

Report to	Lead Cabinet Member for Transport and Environment
Date	23 March 2009
Report By	Director of Transport and Environment
Title of Report	Kingston Village Speed Limit and Traffic Calming Proposals
Purpose of Report	To advise the Lead Member of the outcome of a recent public consultation exercise on traffic calming measures in Kingston near Lewes; and to seek approval to progress the scheme through detailed design and construction, subject to all costs being met by Kingston Parish Council.

RECOMMENDATIONS: The Lead Member is recommended to:

- 1. Welcome the initiative of Kingston Parish Council in raising the funding needed to implement this scheme;**
 - 2. Approve the proposals shown on drawing numbers W9000/01/01 Rev A, W9000/01/02 Rev A and W9000/01/03, subject to any minor modifications required at the detailed design stage; and**
 - 3. Authorise the progression of the scheme through detailed design and construction during 2009/10, subject to the cost being met in full by Kingston Parish Council.**
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1. Financial Appraisal

1.1 There are no specific financial implications for the County Council in respect of the implementation of this scheme. A legal agreement is currently being prepared under which Kingston Parish Council will undertake to meet of all of the County Council's costs, including design and supervision fees. The current total estimated cost of the scheme is £120,000, subject to any variations needed at the detailed design stage, and the Parish Council has indicated its willingness to fund up to a total of £150,000 to allow for contingencies.

2. Supporting Information

2.1 The C324 road through the centre of Kingston village is the shortest direct route between the C7 Newhaven to Lewes road and the A27 trunk road, avoiding the need to travel through Lewes on journeys between Newhaven and Brighton. For several years the Parish Council has wanted to see traffic calming through the village, but unfortunately such a scheme has not been a high priority for the County Council.

2.2 The Parish Council now wishes to bring forward a scheme to rationalise the speed limits and introduce traffic calming through the village. It is therefore making arrangements to raise the necessary funding to enable this to go ahead later this year. From the County Council's viewpoint this project has to follow all the normal processes as one of our own schemes, such as design, safety audit, public consultation, and statutory procedures for introducing the lower speed limits. County Council officers are supporting this project by undertaking the engineering design and assisting with the public consultation, but all costs incurred will be met by the Parish Council.

3. Comments/Appraisal

3.1 There are three key elements to this scheme:

- The introduction of a 20mph zone in the centre of the village in the vicinity of Iford and Kingston C of E Primary School. This would be made self-enforcing by means of traffic calming measures, including flat-topped speed tables and speed cushions.
- The extension of the existing 30mph speed limit on the C324 Ashcombe Lane to a point north of Kingston Ridge, to slow southbound traffic before it reaches the village.
- The introduction of a 20mph speed limit in The Street, a cul-de-sac side turning off the C324. This can be achieved without traffic calming as speeds here are already low.

3.2 Public consultation has been undertaken by means of a letter-drop with plans and a questionnaire to all properties in the village, and a public meeting held at the village hall. Over 200 completed questionnaires were returned and the results are summarised at Appendix A. These show significant levels of support, not only for the overall scheme but also for its individual elements. Appendix B contains a summary of the detailed comments received and shows the number of people who made each type of comment.

3.3 As part of the detailed design process the comments received will be carefully scrutinised and any necessary minor amendments will be made to the layout to accommodate concerns that have been raised if appropriate.

3.4 The next steps will be to advertise the draft Traffic Regulation Order for the lower speed limits and the statutory notices for the raised speed tables and speed cushions. Subject to the satisfactory outcome of these processes and the completion of an appropriate legal agreement with the Parish Council regarding the funding of the scheme, it is anticipated that construction will commence in August this year.

4. Environmental Issues

4.1 The proposed lower speed limits should help to reduce the adverse impact of through traffic in the village and thereby improve the environment for residents.

5. Conclusion and Reason for Recommendation

5.1 The initiative of Kingston Parish Council in raising the necessary funding is welcomed. It will enable a worthwhile scheme to go ahead that would otherwise continue to be a relatively low priority for the County Council in comparison with the many other requests for traffic calming throughout the County. It is therefore recommended that the scheme should be approved and implemented, subject to the satisfactory outcome of the necessary statutory procedures.

RUPERT CLUBB

Director of Transport and Environment

13 March 2009

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Local Member: Councillor Rogers

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BACKGROUND DOCUMENTS

None

Questionnaire Responses

APPENDIX A

Numbers in brackets are the percentage of the 228 questionnaires returned.

	Yes	No	Don't Know
1. Do you believe there is a need to slow traffic in the village?	213 (93.4%)	11 (4.8%)	2 (0.9%)
2. Do you believe improvements for pedestrians are needed?	168 (73.7%)	50 (21.9%)	5 (2.2%)
3. Are you generally in favour of the proposals for the village?	179 (78.5%)	37 (16.2%)	3 (1.3%)

4. How strongly do you support the proposals to introduce the following traffic calming measures?

	<i>strongly support</i>	<i>support</i>	<i>oppose</i>	<i>strongly oppose</i>	<i>don't know</i>
The extension of the 30mph speed limit on Ashcombe Lane to its new location, north of Kingston Ridge	181 (79.4%)	40 (17.5%)	4 (1.8%)	2 (0.9%)	0 (0.0%)
Provision of a flat-topped road hump at the junction with The Street to assist the school crossing patrol	144 (63.2%)	34 (14.9%)	15 (6.6%)	28 (12.3%)	5 (2.2%)
The provision of 20mph zone outside the school, from The Flints to Snednore	165 (72.4%)	44 (19.3%)	9 (3.9%)	7 (3.1%)	1 (0.4%)
The provision of a 20mph limit in The Street	145 (63.6%)	59 (25.9%)	7 (3.1%)	7 (3.1%)	8 (3.5%)

Appendix B - Summary of detailed comments

Response	No. received
Parking Restrictions	
Wants parking restrictions outside school	19
Wants parking restrictions in The Street	4
Wants parking restrictions for verges and footways	3
Wants parking restrictions in The Avenue	1
Signs	
Wants a VAS sign	10
Does not want more road signs	7
Thinks speed reduction signs should be enough	2
Speed Limits	
Extend the 30mph limit to the A27	20
Agrees the 20mph zone is needed	13
Extend the 40mph limit on the C7	8
Thinks the 20 mph zone is unnecessary	2
Speed Humps	
Believes speed cushions/humps are unnecessary	19
Has issues with the type of road hump	5
Thinks speed humps/cushions alone are sufficient	5
Concern about discomfort for people with medical problems	5
Believes road humps will cause damage to vehicles	3
Wants more speed humps	2
Believes the speed humps are too close together	2
Crossings	
Wants a crossing at Kingston Ridge	6
Wants a crossing from footpath to bus stop on A27	5
Wants a crossing at The Avenue	2
Wants a crossing near the school	2
Other Concerns	
Concerns with narrowing priority	20
Believes traffic calming will cause traffic to build up	18
Concern that the village is used as a rat run	14
Concern about noise and air pollution	11
Concern about absence of enforcement	8
Wants widening of pavements	7
Concern about verge erosion	7
Wants a stricter vehicle width restriction	7
Wants to see limit enforced with speed cameras	6
Concern about delays for emergency services	5
Concern that features will spoil the appearance of the village	5
Wants additional traffic calming measures	4
Supports scheme on assumption there is no street lighting	3
Wants street lighting introduced	3
Concern over existing volume and speed of traffic	1