

Ditchling Local Area Transport Strategy

A Report by East Sussex County Council's
Transport Strategy Team

September 2009



INVESTOR IN PEOPLE



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Executive Summary

1. Introduction

1.1 The Ditchling Local Area Transport Strategy (LATS) has been developed by the County Council, in partnership with West Sussex County Council, Lewes District Council, Ditchling Parish Council, Hassocks Parish Council, and Westmeston Parish Council.

1.2 The purpose of the Ditchling LATS is to set out how the transport system in Ditchling should be developed in a sustainable way to ensure it meets the needs of residents, businesses and visitors, and enables the local economy to flourish. The LATS covers all forms of transport including walking, cycling, public transport (bus, coach, train and taxi), private car and freight. The strategy is a daughter document to the County Council's second Local Transport Plan covering the period 2006-11.

1.3 The development of the Ditchling LATS was overseen by the Ditchling LATS Steering Group, comprising members and officers from East Sussex County Council, West Sussex County Council, Lewes District Council, Ditchling Parish Council, Hassocks Parish Council, and Westmeston Parish Council.

1.4 The Steering Group has, in turn, been informed by the Ditchling Transport Forum, which was comprised of representatives from a wide variety of groups and organisations, including the local business community, residents, cyclists, public transport users, environmental interest groups and vulnerable road users.

2. The Strategy Area

2.1 Ditchling is located between the city of Brighton to the south, and the towns of Burgess Hill and Haywards Heath to the North. The focus of the Ditchling LATS is on Ditchling itself, but the boundary of the area covered by the LATS includes a wider area with the specific purpose of ensuring that any measures introduced in Ditchling village do not transfer traffic problems from Ditchling to the surrounding area.

2.2 The local road network is constrained by the presence of the South Downs, which lay immediately to the south of Ditchling. The A23 (Trunk Road) is the main route across the South Downs, but the C203 Ditchling Road, directly to the South of Ditchling also provides a route across the South Downs via Ditchling Beacon. A large proportion of the traffic travelling through the village is made up of people making return journeys between settlements to the north of Ditchling (Burgess Hill and Haywards Heath) and Brighton.

2.3 There is potential for major development at Burgess Hill and Haywards Heath, with some further development in Brighton, all of which could have an impact on traffic levels in Ditchling.

3. Vision and Objectives

3.1 The overall vision for the LATS is as follows:

“To reduce and manage the impact that traffic has on the community in Ditchling, to improve travel choice, safety, access and accessibility, in a sustainable way, for all people who live in, work in, and visit Ditchling, whilst having due regard to the impact of any measure introduced in or around the village on neighbouring communities”.

3.2 The objectives of the LATS are to:

- reduce the speed and volume of traffic;
- reduce the volume of HGVs;
- improve accessibility for pedestrians and cyclists;
- improve road safety;
- address parking issues;
- reduce the need to travel and promote sustainable transport choices;
- improve interchange between different modes of transport;
- preserve and enhance the Ditchling Conservation Area, and;
- improve air quality.

4. Data Collection and Community Engagement

4.1 In 2006 the County Council undertook a detailed traffic survey in Ditchling village. This showed that 10,882 journeys were made in Ditchling on a typical day, of which:

- 40% originate from Ditchling or local settlements;
- 20% were going between Brighton and Haywards Heath;
- 7% were going between Burgess Hill and Brighton, and;
- 9% originated or terminated in Ditchling itself.

4.2 The transport issues identified by the Transport Forum and Steering Group were supplemented by feedback received at an Open Day Event where local people were invited to discuss transport issues with officers from the County Council.

4.3 Whilst the LATS includes many of the solutions suggested by local people, suggestions for a new by-pass for the village or a closure of the road over Ditchling Beacon will not be progressed as part of the LATS due to issues related to the deliverability of both measures.

5. Strategy Components

5.1 Key transport issues raised through consultation with the Transport Forum and local people attending the Open Day event included:

- The speed of traffic;
- The volume of traffic;
- The volume of HGVs;

- The effectiveness of the existing traffic calming measures;
- The availability of parking and its impact on congestion;
- The need to improve facilities for pedestrians and cyclists in the village and links to other settlements – particularly Keymer and Hassocks;
- The need to improve facilities for people with reduced mobility;
- The availability of public transport;
- Transport to school, and;
- Equestrian safety.

5.2 Key measures for possible progression through the Ditchling LATS include:

- A traffic calming review – to reduce speed and volume of traffic;
- Speed limit review;
- A strategic signage review – including weight limits;
- A new cycleway/ footway between Ditchling and Keymer;
- A review of parking restrictions;
- Improved facilities for pedestrians, cyclists and people with disabilities;
- Review the Ditchling (St Margaret's) CofE Primary School Travel Plan.

6. Programme of Works

6.1 The Ditchling LATS includes an indicative programme of works for the short-term (0-2 years), medium term (2-4 years) and long term (6-10 years).

6.2 Funding to take forward schemes identified in the programme will be allocated on the basis of an assessment of the extent to which each scheme contributes towards delivering the objectives of the County Council's Second Local Transport Plan, when compared with other schemes from across the County.

Chapter 1 - Introduction

1.1 What is a Local Area Transport Strategy?

1.1.1 The purpose of a Local Area Transport Strategy (LATS) is to set out how the transport system in a particular area should be developed in a sustainable way to ensure it meets the needs of residents, businesses, visitors and enables the local economy to flourish.

1.1.2 A LATS covers all forms of transport including walking, cycling, public transport (bus, coach, train, and taxi), private car, freight and equestrian safety. The main output from the LATS is a programme of transport improvements covering all these forms of transport, which complements local planning policies, supports future developments and which has widespread local support.

1.1.3 The vision and objectives established for the LATS focus attention on how the transport system should be developed over a 10 year period without giving rise to unrealistic expectations about what can be achieved.

1.1.4 The Strategy will be a means of securing funding for prioritised measures intended to achieve the vision and objectives for the area.

1.1.5 The Ditchling Local Area Transport Strategy (LATS) has been developed by the County Council, in partnership with officers and elected members from West Sussex County Council, Lewes District Council, Ditchling Parish Council, Hassocks Parish Council, and Westmeston Parish Council.

1.2 Background to the Strategy

1.2.1 As the Local Transport Authority, East Sussex County Council is required to produce a Local Transport Plan (LTP) laying out the policy approach to transport services in the county. The key aim of the LTP is to deliver the national goals for transport, which are laid out in the Government document, "Towards a Sustainable Transport System", in conjunction with tackling the challenges that face the county at a local level.

1.2.2 The County Council aims to provide a high quality transport system and improve accessibility for all our residents, businesses and visitors, in line with the national shared priorities for transport as well as our own corporate and community priorities.

1.2.3 The current LTP covers the period from 2006 to 2011 (the first LTP covered 2000 to 2005). The key aim of the second LTP is to deliver the Government's shared priorities for transport, which are as follows:

- tackling congestion,
- improving accessibility to jobs, health and education facilities,

- making roads safer,
- improving air quality, and
- addressing quality of life issues.

1.2.4 The County Council has begun the development of a third LTP to follow on from April 2011. This document will comprise both a strategic policy framework describing the transport challenges and the possible options for tackling these, and also a detailed implementation plan detailing investment plans and timetables for delivery. LTP3 will be a vital tool helping the authority to work with its partners and stakeholders to strengthen its place-shaping role and the delivery of services to the community.

1.2.5 The National Goals for Transport which will be the overarching priorities in LTP3 are to:

- Tackle climate change
- Support economic growth
- Promote equality of opportunity
- Contribute to better safety, security and health, and
- Improve quality of life.

1.2.6 These national goals are complemented by the County Council's policy steers for transport as set out in the East Sussex County Council Business Plan 2009/10. Any transport proposals are required to meet both the national and local objectives. The policy steers are:

- Provide safer roads and footways and reduce traffic congestion with targeted maintenance and improvements, traffic management and parking controls
- Reduce the number of casualties on our roads and lower traffic speeds to improve the quality of life in our towns and villages
- With operators and partners further develop sustainable passenger transport solutions to meet the needs of the community and promote their use as an alternative to the car
- Promote improved regional road and rail infrastructure to deliver integrated transport provision and real travel choices
- Promote the protection and enhancement of the natural and built environment and encourage access to the countryside

1.2.7 The current LTP's implementation programme of schemes, for the five year period between 2006 and 2011, is informed by the County's Accessibility Strategy, which was adopted as a daughter document to the LTP. The Accessibility Strategy sets out how the County Council will improve access to four key facilities and services:

- employment,
- education,
- healthcare, and
- healthy affordable food.

1.2.8 The County Council has produced an Accessibility Strategy Local Assessment (ASLA) for the North Wealden and Lewes area. This investigates the local accessibility issues in the study area, identifies particular problem areas or at-risk groups, and includes an action plan to tackle the problems identified. The ASLA shows that access to a Hospital or to mental health day care is difficult for Ditchling residents using public transport. However, there is good access to major centres of employment, education, and healthy affordable food for residents using public transport.

1.2.9 The Ditchling LATS will provide a framework through which investment can be channelled into specific transport schemes and measures, which have wide local support, and which will contribute towards the achievement of the LTP targets. The outcomes of the development of local accessibility action plans, where appropriate to Ditchling, will need to be integrated into the programme of schemes and measures (Chapter 6) for the Strategy area.

1.3 Policy Context

1.3.1 The development of the LATS has reference to the statutory planning framework, The Sustainable Community Strategy, the second Local Transport Plan and emerging third Local Transport Plan, the Regional Transport Strategy, the South East Plan, the Lewes District Local Plan and the Lewes District Local Development Framework, business initiatives, previous transport studies and consultation with the public, including village action plans.

1.3.2 The South East Plan sets out a vision for the future of the South East region to 2026, outlining the response to challenges facing the region such as housing, the economy, transport and protection of the environment.

1.3.3 District Councils are responsible for developing Local Development Frameworks, which replace their Local Plans, and provide a framework for new development at a local level in order to meet the housing allocation included in the South East Plan. This document replaces Structure Plans and Local Plans.

1.3.4 With approval given for the creation of the South Downs National Park, it is possible that the National Park Authority could take on the responsibility for developing a Local Development Framework for the area within its boundary.

1.3.5 Whilst the Ditchling LATS focuses on Ditchling village, the LATS considers the impact that any measures introduced in Ditchling might have on other settlements to ensure that any (traffic) problems are not simply displaced locally. However, the Ditchling LATS does not set out to specifically tackle issues in those neighbouring settlements.

1.4 Strategy Development

1.4.1 The development of the Ditchling Local Area Transport Strategy was overseen by the LATS Steering Group, comprising Members and officers from East Sussex County Council, West Sussex County Council, Lewes District Council, Ditchling Parish Council, Hassocks Parish Council, and Westmeston Parish Council.

1.4.2 The Steering Group has, in turn, been informed by the Transport Forum which was established as part of the development of the LATS. The Forum comprised representatives from a wide range of groups and organisations including the local businesses, residents' associations, local residents, cyclists, public transport users, environmental interest groups, and vulnerable road users.

1.4.3 In addition to the Transport Forum, an Open Day event was held to give everyone in the village an opportunity to raise the issues they consider important, and discuss them with officers from the County Council.

1.4.4 Further consultation with the Transport Forum, members of the public and other key stakeholders will take place as appropriate to assist in the detailed development and implementation of schemes and measures identified in the Strategy.

1.5 Funding Opportunities for Transport Measures

1.5.1 The Strategy, once endorsed by the District and Parish Councils, and approved by the County Council, will act as a framework for future transport improvements in the context of the Local Transport Plan (LTP 2 and 3). It will support bids to finance transport measures under the LTP settlement, give access where possible to matched funding, support local partnerships to bid for other finance, and will give direction to other funding opportunities as they arise from commercial and residential development.

1.5.2 In accordance with the South East Plan, Local Plan policies for transport and the County Council's adopted supplementary planning guidance "A New Approach to Development Contributions" (and any further refinements), developers will be required to contribute to the local accessibility needs set out in this Strategy. Such contributions, secured through formal legal agreements, will be commensurate with the impact of the development, and are in addition to the capacity, safety and access improvements required.

1.5.3 The County Council prioritises the limited funds available so that those schemes that contribute most strongly towards delivering the Local Transport Plan are progressed to construction.

Chapter 2 – The Strategy Area

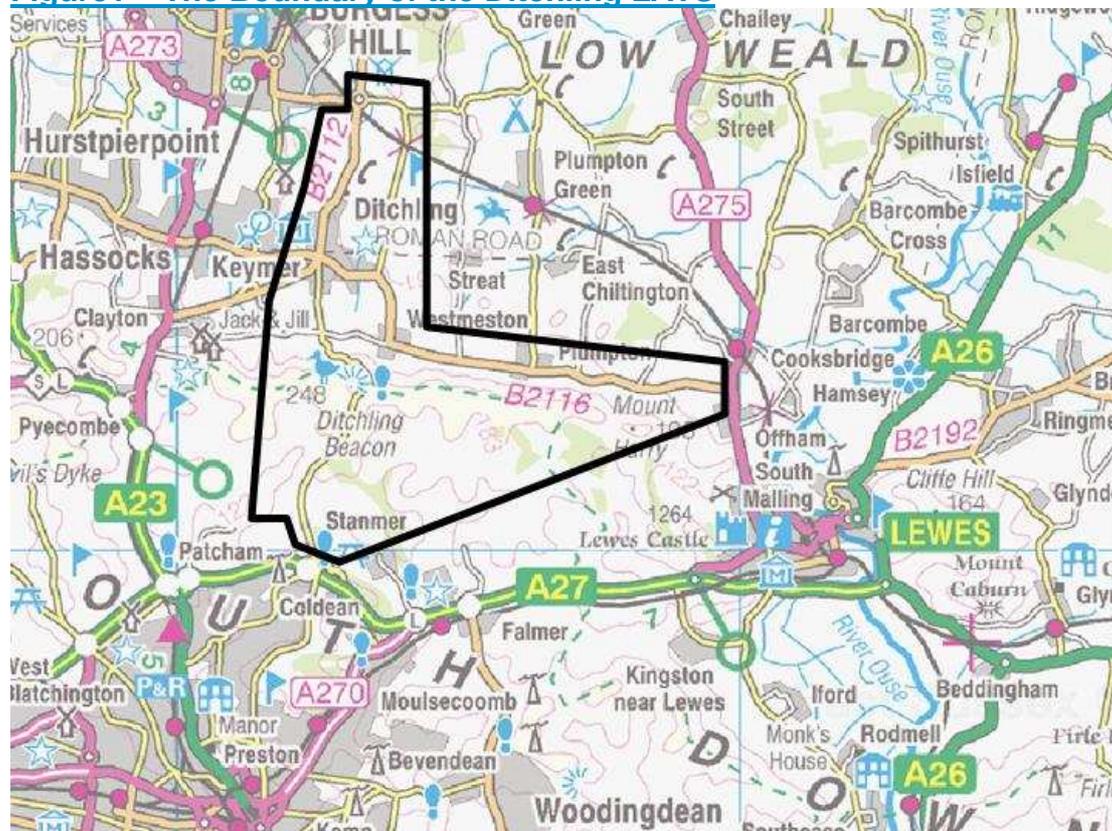
2.1 Introduction

2.1.1 The key transport, demographic and socio-economic characteristics of the transport network in and around Ditchling are summarised in this section of the LATS. Comparisons with District and County figures identifies some of the distinctive features of the Ditchling area.

2.2 Ditchling and the Surrounding Area

2.2.1 The focus of the LATS is on Ditchling village itself, but the boundary of the LATS is wide enough to take account of the need to ensure that any measures introduced to Ditchling village do not simply transfer traffic problems from Ditchling to other nearby settlements. The boundary of the area covered by the Ditchling LATS is shown in Figure 1.

Figure1 – The Boundary of the Ditchling LATS



2.2.2 Ditchling is a small rural village of less two thousand people that lies at the intersection of the B2116 and B2112 at the foot of the South Downs. The village lies within an Area of Outstanding Natural Beauty and inside the boundary of the proposed South Downs National Park.

2.2.3 The village sits between several larger settlements, with the city of Brighton and Hove located to the south, Burgess Hill to the North-West, Haywards Heath to the North, Lewes to the South-East, and Keymer and Hassocks to the West.

2.2.4 Ditchling is an historic village with an extensive Conservation Area and nearly fifty listed buildings. Many of the listed buildings afront the streets with the heaviest traffic (High Street, South Street, West Street and Lewes Road). The historic character of the village core compounds the negative effects of the traffic, which is detrimental to the character and appearance of the conservation area, and constrains the type of infrastructure measures that might be considered appropriate. For example, measures such as traffic signage, traffic lights, “build-outs”, bollards, and other traffic management measures, will all have to be considered in the context of their effect on the character and appearance of the conservation area.

2.2.5 Lewes District Council produced a Ditchling Conservation Area Character Appraisal in 2007 and this document will be referred to during the development of any LATS measures within the Conservation Area.

2.2.6 The village supports a small number of businesses and has a strong sense of community, with local public houses, a village hall, tea rooms, a cricket ground, and a village post office providing a focal point for the community.

2.3 Socio-Economic Profile

2.3.1 The 2001 census provides the County Council with a wealth of information on the Socio-economic profile of East Sussex, and this has been interrogated in order to provide background information for the Ditchling LATS and the following key statistics:

- The age profile of residents in the Ditchling parish is biased towards an ageing population. Some 36.05% of Ditchling parish residents are of pensionable age, which contrasts with only 18.81% across the South-East region.
- The percentage of Ditchling Parish residents with a degree or higher qualification is relatively high at 33.74%, when compared to the East Sussex County figure of 18.04% and South-East regional figure of 21.75%.
- Some 63.17% of economically active residents in Ditchling parish are employed in managerial or professional roles. This is high compared to the East Sussex County Figure of 40.74%, and the South-East regional figure of 44.17%.

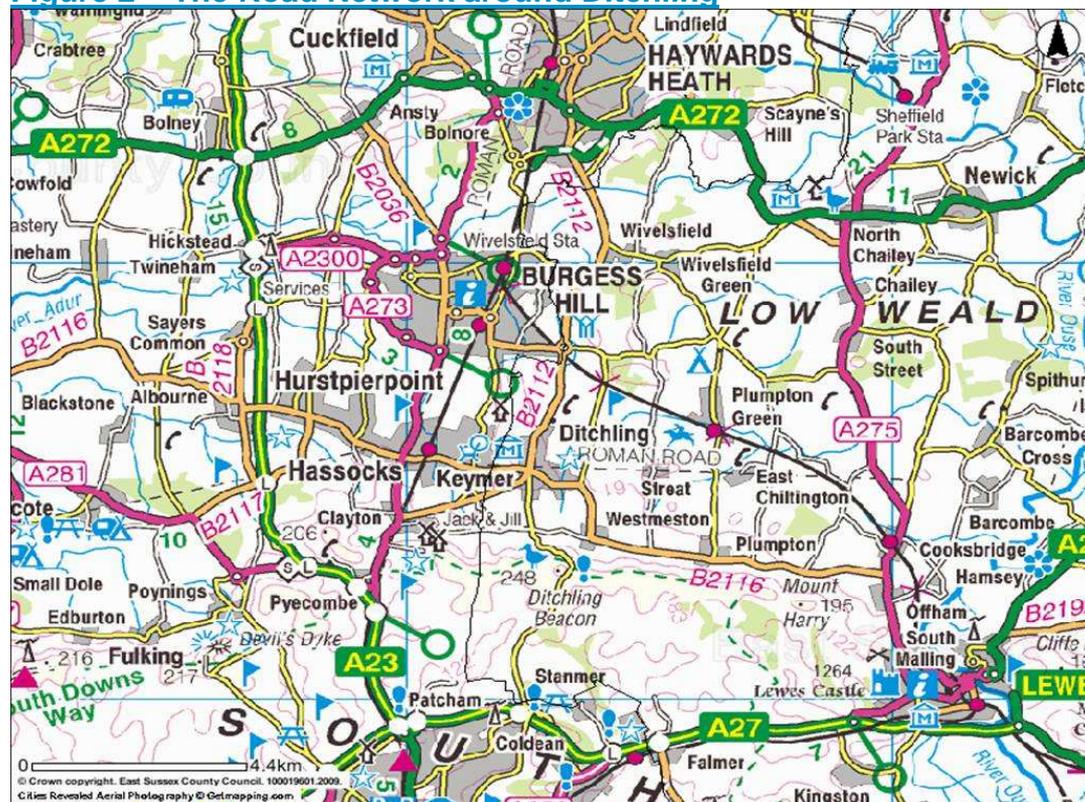
- Of those economically active residents in the Ditchling parish, some 30.80% are self-employed, which contrasts with figures of 18.45% and 13.68% for the East Sussex county and the South-East region respectively.
- Regarding travelling to work, some 22.10% of Ditchling parish residents work mainly at or from home, which is higher than equivalent figures for the County (11.6%) and the South-East region (9.93%).
- Some 11.89% of Ditchling Parish residents go to get to work by rail. This is high compared to the East Sussex County figure of 4.51% and the South-East figure of 5.86%.
- Regarding private car ownership, some 49.79% of households in the Ditchling parish have two or more cars, which is high compared to the East Sussex County figure of 32.4%, and the South-East regional figure of 37.95%.
- Some 10.16% of Ditchling parish households do not have a car at all, which is low compared to 23.43% across the County, and 19.43% across the South-East region.

2.3.2 Annex 1 shows socio-economic data from the 2001 census and compares Ditchling with the Lewes District, East Sussex, and South-East regions.

2.4 The Road Network

2.4.1 The road network around Ditchling is illustrated in Figure 2.

Figure 2 – The Road Network around Ditchling



2.4.2 Ditchling is enclosed by 'box' of Strategic and Primary Distributor Roads, as classified in the East Sussex Road Hierarchy. As shown in Figure 1, the South Downs act as a major constraint on the road network with a limited number of roads crossing the Downs. One of the crossing points (Ditchling Beacon) is immediately south of the village.

2.4.3 The A27 and A23 Trunk Roads are Strategic Distributor roads, with the A27 linking the south coast settlements, and the A23 providing a link to the M25 and London. Both roads are the responsibility of the Highways Agency.

