LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS to be made by the Lead Member for Resources, Councillor Nick Bennett, on behalf of the Lead Member for Transport and Environment, Councillor Claire Dowling

MONDAY, 17 JUNE 2019 AT 2.00 PM

COMMITTEE ROOM - COUNTY HALL, LEWES

AGENDA

1 Decisions made by the Lead Cabinet Member on 20 May 2019 *(Pages 3 - 4)*

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 Alfriston *(Pages 5 - 212)*
Report by the Director of Communities, Economy and Transport

5 Pedestrian crossing, Friday Street, Eastbourne *(Pages 213 - 244)*
Report by the Director of Communities, Economy and Transport

6 On-street car parking charges and tariff review *(Pages 245 - 256)*
Report by the Director of Communities, Economy and Transport

7 Future management of Countryside Sites *(Pages 257 - 270)*
Report by the Director of Communities, Economy and Transport

8 Any other non-exempt items previously notified under agenda item 3

9 Exclusion of public and press
To consider excluding the public and press from the meeting for the remaining agenda item on the grounds that if the public and press were present there would be disclosure to them of exempt information as specified in paragraph 3 of Part 1 of the Local Government Act 1972 (as amended), namely information relating to the financial or business affairs of any particular person (including the authority holding that information).

10 Future management of Countryside Sites - Exempt Information *(Pages 271 - 286)*
Report by the Director of Communities, Economy and Transport

11 Any other exempt items previously notified under agenda item 3

PHILIP BAKER
Assistant Chief Executive
County Hall, St Anne's Crescent
LEWES BN7 1UE

7 June 2019

Contact Simon Bailey, Democratic Services Officer,
01273 481935
Email: simon.bailey@eastsussex.gov.uk

LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 20 May 2019 at County Hall, Lewes

---

1 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 18 MARCH 2019

1.1 The Lead Member approved as a correct record the minutes of the meeting held on 18 March 2019.

2 REPORTS

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

3 STATEMENT OF COMMON GROUND ON SOFT SAND BETWEEN KENT COUNTY COUNCIL, WEST SUSSEX COUNTY COUNCIL, EAST SUSSEX COUNTY COUNCIL, BRIGHTON & HOVE CITY COUNCIL AND THE SOUTH DOWNS NATIONAL PARK AUTHORITY

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

DECISIONS

3.2 The Lead Member RESOLVED to authorise the Director of Communities, Economy and Transport to sign the Kent soft sand Statement of Common Ground and review/update and agree to amendments to it as necessary.

Reasons

3.3 The draft Kent Statement of Common Ground is a welcome collaborative attempt to identify common areas of agreement regarding supply issues of an important construction mineral. Apart from assisting Kent County Council in their Plan making process and Duty to Cooperate obligations, participating in the preparation of this joint statement on soft sand also helps East Sussex County Council provide an agreed evidence base for the Waste and Minerals Plan Review. The measures set out in the Statement do not conflict with existing policies and will assist in future working with the other Statement parties.

This page is intentionally left blank

Report to:	**Lead Cabinet Member for Transport and Environment**
Date of meeting:	**17 June 2019**
By:	**Director of Communities, Economy and Transport**
Title:	**Traffic Management in Alfriston**
Purpose:	**To consider the outcomes of the traffic signals and 20mph speed limit trial schemes carried out in September/October 2018 and to make recommendations on the next steps for traffic management in Alfriston High Street**

RECOMMENDATION: The Lead Member is recommended to:

(1) consider the outcomes of the traffic signals and 20mph speed limit trial schemes;
(2) agree the recommendation not to take forward a permanent traffic signal scheme; and
(3) agree the recommendation to consult on a package of village-wide traffic calming measures.

1. Background Information

1.1. In 2016, a public consultation exercise was held by East Sussex County Council (ESCC) to seek views about proposals for traffic management improvements in Alfriston High Street. The measures presented included the introduction of traffic signals at either end of the High Street, with an accompanying 20mph speed limit.

1.2. In September 2016, following the public consultation exercise, the Lead Member resolved that officers develop detailed designs for traffic signals at either end of the narrow section of the High Street, with the full signalisation of Weavers Lane. This was to enable the costs of the scheme to be determined with a view to County Council officers presenting a further report, at a later date, to advise whether a scheme should progress to construction.

1.3. Since the Lead Member meeting, East Sussex Highways (ESH) carried out a comprehensive review of the proposals, as presented at the 2016 consultation event, to confirm the viability of the scheme and take account of the feedback obtained during the consultation process. The results of the initial design review indicated that the location of the traffic signals, near Market Square, would cause significant operational problems around the Square. Traffic modelling carried out in November 2017 on the proposal for traffic signals at Weavers Lane and at Star Lane indicated that whilst average journey times through the village would not significantly increase, predicted queue lengths may still cause congestion around the Market Square.

1.4. In May 2018, the Lead Member resolved that a four-week trial traffic signal scheme be conducted to enable any effects of such measures to be observed in a live traffic situation. Approval for a trial 20mph speed limit was also given but for this to extend four-weeks beyond the initial four-week period so that the community could consider the two measures independently from each other.

2. Supporting Information

2.1. The trial traffic signal scheme was carried out between 17 September and 14 October 2018 with the trial 20mph speed limit continuing for a further four weeks until 11 November 2018. Details and the extent of the trial scheme are contained in Appendix 1.

2.2. The purpose of the trial was to gather evidence to determine the suitability of traffic signals in the High Street. Traffic speed surveys, video monitoring, queue lengths and journey time surveys were recorded during the trial period. Air quality monitoring was also carried out over a three-month period, in advance, during and after the trial scheme. A schedule detailing the data collected is contained within Appendix 2.

2.3. Community feedback formed a key part of the evidence gathering exercise. Approximately 800 letters were sent out to residents and businesses within the village and surrounding area. Members of the public could provide feedback to the proposals via the East Sussex County Council website. Copies of the questionnaire together with scheme proposals were also made available at Alfriston Village Store. To publicise the consultation, a press release was issued to the local newspaper. Notices were also posted around the village to publicise the trial scheme. Details of the consultation were sent to the Local Members for East Sussex County Council, and Alfriston Parish Council as well as other key stakeholder groups. A copy of the consultation letter, together with a copy of the feedback form, is included in Appendix 3.

3. Appraisal

3.1. The analysis of the traffic data gathered from the trial is set out in Appendix 4. Speed data obtained shows 85th percentile traffic speeds did not increase during the trial traffic signal or 20mph speed limit trial when compared with data collected in 2016. In respect of journey times, the data collected before and during the traffic signal trial indicated these did increase during the signal trial. Redistribution of traffic was also assessed. Whilst the temporary traffic signals were in operation, there were increases to daily traffic flow on North Road and The Street (through Litlington Village) and a reduction in traffic flow through Alfriston High Street. This data supported the feedback received during the trial suggesting drivers looked at alternative routes to avoid the traffic signals in the High Street.

3.2. The operation of signals and their impact on Market Square was a key aspect that the trial looked to assess. Following the initial review of the 2016 consultation proposals it was recommended that the northern set of traffic signals be positioned further south, at the Star Lane junction, to mitigate any potential impacts queuing traffic would have on the Square such as redirecting northbound traffic west of the island. Observations during the trial indicated that the traffic signals performed well in clearing queuing traffic in a single cycle of the traffic lights. However, the video observations also demonstrated northbound vehicles were regularly passing on the west side of Market Square because of queuing southbound traffic from Star Lane. This was observed throughout the day and not only during peak periods.

3.3. Whilst the traffic signals did address the issue of vehicles mounting the footway between Star Lane and Weaver Lane junctions, the trial exercise also identified other locations in the High Street and North Street which experienced footway incursion. As Appendix 4 demonstrates, at the Weavers Lane junction the footway was regularly being overrun throughout the day by southbound vehicles.

3.4. Impact to air quality was a concern expressed by the community. A diffusion tube survey was undertaken over a three-month period to measure Nitrogen Dioxide (NO2) concentrations across ten sites throughout the village. The results of this assessment are contained within Appendix 5. The findings from the monitoring survey indicated the proposed scheme is unlikely to significantly worsen air quality within Alfriston and is compliant with local and national policy. Owing to the short period over which the survey was conducted, it was not possible to directly correlate changes in monthly mean NO2 concentrations with specific aspects of the traffic light trials. The lack of a clear trend in measured values suggests that the impact of the scheme is not significant in air quality terms and is not perceptible against

seasonal pollutant variation. However, site observations did indicate localised changes in air quality corresponding to the sections of the High Street where queuing vehicles were regularly present.

3.5. From the public consultation exercise a total of 169 questionnaires were returned. The analysis and summary of all the comments received are set out in Appendix 6. Many responses were negative towards the traffic signals. Whilst it was acknowledged that at times the situation within the area controlled by traffic lights saw some improvements for pedestrians due to greater certainty as to the direction from which traffic will approach, this was at the detriment of other locations in the village, in particular North Street, Weavers Lane and Market Square. Concerns were also made in respect to potential increase in pollution, traffic re-distribution and reduction of safety resulting from perceived increases in vehicles speeds due to the traffic signals. In respect to the 20mph signs, general feedback suggested that this measure alone will have little impact on traffic speed or address vehicles over-running the footways in narrow sections of the High Street. There was also concern that should a 20mph scheme be introduced this would not be enforced.

3.6. Since the May 2018 Lead Member meeting, ESH have been providing updates to key stakeholder groups, namely, South Downs National Park, Alfriston Parish Council, Conserve Alfriston Group (CAG), and the Safe Alfriston for Everyone (SAFE) group. In addition, ESH have been in communication with the representatives from businesses/traders in the village together with the 'Alfriston Emergency Group', who provided the County Council with video footage they took during the trial. Many of these stakeholder groups provided separate feedback. CAG also conducted their own public consultation exercise and carried out their own traffic data collection during the trial. Of the feedback received from businesses, impact on delivery access was the main concern raised, particularly for those situated near Star Lane junction. In addition, it was felt that congestion resulting from the traffic signals also gave a negative image of the village, particularly to visitors. Comments were received to indicate some visitors would not return to the village due to the congestion issues they experienced. The feedback from key stakeholders was reflective of the responses ESH obtained from their own consultation exercise. The stakeholder feedback received is set out in Appendix 7.

3.7. In summary, the results of the trials indicate there was a reduction in vehicles overrunning the footway in the High Street between Star Lane and Weavers Lane junction, although, this was at the detriment to other parts of the village where footway over-running and queuing vehicles were observed. Measures such as converting Star Lane to one-way (westbound) would improve the operation of the traffic signals by reducing the number of vehicle turning movements at the junction. However, the distance between the Star Lane junction and Market Square is not sufficient (only seven car lengths) to allow southbound vehicles to queue. In turn southbound vehicles regularly block Market Square and impede northbound traffic flow resulting in re-distribution of traffic and at times congestion.

3.8. Solutions to address footway overrun though the High Street have been explored for over 10 years. The historic nature of the village severely constrains road space and reduces visibility for opposing road users. Various options to manage opposing traffic flows, such as one-way systems or priority working have been investigated but none of these have been considered viable. To date traffic signals are the only option that can address this issue, however from the evidence obtained from the trial scheme it is considered this measure is not viable given the significant negative impact it creates in other parts of the village.

3.9. In view of this it is recommended that a traffic signal solution is not implemented. Instead an alternative package of village-wide measures should be progressed and a consultation held to allow the community to consider. These measures could include the introduction of a village-wide 20mph speed limit to promote an environment more conducive for pedestrians, cyclists and equestrians. In addition, following the evidence gathered through the trial, changes to the existing waiting restrictions (single

yellow line) in the High Street north of Star Lane and into Market Square should be consulted on. The temporary restriction of parking in the High Street during the trial proved a necessity whilst the traffic signals were in operation, but during the 20mph speed limit only trial, the removal of parking also seemed to improve traffic flow through the centre of the village. There would also be an opportunity for the village to contribute to these proposals with additional, enhanced, village gateway signing.

3.10. As well as the measures proposed for the village, ESCC will explore options to introduce improvements to signing on the A259 to further discourage HGVs passing through Alfriston. The County Council will also continue to engage with Highways England (HE) to ensure propose that enhancements to HGV signing are included as part of the package of smaller scale improvements that HE are bringing forward for the A27 between Lewes and Polegate, which include improvements to the Drusillas roundabout.

3.11. Whilst it is acknowledged that these measures will not address the specific issues that the traffic signal solution had looked to achieve, these interventions would aim to improve driver awareness of the environment, help improve traffic flow, whilst helping to address the ongoing issue of unauthorised HGV traffic passing through the village.

4. Conclusion and Reason for Recommendation

4.1. Whilst the results of the traffic signal trial indicate there was a reduction in vehicles overrunning the footway in the High Street between Star Lane and Weavers Lane junction, this was to the detriment of other parts of the village where footway incursions and queueing traffic was observed.

4.2. It is therefore recommended that Lead Member for Transport and Environment agrees that a traffic signal scheme is not progressed and instead agrees that a package of village-wide measures, as detailed in this report, to be taken forward and consulted on.

4.3. The findings of this proposed consultation will be reported back to Lead Member for Transport and Environment for further consideration as part of the decision making process.

RUPERT CLUBB
Director of Communities, Economy & Transport

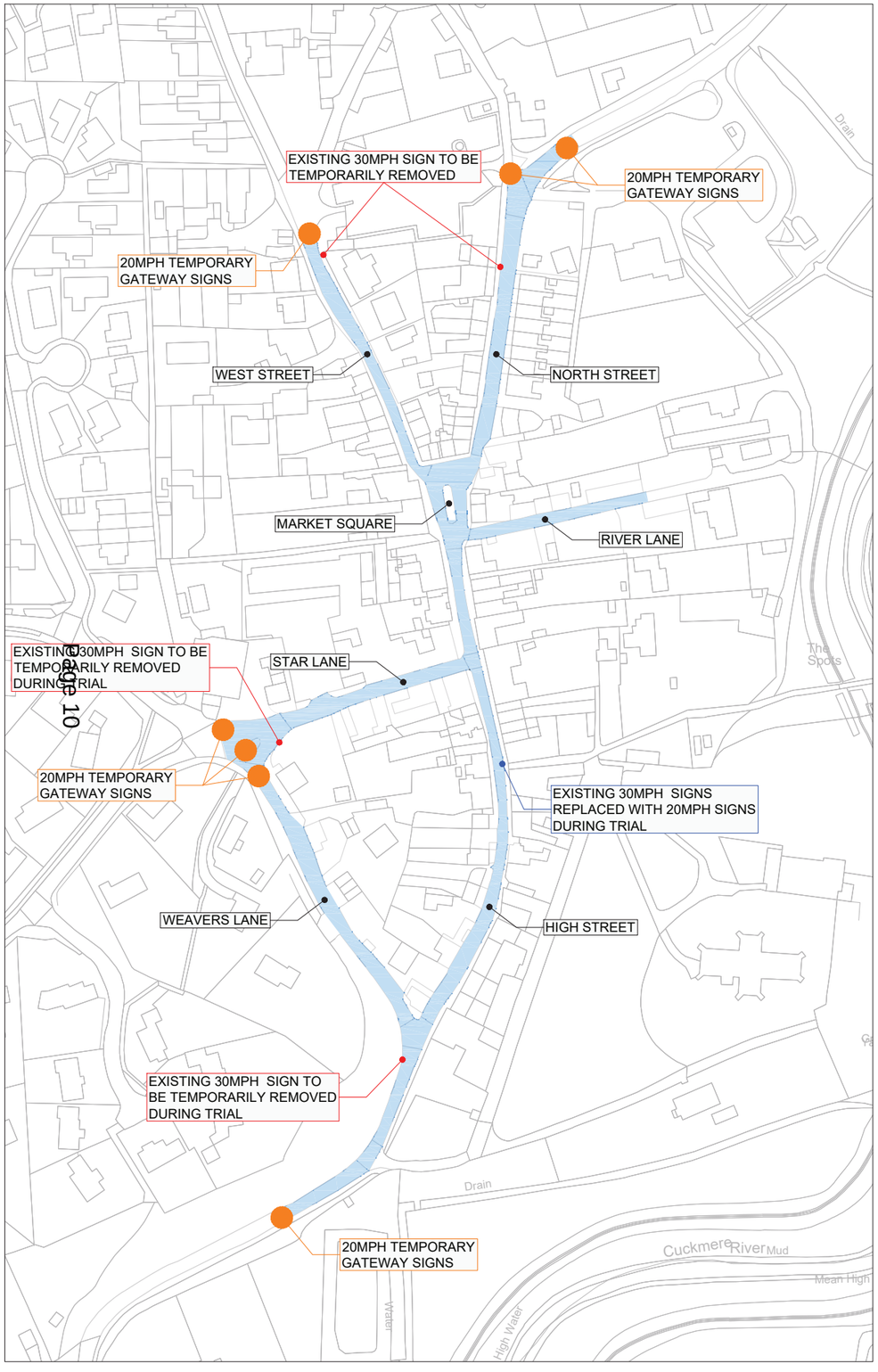
Contact Officer: James Vaks & Andrew Keer
Tel. No. 07342 998531 & 01273 336682
Email: james.vaks@eastsussexhighways.com & Andrew.keer@eastsussex.gov.uk

LOCAL MEMBER
Councillor Stephen Shing

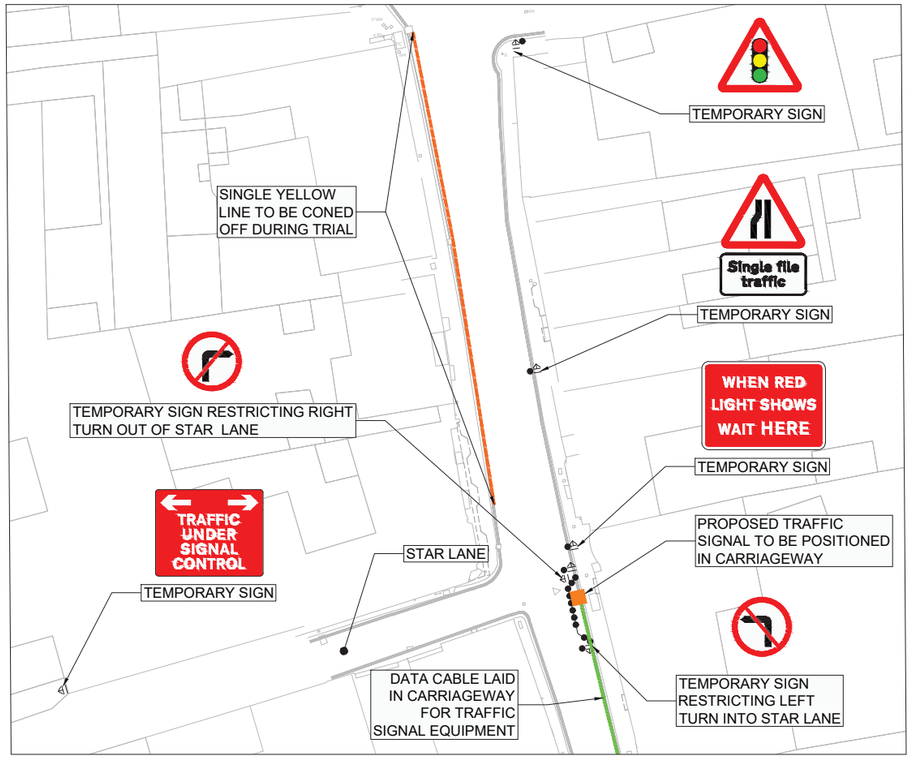
BACKGROUND DOCUMENTS
Lead Member Report dated September 2016 and May 2018

Appendix 1 - Scheme Extents

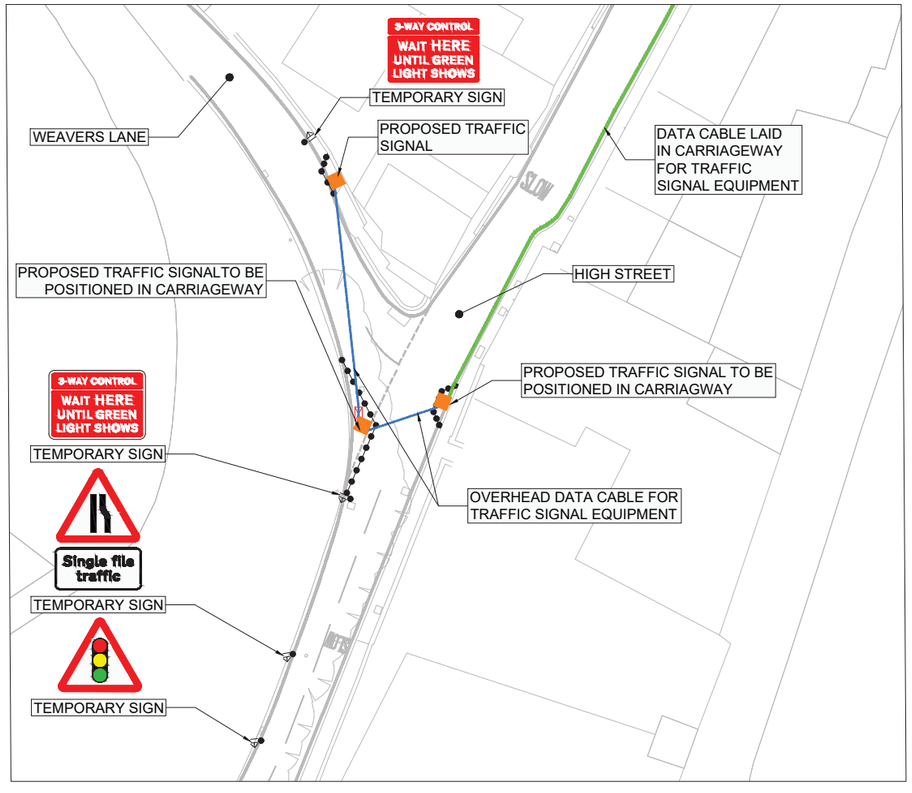
Trial Traffic Signal and 20mph speed limit scheme, Alfriston



Proposed Extents of Temporary 20mph Speed Limit



Temporary Traffic Signal Layout at Star Lane Junction



Temporary Traffic Signal Layout at Weavers Lane Junction

Example of Temporary Signal to be used for trial.

East Sussex Highways

A partnership between:

COSTAIN CH2M Supporting East Sussex

East Sussex County Council

Appendix 2 - Data Gathered

Traffic signal and 20mph speed limit trial

The following data was collected during the traffic signal and 20mph speed limit trial in operation between Sunday 16 September and Saturday 13 October 2018.

