East Sussex Cycling and Walking Strategy

Uckfield LCWIP

June 2018

About Sustrans

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

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

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

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

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

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Revision	Description	Author	Check	Date
-	Version 1	DW	SP	22/09/17
A	Version 2	DW	SP	09/03/18
B	Version 3	DW	SP	28/06/18

Contents

Introduction

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

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

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

Network Maps

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

Trip Generators

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

Transport Network

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

Proposed Network

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

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

Designing for busy roads

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

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

Reducing traffic speed from 30mph to 20mph is clearly desirable, but if traffic flows cannot be reduced below 5,000 vpd, then physical separation will still be required. In these situations it is tempting to accommodate cyclists on existing footways, but this is not acceptable if it means a reduced level of service for pedestrians.

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

From Interim Advice Note 195/16

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

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

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

From Sustrans Design Manual

Traffic restrictions

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

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

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

Filtered permeability

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

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

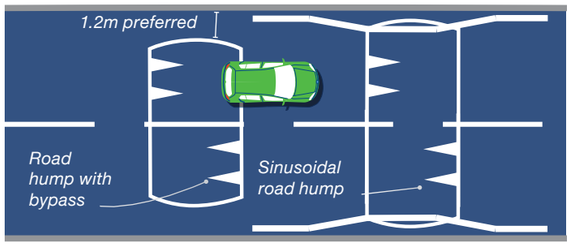
Recommended measures

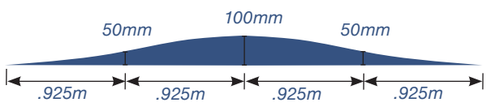
A number of technical solutions are included in the brief text descriptions for each location and some of these are summarised in this section.

Traffic calming

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

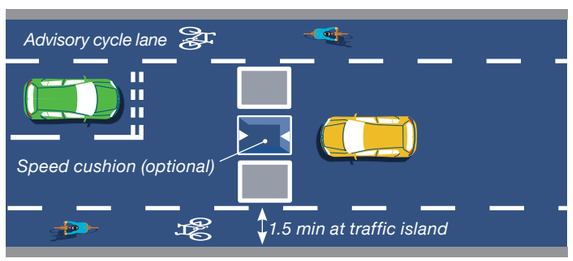
Road humps





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

Priority system - pinch point



Informal road crossings

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

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

Zebra crossings

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

Chaucer Road, Canterbury

20mph speed limits

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

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

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

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

Road closures

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

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

Land Use Planning

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

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

Propensity to Cycle Tool

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

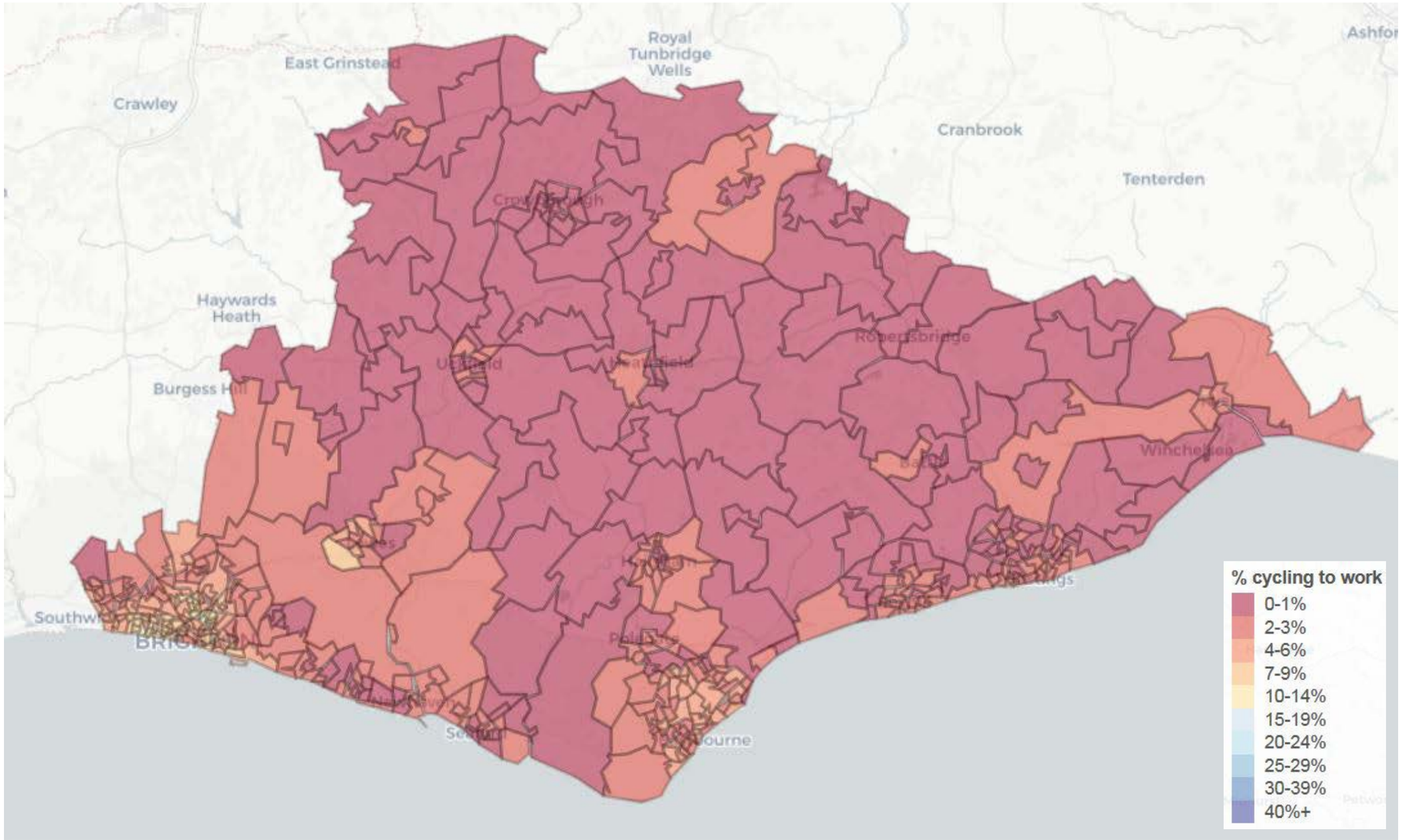
- Census 2011 Origin and Destination commuting data (O-D data)
- Cycle Streets routing

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

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

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

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

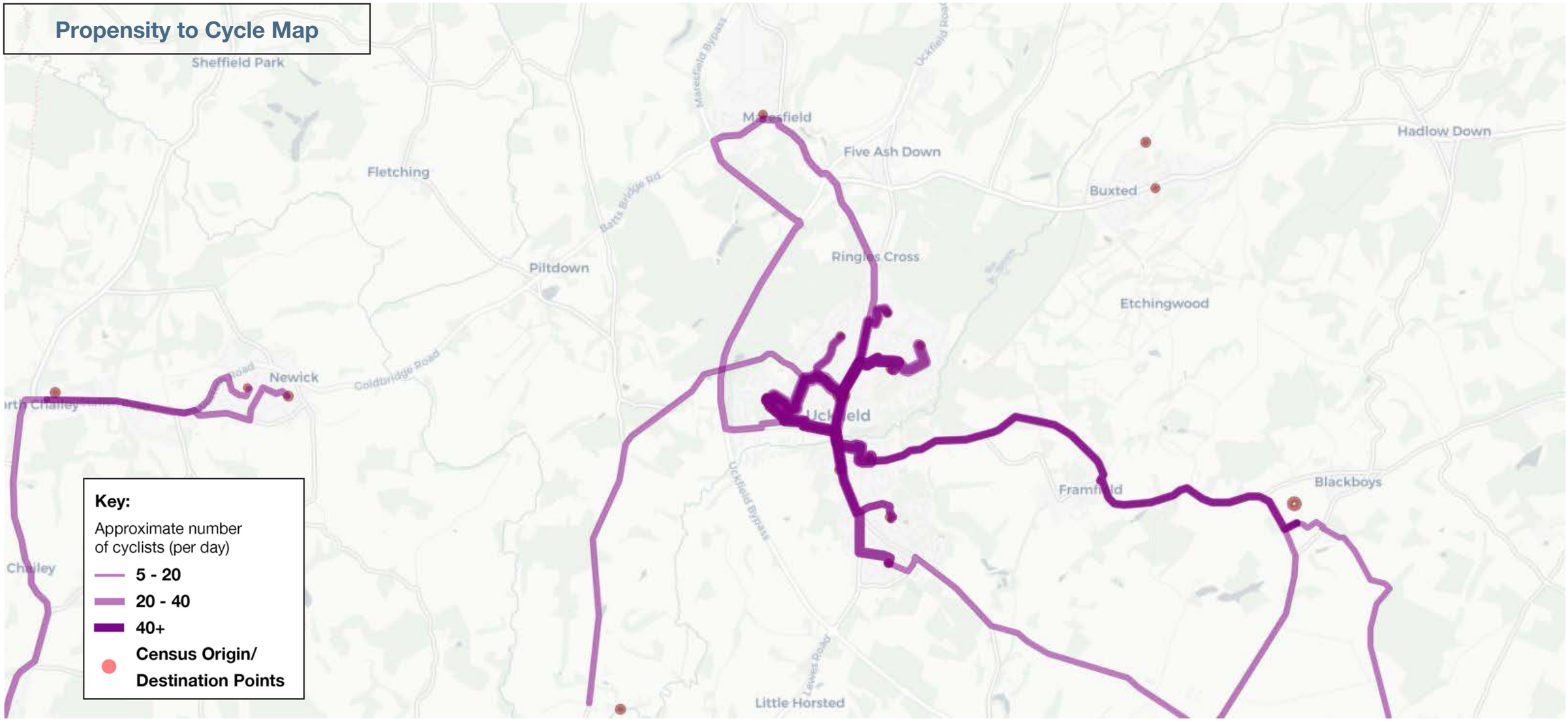


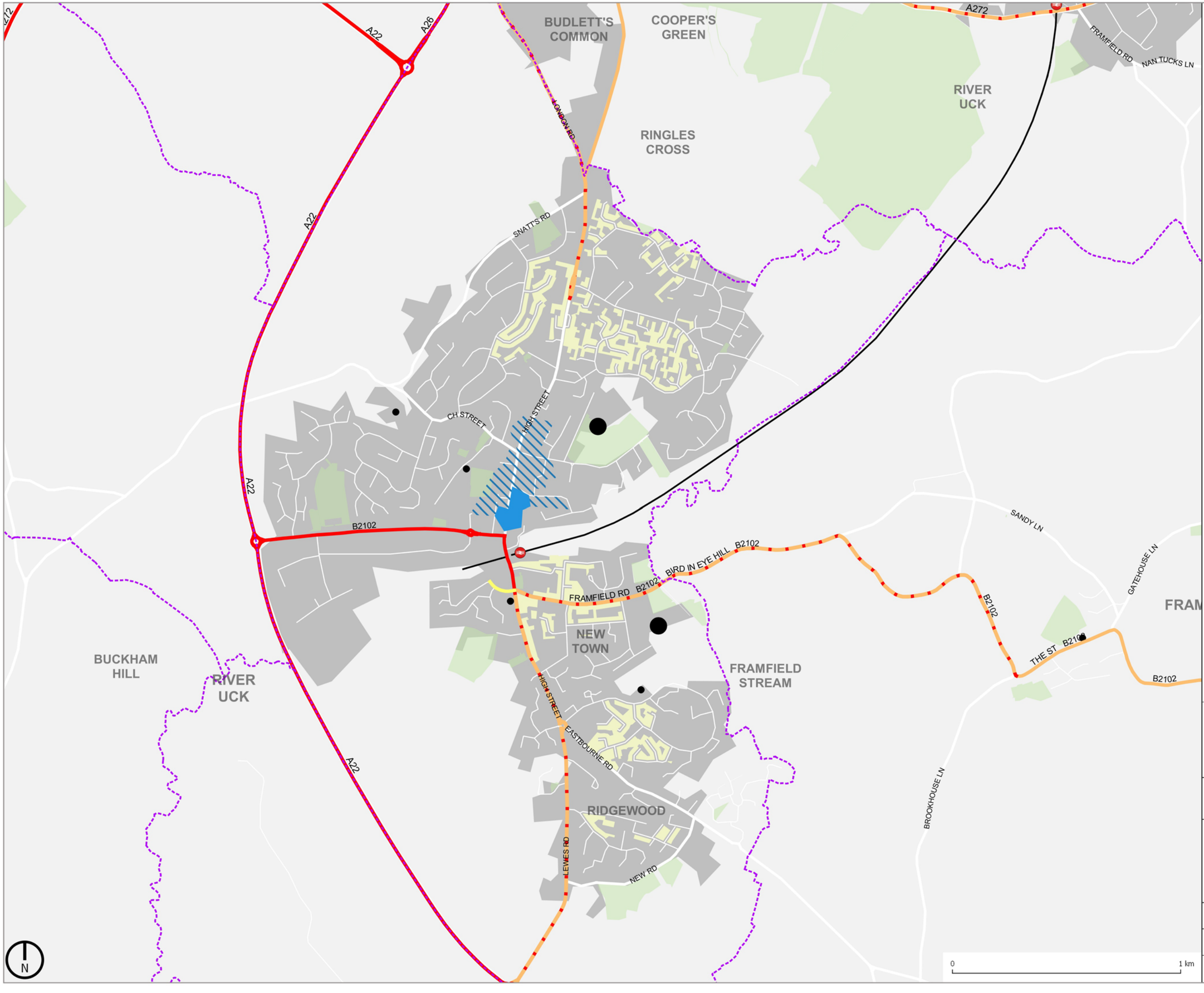
In East Sussex we have used the "Go Dutch – Fast Routes" scenario to produce PCT maps for each town. The map above shows current levels of cycling to work, which are very low with the exception of some parts of Lewes and Eastbourne. The map includes Brighton and Hove, where the proportion of trips made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

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

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

Propensity to Cycle Map





KEY

EMPLOYMENT

2011 Census Workzones
Density of Employment (Jobs per Hectare)

- 50 - 100
- 100 +

POPULATION

2011 Population Data
Density (People per Hectare)

- 50 - 100

TRAFFIC DATA

Daily Traffic Volume

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

TRIP GENERATORS

Education, Health, Leisure

- Key Location
- Secondary Location
- Administrative Boundary

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PROJECT
East Sussex Cycling & Walking Strategy

TITLE
UCKFIELD
TRIP GENERATORS AND
TRANSPORT NETWORK

Drawn	Checked	Date	Scale at A3
DL	JF	18/4/2018	1:15,000

STATUS: ISSUED

DRAWING NUMBER	REVISION
20204.U-SD-MAP-00-01	-

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KEY

PROPOSED NETWORK

- Primary Route
- Secondary Route
- Walking Only Route

EMPLOYMENT

2011 Census Workzones
Density of Employment (Jobs per Hectare)

- 50 - 100
- 100 +

TRIP GENERATORS

- Primary Trip Destination

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PROJECT
East Sussex Cycling & Walking Strategy

TITLE
UCKFIELD
PROPOSED NETWORK

Drawn	Checked	Date	Scale at A3
DL	JF	25/4/2018	1:15,000

STATUS: ISSUED

DRAWING NUMBER	REVISION
20204.U-SD-MAP-00-02	A

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Description of the Town

Uckfield is a small market town located within the Wealden District of the local government region of East Sussex County Council. The town is situated along the River Uck, in close proximity to the Ashdown Forest and the High Weald Area of Outstanding Natural Beauty.

The town has a population of 14,500 residents, which is growing due to several new and planned developments within the town.

Transport

Uckfield is connected to the wider strategic transport network by the A22/A26 road corridor to Lewes and London, and is the terminus for the Oxted Train Line, running hourly from Uckfield to London Bridge.

