



LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS to be made by the Lead Member for Transport and Environment,
Councillor Carl Maynard

MONDAY, 19 SEPTEMBER 2016 AT 10.00 AM

COMMITTEE ROOM, COUNTY HALL, LEWES

AGENDA

- 1 Decisions made by the Lead Cabinet Member on 18 July 2016 (*Pages 3 - 6*)
- 2 Disclosure of Interests
Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
- 3 Urgent items
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
- 4 Traffic Management in High Street, Alfriston (*Pages 7 - 60*)
Report by the Director of Communities, Economy and Transport
- 5 Proposed pedestrian crossing outside Sandown Primary School, The Ridge, Hastings - consultation results and update for petitioners (*Pages 61 - 68*)
Report by the Director of Communities, Economy and Transport
- 6 Rotherfield Heavy Goods Vehicles Management (*Pages 69 - 78*)
Report by the Director of Communities, Economy and Transport
- 7 Provision of an on street advisory disabled bay in Tower Road, St Leonards (*Pages 79 - 88*)
Report by the Director of Communities, Economy and Transport
- 8 Any urgent items previously notified under agenda item 3

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9 September 2016

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LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Carl Maynard, on 18 July 2016 at County Hall, Lewes

Councillor Bentley spoke on item 7 (minute 7)
Councillor Ensor spoke on item 4 (minute 4)
Councillor Pursglove spoke on items 5, 7 and 8 (minutes 5, 7 and 8)
Councillor Stephen Shing spoke on item 5 (minute 5)

1 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 18 APRIL 2016

1.1 RESOLVED to approve as a correct record the minutes of the meeting held on 18 April 2016.

2 DISCLOSURE OF INTERESTS

2.1 Councillor Maynard declared a personal interest in Item 4, in that he is a resident of an unadopted road, but he did not consider this to be prejudicial.

3 REPORTS

3.1 Reports referred to in the minutes below are contained in the minute book.

4 PETITION CALLING ON THE COUNTY COUNCIL TO ADOPT BANCROFT ROAD, BEXHILL-ON-SEA

4.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

4.2 Councillor Ensor, the Local Member and Lead Petitioner, spoke regarding queries over land ownership and funding opportunities.

DECISION

4.3 RESOLVED to advise the petitioners that (1) Bancroft Road cannot be adopted at public expense due to its condition;

(2) funding the works to bring Bancroft Road up to an adoptable standard is not a County Council priority at this time; and

(3) the Transport Development Control team will work with residents to facilitate the adoption of Bancroft Road, including investigating ways of achieving funding, and with the Council's Legal Services to investigate the ownership status of the Road.

Reason

4.4 Although Bancroft Road is suitable for adoption in terms of sufficiency of public benefit and of layout, in its current condition the road is not suitable for adoption as public highway, and funding for works on unadopted roads/private streets is not a priority for the County Council at

this time. However should the frontagers wish to organise and fund the works themselves, the County Council will facilitate the adoption.

5 PETITION CALLING FOR THE INTRODUCTION OF TRAFFIC SIGNALS ON THE A259 AT EXCEAT BRIDGE

5.1 The Lead Member considered a report by the Director of Communities, Economy and Transport, together with an email from Councillor Carstairs, one of the local County Councillors.

DECISION

5.2 RESOLVED to advise the petitioners that the request to introduce traffic signals at the Exceat Bridge will not be progressed on the basis that it will not improve traffic conditions, however the County Council is exploring options and the associated funding to deliver an offline two-way bridge.

Reasons

5.3 The introduction of traffic signals on a permanent basis will not address the issues that have been raised. Options seeking funding will be explored through the Government's Local Growth Fund to deliver a more comprehensive solution which could provide a new offline two way bridge north of the existing, with improved facilities for pedestrians and cyclists. Local Members will be offered a briefing on the off line bridge scheme, and kept apprised of progress of the funding bid.

6 EAST SUSSEX COUNTY COUNCIL (EASTBOURNE 107A AND 107B) CYCLE TRACK ORDER 2016

6.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

DECISION

6.2 RESOLVED to approve the making of the Order for the conversion of a section of newly created public footpath alongside the Horsey Sewer in Eastbourne into a cycle track.

Reasons

6.3 Once completed the Horsey Way cycle route will provide a continuous route for walkers and cyclists between the Town Centre and Sovereign Harbour. The third phase of the scheme will consist of a traffic free route extending for a total length of over 900m between Lottbridge Drove and Langney roundabout.

7 HAILSHAM TOWN CENTRE IMPROVEMENT SCHEME

7.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

DECISION

7.2 RESOLVED to approve that £1.3m of funding from the East Sussex Local Transport and Highways Maintenance capital programme is utilised, in addition to £1.2m development contributions, to fund the £2.5m cost of the Hailsham Town Centre Improvement Scheme.

Reasons

7.3 The Hailsham Town Centre Improvement Scheme is a key priority for delivery this financial year and is part of the transport infrastructure package required for Hailsham and Hellingly to support recently constructed and future development up to 2027 within the adopted Wealden District Council Core Strategy.

7.4 In addition to the £1.2m of development contributions, the remaining £1.3m to fund the £2.5m scheme cost will be met by utilising the £700,000 slippage from the 2015/16 Local Transport capital programme, £200,000 from the 2016/17 Highways Maintenance capital programme and the remainder of £400,000 from the 2016/17 Local Transport capital programme allocation.

8 REVISED STATEMENT OF COMMON GROUND (SOCG) BETWEEN THE SHOREHAM HARBOUR PLANNING AUTHORITIES AND THE SHOREHAM PORT AUTHORITY JUNE 2016

8.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

DECISION

8.2 RESOLVED to (1) agree the changes to the Statement of Common Ground and authorise the Director of Communities, Economy and Transport to sign the revised Statement of Common Ground; and

(2) authorise the Director of Communities, Economy and Transport to consider and agree any future revisions to the revised Statement of Common Ground.

Reasons

8.3 The Statement of Common Ground is essential to maintain capacity for aggregates to be landed at Shoreham Harbour in order to serve the construction industry and development needs in East Sussex.

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Report to	Lead Cabinet Member for Transport and Environment
Date	19 September 2016
Report By	Director of Communities, Economy and Transport
Title of Report	Traffic Management in High Street, Alfriston
Purpose of Report	To consider the results of a public consultation exercise and recommendations about which, if any, of the traffic signal options should be taken forward to detailed design

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Note the findings from the public consultation exercise undertaken in May/June 2016;**
 - (2) Agree that the project team proceed with the detailed design of a traffic signal scheme (Option 1); and**
 - (3) Agree that a detailed design, cost estimate and programme is re-presented to Lead Member in the Spring 2017 for further consideration.**
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1. Background

1.1 Alfriston is an historic village situated on the C39 between the seaside town of Seaford and the A27. The traffic problems stem from the constraints on the amount of road space available in the centre of the village. The most critical area of concern is a 60 metre section of the High Street which narrows to approximately 3.6 metres in width. A bend in this stretch of the High Street limits forward visibility, which means that vehicles frequently meet one another within this narrow section with one vehicle having to mount the narrow footway to get past. Although most of this manoeuvring takes place at very low speeds, there are many reported instances of pedestrians being struck by vehicles. There has been one serious personal injury crash recorded in the High Street in the three year period to June 2016. A plan showing the road network in Alfriston is at Appendix 1.

1.2 Although many local people are very concerned about the traffic related issues in the village, opinion is very divided about what sort of measures would be appropriate to address these problems. Further background information on the work that has taken place since 2009 by the Parish Council and other parties to try and resolve this problem is set out in Appendix 2.

2. Supporting Information

2.1 In May and June 2016 a public consultation exercise was held to seek the views of the public and key stakeholders about proposals for traffic management improvements in Alfriston High Street. These consisted of the possible introduction of traffic signals at either end of the High Street, with an accompanying 20mph speed limit and limited widening of the footway in the narrow section of the High Street. Work had also been progressed on the introduction of a one-way option but this was not put forward as an option during the public consultation because Wealden District Council did not support the modifications to The Dene car park which would have been necessary for the one way scheme to be introduced to provide longer Heavy Goods Vehicles (HGV) with a diversion route through the village.

2.2 A copy of the exhibition plans for the proposals are contained in Appendix 3 and a copy of the consultation questionnaire is contained in Appendix 4. Further details about the consultation exercise and the results of the analysis of the responses are contained in Appendix 5.

2.3 A total of 389 consultation questionnaires were returned. The majority of these (315) were from Alfriston postcodes. The population of Alfriston recorded at the 2011 census was 829 which means that a 38% return rate was achieved, which is good for a consultation event of this type.

2.4 The first question on the questionnaire asked respondents whether they felt there were traffic related problems in the High Street. The question was broken down into four parts and asked respondents whether they agreed or disagreed with a series of statements about traffic problems in the High Street

including congestion caused by vehicles trying to pass one another, vehicles mounting the pavement causing problems for pedestrians and vehicles damaging the pavement and striking buildings. The analysis of responses is set out in Appendix 5 but show that between 58% and 81% agreed or strongly agreed that there were these traffic related problems.

2.5 Question 2 asked respondents the extent to which they supported the introduction of the proposed traffic signal scheme incorporating a 20mph limit. As shown in Appendix 5, 54% of respondents supported or strongly supported the introduction of traffic signals, whilst 39% were opposed or strongly opposed. A further 4% neither supported nor opposed the proposals with 3% not answering the question.

2.6 Question 3 asked respondents which of the possible two options for the location of the signals at the southern end of the High Street they preferred. In total 210 (54%) of respondents expressed a preference for one of the two options, with 41% preferring Option 1 involving the full signalisation of the Weavers Lane junction and 13% favouring Option 2, which would locate the signals to the north of the Weavers Lane junction. However, 166 respondents (43%) said that they preferred neither option. A further 13 respondents (3%) left this question unanswered.

2.7 After each of the questions respondents were asked if they had any additional comments they wish to make in support of their answers. The key themes that emerged from these responses are presented in Appendix 5 which were both positive and negative. Full copies of the consultation responses are available in the Member's Room. Many of those who did not support the introduction of the signal scheme were concerned that the traffic signals would result in queues and not necessarily solve all of the problems, that they would be visually intrusive and change the character of the village.

2.8 A number of stakeholders were invited to comment on the proposals including the emergency services, local bus operators, the South Downs National Park Authority (SDNPA) and Alfriston Parish Council. The responses that were received from Stakeholders are set out in Appendix 6. Both the SDNPA and Parish Council voiced their opposition to the traffic signal proposals. Both Sussex Police and the local bus operators expressed their support for the introduction of signals.

2.9 If a decision were made to take the traffic signal and 20mph scheme forward, the next stage would be to progress them to detailed design. There are a number of issues related to design which would require further investigation as part of the detailed design process including the construction work required for the cabling to link the signals at either end of the High Street, the specification for the footway widening which may itself provide the conduit for the cabling linking the signals, the siting of the additional signing and the waiting restrictions and the diversion of the South Downs Way. There are a number of cellars along the High Street and the impact of the proposals on these and the historic buildings located along the High Street would have to be carefully investigated.

2.10 The current indicative cost for the introduction of the traffic signals and associated footway widening is approximately £200,000 but the cost estimate would be refined as part of the detailed design process. Given the level of expenditure involved it is recommended that a further report be brought to a future Lead Member decision making meeting in Spring 2017 once the detailed design work has been completed to enable a decision to be made about whether the scheme should proceed to construction.

3. Conclusion and Reason for Recommendation

3.1 Since 2009 work has been progressing on the development of potential solutions to the traffic related problems in the narrow section of the High Street in Alfriston. There was a good level of response to the recent public consultation undertaken in May and June 2016, which reflects the level of concern about the traffic related problems in the High Street and the strong views about the appropriateness of different potential solutions.

3.2 A majority of those who responded agreed that there are traffic related problems in the High Street causing congestion, problems for pedestrians and damage to pavements and buildings. In total 54% of those who responded to the consultation supported the introduction of the proposed traffic signal scheme and 20 mph speed limit in the centre of the village, with 39% opposed or strongly opposed. Of the two options that were presented for consultation at the southern end of the High Street a majority supported Option 1 involving full signalisation of Weavers Lane.

3.3 The Lead Member is therefore recommended to approve that the traffic signal scheme involving the introduction of traffic signals at either end of the narrow section of the High Street, with the full signalisation of Weavers Lane (Option 1), be taken to detailed design to enable the costs of the scheme to be

determined. A further report is to be presented to the Lead Member in Spring 2017 containing recommendations about whether or not the scheme should proceed to construction.

RUPERT CLUBB

Director of Communities, Economy and Transport.

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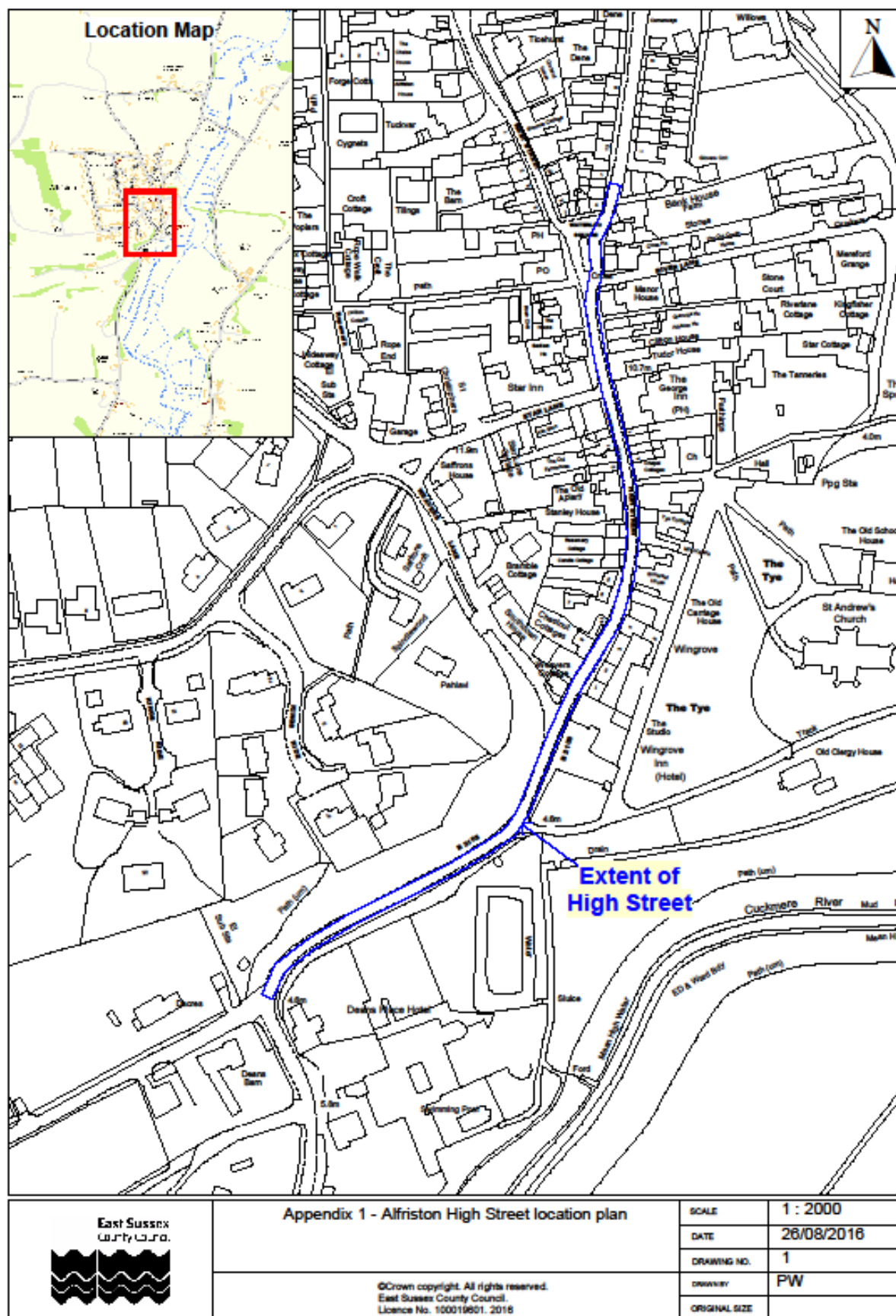
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LOCAL MEMBER

Councillor Nick Bennett

BACKGROUND DOCUMENTS

None



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Appendix 2 – Background Information on Alfriston and the history of the development of traffic management options for the High Street

1. Introduction

The purpose of this Appendix is to set out the background information about Alfriston and the traffic problems encountered in the High Street history as well as the development of proposals to try and improve the situation.

2. Background information

Alfriston is an historic village situated on the C39 between the seaside town of Seaford and the A27. It is within the South Downs National Park and the centre of the village is a designated Conservation Area.

Tourism is key to the village economy, helping to support a number of pubs, hotels, restaurants, cafes and shops, the majority of which are on the High Street.

The High Street lined with historic buildings also retains a large number of residential properties. The High Street also forms part of the C39 linking Seaford with the A27 and is used by emergency vehicles accessing the A27 and as a diversion route if parts of the A27 are closed during an emergency.

