

Combining safe highways and rural village character

VILLAGE RURAL CHARACTER

The village is a delightful space with seating areas, frequent bus services and village shops. The name Ticehurst comes from the Anglo Saxon Tice meaning kids (goats), and hurst a thick wood. It is located in the High Weald Area of Outstanding Natural Beauty.

Ticehurst Parish Council and East Sussex County Council are keen to reduce traffic speeds by applying the latest highway engineering principles which use features that relate to the rural village character and heritage. This is an alternative approach which has been proven in many other counties to be effective and safe.

Ticehurst High Street is part of main link route between Hawkhurst and Wadhurst. It is also often used by large farming and delivery vehicles. The new proposal allows for all existing traffic needs while encouraging drivers to reduce speed when within the village area.

NEW KEY PRINCIPLES

PLACE-MAKING

- Enhance village character and heritage
- Consider the whole public realm rather than the highway in isolation
- Calm traffic at locations where the rural qualities of the village can be reinforced
- Ensure that road side furniture is made with appropriate materials and techniques.
- Avoid urban style street clutter

COMMUNITY & VIABILITY

- Create opportunities to promote local events and businesses
- Promote a visible lively village to encourage considerate driving and improve pedestrian safety and movement

PROCESS & REASON

The proposed traffic calming methods are supported by the Department for Transport and English Heritage in their guidance documents: Manual for Streets 1 & 2 (DfT) and Streets for All (EH)

Implementing these new methods can be difficult as people expect highway engineering solutions intended to reduce traffic speeds, to involve new traffic signs and white lines. However, it has been found that when traffic signs and white lines are removed, drivers moderate their speed in response to what they see in the road and the immediately adjacent environment. Activity and signs of life in the village help to reduce driver's speed.