2.4.4 The A272 and the A275 are classified as Primary Distributor roads, with the A275 linking Lewes to Wych Cross where it joins the A22 for journeys towards East Grinstead. The A272 links the A23 trunk road to Haywards Heath, and the A275 at North Chailey.

2.4.5 Inside this box, and to the west of Ditchling, the A273 links Burgess Hill to the A23 and the A272, and is also classified as a Primary Distributor.

2.4.6 Also within the box, is a network of Intra-Rural, Rural, and residential roads. Ditchling is intersected by two Intra-Rural Roads; the B2112 which links the A272 at Haywards Heath to the A273 at Clayton, and the B2116 which links the A275 at Offham to the A273 at Hassocks.

2.4.7 Annex 2 shows the Classification and Maintenance Category of the key roads in and around Ditchling.

2.5 Public Transport Services

2.5.1 Ditchling has limited public transport links to the surrounding area.

2.5.2 The 824 Village rider bus service provides a limited service through Ditchling, to destinations including Lewes, Plumpton, Westmeston, Keymer, Hassocks Railway Station, and Burgess Hill. The number 40 service operated by Brighton & Hove buses provides a Saturday bus service to Brighton. More information on bus services is set out in Annex 3.

2.5.3 The Railway Station at Hassocks is on the Brighton main line, which links to destinations including Brighton, Burgess Hill, Haywards Heath, Gatwick Airport, East Croydon, London Victoria, London Bridge, and the wider rail network. There are services to London or Brighton every half an hour or so.

2.6 Existing Transport Projects

2.6.1 A number of transport improvements have been carried out in Ditchling since 1995 Table 1 below describes the location and details of each scheme.

Table 1 – Description of Transport Schemes in Ditchling

| Location | Scheme | Details | Date of Completion |
|---------------------------------------|-------------------------------------|---|---------------------------|
| North End | Installation of pavement | Installation of pavement | 1996 |
| North End, Common Lane and Crossroads | Traffic calming | Traffic calming build-outs introduced to North End and Common Lane, mini-roundabout at the crossroads | 1996 |
| Underhill Lane | Access Only | Underhill Lane became “access only” between Westmeston and Beacon Road. | 1997 |
| Keymer | Keymer vehicle weight restriction | A 7.5t weight restriction was applied to the B2116 in Keymer | 1997 |
| Lewes Road | Traffic calming | Traffic calming measures and introduction of 20mph speed limit | 1999 |
| Ditchling Road | Bus to the Beacon | Alteration of the existing width restriction to permit buses from Brighton to access the Ditchling Beacon car park. | 2002 |
| Village centre | Review of “no waiting” restrictions | “no waiting” (yellow line) restrictions altered | 2009 |

2.7 Introduction of the South Downs National Park

2.7.1 On 31 March 2009, the Secretary of State for Environment, Food and Rural Affairs announced that a new National Park would be created for the South Downs. The boundary of the National Park will include Ditchling Village.

2.7.2 It is anticipated that a National Park Authority (NPA) will come into existence from 2010 and take on its range of statutory duties, powers and functions from 2011. The NPA’s primary purposes will be to:

- conserve and enhance the park’s natural beauty, wildlife and cultural heritage, and;

- promote opportunities for the understanding and enjoyment of the park's special qualities by the public.

2.7.3 In his decision letter of 31 March, the Secretary of State (paragraph 88) says: "Given its large population, and the number of local authorities having land in the Park, the Secretary of State takes the view that the South Downs National Park Authority should delegate its development control work as far as is possible to its constituent local authorities. He recognises that this is a decision for the NPA, but will base his own decisions (for example on membership and funding) on the presumption that that delegation will, so far as is possible, occur, until such time as the NPA may decide differently. He will review such arrangements after a period of time to see how they are working"

2.7.4 At the time of preparing this document (September 2009), it is anticipated that East Sussex County Council will retain its function as the Highway Authority and will continue to be responsible for the maintenance of the public highway within the boundary of the National Park in East Sussex. In this context, East Sussex County Council would work with the National Park Authority, whom it would consult during the development of measures associated with the Ditchling LATS.

2.7.5 The South Downs are already a popular destination for walking and other activities, and the area is expected to attract many more visitors once the National Park is in place. The County Council would encourage the National Park Authority to promote the use of sustainable modes for journeys to the park.

2.8 Local Developments

2.8.1 The South East Plan provides a housing allocation for each District. Of relevance to the Ditchling LATS are the housing allocations in the immediate area. Table 2 below shows the housing allocation for the immediate area.

Table 2 – The Housing Allocation for the Districts in the area around Ditchling

| Area | Housing Allocation for the period 2006 - 2026 |
|---------------------|--|
| Lewes District | 4,400 |
| Mid-Sussex District | 17,100 |
| Brighton and Hove | 11,400 |
| Shoreham Harbour | 10,000 |

2.8.2 Each District Council is required to produce a Local Development Framework (LDF) that identifies sites to accommodate the housing allocation set out in the South East Plan. The LDFs being produced by Lewes District, Mid-Sussex District and Brighton and Hove City Council are in development at the time of producing this document (September 2009)

2.8.3 Mid-Sussex District Council produced a 'Core Strategy Pre-submission Document' for consultation in February 2008, which sets out options for future development. This indicated that a number of sites at East Grinstead, Burgess Hill and Haywards Heath were being considered for strategic housing allocations to assist in meeting the District's housing requirement in the period to 2026, as set out in the South East Plan. For all of these sites the delivery of appropriate transport infrastructure will be key to ensure that they do not have a detrimental impact on the existing transport networks.

2.8.4 There is a longstanding commitment to deliver the 'Haywards Heath Relief Road' to the south of the town. This developer-funded scheme will relieve pressure on the A272 Lewes Road through Haywards Heath, and would be required in order to accommodate any significant future development. Construction of phases 1-5 of the Relief Road have already been completed and Mid-Sussex District Council, along with West Sussex County Council, are working closely with the developer funding the scheme to ensure that the final stage is completed as soon as possible.

2.8.5 Mid-Sussex District Council are working with West Sussex County Council to assess the infrastructure requirements associated with the development options set out for Burgess Hill in the Mid Sussex Core Strategy Pre-Submission Document. It is likely that significant development to the southeast of Burgess Hill would require an extension of the Jane Murray Way to provide an additional east-west link across the Railway Line that runs through the town. If this link is required it will then be for the District Council to decide whether or not it will be acceptable in planning terms.

2.8.6 It is anticipated that Mid-Sussex District Council will undertake further consultation on a 'Core Strategy Proposed Submission Document' in the early part of 2010.

2.8.7 Lewes District Council prepared a 'Core Strategy Preferred Options Document' for consultation during 2006. Whilst the document does not identify specific locations for possible development, it does identify five areas that are considered suitable in terms of strategic sustainability (presence of suitable services and infrastructure). However these require further work to determine their suitability for future development. These areas are Lewes, Newhaven, the edge of Burgess Hill (part within Lewes District), Seaford, and Peacehaven/Telscombe. A revised Core Strategy document is being prepared for consultation towards the end of 2009.

2.8.8 Large local developments, particularly those at Burgess Hill and Haywards Heath have the *potential* to lead to an increased volume of traffic using the roads through Ditchling. East Sussex County Council will continue to work with the District Councils to understand the implications of these developments on local infrastructure and to ensure that necessary improvements are implemented.

2.8.9 Work to construct a 22,374 seat stadium at Falmer should be complete by May 2011. The site is adjacent to the Brighton University campus, alongside the A27 and close to the railway station at Falmer. The Falmer Community Stadium development will accommodate a variety of sporting activities, music concerts, and includes facilities for banqueting, conferences, education, a shop, entertainment and food.

2.8.10 A Transport Assessment that considers the traffic and transport issues associated with the development was submitted with the application for planning permission in 2001. This predicts that, with 22,000 spectators attending a Saturday afternoon football match, that the following modal split could realistically be achieved:

- 16% arriving by walking/cycling/bus and walk;
- 14% arriving by rail;
- 3-4% arriving by stage carriage bus services;
- 16-18% arriving by park and ride services;
- 5-6% arriving by home spectator football special type coach services;
- 10% arriving by visiting spectator coach services;
- 3% arriving by taxi drop off/ kiss and ride, and;
- 29-32% arriving by private car.

2.8.11 Of those arriving by private car, a positive pricing strategy for car parking will ensure at least three spectators per car.

2.8.12 The Assessment considers the impact that traffic associated with the Stadium may have on the local highway network, and specifically examines the operation of several local junctions for a number of scenarios involving a major event at the stadium in order to establish a 'worst case scenario' for traffic impacts.

2.8.13 The Transport Assessment does not explicitly consider whether major events at the Falmer Community Stadium will have an impact on traffic volumes in Ditchling, but does consider traffic movements at the junction of Ditchling Road and Coldean Lane.

2.8.14 It shows that there will be an increase in traffic on Coldean Lane, and this will make it more difficult for traffic to exit from Ditchling Road onto Coldean Lane during the hour before and after major events at the Stadium. The maximum volume would be experienced during the hour proceeding a Saturday afternoon football match (assuming 22,000 spectators attend), when a queue of up to 31 vehicles is predicted on the Ditchling Road towards it's junction with Coldean Lane. The report notes that "Such difficulties would be experience for a relatively short period and could be mitigated by manual policing if these were felt to be necessary".

2.8.15 On balance, the impact of the Falmer Community Stadium on traffic levels in Ditchling is likely to be low. The County Council is represented on the Falmer Community Stadium Travel Management Group, who are consulted on the development of the Transport Management Strategy for the Development.

This issue of monitoring the impact of traffic on Ditchling, and the wider network, will be raised through this forum.

Chapter 3 – Vision and Objectives

3.1 A Vision for Ditchling

3.1.1 The Strategy is guided by the following vision which has been developed and agreed by the Ditchling LATS Steering Group.

“To reduce and manage the impact that traffic has on the community in Ditchling, to improve travel choice, safety, access and accessibility, in a sustainable way, for all people who live in, work in and visit Ditchling, whilst having due regard to the impact of any measure introduced in or around the village on neighbouring communities.

3.2 Objectives of the Ditchling LATS

- 1. Reduce the speed and volume of traffic**
To reduce the speed and volume of traffic in the village.
- 2. Reduce the volume of HGVs**
To reduce the volume of HGVs in the village.
- 3. Improve accessibility for pedestrians and cyclists**
To improve the accessibility of Ditchling for cyclists and pedestrians - including people with disabilities, and to make Keymer more accessible from Ditchling.
- 4. Improve Road Safety**
Improve safety, and perception of safety, for people walking, cycling, riding, or driving in the village.
- 5. Address Parking Issues**
Reconcile the demand for parking with the desire to minimise congestion.
- 6. Reduce the need to travel and promote sustainable transport choices**
To encourage people to make more of their journeys on foot, by bicycle and by public transport, instead of by private cars.
- 7. Improve interchange between different modes of transport**
To achieve better integration between different modes
- 8. Preserve and enhance the Ditchling Conservation Area**
To preserve and enhance the Ditchling Conservation Area.
- 9. Improve air quality**
To improve the air quality in Ditchling village.

3.3 Strategy Approach

3.3.1 The strategy seeks to make the best use of the range of transport measures available to develop a coherent, balanced and integrated transport strategy for Ditchling. This approach is compatible with the objectives of the East Sussex Local Transport Plan, relevant statutory plans, and local strategies.

3.3.2 The County Council will seek to prioritise, develop and implement schemes identified in the Ditchling LATS to ensure that they contribute to a range of LTP objectives and targets, and ensure that there is a targeted approach to the delivery of an overall programme.

3.3.3 As part of the development of the capital programme of local transport improvements, the County Council has adopted a 'balanced scorecard' approach. This approach assists the County Council in determining the relative priority that should be given to the implementation of different transport schemes from across the County taking account of the level of funding available.

3.3.4 All schemes will be assessed and ranked against the LTP objectives and targets to ensure that the contribution of each scheme is maximised. This approach ensures that the County Council achieves best value for money.

Chapter 4 – Information Gathering and Community Engagement

4.1 Introduction

4.1.1 This chapter describes how the views of local people and traffic data collected in Ditchling has been used in the development of the Ditchling LATS. The deliverability of some of the solutions put forward by members of the local community is also reviewed.

4.2 Information Gathering

4.2.1 In summer 2006, the County Council undertook a detailed survey of traffic in Ditchling village to quantify the number of journeys being made through, to and from the village.

4.2.3 The surveys showed that:

- An estimated 10,882 journeys were made in Ditchling village on a typical 7am to 7pm weekday. Of these, approximately 9% originate or terminate in the village, and 91% are through movements.
- The amount of traffic in the village varies considerably across the day, with peak flows recorded from 8am to 9am and 5pm to 6pm.

4.2.4 The surveys gave an insight on the origins and destinations of the journeys:

- Some 40% originate or terminate in Westmeston, Streat, Plumpton, Keymer, Clatyon and the area of Ditchling parish – excluding Ditchling village.
- Some 20% of journeys made through Ditchling village are made from Brighton to Haywards Heath or visa-versa.
- Some 7% of journeys made through Ditchling village are made from Burgess Hill to Brighton or visa-versa.
- Some 9% of journeys originate or terminate in Ditchling village

4.2.5 The surveys revealed something on the purpose of the journeys:

- Some 36% of journeys were people going to or from work and home.
- Some 16% of journeys were people going to of from home and a place for recreation.
- Some 8% were journeys to and from home or shopping.

4.2.6 Data collected at the mini-roundabout at the village cross-roads shows that north/south traffic is the dominant movement with 51% of traffic going from the High Street to South Street or vice versa. Only 17% of traffic is east/ west,

moving from West Street to Lewes Road or vice versa. Turning movements make up 32% of the traffic movements at the mini-roundabout.

4.2.7 A desktop survey was undertaken to provide an initial view on the potential for through-journeys to be made via alternative routes that avoid Ditchling, and this showed that:

- A total of 15% of journeys were identified as having the potential to use an alternative route that avoids Ditchling village and which would result in a shorter journey time and distance. Some 72% of these journeys were from or to Brighton, Burgess Hill, Haywards Heath and Crawley, representing 11% of total journeys recorded. The fact that these journeys are made through Ditchling at all suggests that there are other factors influencing route choice such as traffic conditions along the route. The choice of route taken for daily journeys (e.g. home to work) will be informed by knowledge of traffic conditions experienced on those routes during the period when the journeys are being made.
- A total of 45% of journeys were identified as having an alternative route that would not appear to significantly increase journey time and distance. Some 86% of these journeys were to or from Brighton, Burgess Hill, Haywards Heath and Crawley, representing 38% of total journeys recorded. Nevertheless, the existing conditions are clearly such that it is desirable for these drivers to make their journey via Ditchling. Again, it may be the case that Ditchling provides a quicker route during peak hours which will tend to influence the choice of route for journeys. The proportion of these journeys that might be diverted away from Ditchling village *in practice* would be dependent upon the type and extent of any measures introduced in the village or surrounding area to deter vehicles and influence route choice. It would be necessary to achieve a significant increase in journey time in order to have a significant impact on drivers making these journeys.
- The remaining 40% of journeys in Ditchling village could not be diverted to other routes without a significant increase in journey time or distance. Some 95% of these were from or to Ditchling, Hurstpierpoint, Keymer, Plumpton and Westmeston, representing 38% of total journeys.

4.2.8 Putting that another way, 49% of total journeys recorded were to or from Brighton, Burgess Hill, Haywards Heath and Crawley, and had an alternative route that would reduce or not significantly increase journey time or distance, while 38% of total journeys recorded were to or from Ditchling, Hurstpierpoint, Keymer, Plumpton or Westmeston and did not have a realistic alternative route.

4.2.8 The results of the surveys suggest that a significant proportion of the vehicles currently travelling through Ditchling could use alternative routes to avoid the village. However, there are many factors influencing route choice such that the amount of traffic that would divert in practice will be significantly lower than that which could. Any measures introduced in or around the village could result in the diversion of traffic to other routes in the immediate vicinity of

the village (e.g. Spatham Lane) and those further afield. The potential diversionary effects of any measures introduced in or around the village will need to be taken into account to ensure that traffic reductions in the village do not cause significant increases on other roads in the immediate vicinity of the village, and do not cause undue inconvenience to local people.

4.2.9 A report summarising the findings of the data collection exercise is attached in appendix A.

4.3 Community Engagement

4.3.1 To be successful, the Ditchling LATS needs to produce a coherent package of measures that contribute towards delivering the objectives of the Local Transport Plan, command public support, and reflect the aspirations of local people.

4.3.2 As such, the County engaged with local people in order to identify the transport issues affecting them, and to ensure there was broad support for the measures put forward through the LATS.

4.3.3 The County Council engaged with the local community through the Steering Group, a Transport Forum, and an Open Day event. The role of, and contribution made by each of these groups is described below.

4.4 The Steering Group

4.4.1 The primary role of the Steering Group was to provide general direction to guide the development of the Strategy. The Steering group was made up of Councillors representing the County, District, and Parish Councils to help ensure 'local ownership' of the LATS.

4.4.2 The Steering Group nominated forty members of the community to be involved in a Transport Forum.

4.4.3 The Steering Group wanted the LATS to take a two-pronged approach to addressing the traffic issues; firstly by looking at a wider area to reduce through-traffic, and secondly to look at the village itself to reduce the impact of traffic that does travel through the village.

4.4.4 They also raised a number of key transport issues they felt were important for the LATS to address.

4.5 Transport Forum

4.5.1 The Transport Forum was tasked with identifying the transport issues and potential solutions to be considered by the LATS. The Transport Forum consisted of members of the local community, and stakeholders representing the emergency services, public transport providers, road user groups, schools,

environmental and business interests. This composition ensured that issues affecting a wide variety of interests were represented during the development of the LATS.

4.5.2 The Transport Forum met on 16 April 2008 to identify transport issues and potential solutions.

4.5.3 Key issues raised by the members of the Forum included the speed and volume of traffic, the difficulty people experience when walking in the village because of the narrow footways and proximity of traffic, the difficulty people experience when crossing the roads, the volume of HGVs, lack of parking, the poor pedestrian link to Keymer, and the limitations of public transport provision.

4.5.5 The Transport Forum met again on 23 June 2009 to scrutinise a draft version of the Ditchling LATS and feedback from the meeting was taken into account when finalising this document.

4.6 The Open Day

4.6.1 In order to give everybody the opportunity to feed into the development of the Ditchling LATS, the Steering Group decided that an 'Open Day' should be held.

4.6.2 An invitation was sent to every address in Ditchling and Westmeston, inviting local residents and business people to attend an Open Day where they could discuss the transport issues that affect them with officers from the County Council.

4.6.3 The Open Day was held on Saturday 05 July in Ditchling, and was well attended by local people, who were encouraged to record their views on a feedback form.

4.6.4 The Open Day was very successful and provided a comprehensive source of information to feed into the LATS. In total, some 187 people provided feedback (some via e-mail or letter), giving a total of 915 comments, which identified some 254 different issues.

4.6.5 Key issues raised included the speed and volume of traffic, the volume of HGVs, difficulty of walking because of narrow pavements, difficulty crossing the roads, congestion, and lack of cycleways.

4.7 The Identification of Deliverable Solutions

4.7.1 The feedback gathered from the Steering Group, Transport Forum and Open day was considered along with the County Councils objectives and targets from the East Sussex Local Transport Plan, to determine which solutions should be taken forward for implementation as part of the LATS.

4.7.2 The feedback identified a wide variety of transport issues affecting people in Ditchling, and many more suggestions on how they could be addressed. Whilst the LATS will try to address the transport issues identified, there are constraints on the solutions that can be promoted as part of the LATS. Solutions must make a meaningful and cost-effective contribution towards the objectives and targets of the Local Transport Plan, and should be politically acceptable. The wider impact of measures introduced in Ditchling on the surrounding area need to be carefully considered.

4.7.3 Two potential solutions that were put forward at the Transport Forum and the Open Day that have not been included as measures in the LATS are the construction of a bypass around the village and the closure of the road across Ditchling Beacon. An explanation of the reasons for their exclusion is set out in the following sections.

4.8 A By-Pass for Ditchling

4.8.1 A number of people who attended the Transport Forum and the open day suggested that issues regarding the volume of traffic, HGVs and congestion, could be addressed if a bypass running north to south were to be constructed around the village.

4.8.2 A by-pass to the west of Ditchling linking the B2112 Clayton Road to the B2112 Common Lane would divert much of the North/South traffic away from the centre of the village. However, some traffic would continue to use Beacon Road and Upper Beacon Road unless additional measures were introduced to prevent this.

4.8.3 A new road of this size and impact would be a major scheme requiring approval and funding from the Government. It is considered very unlikely that approval would ever be given considering the demand for funding and the relatively small contribution this localised improvement would make towards delivering the objectives of the Local Transport Plan, and the regional priorities for transport funding which are focussed on delivering road improvements which benefit strategic traffic movement across the County.

4.8.4 The environmental impact of the proposal would be such that it would be strongly opposed by local people, particularly those whose properties would be adversely affected. It would cut through the rural landscape, farmland and vineyards, that local people wish to protect. Such a road would inevitably have an impact on the South Downs National Park – an area given the highest level of protection under the planning system.

4.8.5 As a result, the proposal for a bypass is not one that has been included as a measure that will be implemented as part of the LATS process. However, as has been pointed out in section 2.8 there is the potential for considerable development particularly to the north of Ditchling, which could lead to an increase in the amount of traffic passing through the village. It may be the case that a bypass around Ditchling may need to be considered as a potential option

as part of the consideration of the potential impact of future development proposals on the transport network. The need for this or any other transport infrastructure improvements associated with development, will need to be considered as part of the transport infrastructure assessment undertaken as part of each District Councils' Local Development Frameworks.

4.9 Closing Upper Beacon Road/ Ditchling Road at Ditchling Beacon

4.9.1 The idea of closing Upper Beacon Road at the Beacon was been put forward during the Transport Forum, and by a number of people who attended the Open Day, primarily as a way to address the volume of traffic in the village.

4.9.2 Although it is accepted that the closure of the road across the Beacon would reduce the volume of traffic in the village, there are a number of issues related to the practicality of the closure, the scale of the benefits it would deliver, the cost and timescale for its delivery, and the public acceptability of a closure. Each of these factors is considered in more detail below.