12-hour video surveys:

- Tuesday 18 September 2018
- Friday 21 September 2018
- Saturday 22 September 2018
- Tuesday 02 October 2018
- Friday 05 October 2018
- Saturday 06 October 2018
- Sunday 07 October 2018
- Wednesday 10 October 2018
- Thursday 11 October 2018
- Friday 12 October 2018
- Saturday 13 October 2018

Journey time surveys:

- Thursday 04 October 2018
- Saturday 06 October 2018

Queue length surveys:

- Thursday 04 October 2018
- Saturday 06 October 2018
- Wednesday 10 October 2018 (PM only)

Traffic volume surveys:

- Tuesday 18 September 2018
- Friday 21 September 2018
- Saturday 22 September 2018
- Tuesday 25 September to Saturday 13 October 2018

Speed surveys

- Tuesday 25 September to Saturday 13 October 2018

Air Quality monitoring

- Sunday 16 September and Saturday 13 October 2018.

20mph speed limit trial

The following data was collected during the trial period 20mph speed limit trial in operation between Sunday 14 October and Sunday 11 November 2018.

12-hour video surveys:

- Thursday 01 November 2018
- Friday 02 November 2018
- Saturday 03 November 2018
- Wednesday 07 November 2018
- Thursday 08 November 2018
- Saturday 10 November 2018

Journey time surveys:

- Thursday 01 November 2018
- Saturday 03 November 2018

Traffic volume surveys:

- Tuesday 30 October to Sunday 11 November 2018.
- Sunday 14 October to Monday 22 October 2018 (Litlington Rd)

Speed surveys

- Tuesday 30 October to Sunday 11 November 2018.
- Sunday 14 October to Monday 22 October 2018 (Litlington Rd)

Air Quality monitoring

- Sunday 14 October and Sunday 11 November 2018.

This page is intentionally left blank

Appendix 3 - Consultation Material

- Consultation Letter
- Questionnaire
- Poster

East Sussex Highways
Ringmer Depot
The Broyle
Ringmer
East Sussex
BN8 5NP
O: 0345 60 80 193
www.eastsussexhighways.com

3 September 2018

Trial traffic signal and 20mph scheme, Alfriston

Dear Resident,

East Sussex Highways on behalf East Sussex County Council are investigating the proposal to introduce traffic signals along the High Street in Alfriston between Star Lane and Weavers Lane. In May 2018, we were given approval from the Lead Member for Transport and Environment to conduct a trial traffic signal scheme in the Village to assess how well traffic signals will operate. Details of the May Lead Member meeting can be found on the County Council website here: https://tinyurl.com/yasv58yw

The trial signal scheme will take place over a four-week period between 17 September and 14 October 2018. In addition, we also propose to conduct a trial 20mph speed limit through the Village. The trial speed limit will be extended a further four weeks beyond the initial four-week traffic signal trial period so the two measures can be considered independently from each other.

The trial scheme is very much an information gathering exercise to determine the suitability of traffic signals in the Village. It will enable us to observe how the trial measures operate in a live traffic situation. Traffic speed surveys, video monitoring, queue lengths and journey time surveys will be recorded during the trial period. We will also be monitoring air quality throughout the High Street for a three-month period. This work commenced in August 2018 and the information gathered will determine what affect traffic signals has to air quality.

The traffic signal technology that will be used for the trial scheme will replicate, as much as possible, the operation of a permanent traffic signal solution, however, the appearance of the equipment will be temporary in nature and will not resemble a permanent scheme. Further details of the trial traffic signal and 20mph scheme can be viewed on the County Council website here:

https://consultation.eastsussex.gov.uk/economy-transport-environment/alfriston

Copies of the trial proposals are also available at Alfriston Village Store.

For us to safely install the temporary traffic signals at Star Lane and Weavers Lane it will be necessary to temporarily close the High Street between Weavers Lane junction and Market Square on Sunday 16 September between 09:00 and 18:00. A second road closure will also be required on Sunday 14 October between 09:00 and 18:00 to remove the traffic signal equipment after the four-week trial period.

Whilst we understand the road closures will be disruptive, given the width of the road it is simply not possible to set up the traffic signal equipment whilst still allowing traffic to safely pass the works. A signed diversion route will be in operation and 'Businesses Open as usual' signs will also be provided at both the Seaford and A27 approaches.

Commenting on the proposed trial

We would like to hear your views on the trial traffic signal and 20mph scheme. You can provide feedback by filling in the questionnaire online at:

https://consultation.eastsussex.gov.uk/economy-transport-environment/alfriston

Alternatively copies of the questionnaire are available at Alfriston Village Store.

Please return your completed questionnaire by **Friday 16 November 2018** using the 'Freepost East Sussex Highways' address.

During the trial period, should you wish to make any specific observations please contact East Sussex Highways on 0345 60 80 193.

What happens next?

We'll use your comments together with the traffic data gathered during the trial exercise to help decide how to progress with the project. A report setting out the results of this consultation and containing recommendations about how the project will progress will be considered by the East Sussex County Council Lead Member for Transport and Environment in Spring 2019.

A copy of the report and a record of any decisions taken will be available on the County Council website.

Yours faithfully,

James Vaks | **Project Manager**
Design Team | East Sussex Highways

Data Protection
East Sussex Highways respects your privacy and is committed to protecting your personal information when you use our services. East Sussex Highways is part of East Sussex County Council. For more information about your rights or how we use your information, to request copies of the information we hold about you, to request that information is deleted or to make a complaint, please see further information on data protection on the East Sussex County Council website here: www.eastsussex.gov.uk/yourcouncil/about/keydocuments/foi/dataprotection/

East Sussex Highways
Ringmer Depot
The Broyle
Ringmer
East Sussex
BN8 5NP
O: 0345 60 80 193
www.eastsussexhighways.com

Freepost East Sussex Highways

TRIAL TRAFFIC SIGNAL AND 20MPH SPEED LIMIT SCHEME, ALFRISTON

We would like your views on the trial scheme.

An online version of this questionnaire is available on the East Sussex County Council website along with plans showing the proposals:
https://consultation.eastsussex.gov.uk/economy-transport-environment/alfriston

Please return your completed questionnaire by **Friday 16 November 2018** using the 'Freepost East Sussex Highways' address.

All responses received will be treated in the strictest confidence; the Council will use the responses from this questionnaire for research purposes only.

Data Protection
East Sussex Highways respects your privacy and is committed to protecting your personal information when you use our services. East Sussex Highways is part of East Sussex County Council. For more information about your rights or how we use your information, to request copies of the information we hold about you, to request that information is deleted or to make a complaint, please see further information on data protection on the East Sussex County Council website here: www.eastsussex.gov.uk/yourcouncil/about/keydocuments/foi/dataprotection/

We are asking these questions because we want to make sure that we have a representative view of the trial from residents, businesses and stakeholder groups.

SECTION 1 – Your Status

Q1. Are You… ☐ A resident ☐ A business ☐ Other

Q2.If a business or other please provide details:

Q3. Please provide your postcode. (This will not be used to identify you)

SECTION 2 – The Trial Scheme

The trial scheme comprises of two phases, namely;

Phase 1: Traffic signals with a 20mph speed limit, in operation between Monday 17 September and Sunday 14 October 2018.

Phase 2: 20mph speed limit without traffic signals, in operation between Monday 15 October and Sunday 11 November 2018.

We therefore seek your feedback on both phases of the trial scheme.

Phase 1: Traffic signals with a 20mph speed limit

Thinking about the traffic signals with a 20mph speed limit please indicate the extent to which you agree or disagree with the following statements:

Q4. As a pedestrian I feel safer using the footway between Star Lane and Weavers Lane junction as a result of the traffic signals.

Strongly agree	Agree	Neither	Disagree	Strongly disagree	Not applicable

Q5. Please add any comments in support of your answer.

Q6. Access to my property/business has been made more difficult as a result of the traffic signals at Star Lane and Weavers Lane.

Strongly agree	Agree	Neither	Disagree	Strongly disagree	Not applicable

Q7.Please add any comments in support of your answer.

Q8. As a driver and/or rider I feel that journeys through the village are easier as a result of the traffic signals at Star Lane and Weavers Lane.

Strongly agree	Agree	Neither	Disagree	Strongly disagree	Not applicable

Q9.Please add any comments in support of your answer.

Q10. As a driver and/or rider I feel safer using the High Street as result of the traffic signals at Star Lane and Weavers Lane.

Strongly agree	Agree	Neither	Disagree	Strongly disagree	Not applicable

Q11.Please add any comments in support of your answer.

Q12. As a cyclist and/or equestrian (please circle as appropriate) I feel that journeys through the village are easier as result of the traffic signals at Star Lane and Weavers Lane.

Strongly agree	Agree	Neither	Disagree	Strongly disagree	Not applicable

Q13.Please add any comments in support of your answer.

Q14. As a cyclist and/or equestrian (please circle as appropriate) I feel safer using the High Street as result of the traffic signals at Star Lane and Weavers Lane.

Strongly agree	Agree	Neither	Disagree	Strongly disagree	Not applicable

Q15.Please add any comments in support of your answer.

Q16. Are there any other comments that you would like to make about how Phase 1 of the trial (traffic signals with a 20mph speed limit) has affected you?

Phase 2: 20mph speed limit without traffic signals

Thinking about the 20mph speed limit without traffic signals please indicate the extent to which you agree or disagree with the following statements:

Q17.As a pedestrian I feel safer using the footway between Star Lane and Weavers Lane junction as a result of the 20mph speed limit without traffic signals.

Strongly agree	Agree	Neither	Disagree	Strongly disagree	Not applicable
Q18.Please add any comments in support of your answer.					

Q19. Access to my property/business has been made more difficult as a result of the 20mph speed limit without traffic signals.

Strongly agree	Agree	Neither	Disagree	Strongly disagree	Not applicable
Q20. Please add any comments in support of your answer.					

Q21. As a driver and/or rider I feel that journeys through the village are easier as a result of the 20mph speed limit without traffic signals.

Strongly agree	Agree	Neither	Disagree	Strongly disagree	Not applicable
Q22. Please add any comments in support of your answer.					

Q23. As a driver and/or rider I feel safer using the High Street as a result of the 20mph speed limit without traffic signals.

Strongly agree	Agree	Neither	Disagree	Strongly disagree	Not applicable
Q24. Please add any comments in support of your answer.					

Q25. As a cyclist and/or equestrian (please circle as appropriate) I feel that journeys through the village are easier as a result of the 20mph speed limit without traffic signals.

Strongly agree	Agree	Neither	Disagree	Strongly disagree	Not applicable
Q26. Please add any comments in support of your answer.					

Q27. As a cyclist and/or equestrian (please circle as appropriate) I feel safer using the High Street as a result of the 20mph speed limit without traffic signals.

Strongly agree	Agree	Neither	Disagree	Strongly disagree	Not applicable
Q28. Please add any comments in support of your answer.					

Q29. Are there any other comments that you would like to make about how Phase 2 of the trial (20mph speed limit without traffic signals) has affected you?

Please turn over……

SECTION 3 – About You

Q30. Are you….

☐ Female ☐ Male ☐ Prefer not to say

Q31. Which of these age groups do you belong to?

☐ Under 18 ☐ 18-24 ☐25-34 ☐35-44 ☐45-54 ☐55-59 ☐60-64
☐ 65-74 ☐75+ ☐ Prefer not to say

Q32. To which of these ethnic groups do you feel you belong? Please select one answer:

☐White British	☐Mixed White and Asian	☐Black or Black British Caribbean
☐White gypsy/Roma	☐Asian of Asian British	☐Black or Black British African
☐White other	☐Asian or Asian British Pakistani	☐Black other
☐Asian other	☐Mixed White & Black Caribbean	☐Arab
☐Chinese	☐Mixed White & Black African	☐Other ethnic group
☐Prefer not to say		

If your ethnic group was not specified in the list please describe below:

Q33. Do you consider yourself to be disabled as set out in the Equality Act 2010?
☐ Yes ☐ No ☐ Prefer not to say

The Equality Act 2010 describes a person 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 activites. People with some conditions (cancer, multiple sclerosis and HIVAIDS, for example) are considered to be disabled from the point that they are diagnosed.

Q34. If you answered yes to Q33, please tell us the type of impairment that applies to you.

You may have more than one type of impairment, so please select all that apply. If none of these apply to you please select other and write in the type of impairment you have.

☐ Physical impairment ☐ Mental Health Condition ☐ Sensory (hearing or sight)
☐ Long standing illness or health condition such as cancer, HIV, heart disease, diabetes or epilepsy ☐ Learning disability ☐Other

Q35. If you ticked other, please specify:

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

East Sussex Highways

A partnership between:
COSTAIN CH2M Supporting East Sussex
East Sussex County Council

Alfriston
Trial Traffic Signal & 20mph Speed Limit Scheme

We would like to hear your views on the trial scheme

For further information on the scheme and to provide your feedback visit the East Sussex County Council website https://consultation.eastsussex.gov.uk

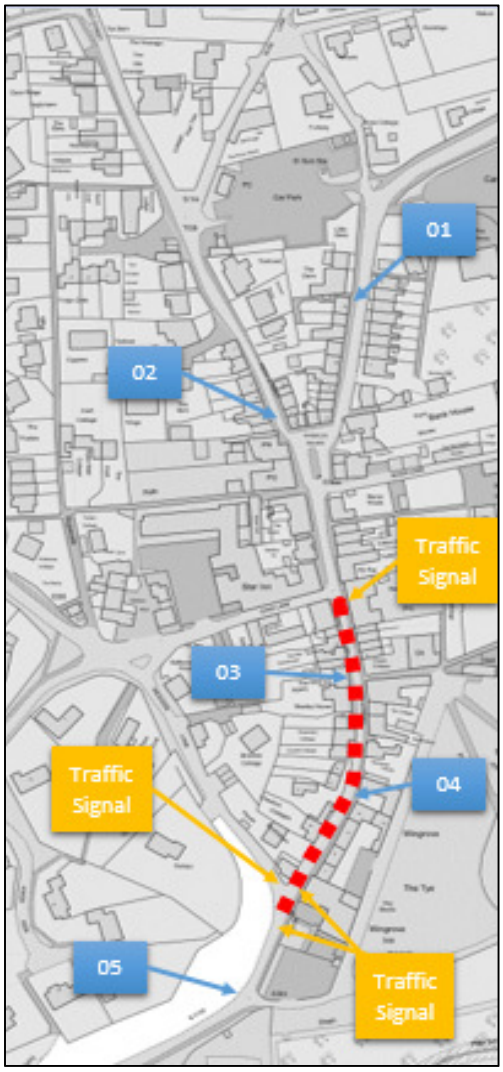
Appendix 4 - Traffic Data Analysis

1.1 Traffic Speed Surveys

1.1.1 Approach

To determine the impact the temporary traffic signals and 20mph speed limit had on traffic speeds within the village, traffic speed data was collected at five locations along the High Street, North Street and West Street during the trial period. The locations of the monitoring sites corresponded to sites where traffic speed data was captured during 2016.

Figure 1.1.1: Location of Monitoring Sites



1.1.2 Results

Table 1.1.1 provides a summary of the 85th percentile speeds recorded whilst the traffic signals were in operation as well as the speeds recorded during the times when only the 20mph speed limit trial was in effect. These speeds are compared to the data obtained in 2016. The figures stated are combined two way flows (in each direction). The 85th percentile speed is the speed at, or below, which 85 percent of the traffic is travelling. Viewed another way, this is the speed that only 15 percent of drivers exceed.

Table 1.1.1: 85th percentile speeds recorded

Site	2016 speed data (No traffic signals)	2018 speed data (Traffic signals & 20mph limit)	2018 speed data (20mph limit only)
01	25 mph	25 mph	25 mph
02	22 mph	20 mph	20 mph
03	22 mph	20 mph	21 mph
04	Site not used	21 mph	21 mph
05	32 mph	29 mph	30 mph

Table 1.1.2 provides a summary of the distribution of traffic speed throughout the day for Site 03 taken in 2018 and compared against the data obtained in 2016. Site 03 was positioned in the High Street under traffic signal control. Community feedback indicated traffic speeds had increased through this section because of the traffic signals as drivers felt confident they would not encounter opposing traffic.

Table 1.1.2: Site 03 speed distribution

	2016 speed data (No traffic signals)		2018 speed data (Traffic signals & 20mph limit)	
Recorded Speed (mph)	Number of vehicles	%	Number of vehicles	%
<11	56	3	53	2
11 - <16	692	33	1235	41
16 - <21	1014	48	1490	49
21 - < 26	312	15	218	7
26 - <31	34	2	19	1
31 - <36	4	0	2	0
>36	0	0	0	0
Total	**2,111**	**100**	**3,017**	**100**

1.1.3 Analysis

Prior to the start of the trial scheme it was considered traffic speeds at the approaches to the traffic signals may decrease, as traffic would tend to queue at the lights. Based on the data collected this seems to be the case. However, it was considered traffic speed between the traffic signals may increase as drivers may be less cautious given the traffic signals are indicating they can proceed. Based on the data gathered it suggests speeds have not increased because of signalising part of the High Street.

With this said, site observation did record instances of driver frustration or a change in driver behaviour due to the temporary signals. Instances were recorded where individual drivers would accelerate towards the green light to ensure they could pass through the signal control.

1.2 Journey Times Surveys

1.2.1 Approach

To determine the impact the temporary traffic signals and 20mph speed limit had on journey times through the village, a series of journey time surveys were conducted in advance of and during the trial period. Journeys were timed between the Lullington Road/Alfriston Road junction, to the north of the village, and the private access to the Rathfinny Estate to the south of the village, a distance of approximately 1.6km (1 mile).

1.2.2 Results

Tables 1.2.1 and 1.2.2 provide a summary of the results obtained from the journey time surveys.

Table 1.2.1: Journey time surveys – Northbound Traffic

Time period	13 September 2018 (No traffic signals)	04 October 2018 (Traffic signals & 20mph limit)
07:00 to 10:00	167 seconds	199 seconds
12:00 to 14:00	189 seconds	205 seconds
15:00 to 18:00	189 seconds	202 seconds

Table 1.2.2: Journey time surveys – Southbound Traffic

Time period	13 September 2018 (No traffic signals)	04 October 2018 (Traffic signals & 20mph limit)
07:00 to 10:00	170 seconds	220 seconds
12:00 to 14:00	169 seconds	183 seconds
15:00 to 18:00	169 seconds	208 seconds

1.2.3 Analysis

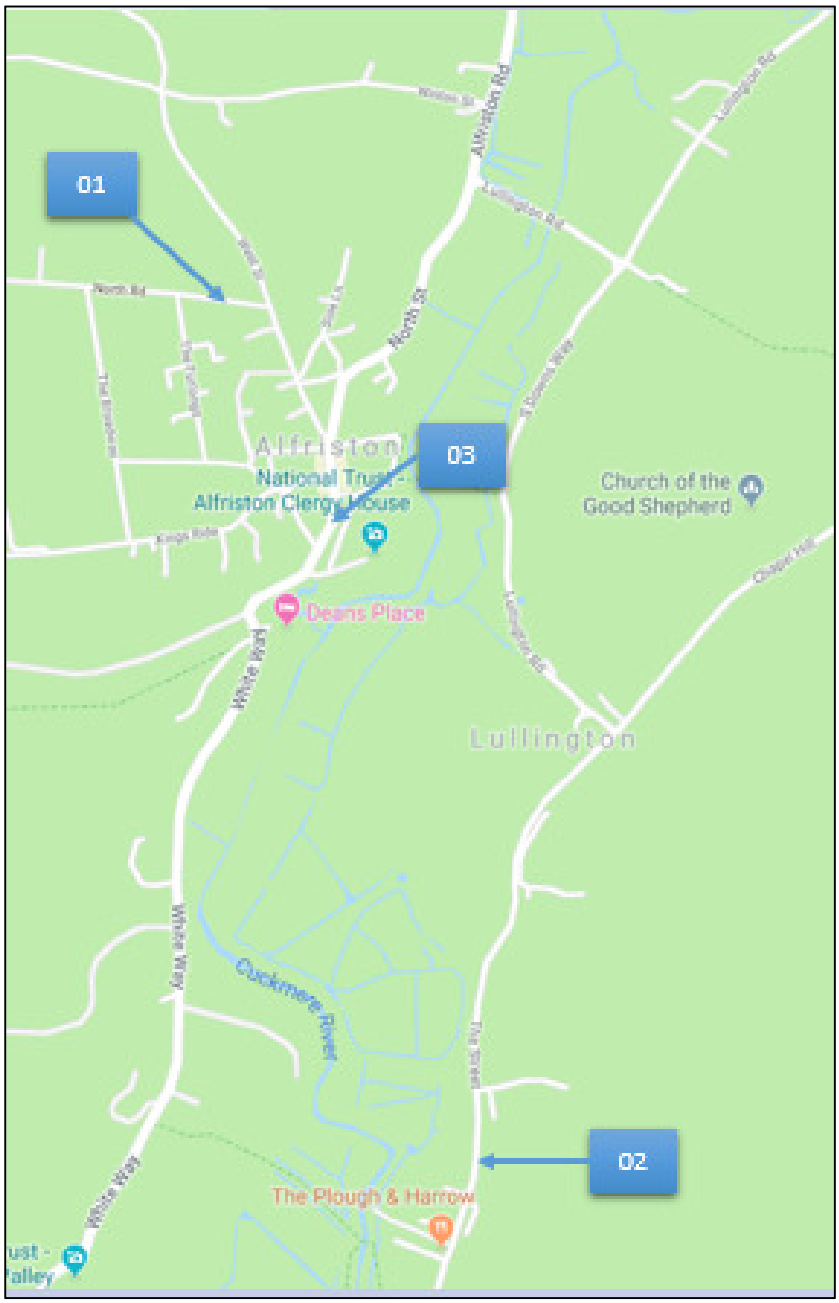
Based on the information gathered, journeys times have increased because of the introduction of traffic signals in the High Street for both southbound and northbound traffic. This increase is a result of vehicles having to wait at the signals, a condition inherent to this type of measure. Under current conditions, unless during periods when two larger vehicles are unable to pass, traffic generally remains free flowing.

1.3 Traffic Re-distribution

1.3.1 Approach

The introduction of traffic signals created a risk that traffic would avoid Alfriston High Street and use alternative routes. Monitoring sites were set up in the High Street, on North Road and on The Street in Litlington to record fluctuations in traffic flows during and after the traffic signals were in operation, as shown in Figure 1.3.1 below.

Figure 1.3.1: Location of Monitoring Sites



Site 01 – North Road
Site 02 – The Street
Site 03 – The High Street

1.3.2 Results

Figures 1.3.2, 1.3.3 and 1.3.4 provide a summary of the daily traffic flows recorded from the traffic count surveys on North Road, The Street and the High Street respectively.