Approximately 4,000 vehicles travel through the village each day, which is not excessive for a small village. The traffic problems stem from the constraints on the amount of road space available in the centre of the village. The most critical area of concern is a 60 metre section of the High Street which narrows to approximately 3.6 metres in width. A bend in this stretch of the High Street limits forward visibility, which means that vehicles frequently meet one another within this narrow section with one vehicle having to mount the narrow footway to get past. There is a long history of damage to the historic buildings that line the High Street which are occasionally struck by high sided vehicles trying to manoeuvre past other vehicles.

The congestion and delays generated in the narrow section of the High Street also contribute to a notable level of frustration and aggression amongst some drivers. When two vehicles try to pass one another there is insufficient room on the narrow footway for pedestrians. Although most of this manoeuvring takes place at very low speeds, there are many reported instances of pedestrians being struck by vehicles. There has been one serious personal injury crash recorded in the High Street in the three year period to June 2016.

A 7.5 tonne weight limit (except for loading) applies in the village but as with many such limits this is not routinely enforced and there are frequent instances of vehicles larger than this limit passing through the village.

Although many local people are very concerned about the traffic related issues in the village, opinion is very divided about what sort of measures would be appropriate to address these problems. Two local pressure groups have been formed to try and develop potential

solutions to the problems; SAFE (Save Alfriston for Everyone) and SHARE (a group seeking a solution based on the principles of shared space)

The current Alfriston Parish Plan produced in 2009, commits the Parish Council to working with local people to develop a solution to the traffic problems in the village. Since 2009, a number of initiatives have been pursued to try and identify a solution to the problem.

3. The 2009 Traffic Signal experiment

In 2009 the County Council undertook a trial placing temporary traffic lights in the High Street to see how effective signals would be in addressing the traffic problems encountered there.

The experiment took place between 27 October and 4 November 2009 and covered both the autumn half term break and the first 2 days of the return to school. The signals were placed on the High Street near its junctions with Star Lane and Weavers Lane.

The experiment was fully monitored in terms of queue formation, rat running to avoid the signals, traffic flow and traffic speeds plus feedback from local residents on what they thought of the experiment and whether they felt it had been a success or not.

Peak hour queue length monitoring was undertaken on four days of the experiment. In the main the queues that formed at the two stop lines were able to clear at the next green stage of the signals unless an event occurred such as refuse collection holding traffic up, coaches letting off passengers or local deliveries.

There was increase in traffic speed through the High Street whilst the experiment was in place although the increase was quite small with the biggest difference being that for northbound traffic where the mean speed increased from 14.8 to 16.8 mph.

During the experiment there was a very small reduction in the amount of traffic travelling through the High Street, i.e. over 24 hours 115 vehicles (2.8%)

Approximately 350 feedback questionnaires were distributed locally within Alfriston and 106 were returned. Over 80% of respondents either agreed or strongly agreed that action was required at the narrow section of the High Street to make conditions safer for all road users.

Respondents were asked whether they would like to see the traffic signals become permanent. A very small majority (51%) in favour of seeing the traffic signals made permanent whilst 30% were not in favour. The remaining 19 % were not sure.

A number of other traffic management measures were identified that would be needed to ensure any traffic signal solution worked effectively:

- Parking in the High Street north of Star Lane to be made no waiting at any time.
- Consideration should be given to making Star Lane one way, away from the High Street.

- In a permanent solution the traffic signal post at the southern end would need to be the north of Weavers Lane with the stop line to the south, with a 'Keep Clear' across the junction.
- Priority signing is provided to cover the length of North Street between the Square and the bend by West Street car park to address queuing of southbound vehicles that was observed during the experiment.

4. Installation of Barriers in the High Street

In November 2010 Colin Davis, Director of Colin Davis Associates, prepared a report setting out possible solutions to the traffic problems encountered in Alfriston. The report produced by Colin Davis set out an incremental approach to dealing with the traffic issues faced by the village.

The first step of this approach was to seek to address the traffic problem in the High Street. In May 2011, an experimental scheme was introduced which involved placing three temporary barriers in the highway at the edge of the footway to prevent vehicles from driving on it.

Prior to the introduction of the experiment there was a priority flow (give way to opposing vehicles) sign and give way line outside 4 High Street to ensure that those approaching from the south gave way to vehicles coming from the north.

A new give way marking and sign was placed on the northern approach and advanced warning signs were also erected informing people about the change to the road layout.

The experiment had to be curtailed after 4 days due to congestion problem and complaints from members of the public. Colin Davis' original proposal included fixing a convex mirror to a building on the outside of the bend to help drivers see oncoming vehicles however it was not possible to include this within the scope of the experiment.

5. The 2012 Traffic Signal proposals

In 2012, The Project Centre provided technical advice and assisted the SAFE (Save Alfriston For Everyone) committee, a local pressure group seeking a solution to the problems in the High Street, with the preparation of outline plans for a signal scheme, which were then presented at a public meeting.

These outline plans consisted of a selection of proposals that would relieve congestion on the narrow bottleneck in Alfriston High Street, improve the public realm of the village, and also improve the perception of the village safe zone to drivers visiting and passing through the village. The proposals presented at that time are briefly described below:

- Demand Dependant Vehicular Activated Lights to remove the conflicts between traffic in the 'bottleneck' on Alfriston High Street, between Star Lane and Weavers Lane;

- Sympathetic junction surface treatments through the village (i.e. raised junction tables/entry treatments);
- Sympathetic surface treatments to provide informal pedestrian crossing points at several points along the High Street;
- 'Give-Way' village gateways at the northern and southern entry points;
- A 20mph zone in the village.

A key aspect of the design was that only a single signal head was included on each approach to try and mitigate the impact of the introduction of signals on the historic environment. However, this is a departure from standards as it is a requirement that there are two signal heads provided on each approach.

Following the public presentation, a consultation exercise was undertaken by SAFE on the traffic signal proposals. In total 96 feedback forms were completed, with 66% of those who responded supporting the scheme.

6. The establishment of High Street Traffic Management Committee

In 2012 the Parish Council established the High Street Traffic Management Committee (HSTMC) to work with all interested parties including representatives from SAFE and SHARE (another local pressure group seeking a solution based on the principles of shared space) to try and identify a solution to the traffic problem on the High Street.

A Steering Group was set up to oversee a consultancy study and following a competitive tendering exercise a consultant was appointed to take forward the work. Both the South Downs National Park and the County Council sat on the steering group and participated in the selection of the consultant.

7. The 2013 TPA Study

In July 2013, Transport Planning Associates (TPA) supported by Hamilton Baillie Associates were appointed to undertake the work on the development of potential traffic management option for the High Street.

In September 2013 TPA produced their preliminary report which contained outline designs for a one way scheme in the village and a traffic signal scheme in the High Street.

7a) A One Way option

TPA produced information about a one way option which involved making the High Street one way southbound between Star Lane and Weavers Lane. Traffic travelling northbound would use Weavers Lane and Star Lane, both of which would become one way. The TPA report included drawings detailing elements of the scheme and vehicle tracks for the Star Lane/ High Street junction that showed it would not be suitable for use by longer vehicles. The TPA report recognises that longer vehicles would therefore have to use a circuitous diversion route through a number of streets in the village with the need for additional modifications.

The TPA proposals for a one way system prompted significant debate with a number of issues:

- Significant concern about the suitability of the suggested diversion route for longer HGVs around the back of the village which would pass a school and mean the potential loss of on street parking as a result of additional parking controls required to make the route accessible to HGVs and emergency service vehicles;
- Concerns that the HGV diversion route would be used by other vehicles wanting to avoid the High Street, leading to an increase in traffic levels and pollution on the diversion route;
- Despite vehicle tracking information, concern about the ability of longer vehicles to make the left turn out of Star Lane without causing damage to overhanging buildings
- Feasibility of potential changes to entrance and exit arrangements at The Dene car park to enable it to become a through route for longer HGVs at the end of the diversion route, and the potential loss of some car parking spaces. The car park is owned by Wealden District Council whose agreement would need to be obtained.

A member of the Parish Council met with the Wealden District Council to discuss the viability of using The Dene car park as part of the HGV diversion route. This identified that further feasibility design work would be needed to establish what modifications would be required to the layout of the section of the car park, its entrance and exit as well as any potential changes to the surface in the area that would be used by HGVs.

Following the TPA report, consultation was undertaken by the County Council with the emergency services about the potential impact of the one way scheme (and the other proposals) on their response times. Neither the Police nor the Ambulance Service raised any particular concerns about these initial proposals. However, the Fire Service raised concerns about ability of fire tenders to negotiate the left turn out of Star Lane under blue light conditions and potential difficulties for fire tenders using the HGV diversion route. Additional double yellow lines would be needed to ensure unimpeded access along the diversion route. The Fire Service's position was that further analysis of the impact of the proposals would be needed once more detailed proposals had been produced including a site visit and testing of the route using a fire tender.

7b) A traffic signal option

TPA included an outline signal scheme in their report and went on to make a recommendation that this option should not be taken forward.

As set out above other outline design work has been undertaken on potential signal designs. The positioning of the northern signal head at the junction of Star Lane and the High Street was similar to the Project Centre designs. This is where the signal head was also positioned during the County Council 2009 traffic signal experiment. At the southern end the Project Centre had the signal head positioned at the junction of Weavers Lane and the High Street. This is also where the signal head was positioned during the 2009 experiment. In the TPA outline design, the signal head was positioned further north outside No 7a High Street

although the road width here is narrow which would lead to potential difficulties with vehicles waiting at the northbound stop line blocking the path of southbound vehicles.

One of the main concerns in the village about traffic signals and associated control equipment is their impact on the aesthetics of the historic High Street environment.

As set out in the TPA report there are a number of other issues with traffic signals:

- The need to accommodate queuing vehicles at each of the stop lines and the impact of these queues on opposing traffic flow (the carriageway width adjacent to TPA's suggested position for the southern signal heads may be insufficient to enable south bound traffic to pass northbound traffic waiting at the stop line?).
- The impact of the introduction of signals on traffic speeds in the area between the two signal heads.
- The impact of locating the southern signal head at the junction of Weavers Lane and the High Street on the operation of that junction.
- The impact of the location of the signal heads on the adjacent buildings and the impact of any build outs required for the signal heads on pedestrians.
- The need for additional waiting restrictions on the approaches to the signals to ensure they operate effectively.

7c) **Shared space**

Following the production of their report, TPA were also instructed by the Parish Council to produce an outline design for a shared space scheme so that it could be safety audited along with the signal and one way options. TPA had rejected this as an option in their preliminary report as the narrowness of the space combined with an inability to significantly reduce traffic volumes meant that the problem of conflict between vehicles and pedestrians would persist.

TPA chose to include observations about which of the three solutions they felt were most appropriate (even though the brief had not asked them to do so). One of their key conclusions at Paragraph 7.2 of their report was that:

"In our view, the problems and shortcomings associated with the use of traffic signals indicate that this approach should be rejected. They would fail to achieve key elements of the brief, and would significantly erode the remarkable charm and distinctive quality of Alfriston.... In order to focus effort on the essential measures, we recommend that a one-way arrangement.... be worked up in more detail"

In the absence of any constraint on the level of two way traffic flow, TPA also rejected a stand-alone shared space scheme in the narrow section of the High Street. However, they supported the use of shared space elements as part of other potential design options.

The County Council has made it clear that it would not promote a shared space scheme as it would not address the issue of conflict between pedestrians and moving vehicles in the narrow section of the High Street.

8. The disbanding of the High Street Traffic Management Committee

In January 2015 the HSTMC was disbanded at a Parish Council meeting. The minutes of the meeting on 19 January record the following:

“the strength of feeling and divisive nature of the traffic situation amongst parishioners had led to an impasse. Councillors concluded that Alfriston Parish Council have neither the specialist knowledge or the authority to implement change so should report to ESCC (East Sussex County Council) that they have been unable to identify a scheme which most of the parishioners would support and leave ESCC to take whatever action that they deem necessary to manage the High Street traffic”.

9. 2015 Amey Consultants Commission

In 2015, the County Council commissioned Amey Consultants to take forward the work on the development of traffic management option for the High Street. Work on both a one way option and a traffic signal option was progressed.

One of the key issues with the one-way option would be the need for modification to the Dene Car Park owned by Wealden District Council to provide those longer HGVs that would be unable to make the left turn out of Star Lane with a diversion route. Amey produced a schematic layout to illustrate the modifications that would be required to The Dene Car Park to accommodate HGVs including the creation of a carriageway through the car park, significant modification to the entrance and exit arrangements with the loss of approximately six parking spaces. The proposals were shared with Wealden District Council as owners of the car park, who were not prepared to support them owing to concerns about the health and safety of car park users, the impact on local businesses and the loss of parking spaces. As a consequence the one way option could not be taken forward to the recent public consultation exercise. This, along with an explanation on why a shared space was not being consulted upon following the recommendations by consultants TPA to the Parish Council's High Street Traffic Management Committee, was conveyed in the exhibition boards presented to the public.

Work was also progressed on the signal options which took account of the previous design work that had been undertaken. Previous design work had the signals at the northern end of the High Street located just to the north of Star Lane. However this would create problems for deliveries to the George Hotel and coach drop offs at the front of the Star Hotel. As a consequence, the northern set of signals was moved further north towards Waterloo Square and this was the location shown on the plans during the public consultation exercise.

At the southern end of the High Street options were investigated that either involved locating the signals at Weavers Lane or at a location just to the north of this junction outside the Chestnuts Guest House. Both of these options were included in the public consultation exercise with respondents being asked to indicate which of the two possible locations they preferred.

10. Conclusion

The narrowness of a short section of the High Street in the centre of Alfriston combined with a bend in the road results in frequent instances of conflict between vehicles and also conflict between vehicle and pedestrians. Since 2009, a considerable amount of work has been undertaken on the development of potential solutions to address the traffic problems encountered in the narrow section of the High Street. Many people are concerned about this issue which prompted the Parish Council to try and take things forward but opinion remains divided as to the appropriateness of different solutions which had led to an impasse and has inhibited the work on the development of possible solutions.

Appendix 3 – Exhibition Material (text and plans from exhibition boards)

Traffic in Alfriston High Street

The narrow High Street in Alfriston is a bottleneck creating conflict between vehicles and pedestrians. The Parish Council and local action groups have tried to develop potential solutions in the past, but have been unable to achieve a consensus about which option should be taken forward. East Sussex County Council has appointed traffic consultants to review the previous work and take forward potential solutions.

What options have been considered?

The following proposals have been considered:

- a one way system
- a shared space scheme
- traffic signals.

One way system

The one way system would start at Star Lane, with all southbound traffic using the High Street. Northbound traffic would turn into Weavers Lane, right into Star Lane and then left onto the High Street. Larger heavy goods vehicles travelling northbound would be unable to make the left turn from Star Lane onto the High Street and so would have to use a longer diversion route involving The Furlongs or The Broadway, North Road, and West Street with vehicles crossing the Dene Car Park to access North Street. Wealden District Council own The Dene Car Park and are unable to support this proposal owing to concerns about the health and safety of car park users, the impact on local businesses and loss of spaces in the car park. As a result, the one way proposal cannot be taken forward.

Shared space scheme

This would involve removing the segregation between vehicles and pedestrians with the introduction of a level surface across the street to create a shared space. However, the restrictions on the width of the street mean that vehicles would still have difficulties passing one another, which would mean there would still be the risk of conflict between vehicles and pedestrians. As a result, this proposal cannot be taken forward.

Traffic signals

The traffic signal scheme would be similar to the signals at the bottleneck in Lewes High Street. As in Lewes, the speed limit through the centre of the village would be reduced to 20mph.

