

East Sussex Cycling and Walking Strategy

Rye

July 2018





About Sustrans

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

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

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

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

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

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

© Sustrans July 2018
Registered Charity No. 326550 (England and Wales) SC039263
(Scotland)
VAT Registration No. 416740656

Revision	Description	Author	Check	Date
1	Version 1	ST	DY / SP	28/03/2018
2	Version 2	ST	SP	04/07/2018

Contents		
Introduction		
Propensity to Cycle Map		
Description of the Town		
Vehicular Access in Rye Town Centre		
200: Valley Park – Camber - Jury’s Gap		
210: Rye - Rye Harbour - Winchelsea Loop		
310: Rye – Iden Lock		
320: Rock Channel		
Secondary Routes		
201: Peasmarsh – Military Road		
202: Playden Lane		
203: School Lane		
204: Peasmarsh – Landgate		
211: Valley Park – Rock Channel		
212: Rye Harbour Alternative		
213: Winchelsea Road – Harbour Road		
214: Camber Alternative		
301: Mason Road		
302: Ferry Road – Love Lane		
303: Cinque Ports Street – Winchelsea		
304: Rye – Playden		
305: Military Road		
311: New Road – Scots Float Sluice		
Walking Only Routes		39
100: Gibbet Marsh Car Park – Winchelsea Road		39
ii 101: Ferry Road – Marley Road		39
5 102: Winchelsea Road – Tillingham Bridge Link		40
1 103: Ferry Road – Tillingham Avenue Link		40
2 104: Station Link		41
4 105: South Undercliff		41
10 106: New Road – Military Road Link		42
18 Table of recommendations		43
20 East Sussex Delivery Methodology		47
23 Glossary of Terms		49
23		
24		
25		
26		
28		
29		
30		
31		
32		
32		
35		
36		
37		
38		

Introduction

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

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

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

Network Maps

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

Trip Generators

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

Transport Network

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

Proposed Network

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

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

Designing for busy roads

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

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

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

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

From Interim Advice Note 195/16

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

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

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

From Sustrans Design Manual

Traffic restrictions

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

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

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

Filtered permeability

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

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

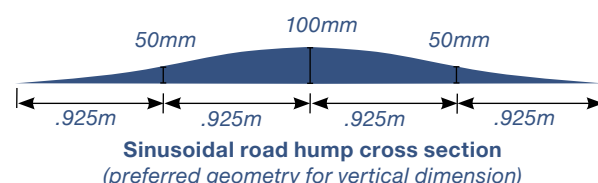
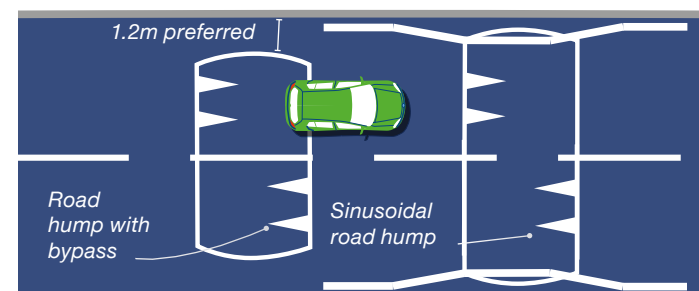
Recommended measures

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

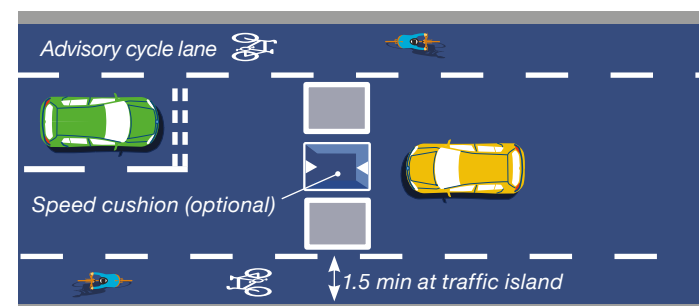
Traffic calming

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

Road humps



Priority system - pinch point



Informal road crossings

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

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

Zebra crossings

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



Chaucer Road, Canterbury

20mph speed limits

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

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

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

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

Road closures

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

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

Land Use Planning

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

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

Propensity to Cycle Tool

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

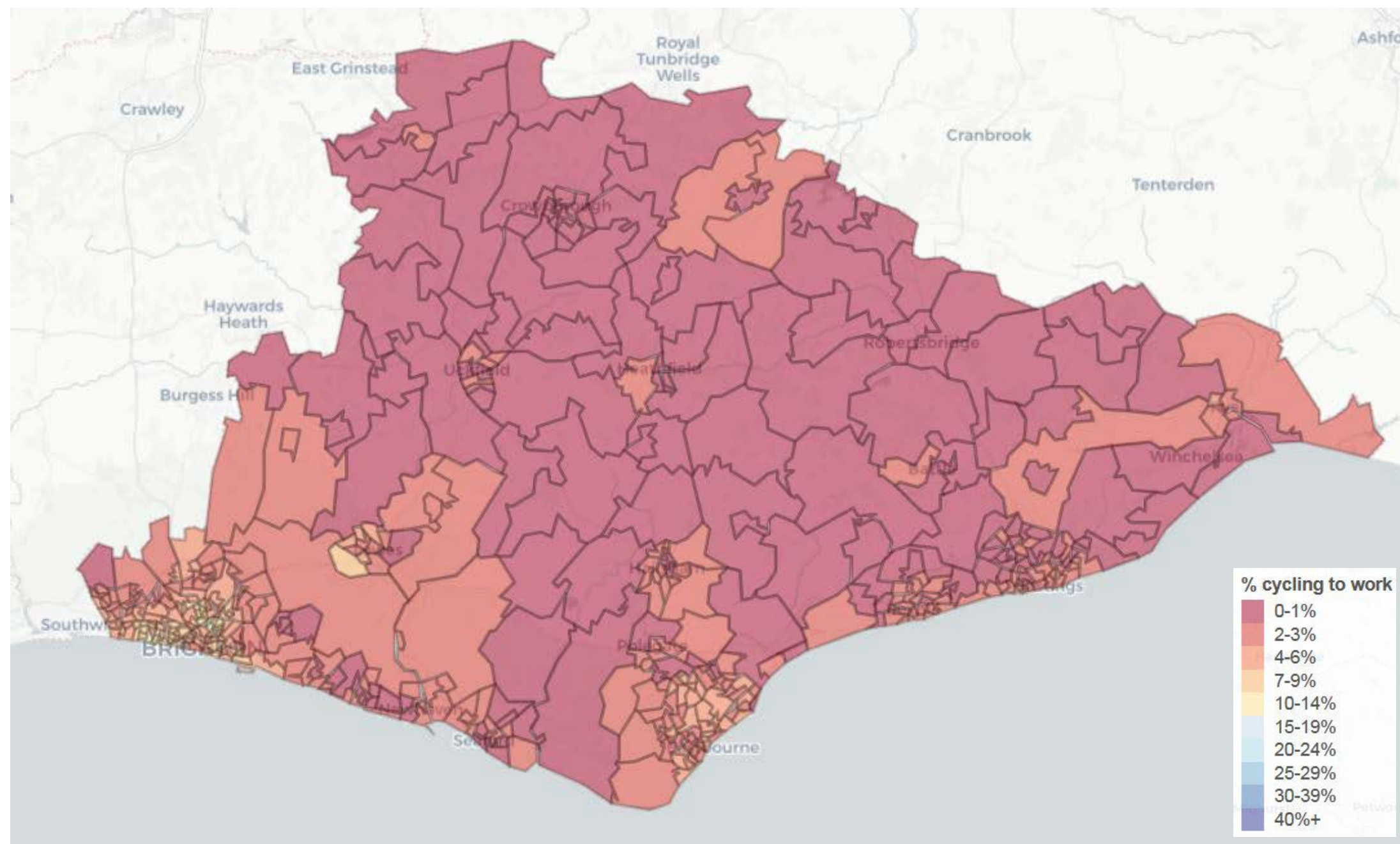
- Census 2011 Origin and Destination commuting data (O-D data)
- Cycle Streets routing

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

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

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

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

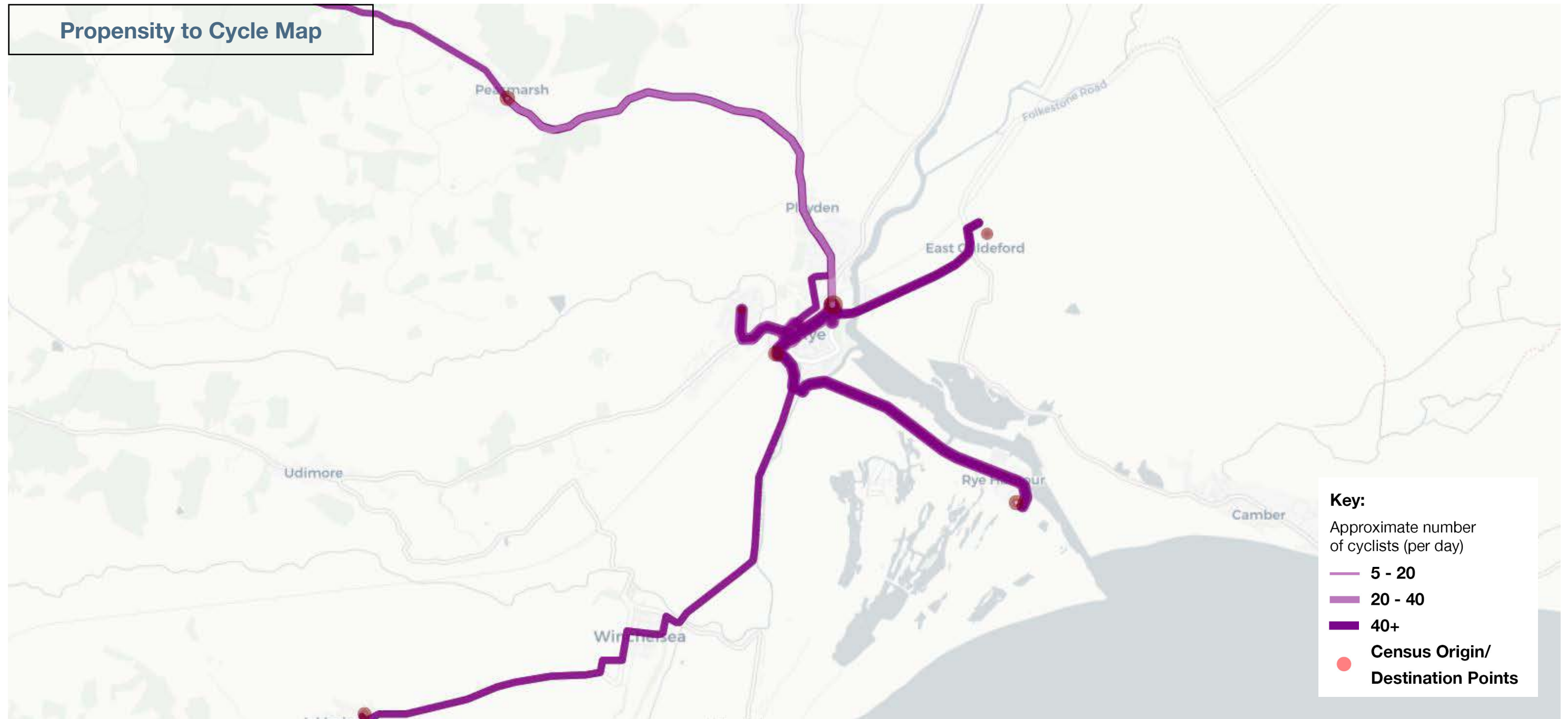


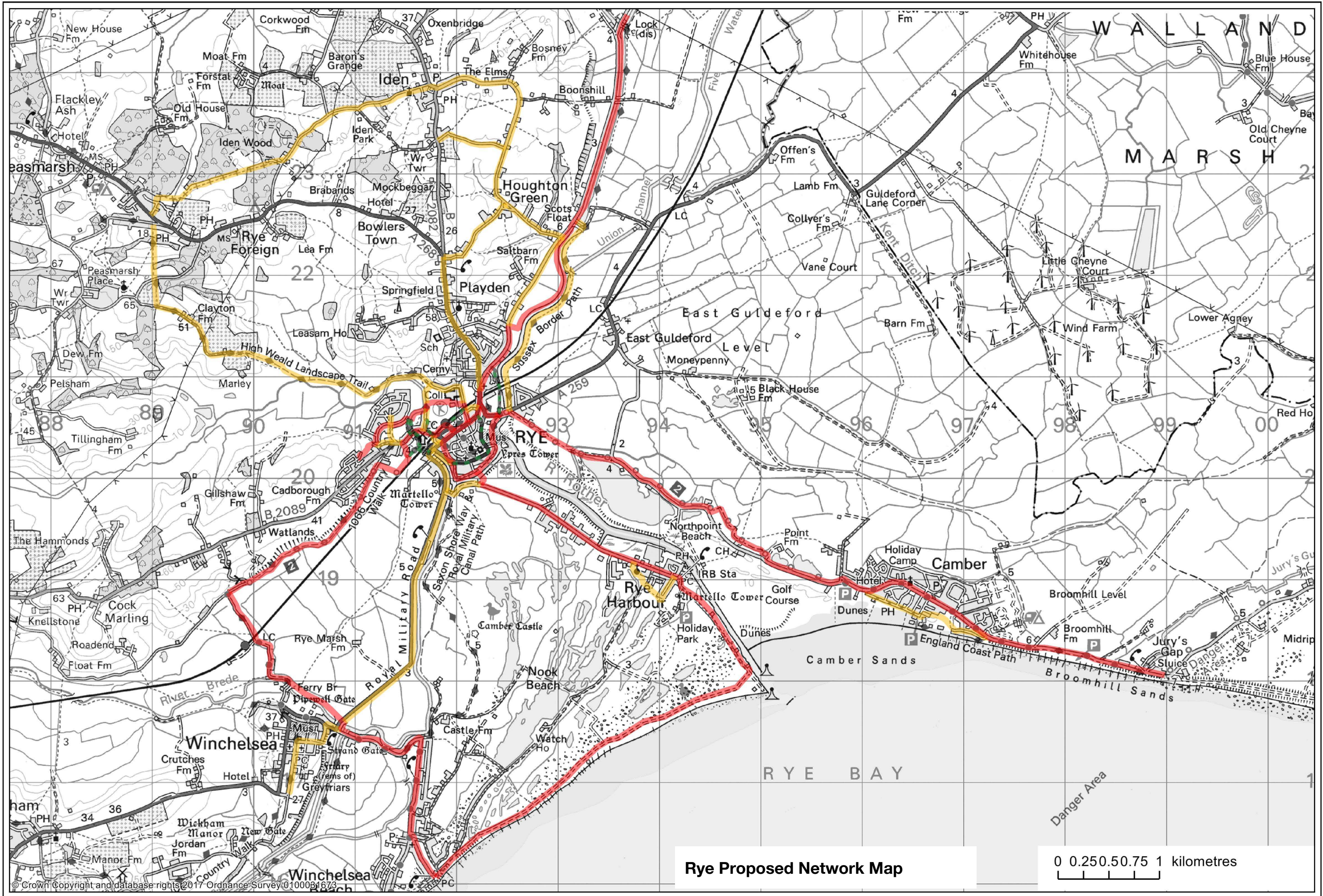
In East Sussex we have used the “Go Dutch – Fast Routes” scenario to produce PCT maps for each town. The map above shows current levels of cycling to work, which are very low with the exception of some parts of Lewes and Eastbourne. The map includes Brighton and Hove, where the proportion of trips made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

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

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

Propensity to Cycle Map





Description of the Town

Rye is a medieval parish town and within the district of Rother. Rye covers an area of approximately 4.2km² (1.6 sq. mi) and lies across the head of an embayment overlooking the English Channel. This report also incorporates the surrounding settlements of Playden, Iden, Peasmarsch, Camber, Winchelsea and Winchelsea Beach. Rye, Playden and Winchelsea, all have a significant height change within their boundaries.

These towns and Rye specifically has many stepped footways and historic cobbled streets. The town has a population of 4,773 (2011 Census), with the population increasing significantly in the summer months as Rye and Camber have a considerable tourist draw.

New homes are proposed in and around Rye, with a number of developments already completed.

Transport

The A259 passes through Rye providing links to Hastings, Folkestone then onwards to Brighton, with the A268 and B2089 providing the main access points to the town. Rye is 9 miles (15 km) north east of Hastings and 15 miles (24 km) south of Ashford. Rye and Winchelsea have railway stations providing links along the coastal route between Ashford and Brighton stations.

The town suffers from congestion due to a high volume of vehicular traffic and HGV's on the narrow and limited range of roads that pass in and through the area. The centre has a one way system to help manage this, but in the summer months and other busy times it is exacerbated and the town is often gridlocked.

Rye, Winchelsea and Camber are well connected by National Cycle Network (NCN) Route 2 and its link routes, providing traffic free walking and cycling access to the settlements east and west of the town, as well as onward to Hastings, Lydd and the coast. However the routes in Rye itself are on road through the busy one way system.

Local Trip Generators

The town provides a number of key local services which generate a number of localised trips, alongside attracting visitors. These include the historic town centre and shopping parades, castle, museum, employment, the harbour and industrial estates, as well as schools, colleges and academies, NCN Route 2 and the various national walking routes, including the Coastal Path and High Weald Landscape Trail. The NCN is used by a wide variety of residents for leisure and commuting as well as providing a tourist draw for leisure cyclists on National Cycle Route 2.

Cycling and Walking in Rye and East Rother

The underlying geography of the area is largely flat with significant undulations in localised areas. There is a significant height change between residential and employment areas and the town centre. All trips made in the town and out to Playden, Iden, Peasmarsch, Camber, Winchelsea and Winchelsea Beach are within the 5 km limit set by East Sussex County Council as a guide to network planning. This means the town is ideally suited to having a high number of active travel users, but the road network and the need to further improve the provision of dedicated walking and cycling facilities makes this an undesirable option for many people due to perceived safety concerns.

The charming historic cobbled streets in the centre of the town are impossible for all but mountain bikes to safely negotiate, forcing those on bikes to dismount and push or park at the edges of this area.

The Rye Local Plan was published in 2003 and a number of local groups have put together various recommendations to improve walking and cycling access in the town, which have been incorporated into Rye Neighbourhood Action Plan which was published in November 2017 and these have identified the proposed residential developments and an urgent need to improve both pedestrian and cycling facilities within the centre and wider town, as well as reviewing general traffic volumes and bus routes. Limited progress has been made towards improving the issues identified to date.

NCN Route 2 either side of the town offers reasonably

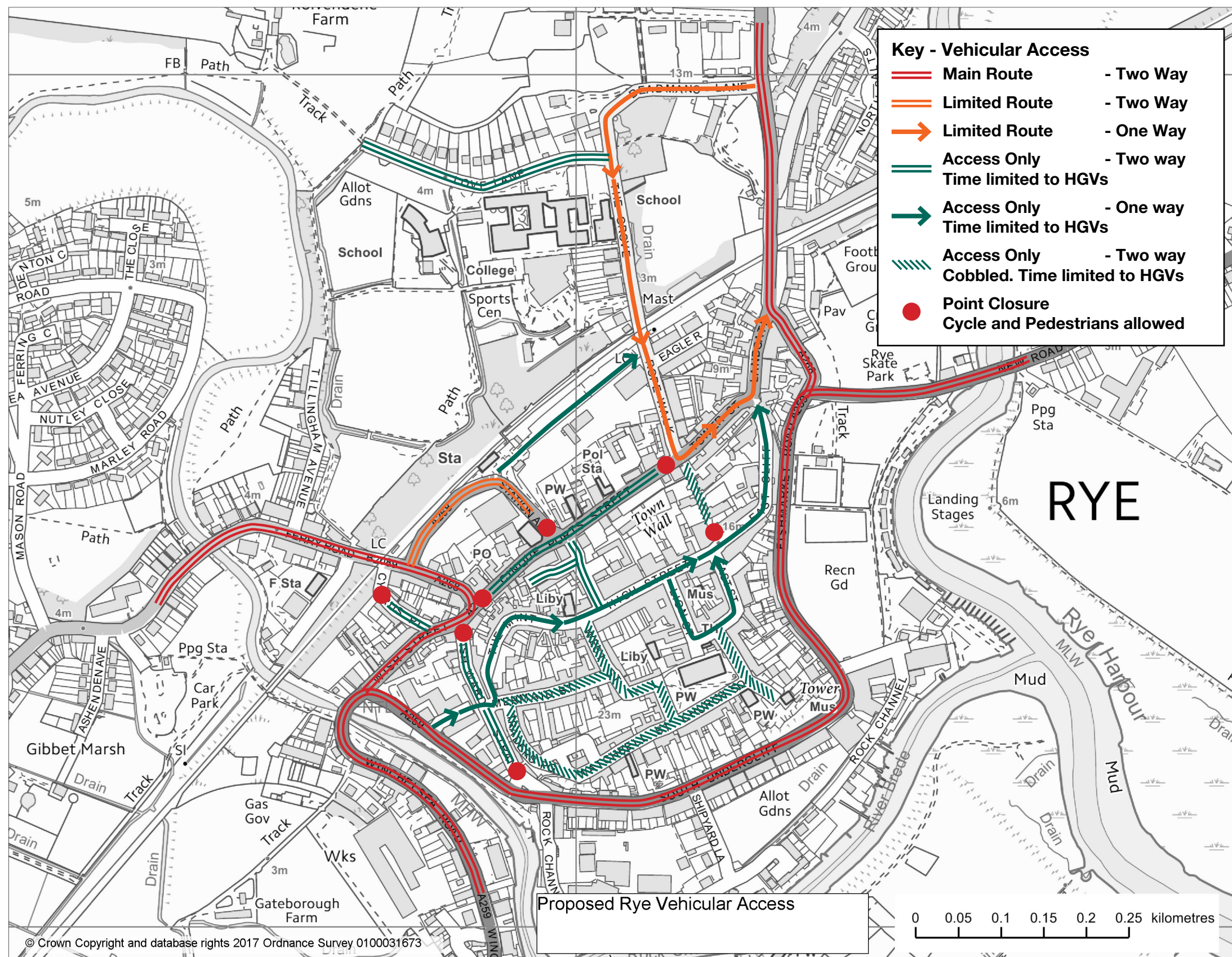
good walking and cycling facilities despite very rough sections of path along the way which are not considered suitable for road bikes. Otherwise there are limited facilities for cyclists and often substandard pedestrian provision. The quantity of heavy traffic within the town and main roads makes it uncomfortable for cyclists to use the existing road network and limited off carriageway provision reduces the number of people using active travel means.

Review Summary

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

- A review of the centre of town and one way systems, including limiting vehicular access into the historic centre itself and preventing through movements to all but essential deliveries
- Improve pedestrian facilities as a priority over maintaining speed and quantity of vehicular movements or parking on narrow roads.
- Improve legibility and wayfinding for safe designated pedestrian and cycling routes.
- Provide alternatives to cycling on carriageway for the busiest routes, this can be on-road, or off carriageway as a shared or segregated path, as feasible in each situation
- Increased number of safe crossing points throughout the area, especially in areas of higher pedestrian density, such as Rye centre
- Provide safe accessible links to the NCN to allow easier access for more people
- Improve shared facilities on existing bridges and provide an additional shared use bridge linking the Rye Harbour Road and Rock Channel

Cycle parking at key trip generators and at the edge of the historic centre is currently below standard in both quantity and security level, enhancing this will encourage more cyclists.



Vehicular Access in Rye Town Centre

Existing conditions

To allow safe and enjoyable walking and cycling access to the historic centre of Rye will involve significant changes to the vehicular access to the narrow medieval streets.

Barriers to walking and cycling

The existing one way system enables vehicular access to the High Street, East Cliff, The Mint, Cinque Ports Street and Tower Street and limits the accessible routes into the town for cyclists to Ferry Road, or Wish Street or forcing them to negotiate significant gradients, steps or dismount and walk up a one way street on the pavement.

The roads are congested with HGVs, vans and coaches while being narrow, or dual lane one way, exacerbated by a significant quantity of parked cars. Narrow footways with limited dropped kerbs and safe crossings provide an uninviting environment for cyclists' and walkers alike.