4.9.1 Technical Feasibility of a Proposed Closure

4.1.1.1 Closure of the Beacon would probably be technically feasible. Although people refer to the **closure** of the road over Ditchling Beacon, it would probably not take the form of a legal closure but could be introduced through a restriction on the type of traffic that was able to use a short section the road in the immediate vicinity of the Beacon. Some vehicles, such as emergency vehicles, agricultural vehicles and possibly others, would almost certainly need to continue to cross the Beacon. The introduction of a measure to restrict the type of vehicle that was able to cross the Beacon would require a Traffic Regulation Order, and probably a barrier and remote monitoring to achieve compliance. It would also require changes to signs over a wide area.

4.9.2 Effectiveness and Impact of a Closure

4.9.2.1 One of the perceived benefits of a closure at the Beacon is that it would significantly reduce the volume of traffic in the village, and would target those drivers making north/south journeys through the village.

4.9.2.2 If the road closure were implemented at the Beacon, there would still be routes through the village that would continue to be used by through traffic. For example, much of the north-south through traffic that was no longer able to cross the Beacon could continue to pass through the village and divert onto Clayton Road. Ditchling would still continue be the easiest route for journeys from parts of Haywards Heath and Burgess Hill to Brighton. In addition, traffic levels on other local roads could increase as a result of a reallocation of traffic from Beacon Road.

4.9.2.3 It is already apparent that Clayton Road could provide an alternative route for north/south traffic, and it is anticipated that it would be necessary to introduce other measures to achieve the full traffic reduction benefits resulting from the Beacon closure.

4.9.2.4 In view of the uncertainty about the potential traffic impacts of the closure a comprehensive traffic assessment would need to be undertaken to assess and understand the impact that a closure would have on the local network.

4.9.3 Public Acceptability of a Closure

4.9.3.1 It is clear that a significant number of people in the village support the idea of closing the road at Ditchling Beacon and this was evident at the Open Day and Transport Forum. However, it is also clear that this proposal is not universally supported, even within Ditchling.

4.9.3.2 In 1995 the County Council undertook a public consultation exercise related to the introduction of traffic calming measures in the village. The consultation questionnaire included a question about whether people supported the idea of closing the road across the Beacon. A total of 585 questionnaires were completed and feedback showed that 51 percent of respondents were in favour of the closure, with 46 percent in opposition. If the responses from Ditchling and non-Ditchling residents are considered separately, 61 percent of respondents from Ditchling were in favour of the closure compared to only 19 percent of non-residents.

4.9.3.3 A closure of the road at Ditchling Beacon would require residents of Ditchling, and neighbouring communities, to find an alternative route for journeys that they might ordinarily have made via Upper Beacon Road. For Ditchling residents, the disadvantages of this may be outweighed by the perceived advantages resulting from lower traffic volumes. However, people living further afield would experience the disadvantages with none of the traffic reduction benefits. For this reason, many people in the surrounding area would be likely to oppose the closure.

4.9.3.4 Any proposal to restrict traffic across the Beacon would be subject to extensive and widespread public consultation in order to consider the views of all those who might be affected by it.

4.9.3.5 There is no doubt that a proposal to close the road at Ditchling Beacon would invite a significant number of objections from local people, those further afield, and national bodies opposed to the underlying principle of using road closures as a traffic reduction mechanism.

4.9.3.6 There is always the risk that any transport proposal that is subject to public consultation will receive insufficient public support to warrant its implementation. If this is the case, proposals can be modified to try and overcome objections. However, with the Beacon closure, there would only be

limited opportunity to adjust the proposals in order to satisfy those who objected to it.

4.9.3.7 In view of the likely level of public opposition to the proposal, a Public Inquiry may have to be held and there would be a significant risk that the scheme would not get the go ahead at the end of this process despite all of the costs that had been incurred in getting it to that point.

4.9.3.8 The package of measures included in the Ditchling LATS will also have to be subject to public consultation but they will be based on deterring traffic from travelling through the village rather than prohibiting it. Consequently, the impact of each measure would be far more localised which means that the scale of consultation and scheme appraisal proceeding it would also be reduced. As a result, consultation on the alternative measures identified in the LATS would be quicker and cheaper to undertake.

4.9.4 Cost of the closure

4.9.4.1 One of the perceived advantages of closing the road at the Beacon is that it would cost less to implement than an alternative package of measures designed to deter traffic from using the village. Even if the cost of construction were to be less than some of the other measures proposed in the LATS, the cost of the preparatory work required to get the Beacon closure proposal to consultation would be significantly greater.

4.9.4.2 Substantial costs would be incurred in undertaking an appraisal of the benefits and dis-benefits of the Beacon closure scheme. The cost of this work could easily amount to £100,000. A substantial element of this would be the cost of developing a traffic model to assess the impact of the closure on the surrounding road network, and would be necessary for any comprehensive traffic assessment. Given the strategic impact of the closure, the model would have to cover an extensive area bounded by the 'box' of strategic and primary distributor roads that surround the village (A272 to the north, A23 to the west, A275 to the east and A27 to the south).

4.9.4.3 West Sussex County Council and Brighton and Hove City Council would also want to understand the strategic implications of the closure on the road network in their areas. In addition to this, the modelling work would have to demonstrate the impact of the diversionary flows on the junctions in the surrounding network and what measures would be required to overcome any adverse impacts. The appraisal would also have to determine the environmental impacts resulting from the closure. It is the case that some modelling and scheme assessment work would be required to assess the impact of the measures currently being proposed in the LATS. However, this would be on a more localised scale, as the measures would be introduced incrementally, with the ability to assess the effectiveness of each measure before moving onto the next.

4.9.4.4 If any appraisal study concluded that there was not a strong case for the Beacon closure in terms of the relative benefits and dis-benefits of the proposal in relation to its cost, then a decision may be taken not proceed to public consultation. If the scheme did proceed to public consultation, the costs of this exercise would be significantly greater than for the other measures proposed in the draft LATS.

4.9.4.5 As has already been outlined, even if the Beacon were closed, some of the other measures proposed in the LATS may still be necessary to prevent some of the diversionary effects that would result from the scheme.

4.9.5 Timescale for the delivery of a closure

4.9.5.1 The work required to progress the Beacon closure to public consultation would be far greater than that required for the other measures proposed in the LATS. Once the scheme had been approved for inclusion in the capital programme, it could take two to three years to progress the scheme to public consultation stage, compared to one to two years for some of the other measures set out in the draft LATS.

4.9.6 Conclusions on the Principle of a Road Closure at Ditchling Beacon

4.9.6.1 A preliminary analysis of the relative merits of pursuing a strategy based on the Beacon closure or one consisting of a package of measures in the village aimed at deterring through traffic suggests that both solutions are probably technically feasible. On its own, the Beacon closure would probably be more effective than any other single measure in reducing traffic levels in the village. However, it would not solve all of the traffic problems that the village faces and may cause traffic problems on other roads. The Beacon closure proposal would be extremely controversial and there is a significant risk that even if it were taken to public consultation that it would not get the go ahead at the end of the process. Although the capital cost of the Beacon closure would probably be less than some of the other measures proposed in the LATS, the preparation costs associated with it would be significantly higher with no guarantee of a positive return on the investment that had been put into the project.

4.9.6.2 In conclusion, there are significant questions about the scale of the benefits that the Beacon closure would deliver, the cost and timescale for its delivery, as well as the public acceptability of it. As a result, it has not been included as a measure for implementation as part of the LATS.

4.8 Conclusion

4.8.1 The development of the LATS has been informed by a data collection exercise that revealed some key characteristics of the nature of traffic in Ditchling, along with feedback from the Transport Forum and the Open Day event which has been fundamental in identifying the issues that local people would like to see addressed and the measures to address them.

4.8.2 Whilst many of the measures suggested in the Transport Forum and Open Day have been included in the package of measures that forms the Ditchling LATS, the practical considerations associated with the delivery of some of the suggestions means that not all of them can be taken forward through the LATS process.

Chapter 5 – Strategy Components

5.1 Introduction

5.1.1 The measures that could be introduced to achieve the vision and objectives for the Ditchling LATS are set out in this chapter. Each of the following sub-sections focuses on a particular mode of transport or a specific group of users. These are closely related to local views and concerns expressed through the Steering Group, Transport Forum, and the Open Day event.

5.2 Background

5.2.1 The Steering Group considered that many, but not all, of the issues identified by the Transport Forum and Open Day originated from the fact that Ditchling was not ‘designed’ to handle the volume of traffic it experiences.

5.2.2 Many of the roads in the centre of the village are narrow and their width is constrained by historic buildings that line the highway. South Street, High Street, and West Street in the centre are particularly narrow in places, making it difficult for vehicles to pass each other. The narrow footpaths in the centre of the village make conditions difficult for pedestrians in places. As such, the centre of Ditchling is not well suited to the volume of traffic that passes through it.

5.2.3 The Steering Group considered that Ditchling’s transport issues should be addressed at two levels, with one set of measures designed to divert traffic away from the village and a second set to mitigate the impact of traffic that does pass through the village, along with other measures to improve conditions for pedestrians, cyclists and those using public transport.

5.3 Traffic Volume

Context

5.3.1 It is a key objective of the East Sussex Local Transport Plan to manage demand and reduce the need to travel by private car.

5.3.2 The Council promotes sustainable alternatives such as walking and cycling, and subsidises bus services – particularly those in rural areas that would otherwise be commercially unviable.

5.3.3 With Brighton to the South, Burgess Hill to the Northwest, and Haywards Heath to the North, vehicles travelling between these settlements use the roads

through Ditchling, particularly North End, the High Street, South Street, Clayton Road and Beacon Road.

5.3.4 A survey was undertaken in summer 2006 by the County Council's Traffic Monitoring Team to determine the traffic levels using the village. A report on the results of the surveys was produced as part of the development of the LATS.

5.3.5 The surveys gave an insight on the origins and destinations of the journeys:

- Some 40% of journeys recorded originated or terminated in Westmeston, Streat, Plumpton, Keymer, Clayton and the area of Ditching parish – excluding Ditchling village.
- Some 20% of journeys made through Ditchling village were from Brighton to Haywards Heath or vice-versa.
- Some 7% of journeys made through Ditchling village were from Burgess Hill to Brighton or visa-versa.
- Some 9% of journeys originated or terminated in Ditchling village.

5.3.6 The surveys revealed the following about the purpose of the journeys:

- Some 36% of journeys were people going to or from work and home,
- Some 16% of journeys were people going to or from home and a place for recreation,
- Some 8% were journeys to and from home for shopping purposes.

5.3.7 Data collected at the mini-roundabout at the village cross-roads shows that north/ south traffic is the dominant movement with 51% of traffic going from the High Street to South Street or vice versa. Only 17% of traffic is east/ west, moving from West Street to Lewes Road or vice versa. Turning movements make up 32% of the traffic.

5.3.8 A desktop survey was undertaken to provide an initial view on the potential for through-journeys to be made via alternative routes that avoid Ditchling, and this showed that:

- A total of 15% of journeys were identified as having the potential to use an alternative route that avoids Ditchling village and which would result in a shorter journey time and distance. Some 72% of these journeys were from or to Brighton, Burgess Hill, Haywards Heath and Crawley, representing 11% of total journeys recorded. The fact that these journeys are made through Ditchling suggests that there are other factors influencing route choice such as traffic conditions along the route. The choice of route taken for daily journeys (e.g. home to work) will be informed by knowledge of traffic conditions experienced on those routes during the period when the journeys are made.
- A total of 45% of journeys were identified as having an alternative route that would not appear to significantly increase journey time and distance. Some 86% of these journeys were to or from Brighton, Burgess Hill, Haywards Heath and Crawley, representing 38% of total journeys

recorded. Nevertheless, the existing conditions are clearly such that it is desirable for these drivers to make their journey via Ditchling. The proportion of these journeys that could be diverted away from Ditchling village in practice will be dependent on the type, extent, and 'severity' of any measures introduced in the village or surrounding area to deter vehicles and influence route choice. It would be necessary to achieve a significant increase in journey time in order to have a significant impact on drivers making these journeys.

- The remaining 40% of journeys in Ditchling village could not be diverted to other routes without a significant increase in journey time or distance. Some 95% of these were from or to Ditchling, Hurstpierpoint, Keymer, Plumpton and Westmeston, representing 38% of total journeys.

5.3.9 Putting that another way, 49% of total journeys recorded were to or from Brighton, Burgess Hill, Haywards Heath and Crawley, and had an alternative route that would reduce or not significantly increase journey time or distance, while 38% of total journeys recorded were to or from Ditchling, Hurstpierpoint, Keymer, Plumpton or Westmeston and did not have a realistic alternative route.

5.3.10 Spatham Lane lays to the immediate east of Ditchling and provides part of an alternative north/south route for journeys that might otherwise have been made through Ditchling village. The survey of summer 2006 showed that 64% of southbound traffic and 46% of northbound traffic took no longer than 15 minutes to pass through, so is assumed to have passed through without stopping.

5.3.11 There is a perception that the volume of traffic on Spatham Lane has increased since traffic calming was introduced in Ditchling village. A comparison of traffic data collected before and after the installation of traffic calming measures on Lewes Road shows that, whilst there was no increase in the traffic volume on Spatham after the traffic calming was introduced initially, the volume of traffic recorded in 2006 was greater than the volume before the installation of traffic calming measures in 1999. However it is not clear that this is a result of the traffic calming. This is shown in the table below.

Table 3 – Traffic Count Data for Spatham Lane

| Date | Location | Northbound | Southbound |
|---------------------------------------|------------------------------|------------|------------|
| 5-day average for 17/04/98 – 24/04/98 | Near level crossing | 734 | 688 |
| 5-day average for 06/09/99 – 17/09/99 | Near level crossing | 629 | 589 |
| 06/07/06 | Junction with St Helena Lane | 720 | 708 |
| 06/07/06 | Junction with Lewes Road | 878 | 719 |

5.3.12 The South Downs Joint Committee have been working with the Sussex Wildlife Trust to develop ideas to enable improved grazing of the escarpment at

Ditchling Beacon. At the time of producing this document (September 2009), the approach being considered would involve the installation of cattle grids at the top and bottom of Upper Beacon Road, to allow livestock to wander across the road and graze the area either side.

Issues

5.3.13 The overall volume of traffic in the village is a key issue for local people, as demonstrated in feedback provided by the Transport Forum and the Open Day. The volume of traffic is also considered to be a factor in several other issues, such as the perceived safety of walking and cycling as well as the negative impact that the traffic has on community cohesion and the historic environment in the centre of the village.

5.3.14 Key findings from the Transport Forum and Open Day include the following:

- Whilst the issue is village-wide, the volume of traffic in the High Street, Beacon Road and South Street were most frequently mentioned.
- The volume of traffic in central Ditchling, North End, Lewes Road, and West Street were also mentioned.
- The volume of traffic is considered to have a detrimental impact on ancient buildings in the High Street.
- Traffic uses Ditchling instead of A23, A2300 and A273, in spite of existing directional signage.
- It was suggested that SAT NAV might encourage people to drive through the village.
- Many respondents felt that traffic in the north/ south direction was the most problematic, although east/ west traffic was also mentioned.
- There is a perception that much of the traffic is going from Haywards Heath or Burgess Hill to Brighton and back, although the survey data demonstrates that many of the journeys are local in nature.
- The increased traffic during the rush hours was mentioned, and this is supported by the results of the data collection exercise.
- There is a perception that some drivers try to avoid the traffic calming measures and congestion in the village centre by taking an alternative route that uses residential streets or country lanes. Several people said that East End Lane is used as a cut-through, whilst others use Spatham Lane, Streat Lane, or Underhill Lane – despite the access only restrictions.
- Drivers use the country lanes as a fast cut-through, which impacts on pedestrians and cyclists.
- The volume of traffic on Upper Beacon Road is identified as an issue, particularly for walkers, cyclists and equestrians who use the road. It was suggested that vehicles driving up the Beacon produce a lot of pollution because of the gradient, and that this was not be in keeping with its potential status as a part of a National Park.
- There is a perception that the traffic lights at the Stone Pound crossroads cause congestion, and that this results in some drivers

using the B2112 through Ditchling instead of the A273 towards Burgess Hill.

- There is some concern that developments to the South of Burgess Hill and the Falmer Stadium will increase the traffic levels in Ditchling.
- There was a view that completion of the South Haywards Heath Relief Road could lead to a transference of some north/south traffic from Ditchling to the A23.
- People felt that the volume of traffic lowers the quality of life for residents, and dissuades people from walking and cycling, or letting their children walk to school.
- There was a view that people visiting the South Downs National Park may result increase the amount of traffic in Ditchling.

5.3.15 A great number of ideas on how to address the traffic volume issue were put forward by the Transport Forum and local people attending the Open Day Event.

5.3.16 In summary, the suggested measures to reduce the volume of traffic included:

- Close Upper Beacon Road at the Beacon (at all times or just peak times).
- Introduce more signage to divert traffic onto more suitable roads such as the A23, A2300, and A273.
- Introduce speed-reducing measures to deter drivers from using Ditchling as a through-route.
- Introduce toll-road charging for non-residents.
- A village by-pass.
- A one-way system for Keymer Road, the High street, South Street and Clayton Road.
- Traffic lights at either end of the High Street to produce alternating flow (like Lewes bottleneck).
- Narrow the roads.
- Close Clayton Road or make it very narrow.
- Close both Upper Beacon Road and Clayton Road.
- Close North End.
- More traffic calming, perhaps complete the original traffic calming scheme for South Street, Beacon Road and Clayton Road, along with more mini-roundabouts, raised tables, and a 20mph speed limit, to increase the duration of journeys though Ditchling.
- Close East End Lane at one end, or halfway along.
- Close Ditchling to all through traffic.
- Close Underhill Lane to create two cul-de-sacs and prevent through-traffic.
- Improve the flow of traffic through the village to reduce flow in Spatham Lane, Street Lane and Underhill Lane.
- Improve the flow of traffic along Spatham Lane and upgrade Underhill Lane to take more traffic and reduce the flow in Ditchling.
- Improve north/ south flow through Stone Pound crossroads
- Relieve congestion at the A27/A23 junction at Patcham.

- Reclassify village 'B' roads to 'C' roads.
- Alter the junction and/or signage at the junction of the C203 Ditchling Road and the A27 to dissuade through-traffic.
- Investigate options for alternative surface treatments in the High Street, including elements such as higher or lower kerbs, shared surfaces, reduced road widths, cobbles and street furniture.
- Investigate options for changing the traffic priorities at the crossroads, for example removing the mini-roundabout and giving priority to traffic from West Street and Lewes Road.

Measures

5.3.17 The following measures to address the problems caused by the volume of traffic, will be investigated for introduction as part of the LATS:

- 1) A strategic signage review to consider the placement of directional traffic signs to encourage traffic to use the A23, A27, A2300, A273, where possible, and avoid Ditchling village.
- 2) A traffic calming review will investigate the effectiveness of the existing traffic calming measures and review the potential to extend them to a wider area in order to increase the transit time through the village and deter its use as part of a route for through-traffic, without transferring the traffic to adjacent areas.
- 3) A review of survey data to identify key journeys that can be targeted for redirection onto the strategic network (e.g. A23). It has already been established that the potential for redirecting journeys largely relates to north/ south traffic (see 5.3.8 and 5.3.9 above). This would feed into a strategic signage review and traffic calming review, and a review of the visual appearance of the roads in and out of the village.
- 4) Investigate the potential to change the classification of the B2112 and the B2116 from 'B' roads to 'C' roads.
- 5) Investigate the potential to reduce traffic volume by changing the visual appearance of the roads on the outskirts of the village to change drivers' perceptions of them so that they view them as quiet rural lanes rather than busy traffic arteries. Measures to dissuade drivers from using Ditchling could include gateway treatments, carriageway narrowing, and removal of central white lines and cats eyes, traffic calming, or introduction of cattle grids.
- 6) Investigate the feasibility of introducing one-way working on certain roads, taking the needs of residents and local people into account.
- 7) Investigate options for alternative surface treatments in the High Street to give greater priority to pedestrians and reduce the dominance of motor vehicles if a significant significant reduction in traffic volume on the High Street is achieved.
- 8) Investigate options for changing the traffic priorities at the crossroads, for example removing the mini-roundabout and giving priority to traffic from West Street and Lewes Road, if traffic data shows that a significant change in traffic movements at the mini-roundabout is achieved.

- 9) Undertake biannual traffic monitoring at the cross roads in order to monitor the volume of traffic in Ditchling village.

5.4 Traffic Speed

Context

5.4.1 Improving road safety for all users is a fundamental objective of the East Sussex Local Transport Plan, which includes targets to reduce the number of people killed or seriously injured in road accidents. Specific targets include:

- A Reduction in the number of people killed or seriously injured by 35%.
- A reduction in the number of children (under 16 years) killed or seriously injured by 50%.
- A reduction in the 'slightly injured' casualty rate by 20%.

5.4.2 In order to meet the County Council's commitment to improving road safety, the Traffic and Safety Team continuously monitors conditions and implements appropriate measures to assist with localised problems.

5.4.3 The County Council implemented a major traffic-calming scheme in Ditchling during the 1990's following calls from local people and the Parish Council to take action to address the perceived speeding problem in Ditchling. Further details on the history of traffic calming scheme in Ditchling are given in the "Existing Traffic Calming" section below.

5.4.4 This section considers the speed of traffic in the village today and lists possible measures to address issues arising from this.

Issues

5.4.5 The speed of traffic in Ditchling was a key issue for those who attended the Transport Forum and is the most frequently identified issue recorded at the Open Day. Traffic speed was considered to be an issue throughout the village, with the speed on non-traffic calmed roads leading into the village raising the most concerns. Key findings from the Transport Forum and Open Day include the following:

- The speed of traffic on Beacon Road was the issue that was raised most frequently at the Open Day. This applies to both the 60mph and 30mph sections.
- The speed of traffic on Clayton Road, Spatham Lane, and Keymer Road were also raised frequently at the Open Day.
- There is a perception that Spatham Lane is used as a "Ditchling by-pass", by fast moving vehicles, although the road is not suited to this.
- The speed of traffic entering West Street from Keymer Road was raised as an issue, and it is noted that the speed limit changes abruptly from 60mph along Keymer Road to 30mph in West Street.