Advantages of traffic signals:

- Would prevent conflict between vehicles trying to pass one another in the narrow section of the High Street.
- Would improve conditions for pedestrians as vehicles would no longer have to mount the footways to pass one another.
- Reduce the likelihood of vehicles hitting buildings
- Create the opportunity for footway widening at various locations

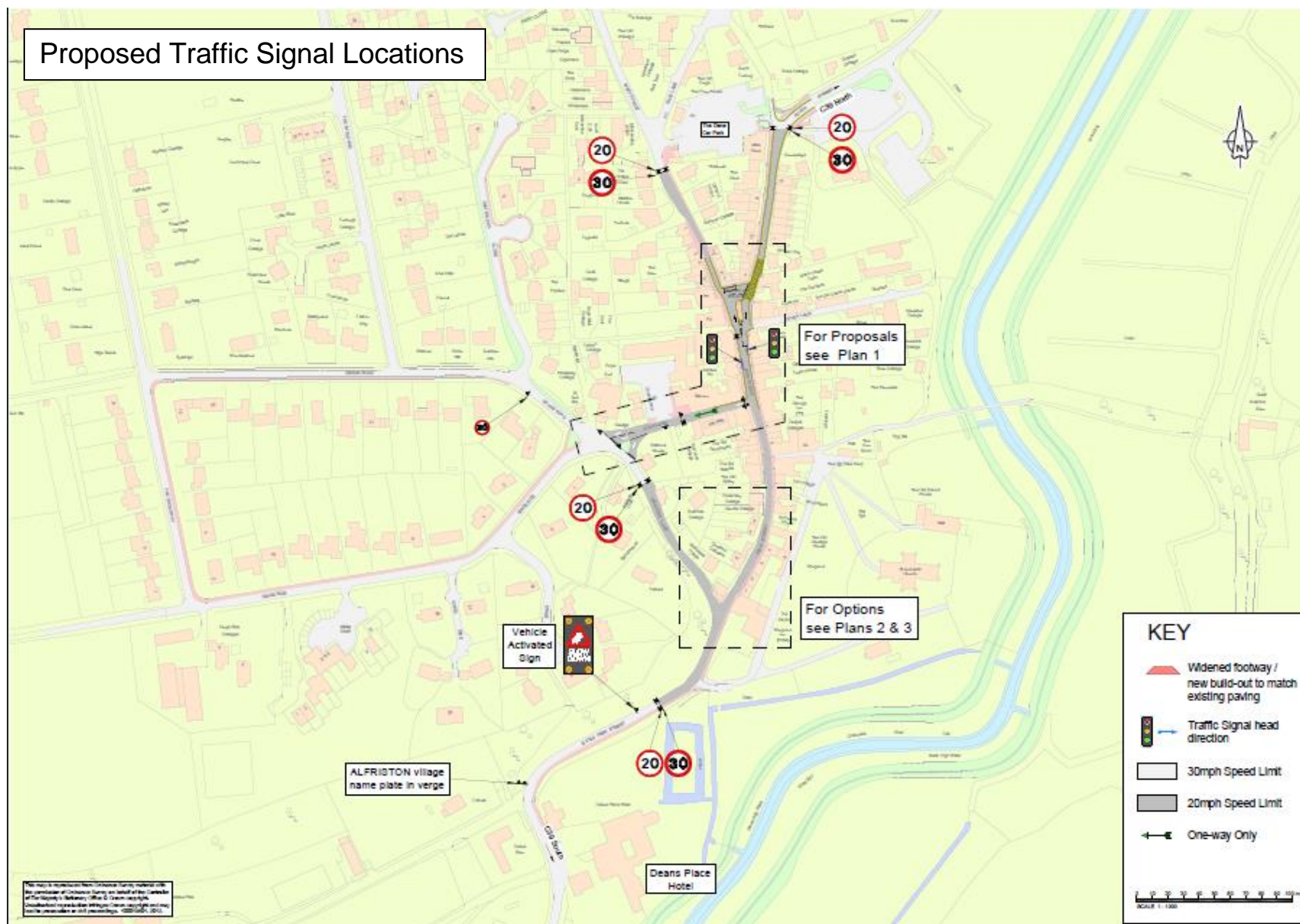
Disadvantages of traffic signals:

- Visual impact of traffic signals and controller box equipment on the village;
- Some journey time delays, although the temporary traffic signal experiment undertaken in 2009 showed any queues cleared during the next green light phase;
- On-street parking would be prohibited on the approaches to the signals;
- There would need to be changes to traffic flow through Waterloo Square.

Proposed traffic signal locations

Traffic signals would need to be introduced at the northern and southern end of the High Street. The signals at the northern end of the High Street would be located just north of Star Lane. At the southern end of the High Street the signals would either have to be located at the junction of Weavers Lane (Option 1) or just to the north of Weavers Lane (Option 2).

Proposed Traffic Signal Locations



**Option 1 –
Weavers Lane traffic signals**

The main advantage of this option is that left turns out of Weavers Lane would still be permitted. In Option 2 the left turn would be banned.

The main disadvantage of this option is that it would mean longer waiting times for drivers, due to the increase distance between the northern and southern signals, when compared with Option 2.

**Option 2 –
Traffic signals to the north of Weavers Lane**

The main advantage of this option is that it would mean shorter waiting times due to reduced distance between northern and southern signals, compared to Option 1.

The main disadvantage of this option is that the left turn out of Weavers Lane would need to be banned due to the restricted visibility. In Option 1 this movement would still be possible.





Northern traffic signals

In Waterloo Square the traffic movements would need to be changed as follows:

- northbound vehicles would pass the west side of the memorial island;
- southbound vehicles would continue to use the east side of the island;
- the north side of the square would remain two way; and
- a yellow 'keep clear' box would need to be introduced to prevent southbound vehicles queuing back from the lights from blocking northbound traffic.

Northern traffic signals



VISUAL REPRESENTATION OF SOUTHBOUND APPROACH TO STAR LANE



We need your views

Please complete the consultation questionnaire and hand it in to staff. Further copies will be available from Steamer Trading and C and J Hicks Newsagents during the consultation period.

The questionnaire and the consultation material will also be available on line at:
eastsussex.gov.uk/haveyoursay

The consultation closes on Friday 24 June 2016

What happens next?

All the responses, comments and ideas will be analysed.
A report with recommendations for the next steps will be considered by the East Sussex County Council Lead Member for Transport and Environment in late summer 2016. This report will be made available on our website.

Thank you for taking part, your views are important to us.

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Alfriston High Street - Traffic Consultation

Your views about our proposal

We would like to hear your views on our proposals to address the on-going traffic issues in Alfriston High Street.

Please return your completed survey by Friday 24 June 2016.

If you would like a copy of this survey in a different format such as large print, Braille or in a different language, please contact us:

Infrastructure.Delivery@eastsussex.gov.uk or telephone 01273 482500.

If you prefer you can complete an online version of the survey at: www.eastsussex.gov.uk/haveyoursay

All responses received will be treated in the strictest confidence.

Your views about Traffic in Alfriston High Street

Q1 To what extent do you agree with the following statements in relation to traffic in the narrow section of Alfriston High Street between Star Lane and Chestnuts Tea Room.

PLEASE ✓ ONE BOX FOR EACH ROW

	Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree	Don't Know
There are traffic related problems in this section of the High Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Congestion caused by vehicles trying to pass one another is a problem	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vehicles mounting the pavement causes problems for pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vehicles mounting the pavement and striking buildings is a problem	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please use the space below to provide any additional information or comments in support of your responses (Please continue on a separate sheet if necessary)

Your views on the potential introduction of traffic signals

As set out in the supporting information, a number of potential schemes have been considered but the County Council is unable to take forward either a one-way option or a shared space scheme. We are therefore seeking your views on the possible introduction of traffic signals in the centre of the village supported by a 20mph speed limit.

Q2 To what extent do you support the introduction of the proposed traffic signal scheme and 20mph speed limit in the centre of the village? PLEASE ☒ ONE BOX ONLY

- ☐ Strongly support
- ☐ Support
- ☐ Neither support nor oppose
- ☐ Oppose
- ☐ Strongly oppose
- ☐ Don't know

Please use this space to provide additional comments in support of your response or about the proposals (Please continue on a separate sheet if necessary)

Q3 Which of the two possible options for the location of the signals at the southern end of the High Street do you prefer? PLEASE ☒ ONE BOX ONLY

- ☐ Option 1 - Signals located at the junction of Weavers Lane
- ☐ Option 2 - Signals located north of Weavers Lane
- ☐ Neither of these

If you support neither of the options please state why in the space below or use this space to provide additional comments about the proposals (Please continue on a separate sheet if necessary)

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About You

It may not seem relevant but this information is useful. We want to make sure that everyone is treated fairly and equally and that no one gets left out. That's why we need to we ask you these questions.

We won't share the information you give us with anyone else. We will only use it to help us make decisions and make our services better. If you would rather not answer any of these questions, you don't have to although it would help us if you do.

Q4

Please provide your postcode as this is required for analysis purposes. It will not be used to identify you.

Q5

To ensure that we have a representative view across all of these different groups please could you tell us if you are answering this questionnaire as an individual or on behalf of a business or other community group...? PLEASE ☒ ONE BOX ONLY

☐ An individual

☐ On behalf of a business*

☐ On behalf of a voluntary, community or stakeholder group

*If responding on behalf of a business, please provide:

Business Name:

Address:

Q6

Are you...? PLEASE ☒ ONE BOX ONLY

☐ Male

☐ Female

☐ Prefer not to say

Q7

What is your age? PLEASE ☒ ONE BOX ONLY

☐ Under 18

☐ 18-24

☐ 25-34

☐ 35-44

☐ 45-54

☐ 55-59

☐ 60-64

☐ 65-74

☐ 75+

☐ Prefer not to say

The Equality Act 2010 describes a person as disabled if they have a longstanding physical or mental condition that has lasted or is likely to last at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day to day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

Q8

Do you consider yourself to be disabled? PLEASE ☒ ONE BOX ONLY

☐ Yes

☐ No

☐ Prefer not to say

Q9 If yes to question 8 please tell us about the type of impairment that applies to you.

PLEASE ✓ ALL BOXES THAT APPLY

- ☐ Physical impairment
- ☐ Sensory impairment (hearing or sight)
- ☐ Long standing illness or health condition, such as cancer, HIV, heart disease, diabetes or epilepsy
- ☐ Mental health condition
- ☐ Learning disability
- ☐ Prefer not to say
- ☐ Other* (please expand)

*If Other, please expand

Q10 To which of these ethnic groups do you feel you belong? (source: 2011 census)

PLEASE ✓ ONE BOX ONLY

- | | | |
|--|---|---|
| <input type="checkbox"/> White British | <input type="checkbox"/> Mixed White and Asian | <input type="checkbox"/> Black or Black British Caribbean |
| <input type="checkbox"/> White Irish | <input type="checkbox"/> Mixed other (please expand) | <input type="checkbox"/> Black or Black British African |
| <input type="checkbox"/> White Gypsy/Roma | <input type="checkbox"/> Asian or Asian British Indian | <input type="checkbox"/> Black or Black British (please expand) |
| <input type="checkbox"/> White Irish Traveller | <input type="checkbox"/> Asian or Asian British Pakistani | <input type="checkbox"/> Arab |
| <input type="checkbox"/> White other (please expand) | <input type="checkbox"/> Asian or Asian British Bangladeshi | <input type="checkbox"/> Chinese |
| <input type="checkbox"/> Mixed White and Black Caribbean | <input type="checkbox"/> Asian or Asian British (please expand) | <input type="checkbox"/> Other ethnic group (please expand) |
| <input type="checkbox"/> Mixed White and Black African | | <input type="checkbox"/> Prefer not to say |

If Other, please expand

Q11 Do you have any additional comments you would like to make about the consultation?

This is the end of the survey, thank you very much for your time.

Please return your completed questionnaire to us by Friday 24 June 2016 to:

Freepost RTRE-EZCK-ESAZ, Alfriston High Street Traffic Consultation, East Sussex County Council, County Hall, St Annes Crescent, BN7 1UE

Results of the public consultation exercise on Alfriston High Street Traffic Management Proposals**1. Details of the public consultation exercise**

In May and June 2016 a public consultation exercise was held to seek views about proposals for traffic management improvements in Alfriston High Street.

A staffed public exhibition was held in The Old Chapel, off Alfriston High Street on Friday 13 and Saturday 14 May 2016 where plans were exhibited showing the proposals. Staff from East Sussex County Council and Amey consultants were present to discuss the proposals and answer questions from attendees. Copies of the proposals were also made available on the County Council's website. The consultation period ended on Friday 24 June 2016.

2. Publicity

In order to advertise the consultation, flyers were delivered to all addresses in the village.

A press release was issued on 10 May 2016 and an advertisement was placed in the April edition of the Cuckmere News.

Details of the consultation were sent to 12 key stakeholders including the Emergency Services, South Downs National Park, Wealden District Council and Alfriston Parish Council.

Details of the consultation were available on the County Council's website from 13 May 2016.

3. Feedback on the Traffic Management Proposals

Residents and businesses were asked to complete a consultation questionnaire copies of which were available at the exhibition event and online. Copies of the questionnaire were also available at the Alfriston Newsagents and at Steamer Trading. There was a good response from the public with an estimated 200 people attending the exhibition. A total of 389 questionnaires were completed and returned at the exhibition, online or by post.

An analysis of the responses to questionnaire has been undertaken and the results are presented below.

Question 1 – To what extent do you agree with the following statements in relation to traffic in the narrow section of Alfriston High Street between Star Lane and Chestnuts Tea Room?

Respondents were asked the extent to which they agree with the four statements a) to d) below. There were 389 responses to this question.

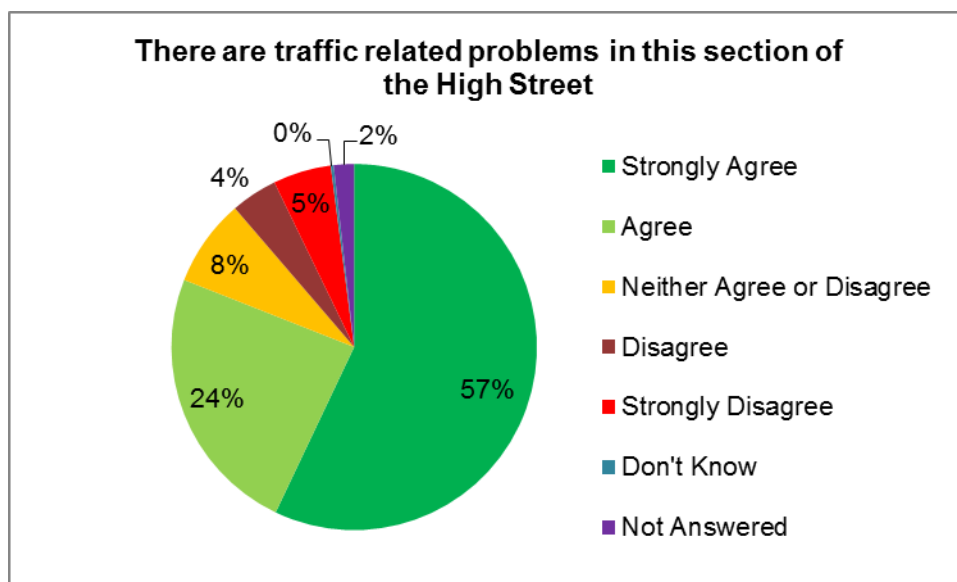
a) There are traffic related problems in this section of the High Street

The results of the analysis of the responses to this question are shown in Table 1 and Figure 1 below. In total, 81% of respondents either agreed or strongly agreed with this statement, whilst 9% disagreed or strongly disagreed.

Table 1. Responses to Q1a - There are traffic related problems in this section of the High Street

Response Category	Number of respondents	Percent (%)
Strongly Agree	222	57.07%
Agree	93	23.91%
Neither Agree or Disagree	30	7.71%
Disagree	16	4.11%
Strongly Disagree	20	5.14%
Don't Know	1	0.26%
Not Answered	7	1.80%
Total	389	100.00%

Figure 1. Responses to Q1a - There are traffic related problems in this section of the High Street



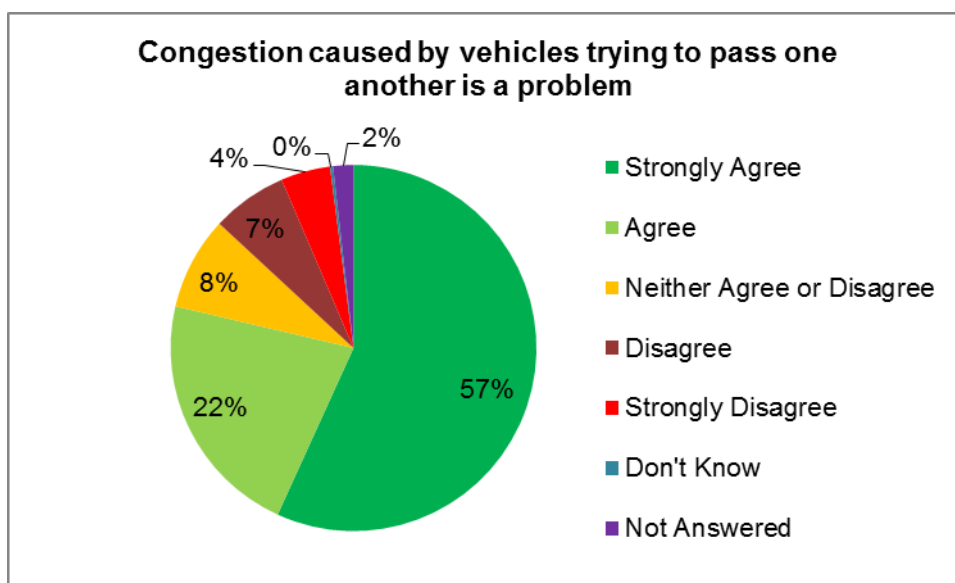
b) Congestion caused by vehicles trying to pass one another is a problem

The results of the analysis of the responses to this question are shown in Table 2 and Figure 2 below. In total, 79% of respondents agreed or strongly agreed with this statement, whilst 11% disagreed or strongly disagreed.