Until 1969 the Wealden Line connected Uckfield to Lewes. This line was closed as part of the introduction of the Lewes Relief Road. The Wealden District Council's Local Plan and the East Sussex Local Transport Plan outline an ambition to safeguard the route for any potential extension of the line to Lewes in the future.

Current challenges the town is facing include increased pressure and congestion within the town centre road network caused by population growth from current or planned developments, and the associated impact on the local environment.

Policy

Wealden's Local Plan (2013-2027) for Uckfield outlines the need to improve local transport infrastructure to accommodate the towns continued growth.

Wealden District Council and Uckfield Town Council have collaborated to prepare a Master Plan for the regeneration of the town centre which aims to alleviate traffic congestion with funding coming from current and future housing developments. The local plan aims to use existing open space and to provide a green corridor linking the town centre to the west and south to promote active mobility.

The East Sussex Local Transport Plan's (2011-2026) approach for Uckfield details a focus on improving Uckfield's key walking and cycling routes to reduce community severance and to provide better access to key local facilities, employment, the train station and the town centre.

Specific aims of the ESLTP include investigating sustainable transport measures that will mitigate additional traffic from new developments in Uckfield, encouraging short trips to be made by foot or by bike, and reducing the levels of pollution and its impact on the nearby Ashdown Forest.

Developments and Transport Projects

The Wealden Local Plan allows for a redevelopment of the town's retail centre to provide 10,000 m^2 of new retail space as well as the creation of 12,650 m^2 of employment space on the A22 corridor, and the introduction of 1,000 new homes until 2027.

In 2015, outline planning permission was granted for the Ridgewood Farm Development site in the south west of the town. Situated one mile from Uckfield Station, plans include 1,000 new homes, a new primary school and early years nursery, and up to 13,495 m^2 of employment space.

Phases 1A and 1B of the development are due to start construction in 2017 and will include 250 new homes, as well as improvements to the local transport network, including footway widening, traffic calming, and bus stop improvements.

To mitigate the impact of new developments on the town centre, Wealden District Council and Uckfield Town Council initiated the 'Uckfield Town Centre Highway Improvement Scheme', comprising of £3.5million of upgrades to the High Street.

Improvements aim to make Uckfield Town Centre more attractive to shoppers and visitors, and to improve traffic flow and access to public transport. Two schemes have been delivered to date, with further improvements to the bus station planned for 2017/18.

Barriers to Cycling and Walking

With a length of less than 3km, the layout of Uckfield means there is considerable potential for enabling short journeys to local destinations to be made by walking and cycling. Moreover, existing traffic-free walking links through residential areas and greenspace, located across the town, form a wide network of routes that can be easily upgraded.

However, despite these opportunities, a number of town-wide barriers current limit the potential for local cycling and walking trips. These include:

- Major roads cause severance to walking and cycling journeys due to low number of safe, comfortable crossing points. This especially challenging in Uckfield High Street.
- Lack of dedicated cycling and walking infrastructure outside, and linking to schools and local amenities, such as the leisure centre and train station.
- Limited signage for cycling and walking trips.
- Poor quality of footways alongside major roads, and surfacing of traffic-free paths.
- Constrained road space on major roads through town to accommodate cycling and walking facilities.

Recommendations

In addition to route specific recommendations, the following town-wide recommendations are suggested:

- Consider traffic management options to reduce through traffic passing through the town, including closing High Street to motor vehicles.
- Implementation of school zones outside each school in Uckfield, providing safe crossing facilities and high quality routes.
- Work with developers delivering Ridgewood Farm to ensure homes are well connected by foot and bike to Uckfield town centre. This should include high levels of permeability through the site for walking and cycling, as well as high quality links to the high street.

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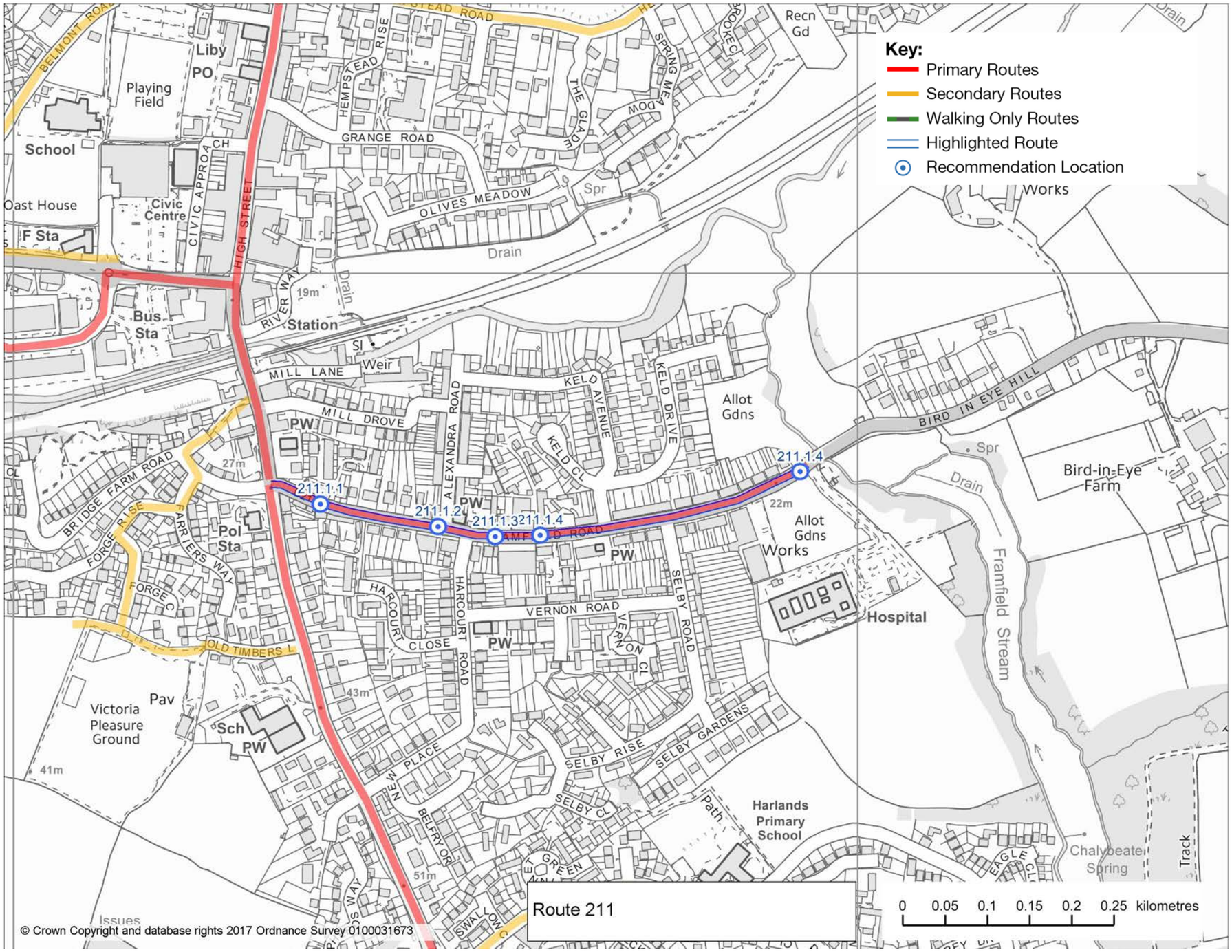


211.1.1a Wide road with 30mph limit


211.1.1b Parking along length of road


211.1.4a No crossing to shopping areas


211.1.4b No crossing to hospital junction

211: Framfield Road

Route description

Framfield Road is a busy connector road from Uckfield to towns to the east. Within Uckfield, the road has high levels of residential and commercial frontages.

The route will provide residents within the east of the town within the east of the town with a high quality connection to Uckfield High Street, bus station, train station, and employment centres on Bell Lane. The route will also offer a connection to Uckfield Hospital in the east of the town.

Barriers to delivery include a constrained road environment due to high levels of parking, as well as currently low level of crossings located on the road.

Background

Route was identified in Sustrans scoping work.

211.1 Framfield Road

Existing conditions

Busy connector road with residential and commercial frontages along length. Road holds between 5,000 and 10,000 vehicles a day. Parking on some of road.

Footways are narrow and are crossed by driveways. No facilities to support cyclists.

20mph speed limit with no traffic calming.

Barriers to walking and cycling

Cyclists are required to mix high levels of traffic (between 5,000 10,000 per day), with no traffic calming or separated facility.

Vehicles able to speed due to good visibility and no traffic calming.

Footways are narrow in places, leading to low levels of pedestrians comfort.

Lack of pedestrian crossings requires people travelling by foot to crossing informally, leading to high risk of collision with vehicles, and uncomfortable pedestrian environment.

Framfield Road holds high level of traffic, and gaps in traffic are limited. This has significant impact on those using mobility aids, as well as delays pedestrians making journeys across the road.

Side junctions cross footway, forming risk of collision with pedestrians, and high risk of left/ right hook for cyclists.

Recommendations

211.1.1 Option 1: Remove on-street parking and install 3m wide shared use path on one side of road

Option 2: Install traffic calming and remove centre line along length of road to reduce speed of vehicles.

Option 3: Consider banned movements/ closure on Uckfield High Street.

211.1.2 Install continuous footways over side junctions.

211.1.3 Widen footway where it is less than 2m wide

211.1.4 Install signalised pedestrian crossings/ zebra crossings at crossings to Uckfield Hospital, bus stops and shops adjacent to Harcourt Road

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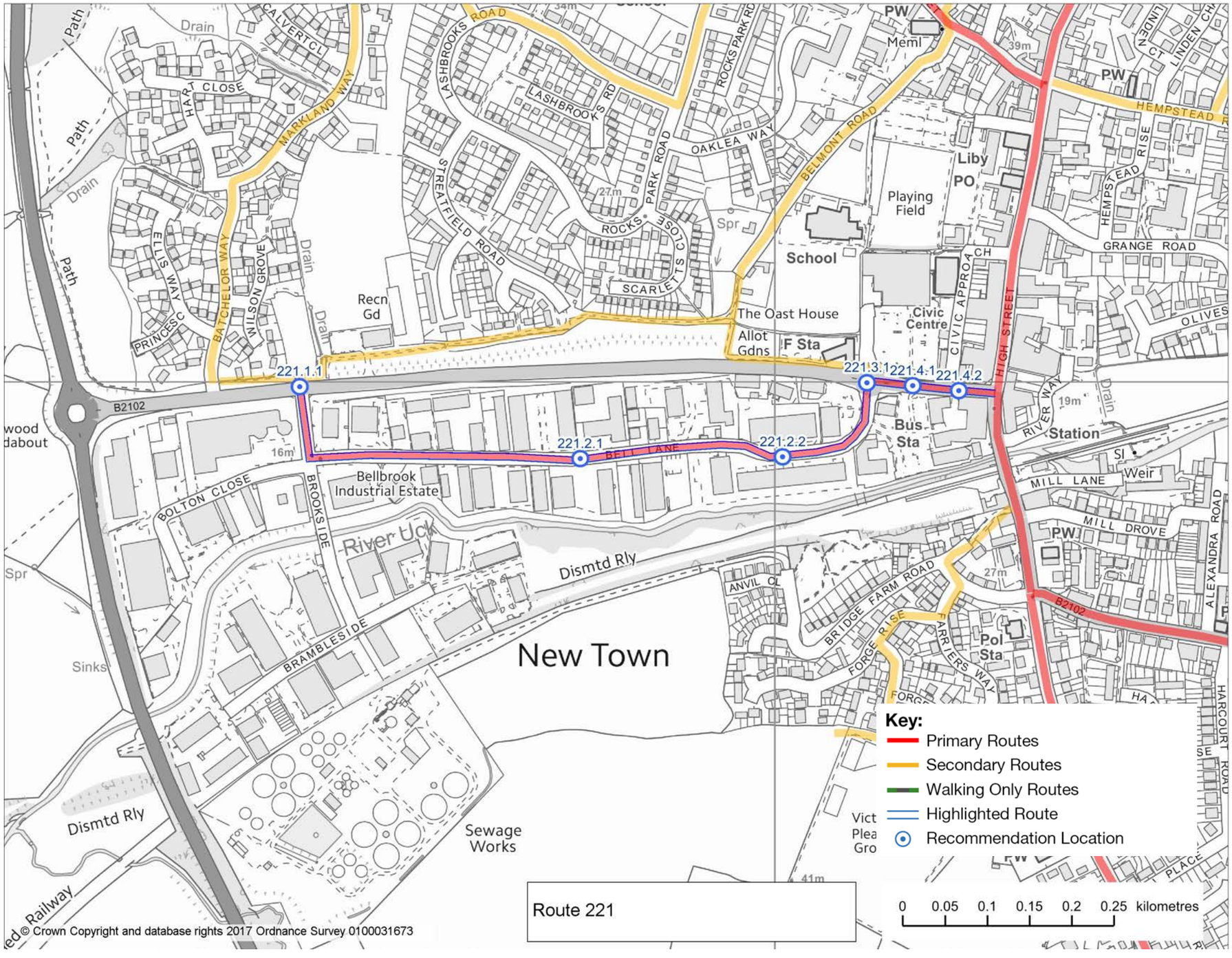



221.1.1a Informal crossing of Bell Lane


221.1.1b Narrow island with no separation


221.2.1a Industrial estate holding HGVs


221.2.1b Wide road with footway parking

221: Bellfarm Road to Bell Lane

Route description

Route 221 provides a direct link from Uckfield High Street to dense employment sites within the Bell Lane Industrial estates, and commercial units on Bellfarm Road, including Tesco's supermarket, and other large units.

The route also provides a connection from the town centre and employment centres to Uckfield bus station and railway station.

Background

Route was identified in Sustrans scoping work.

221.1 Bellfarm Road Crossing

Existing conditions

Drop kerb and island crossing between Bell Lane and the Greenway at the south of West Park. This provides an important link between communities in residential areas around West Park and Rocks Road, and employment areas in the west of the town.

Bellfarm Road is heavily trafficked, holding over 10,000 vehicles a day, and vehicles travel at 30mph. There are few gaps in vehicle flows to allow crossings for pedestrians and cycles.

Barriers to walking and cycling

Crossings of Bellfarm Road are uncomfortable and unsafe due to high levels and speed of traffic.

Recommendations

221.1.1 Deliver new signalised crossing of Bellfarm Road.

221.2 Bell Lane

Existing conditions

Medium volume road through industrial estate used by HGVs. Untreated side road entries with wide corner radii to accommodate HGV access. Parking on both sides of road.

Barriers to walking and cycling

Cyclists must mix with HGVs and medium flows of traffic. High risk of left/ right hook at side junctions due to wide corner radii.

Recommendations

221.2.1 Install shared use path on northern footway.

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

221.3 Bellfarm Road/ Bell Lane Roundabout

Existing condition

Busy roundabout connection to between Uckfield High Street, Tesco car park and Bell Lane, with no facilities to support pedestrian or cyclist movements.

Roundabout is on the desire line from Uckfield High Street to Bellbrook Industrial Estate, Tesco, and shops on Bellfarm Lane.

Road carries over 10,000 vehicles a day, travelling at 30mph. Pavement is narrow.

Barriers to walking and cycling

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

Wide layout of roundabout allows vehicles to travel at speed, creating risk of collision with pedestrians and cyclists. Narrow footpaths create conflict between users.

Recommendations

221.3.1 Widen footpath to create 3m wide shared space around roundabout. Install toucan crossings/ parallel zebra crossings on all arms of roundabout, allowing cyclists/ pedestrians to make same movements across junction

221.4 Bellfarm Road

Existing condition

Heavily trafficked road connecting Uckfield High Street to roundabout with Bell Lane. 20mph speed limit, turning to 30mph after roundabout. Untreated side roads to commercial premises on each side of road.

