



# KINGSTON PARISH STUDY

FINAL REPORT

OCTOBER 2025

### **Version Control and Approval**

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Prepared for:

Kingston Parish Council

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# 1

## INTRODUCTION

Introduces the project scope and key workstages completed to date.

## PROJECT BACKGROUND

PJA was appointed in early 2025 to support Kingston Parish Council (KPC) and its requirement for Transport Consultancy support. PJA are familiar with the local area, through recent project experience on the Safer C7 and Lewes Movement Study Projects.

Kingston near Lewes is a village that lies to the southwest of Lewes within the county of East Sussex. It has a population of just under 1,000 people. The C324 road runs through the village, and provides access for vehicular traffic travelling to/from the coast (eg, Newhaven and Seaford) to the A27 and onwards in a westerly direction as an alternative to the A26 strategic road connection. KPC commissioned video traffic surveys in 2024 to review the composition of vehicular traffic passing in both directions through Kingston between Ashcombe Roundabout to Newhaven Road. More detail on the outcomes of the study are provided later in this report.

The Parish Council has established a 'Transport Steering Group' to consider this issue with the aim of identifying solutions to it. The objectives of the Steering Group are to:

- Reduce the volume of traffic passing through the village
- Reduce the speed of this traffic, and
- Create a safer and healthier environment for residents, pedestrians and cyclists, encourage more active travel

and make Kingston a better place to live.

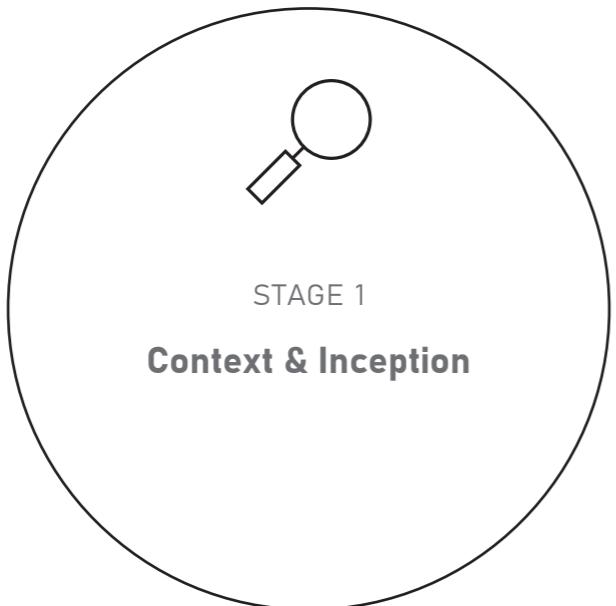
The Parish Council and existing members of the Steering Group had previously identified several specific priority areas and has sought advice from the term contractors to the Highway Authority on potential interventions. KPC were concerned that the suggested solutions will not significantly address the objectives of the study. They are generally directed at 'traffic calming' rather than traffic reduction. The purpose of this commission therefore is to explore opportunities for more comprehensive measures to further reduce and remove the impact of vehicular traffic in Kingston.



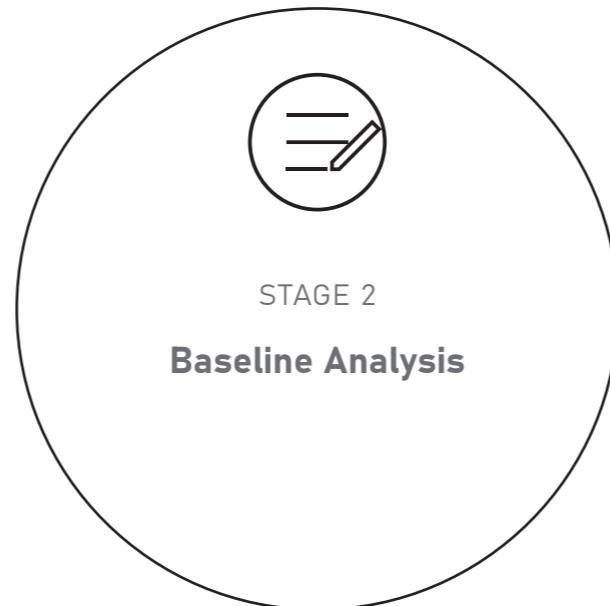
Figure 1. Study Area Plan

## METHODOLOGY

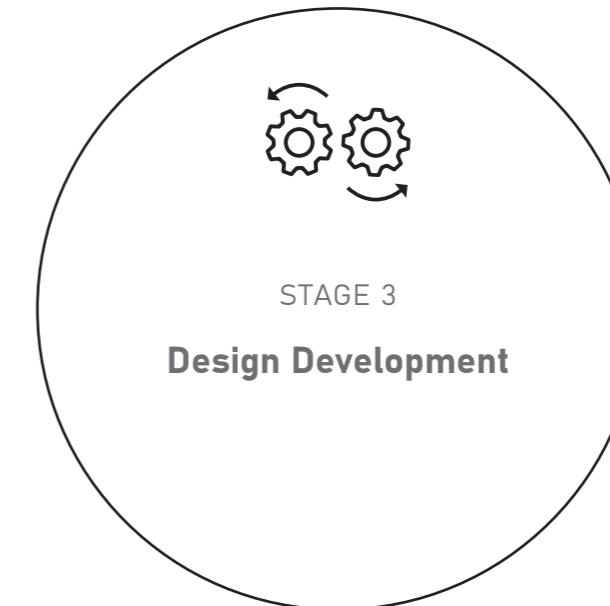
The project methodology is comprised of three key work stages.



The focus of Stage One is to understand the project team's perspective and priorities, which will guide the direction of the project. Before beginning the baseline study, it is also important to gain on-site experience to supplement our subsequent site assessment and data analysis. This includes initial the team's First Impressions from our inception site visit as well as an initial review of the design context of the village.



The analysis evaluates and seeks to understand the context of Kingston, encompassing key destinations, movement and connectivity and traffic data. The aim is to develop a comprehensive understanding of the context, ensuring that any interventions or strategies are appropriate, effective, and sensitive to the existing conditions.



Using the outputs from Stage 1 and 2, Stage 3 involves the development of initial recommendations for design interventions in Kingston presented using photography and plans, also drawing on exemplar schemes from elsewhere.

Following this, high level CAD layouts are developed for a selection of the preferred measures.





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## BASELINE ANALYSIS

Summarises the baseline analysis to inform the ‘place making’ interventions from the project brief.

## A SHORT HISTORY OF KINGSTON

This section of the Report concentrates on the 'Place Making' interventions from the project brief, which are focussed on the Wellgreen Lane/ Ashcombe Lane corridor which bisects the village. The baseline analysis in this chapter provides an objective view of the existing streetscape conditions in Kingston which will help inform the emerging design recommendations:

1. History of Kingston
2. First Impressions
3. Design Commentary
4. Amenities + Destinations
5. Movement + Connectivity

The Street was the historic centre of the village for many centuries providing the main access to local farms, as well as onward connections to Iford and Swanborough. It was mentioned in the Domesday Book and has a long history in agriculture. At the centre of the village St Pancras Church was built in the 13th century and The Juggs pub is based in a 14th century cottage. The Juggs Road connects Kingston with Brighton and Lewes and is an old trail named after fish carrying baskets ('Juggs') which were used to carry fish from Brighton to Lewes. Kingston Manor was built in the 16th Century using remnants of material salvaged from the destroyed Lewes Priory.

Since the First World War, there has been several waves of housing expansion in the village which has significantly expanded the village's scale and its street layout. During the 1920s and 1930s, there was significant expansion beyond The Street with housing developments along Ashcombe Lane and Kingston Ridge. There was further residential development between the 1940s and 1960s with former farm buildings being converted to residential. The opening of Sussex University at Falmer in the 1960s significantly influenced the village and its residents. St Pancras Green and the Village Green were introduced in the 1960s and created some separation between the historic village centre and more recent developments.

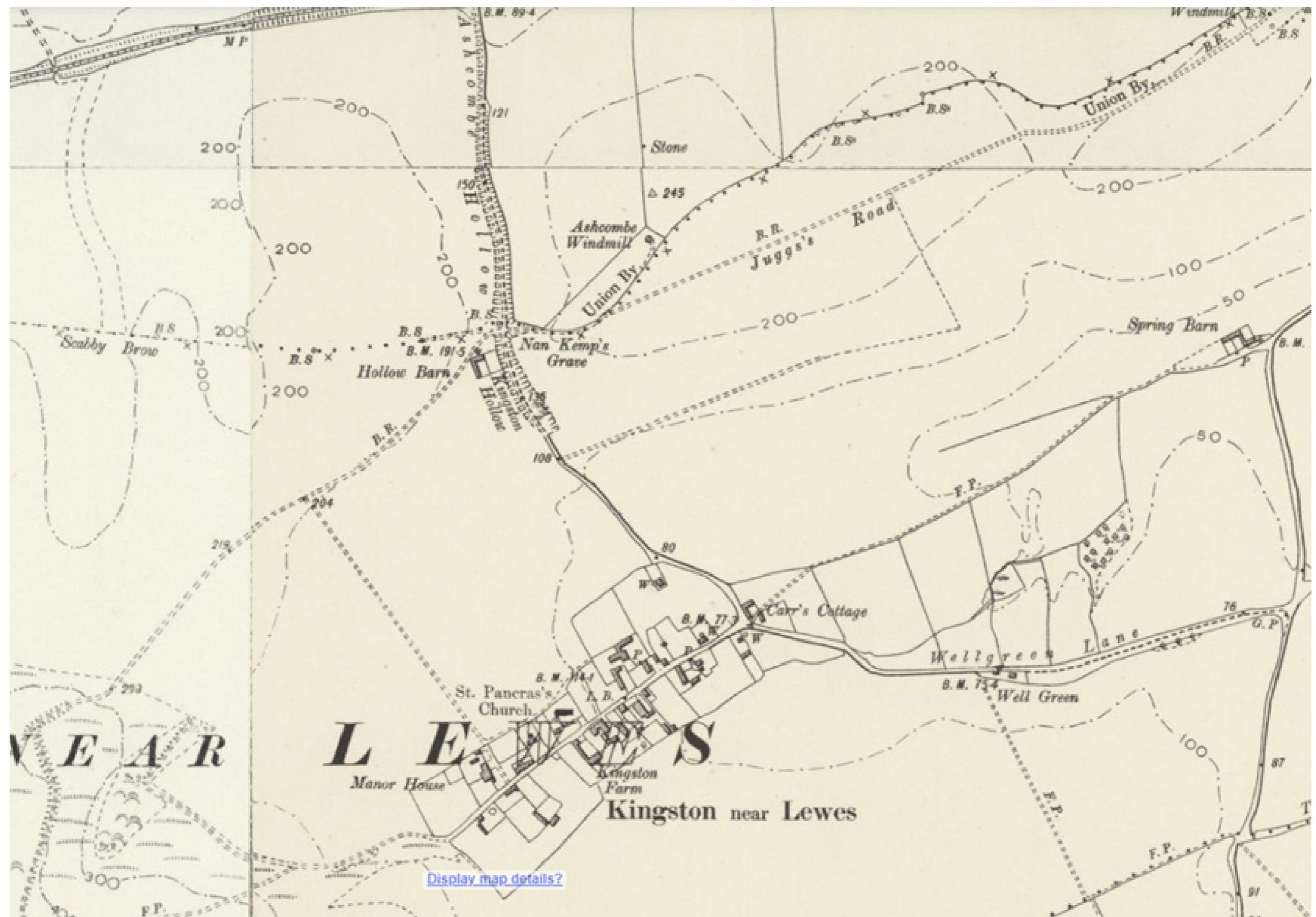


Figure 2. Historical map of Kingston (SOURCE TBC)

# FIRST IMPRESSIONS

The Project Team visited the study area in April 2025 with members of the Parish Council to familiarise themselves with the study area. This section briefly summarises the team's first impressions from that visit. We find it useful to capture our initial impressions as these influence the subsequent development of the project and the contents of the baseline analysis.