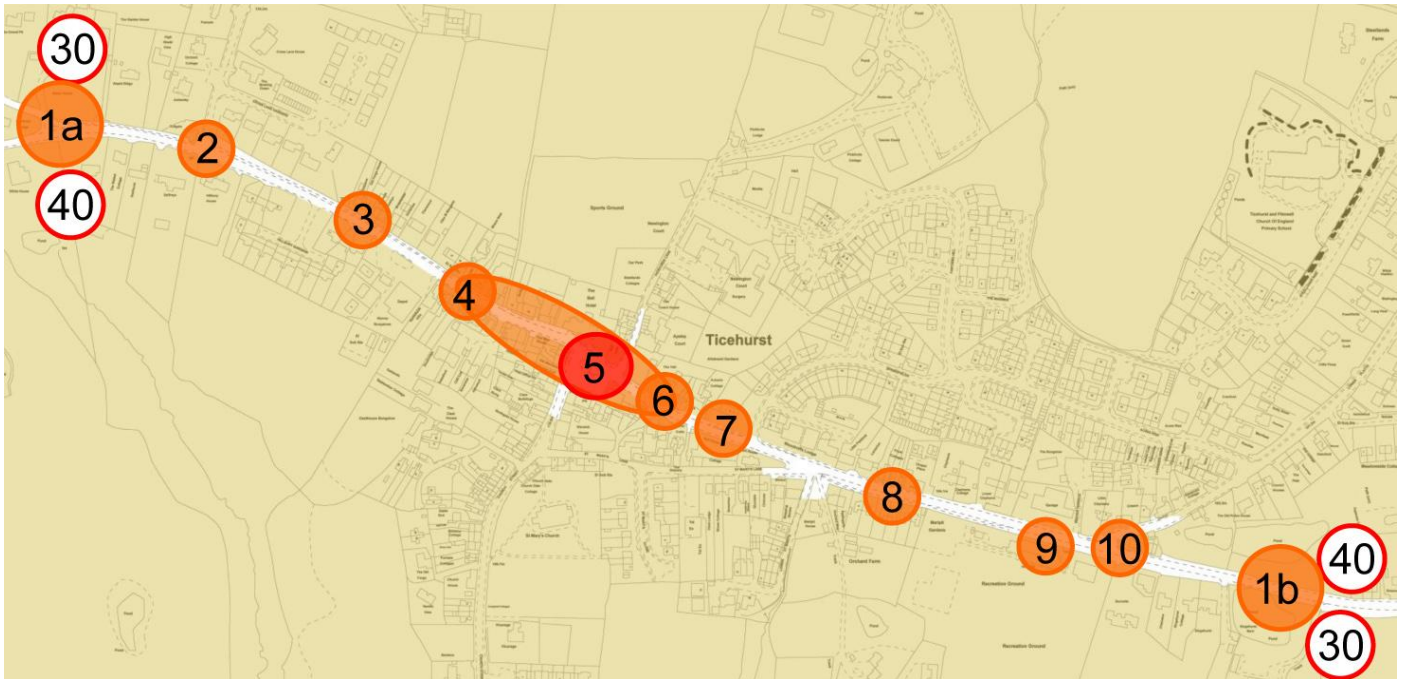
SAFE & EFFECTIVE

These methods have been successful in other villages. They have been monitored over the last 5 years with results showing effective traffic speed reduction and fewer accidents.



Village Scheme

The traffic calming principle is to reduce traffic speed by changing driver behaviour through adjustments to the nature of the road rather than adding traffic signs and lines.



At the centre is the village square (5) where traffic speeds should be at their lowest.

Village entrance gateways emphasise the start of village life and character.
The white lines in the centre of the road will be removed within the 30mph area.

The sequences of regular traffic calming features encourage drivers to reduce speeds (2-9).
The features use the existing physical structure of the village and bring definition to each location.

Proposed traffic calming features

- 1 a Gateways: West
- 1 b Gateways: East
- 2 Three Leg Cross Road
- 3 Hillbury Gardens
- 4 Village core: west
- 5 Village Square
- 6 Village core: east
- 7 Ash House
- 8 Orchard Farm & Chapel Place
- 9 Village Hall
- 10 Lower Platts junction improvements

1. Ticehurst Gateways

Gateways designed to emphasise the start of the village from the east and west.

Road narrowing on the side of traffic approaching village, to minimum road width of 6.0m.

30mph speed limit sign combined with Ticehurst village sign and wooden planter. Other 30mph signs to be mounted on wooden posts.

Ticehurst village sign designed in accordance with AONB guidelines.

White central lines removed in the village within 30mph area.

1a West gateway

Existing



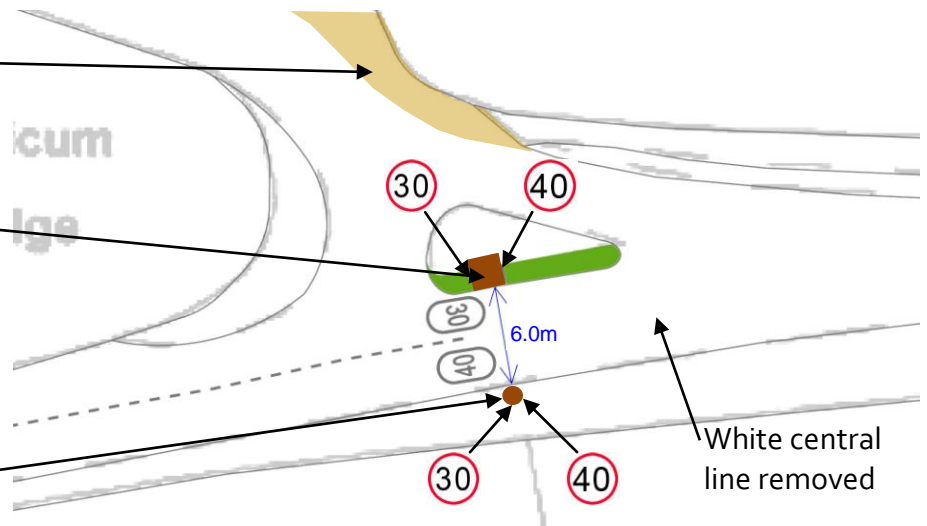
Proposed



Extended footway to improve pedestrian access to The Priory.

