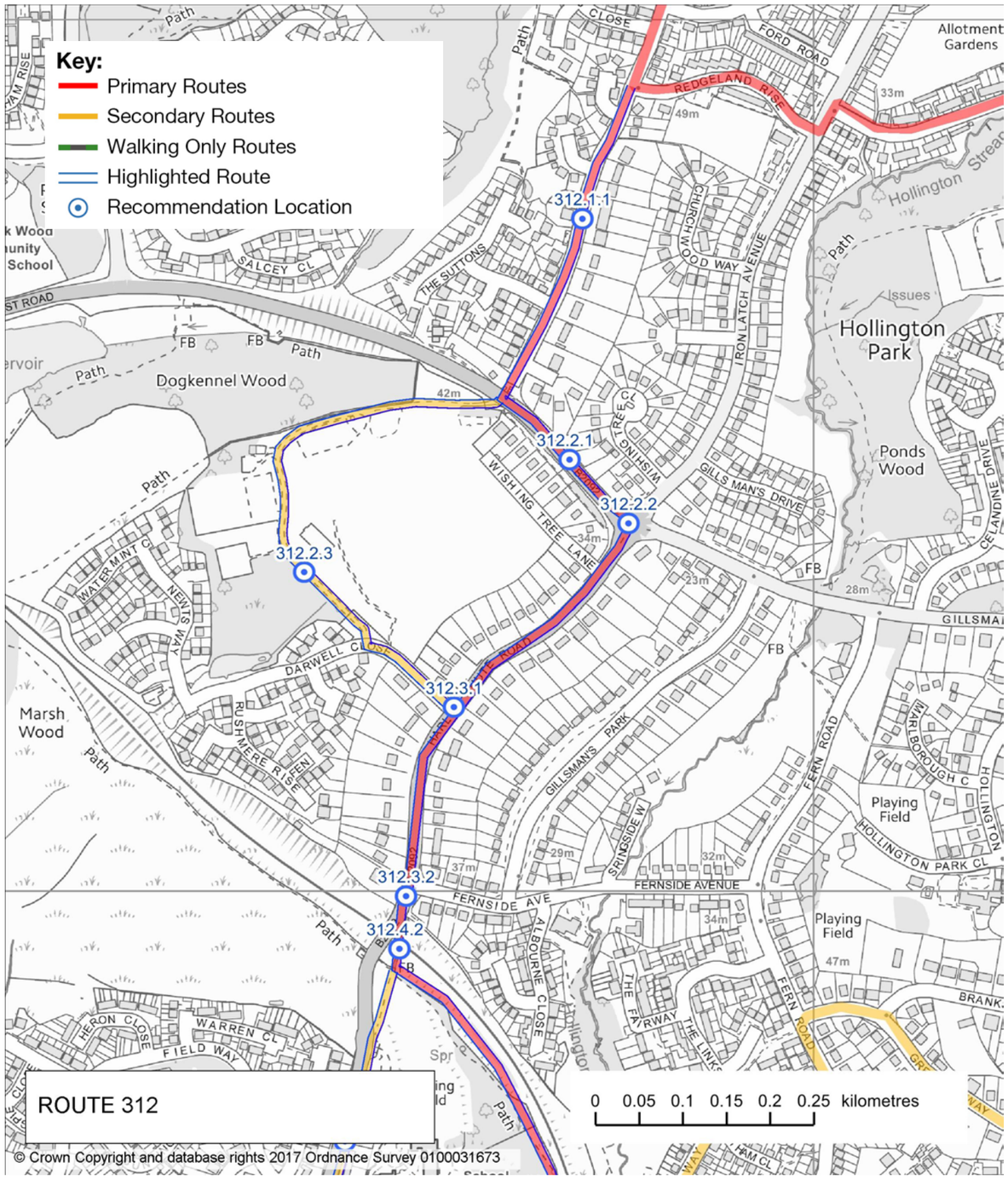



312.2.2 Wide roundabout with no crossings


312.4.1 Residential street access to school


312.4.2 Narrow railway footbridge


312.5.1a Access control barrier to path

312: Wishing Tree Road – NCN2

Route description

The route forms part of a primary north-south connection in the west of Hastings. In the north it connects to route 231 and the industrial and residential areas of Church Wood, St. Leonards on Sea. Tilekin, Hollington, and the Conquest Hospital. In the south it links to Hastings and St. Leonards on route 200.

The route creates a direct connection to three schools in West St. Leonards, as well as West St. Leonards train station. It also links to allocated development sites at The Grove School (240 new homes and Former West St. Leonards Primary (100).

It utilises a range of existing off-road walking paths and residential streets along the route, and has the potential to support cyclists of all abilities. Crowhurst Road and Harley Shute Road form key barriers, and a segregated approach would be required to support young and less confident cyclists.

Widening of existing footpaths on private land would also be required in delivery.

Background

The route was identified during Sustrans scoping exercises.

Route is currently in development by East Sussex County Council

312.1 Wishing Tree Road

Existing conditions

Low volume residential road with car parking along length. Limited through traffic due to closure at junction with Crowhurst Road.

30mph speed limit with limited traffic calming or entry treatment. Connection to route 202 to the north.

Barriers to walking and cycling

Cyclists mix with vehicles travelling up to 30mph.

Slight gradient northbound.

Recommendations

312.1.1 Reduce speed limit to 20mph and install traffic calming at northern section.

312.2 Crowhurst Road

Existing conditions

High volume road with over 10,000 vehicles a day. Lanes are wide and there are no frontages. Footways are narrow.

Busy roundabout connection to Harley Shute Road at the east with no facilities to support pedestrian or cyclist movements.

A connection around the closed school premises is located on south of Crowhurst Road. This provides a by-pass for the roundabout, but is currently locked while the site is being developed.

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.

Pavement is narrow.

No formal crossing facilities for pedestrians or cyclists at roundabout with Shute Road, creates risk of collision, and uncomfortable movements. Particularly poor for those using mobility aids.

Recommendations

312.2.1 Build out northern footway to 3 - 3.5 metres to create shared use facility along Crowhurst Road.

312.2.2 Install toucan crossings on all arms of roundabout, allowing cyclists/ pedestrians to make save movements across junction.

312.2.3 Deliver new shared use path connection around back of school site, to create greenway connection.

312.3 Harley Shute Road (north)

Existing conditions

High volume road with over 10,000 vehicles a day with 30phm limit. Lanes are narrow. Footways and staggered verge on both sides of carriageway.

Multiple side roads with no entry treatment. Driveways cross footpath.

One crossing facility along to closed school.

Barriers to walking and cycling

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

Untreated side roads create risk of collision for cyclists and pedestrians.

Only one formal crossing facility along length of road. No crossing facility from western footway to pedestrian bridge over railway.

Recommendations

312.3.1 Using verge, build out footway to 3- 3.5 metres to create shared use facility along road.

312.3.2 Install raised table or toucan crossings to connect to pedestrian bridge.

312.4 Harley Shute Road (south)/ Edinburgh Road

Existing conditions

High volume road with over 10,000 vehicles a day with 30phm limit on Shute Road. Edinburgh Road is quiet residential street. Lanes are narrow over railway bridge.

Roundabout at junction with Edinburgh Road.

Pedestrians use dedicated bridge over railway line to access footpaths to schools. Footway is only on eastern side of carriage, and wide verge space borders road.

Some side roads with no entry treatment. Driveways cross footpath.

Barriers to walking and cycling

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

Untreated side roads create risk of collision for cyclists and pedestrians.

Bridge over railway is narrow.

Recommendations

312.4.1 Using verge, build out footway to 3- 3.5 metres to create shared use facility along road.

312.4.2 Install new pedestrian and cycle bridge over railway.

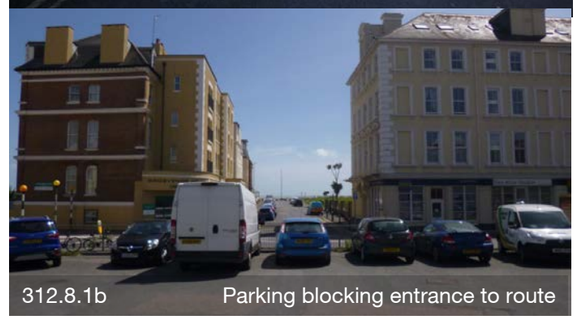
312.4.3 Install raised zebra crossing facilities at periodic points along length of road.

312.5 Schools footpath

Existing conditions

1.5m wide footpath around side of school open 24 hours.


312.7.3 Railway bridge with no footway

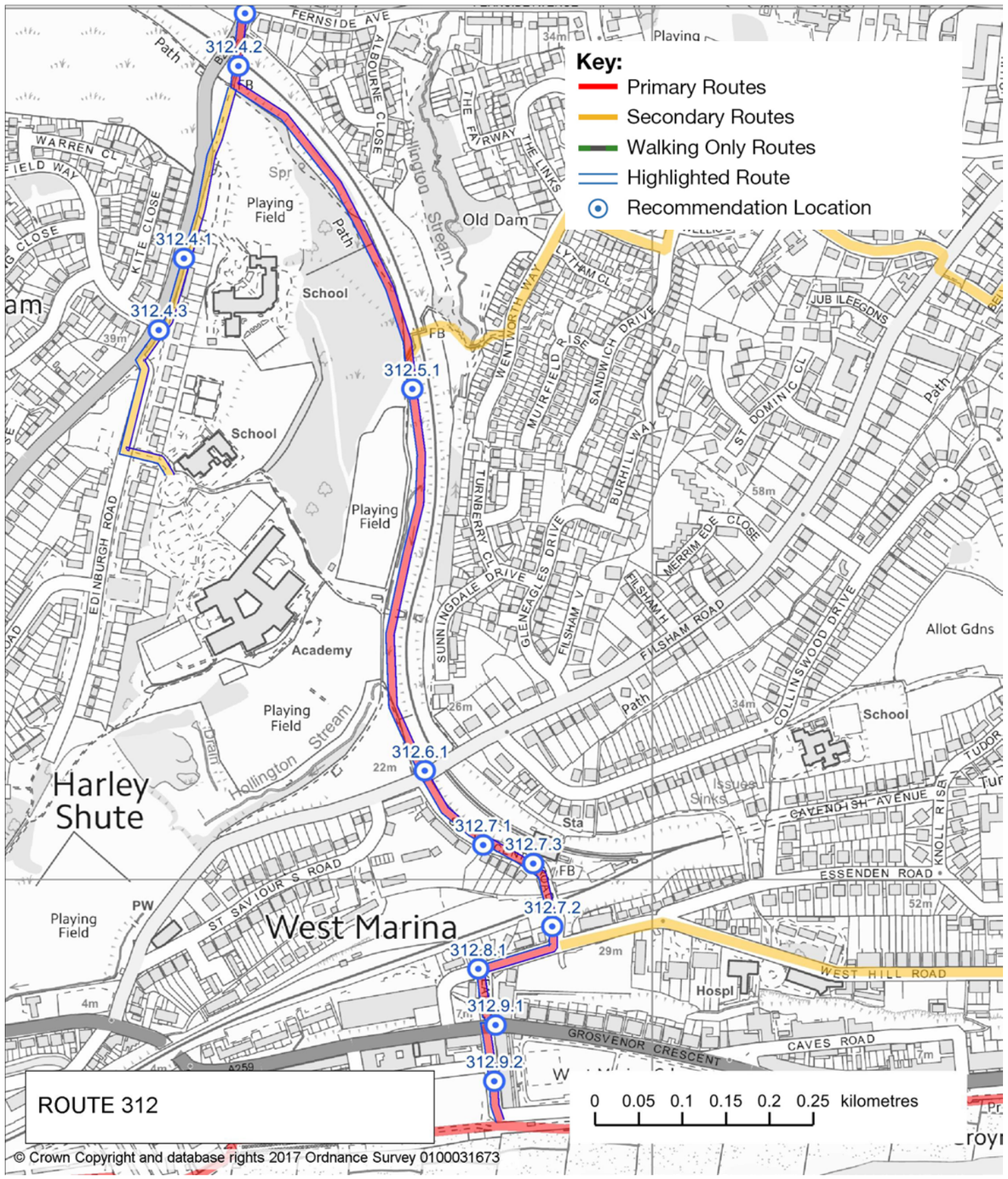

312.8.1b Parking blocking entrance to route


312.5.1b Narrow path alongside school


312.9.1 Existing zebra crossing


312.6.1 Existing zebra crossing


312.9.2 Grosvenor Road



Barriers to walking and cycling

Path is narrow and secluded, leading to poor perception of social safety.

Path is not designated as shared space. Width of park does not meet DfT standards for shared cycling and walking paths.

Recommendations

312.5.1 Widen path to 3.5 metres to create shared use facility using available space on wooded or school side.

312.6 Filsham Road Crossing

Existing conditions

Zebra crossing of Filsham Road, off-desire line from entrance to path.

Barriers to walking and cycling

No supported crossing for cyclists.

Recommendations

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

312.7 St. Vincent's Road

Existing conditions

Narrow through road connection to train station. Railway narrows lane widths and space available. Narrows to less than two car widths.

Narrow footway only on eastern side of carriageway.

Barriers to walking and cycling

Footway is narrow and pedestrians often walk in road.

Cyclists have to mix with traffic travelling at 30mph. Visibility is poor around railway bridges and on hill, leading to risk of collision.

Recommendations

312.7.1 Widen footway to deliver shared use facility.

312.7.2 Traffic calm area outside station.

312.7.3 Consider point closure at south of St. Vincent's Road to reduce traffic volume.

312.8 Westhill Road – Bexhill Road

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.

Connection to Bexhill Road is closed and is used for parking.

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

312.8.1 Install traffic calming along length of road, reduce traffic speed to 20mph. Realign parking to open connection to zebra crossing.

312.9 Bexhill Road – NCN 2

Existing conditions

Zebra crossing over Bexhill Road to east of Grosvenor Gardens. Grosvenor Gardens is one-way northbound and footways are narrow.

Barriers to walking and cycling

No supported crossing for cyclists.

Cyclists unable to make connection to NCN2 due to one-way street.

Surfacing of carriageway is poor, and footway is narrow,

Recommendations

312.9.1 Install toucan crossing of Bexhill Road and widen footways for shared use.

312.9.2 Allow contraflow cycling on Grosvenor Gardens and resurface.

321: Battle Road - Silverhill

Route description

The route is a primary north – south route from the north of the borough to Silverhill. The route connects key destinations within the north of borough, including dense housing areas around at Silverhill, industrial estates at Tilekin, four schools and supermarkets in Silverhill.

It forms wider connections to Hastings, St. Leonards, Sedlescombe Road North commercial estates and the Conquest Hospital, along routes 241, 323, 332, and 312.

The route follows the highly trafficked Battle that forms a key movement corridor for private cars, buses, and HGVs, as well as cyclists and pedestrians through Hastings.

Due to the high levels of traffic, large complex junctions, and speeds above 30 mph and traffic volumes above 10,000 vehicles a day, a physically segregated approach would be required along the length of the road for cyclists. Physical constraints, including limited highway space and high levels of parking may impact deliverability of a segregated solution.

At the north of the section, crossing points on desire lines for pedestrians are not present, or are of poor quality.

Background

The route was identified in the AMEY report.

321.1 The Ridge - Silverhill

Existing condition

Heavily trafficked road with parking and residential frontages and parking along length. Three areas with commercial frontages at Upper Glen Road, Hollington and Silverhill.

30mph speed limit. Untreated side roads to residential streets on each side of road.

Road is wide at until the approach to Silverhill, but is effective width is constrained by parking on both sides of the road. In the south the road narrows, and is constrained further by parking on western side of carriageway.

No facilities to support cycling. Narrow footways, constrained by trees and lighting/ signage columns.

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

Barriers to walking and cycling

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

Driveways cross footway, forming risk of collision with pedestrians.

Side junctions are untreated, leading to high risk of left/ right hook for cyclists, and

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

Recommendations

321.1.1 Deliver segregated cycle facilities along length of Battle Road, through 3.5-4m wide shared use facilities or physically segregated cycle tracks. Install raised pedestrian crossings of side roads.

321.2 Telford Road Junction

Existing conditions

Junction to Telford Road Industrial estate is wide, and has no facilities to support pedestrian or cycle movements.

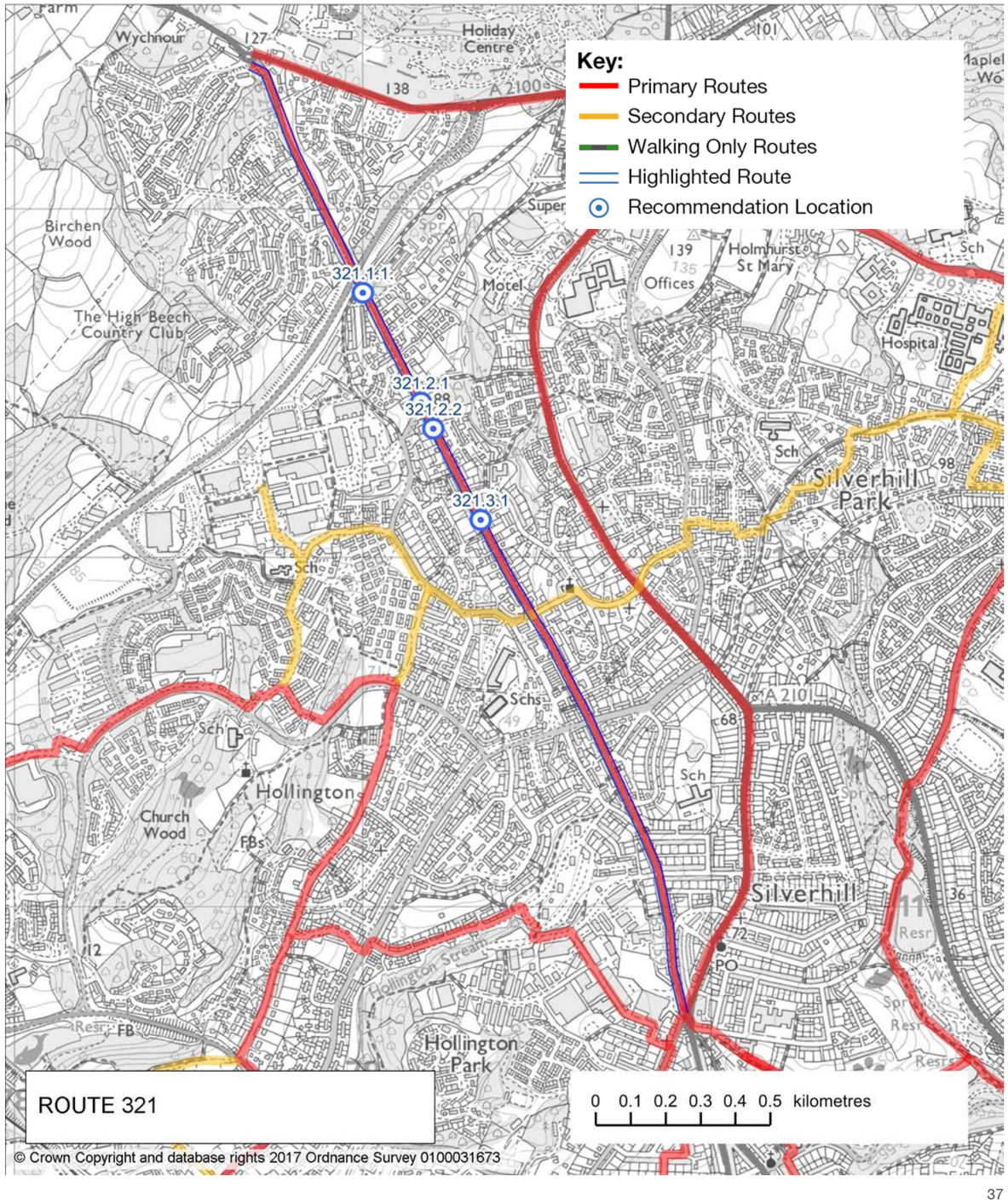
Junction is used by large numbers of HGVs accessing the industrial estate.