- The speed of traffic along the High Street was also observed as an issue.
- Some people have observed the tendency for drivers to “put their foot down” on the way out of the village once they have passed through the traffic-calmed streets in Ditchling, and others say that speed on the outskirts of the village is a problem.
- Some people identified that motorcyclists use Ditchling as part of a “race track”.
- For some, speeding becomes more of an issue outside of peak hours, and at night.
- Some drivers approach the crossroads too quickly and do not observe the give way markings.
- The speed of traffic in the section of Lewes Road between Spatham Lane and the School was identified as an issue, with speeds increasing as vehicles head away from the village towards Westmeston.
- There is no speed limit sign in East End Lane.
- The speed of traffic is considered too high in North End, despite the traffic calming (which is covered under “Existing Traffic Calming”).
- Many other streets were also mentioned, further demonstrating the perception that traffic speed is a village-wide issue and not one that only affects one or two streets.
- Whilst the speed of traffic is an issue in itself, it is also identified as a factor that has an impact on other groups of users, such as the perceived safety of those walking and cycling in the village.
- Particular safety concerns were raised about the speed of traffic approaching the junction of Clayton Road and Beacon Road. There is a history of vehicles overshooting the junction, leaving the road, and crashing into private property.
- One respondent noted that there had been two head-on crashes in Underhill Lane.
- The speed of vehicles and limited forward visibility on the B2116 at Plumpton was raised as an issue affecting perceived safety.

5.4.6 A great number of ideas on how to address the speed issue in specific locations were put forward by the Transport Forum and local people attending the Open Day Event. In summary, the suggested measures to reduce the speed of traffic include:

- Reduced speed limits.
- A village 20mph zone.
- More traffic calming – speed humps and/or build-outs.
- More Police enforcement.
- More signage.
- Vehicle activated signs.
- Speed cameras.
- Closure of Upper Ditchling Road at the Beacon.
- Remove white lines and cats eyes and introduce cattle grids.
- Measures focussed on reducing traffic on country lanes.
- More parking to slow down traffic in the centre.
- Remove parking and add speed humps, “force” vehicles to slow.

- Narrow the carriageways.
- Lobby the government to change the law about setting speed limits in rural areas.
- Stop people driving through the village.
- Have a live-in policeman for the village.

5.4.7 However, some people were concerned about the visual impact that some of the measures may have on the aesthetic quality and rural character of the village.

Measures

5.4.8 The following measures to address issues caused by the speed of traffic in the will be investigated for possible introduction:

- 1) Undertake a review of speed limits in Ditchling parish, to investigate the potential of introducing a 20mph speed limit throughout, and/or a 20mph speed limit in the 'central core' of the village with speed limits introduced on the unrestricted roads in the parish.
- 2) Undertake a survey of the village to identify potential SID sites on roads subject to a revised speed limit.
- 3) Consider using 'SID' (Speed Indicator Device) or 'CASPER' (Crawley Automatic Speed Processor and Electronic Recorder) to encourage compliance with the speed limit.
- 4) Lobby Sussex Police to increase the level of enforcement activity.
- 5) A review of the existing traffic calming measures to assess their effectiveness in controlling vehicle speed.
- 6) Identification of additional areas where traffic calming could be of benefit.
- 7) Investigate the potential to reduce traffic speed by changing the visual appearance of the roads in the parish to change drivers' perception of them so that they view them as quiet rural lanes rather than busy traffic arteries. Measures could include gateway treatments, carriageway narrowing, traffic calming, or introduction of cattle grids.
- 8) A review of parking restrictions in the village to consider whether strategically placed parking bays could be used to help reduce traffic speeds.
- 9) Undertake a signage review to include an investigation into the potential benefits and dis-benefits of improved speed limit and hazard warning signs and traffic roundels painted on the road.
- 10) Investigate the potential of measures to help address the road safety issues identified at the junction of Clayton Road/ South Street and Beacon Road. Measures could include enhanced signs, or introduction of a Vehicle Activated Sign to alert drivers to the corner, junction realignment or the introduction of a roundabout with associated signage and lighting, traffic calming on the approach, and the introduction of an 'anti-skid' surface to improve vehicle-braking performance.
- 11) Engage with Ditchling Parish Council to develop community-led initiatives that demonstrate a 'community presence' to through-traffic. Measures could include volunteers to operate Speed Indicator Devices.

- 12) Continue to work with the Sussex Safer Roads Partnership to encourage local people to commit to driving at safe and appropriate speeds.
- 13) Investigate options for alternative surface treatments in the High Street to give greater priority to pedestrians and reduce the dominance of motor vehicles if a significant reduction in traffic volume on the High Street is achieved.
- 14) Investigate options for changing the traffic priorities at the crossroads, for example removing the mini-roundabout and giving priority to traffic from West Street and Lewes Road if traffic data shows that a significant change in traffic movements at the mini-roundabout is achieved.
- 15) Investigate the feasibility of a raising the carriageway at the Crossroads, and at key junctions and crossing places identified by the pedestrian accessibility audit, to give more priority to pedestrians.

5.5 Existing Traffic Calming Measures

Context

5.5.1 In 1995, the County Council's Traffic and Safety Team consulted local people on proposals for a village-wide traffic-calming scheme, following calls from local people and the Parish Council to take action to address the perceived speeding problem in Ditchling.

5.5.2 Proposals included traffic calming for Lewes Road, North End and Beacon Road, with a mini-roundabout at the central crossroads, and a mini-roundabout at the South Street/ Clayton Road/ Beacon Road junction. Public feedback was broadly positive and the scheme was approved for implementation.

5.5.3 The first phase of the works included traffic calming in North End and a mini-roundabout at the crossroads, and was constructed in 1996. The second phase was constructed subsequently, which included traffic calming along Lewes Road using speed cushions to create a 20mph zone.

5.6.4 The first phase proved to be controversial and prompted calls for its removal, despite having commanded support during the earlier public consultation.

5.5.5 The third phase proposed to introduce traffic calming to Beacon Road and a mini-roundabout to the Clayton Road/ South Street/ Beacon Road junction, but did not progress to construction due to the unavailability of funding and concerns raised locally about street lighting associated with the proposed mini-roundabout.

5.5.6 Interestingly, feedback from the Open Day showed that local opinion about the traffic calming is divided. Some people say it was successful, whilst

others say it is ineffective, increases noise, or would like to see it modified or removed.

Issues

5.5.7 The Transport Forum and people attending the Open Day event raised the following issues regarding the existing traffic calming in Ditchling.

5.5.8 Issues that were raised regarding the traffic calming in North End included:

- The traffic calming angers drivers. Some then accelerate dramatically once the road opens up.
- Opinions on the effectiveness of the build-outs are mixed, with some people saying they are effective, and others saying they are ineffective.
- Some Priority working signs are missing.
- Some drivers do not observe the priority working signs and do not give way.
- Drivers speed past the build-out near Dumbrells Court.
- Visibility past the build-out closest to the High Street is limited.
- Cyclists going northwards find that vehicles going southwards do not give way at the build-outs; 'pinching' the cyclists between the vehicle and a wall.
- Cyclists going southwards find that there is no build-out 'bypass' so have to give way at the build-outs.
- Some people feel the priority working is an eye sore.
- Residents turning into driveways near the build-outs find this manoeuvre confuses and angers drivers.
- Some people feel that the traffic calming measures do not deter traffic from using the village.

5.5.9 Issues regarding the traffic calming in Lewes Road:

- The speed cushions in Lewes Road are quite "severe" and there is concern that they could damage vehicles passing over them.
- Large vehicles and 4X4s can traverse the speed cushions without slowing down at all.
- Vehicles passing over the speed cushions create noise that can be heard by residents.
- Cyclists avoiding the speed cushions could encounter road debris in the gutter.
- Motorcyclists avoiding the speed cushions move into the path of oncoming traffic, or go along the gutter and are more difficult to see from vehicles exiting the driveways.
- The speed cushions are uncomfortable for drivers who suffer with back pain, and people in ambulances.
- The build-out near the Village Hall brings vehicles into the path of oncoming vehicles.

5.5.10 Issues regarding the roundabout at the crossroads in the centre of the village:

- Opinion on the effectiveness of the roundabout is mixed, with some people saying it is effective, and others saying that it does not work as drivers assume that traffic from the High Street and South Street has priority.

5.5.11 The Transport Forum and people attending the Open day put forward a number of ideas to address the issues associated with the existing traffic calming measures in the village:

5.5.12 Suggested changes to the existing traffic calming in North End:

- Remove the traffic calming in North End.
- Replace build-outs with speed bumps to slow those drivers who will not slow down at the build-outs.
- Put speed bumps next to the build-outs to deter more traffic from the village.
- Introduce a Mini-roundabout at the junction with Dumbrells Court.
- Remove the southern-most build-out to address the issue of visibility past it.
- Remove the build-out near North End House.
- Have a by-pass for cyclists behind each build-out, and reduce the width of the build-outs.

5.5.13 Suggested changes to the existing traffic calming in Lewes Road:

- More Police enforcement.
- Remove the speed cushions.
- Replace the speed cushions with build-outs, a speed camera or speed tables.
- Widen speed cushions to prevent large vehicles from driving straight over them without slowing.
- Redesign the speed humps to make them less “harsh/severe/high” for drivers.
- Review best practice from elsewhere – e.g. Smallfields in Surrey.

5.5.14 Suggested changes to the Crossroads (mini-roundabout)

- Clearly establish the traffic priority at this junction.

Measures

5.5.15 The existing traffic calming measures in Ditchling appear to split local opinion. Whilst some people say the traffic calming has been effective, and there are calls for its introduction elsewhere in the village, it is clear that traffic calming is not universally welcomed once it is in place. Indeed, there are also calls for its complete removal. Views are mixed on whether the speed cushions of Lewes Road or the build-outs of North End provide a better solution, with drawbacks to both measures identified in the Open Day feedback.

5.5.16 The speed of traffic in Ditchling is of fundamental concern to local people, and the measures below reflect this:

- 1) A review of the existing traffic calming to assess their effectiveness in controlling vehicle speed, and identify the potential to further improve their effectiveness.
- 2) A review of the speed cushions in Lewes Road to determine whether widening them or changing their profile would provide any benefit.
- 3) Investigate the feasibility of providing a bicycle by-pass behind the build-outs in North End

5.6 Parking

Context

5.6.1 In September 2004, the responsibility for the enforcement of on-street parking restrictions in the Lewes District passed from Sussex Police to East Sussex County Council.

5.6.2 Civil Enforcement Officers working on behalf of the County Council have the authority to enforce the yellow line (no waiting) restrictions, by issuing Penalty Charge Notices.

5.6.3 In July 2006, the County Council consulted on minimal changes to yellow line restrictions on village streets at the request of the Parish Council, and a number of minimal changes were made.

5.6.4 In December 2008, the County Council made some additional changes to on-street restrictions, introducing yellow lines to the junction of South Street and Beacon Road, and extending yellow lines in front of the Village Hall in Lewes Road. (Some of this work was not completed on the ground until March 2009 owing to adverse weather conditions).

5.6.5 The Village Hall car park provides the primary off-street car park in the village. Parking is free of charge and permitted for up to 72 hours (although Lewes District Council propose to reduce this to 24 hours as part of a review of off-street parking restrictions across Lewes District in due course). Civil Enforcement Officers working on behalf the County Council can issue a Penalty Charge Notice to a vehicle overstaying the time restriction.

5.6.6 Feedback from the Open Day and Transport Forum demonstrated that parking in Ditchling is a key issue for local people.

Issues

5.6.7 The most frequently raised issue to do with parking was the congestion resulting from cars parked on the main roads through Ditchling. Cars parked on South Street, West Street, High Street and Lewes Road restricts the flow of

traffic, resulting in congestion on those streets, and at the Crossroads. Parking on North End also results in congestion.

5.6.8 However, it was also pointed out the parking does have some benefits, in that it helps to slow vehicles in the centre of the village, it allows people to stop and go into the shops – thereby supporting businesses, and helps to retain the “village community”.

5.6.9 The second most frequently raised issue was to do with a perceived lack of parking capacity in the village. There are not always spaces at the Village Hall car park, and The Bull public house car park is no longer open after hours.

5.6.10 Other issues include:

- Some drivers ignore the double yellow lines, particularly in the High Street, Lewes Road, South Street, and at the crossroads. Cars, vans and lorries parked on double yellow lines in the High Street cause particular problems.
- The congestion caused by parking tends to delay traffic and aggravate drivers.
- Cars parked in the High Street can cause problems for the passage of emergency vehicles.
- Parking in East End Lane has reached saturation, with traffic reduced to single file and drivers turning their cars around in driveways. Parking on both sides could interfere with the passage of emergency vehicles.
- Vehicular access from Mulberry Lane to East End Lane is difficult due to parking opposite the junction.
- Cars parked in the Village Hall car park have been vandalised.
- Parents dropping off or picking up their children from the Primary School park on Lewes Road and at the junction with East End Lane. This reduces visibility along Lewes Road for drivers pulling out of East End Lane and can cause some congestion on Lewes Road.
- Cars parked in front of the paper shop and those parked in front of the Village Hall limit visibility along Lewes Road.
- Parked cars and the slope of the road limit visibility along West Street. There are no passing places within the parking.
- Parked vehicles restrict visibility at the Clayton Road/ South Street/ Beacon Road junction.
- The Ditchling Museum needs more parking.
- There are not enough disabled parking spaces.

5.6.11 A great number of ideas on how to address the issues around the provision of parking and the effect it has on traffic flow were put forward by the Transport Forum and local people attending the Open Day Event.

5.6.12 Regarding parked vehicles and congestion:

- Remove or reduce parking from South Street, West Street, the High Street, and the western part of Lewes Road, by painting double yellow lines. Parking for deliveries could be an exception.

- Reduce the number of parking spaces in the High Street and introduce a time limit.
- People should use the Village Hall car park instead of parking on the main roads.
- Notably, some people felt that the removal of parking would damage businesses and could be bad for pedestrians.
- Allow a 'passing space' within the parking on West Street with a double yellow line.
- Make East End Lane one-way.
- More parking enforcement.
- No parking outside Post Office and the paper shop.
- More disabled parking spaces.
- Another campaign to encourage parents to park their cars away from school and walk their children in to reduce congestion on Lewes Road during the school run.

5.6.13 Regarding measures to increase parking capacity:

- A new village car park – perhaps in the field to the west of the War Memorial.
- Reduce the number of yellow lines in the village to allow more on-street parking.
- Traffic lights at either end of the High Street to produce alternating flow could allow room for additional parking.

5.6.14 To address other parking issues:

- Regulate parking in the Village Hall car park.
- Introduce a parking permit system for East End Lane.
- Introduce a parking permit system for the whole village.
- Double yellow lines at the junction of East End Lane and Mulberry Lane, and outside the Scout Hut.
- Complete review of parking in East End Lane.
- Encourage parents to park in Nye Lane instead of the Lewes Road/ East End Lane junction when dropping off or picking up their children from school in order to retain visibility at the junction.

Measures

5.6.15 The issues around parking in Ditchling appear to split local opinion. Vehicles parked on South Street, West Street, High Street and Lewes Road contributes to congestion at the centre of the village, and has led some people to call for the parking to be removed. However, parked vehicles also act to reduce traffic speed – which is a key issue for local people. Its removal could be controversial among local businesses and residents, so it is clear that a balance between the needs of all users needs to be struck. The measures listed below reflect this approach, and will be investigated for possible introduction:

- 1) Increased enforcement of existing double yellow line restrictions from the County Council's Parking Team.

- 2) A review of on-street parking provision in Ditchling to rationalise existing restrictions and determine whether more or less restrictions are required at other locations in the village.
- 3) Lewes District Council have agreed to investigate the potential for an additional off-street parking area as part of their work on preparing a Local Development Framework for Lewes District.
- 4) Work with the Ditchling (St Margaret's) Church of England Primary School to revisit their School Travel Plan and encourage parents to use sustainable modes of transport to take their children to school.

5.7 Heavy Goods Vehicles

Context

5.7.1 The East Sussex Local Transport Plan sets out to influence freight movement by encouraging new businesses to operate from accessible locations, promote the use of rail for freight, and encourage economic development that has low goods movement requirements.

5.7.2 The East Sussex Freight Strategy further develops this theme, and seeks to increase business efficiency whilst promoting more sustainable distribution practices in order to minimise road-based kilometres and the environmental impacts of road haulage.

5.7.3 The Freight Strategy recognises the strategic role of freight distribution in the local and regional economy and identifies a programme of actions and measures to enhance this role in order to support local growth and regeneration, and minimise the impact of freight distribution.

5.7.4 There are several locations locally that could generate HGV journeys. These include Brighton & Hove, Burgess Hill, Haywards Heath, the Ditchling Common Industrial Estate, local villages, and Ditchling itself.

5.7.5 It is a key element of the Freight Strategy to encourage vehicles to use suitable roads, and the County Council has introduced a 7.5t weight restriction in Ditchling.

Issues

5.7.6 The Transport Forum and people attending the Open Day event raised the following issues regarding HGVs:

- The volume of HGVs is a key issue for people in Ditchling, with many people saying that there are too many HGVs driving through the village. Feedback from the Open Day event suggests that this is a particular issue for the High Street, although it was also identified as an issue in

North End, Common Lane, West Street, South Street, Spatham Lane, Clayton Road, Upper Beacon Road, East End Lane, and the crossroads.

- HGVs attempting to drive through the narrow village streets cause congestion. This is a particular problem in the High Street where a HGV passing through can cause “gridlock”, but HGVs can also cause congestion on Beacon Road, Lewes Road and West Street.
- Feedback from the Open Day suggests that HGV drivers do not observe the existing 7.5 tonne weight restrictions.
- There is a perception that some HGV drivers are guided through the village by their SAT-NAV systems, which do not show the weight limit restrictions in the village.
- There is a perception that some foreign drivers do not understand the weight restriction signs
- There is concern that HGVs can result in damage to buildings, stone walls and verges, in the High Street and East End Lane.
- Footways become damaged and uneven as a result of HGVs mounting them.

5.7.7 A number of solutions were put forward by the Transport Forum and by people attending the Open Day, and these include:

- Ban HGVs from the village at all times, or at certain times of the day.
- More Police enforcement of the existing weight restrictions. It was noted that local people pass the registration details of HGVs to the Police but do not receive feedback on action taken. Perhaps use CCTV.
- Introduce physical width and height barriers to physically prevent HGVs from entering the village.
- Move the weight limit to the south of the Garden centre on Common Lane, or to Dumbrells Court.
- Restrict HGV access from the Ditchling Common roundabout, at Offham, Beacon Road, Clayton, and Stone Pound or Keymer.
- Change the SAT-NAV maps to show weight restrictions and guide HGV drivers around Ditchling rather than through it.
- Change Ditchling’s post code to reduce the number of HGVs guided to the village.
- Advanced warning of no right turn from the A273 to Clayton Road.
- Increase road capacity across the whole area.
- Reduce the weight limit to 3.5 tonnes, except for loading.
- More conspicuous weight restriction signs so that foreign drivers can understand them: “NO VEHICLES OVER 7.5T”.
- Strategic signage to guide HGVs onto routes away from Ditchling.
- Restrict access to Spatham Lane.
- Remind delivery firms and local businesses about the existing restrictions on HGVs, and ask them to use smaller vehicles.

Measures

5.7.8 The following measures will be investigated for possible introduction:

- 1) A Strategic Signage Review will seek to consolidate existing signage, and investigate whether there is an opportunity to influence route choice and guide HGVs away from Ditchling by placing appropriate signage for HGV drivers at strategic locations on the road network.
- 2) Work with West Sussex County Council to encourage HGV traffic onto higher-grade roads such as the A23, A27, A273, A272 and the A275.
- 3) Work with Ordnance Survey (who provide information for SAT-NAV systems) to encourage HGV traffic onto higher-grade roads such as the A23, A27, A273, A272 and A275 instead of the B2112 and B2116 through Ditchling.
- 4) Lobby Sussex Police to increase the level of enforcement activity.
- 5) Work with local businesses and develop publicity to encourage HGV drivers to plan a route that avoids Ditchling where possible, or use smaller vehicles.
- 6) Distribute a letter/leaflet to local businesses and delivery companies informing them of the existing restrictions on HGVs.

5.8 Traffic Congestion

Context

5.8.1 It is a key objective of the East Sussex Local Transport Plan to reduce congestion and improve the efficiency of the transport network.

5.8.2 Delays caused by congestion can result in drivers seeking alternative routes. In the case of Ditchling, efforts to remove congestion could result in an increase in traffic volume if additional measures are not introduced to maintain or reduce the transit time through the village.

5.8.3 Clearly, It is preferable for traffic to take a suitable route that avoids Ditchling where possible, thereby reducing traffic volume and congestion in the village, and the LATS includes measures that aim to encourage this.

5.8.4 However, there is still a balance to be struck between reducing congestion and encouraging drivers to choose a route that avoids Ditchling.

Issues

5.8.5 People identified the following issues related to traffic congestion at the Transport Forum and the Open Day.

- Congestion was identified as a particular problem in the High Street and at the crossroads in the centre of the village as a result of the narrow width of the roads and volume of vehicles.
- Congestion also occurs in North End where vehicles queue behind the traffic calming build-outs.

- Congestion occurs in South Street – people do not give way to let others pass the parked vehicles.
- Congestion occurs at the junction of Clayton Road/ South Street and Beacon Road, resulting in vehicles queuing down Beacon Road.
- There is some congestion at the Underhill Lane/Beacon Road junction at rush hour.
- HGVs and parked vehicles cause congestion on roads leading to the crossroads (this is discussed under the sections for “HGVs” and “Parking” respectively).

5.8.6 A great number of ideas on how to address the congestion issue were put forward by the Transport Forum and local people attending the Open Day Event.

- A village by-pass or alternative routes for traffic.
- Introduction of a one-way system to deter traffic going between Brighton and Haywards Heath.
- Remove parking and build-outs and introduce speed humps instead.
- Introduce traffic lights at junctions with cameras to catch those stopping in yellow boxes.
- Introduce a filter lane from Beacon Road onto Clayton Road, or traffic lights, or roundabout.
- Introduction of Traffic lights at the crossroads in the centre of the village.
- Toll-road charging for people living outside the BN6 postcode area.
- Consider using Spatham Lane as a through-route to reduce traffic congestion in the village.
- Signage to divert traffic onto other routes away from Ditchling.
- Close Upper Beacon Road at the Beacon, and pedestrianise the High Street.
- Enforce the ‘access only’ restrictions on Underhill Lane, perhaps with CCTV.
- Perhaps use narrow buses – if they exist – which would be more suited to the narrow streets.