221.2.2 Wide corner radii to support HGVs

221.3.1b No crossing facilities at junction arms

221.3.1a Roundabout with wide radii

221.4.1 Narrow footway access to Bell Lane

Footways are wide and have commercial frontages along length. No facilities to support cycling. Pedestrian crossing located at access to bus station.

Barriers to walking and cycling

Cyclists are required to mix with high levels of traffic (over 10,000 per day), with no traffic calming or separated facility.

Side junctions cross footway, forming risk of collision with pedestrians, and high risk of left/ right hook for cyclists.

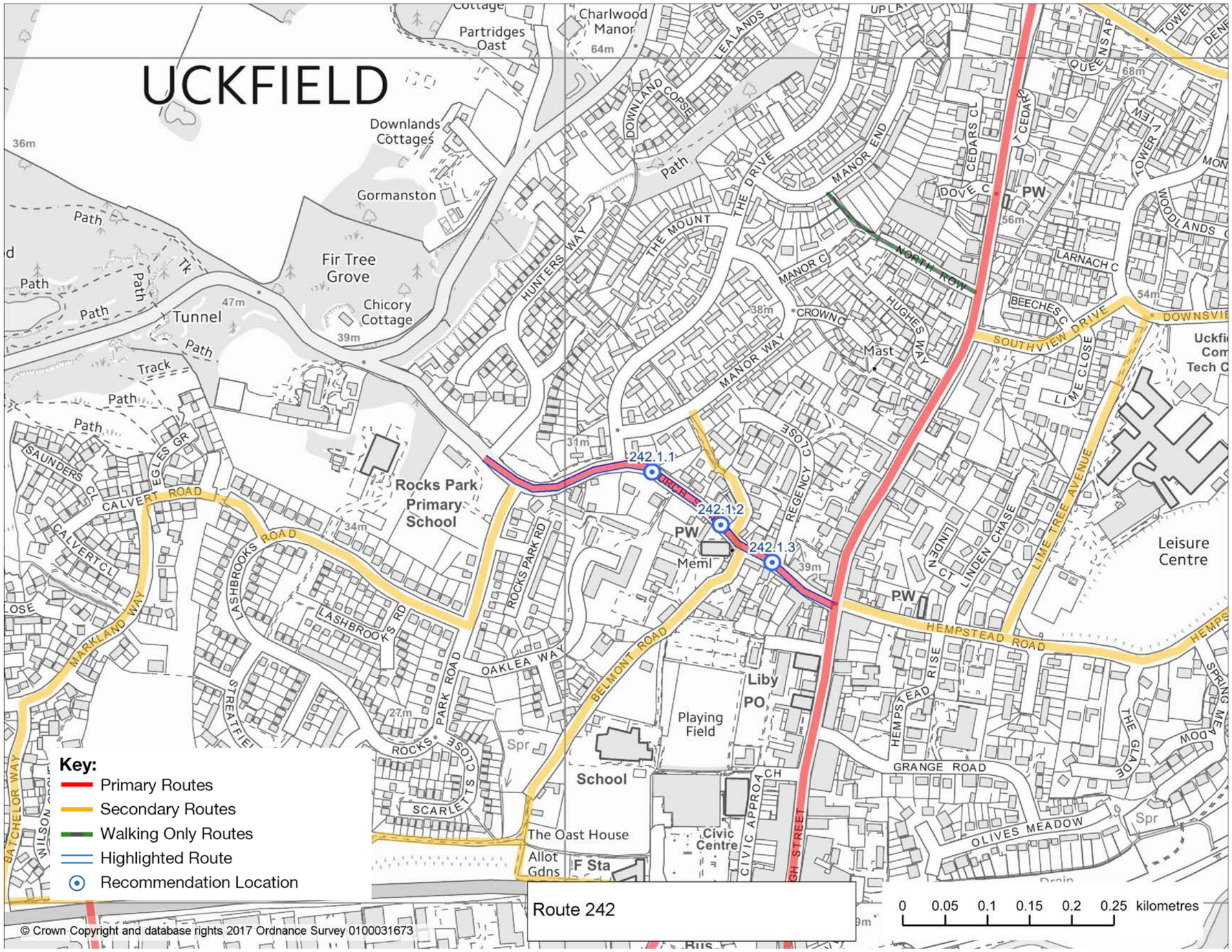
Recommendations

221.4.1 Deliver segregated cycle facilities from High Street to roundabout, through 3.5-4m wide shared use path.

221.4.2 Install raised pedestrian crossings of side roads.

221.4.2a Wide side junction on ped. Desire line

221.4.2b Wide entrance to bus station



242: Church Street

Route description

Providing a primary link from the west of the town to the High Street, route 242 follows Church Street to the junction with High Street.

The route currently has high levels of pedestrian footfall due to the close proximity to shops and local amenities. Crossings of the road are also required to connect to schools, churches and greenspace.

Potential to deliver a high quality facility for cycling and walking is limited due to constrained road space.

Background

Route was identified in Sustrans scoping work.

Issues around Church Street have historically been raised to local authority by residents and councillors.

242.1 Church Street

Existing conditions

Narrow, 30mph road, linking to residential streets in west of the town.

High levels of pedestrian footfall of people accessing the high street from north-west of the town.

Narrow pavement located only northern side of carriageway. Side junctions have no facilities to support pedestrian crossings, and are wide in width, and have wide corner radii.

Pavement is particularly narrow and has a level difference at west of the road. This is also poorly surfaced.

No pedestrian/ cycle crossings located along length of Road, including links to Holy Cross School and Church, bus stops, Rocks Park School, and residential areas.

No traffic calming located long road, at gateway to town.

Barriers to walking and cycling

Narrow and poorly surfaced pavements has significant impact of levels of pedestrian comfort. Space only for single file movements at points, creating conflict for users. Particularly constrained

at Pudding Cake Lane, and footpath connection to residential area.

Wide radii side roads create high risk of collision between pedestrians and vehicles turning into side roads.

Cyclists are required to mix with vehicles travelling at 30mph with no traffic calming, allowing vehicles to drive aggressively.

Lack of pedestrian crossings requires people travelling by foot to crossing informally, leading to high risk of collision with vehicles, and uncomfortable pedestrian environment.

Church Street holds high levels of traffic, and gaps in traffic are limited. This has significant impact on those using mobility aids, as well as delays pedestrians making journeys across the road.

Recommendations

242.1.1 Resurface pavement at level difference.

242.1.2 Widen footway at junction with Pudding Lane through introduction of one-way priority section, allowing widening of footway to 3m.

242.1.3 Install traffic calming along road. Tighten radii of junction over Regency Close and install continuous footway treatment.


242.1.1b Narrow footway on desire line to town

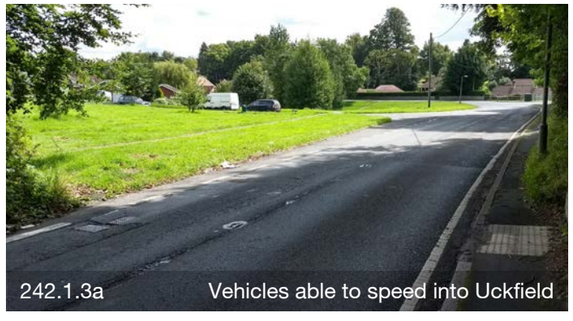

242.1.3b Wide junction on pedestrian desire line


242.1.1c Constrained footway on Church Street

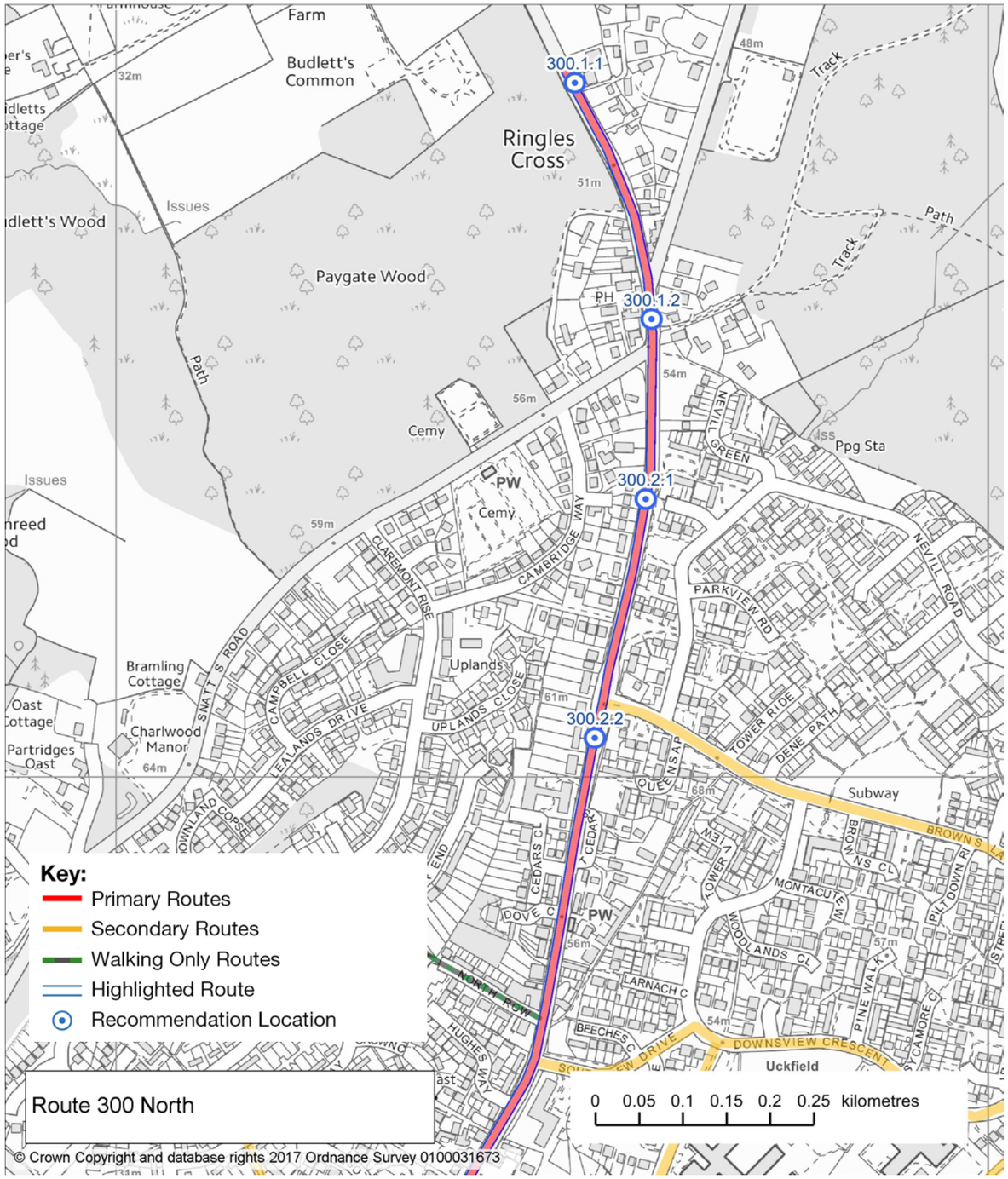

242.1.3c Unsupported crossing to Rocks Park


242.1.2 Possible option for one-way priority


242.1.3d Crossing off pedestrian desire line


242.1.3a Vehicles able to speed into Uckfield


242.1.3e Unsupported crossing to Belmont Rd



300: B2102 - Ringles Cross to Framfield Road

Route description

Following London Road from the north of Uckfield at Ringles Cross to Framfield Road., Route 300 is a primary connection that passes through the centre of Uckfield.

The route provides pedestrians and cyclists with direct links to residential communities within the north of town, and shops and amenities at Uckfield High Street, and transport links at the bus and train station. It forms links to Uckfield Community Technology College, Uckfield Leisure Centre, churches, bus stops, and commercial units adjacent to the route.

London Road is wide and carries high levels of traffic. The lack of crossings in its current layout creates significant severance for communities within the town, especially for residents living within the north west of the town, who wish to access local amenities.

The High Street has a high quality streetscape, delivered through recent urban realm and pedestrian improvements, which have delivered significant improvements to pedestrian access.

At the north of this section, key challenges to delivery include high levels of traffic travelling along London Road, and constrained space due to high levels of on-carriageway parking,

To the south, the B2102 is the only highway and footway connection over the railway line and River Uck, and subsequently holds high levels of vehicle traffic as well as high levels of pedestrian footfall. This is particularly constrained over the bridge for the River Uck

High demand for pedestrian and vehicle use, limits the space for segregated cycle facilities along the High Street, which would be typically recommended due to levels of traffic.

Background

Route was identified in Sustrans scoping work.

300.1 Ringles Cross

Existing conditions

Intersection of three roads at the northern entry to Uckfield, with residential properties, commercial units, a pub, and bus stops located along its length.

Traffic levels along London Road are high (up to 5,000 vehicles per day), and travel at speed due to good visibility and 40mph speed limit.

No traffic calming or pedestrian crossing facilities to support movement across road.

Footways are narrow.

Barriers to walking and cycling

Lack of pedestrian crossing to bus stops, pub, garage or residential properties, leads to high risk of collision with vehicles, and uncomfortable pedestrian environment. Especially critical due to high speed of vehicles travelling through intersection.

Recommendations

300.1.1 Reduce speed limit to 30mph outside residential properties, and install traffic calming to emphasise entrance into urban environment for vehicles.

300.1.2 Install new pedestrian crossing to bus stop and commercial properties. Consider zebra crossing or informal island to support movements.

300.2 Ringles Cross to Church Street

Existing conditions

Busy connector road with residential and commercial frontages along length. Road carries up to 5,000 vehicles a day. Parking along large sections of road.

Footways are crossed by driveways and side roads. No facilities to support cyclists.

No pedestrian crossings located along length of London Road, including links to Manor Primary School, Uckfield Community Technology College, Uckfield Leisure Centre, churches, bus stops, commercial frontages and residential areas.

Footway is narrow at points.

Speed limit is 40mph until Newell Road, then 30mph speed limit. This lowers to 20mph towards High Street. No Traffic calming.

Barriers to walking and cycling

Cyclists are required to mix with high levels of traffic (up to 5,000 per day), with no traffic calming or separated facility.

Vehicles able to speed due to good visibility and no traffic calming.

Footways are narrow in places, leading to low levels of pedestrians comfort.

Side junctions cross footway, forming risk of collision with pedestrians, and high risk of left/ right hook for cyclists.

Lack of pedestrian crossings requires people travelling by foot to crossing informally, leading to high risk of collision with vehicles, and uncomfortable pedestrian environment.

Road holds high level of traffic, and gaps in traffic are limited. This has significant impact on those using mobility aids, as well as delays pedestrians making journeys across the road.

Recommendations

300.2.1 Option 1: Install 3m wide shared use path on one side of road along whole road or 40mph section.

Option 2: Install traffic calming and remove centre line along length of road to reduce speed of vehicles and discourage through traffic. Reduce to 30mph to Ringles Cross.

Option 3: Consider banned movements/ closure on Uckfield High Street.

300.2.2 Widen footway where under 2m

300.3 High Street/ Church Street Junction

Existing conditions

Signalised junction with no dedicated pedestrian crossing phase or signals.

Crossing is on desire line for people walking along the high street, accessing the leisure centre and schools on Hempstead Road, and connecting to homes on Church Street.

Pavement is narrow and constrained on eastern carriageway.

ASL located on all arms to support cyclists movement. No dedicated cycle lanes on approach.

Barriers to walking and cycling

Pedestrians mix with vehicles to cross at busy signalised junction due to lack of pedestrian phase, creating an unsafe and uncomfortable movement.

Narrow pavement on eastern carriageway creates constrained environment, leading to low levels of pedestrian comfort.

Lack of dedicated cycle lanes to access ASLs mean cyclists must mix with high levels of queuing traffic that they are unable to pass.

Recommendations

300.3.1 Install dedicated pedestrian phases on all arms of junction. Widen and improve footway on eastern carriageway. Install continuous crossing over junction arm. Install dedicated cycle facilities onto arms of junction, either through painted mandatory lanes or shared space facilities.