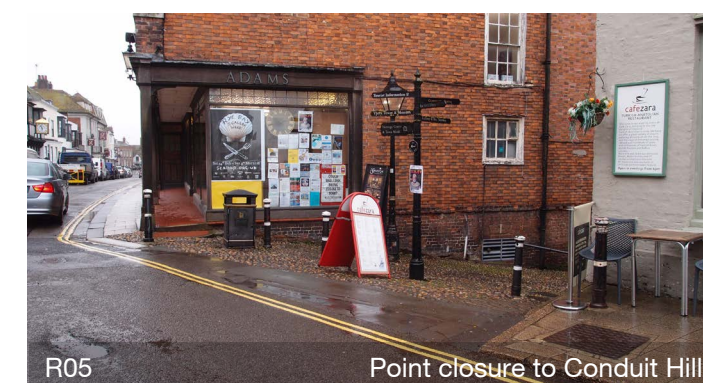
Recommendations

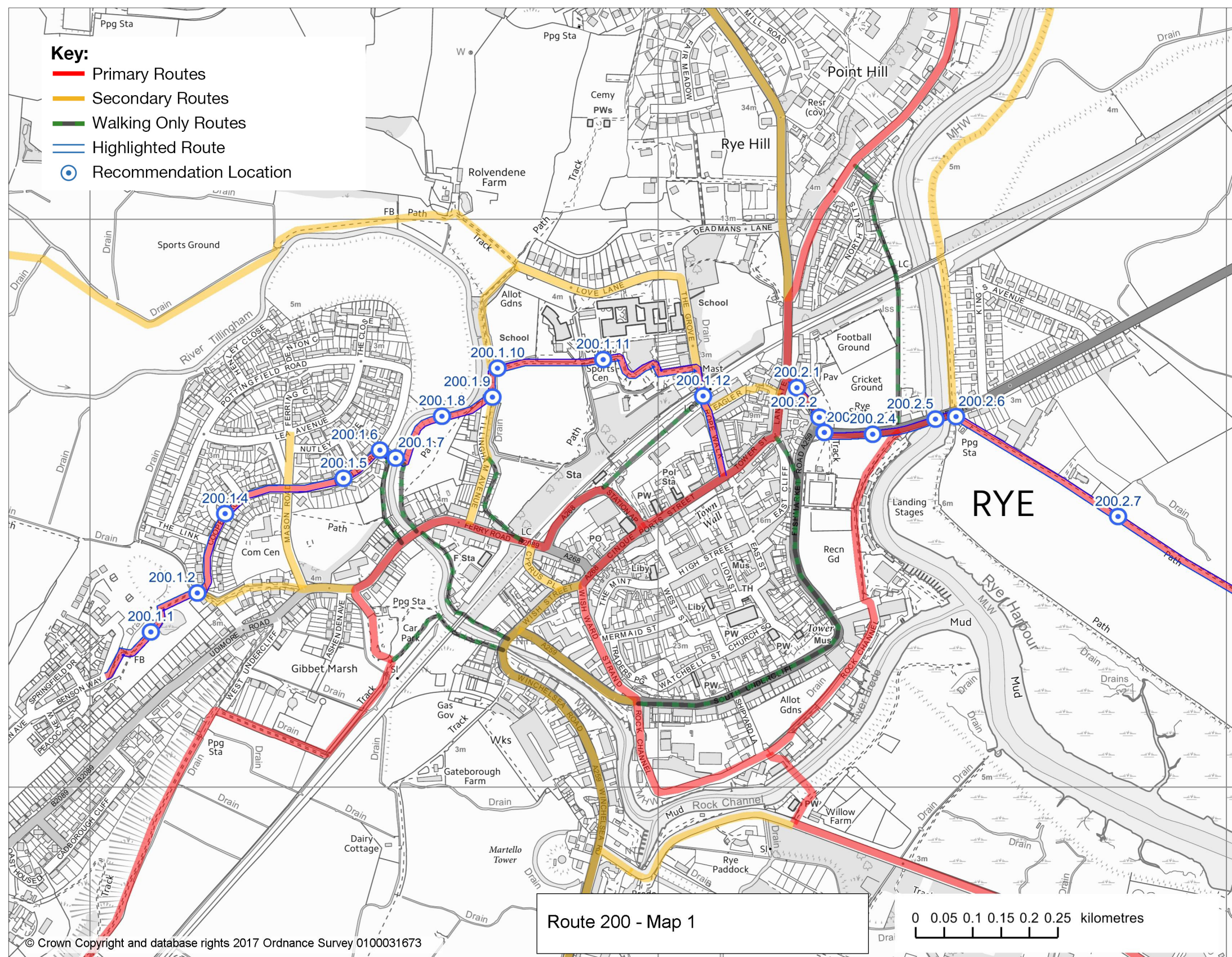
A series of measures have been detailed which will improve the environment for walking and cycling. These will be controversial and require a more detailed analysis, as well as public consultation. They will improve the environment and protect the historic character which makes Rye so special. The map opposite demonstrates the following.

It is recommended that all measures be completed to provide an effective and comprehensive solution, , they have been designed to reinforce routes detailed in the remainder of this report:

- R01 Reverse the town centre one way system, Entering at The Deals, and exiting at Landgate Tower. This will allow Deadmans Lane one-way (R08) to merge, running in the most appropriate direction
- R02 Limit vehicular access into Rye town centre to all except essential deliveries and residential access. Limit delivery times.
- R03 Reduce quantity of on street parking in historic town centre and provide additional

- parking outside this area for those needing to access the town centre.
- R04 Improve surface treatment to pedestrianise the centre where the historic cobbles do not already provide this function.
- R05 Provide point closures to each end of Cinque Ports Street, the junction of Cinque Port Street / Station Approach, Strand / South Undercliff, Wish Ward / Ferry Road, along Cyprus Place and retain the closure to the High Street / Conduit Hill.
- R06 Limit Station Approach to enter and exit on Ferry Road
- R07 Limit access to station parking to enter at Station Approach and exit on Rope Walk
- R08 Create access only one way system to Deadmans Lane, The Grove, Rope Walk, Tower Street and Landgate to access the school / college site.
- The map opposite demonstrates the above proposal.





200: Valley Park – Camber - Jury's Gap

Route description

Providing a link from Bensons Way in Valley Park to Rye and onto Camber and Jury's Gap. Route 200 runs along the proposed Rye Greenway which utilises residential roads and existing and proposed shared use paths. Linking the residential areas, school and college site, town centre and out to Camber and Jury's Gap along NCN2.

Background

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

Section 200.1 is referenced in both the Local and Neighbourhood plans as the Rye Greenway, and in the Rye Cycle Study, by Rother Environmental Group as the Tillingham Cycleway

Feasibility Studies have also been produced for ESCC to evaluate both the Greenway and potential locations for the shared use bridge noted in recommendation 200.1.7.

200.1 Valley Park – Tower Street

This section provides a much needed safer active travel access to the centre and school for those working, studying and visiting

Existing conditions

The route starts on Bensons Way where the new shared use path starts to cross the green open space, traversing a narrow 'anti motorbike' barrier and shared use bridge to Cooper Road, where it joins a residential road.

Following the road to cross Mason Road and join Marley Road the pumping station. Marley Street has restricted width and significant quantities of parked cars.

Joining an existing footway, a bridge will need to be provided to cross the River Tillingham and on to the path in an open space to the west of Tillingham Avenue.

Passing through a gate the route joins a shared use path adjacent to Tillingham Avenue, and then through

the school and college site before turning onto Rope Walk, crossing the level crossing and meeting Tower Street.

Barriers to walking and cycling

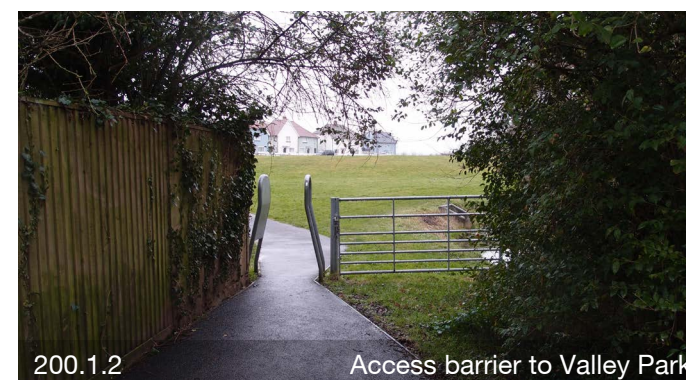
Narrow barrier to the entrance of Valley Park site is a challenge for majority of flat barred bikes and inaccessible to those in a wheelchair.

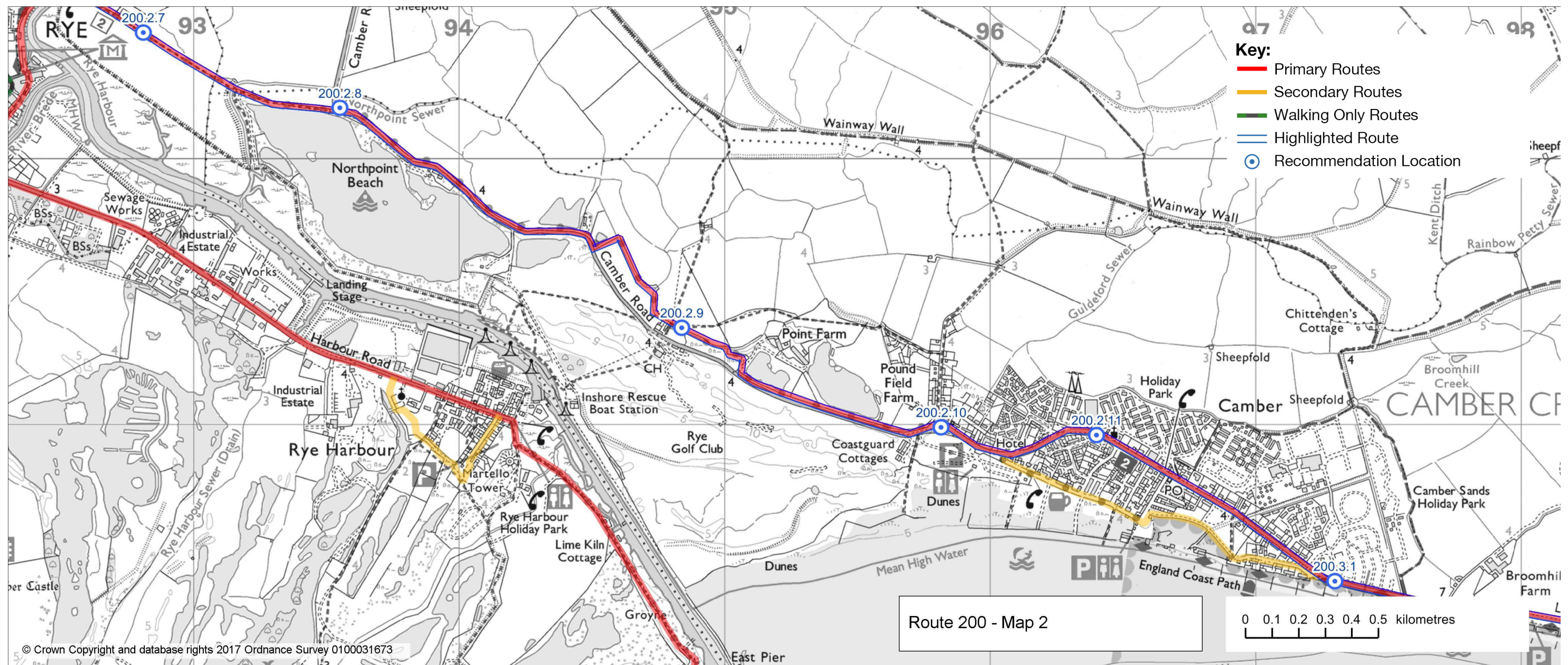
At the time of survey there is no crossing of the River Tillingham and no cycling provision to the footpath to the north of the suggested crossing point.

Access points to the shared use path on Tillingham Avenue do not comply with accessible gradients and a number of barriers limit ease of navigation to those not on foot.

Recommendations

- 200.1.1 Improve width of shared use path, provide lighting and wayfinding.
- 200.1.2 Improve accessibility of barrier
- 200.1.3 Provide dropped kerb to improve access to bridge from Cooper Road
- 200.1.4 Create 20mph zone in residential area
- 200.1.5 Review parking and driveway access. Provide shared use path to southern side of road.
- 200.1.6 Prevent parking at crossing to shared use path. Provide dropped kerb
- 200.1.7 New shared use bridge. Exact location TBC
- 200.1.8 New shared use path through open space
- 200.1.9 Improve ramp access gradient from road to shared use path, upgrade to shared use width
- 200.1.10 Improve accessibility of entrance barriers
- 200.1.11 Improve wayfinding and priority over crossing vehicular access
- 200.1.12 Provide ASL for cyclists and priority pedestrian crossing





200.2 Landgate – Camber

After leaving the main roads of the centre, this section utilises the traffic free section of NCN 2 to Camber.

Existing conditions

The route starts on the northern end of Landgate at the junction to the Rye Road. Utilising main roads until the start of NCN 2 across open fields towards Camber, where it crosses the busy national speed limit Camber Road onto a limestone dust traffic free path.

Barriers to walking and cycling

The junction of Landgate to the Rye Road has restricted visibility to the east and poor pedestrian provision.

Existing active travel provision on the main roads is unsafe due to available widths and prioritisation of vehicular movements.

Access to the NCN 2 from New Road is in a poor state of repair with a ridge of cobble stones at the edge of the main footway. The onward route is suitable only for mountain bikes due to mixed surface quality and maintenance, however it is safer than the road alternative.

Crossing the Camber Road is two stage, on a fast bend with poor visibility to traffic approaching from the north to those on their carriageway.

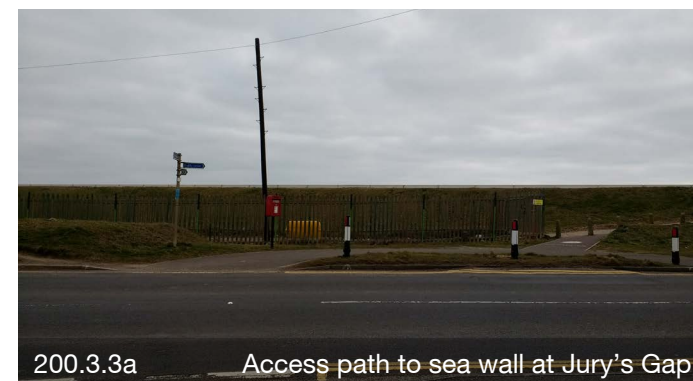
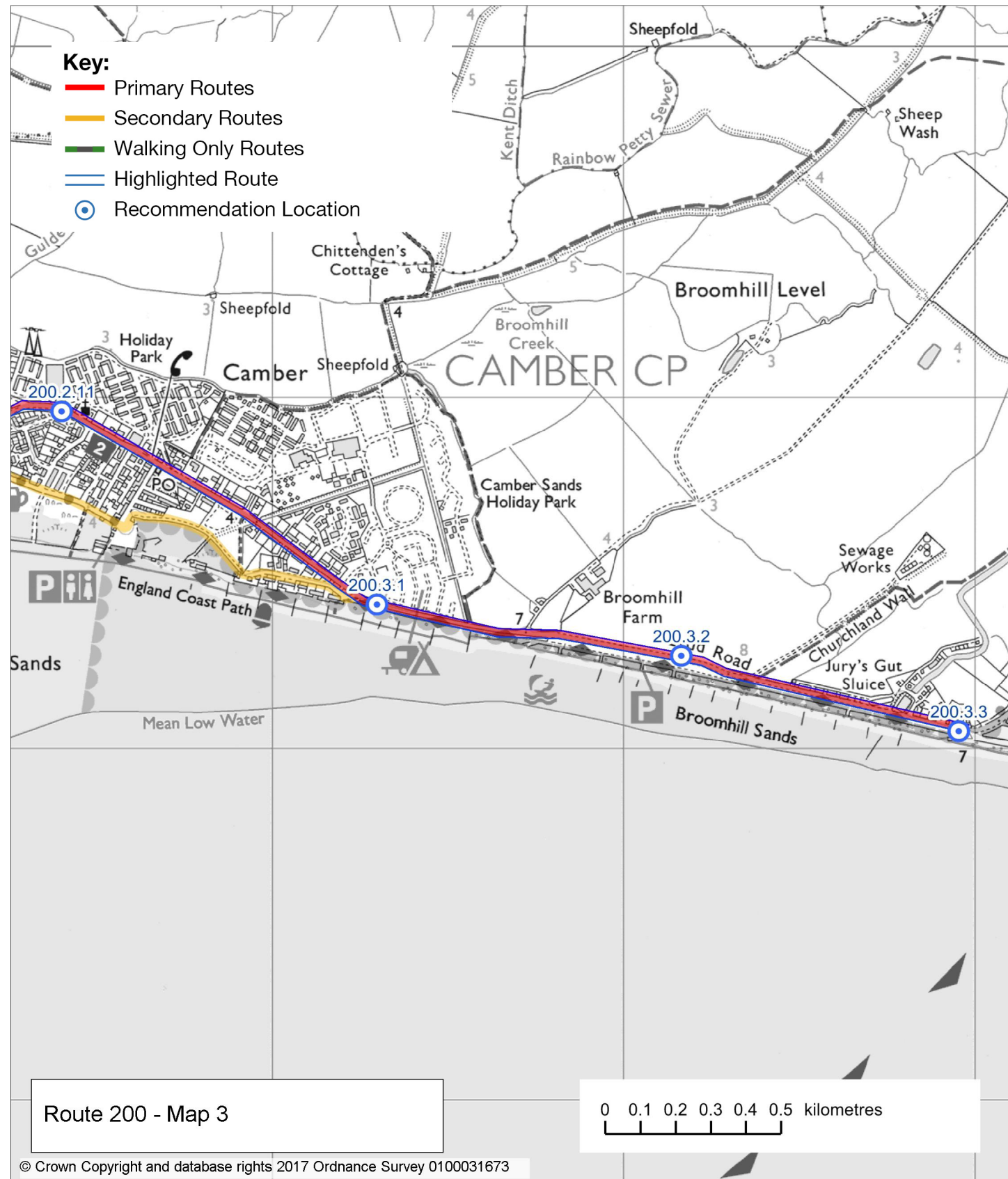
Recommendations

- 200.2.1 Make short section of Fish Market Road single carriage way, widen footways and provide shared use path to one side. Provide shuttle working traffic lights for vehicular traffic, including access out of Landgate, provide cycle crossing.
- 200.2.2 Provide shared use path adjacent to car park
- 200.2.3 Provide toucan crossing on New Road arm of roundabout
- 200.2.4 Provide shared use width path adjacent to open space
- 200.2.5 Upgrade cantilevered footway to shared use width
- 200.2.6 Improve access to and from shared path, gradients and surface quality are poor

especially at the gate.

- 200.2.7 Upgrade surface of path throughout
- 200.2.8 Improve crossing provision, consider traffic controls
- 200.2.9 Consider upgrading surface of path and provide step free access to bridges over ditches.
- 200.2.10 Improve wayfinding and crossing provision at start / end of traffic free route
- 200.2.11 Improve footway widths and crossing provision. Limit parking where necessary.





200.3 Camber – Jury's Gap

Section between Camber and Jury's Gap, along sea wall.

Existing conditions

New sea wall with wide access route alongside Lydd Road.

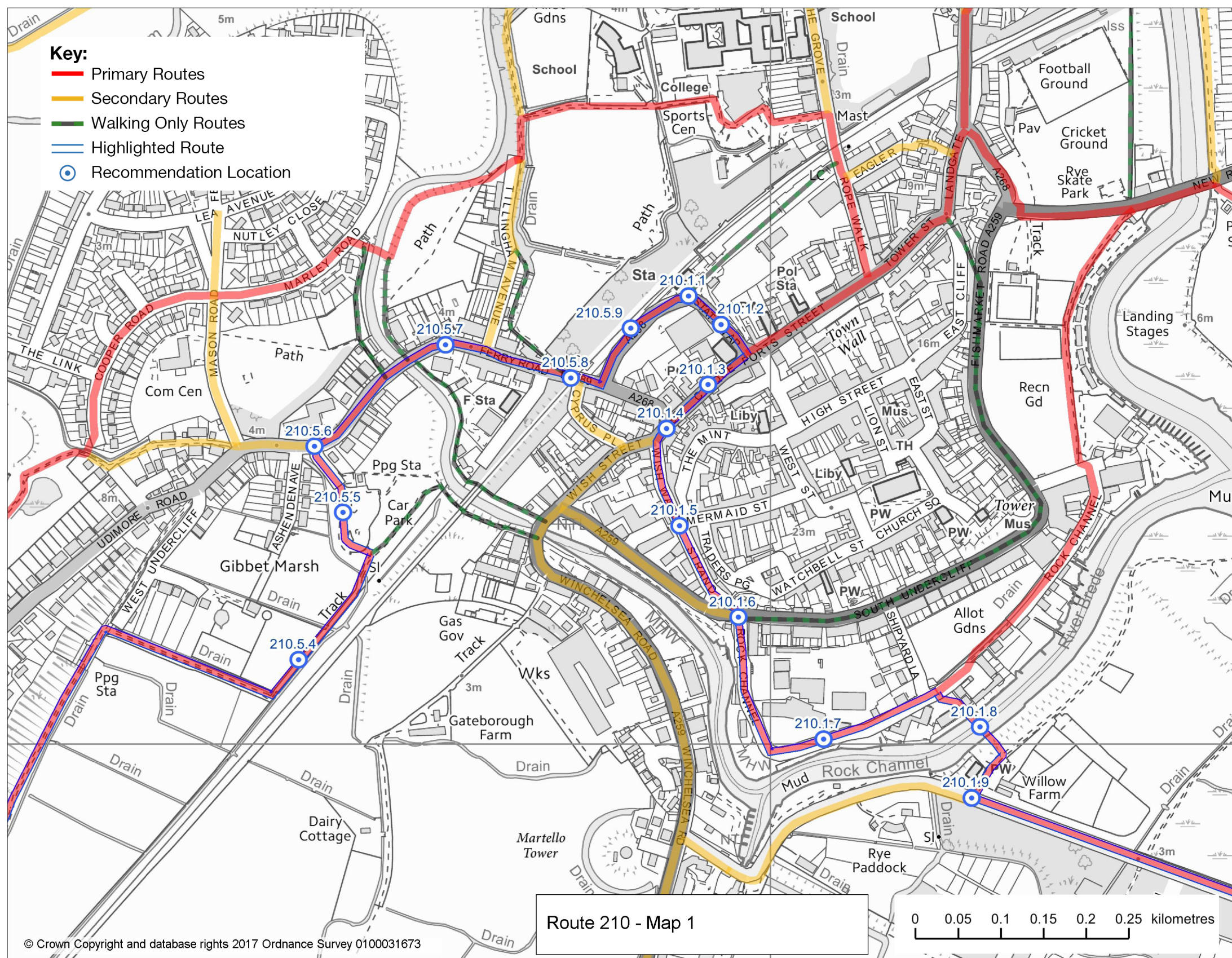
Barriers to walking and cycling

Cycling not permitted on new sea wall.

Access to the top of the sea wall at Camber challenging to negotiate.

Recommendations

- 200.3.1 Improve access to top of sea wall, sign either vehicular or pedestrian ramp for cyclist use. Enhance transition from top of wall to ramp
- 200.3.2 Allow access to top of sea wall for cyclists
- 200.3.3 Improve existing access from road to shared use width



210: Rye - Rye Harbour - Winchelsea Loop

Route description

This route provides a largely traffic free route to the settlements of Rye Harbour, Winchelsea Beach and Winchelsea. Leaving Rye from the station in a clockwise direction.

The route will make use of the previously detailed access only roads around the edge of the town centre, crossing the river and joining the existing shared use path adjacent to Harbour Road to Rye Harbour.

From here it utilises the Environment Agency access track which by kind permission forms part of the NCN 2 link to Winchelsea Beach.

Returning inland to Winchelsea the route moves back onto roads, passing Winchelsea Station and onto the NCN 2 route back into Rye.

Background

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

Section linking Gibbet Marsh car park, via Rock Channel to New Road referenced in both the Local and Neighbourhood plans

210.1 Rye Station – Harbour Road

This section provides a new quiet road access route to Harbour Road, in conjunction with proposed vehicular access restrictions.

Existing conditions

Departing the station southbound on a dual lane one-way street with bus stops and stands to both sides of the road, the route passes onto the narrow one-way Cinque Ports Street turning on to Wish Ward, Strand. The majority of these streets are retail focused and are narrow and / or one way with parking limiting passing opportunities.

The route crosses South Undercliff and onto Rock Channel, a road through a light industrial and residential area.

Previously detailed proposed changes to vehicular access will significantly improve the environment.

Barriers to walking and cycling

Navigating the one way system as a pedestrian and cyclist is challenging with dual lanes, limited safe crossing points, with at times restricted visibility and inconsistent footway widths. Parked cars further exacerbate width issues.

A lack of crossing provision to the south end of Strand makes moving to and from Rock Channel difficult for pedestrians and cyclists alike.

Poor carriageway maintenance and lack pedestrian provision at the entrance to Rock Channel makes this area dangerous when vehicles are also moving through.