Table 2. Responses to Q1b - Congestion caused by vehicles trying to pass one another is a problem

Response category	Number	Percent (%)
Strongly Agree	221	56.81%
Agree	85	21.85%
Neither Agree or Disagree	32	8.23%
Disagree	26	6.68%
Strongly Disagree	17	4.37%
Don't Know	1	0.26%
Not Answered	7	1.80%
Total	389	100.00%

Figure 2. Responses to Q1b - Congestion caused by vehicles trying to pass one another is a problem



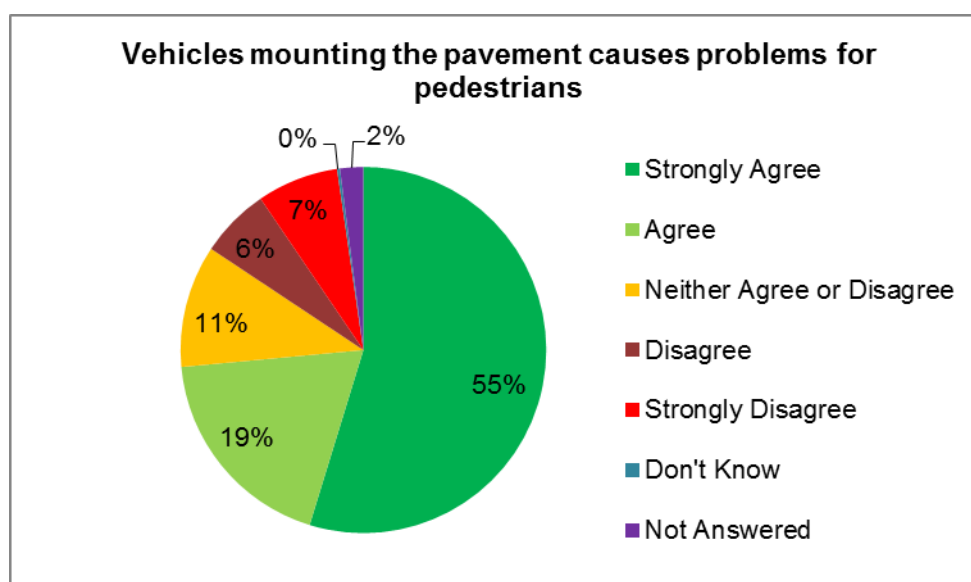
c) Vehicles mounting the pavement causes problems for pedestrians

The results of the analysis of the responses to this question are shown in Table 3 and Figure 3 below. In total, 74% of respondents agreed or strongly agreed with this statement, whilst 13% disagreed or strongly disagreed.

Table 3. Responses to Q1c - Vehicles mounting the pavement causes problems for pedestrians

Response category	Number	Percent (%)
Strongly Agree	213	54.76%
Agree	73	18.77%
Neither Agree or Disagree	42	10.80%
Disagree	24	6.17%
Strongly Disagree	28	7.20%
Don't Know	1	0.26%
Not Answered	8	2.06%
Total	389	100.00%

Figure 3. Responses to Q1c - Vehicles mounting the pavement causes problems for pedestrians



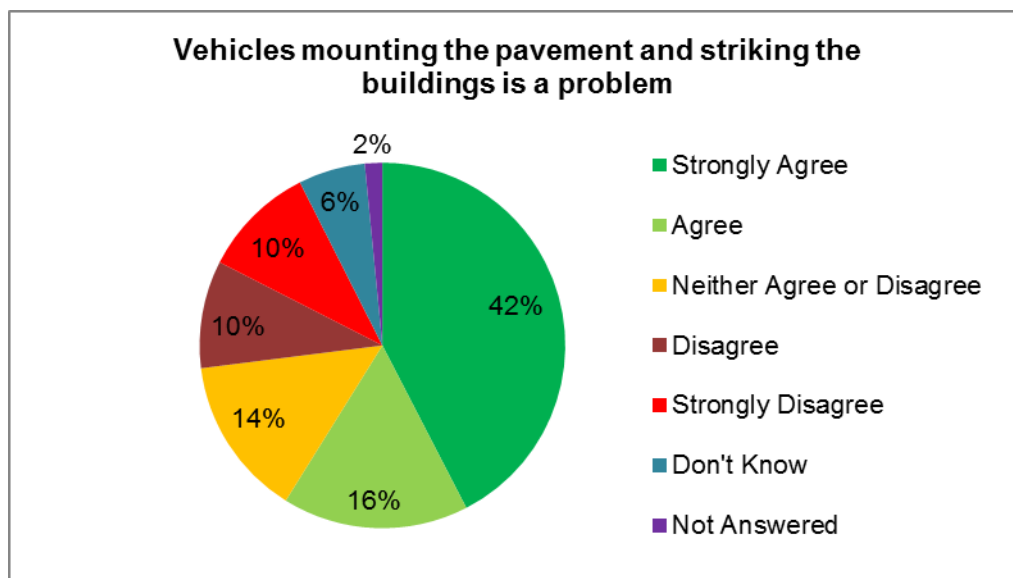
d) Vehicles mounting the pavement and striking buildings is a problem

The results of the analysis of the responses to this question are shown in Table 4 and Figure 4 below. In total, 58% of respondents agreed or strongly agreed with this statement whilst 20% disagreed or strongly disagreed. Although a majority of respondents agreed or strongly agreed that vehicles striking buildings was a problem, the numbers in this category is less than that for the preceding statements.

Table 4. Responses to Q1d - Vehicles mounting the pavement and striking buildings is a problem

Response category	Number	Percent (%)
Strongly Agree	165	42.42%
Agree	64	16.45%
Neither Agree or Disagree	55	14.14%
Disagree	37	9.51%
Strongly Disagree	39	10.03%
Don't Know	23	5.91%
Not Answered	6	1.54%
Total	389	100.00%

Figure 4. Responses to Q1d - Vehicles mounting the pavement and striking buildings is a problem



Additional comments on Question 1

Respondents were asked if they had any additional comments in support of their responses. A total of 196 comments were recorded. These have been analysed and categorised into themes. The main themes which were raised by 5 or more respondents are presented in Table 5 below. A full transcript of all of the comments received is included in Amey's report on the results of the public consultation a copy of which is available in the Members' Room.

Table 5. Additional comments on response to Question 1

Theme	No. raising the theme	Comments
Comments on Existing Conditions		
Congestion / narrow road & pavement is a problem / causes a danger	45	There have been numerous reported instances of pedestrians being struck by vehicles mounting the footpath. This is seen as an ongoing issue. The proposals will relieve this concern by removing the need for vehicles to mount the footway, and widening the footway where possible.
Traffic problems are only during peak hours / are not sufficient or are too infrequent to warrant intervention with a major scheme / 'Do-nothing'	39	Noted. Although traffic problems are greater at certain times of the day, the restricted visibility through the narrow section of the High Street means that the vehicle / pedestrian conflict can occur at any time.
Inappropriate vehicle parking / loading is a problem, / enforce parking restrictions	36	It is acknowledged that enforcement is an issue. The layout of the parking and loading restrictions will be considered in more detail during the detailed design phase.
Speeding vehicles cause a problem / introduce a 20mph limit throughout High Street	29	A traffic survey carried out in February 2016 recorded a 24hr mean average speed of 18mph between Star Lane and Weavers Lane. The proposals include a 20mph limit in the High Street.
Vehicles ignoring the weight restriction is a problem / enforce weight restriction	28	It is acknowledged that enforcement is an issue. The enforcement of the existing weight limit restriction is the responsibility of the Police. The proposals will address this issue as the traffic signals will regulate the movement of vehicles travelling through the village and reduce the potential for large vehicles causing problems in the narrow section of the High Street.
Have witnessed / been aware of people / buildings being struck by a vehicle mounting the footway	25	The proposals will help this issue as the traffic signals will regulate the movement of vehicles travelling through the village and remove the pedestrian / vehicle conflict. The widened footways will move larger vehicles away from pedestrians and buildings.

There are traffic related problems along other parts of C39 through the village that need to be considered	19	The purpose of this scheme is to address the issues relating to vehicle / pedestrian conflict and traffic congestion at the narrow section of the High Street.
There is no evidence of a safety issue	18	There have been no serious personal injury crashes recorded in the narrow section of the High Street in the three year period to June 2016 that can be attributed to the traffic conditions, but there have been numerous reports of pedestrians and vehicles coming into conflict and of pedestrians and buildings being struck by vehicles mounting the footway. Safety is one of a number of issues that has to be taken into account when considering scheme proposals.
Something must be done	14	The proposals seek to address the issues relating to vehicle / pedestrian conflict and traffic congestion in the narrow section the High Street.
Existing give way markings are ignored	7	The give way markings were installed as part of the previous Priority Working trial. They do not comply with the signing regulations and should be removed.
Road user aggression is a problem	5	The purpose of this scheme is to address the issues relating to vehicle / pedestrian conflict and traffic congestion at the narrow section of the High Street. The regulation of the flow of vehicles through the village and relief of congestion at the narrow section should reduce driver frustration and the resulting aggression.
Comments on Proposed Solutions		
Traffic Signals		
Traffic signals would be too visually intrusive and change the character of the village	10	The visual impact of traffic signals is one of their main disadvantages. The proposals have been designed to minimise the number and impact of the traffic signals and any associated equipment and signing.
Traffic signals would be effective	8	Noted.
Traffic signals encourage higher speeds	5	During the traffic signal trial in 2009 there was only a marginal increase in measured traffic speeds in the High Street. The proposals are not expected to result in significant increases in speeds – the predicted queue lengths are short the carriageway will be narrowed where possible.
Other Measures		

Ban all HGVs / coaches from the village	9	<p>The regulation of the flow of vehicles through the village and relief of congestion in the narrow section of the High Street should reduce the difficulties caused by HGVs and coaches passing through.</p> <p>The current 7.5T weight (except for loading) restriction covers the C39 from its junction with the A27 to the north, to Seaford at the southern end, a distance of approximately 5.5km. There are a number of businesses within the village and on the C39 outside Alfriston that routinely use vehicles in excess of the 7.5T limit for deliveries, and these would be adversely affected by a complete ban on all HGVs.</p> <p>Sufficient area to turn back would have to be provided for vehicles greater than the 7.5T at a point where the weight limit without exception started and arrangements put in place for the onward transfer of deliveries. This is not feasible.</p>
Introduce another car / coach park (at southern end of village)	5	If feasible this may be a means of reducing through-traffic, including HGVs, but is beyond the scope of this scheme. The cost of providing such a facility and the availability of the necessary land are key issues that would need to be resolved.
Introduce traffic calming	5	Traffic calming would not achieve the scheme objective of addressing the issues relating to vehicle / pedestrian conflict and traffic congestion at the narrow section of the High Street.

Question 2 – To what extent do you support the introduction of the proposed traffic signal scheme and 20mph speed limit in the centre of the village?

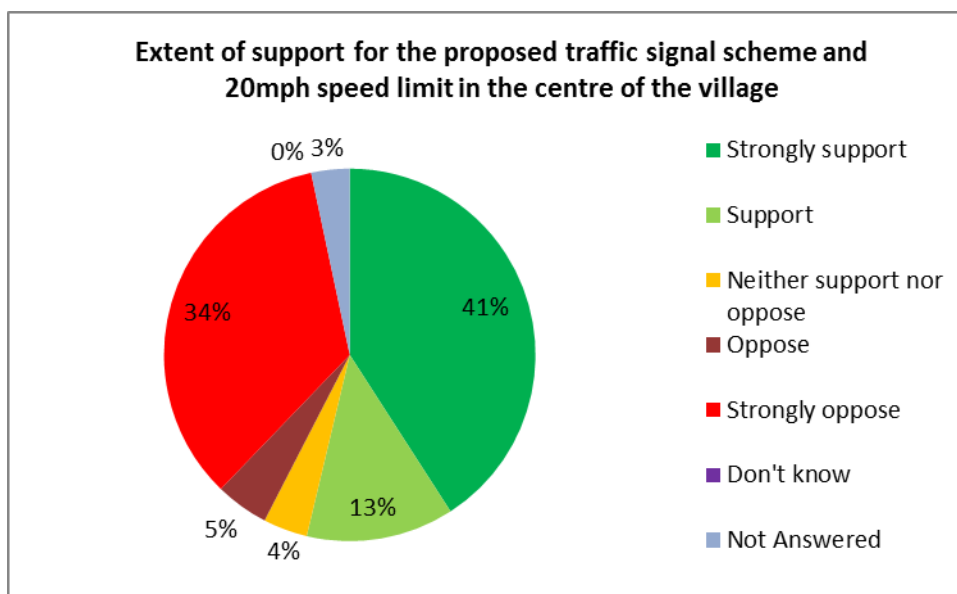
There were 389 responses to this question, as detailed in Table 6 and Figure 6 below with 54% of respondents supporting or strongly supporting the introduction of traffic signals, whilst 39% were opposed or strongly opposed. A further 4% neither supported nor opposed the proposals with 3% not answering the question.

Table 6. Responses to Question 2 - extent of support for proposals

Response category	Number	Percent (%)
Strongly support	159	40.87%
Support	50	12.85%
Neither support nor oppose	15	3.86%
Oppose	18	4.63%
Strongly oppose	134	34.45%
Don't know	0	0.00%
Not Answered	13	3.34%

Response category	Number	Percent (%)
Total	389	100.00%

Figure 6. Responses to Question 2



Respondents were asked if they had any comments they wished to make in support of their response to Question 2. A total of 244 comments were recorded. These have been analysed and categorised into themes. The main themes are presented in Table 7 below. A full transcript of all of the comments received is included in Amey's report on the results of the public consultation, a copy of which is available in the Members' Room.

Table 7. Additional comments on response to Question 2

Theme	No. raising the theme	Comments
Comments on Existing Conditions		
Inappropriate parking/loading is a problem introduce/enforce parking restrictions	29	It is acknowledged that enforcement is an issue. The layout of the parking and loading restrictions will be considered in more detail during the detailed design phase.
Vehicles ignoring the weight restriction is a problem / enforce weight restriction	20	It is acknowledged that enforcement is an issue. The enforcement of the existing weight limit restriction is the responsibility of the Police. The proposals will address this issue as the traffic signals will regulate the movement of vehicles travelling through the village and reduce the potential for large vehicles causing problems in the narrow section of the High

		Street.
The current situation dangerous	6	The proposals seek to resolve the concerns relating to vehicle / pedestrian conflict and traffic congestion in the narrow section of the High Street.
Comments on Proposed Solutions		
Traffic Signals		
Traffic signals will cause access difficulties / queues, rat-running, driver aggression and will not stop all conflicts	110	The purpose of this scheme is to address the issues relating to vehicle / pedestrian conflict and traffic congestion in the narrow section of the High Street, it is recognised that the traffic signals will not resolve all conflicts at other locations in the village. The predicted maximum queue lengths are 3 to 5 vehicles. It is not anticipated that this will result in significant difficulties or encourage rat-running through residential roads given the circuitous nature of the alternative routes.
Traffic signals would be too visually intrusive and change the character of / are not appropriate for the village / go against the Conservation Area Appraisal and Management Plan	46	The visual impact of traffic signals in one of their main disadvantages. The proposals have been designed to minimise the number and impact of the traffic signals and any associated equipment and signing.
Traffic signals would be effective	42	Noted.
Reposition Traffic Signals from village centre - reduce visual impact / reduce pollution	7	This is not operationally feasible. There is a finite, optimal length over which any traffic signal system can work efficiently and successfully. Increasing the distance between the signal sets would also increase the time that people would be expected to waiting leading to the build-up of vehicle queues.
Traffic signals may deter rat-running traffic	6	Due to the lack of predicted queuing at the traffic signal stop lines and the circuitous nature of the alternative routes, it is not anticipated that the traffic signals will alter drivers' choice of route.
Traffic signals would have a detrimental effect on businesses in the village	6	The benefits of the proposals will include the regulation of the flow of vehicles through the village, relief of congestion in the narrow section of the High Street, lack of predicted queue lengths at traffic signal stop lines, the removal of vehicle / pedestrian conflict and widened footways. These will all improve the village environment and make it more attractive for visitors to use the local businesses.