Planter on extended grass verge, with Ticehurst gateway sign, 30mph approaching village and 40mph leaving village.

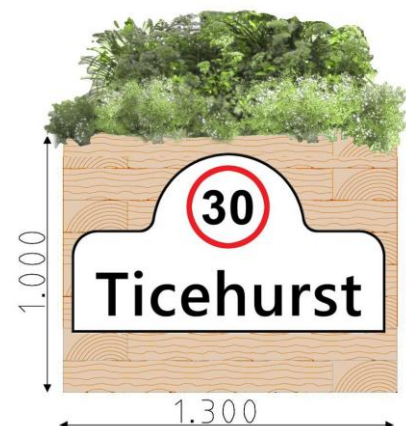
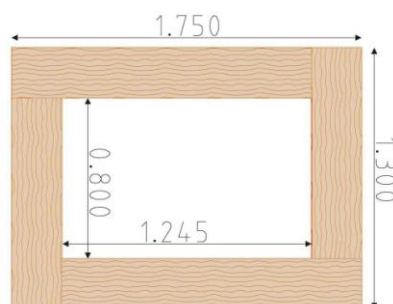
30mph speed sign with 40mph on other side on wood post



Gateway planter

Village sign and speed limit combined.

Drought tolerant perennials and grasses can be used to reduce maintenance and provide food for insects and birds.



1b East gate way

Existing



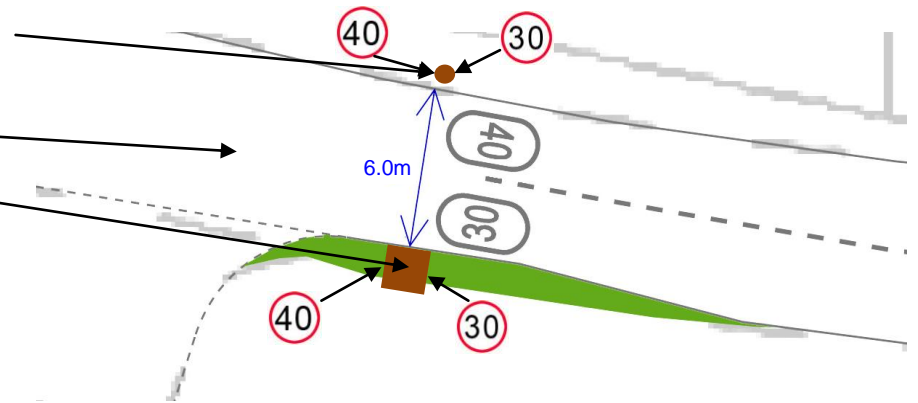
Proposed



30mph speed sign with 40mph on other side on wood post

White central line removed

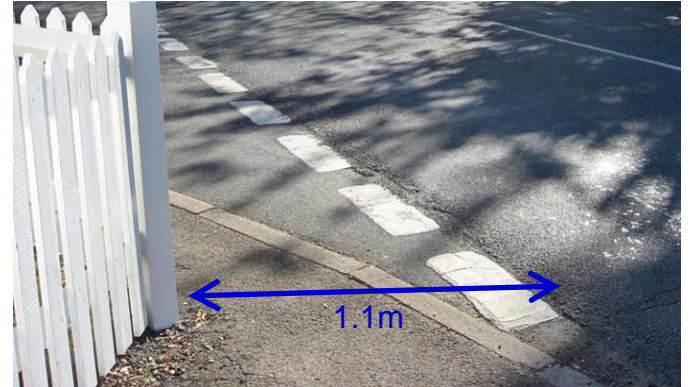
Planter on extended grass verge with Ticehurst gateway sign, 30mph approaching village and 40mph leaving village. (see page 3)