## Speed Limits + Priority Working

These are two key design features and important starting points in the future promotion in the village's sense of place. The combined reduced speed limit and priority working means that the majority of drivers should have to stop/slow down on the journey through Kingston. This approach clearly prioritises the needs of the village over through-access for drivers.

## Village Presence

The junction of The Street and Wellgreen Lane is the focal point of the village and the key point at which the village has a presence on the street. There is limited active frontage beyond this point with a majority of homes set back behind hedgerows and fence lines. The lack of active frontage reduces the presence of Kingston, and therefore does not raise the profile of the village to drivers.

## Connectivity

Kingston is an important conduit to several key public footpaths and cycle routes in the area however these are not integrated in the design of the village. There is an opportunity to improve the physical integration of these paths as well as improve their signposting.

## Gateways

Currently, the village lacks clear gateway features to welcome visitors into Kingston – this is a common theme in the area and has also been identified through the Safer C7 project. Enhancing gateways provides an opportunities to further enhance existing traffic calming measures in the village and make an impression on drivers as they enter Kingston.



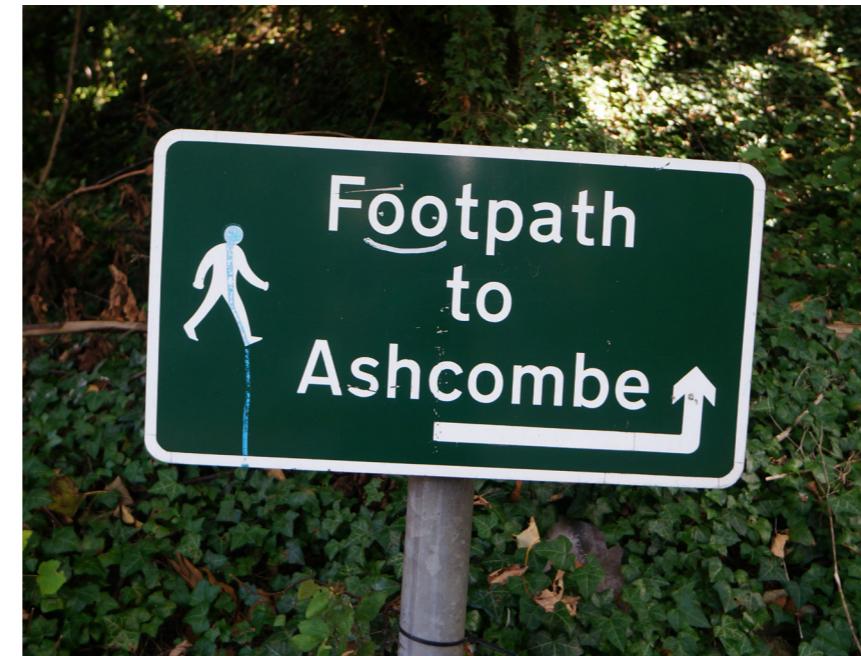
Existing priority working on Wellgreen Lane



20mph - 30mph speed limit change on Ashcombe Lane



Example of area in Kingston with a lack of active frontage



Example of footpath interfacing with Kingston



Gateway at the eastern entrance to Kingston (Wellgreen Lane / Newhaven Road)



The Wellgreen Lane / Ashcombe Lane / The Street junction acts as a focal point



Byway KIN 5/1 and KIN 5/2 meet at Ashcombe Hollow and link to the South Downs Way



Gateway at the northern entrance to Kingston (Ashcombe Hollow / Kingston Ridge)

## DESIGN COMMENTARY

This section provides a brief overview of the key design features within Kingston, with a particular focus on those features which could be further explored through design enhancements in line with the project brief.

### Highways Layout

The highways layout throughout the village is fairly consistent, with a lane operating in each direction with typical lane widths of ~3.2m. There is a footway provided on the north/east side of Ashcombe Lane/Wellgreen Lane throughout the village, and a footway is provided intermittently on the south/west side. The reduced 20mph speed limit and priority working at the centre of Kingston are the key design features.



Wellgreen Lane in vicinity of Iford & Kingston CofE School

### Speed Limits

Ashcombe Lane/Wellgreen Lane are currently 30mph between the Newhaven Road junction to the south, and just north of the Kingston Ridge/ Ashcombe Hollow junction. There is a ~530m section of 20mph speed limit at the centre of the village along Wellgreen Lane and Ashcombe Lane, either side of the junction with The Street.



Kingston currently has a combination of 20mph and 30mph speed limits



## Priority Working

The priority working arrangements on both approaches into Kingston serve to reinforce the change in speed limit, and force all drivers approaching Kingston to give way to oncoming drivers. Whilst the design of the build outs might not be aesthetically in-keeping, they nonetheless serve a crucial role in making drivers think as they proceed through Kingston. The priority working points provide 'bypasses' for cyclists



Existing priority working points in Kingston



## Frontage

'Active Frontage' plays an important role in influencing drivers' behaviour and how they respond to an environment. Currently, the Juggs Pub, Carr's Cottage and Primary School are currently the two key landmark buildings which have active frontage. Beyond these, a majority of the frontage onto Ashcombe Lane/Kingston Lane is residential with many homes screened from the road by a combination of vegetation, trees, fences and building setbacks.



Vegetation and fencing reduces active frontage along Ashcombe Hollow and Wellgreen Lane, away from the centre of the village

## AMENITIES AND DESTINATIONS

Within Kingston, there is a range of amenities and destinations which serve both the local community and visitors. There is a particular cluster of amenities around the junction of Wellgreen Lane/The Street, including: The Juggs, Iford & Kingston CoE School, Kingston Community Wildlife Garden, and Bus Stops. Beyond this cluster, other key destinations in the village include: St. Pancras Church, Lewes Garden Centre, The Parish Hall, the Community Pavilion and Ashcombe Mill.

Kingston is also an important conduit to the local path network providing traffic-free routes to:

- KIN/2/1 – Connecting Kingston to Swanborough (Public Footpath)
- KIN/3/1 – Connecting Kingston to Spring Barn Farm (Public Footpath)
- KIN/5/1 + KIN/5/2 + KIN/10/1 (following sections of Jugg's Road) - Connecting Kingston with Bevendean to the west and Lewes to the east (Restricted Byways)
- Ashcombe Hollow – parallel footpath connecting Kingston to Ashcombe Roundabout
- Newhaven Road – Shared use path provided pedestrian and cycle access to Lewes



Figure 3. Local Amenities and Key Destinations

## MOVEMENT AND CONNECTIVITY

### Public Transport

The existing bus stops in the village are shown on the opposite plan.

The 123 bus service currently serves Kingston as part of a longer route between Lewes to Newhaven. The peak service on a weekday provides 9 services in each direction between 7am – 6pm. The service takes 9 minutes to reach Lewes and 22 minutes to reach Newhaven.

In addition to the 123 bus service, the 28 and 29 Regency Route bus services to Brighton can be accessed from the Kingston Ridge bus stop on the A27. This is approximately a 1.2km (17-minute) walk from the centre of the village via the footpath running parallel to Ashcombe Hollow, shown in green on the previous plan.

### Collision Data

Publicly available collision data has been obtained from the Department for Transport (DfT) website for the most recently available 5-year period (01/01/2019 – 31/12/2023).

In this 5-year period, there was a total of 7 collisions in the village: 6 x collisions at the C7/Wellgreen Lane junction (5 x Slight, 1 x Serious), and 1 x Slight Collision close to the junction of Ashcombe Lane/The Flints.



Figure 4. Movement and connectivity

## TRAFFIC COUNTS

Understanding the movement role and distribution of vehicular traffic along Ashcombe Hollow/Ashcombe Lane/Wellgreen Lane is a key consideration in the development of all design recommendations for Kingston, especially as this is a subject of historic concern for the Parish Council. At present, traffic surveys indicate that on an average weekday, 4,368 vehicles per day are recorded on Ashcombe Lane and Wellgreen Lane.

Currently, this route provides a shortcut between the Ashcombe Roundabout (A27 Bypass) and the C7 which avoids routing through Lewes. There is a width restriction (Ashcombe Hollow only) and 7.5t weight restriction (Except for Loading between Ashcombe Hollow/Ridge Junction – C7 Junction). These restrictions are intended to remove oversize vehicles from travelling through Kingston however there is currently no permanent enforcement of the measures.

KPC commissioned Intelligent Data to undertake surveys in 2024 to better understand the composition of vehicular traffic. This data was collected through an ANPR survey, which recorded vehicles entering and exiting the village from Ashcombe Hollow (Cordon 1) and from Wellgreen Lane / Newhaven Road junction (Cordon 3). By tracking the vehicles that passed through both Cordon 1 and Cordon 3, the number and proportion of vehicles passing through the village without stopping, i.e. through trips can be calculated.

The surveys were undertaken during a “neutral” week between Tuesday 2nd July 2024 – Saturday 6th July 2024. The headline findings are summarised below and summarised in more detail in the tables on the following pages:

1. **Total Through Traffic:** ~73-78% of all traffic driving through Kingston is passing entirely through the village
2. **Direct Through Traffic:** ~65-71% of all traffic driving through Kingston is a “direct through trip” which passes through the village in less than 5 minutes. These are trips that do not stop in the village and therefore no purpose relating to the village, as opposed to trips that might stop in the village and continue onwards.
3. **In/Out Traffic:** ~9-15% of all traffic entering Kingston at cordon 1 also exits via cordon on the same day and ~13-17% of all traffic entering Kingston at cordon 3 also exits via cordon 3 on the same day. These are trips with an origin in Kingston (i.e. residents leaving and arriving at the village) or trips with a destination in Kingston (i.e. visitors to the pub or school).
4. **Overnight Stays:** It is assumed that the remaining trips are overnight stays - i.e. residents entering Kingston one day and exiting on another day

The analysis also considered the number and proportion of oversized vehicles ignoring the width

and weight restriction on Ashcombe Hollow and driving through the village. The findings were as follows:

- Between 301-640 oversized vehicles per day drive past the width and weight restriction at the northern end of Ashcombe Hollow and into Kingston. This equates to 20-22% of the total vehicles passing this point per day.
- Between 285-450 oversized vehicles per day drive past the width restriction at the southern end of Ashcombe Hollow after passing through Kingston. This equates to 20-22% of total vehicles passing this point per day.

The data shows that the majority of vehicles classified as oversized were either as large cars (such as SUVs and Estate cars) or light goods vehicles (LGVs) such as vans.

Based on the analysis of the data, it is clear that Kingston experiences a high volume of ‘strategic’ through traffic, that does not have an origin or destination within the village. A significant proportion of this through traffic (~20%) comprises oversized or overweight vehicles, which are ignoring the Ashcombe Hollow restriction. Therefore, enforcing the width and weight restriction would be an effective method of reducing the volume of vehicular traffic in the village.

