.3.1 Steep gradient up busy Frederick Rd.


225.2.1c Development site at Hurrell Road


225.3.4 Proposed Speckled Wood greenway

225.4.1 High levels of traffic on The Ridge

225.4.2 One way facility on Winchelsea Rd

226.1.1 Residential streets with no calming

226: Ore Station - The Ridge

Route description

This is an alternative route between Ore Station and The Ridge on residential roads. An attractive option is a new path through greenspace at Broomgrove Wood, although there are steep slopes in places.

226.1 Malvern Way/ Chiltern Drive

Existing conditions

Residential street with moderate levels of traffic, and 30ph speed limit. Heavily parked along length,

Some traffic calming on Malvern Way through point priority give way facilities and speed cushions.

No pedestrian crossing facilities along streets.

Steep gradient at junction with Chiltern Drive and connection to The Ridge.

Barriers to walking and cycling

Cyclists must mix and wait with traffic to make right turn onto Malvern Way from Chiltern Drive, creating uncomfortable manoeuvre.

Cyclists are required to mix with traffic travelling at 30mph with no separated facility. Traffic calming creates pinch points for cyclists,

No facility for pedestrians to cross road safely.

Gradient of hill will restrict access for some beginner riders.

Recommendations

226.1.1 Create 20mph zone through traffic calming and enforcement. Stagger parking to create passing points for cyclists.

226.1.2 Install pedestrian crossing facility to enable connection to Chiltern Drive.

226.1.3 Undertake feasibility study to understand deliverability and requirements for delivery of the path through path on through Broomgrove Wood.

231: Robsack Wood - Hastings

Route description

The route provides a primary cycle and walking connection from the west of Hastings borough to Silverhill, where it joins Route 23.2 to link to Hastings Town Centre and the Conquest Hospital, and 321, and 322, where connections are made to the north of the borough and St. Leonards.

The route also forms part of a north/ south in spine in the west of the town at Wishing Tree Lane, connecting to route 221. In the west it joins to the new greenway network in Combe Valley Park

It utilises a range of existing off-road paths and quiet residential streets along the route, to offer a route suitable for a range of cyclists. Silverhill centre forms a significant barrier to connectivity of the route, and will need significant upgrades to deliver a high level of service for pedestrians and cyclists.

The route links to allocated development sites at Bodium Drive (37 homes) and Mayfield Lan (36)

Background

Route included in Hastings Walking and Cycling Strategy. Currently in development by East Sussex County Council

231.1 Crowhurst Road Crossing

Existing conditions

New toucan crossing and shared use path over Crowhurst Road provides high quality connection for cyclists and pedestrians.

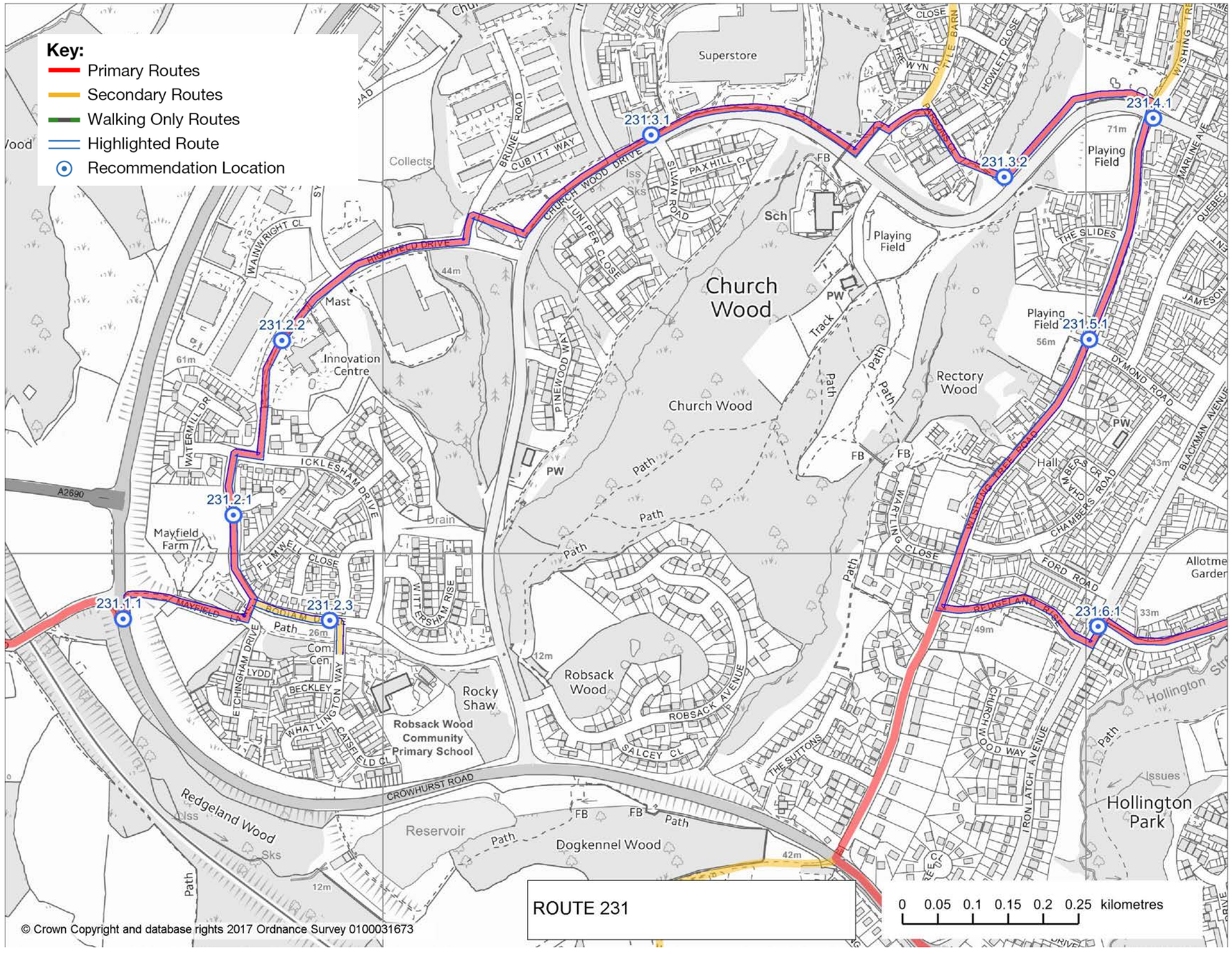
Connection is not signed.