Recommendations

- 210.1.1 Improve cycling and walking provision at station access road. Dropped kerbs and sinusoidal humps may be considered
- 210.1.2 Improve bus and coach access, following point closure to Cinque Ports Street
- 210.1.3 Pedestrianisation with designated cycle provision and limit parking
- 210.1.4 Improve southern footway to shared use width, carriageway width may need to be reduced and require shuttle working signals. Provide pedestrian crossing facilities
- 210.1.5 Pedestrianisation of Wish Ward and Strand, with designated cycle provision and limit parking. At crossing to The Deals and Mermaid Street prioritise walking and cycling movements.
- 210.1.6 New toucan crossing of South Undercliff
- 210.1.7 Improve surface and pedestrian provision to Rock Channel. Implement 20mph limit
- 210.1.8 New bridge access across Rock Channel estuary, location notional. To be reviewed, suggested route through residential development to grassed 'bund' on south side.
- 210.1.9 Provide crossing to shared use path, blind bend on approach from west.



210.2 Harbour Road – Rye Harbour

This section utilises the new shared access path along Harbour Road, and onto the road through Rye Harbour.

Existing conditions

New shared use path transformed walking and cycling provision through Rye Industrial Park to Rye Harbour.

Barriers to walking and cycling

Access into the industrial units have restricted visibility to the HGVs leaving each site and no clear cycle prioritisation across wide entrances. No designated crossing points, signalised or otherwise to units on opposite side.

Point width restriction at crossing of ditch with no signage and corner fence within typical path width.

Path re-joins busy road in Rye Harbour with no crossing provision. The following section of Harbour Road has significant HGV movements from the EA site, parking to both sides of the road, which increases in peak season. These factors and a poor surface quality makes the environment uninviting for pedestrian and cycling use.

Recommendations

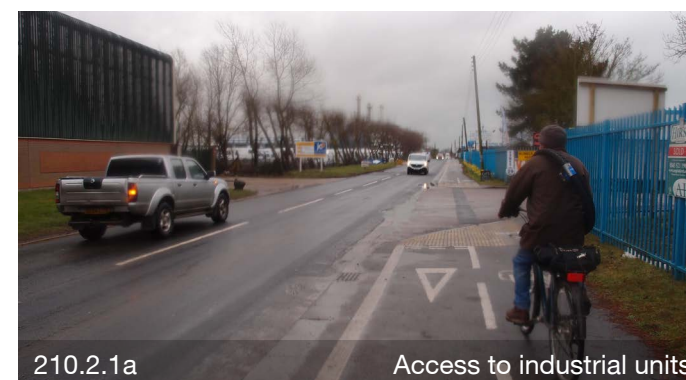
- 210.2.1 Review crossing points at access to industrial units. Improve visibility to shared path and provide pedestrian crossing points to opposite units
- 210.2.2 Provide designated crossing point to re-join carriageway
- 210.2.3 Limit parking to one side of road or remove completely to allow an increased footway width. Provide segregated cycling facilities. Improve surface quality and pedestrian crossing provision.



210.1.8 New shared path on Harbour Road



210.2.1b Narrowing at bridge on Harbour Road



210.2.1a Access to industrial units



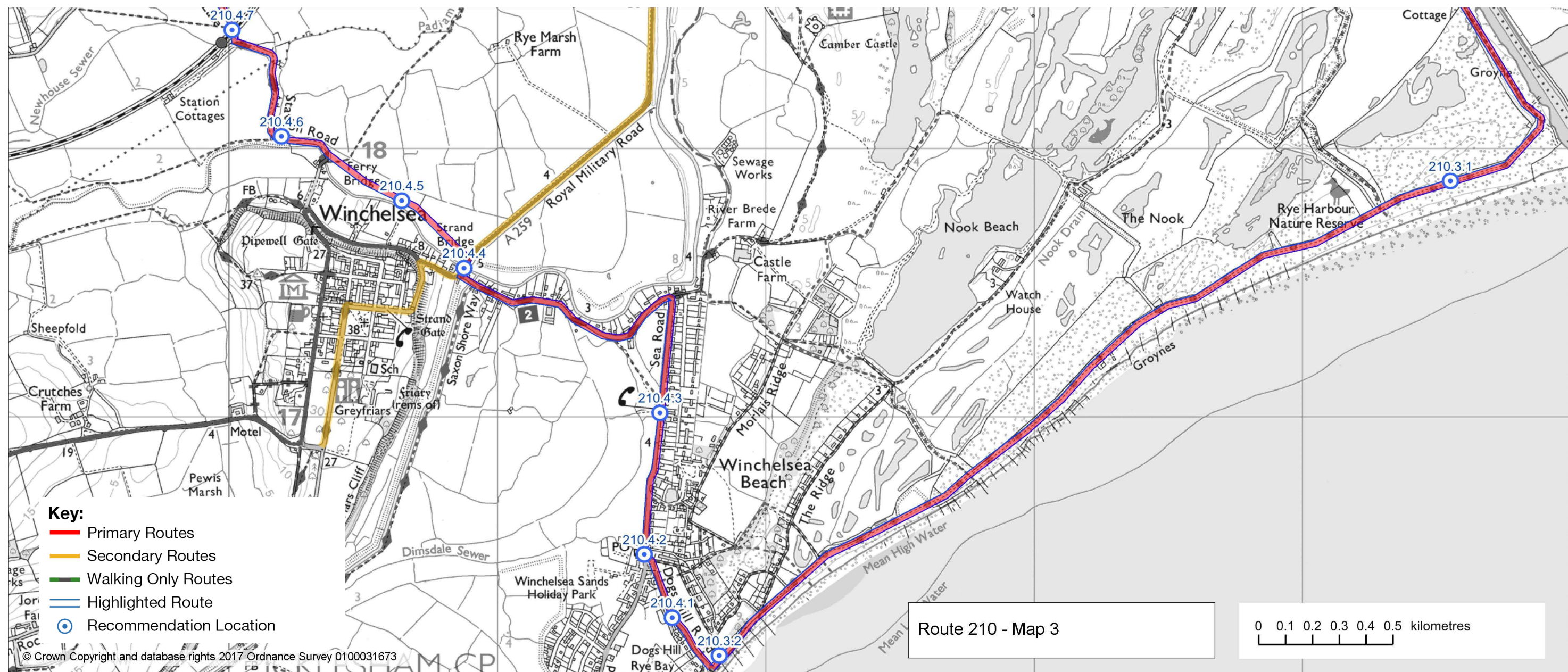
210.2.2 End of shared use path



210.2.3a Heavy good vehicle in Rye Harbour



210.2.3b Harbour Road in Rye Harbour



210.3 Rye Harbour – Winchelsea Beach

This section utilises the EA access track, by kind permission, between Rye Harbour and Winchelsea Beach.

Existing conditions

This section is largely traffic free and well surfaced. Signs indicate how to negotiate site traffic when a ‘convoy’ passes through.

Many access footpaths connect the surfaced route over the stone beach to the sea side.

Great views to sea and surrounding hills.

Barriers to walking and cycling

Due to the exposed nature of the route crosswinds and headwinds are stronger on this section.

Recommendations

- 210.3.1 Maintain access, surface, and legibility of wayfinding!
- 210.3.2 Maintain “share with care” and other wayfinding at start of route, encourage considerate parking to allow ease of navigation at peak season.

210.4 Dogs Hill – Winchelsea Station

This section is largely on carriageway and the existing NCN 2 alignment to Winchelsea Station.

Existing conditions

This section is largely on busy high speed roads with limited or poor pedestrian provision and crossings. A short section runs along the A259. A new off road section of route will bypass Tanyard Lane section of the A259 joining the quiet lane to Winchelsea Station.

Barriers to walking and cycling

Dog Hill Lane is poorly surfaced with no pedestrian provision and busy during peak periods, making it difficult to navigate.

Access to or from Sea Road is on a gradient, with restricted visibility and no pedestrian provision or crossing point to the shops.

Sea Road is a busy high speed road, with limited footway widths and poor crossing provision through

Winchelsea Beach.

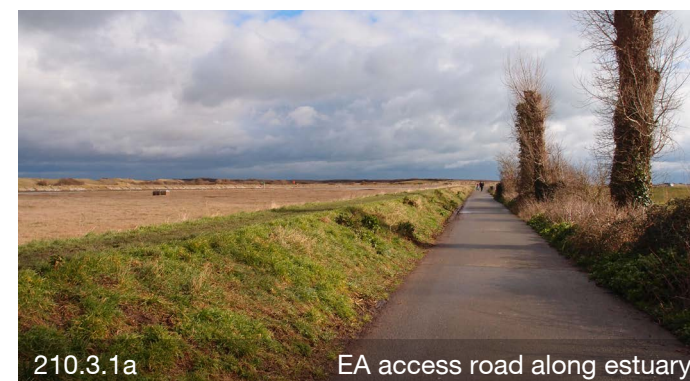
Limited or no pedestrian provision along section of A259.

No access across fields to rear of Tanyard Lane.

Narrow windy country lane to Winchelsea Station with level crossing over railway.

Recommendations

- 210.4.1 Improve surface of residential access road
- 210.4.2 Improve visibility and access onto road, including surface improvements. Pedestrian crossing or dropped kerb to access shops
- 210.4.3 Create 20mph zone in residential area of Winchelsea Beach. Provide pedestrian crossing points. Improve footway widths and surface
- 210.4.4 New shared use path and crossing of A259 for short section
- 210.4.5 New shared use path through field
- 210.4.6 Wayfinding for ‘Quiet Lane’
- 210.4.7 Improve gradient to level crossing



210.3.1a

EA access road along estuary



210.4.3

Sea Road



210.3.1b

EA shingle truck



210.4.4

Junction to A259



210.3.1c

EA access road along beach



210.4.6

Country road to Winchelsea Station



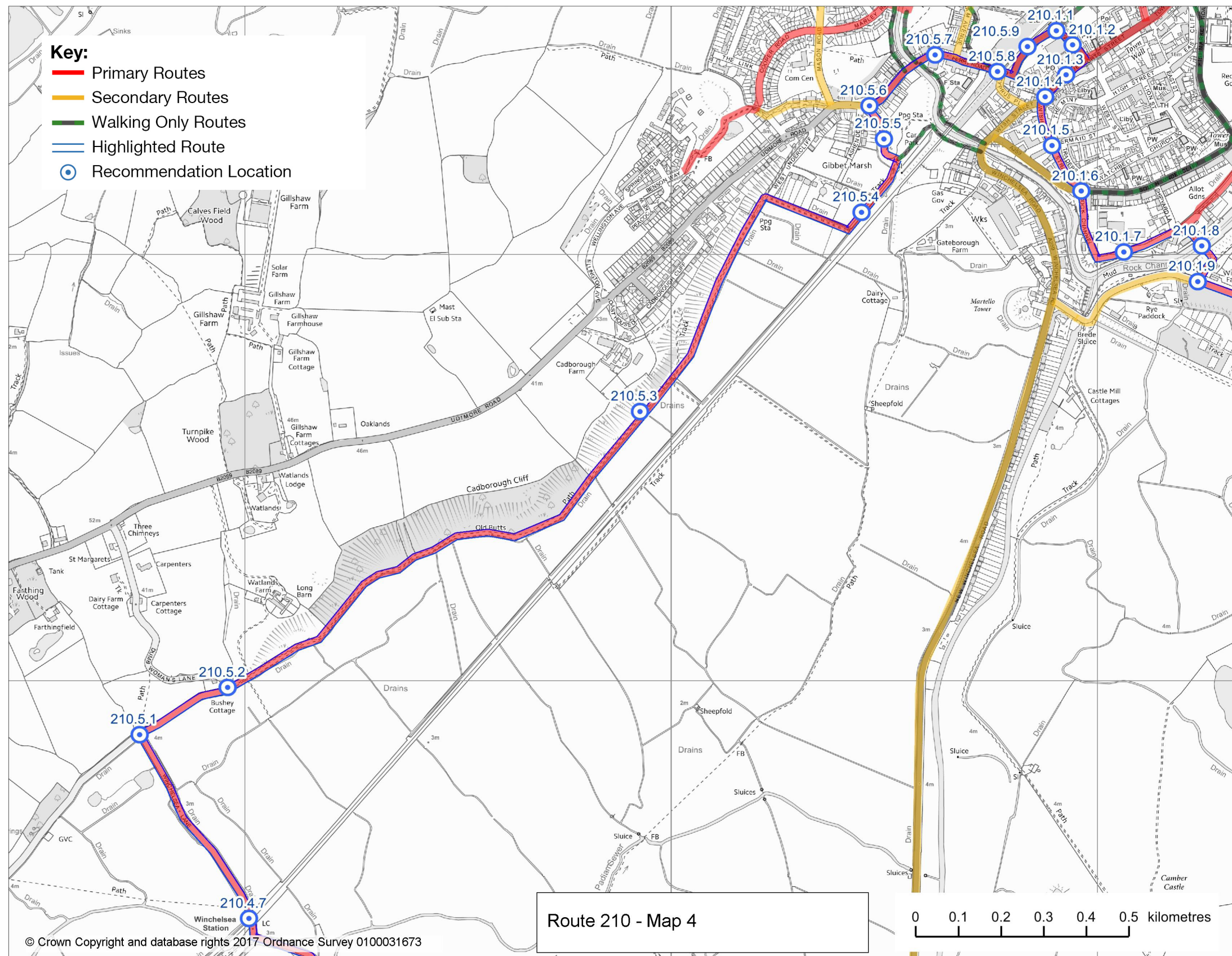
210.4.2

Junction to Pett Level Road



210.4.7

Winchelsea Station level crossing



210.5 Winchelsea Station – Rye Station

This section runs along the narrow country road from Winchelsea Station to the traffic-free section of the existing off road NCN2 to Gibbet Marsh Car Park. The route then continues on road to Rye Station.

Existing conditions

The road from Winchelsea Station is relatively quiet and well surfaced but has a number of dangerous blind bends. The off road section of NCN is poorly surfaced with flint stones, and patches of mud and water.

On the traffic-free approach into Rye a number of wooden bridges approaches are wearing low creating a slight step or potential trip hazard.

In Rye, the promoted NCN route across Gibbet Marsh car park and alongside the busy Ferry Road is sub-standard and poorly signed to the station.

Station Approach currently dual one way. Proposed two way access only will limit volume and size of vehicular traffic.

Barriers to walking and cycling

Narrow country lanes and tracks with limited lighting and poor visibility at key junctions.

Surfacing to off road section of NCN2 limiting use to dry weather and sturdy bikes.

Clarity of route and wayfinding through Gibbet Marsh Car Park

Limited crossing points and width to shared use path along Ferry Road.

This route avoids using uncontrolled level crossings adjacent to the windmill.

Recommendations

210.5.1 Improve visibility to southern approach to right angle bend on Winchelsea Lane, at junction to Dumb Woman's Lane. Signage to reduce vehicular speeds

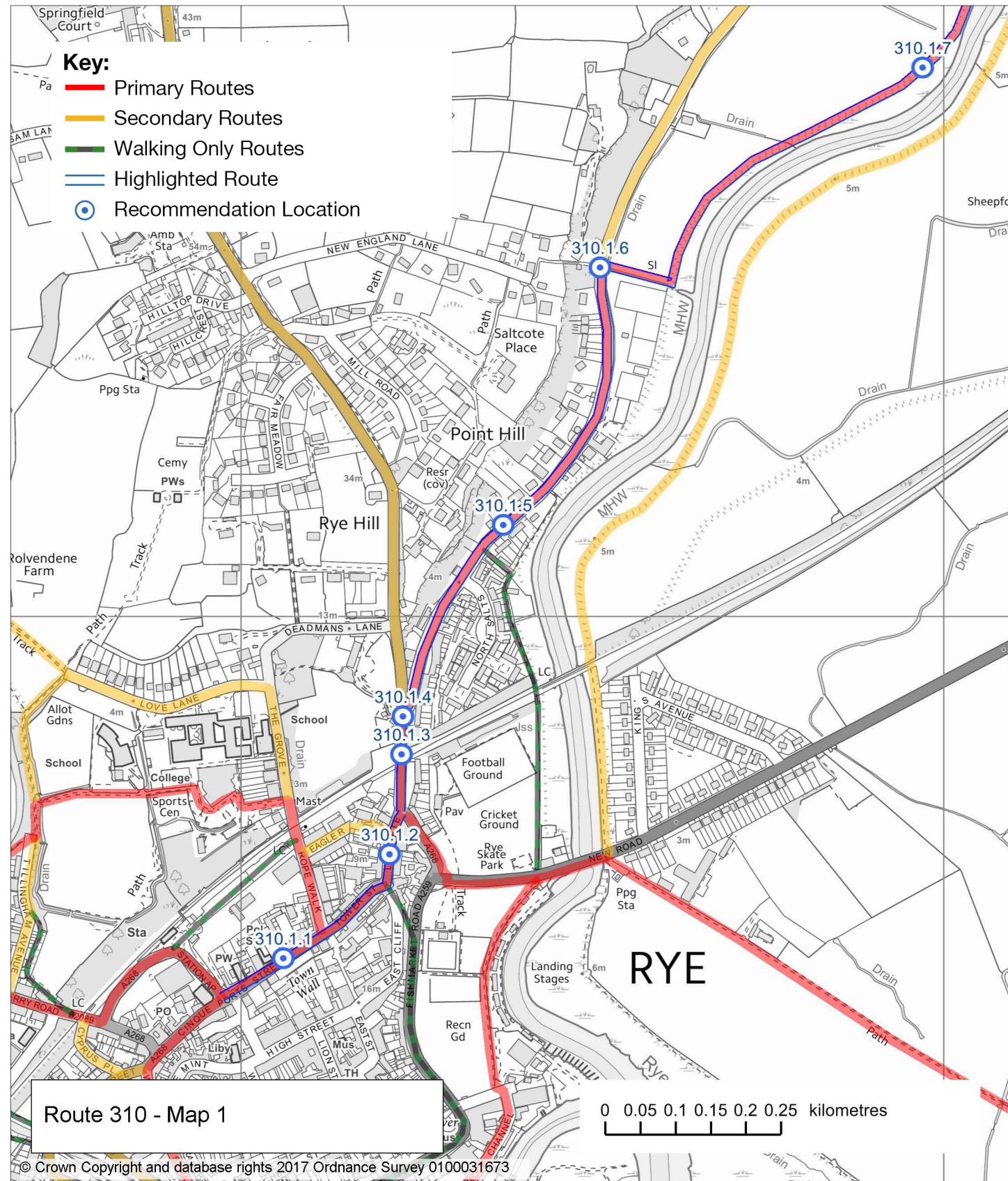
210.5.2 Improve visibility to northern approach to blind hairpin bend on Dumb Woman's Lane, at junction to NCN track. Signage to reduce vehicular speeds

210.5.3 Upgrade off road path surface

210.5.4 Improve access to bridges and surface

- 210.5.5 Improve clarity of wayfinding and route around / across car park
- 210.5.6 Remove ridge kerb to access road. Provide pedestrian access; dropped kerbs and crossing to north side footway
- 210.5.7 Provide continuous shared use width to north side footway between car park and station
- 210.5.8 Improve crossing and access at level crossing. Provide Advance Stop Line for cyclists
- 210.5.9 Provide continuous shared use width to north side footway between car park and station. Improve carriageway surfacing.





310: Rye – Iden Lock

Route description

Providing a link from Station Approach to the settlements north of Rye, this will make use of the proposed Royal Military Canal Route.

Background

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

A detailed 2018 Royal Military Canal report has been produced by Sustrans for Ashford Borough Council which details proposals for the complete route to Hythe. This has recently been forwarded by ABC to ESCC for consideration.

Section utilising Royal Military Canal is also referenced in both the Local and Neighbourhood plans, as well as North of Rye Cycle Routes Study, by Rother Environmental Group

310.1 Rye – Iden Lock

This route will use the proposed access only roads around the north of Rye centre and link to the proposed off road Royal Military Canal Route detailed in the report referenced above.

Existing conditions

The route starts at the junction of Station Approach and Cinque Ports Street on the proposed access only streets of Tower Street and Landgate onto the main road north (A268). After crossing the railway bridge the route turns onto Military Road through residential roads. Parked cars restrict traffic speeds.

The route diverts onto the flood defence bund along the River Rother, where an existing footway would be upgraded to shared use surface.

Barriers to walking and cycling

Rye's current one way system constrains access for both pedestrians and cyclists, with limited safe crossing points and one way - dual carriageways on challenging gradients. The proposed reduced vehicular access measures would improve accessibility to these key streets and allow contraflow access.

Carriage and footway width restrictions to the railway

bridge are neither safe nor appealing for active travel users.

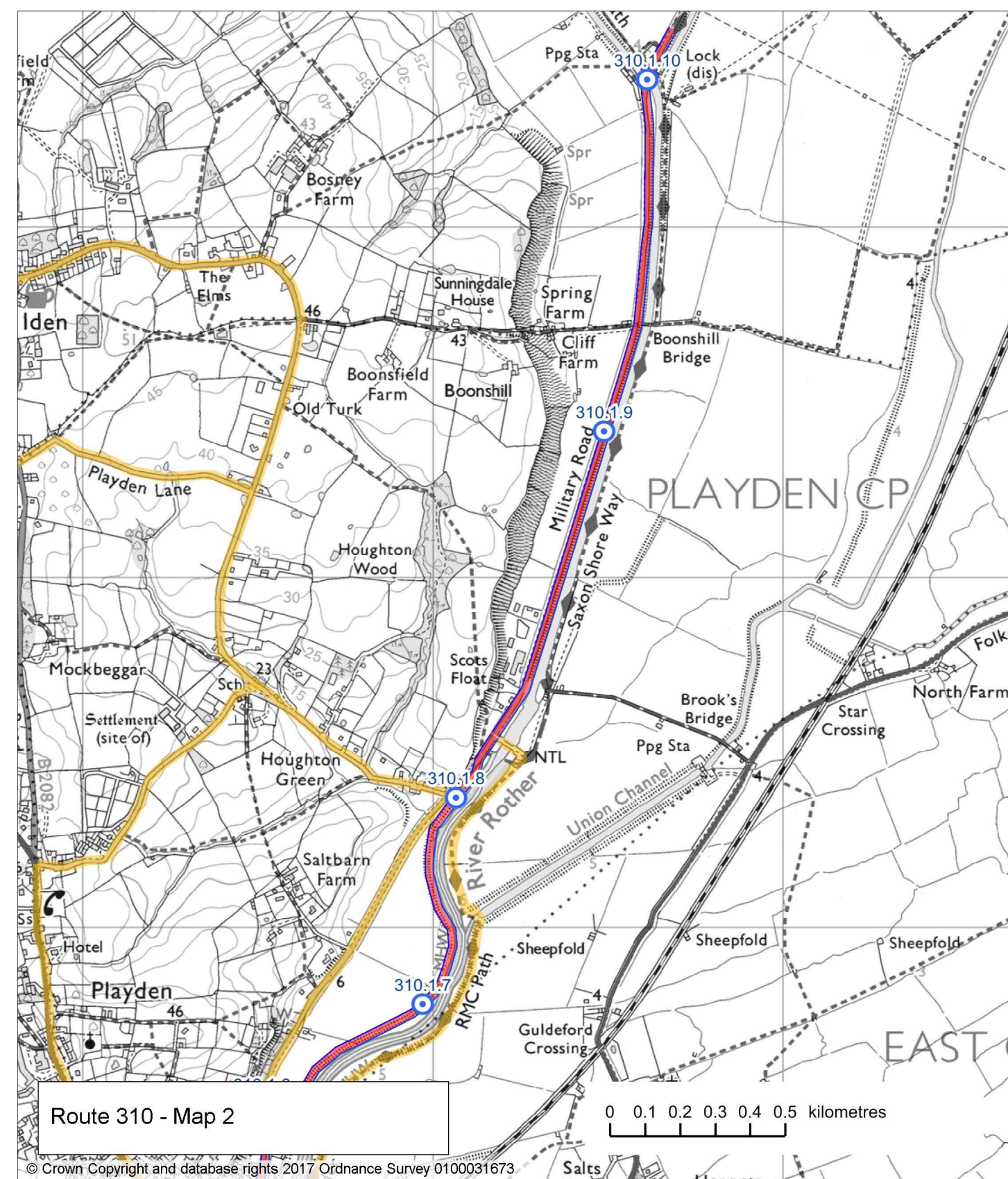
Gradients on approach and lack of safe crossing points onto Military Road from the A268.