2. Three Leg Cross Road

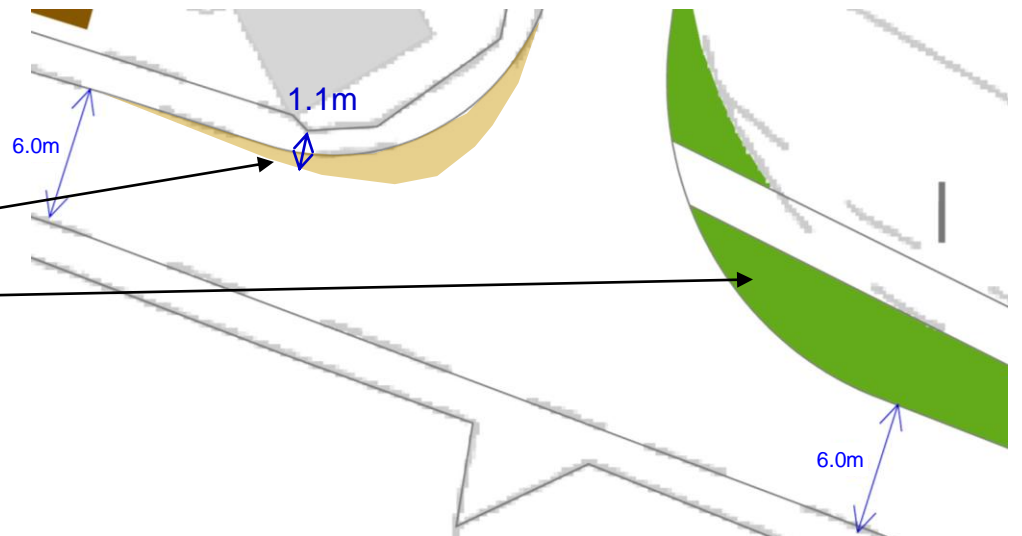
Extended footway at corner near white fence

Road narrowing by extending the grass verge. Final road width: 6.0m



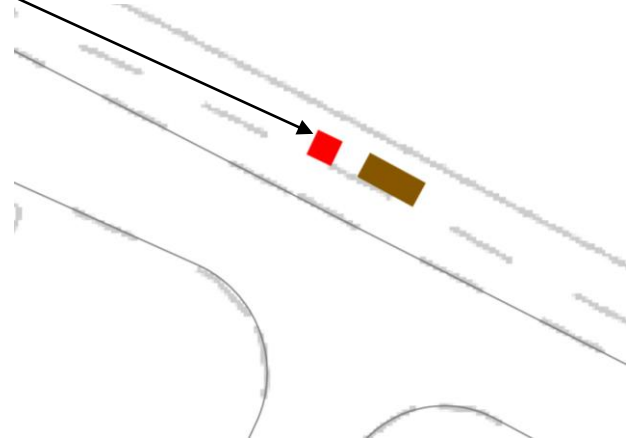
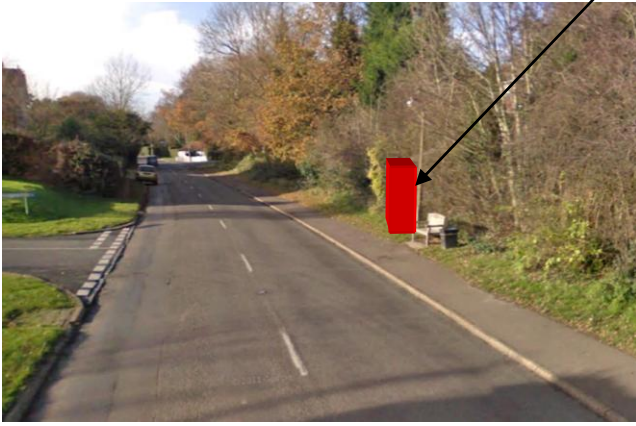
Extended footway to 1.1m wide at narrowest point by the white fence.

Extended verge and footway to give road width of 6.0m and tighter corner radii.