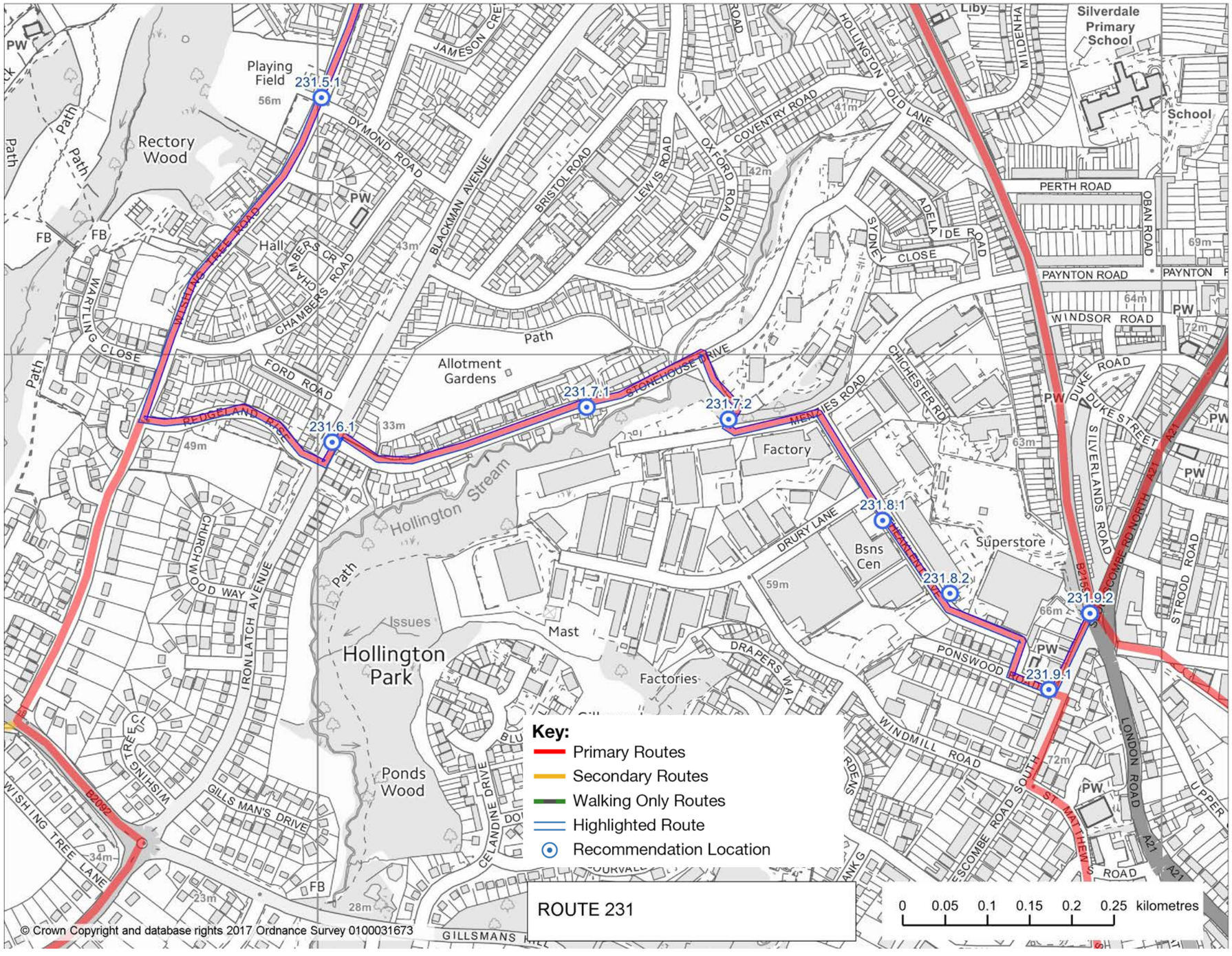
Barriers to walking and cycling

No signage to destinations in Combe Valley and Hastings

Recommendations

231.1.1 Sign route to/ from Combe Valley Park





231.2 Robsack Wood - Highfield Drive

Existing conditions

Network of residential streets with one access to external road network. Two schools at south of Bodiam Road.

30mph speed limit with limited traffic calming or entry treatment over side junctions.

Barriers to walking and cycling

Cyclists are required to mix with traffic travelling at 30mph, with no traffic calming. Risk of left/ right hook due to no entry treatment over side roads.

Poor pedestrian footway provision with no crossing points or continuity over side roads.

No protected crossing to school.

Recommendations

231.2.1 Traffic calm Bodiam Drive and install raised entry treatments on side roads, reduce traffic speed to 20mph.

231.2.2 Improve pedestrian access to Highfield Drive.

231.2.3 Install zebra crossing point to Robsack Wood Primary and Robsack Children's Centre.

231.3 Highfield Drive - Wishing Tree Road

Existing conditions

Off-road path connection utilising 2m shared use path to the Barn Road, and pedestrian only paths through Church Woods and Playing Fields.

Path crosses a number of large side roads with no continuation of the shared use path.

Pedestrian only paths are unlit.

Barriers to walking and cycling

Shared use path from Highfield Drive is below DfT recommendations for shared use facility.

Crossings of shared use path at Brunel Road, Ingleside, Tesco and Tile Barn Road are unsupported

and wide, leading to risk of collision from right/left turning vehicles.

No cycling permitted on the footpath from Tile Barn Road to Wishing Tree Road. Access along footpath is narrow and stepped due to gradient.

Section is not lit and not overlooked, creating poor sense of social security.

Recommendations