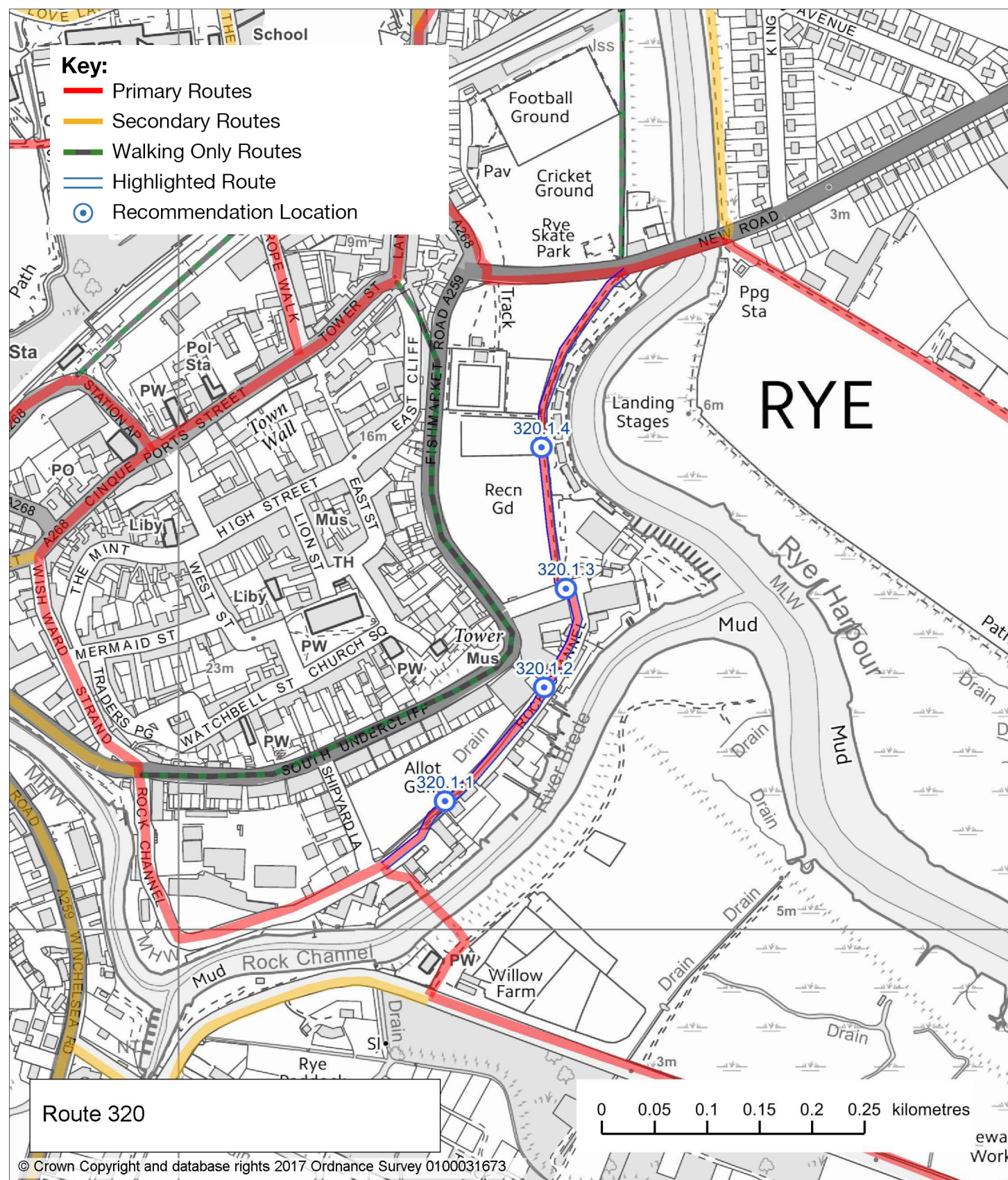
Limited footway widths and parking along Military Road.

Lack of formal shared use provision along Military Canal footpath

Recommendations

- 310.1.1 Limiting vehicles to access only, pedestrianise street. Limited parking. Two way cycling.
- 310.1.2 Limiting vehicles to access only, pedestrianised street. Limited parking. Two way cycling.
- 310.1.3 Improve visibility, access and width of cantilevered footway to provide shared use access
- 310.1.4 Provide accessible shared crossing point to Military Road
- 310.1.5 Improve footway to south side of road to shared use width with dropped kerb crossing points at regular intervals
- 310.1.6 Provide access point to new off road shared use path and clear crossing point to steps to New England Lane
- 310.1.7 Provide new shared use path, with high quality surface
- 310.1.8 Provide access point to off road shared use path and clear crossing point to steps to Houghton Green Lane
- 310.1.9 Provide new shared use path, with high quality surface
- 310.1.10 Provide improved crossing point at Iden Lock





320: Rock Channel

Route description

Providing an alternative route to South Undercliff, linking from route 210 on Rock Channel to route 200 on New Road.

Background

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

Rock Channel to New Road referenced in both the Local and Neighbourhood plans

320.1 Rock Channel

This route will use a number of different footways and access roads between the west section of Rock Channel along the east section to New Road.

Existing conditions

The route passes along an existing narrow footpath between two sections of Rock Channel. Onto a narrow road through a light industrial and residential area.

Barriers to walking and cycling

High fence and hedge to southern footpath, cycling not permitted. Insufficient width for shared use

Poor carriageway maintenance and lack pedestrian provision on Rock Channel makes this area dangerous when vehicles are moving through.

Transition to footpath at northern end of Rock Channel complex with many entrances into industrial units

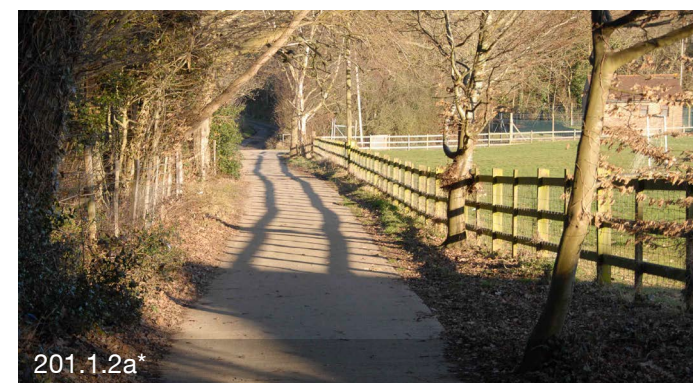
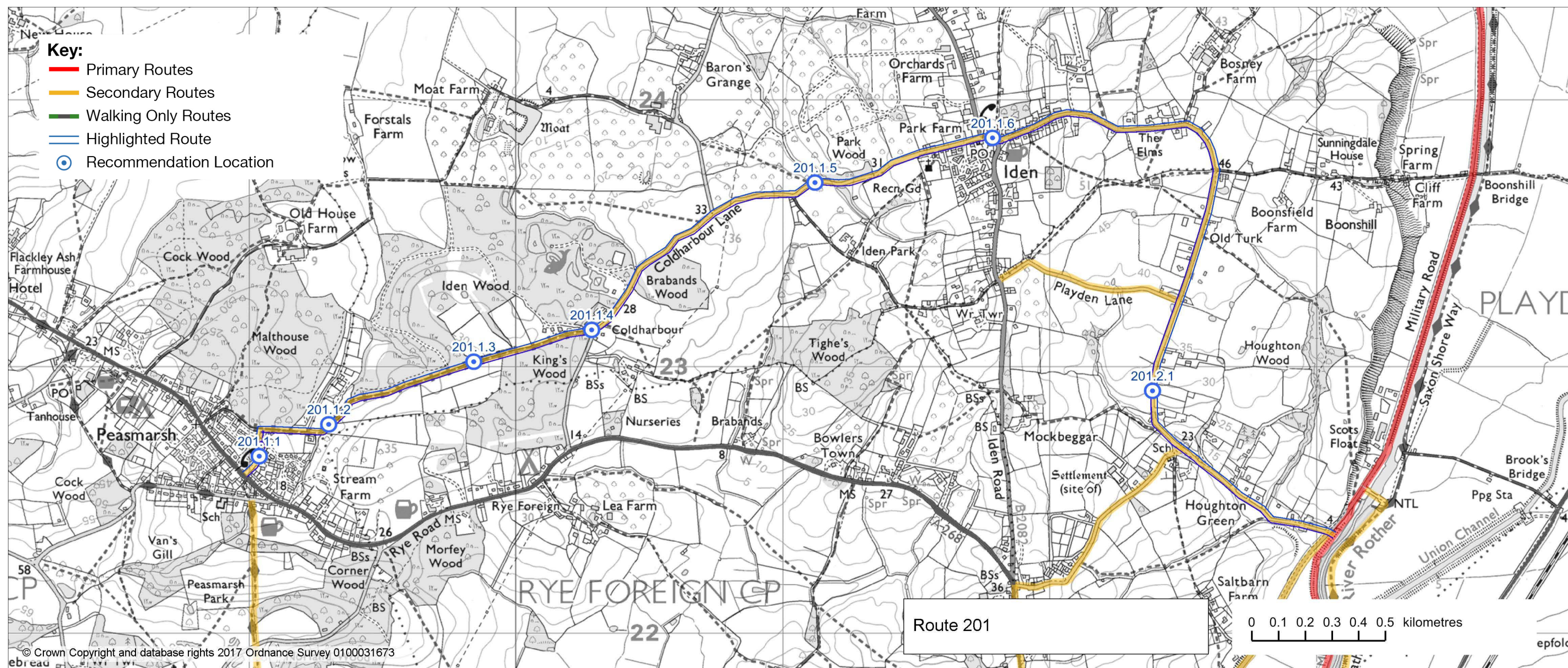
Footpath adjacent to recreation ground narrow with steep slope to one side.

Poor access onto New Road

Recommendations

- 320.1.1 Improve accessibility and widen footway to shared width. Permit cycling.
- 320.1.2 Improve surface and pedestrian provision to Rock Channel. Implement 20mph limit.
- 320.1.3 Improve visibility splay and access between road and existing footway.
- 320.1.4 Upgrade footway to shared use width, improve surface and consider fall protection measures from slope.





Secondary Routes

201: Peasmarsh – Military Road

Route description

Providing a link from Peasmarsh via bridleways and local lanes to Military Road.

Background

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

Route is referenced in North of Rye Cycle Routes Study, by Rother Environmental Group

201.1 Peasmarsh – Iden

This route will use The Maltings to join Malthouse Lane (a track) from the north of Peasmarsh to Coldharbour Lane. Joining the single track lane of Coldharbour Lane the route moves into the outskirts of Iden.

Existing conditions

The route starts at the junction of Main Street and The Maltings in Peasmarsh onto an unsurfaced bridleway, which joins an access track and then the narrow single-track lane into Iden.

Barriers to walking and cycling

The Maltings has narrow footways and parking limiting carriageway width.

Unsurfaced bridleway for initial section, limiting all season and cyclist access.

Narrow unlit single track roads and lanes unwelcoming for pedestrians. Limited passing points and high hedges reducing visibility

Recommendations

201.1.1 Upgrade surface of bridleway to limestone dust, as a minimum, to improve accessibility. Limit inclement seasonal vehicular access to protect surface. Upgrade barriers to cycle friendly installations.

201.1.2 Improve access for all users to skate park

201.1.3 Upgrade surface of bridleway to limestone dust as a minimum to improve accessibility. Limit inclement season vehicular access to protect surface. Upgrade barriers to cycle friendly installations.

201.1.4 Improve visibility and access to road on blind bend. Signage to alert road users of junction.

201.1.5 Signage to indicate Quiet Lanes to encourage all users to be aware of one another. Scrub clearance to improve visibility

201.1.6 Provide pedestrian crossing between two side roads and main road.

201.2 Iden – Military Road

This route will use a local access road Grove Lane, Houghton Lane and Houghton Green Lane from Iden through the countryside and Military Road

Existing conditions

Single track, tarmacked lane from Iden to Military Road with some residential and farm access roads.

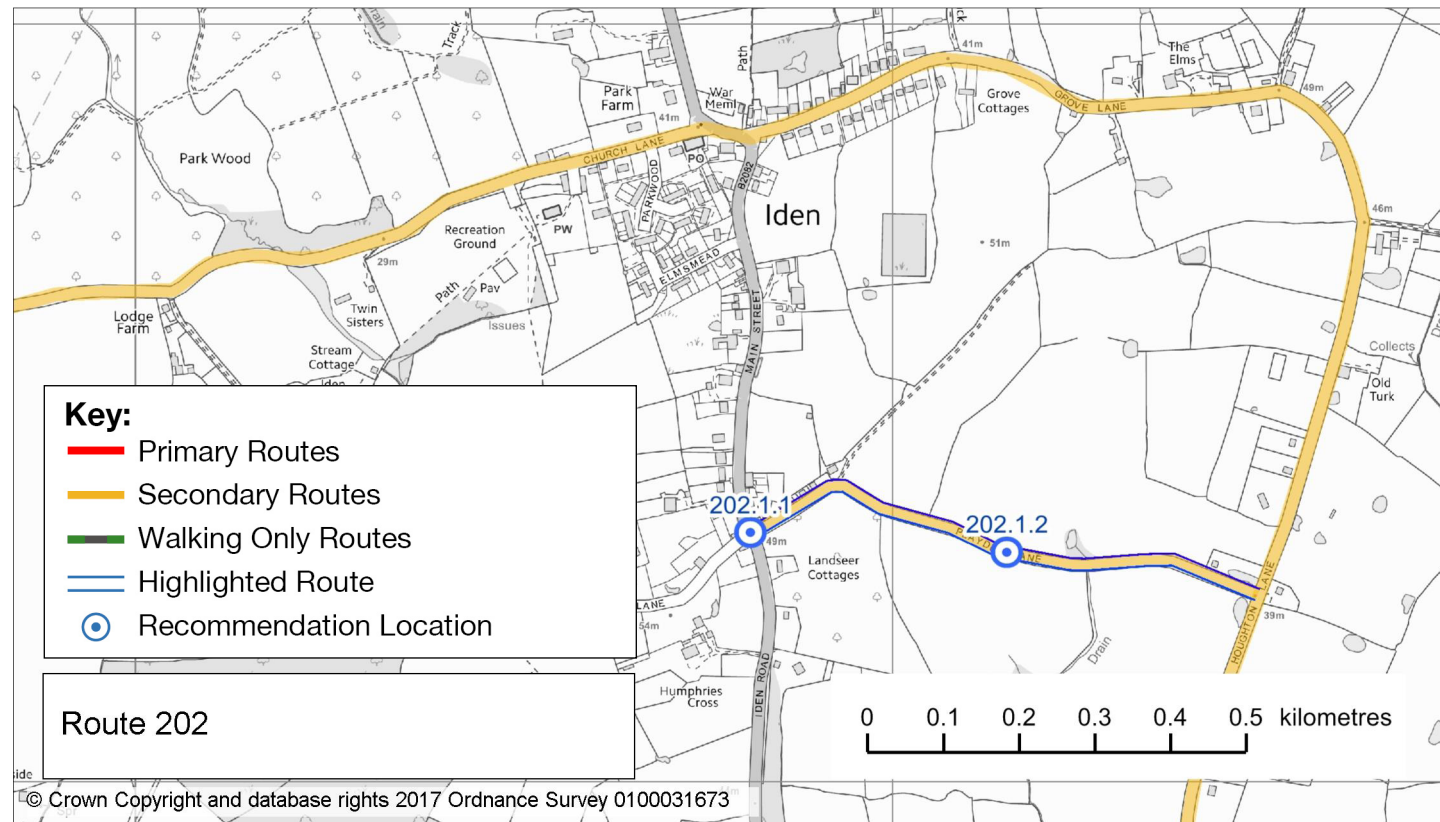
Barriers to walking and cycling

Narrow unlit single track roads unwelcoming for pedestrians. Limited passing points and high hedges limiting visibility

Recommendations

201.2.1 Signage to indicate Quiet Lanes to encourage all users to be aware of one another. Scrub clearance to improve visibility





202: Playden Lane

Route description

Providing a link from Iden via local lanes to Houghton Lane.

Background

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

Route is referenced in North of Rye Cycle Routes Study, by Rother Environmental Group

202.1 Playden Lane

Existing conditions

The route starts at the junction of Iden Road towards Houghton Lane on a single track, tarmacked lane.

Barriers to walking and cycling

Narrow unlit single track roads unwelcoming for pedestrians. Limited passing points.

Reasonable gradient on approach to Playden

Recommendations

- 202.1.1 Improve step free access and crossing point to Iden Road
- 202.1.2 Signage to indicate Quiet Lanes to encourage all users to be aware of one another.



203: School Lane

Route description

Providing a link from Station Approach to the settlements north of Rye, this will make use of the proposed Royal Military Canal Greenway.

Background

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

Route is referenced in North of Rye Cycle Routes Study, by Rother Environmental Group

203.1 School Lane

Existing conditions

The route starts at the junction of Iden Road and the A268 to Houghton Lane on a single track, tarmacked lane.

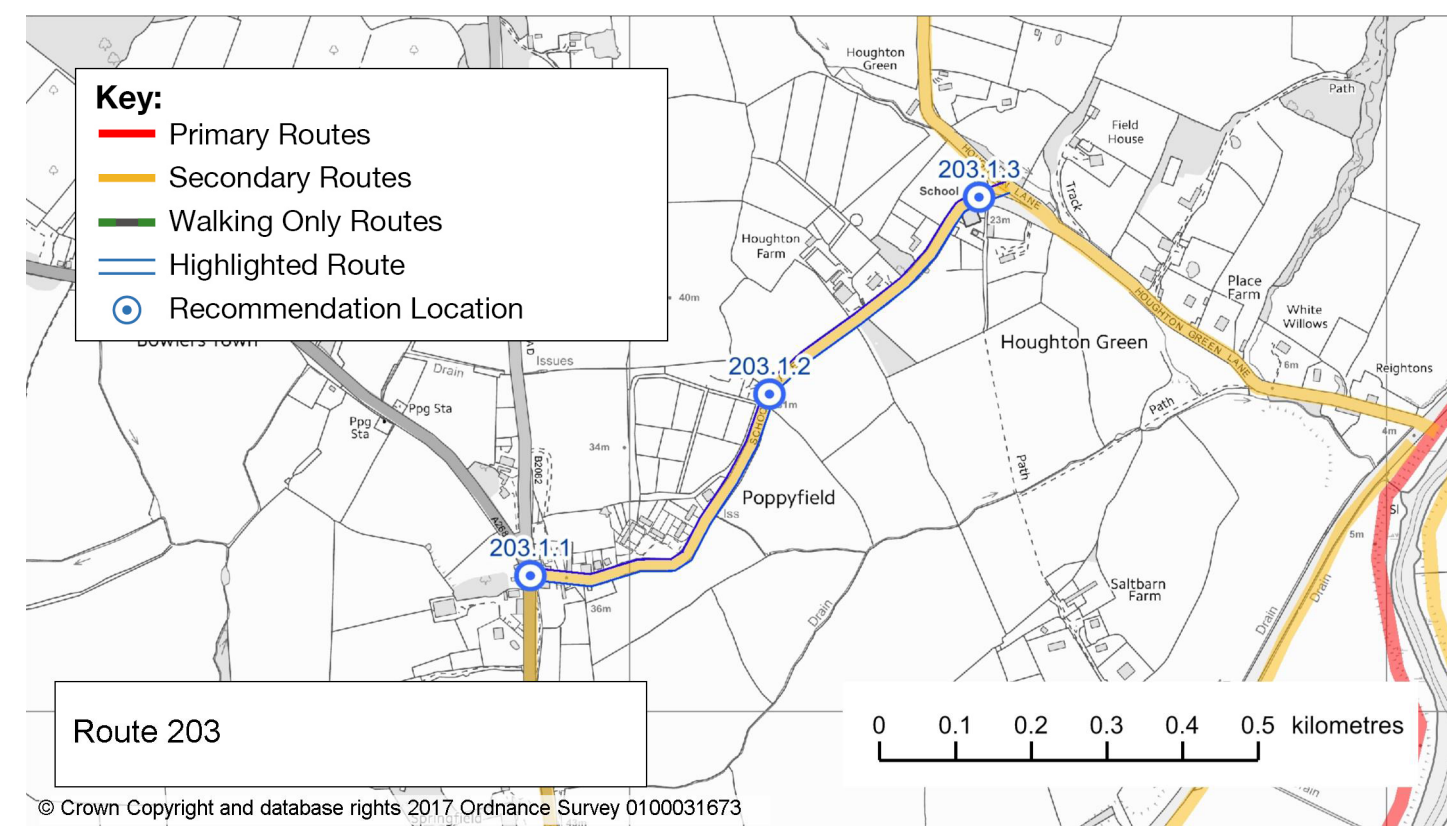
Barriers to walking and cycling

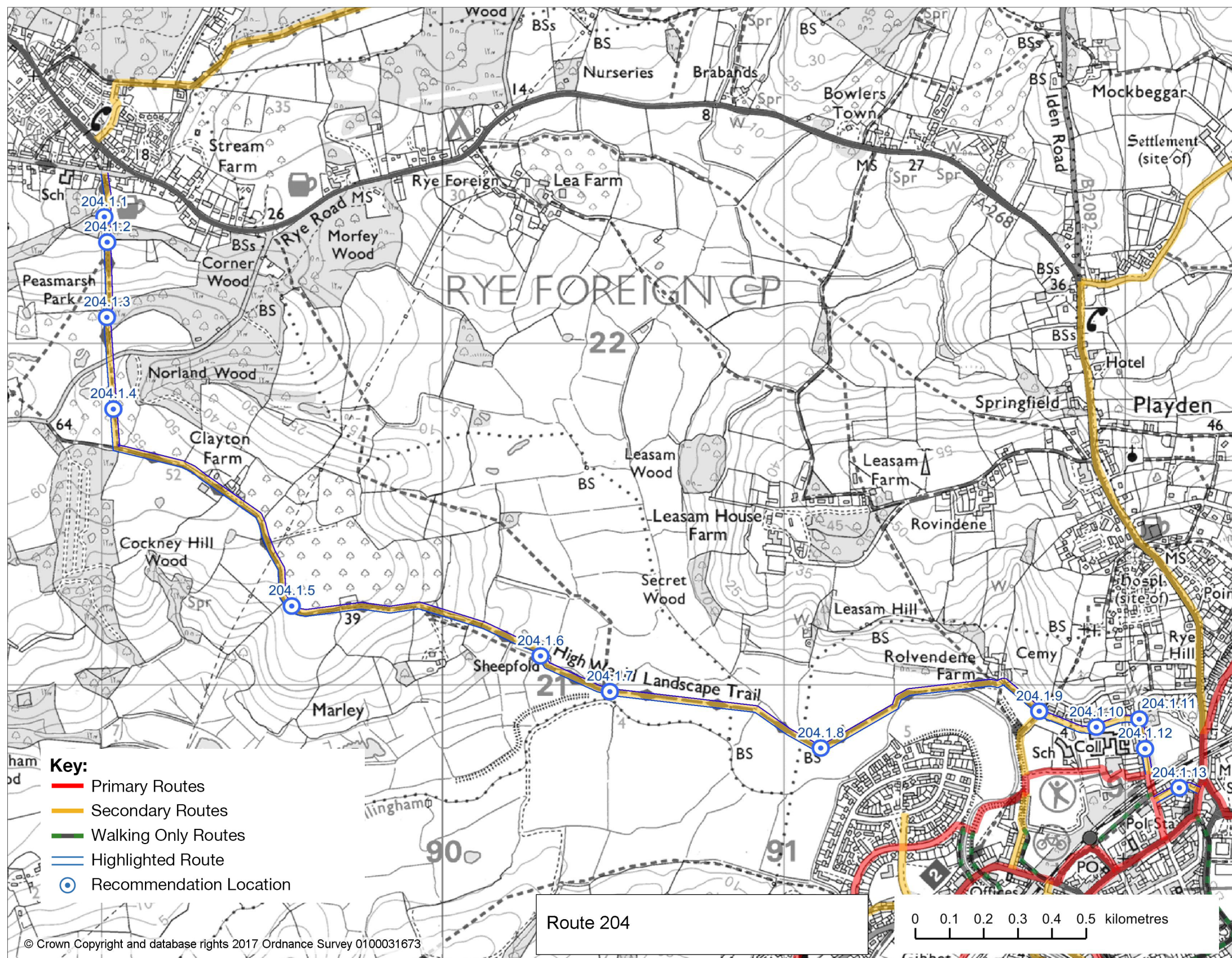
Narrow unlit single track roads unwelcoming for pedestrians. Limited passing points.

Reasonable gradient on approach to Playden

Recommendations

- 203.1.1 Improve step free access and crossing point to A268.
- 203.1.2 Signage to indicate Quiet Lanes to encourage all users to be aware of one another.
- 203.1.3 Improve access and provisions for school pick up and drop off.





204: Peasmarsh – Landgate

Route description

Providing a link from Peasmarsh via bridleways and local lanes to Landgate in Rye.

Background

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

Route is referenced in North of Rye Cycle Routes Study, by Rother Environmental Group

204.1 Peasmarsh – Landgate

This route will use an access road to join a bridleway on a path and track from the School Lane in Peasmarsh to Love Lane in Rye. Joining the residential road of The Grove and onto Eagle Road before joining Landgate.

Existing conditions

The route utilises the High Weald Landscape Trail, which is unsurfaced from Peasmarsh into Rye. Once in Rye the route moves onto quiet roads and part of the proposed limited access roads.

Barriers to walking and cycling

Unsurfaced bridleway for majority of section, limiting all season and cyclist access.

