



**Clean, Green and Safe  
Pedestrian/Cycle Routes  
In Hastings & St Leonards**

## **Project Background:**

An audit was carried out of all publicly accessible open spaces during 2005 and a Strategy adopted in December 2006. A key Borough wide priority emanating from the strategy is: To provide safer, cleaner, greener links between strategic open spaces and linking with key destinations, such as transport hubs.

As part of Policy Planning Guidance (PPG-17) informing the Local Development Framework for 2008, the Council needs to identify priority areas for improvement, from which secondary routes might evolve.

### **Locations:**

Four outline routes have been identified, they are (refer to diagrams):

- Seafront; eventually linking Bexhill to the west with Hastings Country Park to the east.
- Northern; linking Town Centre with Conquest Hospital in the north.
- North-eastern; linking Town Centre with Ore via Ore Valley.
- North-western; linking Town Centre with Hollington area and potentially Pebsham Countryside Park.

### **Contacts/partners:**

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ESDA

## **Objectives/Scope:**

To audit the four outline routes to find the best, safest passage for pedestrians and cyclists. Wherever possible, routes should be off-road or following quiet residential roads. They should link with as many key destinations as possible, in order to serve a utility function but, also follow aesthetically pleasing routes, such as green space wherever possible.

Barriers such as steep hills, steps and busy roads should be avoided, as it may be costly to overcome these.

The audit should suggest improvements to include:

- Signing requirements
- Surfacing/Level Improvements (i.e. dropped kerbs)
- Route marking (such as advisory cycle lanes)
- Vegetation Clearance/maintenance
- Cycle parking requirements
- Traffic Management measures

It is anticipated that the Ramblers' Association and Hastings Urban Bikes (HUB) could collaborate in carrying out this audit.

The accessibility of the chosen route will also have to be considered and graded accordingly; it is anticipated that this work will be done by ESDA or similar organisation. The Ramblers' Association and HUB should be mindful to the desired width of 3m for shared pedestrian/cycle routes. The audit is to note routes which might find difficulty achieving this approximate width.

## **Links:**

East Sussex County Council (ESCC) has been working towards a "Hastings Cycle Audit and Strategy Study." Janet Russell is the contact and has met with Peter Mead to discuss our joint approaches to this work.

## **Deliverables:**

The survey should be divided up into distinct sections, highlighting particular characteristics such as views, on road sections, off road sections, open spaces, key destinations, safety considerations and potential conflict areas.

The findings/recommendations should be reported for each route in sections (road, open space, length of existing footpath) and cross-referenced to the plans. Digital images should be captured of key elements such as difficulties, vistas, safety concerns. The report should include key recommendations, such as where signing should be located (e.g. junctions).

## **Authors' overview:**

This study is a joint collaboration between Hastings Urban Bikes and the Rambler's Association with the intention of contributing to a high quality walking and cycling network which is acceptable to all user groups including walkers, cyclists, disabled users, and people using pushchairs or electric buggies.

We have no specialist knowledge of track construction or traffic management costs and have therefore taken a common-sense approach to suggesting what would be the minimum required to deliver safe, functional routes. If a pathway currently has an acceptable surface, our recommendation is to leave it alone.

Constraints of geography and other factors such as the lack of existing cycling infrastructure mean that the walking and cycling network will largely be designed around mixed-use paths with no separate markings for cycle lanes.

Mixed-use cycle tracks have been introduced with considerable success in other areas, but the potential for conflict between user groups means that their widespread introduction will require careful management. We would recommend a significant education campaign, which could include a Code for Responsible Cycling (already developed by HUB).

Faced with the problem of global warming, communities worldwide are confronted with significant challenges in adapting to climate change and altered patterns of behaviour. Encouraging people to walk and cycle must surely be one of the most logical and straightforward ways in which we can help meet these challenges by reducing car journeys, reducing vehicle pollution, improving air quality – and also improving our own health. Cycling and walking are good for the environment, and good for the body.

In order to encourage more cycling and walking, we need better quality, more direct walking and cycling routes. Obstructions, lack of continuity, cycle lanes which begin nowhere and end nowhere – all these factors put people off cycling. Cycling infrastructure which looks unsafe, inappropriate or slower than going by car will not encourage people to get on their bikes. There needs to be a positive benefit in terms of speed and convenience for people to leave their cars at home.

We need to start allocating resources to Pedestrian/Cycling routes sooner rather than later: it needs genuine political will to drive forward a programme of infrastructure spending and to create more space in our town for cycling. This document represents a unique opportunity to put sustainable transport at the heart of regeneration in Hastings

Nick Hanna  
Mike Riley  
May 2008

## SURFACES

### Recommendations:

The same all-weather surface should be used throughout the cycling and walking network. Avoid cycle lane markings on all off-road areas.

This plain surface works in mixed pedestrian/cyclist areas such as Brisco's Walk and could be adopted as standard. With a similar visual impact to natural gravel or stone, it is also capable of carrying large numbers of people. Many surfaces (particularly on Route 1B to Silverhill and Bohemia) are satisfactory as they are and need only minor alterations to create safe off-road routes.

We suggest highway engineering measures on slopes to slow down cyclists on areas where this might be necessary.



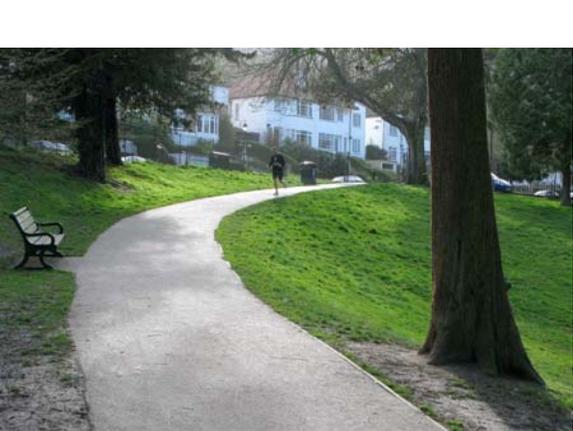
*Lower Alexander Park*



*Brisco's Walk*



*Good surface in Coronation Wood*



*Alexandra Park*

## SIGNAGE

### Recommendations:

-Develop a comprehensive signage system covering the whole of the cycling and walking network with a common design code.

-Current practice is to put times rather than distance on walking/cycling signage. This tends to encourage people to walk/cycle more because they can see it is achievable (it's easier to imagine walking for 25 mins rather than covering 1 mile, for example).



*Time-based signage: Brisco's Walk (above) and new signage in London.*

## **Temporary signage**

Because of the sensitivity of making any changes in Lower Alexander Park, we suggest using a system of temporary signage to influence public behaviour in mixed cycling/pedestrian zones. We suggest a series of temporary plastic boards (like the ones used for Half Marathon road warnings etc) which are simply stuck into the ground alongside the route (or attached to lamp posts, railings) and can be changed according to the perception of the hazard. This will also keep the messages fresh, and allow them to be removed if everything is going OK.

The signs could be used to change behaviour around a problem area (for instance 'Slow Down' near a play area, 'Keep off the grass' where cyclists are going off the track and creating a muddy area) and so forth. We suggest GREEN SIGNS to show permitted behaviour and RED SIGNS for warnings. These signs can be printed very quickly to adapt to changing circumstances.

All signage would reflect the overall philosophy of pedestrian priority in all mixed pedestrian/cycling areas. We would like to see this system adopted across the whole of the town's walking and cycling network. It's acknowledged that these temporary signs could be used in park areas, but experimental Traffic Regulation Orders would be required in town centre areas.

### **GREEN SIGNS:**

Pedestrian priority  
Cycle route  
Use your bell  
Cycle slowly  
Be Polite  
Thank you  
Test your brakes!  
Stay on path

### **RED SIGNS:**

Slow down!  
Take care!  
Caution!  
Keep Off Grass  
Slow for disabled  
No cycling please

## **ROUTE ONE: SEAFRONT/NATIONAL CYCLE ROUTE**

The National Cycle Route NCN2 currently runs along Hastings seafront between West Marina and the Old Town. From West Marina to Robertson Street in the town centre, it consists of a demarcated lane on the seafront promenade.

This is an extremely popular facility, particularly with families with young children who enjoy cycling along here at weekends, but it is also heavily used as a utility route between St Leonards and the town centre all through the week. There are some minor conflicts between pedestrians and cyclists on this route but in general it works well and people accept sharing this space.

In December 2007, £380,000 was secured as part of the Sustrans' Connect 2 Big Lottery bid to extend this track to Bexhill. This will be matched by a further £320,000 from ESCC to complete this project. ESCC have published a timetable for construction which envisages building this by 2011/2012. Once finished, the seafront track will be an enormous asset to the two seaside communities of Hastings and Bexhill.