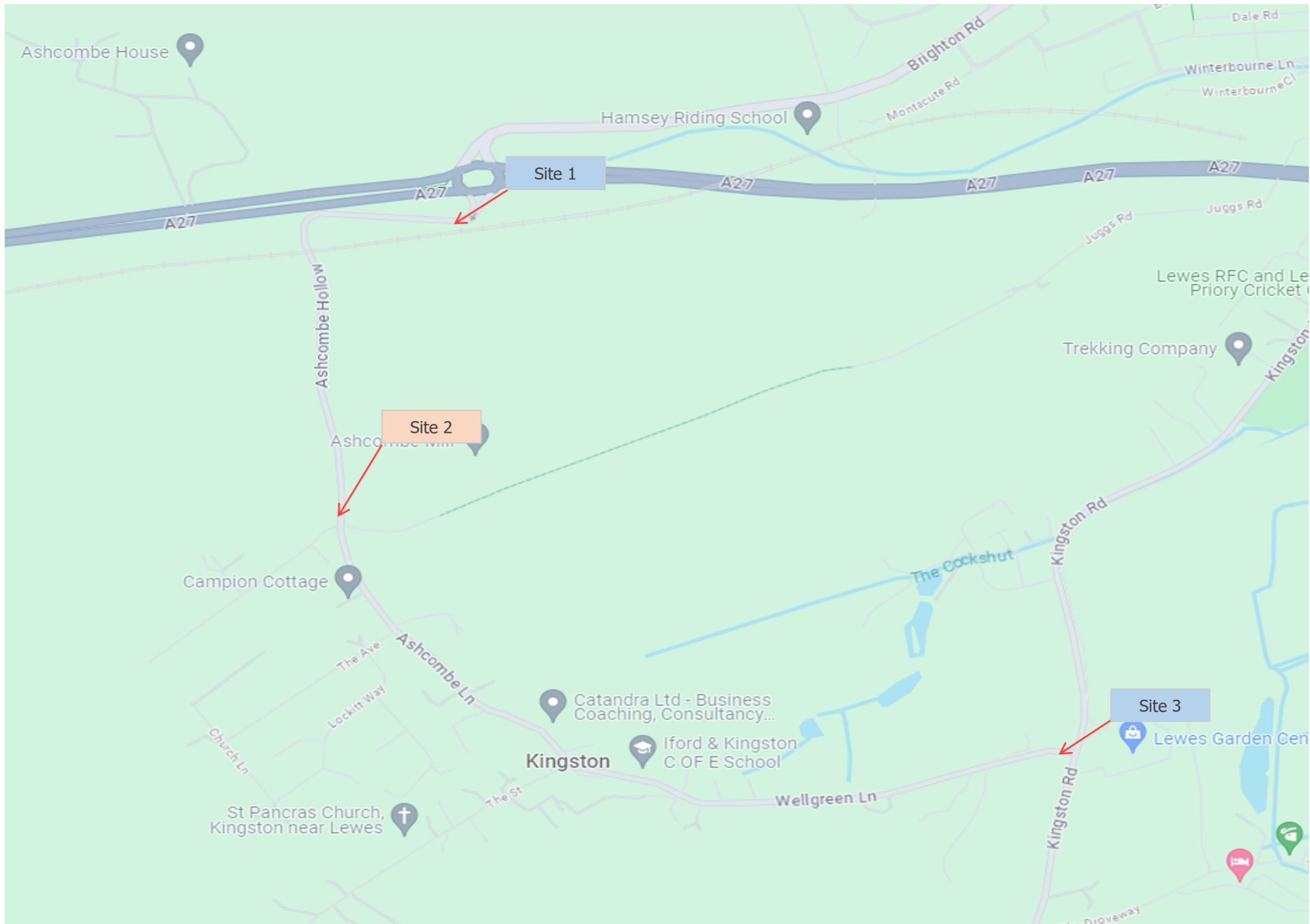


Figure 5. ANPR Data Scope

## THROUGH TRAFFIC DATA

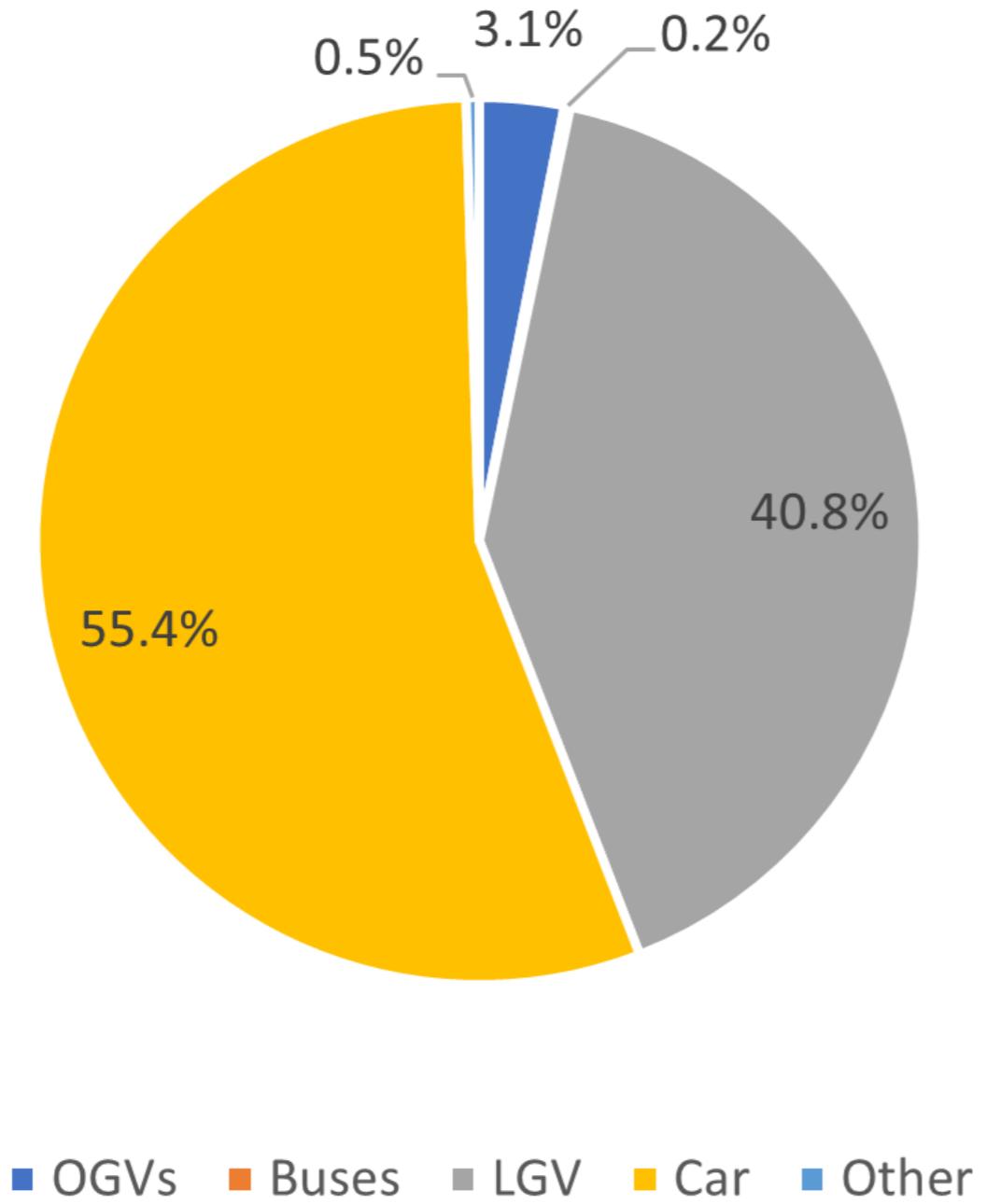
Date	Total vehicles passing Cordon 1 (both directions)	Total vehicles passing entirely through village	Proportion of vehicles passing entirely through village	Total vehicles passing entirely through village in <5 minutes (direct through trips)	Proportion of vehicles passing entirely through village (<5 minutes)
Tuesday 2nd July 2024	4,353	3,177	73%	2,839	65%
Wednesday 3rd July 2024	4,124	3,090	75%	2,813	68%
Thursday 4th July 2024	4,412	3,369	76%	3,057	69%
Friday 5th July 2024	4,750	3,657	77%	3,096	65%
Saturday 6th July 2024	3,051	2,240	73%	2,039	67%

Table 1. Proportion of through trips recorded at Cordon 1 (Ashcombe Hollow) - northbound and southbound drivers

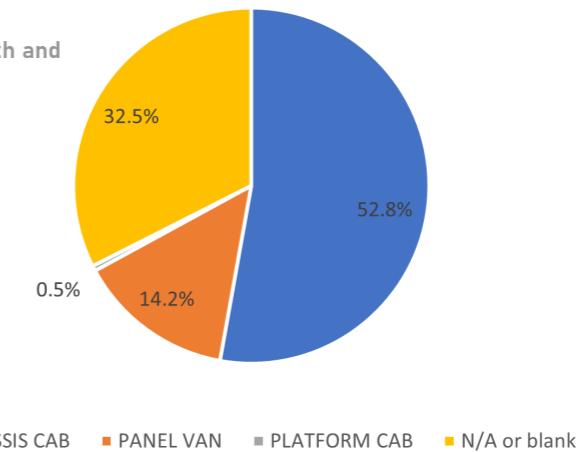
Date	Total vehicles passing Cordon 3 (both directions)	Total vehicles passing entirely through village	Proportion of vehicles passing entirely through village	Total vehicles passing entirely through village in <5 minutes (direct through trips)	Proportion of vehicles passing entirely through village (<5 minutes)
Tuesday 2nd July 2024	4,127	3,177	75%	2,839	67%
Wednesday 3rd July 2024	4,061	3,090	76%	2,813	69%
Thursday 4th July 2024	4,335	3,369	78%	3,057	71%
Friday 5th July 2024	4,699	3,657	78%	3,096	66%
Saturday 6th July 2024	2,940	2,240	76%	2,039	69%

Table 2. Proportion of through trips recorded at Cordon 3 (Wellgreen Lane / Newhaven Road) - northbound and southbound drivers

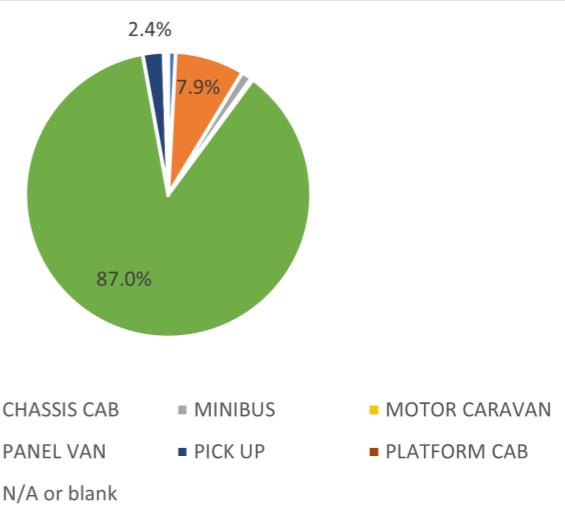
## Oversized Vehicles



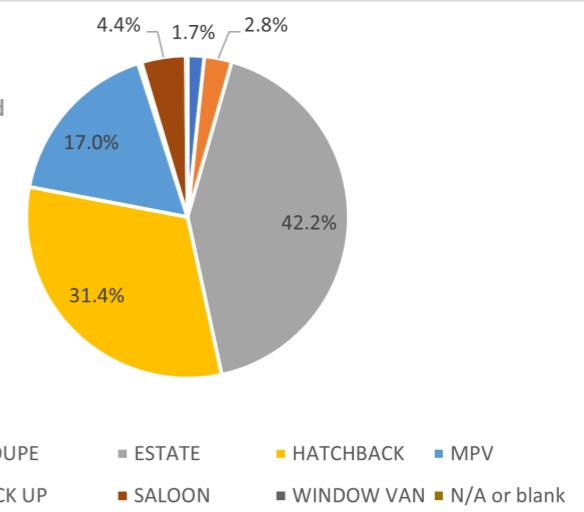
Graph 2. Types of oversized HGVs driving through Ashcombe Hollow width and weight restriction



Graph 3. Types of oversized LGVs driving through Ashcombe Hollow width and weight restriction



Graph 4. Types of oversized cars driving through Ashcombe Hollow width and weight restriction





03

## INITIAL RECOMMENDATIONS

Summarises existing conditions and presents initial recommendations for each of the key intervention areas identified

## INITIAL DESIGN IDEAS

Based on the previous analysis, we have drafted initial thoughts on areas to explore further through design development later in the project. These are co-ordinated with the emerging design recommendations from the Safer C7 project which already cover some of Kingston.

