

Appendix 5: Alternative Route Appraisal

SCH - 0020 - Hastings East-West Cycle Route – Suggested Alternative Route Appraisal.

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1. Introduction

- 1.1 As part of the public consultation, two surgeries were held on Friday 22nd and Saturday 23rd November 2019 to allow members of the public to review and comment on the proposed cycle route between Sedlescombe Road and Queensway, Hastings. Details of the proposed route can be obtained separate to this review report.
- 1.2 Following the consultation correspondence has been received from a member of the public suggesting an alternative route between Wishing Tree Road and Bodiam Drive. ESH have been asked to review this suggestion and determine whether this could be considered as a viable route option
- 1.3 This short report has been prepared to record the findings of this review.

2. Route Analysis – Wishing Tree Road to Bodiam Drive

A sketch plan 1 showing the suggested cycle route is included in Appendix A.

Section 1 – Wishing Tree Road (Engineering observations)

- 2.1. This section of the alternative route covers a section along Wishing Tree Road between its junction with Redgeland Rise and The Suttons.
- 2.2. The existing footway over this section measures between approximately 1.5m and 2m, and the carriageway measures approximately 6.5m. This gives a total corridor width of approximately 10m. The minimum corridor width required to provide an off-road cycle facility would be 11.5m, comprising a 1.5m wide footway 6.5m wide carriageway and 3.5m wide, shared, footway. This means that there is insufficient width available to accommodate this layout.
- 2.3. If this alternative route was considered, feasible therefore, cyclists would have to use the existing carriageway.

- 2.4. As this is a quiet residential road, using the carriageway should not create any difficulties for cyclists, but it is recommended that traffic volume and speed data is obtained before a decision is taken on this.

Fig 1: The following image shows this section of the suggested route



Section 2 - The Suttons (Engineering observations)

- 2.5 This section continues the route along The Suttons from its junction with Wishing Tree Road up to Crowhurst Road.
- 2.6 The existing footway over this section measures approximately 2m, and the carriageway measures approximately 5.3m. This gives a total corridor width of approximately 9.3m. The minimum corridor width required to provide an off-road cycle facility would be 10.3m, comprising a 1.5m wide footway, 5.3m wide carriageway and 3.5m wide, shared, footway. This means that there is insufficient width available to accommodate this layout without the acquisition of additional land
- 2.7 If this alternative route was developed cyclists would have to use the existing carriageway.
- 2.8 As this is a quiet residential road, using the carriageway should not create any difficulties for cyclists but it is recommended that traffic volume and speed data is obtained before a decision is taken on this.

Fig 2: The following image looks eastwards along the Suttons



- 2.9 At the southern end of The Suttons is a footpath that measures between approximately 1.8m to 2m in width and is bounded along both sides by private land.
- 2.10 The path provides a direct link to Crowhurst Road.
- 2.11 When designing a route for shared pedestrian / cycle usage it is important to ensure that sufficient width is provided in accordance with the various design guidance available. As a baseline the following widths are recommended:
- minimum 3m wide with no fence boundaries or on-street parking immediately adjacent to the route.
 - minimum 3.5m with a fence boundary or on-street parking along one side of the route.
 - minimum 4m with fence boundaries and / or on-street parking along both sides of the route.
- 2.12. Using these criteria, and with no scope to widen without acquisition of additional land, it is clear that there is insufficient width as mentioned above along this path to provide a cycle facility.
- 2.13. Previously signage advising cyclists to dismount has been erected where there has been insufficient space to provide a cycle facility, but current views are that such signs are likely to be ignored, resulting in potential conflict between pedestrians and cyclists. Notwithstanding this, the aim is to provide a continuous cycle route that does not require cyclists to dismount as this is likely to discourage usage. A section where cyclists have to dismount would not achieve this.

- 2.14. Taking these points into consideration, it is not recommended, therefore, that this section of the route is developed as the proposed cycle route.

Fig 3: The following image shows the existing, narrow, path



Section 3 – Crowhurst Road (Engineering observations)

- 2.15 From the southern end of the footpath identified above, the suggested cycle route turns right onto Crowhurst Road and extends westwards along the northern side up to its junction with Church Wood Drive.
- 2.16 There is an existing footway along this section of Crowhurst Road measuring approximately 1.8m in width between the back of the footway and a length of vehicle safety barrier. The distance between the barrier and the edge of the carriageway measures approximately 750mm giving a total width of approximately 2.55m.
- 2.17 In the relevant design guidance, it is recommended that an additional 0.5m width is provided where a cycle route is bounded on one side by a wall or barrier etc, which means that a shared route measuring 3.5m should be provided over this length.
- 2.18 Footway widening would be required to achieve this but there is no scope to widen along the back of the footway as this would require the removal of a significant amount of tree / shrub growth. The only option, therefore, would be to widen the footway into the carriageway, but this, in turn, would require the whole carriageway to be realigned to maintain the existing width of 7.3m.
- 2.19 This would also require the replacement of the vehicle safety barrier along both sides which would incur significant costs.

- 2.20 For these reasons it is not recommended that this section of the suggested route is developed further.

Fig 4: The following image shows the existing footway and safety barrier along the northern side of Crowhurst Road



- 2.21 East of the barrier the remaining footway along this section measures approximately 1.8m in width with an additional 2m grass verge. This makes it viable to provide a 3m shared footway over this length but as the first section, identified above, a route along Crowhurst Road would not be recommended.

Fig 5: The following image shows the existing footway along Crowhurst Road east of the safety barrier



Section 4 – Church Wood Drive (Engineering observations)

- 2.22 This section continues the cycle route along the eastern footway of Church Wood Drive from its junction with Crowhurst Road up to Bodiam Drive.
- 2.23 The existing footway over this section measures approximately 2m in width with an additional 2m grass verge.
- 2.24 Provision of a 3m wide shared footway / cycle route is achievable by widening the footway into the grass verge. There would be localised pinch-points where the route passes existing trees, but this is an acceptable departure from standards.

Fig 6: The following image shows the existing footway along Church Wood Drive



Section 5 – Bodiam Drive (Engineering observations)

- 2.25 Bodiam Drive is a residential road containing a variety of traffic calming measures.
- 2.26 There is no scope to provide a cycle route utilising the existing footways without widening them which isn't possible without reducing carriageway width and this would require parking restrictions which wouldn't be popular in the area. Therefore, cyclists are required to use the existing carriageway.
- 2.27 This is not completely unrealistic as the original cycle route included for cyclists to use the road further along Bodiam Drive, so the two sections of route would be the same.

Fig 7: The following image shows the existing site



3. Conclusions and Recommendations

- 3.1. Following receipt of a suggested, alternative, cycle route between Wishing Tree Road and Bodiam Drive, ESH have carried out a feasibility review of the proposal.
- 3.2. The suggested route can be divided into 5 distinct sections to make the route viable, the provision of a cycle route along each section must be achievable.
- 3.3. From our review, ESH have determined that it is feasible to provide a shared footway / cycle route along Sections 1, 4 and 5, but that this is not achievable over sections 2 and 3.
- 3.4. Due to the potential significant costs associated with providing a route along Crowhurst Road, and the width restrictions imposed along the narrow path at the southern end of The Suttons, it is concluded that this suggested route is not a viable option. It is therefore recommended that the proposal is not considered further.

APPENDIX A - _Sketch Outlining Suggested, Alternative, Route