At present, the seafront cycle track ends opposite Robertson Street. Following a recent Overview and Scrutiny review at Hastings Borough Council, a Beach Management Plan is programmed to be developed in the financial year 08/09. This will be led by Nick Sangster at the Borough Council and will look at the functionality of the foreshore, its day-to-day management, zones of activity along the seafront etc. As a large part of this will be assessing pedestrian and cycle movement along the seafront and this is likely to require a review of the existing bylaws, whether we have segregated or shared routes, and targeting current bottlenecks for cyclists along the seafront.

We would hope that the situation regarding continuation of NCN2 to the Old Town and beyond will be resolved through this process.

## **THE TOWN CENTRE: SEAFRONT TO STATION PLAZA**

The new Station Plaza, site of a major new campus for Sussex Coast College and a major facility for the Hastings & Rother Primary Care Trust, is an important node in the development of the cycling and walking network.

The College building itself encompasses a secure bike shed for some 200 bicycles, and the plaza in front if it is scheduled to be a mixed pedestrian/cycling zone. The attraction of students being able to use bicycles for local transport are obvious.

At present, access to Station Plaza from the seafront is via Harold Place and Havelock Road. This is a very busy route, particularly with bus traffic, however it is also relatively short and for that reason bearable.

In 2005, Hastings Urban Bikes petitioned Hastings Borough Council to permit cycling in the town centre, principally in Robertson Street, Cambridge Rd, Lower Queen's Road, Station Rd, Wellington Place and Castle Street. Cabinet approved this recommendation on 31<sup>st</sup> October 2005. Further consultation took place and, although there were some objections, it was decided that the risk was more perceived than real – as has been demonstrated by numerous other local authorities who have introduced mixed pedestrian/cycling zones in town centres. An experimental period of 14 months was agreed, with the scheme to be reviewed every 6 months, possibly with the modification of cycling only being allowed outside of the hours of 10am-4pm.

Implementation of the scheme requires an experimental Traffic Regulation Order and approval for the new signage. This is still pending (06/08).

Being allowed to cycle through the town centre would greatly improve the connectivity of the walking and cycling network to the seafront and increase the number of utility journeys being made. However, because of the perceived hazards we would like to see it implemented only if sufficient resources were deployed to properly monitor and police the scheme. One recommendation in this respect is for volunteer Cycle Rangers (see Appendix A) to help with this and other cycling initiatives.

We would prefer if this scheme was introduced *at the same time* as the mixed pedestrian/cycling zone at Station Plaza. This is scheduled to open in September 2009.

[Insert Drawing E697/65, Location of Proposed Pedestrian Area where Cycling will be allowed on a trial basis].

## **NORTH-EASTERN ROUTE: TOWN CENTRE TO ORE, VIA ORE VALLEY**

### **Summary**

There is currently no acceptable joint cycling/walking route from the town centre to Ore.

At present the first cycling option would be along Queen's Road, Elphinstone Road, Baldslow Road, Laton Road, and then Hughenden Road, which would then connect with the new spine road into the Ore Valley.

However, this is not a particularly safe route: Queen's Road is busy and narrow; the Queen's Road roundabout is a high risk area for cyclists; Baldslow Road has parking on both sides of the street and is also a bus route, which makes it hazardous; the crossing from Laton Road to Hughenden Road is across a dangerous, steep corner on Elphinstone Road.

Another alternative is Queen's Road, up Nelson Road, Milward Rd, and St Mary's Road to the Manor Rd/Mt Pleasant/Hughendedn Rd junction. However, Nelson Road is extremely steep and likely to put off all but the most dedicated cyclists.

There are various walking routes between the town centre and Ore station (including following twittens via the West Hill) but none of them represents a satisfactory and direct utility route.

In view of the above, it's clear that creating a clean, green and safe pedestrian and cycle route between the town centre and Ore is heavily dependent on the implementation of the Inter-College Link between Station Plaza and the Ore Valley. We would therefore urge that every effort is made to ensure delivery of this key route.

The route is also dependent on the implementation of the Ore Valley Greenspace landscape framework as commissioned by Seaspace.

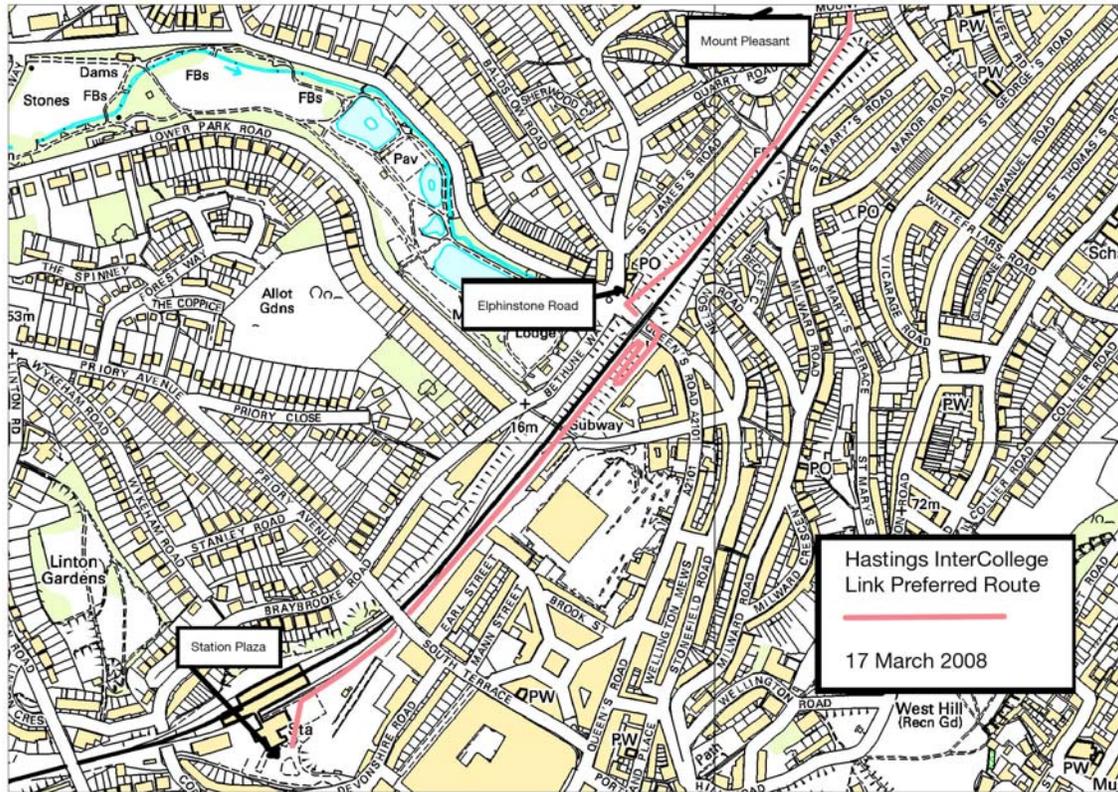
## **STATION PLAZA TO ORE: THE INTER-COLLEGE LINK**

The building of two new campuses for Sussex Coast College at Station Plaza and in the Ore Valley presents a unique opportunity to connect these two further education venues with a walking and cycling route alongside the railway line which links them. The environmental, economic and health benefits of this scheme are glaringly obvious.

The Inter-College link is being actively championed by Tim Hulme, Project Director for the new College, and negotiations are on-going with Network Rail, Sustrans, community groups and other interested bodies to try and secure land rights and funding. A planning application for the first section of the route is being prepared.

If implemented, the link would create a continuous route all the way from the Ore Valley to the seafront of approx 3.5km. Within this comparatively short distance, the Inter-College link would create a high quality walking and cycling route connecting:

- ✓ Two further education college campuses.
- ✓ Two significant green spaces, and create a third (the greenway itself) in the process.
- ✓ Two mainline rail stations.
- ✓ Ore Valley Millennium Community
- ✓ New Primary Care Trust site at Station Plaza.
- ✓ New £6m Hastings library.
- ✓ Priory Quarter business and arts district.
- ✓ Town centre
- ✓ Seafront and the National Cycle Route



As a driver for changes in transport patterns – getting people out of their cars, and into walking and cycling – it’s very hard to see how this list of attractions could be improved upon. Not only will it be traffic-free, but there are no steep gradients (a considerable bonus in Hastings).

Delivery of the Inter-College Link is crucial to the development of the cycling and walking network in the north and north-east of Hastings. At just one kilometre long, this is a short route but its significance cannot be over-estimated. It is a crucial backbone. Its construction will facilitate the creation of the rest of the cycling and walking network - this is a once-in-a-lifetime opportunity to put sustainable transport at the heart of the regeneration of Hastings and St Leonards.