5.8.7 Note: whilst a suggestion was made to reduce congestion in Ditchling by transferring some through-traffic to Spatham Lane, the Ditchling LATS Steering Group would not support this approach.

Measures

5.8.8 The following measures will be investigated for possible introduction:

- 1) A review of on-street parking provision will consider the balance between the competing needs for parking spaces on-street and controlling traffic speed whilst minimising congestion where possible.
- 2) A traffic calming review to try to achieve a better balance between the desire to reduce the attractiveness of the village as a route for through-traffic and control traffic speed without causing congestion.

- 3) A strategic signage review to consider the placement of directional traffic signs to encourage traffic to use the A23, A27, A2300, A273, and avoid Ditchling village.
- 4) Investigate the introduction of measures at the Clayton Road/ South Street/ Beacon Road junction to decrease congestion.
- 5) An investigation of the feasibility of introducing one-way working on certain roads, taking the needs of residents and local people into account.
- 6) Lobby Police to increase enforcement of the “no access” restrictions on Underhill Lane.
- 7) Engage with Ditchling Parish Council to develop community-led initiatives that demonstrate a ‘community presence’ to through-traffic. Measures could include volunteers to operate Speed Indicator Devices.

5.9 Cycling

Context

5.9.1 It is a fundamental part of the East Sussex Local Transport Plan to encourage a ‘modal shift’ away from the private car and in favour of more sustainable modes such as public transport, cycling, and walking.

5.9.2 The East Sussex Cycle Strategy sets out to guide investment in cycling towards those schemes that would deliver the most significant contribution towards the Local Transport Plan. The Cycle Strategy focuses on promoting ‘utility cycling’, for example journeys to work, school, or for shopping as these journeys could potentially help to reduce congestion if people chose to cycle some of these journeys instead of going by private car.

5.9.3 Furthermore, the potential for ‘utility cycling’ is considered to be greatest in urban areas where cycling could replace many shorter car journeys of less than 10Km. As such, the Cycle Strategy focuses on promoting utility cycling in urban areas, which is any settlement with a population of at least 5000 people.

5.9.4 The Keymer Road provides the primary link between Ditchling and Keymer, and several key services in Hassocks. These include the Hassocks Railway Station, the Downlands Community School, and several shops.

5.9.5 In terms of recreational cycling, Ditchling Village is on the route of the London to Brighton bike ride, which takes place annually and sees many cyclists ride through the village from North to South, towards the Ditchling Beacon. Upper Beacon Road is popular with keen cyclists as its steepness offers a considerable challenge.

Issues

5.9.6 The following issues were identified by the Transport Forum and by people attending the Open Day event.

- There is a general perception that the speed and volume of traffic means that cycling in Ditchling is dangerous, particularly for children.
- Keymer Road is the most direct route for people making their way to the Downlands School and Hassocks Railway Station. There is a perception that the speed of traffic along Keymer Road endangers cyclists, and this dissuades people from cycling between Ditchling and Keymer.
- There is a lack of cycle storage at Hassocks Railway Station for people that cycle to the station before catching a train.
- It is considered that there is no safe route between Ditchling and Westmeston for cyclists.
- Whilst there are concerns about the safety of cycling on roads within the village, there is a perception that the rural roads outside of the village present cyclists with greater risks due to the increased speed of vehicles.
- Some people mention the lack of dedicated cycle paths in the village as being an issue, whilst others would not want to see the verges “destroyed” by cycleways and feel that there is a need to provide safe routes for cyclists without damaging the intrinsic historic character of the village.
- Cyclists avoiding the speed cushions on Lewes Road can encounter debris in the gutter.
- Cyclists going northwards on North End find that vehicles going southwards do not give way at the build-outs; ‘pinching’ the cyclists between the vehicle and a wall.
- Cyclists going southwards on North End find that there is no build-out ‘bypass’ so have to give way to oncoming traffic .
- There is a perception that East End Lane is dangerous for cyclists.
- National Park could lead to an increase in cyclists – and demand for cycle parking.

5.9.7 A number of potential solutions to cycling issues were put forward by the Transport Forum and people attending the Open Day:

- Restrict traffic and give more priority to cyclists in the village.
- 20mph speed limit in the village.
- Provide dedicated walking and cycling routes around Ditchling, leading to the Primary School.
- Do not destroy the verges to build cycleways. Cyclists should use the roads, or introduce cycleways on the carriageway.
- Reduce the speed of traffic on Keymer Road, with traffic calming, or reduced speed limit.
- Cut back the hedge and maintain the footway along Keymer Road.
- Construct a shared cycleway/ footway along the Keymer Road to provide a dedicated link between Ditchling and Keymer. Suggestions included a

new off-road facility, or making Keymer Road one-way for motor vehicles and using the remaining space to provide a cycleway.

- Place traffic lights either end of the High Street to introduce alternate one-way traffic. A cycleway could be introduced to take advantage of the freed-up space.
- Introduce a cycleway along Beacon Road to encourage tourism.
- Construct a path on Common Lane; starting on the eastern side from Southview to the Poultry Farm, then on the west side to Folders lane.
- Introduce measures to slow traffic in Spatham Lane, such as traffic calming, priority working, narrow the lane, introduce more warning signage, and reduce the speed limit to 40mph.
- As a general approach, find origins and destinations of cycle journeys and provide cycleways along those routes.
- Complete the Westmeston to Hassocks Cycleway.
- Have a by-pass for cyclists behind each build-out on North End, and reduce their width.
- More cycle parking in the village to cater for cyclists visiting the National Park.

Measures

5.9.8 The following measures will be investigated for possible introduction:

- 1) Investigate the feasibility of a shared footway/ cycleway facility between Ditchling and Keymer adjacent to Keymer Road.
- 2) Investigate the feasibility of introducing one-way flow on Keymer Road, and reallocating the remaining road space for pedestrians and cyclists.
- 3) Review of speed limits and traffic calming in the LATS area.
- 4) Consider traffic calming measures for Keymer Road and Spatham Lane as part of a village review of traffic calming to help slow vehicles and reduce the intimidation experienced by cyclists.
- 5) Investigate the feasibility of providing a bicycle by-pass behind the build-outs in North End.
- 6) Request that West Sussex County Council consider improving the provision of secure cycle storage as Hassocks Railway Station.
- 7) Monitor the demand for cycle parking facilities with a view to providing such facilities if a clear need is established.

5.10 Walking

Context

5.10.1 It is a key objective of the East Sussex Local Transport Plan to manage demand and reduce the need to travel by private car.

5.10.2 The relatively small size of Ditchling means that there is potential for many journeys within the village to be made on foot. Keymer lies to the west of the village and is also within walking distance for many residents.

5.10.3 Footways alongside the roads provide the primary pedestrian links to the village centre.

5.10.4 The County Council has responded to requests for bollards on the footways in the past. Where the traditional cast iron bollards were regularly hit by vehicles these have been changed for flexible ones which met with the approval of the Parish Council for use in the Conservation Area, and would appear to have been successful.

Issues

5.10.5 The Transport Forum and people attending the Open day event raised many issues regarding walking in the village.

- Beacon Road provides the only real pedestrian link to the village centre for residents of Long Park Corner, Nevill Cottages, and Beacon Road. The Footways on Beacon Road are discontinuous, requiring pedestrians to cross the road near the junction with Nevill Road, and are absent to the south of Gospels Farm. The verges beyond this have been eroded. The footways provided are poorly maintained and narrow, bringing pedestrians in close proximity to traffic, and making progress difficult for older people and mums with buggies and children on the way to school.
- The narrow footways in South Street and the close proximity of traffic leads to a perception of danger, especially for those with children. There have been reports of pedestrians being clipped by wing mirrors.
- The speed of vehicles along Beacon Road intimidates pedestrians and makes it difficult to cross the road. Crossing Beacon Road at its junction with South Street is also perceived to be difficult or dangerous.
- Cars mount the pavement at the top of Boddingtons Lane.
- There is no footway along Common Lane.
- It is difficult for residents of Dumbrells Court to get to the village centre because the footpath linking Dumbrells Court to East Gardens is rough underfoot and narrowed by overgrowing vegetation, although local dads help occasionally by cutting back the vegetation.
- The footways along East End Lane are very narrow, and the volume of traffic is perceived to endanger children walking to school and the elderly. There is also a Play Group and Scout Hut on East End Lane.
- Vehicles in the High Street mount the footways in order to get past localised congestion and parked vehicles. This intimidates pedestrians, and there are reports of people being clipped by wing mirrors. It also leads to damaged pavements and people tripping on the uneven surface. Vehicles parked on the footways obstruct the passage of pedestrians. Bollards have been placed to prevent vehicles from

mounting the pavement in places, but people in mobility scooters cannot pass them so have to go into the road.

- Vehicles mount the pavements in South Street, West Street, North End and the western part of Lewes Road, which endangers pedestrians and damages the footways, which then become uneven – leading to pedestrians tripping.
- Pedestrians find it difficult to cross the High Street because of the volume of traffic. This is particularly true for pedestrians crossing between Chestertons and the Post Office near the crossroads.
- There is a perception that pedestrians do not feel safe in the High Street because of the traffic, and that this may have led to a drop in trade and reduction in the number of shops, although there is also a perception that shops rely on trade from people passing through the village.
- Keymer Road provides a key link for pedestrians walking from Ditchling to the Downlands Community School, Hassocks Railway Station, Hassocks and Keymer. Children also walk along Keymer road to get to the cricket Ground. The footway is rough underfoot and very narrow, and an overgrowing hedge further reduces the useable width, with pedestrians occasionally walking along the road. The footway brings pedestrians in close proximity to traffic, and the speed of traffic intimidates pedestrians. The perception of danger dissuades people from walking to school or to the shops.
- There are no street lights along Keymer Road, so children walking home from the Downlands Community School do so in darkness in the winter.
- Vehicles driving through large puddles soak pedestrians walking along Keymer Road. Children have to sit at school in wet clothes.
- There are no crossing points on South Street
- Crossing West Street near the War Memorial can be difficult. Limited visibility is compounded by the speed of traffic from Keymer Road – the speed limit drops suddenly from 60mph to 30mph on entering West Street.
- The speed of traffic on Spatham Lane combined with lack of a footway or verge is perceived to be a danger to pedestrians, particularly when traffic flows are at their peak.
- The footways along North End are very narrow which makes it very difficult for people with prams, pushchairs and those with walking aids. Hedges overgrowing the pavement further reduce the useable width.
- Pedestrians can find it difficult to cross the road at the Crossroads as vehicles do not give way to them, and some pedestrians perceive crossing here to be dangerous. The lack of dropped kerbs makes it more difficult for some disabled people to cross.
- Parked vehicles obstruct the pavement in front of the Post Office, and the surface has become uneven, leading some elderly people to trip.
- Pedestrians find it difficult to cross Lewes Road between the crossroads and the Village Hall.

- The footways on both sides of Lewes Road between the Crossroads and The Twitten are very narrow, and this is perceived to be a danger to pedestrians at The Twitten.
- The footways are discontinuous; there is no footway between Charlton Gardens and Nye Lane on the south side, and no footway between East End Lane and Spatham Lane on the North side. As a result, pedestrians walking along Lewes Road need to cross over near the junction with East End Lane. The bend in Lewes Road makes it difficult to see westbound traffic, so there is a perception of danger to pedestrians.
- The lack of footways on the North side of Lewes Road means that children living just outside the village cannot walk to school.
- Pedestrian access to the recreation ground on Lewes Road is difficult due to the speed and volume of traffic.
- The pavements in Long Park Corner are narrow.
- Disabled people find it difficult to get around the whole village. The pavements are too narrow for wheelchairs or mobility scooters in places, and some people find uneven surfaces difficult to walk on. There is also a general absence of dropped kerbs at natural crossing points.
- Some people find the Brick pavements are slippery when wet or icy.
- Pavements are generally very narrow, and bring pedestrians in close proximity to traffic. The narrow pavements are also a problem for people walking with children, or with pushchairs. Double buggies and wheelchairs have to use the road in places.
- The speed and volume of traffic means that parents are not happy to let children walk to School or to the recreation ground on their own.
- Drivers in the village do not show consideration to pedestrians.
- Pavements are not raised above road level in places.

5.10.6 A number of suggested solutions were put forward at the Open Day:

- Slow the traffic on Beacon Road to improve conditions for pedestrians.
- Introduce a pedestrian crossing on Beacon Road near Nevill Cottages, and at the junction with South Street.
- Widen the existing pavement on Beacon Road and extend it to meet Underhill Lane or rebuild the verges to protect pedestrians.
- Construct a footpath on Common Lane from Southview to the Poultry Farm on the east side, then to Folders lane on the west.
- Vegetation alongside the footpath linking Dumbrells Court to East Gardens should be cleared regularly.
- The volume of traffic along East End Lane should be reduced to protect pedestrians, and the footways improved.
- There is a private path leading to the back of Ditchling (St Margaret's) CE Primary School from East End Lane that children could use if there was a right of way along it.
- Install additional bollards in the High Street to stop vehicles from mounting the footway, or remove the parking that causes the congestion that result in vehicles mounting the footway.

- Introduce controlled crossing places in the High Street, either signal controlled or a zebra crossing. The idea of a pedestrian crossing between Chestertons and the Post Office is popular, and there were also suggestions for a crossing at the junction with East End Lane.
- Change the flow of vehicles to give more priority to pedestrians in the High Street. Suggestions included introducing alternate one-way working (like the Bottleneck in Lewes) to give more space for widened footways and parking, or pedestrianise the street.
- Introduce a one-way system involving South Street, Keymer Road and the High Street so that roads can be narrowed and pavements widened.
- Reduce the speed of traffic along Keymer Road to reduce the intimidation of pedestrians. Suggestions included traffic calming and a 20mph speed limit.
- Introduce street lighting to Keymer Road to improve the perception of safety and security after dark. Perhaps use solar-powered lighting.
- Widen and maintain the footway along Keymer Road and regularly cut back the hedge to retain a useable width.
- Introduce a shared footway/cycleway in order to improve the pedestrian and cycle link to the Downlands Community School, the Hassocks Railway Station, and facilities in Keymer and Hassocks. Suggestions included placing facility behind the hedge in the field to the North, or introducing one-way traffic to Keymer Road, and using the remaining space to provide the footway/cycleway.
- Improve priority for pedestrians at the Crossroads. Suggestions included a signal-controlled pedestrian crossing with a raised carriageway or dropped kerbs, and pedestrian barriers/guard rails.
- Upgrade the surface of Nye Lane to change it from a Bridleway to a footway for children walking to school.
- Give greater priority to pedestrians in South Street by installing bollards to stop vehicles from mounting the pavements, removing the parking and widening the footways, introduce a pedestrian crossing, or pedestrianise the street.
- Suggestions to improve pedestrian safety in Spatham Lane focussed on reducing vehicle speed; by narrowing it, with traffic calming, a reduced speed limit, perhaps 20mph, increased Police enforcement.
- Introduce more bollards to West Street to stop vehicles from mounting the pavements.
- Introduce a pedestrian crossing on West Street near the War Memorial and adjust the speed limit on Keymer Straight to slow vehicles entering West Street.
- Widen the footway along North End and cut back the adjacent hedge to maintain a useable width of footway. Cutting back the soil at the base of the hedge by the allotments would also help.
- Widen the pavement where The Twitten meets Lewes Road.
- Introduce a pedestrian crossing, or a lollypop person to improve pedestrian access to the recreation ground.
- New footpath along the Northern side of Lewes Road as far as Shirleys (opposite).

- A Pedestrian crossing in front of the garage on Lewes Road (near the Nye and East End Lane) with a new section of footway on the north side to link the crossing to East End Lane. Suggestions included a pedestrian refuge/ island, and a zebra crossing.
- Introduce combined crossings/ speed tables along Lewes Road.
- New footpath along the South side of Lewes Road between Nye Lane and Charlton Gardens.
- Introduce a pedestrian crossing on the section of Lewes Road between the Village Hall and the crossroads.
- Stop HGVs going through the village – they damage the pavements.
- Close the roads at rush hour so that children can walk to and from school safely.
- Close Beacon Road at the Beacon to reduce the volume of traffic in the village and hence give more priority to pedestrians.
- Introduce more dropped kerbs and crossings at natural crossing places to assist disabled people. If the carriageway is raised at the crossings, it could also act to slow vehicles.
- Widen pavements in the village for wheelchair/ pushchair users.
- Use tarmac instead of bricks for footway surfacing as it is not so slippery when wet or icy.
- Improve the maintenance programme for pavements and pathways.
- More bollards and higher kerbs to stop vehicles mounting the footways, perhaps enforced by a live-in Policeman.
- Pedestrianise the village.
- Provide dedicated walking and cycling routes around Ditchling, leading to the Primary School.
- A balance between the needs of pedestrians and the historic character of this ancient charming village needs to be struck to avoid reducing the aesthetic quality of the village.

Measures

- 5.10.7 The following measures will be investigated for possible introduction:
- 1) A pedestrian accessibility audit to identify places where upgrading facilities for pedestrians would deliver the most benefit.
 - 2) The County Council can ask that people cut back their hedges or vegetation where it overhangs a footway and causes a problem (notices can be served where vegetation is not cut back after request).
 - 3) Consider placing additional bollards on footways where vehicles run over them.
 - 4) Consider the feasibility of a pedestrian crossing on Beacon Road near Neville Cottages.
 - 5) Review of parking will consider the congestion caused by on-street parking in the High Street and South Street, and that vehicles over-run the pavement to ease the congestion

- 6) Consider the feasibility of introducing a pedestrian crossing in the High Street.
- 7) Consider the feasibility of a pedestrian crossing near the War Memorial on West Street.
- 8) Investigate the feasibility of a shared footway/ cycleway facility between Keymer and Ditchling along Keymer Road.
- 9) Consider the Introduction of street lighting along Keymer Road
- 10) Investigate the issue of surface water drainage on Keymer Road to reduce the likelihood of pedestrians being soaked by vehicles passing through puddles on the road.
- 11) Investigate the feasibility of a raising the carriageway at the Crossroads, and at key junctions and crossing places identified by the pedestrian accessibility audit, to give more priority to pedestrians.
- 12) Install dropped kerbs on all arms of the crossroads.
 - a. Introduce more bollards to West Street to stop drivers mounting the pavements.
 - b. Investigate the feasibility of widening the pavement in North End.
- 13) Investigate options for alternative surface treatments in the High Street to give greater priority to pedestrians and reduce the dominance of motor vehicles if a significant significant reduction in traffic volume on the High Street is achieved.

5.11 Access for People with Disabilities

Context

5.11.1 For people with a mobility or sensory disability small barriers and obstructions can be a major problem. Smooth level surfaces, dropped kerbs, tactile paving and maintenance of vegetation/hedgerows and footways are important to enable people to get around safely.

5.11.2 People with disabilities who do not have access to a car are often dependent on public or community transport. The County Council is working with local bus operators to ensure that the majority of buses will be fully accessible prior to 2017 in accordance with the Disability Discrimination Act.

Issues

5.11.3 The Transport Forum and people attending the Open Day event raised the following issues relating to access for people with reduced mobility in the village:

- A lack of dropped kerbs at natural crossing points throughout the village makes it difficult for disabled people to get around. For example, it is difficult for disabled pedestrians to get from the Village Hall to the Church because of the lack of dropped kerbs at the crossroads and in West Street.

- Some of the pavements in the village are too narrow for wheelchairs.
- Footpaths are damaged by HGVs mounting them, and this causes problems for people using mobility scooters, and the elderly.
- The lack of pavement width on the High Street is a problem for some disabled people, particularly those using mobility scooters, as they cannot past the bollards on the footway and have to go into the carriageway.
- Some people cannot walk up the slope from the Village Hall car park Lewes Road, so park in front of the shops instead.
- Some people with mobility difficulties can not move quickly and find it difficult to cross Lewes Road near the junction with East End Lane. Visibility past the bend in Lewes Road is limited and hence it is difficult to assess the time available to cross the road before traffic arrives.
- The speed cushions in Lewes Road cause problems for back pain sufferers and ambulances, and poorly maintained road surfaces cause discomfort to disabled drivers.
- There are no facilities to cater for disabled people who are unable to drive.
- Wheelchair access to buses is a problem for some.
- People with learning difficulties would like to make greater use of ordinary bus services, but face some particular difficulties related to the clarity of information and timetables, attitudes of drivers and staff, upsetting experiences on public transport, bus passes which can not be used before 9am to get to work or college, the lack of a concessionary scheme for the railway, and the limited choice and flexibility of services.

5.11.4 The following ideas were put forward at the Open Day as potential solutions:

- Install more dropped kerbs at natural crossing places, or raise carriageway at crossing points to make it easier to cross.
- Install dropped kerbs to the South of the roundabout in South Street, and in West Street.
- Replace speed cushions with priority working build-outs.
- Traffic lights at either end of the High Street to produce alternating flow, could allow for widened footways in the High Street.
- Issue taxi vouchers to disabled residents (as WSCC do).
- Maintain road surfaces.
- Construct a path across unused grass verge to the east of the Lewes Road/ East End Lane junction, leading to a new pedestrian crossing – positioned so that pedestrians can see past the bend in Lewes Road.

Measures

5.11.5 The following measures to address problems associated with access for people with reduced mobility will be investigated for possible introduction:

- 1) The County Council will undertake an access audit for the village to determine key locations for footway improvements and dropped kerbs.
- 2) Investigate the introduction of additional dropped kerbs with tactile paving at key crossing points.
- 3) The County Council will investigate the feasibility of a pedestrian crossing or pedestrian refuge to make it easier for pedestrians to cross Lewes Road near to its junction with East End Lane.
- 4) A review of traffic calming will consider the impact of the speed humps on people with reduced mobility.
- 5) Lewes District Council have agreed to investigate the idea of providing taxi vouchers for disabled people living in Ditchling, as part of a wider review of the transport needs of disabled people across the whole of Lewes District. (Such vouchers would represent a growth item in LDC revenue budgets. Currently there is a need to make budget savings and this pressure is likely to increase in future years).
- 6) Investigate the feasibility of a raising the carriageway at the Crossroads, and at key junctions and crossing places identified by the pedestrian accessibility audit, to give more priority to pedestrians.
- 7) Investigate options for alternative surface treatments in the High Street, including elements such as higher or lower kerbs, shared surfaces, reduced road widths, cobbles and street furniture.