No facilities for pedestrians to access workplaces from bus stop on eastern carriageway.

Barriers to walking and cycling

High levels of HGVs and general turning across north-south cycle streams creates high risk of collision.

Pedestrians have no supported facility to cross Telford Road and Battle Road, making crossings uncomfortable and difficult, with a high risk of collision.




321.1.1a High speed and trafficked Battle Road


321.2.1 Heavy vehicles turning from estate


321.1.1b High levels of traffic


321.3.1a Poor pedestrian crossing to shops


321.1.1c High levels of traffic


321.3.1b Poor pedestrian crossing to shops


321.1.1d High levels of traffic

Recommendations

321.2.1 Tighten corner radii, and install parallel zebra crossing across Telford Road to enable safe pedestrian and cycle movements.

321.2.2 Install zebra crossing across Battle Road

321.3 Hollington Croft Crossings

Existing conditions

Dense residential area, with local shops and businesses along length.

Informal crossing located on desire line to access Co-Operative supermarket. Parking is continued up to islands, significantly reducing visibility for pedestrians and vehicles approaching the junction.

Barriers to walking and cycling

Layout of existing crossing creates high risk of collision for pedestrians with vehicles travelling on Battle Road, due to poor visibility and no segregated facility.

Battle Road holds high level of traffic, and gaps in traffic are limited. This has significant impact on those using mobility aids.

Recommendations

321.3.1 Upgrade crossing to zebra crossing and restrict parking up to crossing.

322: Silverhill – St. Leonards – NCN2

Route description

The route forms of a primary north-south connection from St. Leonard's seafront, train station and town centre to Silverhill. This passes through dense residential areas in St. Leonards and Silverhill, as well as local shops and amenities.

In the north it connects to routes 231, 311 and 301, the industrial and residential areas of Tilekin, Church Wood, and the Conquest Hospital. In the south it connects to Hastings on NCN2 (200).

It utilises low trafficked residential streets through St. Leonards, intersecting with moderately trafficked roads along its length, and heavily trafficked roads at Silverhill.

Traffic calming is required along the whole route. Part of the route is located on a gradient that may impact potential for cycling. A major intervention is required to the north at Silverhill to allow a connection to route 231.

Widening of existing footpaths on private land would also be required in delivery.

Background

The route was identified during Sustrans scoping exercises.

322.1 Sedlescombe Road Junction

Existing conditions

Sedlescombe Road is a heavily trafficked road holding over 10,000 vehicles a day and has a 30mph speed limit.

Cyclists are required to cross Sedlescombe Road and connect to other routes in the north, by travelling on highway with no segregation.

Barriers to walking and cycling

Cyclists are required to mix with high levels of traffic, travelling up to 30mph, creating high risk of collision and an uncomfortable environment.

Recommendations

322.1.1 Install segregated crossing of Sedlescombe Road and shared use facility to A21 junction.

322.2 St. Matthews Road

Existing conditions

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

Junction with St. Matthews Gardens is wide and untreated.

Potential rat run for drivers avoiding London Road.

Barriers to walking and cycling

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

Junction with St. Matthews Gardens is difficult to cross for pedestrians, as crossing distances are wide, and vehicles are able to travel through with speed.

Crossing for cyclists also difficult due to speeds and volume of traffic.

Recommendations

322.2.1 Install traffic calming along length of road, reduce traffic speed to 20mph.

322.2.2 Build out and tighten junction with St. Matthews Gardens. Consider point closure on St. Matthews Road.

322.3 Combremere Road – St. Matthews Gardens

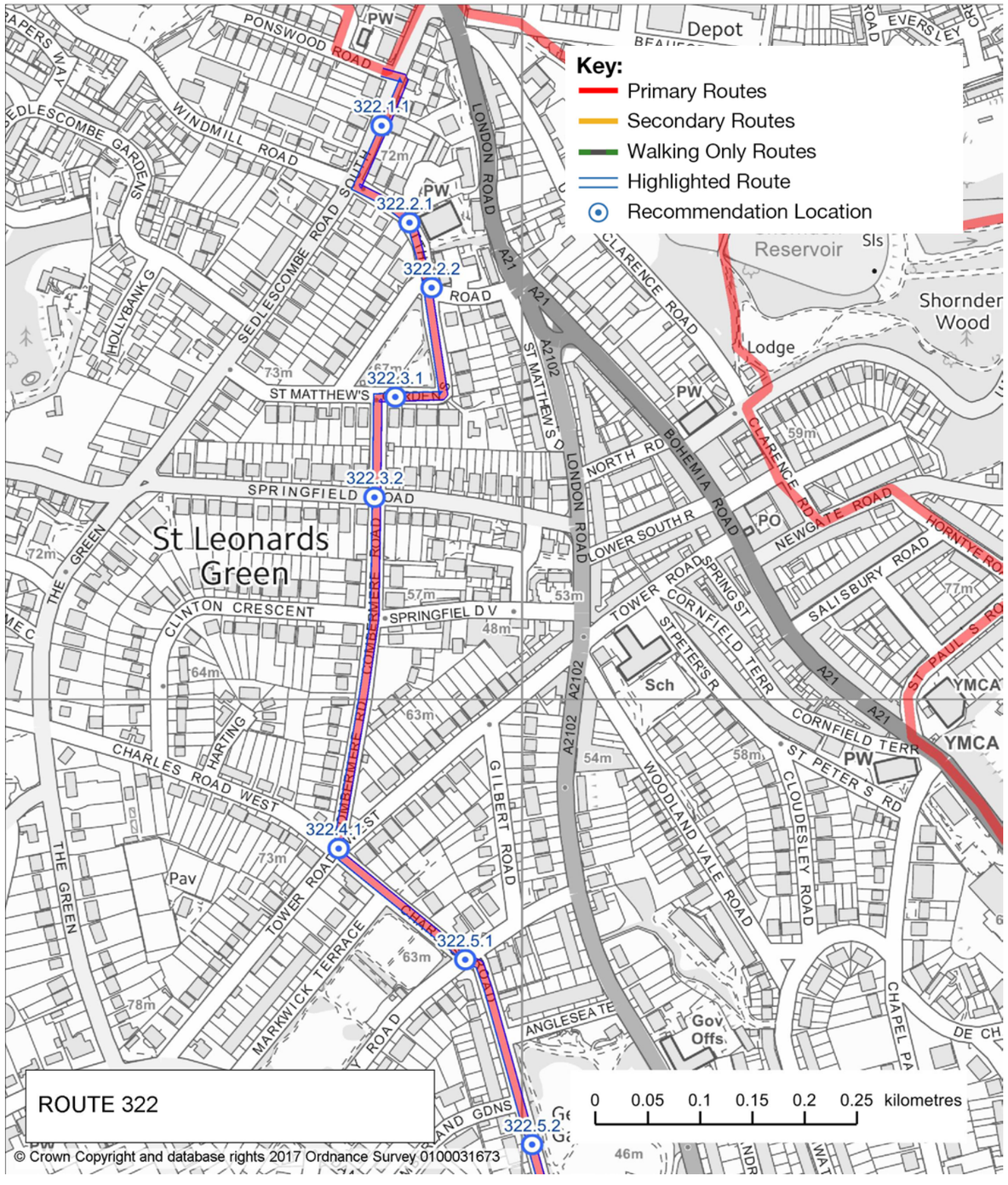
Existing conditions

Low trafficked residential streets. Heavily parked along length. 30mph limit with no traffic calming.

Junction with heavily trafficked Springfield Road is wide and untreated. Cyclists must stop and wait for gap in traffic to make movement.

Barriers to walking and cycling

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




322.1a Wide junction radii allows speeding

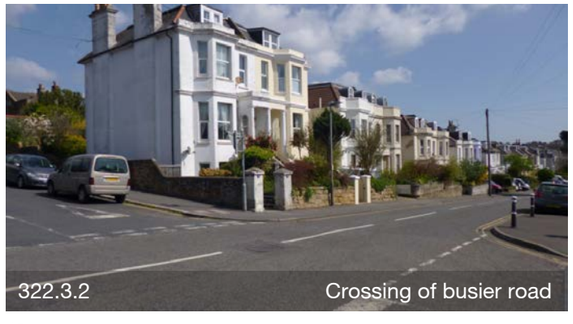

322.4.1b Offset junction along route

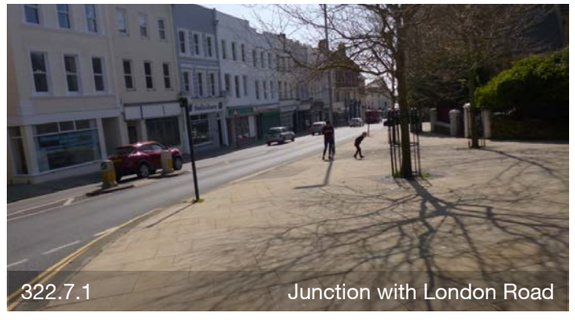

322.1b Poor crossing facilities over road


322.5.1 Wide road, with poor surfacing


322.2.1 Wide road on gradient


322.6.2 Wide junction poor crossing facilities


322.3.2 Crossing of busier road


322.7.1 Junction with London Road

Junction is difficult to cross for pedestrians, as crossing distances are wide, and vehicles are able to travel through with speed.

Crossing for cyclists also difficult due to speeds and volume of traffic.

Recommendations

322.3.1 Install traffic calming along length of road, reduce traffic speed to 20mph.

322.3.2 Traffic calm Springfield Road to slow traffic on approach.

322.4 Tower Road Junction

Existing conditions

Wide junction with five arms. Approach/ exit lanes are wide in length and have wider radii. No pedestrian facilities to cross junction.

Tower Road is 30mph 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.

Junction is difficult to cross for pedestrians, as crossing distances are wide, and vehicles are able to travel through with speed.

Crossing for cyclists also difficult due to speeds and volume of traffic.

Recommendations

322.4.1 Install traffic calming at junction, reduce traffic speed to 20mph. Build out junction arms to reduce crossing distances for cyclists. Tighten corner radii of junction to slow drivers on approach. Install zebra crossings on arm to support pedestrian crossings and slow traffic.

322.5 Brittany Road – Charles Road (north)

Existing conditions

Low trafficked residential streets. Heavily parked along length. 30mph limit with no traffic calming.

Junction with busier Brittany Road is wide and untreated. Cyclists must stop and wait for gap in traffic to make movement.

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 or separated facility.

Brittany Road junction is wide, allowing vehicles are to travel through with speed. Right/ left turn for cyclists also difficult due to speeds and volume of traffic.

Gradient of hill may impact some beginner riders. Stopping at Brittany Road causes cyclists to lose momentum.

Recommendations

322.5.1 Change priority of Charles Road/ Britany Road to give priority to cyclists.

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

322.6 Pevensey Road – Charles Road

Existing conditions

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

No treatment of side roads. Bus route.

Junction with Pevensey Road, Dane Road and Charles Road is wide with a small traffic island. Lanes on exist are wide and have wider radii. No pedestrian facilities to cross junction.

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 or separated facility.

Untreated side roads create risk of collision for cyclists and pedestrians.

Junction of Pevensey Road, Dane Road and Charles Road is difficult to cross for pedestrians, as crossing distances are wide, and vehicles are able to travel through with speed. Right/ left turn for cyclists also difficult due to speeds and volume of traffic.

Gradient of hill may impact some beginner riders.

Recommendations

322.6.1 Tighten corner radii of Pevensey Road, Dane Road and Charles Road to slow drivers. Install zebra crossings to support crossings.

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

322.7 London Road

Existing conditions

Wide, moderately busy street with shop frontages along its length. 30mph limit with no traffic calming. Some entry treatment on side junctions. No treatment on junction with Pevensey Road. One-way northbound on southern section.

No formal crossing facilities for pedestrians to make connections to St. Leonards towards north.

Barriers to walking and cycling

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

Untreated side roads create risk of collision for cyclists and pedestrians. Right/ left turn for cyclists potentially difficult due to speeds and volume of traffic. Wide corner radii of junction allows vehicles to make turning at speed.

No formal crossings for pedestrians at north of the route.

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.

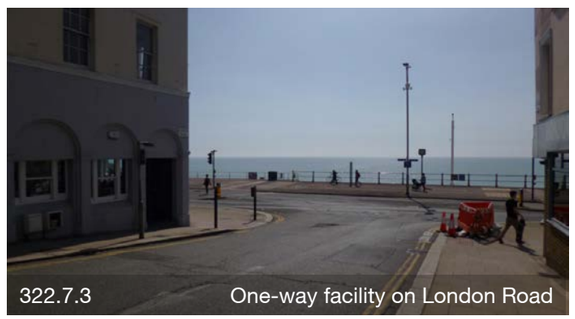
Recommendations

322.7.1 Install raised table on junction with Pevensey Road, and tighten corner radii.

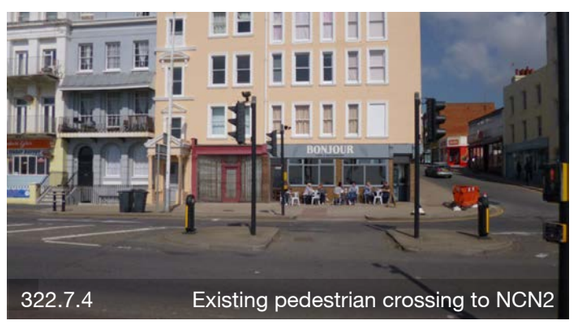
322.7.2 Install traffic calming along length of road, reduce traffic speed to 20mph

322.7.3 Deliver contra-flow connection to northern section of London Road

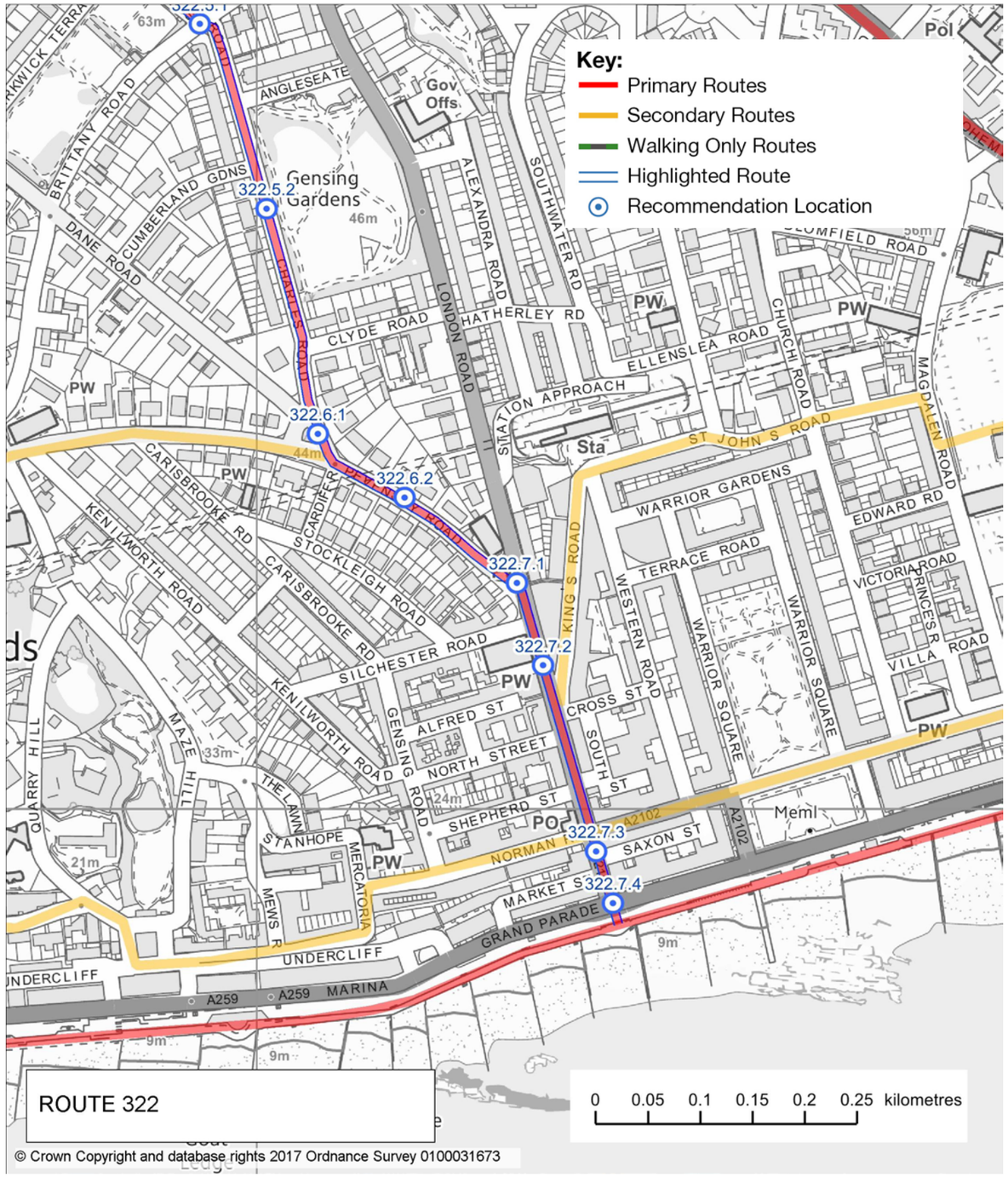
322.7.4 Upgrade existing pedestrian crossing facilities to toucan crossing.

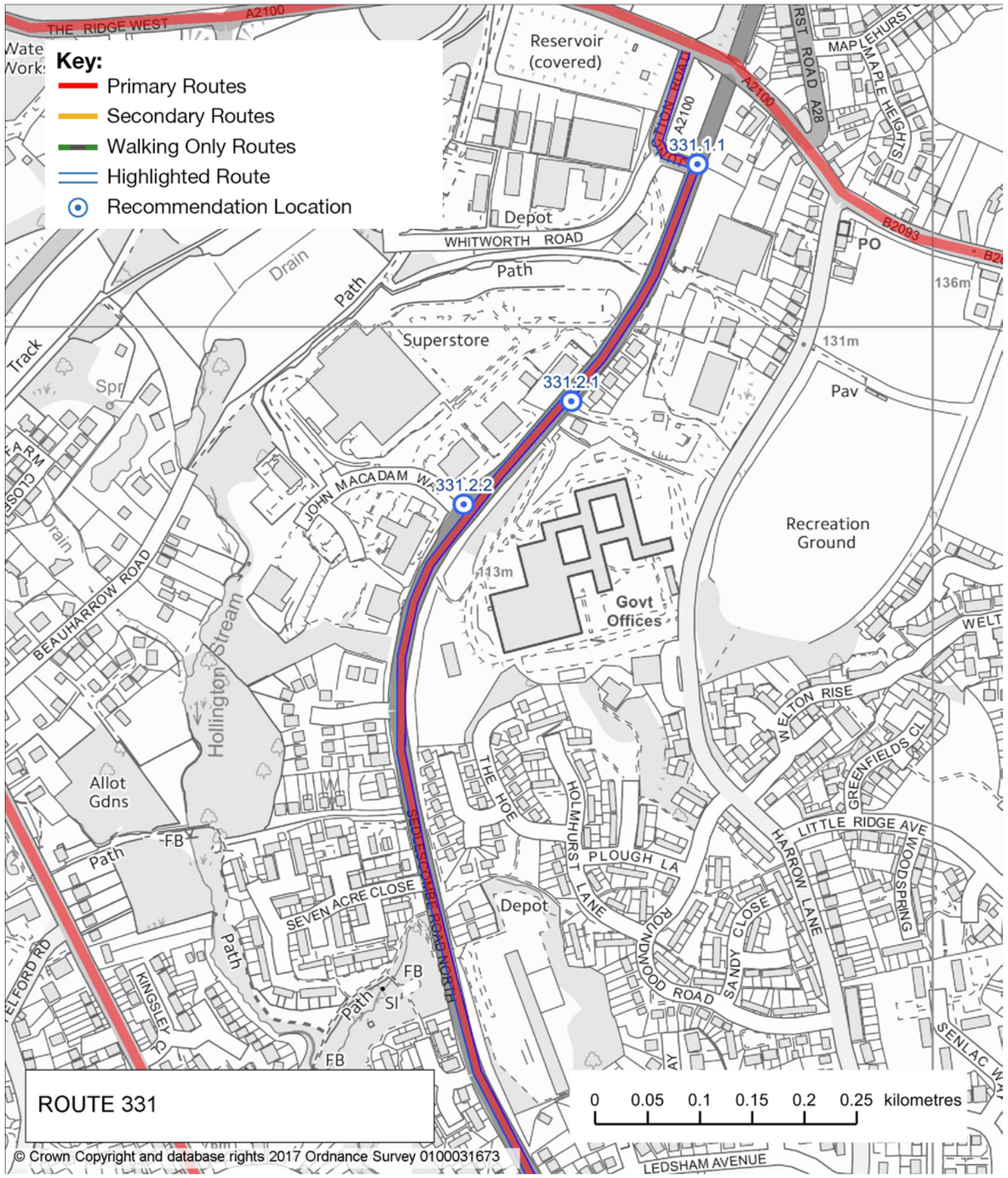


322.7.3 One-way facility on London Road



322.7.4 Existing pedestrian crossing to NCN2





331: A21 – The Ridgeway - Silverhill

Route description

The route is a primary north – south route from the north of the borough to Silverhill, where it connects to wider routes to Hastings, St. Leonards, West. St. Leonards, and Hollington along routes 322, 332 and 312.