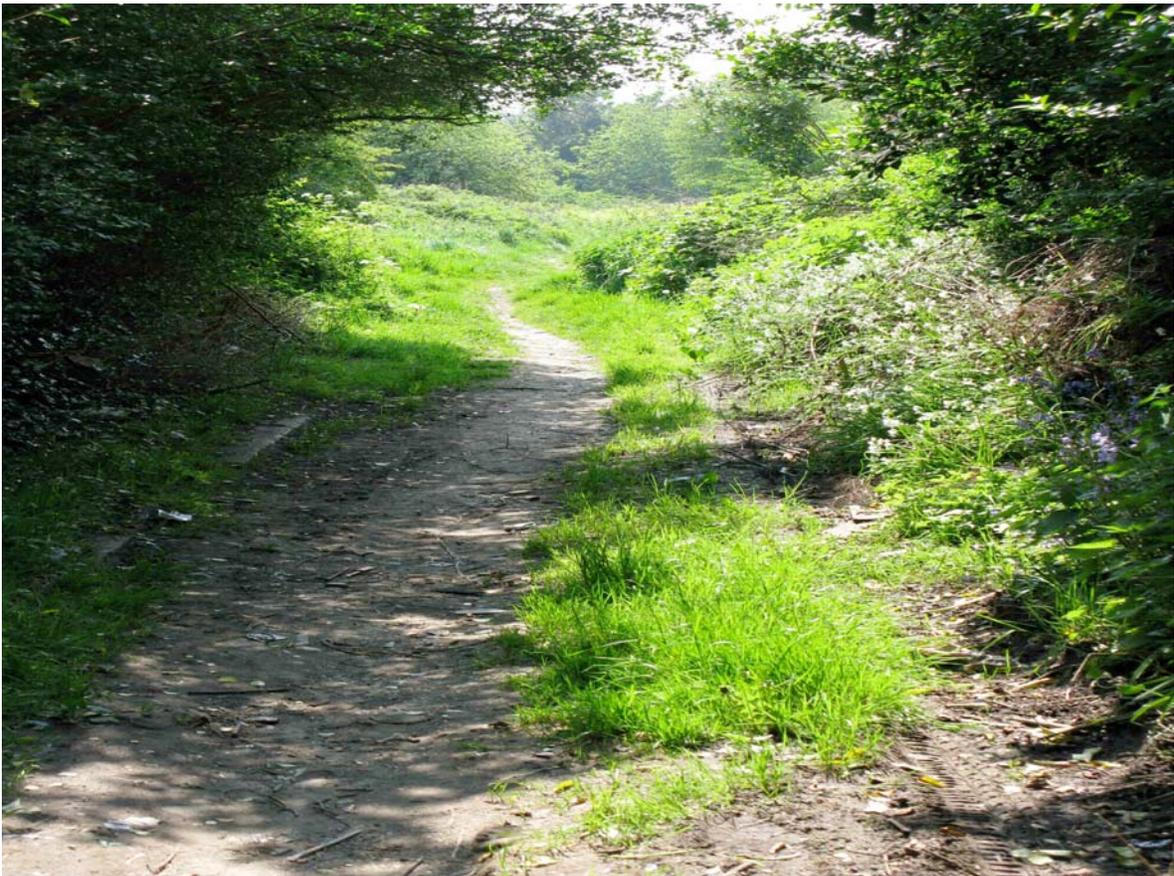
If the Inter-College link failed to become a reality, this would undermine efforts to create a greenway between the town centre and Ore. However, it would still be possible to create routes through the Ore Valley (but not connecting with the town centre) to Ore Village and Hillcrest School as an extension of the Ore Valley Greenspace project.

## The Ore Valley

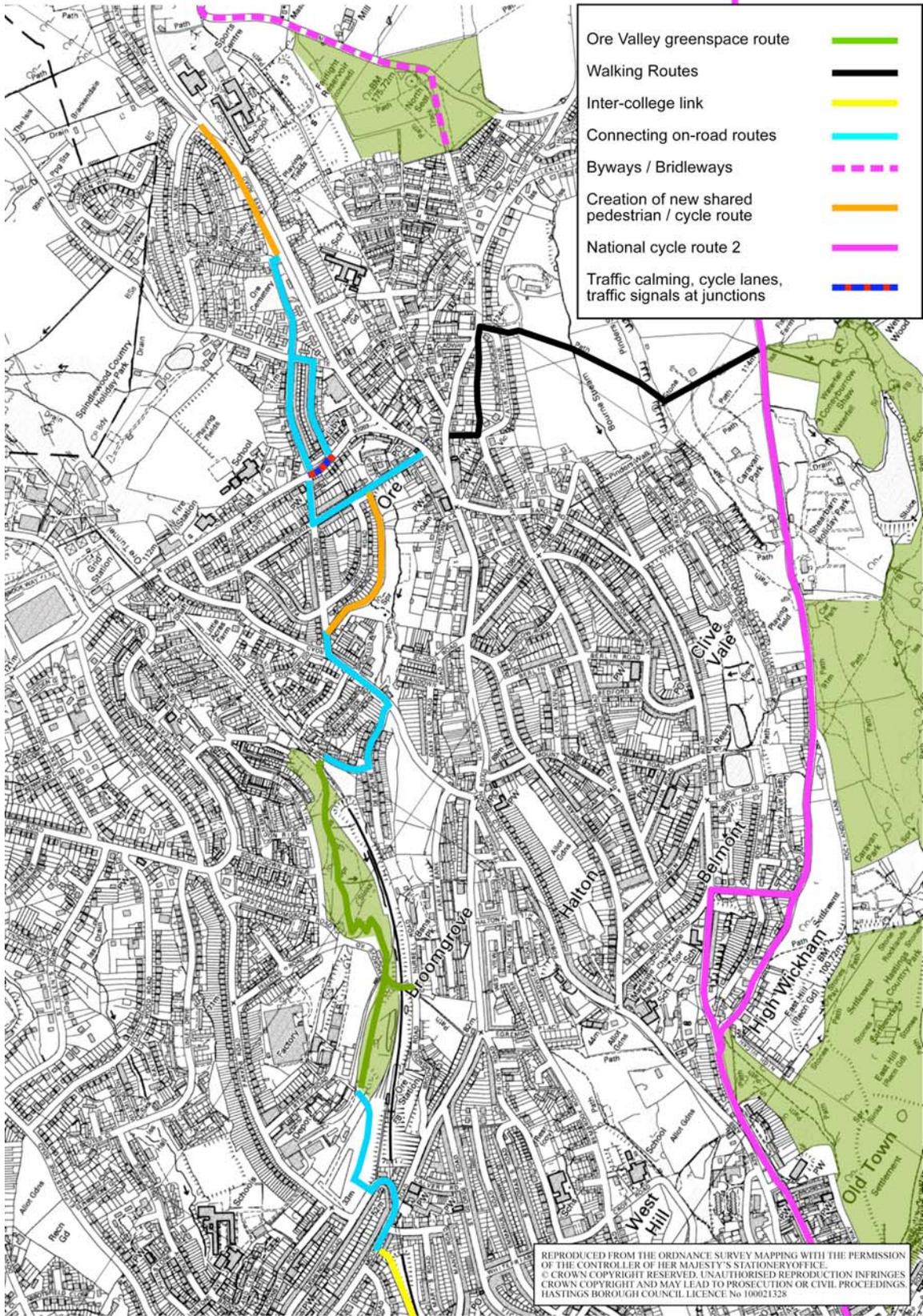
A study on pedestrian/cycling connections in the Ore Valley was undertaken as part of the Ore Valley Millenium Community Urban Design Code (January 2005) and we have built on their recommendations here.

As well as the routes outlined here, we would also recommend that a Secondary Route is created across the valley from Ore Station to Hurrell Road and up Farley Bank, which is a very cycle-friendly gradient. This would link the Ore Valley with Clive Vale and the West Hill (via North Terrace, Halton Crescent, Halton Terrace, Bembrook Rd and Collier Rd, which follows the contour along to the West Hill recreation ground). This route should be put forward during the development of Ore Valley East.

The route from Ore station through the Greenspace is about 1km; from here to Ore Village is a further 1km, encompassing a very attractive off-road section along Church Street.



*Church Street is an attractive route through Ore Valley*



## **Ore Station to Upper Ore Valley**

This would initially follow traffic-calmed roads in the 20MPH zone from Hughenden Road and along the new spine road until it meets the beginning of the planned Greenspace in the Lower Ore Valley.

Regarding routes in the Ore Valley, we welcome the fact that the new spine road is designated a 20MPH zone and includes traffic-calming measures, and also that access from this new road to Firtree Road is restricted to pedestrians, cyclists and emergency vehicles.