231.3.1 Widen shared use facility on Church Wood Drive from Highfield Drive to Tile Barn Road to 3m and install pedestrian and cycle priority crossings of side junctions.

231.3.2 Upgrade footpath to 3m wide shared use path, with ramps in place of steps, and light connection through woods and path.

231.4 Wishing Tree Road Crossing

Existing conditions

Zebra crossing of Wishing Tree Road, off-desire line from entrance to park.

Barriers to walking and cycling

No supported crossing for cyclists.

Recommendations

231.4.1 Upgrade to parallel zebra crossing and realign to desire line for cycling and walking.

231.5 Wishing Tree Road - Iron Hatch Avenue

Existing conditions

Low volume residential road with car parking along length. Some driveway connections at the south of the road. Wide verge along large section of road.

Redgeland Rise has slight gradient.

30mph speed limit with no traffic calming.

Barriers to walking and cycling

Cyclists are required to mix with traffic travelling at 30mph, with no traffic calming or separated facility.

Recommendations

231.5.1 Option 1: Widen path on eastern footway to create shared use facility.

Option 2: Install traffic calming along length of road and reduce traffic speed to 20mph.

231.6 Iron Hatch Avenue Crossing

Existing conditions

Offset crossing of busy, 30mph road. Pedestrian crossing at south of junction. Cyclists make right turn with traffic.

Barriers to walking and cycling

Cyclists must mix and turn with high volume of traffic to make connection across Iron Hatch Avenue, leading to high risk of collision with vehicles and poor perception of safety.

Recommendations

231.6.1 Install shared use path and toucan crossing of Iron Hatch Avenue

231.7 Stone House Drive - Theaklen Drive

Existing conditions

Stone House Drive is quiet residential street with speed cushions and horizontal deflection. On highway parking. Wide lane widths but no centre line marking.