The route follows the highly trafficked A21 that forms a key movement corridor for private cars, buses, and HGVs, as well as cyclists and pedestrians through Hastings.

The route forms direct link to commercial and employment hubs at Silverhill, Superstores on Sedlescombe Road North, and Ashdown House, two schools and residential areas at the north of the town, and Silverhill.

Links from the route provide spurs to the Conquest Hospital, the Telford Road Industrial Estate, and residential areas in Hollington and Tilekin. It also forms a close connection to allocated development sites at Harrow Lane (200 homes).

Due to the high levels of traffic, large complex junctions, and speeds above 30 mph, a fully segregated approach would be required along the length of the road for cyclists, which would require significant investment. Width is available to deliver.

Background

The route was identified in the AMEY report.

331.1 The Ridgeway Junction

Existing conditions

Connection from the Ridgeway to the A21 with no crossing facilities for pedestrians and cyclists.

Barriers to walking and cycling

Cyclists are required to mix with traffic travelling at 40mph, with no traffic calming or separated facility.

Pedestrians have no facility to cross junction arms to make connections to the Ridgeway.

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

Recommendations

331.1.1 Deliver segregated cycle and pedestrian crossing facilities over junction and reduce speed limit to 30mph. Slow vehicles on approach to roundabout using horizontal and vertical deflection.

331.2 Ridgeway - A2101

Existing condition

Wide, heavily trafficked road with 40mph speed limit. Untreated side roads to industrial estates and residential areas on each side of road.

Small number of frontages on eastern carriageways.

No facilities to support cycling. Narrow footways, constrained by trees and lighting/ signage columns.

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 40mph, with no traffic calming or separated facility.

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

Mini roundabouts have wide corner radii, allowing vehicles to travel through with speed. This leads to high risk of collision for cycles.

Recommendations

331.2.1 Deliver segregated cycle facilities along length of A21, through 3.5-4m wide shared use facilities or physically segregated cycle tracks. Reduce speed limit to 30mph.

331.2.2 Install pedestrian crossings of side roads to support north-south movement.

331.2.3 Install additional pedestrian crossings at connections to residential streets.

331.2.4 Deliver segregated cycle and pedestrian crossing facilities over mini roundabouts.

331.3 A2101 Junction

Existing conditions

Mini roundabout connection with the A2101.

No crossing facilities for pedestrians and cyclists.

Barriers to walking and cycling

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

Pedestrians have no protected facility to cross junction arms to make connections over mini roundabouts.

Mini roundabouts have wide corner radii, allowing vehicles to travel through with speed. This leads to high risk of collision for cycles.

Recommendations

331.3.1 Deliver segregated cycle and pedestrian crossing facilities over roundabout, reduce speed limit to 20mph. Slow vehicles on approach to roundabout using horizontal and vertical deflection.

331.4 A2101 - Silverhill

Existing condition

Heavily trafficked road with parking and residential frontages and parking along length. 30mph speed limit. Road is wide until approach to Silverhill, where road narrows. Untreated side roads to residential streets on each side of road.

No facilities to support cycling. Narrow footways, constrained by trees and lighting/ signage columns.

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

Barriers to walking and cycling

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

Driveways cross footway, forming risk of collision with pedestrians.

Side junctions are untreated, leading to high risk of left/ right hook for cyclists, and pedestrians.

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

Recommendations

331.4.1 Deliver segregated cycle facilities along length of A21, through 3.5-4m wide shared use facilities or physically segregated cycle tracks. Install pedestrian crossings of side roads to support north-south movement.


331.1.1 Wide, high speed connection to A21


331.2.2b Poor pedestrian connections


331.2.1a Wide, 40mph connection along A21

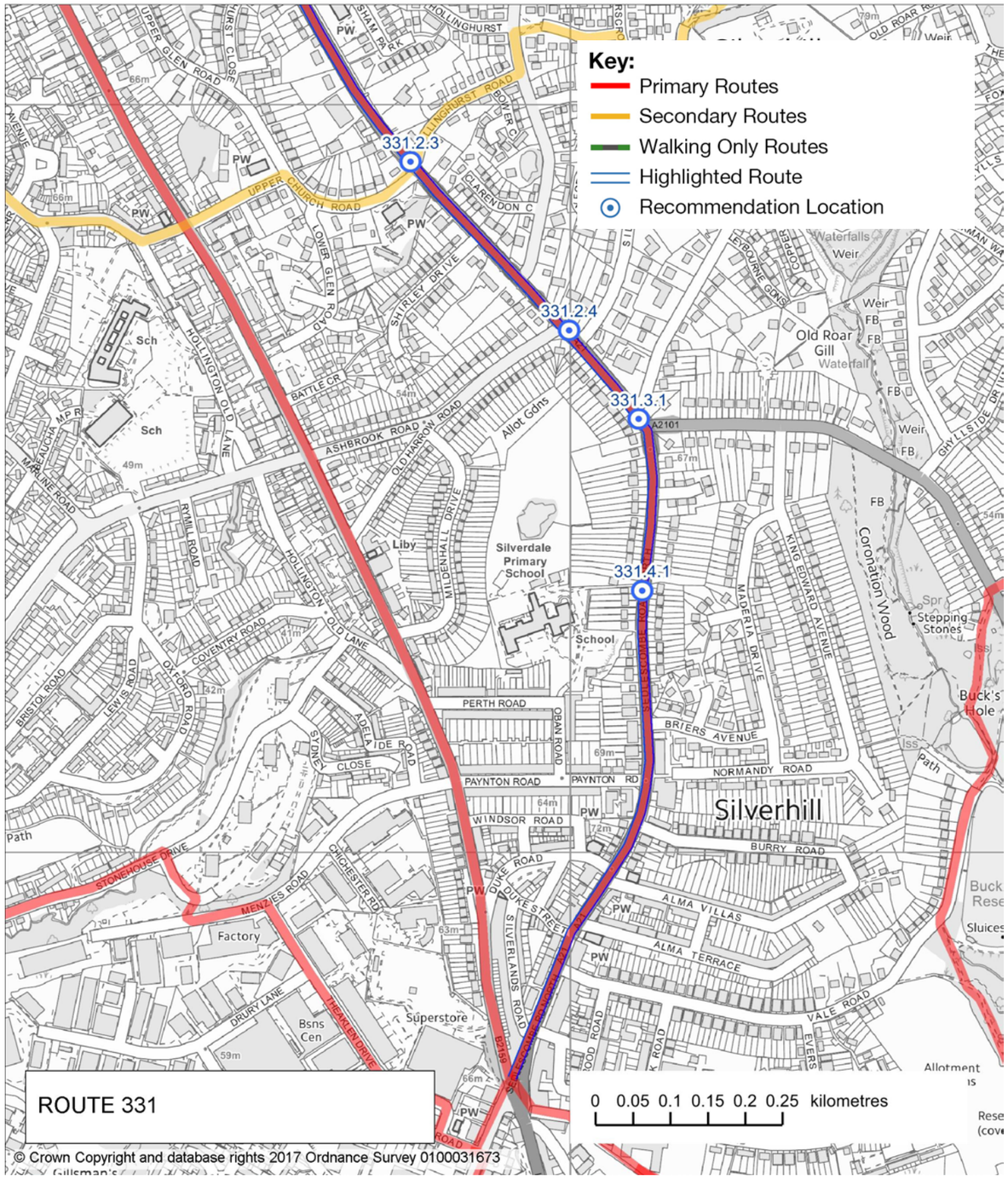

331.2.4 Risk of collision from turning vehicles


331.2.1b Wide lanes on A21


331.3.1 Complex layout at roundabout


331.2.2a Poor pedestrian connections


331.4.1 Complex pedestrian crossing facilities


Key:
Primary Routes
Secondary Routes
Walking Only Routes
Highlighted Route
Recommendation Location
331.2.3
331.2.4
331.3.1
331.4.1
ROUTE 331
0 0.05 0.1 0.15 0.2 0.25 kilometres
Silverhill
Silverdale Primary School
Factory
Superstore
Bsns Cen
Liby
Sch
Waterfalls
Weir
Old Roar Gill
Waterfall
Coronation Wood
Stepping Stones
Buck's Hole
Allot Gdns
A2101
HOLLINGHURST ROAD
UPPER CHURCH ROAD
UPPER GLEN ROAD
ASHBROOK ROAD
OLD HARROW ROAD
HOLLINGTON OLD LANE
COVENTRY ROAD
PERTH ROAD
PAYNTON ROAD
WINDSOR ROAD
BRIERS AVENUE
NORMANDY ROAD
BURRY ROAD
ALMA VILLAS
ALMA TERRACE
VALE ROAD
DUKE STREET
SILVERLANDS ROAD
STONEHOUSE DRIVE
MENZIES ROAD
DRURY LANE
THAMMEN DRIVE
SHIRLEY DRIVE
MILDENHALL DRIVE
KING EDWARD AVENUE
MADEIRA DRIVE
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332: A21 – Silverhill - Hastings Station

Route description

The route forms a primary connection from Silverhill and routes in the north and west of the borough to Hastings Station and St. Leonards.

Direct connections are made to local amenities and employment and residential hubs in Silverhill, local amenities located on the A21, including Hastings Police Station and Magistrates Court, Horntyre Park Sports Complex, Hastings Museum, Summerfields Leisure Centre, White Rock Gardens, and Hastings Town Centre.

The route connects from route 232 through Alexandra Park and residential streets, before connecting to the A21 into Hastings town centre and station. The route offers a bypass for pedestrians and cyclists of the busy and constrained road environment of the A21 within Silverhill, as well as a direct connection to Hastings town centre, on the desire line for cyclists and pedestrians.

Alternative alignments include aligning the route along the length of the A21 through Silverhill, and use of the Brisco's Walk (Route 333). The connection through Silverhill was discounted at this stage due to the constrained highway and footway environment and high levels of traffic.

Background

The A21 was identified as a key movement corridor within the Hastings Town Centre and White Rock Action Plan. The connection through the Brisco's Walk was established by Hastings Borough Council as part of the Greenway programme. The connection through Alexandra Park was identified during Sustrans route scoping.

332 .1 Alexandra Park Connection

Existing condition

2.5 metres pedestrian path through park, connecting to route. Medium levels of pedestrian use.

Path is currently unlit.

Barriers to walking and cycling

Cyclists are currently prohibited from cycling along section.

Path is currently below DfT standards for shared space. Interaction with pedestrians could create uncomfortable environment for all users if made shared use and path is not widened.

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

Recommendations

332.1.1 Install lighting along path. Widen shared use path when this is narrower than 3 metres.

332.2 Clarence Road/ Newgate Road/ St. Pauls Road connection

Existing conditions

Clarence Road and Newgate Road are residential streets with low levels of traffic. 30mph speed limit and no traffic calming.

Newgate Road holds higher levels of traffic that travel at 30mph. This road is wider, and is parked along its length.

Cyclists and pedestrians must cross busier Upper Park Road to make connection to southern connections towards Hastings Town Centre.

Junction between St. Pauls Road and A21, and has no facility to support cyclists or pedestrians to make transition.

Barriers to walking and cycling

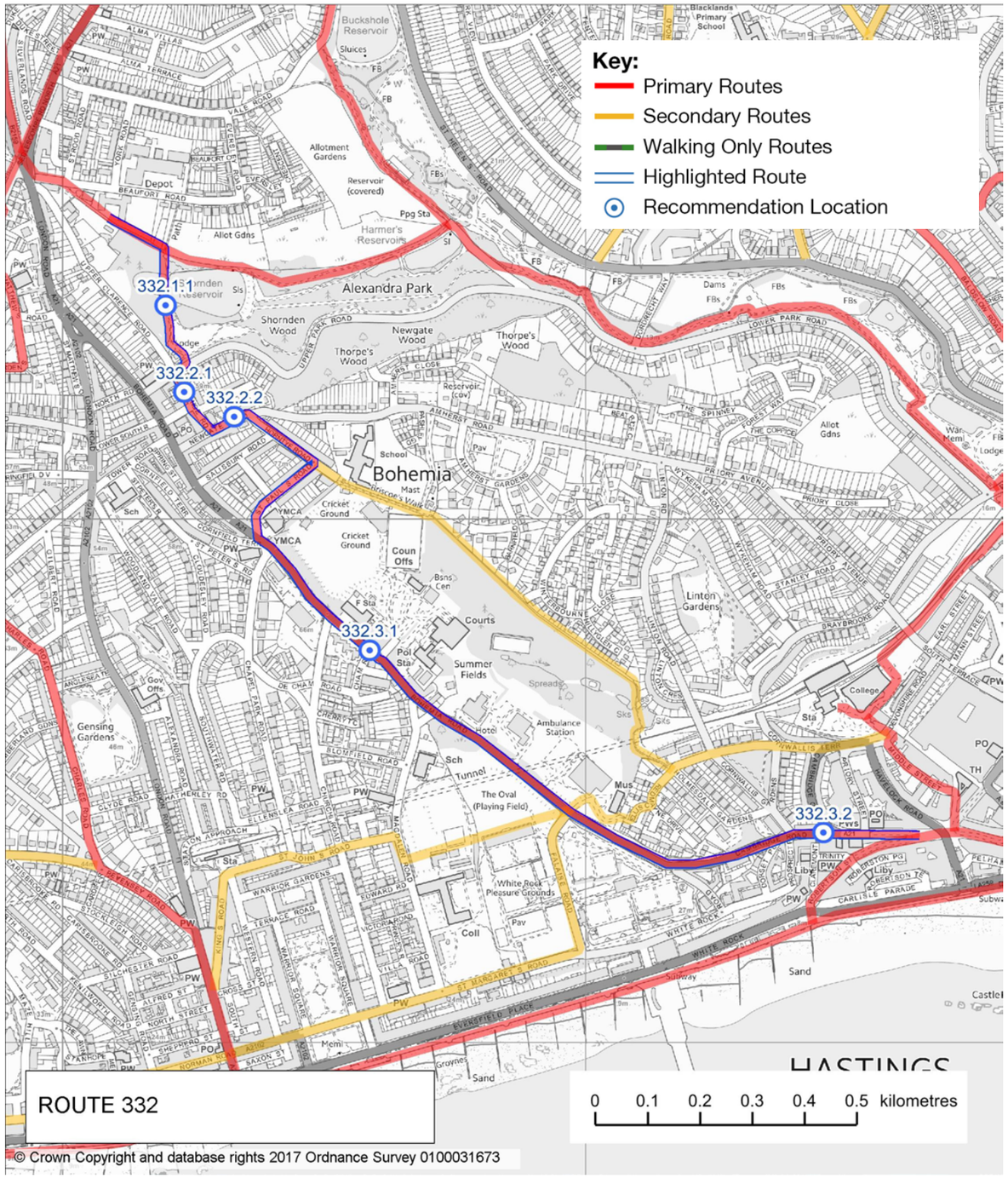
Cyclists are required to mix with traffic travelling at 30mph, with no traffic calming or separated facility.

Pedestrians and cyclists are required to cross Amhurst Road with no formal facility, creating risk of collision and uncomfortable movement.

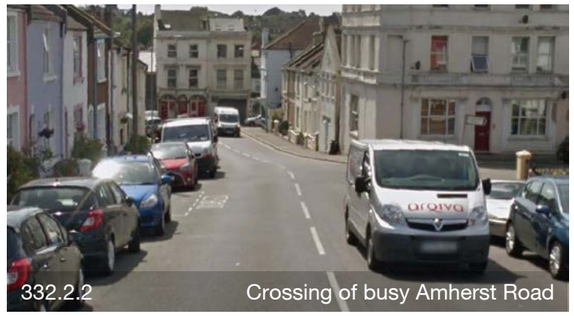
Recommendations

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

332.2.2 Consider installing segregated or shared use facility along Newgate Road, with



332.1.1a Constrained space at Silverhill



332.2.2 Crossing of busy Amherst Road


332.1.1b Significant gradient at unadopted road


332.3.1a Footway space at A21 south


332.1.1c Path through park


332.3.1b Footway space at A21 south


332.2.1 Residential street with no calming


332.3.2 Connection to Hastings Town Centre

parallel zebra crossing.

332.3 A21

Existing condition

Wide, heavily trafficked road with parking for general traffic and coaches and along length. 30mph speed limit. Road is wide until approach to Hastings town centre, where road narrows.

No facilities to support cycling.

Footways are have high amount of footfall, and are constrained on eastern carriageway. No continuity over side roads to Hospital, council officer or hotels.

No dedicated crossing points along length for cyclists and pedestrians accessing from White Rock Gardens or recreational facilities and employment on west of road.

Barriers to walking and cycling

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

Side junctions are untreated, leading to high risk of left/ right hook for cyclists, and pedestrians.

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

Recommendations

332.3.1 Deliver shared space facilities along eastern footway, through widening footway to 3.5-4m. Install continuity over side junctions.

332.3.2 Install additional pedestrian and cycle crossings at connections to destinations on east and west of A21.

341: Conquest Hospital – Alexandra Park

Route description

The route is a primary north-south route that links Hastings Town Centre, Sussex Coast College, and Train Station to high quality greenspace at Alexandra Park, the Conquest Hospital, x schools and residential areas in the north of the town. A connection to route xxx is made within Alexandra Park, opening up links to Silverhill and the north west of the borough.

The route follows existing footpaths and shared use tracks within Alexandra Park, before utilising moderately trafficked 30mph residential roads to the Ridge in the north. Section through Alexandra Park has potential to form an attractive cycling and walking route for utility and recreational users of all abilities.

Political opposition to opening of the shared use scheme through Alexandra Park has impacted delivery of route identified in Hastings Walking and Cycling Strategy.

The roads connecting to the Ridge carry inappropriate levels of vehicles for residential roads, which travel at 30mph, making them uncomfortable for cycling. With current levels, a segregated facility would be required for cyclists.

Background

The route was identified in Hastings Cycling and Walking Strategy

341.1 Hillside Road

Existing conditions

Residential street with moderate levels of traffic, and 30ph speed limit. Heavily parked along length, especially closer to Conquest Hospital. No traffic calming. Parking narrows carriageway, requiring cars to pass with care.

No facilities to enable right turn movement onto Parkstone Road.

Verges on each side.

No crossing points for pedestrians, including along desire line along The Ridge to the Conquest Hospital.

Barriers to walking and cycling

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

No facilities for pedestrians to cross on desire line for hospital.

Cyclists must mix and wait with traffic to make right turn onto Parkstone Road, creating uncomfortable and unsafe manoeuvre.