Figure 1.3.2: Site 01, North Road Traffic Count Surveys Results

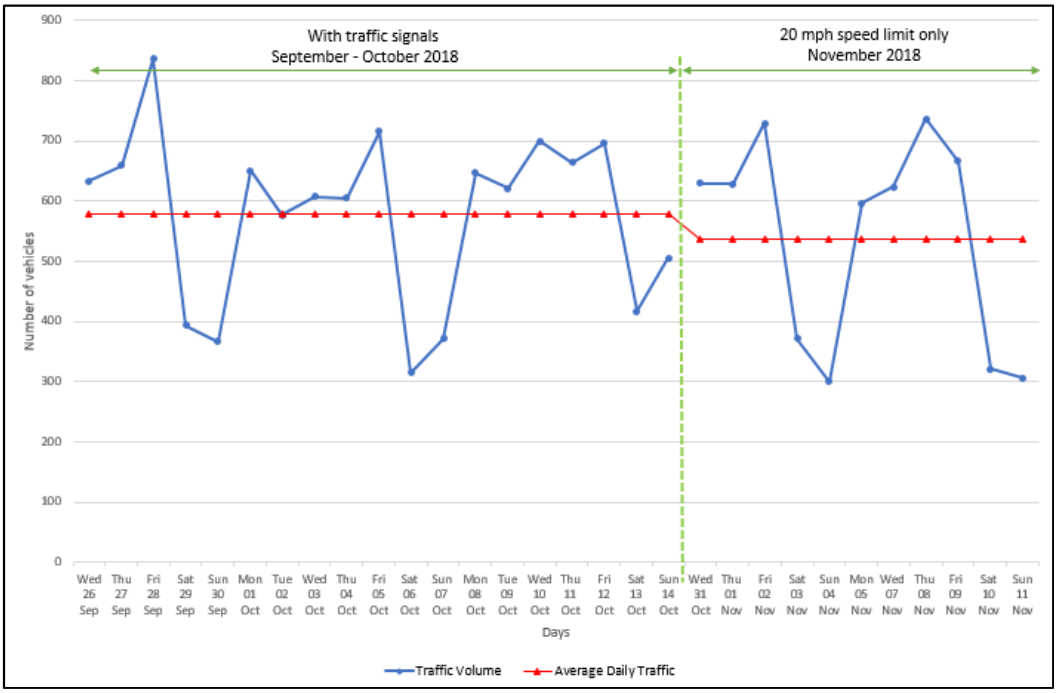


Figure 1.3.3: Site 02, The Street Traffic Count Surveys Results

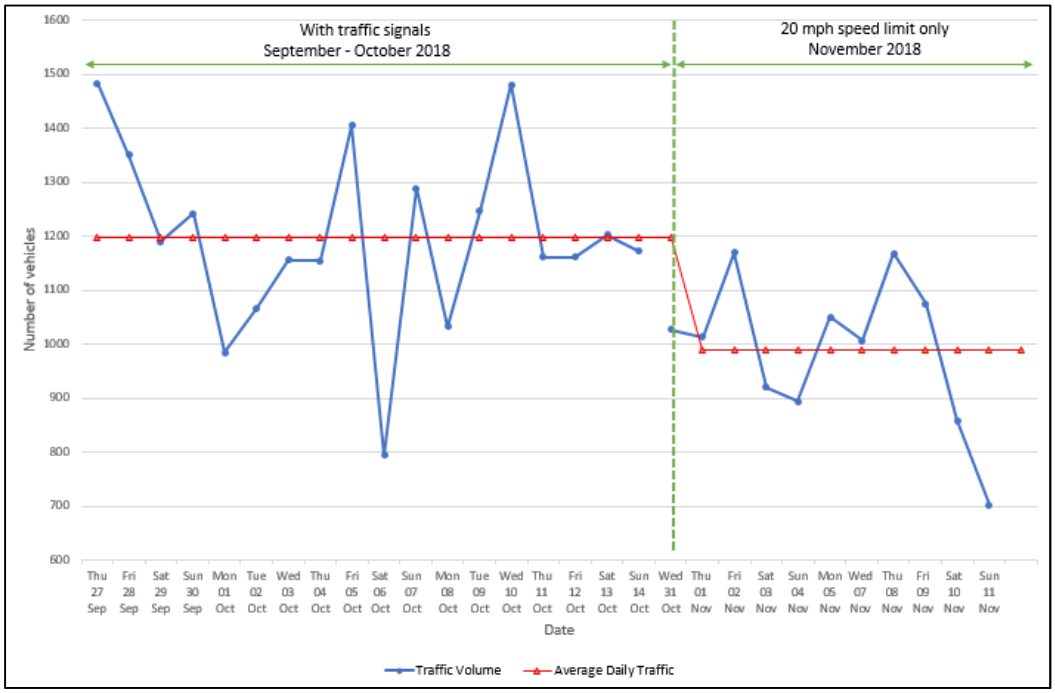
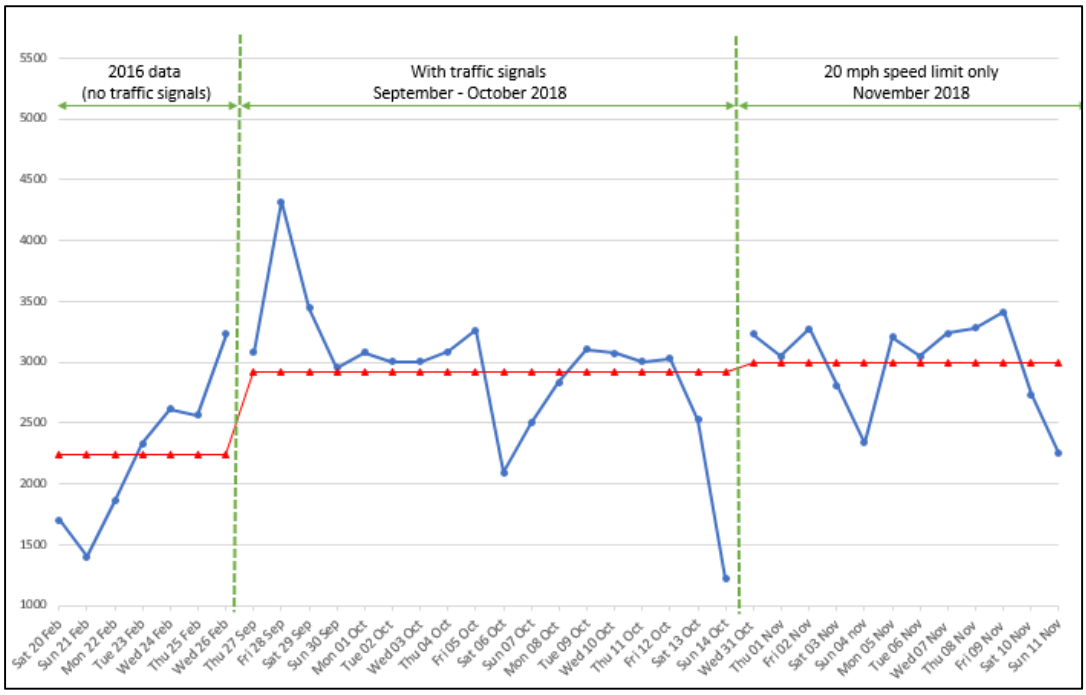


Figure 1.3.4: Site 03, The High Street Traffic Count Surveys Results



1.3.3 Analysis

Based on the information gathered at Sites 01 and 02, traffic flows did increase whilst the traffic signals were in operation. Average daily traffic flow increased by 8% and 21% on North Road and The Street respectively.

The information gathered at Site 03, the High Street, shows an increase in daily traffic from 2016 to 2018. There is insufficient evidence to explain this variance other than a general increase in background traffic over the two-year period combined with the fact that surveys were conducted at different times of the year. The 2016 survey was conducted in February whereas the 2018 surveys were carried out in September to October. Reviewing data from the County Council fixed traffic counter located at 'High and Over' on the Alfriston Road, annual trends in 2017 and 2018 indicate lower traffic levels in February than during the autumn.

Considering the two data sets collected in 2018 at Site 03, traffic flows did marginally reduce whilst the traffic signals were in operation. Average daily traffic flow decreased by 2% during the trial traffic signal period.

Overall, the information gathered suggests traffic was being redistributed on other roads to avoid the traffic signals. This data was supported by feedback received from the community during the trial, particularly along North Road where Alfriston Primary school is located. Traffic transferal to lower classified roads is less desirable. Should a traffic signal scheme be progressed, consideration would be needed for the introduction of further mitigation such as traffic calming to discourage through traffic on these roads.

1.4 Queue Length Surveys

1.4.1 Approach

Manual queue length surveys were conducted at both Star Lane and Weavers Lane junctions on sample week and weekend days to monitor how often the traffic signals could clear queuing traffic in a single green cycle. Lengths of queues were also monitored.

1.4.2 Results

Tables 1.4.1 to 1.4.3 provide a summary of the results obtained from the surveys.

Table 1.4.1: Frequency of High Street traffic clearing on a signal green phase

Sample Day	Time Period	Star Lane Junction	Weavers Lane Junction
Thursday 4 October	07:00 to 19:00	94%	94%
Saturday 6 October	08:00 to 17:30	97%	97%
Wednesday 10 October	13:00 to 19:00	90%	86%

Table 1.4.2: Average and Maximum queue lengths on the High Street (southbound traffic) at Star Lane Junction

Sample Day	Time Period	Average (PCUs)	Maximum (PCUs)
Thursday 4 October	07:00 to 19:00	5.00	44.00
Saturday 6 October	08:00 to 17:30	3.00	15.00
Wednesday 10 October	13:00 to 19:00	6.34	44.00

Table 1.4.3: Average and Maximum queue lengths on the High Street (northbound traffic) at Weavers Lane Junction

Sample Day	Time Period	Average (PCUs)	Maximum (PCUs)
Thursday 4 October	07:00 to 19:00	4.00	17.00
Saturday 6 October	08:00 to 17:30	3.00	14.00
Wednesday 10 October	13:00 to 19:00	6.41	36.00

1.4.3 Analysis

The queue length surveys conducted over the sample days indicate the traffic signals performed well for most of the time, with queuing traffic being able to pass the traffic lights in a single cycle. This level of performance is consistent with site observations and footage from the video surveys that had also been carried out. However, there were instances where traffic queues were unable to clear in a single cycle and this resulted in congestion

and at times ‘grid lock’ in Market Square and North Street. This in turn meant northbound traffic was redirected to the west side of the Square and via West Street and The Dene Carpark to avoid North Street. This finding is consistent with the footage from the video surveys.

1.5 Video Observations Surveys

1.5.1 Approach

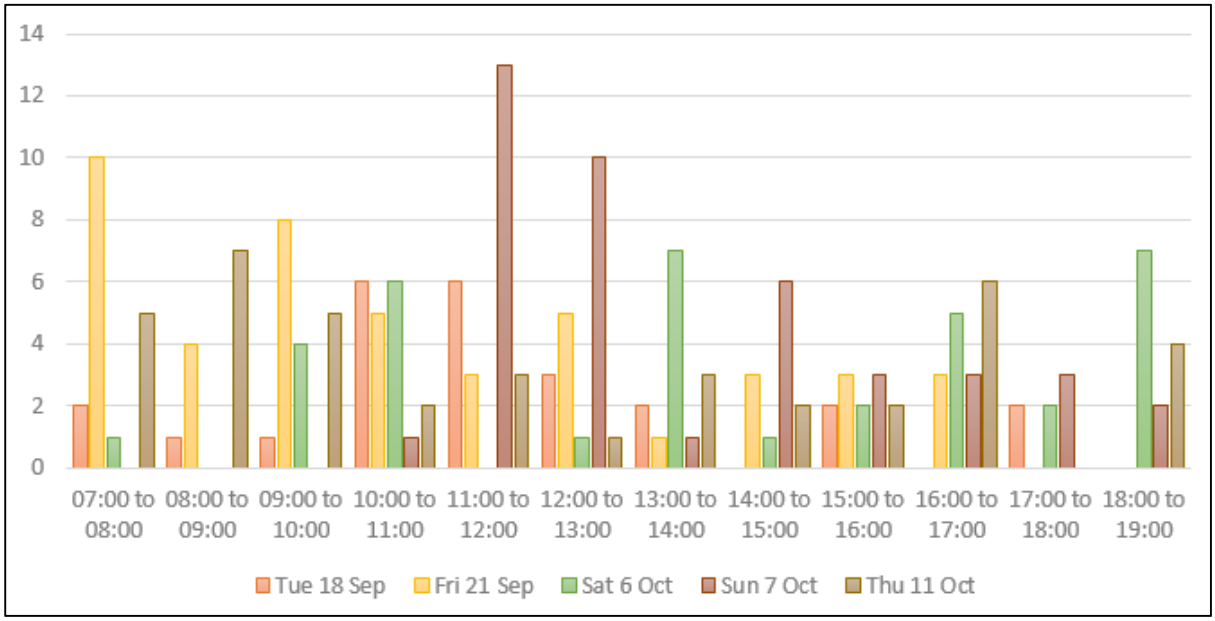
To monitor traffic behaviour during the trial periods, 12-hour video surveys were carried out over sample days at the following sites:

- North Street, at Willows Car park entrance looking south;
- Sloe Lane junction, looking south towards North Street;
- Market Square, looking south towards Star Lane junction;
- High Street, at The Old Chapel Centre looking north towards Star Lane junction;
- High Street, at The Coach House Gallery looking north up the High Street;
- High Street, at The Coach House Gallery looking south towards Weavers Lane junction;
- The Tye junction, looking north towards Weavers Lane junction.

1.5.2 Observations at Weavers Lane Junction

Site observations and video survey footage indicated the eastern footway, by Wingrove House, was regularly overrun by southbound traffic. The narrow carriageway width coupled with queuing stationary northbound traffic at the traffic signals resulted in southbound traffic occasionally having to use the footway to pass. The frequency of this occurrence is illustrated in figure 1.5.1 below.

Figure 1.5.1 Frequency of footway overrun at Weavers Lane junction.



Photograph 1.5.1 View looking north towards Weavers Lane. Northbound traffic queuing at traffic signals whilst southbound traffic passes. Southbound vehicles often over-ran the footway adjacent to Wingrove House.

Weavers Lane itself was not covered by the video footage. Supplementary site observations together with community feedback indicated the limited carriageway width at the point where vehicles were instructed to wait at the signals hampered two-way traffic movement. In turn this prevented vehicles exiting the High Street into Weavers Lane and resulted in congestion as traffic could not clear the junction. Should a permanent traffic signal solution be taken forward, a review of the location of the stop line will be needed to ensure opposing traffic can pass on Weavers Lane to prevent traffic blocking back into the High Street.

1.5.3 Observations at Star Lane Junction

The operation of Star Lane junction as part of a traffic signal solution was an issue identified prior to commencing the trial signal exercise. Star Lane operates as a two-way road with traffic allowed to enter and exit this narrow lane from the High Street. Consideration prior to the trial was made at making the road one-way to prevent vehicle access to the High Street. If this was to be introduced not only would this impact access to individual properties but it would also require re-routing part of the South Downs Way (National long distance trail) to avoid cyclists, pedestrians and equestrians who use this route being sent along a one-way road. In view of this, it was considered Star Lane remained two way during the trial period, with turning restrictions imposed at its junction with the High Street. Traffic could only turn left out of Star Lane onto the High Street (right turn ban) with a temporary ban preventing northbound traffic on the High Street entering Star Lane. The junction was monitored over the trial period.

Photograph 1.5.2 View looking north along the High Street towards Star Lane. Temporary 'left turn' ban imposed during trial period preventing northbound traffic entering Star Lane.

Photograph 1.5.3 View looking towards the High Street from Star Lane. Temporary 'right turn' ban imposed during trial period preventing traffic turning right out of Star Lane.

Based on observations made during the trial, should traffic signals be introduced, it would be recommended Star Lane be converted to a one-way road preventing vehicle access onto the High Street.

From a safety perspective, the limited visibility required vehicles to 'creep' out of the junction. High Street traffic would have to give way to emerging side road vehicles. Whilst this situation already occurs, it is considered this would have more of an impact should traffic signals be introduced since it would hinder the movement of northbound High Street traffic leaving the section of road under signal control.

On the second day of the trial (18 September 2018) a collision did occur at the junction between a vehicle emerging from Star Lane (turning left) and a vehicle traveling north along the High Street. Whilst video footage recorded the incident, there is insufficient details to determine whether the trial contributed to the event or which driver was at fault. Discussion with Sussex Police confirmed no incident report was logged. After this event, additional warning signs were erected to further enhance driver awareness of the junction and the temporary turning restrictions in place.

On the matter of traffic signal efficiency, instances of delay at the traffic signals at Star Lane were observed because of conflicting turning movements at the junction. At times, southbound vehicles wishing to enter Star Lane were prevented from doing so because there were vehicles needing to leave the junction. This then prevented southbound queues from clearing the traffic signals. Converting Star Lane to one-way operation would address this situation as vehicles would only be permitted to enter Star Lane from the High Street.

1.5.4 Observations at Market Square

The operation of signals and their impact on Market Square was a key aspect the trial looked to assess. Following the initial review of the 2016 consultation proposals it was recommended the north set of traffic signals be positioned further south, at Star Lane junction, to mitigate any potential impacts queuing traffic would have on the Square. As discussed in the report presented at the Lead Member meeting held in May 2018, creating a situation where northbound traffic is regularly passing on the west side of the island would have a negative impact to both the aesthetics and the operation of the square. In terms of safety, poor visibility coupled with narrow carriageway width does not make North Street junction conducive as the primary thoroughfare for northbound traffic. Northbound vehicles having to pass on the west side of the island would need to make a tight left turn manoeuvre back into North Street to continue their journey north.

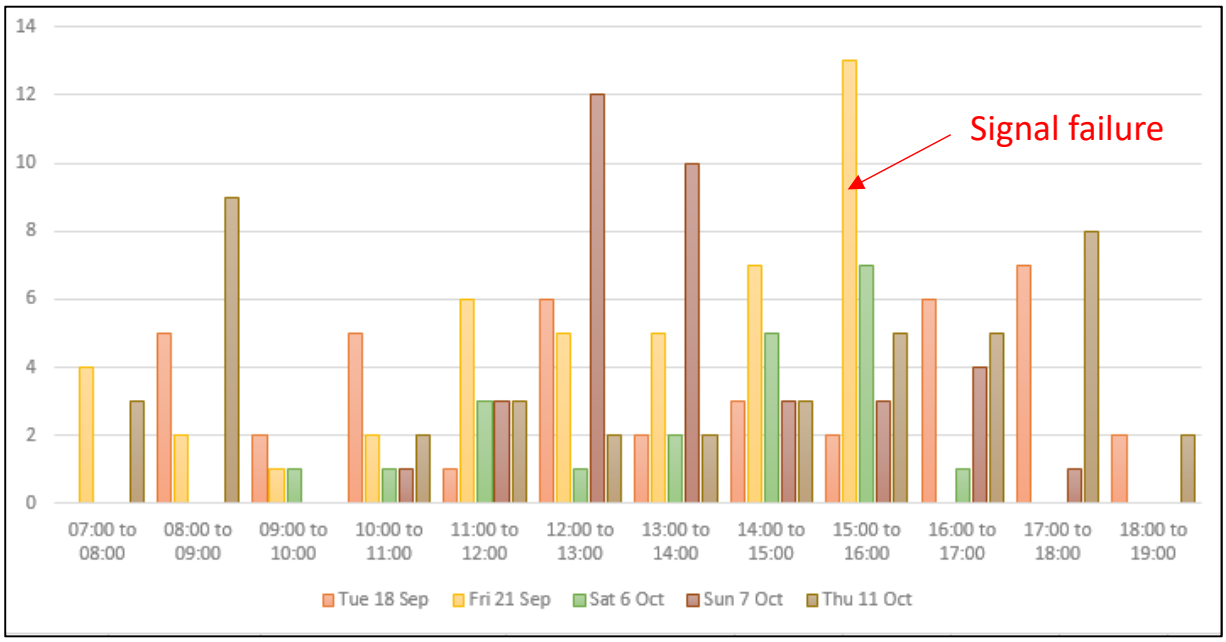
Traffic modelling undertaken during 2017 indicated traffic would queue back past Market Square during peak periods. The intention of the trial was to confirm if this assessment was correct but also determine the impact traffic signals would have during other periods of the day.

As the queue length surveys indicated, the traffic signals performed well in clearing queuing traffic in a signal cycle. However, the video observations demonstrated northbound vehicles were regularly passing on the west side of Market Square because of queuing southbound traffic from Star Lane. This is shown in the following photograph.

Photograph 1.5.4 Northbound traffic passing on the west side of the island due to southbound queues.

Whilst the trial increased the distance between the stop line and Market Square when compared to the 2016 consultation proposals, this still only provided sufficient space to allow seven to eight vehicles to queue. Any increase in this queue would generally see northbound vehicles being re-directed on the west side of the island. As shown in figure 1.5.2 this was observed throughout the day and not just during peak periods.

Figure 1.5.2 Frequency of vehicles queuing back past Market Square



(Note: On Friday 21September between 15:00 and 16:00 the traffic signals failed, creating excessive queues. The signals were subsequently switched off over the following weekend)

Congestion was exacerbated at Market Square when delivery vehicles were present, as these generally blocked the route for northbound traffic. This is shown in the following photographs.

P*hotograph 1.5.5 Delivery vehicle at Market Square blocking west side of island.*

P*hotograph 1.5.6 'Grid lock' situation because of southbound vehicle queues and congestion at Market Square.*

1.5.5 Observations at West Street and North Street

The impacts observed at North Street and West Street were a direct consequence of events at Market Square. Whilst there was no camera coverage at West Street, site observations together with community feedback indicated northbound vehicles used West Street and The Dene Carpark to avoid North Street during times of congestion.

At North Street, based on the survey results, southbound vehicle queues did extend into North Street from Market Square. Whilst camera footage was unable to pick up this occurrence, community feedback together with on-site observations recorded instances where northbound traffic had to mount the footway to pass southbound queuing traffic, as shown in the following photograph. Given the narrow highway corridor, vehicles were at times passing close to property frontages. No instances of property damage were reported to East Sussex Highways during the trial period.

P*hotograph 1.5.7 Footway over-run observed along North Street as northbound traffic tried to pass southbound queues.*

1.5.6 Observations of the temporary parking suspension on the High Street.

To facilitate the trial of traffic signals, the existing waiting restriction (single yellow line) in the High Street, north of Star Lane, was temporarily revoked. Whilst the trial demonstrated that this temporary suspension was a necessity during the operation of the traffic signals, it also showed that the removal of parking during the 20mph speed limit only trial seemed to improved traffic flow through the centre of the village.

Instances were observed where the cones used to prevent parking did impede traffic flow as this reduced carriageway width. In turn this impacted the operation of the traffic signals. Whether a permanent traffic signal scheme is taken forward or not, alterations to the current parking arrangements in the High Street and Market Square should still be considered further. As part of any investigation into this measure, it will be necessary to consider the effective enforcement of any future parking restriction.

This page is intentionally left blank

Appendix 5 - Air Quality Monitoring Report

Alfriston Traffic Management Scheme

Air Quality Monitoring Report

1.0

January 2019

East Sussex Highways

Alfriston Traffic Management Scheme

Project No:	678223
Document Title:	Air Quality Monitoring Report
Document No.:	678223-AQ1
Revision:	1.0
Date:	January 2019
Client Name:	East Sussex Highways
Project Manager:	James Vaks
Author:	James Dicks and David Wright
File Name:	Alfriston_AQ_Monitoring Report_Final_190129

Jacobs Engineering Group Inc.