### Gateways



Existing South Downs National Park signage

The Safer C7 project is developing recommendations for signage/gateway improvements using the South Downs National Park approved signage at approaches to all villages along the C7. In Kingston, it is recommended that these are installed at the Newhaven Road/Wellgreen Lane junction, and the approach from Ashcombe Hollow. The precise location of these is still to be confirmed with ESCC/South Downs National Park however it is assumed that KPC would want to incorporate this signage.

### Junctions



Tight junction in Buriton

Beyond the signage recommendations, it is recommended that these are physically reinforced through improvements to the Wellgreen Lane/Newhaven Road junction. The Safer C7 project includes recommendations for widening existing adjoining footways, tightening existing corner radii, and improved crossing access. The designs for this junction have been finalised. At the Kingston Ridge/Ashcombe Lane, improvements should increase the junction's conspicuity so that it helps to raise awareness of pedestrians crossing at the junction and forewarns drivers that they are entering the village.

### Impact of traffic



Priority working in Buriton

There are reduced speed limits within Kingston, and the C7 study has made initial recommendations to expand the existing 20mph speed limit up to Kingston Ride and Newhaven Road. This expanded 20mph speed limit would benefit from further streetscape improvements to reinforce the lower speed limits, which could include additional crossing points and/or priority working. The wider impact of through-traffic using the village, particularly those drivers which are contravening the existing weight and width restrictions will be considered as a wider discussion.

## Streetscapes



Cycle parking at Westland Place, London

Beyond the priority working arrangements, the existing streetscapes within the village are quite modest and dominated by the carriageway. Footways are provided throughout however beyond this, there is minimal 'positive' street furniture such as seating, planting, cycle parking etc. Promoting improved streetscapes combined with installing street furniture will help to shift the character of the village and promote its sense of place. This could be achieved through a combination of more modest interventions throughout the village, alongside more targeted ambitious measures, such as transforming the junction of The Street and Wellgreen Lane.

## Wayfinding + Inclusivity



Wayfinding in Dulwich, London

There is scope to improve and increase the provision of wayfinding within the Village, with particular emphasis on wayfinding to the public path network and the links across the village. Currently, signage within the village is incoherent and not always visible.

## Other precedents

To help illustrate the Initial Design Ideas, this section includes comparable projects which we have identified as they help illustrate the initial ideas in practice.

The following examples show further precedent design approaches which expand on the approaches explained on the previous page, including:

- Traffic calming through centre line removal and use of buff surfacing (West Meon)
- Seating and planting create a high quality public realm at village gateway, supporting 30kph speed limit (Coppet, Switzerland)
- Use of raised table treatment at junctions to reduce vehicle speeds (Jersey)
- Priority working through use of grass verges and landscaping that is sympathetic to the local village character (Pattingham)
- Priority working through chicane give-way arrangement, incorporating planting and uncontrolled crossing point (Cobham)



Buff surfacing and active frontages (West Meon)



Seating and planting at village gateway (Coppet, Switzerland)



Buff surfacing and no line markings



Chicane give-way (The Street, Cobham)



Raised table (Jersey)



Priority working in Pattingham

## DESIGN RECOMMENDATIONS

To help focus the design recommendations, we have divided the village into eight specific study areas, which are shown in red on the plan opposite.

The study areas divide the village into a series of links and junctions of similar character. This approach helps to tailor the design approach to the specific design context of each location.

The following pages provide an overview of the existing conditions at each location and the recommended design approach.



# 1. WELLGREEN LANE/ NEWHAVEN ROAD

## Existing conditions

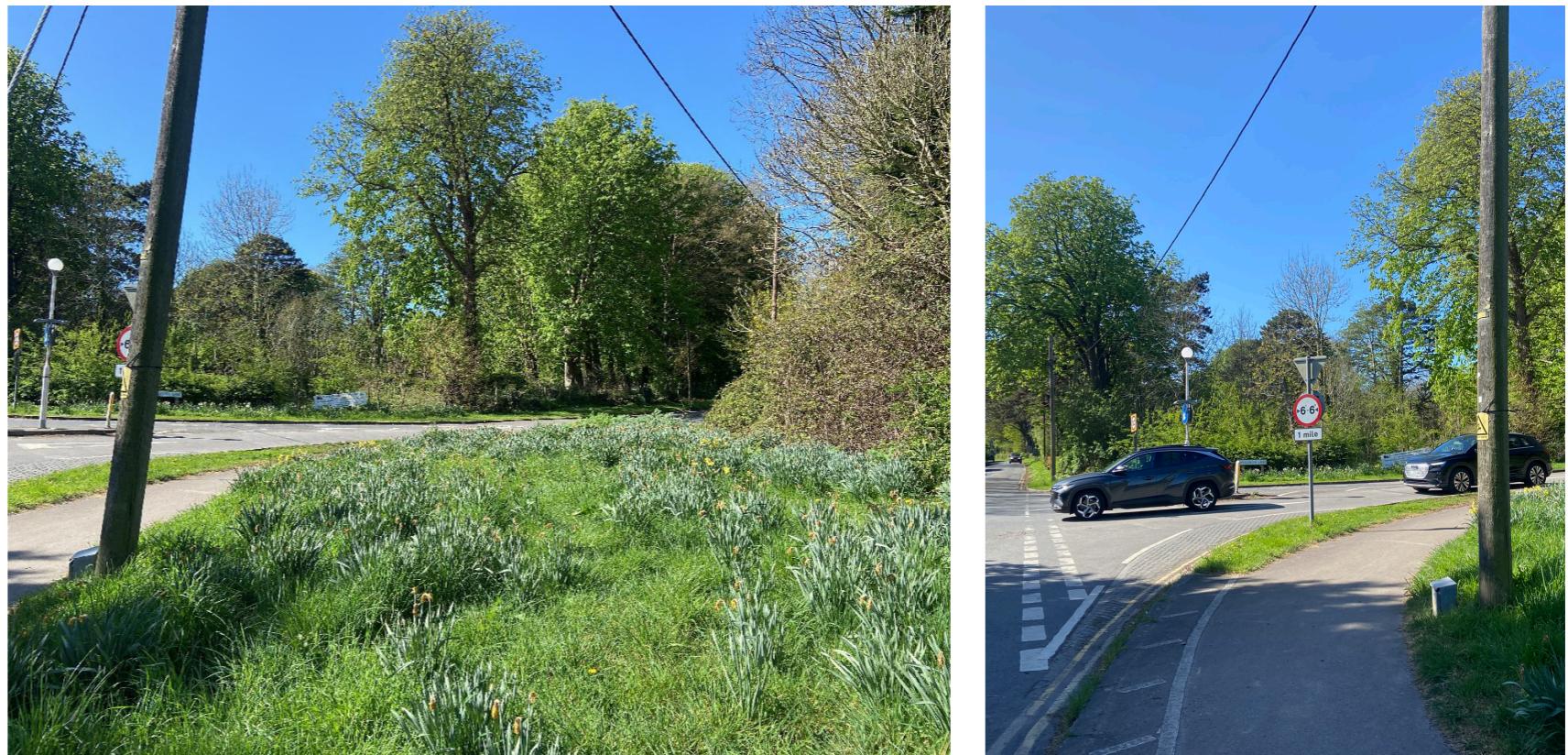
The junction is the key entrance into Kingston from Lewes and the C7. It is a priority junction with Newhaven Road having priority over Wellgreen Lane. There is a footway on the Newhaven Road which continues into Wellgreen Lane. There are no crossing points provided at the junction to help cross the road. Furthermore, the junction has limited presence on the C7 as a 'gateway' into Kingston.

## Initial recommendations

The Safer C7 report contains design recommendations for the junction which includes:

- A new zebra crossing on Newhaven Road;
- Widened footways;
- Tighter junction radii; and
- A footway on the eastern side of Newhaven Road.

We have also discussed with KPC opportunities to further enhance the location as a gateway by utilising spaces which are currently underused, including the Garden Centre frontage, and the green space on the north-east corner of the junction.



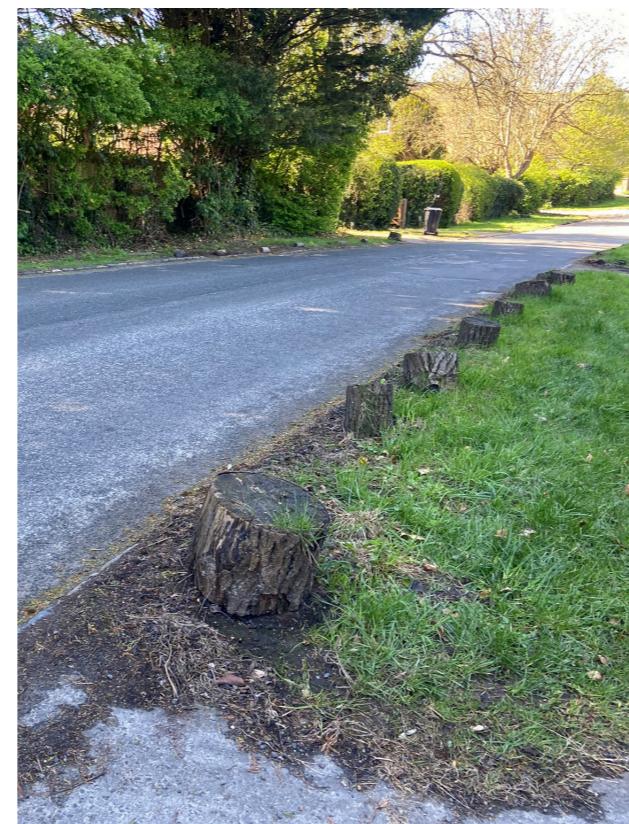
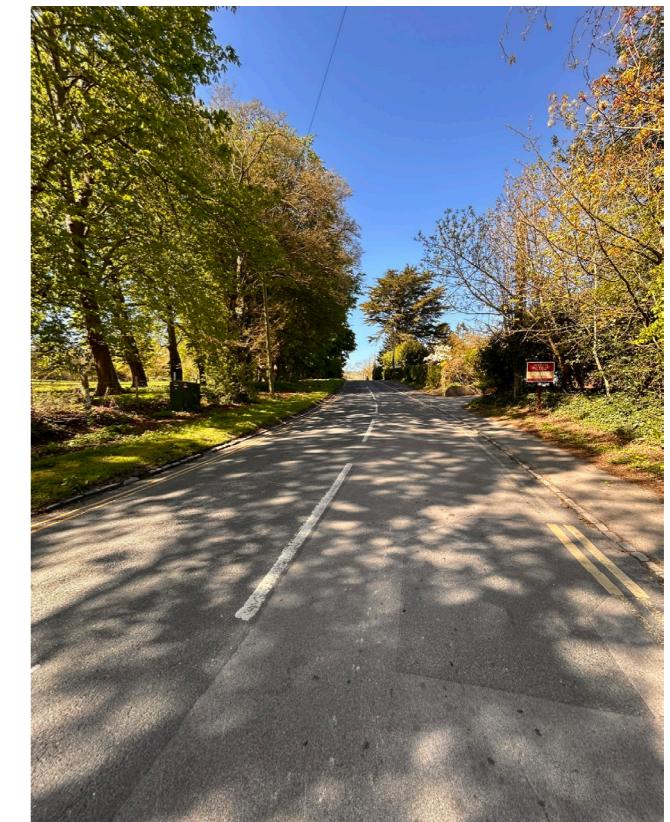
## 2. WELLGREEN LANE (NEWHAVEN ROAD - RANGERS YARD/20MPH)

### Existing conditions

This section of Wellgreen Lane is 30mph throughout with no impediments currently to vehicular traffic. The relatively straight alignment of the carriageway and the limited presence of adjoining properties on Wellgreen Lane does little to reinforce the 'village' setting of Kingston. A footway is provided throughout on the northern side, and there are sections where drivers are parking within the verge space.