Recommendations

341.1.1 Install pedestrian crossing facilities across The Ridge junction.

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

341.1.3 Install pedestrian crossing facilities on desire lines to Little Ridge Avenue.

341.2 Parkstone Road

Existing conditions

30mph residential street with moderate levels of traffic. Vehicles able to travel at speed due to lack of traffic calming. Road is wide until school, where it becomes narrower.

At south of the road, radii onto side junctions are wide, with long crossing distances. The connection over the junction with St. Helen's Road is particularly wide. No facilities to support pedestrian movements.

Limited crossing points at the south of the road. Crossing points frequent at north, with connections to school and shopping areas.

Large verge on eastern carriageway until school. Towards north, western carriageway is wider, but is constrained by trees.

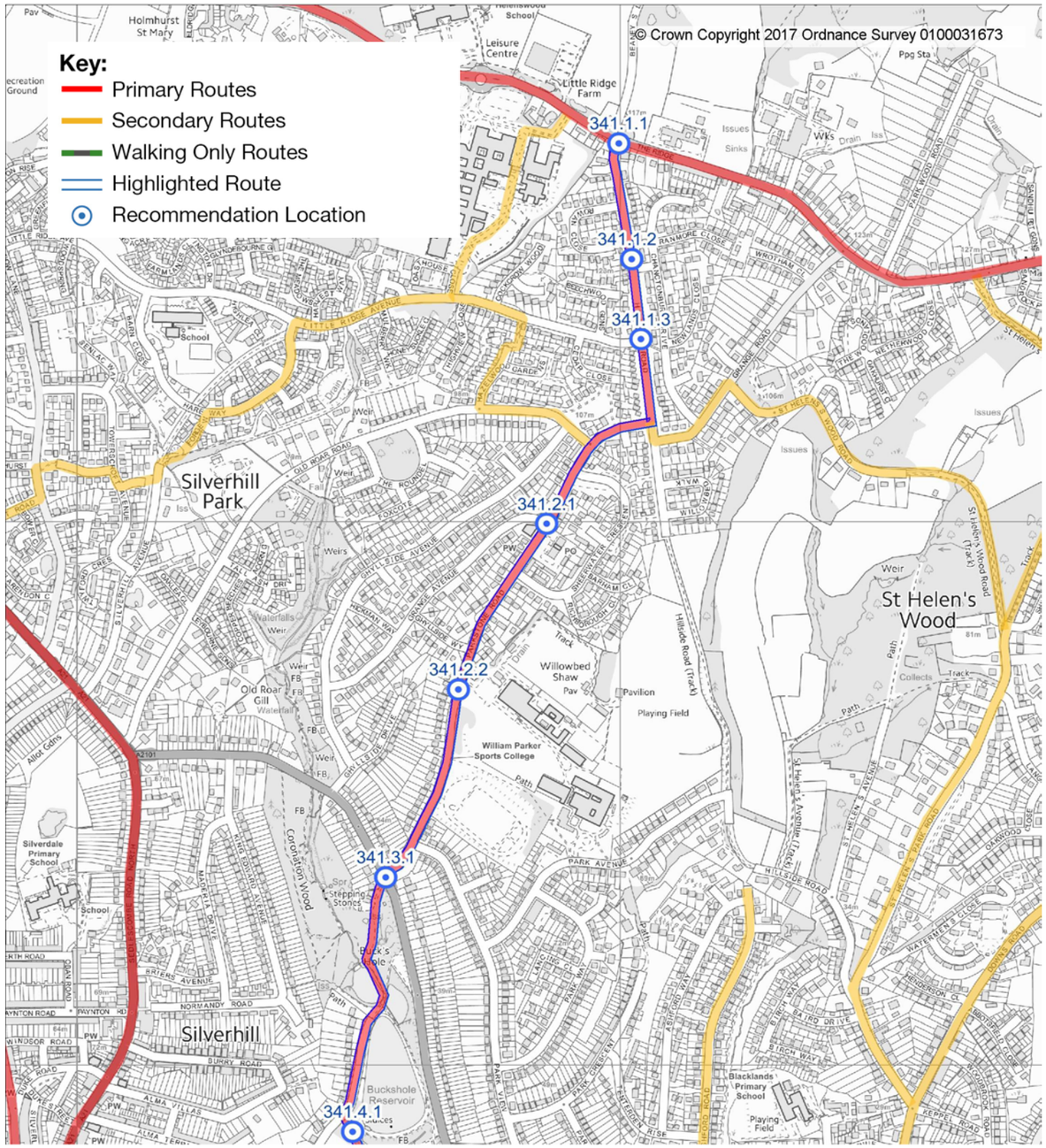
The road is steep at south.

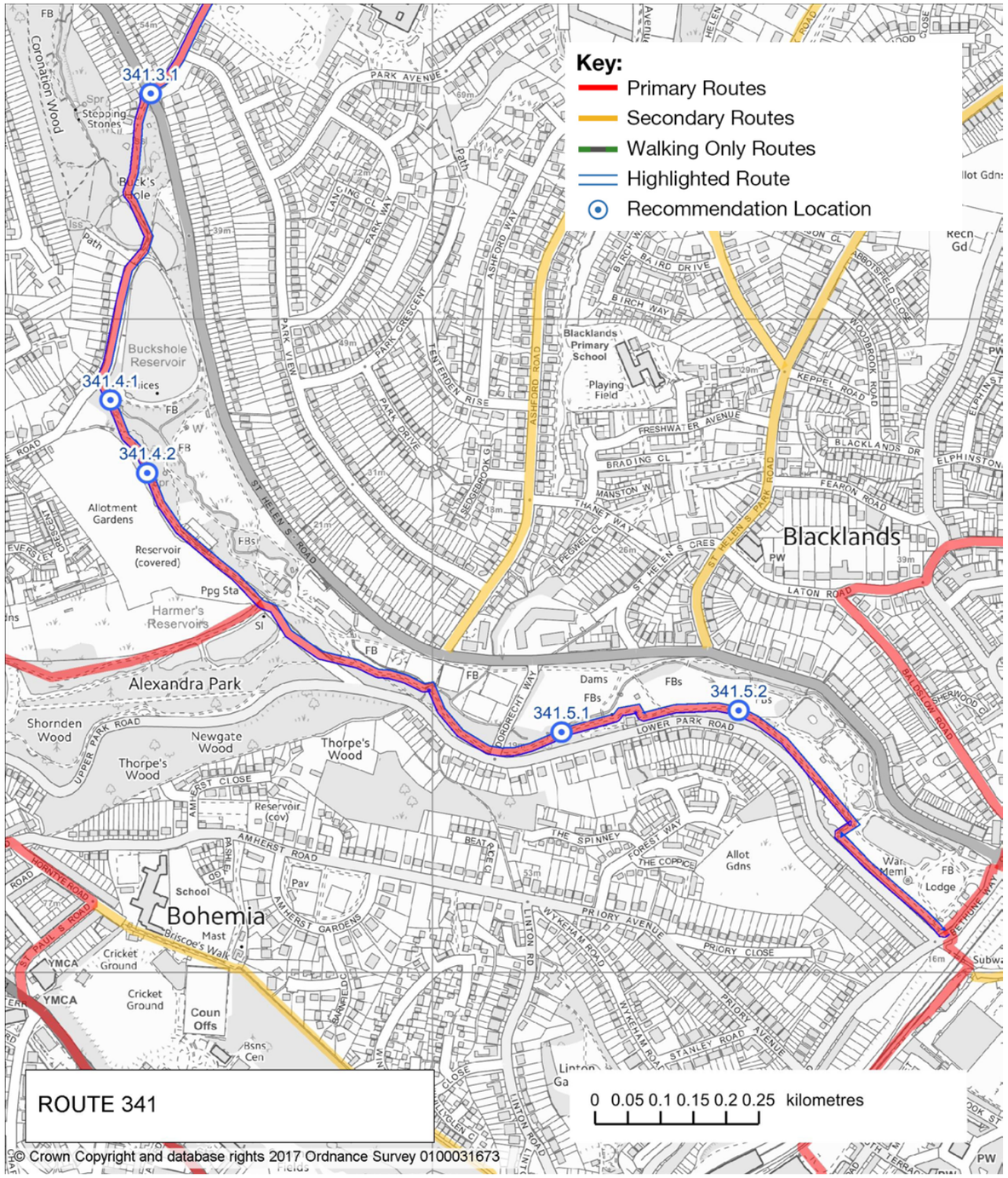
Barriers to walking and cycling

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

Untreated side roads create risk of collision for cyclists and pedestrians with turning vehicles.

Crossing of St. Helens road junction is difficult and






341.1.2 Existing footway on Hillside Road


341.2.1a Side junction over Parkstone Road


341.2.1b Existing footway on Parkstone Road


341.2.1c Existing footway on Parkstone Road

uncomfortable for pedestrians, especially those with mobility restrictions.

Combination of steep gradient and volume of traffic makes cycling uphill uncomfortable.

Recommendations

341.2.1 Improve crossings over side junctions and St. Helens Road junction, narrowing crossing distances, and raised footways.

341.2.2 Widen footway on eastern carriageway to create 3 metre wide shared use path to school. Widen footway on western carriageway at north to deliver shared path. If constrained, create 20mph zone through traffic calming.

341.3 St. Helens Road Crossing

Existing conditions

Staggered pedestrian crossing with long wait time across busy St. Helens Road. Users have to call signals twice.

Barriers to walking and cycling

Cyclists must dismount to make crossing.

Crossing time is long, creating delays for pedestrians.

Recommendations

341.3.1 Convert to toucan crossing made in one stage. Link signals to reduce wait time.

341.4 Alexandra Park (North)

Existing condition

Shared use path within park, with short connection along Vale Road.

Path ranges in width between 2 and 3.5 metres, and is poorly surfaced in parts. Vale Road is poorly surfaced.

Route is more secluded and has less footfall that the south. Section of route is not consistently lit.

Steep gradient to St. Helens Road

Barriers to walking and cycling

Narrowing of the path and interaction between users could create uncomfortable environment for all users if path is not widened.

Surfacing of access road creates uncomfortable environment for all users, and would prevent access by wheel chair 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.

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

Recommendations

341.4.1 Resurface path and access road.

341.4.2 Widen shared use path when this is narrower than 3 metres.

341.5 Alexandra Park (South)

Existing conditions

3 metre wide pedestrian path within park.

High levels of pedestrian use across the park, with access to play facilities, café, lakes and recreation facilities. Some narrowing of the path.

Path is lit and open 24 hours.

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.

Secluded environment may create poor perception of safety at night.

Recommendations

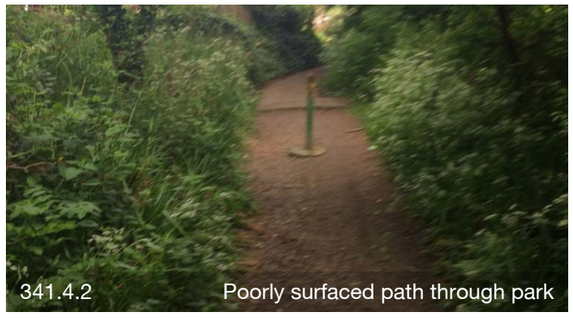
341.5.1 Designate for cycling and widen shared use path when this is narrower than 3 metres.

341.5.2 Use signage to encourage cyclists to travel with a considerate manner.


341.2.2 Crossing to school


341.5.1b Existing path through park


341.3.1 Existing pedestrian crossing of A2101


341.4.2 Poorly surfaced path through park


341.5.1a Access road through park

211: West St. Leonards – A21

Route description

The route is a secondary connection from West St. Leonards to NCN2. It provides a more direct alignment to Hastings Town Centre than the parallel seafront connection for both pedestrians and cyclists, along quiet streets.

Background

The route was identified in Sustrans route scoping and in the Hastings and White Rock Action Plan.

211.1 West Hill Road/ St Margaret's Road

Existing conditions

The route follows a low/moderately trafficked street with residential and commercial frontages along West Hill Road, Norman Road and St. Margaret's Road.

Parking is located along the length of the street, creating a significant narrowing of the road.

Norman Road is a one-way street with no contraflow facility for cycling.

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

Barriers to Walking and Cycling

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

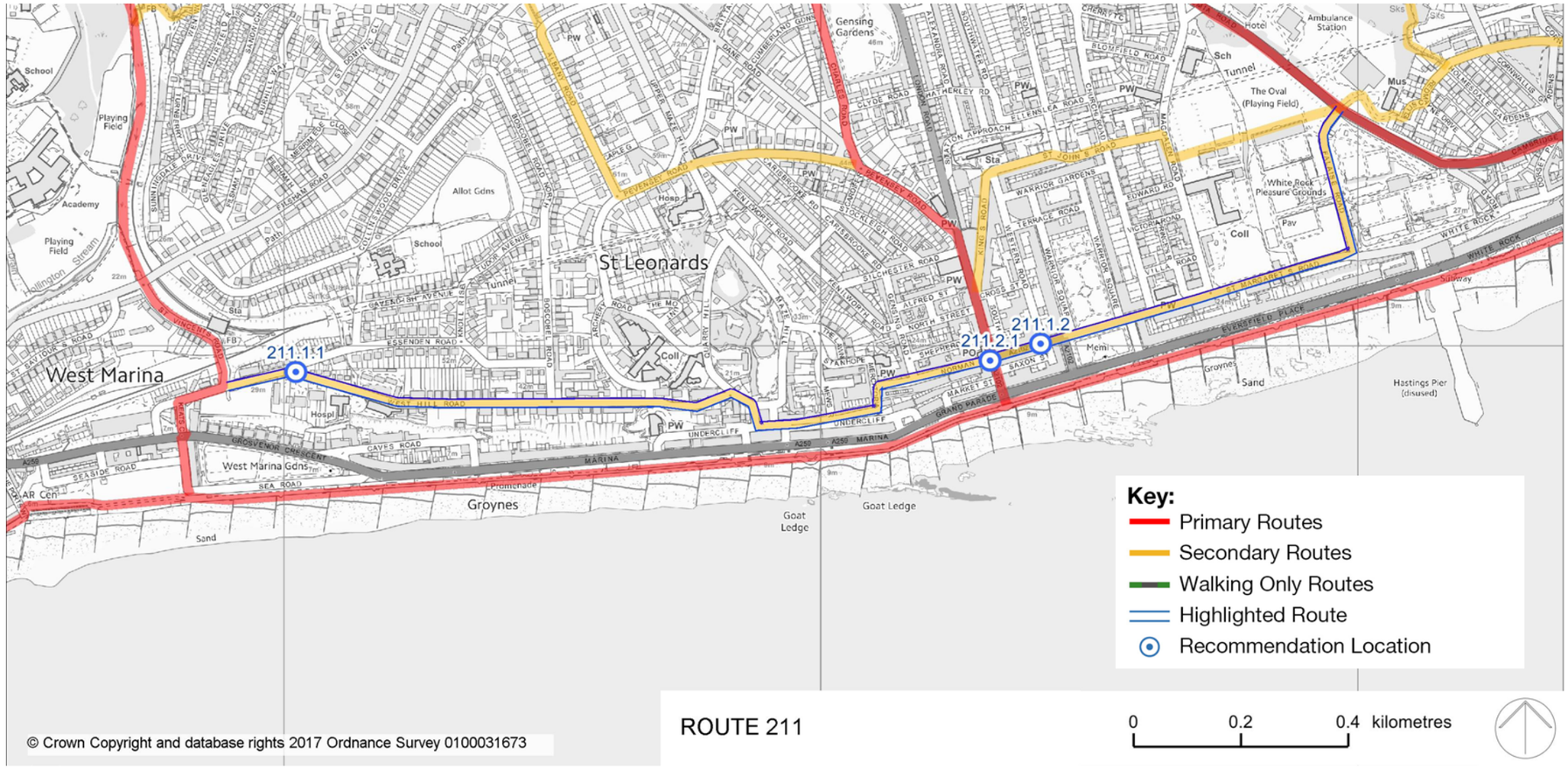
No cycle access eastbound along St. Margaret's Road.

High levels of parking create pinch points for cyclists.

Recommendations

211.1.1 Install traffic calming along length of the street and reduce speed limit to 20mph.

211.1.2 Introduce contraflow along Norman Road



211.2 London Road Crossing

Existing conditions

Unsupported crossing of the busier London Road for cyclists and pedestrians.

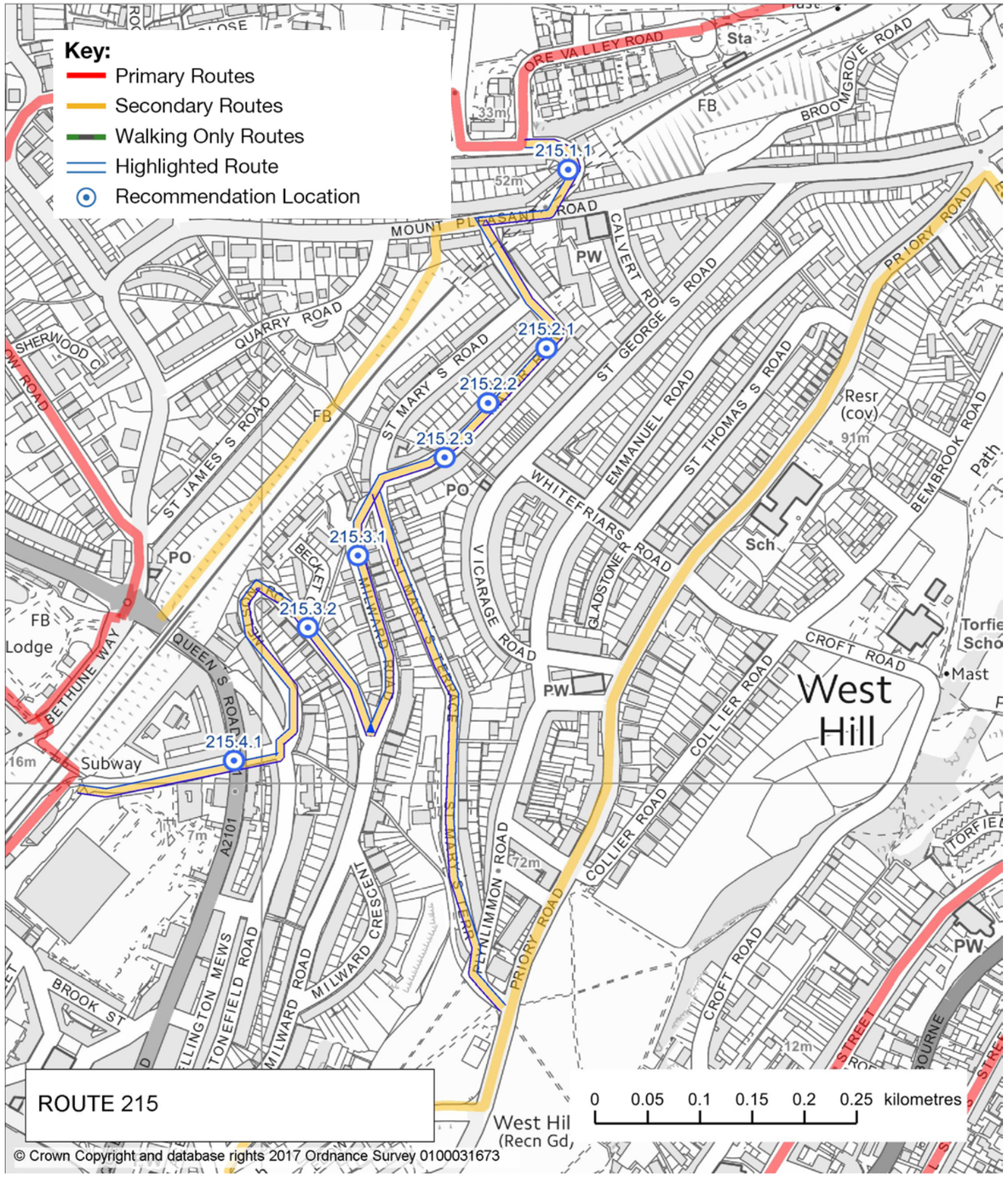
London Road is busy and has a 30mph limit.