1999 Bryan Street, Suite 1200
Dallas, Texas 75201
United States
T +1.214.638.0145
F +1.214.638.0447
www.jacobs.com

Document History and Status

Revision	Date	Description	By	Review	Approved
1	21/01/2019	Draft	James Dicks and David Wright	Piercarlo Smith	
2	29/01/2019	Final. Changes made based on comments from James Vaks and Joanna Walker	James Dicks and David Wright	Piercarlo Smith	Piercarlo Smith

Executive Summary

A diffusion tube survey has been undertaken to assess whether the operation of the proposed traffic signalling scheme is likely to significantly alter local air quality. The scope of the assessment aims to highlight whether compliance issues may exist in Alfriston.

The 3-month diffusion tube survey was undertaken between the 14th of August 2018 and 16th of November 2018. During this period. The proposed traffic management system was tested between September and November 2018. Traffic lights were in operation between 17th September and 14th October, whereas a 20mph speed limit was also in place from 17th September to 11th November.

Owing to the nature of the survey, it is not possible to directly correlate changes in monthly mean NO_2 concentrations with specific aspects of the traffic light trials. The lack of a clear trend in measured values suggests that the impact of Scheme is not significant in air quality terms and is not perceptible against seasonal pollutant variation. In order to ascertain the impact of each iteration of the traffic lights, each trial period would have to be a minimum of 3 months, to allow for estimations over a full year.

The results from the monitoring survey indicated that NO_2 concentrations recorded at all monitored locations are comfortably within the related standard. The highest annual mean NO_2 concentrations were located along the main route through Alfriston (High Street and North Street). This is as a result of congestion (both within and without the proposed scheme), areas where vehicles are likely to accelerate, and street canyons effects. However, despite the busy-nature of these roads (both with and without the scheme), coupled with the street canyon effect, monitored annual mean NO_2 concentrations are all well below the objective.

Given the monitored annual mean NO_2 concentrations are well below 40 µg m^{-3}, the proposed scheme is unlikely to significantly worsen air quality within Alfriston and is compliant with local and national policy.

Contents

Executive Summary **1**

Acronyms and Abbreviations ..... **ii**

1. Introduction **1-1**
1.1 Overview 1-1

2. Legislation, Policy & Guidance **2-1**
2.1 Legislation & Policy 2-1
2.2 Guidance 2-1

3. Methodology **3-2**
3.1 Baseline Information 3-2
3.2 Monitoring 3-2
3.3 Annualisation 3-4
3.4 Bias Adjustment 3-5
3.5 Limitations 3-5

4. Baseline Information **4-7**
4.1 Local Climate 4-7
4.2 Air Quality Management Areas 4-7
4.3 Local Authority Monitoring 4-7
4.4 Background Air Quality 4-8

5. Results of Monitoring Survey **5-9**

6. Conclusion **6-1**

Appendix(es)

Appendix A. Diffusion Tube Survey Location Photos **6-2**

Appendix B. Annualisation and Bias Adjustment Method (LAQM TG(16) guidance) **6-5**

Appendix C. Monitoring Survey Raw Data and Calculation Findings **6-8**

Table(s)

Table 1. Air Quality Objectives for NO_2 ..... **2-1**

Table 2. Jacobs Diffusion Tube Survey Site Information **3-4**

Table 3. Jacobs Diffusion Tube Survey Monitoring Period **3-4**

Table 4. Defra AURN Monitoring Sites **3-5**

Table 6. Alfriston Annual NO_2 Concentrations of the Jacobs 3-Month Diffusion Tube Survey. **5-9**

Table 7. Jacobs 3-Month Diffusion Tube Survey Raw Monitored NO_2 Concentrations **5-10**

Figure(s)

Figure 1. Jacobs Alfriston Diffusion Tube Survey **3-3**

Figure 2. Windrose from the Closest Meteorological Station **4-7**

Figure 3. Jacob's 3-Month Diffusion Tube Raw Monitored NO_2 Concentrations **5-11**

Figure 4. AURN Sites Monthly Average NO_2 Concentrations **5-11**

Acronyms and Abbreviations

AQMA	Air Quality Management Area
AURN	Automatic Urban and Rural Network
ASR	Annual Status Report
CAFÉ	Clean Air for Europe
Defra	Department of Environment, Food & Rural Affairs
DT	Diffusion Tube
ESCC	East Sussex County Council
EU	European Union
LAQM	Local Air Quality Management
LH	Lullington Heath
NO_2	Nitrogen Dioxide
PM	Particulate Matter
$PM_{2.5}$	Particulate Matter smaller than 2.5 µm in diameter
RWP	Rainwater Pipe
TG	Technical Guidance
UK	United Kingdom
WDC	Wealden District Council

1. Introduction

Jacobs has been commissioned by East Sussex County Council (ESCC) to carry out a diffusion tube monitoring survey to determine the annual mean Nitrogen Dioxide (NO_2) concentrations on Alfriston High Street and nearby roads as a result of varying traffic flow measures.

1.1 Overview

Alfriston is a small, historic village, located within the administrative boundaries of Wealden District Council (WDC). The High Street (between Weavers Lane and Star Lane) is a narrow two-way road with residential or commercial properties on either side, in which instances of regular unorthodox driving measures have been reported where vehicles have been found to 'mount' the kerb to allow two-way flow. The threat this presents to pedestrians, coupled with the tourist appeal of the village and its connection to major road networks (A27 and A259), has raised the demand for a solution to such an unsuitable traffic system. One possible solution is a traffic light system to control flow through the narrow pass. However, this would result in vehicles queuing at either end of the main street and raises concerns of its implications to air quality.

The proposed traffic management system was tested between September and November 2018. Traffic lights were in operation between 17th September and 14th October and a 20 mph speed limit was also in place from 17th September to 11th November.

A 3-month diffusion tube monitoring survey (from August to November 2018) has been undertaken to ascertain and analyse the annual mean NO_2 concentrations and the likelihood of air quality issues arising as a result of altering traffic signalling methods. The scope of the assessment is to highlight whether compliance issues may exist in Alfriston and provide sufficient information to confirm that the scheme is not likely to significantly alter local air quality. This report does not seek to quantify the changes in NO_2 concentrations at each location with the scheme in place, owing to the short-term nature of the trials. It is recognised however, that the scheme may cause fluctuations in pollutant concentrations at different locations during its operation, due to the changing road and driving conditions.

As the survey is 3 months long, annualisation of the diffusion tube results has been carried out, in line with published guidance.

2. Legislation, Policy & Guidance

2.1 Legislation & Policy

EU Directive 2008/50/EC[1], also known as the Clean Air for Europe (CAFÉ) Directive, came into force in June 2008. This was transposed into national legislation in March 2010. The new directive consolidated previous air quality directives (apart from the Fourth Daughter Directive), setting Limit Values or Target Values for the concentrations of specific air pollutants and providing a new regulatory framework for PM smaller than 2.5 µm in diameter ($PM_{2.5}$). It also allowed Member States to apply to postpone attainment deadlines. The EU Limit Values applicable to this assessment are presented in Table 1.

Table 1. Air Quality Objectives for NO_2
In accordance to the Air Quality (England) Regulations 2000 (SI 928 as amended)

Pollutant	Concentration (µg/m^3)	Averaging Period	Compliance Date
Nitrogen Dioxide (NO_2)	200[a]	1-hour mean	1 January 2010
	40	Annual mean	1 January 2010

[a] Not to be exceeded more than 18 times a year.

In the UK, Part IV of the Environment Act 1995[2] sets out the Local Air Quality Management (LAQM) process, where local authorities report compliance to Department of Environment, Food & Rural Affairs (Defra). The Act places an obligation on all local authorities to regularly review and assess air quality in their administrative areas, and to determine whether air quality objectives are being achieved. As part of the management process, local authorities may require developers to assess the air quality effects of proposed developments, as in this case.

2.2 Guidance

Defra's Technical Guidance (LAQM.TG(16)[3]) sets the requirement and considerations to be taken when monitoring NO_2, as set out in sections 7.179 to 7.199, including Box 7.10. It provides recommendations for the selection of appropriate locations and the duration of the monitoring surveys, specifying minimum requirements for quality assurance and quality control, laboratory performance, precision, bias adjustment and annualisation.

[1] Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe.
[2] Part IV of the Environmental Act 1995 Local Air Quality Management Policy Guidance (PG09) February 2009.
[3] Part IV of the Environmental Act 1995 Environment (Northern Ireland) Order 2002 Part III Local Air Quality Management Technical Guidance (TG16) February 2018.

3. Methodology

3.1 Baseline Information

Baseline information relevant to the Air Quality of the surrounding area has been taken from the following sources:

- Results of the Jacobs diffusion tube survey;
- Review of WDC's latest Air Quality Annual Status Report (ASR) at the time of this report;
- Satellite imagery;
- Defra's websites.

3.2 Monitoring

The chosen method, diffusion tubes (provided by Gradko International Ltd), take samples over an approximate 1-month period and gives an average NO_2 concentration for this period. This makes the technique useful for assessing the annual objective of 40 µg/m^3 but cannot be used to assess compliance with the 1-hour average (i.e. the number of hours in a year with an hourly NO_2 concentration greater than 200 µg/m^3). They are a type of passive sampler, as they do not involve the pumping of any air; instead, the flow is controlled natural diffusion. According to LAQM.TG(16), this method requires a bias adjustment based upon local or national collocation studies from automatic monitoring stations.

Single diffusion tubes were placed at a total of 10 locations. Monitoring locations were designated dependant on the location of sensitive receptors which may be impacted by the proposed changes; this includes locations between or behind traffic lights, as displayed in Figure 1.

Site information for the diffusion tube survey and the monitoring period can be seen in Table 2. and Table 3. respectively.

Figure 1. Jacobs Alfriston Diffusion Tube Locations

Table 2. Jacobs Diffusion Tube Survey Site Information
Diffusion tube coordinates and site location descriptions

ID	X	Y	Description of Location
DT1	552036	102971	On High Street, located at the southernmost region of the new traffic signaling (Weavers Lane-High Street junction), mounted on a RWP on Wingrove House
DT2	552048	103003	On High Street, located in between new traffic signaling on Star Lane-High Street junction and Weavers Lane-High Street junction, mounted on a RWP situated on Coach House Gallery
DT3	552061	103041	On High Street, located centrally of the new traffic signaling (~41 m north of DT2), mounted on a RWP situated on Moonrakers Restaurant
DT4	551976	103076	Located on the junction of Star Lane-Weavers Lane, ~82.7 m east of the traffic signaling, mounted on a wooden telegraph pole
DT5	552024	103103	On Star Lane, located ~29.9 m north east from the northernmost region of the traffic signaling (at Star Lane-High Street junction), mounted on a RWP situated on The Star Inn
DT6	552045	103148	On High Street, located ~36.9 m north of the traffic signaling, mounted on a RWP situated on The House
DT7	552057	103206	Located on North Street, situated ~93.4 m north of the traffic signaling, mounted on a RWP on Holtye Cottage
DT8	552066	103236	Located on North Street, ~124.2 m north of the traffic signaling, mounted on a RWP situated on a residential property (No. 9)
DT9	552014	103218	Located on West Street, ~112.1 m north-north west of the traffic signaling, mounted on a RWP situated on residential property (No. 2)
DT10	552102	103322	Located between Sloe Lane-North Street junction, ~192.4 m north-north east of the traffic signaling, mounted on a drain pipe on Orchard Cottage

Table 3. Jacobs Diffusion Tube Survey Monitoring Period
3-month diffusion tube survey date on and off periods

	Month 1	Month 2	Month 3
Date On	14/08/2018	16/09/2018	14/10/2018
Date Off	16/09/2018	14/10/2018	12/11/2018

The diffusion tube site location photos are presented in Table A1 in Appendix A.

3.3 Annualisation

As stated in LAQM TG(16), it is necessary to perform annualisation for any monitoring survey with less than 9-months' worth of data over a year, with a minimum of 3-months monitoring required. Box 7.10 of LAQM TG(16) states that 2 to 4 nearby (ideally within 50 miles) Automatic Urban and Rural Network (AURN) monitoring sites are selected with a minimum data capture of 85 %. These sites should be background sites, including Urban Background, Suburban or Rural, to avoid air pollution interferences from urban settings. Where nearby background sites are not available, industrial and urban sites can be used, although traffic, roadside or kerbside sites should be avoided. For each automatic monitoring site's data, a ratio is produced from the annual mean and period mean (the period of interest, in this case 14th August to 12th November). An average is then produced from these

ratios, which forms the annualisation factor. The measured period mean concentrations are then multiplied by the annualisation factor to provide an initial estimate of the annual mean NO_2 concentration.

Table 4. displays information regarding the 3 Defra AURN sites that were used in the calculation of the annualisation factor.

Table 4. Defra AURN Monitoring Sites

AURN sites selected for the annualisation factor calculation, with relevant information regarding their proximity to Alfriston, background type and percentage data capture

AURN Site Name	Distance from Alfriston	Environment Type	Data Capture (%)	Annual Mean (µg/m^3)	Period Mean (µg/m^3)[a]	Annual/Period Mean Ratio
Lullington Heath	~1 mile to the south east	Rural Background	99.0	7.6	5.5	1.4
Brighton Preston Park	~13 miles to the west	Urban Background	99.1	16.4	14.7	1.1
Horley	~28 miles to the north west	Suburban Industrial	86.5	19.3	16.9	1.1
					Mean Ratio (Annualisation Factor):	**1.2**

[a] Period Mean calculated between 14/08/2018 and 12/11/2018.

Other AURN sites considered for the annualisation factor (within 50 miles) included Chatham Roadside (~42 miles north east), Eastbourne (~5 miles east), Storrington Roadside (~27 miles west) and Worthing A27 Roadside (~23.5 miles west). Eastbourne was discarded from the annualisation factor due to having a data capture less than 85% in 2018. Chatham, Storrington and Worthing A27 are Urban Traffic Sites, thus were excluded.

3.4 Bias Adjustment

After annualisation, a bias adjustment must be applied to the diffusion tube annualised mean NO_2 concentrations. The bias adjustment factor is calculated using Defra's National Diffusion Tube Bias Adjustment Factor Spreadsheet[4], which includes the results of a number of diffusion tube surveys undertaken at existing continuous monitoring sites. The results at these locations are compared to ascertain the bias (i.e. the percentage difference between the more reliable continuous monitors and the less reliable diffusion tubes). Specific information regarding the laboratory used, method used, and year of monitoring is available for each co-location study within the spreadsheet, allowing a bespoke bias adjustment factor to be calculated. For this survey, the diffusion tubes were analysed by Gradko International Ltd, using 20% TEA / water, in 2018, which produced an overall factor of 0.9. The initial estimate of the annual mean NO_2 concentrations are then multiplied by this bias adjustment factor.

The full annualisation and bias adjustment methodology is presented in Appendix B.

3.5 Limitations

Seasonal variations (in terms of both background and local sources of pollutant emissions) are not fully captured because of the survey duration. Background pollutant concentrations vary over a year based on a number of factors, including weather / climate, and external national / international sources of pollution. For the monitoring survey to establish the impact of the traffic measures on Air Quality and separate them out from changes associated with external sources, it would have to be undertaken over a longer period of time (i.e. minimum of 3 months per measure, as well as 3 months to establish a baseline to compare them to), which would provide a greater representability in the data. In other words, it is not possible to discern if the change from one diffusion tube period to the next is a result of external sources or the scheme, over these short timescales.

The understanding of accuracy and precision amongst the diffusion tubes affects the validity and confidence of the NO_2 concentrations acquired. The use of 1 diffusion tube per site does not allow the

[4] September 2018 Spreadsheet used, as available online at: https://laqm.defra.gov.uk/bias-adjustment-factors/national-bias.html

calculation of triplicate means, as well as an understanding of the standard deviation and coefficient of variance amongst the diffusion tubes.

With a lack of nearby local authority diffusion tubes and automatic monitoring stations, the knowledge of background air quality of Alfriston is limited. This increases the uncertainty associated with the annualisation process and could potentially affect the accuracy of the changes in air quality with and without the scheme.

4. Baseline Information

The vicinity of the scheme is predominantly rural, with a small concentration of residential and commercial properties located within Alfriston. The main sources of air pollution in the area are road traffic and agricultural-related activities. There are no significant industrial sources of air pollution in the vicinity of Alfriston.

4.1 Local Climate

The predominant prevailing wind direction at Alfriston, as displayed in Figure 2, is from the south west and north-north west.

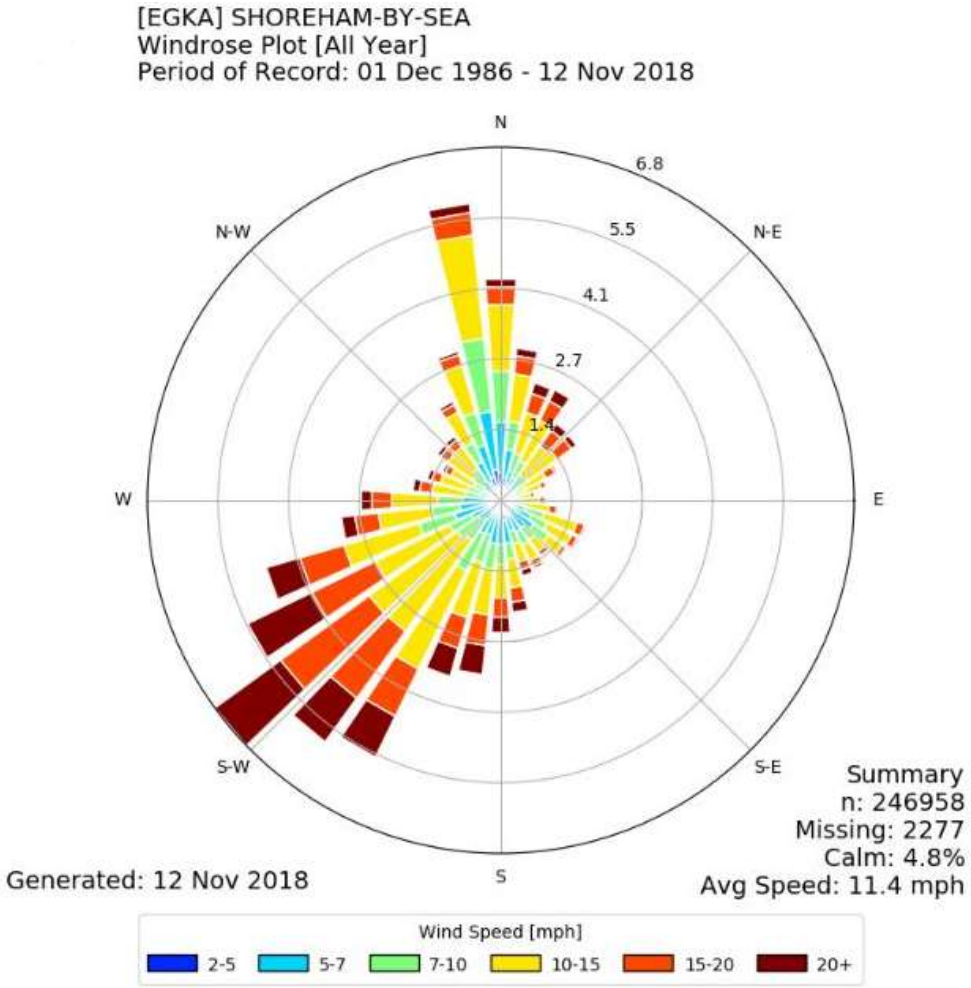


Figure 2. Windrose from the Closest Meteorological Station

Windspeed data obtained by Shoreham Airport (located ~31.3 km west of the site)

4.2 Air Quality Management Areas

The scheme is not located within an Air Quality Management Area (AQMA), the closest of which (Lewes Town Centre AQMA) is located approximately 7.5 km north west of Alfriston. This is not expected to be affected as a result of the Scheme.

4.3 Local Authority Monitoring

There are currently 10 automatic monitoring stations and 93 diffusion tube sites in operation across the five district councils of Lewes, Wealden, Eastbourne, Rother, and Hastings. However, none of these monitoring sites are located within or near Alfriston, as confirmed by review of the WDC's ASR.

4.4 Background Air Quality

Defra provides background mapping data for local authorities, which estimates annual mean background concentrations of NO_2. As seen in Table 5. , the maximum estimated annual mean background concentration for 2018 was 7.1 µg m^{-3}, which is well below the annual objective of 40 µg m^{-3}.

Table 5. Defra Background Mapping Data

Annual NO_2 concentrations (µg m^{-3}) at the closest grid locations to Alfriston

Local Authority	X	Y	Total NO_2 Concentration (µg m^{-3})	Grid Location in Relation to Alfriston
WDC	551500	103500	7.1	NW
WDC	552500	103500	7.1	NE
WDC	552500	102500	6.9	SE
WDC	551500	102500	7.0	SW

Estimated 2018 Background Air Pollution (estimated from a 2015 base year), downloaded from https://uk-air.defra.gov.uk/data/laqm-background-home. Total annual mean concentrations based on 1 km x 1 km grid squares. For further information please refer to the LAQM Support Helpdesk at http://laqm.defra.gov.uk/helpdesks.html.

5. Results of Monitoring Survey

The annual NO_2 mean concentrations of the diffusion tube survey are presented in Table 6. below.

Table 6. Alfriston Annual NO2 Concentrations of the Jacobs 3-Month Diffusion Tube Survey
Annual mean concentrations have undergone annualisation and bias adjustment

ID	Location	Annual Mean NO_2 Concentration ($\mu g/m^3$)[a]	Data Capture (%)
DT1	High Street RWP, Wingrove House	30.2	100
DT2	High Street RWP, Coach House Gallery	21.5	100
DT3	High Street RWP, Moonrakers	28.3	100
DT4	Telegraph pole on corner of Start Lane-Weavors Lane junction	11.8	100
DT5	Star Lane RWP, The Star Inn	17.1	100
DT6	High Street RWP, "The House"	28.3	100
DT7	North Street RWP, Holtye Cottage	31.7	100
DT8	North Street RWP, house No. 9	28.2	100
DT9	West Street RWP, house No. 2	14.0	100
DT10	Sloe Lane-North Street junction RWP, Orchard Cottage	13.3	100

[a] Annual mean NO_2 concentrations have undergone annualisation and bias adjustment

Diffusion tubes of particular interest to this monitoring report include those at potential locations where congestion is expected to increase as a result of the new traffic signalling, namely sites DT1 and DT6. These locations recorded annual mean NO_2 concentrations of 30.2 $\mu g\ m^{-3}$ and 28.3 $\mu g\ m^{-3}$ respectively.

