

Beacon Parishes Traffic Study – Phase 1

Site: Beacon Parishes
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1.0 Introduction

- 1.1 Motion has been instructed by the Beacon Parishes Traffic Group (BPTG) to conduct a traffic study within the Beacon Parishes area, to enable the BPTG to develop proposals to address local traffic issues.
- 1.2 Traffic issues in the Beacon villages are a high-profile local concern for the majority of residents and the BPTG has been formed to implement the transport related policies in The Ditchling, Streat and Westmeston Neighbourhood Plan (the NP).
- 1.3 The primary focus of this study is the B2112 through the centre of Ditchling. It is aligned north-south through Ditchling along High Street and South Street. It is understood that this is the busiest route with the greatest volume of traffic and is used as a route between the Haywards Heath / Burgess Hill areas and Brighton / surrounding areas. The report also considers other traffic issues within the Beacon Parishes, including Spatham Lane, Streat Lane, Beacon Road, the B2116 Lewes Road/West Street and Underhill Lane. The extent of the traffic study is indicated by the red dashed line in the location plan at figure 1 below.

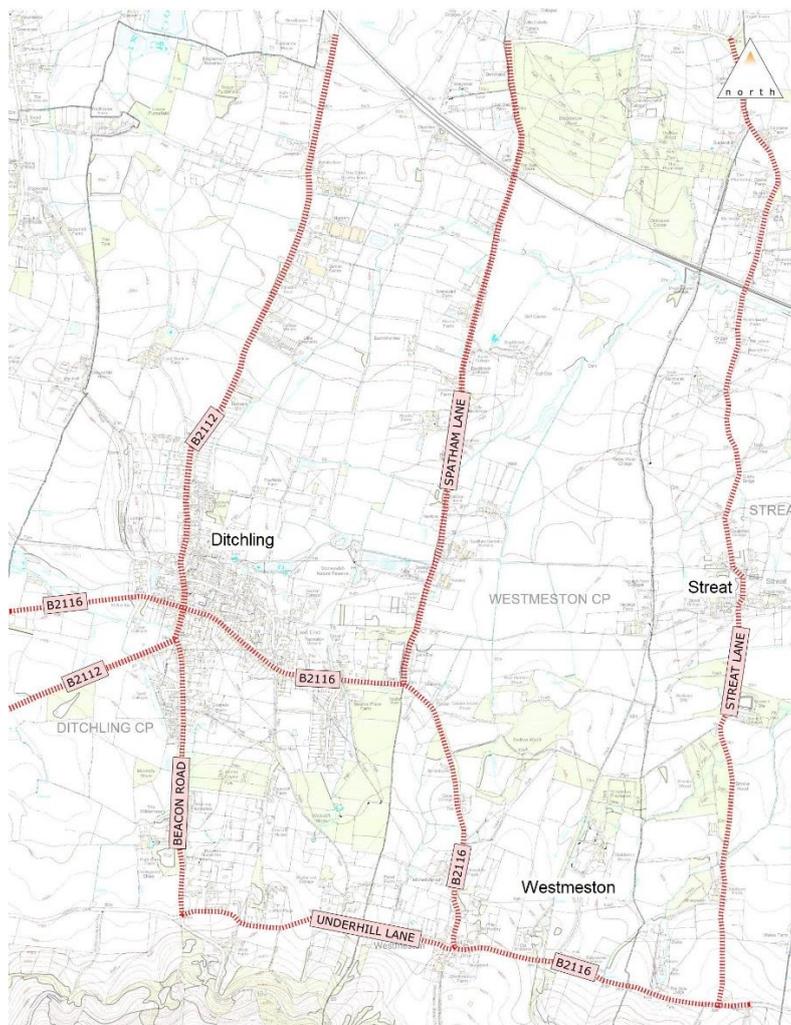


Figure 1 – Location Plan

- 1.4 The traffic study consists of two phases. This report summarises the first phase of work, which consists of (i) obtaining automated survey count (ATC) and classified turning count (CTC) data in order to assess the current conditions in terms of traffic volumes / speeds and levels of usage by non-motorised users, (ii) obtaining collision data for the study area, (iii) a site visit; and (iv) providing initial recommendations for traffic calming options or other highway improvement measure as appropriate.
- 1.5 It is intended that this phase one report will form a briefing note to aid discussions with the BPTG which will lead into the second phase of work. As part of phase two, it is anticipated that the preferred traffic calming options will be developed into a technical report with highway layout drawings and cost estimates for each option. It is intended that this will then be used to progress discussions with East Sussex County Council Highways Team and other local stakeholders.
- 1.6 It is understood that previous work has been carried out to assess the traffic issues in the Beacon Parishes area. In 2008/2009 the Ditchling 'Local Area Transport Strategy' (LATS) was a jointly funded study produced by ESCC and Ditchling Parish Council. However, none of its recommendations were implemented and ESCC now considers the survey data to be out of date.
- 1.7 The Ditchling, Streat and Westmeston Neighbourhood Plan (the NP), was adopted in 2018 and includes transport land-use policies comprising (i) provision of a new car park on Keymer Road (TRANS 1) and (ii) traffic calming related to applications for housing developments (encouragement for applications to be accompanied by appropriate transport infrastructure improvements, e.g. footways and pedestrian crossings, cycle routes and bus stop improvements (TRANS 2).
- 1.8 The NP also includes aspirational policies including (i) establish joint working party with ESCC for design and funding to improve traffic conditions in the Beacon parishes (TRANS 3), (ii) seek special traffic zoning and recognition for the Beacon parishes (TRANS 4), (iii) prepare detailed traffic and parking plan (TRANS 5), (iv) discourage through traffic (TRANS 6), (v) Reduce speed and improve pedestrian safety (TRANS 7), (vi) protect countryside roads from the effects of traffic (TRANS 8), (vii) improve pedestrian environment in Ditchling High Street (TRANS 9), (viii) improve local bus services (TRANS 10), and (ix) provide for pedestrians, horse riders and cyclists (TRANS 11).
- 1.9 The Beacon Parishes Traffic Group has summarised the major concerns as:
- ▶ *"Safety - Pedestrians, cyclists, horse-riders, cars and lorries all share roads built decades, if not centuries, ago."*
 - ▶ *"The increasing volume of traffic - There are now many more cars and lorries, and they travel faster; traffic in Ditchling is affected by the A23 and increasing residential development nearby in West Sussex."*

And lists the priorities as:

- ▶ *"B2112, Ditchling High Street and South Street - Tailbacks and congestion will continue to increase as residential developments are completed to the north of Ditchling in Burgess Hill, Wivelsfield and Haywards Heath. Traffic calming measures are needed to reduce speed and to make these roads safer for horse-riders, cyclists and pedestrians."*
- ▶ *"Spatham Lane - There have been many accidents and near misses in this well-used lane. We are asking East Sussex County Council (ESCC) for a 40mph speed limit. In the longer term, we want to see traffic calming measures to make the lane safer for horse-riders, cyclists and pedestrians."*
- ▶ *"Beacon Road - Beacon Road is an important north-south route to and from Brighton and is much used by horse-riders and by cyclists. We need traffic calming measures to reduce vehicle speeds and to make these roads safer for everyone."*

2.0 Methodology

- 2.1 To complete phase one of the traffic study, the following data has been obtained and reviewed in conjunction with the concerns raised by the BPTG.