### Initial recommendations

Our recommendation is that any additional design features are proposed to reinforce an extension of the 20mph speed limit to Newhaven Road junction. Otherwise, we don't believe there are currently enough features within Wellgreen Lane to support the speed limit change. The topography and forward visibility is challenging in this section, however there could be scope for introducing additional priority working measures (similar to those already in Kingston).



### 3. WELLGREEN LANE (20MPH BOUNDARY - THE STREET)

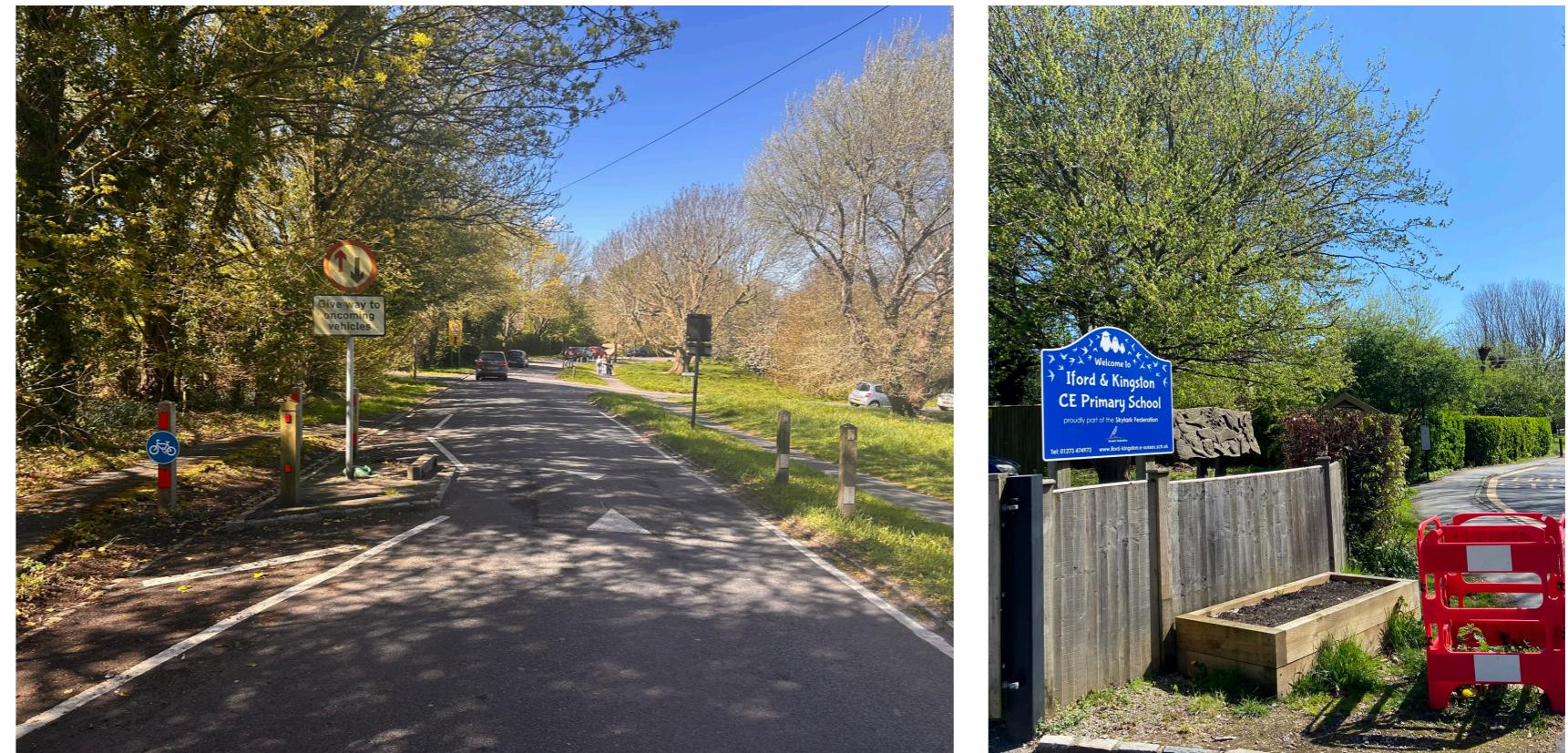
#### Existing conditions

This short section of Wellgreen Lane is 20mph and includes the priority working arrangement, which gives priority to southbound drivers over northbound. This is intended to reduce driver speeds and also complements the 20mph speed limit. This section also includes speed humps to further reduce driver speeds. To mitigate the impact of school pick-up/drop-off, there is a ~80m School Clear Zone which prohibits any parking between 0700-1700hrs on weekdays. The western half of Section 3 (west of Snedmore) is narrower compared to the eastern half where there is a verge on the northern side.

#### Initial recommendations

This section already includes 20mph speed limit and the priority working. The overall design scope in this section is more limited in terms of space available, and the design scope is also more constrained.

The existing priority working point could be updated to create a sympathetic more in keeping with the village. The existing speed humps could also be converted to sinusoidal humps which would be more effective in reducing driver speeds. The school should be engaged with to explore options for expanding their 'presence' positively on their frontage. There are existing examples of school initiatives that could be expanded upon, including posters and a planter at the school entrance.



## 4. WELLGREEN LANE/THE STREET JUNCTION

### Existing conditions

The junction is the historic centre of Kingston and remains the natural focal point of the village. A majority of journeys through Kingston will likely pass through the junction which therefore focusses this location as a key opportunity. The junction has a large footprint, due to a combination of the bus turning area and junction of The Street on the western side. The junction includes informal crossing points on a raised table over Ashcombe Lane. There are notable landmarks fronting the junction, including The Juggs pub and Kingston's Community Garden.

### Initial recommendations

The junction is the key opportunity in Kingston to create a focal point for the village that celebrates the village's history, and prioritises the needs of the village over vehicular traffic.

The main focus of the design should be on enhancing a sense of place and promoting an environment where people are wanting to spend time. This approach would be a combination of:

- Improving the highways design layout;
- Celebrating local assets; and
- Integrating 'positive' street furniture.

This space could be developed collaboratively between the Parish Council, County Council and SDNPA.



## 5. THE STREET/ASHCOMBE LANE - 30MPH BOUNDARY

### Existing conditions

Similarly to Section 3, this section is currently 20mph and has a priority arrangement which prioritises northbound traffic over southbound to reinforce the entrance to the 20mph speed limit. The carriageway is slightly wider in this section which allows for on-street parking on the western side of Ashcombe Lane. There are footways present on both sides.

### Initial recommendations

As with the southern priority working point, the design of the priority point could be tailored to create a more sympathetic layout in keeping with the rural setting.

Within this section, there are opportunities to formalise the existing parking bays which would ensure parking remains within set extents and would reduce the overall limit of parked vehicles.



## 6. ASHCOMBE LANE (30MPH BOUNDARY - THE AVENUE)

### Existing conditions

This section of Ashcombe Lane has a 30mph speed limit with active frontage on both sides from residential properties, particularly on the western side. The overall width of the highway narrows as you move further north towards The Avenue. Footways are provided on both sides, and there are verge spaces in the southern half of the section.

The Ashcombe Lane/The Avenue junction is the key southbound entry point into the village, and also at a significant change in character. Ashcombe Hollow suddenly changes from being quite dark and overshadowed into a much wider street scene. The junction therefore could be utilised as a key point to reinforce the change in character.

### Initial recommendations

Currently, the Safer C7 project recommends that the 20mph speed limit is extended to the Kingston Ridge junction. This reduction in speed limit should be complemented by measures to further reduce the impact of vehicular traffic on Ashcombe Lane. This could include:

- Creation of new crossing points;
- Centre line removal;
- Surfacing treatments; and
- Additional priority working points.

The junction designs should focus on raising the visual awareness of the junctions which could be achieved through surface treatments, wayfinding, and visual narrowing of Ashcombe Lane. The corner radii on the The Avenue should be reduced to create a small junction footprint.



## 7. ASHCOMBE HOLLOW (THE AVENUE - KINGSTON RIDGE)

### Existing conditions

The design scope in this section is severely constrained due to the nature of Ashcombe Hollow. A narrow footway is provided on the eastern side. ESCC has recently installed repeater road markings as an attempt to reduce approaching driver speeds.

Kingston Ridge/Juggs Road is an important crossing point for adjoining PRoW. Visibility is limited due to the existing property walls and trees/vegetation, and due to the steep rise up to the junction on both sides.

The Ashcombe Hollow 7.5t Weight Limit starts at the Kingston Ridge junction for drivers entering the village. The limit has an 'except for loading' exemption which makes it very challenging to enforce the weight limit. Any enforcement would need to demonstrate that a driver of an oversized vehicle has passed entirely through the restriction up to Newhaven Road without stopping.



### Initial recommendations

The design response should focus on improving the overall visibility of the junction to support crossings of the junction. Surface treatments and increased wayfinding could be used to raise the junction's profile. The scope for highways design changes is limited due to visibility and the existing constrained highways. The Kingston gateway signage should be upgraded to match the proposed SDNPA signage at the Newhaven Road junction.

The 7.5t Weight Limit commences at Kingston Ridge on the approach to Kingston however is not enforced. It is recommended that its enforcement is aligned with recommendations further north alongside the enforcement of the width limit.



## 8. ASHCOMBE HOLLOW (KINGSTON RIDGE - KINGSTON CAFÉ)

### Existing conditions

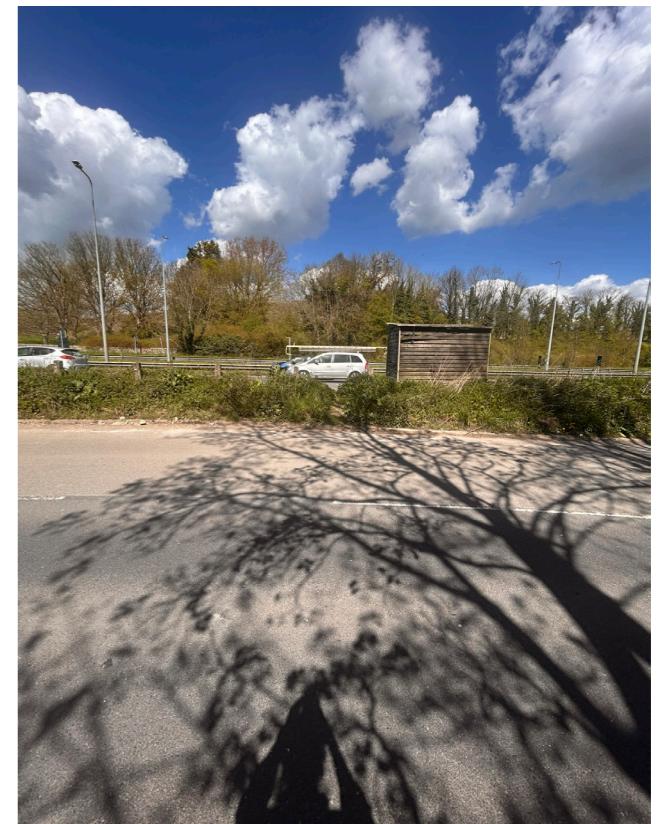
The design scope within Ashcombe Hollow is severely constrained due to the narrow carriageway and topography. The 6'-6" width limit operates on Ashcombe Hollow between Kingston Ridge to the Ashcombe Roundabout. As with the Kingston weight restriction, it is very challenging to enforce the width limit as there are no features within the highways to control vehicle widths, and there is also no active enforcement of the measures either.