5.12 Bus Services

Context

5.12.1 It is a fundamental part of the East Sussex Local Transport Plan to reduce the need to travel by private car and encourage sustainable transport choices.

5.12.2 The County Council appreciates the importance of bus travel as a sustainable alternative, and its role for people without access to a private car – particularly in rural locations. As such the County Council funds several services that are not commercially viable and would not be maintained by a commercial operator, but perform a useful service to the community.

5.12.3 The County Council is in the process of developing a new Bus Strategy which sets out how the Council will provide a high quality bus service and promote bus services as an alternative to the private car.

5.12.4 The 824 Village Rider service is funded by the County Council and is the principle bus service through Ditchling. The 824 Village Rider runs from Beddingham to Burgess Hill via Lewes, Plumpton, Ditchling and Hassocks, and stopping at several smaller bus stops along the way, including Plumpton College. A return service operates in the opposite direction.

5.12.5 Details of the Rider Bus Services are available on the County Council website:

<http://www.eastsussex.gov.uk/roadsandtransport/public/buses/downloadrider.htm>

5.12.6 Countryliner Buses operate the 41 Saturday service to Burgess Hill. Details of the service are available on their website:

<http://www.countryliner-coaches.co.uk/timetables-detail.asp?id=148>

Issues

5.12.7 The following issues were raised regarding Bus Services in Ditchling:

- There is a perception that the existing bus services do not take people to some key local destinations. At The Open Day, it was suggested that existing services do not take people from Ditchling to Brighton, Burgess Hill, Haywards Heath, Stone Pound, and Hassocks. In fact, the existing 824 service runs between Ditchling and Burgess Hill via Keymer and Hassocks. Since the Open Day event, a Saturday bus service from Ditchling to Brighton has also been provided.
- The bus services to some destinations are indirect, and passengers must change services at Hassocks or Clayton to complete their journey. This was raised about services to Brighton in particular, but also to Burgess Hill. Some people felt it would be necessary to drive to Keymer in order to get onward bus services. The 824 Village Rider service makes many stops along its route between Burgess Hill, Ditchling, and Lewes.
- Existing bus services do not take people to key services, such as Hassocks Railway Station, Hospitals in Brighton and Haywards Heath, Supermarkets, or to the Downlands Community School in Keymer.
- The 824 service is not considered to be sufficiently frequent, meaning that many people have little choice but to use their cars. The frequency of services to the Hassocks Railway Station is a particular issue, with several people raising it at the Open Day.
- The times of services to and from Lewes do not allow someone from Ditchling to make a “day trip” to Lewes.
- The timetable for the 824 service has one schedule for Mondays, Wednesdays and Fridays, and another schedule for Tuesdays and Thursdays. Residents of Dumbrells Court must walk to the crossroads on Tuesdays and Thursdays in order to catch the bus.
- The 824 Village Rider does not run at weekends.
- The 824 is considered a “lifeline” for some – in order to get to key services such as the Doctor and to shops.
- The 824 service does not run at the appropriate time for Ditchling children to use in order to get to the Downlands Community School, leaving Ditchling at 8.01am, which is too early. There is no return service.
- The cost of bus travel is an issue, particularly for young people, and anyone who needs to connect from one bus service to another – as they need to buy additional tickets to complete their journey.

- The Dial-a-ride service no longer operates. A similar service is offered by the “Bluebird” company, but must be booked 24 hours in advance.
- Access to the buses is an issue for some wheelchair users.
- The bus timetables and rail timetables are not integrated or joined up.
- The availability of bus timetables is an issue, with several people at the Open Day requesting services that already exist.
- Some bus stops do not have a timetable.
- The timetable does not specify where at the crossroads to catch the bus.
- One person at the Open Day said that the 824 Village Rider is a marvellous service with a very helpful driver called Dennis.
- People with learning difficulties would like to make greater use of ordinary bus services, but face some particular difficulties related to the clarity of information and timetables, attitudes of drivers and staff, upsetting experiences on public transport, bus passes which can not be used before 9am to get to work or college, and the limited choice and flexibility of services.

5.12.8 Several suggested measures were put forward at the Open Day event to change local services:

- New bus services from Ditchling to Brighton (Old Steine, Churchill Square and Hospitals), Haywards Heath (and the Hospital), Stone Pound, Supermarkets and places of education. For the service to Brighton, it was suggested that the existing service from Hassocks to Brighton might be re-routed via Ditchling.
- Improved bus services from Ditchling to Burgess Hill, Lewes, and Hassocks Railway Station, perhaps with a “shuttle bus” to Hassocks Railway Station at peak times for commuters.
- Introduce a new service or change existing services to take children from Ditchling to and from the Downlands Community School in Hassocks.
- Re-instate weekend bus service. Perhaps the frequency of the weekday service could be reduced to allow for a Saturday service.
- Improve co-ordination between the rail and bus services so that their timetables line up.
- Keep the 824 Village Rider service as it is – do not change it.
- Re-route other services to include Ditchling.
- Make Ditchling services more direct by avoiding some other stops.
- Bus timetables should be made available at the Post Office, and the public should immediately be informed of any changes.
- Make the timetable more specific about where to catch the bus at the crossroads.
- Timetables at bus stops should be properly displayed.
- Existing services should be well publicised.
- Parish Council could put timetables on their website.
- Bus services should be more regular, and frequent.
- Bus tickets need to be more affordable.

- Have tickets that are transferable between services – one ticket for all, instead of having to buy additional tickets for onward services at greater expense.
- Introduce a ticket that allows unlimited travel on local bus services – similar to the ‘Rainbow ticket’ that Brighton & Hove Buses promoted in the 1980s.
- Introduce cheaper tickets for children and youths at certain times of the day.
- Issue taxi vouchers to disabled residents.

Measures

5.12.9 The following measures to address the bus travel issues identified will be investigated for possible implementation:

- 1) Review bus service provision for Ditchling and rural East Sussex as part of the development of a County-wide Community Transport Strategy. This may also consider the viability of a dial-a-ride service.
- 2) Review the route and timetable for the 824 Village Rider Service to ensure it provides the optimum service for the community, including Ditchling and other villages on its route, within the resources available, in 2010/11.
- 3) Investigate the feasibility of a morning and evening bus service to take commuters to and from the Hassocks Railway Station.
- 4) Pass on any relevant comments to Countryliner and Brighton & Hove buses to those companies so that they are aware of potential demand for changes to their services when they come to review them (although this can be done equally well by local people).
- 5) Review the provision and condition of bus stops in Ditchling as part of a countywide review to identify those bus stops most in need of improvement.
- 6) Require bus service providers to take responsibility for the provision and maintenance of timetable information at stops along their bus route as part of the contractual obligations for any service funded by the County Council.
- 7) Maintain and update information on the County Council’s website www.eastsussex.gov.uk and the www.traveline.org.uk website, which provides information on bus services across the UK.
- 8) Invite Ditchling Parish Council to put a link to the County Council’s bus timetable web pages, and the national Traveline website (www.traveline.org.uk) on the Parish Council website.
- 9) Review existing timetables to ensure they make it absolutely specific where to catch the bus.
- 10) Investigate the idea of providing a supply of timetables at a key village location, such as the Post Office.
- 11) Continue the practice of honouring the use of return tickets bought for commercial services (such as Brighton & Hove Buses Supersaver tickets and Countryliner return tickets), on County Council funded bus services (such as the Village Rider Service) on the return leg of the journey.

- 12) Encourage the development of integrated ticketing and timetabling between bus and rail providers.
- 13) Encourage appropriate contributions by developers towards the provision and enhancement of public transport facilities.
- 14) Continue to work with local operators to promote existing services as an alternative to the private car.
- 15) Continue to require the provision of low-floor buses for improved ease of accessibility as part of the contractual requirements for all bus services funded by the County Council (The 824 is a low-floor bus). By the end of the next decade, all local bus services must use low-floor, wheelchair accessible vehicles in any case.
- 16) Continue to ensure that new or upgraded bus stops are constructed to the same height as low-floor buses to improve ease of access.
- 17) Ask Lewes District Council to consider the idea of providing taxi vouchers for disabled people living in the village.

5.13 Rail Services

Context

5.13.1 It is a fundamental part of the East Sussex Local Transport Plan to reduce the need to travel by private car and encourage sustainable transport choices.

5.13.2 Railway services offer people an alternative to the private car for longer journeys, particularly for people who work in London.

5.13.3 Hassocks Railway Station provides the nearest point of access to the Rail network, and is located 1.4 miles to the West of Ditchling, in West Sussex.

5.13.4 From Hassocks Railway Station, a train to Brighton takes approximately 12 minutes, to Haywards Heath takes approximately 11 minutes, to Gatwick Airport takes approximately 26 minutes, and to London Victoria or London Bridge takes approximately 1 hour, based on a journey arriving before 8.40am on a weekday morning. There are trains to London or Brighton every half an hour or so.

5.13.5 The Railway services are operated by private companies and are not under the control of East Sussex County Council.

5.13.6 The County Council sits on the Sussex Community Rail Partnership Stakeholder Advisory Board, which comprises other Local Authorities and representatives of other organisations, and aims to develop a responsive and good quality rail service.

Issues

5.13.7 The following issues were raised at the Open Day and Transport Forum:

- Parking charges at Hassocks Railway Station are a disincentive to using the train.
- Rail service timetables are not integrated with the local bus service timetables.
- Lack of cycle storage at Hassocks Railway Station.
- Lack of bus services to the Station from Ditchling.
- To reach the station from Ditchling by walking or cycling takes people along the Keymer Road. The speed of traffic intimidates cyclists and pedestrians, and the narrow footway brings pedestrians into close proximity to the traffic. This puts off people from walking or cycling to the Railway Station.
- People with learning difficulties face particular difficulties the clarity of information and timetables, attitudes of staff, upsetting experiences on public transport, and the lack of a concessionary scheme for the railway.

5.13.8 Suggested measures put forward at the Open Day include:

- Refund the charge for parking in the Hassocks Railway Station car park when you buy a train ticket.
- Better integration of bus services with long distance rail services.

Measures

5.13.9 Measures to address the issues associated with Rail services that will be investigated for possible introduction include:

- 1) The County Council will investigate the feasibility of a shared footway/ cycleway between Ditchling and Keymer to encourage walking and cycling between Ditchling and the Hassocks Railway Station, and encourage rail travel for long-distance journeys – particularly to London.
- 2) Work with rail and bus service providers to encourage the development of integrated ticketing and timetabling between their services.
- 3) Work with the rail operators to promote use of the rail network as an alternative to the private car.
- 4) Lobby West Sussex County Council to provide secure and covered cycle parking facilities at Hassocks Railway Station.
- 5) Feed into consultation on Network Rail's Route Utilisation Strategies for Sussex and Kent, and liaise with the appointed operator for the new South Central Franchise to seek service improvements for residents and visitors to East Sussex.
- 6) Request train operators to allow non-folding bicycles on their trains during peak hours (folding bicycles are permitted).

5.14 Transport to School

Context

5.14.1 Nationally, about 25% of trips during the morning peak period involve trips to school by private car. Increasing numbers of school children are being driven (or driving in the case of sixth-form pupils) to school rather than walking, cycling or using public transport. Factors are complex and inter-related, but include rising car ownership, inadequate bus services and high fares, increased traffic and fears about road and personal safety, children carrying more to school, and parents under increasing time pressure.

5.14.2 The East Sussex Local Transport Plan places a strong emphasis on encouraging people to consider alternatives to travelling by the private car. The Council works with Schools across the County to develop School Travel Plans that help to tackle the school run.

5.14.3 In 2005 a School Travel Plan for Ditchling (St Margaret's) Church of England Primary School was approved. This provides a framework for raising awareness and changing travel habits among the school community.

5.14.4 A survey undertaken to inform the development of the School Travel Plan found that:

- Some 62% of children attending the school live within 2Km of it.
- Some 56% of children are driven to school, with 36% walking and 7% cycling.
- Some 45% of children would like to cycle to school, whereas 38% would like to walk, 10% would prefer to be driven and 3% would rather take the bus.
- Regarding the perception of safety whilst walking to school; only 6% said it was safe all the way, 14% said it was unsafe part of the way, and 60% said it was unsafe all of the way.
- Regarding the perception of safety whilst cycling to school; only 1% thought it was safe all the way, 54% said it was unsafe part of the way, and 30% said it was unsafe all of the way.
- Lewes Road, East End Lane and Spatham Lane were considered the least safe streets for walking and cycling, with traffic being the primary concern.
- When asked why they did not walk to school, 34% said it was too far, 30% said it was too dangerous, 22% said they did not have enough time and 20% said the children were too young.
- When asked why they did not cycle to school, 51% said the children were too young, 48% said it was too dangerous and 22% said there were no cycling facilities.

5.14.5 The School Travel Plan also sets out a package of educational and practical measures designed to encourage and enable more parents to take their children to school on foot or by bicycle.

5.14.6 The Ditchling (St Margaret's) CE Primary School intended to use a grant agreed through the School Travel Plan process to provide secure cycle parking within their grounds.

5.14.7 Downlands Community School serves children from 11 to 16 years of age, and is located in Hassocks in West Sussex. The school serves children from local villages, and part of Burgess Hill, and is popular with children from Ditchling. Most of these areas do not have dedicated school buses which limits the use of public transport for the journey to school.

5.14.8 In 2004, the Downlands Community School Travel Plan was developed to provide a framework for changing the travel habits of pupils, teachers and staff.

5.14.9 A survey of students was undertaken to inform the development of the School Travel Plan, and this found that:

- Some 20% of students travel to school by car, although 23.9% would like to.
- Some 38% of students walk to and from school, although this is the preferred mode for only 28% of students.
- When asked what would improve walking to school, 27% said it was too far to walk, 28% said less traffic, 26% said wider pavements, 22% said cleaner pavements, and 19% said safer places to cross the roads, and 16% would like more children to walk with.
- Some 1.7% of students cycle to school, although 15% would like to.
- When asked what would improve cycling to school, 47% would like to see more cycle lanes, 39% would like a safe place to leave their bike, 33% would like less traffic on the roads, 18% would like more children to cycle with, and 17% would like slower traffic on the roads.
- Some 40% of students go to school by bus or train, however not as many want to.
- When asked what would improve "mass transport", 51% said cheaper fares, 25% would like to see trains running more often, 18% would like to see buses running more often, and 12% would like more children to travel with. However, some children are concerned about behaviour on public transport and it is considered that this may explain why students prefer not to use public transport to go to school.

5.14.10 Problems identified by the survey included:

- Cars travel too fast through Hassocks.
- Lack of safe crossing points.
- Congestion at start and end of the school day.
- Lack of storage facilities for cycles and associated garments.
- Lack of safe cycle routes.
- Pupil attitudes.
- Behaviour on public transport.

5.14.11 The School Travel Plan also sets out a package of educational and practical measures designed to encourage and enable more parents to take their children to school on foot or by bicycle.

5.14.12 The Hassocks Community School Travel Plan is under review at the time of producing this document (September 2009). Places at the Downlands Community School are now over-subscribed.

Issues

5.14.13 Issues raised at the Open Day:

- The volume of traffic dissuades people from walking and cycling, or letting their children walk to school.
- There is a lack of alternatives to private cars for school journeys.
- There is a perception that the narrow footways in the village and the proximity of traffic are a danger for children, especially as vehicle wing mirrors are at head height.
- People driving their children to school elevate traffic levels.
- Older children need to find their way to Brighton to access further education.
- Local developments (such as the Clayton Mills estate) could result in more school-related traffic.

5.14.14 Regarding the Downlands Community School in Hassocks:

- Keymer Road is the sole pedestrian route between Ditchling and Keymer for children attending the Downlands School. Walking alongside Keymer Road is perceived to be dangerous because of the speed and proximity of vehicles, and this dissuades people from walking to School.
- Vehicles driving through large puddles soak pedestrians walking along Keymer Road. Children have to sit at school in wet clothes.
- There appears to be no co-ordination of school travel provision between East and West Sussex County Council, which results in problems for children living in Ditchling who go to school in West Sussex.

5.14.15 Regarding Ditchling (St Margaret's) Church of England Primary School on Lewes Road:

- Nye Lane is currently a bridleway, but it could be used by people walking to school if the surface was upgraded.
- Children from East End Lane could use the back entrance to the school if the private road had right of way.
- Volume of traffic along East End Lane is perceived to endanger children walking to school.
- Lack of footway from Shirleys to Nye Lane on Lewes Road means that children living just outside the village can't walk to school.

- There is no pavement on the South side of Lewes Road between Nye Lane and Charlton Gardens, and this is considered dangerous, as there is a Primary School on the North side.
- Parents picking up or dropping off their children from school park on Lewes Road and it's junction with East End Lane. This reduces visibility along Lewes Road for drivers pulling out of East End Lane.
- Congestion outside of the school during the school run is a safety issue.
- The School encourages parents to park remotely from the School and walk their children in. Having parked in the recreation ground car park, it is difficult to walk to school using the footpath to Farm Lane due to its poor surface, particularly in the wet. The speed of traffic along Lewes Road dissuades parents from walking their children along it.

5.14.16 The following measures were put forward at the Open Day:

- Need for a Cycle facility along Keymer Road.
- Bus Service to take Ditchling Children to the Downlands Community School in Keymer.
- Close Beacon Road at the Beacon at weekends and when children go to school.
- Close the roads at rush hour so that children can walk to school in safety.
- Restrict parking outside the School.
- Allow parking on verges outside of the School.
- Use Nye Lane as an alternative to parking at the Lewes Road/ East End Lane junction.
- Encourage walking, cycling and horse riding, especially to the Downlands school.
- Another campaign to encourage parents to park away from the School and walk their children in.
- Increased the use of public transport for journeys to school across the County in order to reduce traffic levels in the village.
- Improve the surface of the path through the Recreation Ground to Farm Lane, to make it easier for people to walk in to school, having parked in the Recreation Ground.
- Improve the coordination of bus and rail services so that older children can more easily access further education facilities in Brighton.

Measures

5.14.17 The following measures will be investigated for possible introduction:

- 1) Investigate the introduction of a shared footway/ cycleway between Ditchling and Keymer along or adjacent to Keymer Road.
- 2) Undertake a pedestrian accessibility audit to identify the sections of road/ footway most in need of upgrade and would most benefit pedestrians.

- 3) Revisit the School Travel Plan for Ditchling (St Margaret's) CE Primary School to evaluate its effectiveness and consider revised or additional measures.
- 4) Work with West Sussex County Council to improve the coordination of bus services across the county boundary.

5.15 Equestrians

Context

5.15.1 Horse riding is a popular pastime in an around Ditchling, and there are several stables locally, including South's Field Farm Livery Stables on Spatham Lane and the Ditchling Common Stud Riding School.

Issues

5.15.2 Issues raised at the Open Day include:

- There is no verge along Spatham Lane so equestrians have to use the carriageway. The speed of traffic on Spatham Lane is a key concern for equestrians and is considered to scare and endanger the horses.
- There are no pavements on Beacon Road to the South of Gospels farm, so equestrians have to use the carriageway.
- There is no path along Common Lane, so equestrians have to use the carriageway.
- Local bridleways were not constructed with horses in mind.
- Equestrians use footpaths.

5.15.3 Suggested measures put forward at the Open Day include:

- Construct footpath on Eastern side from Southview to the Poultry farm, then on west side to Folders Lane.
- Measures to reduce the speed of traffic on Spatham Lane, such as a 40mph speed limit, traffic calming, more Police Enforcement and warning signs: "SLOW HORSES" etc.
- Improve the surface and drainage of local bridleways.
- Close Beacon Road at weekends for the use of horse riders.

Measures

5.15.4 Measures to address the issues associated with equestrians that will be investigated for possible introduction:

- 1) A review of traffic calming with identification of additional areas in the village (including Spatham Lane and Common Lane) where traffic calming could be of benefit.

- 2) A review of speed limits will investigate the opportunities for reduced speed limits in the village.
- 3) Undertake a signage review to include an investigation into the potential benefits and dis-benefits of improved speed limit and hazard warning signs, traffic roundels painted on the road.
- 4) Lobby Sussex Police to increase the level of enforcement activity.
- 5) Engage with Ditchling Parish Council to develop community-led initiatives that demonstrate a 'community presence' to through-traffic. Measures could include volunteers to operate Speed Indicator Devices.
- 6) Investigate the potential to reduce traffic speed by changing the visual appearance of the roads on the outskirts of the village to change drivers' perception of them so that they view them as quiet rural lanes rather than busy traffic arteries. Measures could include gateway treatments, carriageway narrowing, traffic calming, the removal of central white lines and cats eyes, or introduction of cattle grids.
- 7) Investigate the feasibility of improving the surface and drainage of local bridleways.

5.16 Air Quality

Context

5.16.1 Lewes District Council are responsible for the review and assessment of air quality throughout the Lewes District. Data collected from air quality monitoring stations and diffusion tubes are compared against nationally agreed air quality objectives.

Issues

5.17.2 Air quality in Ditchling currently meets the nationally agreed air quality objectives.

5.16.3 There is a risk that a significant increase in traffic through Ditchling, combined with the narrow roads, could lead to the quality of air dropping below the nationally agreed air quality objectives.

Measures

5.16.4 The LATS includes a number of measures that would tend to decrease the volume of traffic in Ditchling, and have a beneficial impact on air quality in the village. These have been set out in previous sections.

Chapter 6 – Programme of Works

6.1 Improvements and Intended Outcomes

6.1.1 A programme of schemes and measures have been developed as part of the Ditchling LATS to improve travel choice, provide attractive alternatives to the private car, improve safety, whilst also recognising that the car will continue to be used for some journeys.

6.1.2 The implementation programme has been developed in partnership with District and Parish Councils, the community and other relevant organisations through the Steering Group for the LATS. Great care will be taken to ensure that these are properly integrated into the existing landscape and the environmental impact is kept to a minimum.