Automatic Traffic Count Data

- 2.2 Automatic traffic count (ATC) data has been obtained at 12 locations throughout the study area for the period 2nd to the 8th of May 2022. The survey captured details of traffic speeds and flows at Spatham Lane (3 locations), Underhill Lane, Streat Lane, the B2112 (4 locations), the B2116 (2 locations) and Beacon Road. The ATC locations are shown on Motion drawings 1808025-06 and the full ATC survey results are appended to this report.

Classified Turning Count Data

- 2.3 Classified turning count (CTC) data was obtained at 2 locations, on Wednesday 4th May and Saturday 7th May 2022. The survey captured turning movements, queuing lengths and details of vehicle type and details of non-motorised road users at (1) Spatham Lane (near to the Mid-Sussex Golf Club entrance) and (2) the mini roundabout at the centre of Ditchling. The CTC locations are shown on Motion drawing 1808025-06 and the full CTC survey results are appended to this report.

Collision data

- 2.4 Collision data has been obtained from the Sussex Safer Roads Partnership. The data covers the five-year period from 1st May 2017 to 30th April 2022 and covers the extent of highway as indicated by the red dashed line on Motion drawing 1808025-05.
- 2.5 The data includes details of each collision such as date, time and weather conditions; the types of vehicles / road users involved, the manoeuvres being carried out and the severity of casualties. Sussex Police advise that the data in the report is provided for analysis; however, some of the data is subjective and therefore not intended for general release. Therefore, only the collision location data has been reproduced, and is included on Motion drawing 1808025-05.
- 2.6 The data shows that 21 collisions were recorded in the study area during the five-year period. Two of those collisions resulted in a fatality; both incidents occurred during hours of darkness and involved a single vehicle losing control at a bend on the B2112, located to the north of Ditchling. Out of the remaining 19 collisions, five resulted in serious injuries and 14 resulted in slight injuries.
- 2.7 There were eight collisions involving vulnerable road users; five of which were cyclists, two were pedestrians and one collision involving an equestrian.
- 2.8 In addition to the collision data above, reports of recent fatalities have been provided by local stakeholders. These include (i) a collision involving a single vehicle colliding with a tree on the B2116 Keymer Road on the 20th of October 2021, this collision occurred to the west of Ditchling (outside of the collision data study area); and (ii) a pedestrian being struck by a vehicle on the B2112 New Road (between Ditchling and Clayton) in the early hours of the 3rd of July 2022, due to the recency of this collision the details are not yet captured in the available collision data.

Site visit

- 2.9 A site visit was carried out on 20th July 2022 between the hours of 1:45pm and 4:15pm, when the weather was fine and road surfaces were dry. The site visit covered the full study area and consisted of a visual assessment of the existing highway arrangement and features, traffic conditions and road user types.

3.0 The B2112 (High St, North End, Common Ln, South St, Clayton Rd)

Existing Highway Arrangements – B2112

- 3.1 The B2112 is a two-way single carriageway road which passes through the centre of Ditchling on a north to south alignment. It extends northwards through Wivelsfield to Haywards Heath; to the south of Ditchling it joins the A273 at Clayton, which in turn connects with the strategic road network via the A23.
- 3.2 The northern approach to Ditchling (B2112 Common Lane) is subject to the national 60mph speed limit which reduces to 40mph approximately 1.5 kilometres to the north of the village centre (North End), and then reduces to 30mph approximately 750 metres to the north of the village centre (North End leading into High Street). There are a number of existing traffic calming features along this section, including a slight carriageway narrowing and several priority kerbed build-outs (giving priority to northbound traffic). On the immediate approach to the village centre a series of informal pinch-points are formed by a combination of varying road widths and on-street car parking; requiring drivers in opposing directions to give way to one another. The B2112 to the north of the mini roundabout forms part of a bus route through the village.
- 3.3 On the southwestern approach to Ditchling, the B2112 New Road is subject to the national 60mph speed limit; this section of road consists of a long straight which leads into Clayton Road where the speed limit reduces to 30mph (approximately 400 metres southwest of the village centre). Clayton Road extends up to the junction with Beacon Road; this section is lit and has residential dwellings on the southern side but does not have any footway provision. It is noted that there is a public right of way heading northwards from the carriageway at the south-western end of Clayton Road. To the north of the B2112 / Beacon Road junction, the B2112 continues as South Street into the village centre.
- 3.4 This south-western approach through New Road, Clayton Road and South Street does not have any formal traffic calming; however, on-street parking on the eastern side of the South Street (to the south of the mini roundabout) requires drivers to give way to one another at that location.
- 3.5 There are footways and street lighting on the sections through the centre of the village where the B2112 forms a four-arm mini-roundabout junction with the B2116. To the south, a footway extends on the eastern side of the B2112 into Beacon Road; to the north, a footway extends on the eastern side of the B2112 approximately 1.3 kilometres into South View.
- 3.6 Goods vehicles greater than 7.5 tonnes are banned from using the B2112 (except for access), from the junction with the A273 in the south up to the mini-roundabout, and from the mini-roundabout up to the Folders Lane roundabout in the north.
- 3.7 ESCC recently carried out a Lewes Parking Review informal consultation between 13th May and 3rd June 2022. Part of the parking review includes a proposal to remove two on-street parking bays, located on High Street, Ditchling (opposite Church Lane and East End respectively). The outcome of this review is not yet known.

Collision Data – (i) B2112 60mph section north of Ditchling

- 3.8 The collision data shows that there were six collisions within the 60mph section of the B2112 to the north of Ditchling (i.e. to the north of the 30mph / 40mph speed limit change).
- 3.9 As stated above, two of those collisions resulted in a fatality; both incidents occurred during hours of darkness and involved a single vehicle losing control at a bend on the B2112. One of these collisions also resulted in serious injuries to two other casualties that were travelling in the same car. A further collision is recorded at the same location which involved a nose to tail shunt, resulting in slight injuries to three casualties.
- 3.10 There are records of another three collisions spread out along this section of the B2112, all involving vehicle collisions. One resulted in serious injuries to two casualties and slight injuries to one casualty; the other two collisions resulted in slight injuries.

Collision Data – (ii) B2112 30mph section through Ditchling

- 3.11 The data shows that there were four collisions within the 30mph section of the B2112 in Ditchling. Two of the collisions occurred in the vicinity of the kerbed buildouts to the north of the village. One of these involved a car colliding with a cyclist whilst overtaking. The other involved a nose to tail shunt between two cars.
- 3.12 The third collision involved two cars colliding at the mini roundabout in the centre of Ditchling. The fourth collision occurred at the junction of South Street and Beacon Road and involved a single vehicle travelling northwards on Beacon Road and failing to slow down at the junction give way line, it then collided with the opposite wall.
- 3.13 All four collisions occurred during daylight, when weather conditions were fine and road surfaces were dry.

ATC Data – ATC 12 - B2112 60mph section north of Ditchling

- 3.14 The ATC results for location 12 (near to Notcutts Garden centre) indicate that the 85th percentile traffic speeds are below the posted 60mph speed limit, with observed 85th percentile speeds of 49.4mph in the northbound direction and 47.5mph in the southbound direction. The results show that less than 2% of vehicles exceeded the 60mph speed limit.
- 3.15 The average daily traffic flow in the northerly direction was 3,795 vehicles, with an average hourly peak of 303 vehicles between 4 and 5pm. The average daily traffic flow in the southerly direction was 3,505, with an average hourly peak of 298 vehicles between 11am and 12pm.