Barriers to Walking and Cycling

No facility on desire line to support safe cyclist and pedestrian movements across junction.

Recommendations

211.2.1 Install parallel zebra crossing with shared space connections to support movements across junction.



215: Hughenden Road – Queens Road

Route description

The route is a secondary connection linking Hughenden Road and Ore Station to Queens Road towards Hastings Town Centre, and the West Hill residential area. It offers a low traffic link, by following residential streets that have some closures to through traffic.

Although the route does not offer a direct connection, gradients mean that the route is more accessible for a range of cyclists and pedestrians than alternatives, especially at the south of the route.

Background

The route was identified in Sustrans route scoping and by local stakeholders.

215.1 Hughenden Road Crossing

Existing conditions

Unsupported crossing of the busy Hughenden Road, requiring cyclists to mix with traffic to make right/ left connection.

Barriers to Walking and Cycling

No facility on desire line to support safe cyclist and pedestrian movements across junction. Cyclists required to mix with heavy flows of traffic to make connection between quieter streets.

Recommendations

215.1.1 Install parallel zebra crossing with shared space connections to support movements across junction.

215.2 St. Mary's Road

Existing conditions

The route follows a low/moderately trafficked residential street with one-way system.

Residential parking is located along the length of the street, creating a narrowing of the road. 30mph speed limit along road, with no traffic calming.

Barriers to Walking and Cycling

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

Recommendations

215.2.1 Install contraflow along road

215.2.2 Install traffic calming along length of the street.

215.2.3 Reduce speed limit to 20mph.

215.2.4 Formalise car parking to create space for passing spaces.

215.3 Milward Road/ Stonefield Road

Existing conditions

The route follows a low/moderately trafficked residential street. Residential parking is located along the length of the street, creating a narrowing of the road.30mph speed limit along road, with no traffic calming.

Barriers to Walking and Cycling

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

Recommendations

215.3.1 Install traffic calming along length of the street and reduce speed limit to 20mph.

215.3. Formalise car parking to create space for passing spaces.

215.4 Queens Road Crossing

Existing conditions

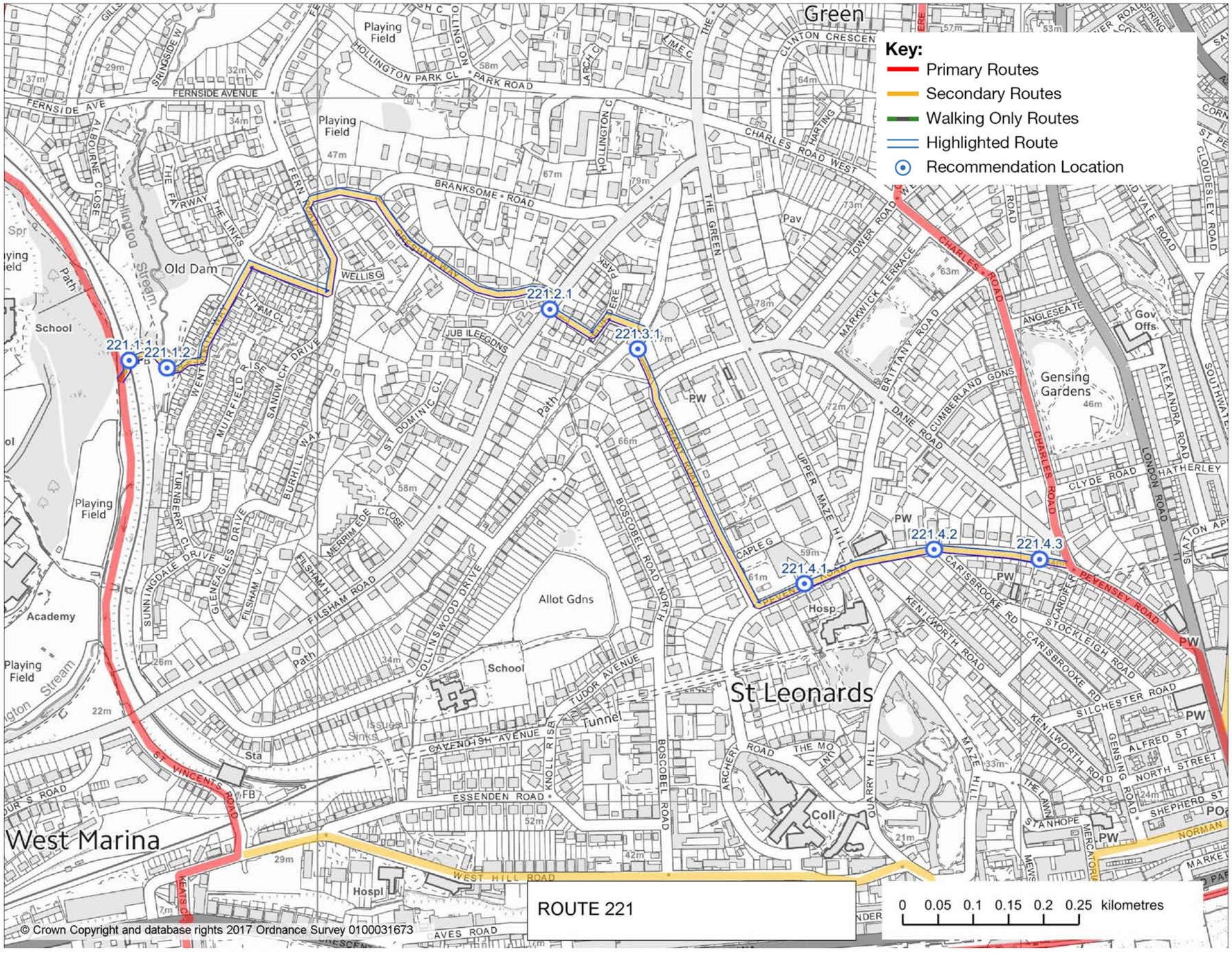
Pedestrian crossing of the busy Queens Road, connecting to closed vehicle entry from Stonefield Road.

Barriers to Walking and Cycling

No facility on desire line to support cyclist and movements across junction.

Recommendations

215.4.1 Install parallel crossing with shared space connections to support movements across junction.


Key:
Primary Routes
Secondary Routes
Walking Only Routes
Highlighted Route
Recommendation Location
221.1.1
221.1.2
221.2.1
221.3.1
221.4.1
221.4.2
221.4.3
Green
St Leonards
West Marina
Old Dam
Gensing Gardens
Playing Field
Allot Gdns
School
Academy
Hospl
Coll
Gov Offs
Sta
PW
FB
ROUTE 221
0 0.05 0.1 0.15 0.2 0.25 kilometres
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221: West St. Leonards – London Road

Route description

The route is a secondary, east-west connection that links communities within St. Leonards on Sea to three schools in the west of the borough and St. Leonards town centre in the east.

It utilises residential streets, footpath links, and an existing railway footbridge to connect to Pevensey Road and route 322, through residential areas in the west of the borough.

From route 322, the route connects to St. Leonards Warrior Square high street and train station, green space and recreation facilities at Summer Fields, and Hastings Town Centre and station, along route 222.

Interventions unlock severance for walking and cycling caused by major roads and railways running north-south through the town.

Barriers to delivery and use include the gradient of residential roads in the west of the route, use of footpaths with constrained widths, and the stepped railway bridge. The latter route require significant investment to deliver.

Background

The route was identified during Sustrans scoping exercises.

221.1 West St. Leonards Railway Bridge & footpath

Existing conditions

Footpath and railway bridge connection from residential streets to West St. Leonards schools path.

Railway bridge connection is stepped and has a steep gradient, due to level differences from each side of the railway.

Footpath connections on each side are narrow and poorly surfaced. The connection from the school to the bridge is open and lit. The connection through woods is unlit and secluded. It has low footfall.

Barriers to walking and cycling

Railway bridge is currently unsuitable for cycling and wheelchair users due to stepped access and width.

Path is poorly surfaced and narrow, creating uncomfortable walking and cycling access.

Path through woods is unlit, constrained, and has low footfall, creating poor perception of personal safety.

Recommendations

Widen all paths to create 3.5m shared use facility with bound surfacing.

Light paths through wooded area.

Upgrade bridge to create wide, shared use facility.

221.1.1 Upgrade bridge to create wide, shared use facility with step free access. Consider cycle gutter to allow cyclists to push bikes up steps.

221.1.2 Widen all paths to create 3.5m shared use facility with bound surfacing and lighting.

221.2 Filsham Road Crossing

Existing conditions

Busy 30mph road with no traffic calming and residential frontages.]

No pedestrian crossings along length of the road.

Barriers to walking and cycling

Pedestrians and cyclists making east-west journeys to and from town centres and amenities must cross busy road with no protection.

Recommendations

221.2.1 Install toucan/ parallel zebra crossing on desire line for pedestrians and cyclists making movements.

221.3 Albany Road Footpath

Existing conditions

Narrow footpath connecting residential streets.

Path is unlit and constrained due to gardens on each side of path, and overgrown vegetation limits effective width.

Barriers to walking and cycling

Path is unsuitable for cycling and is not designated shared space.

Path is unlit, constrained, and has low footfall, creating poor perception of personal safety.

Recommendations

221.3.1 Widen all paths to create 3m shared use facility with bound surfacing and lighting.

221.4 Pevensey Road

Existing conditions

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

No treatment of side roads.

Junction with Route 322 is wide with a small traffic island. Lanes on exist are wide and have wider radii. No pedestrian facilities to cross junction.

Bus route.

Barriers to walking and cycling

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

Untreated side roads create risk of collision for cyclists and pedestrians.

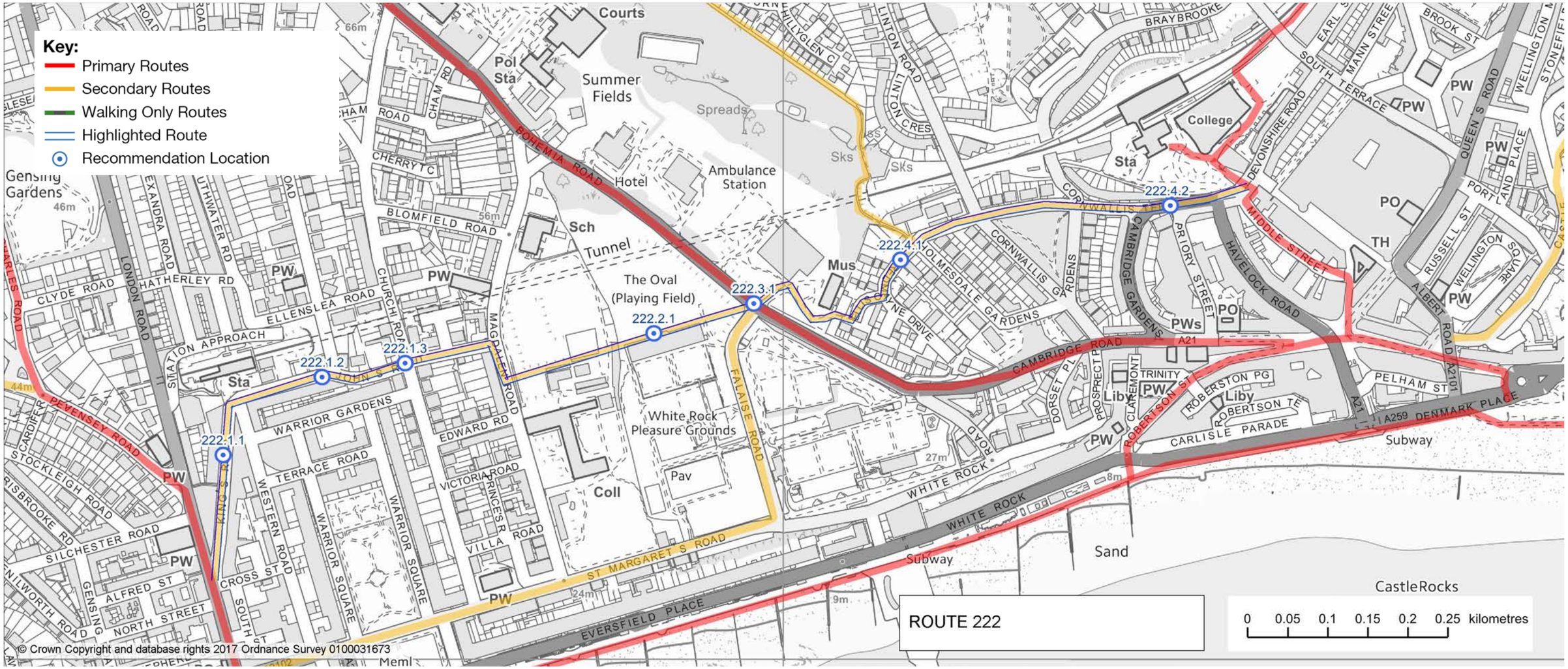
Connection to Route 322 is difficult to cross for pedestrians, as crossing distances are wide, and vehicles are able to travel through with speed. Right/ left turn for cyclists also difficult due to speeds and volume of traffic.

Recommendations

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

221.4.2 Treat wide side roads on length of road. Restrict parking around junction arms to improve visibility of drivers.

221.4.3 Tighten corner radii of Pevensey Road, Dane Road and Charles Road to slow drivers on approach. Install zebra crossings on arms to support pedestrian crossings.


Key:
Primary Routes
Secondary Routes
Walking Only Routes
Highlighted Route
Recommendation Location
222.1.1
222.1.2
222.1.3
222.2.1
222.3.1
222.4.1
222.4.2
Courts
Pol Sta
Summer Fields
Spreads
Hotel
Ambulance Station
Sch
Tunnel
The Oval (Playing Field)
Mus
College
Sta
PW
PO
TH
PWs
Liby
Pav
Coll
Sand
Subway
White Rock Pleasure Grounds
BOHEMIA ROAD
CAMBRIDGE ROAD
WHITE ROCK
ST MARGARET S ROAD
EVERSFIELD PLACE
CARLISLE PARADE
A259 DENMARK PLACE
ROUTE 222
CastleRocks
0 0.05 0.1 0.15 0.2 0.25 kilometres
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222: St. Leonards Warrior Square – Hastings Centre

Route description

The route is a secondary connection between Hastings Warrior Square and Hastings Centre. It provides a direct walking and cycling connection along quiet roads and greenspace, offering a links to shops in Hastings and Warrior Square, local services on the A21 and recreational facilities at Summerfields, Hastings Museum, and Summerfields Leisure Centre.

The route is located on steep gradients on the link to/from Warrior Square and Hastings Town Centre.

Background

The route was identified in Sustrans route scoping and in the Hastings and White Rock Action Plan.

222.1 Kings Road – Summer Fields

Existing conditions

Road with commercial frontages and residential housing adjacent to Warrior Square Station.

Kings Road is one-way northbound and has traffic calming and crossing points that reduce speeds of traffic.

Users cross busier Church Road with no dedicated facility.

St. John's Road is steep and has 30mph limit with no traffic calming.

Barriers to walking and cycling

Cycling southbound is not permitted on Kings Road.

Cyclists are required to mix with traffic travelling at 30mph.

Crossing of Church Road is difficult as approach is on gradient, and there are no crossing facilities to support crossing.

Recommendations

222.1.1 Install further traffic calming along St. John's Road

222.1.2 Install crossings of Church Road.

222.1.3 Introduce contraflow along Kings Road.

222.2 Summer Fields Connection

Existing condition

Open space with some path connections at the south of the fields.

New path is proposed within Hastings and White Rock Action Plan.

Barriers to walking and cycling

No path connection through Summer Fields.

Recommendations

222.2.1 Install new path on desire line for pedestrians and cyclists

222.3 A21 Crossing

Existing condition

Existing pedestrian crossing, off desire line for the route for pedestrians and cyclists.

Narrow footway on either side of A21.

Barriers to walking and cycling

No supported crossing for cyclists.

Recommendations

222.3.1 Upgrade existing zebra crossing to parallel zebra crossing.

222.4 A21 - Hastings

Existing condition

Lower traffic connection to Hastings Town Centre, through closed roads and access to museum.

Cyclists required to use one-way system around busier Cornwallis Terrace to connect to Hastings Station Approach.

Junction with A21 is heavily trafficked within no facilities for cycling.

Route is on a significant gradient along Cornwallis Gardens.

Barriers to walking and cycling

High volumes of traffic on Cornwallis Terrace and towards Hastings town centre create uncomfortable and unsafe environment for cyclists.

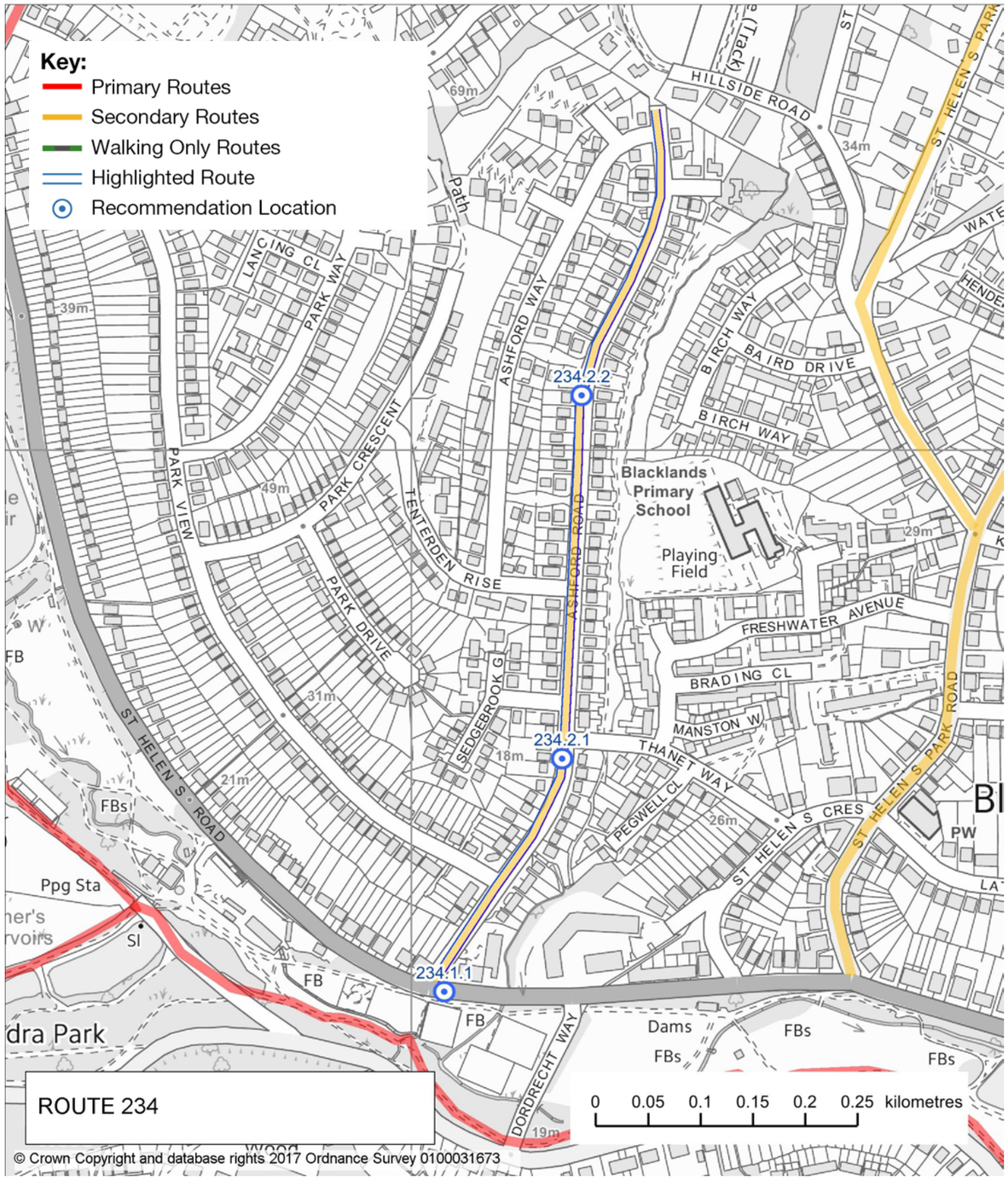
One-way system around Cornwallis Terrace requires cyclists to detour from desire line to make links to/ from Hastings.