300.4 High Street to Bellfarm Road

Existing conditions

Newly upgraded high street with urban realm improvements, creating high quality streetscape.

High street environment with trip destinations located along road. Two pedestrian crossings, located 150 metres apart. Pedestrians frequently observed to cross at ad hoc locations, without using signalised crossings.

Road is narrow and holds high volumes of traffic (between 5,000 and 10,000 vehicles a day) that is frequently queued back from junctions at Church Street and Bellfarm Road.

No dedicated cycling facilities and no cycle parking along road.

20mph speed limit, but without traffic calming. Allows vehicles to travel above speed limit when not

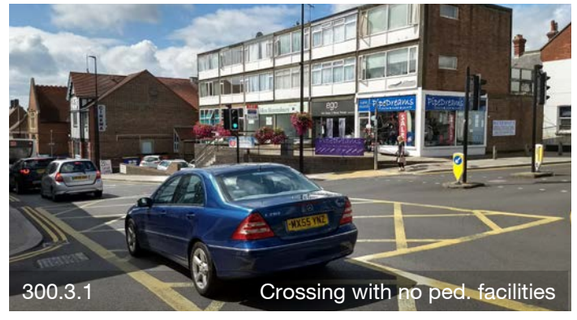
300.1.2 Unsupported crossing at Ringles Cross

300.2.2c No crossing to leisure centre


300.2.1 Wide 30mph road, no cycling facilities

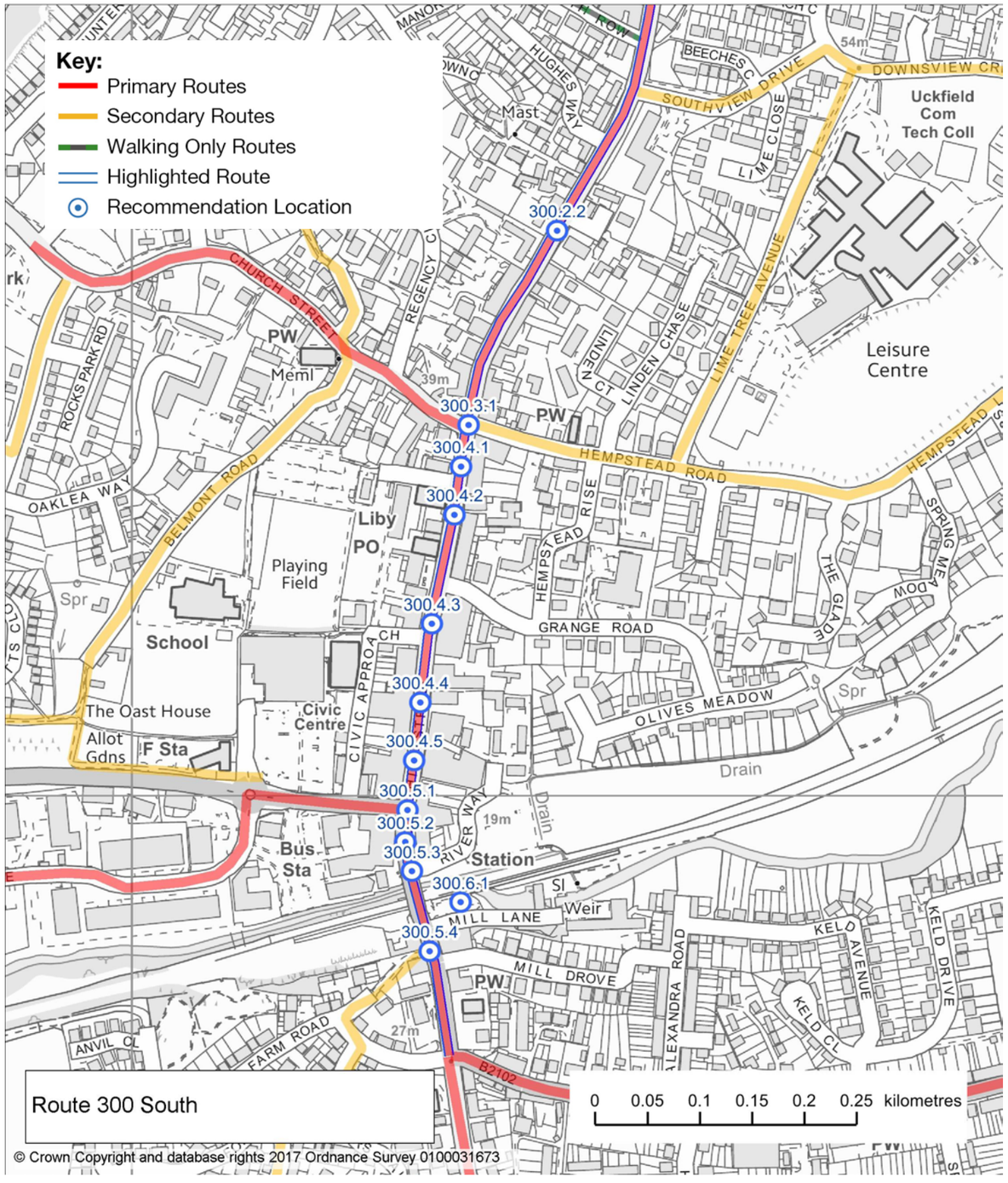

300.2.2d Narrow footway on London Road


300.2.2a Wide radii forms unsafe ped. crossing


300.3.1 Crossing with no ped. facilities


300.2.2b Poor quality island on side junction


300.4.1 20mph limit with no traffic calming




300.4.2 Queuing traffic on Uckfield High Street


300.4.3a Side road with no continuous footway


300.4.3b Low levels of cycle parking


300.5.3 Wide radii at Waitrose junction

cued.

Continuous footways over majority of side roads. Larger junctions are untreated, including Grange Road, and access to car parks.

Barriers to walking and cycling

Distance between crossing facilities lead to pedestrians making uncomfortable and unsafe crossings to access shops and amenities.

Levels of traffic through high street, significantly reduces quality of pedestrian and cycling environment, due to noise and air pollution.

Untreated side junctions create risk of left/ right hook from vehicles, and uncomfortable crossing movements for pedestrians.

Cyclists must mix with high volume of traffic that has capacity to travel over 20mph due to lack of traffic calming. When vehicles cue at junction, no space for cyclists to pass vehicles.

No facilities for cycle parking.

Recommendations

300.4.1 Install traffic calming along length of High Street to reduce traffic speeds and discourage through traffic.

300.4.2 Consider cycle lanes through town centre, if space permits. Install cycle lanes at junctions to allow cycles to pass traffic, especially for uphill movements.

300.4.3 Install continuous footways on all side junctions.

300.4.4 Install additional crossing facilities along high street to support informal crossings.

300.4.5 Consider strategies to reduce number of vehicles through high street through network management, closure to through traffic, or traffic calming to discourage through traffic.

300.5 Bellfarm Road to Framfield Road

Existing conditions

Continuation of Uckfield high street, with connections to bus and shopping area on Bell Lane, railway station, Waitrose car park, and shops south of the railway line.

Road is wider than northern section of high street, but is constrained at railway station and bridge over River Uck.

Entrance to Waitrose carpark is wide and has no facilities to support pedestrian movements. Location on desire line from station to high street, and holds large numbers of pedestrian movements.

Junction with B2102 is signalised and has pedestrian crossing facilities. Pedestrians must wait for upwards of 1.5 minutes to cross road.

No pedestrian crossings at railway station, or to shops at the south of station. Footway is narrow south of station.

Road is narrow and holds high volumes of traffic (above 10,000 vehicles a day) that is frequently cued back from junctions.

No dedicated cycling facilities and no cycle parking along road.

20mph speed limit, but without traffic calming. Allows vehicles to travel above speed limit when not cued. Wider road layout allows vehicles to travel at speed.

Barriers to walking and cycling

Waiting times at B2102 junction are long, and add significant times onto pedestrian journeys.

Waitrose junction creates risk of left/ right hook from vehicles, and uncomfortable crossing movements for pedestrians.

Levels of traffic through high street, significantly reduces quality of pedestrian and cycling environment, due to noise and air pollution.

Cyclists must mix with high volume of traffic that has capacity to travel over 20mph due to lack of traffic calming. When vehicles cue at junction, no space for cyclists to pass vehicles.

Recommendations

300.5.1 Reconfigure signals at junction with B2102 to decrease waiting times for cyclists. Install cycle lanes on approach to junction.

300.5.2 Install traffic calming to reduce traffic speeds and discourage through traffic

300.5.3 Tighten corner radii on Waitrose junction to shorten crossing distance, and install raised crossing to support pedestrian movements.

.300.5.4 Introduce cycling facilities where space available. Considerations should include widening of footway to create segregated shared space, or introduction of cycle lanes.

300.6 Uckfield Station

Existing conditions

Station forecourt with taxi and pick up area located on east of B2102.

Constrained pedestrian environment due to river bridge and narrow footways. No facilities to support pedestrian crossings of B2102 to station.

Some cycle parking located at station, and at west of B2102.

Barriers to walking and cycling

Constrained footway creates poor pedestrian environment, and low levels of comfort.

Pedestrians, and cyclists using cycle parking are required to cross road to station without facilities, and must mix with traffic. This is an uncomfortable and unsafe movement due to volume of traffic, and lack of gaps in traffic.

Recommendations

300.6.1 Reconfigure space outside station to improve pedestrian access. Install new zebra crossing outside station.

300.6.1a Poor pedestrian facilities at station

300.6.1b Crossing required from cycle parking

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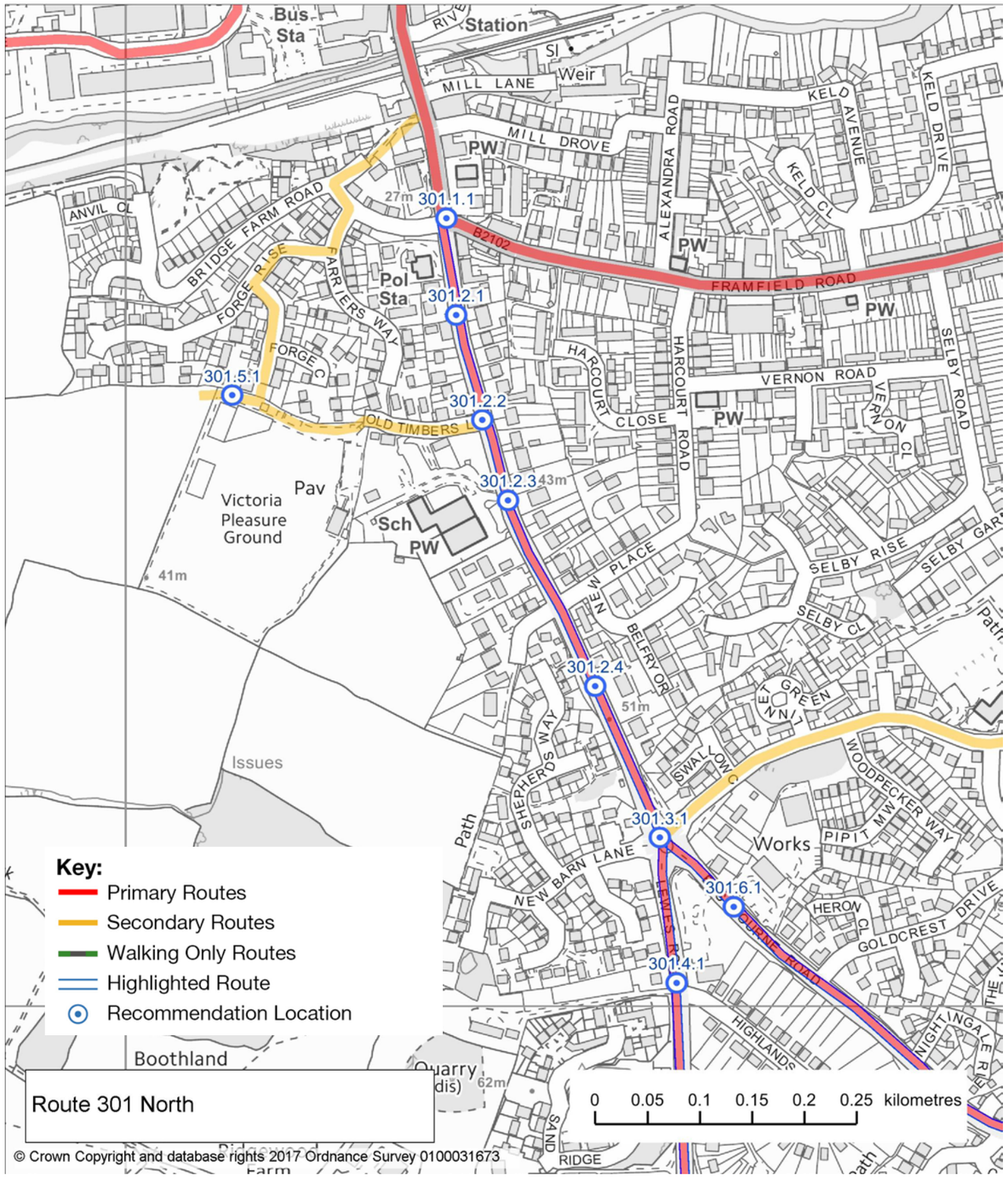



301.1.1a Cyclists required to mix with traffic


301.1.1b Narrow footway a junction


301.2.1 Busy 30mph road, no cycling facilities


301.2.2 Side road with no pedestrian continuity

301: New Town - Ridgewood

Route description

Routed along the B2102, New Town Road, Lewes Road and Eastbourne Road, Route 301 provides a link to, shops, transport connections and local amenities at Uckfield town centre, and Uckfield Hospital to growing residential communities the south of the town.

The route provides a direct connection to St. Phillips School, greenspace and recreational facilities at Victoria Park, residential communities at Harlands, Fenerley Park, Old Timbers Lane and New Place, as well as a future link to the new development at Ridgewood Farm.

Key barriers to delivery include constrained highway and space due to high levels of parking on carriageway, high volumes of traffic, travelling at 30mph and poor quality of pedestrian infrastructure currently in place.

The route is particularly important in the context of the new development at Ridgewood Farm, where 1,000 new homes are proposed. High quality, and direct cycle and walking connections will support mitigation of impacts on local roads, as well as providing comfortable and convenient connections for new communities.

Background

Route was identified in Sustrans scoping work.

High level proposals for cycle and walking connections from Ridgewood Farm are included within outline plans and the masterplan for the development

301.1 Framfield Road Junction

Existing conditions

Wide cross road junction linking Uckfield high street to residential areas in the north of the town, and onwards destinations.

Junction is heavily trafficked and holds over 10,000 vehicles per day.

ASLs are located on each junction arm, with feeder lane located away from left turn arm on southern junction arm.

Barriers to walking and cycling

Cyclists must mix with high levels of traffic travelling through junction, including high levels of left turns from the High Street, and right turns from Framfield Road.

Uncomfortable movement across traffic lane is required to access central cycle lane on approach from south of junction.

Recommendations

301.1.1 Install advance cycle signals on junction arms to allow cyclists to make movements before vehicles. Provide fully segregated facilities to allow cyclists to cross through junction away from traffic.

301.2 New Town

Existing conditions

Busy connector road with residential and commercial frontages along length. Road holds between 5,000 and 10,000 vehicles a day. Parking along large sections of road.

Footways are crossed by driveways and side roads. No facilities to support cyclists for majority of road, except cycle lane and ASL on the approach to Framfield Road junction.

No pedestrian crossings located along length of New Town, including links to St. Phillips Primary School, churches, bus stops, commercial frontages and residential areas. Footway is narrow at points. 30mph speed limit with no traffic calming.

Barriers to walking and cycling

Cyclists are required to mix high levels of traffic (up to 5,000 per day), with no traffic calming or separated facility.