Direction	Average Speed	85 th Percentile Speed	Average daily traffic flow	Average hourly peak traffic flow
Northbound	40.3mph	49.4mph	3,795	303
Southbound	37.4mph	47.5mph	3,505	298

Table 1 – Summary of ATC 12 - B2112 Common Lane (60mph section near Notcutts)

ATC Data - ATC 6 – B2112 30mph section (north of Ditchling, near the kerbed buildouts)

- 3.16 At this location the observed 85th percentile speeds of 34.8mph in the northbound direction and 33.2mph in the southbound direction. The results show that in the northbound direction, more than 50% of vehicles exceeded the 30mph speed limit. In the southbound direction 37% of vehicles exceeded the 30mph speed limit.
- 3.17 The ATC survey data shows that at this location on the B2112, in the northerly direction the average daily traffic flow was 3,491 vehicles, with an average hourly peak of 271 vehicles between 7 and 8am. The average daily traffic flow in the southerly direction was 3,174, with an average hourly peak of 286 vehicles between 4 and 5pm.

Direction	Average Speed	85 th Percentile Speed	Average daily traffic flow	Average hourly peak traffic flow
Northbound	30.5mph	34.8mph	3,491	271
Southbound	28.3mph	33.2mph	3,174	286

Table 2 – Summary of ATC 6 results - B2112 North End (30mph section north of Dumbrells Court Lane)

ATC Data - ATC 7 – B2112 30mph section (north of Ditchling mini roundabout)

- 3.18 At this location the observed 85th percentile speeds were 23.3mph in the northbound direction and 20.4mph in the southbound direction. The results show that less than 1% of vehicles exceeded the 30mph speed limit.
- 3.19 The ATC survey data shows that at this location on the B2112, in the northerly direction the average daily traffic flow was 3,443 vehicles, with an average hourly peak of 277 vehicles between 7 and 8am. The average daily traffic flow in the southerly direction was 3,358, with an average hourly peak of 294 vehicles between 4 and 5pm.

Direction	Average Speed	85 th Percentile Speed	Average daily traffic flow	Average hourly peak traffic flow
Northbound	18.0mph	23.3mph	3,443	277
Southbound	15.2mph	20.4mph	3,358	294

Table 3 – Summary of ATC 7 results - B2112 North End (30mph section near Boddingtons Lane)

ATC Data - ATC 9 – (iv) B2112 30mph section (south of Ditchling mini roundabout)

- 3.20 At this location the observed 85th percentile speed is 24.3mph in the northbound direction and 25.3mph in the southbound direction. The results show that just over 2% of vehicles exceeded the 30mph speed limit.
- 3.21 The ATC survey data shows that at this location on the B2112, in the northerly direction the average daily traffic flow was 4,053 vehicles, with an average hourly peak of 317 vehicles between 8 and 9am. The average daily traffic flow in the southerly direction was 3,877, with an average hourly peak of 390 vehicles between 4 and 5pm.

Direction	Average Speed	85 th Percentile Speed	Average daily traffic flow	Average hourly peak traffic flow
Northbound	19.6mph	24.3mph	4,053	317
Southbound	20.4mph	25.3mph	3,877	390

Table 4 – Summary of ATC 9 results - B2112 South Street

- 3.22 Whilst ATC has not been collected on the Clayton Road 30mph section of the B2112, the local Speedwatch group has provided anecdotal reports that northbound vehicles are frequently observed continuing at excessive speeds through the Clayton Road 30mph speed limit change, towards the bend at the Beacon Road junction, where traffic queues often form into the village centre. Similarly, southbound vehicles exiting the village have been observed accelerating immediately after passing the bend at the Beacon Road junction, through the straight section of Clayton Road, towards the 60mph New Road speed limit change.

CTC – B2112 / B2116 Mini Roundabout

- 3.23 The classified turning count data survey carried out at the mini roundabout in the centre of Ditchling recorded (i) the queue length on each arm at 5-minute snapshots, and (ii) the maximum queue length observed during each 5-minute window. This data shows that in most instances, traffic queues were forming on all arms during every 5-minute period throughout the day; however, each time a queue formed, it returned to zero length by the end of that 5-minute period. This shows that queues were regularly forming but quickly dispersing to zero throughout the day, indicating that vehicles passing through the junction were not delayed by any significant amount of time.
- 3.24 The maximum queue length observed was 23 vehicles on the northern B2112 arm during the weekday afternoon between 17:35 and 17:40. The eastern B2116 arm had the second longest maximum queue of 19 vehicles observed during the afternoon between 15:10 and 15:15.
- 3.25 The southern B2112 arm and western B2116 arm both had a maximum observed queue of 9 vehicles during the afternoon. These occur between 16:15 and 16:20, and again between 17:30 and 17:35 on the southern arm and between 17:20 and 17:25 on the western arm. The maximum queues observed during the Saturday survey were lower on each arm than the weekday survey.
- 3.26 The CTC data also captured the movements of vulnerable road users including cyclists, pedestrians and equestrians. The survey shows that during the weekday morning survey (7am to 10am) a total of 225 pedestrians and 36 cyclists passed through the junction (no equestrians were observed); during the weekday afternoon survey (2:30pm to 6pm) a total of 344 pedestrians, 33 cyclists and two equestrians passed through the junction. The number of pedestrians and cyclists increased significantly during the Saturday survey (11am to 2pm), when 595 pedestrians and 215 cyclists passed through the junction.

Road user type	Weekday morning	Weekday afternoon	Saturday	Total
Pedestrians	225	344	595	1194
Cyclists	36	33	215	284
Equestrians	0	2	0	2

Table 5 – Numbers of pedestrians, cyclists and equestrians passing through the mini roundabout junction

- 3.27 The survey also captured pedestrians crossing at each arm of the junction. The results show that the northern B2112 arm was the busiest in terms of pedestrians crossing, with 93 pedestrians crossing during the weekday morning survey, 94 during the weekday afternoon and 133 during the Saturday survey. The western B2112 arm had the fewest pedestrians crossing with 4, 3 and 56 during the weekday morning, afternoon and Saturday surveys respectively.