During consultations on the Ore Valley plans we have suggested that cycle-friendly measures such as forward-stop signs are adopted for the new signalled junction at the top of Hughenden Rd/Mt Pleasant Rd junction and also that the proposed No Right Turn out of the new spine road into Hughenden Road is designated No Right Turn Except Cycles.

We thoroughly endorse the Ore Valley Greenspace plans and have no further comment on this section of the route except to applaud the efforts which have been made to create a viable cycle and pedestrian route on difficult gradients. Our understanding is that a Planning Application for this will be submitted in Autumn 2008 and that implementation will start from April 2009 onwards within a potential 3 years to completion.



## Upper Ore Valley to Ore Village

The Urban Design Code recommends onward routes from the top of the Greenspace as follows:

- a) From the top end of the Greenspace at Quantock Gardens into Cookson Gardens and then to Frederick Road.
- b) From top end of the Greenspace at Quantock Gardens along the top of the railway tunnel to the Ridge.

Both these options represent a considerable challenge in terms of engineering and/or budgets. Whilst we wouldn't want to rule them out as future options, in the meantime we suggest more practical alternatives as follows:

### Recommendations:

-Improve the existing connection from Quantock Gardens to Waterside Close, which would allow a much easier route through to Frederick Road at relatively low cost.

-Examine the possibility of an exit from Quantock Gardens across land imbetween Ticehurst Close and Valley Side Rd (planning permission for housing in this corridor was denied in 2007) to get to Frederick Road. Further studies are needed to see if this would be feasible in terms of the gradient at the western end of this cut-through. If the developer re-submits plans for housing, this route wouldn't be feasible.



*South end of Quantock Gardens (Ore Valley Greenspace links into right hand end of this path, Waterside Close to the left side)*



*Quantock Gardens/Waterside Close connection*

## Frederick Road to the Ridge

Church Street: This is an excellent route to link Frederick Road with Victoria Avenue and Ore Village. From Victoria Avenue the route will need to go via Clifton Road and then across The Ridge (B2093).



*Church Street*



*Entrance/exit at Victoria Avenue*



*Entrance/exit at Clifton Road*

### Recommendations:

- Vegetation clearance and path widening required in some places
- Upgrade surface

## The Ridge to Hillcrest

On the other side of The Ridge, cyclists can use Grove Road going up and Winchelsea Road coming down (both of which are one-way). This leads into the top end of Winchelsea Road, which is a quite residential road and within sight of Hillcrest School. Pedestrians can use Winchelsea Rd.

### *Recommendations*

- Pedestrian/cycle crossing at The Ridge.
- Exemption for cyclists turning left on to Red Lake at the top of Grove Road (at present this is No Left Turn for all vehicles although it is a two-way street) in order to allow them to reach Winchelsea Road.
- Creation of a new cycle path from the top of Winchelsea Road (with a cycle-friendly junction across Montgomery Lane) on to Hillcrest School.



*Looking back towards Winchelsea Rd*

## **Ore to Old Town**

There is a good walking route connection from Ore Village to the Old Town via Offa Road, DP330 and then DP 374 and 375 which cross the valley to join Barley Lane in the Country Park. From here, it is an easy walk into the Old Town.

Cyclists would have to go further up Fairlight Road to Tilekin Lane before there is a suitable flat path which would connect across the fields to Barley Lane. However, Fairlight Rd is hazardous and narrow. The Path (DP 382) which crosses on one side of a field to reach Barley Lane could be improved, but given the hazardous nature of Fairlight Rd this probably isn't worth considering.

### Recommendations:

-Improve signage to encourage more walkers to use this route.

## NORTHERN ROUTE: TOWN CENTRE TO CONQUEST HOSPITAL

### *Summary*

- The **Primary Route** would create approx 4 km of urban greenway between Hastings town centre and the Conquest Hospital.
- The majority of the route would be through parks and on bridleways or 'green roads', with less than 250m on actual roads. The entire route would be accessible to walkers, cyclists, wheelchair and electric vehicle users. Because the route mostly follows the river valley, there are very few steep hills.
- The addition of a **Secondary Route** going via Shornden Reservoir to Silverhill and Bohemia would link two key urban destinations into the network. The Shornden/Bohemia branch would add an extra 1.5km to the route with very little infrastructure work required.
- By connecting from the Bohemia entrance through Clarence Road and Horntye road it would be simple to create a link to the Greenway at Brisco's walk (DP109). This would add a further 2km to the network, with just 600m on roads.
- In order to maximise connectivity and linkages, we have highlighted several **Bonus Routes**. These are subsidiary routes which have the potential to add significantly to the network's reach in terms of connecting green spaces and generally only require minor work (such as signage) in order to do so.
- The implementation of **both the Primary and Secondary routes** would create 7.5km of high quality mostly off-road routes running through the heart of Hastings.





## **Town Centre to Alexandra Park**

Our aspiration would be for cyclists and pedestrians to access Alexandra Park from the town centre via the Inter-College Link, which would emerge at the Bethune Way underpass. However, we recognise that there is significant risk that this might not be deliverable. In which case, there are two alternatives:

From Station Plaza, follow South Terrace northwards, turning right into Braybrooke Road and then down to Bethune Way. Unfortunately, this is a dangerous and unpleasant cycle route, with significant risk of accidents from traffic making a right turn into Braybrooke Road on an uphill slope which puts cyclists at a significant disadvantage.

### Recommendations:

-If the Inter-College Link fails, it's imperative that measures are taken to protect cyclists at this junction turning right in a northerly direction. It would also be advisable to protect cyclists going in the opposite direction down South Terrace when they turn right into Station Plaza: again, there is fast-moving traffic on a steep incline which poses a significant risk to cyclists trying to cross the road.

The other alternative is to follow Queen's Road as far as Waterworks Road, turning in here to cross underneath the railway at Bethune Way. Again, this is a busy road and bus route, and does not represent a desirable cycle route.

## Bethune Way

Bethune Way could become a key crossing point between the Inter-College Link and the Northern Route to the Conquest Hospital. The map opposite shows some of the possibilities for this road, including creating a wide shared pedestrian/cycle way on the east side of Bethune Way.

### Recommendations:

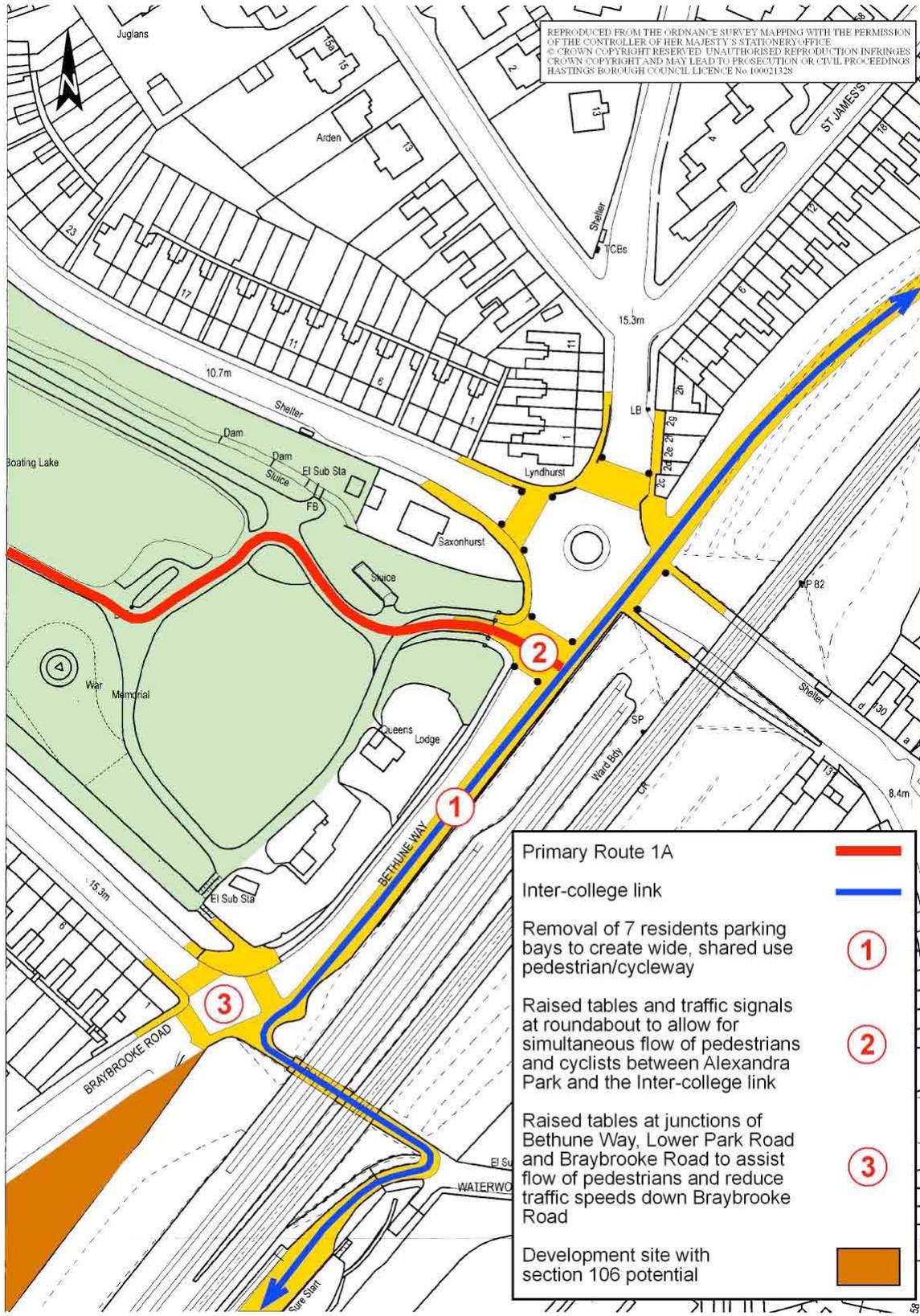
- Examine the possibility of moving the fence on the south side of the pavement to free up extra width, and possibly adding 1 metre to the kerb line on the parking bays for the same purpose. This might give sufficient width to accommodate a shared pedestrian/cycle way without losing the parking bays.
- Create an enhanced and widened shared pedx/cycling path by removing the parking bays on that side of the road. Re-align railings, street furniture etc.
- Raised tables at junction with Lower Park Road.
- Integration with the mixed residential scheme currently being designed by RH Partnership Architects for the derelict site at the bottom of Braybrooke Road.
- Integrate with plans for the Inter-College link, particularly at the junction with Queen's Road and on the roundabout itself.
- Signallisation with a crossing at the entrance to the park.



