

TRAFFIC CALMING KINGSTON, LEWES

17 may 2023 Brief Meeting Paper Update Report

Traffic Calming

The feasibility study report on extending the 20mph zone from the northern end of the existing traffic calming zone on Ashcombe Lane towards the junction between Ashcombe Lane and The Avenue has been received. A copy of the report is attached.

Briefly the report supports the measure and suggests further traffic calming measures such as road narrowing will be required in addition to changing the signage.

Traffic Steering Group

The KPC meeting in March 2023 supported setting up a Traffic Steering Group to support our quest for further traffic calming measures. Our request for volunteers was very successful and I now have the names of seven villagers who wish to be involved, most of whom have relevant experience, either professionally or by past involvement in dealing with local authorities. I will advise the names and contact details of members of the group following our first meeting.

For your information, most of the responses came via our email circular but a couple came via the article in Kingston News. I am in the process of setting up the first meeting of the group and suggest consideration of the feasibility study referred to above would be a suitable item for their consideration.

As a sub-group of the Council any recommendations will be reported back to the Council for discussion and approval before any action is taken

Councillor John Bewick

Lead for Traffic Calming

14th May 2023

Appendix A: For Background Information Only - Locations identified by KPC as likely to benefit from further traffic calming measures

1. The transition from the A27 a major trunk road and through route, to the C324, a rural road. Currently this road has a national speed limit (60mph) extending from the A27 roundabout to the 30mph restriction at the parish boundary on Ashcombe Hollow, just to the north of Kingston Ridge. The road is largely rural in character with nothing to warn motorists they are approaching the village or to encourage them to modify their driving. *How can this be better managed to slow traffic and encourage safer driving?*

2. Access from Ashcombe Hollow footpath across the C324 to the bus stops on the A27. Currently there is no safe crossing point. This deters use of public transport. *How do we remedy this?*

3. Oversize/overweight vehicles regularly ignore the access restrictions. This occurs in spite of signage on both east and west bound carriageways of the A27 and on the C7. *Can the signage be improved to ensure the restrictions are adhered to? Can a physical width restriction be installed? This contributes to point 4 below.)*

4. Erosion of the sides of the C324 along Ashcombe Hollow (i.e. from the railway bridge to the junction with Kingston Ridge) caused by overrunning the carriageway on both sides, threatening the stability of the banks and creating a potential hazard. It is gradually undermining the rural character of this previously narrow lane and is also eroding a natural traffic calming device. *Can kerbstones be installed to deter further erosion and unintended widening of the carriageway?*

5. Dangerous junction C324 with Kingston Ridge and Juggs Way, a cross roads on the brow of a hill with curving roads and poor sightlines, shaded by trees. This is a major access to the Southdowns Way and is heavily used both by walkers, cyclists and horse riders. It is dangerous for them as there is no safe crossing point. It is also dangerous for vehicles as sight lines are poor and traffic speeds are high. *Can the junction be redesigned to slow traffic and create a safe crossing point? Would a village gateway buildout at this point help reduce traffic speed and improve safety?*

6. The carriageway between Kingston Ridge and The Avenue is wide and curving, which encourages traffic speeds. The pavement is narrow and feels hemmed by a high kerb and the high retaining wall on its eastern side. This deters pedestrians using the footway as it feels very intimidating and dangerous. This deters walking, which in turn impacts on the use of public transport as this is the main route to the bus-stop on the A27 (see point 2, above). *Can the footway be widened and the road narrowed to single lane? Is this road suitable for conventional chicane width restrictions?*

7. The junction of Ashcombe Lane with The Avenue. Currently vehicles speed down the hill to this junction. With the proposed development at Castelmer (12 houses) there will be more traffic feeding into this junction. This is a relatively complicated junction with the access to Castelmer offset from the Avenue, together with the presence of household driveways. *Can the junction be redesigned to slow traffic and create a safe crossing point?*

8. The junction Wellgreen Lane and the Street. This junction is within the existing traffic calming and is in the Kingston conservation area. The recent Conservation Area Appraisal

(SDNP - out for consultation) identified that there is little to indicate that people are entering a conservation area and suggested that this junction could be improved to create an entry point to the historic village. It is also the crossing point for the village school and the bus turning point. *Can this junction be redesigned to achieve these ends? Would some form of 'Public Realm Enhancement' (e.g. benches, improved landscaping/signage) be suitable for this location?*

9. Junction C324, Wellgreen Lane with the C7. This is a busy crossing point for both walkers and riders to and from the village to the new footpath/cycleway on the eastern side of the C7, as well as to the nearby garden centre. There is no safe crossing point on a very busy road. *Can an island/junction be installed to provide a safe crossing point, as well as a pathway to the garden centre?*