Route makes connection to Theaklen Drive on off-highway ramp connection with significant gradient.

Barriers to walking and cycling

The transition from Stone House Drive to Menzies Drive is too steep to cycle without dismounting, or to access with a wheel chair. Path is too narrow for shared use.

Traffic calming on Theaklen Drive is in poor condition, and causes pinch points due to horizontal deflection and speed cushions.

Recommendations

231.7.1 Reduce traffic speeds on Stone House Drive to 20mph and upgrade speed cushions to sinusoidal humps.


231.1.1 Crowhurst Road toucan crossing


231.3.1b Unsupported crossing of Tile Barn Rd


231.2.2a Poor connection to Highfield Road


231.4.1 Existing zebra across Church Wood


231.2.2b Unsupported crossing to schools


231.6.1 Unsupported crossing of Blackman Rd


231.3.1a Shared use path under 3 metres


231.7.1 Traffic calming creates pinch point

231.7.2 Steep gradient to Menzies Rd

231.8.1 Carriageway through industrial estate

231.8.2 Wider corner radii of Theaklen Drive

231.9.2 Heavily trafficked junction

231.7.2 Build shared use ramp connection with 1:20 gradient to Theaklen Drive.

231.8 Theaklen Drive - Sedlescombe Road

Existing conditions

Medium volume road through industrial estate used by HGVs. Untreated side road entries with wide corner radii to accommodate HGV access. Entry to Asda particularly wide.

Barriers to walking and cycling

Cyclists must mix with HGVs and medium flows of traffic.

High risk of left/ right hook along Theaklen Drive due to wide corner radii.

Recommendations

231.8.1 Install shared use path on northern footway.

231.8.2 Narrow corner radii of side roads, and install continuous crossings for cyclists and pedestrians.

231.9 Sedlescombe Road/ A21 Crossing

Existing conditions

Sedlescombe Road South is busy road with narrow advisory cycle lanes and ASL on junction with A21. It has a narrow traffic lane width.

The A21 Crossing has a complex road junction with staggered toucan crossings on northern arms. It has shared space on the east and the north of the junction. Narrow footways with high levels of footfall.

Barriers to walking and cycling

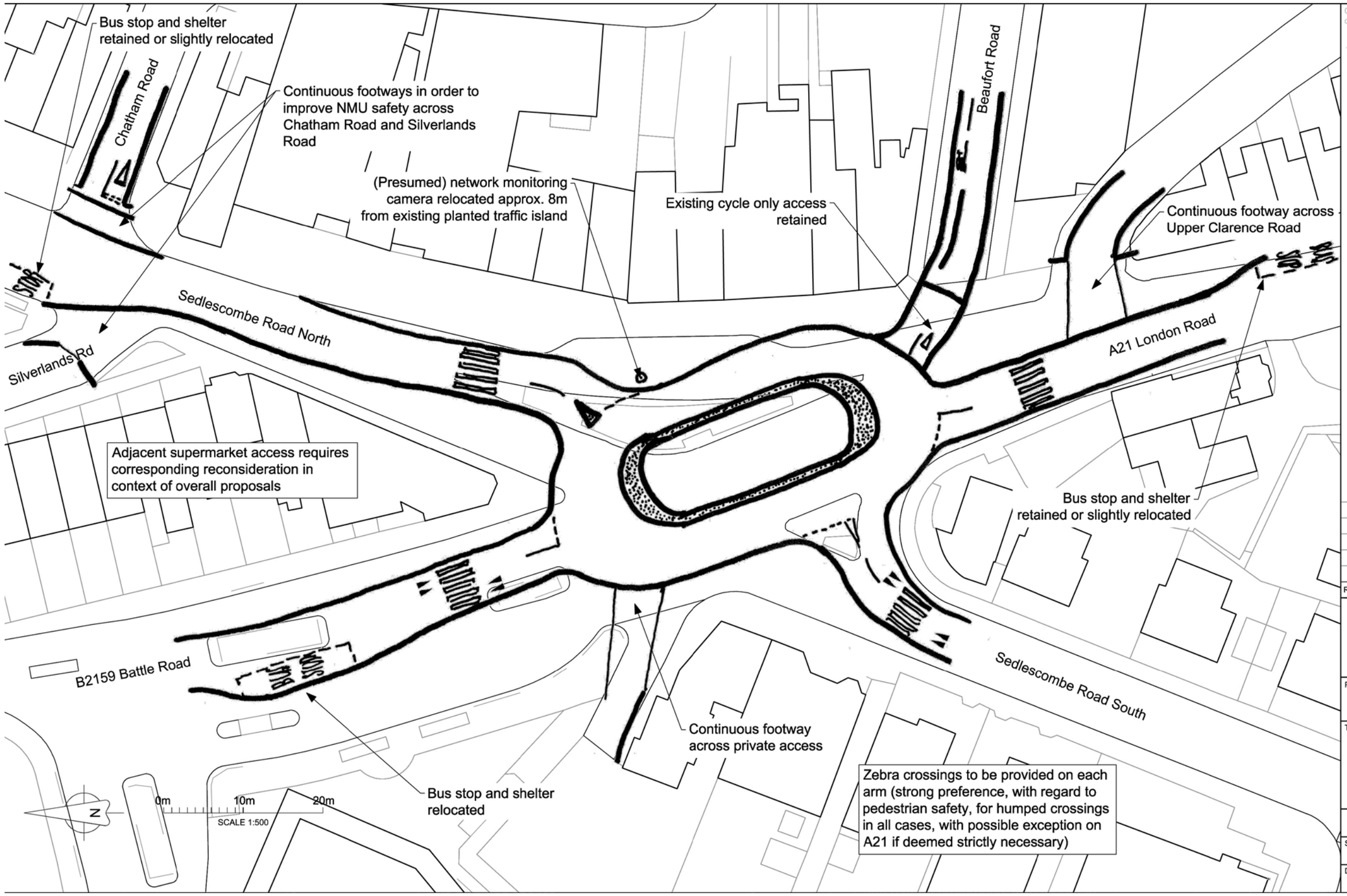
Sedlescombe Road South has a narrow and substandard advisory cycle lane, and cyclists are required to effectively mix with high levels of traffic without protection. Cyclists must also turn right into high levels of traffic.