Gradient of route may restrict make cycling on highway uncomfortable and difficult for less confident riders.

Recommendations

222.4.1 Install segregated facility to connect cyclists to/ from Hastings town centre

222.4.2 Install contraflow on Cornwallis Terrace.



234: Ashford Road

Route description

The route is a secondary route from residential areas, to Alexandra Park and further links to the south and west of the borough.

The route follows medium trafficked residential streets that hold low levels of through traffic.

The route will unlock journeys by bike and foot, by providing a traffic calmed corridor to high capacity routes, from adjoining low speed, low volume residential streets.

Ashford Road has a rigid road structure that may increase costs of new interventions.

Background

The route was identified in Sustrans route scoping.

234.1 A2101 Road Crossing

Existing conditions

Unsupported crossing of the busy A2101.

Barriers to Walking and Cycling

No facility on desire line to support safe cyclist and pedestrian movements across junction.

Recommendations

234.1.1 Install parallel zebra crossing with shared space connections to support movements across junction.

234.2 Ashford Road

Existing conditions

The route follows a low/moderately trafficked residential street.

Residential parking is located along the length of the street, creating a narrowing of the road.

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

Barriers to Walking and Cycling

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

Recommendations

234.2.1 Install traffic calming along length of the street and reduce speed limit to 20mph.

234.2.2 Formalise car parking to create space for passing spaces.

235: St. Helens Down

Route description

The route is a secondary route from residential areas in the north east of Hastings, to Alexandra Park and further links to the south and west of the borough.

The route follows medium trafficked residential streets that hold low levels of through traffic.

The route will unlock journeys by bike and foot, by providing a traffic calmed corridor to high capacity routes, from adjoining low speed, low volume residential streets, as well as connections to the Ridge and the Ivyhouse Industrial Estate.

The route is located on a significant gradient towards The Ridge.

235.1 A2101 Road Crossing

Existing conditions

Unsupported crossing of the busy A2101.

Barriers to Walking and Cycling

No facility on desire line to support safe cyclist and pedestrian movements across junction.

Recommendations

235.1.1 Install parallel zebra crossing with shared space connections to support movements across junction.

235.2 St. Helens Park Road/ Downs Road

Existing conditions

The route follows a low/moderately trafficked residential street.

Residential parking is located along the length of the street, creating a narrowing of the road.

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

Barriers to Walking and Cycling

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

Recommendations

235.2.1 Install traffic calming along length of the street and reduce speed limit to 20mph.

235.2.2 Formalise car parking to create space for passing spaces.

235.3 Elphistone Road Crossing

Existing conditions

Unsupported crossing of the busier Elphistone Road.

Barriers to Walking and Cycling

No facility on desire line to support safe cyclist and pedestrian movements across junction.

Recommendations

235.3.1 Install parallel zebra crossing with shared space connections to support movements across junction.

235.4 St. Helens Down

Existing conditions

The route follows a low/moderately trafficked residential street.

Residential parking is located along the length of the street, creating a narrowing of the road.

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

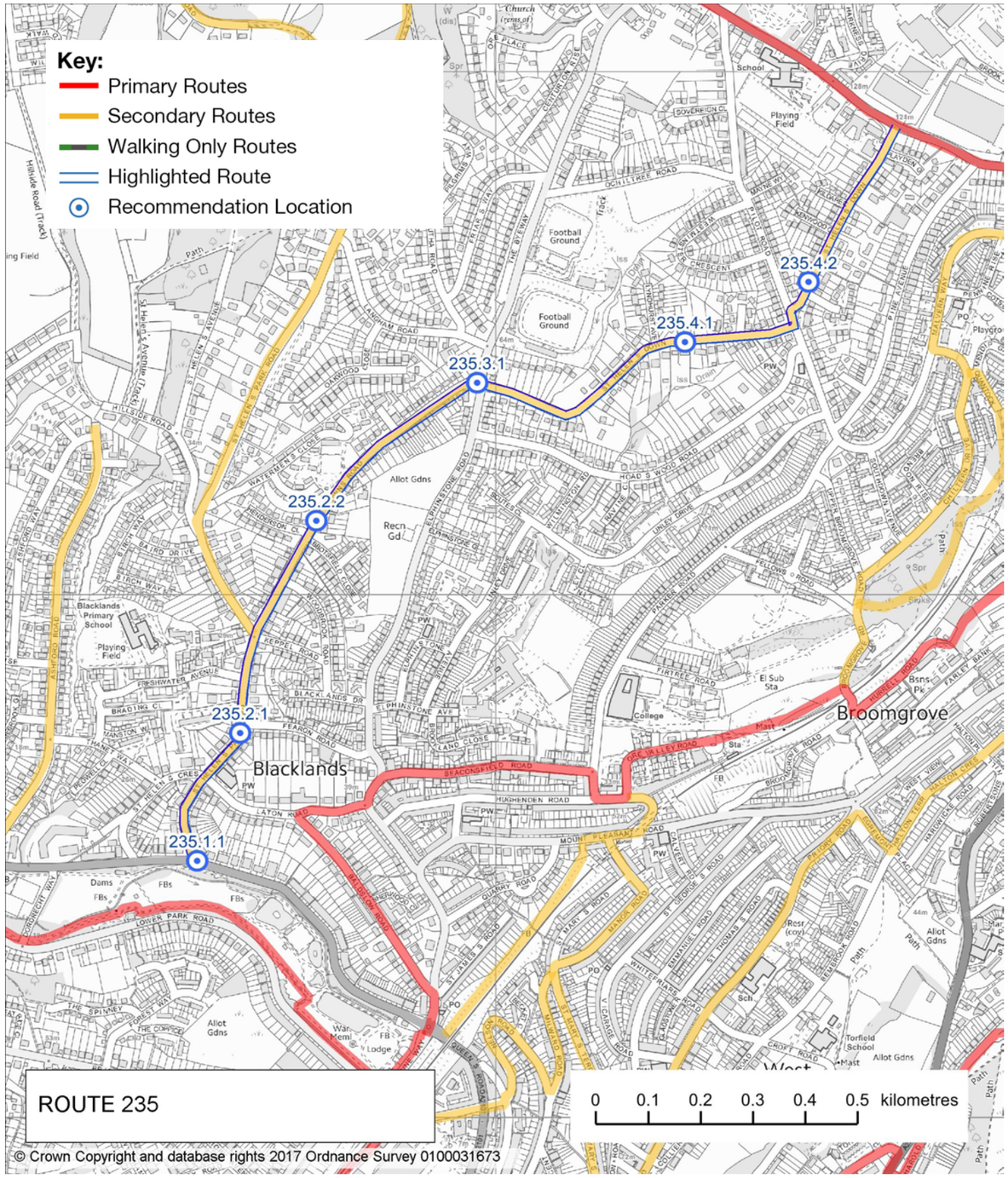
Barriers to Walking and Cycling

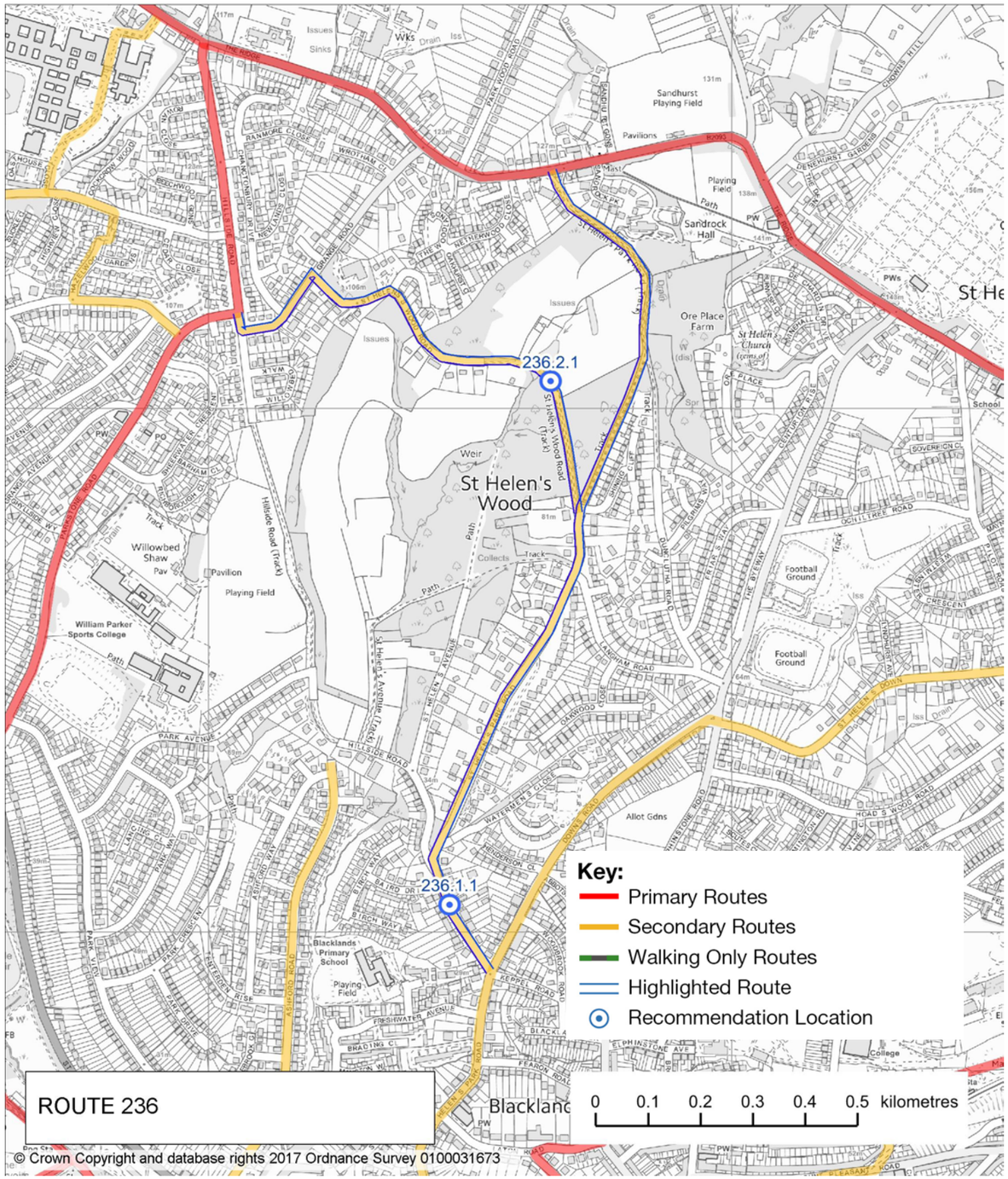
Cyclists are required to mix with traffic travelling at 30mph, with no traffic calming.

Recommendations

235.4.1 Install traffic calming along length of the street and reduce speed limit to 20mph.

235.4.2 Formalise car parking to create space for passing spaces.





236: St. Helens Park Road

Route description

The route is a secondary route from residential areas in the north of Hastings, to Alexandra Park and further links to the south and west of the borough.

The route follows medium trafficked residential streets that hold low levels of through traffic.

The route will unlock journeys by bike and foot, by providing a traffic calmed corridor to high capacity routes, from adjoining low speed, low volume residential streets, as well as connections to The Ridge and the Conquest Hospital.

The route is located on a significant gradient towards the Ridge.

236.1 St. Helens Park Road

Existing conditions

The route follows a low/moderately trafficked residential street.

Residential parking is located along the length of the street, creating a narrowing of the road.

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

Barriers to Walking and Cycling

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

Recommendations

236.1.1 Install traffic calming along length of the street and reduce speed limit to 20mph.

235.2 St. Helens Wood Road

Existing conditions

Quiet, 1km long unadopted road with poor surfacing and major defects towards the east.

No lighting along route, with no overlooking properties.

No footway on east of road.

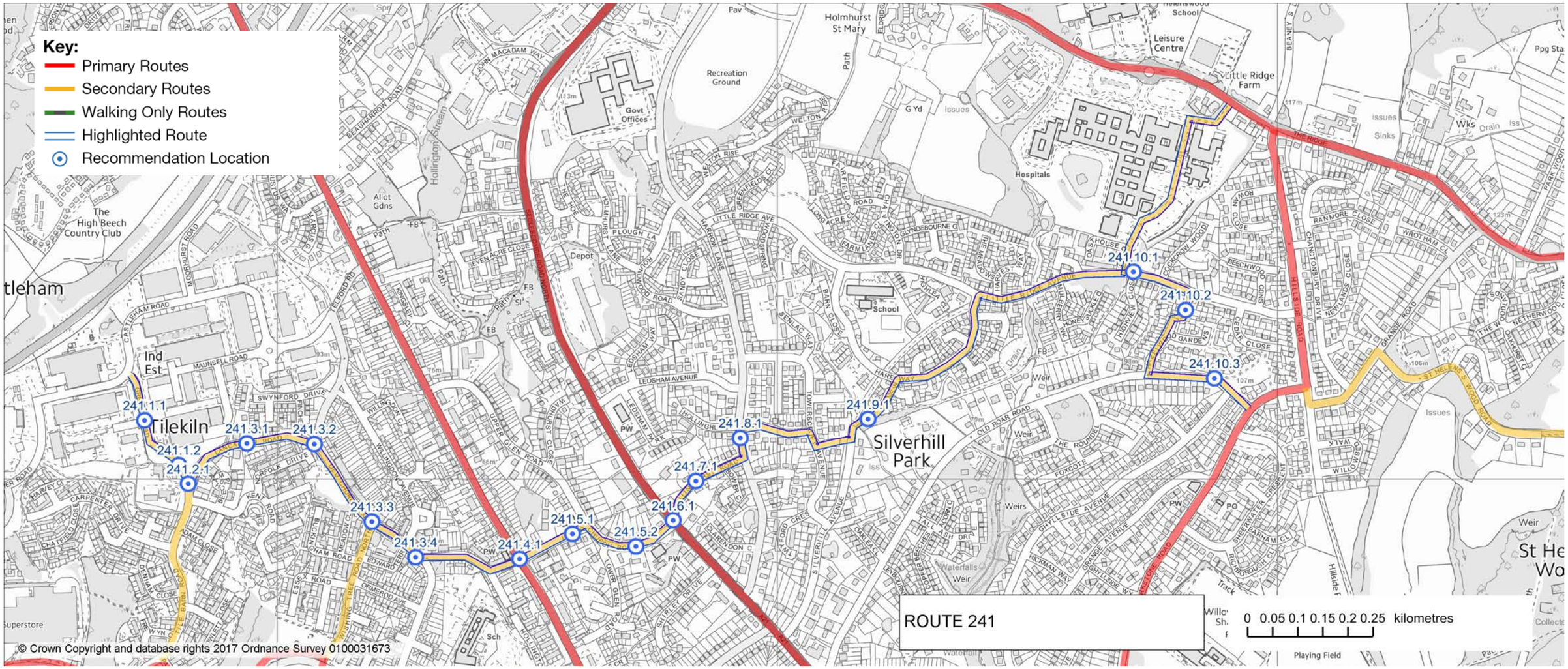
Barriers to walking and cycling

Poor surfacing creates an uncomfortable riding surface for cyclists.

Poor perception of social safety due to lack of lighting and footfall.

Recommendations

236.2.1 Adopt and resurface road to provide smooth, high grip surface and install lighting.


Key:
Primary Routes
Secondary Routes
Walking Only Routes
Highlighted Route
Recommendation Location
241.1.1
241.1.2
241.2.1
241.3.1
241.3.2
241.3.3
241.3.4
241.4.1
241.5.1
241.5.2
241.6.1
241.7.1
241.8.1
241.9.1
241.10.1
241.10.2
241.10.3
Tilekiln
Silverhill Park
Holmhurst St Mary
Recreation Ground
Govt Offices
Leisure Centre
Little Ridge Farm
Hospitals
The High Beech Country Club
Ind Est
Depot
School
Aliot Gdns
Hollington Stream
ROUTE 241
0 0.05 0.1 0.15 0.2 0.25 kilometres
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241: Tilekiln - Conquest Hospital

Route description

The route is a secondary east-west connection between the Tilekiln Estate and the Conquest Hospital.

The route provides connections to four schools (two secondary), employment centres at the Tilekiln Industrial Estate and the Conquest Hospital, shops and amenities on Battle Road, and residential areas in Hollington, Tilekiln, Silverhill and Silverhill Park. A connection to two further schools are made through the Conquest Hospital over the Ridge.

Wider connections are made along routes... to Hastings and St. Leonards Town Centres.

The route follows quiet residential roads and footpaths, intersecting the busy Battle Road and A21.

Key barriers along the route include crossings of Battle Road and A21, two strategic connector roads with high levels of traffic, use of Hollinghurst Road, an unadopted road with poor surfacing, and alignment along sections of public footpaths. Connections in the East and West of the route are also located on steep gradients.

Background

The route was identified in the in Sustrans scoping work. The footpath connection on the east was identified by Hastings Ramblers Associations.

241.1 Tile Barn Road/ Gresley Road

Existing conditions

Medium trafficked road on industrial estate, which holds high levels of HGVs and commuter traffic.

Roundabout connection between Gresley Road is wide and has three arms (one of which is to a small car park). Footpath around roundabout is narrow and is poor in quality.

1.5m footpway bordered by wide verge runs along length of Gresley Road to commercial premises.

No crossing facilities between footpath and businesses on west of Gresley Road

Barriers to walking and cycling

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

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

Footway on Tilekin Road is uncomfortable for pedestrians due to poor surfacing and width. This has particular impact on those using mobility aids.

No crossing facilities to support pedestrian movements

Recommendations

241.1.1 Widen footway on Gresley Road to 3.5-4m to accommodate shared use path

241.1.2 Install traffic calming along Tile Barn Road, or consider shared use connection to Lancaster Road.

241.2 Tile Barn Road/ Lancaster Road Junction

Existing condition

T-Junction between Lancaster Road and Tile Barn Road.

Wide corner radii on junction arm, with no traffic calming on junction or on approach.

Off-set entrance to school on west on Tile Barn Road, with no crossing facility.

Bus stop located at north of junction.

Barriers to walking and cycling

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

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

No dedicated crossing facility to school.

Recommendations

241.2.1 Tighten junction radii and install raised table to slow traffic speeds through junction. Install dedicated crossing facility for pedestrians to entrance of school.

241.3 Lancaster Road/ Old Church Road

Existing condition

Low/ medium trafficked residential streets, with speed table on junction with Wishing Tree Road, with bus route. Parking on east of road.

Footway on west of carriageway is not continuous, and there is a significant gaps between Edward Terrace and Edward Drive. The footway ob n east of carriageway is narrow, poorly surfaced and cluttered with bins and street furniture.

No supported crossings to along route.

Road is at uphill gradient towards north of Old Church Road.

Junction arm with Lancaster Road is have wide corner radii and is untreated.

Road is a bus route.

Barriers to walking and cycling

Cyclists are required to mix with traffic travelling at 30mph, including buses, limited traffic calming.

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

Lancaster Road is uncomfortable for pedestrians, with no continuous footway on west of carriageway, and poor quality of west

No crossing facilities to support pedestrian movements between footways and to destinations, including Hollington Youth Centre, bus stops, schools, the green space and residential streets.

Recommendations

241.3.1 Install additional traffic calming along road.

241.3.2 Tighten junction radii and install raised table to slow traffic speeds through junction

241.3.3 Install protected pedestrian crossing facilities along Old Church Road to link destinations and footway provision

241.3.4 Widen and resurface western footway.

241.4 Battle Road Crossing

Existing conditions

Signalised crossing of heavily trafficked Battle Road, with pedestrian crossing facilities on each arm.

No facilities to support cycle crossings to Upper Church Street or onto Battle Road.

Barriers to walking and cycling

Cyclists required to mix with turning vehicles, creating high risk of left/ right hook and behind collision.

