

## **Kingston Transport Steering Group**

### **Transport Proposals Exhibition**

## **How Did we Get Here?**

1. KPC records show that the village has experienced problems with traffic volumes, speed and vehicle size since the opening of the Lewes Southern Bypass in December 1977. Inevitably, it was realised that the C324 and C7 provided a quick link, first to the Southern Bypass and later to the Brighton Bypass and onwards to the A23/M23.
2. Unfortunately no measures were taken at that time to counter the formation of this 'ratrun' from which the village suffers to this day!
3. Representations have been made by the Council to ESCC which, eventually, resulted in the present width restriction and weight limit signage at Ashcombe Hollow/Ashcombe Lane. In neither case were enforcement measures implemented, and, as witnessed by the continuing number of complaints received by the council and their ongoing representations to ESCC, the effects of the signage have been negligible,
4. Due to the ongoing traffic situation a Steering Committee was established in the 1990's to justify the case for traffic calming measures. This resulted in 1996 in the submission to ESCC of a Proposal for Traffic Calming. The latter, after dogged work by then Steering Committee and the provision of substantial funds by KPC, resulted in the installation of the present traffic calming measures that were completed in 2010. **CLEARLY A GREAT DEAL OF PATIENCE AND PERSEVERANCE IS REQUIRED TO GET ANYTHING DONE!**
5. Due to limited funds, the traffic calming measures were limited to the central part of the village and were always perceived as being Phase 1 works. These measures did achieve reduced speeds in the areas of the school and the junction with the street but had no effect on either traffic volumes or vehicle sizes. Neither did they affect vehicle speeds beyond this central area.
6. Which brings us to the present, where after continuing complaints about traffic, a new Traffic Steering Group was established in 2021. Initially efforts were made to get ESCC to install measures to control traffic size and volume along the Ashcombe Hollow/The Ridge section of the C324. These were unsuccessful.
7. A moveable vehicle activated speed sign (MVAS) was purchased to try to influence driver speed through visual signing and also to provide data on both the speed and volume of traffic passing through the village. While uncorroborated data from the MVAS was not acceptable to ESCC, subsequent monitoring by ANPR cameras confirmed the figures to be accurate. The numbers obtained from the MVAS gave encouragement to the Group to press on with establishing a case for Phase 2 Traffic Calming Measures.
8. It became obvious to the Group that in order to influence ESCC it would be necessary to present a coherent case for measures that would take into account of the effects of traffic on the whole of the village, from the C7 junction through to the burger van section of Ashcombe Hollow.
9. In 2024/2025, with the benefit of money from the Saxondown Easement, PJA Consultants were commissioned to produce the present report providing containing recommendations aimed at:
10. Reducing the volume of traffic passing through the village.
11. Reduce the speed of this traffic, and
12. Create a safer and healthier environment for residents, pedestrians and cyclists, encourage more active travel and make Kingston a better place to live.