The 30mph Kingston Speed Limit ends ~200m north of Kingston Ridge and defaults to a national speed limit of 60mph up to the Ashcombe Roundabout.

### Initial recommendations

Reducing the overall volume and speed of vehicular traffic throughout the study area is a key outcome for the project. The recommendations therefore in this section are to focus on mechanisms for enforcement of the existing Width Restriction, and extension of the existing 30mph speed limit further south.

Ashcombe Hollow is a key section for influencing how the remainder of the study area is designed. This would complement the other measures proposed in Kingston, and critically should reduce the overall volume of vehicular traffic between Ashcombe Roundabout to Newhaven Road.



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04

## DESIGN IDEAS

Presents design interventions, including examples and a phasing plan.

## DESIGN RECOMMENDATIONS - OVERALL VIEW

An overall view of the design recommendations presented in the previous chapter is shown on this page and the following.

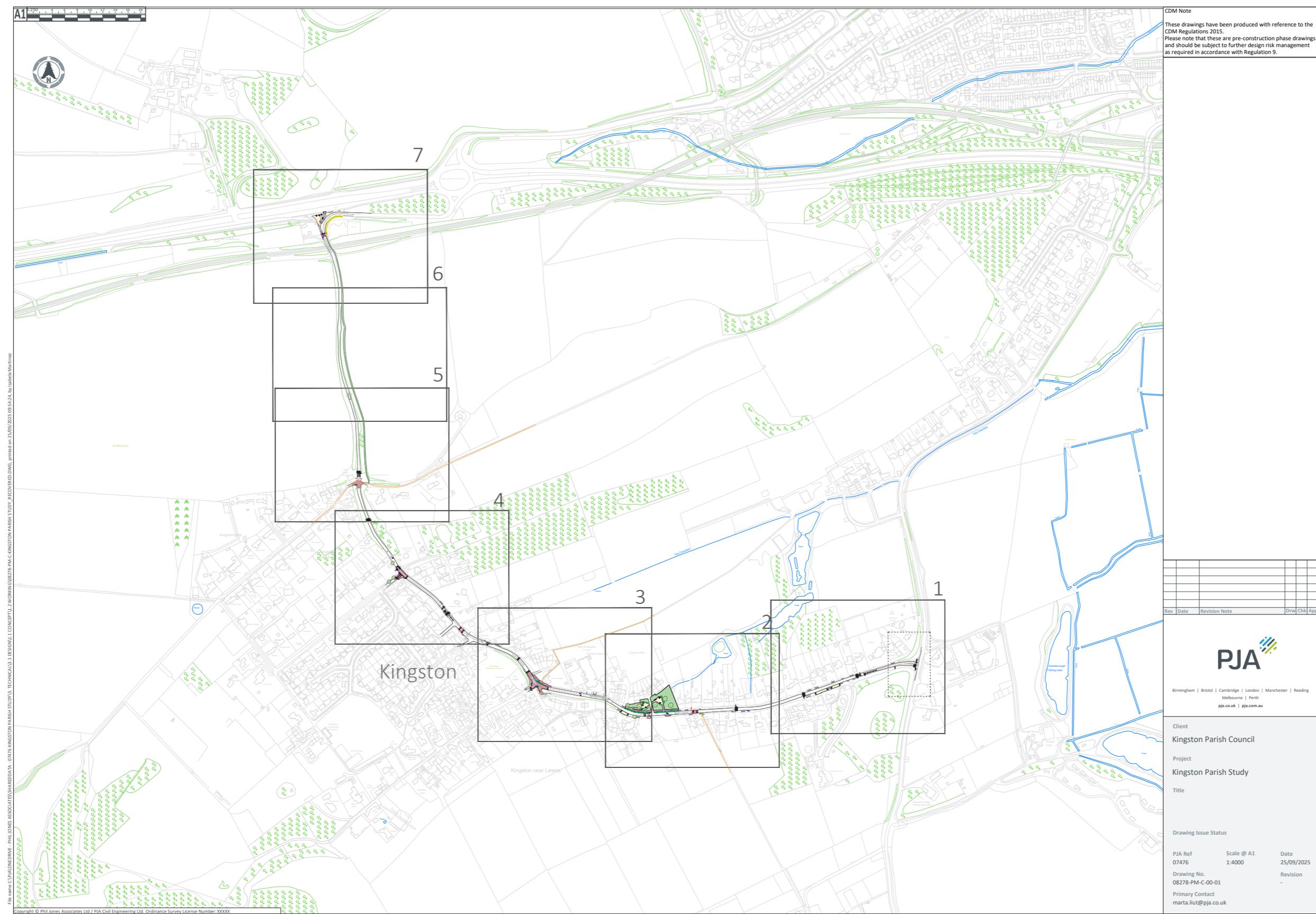
As per the project brief, high level CAD layouts have been developed to illustrate how the design recommendations could work in practice. These are shown in the following pages of this chapter. It should be noted that these drawings are based on OS mapping and therefore should be treated as high level design options that would require further design development in the future to ensure feasibility.