The A21 crossing has a complex layout that creates a poor level of service for pedestrians and cyclists. Pedestrians must travel through the junction in multiple stages. Cyclists must travel through the junction with traffic, or use shared use facilities at north of junction that are off the desire line.

Recommendations

231.9.1 Install segregated facilities for cyclists through shared use or on highway facilities on Sedlescombe Road, or seek alternative alignment through Asda car park.

231.9.2 Deliver full upgrade of A21 junction for pedestrian and cycle access, with crossings on desire lines for all movements, single stage crossings, and improved waiting space for cyclists and pedestrians on all arms. A sketch design for this junction has been included on the following page.



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

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

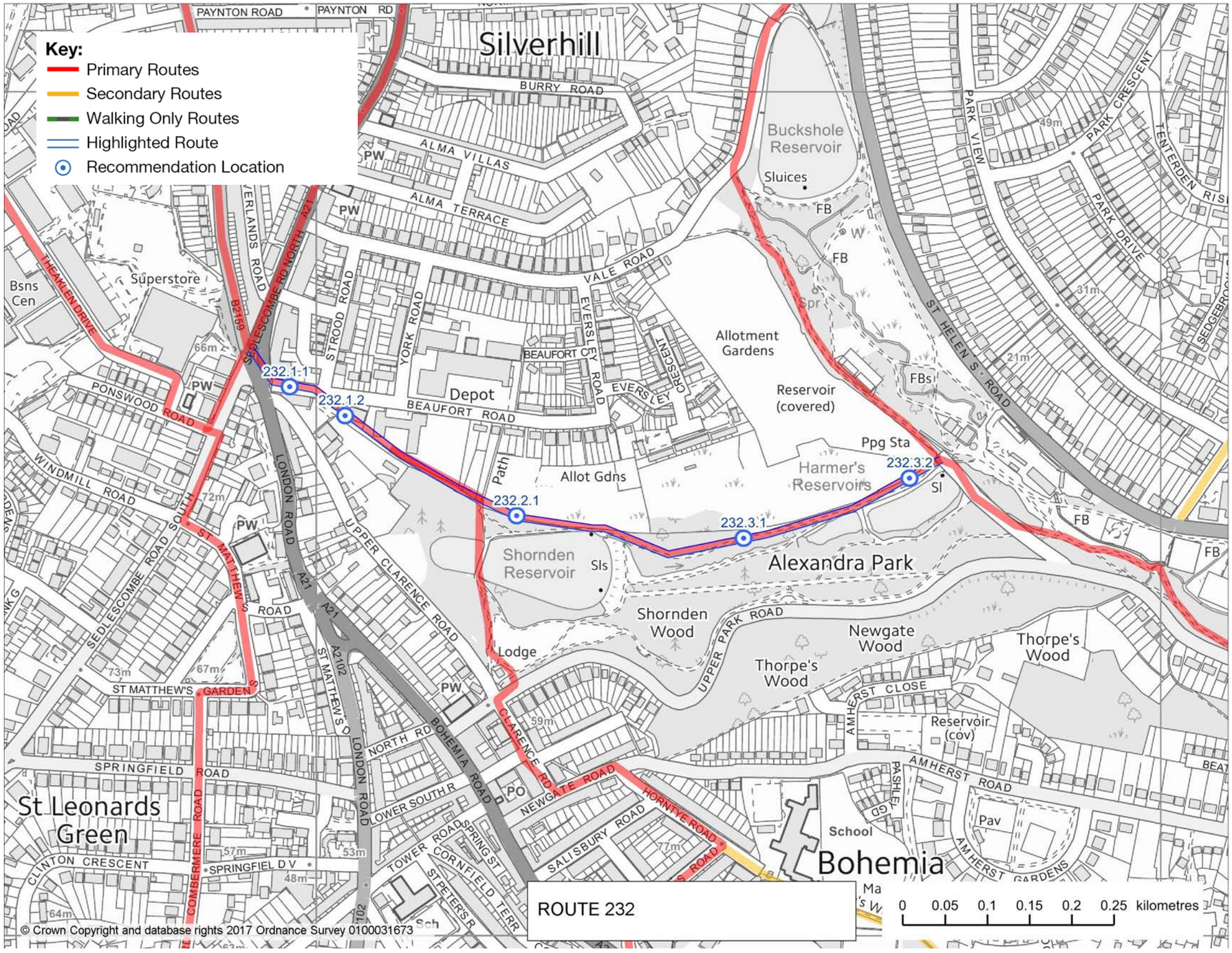
Project: East Sussex CWS

Title: Hastings A21 London Road & B2159 Battle Road

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

Status: PRELIMINARY

Drawing No:	Revision:
10564-ES-DR-05	-



232: Silverhill – Alexandra Park

Route description

The route is a primary east – west link that connects destinations in the north-west of the town to Hastings Town Centre, from routes 202, 321, 331 and 341.

The route utilises quiet streets and existing footpaths within Alexandra Park to link to route 341 within the Park. With upgrades to surfacing and lighting, the route has to potential to form an attractive, traffic free route for both cyclists and pedestrians.

The connection to Alexandra Park from Beaufont Road is on a significant gradient, and could present difficulty for some cyclists.

Background

The route was identified in Hastings Cycling and Walking Strategy

232.1 Beaufort Road

Existing conditions

Beaufort Road is a quiet residential street with a point closure at the junction with the A21.

No crossing facilities for pedestrians and cyclists accessing to and from Strood Road.

Footways are narrow and pedestrians must cross wide entrance to carpark to access the park. Cars are parked on footway.