*Lower Park Road traffic*



*Parking bays, Bethune Way*



## **Lower Alexandra Park**

We recognise that the issue of cycling in Lower Alexandra Park is one of considerable sensitivity and that there is considerable public opposition to this idea. In the quieter sections of the park to the north of Dordrecht Way there is more acceptance of shared paths, and therefore it's the lower park between Dordrecht Way and Bethune Way which presents difficulties. The problem is that Lower Park Road is unsatisfactory as a cycling route, due to a narrow carriageway, two rows of parked cars, and considerable volumes of traffic – all of which leaves little room for cyclists. There are three alternatives:

### **Create a cycleway on Lower Park Road:**

This scheme was the subject of a feasibility study commissioned in 2002 by HBC from TMS Consultancy. The study looked at the potential for a cycleway along the 3m wide grassed strip running from Dordrecht Way to Bethune Way between the iron railings and the parked cars. Various problems were raised, including the requirement from ESCC that there is a 1m wide buffer zone between the proposed path and the parked cars to prevent cyclists being hit by opening car doors. The consultants concluded that this requirement couldn't feasibly be attained, and they recommend a 0.5m wide buffer zone instead. Cost considerations also need to be taken into account.

Another option would be to make Lower Park Road a one-way street, thereby reducing the width of the carriageway and making more space available for a cycleway. This would be our preferred option.

### **Create a cycleway on St Helen's Road.**

A suggestion has arisen to create a cycleway on the pavement running along the north side of the park alongside St Helen's Road. This would need further study to assess its feasibility. However, it should be noted that this creates a route which is much less direct than either of the other two options and therefore not likely to be favoured by cyclists.

## **Allow cycling in the Lower Park.**

This option would allow cycling along the Lower Vehicle Route through Alexandra Park. This would be the cheapest option, requiring virtually no infrastructure to be built. However, as previously mentioned, it may generate public opposition because of the proximity of the playground and café, with many small children and toddlers roaming across the paths. It has to be said that public parks in many parts of Britain allow cycling under these circumstances, with no undue consequences.

If this option was selected, we would recommend significant resources are put into a consensus-building and public education in order to assuage any fears which may arise. We would also recommend:

- Deploy human resources (CPOs, park rangers, volunteer rangers) at scheme set-up and busy times such as weekends to police the scheme and monitor cyclists behaviour.
- Using temporary signage to direct cyclists on to preferred routes and issue warnings etc.
- Use highway engineering methods to slow cycle traffic on the steeper slopes.
- Create secure bike parking next to the café.



*Speed reduction measures required*

*Mixed use electric vehicles and dog walkers*

## ***Bonus Routes***

DP110 to Linton Gardens (walking-only route)

From Lower Park Road DP110 connects to Linton Gardens. The path is narrow and steep in places but it is buggy friendly.

### Recommendations:

Crossings required in Lower Park Rd and Amherst Rd/Priory Ave.



*Linton Gardens    Right: Junction of Linton/Wykeham Rd with Priory Ave from DP110*

DP1111 to Horntye (walking-only route)

From Lower Park Road DP111 connects to Horntye. This is a steep path and not buggy-friendly. However, it would form a walking-only shortcut between the park and Horntye.

### Recommendations:

Crossing required in Lower Park Rd.



*DP111 to Horntye*

## ***Lower Park to St Helen's Road***

Some improvements to surfaces required. Generally this is usable in its current state in dry weather.

### Recommendations:

All-weather surfacing on DP123 and 122 (Bridleway).

Improve junctions.

Improve access slope at St Helen's Road.



*Extend surface to create safer junction*



*All weather surface required*



*Improve access slope St Helen's Rd*



*Re-align and widen track*

## *St Helen's Road to Old Road Ghyll*

This is the second location where significant traffic management measures are called for.

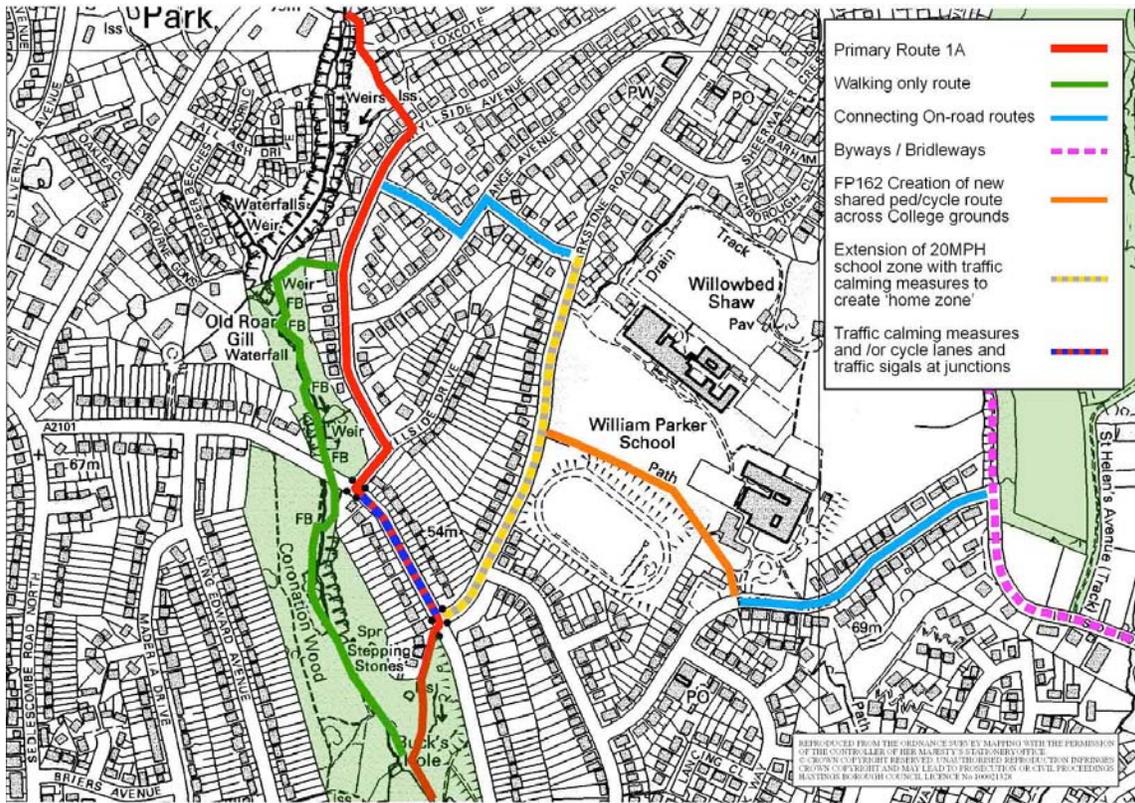
### Recommendations:

Major improvements such as raised tables and signallised crossings at the junction of St Helen's Road and Ghyllside Avenue, and St Helen's Road and Parkstone.

Extension of 20MPH school zone with speed bumps on the lower section of Parkstone Road. Possible creation of two-way cycle lanes here.