Arm	Weekday morning	Weekday afternoon	Saturday	Total
Northern (B2112)	93	94	133	320
Western (B2116)	4	3	56	63
Southern (B2112)	42	72	159	273
Eastern (B2116)	46	39	85	170

Table 6 – Number of pedestrians crossing at each arm of mini roundabout junction

Discussion and recommendations

- 3.28 It is noted that the two fatalities that occurred on the 60mph section of the B2112 to the north of Ditchling, both occurred at the same location during hours of darkness. Traffic speeds on this section of road are generally within the 60mph limit; however, there is no street lighting, and the road has a slight bend with no roadside reflective bollards, which may affect the ease with which drivers are able to perceive the alignment of the road ahead during hours of darkness. The installation of reflective bollards at this location (similar to those seen elsewhere on the surrounding road network) would provide an enhancement.
- 3.29 The recorded average daily traffic flows of between 3,000 and 4,000 along the B2112 confirm the BPTG's view that this is the busiest route in the area, at approximately double the flows recorded for the east to west B2116 route, and approximately three to four times greater than the traffic flows on Spatham Lane. The majority of traffic on the B2112 route consists of cars and light vans at approximately 91%, motorcycles and pedal cycles make up around 3% of traffic volume and larger vehicles make up approximately 6% of traffic.
- 3.30 ATC 6 shows that traffic speeds to the north of the kerbed build-outs are high, with a significant proportion of vehicles exceeding the 30mph speed limit. Whereas ATCs 7 and 9 show that traffic speeds closer to the village centre are lower than the 30mph limit.
- 3.31 It is noted that in previous the consultation, some of the concerns raised by residents/stakeholders regarding the B2112 centre around the general volume of traffic (and volume of HGVs), speed of traffic, congestion, difficulty in crossing the road, vehicles mounting the footways and the narrow width of footways.
- 3.32 It is likely that the varying road width and on-street car parking near the village centre has the effect of controlling traffic speeds; however, from a pedestrian's perspective this may also give the impression that drivers are more focussed on negotiating their way through the informal pinch-points to make progress against the flow of oncoming traffic, rather than giving priority to pedestrians attempting to cross the road.
- 3.33 If on-street parking were to be removed from the B2112, its informal speed controlling affect may also be lost; however, if this were to be replaced with other traffic calming elements, it may result in an overall improvement to the High Street / South Street environment. The removal of on-street parking combined with other forms of traffic calming may result in a smoother traffic flow, and drivers that will more readily accommodate pedestrians crossing the road.

- 3.34 Traffic calming on High Street / South Street could consist of reducing the width of the wider sections of road down to a width that permits two way traffic at low speeds. Localised footway widening at those locations could then be implemented; this may also be supplemented with additional traffic calming measures such as speed cushions.
- 3.35 It is acknowledged that the removal of on-street parking may be contentious with local businesses and residents. However, the proposed car park in Keymer Road (NP policy TRANS1) will provide some mitigation of this.
- 3.36 Other measures that could be considered at the centre of Ditchling village include:
- ▶ Replacing the mini-roundabout with a signalised junction which would regulate the traffic flows whilst enabling pedestrian crossing facilities to be provided; this could include an 'all red' phase allowing pedestrian movements across all arms of the B2112 / B2116 junction simultaneously. Signalisation may be viewed as over-engineering or 'urbanisation' of the village centre, detracting from the rural character, so these benefits would need to be balanced against this.
 - ▶ A new 20mph speed limit through High Street and South Street, reinforced with block paved raised tables / ramps on the approach to the B2112 / B2116 junction which could also act informal pedestrian crossing locations.
- 3.37 At the northern section of North End, where higher vehicle speeds were recorded, simple measures could be implemented such as a vehicle activated sign (most effective when rotated between different locations), a conspicuous village gateway feature or removal of the carriageway centreline, which may encourage better adherence to the 30mph limit at this location.
- 3.38 At the Clayton Road section, where there are anecdotal reports of excessive vehicle speeds on the northwest bound approach to the village, it is considered that drivers entering the village may not perceive an immediate change in the nature of the road from that of a fast rural road, to a lower speed village street, due to the combination of a long straight road alignment and the residential properties at this location being set well back from the road and hidden by vegetation. Therefore, measures to emphasize the entrance to the village in the form of a conspicuous village gateway would be beneficial in encouraging greater compliance with the 30mph speed limit. It is likely that additional features may also be appropriate at this location which could include (i) 'count down' dragons teeth markings on the approach to the change in speed limit, (ii) a carriageway narrowing with coloured surfacing and 30mph roundel marking on the carriageway at the speed limit change and (iii) additional road narrowing's or priority buildouts within the 30mph Clayton Road section. These features would reinforce the existing triangular 'bend / reduce speed now' warning sign on Clayton Road. The vehicle activated sign referred to above for the northern approach could periodically be placed on Clayton Road as part of a rotation schedule.
- 3.39 It is understood that pedestrians often cross the B2112 at the southwestern end of Clayton Road, between a grass verge footway on the southern side of the road and a public right of way which is accessed on the northern side of the road. It would therefore be beneficial to provide a dropped kerb crossing point, and if feasible, a pedestrian refuge island on Clayton Road to facilitate pedestrians crossing at this location. The provision of these features would reinforce the village gateway transition for drivers entering the village from New Road.
- 3.40 It is noted that in general, the village does not have standard dropped kerbs at crossing points with tactile paving, suitable for mobility impaired pedestrians. It may be considered an improvement to install these features at appropriate locations throughout the village; however, as referred to above, this may be viewed as introducing unnecessary highway engineering which the Parish Council may prefer to avoid.

4.0 B2116 (Keymer Road, West Street, Lewes Road)

Existing Highway Arrangements – B2116

- 4.1 The B2116 is a two-way single carriageway road which passes through the centre of Ditchling on an east to west alignment. It extends westwards to Keymer and Hassocks, and eastwards through Westmeston and Plumpton to join the A275 to the north of Lewes.
- 4.2 On the western approach to Ditchling the B2116 is subject to the national 60mph speed limit; this reduces to 30mph approximately 200 metres west of the village centre. On the eastern side of the mini-roundabout there is a 20mph section approximately 430 metres in length, which includes speed cushions and kerbed priority build-outs (giving priority to eastbound traffic). To the east of Ditchling the road increases in stages through 30mph, 40mph and 60mph speed limits. The section through Westmeston is subject to the 60mph national speed limit.
- 4.3 There are footways and street lighting on the sections through the centre of the village. The B2116 forms part of a bus route with bus stops on either side of the mini roundabout junction.

Collision Data

- 4.4 The collision data shows that there was one collision at the B2112 / B2116 mini roundabout (referred to in section 3 above). This was a T-bone collision involving two vehicles which resulted in slight injuries to two casualties; it occurred during hours of darkness on a wet/damp road.
- 4.5 Further east on the B2116 a collision occurred within the 60mph national speed limit section between Ditchling and Westmeston. It involved a head on collision between two cars during daylight hours, resulting in serious injuries to one casualty and slight injuries to two casualties.
- 4.6 A third collision occurred on the B2116 80 metres to the west of the Junction with Streat Lane. It involved two cars colliding off-side to off-side during hours of darkness, resulting in slight injuries to two casualties.

ATC Data - ATC 11 – B2116 Lewes Road

- 4.7 At this ATC location the observed 85th percentile speed is 31.2mph in the westbound direction and 30.0mph in the eastbound direction. The results show that more than 80% of vehicles exceeded the 20mph speed limit; however, it should be noted that the ATC was located very close to the change from 20mph to 30mph, which is likely to account for the apparent high speeds at this location. Notwithstanding this, the results could be indicative of an issue with vehicles entering the 20mph section at higher speeds.
- 4.8 The ATC survey data shows that at this location on the B2116 Lewes Road, in the westerly direction the average daily traffic flow was 1,617 vehicles, with an average hourly peak of 167 vehicles between 4 and 5pm. The average daily traffic flow in the southerly direction was 1,621, with an average hourly peak of 146 vehicles between 8 and 9am.