Vehicles able to speed due to good visibility and no traffic calming.

Footways are narrow in places, leading to low levels of pedestrians comfort.

Lack of pedestrian crossings requires people travelling by foot to crossing informally, leading to high risk of collision with vehicles, and uncomfortable pedestrian environment.

New Town Road holds high level of traffic, and gaps in traffic are limited. This has significant impact on those using mobility aids, as well as delays pedestrians making journeys across the road. This is increased in the context of the Ringwood Farm development site.

Side junctions cross footway, forming risk of collision with pedestrians, and high risk of left/ right hook for cyclists.

Recommendations

301.2.1 Option 1: Remove on-street parking and install 3m wide shared use path on one side of road

Option 2: Install traffic calming and remove centre line along length of road to reduce speed of vehicles and discourage through traffic.

Option 3: Consider banned movements/ closure on Uckfield High Street.

301.2.2 Install continuous footways over side junctions.

301.2.3 Install new crossings at St. Phillips Primary School, churches, bus stops, commercial frontages and residential areas.

301.2.4 Widen footway where it is less than 2m wide

301.3 New Town/ Eastbourne Road/ Lewes Road Roundabout

Existing conditions

Busy roundabout connection to between Lewes Road, Eastbourne Road, New Barn lane and Mallard with no facilities to support pedestrian or cyclist movements. Road carries between 5,000 and 10,000 vehicles a day, travelling at 30mph. Pavement is narrow.

Barriers to walking and cycling

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

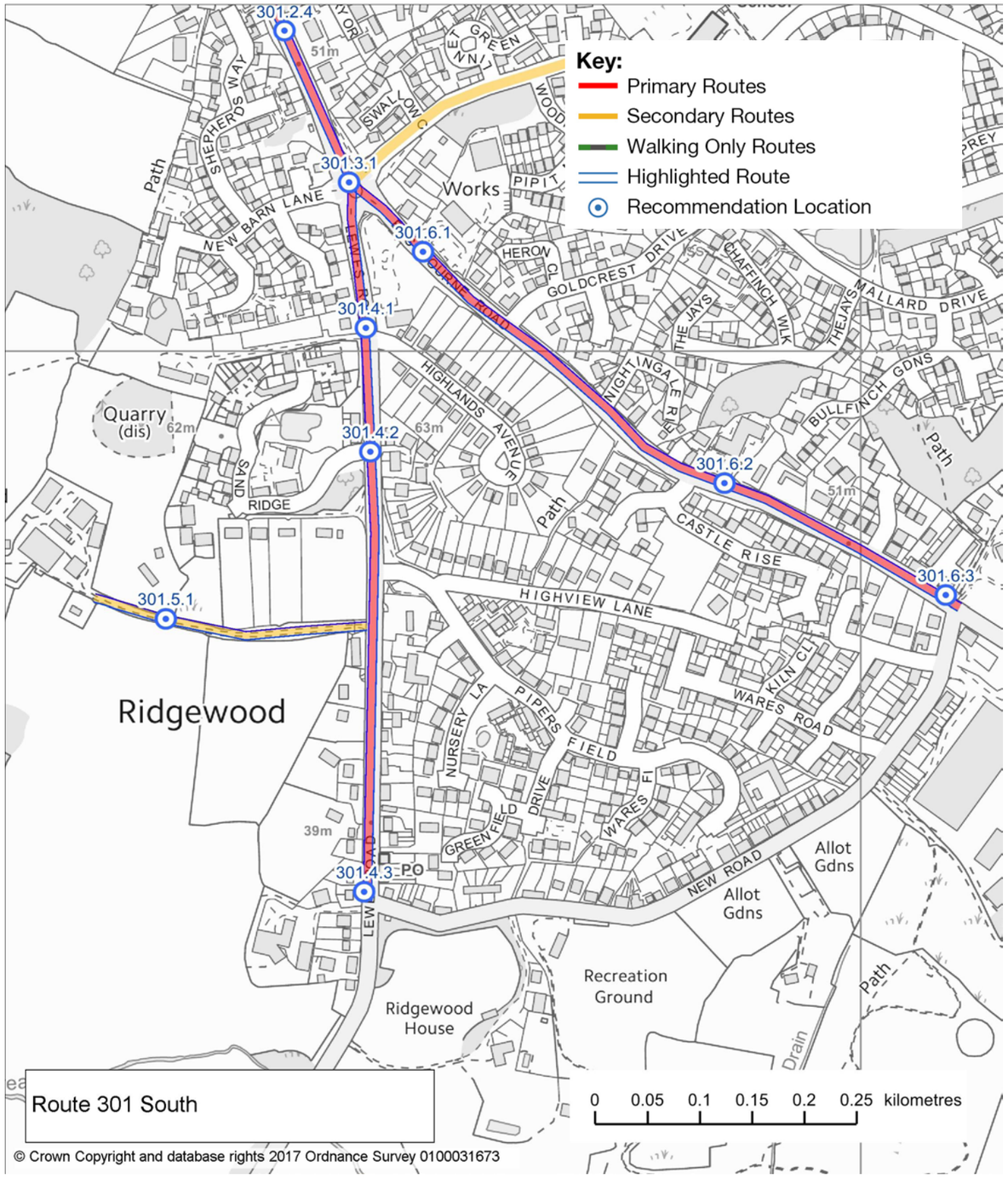
Wide layout of roundabout allows vehicles to travel at speed, creating risk of collision with pedestrians and cyclists. Narrow footpaths create conflict between users.

Recommendations

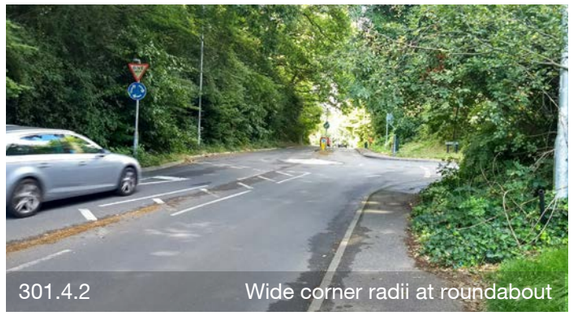
301.3.1 Widen footpath to create 3m wide shared space around roundabout. Install toucan crossings/ parallel zebra crossings on all arms of roundabout, allowing cyclists/ pedestrians to make save movements across junction.

301.3.1a Unsafe quality pedestrian crossing

301.3.1b Wide radii allows turning at speed




301.4.1 Narrow footway with vehicles parked


301.4.2 Wide corner radii at roundabout


301.4.3 No crossing to local shops

301.4 Lewes Road

Existing conditions

Heavily trafficked road with access to residential estates, and some frontages residential properties, farms and local shops.

30mph speed limit with no traffic calming.

Narrow footway located on one side of the road. Staggered between east and west side of the road at connection to New Road. No pedestrian crossings located on road to bus stops or shops.

Roundabout junction with Highview Lane, with no pedestrian facilities to cross.

Barriers to walking and cycling

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

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

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

Vehicles able to turn quickly around roundabout with Highview Lane, creating a high risk of collision for pedestrians and cyclists.

Recommendations

301.4.1 Deliver segregated cycle facilities along length of route through 3 - 3.5m wide shared use path.

301.4.2 Tighten radii and install continuous footway over side junctions.

301.4.3 Install additional pedestrian crossings at connections to residential streets.

301.5 Ridgewood Farm Development

Existing conditions

Proposed development with 1,000 new homes, and associated amenities within the south west of Uckfield. Planning has been submitted for 250 homes.

Associated works with the development include path widening and traffic calming on Lewes Road, improvements to the A22 Copwood roundabout,

and bus improvements on Lewes Road. Two new highway connections will be developed on Lewes Road and the A22

Masterplan includes walking and cycling routes connecting through the development towards Uckfield.

Barriers to walking and cycling

Lewes Road potentially has limited capacity to provide high quality walking and cycling connections due to constrained road environment.

Potential to develop high quality walking and cycling routes through the development site to transport connections and shops in Uckfield. If not planned, this may impact walking and cycling connectivity through development.

Recommendations

301.5.1 Work with developer to deliver high quality 4-5 metre walking and cycling connections through the development towards Uckfield

301.6 Eastbourne Road

Moderately trafficked road with access to residential estates, and some frontages residential properties, farms and local shops.

40mph speed limit until junction with Lewes Road/ New Town, where it reduces to 30mph. No traffic calming.

Footway is narrow at points, and located on one side of the road. Footway is staggered at between east and west side of the road at connection to New Road at south.

No pedestrian crossings located on road to bus stops or to amenities located in Ridgewood on New Road.

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.

To access footway connections to Uckfield, Ridgewood, Fernley Park and bus stops of Eastbourne Road, pedestrians are required to cross 40mph road without supported crossing. This leads to high risk of collision with vehicles, and uncomfortable pedestrian environment.

Recommendations

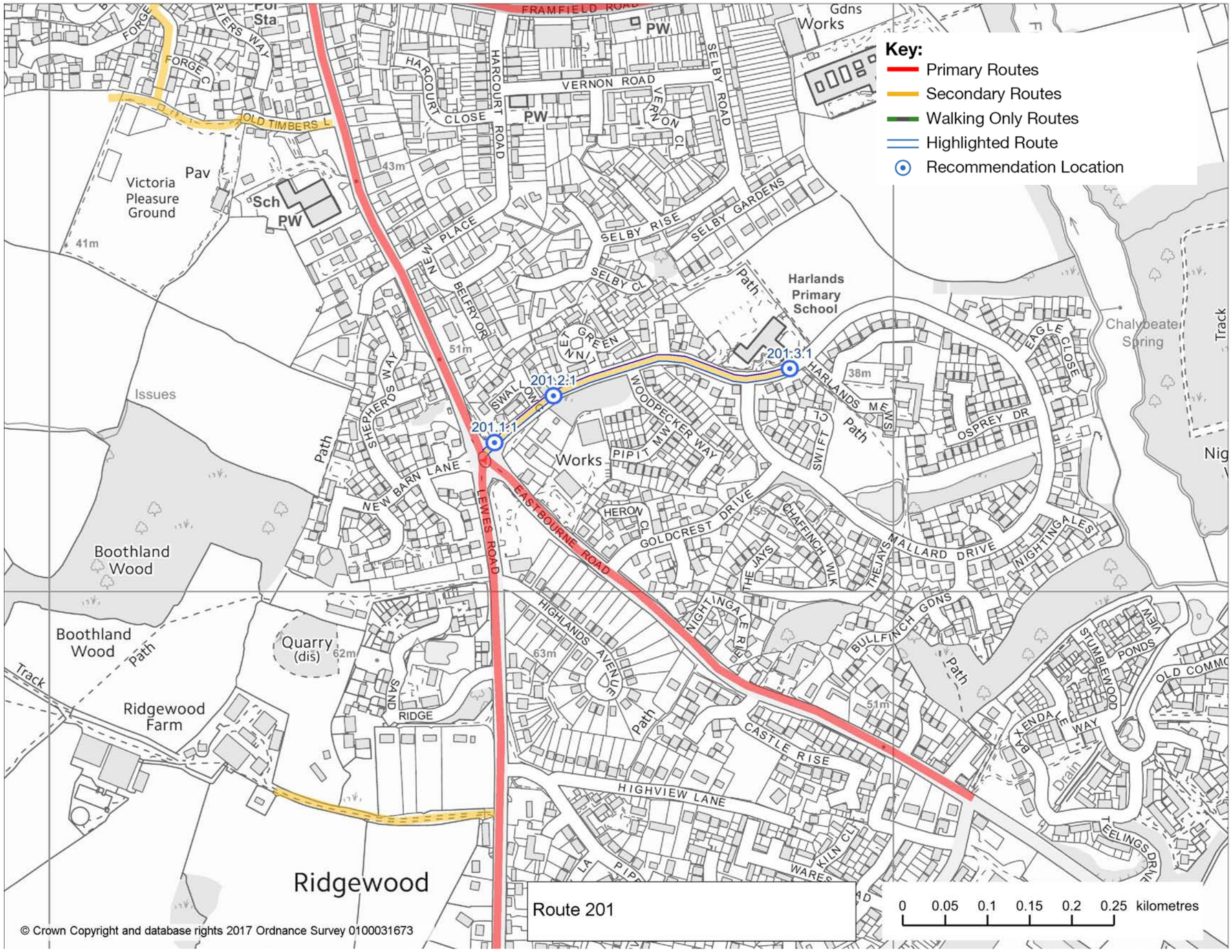
301.6.1 Deliver segregated cycle facilities along length, through 3 - 3.5m wide shared use path. Tighten radii and install continuous footway over side junctions.

301.6.2 Reduce speed limit of road to 30mph from junction of New Road to Lewes Road junction, install traffic calming.

301.6.3 Install new parallel zebra or signalised crossing between Fernley Park and New Road.

301.6.2 40mph road on approach to Uckfield

301.6.3 Unsupported crossing to New Road



201: Mallard Drive

Route description

Route 201 is a secondary route connection along moderately trafficked residential streets in the south of Uckfield.

The route provides direct connections Harlands Primary School, as well as wider links to Uckfield town centre.

Background

Route was identified in Sustrans scoping work.

201.1 New Town/ Mallard Drive Junction

Existing conditions

Wide side road junction from roundabout with New Road, with very wide corner radii and central refuge island.

Junction is on desire line for pedestrians and cyclists travelling from south of the town to Uckfield High Street, as well as communities accessing shops, greenspace and new housing developments in the south of the town.

Central refuge island is located within junction. The drop kerb facility is in poor condition and is narrow. Central refuge is narrow and has small waiting area. Island is offset way from junction arm, however crossing distances are still wide.

Barriers to walking and cycling

Wide corner radii allows vehicles to turn into Mallard Drive at speed, creating uncomfortable crossing facilities, as well as high risk of collision between turning vehicles and pedestrians crossing the junction, as well as cyclists travelling along New Road.

Wide crossing distance creates uncomfortable and unsafe pedestrian movement, especially for users who may take longer to make crossing, such as families, disabled and older users.

Recommendations

201.1.1 Tighten corner radii and install speed table to reduce speed of vehicles travelling through the junction, and reduce crossing distances. Install new crossing and refuge facility for pedestrian users, to reduce crossing distance. Reconfigure drop kerb, or install crossing flush with footway.

201.2 Mallard Drive

Existing conditions

Residential road with 30mph speed limit. Speed cushions located along road.

The street is heavily parked, and side road junctions have wide arms, and wide corner radii. Road surface is poor, with significant defects.

Barriers to walking and cycling

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

Speed cushions can cause vehicles to swerve, leading to risk of collision with vehicles.

Recommendations

201.2.1 Reduce speed limit to 20mph and replace speed cushions with sinusoidal speed humps or tables, and psychological calming features.

201.3 Harlands School crossing

Existing conditions

Access to Harlands School on Mallard Drive.

Two ‘school slow’ signs painted in road on approach to schools with point narrowing and speed cushions located along road. 30mph speed limit outside schools.

Parking restrictions implemented outside school premises.

No crossing facilities outside school.