6.1.3 The development of the Accessibility Strategy for the County, as part of the Second Local Transport Plan, and local accessibility action plans will need to be integrated into the programme of schemes and measures for the Ditchling LATS area. The action plan outlines the gaps in accessibility of socially excluded groups – in particular the young, elderly and those on low incomes – to employment, education, healthcare and healthy affordable food. The action plan will identify a programme of schemes to be taken forward by East Sussex County Council and a range of different partners in order to mitigate these issues.

6.1.4 The scheme and measures listed below will be delivered in the short (0-2 years), medium (2-4 years) or long term (over 4 years) subject to statutory procedures and funding availability. However, this programme of works is not exhaustive and additional schemes may be added should specific issues arise. Schemes are expected to be achieved based on central Government funding support for Local Transport Plan 2 (LTP2), together with contributions arising from new development as well as other sources of County Council and external funding. LTP2 funding allocations give access where possible to match funding, support local partnerships to bid for other finance, and will give direction to other funding opportunities as they arise from commercial and residential development.

6.1.5 Prior to implementation, schemes requiring land acquisition, traffic regulation orders or planning permission will be subject to local consultation with key stakeholders. The implementation of schemes will be scheduled to fit in with any existing programme of roadworks so as to minimise disruption.

6.1.6 It is possible that the measures identified in the LATS may need to be reviewed depending upon the views of the National Park Authority. The Ditchling LATS Steering Group would be consulted on any significant changes.

6.2 Short-Term Measures (0 – 2 years)

| | Measure | Issue Category |
|---|--|--|
| 1 | A review of survey data to identify key journeys that can be targeted for redirection onto the strategic network (e.g. A23). This information would feed into a strategic signage review and traffic calming review, and a review of the visual appearance of the roads in and out of the village. | Traffic Volume, Traffic Congestion |
| 2 | An investigation of the feasibility of introducing one-way flow to Keymer Road, and using the remaining road space on Keymer Road for a shared use footway/cycleway to link Ditchling with Keymer. | Traffic Volume, Walking, Cycling, Traffic Congestion, Cycling |
| 3 | Investigate the feasibility of a shared footway/ cycleway facility between Ditchling and Keymer adjacent to Keymer Road. | Cycling, Walking, Transport to School, Rail Services |
| 4 | A review of the existing traffic calming to: <ul style="list-style-type: none"> • assess it's effectiveness in controlling vehicle speed, and identify the potential to further improve their effectiveness. • investigate the potential to extend traffic calming to a wider area in order to increase the transit time through the village and deter its use as part of a route for through-traffic, without transferring the traffic to adjacent areas. • consider traffic calming measures for Keymer Road, Beacon Road and Spatham Lane to help slow vehicles and reduce the intimidation experienced by cyclists. • Investigate the potential to reduce the attractiveness of the village as a route for through-traffic and control traffic speed without worsening congestion – and reducing it if possible. • Review the speed cushions in Lewes Road to determine whether widening them or changing their profile would provide any additional benefit. • investigate the feasibility of providing a bicycle by-pass behind the build-outs in North End. | Traffic Speed Traffic Volume Cycling, Equestrians Traffic Congestion Existing Traffic Calming, Access for People with Disabilities Cycling |
| 5 | Undertake a review of existing speed limits in Ditchling parish, to investigate the potential of introducing a 20mph speed limit throughout, and/or a 20mph speed limit in the 'central core' of | Traffic Speed, Walking, Cycling, Equestrians |

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| | the village with speed limits introduced on the unrestricted roads in the parish. | |
| 6 | Investigate the potential to change the classification of the B2112 and the B2116 from 'B' roads to 'C' roads. | Traffic Volume |
| 7 | Lobby Sussex Police to increase the level of enforcement of: <ul style="list-style-type: none"> • speed limits • "no access" restriction on Underhill Lane • weight limit. | Traffic Speed, Traffic Volume, HGVs, Traffic Congestion, Equestrians |
| 8 | Investigate the potential of measures to help address the road safety issues identified at the junction of Clayton Road/ South Street and Beacon Road, and help reduce congestion. | Traffic Speed, Traffic Congestion |
| 9 | Encourage Ditchling Parish Council to develop community-led initiatives that demonstrate a 'community presence' to through-traffic. Measures could include local volunteers to operate Speed Indicator Devices. | Traffic Speed, Traffic Congestion, Equestrians |
| 10 | Continue to work with the Sussex Safer Roads Partnership to encourage local people to commit to driving at safe and appropriate speeds. | Traffic Speed |
| 11 | Increased enforcement of existing double yellow line restrictions from the County Council's Parking Team. | Parking |
| 12 | Lewes District Council to investigate the potential for an additional off-street parking area. | Parking |
| 13 | Work with West Sussex County Council to encourage HGV traffic onto higher-grade roads such as the A23, A27, A273, A272 and the A275. | HGVs |
| 14 | Work with Ordnance Survey (who provide information for SAT-NAV systems) to encourage HGV traffic onto higher-grade roads such as the A23, A27, A273, A272 and A275 instead of the B2112 and B2116 through Ditchling. | HGVs |
| 15 | Work with local businesses to encourage HGV drivers to plan a route that avoids Ditchling where possible | HGVs |
| 16 | Undertake a pedestrian accessibility audit in Ditchling Village to identify places where upgrading facilities for pedestrians would deliver the most benefit. | Walking, Access for People with Disabilities, Transport to School |
| 17 | The County Council will ask that people cut back their hedges or vegetation where it overhangs a footway. | Walking |

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| 18 | Pass on any relevant comments to Countryliner and Brighton & Hove buses to those companies so that they are aware of potential demand for changes to their services when they come to review them (although this can be done equally well by local people). | Bus Services |
| 19 | Maintain and update information on the County Council's website www.eastsussex.gov.uk and the www.traveline.org.uk website, which provides information on bus services across the UK. | Bus Services |
| 20 | Invite Ditchling Parish Council to put a link to the County Council's bus timetable web pages on the Parish Council website. | Bus Services |
| 21 | Invite Ditchling Parish Council to also put a link to the national Traveline website – www.traveline.org.uk – on the Parish Council's website. | Bus Services |
| 22 | Review existing timetables to ensure they make it absolutely specific where to catch the bus. | Bus Services |
| 23 | Investigate the idea of providing a supply of timetables at a key village location, such as the Post Office. | Bus Services |
| 24 | Continue the practice of honouring the use of return tickets bought for commercial services (such as Brighton & Hove Buses Supersaver tickets and Countryliner return tickets), on County Council funded bus services (such as the Village Rider Service) on the return leg of the journey. | Bus Services |
| 25 | Encourage appropriate contributions by developers towards the provision and enhancement of public transport facilities. | Bus Services |
| 26 | Ask Lewes District Council to consider the idea of providing taxi vouchers for disabled people living in the village. | Bus Services |
| 27 | Continue to ensure that new or upgraded bus stops are constructed to the same height as low-floor buses to improve ease of access. | Bus Services |
| 28 | Review bus service provision for Ditchling and rural East Sussex as part of the development of a County-wide Community Transport Strategy. This may also consider the viability of a dial-a-ride service. | Bus Services |
| 29 | Review the provision and condition of bus stops in Ditchling as part of a countywide review to identify those bus stops most in need of improvement. | Bus Services |
| 30 | Continue to work with local operators to promote existing services as an alternative to the private car. | Bus Services |
| 31 | Continue to require the provision of low-floor buses for improved ease of accessibility as part of | Bus Services |

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| | the contractual requirements for all bus services funded by the County Council (The 824 is a low-floor bus). By the end of the next decade, all local bus services must use low-floor, wheelchair accessible vehicles in any case. (The majority are now low-floor, with the exception of closed-door School bus services) | |
| 32 | Encourage the development of integrated ticketing and timetabling between bus and rail providers. | Bus Services, Rail Services |
| 33 | Feed into consultation on Network Rail's Route Utilisation Strategies for Sussex and Kent, and liaise with the appointed operator for the new South Central Franchise to seek service improvements for residents and visitors to East Sussex. | Rail Services |
| 34 | Request train operators to allow bicycles on their trains during peak hours. | Rail Services |
| 35 | Investigate the feasibility of improving the surface and drainage of local bridleways. | Equestrians, Walking |
| 36 | Undertake biannual traffic monitoring at the cross roads in the centre of the village to monitor the volume of traffic. | Traffic volume |

6.3 Medium-Term Measures (2 – 4 years)

| | Measure | Issue Category |
|----|---|---|
| 37 | Investigate the potential to reduce traffic volume by changing the visual appearance of the roads on the outskirts of the village to change drivers' perceptions of them so that they view them as quiet rural lanes rather than busy traffic arteries. Measures to dissuade drivers from using Ditchling could include gateway treatments, carriageway narrowing, and removal of central white lines and cats eyes, traffic calming, or introduction of cattle grids. | Traffic Volume, Traffic Speed, Equestrians |
| 38 | A review of signage to: <ul style="list-style-type: none"> Investigate the need for additional directional traffic signs to encourage traffic to use the A23, A27, A2300, A273, where possible, and avoid Ditchling village. Review the extent of the existing weight limit restrictions to determine whether any change would provide a benefit. Review existing weight limit signage to investigate whether there is an opportunity to | Traffic Volume, Traffic Congestion HGVs HGVs |

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|----|---|---|
| | <p>influence route choice and guide HGVs away from Ditchling by placing appropriate signage for HGV drivers at strategic locations on the road network.</p> <ul style="list-style-type: none"> investigate the potential benefits and dis-benefits of enhanced speed limit and hazard warning signs, traffic roundels painted on the road. | Traffic Speed, Equestrians |
| 39 | Investigate opportunities for using 'SID' (Speed Indicator Device) or 'CASPER' (Crawley Automatic Speed Processor and Electronic Recorder) to encourage compliance with the speed limit. | Traffic Speed |
| 40 | Undertake a survey of the village to identify potential SID sites on roads subject to a revised speed limit. | Traffic Speed |
| 41 | <p>A review of parking restrictions in the village to:</p> <ul style="list-style-type: none"> rationalise existing restrictions and determine whether new restrictions are required at other locations in the village. consider whether strategically placed parking bays could be used to help reduce traffic speeds. consider the balance between the competing needs for parking spaces on-street and controlling traffic speed whilst minimising congestion where possible, particularly in the High Street and South Street where vehicles mount the pavement to pass congestion. | <p>Parking</p> <p>Traffic Speed,</p> <p>Traffic Congestion, Walking</p> |
| 42 | Work with the Ditchling (St Margaret's) Church of England Primary School to revisit their School Travel Plan. | Parking, Transport to School |
| 43 | Consider the Introduction of street lighting along Keymer Road. | Walking |
| 44 | Investigate the introduction of additional dropped kerbs with tactile paving at key crossing points identified by the Pedestrian Accessibility Audit. | Access for People with Disabilities |
| 45 | Investigate the issue of surface water drainage on Keymer Road to reduce the likelihood of pedestrians being soaked by vehicles passing through puddles on the road. | Walking |
| 46 | Consider the feasibility of a pedestrian crossing on Beacon Road near Neville Cottages. | Walking |
| 47 | Consider the feasibility of introducing a pedestrian crossing in the High Street. | Walking |
| 48 | Consider the feasibility of a pedestrian crossing near the War Memorial on West Street. | Walking |
| 49 | The County Council will investigate the feasibility of a pedestrian crossing or pedestrian refuge on Lewes Road near to its junction with East End Lane. | Walking |

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|----|---|---------------|
| 50 | Review the route and timetable for the 824 Village Rider Service to ensure it provides the optimum service for the community, including Ditchling and other villages on its route, within the resources available, in 2010/11. | Bus Services |
| 51 | Investigate the feasibility of a morning and evening bus service to take commuters to and from the Hassocks Railway Station. | Bus Services |
| 52 | Require bus service providers to take responsibility for the provision and maintenance of timetable information at stops along their bus route as part of the contractual obligations for any service funded by the County Council. | Bus Services |
| 53 | Work with the rail operators to promote use of the rail network as an alternative to the private car. | Rail Services |

6.4 Long-Term Measures (Over 4 years)

| | Measure | Issue Category |
|----|---|--|
| 54 | Investigate the feasibility of a raising the carriageway at the Crossroads and at key junctions and crossing places identified by the pedestrian accessibility audit, to give more priority to pedestrians. | Walking |
| 55 | Consider placing additional bollards on footways where vehicles run over them, particularly in the High Street, and West Street. | Walking |
| 56 | Investigate the feasibility of widening the pavement in North End. | Walking |
| 57 | Work with West Sussex County Council to improve the coordination of bus services across the county boundary. | Transport to School |
| 58 | Investigate options for changing the traffic priorities at the crossroads, for example removing the mini-roundabout and giving priority to traffic from West Street and Lewes Road, if traffic data shows that a significant change in traffic movements at the mini-roundabout is achieved | Traffic Volume, Traffic Speed |
| 59 | Investigate options for alternative surface treatments in the High Street to give greater priority to pedestrians and reduce the dominance of motor vehicles if a significant significant reduction in traffic volume on the High Street is achieved. | Walking, Traffic Volume, Traffic Speed |

Chapter 7 – Intended Outcomes

7.1 Introduction

7.1.1 The purpose of this chapter is to set out the targets against which the Ditchling LATS will be assessed.

7.2 Partnership Working

7.2.1 For the strategy to work in changing transport patterns, people's behaviour will need to evolve and adapt. It is only by involving all those who have a stake in the future of the Strategy area that the Vision can be fulfilled. Partnerships with all local authorities, rail and bus operators, schools, the business and volunteer sectors will play a key part in this process.

7.2.2 The strategy looks ahead over the next ten years. It will be reviewed periodically to assess the progress being made through implementation of the proposed measures, taking into account any major changes in national transport policy.

7.3 Monitoring Progress

7.3.1 It will be important to demonstrate that funding has been used effectively and accountably to achieve the stated objectives and targets. This will be reported as part of the Local Transport Plan Annual Progress Report.

7.4.2 Many of the intended outcomes of the Strategy will take time to become effective and appropriate surveys will be carried out. The traffic management measures will make a direct and measurable change whereas the long-term effect on people's behaviour and attitude will be harder to measure.

7.4.3 Monitoring will be of two main types:

- 'Before' and 'after' assessments of the impact of individual schemes against the stated objectives and targets.
- Area-wide data collection and analysis to assess the overall progress against objectives and targets.

7.4 Strategy Targets

7.4.1 Table 3 outlines the local targets on which the effectiveness of the Strategy will be assessed. Amended and additional targets may arise through the development of the third Local Transport Plan.

Table 3 – Strategy Targets

| Strategy Target | |
|---|---|
| 1. Traffic Volume | <ul style="list-style-type: none"> • Reduce the overall volume of traffic in Ditchling by 7% by 2015 compared to 2006 levels as measured at the Ditchling crossroads. • Reduce the overall volume of traffic in Ditchling by 15% by 2019 compared to 2006 levels as measured at the Ditchling crossroads. |
| 2. Traffic Speed | <ul style="list-style-type: none"> • Undertake a review of speed limits in the village by 2012. • Introduce new speed limits by 2015. |
| 3. Existing Traffic Calming Measures | <ul style="list-style-type: none"> • Undertake a traffic calming review by 2011. • Introduce any additional measures by 2015. |
| 4. Parking | <ul style="list-style-type: none"> • Undertake a review of on-street parking restrictions by 2014 and introduce any changes by 2016. |
| 5. HGVs | <ul style="list-style-type: none"> • Review weight restrictions by 2014 and update restrictions by 2016. • Reduce the volume of HGVs in Ditchling by 20% by 2018 compared to 2005 levels as measured at Ditchling crossroads. |
| 6. Traffic Congestion | <ul style="list-style-type: none"> • Take account of congestion in the review of parking and the traffic calming review with a view not to significantly worsen, or to reduce congestion where possible. |
| 7. Cycling | <ul style="list-style-type: none"> • Increase the number of cycle journeys along Keymer Road by 20% by 2017 compared to 2010 levels. |
| 8. Walking | <ul style="list-style-type: none"> • Increase the number of walking journeys along Keymer Road by 20% by 2017 compared to 2010 levels. • Develop a package of measures to improve conditions for pedestrians by 2012 and implement by 2018. • Implement new pedestrian crossing facilities by 2016 where feasible. |

Strategy Target

9. Access for People with Disabilities

- Undertake a pedestrian access audit and to identify barriers to accessibility by 2011 and address those barriers where possible by 2015.
- All pedestrian crossings to have tactile paving by 2014.

10. Bus and Rail Services

- Improve the uptake of bus and rail services from Ditchling by 5% by 2018 compared to 2010 levels.

11. Transport to School

- Increase the number of children from the village walking or cycling to school by 20% by 2018.
- Review the School Travel Plan for the Ditchling (St Margaret's) Church of England Primary School by 2012.

12. Equestrians

- Implement a package of speed management and traffic calming measures in the village by 2015.

13. Air Quality

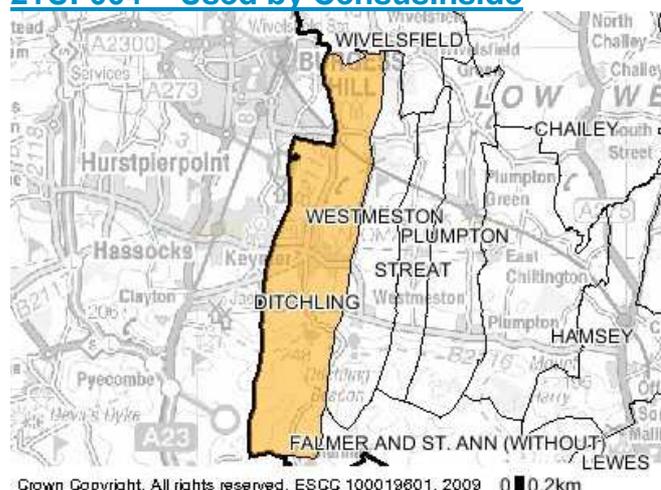
- Improve air quality, and ensure that national air quality standards and objectives are not exceeded in the village in the period to 2020.

Annexes

Annex 1 – Socio-economic Data for Ditchling

A1.1 The base population and travel data provides information that will enable funds to be directed to the prioritisation of existing transport problems. Data is from the 2001 Census using CensusInside Parish Area 21UF004 (see Figure 1) The targets, and the schemes and measures, have evolved in response to existing deficiencies.

Figure 1 – Figure showing the Ditchling Parish Area – 21UF004 – Used by CensusInside



A1.2 Table 1 shows that the age profile of people living in Ditchling Parish is biased towards an ageing population, when compared to the District, County, and Regional areas. Some 36.05% of Ditchling Parish residents are of pensionable age, compared to 25.54% for the Lewes District, 25.70% across East Sussex, and 18.81% across the South East. This trend is also reflected in the figures for the percentage of residents aged 75 and over, and 85 and over. The percentage of residents aged 75 and over in Ditchling is 17.08% which is high compared to the South-East region where only 8.00% of residents are aged 75 or more.

Table 1 – Age Profile

| Age Profile | Ditchling Parish | Lewes District | East Sussex | South East England |
|--|-------------------------|-----------------------|--------------------|---------------------------|
| Total residents | 1792 | 92181 | 492324 | 8000645 |
| % aged 0-15 | 14.40 | 18.80 | 18.87 | 19.93 |
| % aged 16-PA (pensionable age) (males 65+, females 60) | 49.55 | 55.66 | 55.43 | 61.27 |
| % aged PA + | 36.05 | 25.54 | 25.70 | 18.81 |
| % aged 75 + | 17.08 | 11.64 | 12.07 | 8.00 |
| % aged 85 + | 6.47 | 3.30 | 3.59 | 2.20 |
| Total residents in households | 1566 | 90217 | 479550 | 7809823 |
| Total residents in communal establishments | 223 | 1960 | 12776 | 190822 |

A1.3 Table 2 shows that the marital status of people living in Ditchling Parish is largely consistent with regional trends.

Table 2 – Marital Status

| Marital Status | Ditchling Parish | Lewes District | East Sussex | South East England |
|----------------------------------|-------------------------|-----------------------|--------------------|---------------------------|
| Total residents aged 16 and over | 1534 | 74852 | 399424 | 6406426 |
| % single (never married) | 23.53 | 24.23 | 24.58 | 28.39 |
| % married or re-married | 54.49 | 54.73 | 53.25 | 53.04 |
| % separated or divorced | 8.40 | 10.73 | 11.60 | 10.49 |
| % widowed | 13.57 | 10.31 | 10.57 | 8.09 |

A1.4 Table 3 shows that the percentage of economically active residents employed full-time is quite low (at 45.33%), when compared to Lewes District (55.44%), East Sussex County (54.10%) and South East England (61.73%). The percentage of those who are self-employed is relatively high (30.80%) when compared to Lewes District (17.60%), East Sussex County (18.45%) and South East England (13.68%).

Table 3 – Type of Employment for Economically Active Residents (aged 16-74)

| Economically active (residents aged 16-74) | Ditchling Parish | Lewes District | East Sussex | South East England |
|---|-------------------------|-----------------------|--------------------|---------------------------|
| Total economically active aged 16-74 | 753 | 42738 | 220737 | 4037629 |
| % employed full-time | 45.33 | 55.44 | 54.10 | 61.73 |
| % employed part-time | 18.00 | 19.91 | 19.84 | 17.42 |
| % self-employed | 30.80 | 17.60 | 18.45 | 13.68 |
| % unemployed | 3.73 | 3.44 | 3.94 | 3.31 |
| % student | 2.12 | 3.61 | 3.66 | 3.87 |

A1.5 Table 4 shows that the the percentage of economically inactive residents in Ditchling who are retired (53.93%) is consistent with the District (53.56%) and County (50.67%) picture, but higher than the Regional level (44.71%). The percentage of economically inactive residents in Ditchling parish who are permanently sick or disabled is elevated at 14.46% in comparison with the 11.51% for the South-East region.