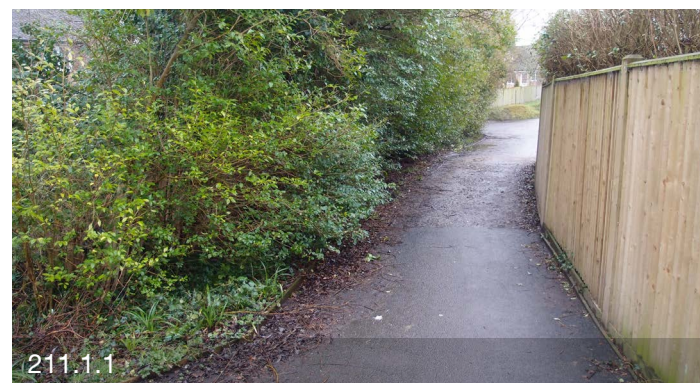
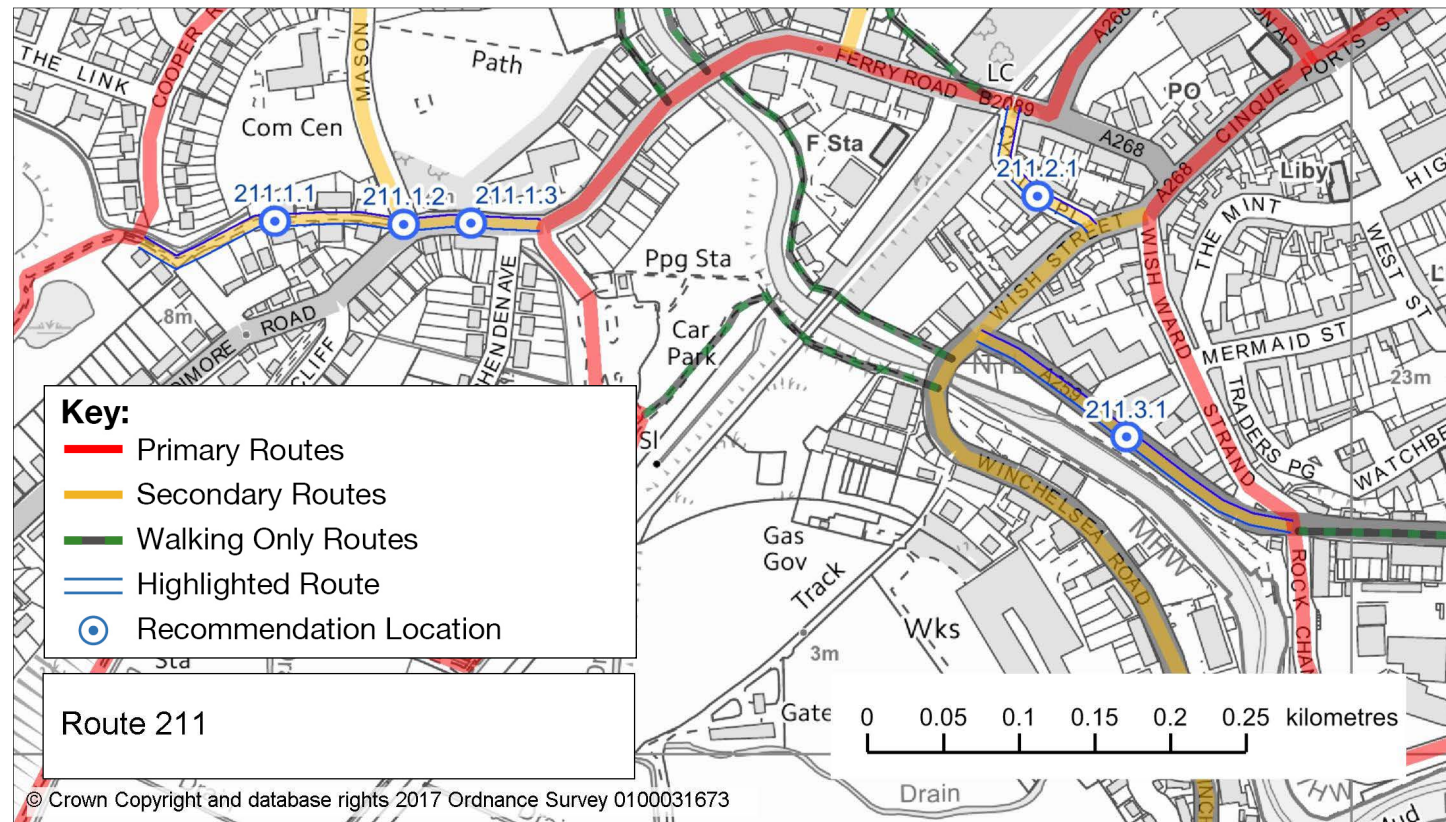
Love Lane and The Grove have significant parking to one or both sides of the road, limiting ease of access by all modes and increasing risk to those on foot or bike.

Eagle Road residential road has a barrier to prevent vehicular access, pedestrian and cycle access provided by limited width gap.

Recommendations

- 204.1.1 Local flood mitigation requirements at new cycle friendly barrier.
- 204.1.2 Scrub clearance required to improve accessibility
- 204.1.3 Upgrade surface of bridleway to limestone dust as a minimum to improve accessibility, limit seasonal vehicular access to protect surface. Upgrade all barriers to cycle friendly
- 204.1.4 Consider protection from and route through orchard
- 204.1.5 Upgrade surface of bridleway to limestone dust as a minimum to improve accessibility, limit seasonal vehicular access to protect surface. Upgrade all barriers to cycle friendly
- 204.1.6 Local flood mitigation requirements at new cycle friendly barrier
- 204.1.7 Local flood mitigation requirements at new cycle friendly barrier
- 204.1.8 Upgrade surface of bridleway to limestone dust as a minimum to improve accessibility, limit seasonal vehicular access to protect surface. Upgrade all barriers to cycle friendly
- 204.1.9 Upgrade to cycle friendly barrier
- 204.1.10 Limit parking on road to provide space for improved pedestrian and cycle access
- 204.1.11 Change priorities of all movements at junction, as part of proposed one way road.
- 204.1.12 Limit parking on road to provide space for improved pedestrian and cycle access
- 204.1.13 Improve barrier width for all means and permit and sign cycle access





211: Valley Park – Rock Channel

Route description

Providing an alternative link from Valley Park to Rock Channel than Route 210. It moves from Valley Park linking to the 210 on Udimore Road, then from 210 to Wish Street on Cyprus Street. From the roundabout on Wish Street it then traverses South Undercliff to the 210 on Rock Channel.

211.1 Valley Park – Udimore Road

This section uses a residential access road, and proposed shared paths along Udimore Road.

Existing conditions

This section starts at the junction of route 200 at the shared use bridge east of Valley Park, it utilises gravel surfaced residential access roads from here until it joins the busy Udimore Road at Mason Road with footways to both sides of the carriageway.

Barriers to walking and cycling

Unbound surface to residential access roads and reasonable gradient.

Limited crossing points and narrow footways for short section on Udimore Road.

Recommendations

- 211.1.1 Upgrade surface of access roads.
- 211.1.2 Provide pedestrian and cycle crossing to Mason Road.
- 211.1.3 Upgrade northern footway to shared use width to match provision on section that is part of route 210

211.2 Ferry Road – Wish Street

This section uses a proposed limited access residential road, from Ferry Road to Wish Street. Allows alternative route to proposed vehicular ring road or longer Station Approach route.

Existing conditions

Residential access one way road with exit to Ferry Road.

Barriers to walking and cycling

Extremely narrow road at Ferry Road end. Single vehicle width.

Unauthorised parking observed on double yellow lines.

Proposed access only, limiting 'rat running'

Recommendations

- 211.2.1 Make access only to vehicles, from Wish Street. Point closure at Ferry Road

211.3 Wish Street – Rock Channel

This section uses the busy South Undercliff.

Existing conditions

The section starts at the junction of Wish Street a busy road with approximately 10,000 vehicles using it per day. It has limited crossing points and significant parking, some not permitted.

Barriers to walking and cycling

Limited pedestrian crossing points.

Parking on road side, limiting carriage width for two way vehicular traffic and making cycling southbound less safe.

Recommendations

- 211.3.1 Reduce carriage width, remove parking provision, and provide shared width footway to one side.

212: Rye Harbour Alternative

Route description

Providing an alternative route to Harbour Road within Rye Harbour.

Background

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

212.1 Rye Harbour Alternative

This route would provide a new shared use path from the west of the church linking into existing tracks to the south of the village. Then onto Tram Road.

Existing conditions

From east of the church, around church boundary, there is no existing path until track from Oyster Creek. Existing unsurfaced track and footpath around south side of the village. Tram Road, narrow residential access road..

Barriers to walking and cycling

Sections of path not in existence.

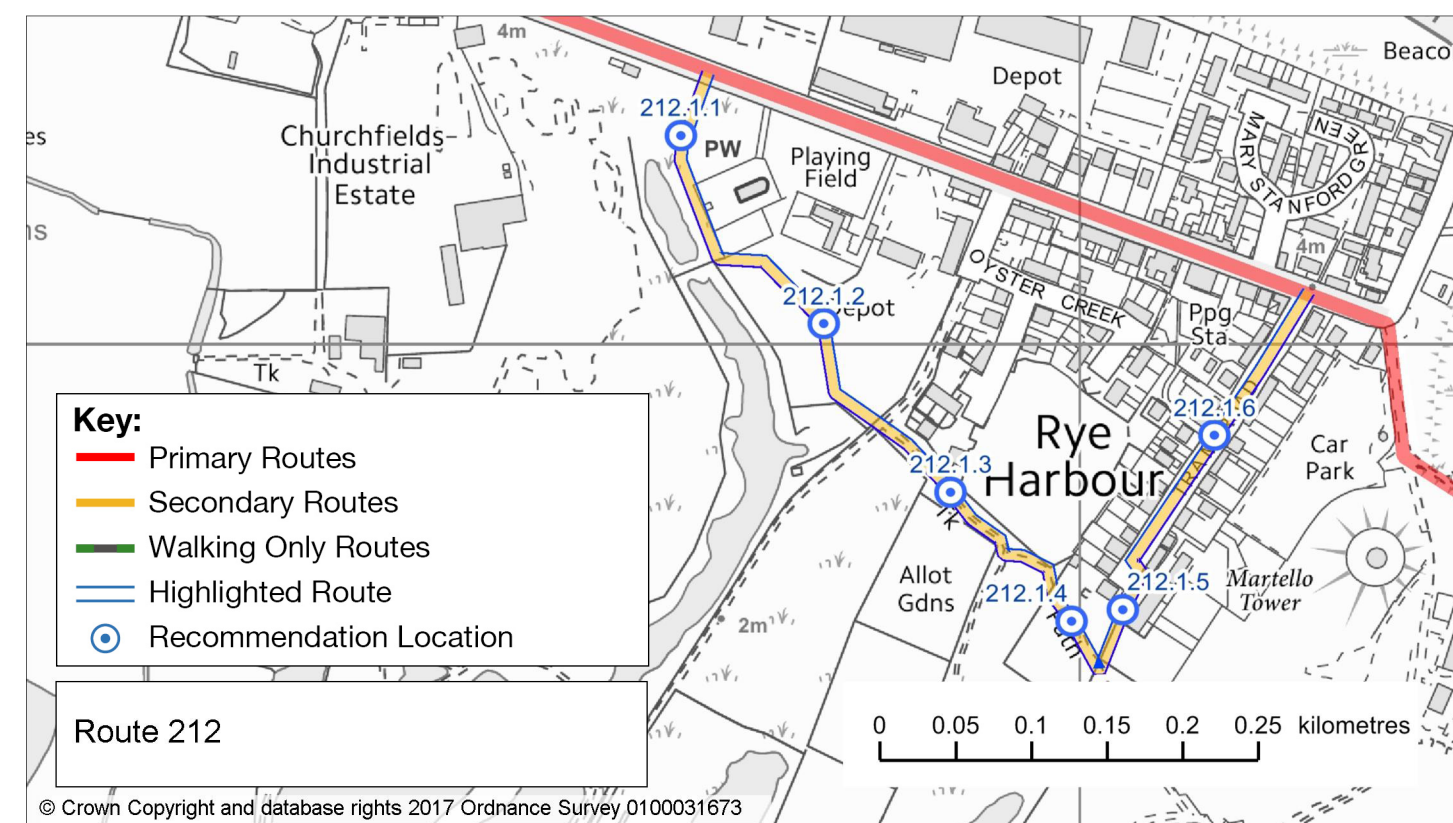
Unsurfaced tracks access limited seasonally. no cycling permitted.

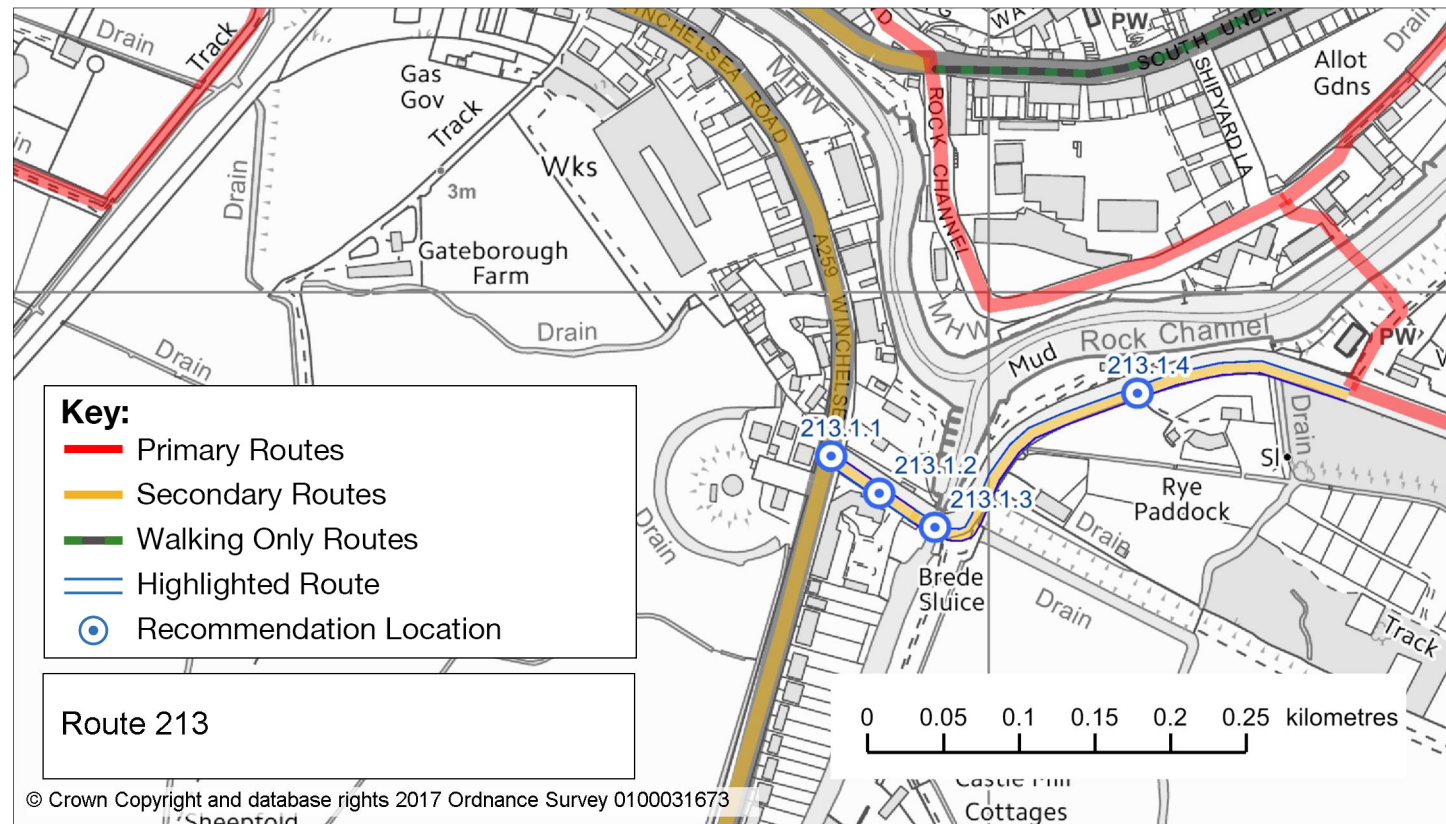
No public access route from track to Tram Road.

Surface of Tram Road untarmacked with shingle and sand with significant pot holes, not suitable for road bikes.

Recommendations

- 212.1.1 Create right of way and shared use path around church.
- 212.1.2 Create right of way and shared use path across field.
- 212.1.3 Upgrade surface of track and permit cycling
- 212.1.4 Upgrade surface of footpath and permit cycling
- 212.1.5 Provide public access to Tram Road
- 212.1.6 Upgrade surface of residential road





213: Winchelsea Road – Harbour Road

Route description

Providing a link from Winchelsea Road to Harbour Road route 210 along Harbour Road.

Background

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

213.1 Winchelsea Road – Harbour Road

This route uses Harbour Road, and the new shared use path along Harbour Road after Brede Sluice.

Existing conditions

Harbour Road is very busy with high volumes of heavy vehicles. The section from Winchelsea Road to Brede Sluice, has a narrow footway to the south. Crossing Brede Sluice is on a narrow cantilevered bridge. From here the path widens as the improved shared use path to Rye Harbour.

Barriers to walking and cycling

Challenging junction from Harbour Road to the busy Winchelsea Road, with poor pedestrian crossing facilities.

Busy Harbour Road with footway to one side, limiting safe cycling

Poor signing and crossing points to join shared use path.

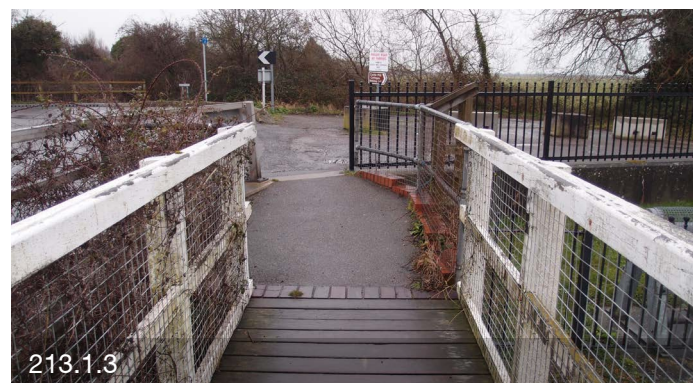
Insufficient width of cantilever bridge, which is signed for shared use.

Shared use path on inside of blind bend, with no verge separation. High dense hedge overgrowing path, high speed heavy vehicles are intimidating to path users

Recommendations

- 213.1.1 Provide pedestrian and cycle crossing point over Winchelsea Road.
- 213.1.2 Increase footway to shared use width, improve signage and crossing points at joining roads.
- 213.1.3 Widen cantilevered bridge to shared use

- 213.1.4 width.
Reduce speed limit to 30mph until Willow Farm access road. Consider cutting back hedge further.



214: Camber Alternative

Route description

Providing an alternative route to New Lydd Road within Camber.

Background

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

214.1 Camber Alternative

This route would provide an alternative shared use path from the west of Camber on Old Lydd Road, via beach car park, footpaths along the dunes and linking into The Suttons.

Existing conditions

The route starts at the junction of Old Lydd Road and New Lydd Road running along Old Lydd Road into the public car park. From here it joins an access road, which becomes an unsurfaced footpath. The Suttons is an unsurfaced residential access road.

Barriers to walking and cycling

Old Lydd Road seasonally very busy with pedestrians preventing vehicular and cycling movements. Out of peak season it has limited footway width.

Crossing busy sand covered car park and passing entry barrier to access road from car park prevents ease of access for all when additional parking area is closed.

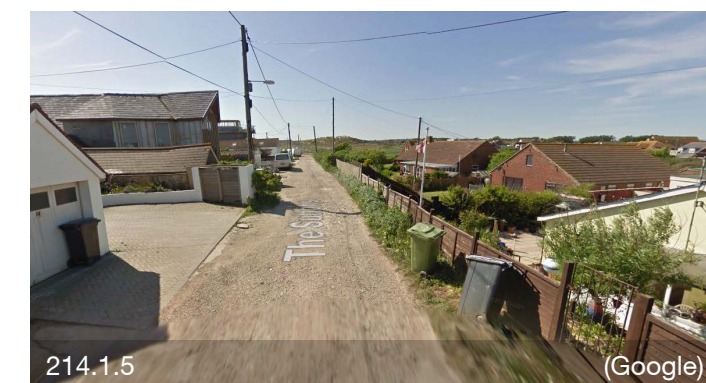
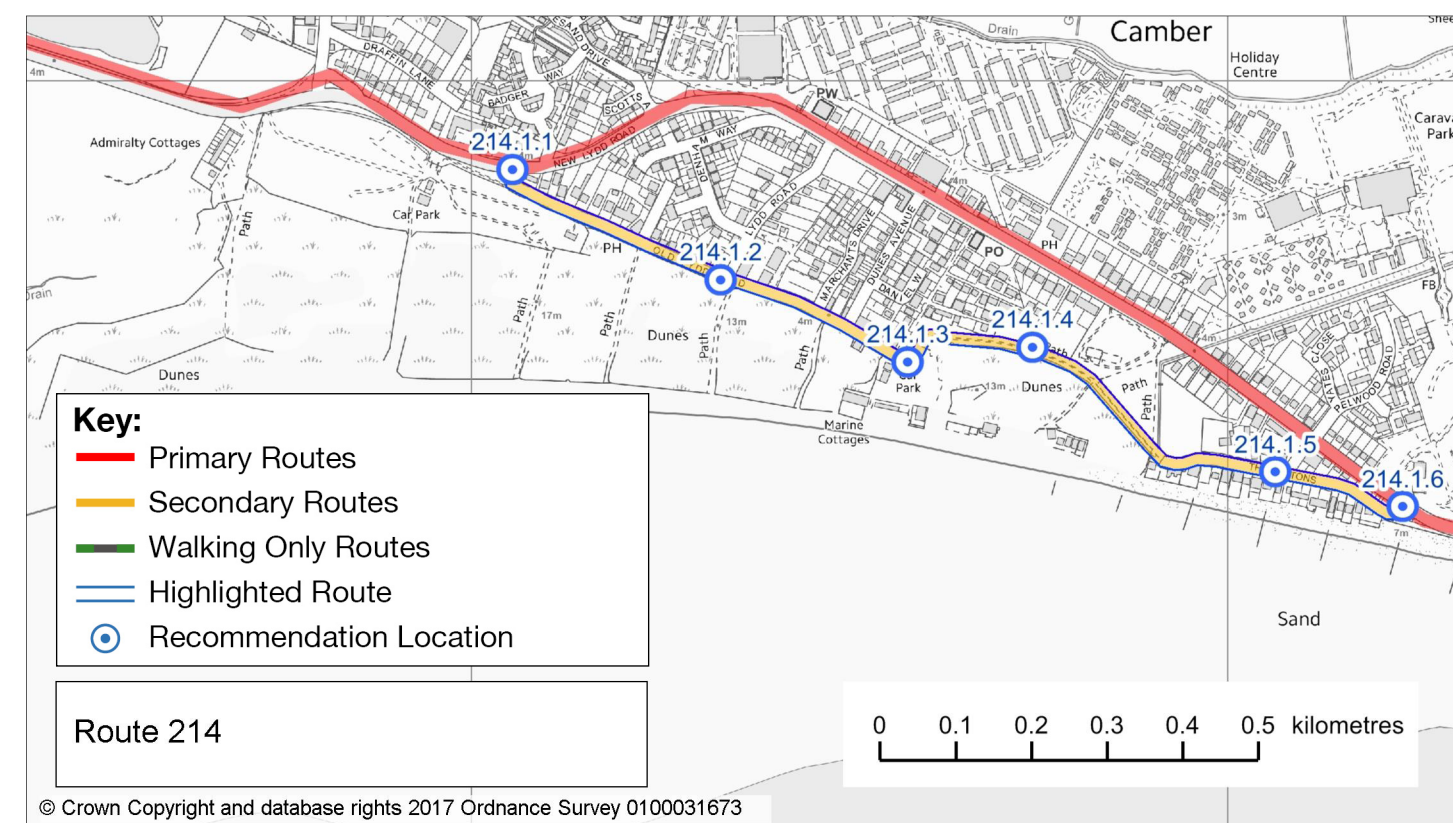
Footpath is unsurfaced limit accessibility and use by cyclists.