Yellow Box Junction in Option 2 will have an adverse impact - aesthetically and congestion	5	It is agreed that aesthetically yellow box junctions are not desirable within the village. However, they are necessary to prevent queuing vehicles obstructing the path of oncoming traffic. The colour and width of the lines could be moderated if appropriate. The length of the markings has been determined from swept path analysis and would be confirmed during the detailed design phase.
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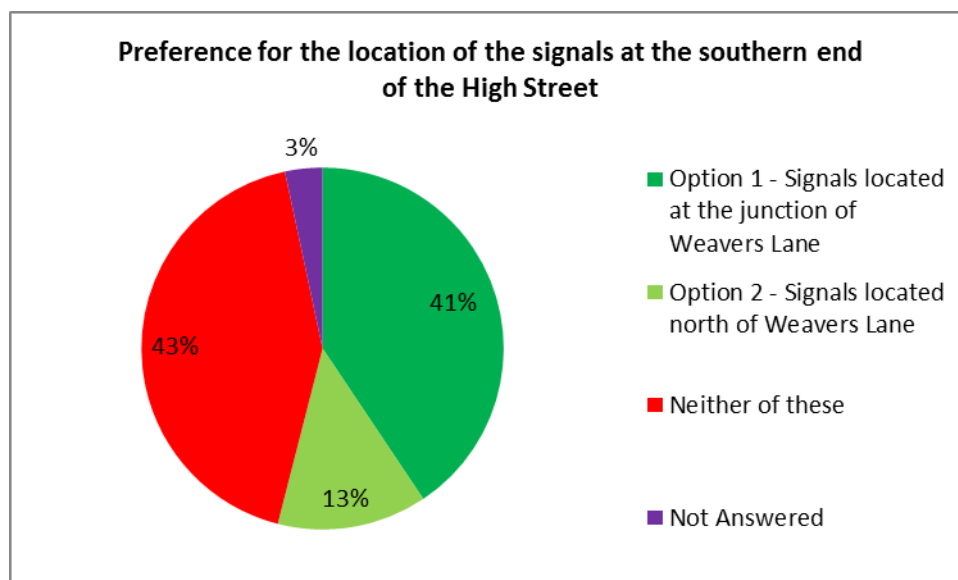
Question 3 – Which of the two possible options for the location of the signals at the southern end of the High Street do you prefer?

A total of 389 responses were received to this question and the results of the analysis of the responses are presented in Table 8 and Figure 7. Of those who expressed a preference, the majority (41%) preferred Option 1 with only 13% favouring Option 2. However, 166 respondents (43%) said that they preferred neither option. These respondents probably consist of those who either stated in question 2 that they were opposed to traffic signals and those do not have a clear preference for either of the two locations. A further 13 respondents (3%) left this question unanswered.

Table 8. Responses to Question 3 - which of southern options do you prefer

Response category	Number	Percent (%)
Option 1 - Signals located at the junction of Weavers Lane	158	40.62%
Option 2 - Signals located north of Weavers Lane	52	13.37%
Neither of these	166	42.67%
Not Answered	13	3.34%
Total	389	100.00%

Figure 7. Responses to Question 3 - which of southern options do you prefer



Respondents were asked if they had any comments they wished to make in support of their response to Question 3. A total of 209 comments were recorded. These have been analysed and categorised into themes. The main themes are presented in Table 9 below. A full transcript of all of the comments received is included in Amey's report on the results of the public consultation a copy of which is available in the Members' Room.

Table 9. Additional comments on response to Question 3

Theme	No. raising the theme	Comments
Comments on Existing Conditions		
Traffic problems only occur during peak hours / are not sufficient / are too infrequent to warrant intervention with a major scheme / 'Do-nothing'	15	Although traffic problems are greater at certain times of the day, the restricted visibility through the narrow section of the High Street means that the vehicle / pedestrian conflict can occur at any time.
Inappropriate vehicle parking / loading is a problem, / enforce parking restrictions	21	It is acknowledged that enforcement is an issue. Parking and loading restrictions will be considered in more detail during the detailed design phase and the proposals will seek to encourage compliance.
There is no evidence of a safety issue	9	There have been no serious personal injury crashes recorded in the narrow section of the High Street in the three year period to June 2016 that can be attributed to the traffic conditions, but there have been numerous reports of pedestrians and vehicles coming into conflict and of pedestrians and buildings being struck by vehicles mounting the footway. Safety is one of a number of issues that has to be taken into account when considering scheme proposals.

Analysis of 'About You' questions

Respondents were asked a number of questions about themselves. They were asked for their postcode to enable response from inside and outside the village to be distinguished. They were also asked whether they were responding as an individual, as a business or on behalf of a voluntary, community or stakeholder group. They were also asked a number of questions about their personal characteristics including gender, age and ethnicity. This information helps the council make decisions based on evidence about the local population and to meet its duties under equalities legislation by understanding the views, needs and wants of different members of the community.

An analysis of a number of the key questions is presented here which are more directly relevant to the analysis of the responses. A full analysis of the 'About You' questions is included in Amey's report on the results of the public consultation.

Analysis of postcode information

The main reason for asking this question was two-fold; firstly to enable the number of

responses coming from respondents inside or outside the village to be distinguished and secondly, to provide a mechanism for checking the number of responses received from each of the postcodes in the village with the number of households.

A total of 384 respondents provided their postcode details. An analysis of the responses revealed that 315 (82 percent) were from Alfriston postcodes. A breakdown of responses by postcode is presented in Table 10.

Given that the resident population of the Parish of Alfriston recorded in the 2011 census was 829 this means a 38 percent return sample was achieved, which is extremely good for a public consultation exercise.

A check was undertaken to compare the number of responses received with the number of addresses registered in each postcode. There was no instance where the number of responses was disproportionate to the number of addresses.

Given that the vast majority of responses are from Alfriston, no separate analysis of the responses has been undertaken to distinguish Alfriston response from non Alfriston responses is presented here.

Table 10. Results of analysis of respondents' postcode information

Postcode	Region	No. Responses
BN26	Alfriston	315
BN25	Seaford	37
BN1	Brighton	3
BN22	Eastbourne	3
BN9	Newhaven	3
BN20	Eastbourne	1
BN21	Eastbourne	2
BN27	Hailsham	2
BN7	Lewes	2
BN8	Lewes	2
CT2	Canterbury	2
BB25	Blackburn	1
BN5	Horsham	1
BN6	Mid Sussex	1
BR6	Chelsfield - London	1
CR5	Banstead	1

Postcode	Region	No. Responses
GU29	Midhurst – West Sussex	1
RH2	Reigate	1
SE10	Greenwich – London	1
TN21	Horam	1
TN33	Rother	1
TN34	Hastings	1
BNQ	-	1
Unanswered		5
Total		389

APPENDIX 6

Responses from Stakeholders to the public consultation exercise on Alfriston High Street Traffic Management Proposals

1. Details of the stakeholder consultation

As part of the consultation letters were sent to a number of key stakeholders inviting them to comment on the proposals. Letters were sent to the following organisations:

- East Sussex Fire & Rescue Service
- Sussex Police
- South East Coast Ambulance Service
- Freight Transport Association *
- Road Haulage Association
- Public Transport Services (ESCC)
- Alfriston Parish Council
- South Downs National Park
- Cuckmere Buses
- Highways England
- Natural England
- Wealden District Council
- English Heritage
- Alfriston Emergency Committee

2. Response from Stakeholders

Responses were received from the following Stakeholders:

- Sussex Police
- South East Cost Ambulance Service
- Cuckmere Buses
- Compass Travel
- Highways England
- Alfriston Parish Council
- South Downs National Park

A copy of each of the responses is shown below.

Response from Sussex Police



Your Ref:	Our Ref:	TME/67/16/MED	Date:	25 th May 2016	
Contact Name:	Mark Dunn	Tel.	01273 470101	Extension:	544180
E-Mail:	mark.dunn@sussex.pnn.police.uk				

Dear Mr Tree,

Alfriston High Street Traffic Consultation

I refer to your e-mail of the 18th May 2016 which links to your website pages for the proposals for Alfriston High Street.

I would advise you that Sussex Police support the proposal to install traffic lights in the High Street to resolve the difficulties that frequently arise here.

I have considered both the options for the southern end and on balance would support option 1 as the best way forward. I believe continuing to allow vehicles to turn left from Weavers Lane and thus doing away with the need to have a box junction just north of the junction, outweigh the disadvantage of slightly increased journey times. In addition the installation of a box junction does run the risk of a lack of compliance which may then still present the problem of vehicles trying to pass each other in the narrow section, thus potentially defeating the intention of the scheme.

I hope these comments are useful

Yours sincerely,

M. E. D.

M E Dunn

Traffic Management Officer
Road Policing Unit
Operations Command (Sussex)

Response from South East Coast Ambulance Service

From: Giles Adams [mailto:Giles.Adams@secamb.nhs.uk] **Sent:** 31 May 2016 09:22 **To:** Chris Tree TE
Subject: RE: Alfriston High Street Traffic Consultation

Hi Chris

This would seem to be a suitable solution for the centre of Alfriston. If we were proceeding under emergency conditions we would do so with care using visual and audible warning as we do now so it would not impede us.

Kind regards

Giles

Response from Cuckmere Buses



CUCKMERE BUSES

The Old Rectory, Litlington, POLEGATE,
East Sussex, BN26 5RB. Tel/fax 01323 870920.

E-mail: philip@cuckmerebuses.org.uk

Website: www.cuckmerebuses.org.uk



C. Tree,
Principal Scheme Development Officer –Strategic Economic Infrastructure,
Communities, Economy and Transport,
East Sussex County Council,
County Hall,
St Anne's Crescent,
LEWES,
East Sussex,
BN7 1UE.

7th June 2016.

Dear Mr Tree,

Alfriston High Street – consultation.

Thank you for giving us the opportunity to comment on your proposals to address the on-going traffic issues in Alfriston High Street.

Cuckmere Buses supports any move to improve the flow of traffic through the centre of Alfriston village. The current situation presents difficult driving conditions for our volunteers causing service unreliability due to delays caused by congestion and sometimes inconsiderate driving or parking. We appreciate the sensitivities of local people, but feel that the safety of pedestrians and road-users now needs to take precedence. Whilst the experiment in 2009 was not ideal because of continued parking in the High Street, it made our task much easier most of the time.

In detail, we offer the following points:

Traffic lights at the north end

Buses currently stop to the west of the Market Cross island in both directions, as this is out of the main traffic flow. Traffic for West Street can turn immediately after the island without causing a hold-up. When that area is blocked by parked vehicles or some other reason, buses are forced to stop on the east side blocking the passage of other traffic. We suggest that the current situation is the best arrangement if lights are installed. Small vehicles can pass each other on the east side of the island and if traffic is still permitted to flow on the west side, then that provides an escape route if the east side is blocked for any reason. It would be a great help if bus stops could be marked to prevent/deter other vehicles stopping in them.

The yellow hatched area in North Street is more problematic. If southbound traffic is queuing north of the proposed hatched area in North Street, buses are prevented from travelling north as the road is too



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Chairman: Mrs Beryl Smith Organiser: Mr Philip Ayers Secretary: Mrs Susan de Angeli

narrow. Currently on northbound journeys, buses can turn left out of Market Square (**note** it is not Waterloo Square), and pull up outside Badgers Tea Rooms to await a break in the traffic so that they can proceed. There does not seem to be an easy solution to this so perhaps further discussion is necessary?

Traffic lights at the south end

In our experience few if any vehicles turn left from Weavers Lane into High Street. Even if they cannot use Star Lane in future, the diversion via North Road is not excessive and removes more traffic from the High Street. Looking at the positioning of the lights, our view is that traffic from Weavers Lane does not need to be controlled by these lights which would best be located immediately north of that junction with a hatched area covering the junction so that traffic from Weavers Lane could turn right into High Street subject only to merging with any traffic coming from the north.

Generally, to assist traffic flows, it would also be very helpful to re-inforce the message about the C39 not being suitable for large vehicles with more prominent signage at both the Seaford and Drusillas ends of the road.

We hope these comments are helpful in your deliberations and will be happy to assist with any clarification needed.

Yours sincerely,

Philip Ayers,
Managing Director.

Response from Compass Travel

From: Chris Chatfield
Sent: 19 May 2016 14:36
To: CET PTS Public Transport
Cc: ~Z Ext Compass Travel (J Beckley)
Subject: RE: Traffic in Alfriston village

Hi Colin

This is the first I've seen off this – should we have received other details as a bus operator? However I've discussed this with Joe – and with our Lewes supervisors – and we all agree that this proposal for traffic lights is a positive one and would help solve the problem of large vehicles meeting and blocking the street in the middle of Alfriston.

Regards
Chris

Chris Chatfield
Managing Director
Compass Travel (Sussex) Limited
Faraday Close
Worthing
West Sussex BN13 3RB

Tel: 01903 690025

Registered in England No 4096610

From: CET PTS Public Transport [
Sent: 18 May 2016 15:50
To: ~D ETE PSV Transport Operators
Subject: Traffic in Alfriston village

Dear colleagues

The County Council has opened a consultation regarding proposals to place traffic lights at the southern end of Alfriston to address the conflicts that can arise between traffic streams and also with pedestrians on this narrow section of road.

We have sent details of this consultation to the operators who run public bus services or hired school transport services to or through the village. If you are not amongst that group but have an interest (private hires/tours via the village, for example) and would like details, please let us know.

Colin Eaton
Transport Hub
East Sussex County Council

Response from Highways England

From: Pettyt, Thomas [<mailto:Thomas.Pettyt@highwaysengland.co.uk>]
Sent: 17 June 2016 15:35
To: Infrastructure Delivery
Cc: Bowie, David; Cleaver, Elizabeth; Planning SE
Subject: Alfriston High Street Traffic Consultation

Highways England reference: #663

Dear Christopher Tree,

Alfriston High Street Traffic Consultation

Thank you for inviting Highways England to comment on the Alfriston High Street Traffic Consultation.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the strategic road network.

We do not have any comments.

Kind regards
[Sent on behalf of Elizabeth Cleaver](#)

Thomas

Thomas Pettyt

Highways England | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ
Web: www.highwaysengland.co.uk

ALFRISTON PARISH COUNCIL

ALFRISTON PARISH COUNCIL RESPONSE TO ESCC ALFRISTON HIGH STREET TRAFFIC CONSULTATION

If ESCC believe that the 'on-going traffic issues' in Alfriston are safety and damage to buildings (based on evidence) then we feel that is what they should assert to. This whole consultation is based on an 'assumed' risk rather than an evidence based risk. It is potentially misleading to launch a consultation without stating in terms what ESCC believe is the basis for any proposed scheme and providing supporting evidence in the form of statistical data. On the basis of the safety audit and assessment carried out by Hampshire County Council in August 2014 we believe that ESCC have not identified any need for action to be taken.

Q1

We consider that the questions posed in this section are ambiguous and designed to lead to answers which it is hoped can be used to support the imposition of one of these schemes. If the issues are safety and damage to buildings then verifiable data should have been provided as part of the consultation, as should all of the available data from the safety audits and assessments.

- a) To the extent that there is any traffic problem in Alfriston it relates to the entire High Street and North Street and not just to this section of the High Street
- b) Congestion is no more of a problem than it is in any other part of the High Street/Market Square/North Street
- c) "Due to the existing characteristic of the High Street namely the narrow carriageway and low speed environment any potential risk of conflict is likely to remain low. Although two collisions involving pedestrians (along the length of the High Street) have been recorded in the past 3 years, the contributory factors suggest inappropriate driver behaviour" (Hampshire County Council Safety Assessment of the Existing Arrangement, 26th August 2014, undertaken at the request of ESCC). This says all that needs to be said.
- d) We do not agree that this is a problem of any significance.

Q2

We are strongly opposed to any traffic light scheme.

We believe that this question is directive as it is made up of 2 separate elements, one of which, a 20mph scheme, is known to be favourable to the majority of Parishioners and one of which, a traffic light scheme, is known to be wholly divisive. We believe it is wrong not to have had any

CLERK TO THE COUNCIL - Martha Cattell

Pear Tree Cottage, Sloe Lane, Alfriston BN26 5UP
Telephone 01323 870212 Email alfristonpc01@btconnect.com
www.alfristonparishcouncil.org.uk

option to answer these 2 questions separately within the tick box survey and we know it has caused parishioners to submit responses they now do not stand by.

We do not agree that there is any basis on which a one-way scheme or a shared space scheme could not be taken forward to public consultation. In particular in relation to a shared space scheme the Hampshire County Council Safety Assessment flagged no issues of vehicle/pedestrian conflict and a low likelihood of building strikes that could not be easily mitigated by the introduction of appropriate street furniture.

We believe the issues that require addressing are driver attitude/behaviour and inappropriate speed.

We call on ESCC to throw their full weight behind ensuring that parking restrictions and the 7.5 ton weight limit are properly and regularly enforced.

Q3

We do not agree that any traffic light scheme should be imposed.

Aside from the fact that we do not accept there is a sufficient evidence based need for any such scheme we believe that the imposition of a traffic lights and associated road markings and signage would be tantamount to cultural vandalism of our village.

The centre of the village is a designated Conservation Area. It hosts the only Grade I listed Market Cross in East Sussex (the "memorial island" according to this consultation document). 'Alfriston is a fine survival of a medieval and post-medieval small market centre sitting in a very attractive rural setting. The core of the village is untouched by modern development' (SDNPA Conservation Area Character Appraisal and Management Plan for Alfriston 2014).

The proposed scheme would destroy the area around the Market Cross, taking away a space which at present is enjoyed by pedestrians as a relatively vehicle free area.

We believe that either scheme flies in the face of the SDNPA Conservation Area Character Appraisal and Management Plan for Alfriston 2014; the basis on which the core of the village is designated as a Conservation Area; and the SDNPA Roads in the South Downs Report 2015 (prepared in part for ESCC).

We believe that either scheme would destroy all that is special about Alfriston, with the consequent risk to tourism and all the village businesses that depend upon it.