Barriers to walking and cycling

Right turn to Strood Road could be uncomfortable to beginner or less confident cyclists, depending on levels of traffic.

Poor level of service for pedestrians, including narrow footways and crossing of car parks make connections uncomfortable.

Mini roundabout has wide corner radii, allowing vehicles to travel through with speed. This leads to high risk of collision

Recommendations

232.1.1 Widen footways and prevent parking through double yellow lines.

232.1.2 Tighten corner radii to reduce crossing

distances and slow traffic entering and exiting Strood Road. Build continuous footway over carpark entry.

232.2 Shornden Reservoir

Existing condition

The connection to Shornden Reservoir is along an access road and narrow footpath connection to Alexandra Park paths. Steep gradient from park to Beaufort Road. Unlit and poorly surfaced.

Barriers to walking and cycling

Poor surface makes connection uncomfortable for pedestrians and cyclists.

At the southern section, the route is unlit and is narrow in width, creating a poor perception of social safety.

Gradients could make route difficult for some cyclists and pedestrians to access.

Recommendations

232.2.1 Resurface path and access road and light through Alexandra Park. Widen shared use path when this is narrower than 3 metres.

232.3 Harmer's Reservoirs

Existing conditions

3.5 – 4 metres pedestrian path alongside reservoirs within park. High levels of pedestrian use with some narrowing of the path.

Connection to route 341 is along poorly surfaced access road, with low levels of use.

Path is currently unlit.

Barriers to walking and cycling

Cyclists are currently prohibited from cycling along section.

Narrowing of the path and interaction with high levels of pedestrians could create uncomfortable environment for all users if made shared use and path is not widened.

Surfacing of access road creates uncomfortable environment for all users, and would prevent access by wheelchair users and those using adapted bikes, and mobility aids.