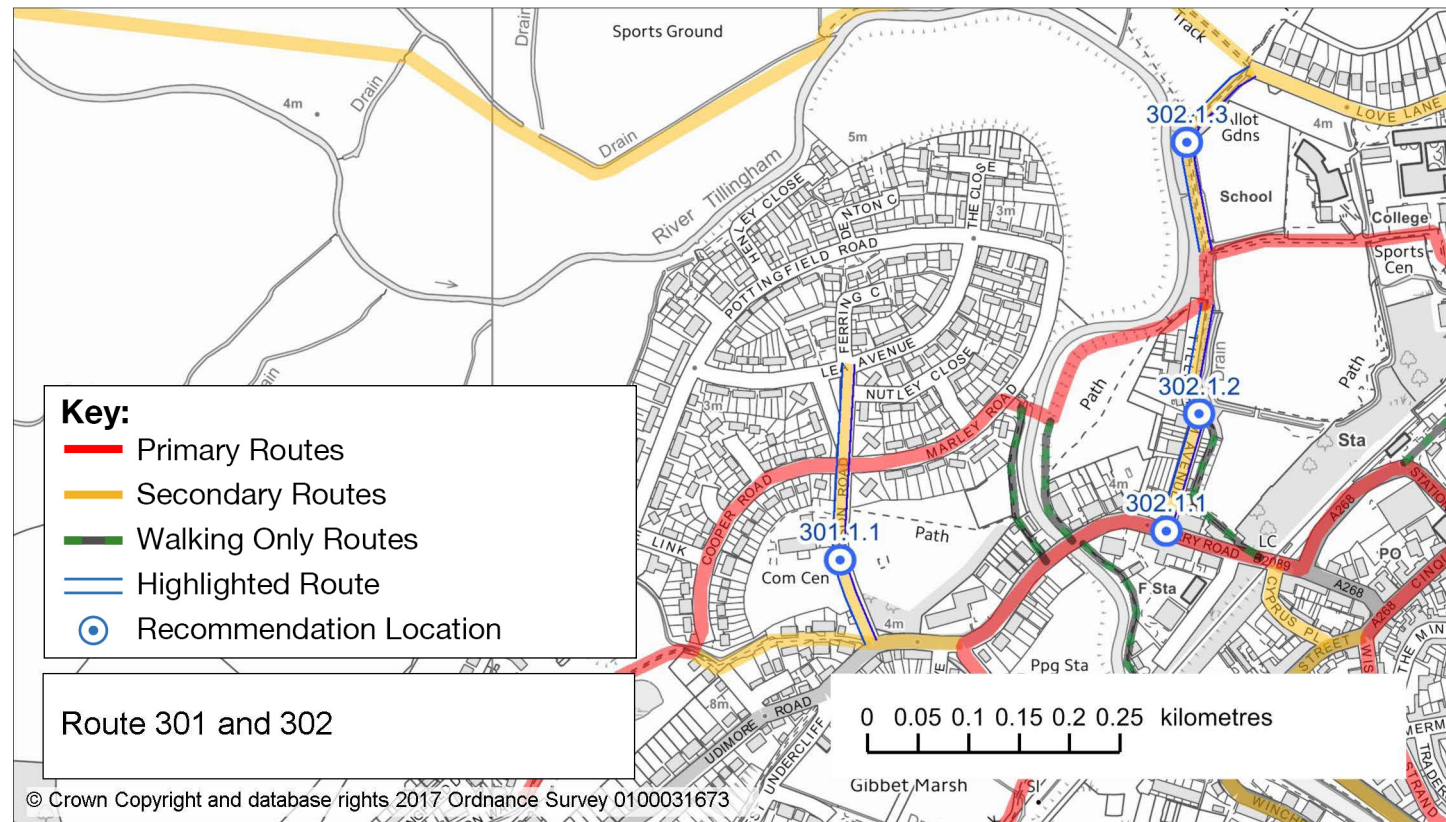
Unsurfaced residential access road limits accessibility and use by cyclists

Recommendations

- 214.1.1 Improve crossing provision from NCN 2 to Old Lydd Road.
- 214.1.2 Widen footway, or create pedestrianised road to prioritise pedestrian or cycle access.
- 214.1.3 Provide shared use access from entrance to car park to track, avoiding traversing sand covered car park.
- 214.1.4 Upgrade to shared use path and surface.
- 214.1.5 Improve surface to allow cycle access.

214.1.6 Improve surface and visibility at junction.





301: Mason Road

Route description

Providing a link from Udimore Road to Lea Avenue and route 200 around the north of Rye to Lea Avenue shops.

Background

Section referenced in both the Local and Neighbourhood plans

301.1 Mason Road

Existing conditions

Mason Road is a surfaced access road into a residential area.

Barriers to walking and cycling

Parking on one side limits two way vehicular movement, which has the effect of reducing speeds

Narrow footways with limited crossing provisions limit ease of pedestrian access.

Recommendations

301.1.1 Widen footway to one side of road, improve crossing points along whole length.

302: Ferry Road – Love Lane

Route description

Providing a link from Ferry Road to Love Lane and route 200 around the north of Rye. This links to the school and college site.

Background

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

302.1 Ferry Road – Love Lane

This route uses a narrow residential road and joins a shared use path towards the school and collage site and onto Love Lane.

Existing conditions

Tarmacked surface to Tillingham Avenue is well used as school active travel access, linking into well surfaced shared use path.

North of the school access path, and route 200 the route is still well surfaced but narrows to footway width.

Barriers to walking and cycling

Limited crossing provision at Ferry Road

No footway to narrow Tillingham Avenue

Accessibility and gradient to join shared use path

Shared use path narrows north of school access path.

Recommendations

302.1.1 Provide crossing point to south side of Ferry Road.

302.1.2 Signage to Tillingham Avenue to prioritise pedestrian and cycling movement. Improve accessibility of ramps to shared use path

302.1.3 Narrow section of path widened to shared width.





303: Cinque Ports Street – Winchelsea

Route description

Providing a link from Cinque Ports Street to the settlements south of Rye, this will make use of land adjacent to Winchelsea Road and Royal Military Road.

Background

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

303.1 Cinque Ports Street – Winchelsea

This route will use the proposed general access roads around the town centre, to access the A259, where shared use paths will be expanded and created to link directly to Winchelsea.

Existing conditions

The route starts at the junction of Ferry Road and Wish Ward on the A259. This is narrow with limited footways, traveling out of town the road widens, but footway provision is still insufficient.

A footway exists along the length of the road to Winchelsea, the road has approximately 10,000 vehicles per day at national speed limit with no verge separation.

Winchelsea occupies the top of a hill, which involves climbing a significant gradient. Strand Hill to the west provides a quieter road option for active travel means.

Quiet roads within Winchelsea are wide and provide good pedestrian and cycling facilities

Barriers to walking and cycling

Wish Street is busy as it is used by all the traffic bypassing Rye. Narrow sections of road and limited footways and crossings make active travel challenging.

Large mini roundabout at end of Wish Street has pedestrian crossings with limited footway widths and significant carriageway widths

Winchelsea Road is busy with limited footway widths and crossing points.

A259 to Winchelsea is busy with heavy traffic and no

verge separation to footway.

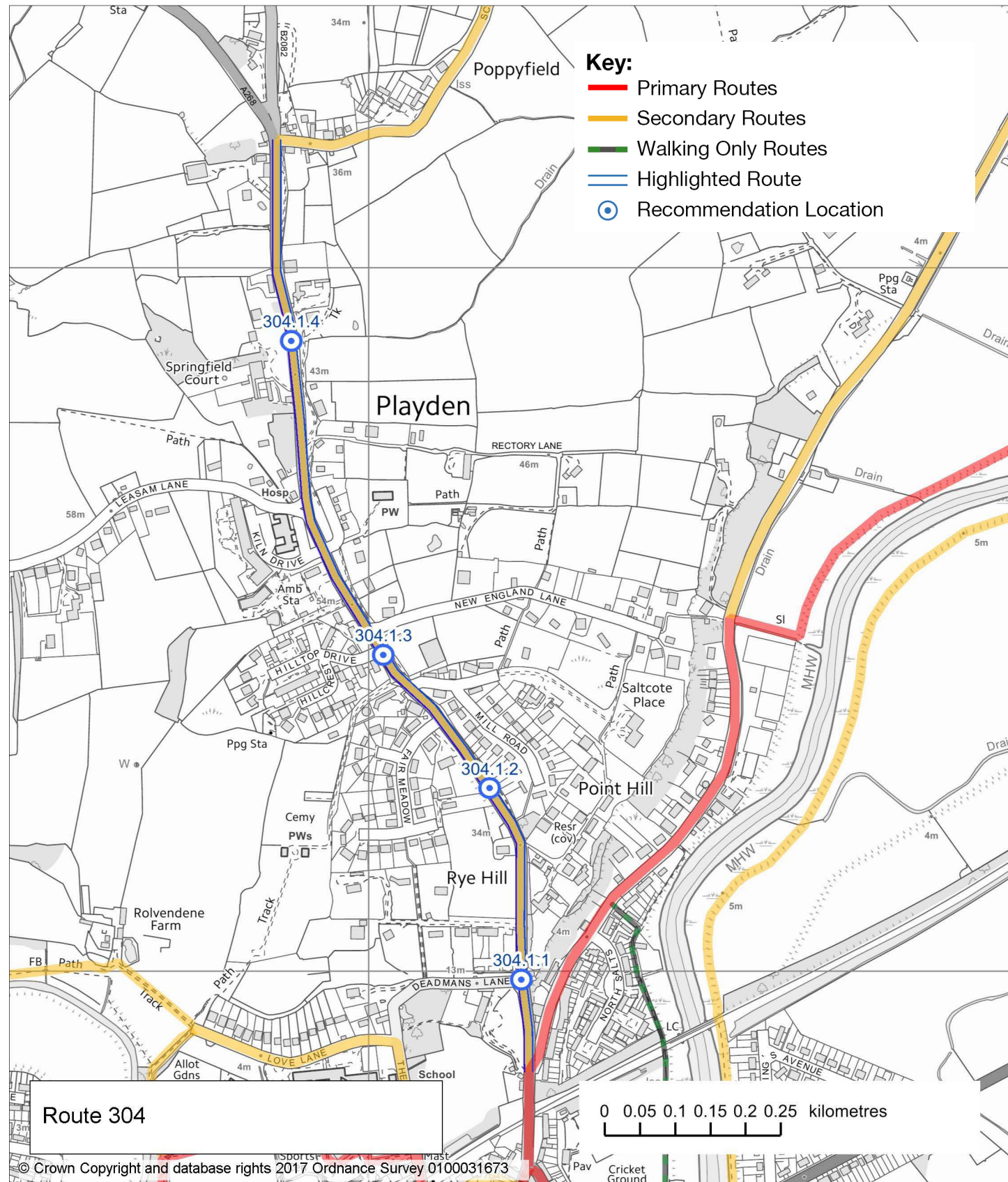
Gradient on approach to Winchelsea and limited footway widths to Strand Hill, with challenging junction joining A259 from Winchelsea

Mixed provision of dropped kerbs within Winchelsea

Recommendations

- 303.1.1 Limit speed to 20mph in Wish Street.
- 303.1.2 Reduce area of carriageway in roundabout to increase footways.
- 303.1.3 Limit speed to 20mph and widen one footway to shared use width and provide regular crossing points within Rye
- 303.1.4 From Martello Close create new shared use path in field adjacent to A259 to Strand Bridge
- 303.1.5 Reduce speed limit and narrow carriageway to provide shared use path to one side.
- 303.1.6 Improve junction to allow safe crossing and waiting areas for pedestrians and cyclists.
- 303.1.7 Widen footway to generous shared use width to allow sufficient space for pushing bikes and buggies up hill
- 303.1.8 Widen footway to side of Strand Gate to allow better access for more different users. Consider ramp access to footway above carriageway.
- 303.1.9 Improve dropped kerb provision





304: Rye – Playden

Route description

Providing a link from Rye at the junction to the Military Road on route 310 north to Playden.

Background

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

Route is referenced in North of Rye Cycle Routes Study, by Rother Environmental Group

304.1 Rye – Playden

This route uses the main A268 which climbs a steep gradient north into Playden. This section of road has approximately 6,000 vehicles using it per day.

Existing conditions

The A268 is a busy road with high volumes of heavy traffic, the gradient to Playden and mixed footway provision make this road uninviting for pedestrians and cyclists. Surface quality is generally good.

Barriers to walking and cycling

Busy road, steep gradient and relatively narrow footway provision make it challenging for those travelling by foot or bike.

Inconsistent provision of crossing points within Playden and Rye makes shorter journeys by foot or wheelchair protracted and unsafe.

Recommendations

- 304.1.1 Provide clear priority crossing to shared use path crossing Deadmans Lane
- 304.1.2 Improve path to shared use width to west side of Rye Hill, provide facilities to reduce speeds of those descending in vehicles
- 304.1.3 Provide regular crossing points across the main road and side roads and improve footway width and provision throughout. Verges are wide and can accommodate improvements.
- 304.1.4 Improve width and gradients of footway where necessary and possible

305: Military Road

Route description

Providing a link from Rye at the junction to the Military Road where route 310 moves off road and re-joins route 310 at Houghton Green Lane.

305.1 Rye – Houghton Green Lane

This route uses the main Military Road towards Appeldore.

Existing conditions

The Military Road is a narrow, winding national speed limit road with relatively high volumes of traffic, and no footway provision.

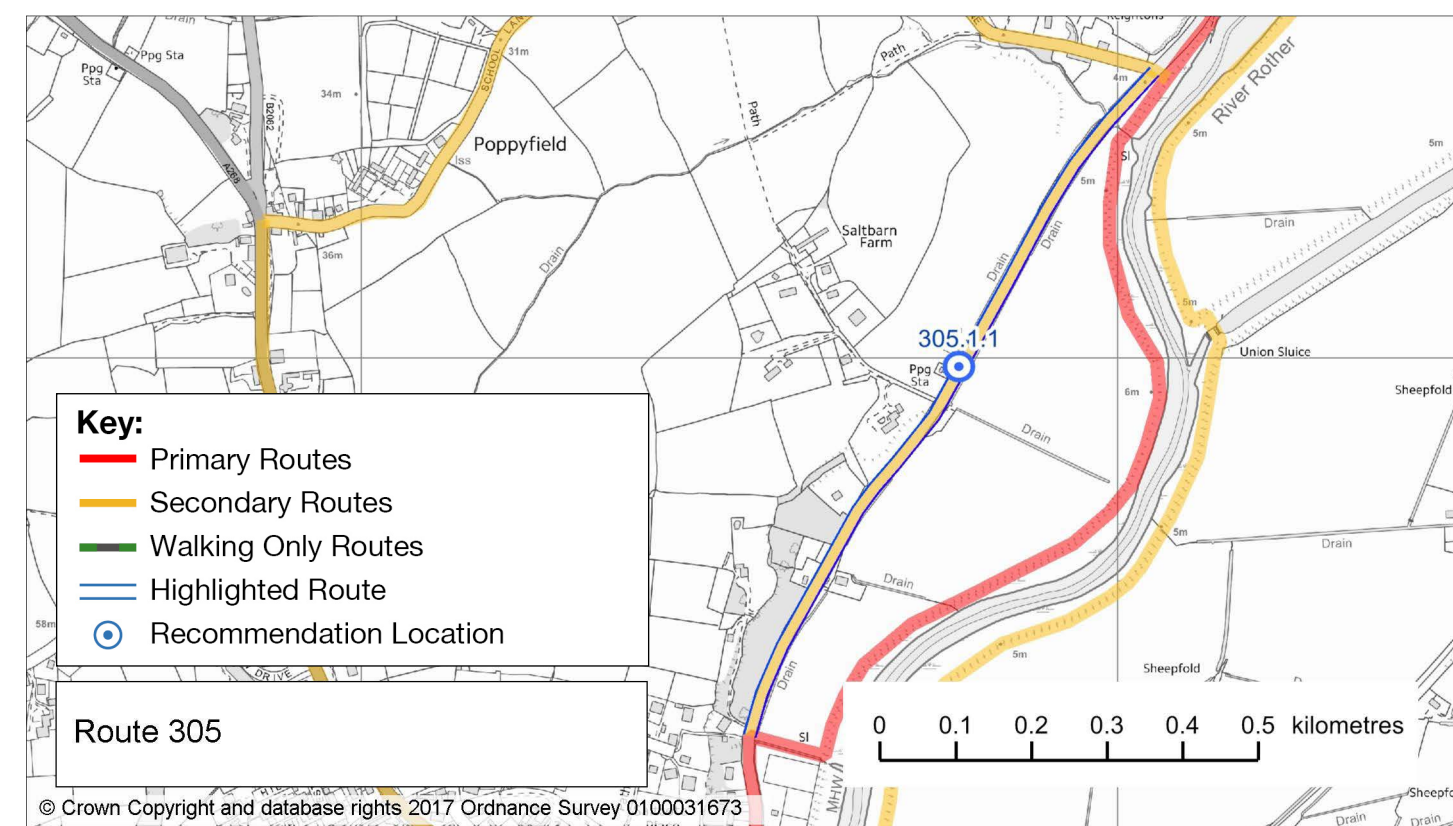
Barriers to walking and cycling

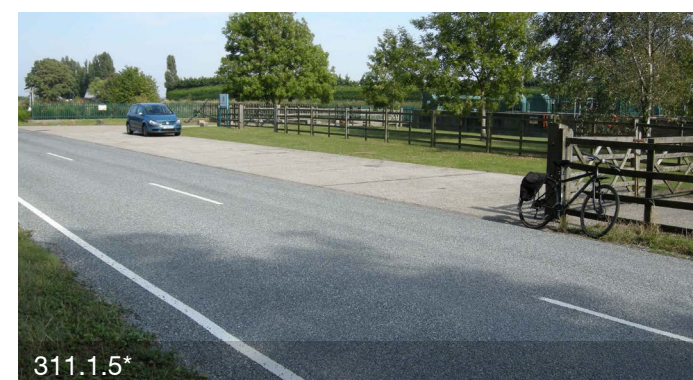
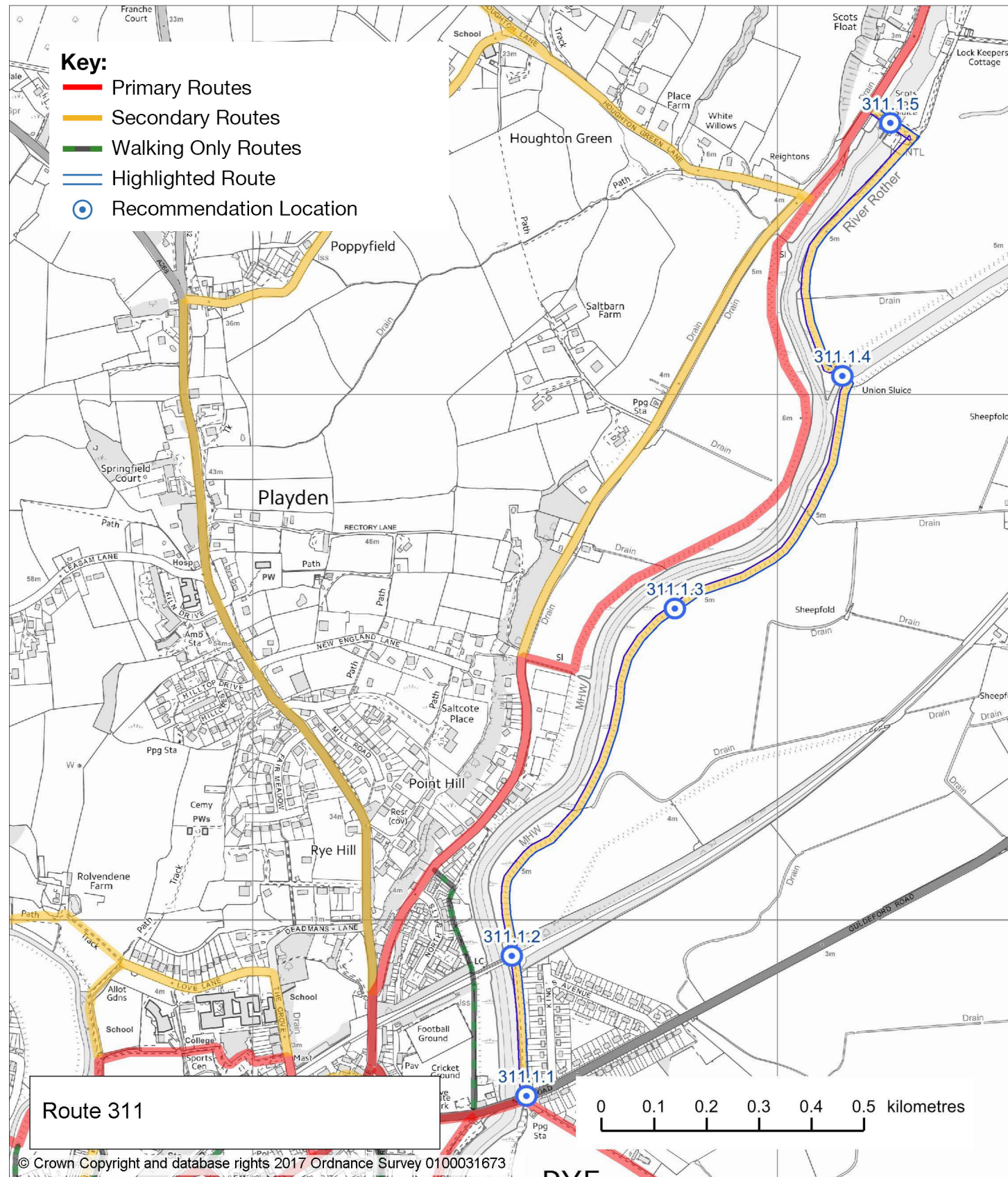
Busy high speed road, with no footway and limited space to pass cyclists on carriageway.

High hedges to both sides along narrow and winding sections reduce visibility of pedestrians and cyclists using the section.

Recommendations

305.1.1 Improve visibility around blind bends and reduce speed limit.





311: New Road – Scots Float Sluice

Route description

Providing an alternative traffic-free path to the Royal Military Canal (RMC) Route. This route uses existing footpaths of Sussex Border Path and RMC Path from New Road to Scots Float Sluice north of Rye, this will make use of the proposed RMC link.

Background

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

Section utilising RMC paths is referenced in both the Local and Neighbourhood plans as well as the RMC report produced by Sustrans for ABC and ESCC.

311.1 New Road – Scots Float Sluice

The route starts at New Road where NCN Route 2 turns south off road. Re-joining at Scots Float Sluice

Existing conditions

North of New Road the grass footpath runs on the top of the rivers tidal banking.

The route passes a railway underpass and two sluice wide crossings

Barriers to walking and cycling

No crossing provision at New Road.

The existing footpath is unsurfaced throughout with a number of field boundary crossings, making it more challenging on foot in poor weather and not suitable for road bikes.

Railway underpass suffers from flooding regularly, making it impassable at times.

Recommendations

- 311.1.1 Provide crossing at New Road
- 311.1.2 Improve underpass to reduce flooding impact, and limit use of level crossing
- 311.1.3 Upgrade surface of path throughout. Make boundary crossings accessible to all users
- 311.1.4 Maintain shared use provision over sluice
- 311.1.5 Maintain shared use provision over sluice

Walking Only Routes

100: Gibbet Marsh Car Park – Winchelsea Road

Route description

Providing a link from Gibbet Marsh car park to Winchelsea Road via existing footpaths alongside the River Tillingham, level crossing and across grassed area.

Barriers to walking

Lack of pedestrian provision on residential access road with parked cars

Gradient on approach and risk traversing level crossing. Ease of use of gates

Cycle access should be limited to encourage use of barrier crossing point further north.