Direction	Average Speed	85 th Percentile Speed	Average daily traffic flow	Average hourly peak traffic flow
Westbound	25.2mph	31.2mph	1617	167
Eastbound	24.9mph	30.0mph	1621	146

Table 7 – Summary of ATC 11 results – B2116 Lewes Road (at 20mph to 30mph speed limit change)

ATC Data - ATC 8 – Keymer Road / West Street (west of mini roundabout)

- 4.9 The observed 85th percentile speeds at this ATC location are 34.9mph in the westbound direction and 33.7mph in the eastbound direction. The results show that 41% of vehicles exceeded the 30mph speed limit; however, it should be noted that the ATC was located very close to the change from 60mph to 30mph, which is likely to account for the apparent high speeds at this location. Notwithstanding this, the results could be indicative of an issue with vehicles entering West Street at higher speeds.

- 4.10 The ATC survey data shows that at this location on Keymer Road, in the westerly direction the average daily traffic flow was 1,427 vehicles, with an average hourly peak of 129 vehicles between 4 and 5pm. The average daily traffic flow in the easterly direction was 1,455, with an average hourly peak of 118 vehicles occurring between 8 and 9am and again between 4 and 5pm.

Direction	Average Speed	85 th Percentile Speed	Average daily traffic flow	Average hourly peak traffic flow
Westbound	28.7mph	34.9mph	1,427	129
Eastbound	27.7mph	33.7mph	1,455	118

Table 8 – Summary of ATC 8 results - B2116 Keymer Rd / West St (30mph to 60mph speed limit change)

Discussion and recommendations

- 4.11 The three collisions recorded on the B2116 appear to be isolated incidents which are not indicative of a highway related issue.
- 4.12 As stated above, the traffic flows on the B2116 are approximately half of the flows on the B2112. Specifically, the eastern section (Lewes Road) carried a slightly higher flow than Keymer Road / West Street, with two-way average daily flows of 3238 and 2881 respectively. On Lewes Road, cars and light vans made up 86% of the traffic, with pedal / motor cycles making up 5% and larger vehicles making up 9%. On Keymer Road / West Street cars and light vans made up 88% of the traffic, with pedal / motorcycles making up 6% and larger vehicles making up 6%.
- 4.13 Data from both ATC 8 and 11 may indicate that vehicle speeds are high when entering the village from the eastern and western approaches. The existing speed limit reductions combined with visual clues that drivers are entering a village should lead to drivers to automatically reduce their speed; however, this may need supplementing with more conspicuous visual features in the form of village gateways, to reinforce the change from rural road to village street.
- 4.14 It is noted that in previous consultations, some of the concerns raised by residents regarding the B2116 Keymer Road / West Street centre around the speed of traffic. With regard to Lewes Road, concerns were raised relating to the speed of traffic, and the traffic calming being ineffective (especially for larger vehicles) and difficulty in crossing the road.
- 4.15 A new crossing point with pedestrian refuge island on Lewes Road, near to the East End Lane / Nye Lane junction, combined with footway widening on the northern side of Lewes Road between The Fieldway and East End Lane, and on the southern side of Lewes Road between Nye Lane and Shirley's would provide an improved pedestrian environment in the vicinity of the school. If sufficient width is available, upgrading the footway to become a shared footway / cycleway could also be considered.
- 4.16 The condition of the existing traffic calming features within the 20mph section of Lewes Road appears to have deteriorated. Refurbishment / improvements to features may reinforce the 20mph limit.
- 4.17 Village gateway features installed on the westbound and eastbound approaches would reinforce the message to drivers that they are moving from a rural road into a village street environment, encouraging lower speeds as they enter the village. On Lewes Road, a gateway feature could be provided at the change in speed limit from 40mph to 30mph. On Keymer Road, a gateway feature could be provided at the existing change in speed limit from 60mph to 30mph. Given the larger reduction in speed limit on the western side, there may also be benefit in providing a form of 'count down' feature in advance of the gateway, such as 'dragon's teeth' markings or transverse rumble strips.

5.0 Spatham Lane

Existing Highway Arrangement - Spatham Lane

- 5.1 Spatham Lane is an unclassified two-way single carriageway rural lane located to the northeast of Ditchling on a north to south alignment. It is approximately three kilometres in length and provides a link between the B2116 and Folders Lane East / Middleton Common Lane.
- 5.2 The lane is subject to the 60mph national speed limit, is unlit and has no footways. The carriageway width is generally sufficient to accommodate two-way traffic movements; however, the width varies along its length and there are several sections where the width reduces such that vehicles need to slow down considerably to pass safely or stop altogether to give way to oncoming traffic. The road has an automated railway level crossing and has a ban on goods vehicles greater than 7.5 tonnes, except for loading.
- 5.3 There are a number of properties along the length of the lane, including 38 residential properties as well as several equestrian establishments, commercial premises and a golf club. It is understood that local residents consider the lane to be dominated by motorised traffic and feel that it is not a safe environment for vulnerable road users (i.e. pedestrian, cyclists and equestrians).
- 5.4 It is understood that Westmeston Parish Council has been leading a campaign to reduce the speed limit on Spatham Lane from the current 60mph national speed limit, down to 40mph. It is understood that ESCC is currently preparing the necessary Traffic Regulation Order required to implement this; however, at the time of writing, the speed limit on Spatham Lane remains at 60mph.

Collision Data - Spatham Lane

- 5.5 The collision data shows that there were five collisions on Spatham Lane during the five-year period. Four of these collisions involved vulnerable road users; one of which involved a car colliding with an equestrian resulting in serious injuries to the rider and the death of a horse.
- 5.6 Another two collisions involving vulnerable road users occurred at the junction of Spatham Lane, Middleton Common Lane and Folders Lane East (at the northern end of Spatham Lane) which resulted in slight injuries to cyclists. The fourth collision involved a pedestrian's hand being struck by a car mirror, resulting in slight injuries to the pedestrian. The fifth collision involved two cars impacting offside to offside.
- 5.7 All collisions occurred during daylight when weather conditions were fine and road surfaces were dry.

ATC Data - ATC 1 – Spatham Lane (northern section)

- 5.8 The observed 85th percentile speeds on the northern section of Spatham Lane were 42.3mph in the northbound direction and 39.7mph in the southbound direction. The results show that 0.1% of vehicles exceeded the 60mph speed limit at this location.
- 5.9 The average daily traffic flow in the northern direction was 970 vehicles, with an average hourly peak of 104 vehicles between 4 and 5pm. The average daily traffic flow in the southern direction was 978, with an average hourly peak of 110 vehicles between 8 and 9am.

Direction	Average Speed	85 th Percentile Speed	Average daily traffic flow	Average hourly peak traffic flow
Northbound	35.8mph	42.3mph	970	104
Southbound	33.5mph	39.7mph	978	110

Table 9 – Summary of ATC 1 results – Spatham Lane (northern section)

ATC Data - ATC 2 – Spatham Lane (mid-section)

- 5.10 The observed 85th percentile speeds on the central section of Spatham Lane were 42.6mph in the northbound direction and 41.4mph in the southbound direction. The results show that 0.3% of vehicles exceeded the 60mph speed limit at this location.
- 5.11 The average daily traffic flow in the northerly direction was 948 vehicles, with an average hourly peak of 103 vehicles between 4 and 5pm. The average daily traffic flow in the southerly direction was 955, with an average hourly peak of 110 vehicles between 8 and 9am.

