

**Bexhill-on-Sea Cycling and Pedestrian Route (A)**  
**Collington to Worsham**

**Appendix 1 – Route Map**





**LEGEND:**

Existing Information

- Existing Survey (OS Mapping)
- Place of interest
- National Cycle Route
- Existing shared cycle/pedestrian facility

Proposed Cycle Route:

- Route A: Collington to Worsham
- Cycle facilities developed by 3rd party private developer. (Route shown for connectivity purposes only.)

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P01	S2	18/10/2021	First Issue	CK	IMT	CE
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chk'd	Appr'd

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Project	BEXHILL CYCLING STRATEGY		
Drawing title	Routes Map		

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# Bexhill Cycle Route - Route A - Collington to Worsham Route Description

## Introduction

The proposed route largely consists of on-road facilities to allow cyclists to travel in either direction from Collington to Bexhill Enterprise Park, in Worsham. The route connects to the existing National Cycle Network Route 2 (NCN2) at the seafront and links to Collington Train Station, King Offa Primary Academy, Bexhill Leisure Centre, Bexhill Hospital, and St. Mary's School.

Richmond Avenue to Terminus Road – The route starts from the existing National Cycle Network (NCN2), which runs along the coast of Bexhill, at the junction of Richmond Avenue/ South Cliff. The route continues along Richmond Avenue and Westcourt Drive, then turns right into Terminus Avenue. Cyclists will travel on the carriageway in both directions. New double yellow line parking restrictions, no waiting 'at any time', are proposed in Richmond Avenue to improve visibility.

Terminus Avenue – The route will run along Terminus Avenue and enter the junction of Terminus Road and Colebrooke Road. Parking restrictions in Terminus Avenue near this junction will be extended westwards to improve safety for cyclists. Cyclists will travel on the carriageway in both directions. On B2098 Collington Avenue and Terminus Road, cyclists will be directed to position themselves in the existing right turn pockets to wait for a break in traffic (if required) before turning into Terminus Road or Colebrooke Road.

Colebrooke Road and Downlands Avenue – The route continues along the carriageway of Colebrooke Road and Downlands Avenue. Parking restrictions at the southern end of Colebrooke Road are proposed to be extended to improve safety for cyclists.

Arthur Road to Down Road, crossing at A259 Little Common Road – Cyclists travelling north will continue along Arthur Road before leaving the carriageway and joining a proposed 3.0m wide shared footpath. New double yellow line parking restrictions, no waiting 'at any time', are proposed around the junction with Piltdown Close and in Arthur Road to improve visibility.

The existing Puffin crossing on the A259 Little Common Road will be upgraded to a Toucan crossing allowing cyclists and pedestrians to cross together without the need for cyclists to dismount.

The route will cross the A259 Little Common Road and continue on a proposed 3.0m shared footway within the green area between A259 and Down Road.

Cyclists will cross Down Road at the existing uncontrolled crossing point onto the footway in front of the King Offa Primary Academy. There is a local pinch point at the southwest corner of the school where cyclists will have to manoeuvre with care before continuing along this proposed shared use footway.

The shared route will end at the access road to the car park and cyclists will join the access road carriageway leading to an interim route in the Bexhill Leisure Centre area.

The southbound journey towards to the seafront is simply a reverse of these movements.

[Interim route within the Bexhill Leisure Centre area and Hillside to Bancroft Road](#) – The route continues along the access road next to King Offa Primary Academy northwards and turns right to the public footpath. Cyclists will be required to dismount to use the public footpath before reaching the subway under Combe Valley Way. The access road and the public footway, around the Bexhill Leisure Centre is an interim measure, subject to a future mixed-use development being completed. East Sussex County Council is liaising with Rother District Council and other third parties to develop suitable cycle/pedestrian facilities in this location.

The existing subway under the Combe Valley Way and footway alongside London Road will be converted to shared use for cyclists and pedestrians. The route then leads to Hillside Road. Cyclists will leave the shared footpath and join the carriageway at the existing raised junction of London Road/Hillside Road.

Cyclists heading north will remain on the carriageway on Hillside Road and turn right onto a footpath at the end of Hillside Road leading to Barrack Road. This footpath will be widened to a minimum of 3.0m and converted

to shared use. Dropped kerbs will be provided at the southern end of Barrack Road for cyclists to re-join the carriageway.

Southbound journeys towards to the seafront will be a reverse of these movements.

[Barrack Road to Chantry Avenue](#) – Cyclists will join the carriageway at the end of Barrack Road and remain on the carriageway, turning into Silvester Road.

At the northern end of Silvester Road, cyclists will turn right on the footpath towards Hollier's Hill. It is proposed to widen the footpath to a minimum of 3.0m for shared use although there will be a localised pinch point around a mature tree.

Cyclists will remain on the footways in Hollier's Hill which will be widened to a minimum of 3.0m before turning right onto Chantry Avenue. A new traffic island will be installed on Hollier's Hill to help pedestrians and cyclists to cross the road. New double yellow line parking restrictions, no waiting 'at any time', are proposed on Hollier's Hill to improve visibility and provide clearance for the new traffic island.

Southbound journeys towards the seafront will be a reverse of these movements.

[Chantry Avenue to Wychurst Gardens](#) – At Chantry Avenue, cyclists heading north will re-join the carriageway. The route will remain on the carriageway along both Chantry Avenue and Wychurst Garden in both directions.

[The Glades](#) – The route will continue along The Glades and remain on the carriageway. At the eastern end of The Glades, cyclists will leave the carriageway and use a converted and widened shared footway to reach a proposed Toucan crossing at Westwood Road. The existing traffic island at Westwood Road will be removed and the new Toucan crossing will be installed to allow cyclists and pedestrians to cross together, without the need for cyclists to dismount. After crossing Westwood Road it is proposed that cyclists will use cycling facilities within a new residential development and then utilise existing cycling/pedestrian facilities towards Worsham, where the route ends.