We are particularly concerned that the whichever scheme, if imposed, would only reinforce the primacy of the motorised vehicle over all other road users; would be of benefit only to drivers; and would not accommodate or enhance the village in any way for pedestrians, horse-riders and cyclists.

ALFRISTON PARISH COUNCIL

CLERK TO THE COUNCIL - Martha Cattell

Pear Tree Cottage, Sloe Lane, Alfriston BN26 5UP
Telephone 01323 870212 Email alfristonpc01@btconnect.com
www.alfristonparishcouncil.org.uk

Response from South Downs National Park

Q1. To what extent do you agree with the following statements in relation to traffic in the narrow section of Alfriston High Street between Star Lane and Chestnuts Tea Room - TRAFFIC - There are traffic related problems in this section of the High Street

1a) There are traffic related problems in this section of the High Street

Response: Agree.

1b) Congestion caused by vehicles trying to pass one another is a problem

Response: Disagree.

1c) Vehicles mounting the pavement causes problems for pedestrians

Response: Strongly Disagree.

1d) Vehicles mounting the pavement and striking buildings is a problem

Response: Strongly Disagree.

Please use the space below to provide any additional information or comments in support of your responses

Response: it is drivers driving on the pavements when pedestrians are on the pavement who cause any problem – not vehicles doing so of their choice. If drivers chose not to or couldn't drive on the pavement when pedestrians were on them then that conflict wouldn't occur.

Similarly it is drivers who are unaware of the size of their vehicles that cause problems with striking buildings.

Q2. To what extent do you support the introduction of the proposed traffic signal scheme and 20mph speed limit in the centre of the village?

Response: Strongly oppose.

Please use this space to provide additional comments in support of your response or about the proposals

Response: average speeds in the High Street are already around or below the 20mph level so additional signage is completely unnecessary.

The associated paraphernalia and highways furniture and road markings etc create a completely vehicle centric view of the High Street, are at odds with the conservation zone, historic nature of the settlement and would have a devastating impact on the historic character of Alfriston, which is one of the SDNP's best Conservation Areas. Either scheme would do very little, if anything, to create a welcoming environment for visitors on foot to move around the village and spend time and money in the various shops and hostelryes.

The scheme goes against much of what is set out in the Conservation Area Appraisal and Management Plan, which was adopted to (inter alia)... inform the other activities of the SDNPA and its partners. The latter clearly would include the County Council.

Under Sect 62 of the Environment Act (1995) ESCC has a duty to have regard to the purposes of the NP when it carries out any duties. The works themselves should meet the

Duty, and the solutions offered with the introduction of a plethora of traffic lights, build outs, lots of yellow and white paint, and lots of signage would have a devastating impact on the historic character of Alfriston, the solutions being considered worse than the original problem.

With a consensus from the community unlikely as to what to do it may be that some more radical ideas are needed for an overall solution or partial solution to be found. Serious consideration and thought should be given to the types of journey being undertaken, the types of vehicles using the route and by whom, and the times of day etc etc on the road between Drusilla's roundabout on the A27 and through to Seaford to discourage some vehicle types or types of journey, allow others to visit the through more sustainable transport means or routes, and provide more parking options that reduce the need to access the village unnecessarily.

Q3. Which of the two possible options for the location of the signals at the southern end of the High Street do you prefer?

Response: Neither of these

If you support neither of the options please state why in the space below or use this space to provide additional comments about the proposals

Response: either signalised option introduces too much urbanisation and destroys the historic setting character of the settlement. It is likely that further works would be required at the northern end of the village to extend the no waiting box further northwards with implications for the informal crossing point from the Willows car park.

Either traffic light scheme creates a vehicle centred solution with little, if any, thought to how the very many visitors and residents can move around safely and enjoyably.

Using Star Lane as a one-way street would necessitate moving the South Downs Way National Trail. Any of the schemes would put horse riders at risk of having to wait in controlled traffic queues

The formalisation of traffic flows around the market cross also creates insurmountable difficulties for the Cuckmere Community Bus which uses that space outside the village shop to park and wait.

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Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 19 September 2016

By: Director of Communities, Economy and Transport

Title: Proposed pedestrian crossing outside Sandown Primary School, The Ridge, Hastings – consultation results and update for petitioners

Purpose: To consider the results of the local consultation, to update petitioners on the current design status and intended construction timescales, and determine whether the introduction of the facility should proceed to detailed design and implementation.

RECOMMENDATIONS: The Lead Member is recommended to:

(1) Note the results of the local consultation relating to the proposed pedestrian crossing, and provide an update to petitioners on the scheme's progress; and

(2) Agree that the proposal should be taken forward to detailed design and construction as part of the 2017/18 Capital Programme for Local Transport Improvements.

1 Background Information

1.1 At the County Council meeting on 10 May 2016, Councillor Wincott presented a petition to the Chairman requesting: *'This petition is for the instalment of a new Pelican crossing outside Sandown School, the Ridge Hastings. Previous attempts for the instalment have been made over 6 years to no avail. Last year we were promised the new crossing but the Council budget was not able to carry out the work. The neighbours received a letter from the area council news stating it would be carried out in 2016. Assessments have been carried out and neighbours informed but as yet no work dates set. This is a dangerous road and the parents, children and local public need to feel safe on this crossing'*.

1.2 A copy of the petition is available in the Members Room. Standing Orders provide that, where the Chairman considers it appropriate, petitions are considered by the relevant Committee or Lead Member and that a spokesperson for the petitioners be invited to address the Committee or Lead Member. The Chairman has referred this petition to the Lead Member for Transport and Environment.

1.3 This follows a previous petition to the County Council calling on the pedestrian crossing upgrade which was considered by the Lead Member for Transport and Environment at his decision making meeting in December 2014. At the time, the Lead Member resolved to advise the petitioners that their proposals have been considered as part of the 'Ridge Movement and Access Study'; that the study had recommended that the zebra crossing be upgraded to a puffin crossing and that the scheme be taken forward in a forthcoming year's capital programme for local transport improvements.

1.4 The 'Ridge Movement and Access Study' was commissioned in 2013/14 to consider the wider issues along The Ridge, aside from those arising from the Bexhill Hastings Link Road, resultant from development and the existing local concerns about the impact of additional traffic on all users including pedestrians, cyclists, bus passengers, drivers and traffic flow/congestion. The outcome of the study was to identify measures that could be introduced to address these issues.

1.5 Following the Lead Member's resolution in December 2014, as part of the 2015/16 Capital Programme for Local Transport Improvements, design work was undertaken on the upgrade of the existing zebra pedestrian crossing.

2 Supporting Information

2.1 The location plan and design proposal for the crossing upgrade is presented in Appendix 1. As there is a driveway in close proximity to the existing crossing, it would not be appropriate to upgrade the crossing in its current location. Equally, relocating the pedestrian crossing on this section of The Ridge is challenging given the constraints of other existing driveways as there would be a safety risk to pedestrians if vehicles were to exit onto The Ridge from a driveway and turn immediately onto a

new crossing facility. Consideration has also been given to ensuring that the new crossing is located as close to Sandown Primary School as possible where pupils and parents are most likely to use it. Therefore the proposal is to provide a controlled pedestrian crossing to the west of the existing entrance into Sandown Primary School where there are fewer driveways that would be affected by it. To achieve this, the school vehicular access and associated school fencing would need to be altered.

2.2 The proposal has the support from the County and local Borough Councillors as well as Sandown Primary School. The proposal has also been presented to the lead petitioner, Mr Woodcock, who also welcomes the proposed scheme. The emergency services have been consulted and all are supportive of the proposal.

2.3 A local consultation of householders by letter drop was carried out between 27 June and 15 July 2016. The letter is found in Appendix 2. In total two responses and no objections have been received. One comment was made relating to the position of the proposed pedestrian guard railing which has been addressed. Another comment received related to children crossing the repositioned vehicular access to get to the school entrance gate. The safety auditor for the scheme has confirmed that crossing the access presents minimal risk as there are a relatively low number of vehicular movements being made into/out of school, when compared to that of The Ridge. Drivers using the vehicular access are generally associated with the school and are likely to make the necessary observations for pedestrians when undertaking a turning manoeuvre. In addition, a proportion of children already cross the current access walking along the northern footway to/from the west and do so without any reported issues. As visibility is sufficient around the revised access there was no justification for amending the design.

2.4 Subject to the Lead Member's approval, the detailed design will now be progressed. Discussion and consideration has been given to the most suitable construction period for the crossing and associated changes to the school access with the local County Councillor, the Head teacher at Sandown Primary School, and the lead petitioner Mr. Woodcock. All have agreed that it would be preferable for the works to be carried out during the 2017 school holidays when there will be reduced risk to those accessing the school as well as to minimise disruption to parents and staff.

2.5 The road markings around the existing zebra crossing have been identified as worn. As the construction date for the proposed crossing is a year away, the road markings have been refreshed in the interim to ensure that they are fully visible to all road users. These road markings will then be removed as part of the construction works for the new permanent pedestrian crossing.

3 Conclusion and Reasons for Recommendations

3.1 The upgrade of the existing zebra crossing to a "puffin" crossing, was one of the recommendations arising from the 'Ridge Movement and Access Study' and funding has been allocated from the County Council's 2016/17 capital programme for local transport improvements to carry out design work on the scheme. The results of the recent local consultation and receipt of the petition demonstrate that there is considerable local support for the upgrade to the existing crossing facility.

3.2 The Lead Member is therefore recommended to agree that the scheme should be taken forward to detailed design and construction as part of the 2017/18 Capital Programme for Local Transport Improvements, subject to any minor modifications which are identified during the detailed design stage.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Tracy Vaks

Tel. No. 01273482123

Email: Tracy.Vaks@eastsussex.gov.uk

LOCAL MEMBERS

Councillor Wincott

BACKGROUND DOCUMENTS

None



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Appendix 2 consultation letter



To the Occupier

Amey
Explorer II
Fleming Way
Crawley
West Sussex
RH10 9GT

Tel: [REDACTED]

Our reference: The Ridge crossing /InfoLet01
Your reference:

Monday 27th June 2016

Dear Occupier,

The Ridge, Hastings – Proposed Puffin Crossing

East Sussex County Council has commissioned Amey to upgrade the existing zebra pedestrian crossing on The Ridge outside Sandown Primary School. I am writing to provide you with information about the proposal.

The upgrade of the existing zebra crossing to a "puffin" crossing, was one of the recommendations that came out of the recently completed 'Ridge Movement and Access Study' and funding has been allocated from the County Council's 2016/17 capital programme for local transport improvements to carry out design work on the scheme.

A plan showing the proposed layout of the crossing is included with this letter. The proposal requires the installation of new traffic and pedestrian signals, new road markings, relocation of the existing pedestrian guardrail, as well as alterations to the school vehicular access. More information explaining how the crossing would operate can be found in the enclosed leaflet.

A considerable amount of design work has already been carried out to identify how an upgraded pedestrian crossing can be accommodated within the constraints of the existing highway. A particular difficulty has been the number of existing driveways along this section of The Ridge. There is a safety risk to pedestrians if vehicles were to exit onto The Ridge from a driveway and turn immediately onto the new crossing facility. As I'm sure you will appreciate we also needed to ensure that the proposed new crossing is located as close to Sandown Primary School as possible where pupils and parents are most likely to use it.

The proposal has the support from your local councillors as well as Sandown Primary School. Subject to this consultation exercise with local residents, detailed design will then be carried out. In terms of constructing the crossing and the associated changes to the school accesses, we have considered carrying this out during either the February 2017 half term or at Easter. However as the works are anticipated to take between 4-6 weeks, the school has agreed that it would be better to have the works carried out during the Summer 2017 holidays when there will be reduced risk to those accessing the school as well as to minimise

1 of 2

Amey OW Limited | company number 1922327 | registered in England & Wales | registered address at The Sherard Building, Edmund Halley Road, Oxford, OX4 4DQ

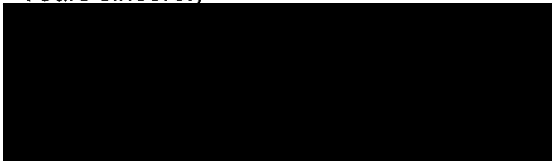
disruption to parents and staff. The County Council's contractors will be in contact with you prior to any construction work taking place.

Finally, we are aware that the road markings around the existing zebra crossing are worn. As the construction date for the proposed new crossing is still some time away, the County Council, as an interim measure, intends to refresh the road markings in the near future to ensure that they are fully visible to all road users. These road markings will then be removed as part of the construction works for the new permanent pedestrian crossing.

I would be grateful for any comments you may have to the proposal by no later than **Friday 15th July**.

Should you have any questions on these proposals please do contact me on the details given below and I look forward to receiving your responses accordingly.

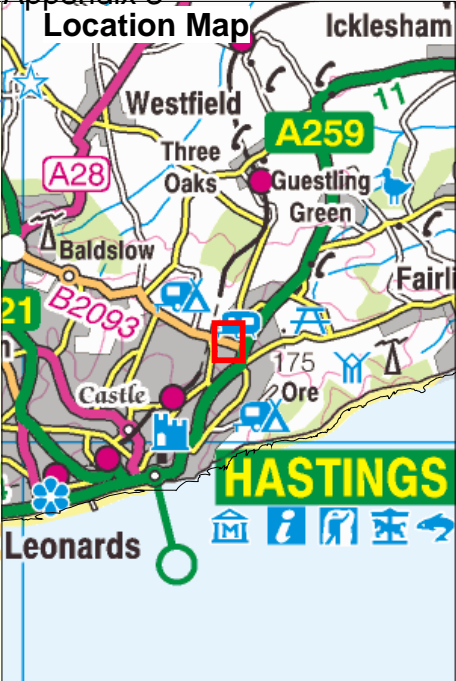
Yours sincerely

A large black rectangular box redacting the signature of the Project Manager.

Project Manager
For and on behalf of Amey OW Limited

Email: 

Appendix 3
Location Map



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Committee	Lead Cabinet Member for Transport and Environment
Date	19 September 2016
Report By	Director of Communities, Economy and Transport
Title of Report	Rotherfield Heavy Goods Vehicles Management
Purpose of Report	To consider the results of the public consultation and progress to detailed design and construction a request to restrict Heavy Goods Vehicles over 10 metres in length from travelling through Rotherfield village and, additionally, considering a request from Crowborough Town Council for the inclusion of additional signage.

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Note the results of the public consultation; and**
 - (2) Agree that the proposals for a restriction on Heavy Goods Vehicles over 10 metres in length (except for access), together with the request from Crowborough Town Council for additional signage, should be progressed to detailed design and construction.**
-

1 Background

1.1 Traffic data shows that the size and volume of Heavy Goods Vehicles (HGV's) traffic travelling through Rotherfield has increased over the last few years. This has caused significant congestion problems and damage to buildings in the centre of the village; one building, the Grade II listed Kings Arms public house, has been struck on numerous occasions by HGVs in recent years. Our analysis of the movement of HGVs has concluded that it is the longer HGVs (those over 10 metres in length) that are the major cause of the problems within the village. The area of the village most affected by HGV turning movements is shown in Appendix 1a.

1.2 Between 2011 and 2015 the average number of HGVs travelling through Rotherfield per day was 124. Of these, 16 (or 12.7%) were HGVs over 10 metres in length.

1.3 If a ban were introduced, those vehicles over 10 metres in length travelling east to west towards Crowborough would be diverted from the A267 via Bunny Lane to the A26. Those vehicles needing to access the southern side of Crowborough could continue southwards along the A267 and use the A272 to Maresfield to reach the A22/A26. However, vehicles over 10 metres in length making deliveries in the village would still need to be given access.

1.4 A proposal to ban all vehicles over 10 metres in length was considered to be unworkable because of the need to sustain access for local businesses and for local residents to continue to be able to receive deliveries from larger vehicles.

2 Supporting Information

2.1 In April and May 2016 a public consultation exercise was undertaken on proposals to ban longer HGVs (those over 10 metres in length) from using the centre of the village. The proposed ban relates to "through traffic" only and would involve the introduction of new signage and 'Keep Clear' markings near the junction of Station Road and High Street. Details of the roads that would be subject to the proposed HGV length restriction are shown in Appendix 1b. Any vehicles over 10 metres in length making deliveries in the village would still be permitted to do so. Buses would be unaffected by the ban.

2.2 A staffed exhibition was held in Rotherfield Village Hall on Friday 29 and Saturday 30 April 2016. The proposals were also made available on the County Council website between 29 April and 20 May 2016. The public were asked to complete a questionnaire either at the exhibition or online via the County Council's website.

2.3 The exhibition was well attended with a total of 304 responses being received during the consultation period. Analysis of the results showed considerable support for the proposals with over 97% of those responding to the questionnaire supporting the ban on longer HGVs (those over 10 metres in length) and over 91% supporting the 'Keep Clear' markings. Details of all the feedback received during the consultation are included in Appendix 2.