Direction	Average Speed	85 th Percentile Speed	Average daily traffic flow	Average hourly peak traffic flow
Northbound	34.2mph	42.6mph	948	103
Southbound	33.4mph	41.4mph	955	110

Table 10 – Summary of ATC 2 results – Spatham Lane (mid-section)

ATC Data - ATC 3 – Spatham Lane (southern section):

- 5.12 The observed 85th percentile speeds on the southern section of Spatham Lane were 41.6mph in the northbound direction and 39.1mph in the southbound direction. The results show that 0.1% of vehicles exceeded the 60mph speed limit.
- 5.13 The average daily in the northerly direction traffic flow was 885 vehicles, with an average hourly peak of 94 vehicles between 4 and 5pm. The average daily traffic flow in the southerly direction was 894, with an average hourly peak of 86 vehicles between 8 and 9am.

Direction	Average Speed	85 th Percentile Speed	Average daily traffic flow	Average hourly peak traffic flow
Northbound	34.9mph	41.6mph	885	94
Southbound	32.2mph	39.1mph	894	86

Table 11 – Summary of ATC 3 results – Spatham Lane (southern section)

CTC – Spatham Lane

- 5.14 The classified turning data survey, carried out in the vicinity of the Golf Club entrance on Spatham Lane, shows that (i) during the weekday morning survey (7am to 10am) there was a total of two pedestrians, five cyclists and no equestrians; and (ii) during the weekday afternoon survey (2:30pm to 6pm) there was a total of seven cyclists and no pedestrians or equestrians. In comparison, there were a total of 650 and 760 motorised vehicle movements during the morning and afternoon survey periods respectively.
- 5.15 During the Saturday survey (11am to 2pm), there were 51 cyclists, 6 equestrians and no pedestrians. In comparison, there were a total of 504 motorised vehicle movements during the weekend lunchtime peak hour period.
- 5.16 These surveys provide a snapshot of road user type on Spatham Lane, which indicates that the levels of cyclist and equestrian activity increased on the Saturday, despite this, motorised traffic makes up the vast majority of road users.

Discussion and recommendations

- 5.17 Accounts from local stakeholders indicate that non-motorised road users on Spatham Lane feel intimidated by the speed and driving behaviour of motorised vehicles on Spatham Lane, as such, the apparent low numbers of non-motorised road users observed may mask a latent demand that would benefit from improvements on Spatham Lane.
- 5.18 The speed survey results indicate that a very small percentage of vehicles are exceeding the current 60mph national speed limit (below 1%). However, as stated above, ESCC is currently in the process of reducing the

speed limit to 40mph which is considered to be more appropriate for a rural road which is intended to accommodate different road user types.

- 5.19 Based on the ATC observations, it can be deduced that an average of 19%, 22% and 17% of vehicles were travelling faster than 40mph at the ATC locations 1, 2 and 3 respectively. However, as part of the 40mph speed limit reduction, ESCC is proposing to erect 40mph terminal and repeater signs, as well as 40mph roundel markings and red carriageway colouring; and it is anticipated these features will encourage greater compliance with the new speed limit. Therefore, the actual traffic speeds are expected to be lower following implementation of the 40mph speed limit.
- 5.20 Notwithstanding this, it may be deemed necessary to provide additional measures on Spatham Lane, which could include:
- ▶ Vehicle activated signs emphasising the 40mph limit at key location (most effective when rotated between different locations).
 - ▶ Width reductions / narrowings where the existing road is wider than necessary to accommodate two vehicles passing. This may be in the form of physical measures such as kerbed features or 'implied' narrowings through the use of edge of carriageway white lining.
 - ▶ Provision of a new footway (where feasible). Due to the nature of Spatham Lane, it is unlikely that a new footway could be provided along its full length; however, short sections where feasible would provide an improvement for pedestrians; in addition, advisory footway markings provided on other sections of the carriageway would alert drivers that pedestrians may be present on the carriageway
 - ▶ Faux cattle grids or similar type of gateway installed at either end of Spatham Lane. Whilst gateways are typically used at village entry points, there are instances where they can be used to denote a change in the character of a road; which in this instance would be from rural 60mph national speed limit road to a traffic calmed 40mph road where pedestrians cyclists and equestrians all share the carriageway. If combined with the measures above, it may be appropriate to name the route (e.g., "Spatham Lane Traffic Calmed Route") to increase the impact on drivers. This could be further enhanced with suggestions from the residents and businesses for additional measures which emphasise the community element of Spatham Lane, such that it has a sense of 'place' rather than a means of reaching other destinations. Such measures could include signage emphasising the presence of businesses, attractions and access points to public footpaths and bridleways along the lane, or other features such as community telephone box (often used to house defibrillator, library, local information etc). As part of this, the bus stops along the route could be upgraded with rural style shelters to increase their visual presence.
 - ▶ Rumble strips can be used to accompany the above measures in rural locations but can result in noise which may be an issue if installed near to residential properties.

6.0 Beacon Road / Underhill Lane

Existing Highway Arrangements - Beacon Road / Underhill Lane

- 6.1 Beacon Road is a 'C' classified two-way single carriageway road located to the south of Ditchling, on a north to south alignment. It is approximately 1.3 kilometres in length; at its northern end it forms a priority junction with the B2112 South Street, and at its southern end the road forms a crossroads junction with Underhill Lane and Ditchling Bostall. Goods vehicles greater than 7.5 tonnes are banned from using Beacon Road, except for loading.
- 6.2 The northern section of Beacon Road (approximately 0.5 kilometres in length) is lit and is subject to a 30mph speed limit. This section provides access to a number of residential properties and minor residential roads, there is a footway on the eastern side approximately 230 metres in length. At the point where the eastern footway terminates, a footway continues on the western side of the road for a further 70 metres.

- 6.3 The southernmost section of Beacon Road (approximately 0.8 kilometres in length), is subject to the 60mph national speed limit. This section is unlit, has no residential properties and no footways.
- 6.4 Underhill Lane is an unclassified rural lane on an east to west alignment. The section under consideration as part of this study is approximately 1.3 kilometres in length and lies between the junction with Beacon Road at its western end, and the junction with the B2116 at its eastern end. It is subject to the 60mph national speed limit and has a ban on motorised vehicles, except for access.
- 6.5 Whilst Underhill Lane is a two-way road, it has a narrow single-track width with informal passing places and it has bends with poor forward visibility due to roadside vegetation. It is unlit and has no footways. It provides access to several residential and agricultural properties along its length.

Collision Data - Beacon Road / Underhill Lane

- 6.6 As stated in the section above, the collision data shows that a collision occurred at the junction of South Street and Beacon Road which involved a single vehicle travelling northwards on Beacon Road and failing to slow down at the junction give way line, collided with the opposite wall. The collision occurred during daylight, when weather conditions were fine and road surfaces were dry.
- 6.7 Three collisions occurred on Underhill Lane. Two of these collisions involved vulnerable road users; one resulted in serious injuries to a cyclist, and another involved a pedestrian's hand being struck by a car mirror, resulting in slight injuries to the pedestrian. The third collision involved a single vehicle collision during heavy rain.

ATC 10 – Beacon Road

- 6.8 The observed 85th percentile speeds on beacon road were 38.3mph in the northbound direction and 40.0mph in the southbound direction. Despite the ATC being located more than 160 metres from the increase to the 60mph national speed limit, the results show that 67% of vehicles exceeded the 30mph speed limit at this location.
- 6.9 The ATC survey data shows that, in the northerly direction the average daily traffic flow was 2,126 vehicles, with an average hourly peak of 183 vehicles between 4 and 5pm. The average daily traffic flow in the southerly direction was 1,961, with an average hourly peak of 180 vehicles between 4 and 5pm.