3. Hillbury Gardens

Possible location for Telephone box next to bench



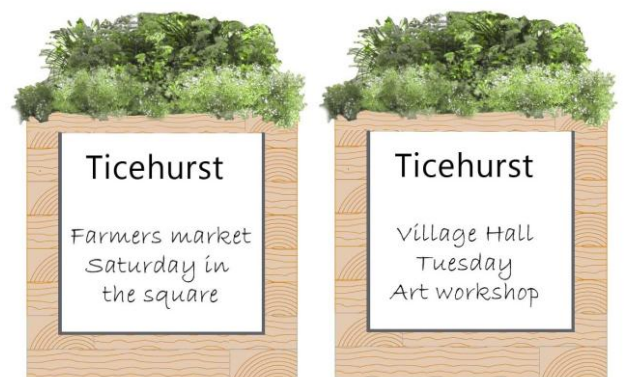
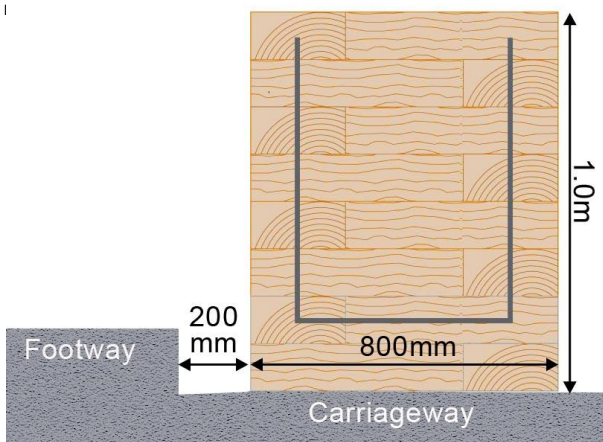
4. Village core, west

Wood planter to encourage parking off the footway.
To be tested to consultation with residents
to determine the best location.