2.4 In addition to the public feedback, a response was also received from Crowborough Town Council. The response asked for further signage to be introduced on the A26 to highlight the length restriction and to remind HGV drivers of the existing "low bridge" at the bottom of Crowborough Hill in Jarvis Brook. It was felt that this would reduce the likelihood of HGV drivers having to do a "U Turn" in the centre of Crowborough. This suggestion from Crowborough Town Council will greatly reduce the impact on Crowborough residents of the Rotherfield HGV management proposals and it is recommended that they are included within the proposals and are taken forward to detailed design and construction.

2.5 The construction works to introduce the scheme would involve the installation of several new signs, the upgrade of existing HGV signage and the provision of additional road markings in the centre of the village. The cost of these works would be met from the County Council's 2016/17 Capital Programme for Local Transport Improvements. The estimated cost of the capital works amounts to £20,000.

2.6 In our discussions with Sussex Police, they have advised they would not be able to proactively enforce the ban. However, recognising the local issues in Rotherfield, they advised that they would act on photographic evidence provided by the local community of drivers who are ignoring the ban. The County Council has been made aware that the Parish Council may be willing to get involved in organising and collating such evidence on behalf of the local community and forwarding onto Sussex Police.

2.7 If the Lead Member were to agree to the introduction of the measures then a detailed design would need to be prepared and a Traffic Regulation Order advertised. This would take place in Autumn 2016 which means the earliest that the new restrictions were likely to come into operation would be Spring 2017.

3 Conclusion and Reason for Recommendation

3.1 The results of the consultation show strong support for the proposals to restrict longer HGVs in Rotherfield from travelling through the village. It is recommended that the HGV management proposals for Rotherfield are agreed, together with the additional signage requested by Crowborough Town Council, and both are progressed to detailed design and construction, subject to any minor modifications found necessary during the detailed design process.

RUPERT CLUBB

Director of Communities, Economy and Transport

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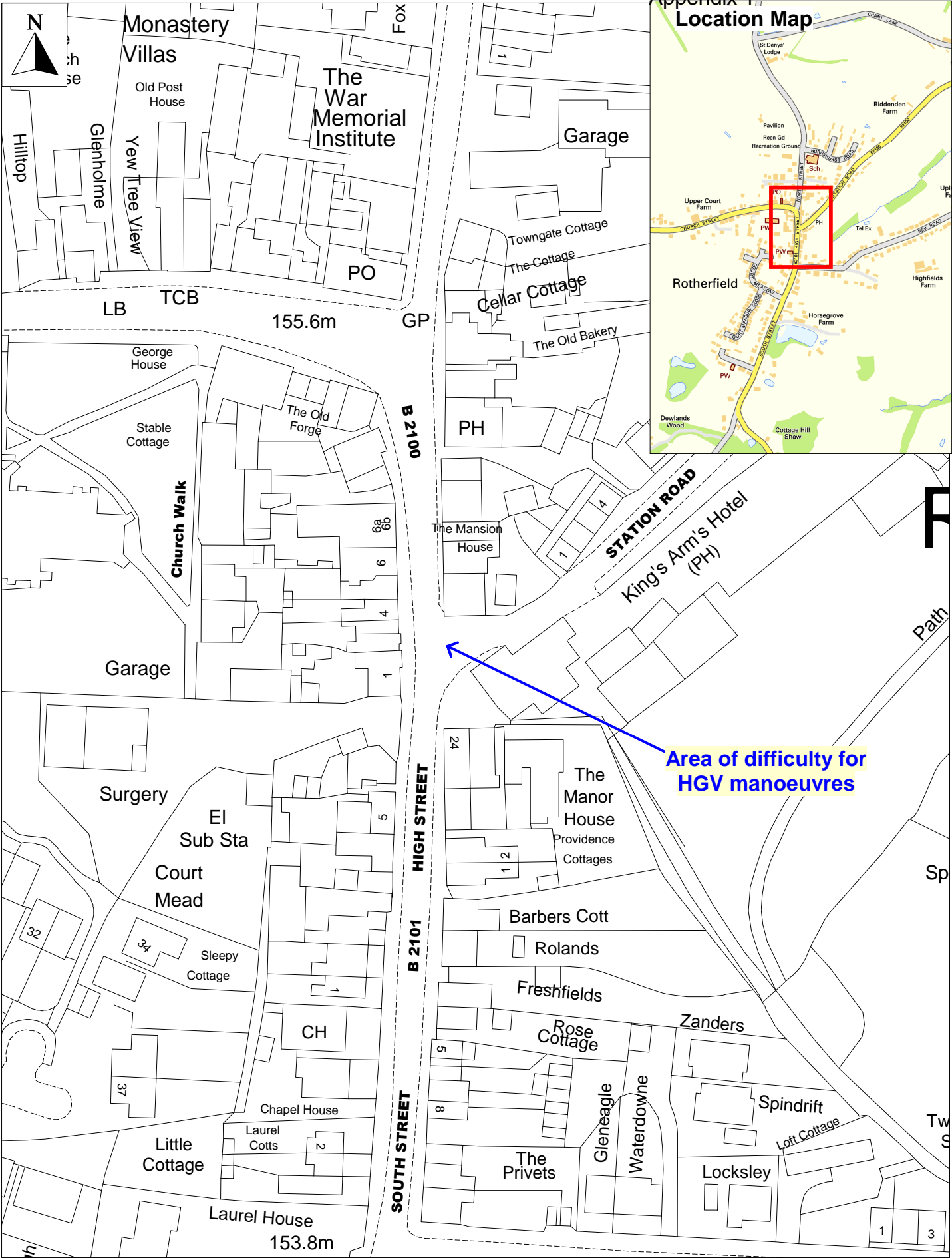
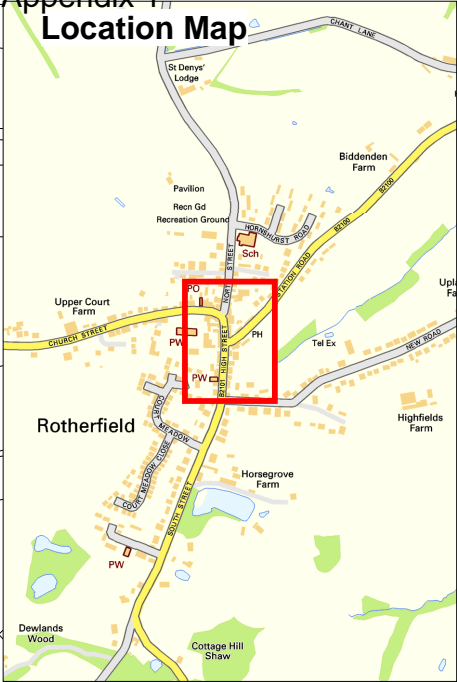
LOCAL MEMBERS

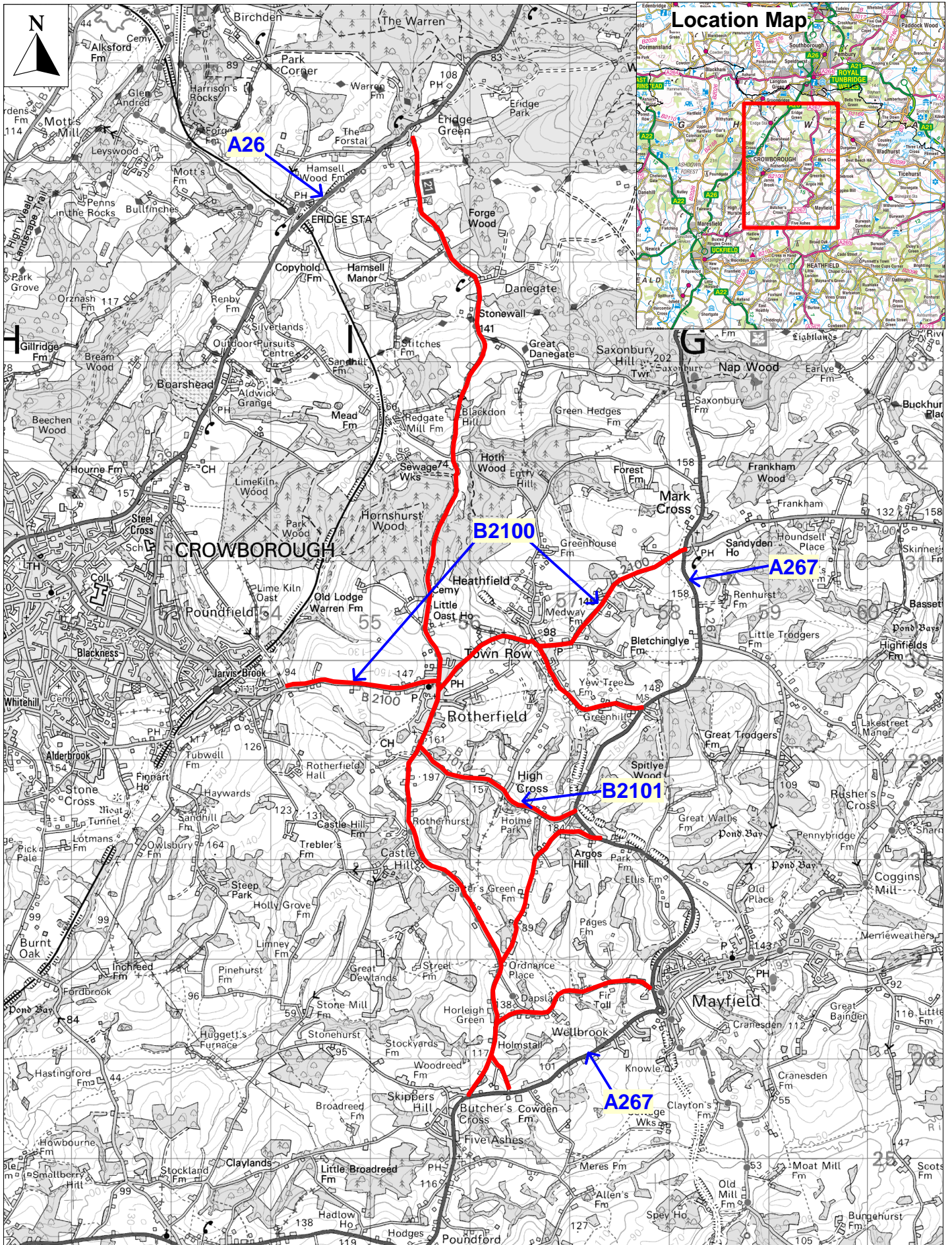
Councillors Standley, Stogdon, Tidy, Whetstone

BACKGROUND DOCUMENTS

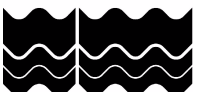
Exhibition Drawings and copy of Questionnaire

Appendix 1
Location Map





East Sussex
County Council



Appendix 1b

— Roads subject to proposed HGV restriction

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SCALE	1 : 50000
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ROTHERFIELD HGV MANAGEMENT

PUBLIC CONSULTATION – ANALYSIS REPORT

1. Details of the public consultation

In April/May 2016 a public consultation exercise was held to inform the public about proposals for managing HGV traffic in the Rotherfield area.

A public exhibition was held in the Rotherfield Village Hall on Friday 29 April and Saturday 30 April 2016 where plans were exhibited showing the proposals. Copies of the proposals were also made available on the County Council website. The consultation period ended on Friday 20 May 2016.

2. Publicity

In order to advertise the consultation, flyers were delivered to over 900 addresses in Rotherfield, Argos Hill, Castle Hill, Mark Cross, Town Row and the Jarvis Brook area of Crowborough. Posters advertising the consultation were provided to Rotherfield Parish Council to locate where they considered as suitable locations in the village.

A press release was issued on 14 April 2016 and articles placed in the Kent and Sussex Courier (22 April) and the Sussex Express (22 April). A full page article was also placed in the April issue of Crowborough Life.

Details of the consultation were also sent to local Members of East Sussex County Council, Wealden District Council and Crowborough Town Council on 28 April 2016.

3. Public Feedback on Proposals

The public were asked to complete a questionnaire either at the exhibition or on-line. There was a good response from the public with a total of 304 questionnaires being completed. Of these questionnaires 75 were completed on-line, the remaining 229 were completed manually.

The analysis of the feedback has been undertaken and a summary of the results is listed below. Copies of the manually completed questionnaires will be available in the Members Room.

The preamble to the questionnaire stated that “We are planning to implement a ban on HGVs over 10m in length between the A267 and Crowborough as it is believed that these vehicles are responsible for the strikes to buildings in the centre of the village and causing most of the congestion. Local vehicles, buses and lorries making deliveries within the area will be exempt from the ban.”

Question 1 - *To what extent do you support or oppose a ban on HGVs over 10m in length?*

A total of 304 people responded to this question with 295 (97%) supporting the ban and 4 (1.3%) against. The full results are shown below:

Response	Number of Respondents(%)
Strongly support	283 (93.09%)
Support	12 (3.95%)

Neither support nor oppose	3 (0.99%)
Oppose	0 (0%)
Strongly oppose	4 (1.32%)
Don't know	1 (0.33%)
Not answered	1 (0.33%)

Question 2 – Are there any comments that you would like to make in support of your response to Question 1 or about how the proposals might affect you?

A total of 227 people made comments regarding this question. These comments have been categorised into themes for the purposes of the analysis. The table below lists those themes together with the number of people making similar comments shown.

No.	Theme/Issue	No. of respondents raising this issue	Comment
1	Enforcement is the key to success	37	This is a matter for Sussex Police
2	The ban will go some way to reducing congestion and damage to buildings	32	-
3	The village cannot accommodate large vehicles	16	The ban will go some way to resolving the current situation within the village.
4	Problems caused by speeding traffic	13	Monitors have been installed to determine the effectiveness of the ban. These monitors measure the type, volume and speed of traffic travelling through the village. This information will be given to the Parish Council for them to determine, in consultation with East Sussex County Council, if speeding is an issue.
5	Traffic has increased considerably over the years	12	Noted
6	Parking in the centre of the village exacerbates the congestion. Inconsiderate parking and parking restrictions ignored.	12	The Parish Council have expressed a desire to retain the existing parking in the High Street.
7	Large vehicles getting stuck at the junction cause real congestion problems	12	Noted
8	Could a length limit of less than 10m be applied? Complete HGV ban, physical barriers.	12	Any ban affecting all HGV's or HGVs less than 10m in length would affect the local economy and the ability for residents to receive deliveries.
9	Safety issue with lorries encroaching onto the pavement and difficulty crossing the road.	11	The proposed ban will go some way to reducing this problem.
10	The ban should have been implemented a long time ago.	10	Noted
11	The ban will improve traffic flow through the village.	8	Noted
12	SATNAVs need to be updated to	8	There is already a process

	take into account the ban on long HGVs.		whereby the County Council's Traffic Regulation Order Team provides details of any changes to road use to the SATNAV mapping companies. These companies provide the updated information on road use to the SATNAV suppliers.
13	There is a need for a by-pass.	7	There is no current business case for a by-pass.
14	Congestion in the village increases pollution and vibration.	7	It is hoped that the ban proposed will reduce congestion and hence pollution and vibration.
15	Some drivers ignore signs.	5	Drivers should obey the Highway Code. Any infringements should be reported to Sussex Police in the usual way.
16	Should ban all HGVs along the B2100 and reroute via the B2101 (Bicycle Arms).	5	The ban applies to the B2101 as well as the B2100. A route for long HGVs via the B2101 is also unsuitable and in any case would still result in some long HGVs travelling through the village unnecessarily.
17	Proposals should make it safer to walk in the village.	5	Noted
18	Parking along Church Road is a major cause of congestion.	3	The proposed ban should bring about a small improvement to this problem.
19	Need further parking facilities in the centre of the village.	3	This would require a suitable site to be identified and a planning application to be made to the District Council.
20	Are deliveries to Jarvis Brook industrial estate regarded as allowed?	3	No. Jarvis Brook is outside the area of the ban and to reach this location would involve HGVs travelling through Rotherfield. The exemption only applies to HGVs making deliveries within the village.
21	Should identify why these HGVs need to travel through the village.	2	It is believed that the long HGVs causing the problems travel through Rotherfield infrequently and to identify these occurrences would involve carrying out a survey over an extended period of time (i.e. months). This would involve stopping all HGVs and asking drivers a number of questions. This would be very expensive and cause inconvenience for local people and still may not identify all those making through movements the as they may choose a different route during the survey period.
22	Could local deliveries be made using smaller vehicles?	2	The local highway authority has no ability to control the operations

			of private haulage companies.
23	Need to improve the access via Jarvis Brook railway bridge.	2	This has been the subject of an alternative investigation.
24	Problems with using Western Road in Crowborough.	2	Western Road is the accepted route for HGVs to access the Jarvis Brook area.
25	Lack of footways a problem with passing lorries.	2	There is limited space and widening the footways would make it more difficult for HGVs to travel through the village.
26	Is there a need for double decker buses to travel through the village?	2	This is a matter for the bus company.
27	The proposals do not go far enough to protect properties or resolve traffic congestion.	2	The proposals are the minimum that could be accomplished without impacting on local businesses and retain the ability for residents to receive deliveries
28	Suggest a 7.5tonnne weight limit.	2	The length of HGVs in the centre of Rotherfield is the problem not the weight of the vehicles.