*Traffic-calming/cycle lanes needed in Parkstone Rd*



### ***Bonus Route: Linkages to St Helen’s Woods and beyond.***

Opening up DP162 which runs across the grounds of William Parker School would create more connectivity and link this route directly into DP210a (via Park Avenue) and St Helen’s Woods. It creates an alternative route from the Conquest to Blacklands, Lower Alexander Park, the Ore Valley and the town centre. It’s a steeper route, hence it may be favoured for downhill journeys from the Conquest.

**DP210a:** The Conquest Walkers and Cyclists’ group has had some success in lobbying for improvements to this route. It is now established as a **Byway** which means accessible to walkers, equestrians and cyclists but not motorised vehicles. At present it is very rutted and muddy with overgrown vegetation making it a nightmare in the dark. Phase 1 will start concentrate on the north (top) end where bollards will be installed to prevent vehicle access, vegetation cut back and 20 ton of aggregate spread to improve the surface. Phase 2 will begin in the next financial year and will concentrate on the lower section. This is good news since with improved surface it will be possible to cycle it as well as walk.

-Improve connectivity for walkers and cyclists in the immediate vicinity of the school.

-Provide a greenway connection between St Helen's Woods and Alexandra Park, as well as to Blacklands and the Ore Valley via Hillside Rd.



*Entrance to DP162 in Parkstone Road*



*Park Avenue end of DP162*

## **Old Roar Ghyll to Conquest**

DP153-DP149-DP148 (Bridleway)



*Entrance to DP153 off Ghyllside Avenue*

DP153: This is a well-used shortcut to William Parker school. However,

in wet weather it can be narrow and muddy and has overhanging vegetation. Improving this route would add considerably to community safety in this neighbourhood.

Recommendation: DP153 should be widened along its entire length with an all-weather surface.



*DP153 going towards Old Roar Ghyll*

*Room for widening on the other side.*

## **Old Roar Ghyll**

The bridge at Old Roar Ghyll is quite narrow. It's in a satisfactory condition, however cyclists have to dismount and consideration should be given to creating a wider bridge.



*Current bridge at Old Road Ghyll*

## Old Roar Road to Conquest

**D149:** This is currently a very narrow alleyway with dark foliage. There are community safety issues.



*D149 Present condition*

Recommendation: Widening it by means of land acquisition on either side. Both properties have substantial margins and taking half the width required from each side would also be a possibility which would require the minimum disruption.

-There would be costs associated to land acquisition which might make it difficult to progress this scheme.



*DP149 plenty of room for widening*

*North entrance*

**D148 (Bridleway)** Junction with D149 to Little Ridge Road. This is a well-used bridleway with good links to housing.



*D148 links to housing*



*Near Conquest*

**Recommendations:**

Upgrade to an all-weather surface.

Rehabilitate pond/drainage areas. These balancing ponds are present to support the nearby housing development however they could be made more attractive.



*D148 Bridge area*



*Possible greenspace/wildlife rehabilitation*

**Exit at Conquest:**

**Recommendation:** Raised platform crossing, possibly with refuge.

In St Mary's Close, the current barricade across the road at the rear entrance to the Conquest represents a barrier for cyclists. Some route around this is needed – or a shorter barrier. This issue has been raised with the Conquest Hospital Transport Group and at their meeting on 14<sup>th</sup> May 2008 they promised to look into making this barrier shorter to allow access to the car park for cyclists.



*Oasthouse Close at rear of Conquest*



*Entrance to DP148 opp Conquest*

**ROUTE 1B:  
Lower Park to Silverhill and Bohemia.**

This is already a useable route, with no major changes required to path surfaces. It offers a delightful route via the Shornden Reservoir (which is an under-used part of Alexander Park) and provides a crucial link between Bohemia and Silverhill to the rest of the walking and cycling network.



*Skirting Shornden Reservoir*



*Branch to Bohemia(right)*



*Landway across top of Shornden Reservoir*



*Enjoying the swans*

Recommendations:

Most surfaces are useable in their current state and require little work.  
Minor improvements to bins, notices, surfaces etc

## Silverhill exit/entrance at Beaufort Rd/Clarence Rd junction

- Widen and improve
- Use highway engineering methods to slow down cyclists.



*Improvements needed*



*Widen entrance/exit*



*Tidy up park furniture*

## **NORTH-WESTERN: TOWN CENTRE TO HOLLINGTON**

### *Summary*

Finding an acceptable shared walking/cycling route from the town centre to Hollington presents a considerable challenge due to road lay-outs, geography, and barriers such as the Ponswood Industrial Estate.

Compared to the other two routes, much more of the proposed network here is on roads rather than off-road and on greenways. However, there is still considerable scope for creating green routes and/or shared pedestrian/cycle paths which avoid the main roads.

The main greenway section at present is Brisco's Walk, running from Cornwallis Gardens up through Summerfields Woods to Hornty Park. However, this is an under-used resource partly because its present alignment gives it a very steep gradient which is off-putting for cyclists using it in a northerly direction. It is also quite narrow and suffers from a lack of connectivity to the Summerfields Sports Complex, Hastings Museum etc.

We suggest that re-aligning this route through the open land behind the Law Courts would give it a more user-friendly gradient, better visibility, and better connections to the surrounding attractions. Potential funding sources could include a Section 106 agreement with the developer of new apartment blocks at Hornty Park.

One of the biggest obstacles to a cross-town route is the Silverhill junction of Battle Road/Sedlescombe Rd North/London Rd. Following the presentation in late May of plans for a new Asda superstore and medical centre on the Marshall-Tufflex site on the north side of this junction, discussions are currently on-going with ESCC and road traffic consultants as to the best way of achieving connectivity across this junction for cyclists.

The Section 106 agreement for the Asda superstore may include a one-off sum of £50,000 which has been set aside for improving the cycle and walking network (not including works already planned for this junction). Our suggestion is that this would have the most impact if spent on improvements to the Beaufort Rd entrance to Alexandra Park and creating a viable walking/cycling route through Upper Clarence Road.

On the other side of Silverhill, opportunities for improvements for cyclists largely centre on Marline Road, between Blackman Avenue and Wishing Tree Road. Once at Wishing Tree Road, there is a usable path alongside the road which could be widened for shared use and which reaches almost all the way to Church Fields and Queensway.

Because there are better routes for pedestrians to follow from Silverhill than for cyclists, we suggest a divergence of the main pedestrian route through this area. It does encompass some footpaths with steps, however it also offers the opportunity for lovely woodland tracks to be incorporated into the network.

Because of the difficulty of creating a single coherent route through Hollington, we have taken the opportunity to examine other possibilities for walking and cycling routes in this area. The idea is to improve the connectivity of the whole network by maximising opportunities for linking into existing quiet residential streets, usable tracks and so forth.

In this context, we were led to look at connections from Hollington to the proposed Pebsham Countyside Park and future developments such as the Enviro-Enterprise Parks being developed by Seaspaces off Queensway.

We also realised that the potential existed for a Seafront to Hollington route which could be as significant in itself as the main Town Centre-Hollington route. This route also has a major benefit of linking the network back into National Cycle Route 2 along the seafront and fulfilling the brief of the Sustrans/ESCC Connect2 award scheme of improving connectivity to a wider cycling network.



## **Town Centre to Bohemia and Silverhill**

From the town centre, the route goes via Cambridge Road, Cornwallis Gardens and Holmesdale Gardens to the start of the Greenway.

Returning to the town centre, cyclists can either come back down Cornwallis Gardens to Cambridge Road, or carry on to Cornwallis Terrace and reach the seafront via Havelock Road.

The ‘Greenway’ at Brisco’s Walk runs for approximately 1 kilometre from Summerfields to Horntye.

From Horntye, the route is mostly on quiet residential roads. The main hazard is crossing busy Upper Park Road. At the Clarence Road entrance to Alexandra Park, this route joins up with Route 1B, Lower Park to Silverhill and Bohemia.

### Recommendations:

-Cycle refuge/right turn lane at Cambridge Rd/Cornwallis Gdns.

-The current alignment of Brisco’s Walk is on a very steep gradient and is off-putting for all but the most hardened cyclists going northwards. We suggest re-aligning the greenway at Brisco’s Walk to follow the open land behind the Law Courts and then through the woods. The new alignment would also give it higher visibility, better safety, and better connections to Summerfields Leisure Centre, Hastings Museum and so forth. Future developments at Summerfields would need to be taken into account.

-We note the proposed development of three apartment blocks, comprising around 100 flats, by London and South East Equity Development (LSEED) at Hortnye Park. Their proposal includes “cycle paths and green travel plans”. This could be a potential source of Section 106 funding for the re-alignment of Brisco’s Walk.

-Extend the traffic calming and 20MPH school zone which is currently in place on Amherst Road to include Horntye Road.