Barriers to walking and cycling

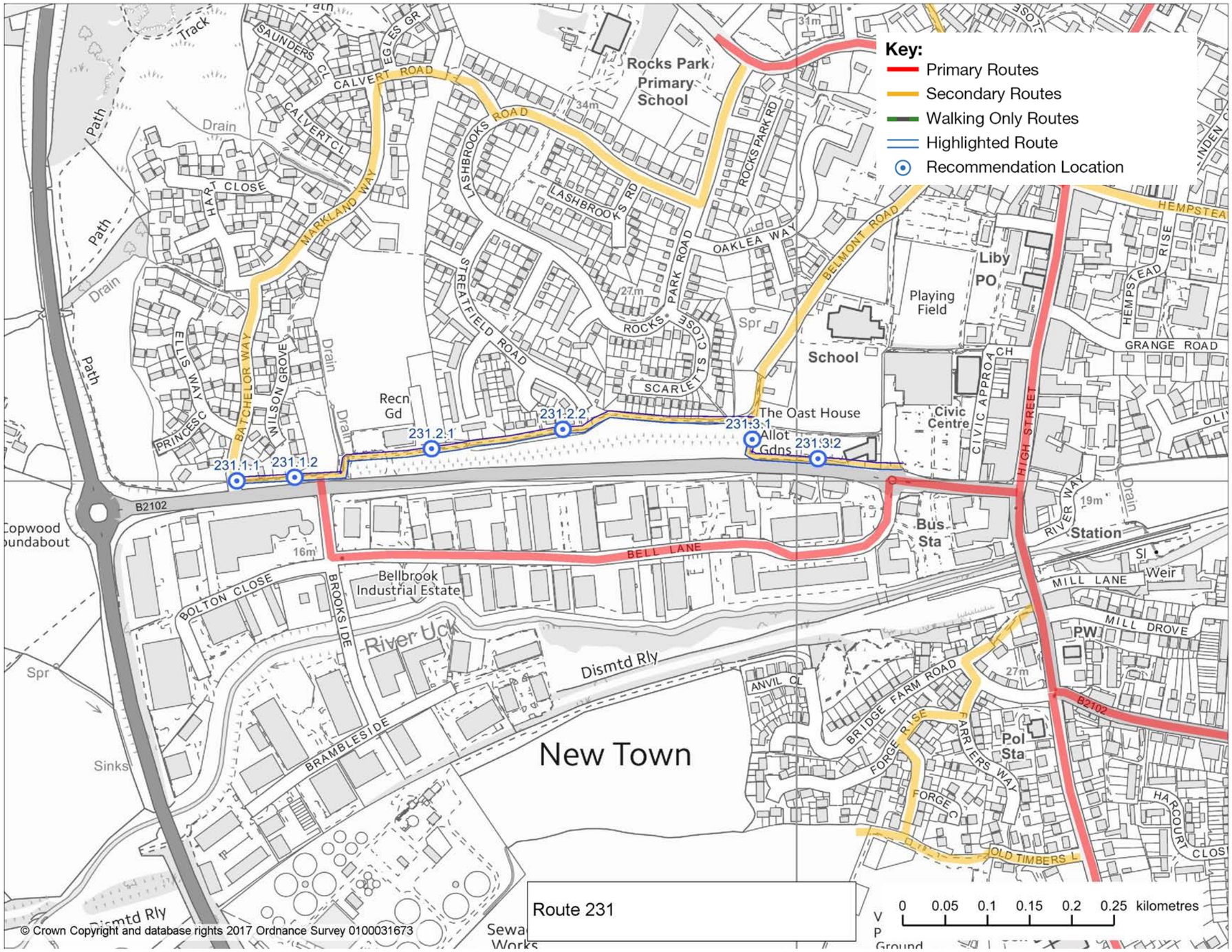
Cyclists and pedestrians accessing school are required to mix with traffic travelling at 30mph, either travelling along or crossing the road.

Speed cushions can cause vehicles to swerve, leading to risk of collision with vehicles.

No protected crossing to school.

Recommendations

201.3.1 Install new zebra crossing facilities to school.



231: Bellfarm Road Greenway

Route description

Route 231 is a secondary route connection from the residential areas in the east of Uckfield to shops, transport connections and amenities within Uckfield town centre.

Largely aligned along greenway style shared use paths, it offers cyclists a traffic-free alternative to the heavily trafficked Bellfarm Road, and an attractive pedestrian connection to destinations within the town centre.

Background

Route was identified in Sustrans scoping work.

231.1 Batchelor Way Footpath

Existing conditions

One metre wide footpath along side of Bellfarm Road, set behind tree lined verge. No access for cyclists.

No facility to support connection from footpath to Batchelor Way.

To the east the footpath is overgrown and is in poor condition. A narrow bridge is located on the connection to allotments.

The path is not lit.

Barriers to walking and cycling

Cycling is not permitted on footpath.

Footpath is too narrow for comfortable shared use. Overgrowth and narrow width cause uncomfortable pedestrian environment, especially towards the east of the connection.

Lack of lighting creates poor perception of social safety.

Recommendations

231.1.1 Install dropped kerb/ raised table connection to link to Batchelor Way.

231.1.2 Upgrade footpath to 3m wide shared use path that connects with eastern shared use connection, Widen bridge connection to allotments. Install lighting along path.

231.2 Bellfarm Road Greenway

Existing conditions

2-3 metre wide shared use path connection from crossing points of Bellfarm Road in the west (south of West Park Recreation Ground), and in the east (adjacent to petrol station), located in woodland.

Path is lit with lighting columns. These are covered by foliage, potentially reducing effectiveness of lighting.

Surfacing is poor in sections, and effective width of path is narrowed by overgrowth.

New raised table connection over side road to pharmacy.

Barriers to walking and cycling

Width of path is narrow at points, creating potential conflict between cyclists and pedestrians, and uncomfortable environment for users.

Surfacing creates uncomfortable riding and walking environment where this is in poor condition.

High level lighting obscured by vegetation limits effectiveness, and can lead to poor perception of social safety.

Recommendations

231.2.1 Adapt lighting columns to lower level to reduce impact from overgrowth. Maintain vegetation adjacent to path to maintain effective width.

231.2.2 Resurface and widen path where this is less than 2 metres.

231.3 Bellfarm Road Shared Use Path

Existing conditions

2 metre wide shared use path alongside Bellfarm Road.

Path crosses multiple side junctions with no continuous facility for the path, including wide junctions to fire station and the Tesco car park.

Well-lit and overlooked along length.

Barriers to walking and cycling

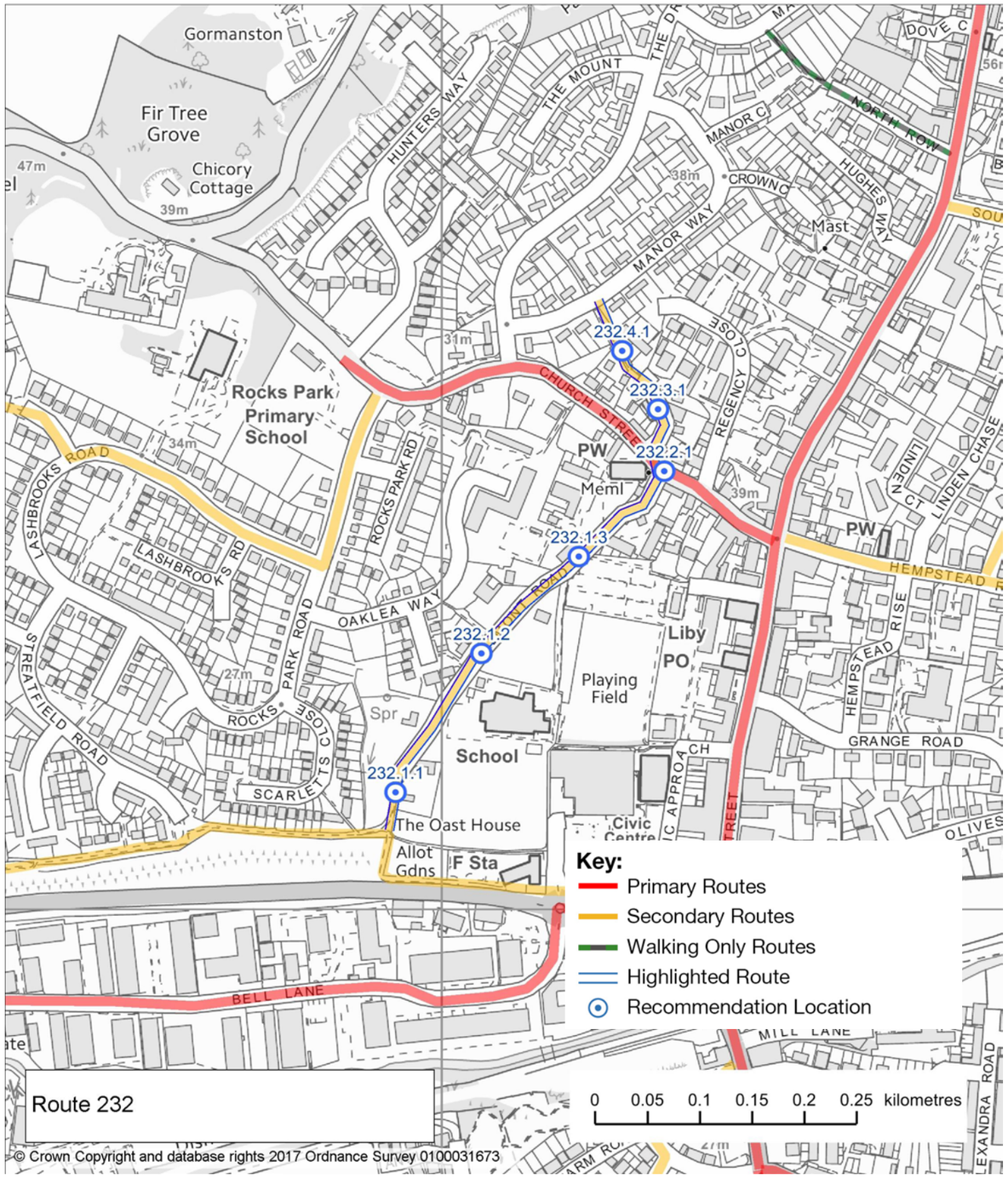
Width of path does not meet DfT standards for shared use facilities.

Wide junctions over path create high risk of collision with vehicles turning across cyclists and pedestrians, and requires users to frequently stop during their journeys.

Recommendations

231.3.1 Widen path to 3 metres.

231.3.2 Install continuous footway treatment/ zebra crossing over side junction with Tesco car park. Demarcate shared use path with junction at fire station.



232: Belmont Road – Manor Way

Route description

Route 232 is a secondary route connection along moderately residential streets and public footpaths.

It provides a link between Routes 231 and 242, forming a connection to Uckfield High Street, Holy Cross Church and Holy Cross Primary School.

Background

Route was identified in Sustrans scoping work.

232.1 Belmont Road

Existing conditions

Low trafficked unadopted road with poor surfacing.

Section to the south of Holy Cross Primary School is narrow and overgrown.

Narrow, staggered pavement from Church Street until school car park.

Barriers to walking and cycling

Poor surfacing creates uncomfortable riding surface.

Footway access to school and town centre is incoherent and narrow, creating uncomfortable pedestrian environment.

Pedestrians are required to mix with traffic, potentially travelling at speed, to access school, church, and onwards connections, due to lack of pedestrian facilities at south of section.

Limited visibility at south of section creates poor perception of social safety.

Recommendations

232.1.1 Resurface and install traffic calming to shared use connection on Route 231.

232.1.2 Widen footway to accommodate pedestrian movements to school and town centre.

232.1.3 Reduce speed limit of road to 15mph, and emphasise presence of pedestrians within road through signage. Consider making road pedestrian priority area.

232.2 Church Street Crossing

Existing conditions

Connection from Belmont Road to Pudding Cake Lane across busy Church Street.

No pedestrian/ cycle crossing to support connections to residential areas in the north west of the town.

Barriers to walking and cycling

Lack of pedestrian crossings requires people travelling by foot to crossing informally, leading to high risk of collision with vehicles, and uncomfortable pedestrian environment.

Church Street holds high level of traffic, and gaps in traffic are limited. This has significant impact on those using mobility aids, as well as delays pedestrians making journeys across the road.

Recommendations

232.2.1 Install signalised pedestrian crossings/ zebra crossings at crossings to Belmont Road.

232.3 Pudding Cake Lane

Existing conditions

Low traffic access road to residential properties located on Pudding Cake Lane. Traffic speeds are low, due to constrained space.

High levels of pedestrian footfall from connecting footpath to residential areas in north-west of town.

No footway.

Barriers to walking and cycling

Pedestrians mix with vehicles accessing properties on Pudding Cake Lane.

Recommendations

232.3.1 Reduce speed limit of road to 15mph, and emphasise presence of pedestrians within road through signage. Consider making road pedestrian priority area.

232.4 Pudding Cake Lane Footpath

Existing conditions

2m wide footpath connecting residential areas in north-west of the town to Uckfield town centre. No cycle access on path.

Steep gradient with railing on one side of the path. Footpath is poorly surfaced and overgrown in places.

Path is not lit.

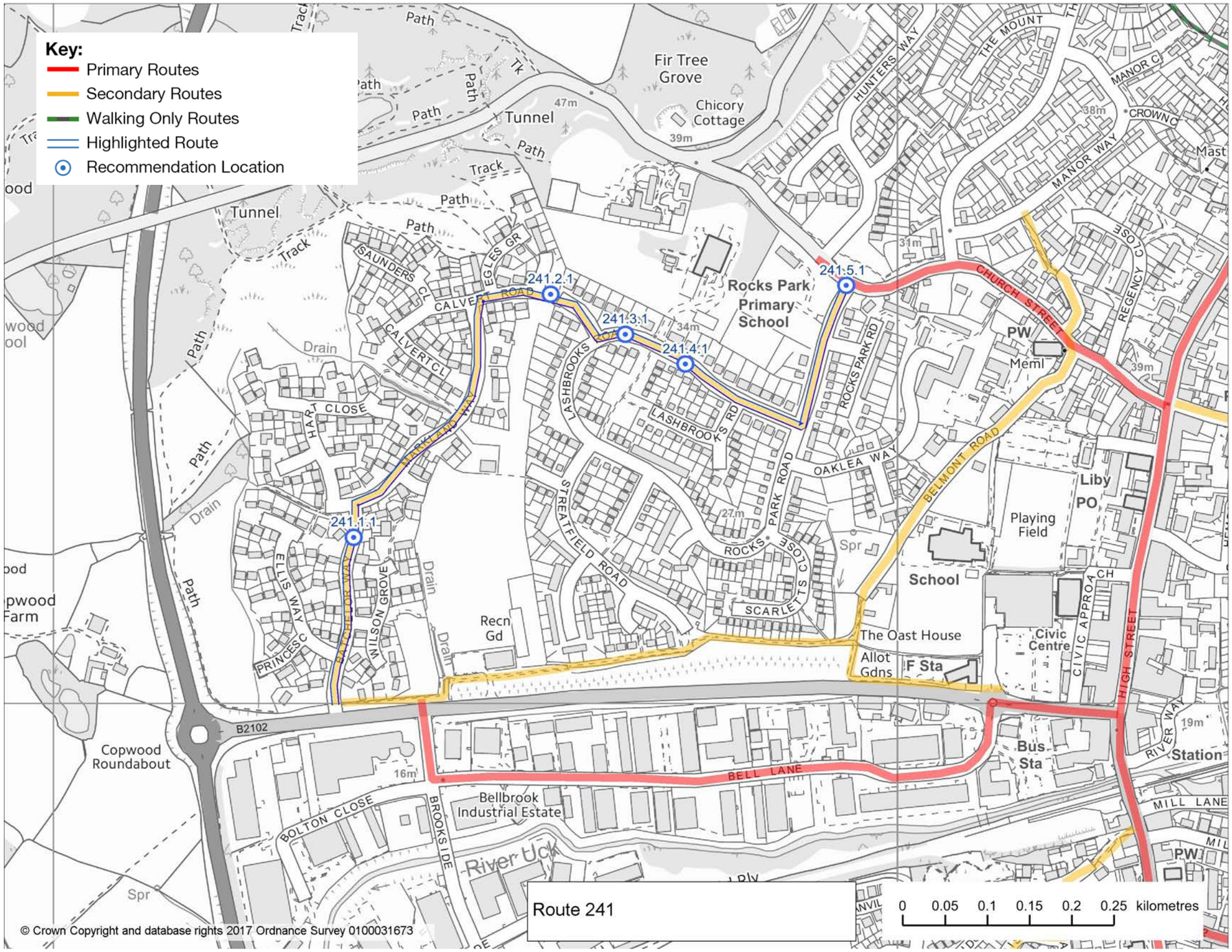
Barriers to walking and cycling

Surfacing of path creates poor pedestrian environment. Lack of lighting creates poor perception of social safety.