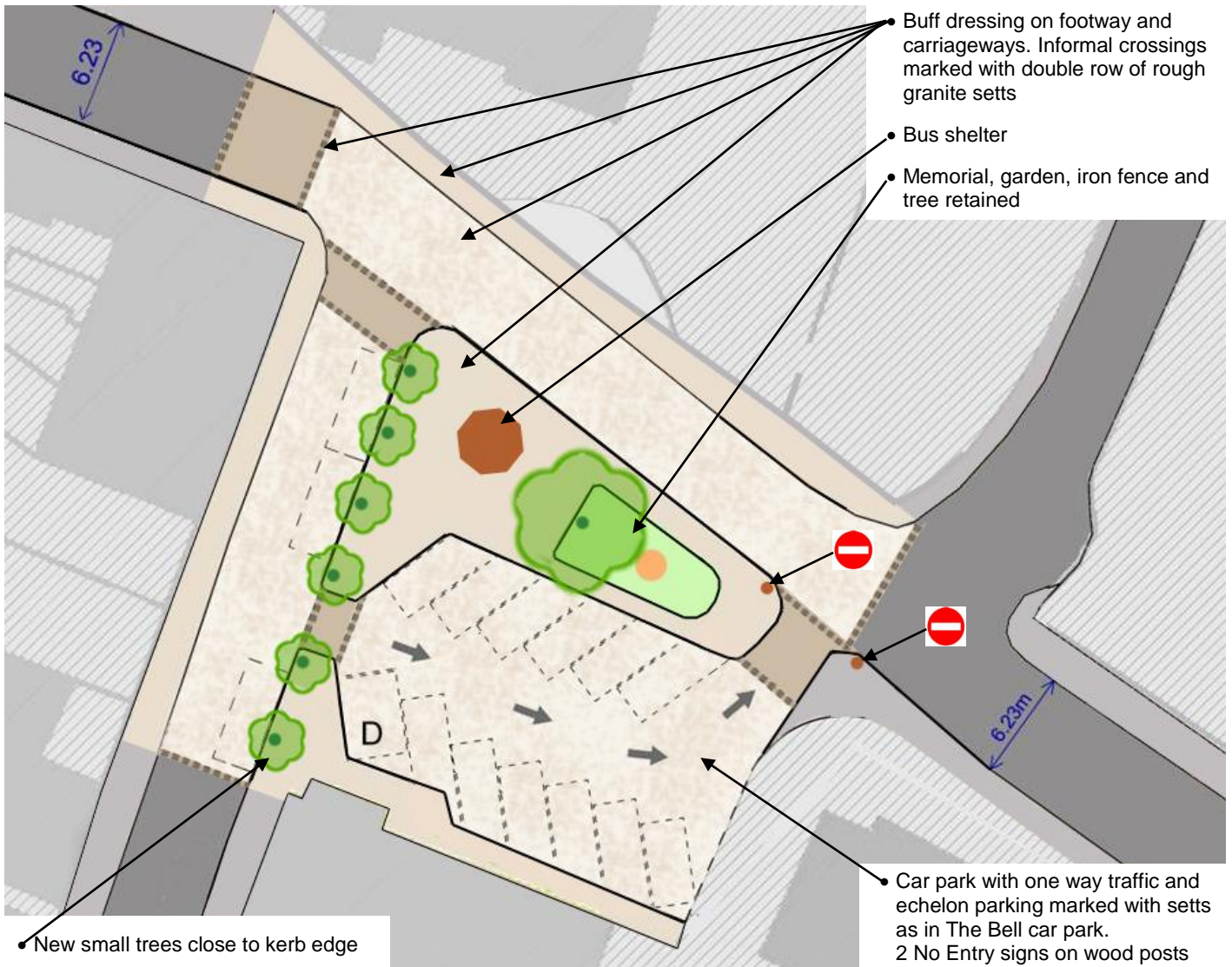
Parking planter

Size: 1.0m high x 800mm wide, 1.0m long,
located 200mm into carriageway from kerb.



5. Village Square Proposal

- Traffic calming and easy crossing places to the village square
- One way traffic for parking in the square
- Low future maintenance costs
- Flexible area for village to use for different community events

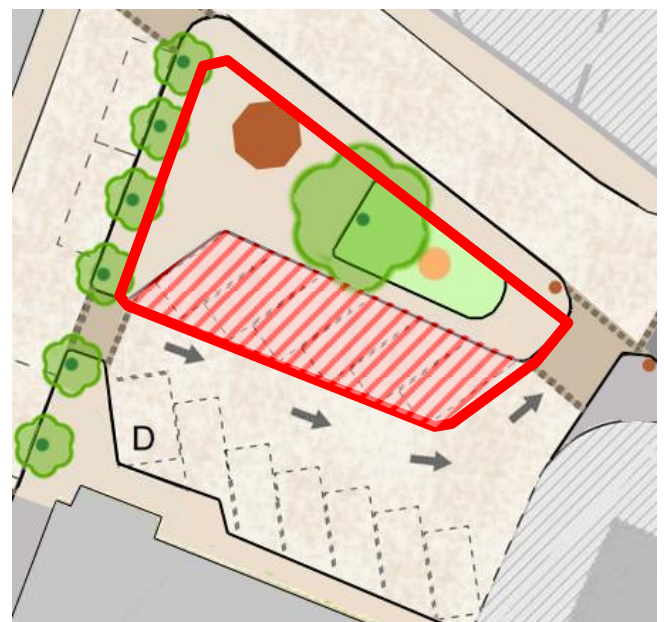


Village Square: Options to consider

- Bus shelter design
- Removal of existing trees (Tree within memorial garden to be retained)
- Works to well
- Improvements to Post office elevation to square

Village Square: Flexible space

- Parish council will manage and maintain the area outlined in red.
- Footway at the edge to be retained by ESCC
- Area shown in red hatching will be used for occasional parish events. At other times it will be used for parking.