-Install pedestrian/cyclist crossing on Upper Park Road where it meets Clarence Road.



*Junction Cambridge Rd/Cornwallis Gdns*



*Southern entrance to Greenway*



*Division of Greenway – Summerfields to left, Brisco's Walk to right*



*Brisco's walk: a steep slope (looking down original route)*



*Proposed new route behind the Law Courts..then through Summerfields Woods*



*The top end of Briscoe's walk Greenway – already a well-used pedestrian and cycle route*



*Upper Clarence Road/Upper Park Rd junction*



*Clarence Road*

## **Bohemia to Silverhill.**

The main road is an unacceptably busy route for cyclists, and not particularly pleasant for pedestrians. As an alternative, we suggest that works are carried out to make Upper Clarence Road an acceptable cycle/walking route. This is potentially a very practical off-road walking and cycling route between Bohemia/Horntye and Silverhill. It avoids the A21, Bohemia Road, and usefully connects into the walking and cycling network at both ends. At present it is effectively two cul-de-sacs cut in half by a very narrow, gullied and steep section which is navigable only by pedestrians (it is not accessible to buggies, the disabled etc). It is currently designated as an unmade public byway open to all traffic (BOAT).

Residents of Upper Clarence Road recently petitioned ESCC for a gating order on this road in order to prevent anti-social behaviour and fly-tipping. ESCC have instructed HBC to seek a permanent Traffic Regulation Order to close the road to vehicles between 8am-8pm instead. The costs are to be funded by the Neighbourhood Renewal Team.

We suggest consultations with the Residents Association and Neighbourhood Renewal Team, emphasizing particularly the advantages of increased pedestrian and cycle traffic in terms of observation, reduction in anti-social behaviour, etc.



*Gully/gradient in Upper Clarence Rd from different directions*

## **Silverhill Junction**

There is quite simply no easy way for cyclists across this junction. The proposal being put forward by Asda (see map) does create a better route for cyclists than currently exists. It would also connect in to the Alexandra Park subsidiary route at Beaufort Road, and into the proposed route via Upper Clarence Road.

Asda have suggested allocating £50,000 as Section 106 funding for the Cycle Network as part of this development. We would like to see this spent on improvements to the route into Alexandra Park at Beaufort Road, and on creating a walking/cycling route through Upper Clarence Road. We recommend that steps are taken to ensure that this funding is ring-fenced for the cycling network in the immediate neighbourhood of Silverhill.

[Insert Asda Map PDF here]

## Silverhill to Hollington (cyclists)

From Silverhill, one possible route is along Ponswood Road, Theaklen Drive, Menzies Road, Adelaide Road, Stonehouse Drive, Coventry Road and Oxford Road to reach Blackman Avenue. Although fairly indirect, this offers a much quieter and safer alternative to Battle Road.

Depending on the outcome of the road traffic studies for the Silverhill junction, it may be easier for northbound cyclists to carry on up Battle Road, taking Hollington Old Lane to join the proposed route at Coventry Road.



*Adelaide Rd (south side)*

*Adelaide Rd (north side)*

From the junction of Blackman Avenue and Marline Road, cyclists would have two options:

- 1) To continue up Marline Road and then join an off-road route at the top of the hill (junction with Wishing Tree Road).
- 2) To carry on down Blackman Avenue, using Dymond Road to reach Wishing Tree Road.



*Marline Rd/Blackman Ave junction*



*Marline Rd heavy traffic*

Wishing Tree road is a blocked-off, quiet street which has the potential to link into bike routes going in a north-south direction as well as the principal route from Silverhill to Hollington. To the north it could link into Wishing Tree Road North (also a traffic-calmed street) and to the south towards The Grove school and a potential route to the Pebsham Countyside Park and back to the seafront.

### Recommendations:

-Creation of a cycle-friendly crossing at the junction of Oxford Road and Blackman Avenue and across the bottom of Marline Road into the western part of Blackman Avenue (currently blocked off and traffic-calmed).

-Creation of a cycle-friendly crossing across the top of Marline Road/Church Wood Drive enabling safe access between Wishing Tree Road and Wishing Tree Road North, as well as from Marline Road into the Wishing Tree open space and thence onto an off-road route.

## Hollington

From the junction of Marline Road and Wishing Tree Road North, the route follows the current footpath down the side of the open space and woodland to reach the Parsons Close Estate.



*Marline Rd/Wishing Tree Rd North junction      Path through Wishing Tree green space*



*Continuation of path at top-right      Potential route through Parson's Close*

There are at least three options for going through the housing in Parsons Close, none of which present insurmountable problems.

From Tilebarn Road, the route again follows the footpath to the site of the

new Tesco superstore. Beyond here, it continues behind St Leonard's Motors into Highfield Drive and thence alongside the Innovation Centre into Icklesham Drive.



*Crossing required at Ingleside*



*Path parallel to Church Wood Drive*

**Recommendations:**

-Widening of the current footpath (and some woodland clearance) from Wishing Tree Road North all the way through to Sydney Little Road.

-Installation of cycle-friendly crossings at the lower end of Ingleside Road.

## **Silverhill to Hollington (pedestrians)**

From the Silverhill junction, turn right into Ponswood Rd then right into Theaklen Drive, left into Menzies Rd then right into DPROW 54B. Follow down to Stonehouse Drive and turn right into DPROW 54B. signage required (walker/buggy friendly) and follow down to Stonehouse Drive

### Recommendations:

-Signage required at DPROW 54B and DPROW 54D



*View to Stonehouse Drive from DP 54B*

Turn left into Stonehouse Drive. Links to Hollington Old Lane/shops/schools via Oxford and Lewes Roads and DP54, 54 C&D (buggy friendly).

Continue along Stonehouse Drive to Blackman Avenue then right into Blackman Avenue. Crossing within 100 meters – turn left into Ford Rd. - this is the preferred option – note while Blackman Avenue is a busy road there is good visibility and a crossing close to both options.

- Turn left into Chambers Rd.
- Option 1 Turn left into Wishing Tree Rd.
- Right into Wartling Close.

- Left onto DPROW 59 signage required/ steps-not buggy friendly
- Follow DPROW58 left into the Suttons requires signage then left onto DPROW58 - this path will require work to be easily accessible to casual walker/buggies.

Note at the junction of DPROW's 59 & 58 there is the opportunity to extend this to the right, and via Church Wood to the Castleham/Beauport areas

- Follow DPROW58 left into the Suttons (requires signage).



*Steps leading to The Suttons on DP58*

- Straight ahead through the Suttons and take footpath leading to Crowhurst Rd signage required - crossing to The Grove School within 200 meters to the left.

•  
Cross Crowhurst Rd. and turn onto DPROW's 19 & 21 and follow to Pebsham Country Park, crossing main Hastings/London rail line -note these paths are not suitable for buggies/cyclist without major upgrade

## Connections to Pebsham Countryside Park

From Icklesham Drive, there are several options to connect to Pebsham Countryside Park:

- 1) Via Watermill Drive, where there is an playground which backs onto Queensway.
- 2) Through the top of Mayfield Farm.
- 3) Via Mayfield Lane, which ends opposite Crowhurst Lane.



*Path behind Innovation Centre*



*Mayfield Lane opp Crowhurst Lane*

## Connections to Queensway Enviro-Enterprise Parks

Seaspace has recently announced plans for the first of a series of Enviro21 Innovation parks, or green business parks, clustered around the A21 and to the west of Queensway opposite the Castleham Industrial Estate.

We note that the Seaspace public consultation for these Enviro-Enterprise Parks includes “promote more sustainable transport choices for people” and “promote accessibility by public transport, walking and cycling”. However, no walking or cycling infrastructure is shown in their plans for the Enterprise Parks. We would recommend incorporating the following routes:

- 1) A route connecting the two Enviro-Enterprise Parks and continuing on southwards parallel to Queensway to join up with the proposed Greenway alongside the Hastings-Bexhill Link Road and the Pebsham Countryside Park.
- 2) A route linking through from the Wishing Tree Road and Tile Barn neighbourhoods to cross Ingleside Road and skirt the Tilekin Recreation Ground before connecting at Queensway. Parts of this route are already designated as a Bridleway.
- 3) Both these routes would link into the proposed network and increase the overall connectivity in the Hollington/St Leonards area.