Cycling is not permitted along path.

Recommendations

232.4.1 Widen and resurface path. Clear vegetation and install lighting along path.



241: Batchelor Way - Rocks Park

Route description

Route 241 is a secondary route connection along moderately residential streets in the south of Uckfield.

The route provides direct connections to Rocks Park School, West Green recreation ground, and residential areas within Rocks Park. Beyond these connections, the route links to Route 231, and onwards to Uckfield Town Centre, as well as to residential areas at the north of Church Street.

Background

Route was identified in Sustrans scoping work.

241.1 Batchelor Way

Existing conditions

Low trafficked, low speed residential street, with speed humps installed along road.

No signage currently implemented.

Barriers to walking and cycling

No signage for pedestrian and cycle access to town centre or other destinations across town.

Recommendations

241.1.1 Install signage.

241.2 Calvert Road Closure

Existing conditions

Point closure between Calvert Road and Lashbrooks Road with incoherent layout.

Segregated cycle and pedestrian access through closure. Cycle access is narrow and poorly surfaced, and is overgrown through permeable surfacing. Pedestrian access is formed of two narrow footways.

Barriers to walking and cycling

Cycling access through closure is uncomfortable due to poor surfacing and narrow width of path.

Pedestrian access is uncomfortable due to narrow width of footway.

Potential to deliver urban realm improvements within

unused space.

Recommendations

241.2.1 Reconfigure closure to provide 3.5 metre wide tarmac cycle track. Engage with local community to design and implement urban realm improvements to unused space.

241.3 Lashbrooks Road

Low trafficked residential road. 30mph speed limit with no traffic calming along its length.

The street is heavily parked, and side road junctions have wide arms, and wide corner radii.

Barriers to walking and cycling

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

Wide side road junctions create high risk of right and left hook collision with vehicles for cyclists, and uncomfortable pedestrian facilities.

Recommendations

241.3.1 Reduce speed limit to 20mph. Install traffic calming through speed tables and psychological calming features.

241.4 Rocks Park School crossing

Existing conditions

Entrance to Rocks Park School.

30mph speed limit outside school, with no vertical or horizontal deflection on approach to schools to slow speed of traffic.

Parking restrictions implemented outside school premises.

No crossing facilities outside school.

Barriers to walking and cycling

Cyclists and pedestrians accessing schools are required to mix with traffic travelling at 30mph, with no traffic calming, either travelling along or crossing the road.

No protected crossing to school.

Recommendations

241.4.1 Install new zebra crossing facilities to school.

241.5 Church Street Crossing

Existing conditions

No pedestrian/ cycle crossings to residential areas connected to Hunters Way or onto footway on north of Church Street.

Barriers to walking and cycling

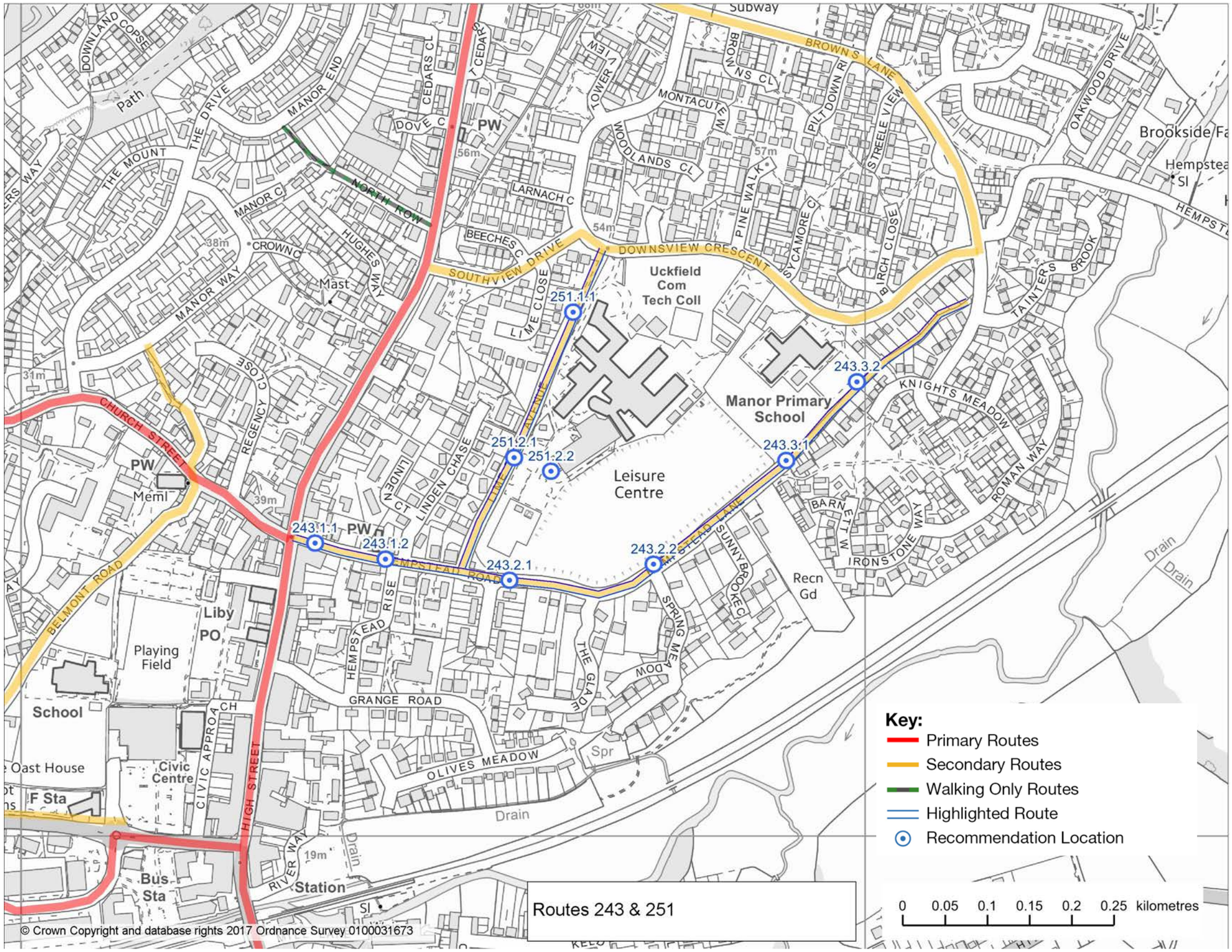
Lack of pedestrian crossings requires people travelling by foot to crossing informally, leading to high risk of collision with vehicles, and uncomfortable pedestrian environment.

Church Street holds high level of traffic, and gaps in traffic are limited. This has significant impact on those using mobility aids, as well as delays pedestrians making journeys across the road.

Crossing is off desire line for pedestrian movements, and has not protected facility to allow people accessing school and green space to cross the road.

Recommendations

241.5.1 Install signalised toucan or parallel zebra crossings. Reconfigure footway layout at junction to align on desire line.



243: Hempstead Lane

Route description

Providing a secondary link, Route 243 follows low trafficked residential streets and traffic-free paths from Uckfield town centre to residential areas and amenities in the north-east of the town.

The route will offers a direct link to shops, local amenities, and transport connections within Uckfield High Street, as well as Uckfield Leisure Centre, Manor Primary School, Uckfield Community Technology College, and Hempstead Fields.

Background

Route was identified in Sustrans scoping work.

243.1 London Road/ Hempstead Road Junction

Existing conditions

One-way westbound entry from London Road onto Hempstead Road.

Narrow road with no pedestrian footway facilities around junction arm, and for 20 metres along Hempstead Road.

Low volume of traffic using junction.

Barriers to walking and cycling

No access for eastbound cyclists.

Lack of pedestrian facilities creates poor pedestrian environment, and low levels of pedestrian comfort, as well as risk of collision with vehicles.

Recommendations

243.1.1 Raise carriageway to footway level on approach to junction, and install shared vehicle and pedestrian area.

243.1.2 Allow contraflow cycling from junction with London Road.

243.1.3 Consider closure of Hempstead Road connection to London Road to enable unrestricted cycle and pedestrian access.

243.2 Hempstead Road/ Hempstead Lane

Existing conditions

Low trafficked residential road with connections to no-through residential areas. Road is closed at east.

The street is heavily parked, and side road junctions have wide arms, and wide corner radii.

30mph speed limit with no vertical or horizontal deflection along its length to slow speeds. Surface painting on highway to slow traffic.

Footway toward the east of the road is of poor quality and is narrow at points. Pedestrians noted to walk in road, particularly at east of the road.

Barriers to walking and cycling

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

Quality of footway reduces pedestrian levels of comfort, especially for disabled users and those pushing children's buggies accessing Hempstead Fields.

Recommendations

243.2.1 Reduce speed limit to 20mph. Install traffic calming along through speed tables and additional psychological calming features.

243.2.2 Widen and resurface footway along length of road.

243.3 Hempstead Lane Path

Existing conditions

Traffic-free path between Hempstead Lane and Knights Meadow.

Path is wide and is lit along length. Path is enclosed by trees. Surfacing is poor in places, and is poorly maintained.

Road wide barriers at connections to roads at east, with small space for cycles and pedestrians to travel through.

Barriers to walking and cycling

Poor surfacing and growth over path creates low levels of comfort for cycling and walking.

Barriers create conflict points between pedestrians and cyclists, and may restrict access by some users, including wheelchair users and those with buggies.

Recommendations

243.3.1 Remove access control gates, and replace with bollards or accessible facility.

243.3.2 Resurface path.

251: Lime Tree Avenue

Route description

Providing a secondary link, Route 252 traffic-free paths from route 243 to Uckfield Leisure Centre, Manor Primary School, Uckfield Community Technology College, and Hempstead Fields. It also forms an off-road link to Uckfield town centre from the north-east of the town.

Background

Route was identified in Sustrans scoping work.

251.1 Lime Tree Avenue

Existing conditions

Traffic-free path between Hempstead Lane and Downsview Crescent.

Path is wide from Hempstead Lane to link with Lime Close. At Lime Close the path narrows to 1.5m.

Path is enclosed by trees. Surfacing is poor, and is poorly maintained.

Path is unlit.

Barriers to walking and cycling

Poor surfacing and growth over path creates low levels of comfort for cycling and walking. Width of path at Lime Close restricts access for cycles.

Lack of lighting creates poor sense of social safety.

Recommendations

251.1.1 Resurface path and widen at access adjacent to Lime Close, install lighting.

251.2 Leisure Centre Access

Existing conditions

Pedestrian access to Leisure Centre and College, connecting to Lime Tree Avenue, and footways from London Road.

Entrance from footway is narrow and surfacing is poor quality.

Zebra crossing to leisure centre is narrow and is on poor quality raised table.

No cycle parking at leisure centre.

Barriers to walking and cycling

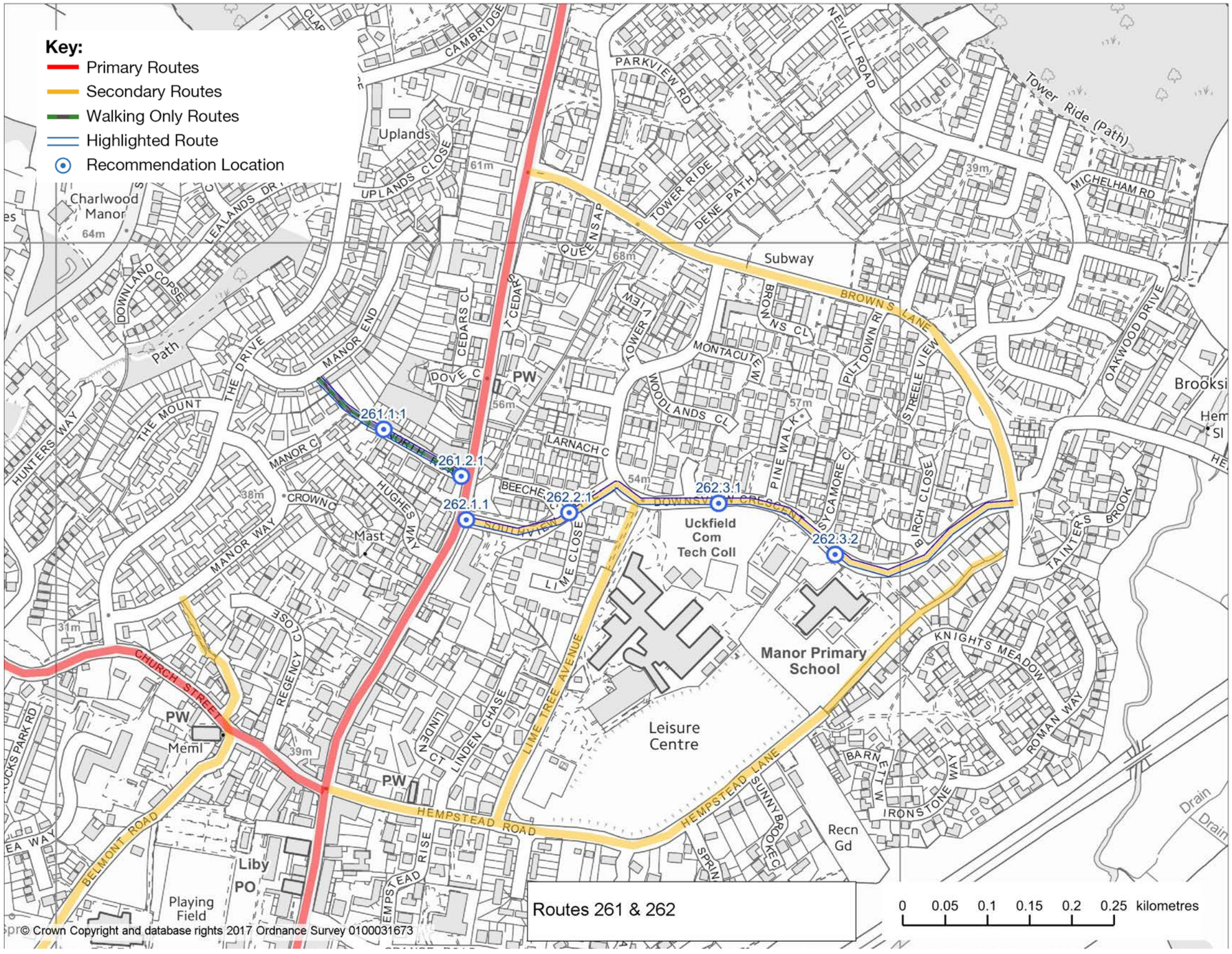
Entrance to leisure centre from path is poor quality and is unattractive and uncomfortable for pedestrian and cycle users. Zebra crossing does not accommodate cycles.

Cyclists unable to park at leisure centre entrance.

Recommendations

251.2.1 Reconfigure entrance and zebra crossing.

251.2.2 Install cycle parking at leisure centre.



261: North Row

Route description

Route 261 is a secondary walking route, connecting residential areas in the north-west of Uckfield to amenities and schools on the east of London Road.

Background

Route was identified in Sustrans scoping work.

261.1 North Row

Existing conditions

Low trafficked unadopted road with poor surfacing.

Barriers to walking and cycling

Pedestrians are required to mix with traffic.

Recommendations

261.1.1 Reduce speed limit of road to 15mph, and emphasise presence of pedestrians within road through signage. Consider making road pedestrian priority area.

261.2 London Road Crossing

Existing conditions

Connection over London Road from residential areas in the north west of the town to the north east.

No pedestrian crossing in place to provide links to Manor Primary School, Uckfield Community Technology College, Uckfield Leisure Centre, churches, bus stops, commercial frontages and residential areas.