Table 6. indicates that DT3, DT7 and DT8 (located along High Street through to North Street) recorded similar annual mean NO_2 concentrations. Of these, DT7 recorded the maximum annual mean NO_2 concentration across all ten monitoring locations (i.e. 31.7 $\mu g\ m^{-3}$). The monitored concentrations at these three sites are likely due to the busy nature of the roads, which act as a major access route between Alfriston, the A27 (to the north) and the A259 (to the south). Vehicle acceleration is also likely to be attributable to such concentrations, leading to increased NO_X emissions. These factors combined with the built environment (which does not allow for fresh air to dilute emissions, known as the street canyon effect[5]), are the most likely cause of the slightly higher annual mean NO_2 concentrations monitored along the High Street. The prevailing wind direction (presented in Figure 2) partially flows parallel to sections of High Street and North Street, suggesting that the severity of the canyon effect may be lessened during periods when there is a prevailing wind.

Diffusion tubes located in between the traffic signalling (DT2 and DT3) recorded concentrations of 21.5 and 28.3 $\mu g\ m^{-3}$. The lowest NO_2 concentrations across Alfriston were recorded at DT4, DT5, DT9 and DT10, which are not directly affected by the congestion of the traffic signalling but may be impacted by an altered traffic flow as a result of the scheme.

Overall, the monitored annual mean NO_2 concentrations were found to be well below the annual mean NO_2 objective of 40 $\mu g\ m^{-3}$.

Table 7. and Figure 3 displays the raw NO_2 concentrations recorded across Alfriston during the 3-month monitoring period. In comparison to the AURN monthly concentrations, as presented in Figure 4, a correlation can be seen in terms of seasonal variability. This is besides Horley monitor, at which concentrations tend to fluctuate throughout the year. The Brighton and Lullington Heath (LH) monitors, however, record their lowest NO_2 concentrations during June (Brighton) and August (LH), which then gradually increase to a peek at October (Brighton) and November (LH). This seasonal variance correlates to concentrations recorded at all diffusion tubes sites (with the exception of DT1), which provides further evidence that monthly mean changes in NO_2 concentrations shown by the monitoring cannot be solely attributed to the scheme.

[5] LAQM TG(16) defines a street canyon as "narrow streets where the height of buildings on both sides of the road is greater than the road width, leading to the formation of vortices and recirculation of air flow that can trap pollutants and restrict dispersion".

Table 7. Jacobs 3-Month Diffusion Tube Survey Raw Monitored NO2 Concentrations
Raw monthly data (without annualisation and bias adjustment)

ID	Date On	Date Off	Raw NO_2 Concentration ($\mu g\ m^{-3}$)
DT1	14/08/2018	16/09/2018	30.1
	16/09/2018	14/10/2018	26.5
	14/10/2018	12/11/2018	29.1
DT2	14/08/2018	16/09/2018	19.2
	16/09/2018	14/10/2018	20.4
	14/10/2018	12/11/2018	21.3
DT3	14/08/2018	16/09/2018	24.5
	16/09/2018	14/10/2018	26.5
	14/10/2018	12/11/2018	29.2
DT4	14/08/2018	16/09/2018	9.3
	16/09/2018	14/10/2018	12.0
	14/10/2018	12/11/2018	12.0
DT5	14/08/2018	16/09/2018	14.2
	16/09/2018	14/10/2018	16.7
	14/10/2018	12/11/2018	17.7
DT6	14/08/2018	16/09/2018	25.3
	16/09/2018	14/10/2018	28.8
	14/10/2018	12/11/2018	26.2
DT7	14/08/2018	16/09/2018	27.9
	16/09/2018	14/10/2018	31.5
	14/10/2018	12/11/2018	30.6
DT8	14/08/2018	16/09/2018	24.0
	16/09/2018	14/10/2018	28.3
	14/10/2018	12/11/2018	27.9
DT9	14/08/2018	16/09/2018	11.1
	16/09/2018	14/10/2018	14.2
	14/10/2018	12/11/2018	14.5
DT10	14/08/2018	16/09/2018	11.6
	16/09/2018	14/10/2018	13.5
	14/10/2018	12/11/2018	12.5

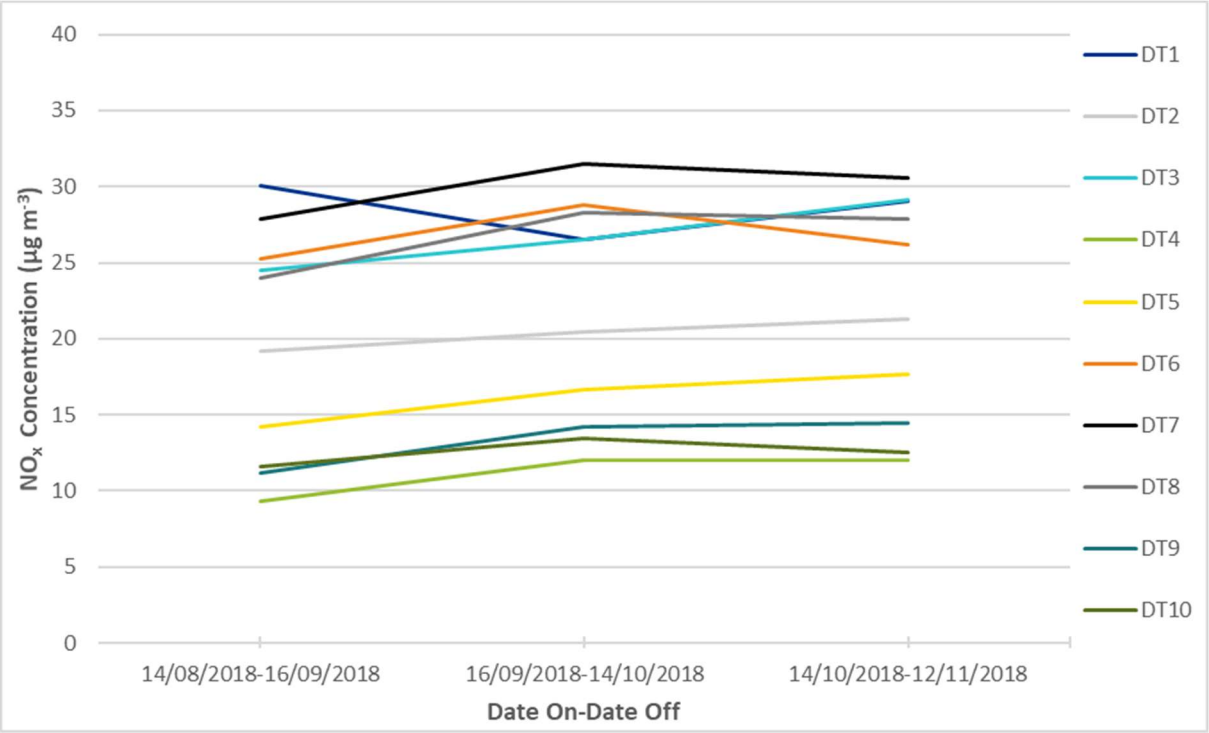


Figure 3. Jacob's 3-Month Diffusion Tube Raw Monitored NO_2 Concentrations

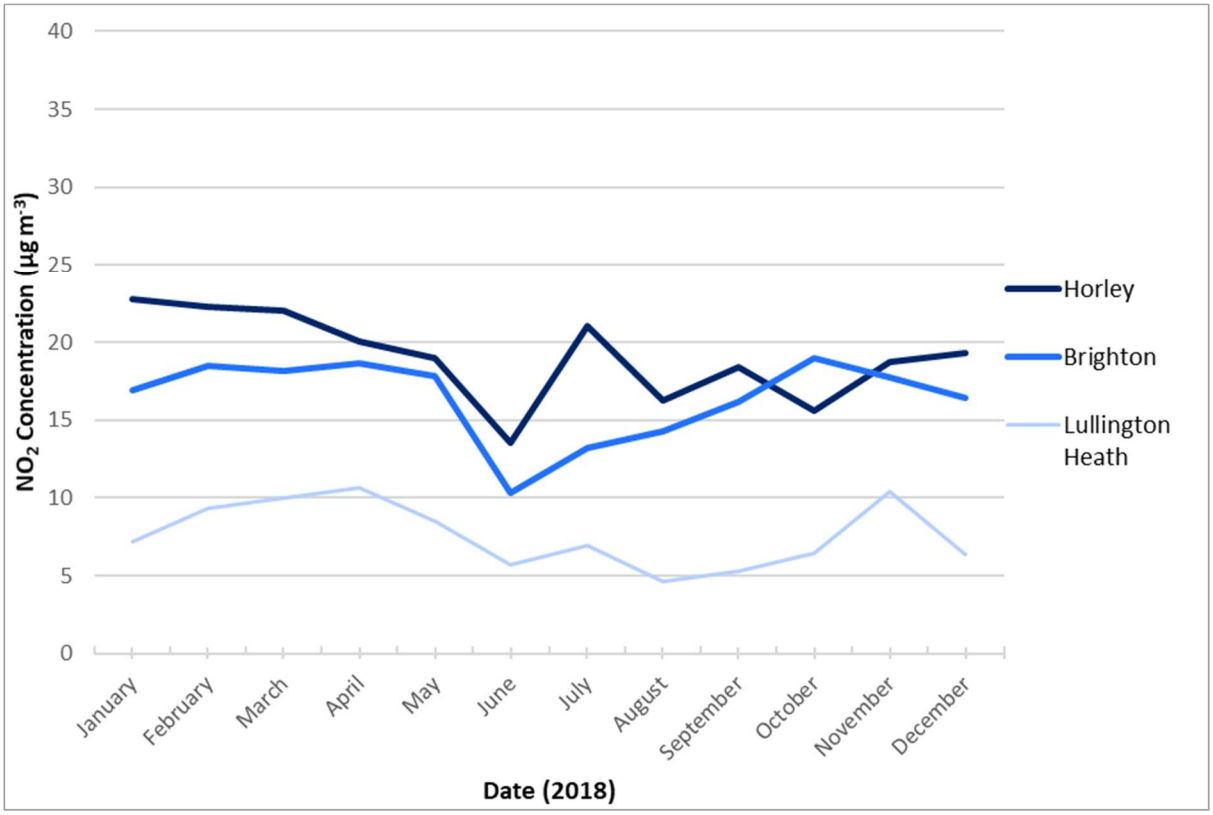


Figure 4. AURN Sites Monthly Average NO_2 Concentrations

The raw diffusion tube data and annualisation/bias adjustment calculations are presented in Table C1Table C1. in Appendix C.

6. Conclusion

A 3-month NO_2 diffusion tube survey has been undertaken at 10 locations within Alfriston, to ascertain whether the introduction of traffic management schemes could result in exceedances of the annual mean NO_2 objective at relevant sensitive receptors.

The findings from the monitoring survey indicates that the greatest annual mean NO_2 concentrations were found at locations along High Street and North Street, which are the roads most likely to be affected by congestion as a result of the scheme.

Owing to the nature of the survey, it is not possible to directly correlate changes in monthly mean NO_2 concentrations with specific aspects of the traffic light trials. The lack of a clear trend in measured values suggests that the impact of Scheme is not significant in air quality terms and is not perceptible against seasonal pollutant variation. In order to ascertain the impact of each iteration of the traffic lights, each trial period would have to be a minimum of 3 months, to allow for estimations over a full year.

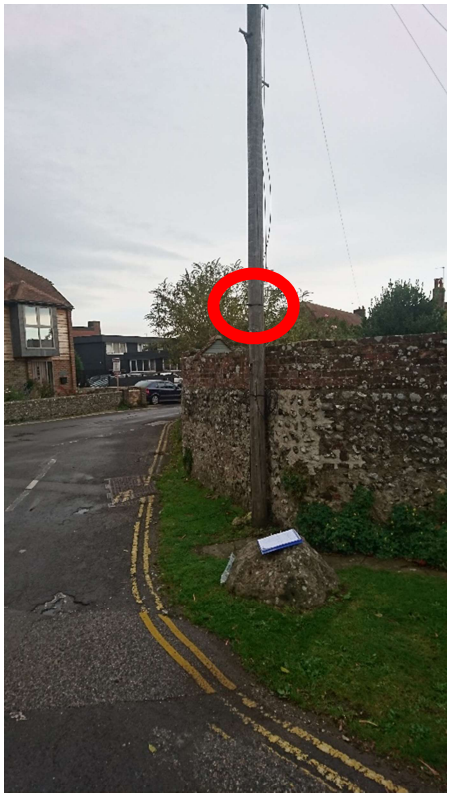
However, despite the busy-nature of these roads (both with and without the scheme), coupled with the street canyon effect, monitored annual mean NO_2 concentrations are all well below the objective.

Given the monitored annual mean NO_2 concentrations are well below 40 µg m^{-3}, the proposed scheme is unlikely to significantly worsen air quality within Alfriston and is compliant with local and national policy.

Appendix A. Diffusion Tube Survey Location Photos

Table A1. Jacob's Diffusion Tube Survey Site Locations
Photographic identification of each singular diffusion tubes (highlighted - red circle) per site

	
DT1: Wingrove House, High Street	DT2: Coach House Gallery, High Street

	
DT3: Moonrakers Restaurant, High Street	DT4: Telegraph Pole, Star Lane/Weavers Lane
	
DT5: The Star Inn, Star Lane	DT6: The House, High Street

	
DT7: Holtye Cottage, North Street	DT8: No. 9, North Street
	
DT9: No. 2, West Street	DT10: Orchard Cottage, North Street

Appendix B. Annualisation and Bias Adjustment Method (LAQM TG(16) guidance)

NO_2 by Diffusion Tubes

Diffusion tubes take samples over an approximately 1-month period. As such they are useful for assessing the annual objective of 40 µg m^{-3} but cannot be used to assess the number of hours greater than 200 µg m^{-3}. As they are not the reference method, and passive diffusion typically results in a low accuracy, it is necessary to bias correct the results based upon local or national collocation studies with chemiluminescent analysers. It is also necessary to calculate the data capture, and if this is less than 75%, the results should be annualised.

The low cost per tube permits sampling at a number of points in the area of interest; which is useful in highlighting “hotspots” of high concentrations, such as alongside major roads. They are less useful for monitoring around point sources or near to industrial locations where greater temporal resolution is required for particular objectives. They are useful both for annual monitoring as well as short term monitoring projects. They can be placed in many different locations, though are typically placed on building façades in heavily trafficked areas, and in urban background locations. If there are any continuous NO_2 chemiluminescent monitors within the local authority area, then three diffusion tubes should be collocated as close as possible to the chemiluminescent sampler’s inlet, but certainly within 1 m.

The site should be open to the sky, with no overhanging vegetation or buildings. It is important to place diffusion tubes where there is free circulation of air around the tube, but the opposite extreme should also be avoided, i.e. areas of higher than usual turbulence. For this reason, the tube should not be located on the corner of a building.

It is necessary to calculate the diffusion tubes’s annual average, annualised, and then bias corrected. In order to do this, firstly the annual average is calculated for all sites. So long as the diffusion tube calendar is adhered to, then even though the periods that the tubes are out varies, it is acceptable to do a simple average. If the periods that the tubes were out varied beyond the 4 to 5 week recommendation, then it may be necessary to do a time weighted average.

Annualisation

For any monitoring sites with fewer than 9 months’ worth of data, it is necessary to perform annualisation. A minimum of three months monitoring is required for annualisation to be completed. This can be undertaken using the technique discussed in Box B1.

Box B1. Example: Annualising NO2 Diffusion Tube Monitoring Data
As displayed in LAQM TG(16) guidance (Box 7.10)

A diffusion tube site (D1) has 8 months' worth of data and so it is necessary to annualise. A continuous background site (B1) has greater than 85% data capture for the year. For guidance on the choice of background sites, please refer to Box 7.9. The tubes were set out in accordance with the recommended calendar for 2015. If there are many locations to be annualised then it can be quicker to average the background site data to the same calendar as the diffusion tubes. The results are given in the below table. In addition, the results are given for the background site for those months that D1 data are available (Column B1 when D1 is Available).

Start Date	End Date	B1	D1	B1 when D1 is Available
7 January 2015	4 February 2015	15.6	38.4	15.6
4 February 2015	4 March 2015	38.3		
4 March 2015	1 April 2015	22.7	43.1	22.7
1 April 2015	29 April 2015	22.2		
29 April 2015	27 May 2015	24.9	51.3	24.9
27 May 2015	1 July 2015	20.8		
1 July 2015	29 July 2015	18.1	31.3	18.1
29 July 2015	26 August 2015	16.1	26.8	16.1
26 August 2015	30 September 2015	25.5	41.0	25.5
30 September 2015	28 October 2015	21.1		
28 October 2015	2 December 2015	28.1	29.8	28.1
2 December 2015	6 January 2016	32.0	39.8	32.0
Average		23.8	37.7	22.9

The annual mean ($\mathbf{A_m}$) of B1 is 23.8µg/m³. The period mean ($\mathbf{P_m}$), of B1 is 22.9µg/m³. The ratio **R** of the annual mean to the period mean ($\mathbf{A_m/P_m}$) is 1.04. This process should be repeated for all continuous background sites. If no continuous monitoring sites are available, then diffusion tube sites from background locations with 12 months' data may be used. In either case, the more background sites that can be identified the better. Calculate the average of these ratios $\mathbf{R_a}$. This is then the annualisation factor. For guidance on the calculation of $\mathbf{R_a}$, please refer to Box 7.9.

The measured period mean concentration **M** is 37.7µg/m³. Multiply by this annualisation factor Ra to give the estimate of the annual mean for 2015. Assuming that all other background sites yielded an annualisation factor of 1.04, then R_a in this example is 1.04; and the annualised average of $\mathbf{D1 = M \times R_a = 37.7 \times 1.04 = 39.2 \mu g/m^3}$.

If the periods that the tubes were out varied beyond the 4 to 5 week recommendation, then it may be necessary to do a time weighted average rather than simple average in order to calculate M, A_m and P_m.

Where a short-term monitoring survey has been completed in the present year and an estimate of annual mean is required, please contact the LAQM Support Helpdesk for further information.

Bias Adjustment

After annualisation, the tubes should be corrected for bias. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. This should not be confused with precision, which is an indication of how similar the results of duplicate or triplicate tubes are to each other. While it is possible to adjust diffusion tube results to account for bias, it is not possible to correct for poor precision.

Where local authorities have conducted a collocation study, then the results of the studies should be sent to the LAQM Support Helpdesk. This information is used to formulate a national bias adjustment factor for each type of tube. Figure B1 shows an example output from the National Diffusion Tube Bias Adjustment Factor Spreadsheet. In this example, there were five different studies throughout the UK, and the average bias factor was 0.79. Local authorities should compare the results of correcting data by the locally derived factor (in this example 0.80); to that of the nationally derived factor (in this example 0.79). It is important to stress that correction should not be done by both the local and national factors at the same time. If the factors are significantly different from each other, and/or if it makes a difference as to which sites are greater or less than 40 µg m^{-3}, then this should be clearly discussed in the LAQM report. The nationally derived factor will also include any locally derived factors based on collocation data sent to NPL. As such, the national factor is likely to be the more reliable.

National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 06/15

Follow the steps below **in the correct order** to show the results of **relevant** co-location studies
Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods
Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet
This spreadsheet will be updated every few months: the factors may therefore be subject to change. This should not discourage their immediate use.

This spreadsheet will be updated at the end of September 2015

LAQM Helpdesk Website

The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECOM and the National Physical Laboratory.

Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.

Step 1:	Step 2:	Step 3:	Step 4:
Select the Laboratory that Analyses Your Tubes from the Drop-Down List	Select a Preparation Method from the Drop-Down List	Select a Year from the Drop-Down List	Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.
If a laboratory is not shown, we have no data for this laboratory.	If a preparation method is not shown, we have no data for this method at this laboratory.	If a year is not shown, we have no data[2]	If you have your own co-location study then see footnote[4]. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@uk.bureauveritas.com or 0800 0327953

Analysed By[1]	Method (To undo your selection, choose (All) from the pop-up list)	Year[2] (To undo your selection, choose (All))	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision[5]	Bias Adjustment Factor (A) (Cm/Dm)
ESG Didcot	20% TEA in water	2014	KS	Marylebone Road Intercomparison	12	114	80	42.6%	G	0.70
ESG Didcot	20% TEA in water	2014	R	Rhondda Cynon Taf CBC	11	34	30	10.5%	G	0.90
ESG Didcot	20% TEA in water	2014	KS	South Lakeland District Council	9	41	32	29.2%	G	0.77
ESG Didcot	20% TEA in water	2014	UB	Wigan Council	13	28	22	27.5%	P	0.78
ESG Didcot	20% TEA in water	2014		Overall Factor[3] (4 studies)				Use		0.79

Figure B1. National Bias Adjustment Factor Spreadsheet

As displayed in LAQM TG(16) guidance (Figure 7.2)

Appendix C. Monitoring Survey Raw Data and Calculation Findings

The Gradko provided (raw) data for monthly NO_2 concentrations over the 3-month survey can be seen in the pages below. In addition to this, the process of averaging, annualisation and bias adjustment of the 3-month survey can be seen in Table C1.

gradko environmental
(A division of Gradko International Ltd.)
St. Martins House, 77 Wales Street Winchester, Hampshire SO23 0RH
tel.: 01962 860331 fax: 01962 841339 e-mail:diffusion@gradko.co.uk

ilac-MRA UKAS TESTING 2187

LABORATORY ANALYSIS REPORT

NITROGEN DIOXIDE IN DIFFUSION TUBES BY U.V.SPECTROPHOTOMETRY

REPORT NUMBER M06637R
BOOKING IN REFERENCE M06637
DESPATCH NOTE 46090
CUSTOMER Jacobs Engineering UK Ltd Attn: David Wright
1st Floor Jacobs
Friars House
Manor House Drive
Coventry
CV1 2TE
DATE SAMPLES RECEIVED 18/09/2018

Location	Sample Number	Exposure Data Date On	Date Off	Time (hr.)	µg/m^3 *	ppb *	TOTAL µg NO_2
1 HIGH STREET RWP ON WINGROVE HOUSE	1201688	14/08/2018	16/09/2018	790.37	30.08	15.70	1.73
2 HIGH STREET RWP ON THE COACHOUSE GALLERY	1201689	14/08/2018	16/09/2018	790.58	19.20	10.02	1.10
3 HIGH STREET POST OUTSIDE MOONROAKERS	1201690	14/08/2018	16/09/2018	790.70	24.50	12.79	1.41
4 TELEGRAPH POLE @ CORNER OF START LANE/WEAVORS LANE	1201691	14/08/2018	16/09/2018	790.17	9.33	4.87	0.54
5 STAR LANE RWP ON THE STAR INN	1201692	14/08/2018	16/09/2018	789.95	14.23	7.43	0.82
6 HIGH STREET RWP ON "THE HOUSE"	1201693	14/08/2018	16/09/2018	790.55	25.25	13.18	1.45
7 NORTH STREET RWP ON HOLME COTTAGE	1201694	14/08/2018	16/09/2018	791.00	27.88	14.55	1.60
8 NORTH STREET RWP	1231671	14/08/2018	16/09/2018	790.07	23.98	12.52	1.38
9 WEST STREET RWP ORCHARD COTTAGE	1231672	14/08/2018	16/09/2018	791.17	11.15	5.82	0.64
10 NORTH STREET RWP ORCHARD COTTAGE	1201678	14/08/2018	16/09/2018	791.67	11.63	6.07	0.67
BLANK TUBE	1231673	14/08/2018	16/09/2018	792.00	0.05	0.03	0.00
BLANK TUBE	1231674	14/08/2018	16/09/2018	792.00	0.09	0.05	0.01
BLANK TUBE	1231675	14/08/2018	16/09/2018	792.00	0.05	0.03	0.00