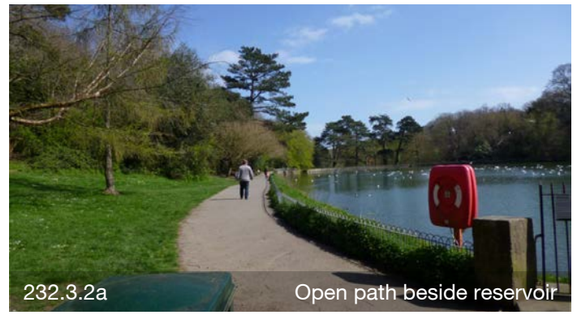
The route is unlit and has low footfall at night, creating a poor perception of social safety.

Recommendations

232.3.1 Widen shared use path when this is narrower than 3 metres and install lighting.

232.3.2 Resurface access road to provide smooth surface for all users, including wheelchair users.

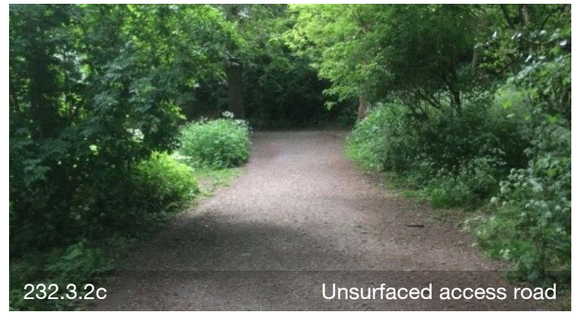

232.1.1 Closed entrance to London Road


232.3.2a Open path beside reservoir


232.1.2 Heavy parking on entrance to path

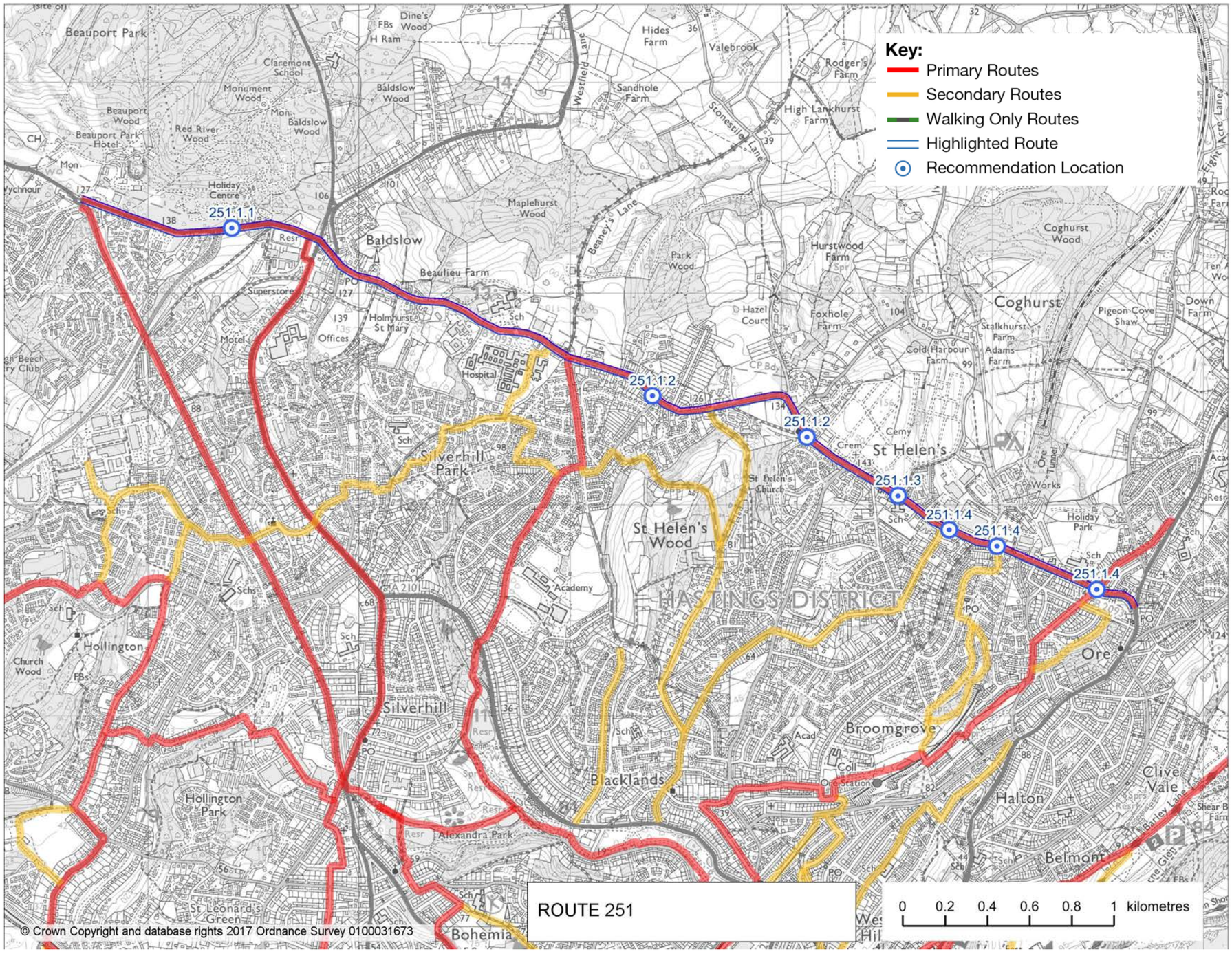

232.3.2b Wide path through park


232.2.1a Isolated space on path


232.3.2c Unsurfaced access road


232.2.1b Poorly surfaced and narrow path


232.3.2d Unsurfaced access road


Key:
Primary Routes
Secondary Routes
Walking Only Routes
Highlighted Route
Recommendation Location
251.1.1
251.1.2
251.1.2
251.1.3
251.1.4
251.1.4
251.1.4
ROUTE 251
0 0.2 0.4 0.6 0.8 1 kilometres
Beauport Park
Baldslow
Silverhill
Hollington
St Helen's
St Helen's Wood
Coghurst
Broomgrove
Ore
Halton
Belmont
Blacklands
Bohemia
HASTINGS DISTRICT
Silverhill Park
Hollington Park
Alexandra Park
Maplehurst Wood
Coghurst Wood
Beauport Wood
Red River Wood
Monument Wood
Baldslow Wood
Park Wood
Holiday Centre
Superstore
Holmhurst St Mary
Hospital
Academy
Valebrook
Hides Farm
Sandhole Farm
High Lankhurst Farm
Hurstwood Farm
Foxhole Farm
Hazel Court
Beaulieu Farm
Maplehurst Wood
Westfield Lane
Beaney's Lane
Stonestile Lane
Rodger's Farm
Pigeon Cove Shaw
Down Farm
Stalkhurst Farm
Adams Farm
Cold Harbour Farm
Holiday Park
Clive Vale
Shear Barley Farm
Church Wood
St Leonard's Green
Claremont School
Beauport Park Hotel
Offices
Motel
Superstore
Station
Academy
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251: The Ridge

Route description

The Ridge is a primary connection along the north of Hastings. The route will provide direct connections to residential areas in Ore, Backlands, Silverhill Park and Maplehurst Wood, four schools, and employment locations at the Conquest Hospital, the Ivy House Industrial Estate, the Queensway Gateway, shopping centres at the north of the A21, and shops within Ore.

Connections to the south of the route are made along routes 225, 341, 331 and 321. Combined these link to the wider cycling and walking network across the town.