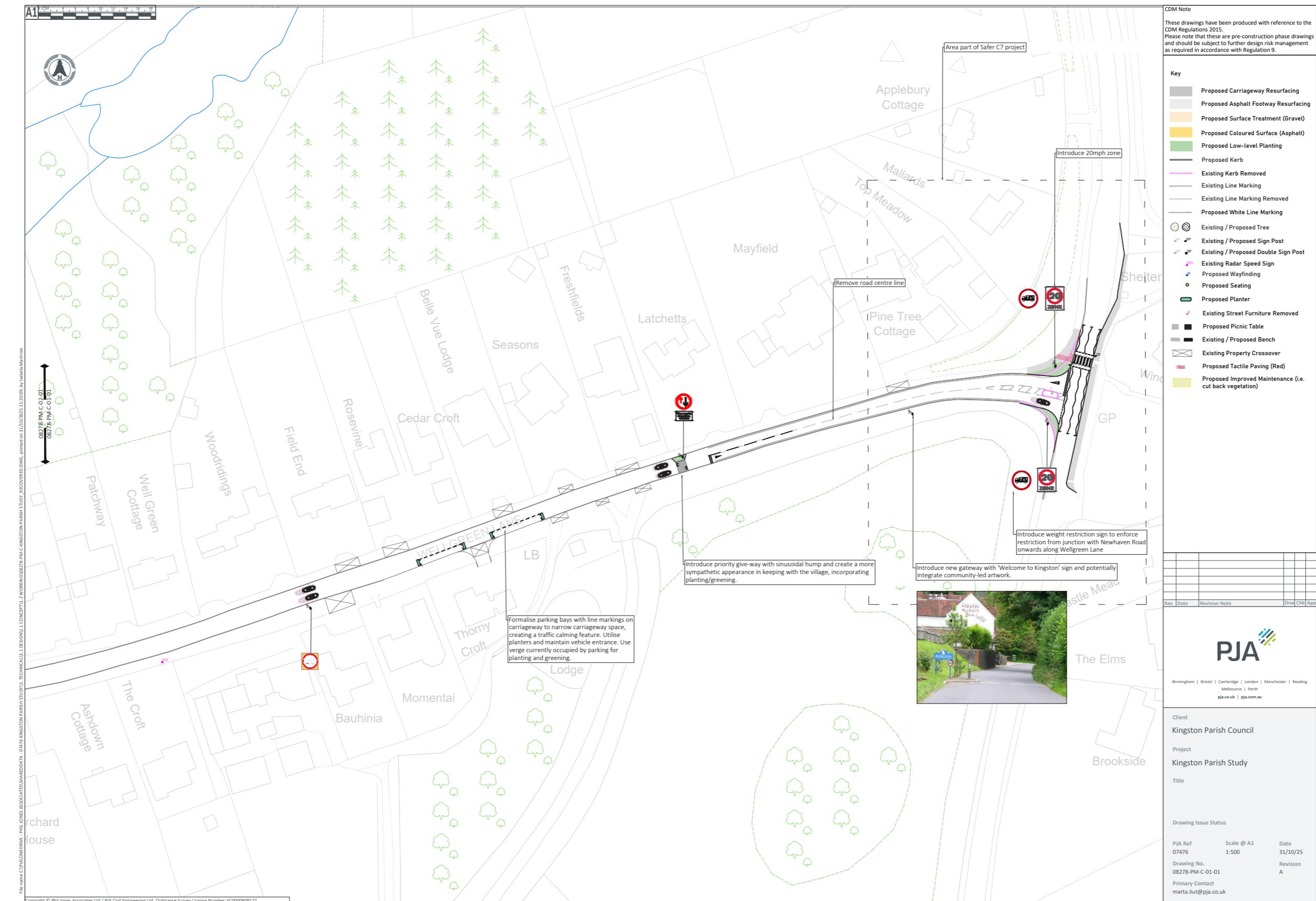
## DESIGN RECOMMENDATIONS - OVERALL VIEW



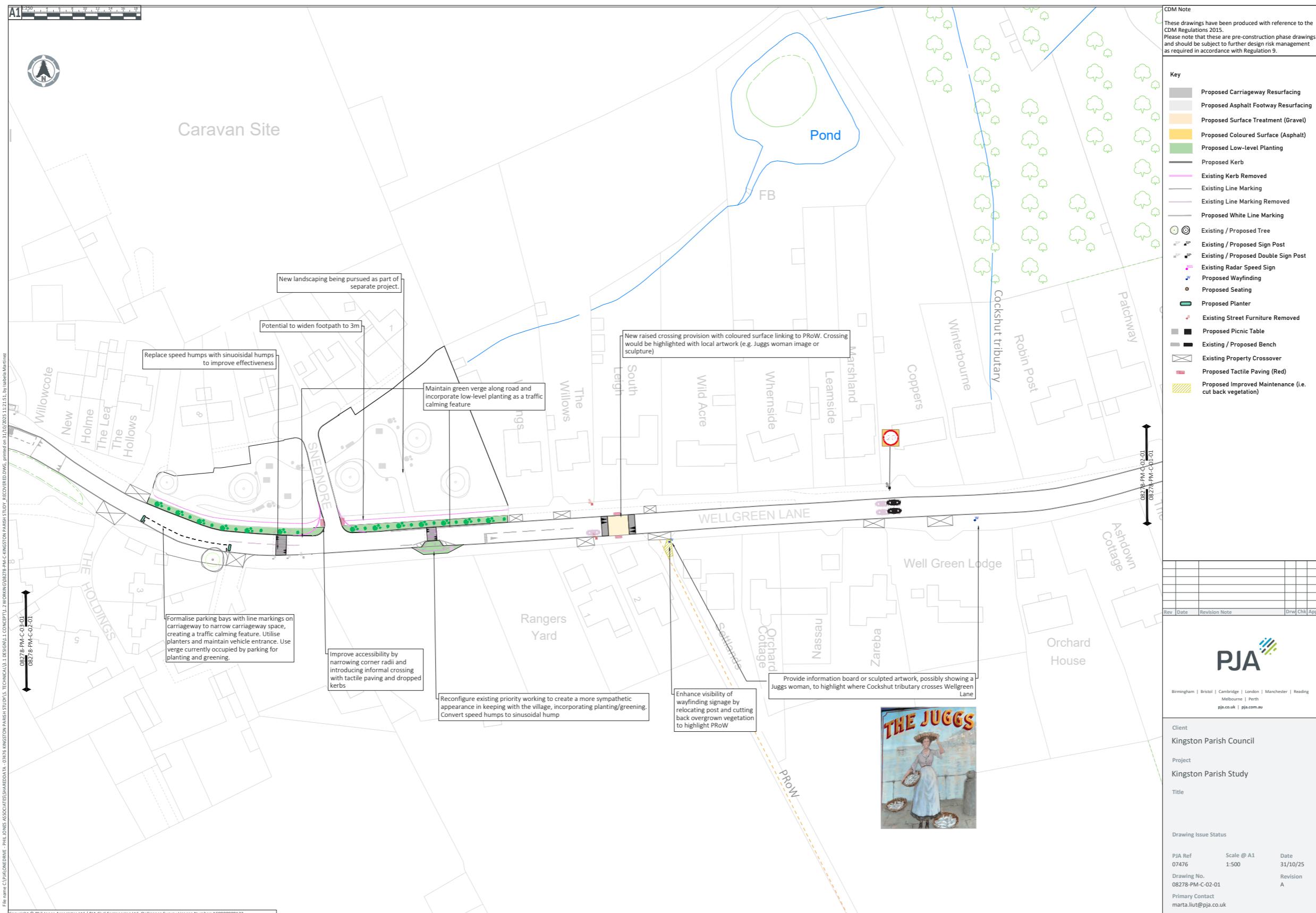
# OVERVIEW PLAN



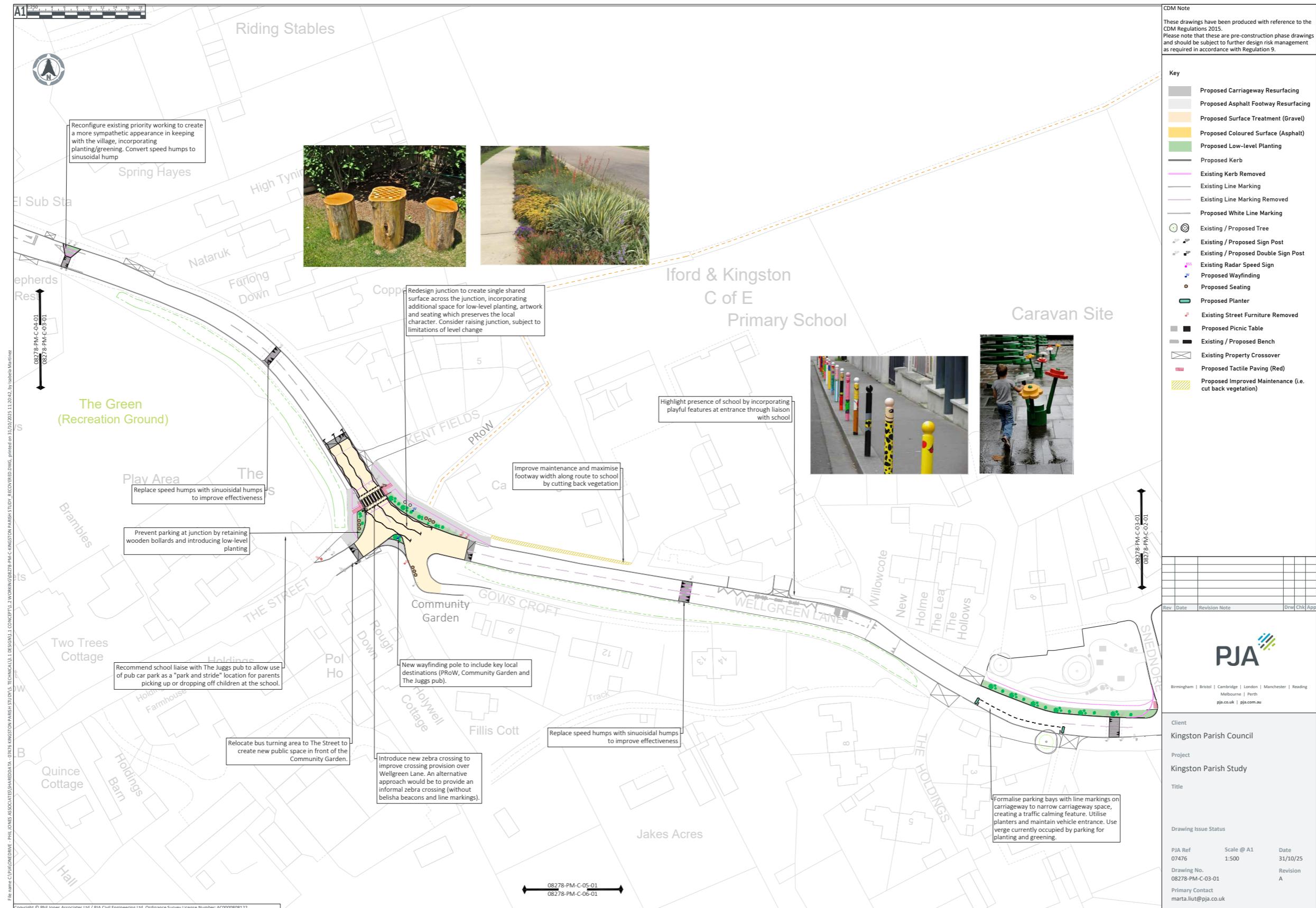
# LAYOUT 1



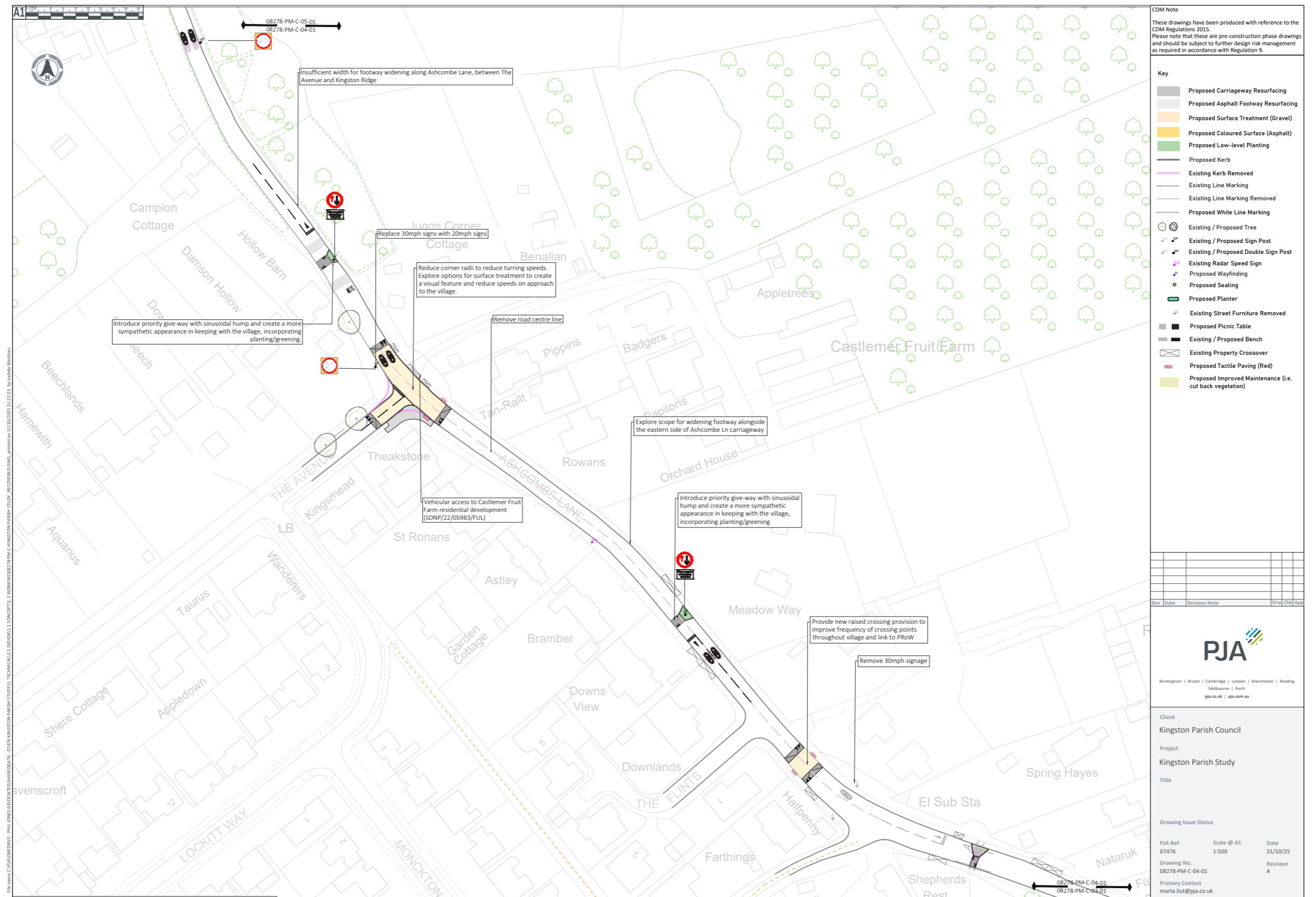
## LAYOUT 2



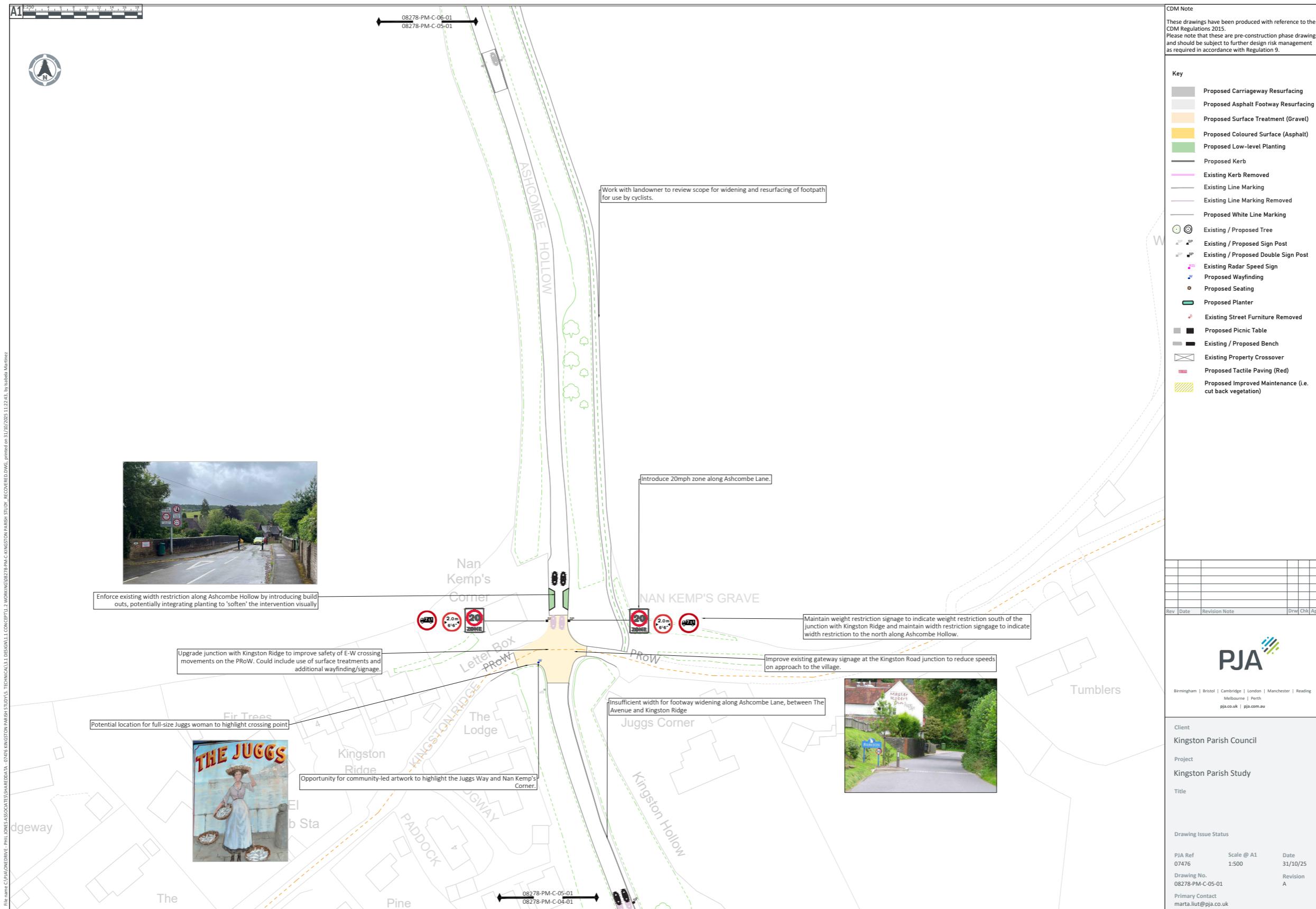
# LAYOUT 3



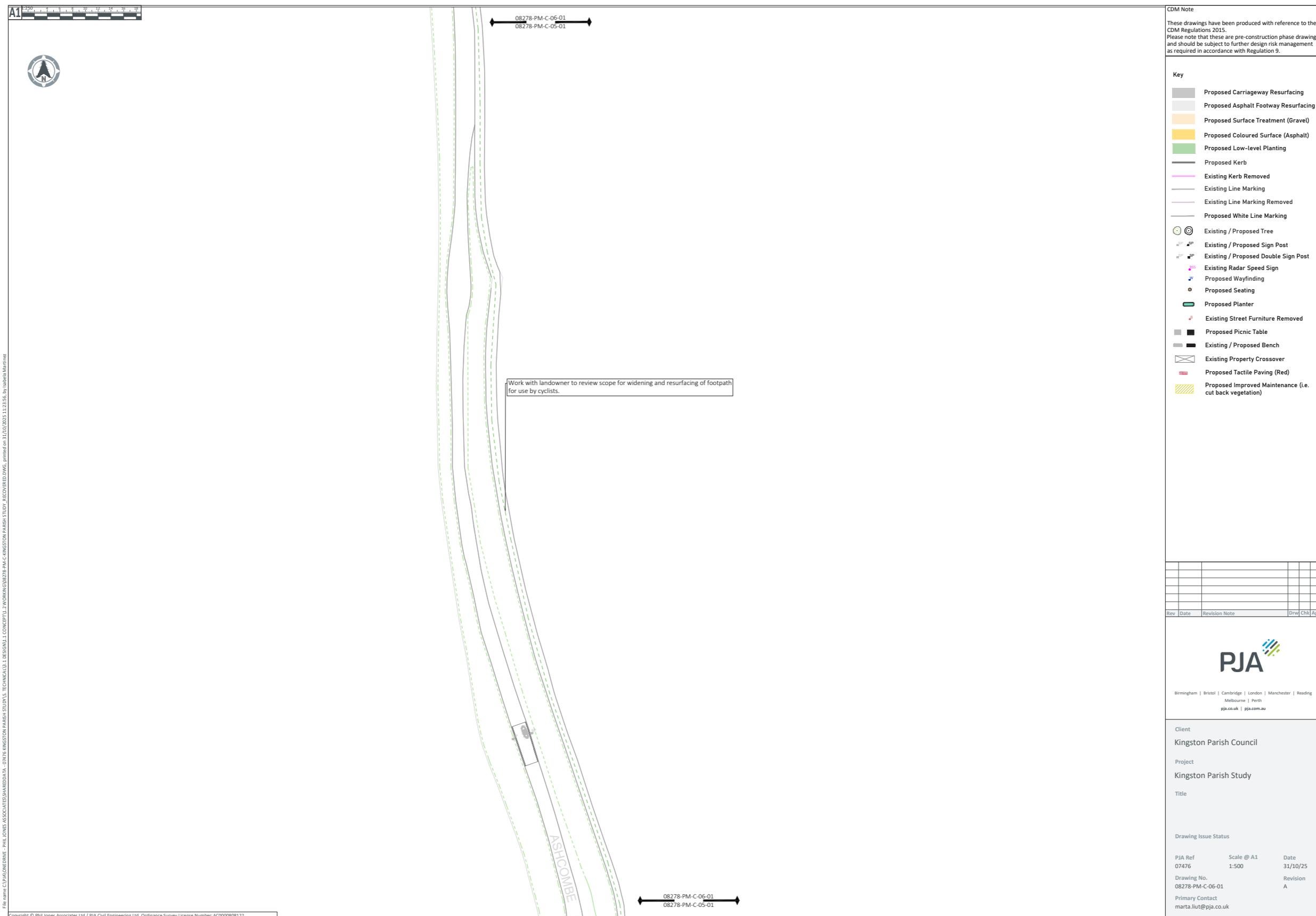
## LAYOUT 4



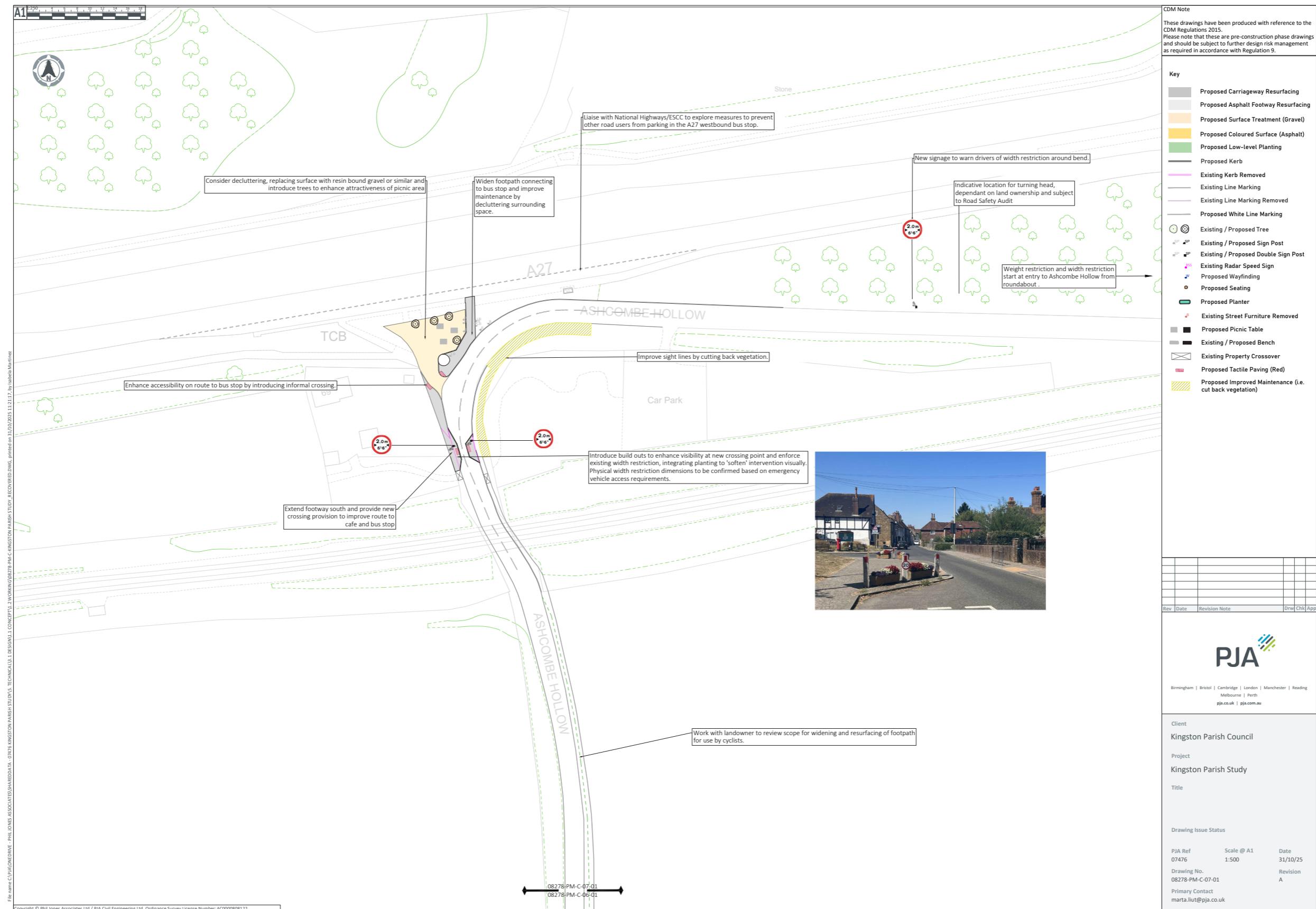
# LAYOUT 5



## LAYOUT 6



# LAYOUT 7



## PHASING PLAN

A high level phasing plan is recommended below. This has been based on discussions with KPC and ensures alignment with the phasing of the suggested improvements for the C7. This phasing plan would first tackle the gateways to the village with a particular focus on reducing traffic volumes and speeds, before commencing with the suggested measures within the village, which are primarily focussed on placemaking and traffic calming.

### Draft Phasing Plan

Phase 1	Phase 2
<ul style="list-style-type: none"><li>- Ashcombe Hollow north</li><li>- The Ridge junction</li><li>- The Avenue junction</li><li>- The C7 junction</li></ul>	<ul style="list-style-type: none"><li>- All measures inside existing 20mph zone, including Juggs junction</li><li>- All other listed measures</li></ul>

## EVALUATION OF STUDY OBJECTIVES

The opposite table provides an evaluation of how each type of intervention identified through this study would contribute to achieving these three key objectives.

Type of intervention	Impact on reducing traffic volumes	Impact on reducing traffic speeds	Impact on creating a better sense of place	Explanation
Footway Widening	Low	Medium	Medium	Footway widening contributes towards lower vehicle speeds by narrowing the carriageway and provides a more comfortable walking environment, leading to higher levels of activity and interaction within the village.
Formalised On-Street Parking	Low	Medium	Medium	On-street parking can contribute towards reducing traffic speeds by reducing the width of the carriageway, forcing drivers to give way. This intervention would also reduce unsightly parking on grass verges, leading to a more organised street environment.