REPORT OFFICIALLY CHECKED

Gradko International Ltd
This signature confirms the authenticity of these results
Signed.....
L. Gates, Laboratory Manager

gradko environmental
(A division of Gradko International Ltd.)
St. Martins House, 77 Wales Street Winchester, Hampshire SO23 0RH
tel.: 01962 860331 fax: 01962 841339 e-mail:diffusion@gradko.co.uk

2187

LABORATORY ANALYSIS REPORT

NITROGEN DIOXIDE IN DIFFUSION TUBES BY U.V.SPECTROPHOTOMETRY

REPORT NUMBER M07384R
BOOKING IN REFERENCE M07384
DESPATCH NOTE 46392
CUSTOMER Jacobs Engineering UK Ltd Attn: David Wright
1st Floor Jacobs
Friars House
Manor House Drive
Coventry
CV1 2TE
DATE SAMPLES RECEIVED 16/10/2018

Location	Sample Number	Exposure Data Date On	Date Off	Time (hr.)	µg/m³ *	ppb *	TOTAL µg NO_2
1 High Street RWP on Wingrove House	1231676	16/09/2018	14/10/2018	667.92	26.49	13.83	1.29
2 High Street RWP on the Coach House Gallery	1231670	16/09/2018	14/10/2018	668.17	20.45	10.67	0.99
3 High Street Post Outside Moonrakers	1231661	16/09/2018	14/10/2018	668.17	26.54	13.85	1.29
4 Telegraph Pole @ Corner of Star Lane Weavers Lane	1231662	16/09/2018	14/10/2018	668.00	12.03	6.28	0.58
5 Star Lane RWP on The Star Inn	1231663	16/09/2018	14/10/2018	668.08	16.66	8.70	0.81
6 High Street RWP on "The House"	1231664	16/09/2018	14/10/2018	668.25	28.76	15.01	1.40
7 North Street RWP on Holtye Cottage	1231665	16/09/2018	14/10/2018	668.33	31.52	16.45	1.53
8 North Street RWP	1231666	16/09/2018	14/10/2018	668.58	28.32	14.78	1.38
9 West Street RWP NO2 Property	1231667	16/09/2018	14/10/2018	668.58	14.22	7.42	0.69
10 North Street RWP Orchard Cottage	1231668	16/09/2018	14/10/2018	668.67	13.46	7.02	0.65
Blank Tube #1	1231669			668.67	0.10	0.05	0.01
Blank Tube #2	1240318			668.67	0.10	0.05	0.01
Balnk Tube #3	1240319			668.67	0.08	0.04	0.00
Laboratory Blank				668.67	0.02	0.01	0.001

Comment: Results are not blank subtracted
Results have been corrected to a temperature of 293 K (20°)

Overall M.U. ±9.7% **Limit of Detection** 0.030µgNO_2
Tube Preparation : 20% TEA / Water Analysed on UV CARY3
Analyst Name Agata Szymonik **Report Checked By** Adam Robinson

Date of Analysis 23/10/2018 **Date of Report** 23/10/2018

Analysis carried out in accordance with documented in-house Laboratory Method GLM7

REPORT OFFICIALLY CHECKED

Gradko International Ltd
This signature confirms the authenticity of these results
Signed.....
L. Gates, Laboratory Manager

gradko environmental
(A division of Gradko International Ltd.)
St. Martins House, 77 Wales Street Winchester, Hampshire SO23 0RH
tel.: 01962 860331 fax: 01962 841339 e-mail:diffusion@gradko.co.uk

ilac-MRA UKAS TESTING 2187

LABORATORY ANALYSIS REPORT

NITROGEN DIOXIDE IN DIFFUSION TUBES BY U.V.SPECTROPHOTOMETRY

REPORT NUMBER M08026R
BOOKING IN REFERENCE M08026
DESPATCH NOTE 46393
CUSTOMER Jacobs Engineering UK Ltd Attn: David Wright
1st Floor Jacobs
Friars House
Manor House Drive
Coventry
CV1 2TE
DATE SAMPLES RECEIVED 13/11/2018

Location	Sample Number	Exposure Data		Time (hr.)	µg/m^3 *	ppb *	TOTAL µg NO_2
		Date On	Date Off				
1 HIGH STREET RWP ON WINGROVE HOUSE	1240303	14/10/2018	12/11/2018	701.58	29.08	15.18	1.48
2 HIGH STREET RWP ON THE COACH HOUSE GALLERY	1240304	14/10/2018	12/11/2018	701.50	21.28	11.11	1.09
3 HIGH STREET POST OUTSIDE MOONRAKERS	1240305	14/10/2018	12/11/2018	701.58	29.16	15.22	1.49
4 TELEGRAPH POLE @ CORNER OF START LANE/WEAVORS LANE	1240306	14/10/2018	12/11/2018	701.83	12.02	6.27	0.61
5 STAR LANE RWP ON THE STAR INN	1240307	14/10/2018	12/11/2018	701.83	17.66	9.22	0.90
6 HIGH STREET RWP ON "THE HOUSE"	1240308	14/10/2018	12/11/2018	701.92	26.19	13.67	1.34
7 NORTH STREET RWP ON HOLME COTTAGE	1240309	14/10/2018	12/11/2018	702.25	30.60	15.97	1.56
8 NORTH STREET RWP (END PROPERTY)	1240310	14/10/2018	12/11/2018	702.25	27.86	14.54	1.42
9 WEST STREET RWP No2 PROPERTY	1240311	14/10/2018	12/11/2018	702.17	14.50	7.57	0.74
10 NORTH STREET RWP ORCHARD COTTAGE	1240312	14/10/2018	12/11/2018	702.33	12.54	6.54	0.64
BLANK TUBE #1	1240313			702.33	0.08	0.04	0.00
BLANK TUBE #2	1240314			702.33	0.10	0.05	0.01
BLANK TUBE #3	1240315			702.33	0.12	0.06	0.01
Laboratory Blank				702.33	0.25	0.13	0.013

Comment: Results are not blank subtracted

REPORT OFFICIALLY CHECKED

Gradko International Ltd
This signature confirms the authenticity of these results
Signed.....
L. Gates, Laboratory Manager

Table C1. Calculation Process of the Jacob's 3-Month Diffusion Tube Survey

Statistical manipulation of raw data (as presented previously) and production of final annual mean ('Bias Adjusted')

ID	Date On	Date Off	Raw Monitored Concentration (µg/m^3)	Period Mean (µg/m^3)	Annualisation Factor (µg/m^3)	Annual Mean (µg/m^3)	Bias Adjustment Factor (µg/m^3)	Bias Adjusted (µg/m^3)
DT1	14/08/2018	16/09/2018	30.1	28.6	1.21	34.7	0.87	30.2
	16/09/2018	14/10/2018	26.5					
	14/10/2018	12/11/2018	29.1					
DT2	14/08/2018	16/09/2018	19.2	20.3	1.21	24.7	0.87	21.5
	16/09/2018	14/10/2018	20.4					
	14/10/2018	12/11/2018	21.3					
DT3	14/08/2018	16/09/2018	24.5	26.7	1.21	32.5	0.87	28.3
	16/09/2018	14/10/2018	26.5					
	14/10/2018	12/11/2018	29.2					
DT4	14/08/2018	16/09/2018	9.33	11.1	1.21	13.5	0.87	11.8
	16/09/2018	14/10/2018	12.0					
	14/10/2018	12/11/2018	12.0					
DT5	14/08/2018	16/09/2018	14.2	16.2	1.21	19.7	0.87	17.1
	16/09/2018	14/10/2018	16.7					
	14/10/2018	12/11/2018	17.7					
DT6	14/08/2018	16/09/2018	25.3	26.7	1.21	32.5	0.87	28.3
	16/09/2018	14/10/2018	28.8					
	14/10/2018	12/11/2018	26.2					
DT7	14/08/2018	16/09/2018	27.9	30.0	1.21	36.5	0.87	31.7
	16/09/2018	14/10/2018	31.5					
	14/10/2018	12/11/2018	30.6					
DT8	14/08/2018	16/09/2018	24.0	26.7	1.21	32.5	0.87	28.2
	16/09/2018	14/10/2018	28.3					
	14/10/2018	12/11/2018	27.9					

Table C1. Calculation Process of the Jacob's 3-Month Diffusion Tube Survey

Statistical manipulation of raw data (as presented previously) and production of final annual mean ('Bias Adjusted')

ID	Date On	Date Off	Raw Monitored Concentration (µg/m^3)	Period Mean (µg/m^3)	Annualisation Factor (µg/m^3)	Annual Mean (µg/m^3)	Bias Adjustment Factor (µg/m^3)	Bias Adjusted (µg/m^3)
DT9	14/08/2018	16/09/2018	11.1	13.3	1.21	16.1	0.87	14.0
	16/09/2018	14/10/2018	14.2					
	14/10/2018	12/11/2018	14.5					
DT10	14/08/2018	16/09/2018	11.6	12.5	1.21	15.2	0.87	13.3
	16/09/2018	14/10/2018	13.5					
	14/10/2018	12/11/2018	12.5					

This page is intentionally left blank

Appendix 6 - Analysis and summary of the comments received

1.1 Introduction

Details of the trial traffic signal and 20mph scheme in Alfriston, together with the results of the analysis of the completed questionnaires, are set out in this appendix.

1.2 Publicity

The public consultation exercise was held between 16 September 2018 and 16 November 2018. Approximately 800 letters were sent out to residents and businesses within the Village and surrounding area. Members of the public could provide feedback to the proposals via the East Sussex County Council website. Copies of the questionnaire together with scheme proposals were also made available at Alfriston Village Store.

1.3 Feedback

A total of 169 questionnaires were completed with 44 responses returned by post and 125 being completed online.

1.4 Respondent profile

Respondents were asked to indicate on the consultation questionnaire whether they were responding as a resident or on behalf of a business. A total of 169 responses were given and the results are shown in the table below.

Respondent Status	Number of responses	% of responses
A Resident	104	61
A Business Owner	11	7
Other	54	32
Total	169	100

Off the 169 responses, 105 responses were from individuals who registered an Alfriston postcode.

1.5 Feedback on the Trial Traffic Signals with 20mph Speed limit

Question 4 of the questionnaire asked;

"As a pedestrian, I feel safer using the footway between Star Lane and Weavers Lane junction as a result of the traffic signals."

A total of 169 responses were given and the results are shown in the table below.

Respondent Status	Number of responses	% of responses
Strongly Agree	36	21
Agree	23	14
Neither	13	8
Disagree	28	17
Strongly Disagree	49	29
Not applicable	20	11
Total	169	100

As shown in the table above, 35% either agreed or strongly agreed that they felt safer as pedestrians between Star Lane and Weavers Lane with 46% of respondents either disagreeing or strongly disagreeing that they felt safer as pedestrians between Star Lane and Weavers Lane.

Question 5 of the questionnaire gave the opportunity for respondents to add further comments to support their answer to question 4. The comments received have been reviewed and categorised into themes and these are presented in the table below.

Number of responses	Number of responses
Cars speeding	65
Less vehicles mounting the footway	36
Crossing the road is more difficult	24
Increase in pollution	10
Market Square used like a roundabout	10
More congestion	9
Drivers become more frustrated	8
Move lights further back (near Deans car park)	3
Crossing the road is easier with breaks in traffic	1
Large vehicles make it unsafe for pedestrians	1
Queuing traffic mounts the pavement	1

Question 6 of the questionnaire asked;

"Access to my property/business has been made more difficult as a result of traffic signals at Star Lane and Weavers Lane."

A total of 169 responses were given and the results are shown in the table below.

Respondent Status	Number of responses	% of responses
Strongly Agree	45	27
Agree	10	6
Neither	10	6
Disagree	11	7
Strongly Disagree	16	9
Not applicable	77	45
Total	169	100

As shown in the table above, 33% either agreed or strongly agreed that access to their property/business has been made difficult with 16% of respondents either disagreeing or strongly disagreeing. Most respondents did not consider this issue applicable to them.

Question 7 of the questionnaire gave the opportunity for respondents to add further comments to support their answer to question 6. The comments received have been reviewed and categorised into themes and these are presented in the table below.

Number of responses	Number of responses
More congestion	22
Difficulty turning into/out of Star Lane	19
Difficulty turning into/out of Weavers Lane	16
Cars were diverting to avoid the High Street	12
Vehicles travelled faster	11
Difficulty turning into/out of River Lane	6
Easier exiting Weavers Lane	3
Congestion in Market Square prevented access to West Street	2
Difficult turning into/out of Sloe Lane	2
Parking restrictions have helped	2
Queuing traffic mounts the pavement	2
More difficult to get in/out of Alfriston	1

Question 8 of the questionnaire asked;

"As a driver and/or rider I fell that journeys through the village are easier as a result of the traffic signals at Star Lane and Weaver Lane."

A total of 169 responses were given and the results are shown in the table below.

Respondent Status	Number of responses	% of responses
Strongly Agree	24	14
Agree	20	12
Neither	10	6
Disagree	30	18
Strongly Disagree	76	45
Not applicable	9	5
Total	169	100

As shown in the table above, 26% either agreed or strongly agreed that they felt that journeys through the village were easier with 63% of respondents either disagreeing or strongly disagreeing.

Question 9 of the questionnaire gave the opportunity for respondents to add further comments to support their answer to question 8. The comments received have been reviewed and categorised into themes and these are presented in the table below.

Number of responses	Number of responses
More congestion	61
Queuing at North St meant northbound vehicles could not get past	29
Slower journey time	29
Lights created more problems elsewhere	14
Drivers became frustrated	13
Move lights further back	13
Increase in pollution	12
Market Square was used like a roundabout	9
Felt safer travelling through the 'narrows'	8
More vehicles mounting the pavement in North St	8
Traffic diverts to avoid the High St	7
More difficult to load/unload	4
Don't have to worry about oncoming traffic	3

Parking restrictions helped	3
Exiting Weavers Lane is safer	2
Easier to cross the road	1
Place mirrors at both ends of the 'narrows'	1
Property better protected due to single flow of traffic	1
Lights ruin the look of the village	1
Stationary traffic was queuing on a blind corner	1

Question 10 of the questionnaire asked;

"As a driver and/or rider I feel safer using the High Street as a result of the traffic signals at Star Lane and Weaver Lane."

A total of 169 responses were given and the results are shown in the table below.

Respondent Status	Number of responses	% of responses
Strongly Agree	25	15
Agree	24	14
Neither	17	10
Disagree	29	17
Strongly Disagree	66	39
Not applicable	8	5
Total	169	100

As shown in the table above, 29% either agreed or strongly agreed that they felt safer using the High Street with 56% of respondents either disagreeing or strongly disagreeing.

Question 11 of the questionnaire gave the opportunity for respondents to add further comments to support their answer to question 10. The comments received have been reviewed and categorised into themes and these are presented in the table below.

Number of responses	Number of responses
Cars travelled faster	34
Congestion	22
Drivers became frustrated	20
One-way traffic safer	18
Difficult exiting Star Lane	12
Easier exiting Weavers Lane	10
Don't have to worry about oncoming traffic	5
Safer with no parking restrictions	4

Number of responses	Number of responses
Never felt the road was unsafe previously	3
Lights created problems elsewhere	2
Difficult turning in/out of Weavers Lane	2
More difficult to cross the road	2
Drivers get 'false sense of security' that the road is clear	1
Lights make predictable the directional flow of traffic – improving safety	1
Safer exiting Star Lane	1
Cars travelled faster	34
Congestion	22
Drivers became frustrated	20
One-way traffic safer	18
Difficult exiting Star Lane	12

Question 12 of the questionnaire asked;

"As a cyclist and/or Equestrian I feel that journeys through the village are easier as a result of the traffic signals at Star Lane and Weaver Lane."

A total of 169 responses were given and the results are shown in the table below.

Respondent Status	Number of responses	% of responses
Strongly Agree	4	2
Agree	2	1
Neither	5	3
Disagree	6	4
Strongly Disagree	25	15
Not applicable	127	75
Total	169	100

As shown in the table above, 3% either agreed or strongly agreed that they felt journeys through the High Street were made easier with 19% of respondents either disagreeing or strongly disagreeing. Most respondents did not consider this issue applicable to them.

Question 13 of the questionnaire gave the opportunity for respondents to add further comments to support their answer to question 12. The comments received have been reviewed and categorised into themes and these are presented in the table below.

Number of responses	Number of responses
Cars travelling faster – more dangerous	6
Increased congestion makes it more difficult	3
Can't get through the lights in time so have to face oncoming vehicles	1
Crossing road is more dangerous	1
Exiting River Lane on bike was dangerous	1
Less room for vehicles to pass due to queuing traffic	1
Lights slowed down journey	1
More pollution	1
Not safe riding around frustrated drivers	1

Question 14 of the questionnaire asked;

"As a cyclist and/or Equestrian I feel safer using the High Street as a result of the traffic signals at Star Lane and Weaver Lane."

A total of 169 responses were given and the results are shown in the table below.

Respondent Status	Number of responses	% of responses
Strongly Agree	6	4
Agree	1	1
Neither	6	4
Disagree	5	3
Strongly Disagree	24	13
Not applicable	127	75
Total	169	100

As shown in the table above, 5% either agreed or strongly agreed that they felt safer using the High Street with 16% of respondents either disagreeing or strongly disagreeing. Most respondents did not consider this issue applicable to them.

Question 15 of the questionnaire gave the opportunity for respondents to add further comments to support their answer to question 14. The comments received have been reviewed and categorised into themes and these are presented in the table below.

Number of responses	Number of responses
Cars accelerate harder	6
Queuing traffic is unsafe	3
Can't get through the lights in time – have to face oncoming vehicles	2
Crossing the road is more dangerous	1
Exiting River Lane was dangerous on a bike	1
Less room for vehicles to pass due to queuing traffic	1
Not safe around frustrated drivers	1
Vehicles assume the way is clear	1

Question 16 gave the opportunity for the respondents to make any other comments regarding the traffic signals with a 20mph speed limit trial. A total of 226 comments were received. The comments received have been reviewed and categorised into themes and these are presented in the table below.

Number of responses	Number of responses
More congestion	42
Cars travelled faster	30
Increased pollution	29
Drivers became frustrated	12
Lights in the wrong place	12
Noisier	12
More difficult to cross the road	11
Slowed down journey	11
Queuing at North St meant northbound vehicles couldn't get past	8
Lights ruin the look of the village	8
Parking restrictions have helped	7
Ban large vehicles	6
Cars were diverting to avoid the High St	5
Consider Conserve Alfriston proposals	5
Enforce the speed limit	4
Moved problems to other parts of the village	4
Use traffic calming measures	4
Cars mounting pavement on North St was dangerous	3
Make the village a one-way system	3
Place speed bumps on High St	3
Difficult turning into/out of Weavers Lane	2

Number of responses	Number of responses
Make it double yellow lines outside The Star	2
Make whole village 20mph	2
Place mirrors at the ‘narrows’	1
More congestion	42

1.6 Feedback to the 20mph Speed without traffic signals

Question 17 of the questionnaire asked;

"As a pedestrian, I feel safer using the footway between Star Lane and Weavers Lane junction as a result of the 20mph speed limit without traffic signals."

A total of 169 responses were given and the results are shown in the table below.

Respondent Status	Number of responses	% of responses
Strongly Agree	27	16
Agree	43	25
Neither	31	18
Disagree	20	12
Strongly Disagree	23	14
Not applicable	25	15
Total	169	100

As shown in the table above, 41% either agreed or strongly agreed that they felt safer as pedestrians between Star Lane and Weavers Lane with 26% of respondents either disagreeing or strongly disagreeing that they felt safer as pedestrians between Star Lane and Weavers Lane.

Question 18 of the questionnaire gave the opportunity for respondents to add further comments to support their answer to question 17. The comments received have been reviewed and categorised into themes and these are presented in the table below.

Number of responses	Number of responses
Traffic was going more than 20mph	26
Drivers still mounting the pavement	21
Slower traffic compared to with the lights in place	15
Limit needs to be enforced	13
Difficult to exceed 20mph anyway with the size of the roads	11
Use traffic calming measures	8
Have shared space features	3
No difference in speed of traffic	3
Ban large vehicles	2
Parking restrictions have helped traffic flow	2
Make it double yellow lines outside The Star	1
The congestion is just slower	1

Question 19 of the questionnaire asked;

"Access to my property/business has been made more difficult as a result of the 20mph speed limit without traffic signals."

A total of 169 responses were given and the results are shown in the table below.

Respondent Status	Number of responses	% of responses
Strongly Agree	8	5
Agree	2	1
Neither	30	18
Disagree	19	11
Strongly Disagree	32	19
Not applicable	78	46
Total	169	100

As shown in the table above, 6% either agreed or strongly agreed that access to their property/business has been made difficult with 30% of respondents either disagreeing or strongly disagreeing. Most respondents did not consider this issue applicable to them.

Question 20 of the questionnaire gave the opportunity for respondents to add further comments to support their answer to question 19. The comments received have been reviewed and categorised into themes and these are presented in the table below.

Number of responses	Number of responses
Limit needs to be enforced	3
Speed limit was ignored	2
Access easier without lights	1
Deliveries and customer access more difficult due to parking restrictions	1
Easier to cross the road	1
Easier to get out of front gate on North St	1

Question 21 of the questionnaire asked;

"As a driver and/or rider I fell that journeys through the village are easier as a result of the 20mph speed limit without traffic signals."

A total of 169 responses were given and the results are shown in the table below.

Respondent Status	Number of responses	% of responses
Strongly Agree	30	18
Agree	32	19
Neither	42	25
Disagree	26	15
Strongly Disagree	17	10
Not applicable	22	13
Total	169	100

As shown in the table above, 37% either agreed or strongly agreed that they felt that journeys through the village were easier with 25% of respondents either disagreeing or strongly disagreeing.

Question 22 of the questionnaire gave the opportunity for respondents to add further comments to support their answer to question 21. The comments received have been reviewed and categorised into themes and these are presented in the table below.

Number of responses	Number of responses
Limit made little difference	22
Parking restrictions helped	10
Difficult to exceed 20mph due to the narrowness of road	8
Make whole village 20mph	8
Drivers more cautious	7
Cars still mounting the pavement	4
Still problems for two vehicles to pass each other	4
More consistent flow of traffic without lights	1
Stop large vehicle access	1

Question 23 of the questionnaire asked;

"As a driver and/or rider I feel safer using the High Street as a result of the 20mph speed limit without traffic signals."

A total of 169 responses were given and the results are shown in the table below.

