



WINCHELSEA TOWN PLAN

TRAFFIC & TRANSPORT CONSULTATION

PEDESTRIAN & CYCLING ACCESS

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THE PROBLEM

Currently, there are no safe footpaths into or out of Winchelsea on its northern side, in other words, via Tanyard Lane or the Strand.

The road down Ferry Hill --- which leads to Station Road, Ferryfields caravan park, Winchelsea Station and many footpaths across the Brede Valley --- lacks a footway (there is a raised kerb only).

Strand Hill has a footway down to the junction with the A259(T), but it is then necessary to cross the A259(T) to get to the footway on the other side of the road. If one is walking to Winchelsea Beach, it is then necessary to cross back over the A259(T) beyond the Bridge Inn.

There is also no cycle path directly between Winchelsea to Rye. Cyclists have to ride along the A259(T), which is dangerous and slows traffic.

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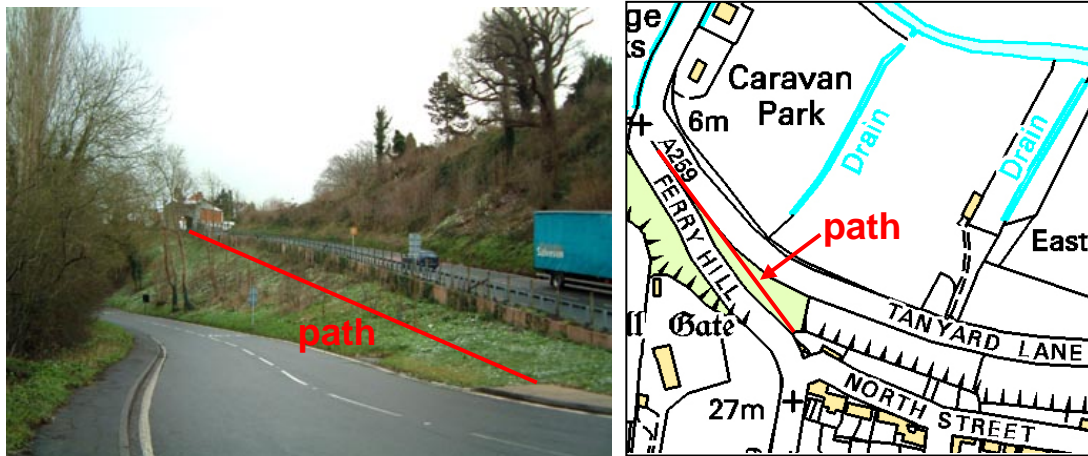
SOLUTION: A FOOTPATH DOWN FERRY HILL

Safe access for pedestrians and cyclists down Ferry Hill could be provided by a footpath running down the side of the hill from just in front of the Ferry Gate to near the hairpin bend.

This would take the footpath to a safe crossing point. Traffic from the left is slowed by the hairpin bend. Traffic from the right is visible at distance.

When the trees on Ferry Hill have re-established themselves, the footpath would not be obtrusively visible from Tanyard Lane.

The Highways Agency have accepted that a footpath down Ferry Hill is practical. They now need to be persuaded to fund it.



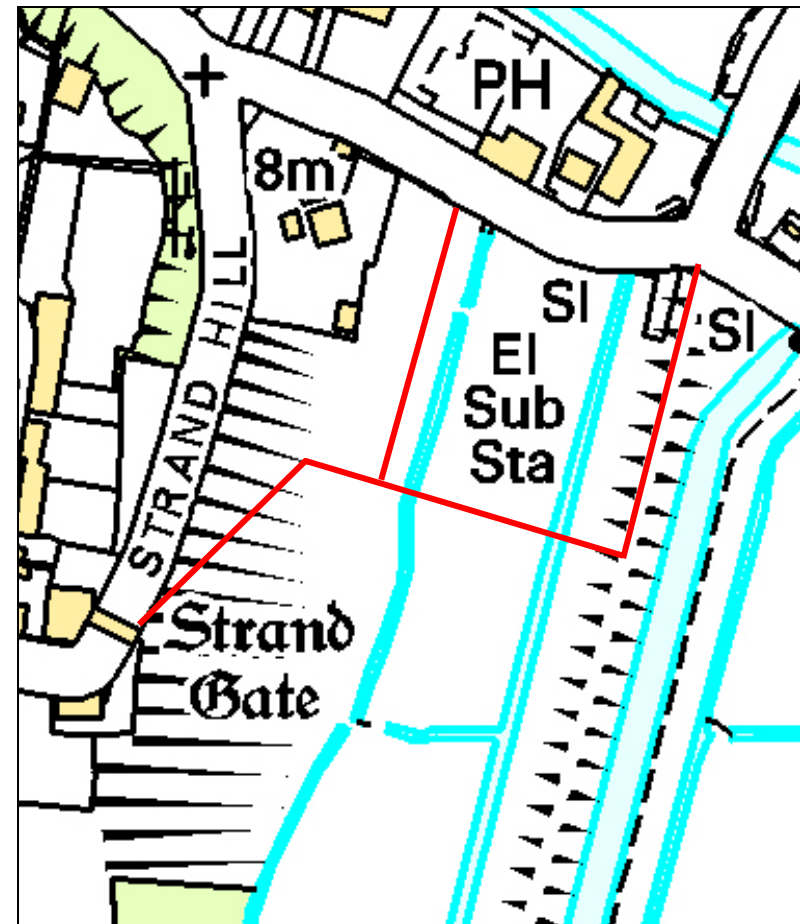
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SOLUTION: A FOOTPATH DOWN STRAND HILL

Safe access for pedestrians and cyclists down Strand Hill could be provided by a footpath running down the side of the hill from just in front of the Strand Gate. It would follow the line of an existing path.

At the bottom of the hill, the footpath would have to turn east. There are at least two alternative destinations: as far as the first drain and then turning north to the Strand; or crossing both drains and then turning north to Sea Road.

It is crucial that the footpath be designed to minimize its visual impact on the fields it would cross. One idea is that it should be constructed in the form of a slightly raised wooden boardwalk (with or without rails). The wood would mellow with age and blend into the landscape.



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NON-SOLUTION: A DIRECT CYCLE PATH TO RYE

Regrettably, it is not feasible to build a cycle path directly to Rye along the side of the A259(T). Health and safety requirements specify that a cycle path must be 2-3 metres wide, so the existing footway cannot be adapted. Until the A259(T) between Winchelsea and Rye is completely rebuilt, such provision cannot be made.