Question 3 – *The proposals will also involve the provision of Keep Clear markings near the junction of Station Road and the High Street to reduce congestion. To what extent do you support or oppose these markings in the centre of the village?*

A total of 304 people responded to this question with 277 (91.1%) supporting the road markings and 10 (3.3%) against. The full results are listed below:

Response	Number of Respondents(%)
Strongly support	238 (78.29%)
Support	39 (12.83%)
Neither support nor oppose	14 (4.61%)
Oppose	6 (1.97%)
Strongly oppose	4 (1.32%)
Don't know	1 (0.33%)
Not answered	2 (0.66%)

Question 4 – *Are there any comments you would like to make in support of your response to Question 3 or about how the proposals might affect you?*

A total of 172 people made comments in response to this question. These comments have been categorised into themes for the purpose of the analysis. The table below lists those themes together with the number of people making similar comments. .

No.	Theme/Issue	No. of respondents raising this issue	Comment
1	Existing Keep Clear markings and yellow lines are ignored, enforcement is key to success.	39	Enforcement of highway regulations is a matter for Sussex Police
2	Remove parking in the High Street to improve traffic flow. Indiscriminate	24	The Parish Council has expressed a desire for parking in the High

	parking is a problem.		Street to be retained
3	Good idea, makes sense.	10	-
4	Will improve traffic flow.	9	-
5	Road parking is important for local shops.	8	-
6	Need a decent car park.	7	Not an issue for the County Council.
7	Action is needed now.	7	The proposals will be implemented (subject to Lead member agreement) once detailed design has been completed and the necessary Traffic Regulation Orders have been agreed and sealed.
8	Traffic speed is an issue.	5	Monitors have been installed to determine the effectiveness of the ban. These monitors measure the type, volume and speed of traffic travelling through the village. This information will be given to the Parish Council for them to determine, in consultation with East Sussex County Council, if speeding is an issue.
9	Install traffic signals instead.	4	The installation of traffic signals has already been considered and discounted on safety grounds. The access alongside "Olinda House Antiques" and the "car park" area in front of the Kings Arms make it impossible for the signals to be seen by all users. Even ignoring the safety issues, traffic would build up causing even more congestion problems within the centre of the village.
10	Problems with Church Road parking causing congestion.	4	This is a different problem unrelated to HGVs.
11	Provide a "yellow box" instead of Keep Clear markings.	3	This may be possible if the Keep Clear markings are not successful in achieving the desired impact.
12	Need to ensure that any marking are maintained.	3	This is a maintenance matter and will be subject to an agreed road marking refreshment programme. These issues are usually discussed at the "Strengthening Local Relationships" meetings between the Parish Council and East Sussex Highways.
13	Need a By-Pass.	3	There is no current business case for a by-pass.

4. Response from Crowborough Town Council

In addition to the questionnaires, the following response was received from Crowborough Town Council:

“Whilst we support the proposed ban in Rotherfield, far more consideration needs to be applied to the traffic flowing along the A26 in both directions and the affect such a ban could potentially have on the residents of Crowborough.

Going south at the Boars Head additional signage is required to divert the long vehicles along the A26 and not down Green Lane, additionally signage is also required at this site in both directions to rebuff the message of the low bridge at Crowborough Station. The message needs to be very clear, ‘no through route’ ‘low bridge.’

Additional signage is also required on the junction of Green Lane and Crowborough Hill, to reiterate the Low Bridge and the long vehicle ban and to divert up Crowborough Hill.

Travelling north on the A26 new signage is required at Sheep Plain, to firstly notify of the Long Vehicle ban, again along the lines of ‘No through Route Via Rotherfield,’ and reiterate that ‘Access to Millbrook Industrial Estate Only.’ Without this signage there is a potential that long vehicles will travel down to Western Road and then see the signage at Millbrook Industrial Estate, causing them to have to turn around and travel back up to Sheep Plain. Obviously this would cause significant issues at Millbrook and additional traffic movements for hundreds of residents.

Further signage to rebuff this message would also be required at the Church Road, South View Road, Church Road, Mill Lane and the Crowborough Cross to reinforce the message for long vehicles to carry along the A26 to Bunny Lane.

All signage should be in the same livery as along the A267, this then will send the same clear message to long HGV drivers across the whole area”

Report to: Lead Cabinet Member for Transport and Environment

Date of meeting: 19 September 2016

By: Director of Communities, Economy and Transport

Title: Provision of an on street advisory disabled parking bay, Tower Road, St Leonards on Sea

Purpose: To consider an objection received to the introduction of an on street advisory disabled parking bay

RECOMMENDATIONS: Lead Member is recommended to:

- (1) Note the concerns raised by the objector; and
 - (2) Approve the introduction of an advisory disabled bay in Tower Road, St Leonards on Sea
-

1 Background Information

1.1. In areas not covered by formal parking restrictions, disabled bays are provided in line with adopted County Council Policy No. PS 4/18. This policy was approved by the Lead Member for Transport and Environment at his meeting on 6 November 2006 and is attached as Appendix 1.

1.2. An application for an on street disabled bay was received from a resident of Tower Road, St Leonards on Sea. The application was assessed against the policy criteria. A mobility assessment has been carried out by the Blue Badge Team which recommended provision of a bay.

1.3. Due to the presence of double yellow lines there is no available space directly outside the applicant's property. The bay would therefore need to be located outside the neighbouring property, see Appendix 2. In line with the County Council's working practice, consultation with the affected residents was carried out.

1.4. The provisional cost of the advisory disabled bay is approximately £250 and will be met from existing parking revenue budgets.

2 Supporting Information

2.1 Tower Road is a local connector road between two A-roads, London Road and Bohemia Road, which are both busy shopping streets. There is also a local primary school located at the southern end on the corner of London Road. The south-eastern side of the road is covered by no waiting at any time restrictions and on the north-western side there is a 36 metre length of double yellow lines which extend across the applicants property. Parking is further restricted near the applicant's home due to two vehicle accesses for neighbouring businesses. The nature of the buildings in Tower Road is such that the majority of residents are unable to create off road parking, therefore on street parking is in high demand. See Appendix 3.

2.2 Following consultation with the affected neighbouring properties an objection was received. The grounds for objection were that provision of a bay would restrict use by the neighbouring business and their customers to load and unload.

2.3 To try and accommodate the concerns of the objector a second proposal to move the bay southwards was consulted on, as shown in Appendix 4. An objection was received from the same objector, the grounds of which remained the same. As such it was decided to proceed with the original location, shown in Appendix 2, as this is more beneficial to the applicant.

2.4 The area of available parking nearest the applicant's home is not reserved for the businesses and active loading and unloading is permitted on the double yellow lines for up to 20 minutes. The Road Safety team have advised that reducing the double yellow lines outside the applicant's property is not appropriate as the existing lines were installed for safety reasons.

3 Conclusion and Reasons for Recommendations

3.1. The need for the disabled bay was identified by the site assessments undertaken by the Parking Services Team. This was supported by the information given in the initial application from the applicant.

3.2 Due to mobility impairment the applicant has an established need for parking as close as practicable to their property.

3.3 The requirements of Policy PS 4/18 have been met in this case. The Lead Member is therefore recommended to approve the provision of an advisory disabled bay, as set out in Appendix 2, in line with this policy.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Clare Akehurst

Tel. No. 01323 463402

Email: clare.akehurst@eastsussex.gov.uk

LOCAL MEMBERS

Councillor Trevor Webb

BACKGROUND DOCUMENTS

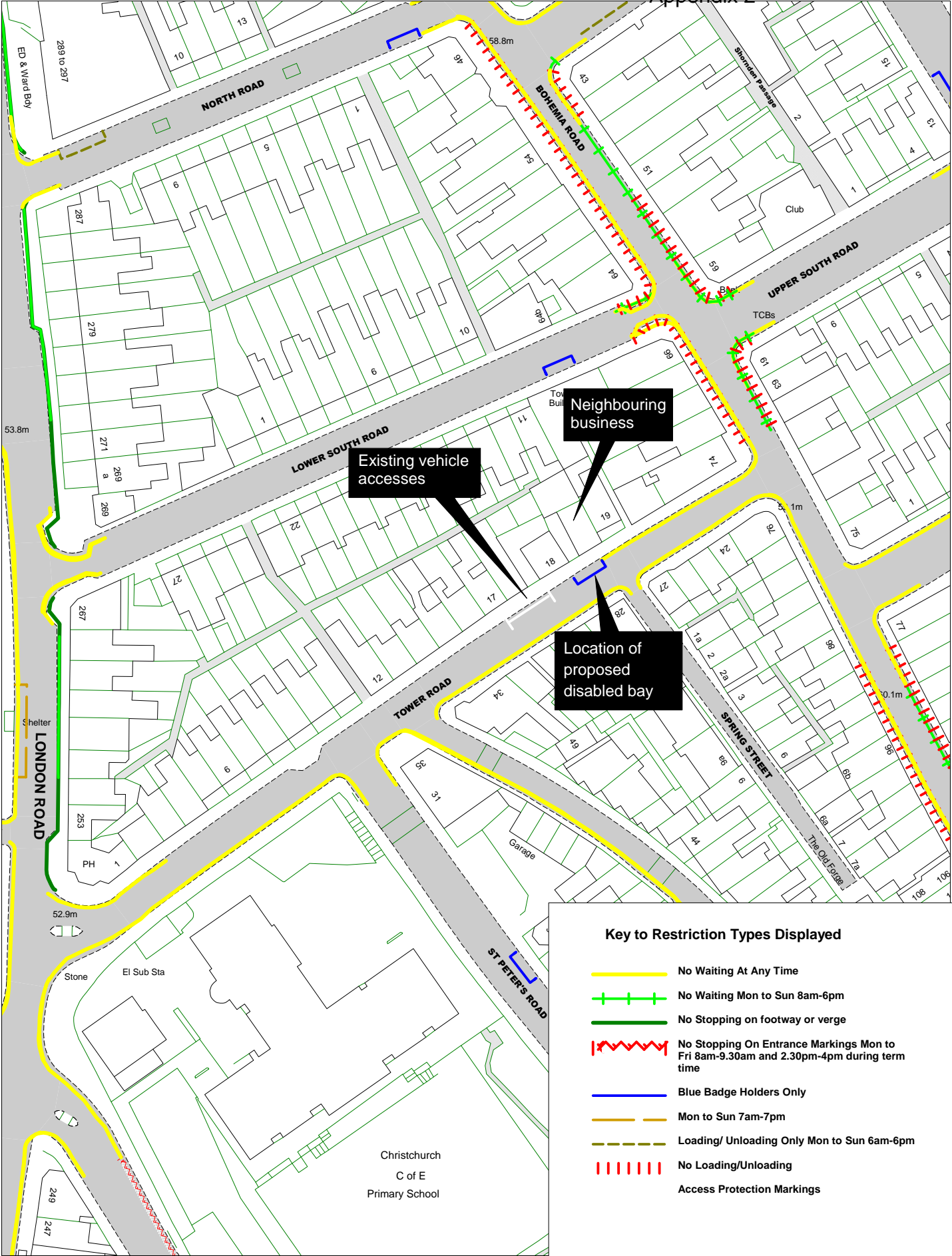
NONE

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – TRANSPORT AND ENVIRONMENTPOLICY SUMMARY

PROVISION OF SPECIAL ON-STREET PARKING BAYS FOR BLUE BADGE HOLDERS	PS4/18
<u>Purpose of Policy</u> This policy sets out a practice for providing special parking facilities in addition to those automatically available through national legislation.	
<u>Specific Policies</u> <ol style="list-style-type: none"> 1. Special parking bays shall not normally be provided in shopping streets where there is a high demand for general parking to serve local businesses and any bay is unlikely to remain available for use by a specific applicant. 2. Where there is an established need, a special parking bay may be provided for drivers or passengers holding a Blue Badge. However, the prime responsibility in providing a parking facility should rest with the Blue Badge holder if suitable private “off-street” parking is available. 3. The need for a bay in terms of traffic problems shall be determined by the Director of Transport and Environment. Where necessary, a mobility/needs assessment and a report recommending provision or otherwise of a bay shall be sought. 4. Advisory bays shall be provided as a general rule, although Traffic Regulation Orders may be promoted in particular circumstances. 5. All special parking bays shall be subject to periodic reviews to establish the continuing need. 6. No charge shall be made for the provision of a special on-street parking space for a Blue Badge holder. 	
<u>Supporting Statement</u> The holder of a Blue Badge may be a disabled driver or passenger, a registered blind passenger or a club or organisation which conveys disabled or blind passengers. The following additional parking facilities are available through national legislation:- <ol style="list-style-type: none"> a) For a period of up to 3 hours on a single or a double yellow line, which is not in a mandatory bus or cycle lane nor where loading restrictions apply. b) Without charge or limit on duration at a voucher or pay and display space or in a length of street where there is a time limit imposed on other users. 	
<u>References – Further Information</u> Highways & Transportation Committee – Agenda Item 7 Highways & Transportation Committee – Agenda Item 21 Lead Member for Transport and Environment – Agenda Item 10	<u>Date of Approval</u> 01.03.1977 15.03.1995 06.11.2006

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Looking north-eastwards along Tower Road

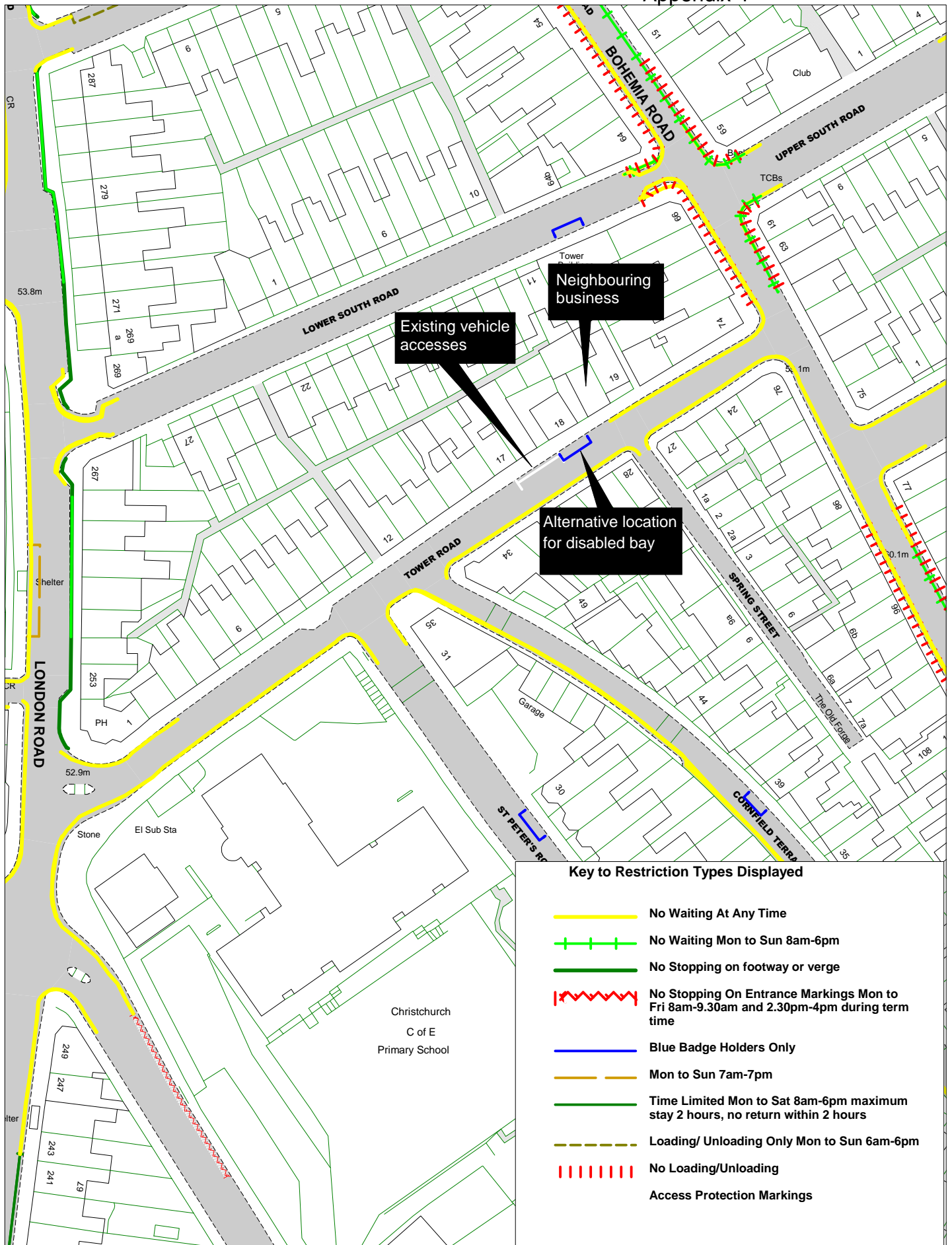


Looking south-westwards along Tower Road



Looking south-westwards along Tower Road showing area of available parking nearest applicant's property

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