Recommendations

- 100.1.1 Limit cycle access. Improve surface of road and path, indicate pedestrian priority
- 100.1.2 Improve footway width and accessibility of level crossing.
- 100.1.3 Limit cycle access. Improve surface and width of path

101: Ferry Road – Marley Road

Route description

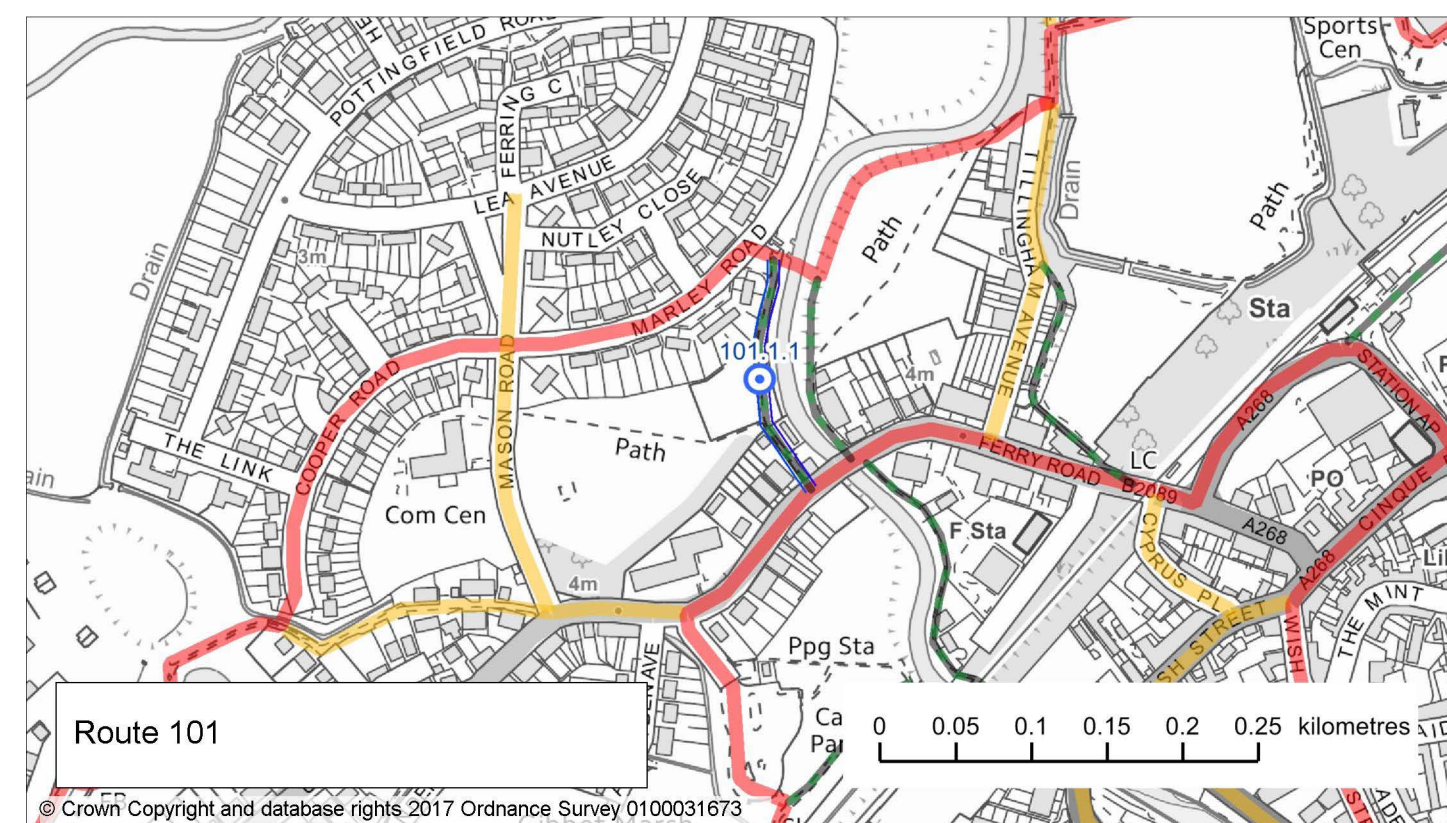
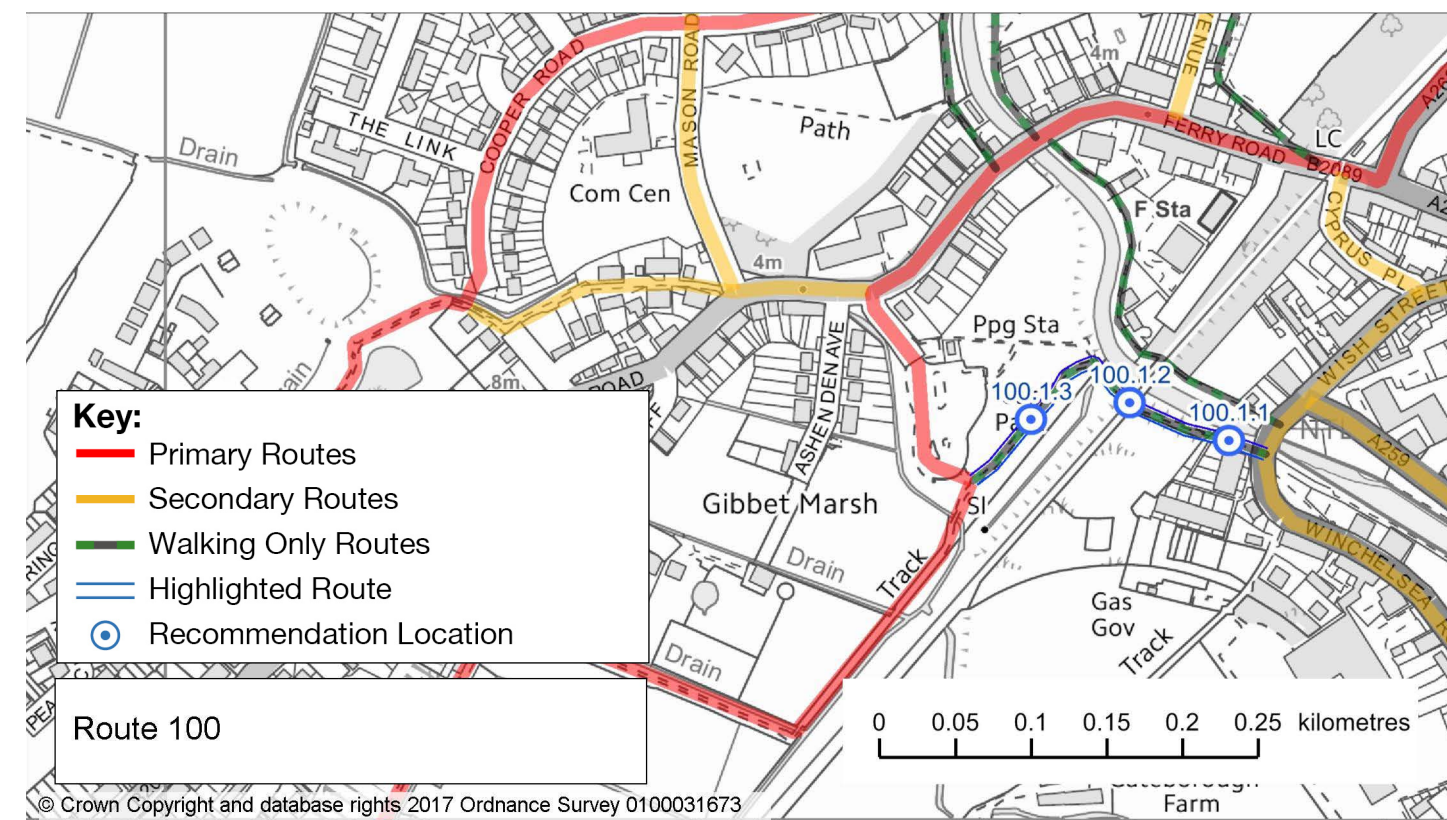
Providing a link from Ferry Road to Marley Road via a concrete footway alongside the River Tillingham. Well used by those accessing local school

Barriers to walking

Poor surface and mixed width for quantities of users at peak time

Recommendations

- 101.1.1 Improve surface and width of path



102: Winchelsea Road – Tillingham Bridge Link

Route description

Providing a link from Tillingham Sluice to the proposed River Tillingham shared use bridge along existing footways adjacent to the river.

Barriers to walking

Limited visibility and no crossing provision at Winchelsea Road

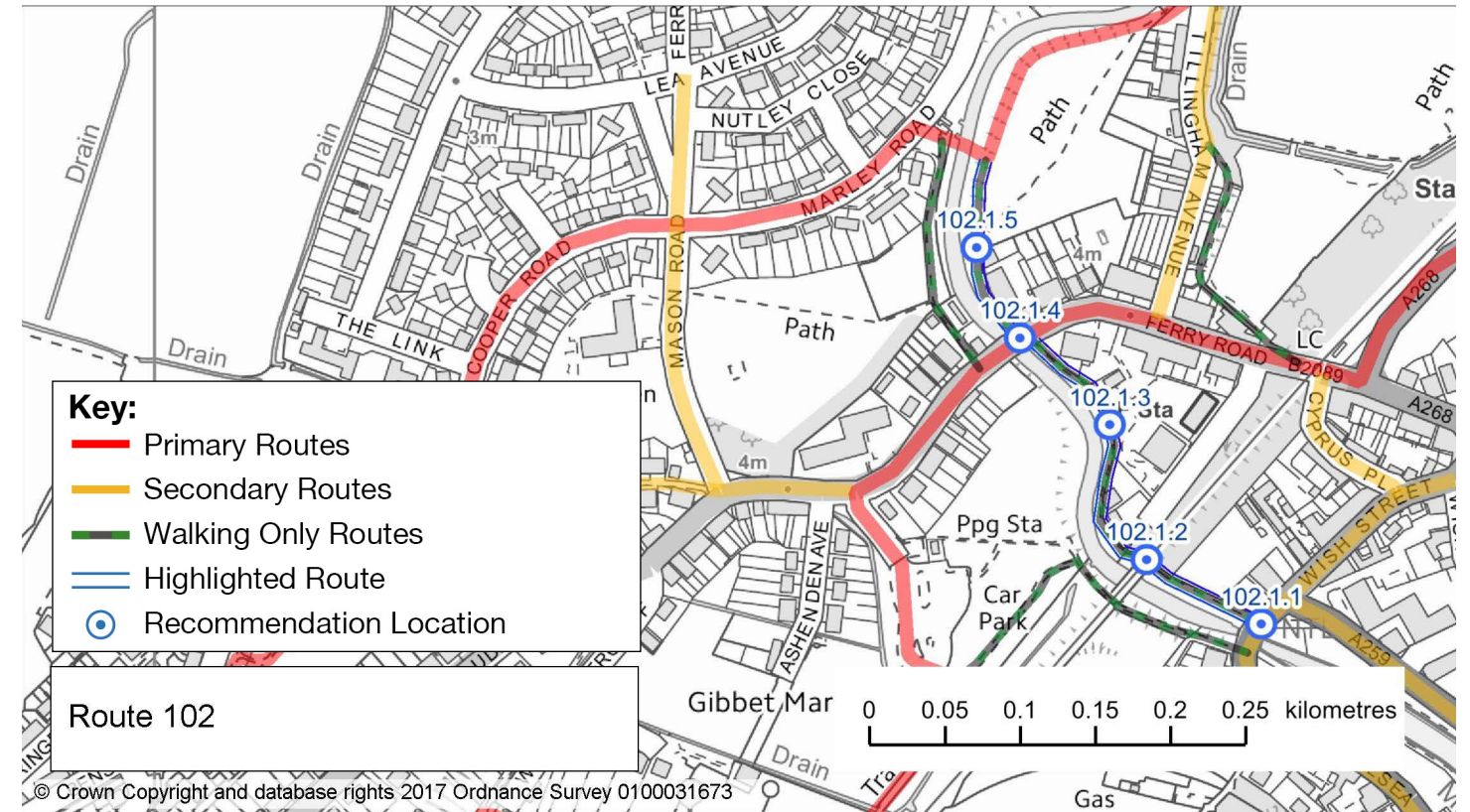
Narrow footway and gradients to level crossing.

No crossing provision at Ferry Road

Unsurfaced footpath to proposed new bridge

Recommendations

- 102.1.1 Improve visibility and crossing provision
- 102.1.2 Improve footway width and accessibility of level crossing
- 102.1.3 Improve footway surface and width
- 102.1.4 Provide crossing point
- 102.1.5 Improve footway surface to allow access in all weathers



103: Ferry Road – Tillingham Avenue Link

Route description

Providing a link from Ferry Road to Tillingham Avenue, behind residential properties and currently vacant site. Well used by those accessing local school on foot

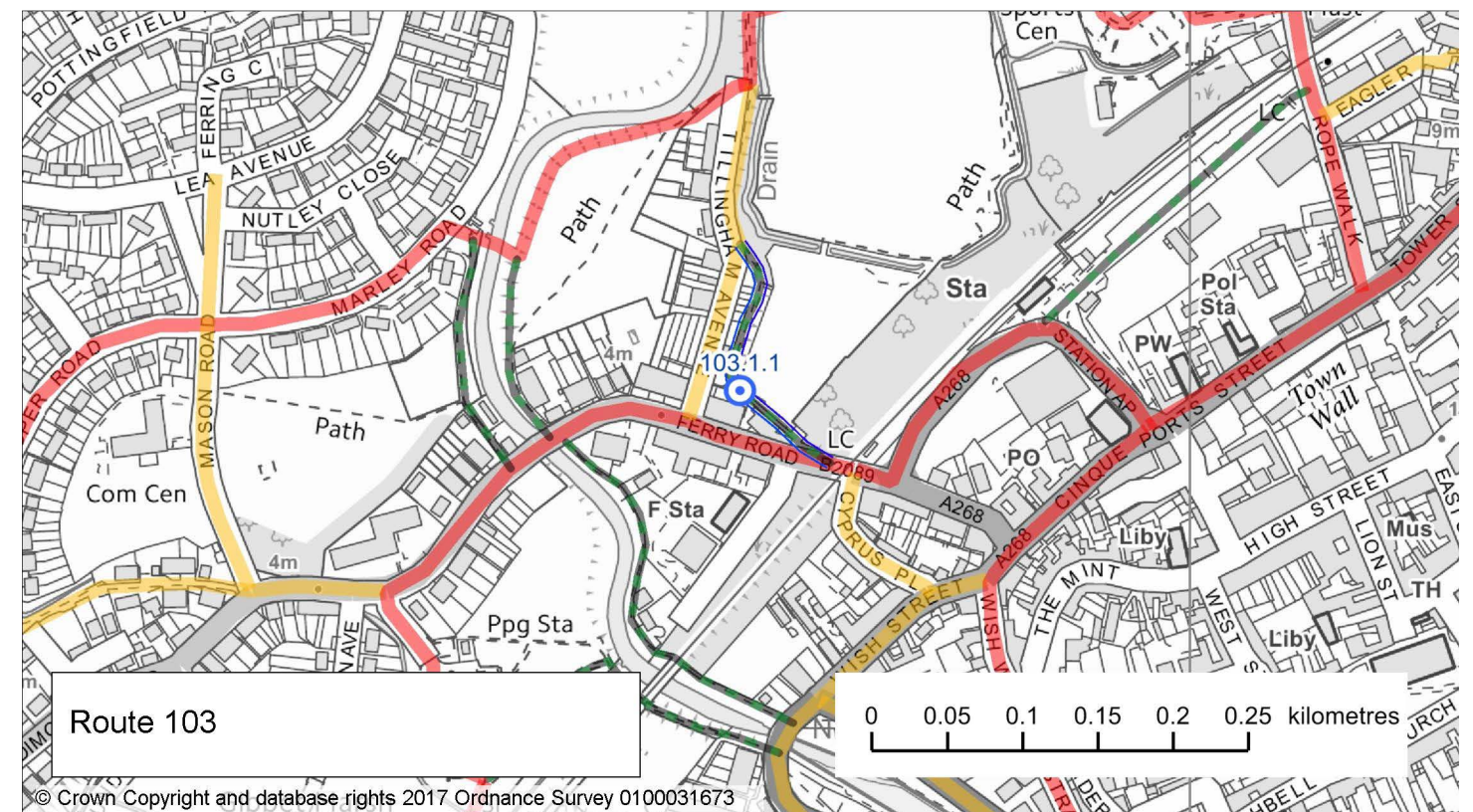
Barriers to walking

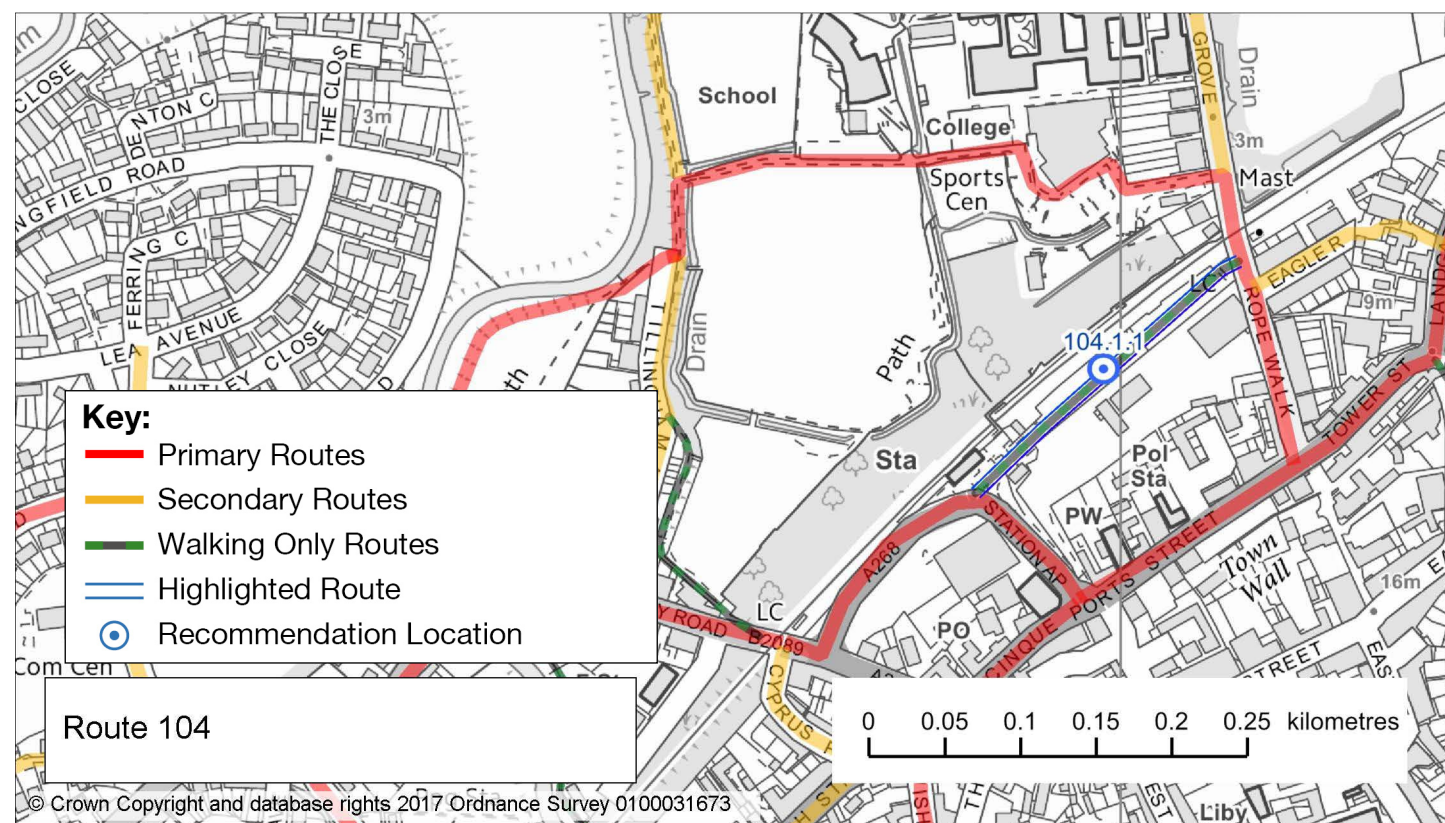
Narrow width, high walls and fences limit passing at peak times.

Low passive surveillance, perceived to be unsafe in dark

Recommendations

- 103.1.1 Improve usable width and lighting





104: Station Link

Route description

Footway to boundary of station and bus parking area allowing access from school and north east of town to westbound platform and station.

Barriers to walking

Narrow width and inconsistent footway throughout
Poor accessibility at crossing points

Recommendations

104.1.1 Improve pedestrian access and provide appropriate step free facilities separated from vehicular movements

105: South Undercliff

Route description

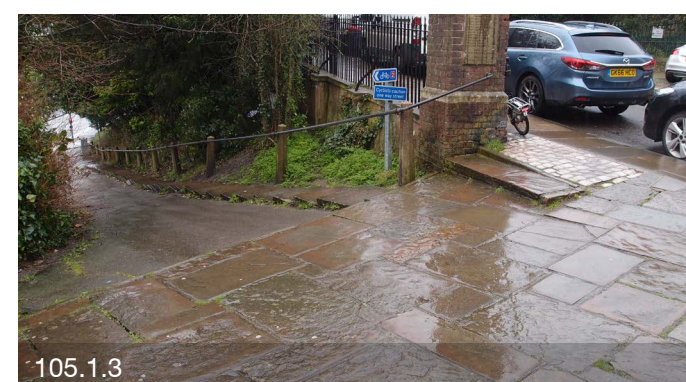
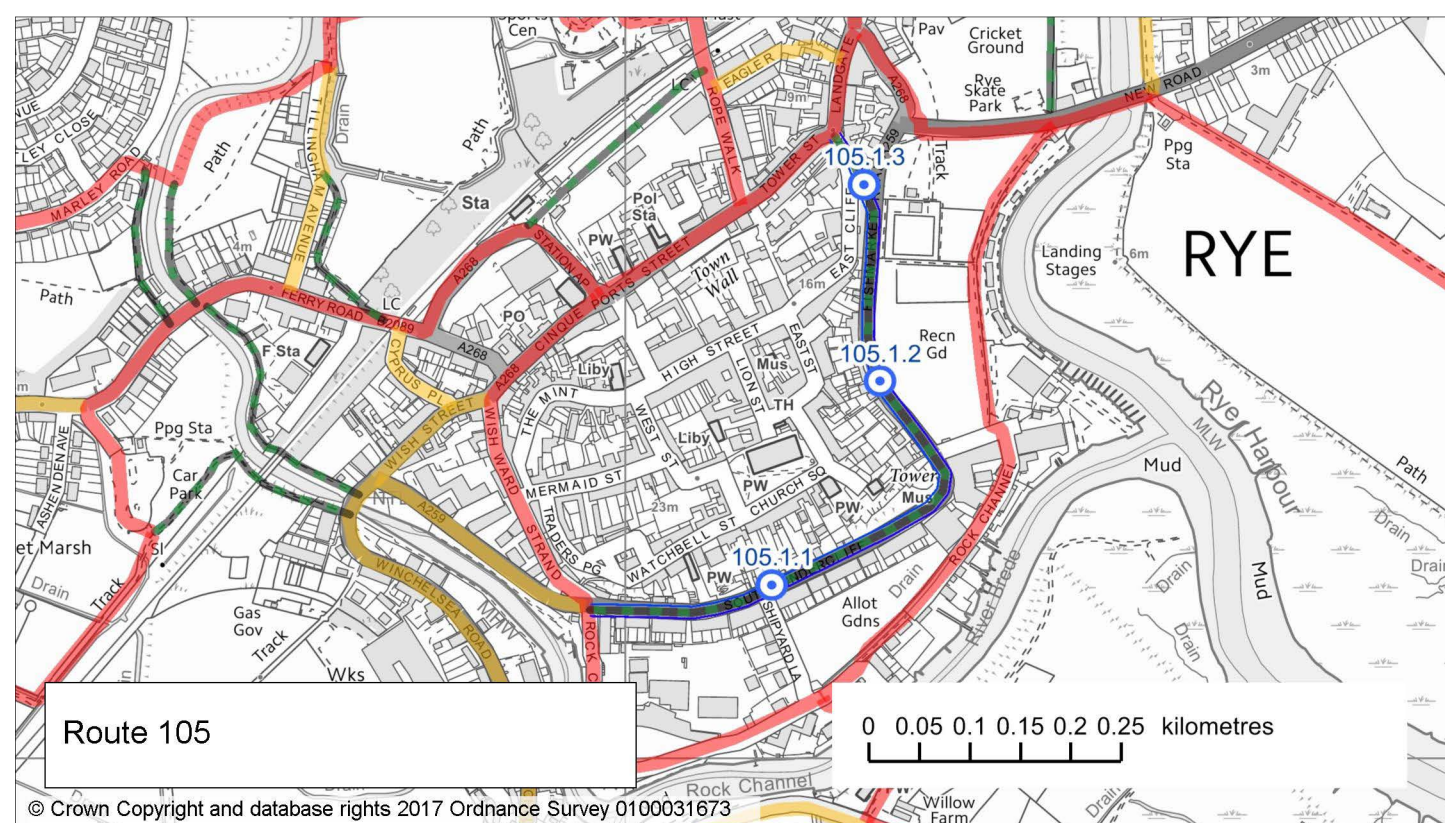
Running adjacent to the proposed 'ring road' this footway is currently below standard for width and with increase in vehicular traffic will need more detailed consideration.