Respondent Status	Number of responses	% of responses
Strongly Agree	35	21
Agree	37	22
Neither	36	21
Disagree	20	12
Strongly Disagree	20	12
Not applicable	21	12
Total	169	100

As shown in the table above, 43% either agreed or strongly agreed that they felt safer using the High Street with 24% of respondents either disagreeing or strongly disagreeing.

Question 24 of the questionnaire gave the opportunity for respondents to add further comments to support their answer to question 23. The comments received have been reviewed and categorised into themes and these are presented in the table below.

Number of responses	Number of responses
Drivers are still speeding	10
Parking restrictions helped	6
Enforce speed limit	4
Difficult to go faster than 20mph anyway	2
Vehicles are still mounting the pavement	2
Ban large vehicles	1

Question 25 of the questionnaire asked;

"As a cyclist and/or Equestrian I feel that journeys through the village are easier as a result of the 20mph speed limit without traffic signals."

A total of 169 responses were given and the results are shown in the table below.

Respondent Status	Number of responses	% of responses
Strongly Agree	6	4
Agree	4	2
Neither	18	11
Disagree	5	3
Strongly Disagree	5	3
Not applicable	131	77
Total	169	100

As shown in the table above, 6% either agreed or strongly agreed that they felt journeys through the High Street were made easier with 6% of respondents either disagreeing or strongly disagreeing. Most respondents did not consider this issue applicable to them.

Question 26 of the questionnaire gave the opportunity for respondents to add further comments to support their answer to question 25. The comments received have been reviewed and categorised into themes and these are presented in the table below.

Number of responses	Number of responses
More of a calmness in driving attitudes	2
Safer to have less speeding drivers going past	1
Traffic flows better so I don't have to dismount my bike	1

Question 27 of the questionnaire asked;

"As a cyclist and/or Equestrian I feel safer using the High Street as a result of the 20mph speed limit without traffic signals."

A total of 169 responses were given and the results are shown in the table below.

Respondent Status	Number of responses	% of responses
Strongly Agree	5	3
Agree	6	4
Neither	17	10
Disagree	3	2
Strongly Disagree	7	4
Not applicable	131	77
Total	169	100

As shown in the table above, 7% either agreed or strongly agreed that they felt safer using the High Street with 6% of respondents either disagreeing or strongly disagreeing. Most respondents did not consider this issue applicable to them.

Question 28 of the questionnaire gave the opportunity for respondents to add further comments to support their answer to question 27. The comments received have been reviewed and categorised into themes and these are presented in the table below.

Number of responses	Number of responses
Drivers were ignoring the speed limit	5
Drivers more cautious so felt safer	4
Need lights – A 20mph limit alone does not solve issues such as congestion and pavement mounting	1
Have a monitored speed reduction	1

Question 29 gave the opportunity for the respondents to make any other comments regarding the 20mph speed limit without traffic signals. A total of 113 comments were received. The comments received have been reviewed and categorised into themes and these are presented in the table below.

Number of responses	Number of responses
Traffic enforcements needed	30
Made little to no difference	21
Ban large vehicles	7
Consider the Conserve Alfriston scheme	7
Enforce the parking restrictions	7
Make the whole village 20mph	7
Speed limit on its own is inadequate	6
Make it double yellow lines outside The Star	5
Put in speed bumps	5
20mph is still too fast	4
Speed monitoring/camera	3
Without lights problems will continue	3
Lights and speed limit improves safety	2
Need more measures in place to allow for deliveries	2
Have white speed gates at entrance of the village	2
Avoids cars driving past the school	1
This does not work without a single flow of traffic	1

This page is intentionally left blank

Appendix 7 - Stakeholder Feedback

- Alfriston Parish Council
- Conserve Alfriston Group
- Residents and Businesses
- Cuckmere Buses

- Alfriston Parish Council

ALFRISTON PARISH COUNCIL

The below responses are to the ESCC questionnaire following the trial traffic signal and 20mph speed limit scheme, Alfriston

Q1. "Other"

Q2. Alfriston Parish Council

Q3. BN26

Q4. BLANK

Q5. At times the pedestrian situation within the area controlled by traffic lights has seen some improvement due to more certainty as to the direction from which traffic will approach. There have been comments regarding increased speed of traffic through the section under lights control. There were fewer vehicles mounting some sections of the footway (particularly from Chestnuts Star Lane). However, Southbound vehicles on a green light were mounting the narrow pavement section, at speed, in the section from Chestnuts to outside the Wingrove. More Northbound vehicles mounted the pavement section in North Street, North of Market Square, due to queues of Southbound traffic held at a signal, or unable to navigate into Mkt Square (due to congestion).

Q6. BLANK

Q7. We are aware that there were some challenges for businesses and residential properties relating to deliveries and bin collections.

Q8. BLANK

Q9. Comments received have been very varied. In general, the feedback is that whilst the specific challenge the Trial scheme was looking to mitigate (namely vehicles mounting the pavements in the "narrows") has seen improvement, the scheme has moved the same issue North and South of "the narrows", whilst creating new issues of safety, traffic congestion in Market Square and North Street, increased "rat running" through West St and the Car Park, increased pollution and increased speed. Feedback is that the Trial Lights scheme does not provide a village-wide solution to traffic management. In attempting to focus and fix a specific issue, it creates new safety issues that do not currently exist.

Q10. Strongly disagree

Q11. ***Please see response to Question 9****. Comments received that the accident that occurred at the Star Lane/High St junction would not have happened if this Lights trial had not been in place.*

Q12. BLANK

Q13. BLANK

Q14. BLANK

Q15. BLANK

Q16. ***Please see "Observations & Issues Raised" below***

Q17. BLANK

Q18. There is widespread consensus that a reduction in Traffic Speed throughout Alfriston (not Just the High Street) would be very positive. This view is strongly supported by APC.

Q19. BLANK

Q20. ***Please see response to Question 18****.*

Q21. BLANK

Q22. ***Please see response to Question 18****.*

Q23. BLANK

Q24. ***Please see response to Question 18****.*

Q25. BLANK

Q26. ***Please see response to Question 18****.*

Q27. BLANK

Q28. ***Please see response to Question 18****.*

Q29. BLANK

Q30. BLANK

OBSERVATIONS AND COMMENTS RAISED

- The accident at Star Lane, caused by increased speed and reduced caution of drivers travelling through the section under traffic light control

- Constant "near misses"

- The safety issue of walking along pavements including:

Southbound vehicles mounting the pavement outside the Wingrove at speed as they are travelling through a Green light

Northbound traffic mounting the pavement outside Badgers tea room

Increased speed through the length of the High Street and North Street, with vehicles "rushing" their approach to green lights and continuing at greater speed after exiting the traffic light zone

- West side of Market Square became a 'roundabout' when queuing Southbound traffic reached the Market Cross, impacting negatively on the community space there.

- Constant smell and increase in car exhaust fumes in the centre of the village

- Considerable Southbound traffic queue lengths, often queues going back down North Street, and at times, past the entrance to the Willows Car Park.

- Weavers Lane getting blocked as not wide enough for cars to pass if cars are waiting at the lights

- The fact the lights broke down on several occasions

- The monitoring equipment being taken away during the trial

- There is a need for proper management of vehicle Parking in the centre of Alfriston

- Regarding the Traffic Light "solution" any traffic problems have just been moved or caused additional problems in other areas of the village

CONCLUSION

We welcome any initiative to reduce speed throughout the village but consider that this can be done more effectively by means of highway design and traffic calming measures such as village gateways/ build outs, changes in road surface etc. Traffic lights have been shown to exacerbate speeding and 20mph signs alone seem to have little impact on speed, especially when opportunities for enforcement are negligible. We would like to see more attention given to appropriate measures to address driver behaviour and would welcome the opportunity for further discussion with the highway authority to develop these proposals.

CLERK TO THE COUNCIL – VICTORIA RUTT

11 Highfield Road, Horam, East Sussex, TN21 0ED
Telephone 01323 870212 Email clerk@alfristonparishcouncil.org.uk
www.alfristonparishcouncil.org.uk

ALFRISTON PARISH COUNCIL

Sent via email to:
Andrew Keer Andrew.Keer@eastsussex.gov.uk
James Vaks james.vaks@eastsussexhighways.com

Tuesday 18th September 2018

Dear Andrew and James

I am writing on behalf of the Parish Council re a number of issues relating to the traffic light trial in Alfriston. This letter will be published openly.

Firstly, and most importantly, on Monday some Councillors witnessed two extremely close (a matter of inches) near misses when vehicles travelling northbound at speed on the green light nearly collided with vehicles attempting to turn left out of Star Lane onto the High Street. The Parish Council believes that the traffic light system, by virtue of encouraging higher speeds from those on a green light, has created a significant safety hazard at Star Lane that did not exist before the trial began. Councillors fear that it is only a matter of time before an accident occurs at this junction. We therefore ask you to halt the trial now so that this does not occur.

Councillors have also expressed concern at the lack of width in Weavers Lane, where traffic has to queue at the lights controlling the exit from Weavers Lane, and believe there is insufficient width should two moderately larger (SUV size for example) vehicles meet. Councillors are concerned that an accident will occur here, although it is likely to be less serious than if one occurs at Star Lane junction.

Councillors have expressed their disappointment that you have produced and put into circulation your ESH questionnaire without any consultation and without even having the courtesy to provide a copy in advance to the Council. Councillors believe that once again you have produced a consultation document that is directed to achieve the answers that you want to hear, rather than giving respondees the opportunity to speak for themselves. The Council is particularly alarmed that the questionnaire is so car driver-centric in its questions (although they are equally unsurprised as that is what this traffic light system is in reality). In particular the Council believe it is wholly wrong that the only question directed at pedestrians concerns only their experience between Star Lane and Weavers Lane and completely ignores the rest of the High Street, Market Square, North Street and West Street, all of which is, on first impressions, suffering adversely as a direct result of this trial. Councillors urge you to tear up the current questionnaire and start again, and perhaps consult the Council in advance and accept any comments Councillors may have as to content.

Once again Councillors ask that ESCC publish the objective criteria by which they will measure the success or failure of this trial. It is not an answer to this question to say that you are collating speed data, traffic count etc. That is merely an answer to the question

'what data are you collecting'. Councillors believe that for any trial or experiment to be valid and to withstand scrutiny there should be objective baseline criteria established before the trial begins.

Finally, could you please inform us of the locations at which you are collecting air pollution data and which are covered by camera recordings. For instance, is air pollution data being collected in Weavers Lane? It would greatly assist all of us in understanding the complete ambit of this trial.

Yours sincerely

Victoria Rutt
Clerk and RFO to Alfriston Parish Council

Copied to:
Cllr Nick Bennett
Cllr Stephen Shing
CC Giles York
Maria Caulfield MP

CLERK TO THE COUNCIL – VICTORIA RUTT

11 Highfield Road, Horam, East Sussex, TN21 0ED
Telephone 01323 870212 Email alfristonpc01@btconnect.com
www.alfristonparishcouncil.org.uk

ALFRISTON PARISH COUNCIL

Cllr Nick Bennett
Lead Member for Transport and Environment
East Sussex County Council
Sent via email: Cllr.Nick.Bennett@eastsussex.gov.uk

Monday 13th August 2018

Dear Cllr Bennett

RE: HIGH ST TRAFFIC SIGNAL TRIAL – 16/09/18 to 18/10/18

I am writing to you on behalf of Alfriston Parish Council, as the member of Alfriston Parish Council holding the Portfolio responsible for matters related to the Highways.

Whilst we have not been formally informed, we understand that your traffic signal trial will be conducted from September 16th to October 18th. Can you please confirm these dates are fully confirmed so that we can inform residents in our community?

We appreciate that for a trial to be conducted effectively, there needs to be defined objectives, clear and effective methods of measurement and data analysis comparison to a baseline assessment. Ultimately this enables an objective assessment of the success or failure of the planned trial. With this in mind, can you please provide us with a list of the measurement Criteria that will be used for your Trial?

If this is not included in your Criteria, in addition, can you also please provide information regarding the following questions specifically:

Data Collection - please provide information regarding *WHAT* empirical data that will be collected and *HOW* and *WHERE* this will be collected, which will include:

1. Traffic Flow data
2. Traffic speed data
3. Extent of queuing
4. Safety Hazards / Incidents
5. Types of Road users i.e. Equestrians, slow moving road users, pedestrians
6. Measurement of # of vehicles “rat-running” around Weavers lane, Deans Rd etc
7. Will residents and High St users be asked for, or able to provide feedback as to their own experience of the trial and if so, what format will this take

Would you also provide more information on the implementation of the Trial so that we can assess and inform the community of any (maybe as yet unforeseen) impact on their day-to-day lives?

Trial Implementation & Monitoring – please provide more information on how your Trial will be conducted including:

1. How will you manage illegal Parking on the High Street?
2. Within the area under trial (not just between Traffic Signals) how will you manage road users making deliveries (specifically deliveries to The George Inn, The Star, The Apiary, Chestnuts tea rooms, Wallow, Objet Trouve and Chevans), refuse collection vehicles, and general access to residential properties on the High St?
3. How will you replicate the required road signage (box junctions, stop signs, lines etc) and will there be any road marking?

With regards to the proposed Trial set-up and removal, a business owner has contacted APC concerned that, the ***all-day road closures on 16 September and 14th October,*** will involve traffic being diverted away from the village altogether.

These closures have been scheduled for the busiest days of the trading week and represent a serious threat to the trade of all the business in the village. To mitigate this impact, did ESCC consider set-up and removal during a weekday or evening and why was this option not selected? If the current plan is implemented, will ESCC please guarantee that the 'Businesses Open as usual' signage will be deployed alongside the 'Road Closed' signage? In addition, the business owners have asked what the arrangements are for compensation for loss of trade in these situations.

In summary, please confirm a) whether the "all-day closure" information is correct b) whether ESCC have considered alternative dates and times for Trial set-up & removal c) how you plan to mitigate the impact of any road closures and d) how businesses will be compensated for any loss of trade.

Finally, we would request that following the Trial completion, ESCC provide a full report to APC detailing all of the findings of your trial.

Yours sincerely

Keith Halliday

Copied to:

Cllr Stephen Shing cllr.Stephen.Shing@eastsussex.gov.uk
James Vaks james.vaks@eastsussexhighways.com
Andrew Keer Andrew.Keer@eastsussex.gov.uk

CLERK TO THE COUNCIL – VICTORIA RUTT
11 Highfield Road, Horam, East Sussex, TN21 0ED
Telephone 01323 870212 Email alfristonpc01@btconnect.com
www.alfristonparishcouncil.org.uk

- Conserve Alfriston Group

Business and Trader Survey Regarding ESCC Traffic Lights // November 2018

In November 2018, Conserve Alfriston volunteers surveyed Businesses and Traders on the ESCC traffic light trial, asking two questions (the same questions as were asked in January 2017, after the last ESCC consultation):-

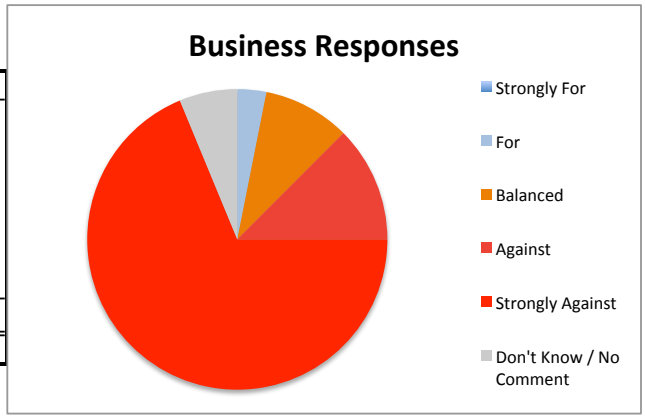
1) Following the recent trial, are you [*strongly for/for/no opinion/against/strongly against*] ESCC's traffic light scheme?
2) Relative to the current layout, will ESCC's scheme be *beneficial* or *detrimental* to your business?

There are now c. 37 businesses along the central Alfriston route, who we believe represent the overwhelming economic turnover in the village, and we were able to ask 32 for their views (three were vacant at the time of the survey). The responses were as follows:-

Q1: Following the traffic light trial, are you [strongly for/for/no opinion/against/strongly against] the ESCC Proposals?

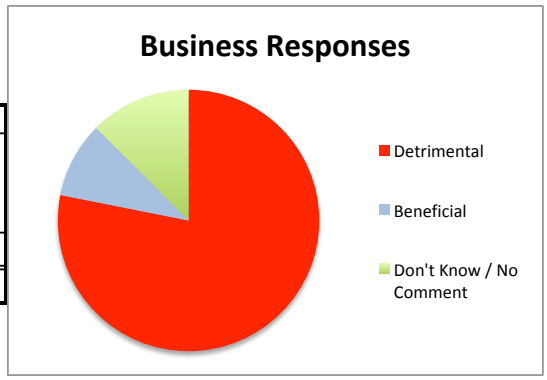
Response Category	Responses	Percent
Strongly For	0	0%
For	1	3%
Balanced	3	9%
Against	4	13%
Strongly Against	22	69%
Don't Know / No Comment	2	6%
Total	32	100%

[One "balanced" respondent answered "balanced", leaning to "for".]



Q2: Relative to the current layout, will ESCC's proposals be beneficial or detrimental to your business?

Response Category	Responses	Percent	Decisive
Detrimental	25	78%	89%
Beneficial	3	9%	11%
Don't Know / No Comment	4	13%	
Total	32	100%	100%



Key Points:-

- Having experienced the trial, Alfriston's businesses remain, overwhelmingly, strongly against ESCC's scheme. **82% were *against*, including 69% who were *strongly against*. Just 3% (one business) was in favour.**

- ESCC has expressed concern about the traffic situation having a detrimental impact on people's lives and business. Our survey shows that **89% of businesses who expressed an opinion believe that ESCC's scheme will be more detrimental**. Just 11% (three businesses) who expressed an opinion believe it will be beneficial.

*(*Volunteers were able to speak to 32 of c. 37 businesses in the Village centre (3 were vacant). We would be happy to hear from the remaining businesses with their view.)*

Some businesses also made comments alongside their survey feedback:-

“A disgrace and a shambles.”

“A potential disaster for the village economy.”

“Good for us, bad for the rest of the village. Traffic not on pavement is good BUT caused backups elsewhere in village so NOT a solution to the traffic problems.”

“Location of lights was bad.”

“Made ill by the pollution. Business seriously impacted. Only two sales during whole month.”

“Negative impact on our business.”

“Something must be done.” (about the traffic situation)

“Something needs to be done.” (about the traffic situation)

“The council do not care for business.”

“Took £3 in total in 10 days of the trial. Many leaving early because of the traffic and unpleasant environment. Had previously been on the fence.” (regarding the scheme)

“Unmitigated disaster for the business.”

`

Conserve Alfriston

Diary Feedback Group Report

3 December 2018
v5 Distribution

Contents

1. Summary
2. Process
    a. Collecting Feedback
    b. Analysing Feedback
3. Findings
    a. Feedback themed by ESCC criteria
    b. Feedback themed by Village Life criteria
4. Conclusion

`

1. Summary

'Conserve Alfriston' have conducted a survey of the experiences of people in the village during the Phase 1 traffic light trial. The feedback was collected on a *per experience* basis, and we have broken the results down into responses from Residents, Visitors and Traders, and those passing through. Having experienced the trial, the respondents demonstrated overwhelming opposition to ESCC's traffic light scheme.

Of the 397 responses received, just over half the feedback came from visitors and those passing through (214, 54%), with the others from residents and traders.

Every group was overwhelmingly of the opinion that the lights had made things worse. Overall, 338 (85%) of replies said things were worse, and 44 (11%) said things were better. (15 (4%) saw no change.)

The table below shows the most commented on topics (sometimes more than one per form), themed by ESCC and additional village criteria. Congestion and speed were most commented on. For every topic except pavementing, over 75% of comments were that the lights had made things worse; many were over 90%.

Rank	Topic	Comments	% saying lights make it worse
1	Congestion	109	92%
2	Safety / Pedestrian/ Accidents	98	83%
3	Speed	69	87%
4	Queueing	67	99%
5	Air Quality	66	98%
6	Journey time	56	96%
7	Redistribution	46	93%
8	Quality of Life	28	100%
9	Pavementing	23	48%
10	Noise	20	100%
11	Business	13	100%
12	Large Vehicles	12	75%
13	Anger. Aggression (Road Rage)	11	91%

The table shows that the traffic signals made things worse in every case but one – pavementing. Here, an improvement was noted in one area, but it was balanced by negative responses elsewhere. Respondents noted increases in speed through the village and rat running, as well as increased congestion and journey times. As one respondent noted:-

"1) Cars/vans lorries still mount the kerb; 2) Vehicle speeds higher through lights when one way system created; 3) Turning left out of Star Lane is dangerous; 4) Queueing at various points away from the lights has increased in time and vehicle numbers resulting in higher pollution; 5) I wish I could say something positive about the scheme!"

`

Also the evidence suggests that:-

- the lights have not addressed the issue of safety overall – the narrows feel safer but the rest of the village feels less safe; for example:
    - *"I feel less safe walking down the High Street"*
    - *"Two accidents within three days of lights being put in place; congestion at Weavers Lane; cars now racing off once lights change"*

- mounting of the pavement still takes place, but now more widely throughout the village; for example:
    - *"Dangerous! Driver mounted pavement after going round lights – pedestrians had to leap out of the path"*
    - *"Difficult to get into North Street. Had to mount pavement"*

- the effect on the quality of life of the villagers has been detrimental; for example:
    - *"Appalling tailbacks; cars leaving engines running; terrible fumes"*
    - *"It's all rubbish, makes a real chaos!!!"*

- visitors will be put off from visiting in future; for example:
    - *"As a disabled driver, I can no longer visit the village as I am no longer able to stop and get out."*
    - *"Village one big traffic jam, causing health risk or fumes. A thoroughly unpleasant visit. A place to avoid."*

It is clear from this feedback that in trying to solve one problem in isolation – the pavementing in the narrows – the lights made safety and quality of life far worse throughout the village, for locals and visitors alike.

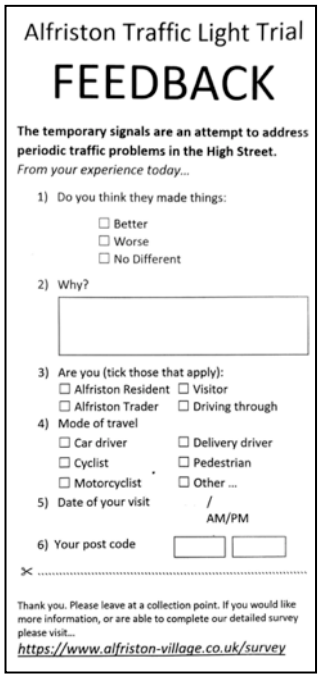
Having experienced the trial, the respondents demonstrated overwhelming opposition to ESCC's traffic light scheme.

`

2. Process

a) Collecting Feedback

Conserve Alfriston supporters produced a simple feedback form to capture the effect that the temporary traffic signals had on people's lives and journeys in the village. The form deliberately asked an open question to enable people to record whatever was important to them at a particular day and time. Individuals were free to complete multiple forms to record different events at different times.