Direction	Average Speed	85 th Percentile Speed	Average daily traffic flow	Average hourly peak traffic flow
Northbound	32.0mph	38.3mph	2,126	183
Southbound	32.9mph	40.0mph	1,961	180

Table 12 – Summary of ATC #10 results – Beacon Road (30mph section near Long Park Corner)

ATC 4 – Underhill Lane:

- 6.10 The observed 85th percentile speeds on Underhill Lane were 28.7mph in the westbound direction and 28.6mph in the eastbound direction. The results show that no vehicles exceeded the 60mph speed limit.
- 6.11 The ATC survey data shows that at this location on Underhill Lane, in the westerly direction the average daily traffic flow was 254 vehicles, with an average hourly peak of 28 vehicles between 4 and 5pm. The average daily traffic flow in the easterly direction was 238, with an average hourly peak of 27 vehicles between 8 and 9am.

Direction	Average Speed	85 th Percentile Speed	Average daily traffic flow	Average hourly peak traffic flow
Westbound	22.9mph	28.7mph	254	28
Eastbound	22.1mph	28.6mph	238	27

Table 13 – Summary of ATC #4 results – Underhill Lane

Discussion and recommendations

- 6.12 The data shows that a significant percentage of vehicles on Beacon Road are exceeding the 30mph speed limit. This is consistent with the concerns raised by residents/stakeholders in the previous 2008/2009 consultation. Therefore this section of road would benefit from the implementation of traffic calming measures.
- 6.13 Such measures to be considered should include a combination of speed cushions, kerbed build-outs and pinch-point / narrowings. These options are not always popular with residents and so would require consultation to establish whether there would be local support for such features. Alternative options to encourage lower speed would include a vehicle activated sign to remind drivers of the 30mph speed limit (most effective when rotated between different locations), and a reduction in overall carriageway width, achieved by either re-aligning kerbs or providing white lining and removing centre lining to give the appearance of a narrower carriageway.
- 6.14 For traffic approaching the 30mph section from the south, a village gateway feature would reinforce the message to drivers that they are moving from a rural road into a village street environment, encouraging lower speeds as they enter the village. There may also be benefit in providing a form of 'count down' feature in advance of the gateway, such as 'dragon's teeth' markings or transverse rumble strips.
- 6.15 Other features which may improve the environment for residents on Beacon Road would be improved footway provision with dropped kerb crossing points, including pedestrian refuge islands (where feasible). Improved street lighting may also be necessary as part of these improvements. If there is sufficient width, a shared footway / cycleway facility could be considered.
- 6.16 It is noted that at previous resident consultations, it has been suggested that Beacon Road could be closed at the Beacon, forming a 'no through road' to motorised vehicles. In terms of the wider road network, it can be argued that the A23 / A273 route should be the preferred route for north / south traffic movements between Brighton and Ditchling, therefore it may be feasible to consider this in more detail through discussion with ESCC.
- 6.17 Underhill Lane has a ban on motor vehicles (except for access), and the ATC data shows that the average daily two-way traffic flow of motorised vehicles at the ATC location was 420 (this figure excludes pedal cycles). This is a very low figure in comparison to the surrounding road network, and whilst it could be argued that this figure is slightly high given the circa 40 to 50 properties located on this section of Underhill Lane, it does not appear to be significantly out of proportion.
- 6.18 The recorded speeds on Underhill Lane, were well below the 60mph national speed limit, indicating that the nature of the lane encourages the majority of drivers to travel at lower speeds. Notwithstanding this, the data shows that 11% of vehicles were travelling at more than 30mph, which suggests there may be some benefit in considering improvements on this road.
- 6.19 It is not considered that providing additional engineered traffic calming measures on Underhill Lane would be appropriate; however, the provision of gateway features at either end, in the form of faux cattle grids and more conspicuous signage may reduce the through traffic. Should local residents remain concerned that through traffic is using Underhill Lane in contravention of the ban on motorised vehicles, a physical barrier part way along the lane (or at one end) to convert the lane into a 'no through road' to motorised vehicles could be considered. However, this option is likely to cause inconvenience residents and business owners on the lane and therefore may not be supported.
- 6.20 There may also be some benefit in considering a speed limit reduction to 30mph on Underhill Lane. Whilst it does not fall within the definition of a village in its own right (as defined by the DfT's Traffic Advisory Leaflet 1/04 Village Speed Limits), the nature of the road and observed speeds would be sufficient to support a 30mph proposal, should the local residents and stakeholders be in favour of such a proposal.

7.0 Streat Lane

Existing Highway Arrangements

- 7.1 Streat Lane is an unclassified two-way single carriageway road located in Streat Parish, on a north to south alignment. It is approximately 4.6 kilometres in length; at its northern end it forms a priority junction with Middleton Common Lane / St Helena Lane, and at its southern end the road forms a priority junction with the B2116 Lewes Road. Goods vehicles greater than 7.5 tonnes are banned from using Streat Lane, except for loading. There is also signed height restriction of 13' 9" (railway bridge).
- 7.2 It is unlit, has no footways and is subject to the 60mph national speed limit. It is generally of single-track width with informal passing places for the majority of its length. The lane is rural in nature, with few properties along its length. It passes through Streat village, where there is a small cluster of properties and the Parish Church; the road widens at this point sufficiently to allow two vehicles to pass one another at low speed.

Collision Data – Streat Lane

- 7.3 The data shows that there was one collision on Streat Lane during the five-year period. It involved a cyclist braking whilst approaching a car travelling in the opposite direction, leading to the cyclist falling and suffering serious injuries. The collision occurred in daylight when the weather conditions were fine, and the road surface was dry.

ATC Data - ATC 5 – Streat Lane:

- 7.4 The observed 85th percentile speeds at this location were 18.6mph in the northbound direction and 18.9mph in the southbound direction. The results show that no vehicles exceeded the 60mph speed limit.
- 7.5 This indicates that traffic speeds on Streat Lane are influenced by the constrained nature of the lane, and that in general, inappropriate high speeds are unlikely to be an issue at this location.

Direction	Average Speed	85 th Percentile Speed	Average daily traffic flow	Average hourly peak traffic flow
Northbound	15.5mph	18.6mph	105	11
Southbound	14.7mph	18.9mph	124	14

Table 14 – Summary of ATC 5 results – Streat Lane (north of Streat Parish Church)

Discussion and recommendations

- 7.6 The ATC data shows that the average daily two-way traffic flow of motorised vehicles at the ATC location on Streat Lane was 190 (this figure excludes pedal cycles), which is very low in comparison to the surrounding road network. In addition, the recorded speeds were significantly below the 60mph national speed limit, with only 7% of vehicles exceeding 20mph, and no vehicles exceeding 30mph, indicating that the nature of the lane encourages the majority of drivers to travel at low speeds.
- 7.7 Given the above factors it is considered that Streat Lane does not require additional traffic calming measures. Notwithstanding this, the nature of the road and observed low speeds would be such that a lower speed limit of 30mph would be appropriate, should there be a willingness from local residents/stakeholders to pursue such a proposal.

