

Drawing series
showing concept
designs for changes to
streets and spaces





CROSS LANE / HIGH STREET JUNCTION

At the western “gateway” to Ticehurst village, the black surface sweeps across from the old toll house, draws attention to the historic point of interest while simultaneously slowing traffic due to the visual break in the road texture and colour. The black surface then continues towards the village centre as an edge colour, causing the carriageway to be psychologically narrowed, further slowing the traffic.



TICEHURST SQUARE

This shows an alternative view of the road resurfacing to calm traffic around the Village Square. These changes allow the square to return to its historic function of a pedestrian civic space, while still providing ample access for vehicular traffic. From this angle, the new surface sweep from Pickforde Lane to Church Street is clearly visible, highlighting the war memorials. This visual disruption to the east-west route will make car drivers slow down.



TICEHURST SQUARE

A new surface sweeps across from Pickforde Lane to Church Street, highlighting the war memorials along its path. This visual disruption to the east west route will make car drivers slow down, helping to return priority to pedestrians in this part of the village.



HIGH STREET / ST MARY'S LANE

Removing the current arrangement of awkward and messy bits of pavements, this new layout creates continuous pedestrian movement in all directions while also slowing traffic.



LOWER PLATTS / PASHLEY ROAD

The carriageway is psychologically narrowed by the new colours, causing drivers to slow down as they approach the junction. By alternating between differently coloured surfaces, the long straight visual path is disrupted, removing the current temptation maintain a high speed through the village.



TICEHURST VILLAGE HALL

The resurfaced road helps to psychologically narrow the carriageway. This causes drivers to become more cautious and slow down, allowing pedestrians to cross at convenient location outside the village hall.



HIGH STREET

The current problem of speeding traffic along this section of the High Street can be addressed through a change to the visual qualities of the street. The application of relatively inexpensive top-dressing materials in different colours and textures can help break up the long and linear feel to the street. This will encourage a slower and more considerate attitude from drivers.



HIGH STREET

The current problem of speeding traffic along this section of the High Street can be addressed through a change to the visual qualities of the street. A new surface colour sweeps across from Springfields and this visual disruption to the east west route will make car drivers slow down along here.



COTTENDEN ROAD / LYMDEN LANE /
STATION ROAD / BARDOWN ROAD

The current four-way junction gives priority to Bardown Road and Station Road. This route includes sweeping downhill bend. This can lead to increased speeds on this section of the junction as vehicles do not need to give way. This image shows an unmarked cross roads, essentially a “four-way give way” system that will require vehicles in all directions to look out for one another, slowing speeds significantly. The circular

patterns on the ground give it a roundabout-like quality but as this is not officially a roundabout, it does not require the associated white paint and direction arrows that can be so visually unappealing in a village.



FLIMWELL CROSSROADS

Making better use of the left-over parcel of green space near the junction and linking this to the proposals for a new village hall on adjacent land. More direct crossings for pedestrians wishing to access the new hall.