Recommendations

241.4.1 Install facilities to allow cyclists to travel through junction ahead or separated from general traffic. Consider Advanced Stop Lines, cycle advance signals, or upgrade of pedestrian crossing to toucan crossing.

241.5 Upper Church Street

Existing condition

Residential street with some traffic calming through point narrowing, that provides priority for uphill vehicles/ cyclists and speed cushions.

Footway on each side of road. No continuity over wide side junctions. Upper Glen Road is particularly wide.

Two churches located on road with no pedestrian crossings to entrances.

Barriers to walking and cycling

Cyclists are required to mix with traffic travelling at 30mph.

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

Pedestrians accessing adjoining residential roads or churches, must cross without any dedicated facilities.

Corner radii are wide, leading to high risk of collision for pedestrians using footway and cyclists travelling along Upper Church Street.

Recommendations

241.5.1 Convert point narrowing and speed cushions to sinusoidal humps and reduce speed limit to 20mph.

241.5.2 Tighten side road junction radii and install continuous footway to slow traffic speeds through junction. Install crossings on desire line to churches.

241.6 A21 Crossing

Existing condition

Crossing of heavily trafficked A21.

Facilities in place to support informal crossing located 25 metres south of junction. This is formed of a wide island, with guard rail on side, which allows two-stage movement.

Junction of Upper Church Street/ A21 is wide, and has no facilities to support north-south pedestrian movements.

Barriers to walking and cycling

Pedestrians and cyclists must cross busy A21 with no protected facility, leading to risk of collision with vehicles travelling up to 40mph.

Existing crossing is off desire line for route.

Corner radii of Upper Church Road is wide, leading to high risk of collision for pedestrians using travelling north-south of the footway, or accessing crossing point, and cyclists accessing Hollinghurst Road.

Recommendations

241.6.1 Upgrade informal crossing to signalised toucan crossing and move in line with route. Tighten radii of Upper Church Road and install zebra crossing over junction arm.

241.7 Hollinghurst Road

Existing condition

Quiet, 200 metre long unadopted road with poor surfacing and major defects towards the east.

No footway on east of road.

Barriers to walking and cycling

Poor surfacing creates an uncomfortable riding surface for cyclists.

No footway provision for pedestrian users.

Recommendations

241.7.1 Adopt and resurface road to provide smooth, high grip surface. Install footway.

241.8 Harrow Lane Crossing

Existing condition

Offset crossing of busier, 30mph road with no facilities for pedestrian or cycle crossings.

Entrance to Marlow Drive is not accessible for vehicles or cyclists;

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 Harrow lane, leading to high risk of collision with vehicles and poor perception of safety.

Recommendations

241.8.1 Install shared use path and toucan crossing of Harrow Lane. Create shared use path connection to Marlow Drive.

241.9 Silverhill Avenue Footpath

Existing condition

Wide, unsurfaced, unlit footpath between Towerscroft Avenue and Hare Way.

Barriers to walking and cycling

Cyclists are currently prohibited from cycling along section.

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

Recommendations

241.9.1 Widen, resurface and convert to shared use path. Install lighting along path

241.10 Little Ridge Road/ Old Roar Road/ Conquest

Existing conditions

Network of quiet residential streets and footpaths connecting from Parkstone Road to Conquest Hospital.

Old Roar Road is closed to motor vehicles.

Footpath between Old Roar Road and Little Ridge Road is narrow, but has wide verges and space to widen.

Little Ridge Road is a moderately trafficked road with some parking on its length. No traffic calming.

Barriers to walking and cycling

Footpath to Little Ridge Road is narrow and is not designated for cycling.

No crossing for pedestrians at access to Conquest Hospital

Cyclists must mix and wait with traffic to make right turn onto Conquest Hospital, creating uncomfortable and unsafe manoeuvre.

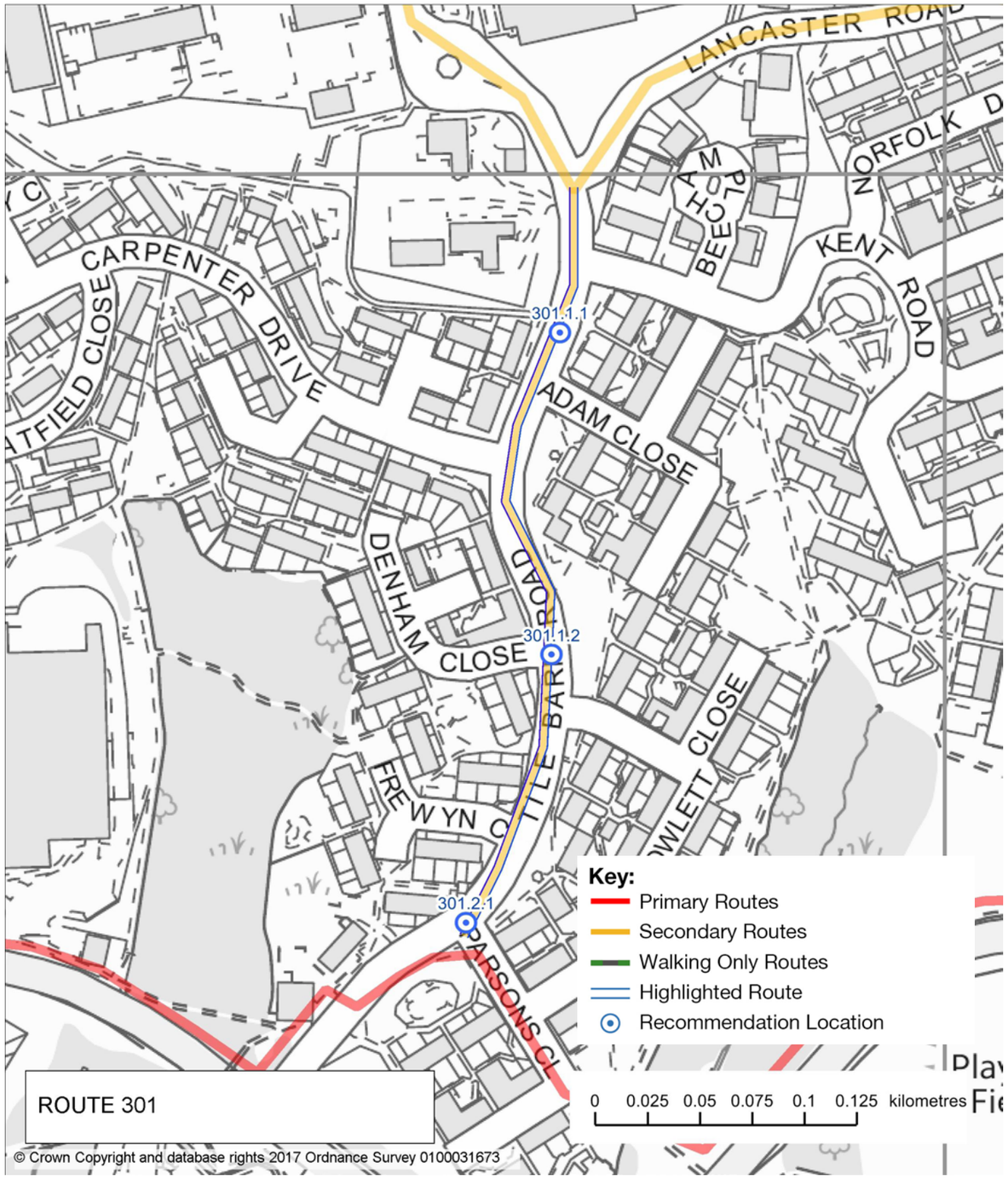
Cyclists are required to mix with traffic travelling at 30mph, with no traffic calming or separated facility.

Recommendations

241.10.1 Install parallel zebra crossing at entrance to Conquest Hospital, allowing cyclists to make movement in two stages if required.

241.10.2 Widen footpath to 3m and designate as shared space.

241.10.3 Create 20mph zone through traffic calming and enforcement.



301: Tile Barn Road Spur

Route description

The route is a secondary connection between the Telford Road Industrial Estate and Route 241, and Church Wood Road.

It provides a link for communities within Tilekin and Churchwood, to Telford Road Industrial Estate, Tescos shopping centre, and one school. It also provides further links to Hastings, Silverhill and St.Leonards centres along routes 231.

Background

The route was identified in the in Sustrans scoping work.

301.1 Tile Barn Road

Existing conditions

Quiet residential road with 30mph speed limit.

Traffic calming through speed cushions along length of road.

No formal crossing points for pedestrians.

Barriers to walking and cycling

Cyclists are required to mix with traffic travelling at 30mph.

Speed cushions create pinch points for cyclists that cause risk of collision with vehicles.

Recommendations

301.1.1 Install formal pedestrian crossings to school, and residential roads on the west of road.

301.1.2 Install further traffic calming along road, and replace speed cushions with sinusoidal speed humps and reduce speed limit to 20mph.

301.2 Church Wood Drive Connection

Existing condition

Informal connection to footpath to Tesco's in the east, and Howlett Close through dropped kerb.

Bus stop on desire line for pedestrians and cyclists.

Barriers to walking and cycling

Pedestrians and cyclists must make turnings to onward connections with no protected crossings.

Recommendations

301.2.1 Install new parallel zebra crossing and shared space across Tile Barn Road, linking shared use paths.

311: Wishing Tree Road North Spur

Route description

The route is a secondary connection between Old Church Road and route 241, and Wishing Tree Road and Route 231. It extends the northern connection of route 241 to the Telford Road Industrial Estate, and communities living within Tilekin.

Background

The route was identified in the in Sustrans scoping work.

311 .1 Wishing Tree Road North

Existing conditions

Quiet, no-through road with 30mph speed limit.

Barriers to walking and cycling

Cyclists are required to mix with traffic travelling at 30mph.

Recommendations

311.1.1 Install traffic calming along road.

311.2 Church Wood Drive Crossing

Existing conditions

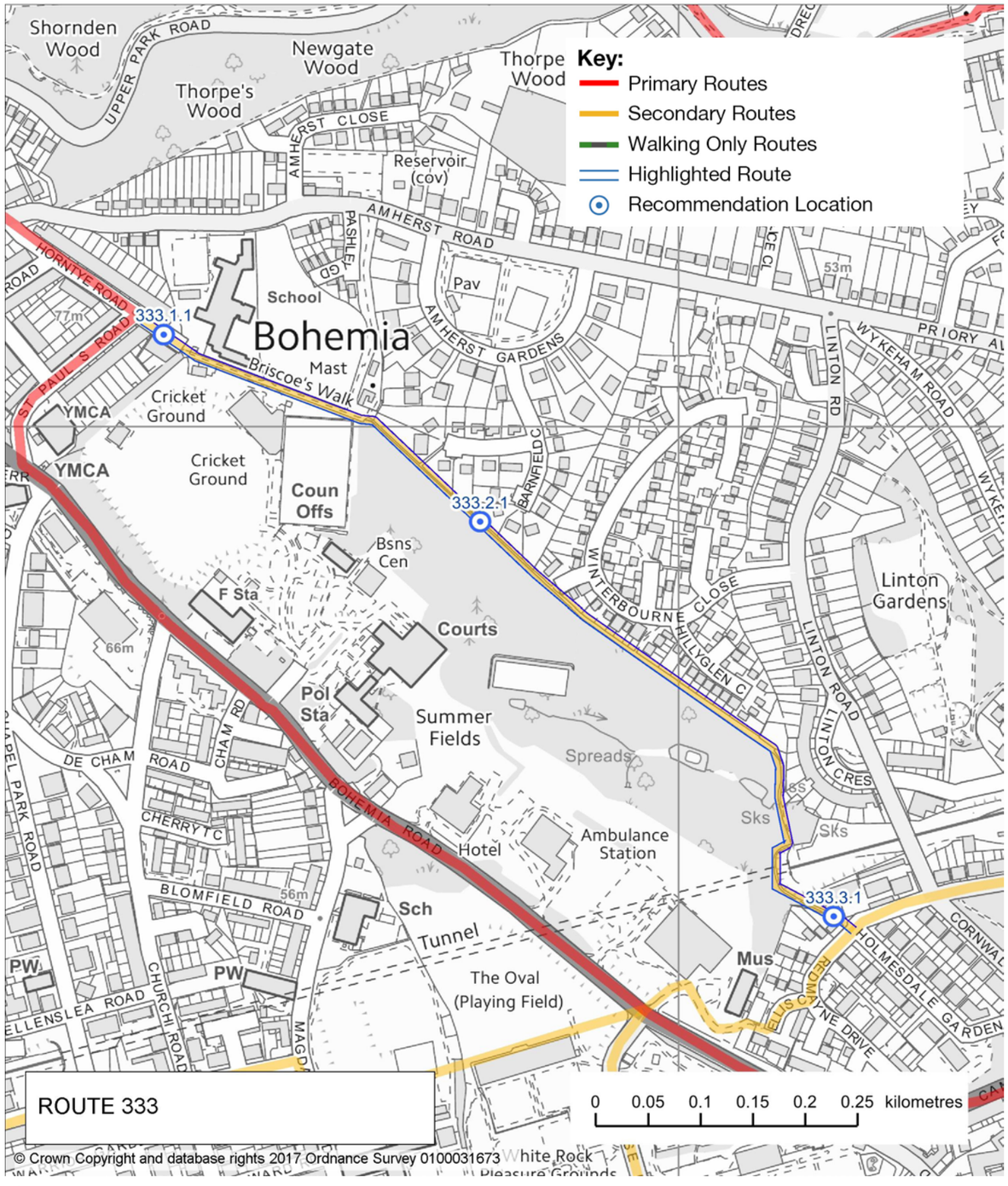
Road closure adjacent to park. Narrow path connection to existing zebra crossing (under 1.5 metres) located on route 231. Informal path on desire line to crossing from road adjacent to path.

Barriers to walking and cycling

Cyclists must dismount to make connection to Church Wood Road. Existing footpath is narrow and constrained by guard railing.

Recommendations

311.2.1 Create new cycle connection from Wishing Tree Road highway to Church Wood Road crossing, through drop kerb and shared use connection (upgrade to parallel zebra proposed for route 231).



333: Briscoes Walk

Route description

The route forms a secondary connection from Silverhill and routes in the north and west of the borough to Hastings centre.

The route connects from route 332 through residential streets and the Briscoes Walk Greenway, before connecting to the A21 into Hastings town centre and station.

The route offers a bypass for pedestrians and cyclists of the busy and constrained road environment of the A21 within Silverhill, as well as a direct connection to Hastings town centre, on the desire line for cyclists and pedestrians.

Background

The route exists as part of Hastings existing Greenway network.

333 .1 Horntyre Road

Existing conditions

Quiet, no-through road with 30mph speed limit.

Barriers to walking and cycling

Cyclists are required to mix with traffic travelling at 30mph.

Recommendations

333.1.1 Install traffic calming along road.

333.2 Briscoes Walk

Existing condition

Off-road path of steep gradient.

Barriers to walking and cycling

Cyclists and pedestrians must travel up steep gradient.

No frontages on route, lead to poor sense of social security.

Recommendations

333.2.1 Widen and resurface existing footpath connection.

333.3 Holmesdale Gardens

Existing condition

Connection onto low trafficked residential roads.

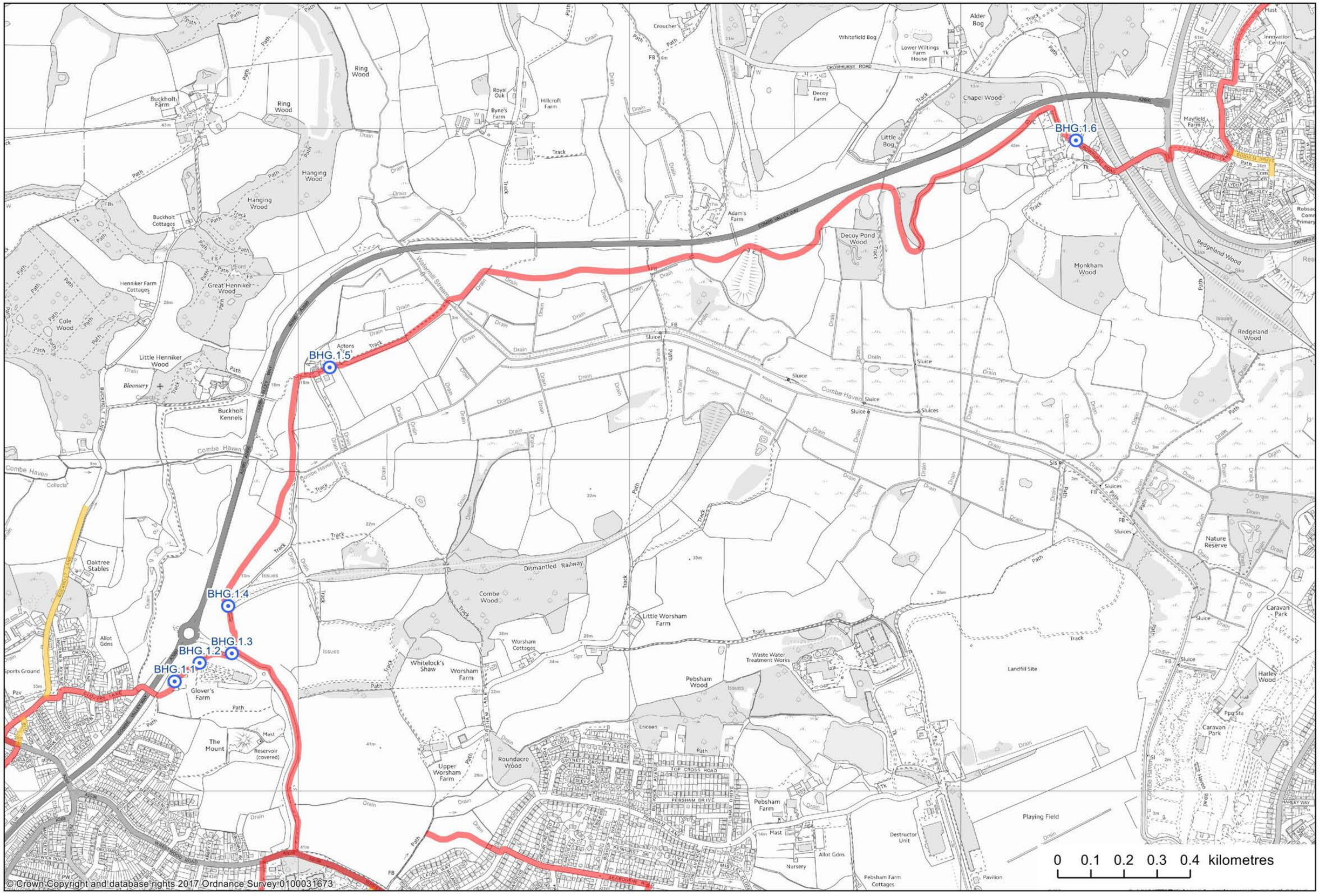
Barriers to walking and cycling

Low levels of signage onto onward connections.

No drop kerb connection for cyclists to access path.

Recommendations

333.3.1 Install new drop kerb connection to path access and improve signage.



Bexhill Hastings Greenway

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

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

Existing conditions

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

Recommendations

BHG.1.1 Provide good quality path through Glover's Farm site.

BHG.1.2 Resurface existing rough stone path on edge of Park Holidays site.

BHG.1.3 Review crossing provision as traffic levels increase.

BHG.1.4 Resurface existing rough stone path between new road and old railway.

BHG.1.5 Replace farm gate with easy access self-closing bridle gate.

BHG.1.6 Provide signs from the crossing of Crowhurst Road to the start of the traffic-free Greenway at Upper Wilting Farm.