Gateway Signage	Low	Medium	Medium	Gateway signage creates a psychological cue for drivers entering the village, which can lead to modest speed reductions. It also helps define the village boundary and contributes to village identity and a sense of arrival.
Junction Enhancements	Medium	High	High	The proposed junction enhancements reduce turning radii, slowing vehicle movements and improves pedestrian safety through improved crossing provision. These interventions can also discourage rat-running and reinforce the village centre as a pedestrian-priority area.
Vertical Traffic Calming	Medium	High	Low	Measures such as speed humps are effective at reducing speeds, and can discourage through traffic by increasing journey times, however have limited influence on placemaking. Therefore they are best combined with supporting interventions.
Horizontal Traffic Calming	Medium	High	Medium	Priority working can reduce speeds and discourage through-traffic. These measures also offer opportunities for visual enhancements that support placemaking, such as planting.
Public Realm Enhancements (artwork, greening etc)	Low	Medium	High	Planting, seating, and artwork improve the attractiveness and usability of public spaces, encourage community interaction, and can psychologically reduce traffic speeds by creating intrigue for drivers passing through the village.
Wayfinding Signage	Low	Low	Medium	While wayfinding has a limited impact on traffic, it improves legibility and orientation, particularly for visitors, and contributes to a coherent sense of place in the village.
Physical Enforcement of Width Restriction	High	High	Medium	As previously demonstrated, the physical enforcement of the existing width restriction could result in a reduction in traffic of up to ~20%, while also reducing vehicle speeds at the village gateways. This traffic reduction would have a knock-on positive impact on the village environment due to reduced traffic volumes.



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