The route forms a close connection to allocated development sites at Harrow Lane (200 homes), where it will link communities to amenities, schools, and workplaces.

Due to high levels and speeds of traffic, a segregated approach is required along the length of the Ridge. Key constraints to delivery of this facility include narrowing of the road at Chowns Hill and at the east of Conquest Hospital, as well as cost of interventions.

Background

Identified in Sustrans scoping work.

251.1 The Ridge – Ore to Battle Road

Heavily trafficked road with 30mph speed limit (over 10,000 vehicles a day). Untreated side roads to industrial estates and residential areas on each side of road.

Significant sections of residential frontages along the road, as well as connections to industrial estates, businesses and local amenities.

No facilities to support cycling. Narrow footways, constrained by trees and lighting/ signage columns. Footway changes from north to south at points, without dedicated crossing spaces.

Few crossing points along length for cyclists and pedestrians accessing from side roads.

Two mini-roundabouts towards A2101 junction are have wide corner radii.

Barriers to walking and cycling

Cyclists are required to mix with traffic travelling at 30mph, with no traffic calming or separated facility.

Footway on alternating carriageways require pedestrians to cross with no formal facilities to make connections.

Lack of dedicated pedestrian crossings and poor quality of footway impact levels of service for pedestrians.

Recommendations

251.1.1 Deliver segregated cycle facilities along length of The Ridge, through 3 - 3.5m wide shared use path on southern carriageway.

251.1.2 Deliver segregated cycle and pedestrian crossing where footway alternates between carriageways.

251.1.3 Tighten radii and install continuous footway over side junctions.

251.1.4 Install additional pedestrian crossings at connections to residential streets.


251.1.1a Existing pedestrian crossing


251.1.2a Footway on one side of carriageway


251.1.1b Informal pedestrian crossing


251.1.2b Footway on one side of carriageway


251.1.1c Wide, informal crossing for pedestrians


251.1.3 Poor pedestrian access over junction


251.1.1d Wide road, allowing vehicles to speed


251.1.4 Poor access to hospital