Table 4 – Economically Inactive Residents (Aged 16-74)

| Economically inactive (residents aged 16-74) | Ditchling Parish | Lewes District | East Sussex | South East England |
|---|-------------------------|-----------------------|--------------------|---------------------------|
| Total economically inactive aged 16-74 | 484 | 21383 | 119286 | 1728678 |
| % retired | 53.93 | 53.56 | 50.67 | 44.71 |
| % student | 7.44 | 9.61 | 9.48 | 13.92 |
| % looking after home/family | 19.01 | 18.29 | 19.48 | 21.84 |
| % permanently sick/disabled | 14.46 | 11.93 | 13.23 | 11.51 |
| % other | 5.17 | 6.61 | 7.15 | 8.03 |

A1.6 Table 5 shows that the percentage of residents in the Ditchling Parish without qualifications is relatively low (19.50%), when compared to the District (26.24%), County (27.24%), and Regional figures (23.92%). The percentage of Ditchling Parish residents with a degree or higher qualification is relatively high (33.74%), when compared to the District (20.54%), County (18.04%) and South-East (21.75%) overall.

Table 5 – Other Economic Characteristics (Residents aged 16-74)

| Other economic characteristics (residents aged 16-74) | Ditchling Parish | Lewes District | East Sussex | South East England |
|--|-------------------------|-----------------------|--------------------|---------------------------|
| % of unemployed who are long-term unemployed | 21.43 | 27.65 | 31.2 | 26.05 |
| % of unemployed people who have never worked | 0.00 | 4.42 | 5.62 | 5.78 |
| % of 16-74s with no qualifications | 19.50 | 26.24 | 27.24 | 23.92 |
| % of 16-74s with a degree or higher level qualification | 33.74 | 20.54 | 18.04 | 21.75 |

A1.7 Table 6 shows that the proportion of children in Ditchling Parish who are living in households with no earners is very low (1.39%) in comparison with the District (10.68%), County (14.36%), and the South-East region (11.76%).

Table 6 - Deprivation

| Deprivation | Ditchling Parish | Lewes District | East Sussex | South East England |
|---|-------------------------|-----------------------|--------------------|---------------------------|
| Total children in households with no earner | 4 | 2064 | 14779 | 207224 |
| as a % of all children | 1.39 | 10.68 | 14.36 | 11.76 |

A1.8 Table 7 Shows that the proportion of employed Ditchling Village residents with work in production or construction is lower (13.64%) than in the Lewes District (19.36%), County (19.72%), or Region (20.17%).

Table 7 – Employment (all people aged 16-74 in employment)

| Employment (all people aged 16-74 in employment) | Ditchling Parish | Lewes District | East Sussex | South East England |
|---|-------------------------|-----------------------|--------------------|---------------------------|
| All people aged 16-74 in employment | 726 | 41137 | 211242 | 3888756 |
| % employed in agriculture, forestry and fishing | 3.72 | 2.07 | 2.17 | 1.47 |
| % employed in production and construction industries | 13.64 | 19.36 | 19.72 | 20.17 |
| % employed in service industries | 76.03 | 72.77 | 72.53 | 73.07 |

A1.9 Table 8 shows that the proportion of Ditchling Parish residents employed in a professional or management role is high (63.17%), when compared to the Lewes District (41.48%), East Sussex County (40.74%) and South-East Region (44.17%). The table also shows that the proportion of Ditchling Parish residents employed in semi-routine or routine occupations low (9.03%) when compared to the District (18.03%), County (18.21%) and Region (17.98%).

Table 8 – Occupation (all people aged 16-74)

| Occupation (all people aged 16-74) | Ditchling Parish | Lewes District | East Sussex | South East England |
|--|-------------------------|-----------------------|--------------------|---------------------------|
| % in managerial/ professional occupations | 63.17 | 41.48 | 40.74 | 44.17 |
| % in intermediate occupations | 6.67 | 9.72 | 9.15 | 10.31 |
| % small employers or self-employed | 11.07 | 9.57 | 10.14 | 7.76 |
| % in lower supervisory and technical occupations | 3.82 | 6.46 | 6.34 | 6.83 |
| % in semi-routine and routine occupations | 9.03 | 18.03 | 18.21 | 17.98 |

A1.10 Table 9 shows that the percentage of Ditchling Parish residents who work from home is relatively high (at 22.1%) when compared to the Lewes District (11.36%), East Sussex County (11.6%) and South-East Region (9.93%). The table also shows that the number of Ditchling Parish residents who walk to work is relatively low (at 5.59%) compared to the Lewes District (10.84%), East Sussex County (10.86%) and South-East Regional area (9.91%).

Table 9 – Mode of Travel to Work (all people aged 16-74 in employment)

| Travel to work (all people aged 16-74 in employment) | Ditchling Parish | Lewes District | East Sussex | South East England |
|---|-------------------------|-----------------------|--------------------|---------------------------|
| % working mainly at or from home | 22.1 | 11.36 | 11.6 | 9.93 |
| % travelling to work by car (driver or passenger) | 57.9 | 63.05 | 64.97 | 65.25 |
| % travelling to work by public transport | 12.31 | 11.71 | 9.42 | 10.21 |
| % walking to work | 5.59 | 10.84 | 10.86 | 9.91 |
| % cycling to work | 1.26 | 1.65 | 1.74 | 3.07 |

A1.11 Table 10 shows that housing tenure in Ditchling is broadly consistent with the District as a whole, with the proportion of owner occupiers slightly higher for Ditchling Parish (at 80.97%) than the regional average (73.18%).

Table 10 – Housing Tenure (all households)

| Housing Tenure (all households) | Ditchling Parish | Lewes District | East Sussex | South East England |
|---|-------------------------|-----------------------|--------------------|---------------------------|
| Total households | 725 | 41055 | 225468 | 3401820 |
| % owner occupiers | 80.97 | 77.62 | 74.46 | 73.18 |
| % shared ownership or social rented (LA, HA or other RSL) | 9.30 | 11.56 | 12.51 | 14.74 |
| % private rented | 5.58 | 7.58 | 9.87 | 8.77 |

A1.12 Table 11 shows that the proportion of cohabiting couples and lone parent households in Ditchling Parish (5.43%) is less than the equivalent figure for the District (8.46%), County (8.43%) and Region (9.48%).

Table 11 – Types of Household (all households)

| Types of household (all households) | Ditchling Parish | Lewes District | East Sussex | South East England |
|--|-------------------------|-----------------------|--------------------|---------------------------|
| % one person households | 29.43 | 31.04 | 32.48 | 28.52 |
| % married couple households | 56.29 | 50.55 | 48.37 | 50.42 |
| % cohabiting couple households | 5.43 | 8.46 | 8.43 | 9.48 |
| % lone parent households (with dependent children) | 2.57 | 5.15 | 5.85 | 5.76 |
| % other households | 6.29 | 4.80 | 4.87 | 5.83 |

A1.13 Table 12 shows that the percentage of households in Ditchling Parish without access to a car is very low (10.16%) when compared to the the Lewes District (21.27%), East Sussex County (23.43%) and South-East Region (19.43%). The table also shows that the percentage of households in Ditchling Parish with two or more cars is high (49.79%) when compared to the District (32.67%), County (32.40%) and Region (37.95%).

Table 12 – Car Ownership (all households)

| Car ownership (all households) | Ditchling Parish | Lewes District | East Sussex | South East England |
|--|-------------------------|-----------------------|--------------------|---------------------------|
| % of households with no car | 10.16 | 21.27 | 23.43 | 19.43 |
| % of households with two or more cars | 49.79 | 32.67 | 32.40 | 37.95 |
| Number of households with no car available | 71 | 8450 | 50290 | 638772 |

A1.14 Table 13 shows that the percentage of Ditchling residents travelling to work by bus or is relatively low (0.42%), when compared to the picture across the District (5.51%), County (4.01%) and Region (4.35%).

A1.15 The percentage of Ditchling Parish residents cycling to work (1.26%) is consistent with figures for the District (1.65%) and County (1.74%).

A1.16 Table 13 also shows that the percentage of Ditchling Parish residents who walk to work is relatively low (at 4.49%) compared to the Lewes District (10.84%), East Sussex County (10.86%) and South-East Region (9.91%)

A1.17 The percentage of Ditchling Parish residents travelling to work by rail is relatively high (at 11.89%) when compared to the Lewes District (6.2%), East Sussex County (5.41%) and South-East England Region (5.86%).

Table 13 – Travel to Work

| Travel to work | Ditchling Parish | Lewes District | East Sussex | South East England |
|---|-------------------------|-----------------------|--------------------|---------------------------|
| All people aged 16-74 in employment | 726 | 41137 | 211242 | 3888756 |
| % working mainly at or from home | 22.1 | 11.36 | 11.6 | 9.93 |
| % travelling to work by car (driver or passenger) | 57.9 | 63.05 | 64.97 | 65.25 |
| % travelling to work by public transport | 12.31 | 11.71 | 9.42 | 10.21 |
| % travelling to work by train, underground, metro, light rail | 11.89 | 6.2 | 5.41 | 5.86 |
| % travelling to work by bus | 0.42 | 5.51 | 4.01 | 4.35 |
| % walking to work | 5.59 | 10.84 | 10.86 | 9.91 |
| % cycling to work | 1.26 | 1.65 | 1.74 | 3.07 |

A1.18 Table 14 shows that the percentage of people working from home in Ditchling Parish is relatively high (at 22.1%), when compared to equivalent figures for the Lewes District (11.36%), East Sussex County (11.6%) or South-East Region (9.93%).

A1.19 Table 14 shows that the proportion of Ditchling Parish residents working within 2Km is low (at 10.11%) when compared to the District (21.84%, the County (22.71%) and the region (20.37%). Similarly, the percentage of Ditchling Parish Residents working between 2Km and 5Km is low (at 8.74%) when compared to the District (9.87%), County (16.42%) and Region (17.58%).

A1.20 The table also shows that the proportion travelling further afield is relatively high, with 9.97% of Ditchling Village residents travelling 60Km or more to work, compared with 5.68% for the Lewes District, 5.26% for East Sussex, and 3.63% for the South-East region.

Table 14 – Distance Travelled to Work

| Percentage distance travelled to work | Ditchling Parish | Lewes District | East Sussex | South East England |
|---|-------------------------|-----------------------|--------------------|---------------------------|
| % working mainly at or from home | 22.1 | 11.36 | 11.6 | 9.93 |
| % less than 2Km | 10.11 | 21.84 | 22.71 | 20.37 |
| % 2Km to less than 5Km | 8.74 | 9.87 | 16.42 | 17.58 |
| % 5 Km to less than 20Km | 32.92 | 35.13 | 24.78 | 28.86 |
| % 20Km to less than 60Km | 11.48 | 9.94 | 12.5 | 14.16 |
| % 60Km and over | 9.97 | 5.68 | 5.26 | 3.63 |
| % no fixed workplace, works abroad and works offshore | 5.19 | 6.18 | 6.73 | 5.47 |

Annex 2 – The Classification and Maintenance Category of Key Roads in and Around Ditchling

Table 15 – The Classification and Maintenance Category of Key Roads in and Around Ditchling

| County | Classification | Road | Description | Maintenance Category |
|-------------|--------------------------------|---------|--|-----------------------|
| East Sussex | Motorway/ Trunk Road | A27 (T) | Brighton and Hove Boundary: Falmer Hill – Lewes Road, Polegate (Jct A22/A2270) | Strategic Distributor |
| | Primary Route | A272 | Haywards Heath – Maresfield (Jct A22) | Main Distributor |
| | Urban Road – Residential Roads | C656 | East End Lane: High St, Ditchling (Jct B2112) – Lewes Road Ditchling (Jct B2116) | Local Access Road |
| | Rural Road – Intra Rural Road | A275 | Prison Crossroads, Lewes – North Chailey – South of Forest Row | Main Distributor |
| | Rural Road – Intra Rural Road | B2112 | Haywards Heath – Ditchling – Clayton (Jct A273) | Main Distributor |
| | Rural Road – Intra Rural Road | B2116 | Lewes (Jct A275) – Hassocks (Jct A273) | Main Distributor |
| | Rural Road – Intra Rural Road | C203 | Beacon Road/Ditchling Bostal/Ditchling Road: Clayton Road/South St, Ditchling (Jct B2112) – Stanmer Park | Main Distributor |
| | Rural Road | C71 | St Helena Road/Gallops Lane/Folders Lane: Ditchling Common (Jct B2112) – N. of Plumpton Green (Jct C6) | Main Distributor |
| West Sussex | Trunk Road | A23 | Brighton and Hove boundary (jct A27) – Northwards to M23 and London | Strategic Route |
| | Primary Route | A273 | Pyecombe (Jct A23) – Burgess Hill/Haywards Heath (Jct A272) | Main Distributor |
| | Primary Route | A2300 | Burgess Hill (Jct A23) – Burgess Hill (Jct A273) | Main Distributor |

Annex 3 – Bus Service Information

Table 15 – Bus Services – Extract from the Lewes East Sussex County Council Village Rider Lewes Area Timetable (Valid from 28th July 2008)

| 824 | Beddingham > Lewes > Plumpton > Ditchling > Hassocks > Burgess Hill | | | | | Burgess Hill > Hassocks > Ditchling > Plumpton > Lewes > Beddingham | | | | | | Burgess Hill Services | | | | | 824 | | |
|---------------------------------|---|------|------|-------|-------|---|-------|------|------|-------|-------|-----------------------|---------------------------------|------|-------|------|------|-------|------|
| | MONDAYS TO FRIDAYS | | | | | MONDAYS TO FRIDAYS | | | | | | MONDAYS TO FRIDAYS | | | | | | | |
| Day Code | | TTH | TTH | | | Day Code | TTH | TTH | TTH | | | Day Code | MWF | MWF | MWF | MWF | MWF | | |
| Beddingham (Cobbe Place Farm) | - | - | 1110 | - | - | Burgess Hill (Church Road) | 0820 | 1005 | - | - | 1405 | 1630 | Burgess Hill (Church Road) | 1000 | 1030 | 1125 | 1235 | 1305 | 1550 |
| Lewes (Bus Station) | 0735C | 0918 | 1118 | 1308 | 1456 | Burgess Hill (Oak Hall Park) | - | - | - | - | 1408 | - | Burgess Hill (Oak Hall Park) | - | - | 1128 | 1238 | - | - |
| Lewes High Street (Post Office) | 0737C | 0920 | 1120 | 1310 | 1458 | Burgess Hill (Tesco) | - | - | - | - | 1635 | - | Ditchling Common (Folders Lane) | - | 1035 | - | - | 1310 | 1555 |
| Offham (Blacksmith's Arms) | 0742C | 0924 | 1124 | 1314 | 1502 | Keymer (Thatched Inn) | - | 1010 | - | - | 1412 | SP | Ditchling (South View) | 1007 | - | - | - | - | - |
| Cooksbridge (Rail Station) | - | - | - | 1316 | - | Hassocks (Grand Avenue) | - | 1012 | - | - | 1414 | SP | Keymer (Thatched Inn) | - | - | 1132 | 1242 | - | - |
| South Chailey (Horns Lodge) | - | - | - | 1321 | - | Hassocks (Rail Station) | - | - | - | - | - | 1643 | Hassocks (Grand Avenue) | - | - | 1134 | 1244 | - | - |
| East Chilmington (Phone Box) | - | - | - | 1327 | - | Keymer (Post Office) | - | 1014 | - | - | 1416 | 1645 | Keymer (Post Office) | - | - | 1136 | 1246 | - | - |
| Plumpton (Half Moon) | 0746C | 0929 | 1129 | 1332 | 1507P | Burgess Hill, Charlwood Gardens | 0829 | - | - | - | - | - | Ditchling (Crossroads) | 1009 | - | 1138 | 1248 | - | - |
| Plumpton College Grounds | 0752 | - | - | - | - | St George's Retreat | 0837 | - | - | - | - | - | Ditchling (Long Park Corner) | 1011 | - | - | 1250 | - | - |
| Plumpton Green (Winning Post) | - | - | - | - | 1510 | Wivelsfield, Ote Hall Chapel | 0838 | - | - | - | - | - | St George's Retreat | - | - | - | - | 1313 | - |
| Plumpton Lane (Plough) | - | - | - | - | 1512 | Wivelsfield Green, The Green | 0839 | - | - | - | - | - | Wivelsfield, Ote Hall Chapel | - | - | - | - | 1314 | - |
| Street (Sandpit Cottages) | - | - | - | 1336R | - | Wivelsfield Primary School | 0845X | - | - | - | - | - | Wivelsfield Green, The Green | - | - | - | - | 1315V | - |
| Middleton Manor | 0755 | 0933 | 1133 | 1338 | - | Ditchling (Long Park Corner) | - | - | 1141 | - | - | - | Plumpton Lane (Plough) | - | 1041 | - | - | 1318 | 1601 |
| Westmeston (Church) | 0757 | 0935 | 1135 | 1340 | - | Ditchling (Crossroads) | - | 1016 | 1143 | - | 1418 | 1647 | Plumpton Green (Winning Post) | - | 1043 | - | - | - | 1603 |
| Spatham Lane | - | 0938 | - | 1343 | - | Ditchling (South View) | - | 1018 | - | - | 1420 | 1649 | Plumpton (Half Moon) | - | 1048P | - | - | - | 1608 |
| Ditchling (South View) | - | 0943 | - | 1348 | - | Spatham Lane | - | 1022 | - | - | - | 1653 | East Chilmington (Phone Box) | - | 1053 | - | - | - | - |
| Ditchling (Crossroads) | 0801 | 0945 | 1139 | 1350 | - | Westmeston (Church) | - | 1027 | 1147 | - | - | 1657 | South Chailey (Horns Lodge) | - | 1059 | - | - | 1327 | - |
| Ditchling (Long Park Corner) | - | - | 1141 | - | - | Middleton Manor | - | 1029 | 1149 | - | - | 1659 | East Chilmington (Phone Box) | - | - | - | - | 1333 | - |
| Wivelsfield Primary School | - | - | - | - | 1522X | Street (Sandpit Cottages) | - | 1031 | - | - | - | - | Plumpton (Half Moon) | - | - | - | - | 1338P | - |
| Wivelsfield Green, The Green | - | - | - | - | 1525 | Plumpton Lane (Plough) | 0852 | - | - | - | 1424 | - | Plumpton Green (Winning Post) | - | - | - | - | 1343 | - |
| Wivelsfield, Ote Hall Chapel | - | - | - | - | 1526 | Plumpton Green (Winning Post) | 0856 | - | - | - | 1428 | - | Plumpton Lane (Plough) | - | 1108 | - | - | 1345 | - |
| St George's Retreat | - | - | - | - | 1527 | Plumpton (Half Moon) | 0901P | 1035 | 1152 | - | 1433P | 1702 | Wivelsfield Green, The Green | - | 1111V | - | - | - | - |
| Burgess Hill, Charlwood Gardens | - | - | - | - | 1534 | East Chilmington (Phone Box) | - | 1039 | - | - | - | - | Middleton Manor | - | - | - | - | - | 1612 |
| Keymer (Post Office) | 0803 | 0947 | - | 1352 | - | South Chailey (Horns Lodge) | - | 1047 | - | - | - | - | Westmeston (Church) | - | - | - | - | - | 1614 |
| Hassocks (Rail Station) | 0805 | - | - | - | - | Cooksbridge (Rail Station) | - | 1052 | - | - | - | - | Spatham Lane | - | - | 1142 | - | 1352 | - |
| Hassocks (Grand Avenue) | 0808 | 0949 | - | 1355 | - | Offham (Blacksmith's Arms) | 0906 | 1055 | 1157 | - | 1438 | 1707 | Wivelsfield, Ote Hall Chapel | - | 1112 | - | - | - | - |
| Keymer (Thatched Inn) | 0810 | 0951 | - | 1357 | - | Lewes High Street (Law Courts) | 0910 | OR | 1201 | - | 1442 | 1711 | St George's Retreat | - | 1113 | - | - | - | - |
| Burgess Hill (Oak Hall Park) | - | 0954 | - | - | - | Lewes (Bus Station) arr | 0912 | 1059 | 1203 | - | 1444 | 1713 | Ditchling (Crossroads) | 1013 | - | - | 1252 | 1355 | 1616 |
| Burgess Hill (Church Road) | 0817 | 0958 | - | 1401 | 1542 | Lewes (Bus Station) dep | - | 1100 | - | 1250E | - | - | Keymer (Post Office) | 1015 | - | - | - | - | 1618 |
| | | | | | | Beddingham (Cobbe Place Farm) | - | 1108 | - | 1258R | - | - | Hassocks (Grand Avenue) | 1017 | - | - | - | - | 1620 |
| | | | | | | | | | | | | | Keymer (Thatched Inn) | 1019 | - | - | - | - | 1622 |
| | | | | | | | | | | | | | Ditchling (South View) | - | - | - | 1254 | 1357 | - |
| | | | | | | | | | | | | | Ditchling Common (Folders Lane) | - | 1116 | 1146 | 1256 | 1359 | - |
| | | | | | | | | | | | | | Burgess Hill (Oak Hall Park) | 1022 | - | - | - | - | - |
| | | | | | | | | | | | | | Burgess Hill (Church Road) | 1026 | 1121 | 1151 | 1301 | 1404 | 1628 |

Route: Lewes Bus Station, High St, Nevill Rd, Offham, Plumpton, Plumpton Green, Westmeston, Ditchling, Keymer, Hassocks, Burgess Hill

Codes: C = connecting service 166 between Lewes and Plumpton College, arriving 0748. E = operates only if required by passengers waiting at Lewes Bus Station. OR = operates in Lewes direct via Offham Road and does not serve Nevill Road, Western Road or High Street. P = time at Plumpton Lane, not Lewes Road. R = serves this point only if required by passengers on board. SP = operates via A273 and Stonepound Crossroads. X = serves this point on school days only. V = time at Green Park Corner/Village Hall. Operated by Countryliner



Table 17 – Countryliner Buses – Route 41 (Saturday Only) – Burgess Hill to Ditchling (Valid from 02nd August 2009)

| Bus Stop | Time | Time | Time |
|---------------------------------|-------------|-------------|-------------|
| Burgess Hill Church Road | | 1152 | 1452 |
| Keymer Church | 0958 | 1158 | 1458 |
| Ditchling Crossroads | 1000 | 1200 | 1500 |
| Ditchling Southview | 1002 | 1202 | 1502 |
| Folders Lane | 1004 | 1204 | 1504 |
| Burgess Hill Church Road | 1009 | 1209 | 1509 |

The 41 Countryliner service operates on Saturdays only and guarantees a connection with the 40 service to Brighton

Appendix A

**A Report Summarising the Findings of a Traffic Data
Collection Exercise for Ditchling Village**