Barriers to walking and cycling

Lack of pedestrian crossings requires people travelling by foot to crossing informally, leading to high risk of collision with vehicles, and uncomfortable pedestrian environment.

Recommendations

261.2.1 Introduce new crossing to link North Row to Manor Primary School, Uckfield Community Technology College, and Uckfield Leisure Centre, at the junctions of Browns Lane, and Southview Drive.

262: Southview Drive/ Downsview Crescent

Route description

Route 262 is a secondary route connection along moderately trafficked streets in the north east of Uckfield.

The route provides direct connections to Uckfield College, Manor Primary School, Manor Nursery School, and Uckfield leisure centre. It also forms part of wider links to Uckfield town centre, greenspace off Downsview Crescent, and links to Uckfield Station.

Background

Route was identified in Sustrans scoping work.

Issued around speeding and poor crossing facilities have historically been raised to local authority by residents and councillors on both Southview Drive and Downsview Crescent.

262.1 London Road/ Southview Drive Junction

Existing conditions

Wide side road junction with London Road, with very wide corner radii. Junction is on desire line for pedestrians and cyclists travelling from north of the town to Uckfield High Street, as well as communities accessing shops and greenspace in the north east of the town.

No central refuge to support pedestrian crossings, and drop kerb facility is in poor condition and is narrow.

Barriers to walking and cycling

Wide corner radii allows vehicles to turn into Browns Lane at speed, creating uncomfortable crossing facilities, as well as high risk of collision between turning vehicles and pedestrians crossing the junction, as well as cyclists travelling along London Road.

Wide crossing distance creates uncomfortable and unsafe pedestrian movement, especially for users who may take longer to make crossing, such as families, disabled and older users.

Recommendations

262.1.1 Tighten corner radii and install speed table to reduce speed of vehicles travelling through the junction, and reduce crossing distances. Install new crossing and refuge facility for pedestrian users, to reduce crossing distance. Reconfigure drop kerb, or install crossing flush with footway.

262.2 Southview Drive/ Downsview Crescent

Existing conditions

Residential road with connections to no-through residential areas and to Browns Lane.

The street is heavily parked, and side road junctions have wide arms, and wide corner radii. Road surface is poor, with significant defects.

30mph speed limit with no traffic calming along its length.

No pedestrian crossings from north and east of Browns Lane to link to Uckfield town centre, Uckfield College and Manor Primary School.

Barriers to walking and cycling

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

Wide side road junctions create high risk of right and left hook collision with vehicles for cyclists, and uncomfortable pedestrian facilities.

Pedestrians are required to cross road with no dedicated crossing facilities, and cross against vehicles that are able to travel at speed, due to 30mph speed limit, lack of traffic calming and wide road.

Recommendations

262.2.1 Reduce speed limit to 20mph. Install traffic calming through speed tables and psychological calming features.

262.3 School/ Leisure Centre crossing

Existing conditions

Cluster of entrances two schools, Uckfield College and Leisure Centre at the east of Downsview Crescent.

Two ‘school slow’ signs painted in road on approach to schools. 30mph speed limit outside schools, with no vertical or horizontal deflection on approach to schools to slow speed of traffic.

Parking restrictions implemented outside school premises.

No crossing facilities outside schools or leisure centre.

Barriers to walking and cycling

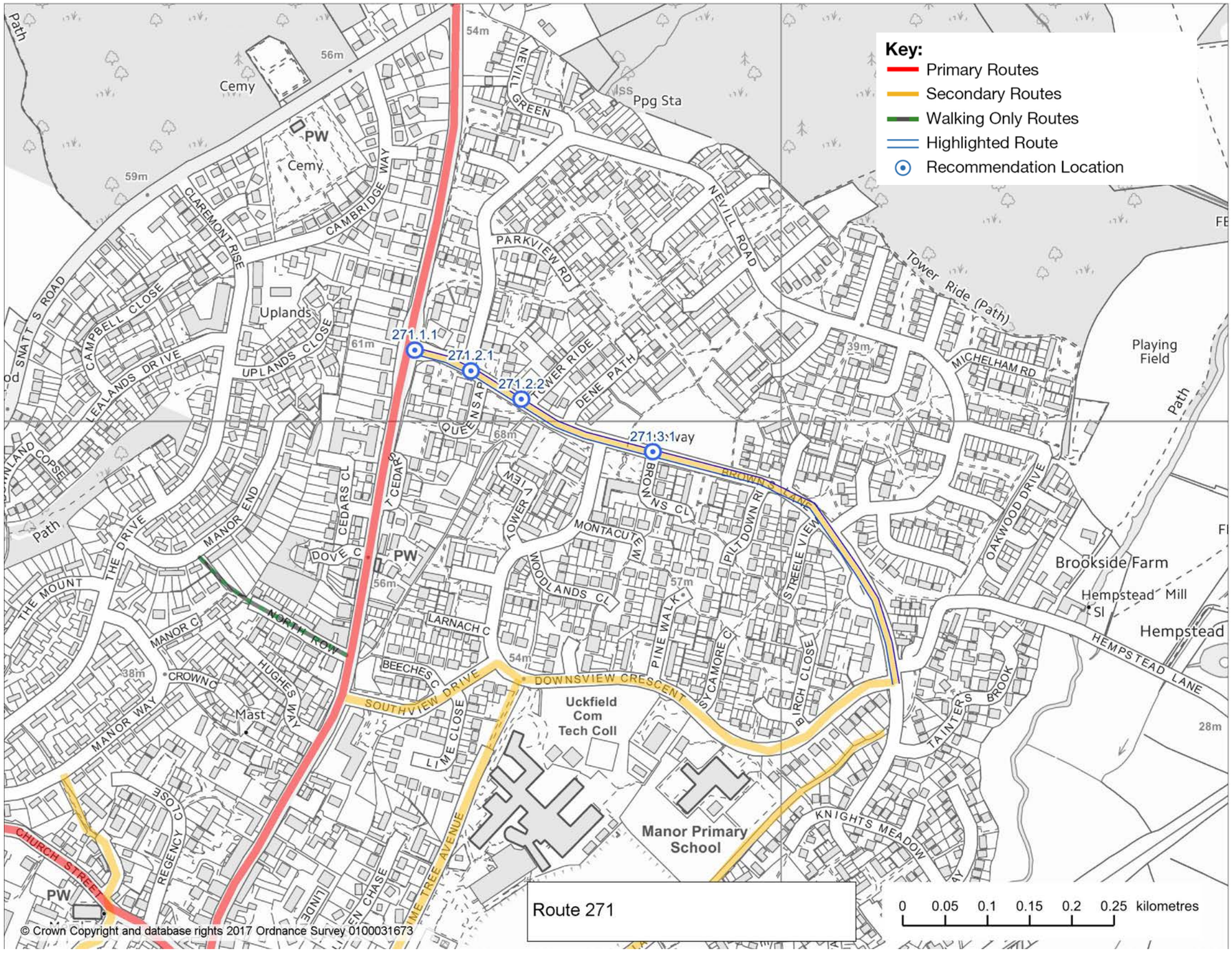
Cyclists and pedestrians accessing schools are required to mix with traffic travelling at 30mph, with no traffic calming, either travelling along or crossing the road.

No protected crossing to school.

Recommendations

262.3.1 Install new zebra crossing facilities to schools and leisure centre.

262.3.2 Engage with school to deliver safe walking to school zone



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271: Browns Lane

Route description

Route 271 is a secondary route connection along moderately trafficked streets in the north east of Uckfield.

The route provides direct connections to housing estates and local shops along and adjacent to Browns Lane to London Road and Uckfield town centre, as well as links to three schools within the residential cell, Uckfield Leisure Centre, and greenspace off Downsview Crescent.

Background

Route was identified in Sustrans scoping work.

271.1 London Road/ Browns Lane Junction

Existing conditions

Wide side road junction with London Road, with very wide corner radii. Junction is on desire line for pedestrians and cyclists travelling from north of the town to Uckfield High Street, as well as communities accessing schools and amenities in the north east of the town.

Central refuge island is located within junction. The drop kerb facility is in poor condition and is narrow. Central refuge is narrow and has small waiting area. Island is offset way from junction arm, however crossing distances are still wide.

Barriers to walking and cycling

Wide corner radii allows vehicles to turn into Browns Lane at speed, creating uncomfortable crossing facilities, as well as high risk of collision between turning vehicles and pedestrians crossing the junction, as well as cyclists travelling along London Road.

Wide crossing distance creates uncomfortable and unsafe pedestrian movement, especially for users who may take longer to make crossing, such as families, disabled and older users.

Island does not provide a comfortable waiting area for pedestrians.

Recommendations

271.1.1 Tighten corner radii and install speed table to reduce speed of vehicles travelling through the junction, and reduce crossing distances. Install new crossing and refuge facility for pedestrian users, to reduce crossing distance. Reconfigure drop kerb, or install crossing flush with footway.

271.2 Browns Lane

Existing conditions

Residential road with connections to no-through residential areas. The road is wide for a residential road, and is particularly wide at the west of the road.

The street is heavily parked, and side road junctions have wide arms, and wide corner radii.

30mph speed limit with no traffic calming along its length.

No pedestrian crossings from north and east of Browns Lane to link to routes towards amenities at the south of the road, that include Uckfield town centre, Uckfield College and Manor Primary School.

Barriers to walking and cycling

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

Wide side road junctions create high risk of right and left hook collision with vehicles for cyclists, and uncomfortable pedestrian facilities.

Pedestrians are required to cross road with no dedicated crossing facilities, and cross against vehicles that are able to travel at speed, due to 30mph speed limit, lack of traffic calming and wide road.

Recommendations

271.2.1 Reduce speed limit to 20mph.

271.2.2 Install traffic calming along Browns Lane through speed tables and psychological calming features. Narrow road width at the entrance to Browns Lane, to emphasise residential environment.

271.3 Browns Lane Shops Crossing

Existing conditions

Underpass connection to local shops and bus stop at the south of Browns Lane, linking from footpath over greenspace.

Underpass is lit and has artwork along length. However, space is constrained due to narrow width and poor visibility.

No at grade crossings from residential areas in the north west of Browns Lane.

Path connecting to shops is lit, but is narrow in width and poorly surfaced along some sections.

Barriers to walking and cycling

Underpass is narrow and has poor visibility, creating poor perception of social safety and uncomfortable pedestrian environment.

No dedicated crossing facilities for communities accessing shops away from underpass.

Recommendations

271.3.1 Install new zebra crossing over Browns Lane to provide alternative crossing to underpass.

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
211 Framfield Road 660m			
211.1.1	Widen footway to shared-use	High	High
211.1.2	Install continuous footways	Medium	Medium
211.1.3	Widen footway if under 2m	Medium	High
211.1.4	Install pedestrian crossings	High	Medium
221 Bellfarm Road to Bell Lane 950m			
221.1.1	Deliver new signalised crossing	High	Medium
221.2.1	Widen footway to shared-use	Medium	High
221.2.2	Narrow corner radii	Medium	Medium
221.3.1	Widen footway to shared-use/ Install crossings	High	Medium
221.4.1	Deliver segregated cycle facilities	High	Medium
221.4.2	Install raised pedestrian crossings	Medium	Low
242 Church Street 490m			
242.1.1	Resurface pavement	Low	Low
242.1.2	Widen footway	High	Low
242.1.3	Install traffic calming	Medium	Low
300 B2102 - Ringles Cross to Framfield Road 2,150m			
300.1.1	Reduce speed limit to 30mph	High	Low
300.1.2	Install pedestrian crossing	High	Medium
300.2.1	Widen footway to shared-use/ Traffic calm	Medium	High
300.2.2	Widen footway when under 2m	Low	Medium
300.3.1	Install pedestrian crossing phase	High	Low
300.4.1	Install traffic calming	High	Medium
300.4.2	Cycle lanes	Medium	Medium
300.4.3	Install continuous footways	High	Medium
300.4.4	Install pedestrian crossings	Medium	Medium
300.4.5	Reduce through traffic in town	Medium	High
300.5.1	Reconfigure signals at junction	Low	Low
300.5.2	Install traffic calming	High	Medium
300.5.3	Tighten junction radii	Medium	Low
300.5.4	Deliver segregated cycle facilities	High	High
300.6.1	Improve pedestrian access	High	High
301 New Town - Ridgewood 2,020m			
301.1.1	Segregated cyclists through junction	High	High
301.2.1	Deliver segregated cycle facilities	High	High
301.2.2	Install continuous footways	Medium	Medium
301.2.3	Install pedestrian crossing	High	Medium
301.2.4	Widen footway when under 2m	Low	Medium
301.3.1	Widen footway to shared-use/ Install crossings	High	Medium
301.4.1	Deliver segregated cycle facilities	Medium	High
301.4.2	Tighten radii and install continuous footway	Medium	Medium
301.4.3	Install additional pedestrian crossings	High	Medium
301.5.1	Deliver walking and cycling links through development	High	Low
301.6.1	Deliver segregated cycle facilities	Low	High
301.6.2	Reduce speed limit of road to 30mph	High	Low
301.6.3	Install new parallel zebra	High	Low
201: Mallard Drive 399m			
201.1.1	Install new crossing and speed table	Medium	Medium
201.2.1	Reduce speed limit to 20mph	Medium	Low
201.3.1	Install new zebra crossing	High	Medium
231: Bellfarm Road Greenway 856m			
231.1.1	Install dropped kerb/ raised table	Medium	Low
231.1.2	Upgrade footpath to 3m wide shared use path	High	Medium
231.2.1	Adapt lighting columns to lower level	Medium	Low
231.2.2	Resurface and widen path	Medium	Medium
231.3.1	Widen path to 3 metres	Medium	Medium
231.3.2	Install continuous footway treatment/ zebra crossing over side junction	High	Medium
232: Belmont Road – Manor Way 629m			
232.1.1	Resurface and install traffic calming	Low	High
232.1.2	Widen footway	Medium	Medium
232.1.3	Reduce speed limit of road to 15mph	Medium	Low
232.2.1	Install pedestrian priority crossing	High	Medium

Item	Brief Description	Priority	Cost
232.3.1	Reduce speed limit of road to 15mph	Medium	Low
232.4.1	Widen and resurface path	Medium	Medium
241: Batchelor Way - Rocks Park 1,157m			
241.1.1	Install signage	High	Low
241.2.1	Reconfigure closure to enable cycle track	High	Medium
241.3.1	Reduce speed limit to 20mph with traffic calming	Medium	Low
241.4.1	Install new zebra crossing facilities to school	High	Medium
241.5.1	Install signalised toucan	High	Medium
243: Hempstead Lane 927m			
243.1.1	Create shared vehicle and pedestrian area	Medium	Medium
243.1.2	Allow contraflow cycling	High	Low
243.2.1	Reduce speed limit to 20mph	High	Low
243.2.2	Widen and resurface footway	High	Medium
243.3.1	Remove access control gates	High	Low
243.3.2	Resurface path	Medium	High
251: Lime Tree Avenue 411m			
251.1.1	Resurface path and widen at access	Medium	Medium
251.2.1	Reconfigure entrance and zebra crossing.	Medium	Medium
251.2.2	Install cycle parking at leisure centre.	High	Low
261: North Row 210m			
261.1.1	Reduce speed limit of road to 15mph	Medium	Low
261.2.1	New crossing to link schools and leisure centre	High	Medium
262: Southview Drive/ Downsview Crescent 724m			
262.1.1	Tighten corner radii and install speed table and crossings	High	Medium
262.2.1	Reduce speed limit to 20mph with traffic calming	High	Medium
262.3.1	New crossing to link schools and leisure centre	High	Medium
262.3.2	Introduce school zone	High	Medium
271: Browns Lane 751m			
271.1.1	Tighten corner radii and install speed table and crossings	High	Medium
271.2.1	Reduce speed limit to 20mph	High	Low
271.2.2	Install traffic calming	High	Medium
271.3.1	Install new zebra crossing	High	Medium

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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