8.0 Summary

- 8.1 Motion has been instructed by the Beacon Parishes Traffic Group (BPTG) to conduct a traffic study within the Beacon Parishes area, to enable the BPTG to develop proposals to address local traffic issues.
- 8.2 The primary focus of this study is the B2112 through the centre of Ditchling; however, the report also considers other traffic issues within the Beacon Parishes, including Spatham Lane, Streat Lane, Beacon Road, the B2116 Lewes Road/West Street and Underhill Lane.
- 8.3 The traffic study consists of two phases. This report summarises the first phase of work, which consists of obtaining data and providing initial recommendations for traffic calming options or other highway improvement measures as appropriate.
- 8.4 This phase one report is intended to form a briefing note to aid discussions with the BPTG which will lead into the second phase of work. As part of phase two, it is anticipated that the preferred traffic calming options will be developed into a technical report to progress discussions with East Sussex County Council Highways Team and other local stakeholders.

B2112 (High St, North End, Common Ln, South St, Clayton Rd)

- 8.5 The B2112 passes through the centre of Ditchling on a north to south alignment. Its speed limit varies from 60mph, through to 40mph and 30mph sections through the village. It has a number of existing traffic calming features in the 30mph section.
- 8.6 Recommendations for improvement include:
- ▶ The installation of reflective bollards at the bend within the 60mph section near Notcutts Garden Centre.
 - ▶ Remove on-street parking in High Street and South Street and replace with other traffic calming elements, which could consist of (i) reducing the width of the wider sections of road down to a width that permits two way traffic at low speeds, (ii) localised footway widening at those locations, (iii) additional traffic calming measures such as speed cushions.
 - ▶ Replacing the mini-roundabout with a signalised junction to accommodate pedestrian crossing facilities (although may be viewed as introducing unnecessary highway engineering).
 - ▶ Implement a new 20mph speed limit through High Street and South Street, reinforced with block paved raised tables / ramps which could also act informal pedestrian crossing locations.
 - ▶ Install (i) a vehicle activated sign, (ii) a conspicuous village gateway feature or (iii) remove the carriageway centreline to encourage better adherence to the 30mph limit at the northern part of the 30mph section on North End.
 - ▶ Install (i) a conspicuous village gateway feature, (ii) 'count down' dragons teeth markings on the approach to the change in speed limit, (iii) a carriageway narrowing with coloured surfacing and 30mph roundel marking on the carriageway at the speed limit change and (iv) additional road narrowing's or priority buildouts within the 30mph Clayton Road section. Also provide a dropped kerb pedestrian crossing point with a pedestrian refuge island (if feasible) adjacent to the public right of way at the southwestern end of Clayton Road.
 - ▶ Provide general improvements through the village for mobility impaired pedestrians (although may be viewed as introducing unnecessary highway engineering).

B2116 (Keymer Road, West Street, Lewes Road)

- 8.7 The B2216 passes through the centre of Ditchling on an east to west alignment. Its speed limit varies from 60mph, through to 40mph, 30mph and 20mph sections through the village. It has a number of existing traffic calming features in the 20mph section.

8.8 Recommendations for improvement include:

- ▶ Provide village gateways, to reinforce the change from rural road to village street on the eastern and western approaches to Ditchling. Also consider providing a 'count down' feature in advance of the western gateway, such as 'dragon's teeth' markings or transverse rumble strips.
- ▶ Provide a new crossing point with pedestrian refuge island on Lewes Road, near to the East End Lane / Nye Lane junction, combined with footway widening on the northern side of Lewes Road between The Fieldway and East End Lane, and on the southern side of Lewes Road between Nye Lane and Shirley's. If sufficient width is available, consider upgrading the footway to a shared footway / cycleway.
- ▶ Refurbishment / improvements to the existing traffic calming features within the 20mph section of Lewes Road.

Spatham Lane

8.9 Spatham Lane is an unclassified rural lane located to the northeast of Ditchling on a north to south alignment. It is subject to the 60mph national speed limit, is unlit and has no footways. Local residents consider the lane to be dominated by motorised traffic and feel that it is not a safe environment for vulnerable road users (i.e. pedestrian, cyclists and equestrians).

8.10 Recommendations for improvement include:

- ▶ Progress with ESCC proposal to implement the new 40mph speed limit, including erecting 40mph terminal and repeater signs, as well as 40mph roundel markings and red carriageway colouring.
- ▶ Install vehicle activated signs emphasising the 40mph limit at key locations (most effective when rotated between different locations).
- ▶ Width reductions / narrowings where the existing road is wider than necessary to accommodate two vehicles passing (kerbed features or 'implied' narrowings through the use of lining).
- ▶ Consider providing new sections of footway where feasible, and advisory footway markings on other sections of the carriageway.
- ▶ Consider gateway features in the form of faux cattle grids with a named route (e.g., "Spatham Lane Traffic Calmed Route"). Also consider ways that residents and businesses can emphasise the community element of Spatham Lane to give a sense of 'place', such as signage emphasising the presence of businesses, attractions and access points to public footpaths and bridleways along the lane; community telephone box (with defibrillator, library, local information etc); upgrade bus stops with rural style shelters.
- ▶ Rumble strips can be used to accompany the above measures in rural locations but can result in noise which may be an issue if installed near to residential properties.

Beacon Road / Underhill Lane

8.11 Beacon Road is a 'C' classified two-way single carriageway road located to the south of Ditchling, on a north to south alignment. The northern 30mph section is lit, and provides access to residential properties; the southern section is unlit and has a 60mph speed limit.

8.12 Underhill Lane is a narrow single-track rural lane on an east to west alignment. It is subject to the 60mph national speed limit and has a ban on motorised vehicles, except for access.

8.13 Recommendations for improvement include:

- ▶ Beacon Road: Consider a combination of speed cushions, kerbed build-outs and pinch-point / narrowings to address speeding on the 30mph section of Beacon Road. If unsupported by residents, alternative options to encourage lower speed would include a vehicle activated sign, a reduction in overall carriageway width (by re-aligning kerbs or providing white edge lining and removing centre lining).

- ▶ Beacon Road: Provide a village gateway feature for traffic approaching the 30mph section from the south. Also consider a 'count down' feature such as 'dragon's teeth' markings or transverse rumble strips.
- ▶ Beacon Road: Improved footway provision with dropped kerb crossing point, including pedestrian refuge island (if feasible). Improved street lighting may also be necessary as part of these improvements. If there is sufficient width, a shared footway / cycleway facility could also be considered.
- ▶ Beacon Road: the suggestion that Beacon Road could be closed at the Beacon, forming a 'no through road' to motorised vehicles, could be considered in more detail through discussion with ESCC.
- ▶ Underhill Lane: Install faux cattle grids with more conspicuous signage to discourage through traffic.
- ▶ Underhill Lane: Consider implementing a physical barrier convert the lane into a 'no through road' to motorised vehicles (if supported by residents and businesses, who would be inconvenienced by such a feature).
- ▶ Underhill Lane: A speed limit reduction to 30mph may be appropriate (if considered beneficial by local residents and stakeholders).

Streat Lane

8.14 Streat Lane is a single-track width unclassified road located in Streat Parish, on a north to south alignment. It is approximately 4.6 kilometres in length and is subject to the 60mph national speed limit. It passes through Streat village, where there is a small cluster of properties and the Parish Church.

8.15 Recommendations for improvement include:

- ▶ A speed limit reduction to 30mph may be appropriate (if considered beneficial by local residents and stakeholders).