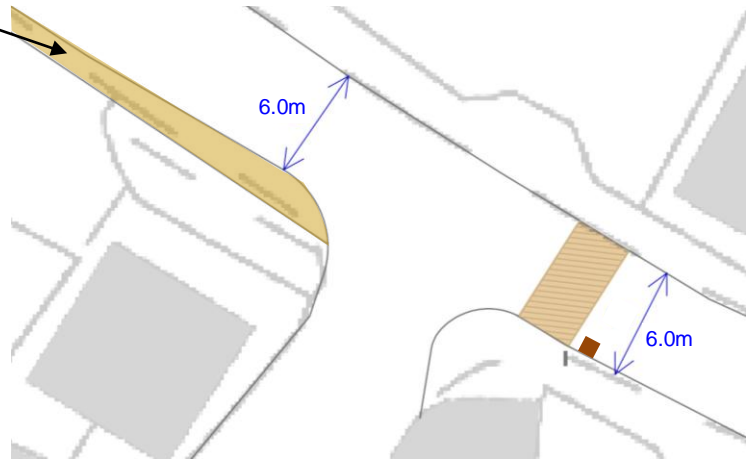


6. Village core, east

Informal crossing at The Twitten with change of surface colour with top dressing in buff / gravel tone will give an informal crossing. Materials and design will be the same as the village square.

Planter before crossing with sign for local shop such as Cutting Corner.

ESCC will look at possibility of levelling the footway between Cutting Corner and Village Square



7. St Marys Lane junction

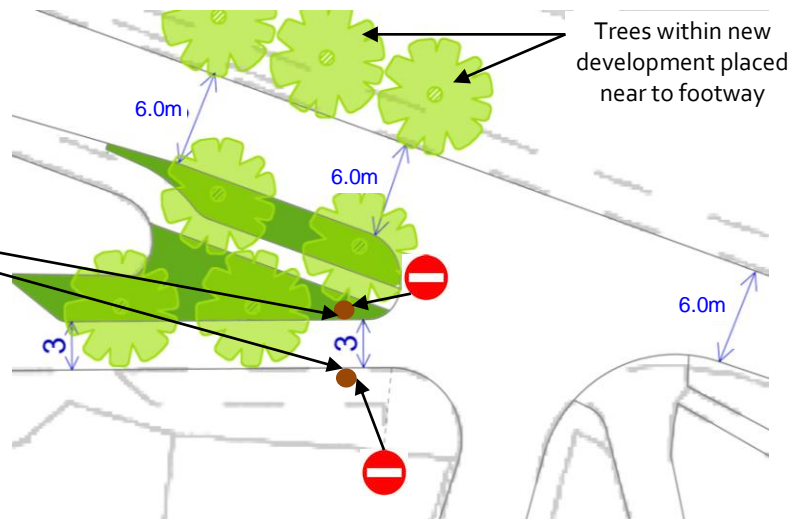
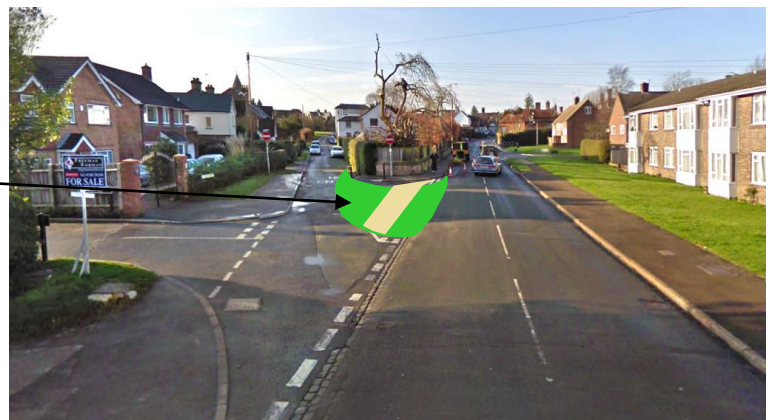
The intention is to create the feel of a village green at this location: a simplified road junction and small grass area with trees.

Road widths to be narrowed:
 High Street: 6.0m.
 St Mary's Lane: 3.0m for single lane traffic.

Additional trees on both sides of the carriageway to emphasise the narrowed road width. Trees planted to be included in new housing development.

No entry signs at St Mary's Lane
 Mounted on wood posts on new green area.

NB: The final design is subject to safety audit and discussion with immediate neighbouring residents.