Barriers to walking

Narrow width of footways
Close proximity of high volumes of heavy traffic, limited or no verge separation

Recommendations

105.1.1 Improve footway width where possible subject to detailed swept path analysis, provide crossing points as necessary
105.1.2 Improve width of footways to both sides of road by moving carriageway into recreation ground. Widths in front of houses dangerously insufficient
105.1.3 Improve accessibility of Tower Place to South Undercliff ramp at both ends



106: New Road – Military Road Link

Route description

Providing a link from New Road to Military Road

Barriers to walking

Narrow width, inconsistent surface and railway level crossing

A number of historic barriers narrow available width unnecessarily limiting accessibility

Recommendations

- 106.1.1 Remove unnecessary barriers,
- 106.1.2 Improve ramp access to level crossing

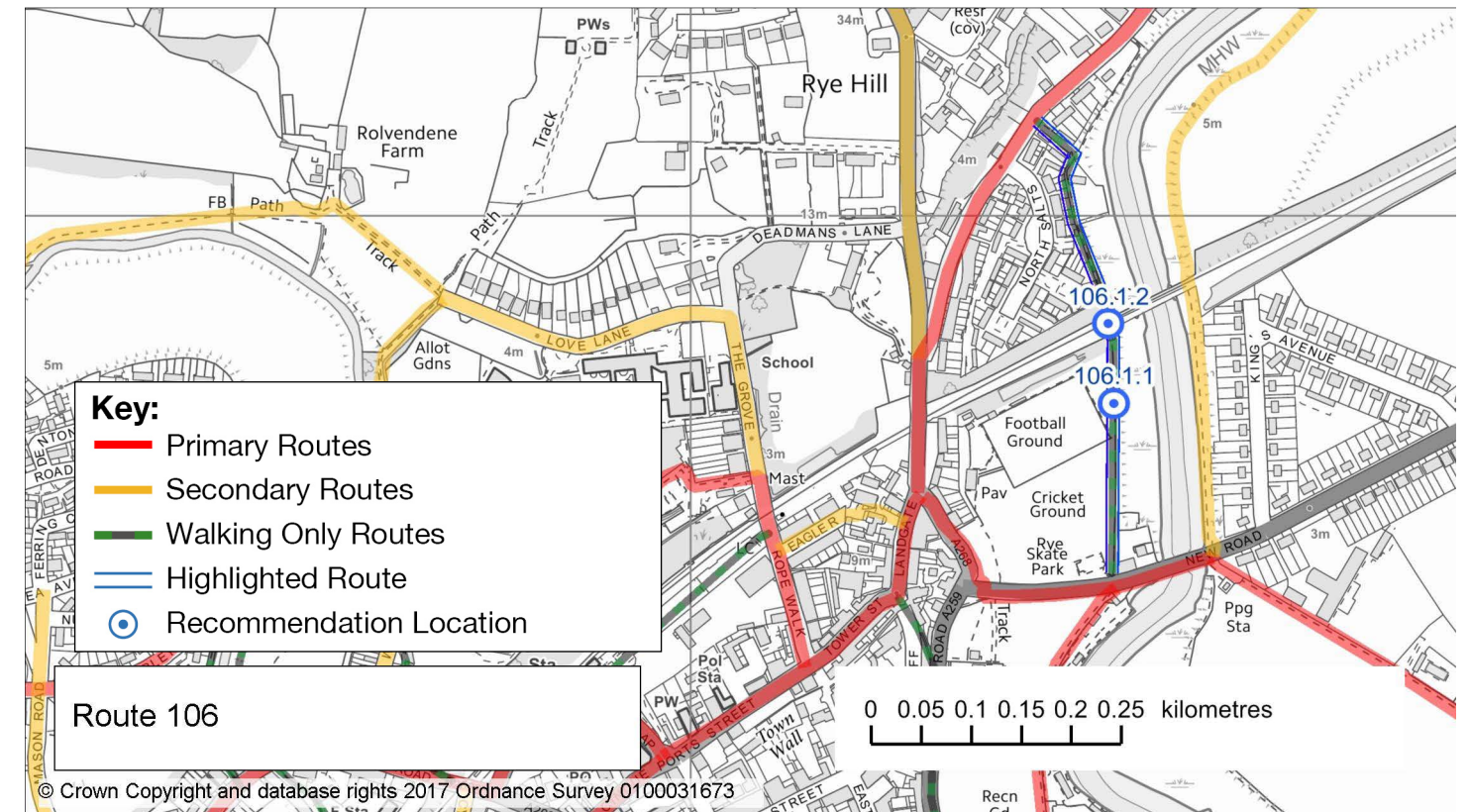


Table of recommendations

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

Priority

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

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

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

Cost

High = more than £100,000

Medium = £20,000 to £100,000

Low = less than £20,000

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

Item	Brief Description	Priority	Cost
100: Gibbet Marsh Car Park – Winchelsea Road		249m	
100.1.1	Limit cycle access. Improve surface and signage	Low	Low
100.1.2	Improve width and accessibility of level crossing	High	High
100.1.3	Limit cycle access. Improve surface, width and signage	Medium	Low
101: Ferry Road – Marley Road		162m	
101.1.1	Upgrade surface and width	Medium	Low
102: Winchelsea Road – Tillingham Bridge Link		399m	
102.1.1	Improve visibility and crossing provision	Low	Medium
102.1.2	Upgrade footway to shared use width with accessible crossing points	Medium	Medium
102.1.3	Upgrade surface and width	Medium	Medium
102.1.4	Provide crossing point	High	Medium
102.1.5	Upgrade surface	High	High
103: Ferry Road – Tillingham Avenue Link		183m	
103.1.1	Improve path to shared use width and provide lighting	High	Medium
104: Station Link		232m	
104.1.1	Provide separate shared use access route	High	Medium
105: South Undercliff		765m	
105.1.1	Upgrade footway to shared use width with accessible crossing points	Medium	High
105.1.2	Improve path to shared use width	Low	Medium
105.1.3	Improve access to ramp	High	Low
106: New Road – Military Road Link		478m	
106.1.1	Remove unnecessary barriers	Medium	Low
106.1.2	Improve ramp access to level crossing	High	Medium

Item	Brief Description	Priority	Cost
200: Valley Park – Camber – Jury's Gap		9,368m	
200.1.1	Improve width of shared use path, provide lighting and wayfinding.	Low	Medium
200.1.2	Improve accessibility of barrier	High	Low
200.1.3	Provide dropped kerb	Medium	Low
200.1.4	Create 20mph zone	Medium	Low
200.1.5	Upgrade footway to shared use width with accessible crossing points, limit parking	Low	Medium
200.1.6	Limit parking. Provide dropped kerb	Medium	Low
200.1.7	New shared use bridge. Location TBC	High	High
200.1.8	New shared use path	High	High
200.1.9	Review ramp access gradient from road to shared use path, upgrade to shared use width	Medium	Low
200.1.10	Upgrade to cycle friendly barrier	Low	Low
200.1.11	Improve wayfinding and provide priority crossings	Low	Low
200.1.12	Provide ASL for cyclists and priority pedestrian crossing	Medium	Low
200.2.1	Limit vehicular movement and provide shared use path	High	High
200.2.2	Upgrade footway to shared use width	Medium	Medium
200.2.3	Provide crossing point	High	Medium
200.2.4	Upgrade footway to shared use width	Medium	Medium
200.2.5	Upgrade cantilevered footway to shared use width	Medium	High
200.2.6	Upgrade surface. Improve access for all users	Medium	High
200.2.7	Upgrade surface	Low	Medium
200.2.8	Review crossing provision and consider traffic controls	High	Medium
200.2.9	Upgrade surface	Low	High
200.2.10	Review wayfinding and crossing provision	Medium	Medium
200.2.11	Upgrade footway to shared use width with accessible crossing points, limit parking	Medium	High
200.3.1	Review access route, vehicular or pedestrian ramp for cyclist use	Low	Medium
200.3.2	Permit cycle access to top of sea wall	High	Low
200.3.3	Upgrade to shared use width	Medium	Medium

Table of Recommendations (continued)

Item	Brief Description	Priority	Cost
201: Peasmarsh – Military Road		6,088m	
201.1.1	Improve surface of bridleway. Limit vehicular access. Upgrade barriers to cycle friendly.	Medium	High
201.1.2	Improve access	Medium	Medium
201.1.3	Improve surface of bridleway. Limit vehicular access. Upgrade barriers to cycle friendly.	High	High
201.1.4	Improve visibility. Signage to alert road users	High	Medium
201.1.5	Signage to indicate Green Lanes to encourage all users to be aware of one another.	Low	Low
201.1.6	Provide crossing point	Medium	Medium
201.2.1	Signage to indicate Green Lanes to encourage all users to be aware of one another.	Low	Low
202: Playden Lane		716m	
202.1.1	Improve step free access and provide crossing points	Medium	Medium
202.1.2	Signage to indicate Green Lanes to encourage all users to be aware of one another.	Low	Low
203: School Lane		880m	
203.1.1	Improve step free access and provide crossing points	Medium	Medium
203.1.2	Signage to indicate Green Lanes to encourage all users to be aware of one another.	Low	Low
203.1.3	Improve access and provisions for school pick up and drop off.	High	Medium
204: Peasmarsh – Landgate		4,576m	
204.1.1	Local flood mitigation and upgrade to cycle friendly barrier	Medium	Medium
204.1.2	Scrub clearance to widen path	Low	Low
204.1.3	Improve surface of bridleway. Limit vehicular access. Upgrade barriers to cycle friendly.	High	High
204.1.4	Protection to Orchard	Low	Low
204.1.5	Improve surface of bridleway. Limit vehicular access. Upgrade barriers to cycle friendly.	High	High
204.1.6	Local flood mitigation and upgrade to cycle friendly barrier	Medium	Medium
204.1.7	Local flood mitigation and upgrade to cycle friendly barrier	Medium	Medium
204.1.8	Improve surface of bridleway. Limit vehicular access. Upgrade barriers to cycle friendly.	High	High
204.1.9	Upgrade to cycle friendly barrier	Medium	Low
204.1.10	Limit on road parking, improve pedestrian and cycle access	Medium	Medium
204.1.11	Change priorities of junction	Low	Low
204.1.12	Limit on road parking, improve pedestrian and cycle access	Medium	Medium
204.1.13	Improve barrier width and permit cycle access	Low	Low

Item	Brief Description	Priority	Cost
210: Rye - Rye Harbour - Winchelsea Loop		15,673m	
210.1.1	Improve cycling and walking access to station	High	Medium
210.1.2	Review bus and coach access, following proposed point closure	Medium	Low
210.1.3	Pedestrianise roads and limit parking	High	Low
210.1.4	Upgrade footway to shared use width. Provide crossing facilities	Medium	Medium
210.1.5	Pedestrianise roads and limit parking	Medium	Low
210.1.6	New toucan crossing of South Undercliff	High	Medium
210.1.7	Upgrade surface, pedestrian provision. Create 20mph limit	High	High
210.1.8	New shared use bridge. Location TBC	High	High
210.1.9	Provide crossing point	Medium	Medium
210.2.1	Provide regular crossing points and improve visibility of path from side roads	Medium	Medium
210.2.2	Provide crossing point	Medium	Medium
210.2.3	Upgrade surface. Provide cycle facilities. Improve access for all users	High	High
210.3.1	Maintain access, surface, and legibility of wayfinding	Low	Low
210.3.2	Maintain wayfinding, encourage considerate parking	Low	Low
210.4.1	Upgrade surface	Low	Medium
210.4.2	Improve accessibility and visibility for all users	Medium	Medium
210.4.3	Upgrade surface, pedestrian provision. Create 20mph limit	Medium	Medium
210.4.4	New shared use path and crossing of A259 for short section	High	High
210.4.5	New shared use path	Medium	High
210.4.6	Wayfinding for 'Green Lane'	Low	Low
210.4.7	Improve gradient to level crossing	Low	Medium
210.5.1	Improve visibility and reduce speedlimit.	Medium	Medium
210.5.2	Improve visibility and reduce speedlimit.	Medium	Medium
210.5.3	Upgrade surface	Medium	High
210.5.4	Upgrade surface. Improve access for all users	Medium	High
210.5.5	Improve clarity of route and wayfinding	Low	Medium
210.5.6	Improve accessibility, provide crossing point	High	Medium
210.5.7	Upgrade footway to shared use width	Medium	High
210.5.8	Review crossing and access at level crossing. Provide Advance Stop Line for cyclists	Medium	Medium
210.5.9	New shared use path, improve carriageway surface	Low	Medium

Table of Recommendations (continued)

Item	Brief Description	Priority	Cost
211: Valley Park – Rock Channel		631m	
211.1.1	Upgrade surface	Low	Medium
211.1.2	Provide crossing point	High	Medium
211.1.3	Upgrade northern footway to shared use width	High	High
211.2.1	Limit vehicular access	Medium	Low
211.3.1	Limit vehicular movement and provide shared use path	Medium	Medium
212: Rye Harbour Alternative		822m	
212.1.1	New right of way and shared use path	High	Medium
212.1.2	New right of way and shared use path	High	Medium
212.1.3	Upgrade surface and permit cycling	Low	Medium
212.1.4	Upgrade surface and permit cycling	Low	Medium
212.1.5	New public access point	Medium	Low
212.1.6	Upgrade surface	Medium	Medium
213: Winchelsea Road – Harbour Road		407m	
213.1.1	Provide crossing point	High	Medium
213.1.2	Upgrade to shared use width, provide priority crossings	Medium	Medium
213.1.3	Upgrade cantilevered footway to shared use width	High	High
213.1.4	Reduce speedlimit	Low	Low
214: Camber Alternative		1,341m	
214.1.1	Improve crossing provision	High	Medium
214.1.2	Upgrade to shared use width, or pedestrianise street	Low	Medium
214.1.3	Provide separate shared use access route	Low	Medium
214.1.4	Upgrade surface and width	Medium	Medium
214.1.5	Upgrade surface	High	High
301: Mason Road		282m	
301.1.1	Upgrade footway to shared use width with accessible crossing points	Medium	Medium
302: Ferry Road – Love Lane		437m	
302.1.1	Provide crossing point	High	Medium
302.1.2	Signage to prioritise pedestrian and cycling movement.	Low	Low
302.1.3	Upgrade to shared use width	Medium	Medium

Item	Brief Description	Priority	Cost
303: Cinque Ports Street – Winchelsea		4,403m	
303.1.1	Create 20mph zone	High	Low
303.1.2	Limit vehicular movement and provide shared use path	Medium	Medium
303.1.3	Improve pedestrian provision. Create 20mph limit	High	Medium
303.1.4	Upgrade footway to shared use width	High	High
303.1.5	Reduce speed limit and provide shared use path	Medium	High
303.1.6	Review crossing and waiting areas	Medium	Medium
303.1.7	Upgrade footway to generous shared use width	Medium	Medium
303.1.8	Upgrade to shared use width, consider ramp access	Low	Medium
303.1.9	Review dropped kerb provision and improve	Low	Low
304: Rye – Playden		1,423m	
304.1.1	Provide crossing point	Medium	Medium
304.1.2	Upgrade footway to shared use width	High	High
304.1.3	Provide regular crossing points and review footway width	Medium	Medium
304.1.4	Review width and gradients of footway	Low	Medium
305: Military Road		1,035m	
305.1.1	Improve visibility and reduce speedlimit.	Medium	Medium
310: Rye – Iden Lock		4,836m	
310.1.1	Provision of access only pedestrianised street. Limited parking. Two way cycling.	High	Low
310.1.2	Provision of access only pedestrianised street. Limited parking. Two way cycling.	High	Low
310.1.3	Improve visibility, access and width of cantilevered footway	Medium	Medium
310.1.4	Provide crossing point	High	Medium
310.1.5	Upgrade footway to shared use width with accessible crossing points	Medium	Medium
310.1.6	Provide separate shared use access route	Medium	Medium
310.1.7	New shared use path	High	High
310.1.8	Provide crossing point	Medium	Medium
310.1.9	New shared use path	High	High
310.1.10	Improve crossing point at Iden Lock	Medium	Medium
311: New Road – Scots Float Sluice		2,319m	
311.1.1	Provide crossing point	High	High
311.1.2	Improve underpass to limit flooding impact	Medium	High
311.1.3	Upgrade surface. Improve access for all users	High	High
311.1.4	Ensure shared use provision maintained over sluice	Low	Low
311.1.5	Ensure shared use provision maintained over sluice	Low	Low

Table of Recommendations (continued)

Item	Brief Description	Priority	Cost
320: Rock Channel		669m	
320.1.1	Improve access and upgrade to shared width	High	High
320.1.2	Upgrade surface, pedestrian provision. Create 20mph limit	Low	Medium
320.1.3	Improve visibility and access to footway	High	Low
320.1.4	Upgrade to shared use width	Medium	Medium
Vehicular Access in Rye Town Centre			
R01	Reverse the town centre one way system, Entering at The Deals, and exiting at Landgate Tower.		
R02	Limit vehicular access into Rye town centre to all except essential deliveries and residential access. Limit delivery times.		
R03	Reduce quantity of on street parking in historic town centre and provide additional parking outside this area.		
R04	Upgrade surface, pedestrian provision. Create 20mph limit		
R05	Provide point closures to each end of Cinque Ports Street, the junction of Cinque Port Street / Station Approach, Strand / South Undercliff, Wish Ward / Ferry Road, along Cyprus Place and retain the closure to the High Street / Conduit Hill.		
R06	Limit Station Approach to enter and exit on Ferry Road		
R07	Limit access to station parking to enter at Station Approach and exit on Rope Walk		
R08	Create access only one way system to Deadmans Lane, The Grove, Rope Walk, Tower Street and Landgate to access the school / college site.		

East Sussex Delivery Methodology

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

Stage	Purpose	Inputs	Outputs	Tools/ Guidance	Stakeholders Engaged
1. Network Criteria	<p>To identify and agree network aims of client and local authority, in order to focus route scoping, planning and engagement. This should be in line with project brief and local policy and should include:</p> <ul style="list-style-type: none"> - Type of journeys the route should cater for - Density of the network - Specific network requirements - Quality criteria 	<p>Engagement and research to understand existing and future aspirations through:</p> <ul style="list-style-type: none"> - Review of existing plans and strategies (including transport strategy) - Review of relevant quality criteria - Review of project brief - Engagement with client 	<p>One page document outlining agreed aims and requirements around:</p> <ul style="list-style-type: none"> - Priority journey types (e.g. utility/leisure journeys) - Aspirational network density (mesh widths and clustering of destinations) - Network requirements (coherence, directness, safety, comfort, attractiveness) - Levels of Service measurement to be applied 	<ul style="list-style-type: none"> - LCDS – Section 2.1.2, Cycle Network Strategy - Active Travel Wales Design Guide – Section 5.7, Network Planning For Cycling - Active Travel Wales Design Guide – Section 5.8.4, Network Aims and Requirements 	<ul style="list-style-type: none"> - East Sussex County Council - District/Borough Councils (Planning Policy, Environment & Sustainability)
2. Information Gathering	<p>To gather the information required to plan and scope network routes that connect to key trip generators, make best use of existing and planned active travel infrastructure, and reflect future aspirations of local authorities and stakeholders.</p> <p>It will also highlight future opportunities for investment and delivery, by identifying future highways, regeneration, housing, and business developments.</p>	<ol style="list-style-type: none"> Desktop research to identify the following: <ul style="list-style-type: none"> - Employment and residential areas - Local amenities (shopping centres, schools, leisure centres, council offices) - Transport interchanges - Greenspace and leisure routes - Existing cycle and walking routes (classified by type) - Plans within wider strategies (e.g. town centre regeneration, traffic management plans, Local Development Plans, active travel plans) - ONS data on travel patterns (Propensity to Cycle) - Collision data - Existing PRow, walking paths Stakeholder engagement to identify the following: <ul style="list-style-type: none"> - Cycle and walking routes currently planned or in delivery - Aspirational cycle and walking routes - Future highways upgrades - Future regeneration, housing, business development projects - Traffic volumes and speeds - Local land use constraints and opportunities - Barriers to movement 	<p>Comprehensive base map containing:</p> <ul style="list-style-type: none"> - All existing trip generators within study area - Future developments and projects that will influence demand - Overview of existing road network, classified by accessibility - Existing and planned cycle and walking network - Aspirational networks defined by stakeholder group 	<ul style="list-style-type: none"> - Sustrans GIS Earthlight mapping - Wales Active Travel Act: Design Guidance – Section 5.8.21, Information Gathering - LCDS – Section 2.3.3, Mesh Density Analysis - LCDS – Section 2.3.4, Accessibility classification 	<ul style="list-style-type: none"> - East Sussex County Council - Local Cycle Groups - Local Walking Groups/Ramblers - District/Borough Councils (Planning Policy, Environment & Sustainability) - South Downs National Park Authority - Local Access Forum

Stage	Purpose	Inputs	Outputs	Tools/ Guidance	Stakeholders Engaged
3. Network Mapping	<p>To identify the geographic locations that will form the strategic trip generators of the network, and the types of route required to connect them.</p> <p>Identify if/ where new cycle and walking connections are required to deliver a cycle network that meets the requirements of client aims.</p>	<ol style="list-style-type: none"> Identification of trip generators across the study area, plotting links, and designating route type. This will involve: <ul style="list-style-type: none"> Plot departure and destination trip generators using base mapping Clustering trip generators to reduce complexity of connections (e.g. larger employment sites) Identify desire lines between trip generators Classification of route type (primary, secondary, local routes) Assess connectivity of existing and proposed network <ul style="list-style-type: none"> Overlay network desire lines with existing and proposed routes Assess suitability of existing and proposed routes against network requirements (coherence, directness etc.), and route type Identify gaps in network to be resolved in stage four. 	<p>Revised network map(s) to share with stakeholders showing:</p> <ul style="list-style-type: none"> Clusters of departure and destination points/ trip attractors Existing, planned and aspirational routes classified by route type (primary, secondary, local) Gaps within the network shown as desire lines, and type of route requirements to meet network criteria Options to resolve gaps for site assessment 	<ul style="list-style-type: none"> Sustrans GIS Earthlight mapping Wales Active Travel Act: Design Guidance – Section 5.8.49 – Assessment of Routes LCDS – Figure 2.3, Cycling Levels of Service Assessment 	<ul style="list-style-type: none"> East Sussex County Council District/Borough Councils (Planning Policy, Environment & Sustainability)
4. Route Assembly & Assessment	<p>To scope and identify deliverable routes and infrastructure that will complete strategic connections to meet network requirements.</p> <p>To identify routes to be included within network plan based on ability to meet network criteria and deliverability.</p>	<ol style="list-style-type: none"> Desktop review of potential route connection to resolve gaps within network Audit of existing routes and planned routes Engagement with local stakeholders to seek local knowledge around connections (if insufficient information at Stage 2) Survey and assess potential routes against network requirements and level of service criteria. <ul style="list-style-type: none"> Classify type of connection Route ride with stakeholders Undertake levels of service assessment to review directness, coherence, safety, comfort, attractiveness Identify upgrades required to deliver routes, and major barriers to delivery Assess deliverability of route options Select routes to be included within Network Map 	<p>Draft network map to be shared with project stakeholders for validation, including:</p> <ul style="list-style-type: none"> Proposed network routes, classified by type (primary, secondary, local), and by stage of delivery (existing, planned, new) Key trip generator clusters (including existing and planned destinations) 	<ul style="list-style-type: none"> Wales Active Travel Act: Design Guidance – Section 5.8.49 – Assessment of Routes LCDS – Figure 2.3, Cycling Levels of Service Assessment 	<ul style="list-style-type: none"> Local Cycle Groups Local Walking Groups/Ramblers District/Borough Councils (Planning Policy, Environment & Sustainability) South Downs National Park Authority Local Access Forum
5. Validation	<p>To validate the draft network map with community and local authority stakeholders to ensure aspirations and comments are captured correctly,</p>	<ol style="list-style-type: none"> Engagement with stakeholders involved through the project as agreed with client to attain comments and approval of map. Engagement to be conducted through face to face meetings, or submission of draft map as required. 	<p>Agreed network map to be submitted to client for review.</p>	<ul style="list-style-type: none"> Wales Active Travel Act: Design Guidance – Chapter 5.8.58, Validation of Integrated Map 	<ul style="list-style-type: none"> East Sussex County Council Local Cycle Groups Local Walking Groups/Ramblers District/Borough Councils (Planning Policy,

Glossary of Terms

(taken from London Cycling Design Standards)

Advisory cycle lane

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

ASL – Advanced stop line

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

Bus lane

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

Bus stop bypass

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

Carriageway

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

Chicane

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

Continuous footway

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

Contraflow or Cycle contraflow

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

Courtesy crossing

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

Cycle bypass

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

Cycle street

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

Cycle track

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

Decluttering

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

Dropped kerb

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

‘Dutch-style’ roundabout

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

Entry treatment or Raised entry treatment

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

Filtered permeability

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

Footway build-out

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

Greenways

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

Homezone

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

Horizontal traffic calming

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

Junction table or Raised table

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

pedestrian priority.

Light segregation

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

Mandatory cycle lane

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

Parallel priority crossings or ‘parallel crossing’

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

Pedestrian crossings

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

Pedestrian Zone

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

Pinch point

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

Point closure

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

Priority junction

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

Quietway

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

Raised delineator

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

Refuge islands

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

Segregated cycle lane/track

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

Shared use area, footway or path

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

Shared space

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

Shared surface (level surface)

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

Speed cushions

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

Speed humps

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

Tactile paving

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

Two-stage turn

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

Uncontrolled crossing

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

Vertical traffic calming

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

Visibility splay

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