BHG.1.1 Glover's Farm


BHG.1.5a View south from Acton's Farm


BHG.1.2 Rough path near Park Holidays

BHG.1.5b Field gate at Acton's Farm


BHG.1.3 Uncontrolled crossing


BHG.1.5c View north from Acton's Farm


BHG.1.4 Old railway bridge


BHG.1.6 View west at Decoy

Table of recommendations

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

Priority

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

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

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

Cost

High = more than £100,000

Medium = £20,000 to £100,000

Low = less than £20,000

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

Item	Brief Description	Priority	Cost
201: NCN2 Bulverhythe – Old Town 6,213m			
201.1.1	Traffic calming and 20mph zone	Low	Low
201.2.1	Widen footway to shared-use	Medium	Medium
201.3.1	Upgrade crossings	Medium	High
201.3.2	Install crossing	Medium	High
201.3.3	Convert crossings / install new crossings	Medium	High
202: NCN2 Old Town - Fairlight 10,200m			
202.1.1	Crossing	High	Medium
202.1.2	Contraflow cycling	High	Low
202.1.3	Traffic calming	Medium	Medium
202.1.4	Pedestrian and cycle crossing	High	Medium
202.2.1	Tighten radii/ continuous footway	Medium	Medium
202.2.2	Traffic calming	Medium	Medium
202.3.1	Traffic calming and 20mph zone	High	Medium
202.3.2	Tighten radii, allow contra-flow	High	Medium
202.4.1	Install dropped kerb	High	Low
202.4.2	Open funicular during peak times	Medium	Low
202.4.3	New shared path	Medium	Medium
202.4.4	Resurface road	Low	Medium
202.5.1	Widen existing surfaced path	Medium	Medium
202.5.2	Install wayfinding	High	Low
202.5.3	Widen existing surfaced path	Medium	Medium
202.6.1	Install traffic calming	Medium	Low
202.6.2	Resurface road	Medium	Medium
212: Robertson Street/ Wellington Place 925m			
212.1.1	Widen shared space	Medium	Low
212.2.1	15mph speed limit and review parking	Medium	Low
212.2.2	Designate connection shared space w/ signage	High	Low
212.3.1	Convert crossing to toucan	High	Medium
212.4.1	Designate connection shared space w/ signage	High	Low
212.5.1	Shared space and toucan crossing	High	Low
212.6.1	Widen footway	High	Medium
212.6.2	Traffic calming and 15mph zone	High	Low
212.6.3	Upgrade crossing to toucan	High	Medium
214: West Hill 2,243m			
214.1.1	Tighten radii and install crossing	Medium	Medium
214.2.1	Traffic calming & 20mph zone	High	Medium
214.3.1	Traffic calming and 20mph zone	High	Low
214.3.2	Convert calming to sinusoidal humps	High	Medium
214.3.3	Install point closure	Medium	Low
223: Hastings Station - St. Helens Road 794m			
223.1.1	Engage developer to include shared-use	High	Low
223.1.2	Work with developer to deliver 4.5m path	Medium	Medium
223.2.1	Feasibility study for path	High	Low
223.2.2	Work with Network Rail to deliver 4.5m path	High	High
223.3.1	Designate shared space with lighting	High	Low
223.4.1	Upgrade crossing	High	Medium
223.4.2	Widen shared space	High	Medium
224: St Helens Road – Ore Station 1,978m			
224.1.1	Upgrade junction with crossings	High	High
224.2.1	Traffic calming and 20mph zone	High	Medium
224.3.1	Traffic calming and 20mph zone	High	Medium
224.4.1	Traffic calming and 20mph zone	High	Medium
224.4.2	Consider raised table	Medium	Low
224.5.1	Traffic calming and 20mph zone	High	Medium
224.6.1	Tighten radii and install crossing	High	Medium
225: Ore Station - The Ridge 2,652m			
225.1.1	Engage developer to include shared-use	High	Low
225.2.1	Adopt and resurface road	Medium	Medium
225.2.2	Work with developer to deliver 4.5m path	High	Medium
225.3.1	Install shared-use path	High	Medium

Table of Recommendations (continued)

Item	Brief Description	Priority	Cost
225.3.2	Install crossing	High	Medium
225.3.3	Traffic calming and 20mph zone	High	Medium
225.3.4	Feasibility study for path	Medium	Low
225.4.1	Install contraflow connection	Medium	Medium
225.4.2	Traffic calming and 20mph zone	Medium	Medium
226: Ore Station - The Ridge 1,903m			
226.1.1	Traffic calming and 20mph zone	High	Medium
226.1.2	Install crossing	High	Medium
226.1.3	Feasibility study for path	Medium	Low
231: Robsack Wood - Hastings 4,696m			
231.1.1	Sign route	High	Low
231.2.1	Traffic calming and 20mph zone	High	Medium
231.2.2	Improve pedestrian access	Medium	Medium
231.2.3	Install crossing	Medium	Medium
231.3.1	Widen shared-use and install crossings	High	High
231.3.2	Upgrade to shared-use with ramps	High	High
231.4.1	Upgrade crossing	High	Medium
231.5.1	Widen path or traffic calming	Medium	Medium
231.6.1	Install shared-use path and toucan crossing	High	Medium
231.7.1	20mph zone and upgrade cushions to humps	Medium	Medium
231.7.2	Shared-use ramp	High	Medium
231.8.1	Install shared-use path	High	Medium
231.8.2	Narrow radii and install crossings	High	Medium
231.9.1	Install segregated facilities	High	High
231.9.2	Upgrade junction with crossings	High	High
232: Silverhill – Alexandra Park 913m			
232.1.1	Widen footways and lining	Medium	Medium
232.1.2	Tighten radii	High	Medium
232.2.1	Resurface path and light	High	Medium
232.3.2	Widen path where narrow	High	Medium
232.3.3	Resurface access road	High	High
251: The Ridge 5,619m			
251.1.1	New shared path	Medium	High
251.1.2	New cycle and pedestrian crossings	High	Medium
251.1.3	Tighten radii/ continuous footway	Medium	Medium
251.1.4	Pedestrian and cycle crossing	High	Medium

Item	Brief Description	Priority	Cost
312: Wishing Tree Road – NCN2 3,790m			
312.1.1	Traffic calming	High	Medium
312.2.1	Widen footway to shared-use	High	High
312.2.2	Install crossings	High	Medium
312.2.3	Deliver shared-use connection	Medium	Medium
312.3.1	Widen footway to shared-use	High	Medium
312.3.2	Install raised table or crossing	Medium	Medium
312.4.1	Widen footway to shared-use	High	High
312.4.2	Install bridge over railway	Medium	High
312.4.3	Install crossings	High	Low
312.5.1	Widen path to shared-use	High	High
312.6.1	Upgrade and realign crossing	High	Low
312.7.1	Widen footway to shared-use	Medium	Medium
312.7.2	Consider point closure	Medium	Low
312.7.3	Traffic calming	High	Medium
312.8.1	Traffic calming and 20mph zone	High	Medium
312.9.1	Install crossing and widen footway	High	Medium
312.9.2	Allow contraflow cycling	High	Low
321: Battle Road - Silverhill 3,017m			
321.1.1	Deliver segregated facilities	High	High
321.2.1	Tighten radii and install crossing	High	Medium
321.2.2	Install crossing	High	Medium
321.3.1	Upgrade crossing and restrict parking	Medium	Medium
322: Silverhill – St. Leonards – NCN2 2,023m			
322.1.1	Install segregated crossing and shared-use	High	High
322.2.1	Traffic calming and 20mph zone	High	Medium
322.2.2	Build out and tighten junction	Medium	Low
322.3.1	Traffic calming and 20mph zone	High	Medium
322.3.2	Traffic calming	High	Medium
322.4.1	Traffic calming and 20mph zone	High	Medium
322.5.1	Give priority to cyclists	Medium	Low
322.5.2	Traffic calming and 20mph zone	High	Medium
322.6.1	Tighten radii and install crossing	Medium	Medium
322.6.2	Traffic calming and 20mph zone	High	Medium
322.7.1	Install raised table and tighten radii	Medium	Medium
322.7.2	Traffic calming and 20mph zone	High	Medium

Table of Recommendations (continued)

Item	Brief Description	Priority	Cost
322.7.3	Deliver contra-flow connection	High	Low
322.7.4	Upgrade crossing	High	Medium
331: A21 – The Ridgeway - Silverhill 2,915m			
331.1.1	Deliver segregated facilities and 30mph zone	High	High
331.2.1	Deliver segregated facilities and 30mph zone	High	High
331.2.2	Install crossings	Medium	Medium
331.2.3	Install crossings	Medium	Medium
331.2.4	Deliver segregated facilities	High	High
331.3.1	Deliver segregated facilities and 20mph zone	High	High
331.4.1	Deliver segregated facilities and crossings	High	High
332: A21 – Silverhill - Hastings Station 2,453m			
332.1.1	Install lighting and widen path where narrow	Medium	Medium
332.2.1	Traffic calming and 20mph zone	Medium	Medium
332.2.2	Consider segregated or shared-use facility	High	Medium
332.3.1	Deliver shared space facilities	High	High
332.3.2	Install crossings	Medium	Medium
341: Conquest Hospital – Alexandra Park 4,798m			
341.1.1	Install crossing	Medium	Medium
341.1.2	Traffic calming and 20mph zone	High	Medium
341.1.3	Install crossings	Medium	Medium
341.2.1	Improve crossings	Medium	Medium
341.2.2	Widen path and designate shared space	High	Medium
341.3.1	Convert crossing to toucan	Medium	Medium
341.4.1	Resurface path	High	Medium
341.4.2	Widen path where narrow	Medium	Medium
341.5.1	Designate for cycling and widen path	High	Low
341.5.2	Use signage	Medium	Low
211: West St. Leonards – A21 2,506m			
211.1.1	Traffic calming	Medium	Medium
211.1.2	Contraflow cycling	High	low
211.2.1	Parallel zebra crossing	High	Medium
215: Hughenden Road – Queens Road 1,889m			
215.1.1	Parallel zebra crossing	High	Medium
215.2.1	Install contraflow	High	Low
215.2.2	Install traffic calming	Medium	Medium
215.2.3	Reduce speed limit to 20mh	Medium	Low
215.3.1	Traffic calming	High	Medium

Item	Brief Description	Priority	Cost
215.3.2	Formalise car parking	Medium	Low
215.4.1	Parallel zebra crossing	High	Medium
221: West St. Leonards – London Road 2,049m			
221.1.1	Upgrade bridge	Medium	High
221.1.2	Widen shared use path	Medium	Medium
221.2.1	New cycle and pedestrian crossings	High	Medium
221.3.1	Widen shared use path	High	Medium
221.4.1	Reduce speed limit to 20mh	High	Low
221.4.2	Treat roads and restrict parking	Medium	Low
221.4.3	Tighten corner radii	Medium	Medium
222: St. Leonards Warrior Square – Hastings Centre 1,650m			
222.1.1	Traffic calming	High	Medium
222.1.2	Crossing	High	Medium
222.1.3	Contraflow cycling	High	Low
222.2.1	New path for cycle cycles and pedestrians	Medium	High
222.3.1	Upgrade to parallel zebra	High	Low
222.4.1	Segregated cycle track	High	Medium
222.4.2	Contraflow cycling	High	Low
234: Ashford Road 883m			
234.1.1	Parallel zebra crossing	High	Medium
234.2.1	Traffic calming	High	Medium
234.2.2	Reduce speed limit to 20mh	High	Low
235: St. Helens Down 2,236m			
235.1.1	Install parallel zebra crossing	High	Medium
235.2.1	Install traffic calming	High	Medium
235.2.2	Reduce speed limit to 20mph.	High	Low
235.3.1	Install parallel zebra crossing	High	Medium
235.4.1	Traffic calming	High	Medium
235.4.2	Reduce speed limit to 20mph	High	Low
236: St. Helens Park Road 2,769m			
236.1.1	Traffic calming	High	Medium
236.2.1	Adopt and resurface road	Medium	High

Table of Recommendations (continued)

Item	Brief Description	Priority	Cost
241: Tilekiln - Conquest Hospital 2,667m			
241.1.1	Widen to shared space	High	Medium
241.1.2	Traffic calming	High	Medium
241.2.1	Tighten radii/ raised table	Medium	Medium
241.3.1	Traffic calming	Medium	Medium
241.3.2	Tighten radii/ raised table	Medium	Medium
241.4.1	Segregated cycle signals	High	High
241.5.1	Sinusoidal humps	High	Low
241.5.2	Tighten radii/ raised table	Medium	Medium
241.6.1	Toucan crossing	Medium	High
241.7.1	Adopt and resurface road	High	High
241.8.1	Shared path/ toucan	High	Medium
241.9.2	Widen to shared space	High	Medium
241.10.1	Install parallel zebra crossing	High	Medium
241.10.2	Widen to shared space	High	Medium
241.10.3	Traffic calming	Medium	Medium
301: Tile Barn Road Spur 376m			
301.1.1	Pedestrian crossing	High	Medium
301.1.2	Traffic calming	High	Medium
301.2.1	Install parallel zebra crossing	High	Medium
311: Wishing Tree Road North Spur 285m			
311.1.1	Traffic calming	High	Medium
311.2.1	Shared space and parallel zebra	High	Medium
333: Briscoes Walk 970m			
333.1.1	Traffic calming	High	Medium
333.2.1	Widen to shared space	High	Medium
333.3.1	Install dropped kerb	High	Low

East Sussex Delivery Methodology

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

Stage	Purpose	Inputs	Outputs	Tools/ Guidance	Stakeholders Engaged
1. Network Criteria	To identify and agree network aims of client and local authority, in order to focus route scoping, planning and engagement. This should be in line with project brief and local policy and should include: - Type of journeys the route should cater for - Density of the network - Specific network requirements - Quality criteria	Engagement and research to understand existing and future aspirations through: - Review of existing plans and strategies (including transport strategy) - Review of relevant quality criteria - Review of project brief - Engagement with client	One page document outlining agreed aims and requirements around: - Priority journey types (e.g. utility/ leisure journeys) - Aspirational network density (mesh widths and clustering of destinations) - Network requirements (coherence, directness, safety, comfort, attractiveness) - Levels of Service measurement to be applied	- LCDS – Section 2.1.2, Cycle Network Strategy - Active Travel Wales Design Guide – Section 5.7, Network Planning For Cycling - Active Travel Wales Design Guide – Section 5.8.4, Network Aims and Requirements	- East Sussex County Council - District/Borough Councils (Planning Policy, Environment & Sustainability)
2. Information Gathering	To gather the information required to plan and scope network routes that connect to key trip generators, make best use of existing and planned active travel infrastructure, and reflect future aspirations of local authorities and stakeholders. It will also highlight future opportunities for investment and delivery, by identifying future highways, regeneration, housing, and business developments.	1. Desktop research to identify the following: - Employment and residential areas - Local amenities (shopping centres, schools, leisure centres, council offices) - Transport interchanges - Greenspace and leisure routes - Existing cycle and walking routes (classified by type) - Plans within wider strategies (e.g. town centre regeneration, traffic management plans, Local Development Plans, active travel plans) - ONS data on travel patterns (Propensity to Cycle) - Collision data - Existing PRoW, walking paths 2. Stakeholder engagement to identify the following: - Cycle and walking routes currently planned or in delivery - Aspirational cycle and walking routes - Future highways upgrades - Future regeneration, housing, business development projects - Traffic volumes and speeds - Local land use constraints and opportunities - Barriers to movement	Comprehensive base map containing: - All existing trip generators within study area - Future developments and projects that will influence demand - Overview of existing road network, classified by accessibility - Existing and planned cycle and walking network - Aspirational networks defined by stakeholder group	- Sustrans GIS Earthlight mapping - Wales Active Travel Act: Design Guidance – Section 5.8.21, Information Gathering - LCDS – Section 2.3.3, Mesh Density Analysis - LCDS – Section 2.3.4, Accessibility classification	- East Sussex County Council - Local Cycle Groups - Local Walking Groups/Ramblers - District/Borough Councils (Planning Policy, Environment & Sustainability) - South Downs National Park Authority - Local Access Forum

Stage	Purpose	Inputs	Outputs	Tools/ Guidance	Stakeholders Engaged
3. Network Mapping	To identify the geographic locations that will form the strategic trip generators of the network, and the types of route required to connect them. Identify if/ where new cycle and walking connections are required to deliver a cycle network that meets the requirements of client aims.	1. Identification of trip generators across the study area, plotting links, and designating route type. This will involve: - Plot departure and destination trip generators using base mapping - Clustering trip generators to reduce complexity of connections (e.g. larger employment sites) - Identify desire lines between trip generators - Classification of route type (primary, secondary, local routes) 2. Assess connectivity of existing and proposed network - Overlay network desire lines with existing and proposed routes - Assess suitability of existing and proposed routes against network requirements (coherence, directness etc.), and route type 3. Identify gaps in network to be resolved in stage four.	Revised network map(s) to share with stakeholders showing: - Clusters of departure and destination points/ trip attractors - Existing, planned and aspirational routes classified by route type (primary, secondary, local) - Gaps within the network shown as desire lines, and type of route requirements to meet network criteria - Options to resolve gaps for site assessment	- Sustrans GIS Earthlight mapping - Wales Active Travel Act: Design Guidance – Section 5.8.49 – Assessment of Routes - LCDS – Figure 2.3, Cycling Levels of Service Assessment	- East Sussex County Council - District/Borough Councils (Planning Policy, Environment & Sustainability)
4. Route Assembly & Assessment	To scope and identify deliverable routes and infrastructure that will complete strategic connections to meet network requirements. To identify routes to be included within network plan based on ability to meet network criteria and deliverability.	1. Desktop review of potential route connection to resolve gaps within network 2. Audit of existing routes and planned routes 3. Engagement with local stakeholders to seek local knowledge around connections (if insufficient information at Stage 2) 4. Survey and assess potential routes against network requirements and level of service criteria. - Classify type of connection - Route ride with stakeholders - Undertake levels of service assessment to review directness, coherence, safety, comfort, attractiveness - Identify upgrades required to deliver routes, and major barriers to delivery - Assess deliverability of route options 5. Select routes to be included within Network Map	Draft network map to be shared with project stakeholders for validation, including: - Proposed network routes, classified by type (primary, secondary, local), and by stage of delivery (existing, planned, new) - Key trip generator clusters (including existing and planned destinations)	- Wales Active Travel Act: Design Guidance – Section 5.8.49 – Assessment of Routes - LCDS – Figure 2.3, Cycling Levels of Service Assessment	- Local Cycle Groups - Local Walking Groups/Ramblers - District/Borough Councils (Planning Policy, Environment & Sustainability) - South Downs National Park Authority Local Access Forum
5. Validation	To validate the draft network map with community and local authority stakeholders to ensure aspirations and comments are captured correctly,	1. Engagement with stakeholders involved through the project as agreed with client to attain comments and approval of map. Engagement to be conducted through face to face meetings, or submission of draft map as required.	Agreed network map to be submitted to client for review.	- Wales Active Travel Act: Design Guidance – Chapter 5.8.58, Validation of Integrated Map	- East Sussex County Council - Local Cycle Groups - Local Walking Groups/Ramblers - District/Borough Councils (Planning Policy,

Glossary of Terms

(taken from London Cycling Design Standards)

Advisory cycle lane

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

ASL – Advanced stop line

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

Bus lane

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

Bus stop bypass

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

Carriageway

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

Chicane

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

Continuous footway

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

Contraflow or Cycle contraflow

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

Courtesy crossing

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

Cycle bypass

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

Cycle street

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

Cycle track

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

Decluttering

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

Dropped kerb

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

'Dutch-style' roundabout

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

Entry treatment or Raised entry treatment

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

Filtered permeability

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

Footway build-out

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

Greenways

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

Homezone

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

Horizontal traffic calming

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

Junction table or Raised table

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

Light segregation

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

Mandatory cycle lane

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

Parallel priority crossings or 'parallel crossing'

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

Pedestrian crossings

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

Pedestrian Zone

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

Pinch point

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

Point closure

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

Priority junction

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

Quietway

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

Raised delineator

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

Refuge islands

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

Segregated cycle lane/track

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

Shared use area, footway or path

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

Shared space

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

Shared surface (level surface)

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

Speed cushions

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

Speed humps

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

Tactile paving

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

Two-stage turn

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

Uncontrolled crossing

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

Vertical traffic calming

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

Visibility splay

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

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