*Wooded path connecting to Ingleside*



*Bridleway leading from Tile Barn Rd*

## **SEAFRONT TO HOLLINGTON**

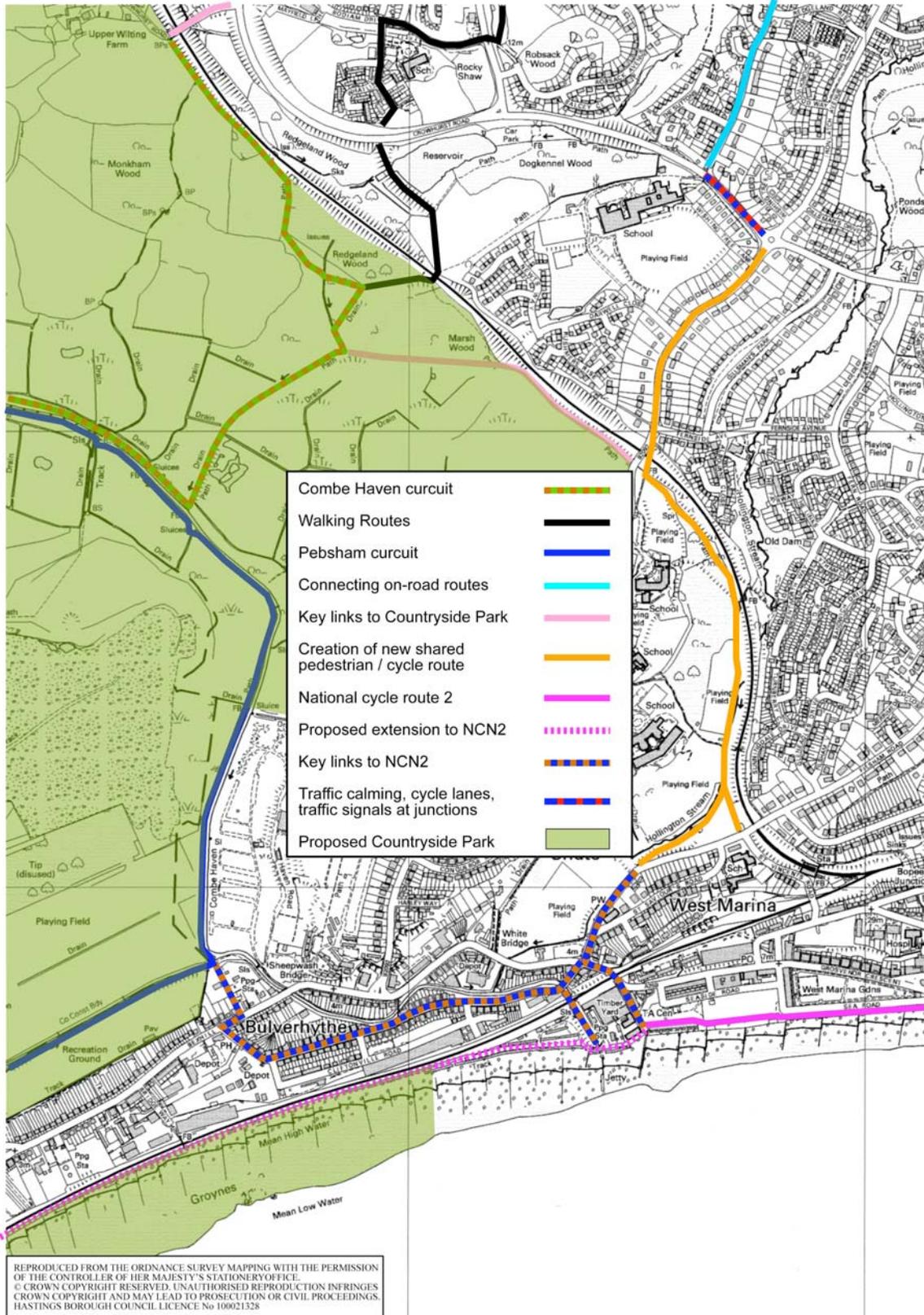
This is an opportunity to connect the seafront and West St Leonards with the Pebsham Countryside Park, Hollington, Wishing Tree, and the rest of the network.

The route follows the railway line up through the valley and is a remarkably gentle and easy-to-ride gradient. It also connects four schools (Filsham Valley, Saxon Mount, West St Leonards Primary and the Grove) with each other, the seafront and several open spaces (including, eventually, the Pebsham Countryside Park).

The route would connect with NCN2 at Cinque Ports Way. Further studies are needed as part of the Connect2 bid to explore how best to make this connection – in particular, the suggestion which was been proposed by Sustrans of taking a path underneath the railway line and on top of the culvert which goes through to Bulverhythe Road. This should be considered as part of the development of the old Stamco site and the West Marina Millennium Community.

Options also need to be explored for crossing the South Saxons Wetlands, depending on the outcome of the above. We understand that there are moves to have this designated as a Common, and it would hoped that a cycle route across it could form part of these plans.

At present, the route starts about 250m up Filsham Road. This is a relatively popular track, well-used by walkers and school children. It does narrow down in places, but there are no major obstacles to widening and re-surfacing. It continues on a gentle gradient up past the school playing fields and through woodland, before emerging alongside more school playing fields at its junction with Harley Shute Road.





*Entrance to DP24 on Filsham Rd.*



*DP24 alongside Filsham valley School Playing fields*



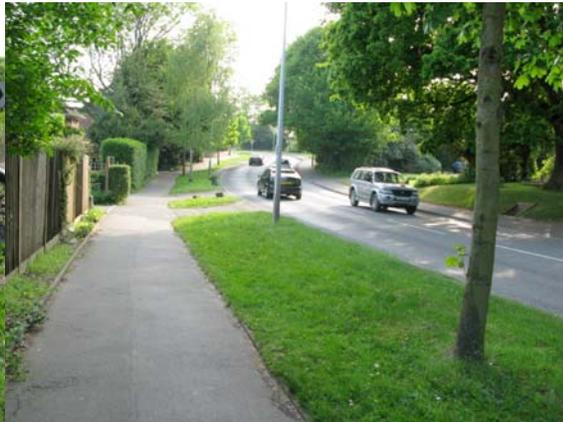
*Beautiful woodland track*



*Exit on Harley Shute Road*



*Railway footbridge*



*Harley Shute Road*



*Top of Crowhurst Road*



*Entrance to Wishing Tree Road*

Crossing the railway line is via the existing footbridge, which has plenty of width for pedestrians and cyclists.

From Fernside Avenue to the roundabout (Harley Shute/Gillsmans Hill/Ironlatch) this is a very busy road and it would need some form of new shared pedestrian/cycle path.

From this roundabout up Crowhurst Road as far as Wishing Tree Road, on-road cycle lanes would improve safety for cyclists.

Once at Wishing Tree Road, this route is linked into the main north-western route.

#### Recommendations:

- Widening of the footpath (DP 25, 26, 27) and re-surfacing.
- Cycle-friendly crossing at the top of Fernside Avenue.
- Dedicated cycle/pedestrian route along Harley Shute Road from Fernside Avenue to the roundabout.
- On-road cycle lanes on Crowhurst Road from the roundabout up to Wishing Tree Road.
- Creation of a cycle-friendly crossing from Wishing Tree Road across to the Grove School.

## **APPENDIX A: CYCLE RANGERS**

Hastings faces problem promoting a cycling culture which are not unique to the town. Foremost amongst these is the lack of existing infrastructure; the limited space available to create dedicated cycle tracks means that most tracks and paths will be shared use with pedestrians. This is in line with current best practice elsewhere, however it can create conflict (or the *perception* of conflict) between user groups.

As a way to diffuse these issues, Hastings Urban Bikes proposes creating a corps of Cycle Rangers. We would like to run a pilot scheme which could become applicable to other towns and cities. We would also hope that this would lead to an increase of police officers on bikes.



### **Aims:**

- Patrol the cycling and walking network.
- Engage with cyclists to ensure that they are behaving with consideration for other users, giving pedestrians priority etc.
- Provide a valuable role in reassuring the public that cycling and pedestrian traffic can mix safely.
- Provide assistance with directions, routes etc. to walkers, cyclists and the general public. Their presence would increase the perception of Hastings as a safe destination amongst residents, visitors, and foreign students.

- Provide first aid and other kinds of assistance which would reassure people that they can explore the network in safety and therefore walk/cycle further than they might otherwise do.
- Generally increase the security of off-road routes by their presence.

### **Personnel:**

- Create 'green employment'.
- Scheme would provide training and part- or full-time employment for recruits.
  - Attractions would include interacting with people, being outdoors, state-of-the-art mountain bikes with radios, helping the environment.
  - Training would include first aid, cycle mechanics, cycle proficiency.
  - Could be drawn from current ranks of police cadets, beach life guards, CPSOs. Could also include volunteers from the Senior Cyclists and others.

### **Other roles for Cycle Rangers:**

- Patrolling at busy junctions used by children cycling or walking to school.
- Creating a 'cycle bus' like the 'walking bus' to school.
- Offering their services as an escort or 'bike buddy' for people who want to cycle to work but lack initial confidence (this could be on a private fee basis as an income generator for the scheme).