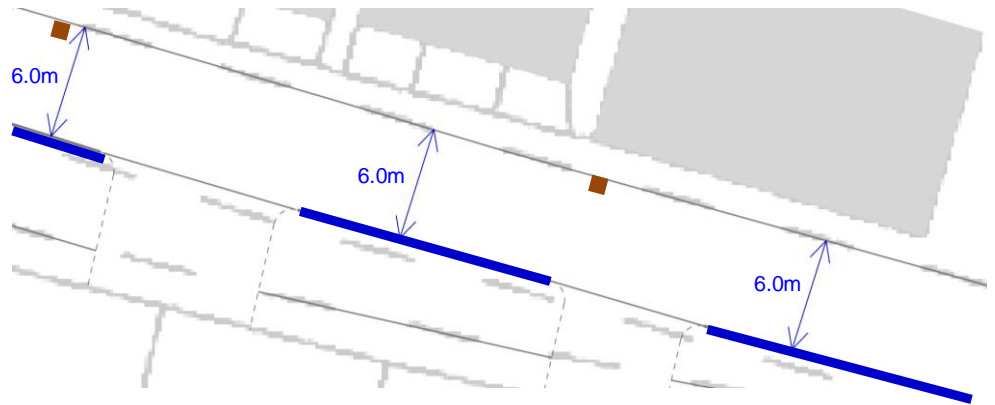
8. Chapel Place

Wood planters to encourage parking off the footway will be tested in several locations to determine the best final position.

Size: 800mm wide x 1.0m high x 1.0m long.
 Located 200mm into carriageway from kerb.
 (See item 4)

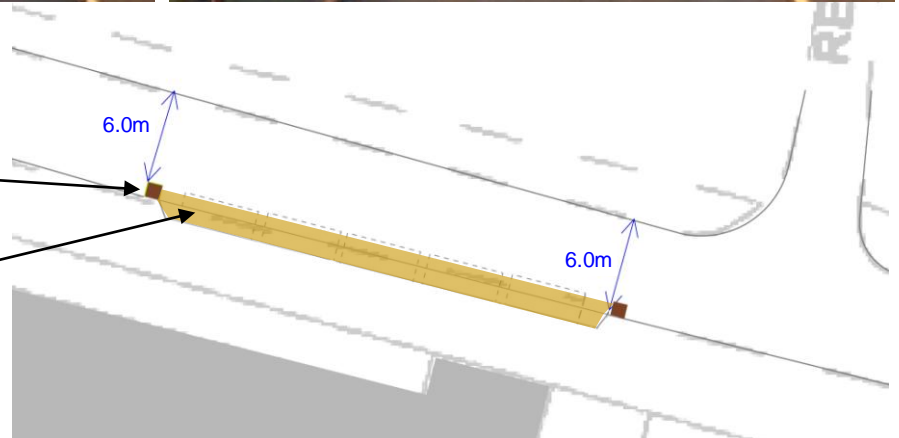
Double kerb to strengthen grass verge.

NB: The final design is subject to safety audit and discussion with the neighbouring residents.



9. Village Hall

On-street parking with planters & half width bays



Planter with updateable signage
 (See item 4)

On-street parking with 1/2 width bays

10 Lower Platts junction

The intention is to reduce the speed of vehicles approaching Lower Platts junction from the west village gateway.

Traditional finger post to be located on east side exactly opposite the junction.

Signage be mounted on wall.



Traditional style sign post



Additional planting

Local residents could add their own planters on the verges near to the road side to emphasise to drivers that they are entering a village. This will encourage them to reduce their speed.



Village Square:

Parish council to liaise with ESCC regarding transfer of maintenance responsibilities from the County Council to the Parish Council of land at the village square indicated within thick red line on the plan on page 6.

Detail design specifications of materials and workmanship.

Topographical survey is being carried out by the County Council.

Agree with Mr Tucker the exact boundary between the garage and square which will be permanently marked in the square scheme.

Arrange for implementation costs to be calculated.

Agree with ESCC any further clutter reduction possibilities / duplication