Alfriston Traffic Light Trial

FEEDBACK

The temporary signals are an attempt to address periodic traffic problems in the High Street.

From your experience today...

1) Do you think they made things:
☐ Better
☐ Worse
☐ No Different

2) Why?

3) Are you (tick those that apply):
☐ Alfriston Resident ☐ Visitor
☐ Alfriston Trader ☐ Driving through

4) Mode of travel
☐ Car driver ☐ Delivery driver
☐ Cyclist ☐ Pedestrian
☐ Motorcyclist ☐ Other ...

5) Date of your visit / AM/PM

6) Your post code

Thank you. Please leave at a collection point. If you would like more information, or are able to complete our detailed survey please visit...
https://www.alfriston-village.co.uk/survey

The forms were freely available from several village businesses, who also collected completed forms.

As the form specifically referred to the effect of the signals (the ESCC Phase 1 trial), any forms that referred to an experience after their removal (Phase 2) were discounted.

After collection, each form was given a unique number and its data entered into a spreadsheet. For this purpose:

- where a respondent had ticked both visitor and driving through, they are counted as driving through; and
- where a respondent had ticked both resident and trader, they are counted as residents.

It did not prove possible to correlate the specific experiences described with particular events; although the form asked for the date and time of an event, in many cases this was incomplete. Additionally some respondents used one form to cover multiple events – to give their experience over, say, one whole week.

b) Analysing Feedback

The main "Conserve Alfriston Response to the 2018 ESCC Traffic Trial" report discusses the suitability and consistency of ESCC's criteria for measuring the impact of the trial, both from the August 2017 stakeholder meeting and from previous communications. We also apply additional criteria of importance to villagers. For consistency, they are used here without further comment.

The feedback forms were designed to allow respondents to comment as they wished but for the purpose of this report, the responses have, where possible, been categorised using these headings. As the data is qualitative, the categorisation is a matter of individual judgment. However, the results of the survey are extremely clear so that any small variation in percentages would not change the overall picture.

The majority of respondents' comments addressed more than one of the points. Where cited in the main body of this report discussing the individual criteria, for clarity only the relevant part has been presented.

`

3. Findings

a) Feedback themed by ESCC Criteria

1) Overview of Community Feedback

This report as a whole constitutes community feedback. Here we present an overview of the responses, starting with the table below. This summarises overall feedback numbers, split between residents, visitors, traders, and those driving through.

397 forms were completed reporting on the four weeks the traffic lights were in place.

Of those, 44 felt that the traffic signals had made their experience better, 338 (85%) worse and 15 no different.

	Total	Resident	Visitor	Trader	Passing through	No category
Better	**44 (11%)**	17 (13%)	21 (13%)	1 (2%)	5 (10%)	0 (0%)
Worse	**338 (85%)**	**116 (86%)**	**130 (80%)**	**40 (98%)**	**45 (88%)**	**7 (100%)**
No Change	**15 (4%)**	2 (1%)	12 (7%)	0 (0%)	1 (2%)	0 (0%)
Total	**397 (100%)**	135 (100%)	163 (100%)	41 (100%)	51 (100%)	7 (100%)

As can be seen, an overwhelming majority (80%+) in every group stated that the traffic lights made their experience in the village worse. Typical comments included:

- *"Much faster than when had to negotiate other cars. 2) Very aware of stationary traffic 3) Noise and pollution Cars rushing to get through lights. 4) Revving up to go along road 5) Just aware of cars now - not shops any more. 6) Unsightly queues"*
- *"It creates more of a road block than before at the narrow points"*
- *"Chaos"*
- *"(Don't do it!!!) Caused more problems than before for people*
- *"Any improvement in the narrows offset by large frequent queues elsewhere. Visual disbenefit, higher pollution, likely back to Waterloo Square"*
- *"Pollution! From stationary traffic. Confusion! Frustration. Disrupted the look of the village. Very unhappy villagers that know the best solutions and they have been completely ignored. Non Democratic!"*
- *"Worse, far worse for people and businesses on the High Street, unfortunately, probably better for cars from other roads in the village"*
- *"It was OK before without lights, it just needs people to be thoughtful"*

`

- *"The village has become a standstill. Pollution!! Problem now for North Street. Ridiculous"*
- *"This is a DISASTER. We are a village, not a town. We have managed perfectly well without traffic lights for centuries. The pollution alone due to idling cars is DIRE. Why don't the Council spend money on more serious issues. LEAVE THE VILLAGE ALONE. GO BE BUSY SOMEWHERE ELSE"*

It is worth noting that not all of the small minority who felt that the traffic signals made their journey better or no different were unequivocal in their feedback. Typical comments included:

- *"How dangerous and congested is the traffic without lights? But certainly with lights the traffic was fast"*
- *"There's still too much traffic, too much passing traffic (Not stopping here) and I saw annoyance caused by the t[raffic] lights"*
- *"Felt safer - no cars on pavement. Cars need to be slowed down though"*
- *"Flow control - better. No traffic on pavement - better. Speed of traffic - faster. Too many HGVs - deliveries only?"*
- *"Traffic had to be stopped to enable pedestrians to cross. Busier than I'd expected"*

Briefly, we note some uncategorised comments. Around ten people said the lights were in the wrong place and a few others made alternative suggestions (eg bollards).

2) Has Traffic Speed Increased?

Yes, according to the village feedback. The table below shows the number of comments regarding increased speeds or speeding.

	Number	%
Mentioning this topic:	**69**	**-**
Things are better:	8	11%
Things are worse:	**60**	**87%**
Things are no different:	1	1.5%

Summary:

- The majority of respondents who mentioned increased speed or speeding noted the problem of cars speeding up to get through the lights.
- References to incidents of speeding were not just restricted to the Narrows and North Street, but were throughout the village.

`

- Even those that thought the lights made their experience better, cited that they found the speed of traffic faster with the lights than without.
- Across the two topics, it seems that when the road is clear, speeding has increased, and when traffic levels rise, congestion is more severe than previously.

Key Quotes from Feedback Forms

- *"Fast traffic at higher volumes on west street, ignoring speed and apparently frustrated at c.6pm"*
- *"Nearly got knocked down by speeding"*
- *"Traffic speeding through village trying to get through green traffic light. Very dangerous!"*
- *"Seems to concentrate the traffic, so it all goes through en masse at speed, making it more dangerous for pedestrians"*
- *"Traffic speeding through the village when the lights are green"*
- *"Cars drive faster through the village when they have right of way"*
- *"Traffic (esp. lorries) speeds up through when its on green, instead of creeping as now"*
- *"Traffic speed through village has increased"*

3) Are there operational issues within the system?

Too few commented on this to provide a table. However, the traffic lights themselves failed on at least three occasions.

Key Quotes from Feedback Forms

- *"Faulty traffic lights, seems to be up to residents to divert traffic"*
- *"Traffic flows well when the lights fail… crossing road no longer hazardous and horse riders appeared again."*
- *"Lights out of order. Much more peaceful with slower flowing traffic without lights on"*
- *"Quieter noise as lights failed"*

There were comments on the operational problems of loading and unloading in the village centre, which are summarised later in this report.

`

4) Is illegal on-street parking impacting the operation of the signals?

Again, there were very few comments on this topic. Of the seven forms, three were pleas for enforcement and the remainder noted that parking was occurring. It is not clear whether they referred to long term parking or short term loading.)

However, the vast majority of parking in the High Street was deterred by the cones, and prevented by the lights queue (or congestion)

5) Have there been any changes to journey times through the High Street?

Yes. Responses overwhelmingly (96%) reported that journey times had increased. The table below shows the number of comments regarding increased journey times.

	Number	%
Mentioning this topic:	**56**	**-**
Things are better:	1	2%
Things are worse:	**54**	**96%**
Things are no different:	1	2%

Summary:

- The majority of responses mentioned particular instances when their journey time through the village had increased, in some cases substantially. This is despite the fact that the trial was not held during the peak summer period.
- Although a couple of responses refer to particular circumstances – eg the presence of the dustcart - generally reports were about the journey being held up due to the traffic lights.
- The respondent who noted things were better noted that this was because continual traffic was slowed down; the person noting that things were no different commented that there would always be traffic delays.

Key Quotes from Feedback Forms

- *"It took me 8 minutes to get through Alfriston in the middle of the day, midweek. Imagine what it would be like in the height of summer!"*
- *"Traffic was held up with cars everywhere with nowhere to go. Took a lot longer than usual"*
- *"Time to transit village longer than before lights."*
- *"10 minutes from Star Lane to red light at Weavers Lane. Irate motorbike driver in front."*
- *"It held my journey up by at least 20 minutes"*
- *"Cleaner unable to get into village on time. Coming from Polegate"*
- *"50 minute transit"*

`

6) Are signals causing congestion?

Yes, according to the feedback. The table below shows the high number of comments made regarding congestion, gridlock or sheer volume of traffic.

	Number	%
Mentioning this topic:	**109**	**-**
Things are better:	7	6%
Things are worse:	**100**	**92%**
Things are no different:	2	2%

Summary

- Supporting the reports of journey times, the feedback showed levels of increased congestion throughout the trial period.
- The feedback paints a picture of the village frequently being at a standstill.
- Although without the lights the village can be at a standstill, we contend that this happens less frequently, clears more quickly, and is more widely distributed – hence this overwhelming feedback.
- Across the two topics, it seems that when the road is clear, speeding has increased, and when traffic levels rise, congestion is more severe than previously.

Key Quotes from Feedback Forms

- *"More congestion, traffic tailbacks to car parks and Deans Place. Traffic tail back causing difficulty passing outside Badgers."*
- *"Causes massive congestion. Total gridlock!"*
- *"Awful. Queues a long way back. Increased congestion."*
- *"The flow of traffic is far worse with the traffic lights. A big backward step"*
- *"Chaos and gridlock at noon on a Sunday is near unprecedented; honking horns, massive queue, foul air"*
- *"Coming into village from Drusillas direction, we were in a queue of 50 or so cars. Five cars passed only, going in the opposite direction. In all our frequent visits to the village traffic has never been a problem"*
- *(It was better because) "it's a nightmare to drive through Alfriston"*
- *"Now the village gets jammed all day long"*

`

7) Is traffic being redistributed to other roads?

Yes, according to the feedback forms. The table below shows the number of comments made regarding traffic being redistributed to other roads – 93% said things had been made worse, and no-one thought things were better.

	Number	%
Mentioning this topic:	**46**	**-**
Things are better:	0	0%
Things are worse:	**43**	**93%**
Things are no different:	3	7%

Summary

- There are reports of traffic trying to find other routes around the village; rat-running.
- Congestion/queues sometimes started outside the core of the village and ran through the village.

Key Quotes from Feedback Forms

- *"Again, massive queues down North Street and many cars using West Street to bypass High Street"*
- *"Traffic tailed back down North Street and also drivers take a route passing primary school. Hold ups and rat runs occur"*
- *"It creates a rat-run for the cars."*
- *"More cars going up Sloe Lane trying to avoid congestion and using the free car park to exit Alfriston."*
- *"Very congested in the Square and North Street. Have seen cars speed up Star Lane and down Weavers Lane to beat traffic lights"*
- *"Problem has been moved down into the dual carriageway part of the High Street. Nothing solved."*
- *"Traffic backed up beyond car park almost to Milton Street turn off. Got through. Traffic backed up beyond Deans Place. You couldn't make this up."*

`

8) Are vehicles queueing back to Market Square?

Yes, and beyond. The table below shows the number of times queues are commented on.

	Number	%
Mentioning this topic:	**67**	**-**
Things are better:	0	0%
Things are worse:	**66**	**98.5%**
Things are no different:	1	1.5%

Summary

- The feedback cites queues stretching not just back to the Market Square, but to either end of the village and beyond.
- The queues then often create congestion and gridlock throughout the village.

Key Quotes from Feedback Forms

- *"The bottleneck of traffic starts at the entrance to the village (by the pay car park)"*
- *"Constant queue of traffic throughout North Street"*
- *"Long traffic queues down North Street. Difficult to turn into West Street due to oncoming traffic"*
- *"Again, massive queues down North Street and many cars using West Street to bypass High Street"*
- *"Had to queue in traffic coming into village at 6.45pm and that has never happened at that time until traffic lights"*
- *"Build up of traffic waiting at each end"*
- *"Gridlock back to the square"*
- *"Gridlocked - by village shop pedestrians couldn't cross road safely. Terrible queues. Took 10 minutes before moving."*

9) Can vehicles clear the stop line in a single cycle?

Based on the above feedback about gridlock, congestion and long, long queues, it would appear that people felt that this was often not the case.

`

10) Have there been any changes in air quality?

Yes; this was the third most commented on topic. Respondents cited concerns about increased pollution (including noise) caused by the congestion, queues and gridlock during the trial.

	Number	%
Mentioning this topic:	**66**	**-**
Things are better:	0	0%
Things are worse:	**65**	**98%**
Things are no different:	1	2%

Summary

- Air pollution (and noise pollution) was frequently cited as a reason why the respondent's experience of the traffic lights was negative.
- Visitors suggest that it is no longer a pleasant place to linger because of the fumes from queuing and stop-start traffic.
- Residents and traders have commented on the adverse effect such pollution has had on their lives and, where they are a trader, their livelihood.

Key Quotes from Feedback Forms

- *"Pollution! From stationary traffic"*
- *"Big increase in traffic queues throughout the village and increased pollution"*
- *"Pollution from stationary vehicles waiting many minutes at traffic lights"*
- *"There are now HUGE queues of cars spewing out at house while waiting for the lights. Notice the 'turn off engine' signs in shops!"*
- *"Appalling tailbacks; cars leaving engines running; terrible fumes"*
- *"Lines of traffic waiting with engines switched on - POLLUTION! I could not open my windows or doors"*
- *"Sitting having tea in The Apiary with stationary car engines pumping out fumes and constant noise is not pleasant!"*

`

11) Pavementing occurrences

There were considerably fewer comments on pavementing than might have been expected. Of the 23 comments regarding it, opinion was split as to whether the lights made an improvement.

	Number	%
Mentioning this topic:	**23**	**-**
Things are better:	12	52%
Things are worse:	**11**	**48%**
Things are no different:	0	0%

Eleven responses noted that the lights stopped pavementing (presumably referring to the narrows), eight of these expressing the view that the pavements are safe to walk on again.

Ten responses reported an increase in pavementing, presumably referring to the central North St/Market Square /upper High Street area. (An assumption for pavementing occurring in the narrows has been that it is due to drivers not seeing far enough ahead. They are forced to pavement when they come across an oncoming vehicle they can't pass. But with the lights, pavementing is being increased in places where there is a clear line of vision.)

Key Quotes from Feedback Forms

- *"Felt safer - no cars on pavement. Cars need to be slowed down though"*
- *"Felt safer - no cars on pavement, easier to cross road. Cars still travelling too fast - 20 mph limit needed"*

- *"Not going up on pavements safer, town isn't gridlocked. Quicker to get through"*
- *"Gridlock in market square. Some people trapped against wall by cars on pavement in North Street. Very dangerous."*
- *"Traffic tail back causing difficulty passing outside Badgers. Cars, vans and campers have to use pavement."*
- *"Angry drivers mounting pavements in main High Street"*
- *"Long queue coming into village from south. Oncoming traffic driving on pavement outside Wingrove"*

`

12) Improve quality of life for businesses and villagers

The fact that the overwhelming majority of the feedback received from businesses and villagers states that their experience of the traffic light trial was worse than without the lights suggests that the scheme would not improve the quality of life for businesses and villagers overall.

	Number	%
Mentioning this topic:	**28**	**-**
Things are better:	0	0%
Things are worse:	**28**	**100%**
Things are no different:	0	0%

The feedback suggests that by trying to solve the occasional problem caused by the narrowness of 'The Narrows' with traffic lights has simply moved the problem to the rest of the village, with the result that the quality of life in the village as a whole has been negatively impacted. You can see this above in the comments about redistribution of traffic, queuing, pollution, congestion and air quality.

As one respondent noted, the lights made things *'Only better at our location (Chestnuts). Seems like not a good solution.'*

Key Quotes from Feedback Forms

- *"Horrible to have so many cars lined up through village (main part) -fumes + noise + build-up"*
- *"Traffic jams; more noise and pollution in village for longer"*
- *"Added polluting car fumes to Square and High Street. And not solving the congestion"*
- *"I was unable to walk down Weavers Lane because it was jammed with traffic"*
- *"Horrible red/green glow in historic high street at night"*
- *"Noise of traffic right outside my door - especially very noisy motor bikes giving customers a heart attack!"*
- *"Traffic speed through village has increased. Noise has increased. Walking in or crossing street is dangerous"*

`

13) An improvement for all the village

As is demonstrated throughout, the feedback is that the scheme has emphatically not improved things for all the village. The improvement in the narrows is outweighed by overall feedback showing a worsened situation elsewhere.

The traffic lights have worsened the situation in the village as a whole, and according to the feedback forms, has done so for all groups: residents, traders, visitors, and passing through.

b) Feedback themed by Village Life Criteria

ESCC did not include criteria that we, as villagers, feel important. These are discussed next.

1) Safety, Accidents, and Pedestrians

Whilst the traffic light trial focussed on safety in the Narrows, the feedback comments report that the village as a whole is more dangerous with the lights than without.

	Number	%
Mentioning this topic:	**98**	**-**
Things are better:	16	16%
Things are worse:	**81**	**83%**
Things are no different:	1	1%

51 forms included specific mention of danger or feeling unsafe, the difficulty of crossing the road, and accidents or near misses (5 involving pedestrians).

One long-time resident commented: "*Within 36 hours you doubled the number of accidents that I have seen in 30 years"*.

There were three separate mentions of emergency vehicles being held up.

Only 18 respondents mentioned that they felt safer or found it easier to cross the road during the trial.

Key Quotes from Feedback Forms

- *"Accident on junction Star Lane and High Street. Van t-boned car"*
- *"Nearly run over in the car park by someone trying to avoid traffic! Very angry drivers!!"*
- *"Pedestrians are at risk"*
- *"Gridlocked - by village shop pedestrians couldn't cross road safely"*

`

- *"Traffic speeding faster. I almost had a collision at weavers lane junction"*
- *"Traffic too fast - felt vulnerable on the pavement"*
- *"Danger to people on the street up Star Lane. Difficult crossing road. Feel unsafe on bike"*
- *"Large vehicle zoomed round the corner into Star Lane. Had to flatten myself against the wall. Tried to cross the road to shop in the Village shop"*
- *"I feel less safe walking down the high street"*
- *"Dangerous for walkers and dogs trying to cross"*

2) Tourism and Business Viability

Our village has long been known as a tourist hotspot. As recently as July 2018 it was listed among the top 27 UK villages by the Daily Telegraph.

However, the feedback from visitors suggests that they may think twice before coming again, were the traffic light scheme to go ahead.

Of the 163 forms from visitors, 80% said their experience was worse with the lights against 13% who said it was better. Key comments include:

- *"Comment from a Swiss friend, 'now I have seen the chaos because of the traffic lights'"*
- *"On my way to the Village Shop overheard comments in a) French b) German: 'Pity to let an old village be spoilt by traffic like this''*
- *"The scheme seems to have destroyed the atmosphere of the village without improving the traffic situation."*
- *"The village is no longer as attractive and I imagine that traders must be suffering"*
- *"As a regular visitor this time town would appear to be dead. Will think twice before coming again"*
- *"No reason to stop, people turning around, more congestion, aesthetically not good"*
- *"A quite unnecessary modern intrusion into a tranquil village atmosphere"*
- *"Fumes, noise, congestion. Spoils the village for locals and spoilt for visitors"*

`

3) Loading and Access

A concern for the viability of village life is the ability for businesses and residents in the central area load and unload near to their premises/residences.

Whilst critical to those in the central area, numerically this affects relatively few locals or visitors, so there were few (8) forms commenting on it. Those that did noted the conflict between the needs of the lights and the needs of loading.

Quotes from Feedback Forms

- *"Will not deliver to Alfriston if lights are chosen option" (from a DHL delivery driver)*
- *"Unable to get to Star Inn and George delivery points"*
- *"Dustcart and cars in village centre means traffic at complete standstill"*
- *"Because I have to collect dustbins in High Street, makes traffic build up more"*
- *"Bins not emptied" (from two local businesses)*
- *"Makes more congestion in village while unloading"*
- *"We experienced the owner of the Apiary being abused by a very aggressive motorist while loading outside"*

4) Large vehicles

Given other surveys and ongoing photographic evidence, to our surprise, relatively few (12) comments mentioned large vehicles specifically.

	Number	%
Mentioning this topic:	**12**	**-**
Things are better:	3	25%
Things are worse:	**9**	**75%**
Things are no different:	0	0%

Quotes from Feedback Forms

- *"Stop… large vehicles using route as a rat run."*
- *"Too many HGV's – deliveries only?"*
- *"Large vehicles can't pass causing havoc. Lights changed 4 times before there was any progress"*
- *"Lorry got stuck Tuesday night and chaos followed"*

`

5) Environment (Noise, Road Rage, Landscape)

31 forms commented on noise and road rage, the majority of these being concerned about the increased noise from vehicles. Overwhelmingly (97%) of comments said the traffic lights made the situation worse.

	Number	%
Mentioning this topic:	**31**	**-**
Things are better:	0	0%
Things are worse:	**30**	**97%**
Things are no different:	1	3%

Quotes from Feedback Forms

- *"Engines running; music blaring from cars making this peaceful town unnecessarily noisy"*
- *"Noise pollution in the village centre at all hours"*
- *"Angry drivers mounting pavement..."*
- *"Angry drivers, more speeding"*
- *"Greater noise..."* [the scheme] *"removes courtesy of drivers"*

`

4. Conclusion

The forms asked an open question allowing people to record daily comments on their experience.

The overwhelming feedback from all groups is that the lights made things worse for every reporting group, an in almost all relevant criteria. Of the 397 responses received, 85% felt that their experience was *worse* because of the traffic lights, 11% felt it was *better*, and 4% felt there was no *change*.

Congestion was the concern most cited. When the road was clear, cars sped up to beat the lights, and pedestrians in the busiest parts of the village – the High Street and the Market Square – felt less safe.

And visitors agreed with residents that the signals ruined the village – in terms of aesthetics, pollution and noise pollution.

It is clear from this feedback that in trying to solve one problem in isolation – the pavementing in the narrows – the lights made safety and quality of life far worse throughout the village, for locals and visitors alike.

Having experienced the trial, the respondents demonstrated overwhelming opposition to ESCC's traffic light scheme.

Conserve Alfriston Response to the 2018 ESCC Traffic Trial

3 DECEMBER 2018
V17 COMPRESSED / DISTRIBUTE

“Unmitigated disaster for the business.”

- Trader

“Very unhappy villagers that know the best solutions and they have been completely ignored. Non-democratic!”

- Resident

“I personally was almost crushed by a van during the trial, reversing onto the pavement just south of Badgers to allow another vehicle to pass southbound.”

- North Street Resident, commenting on our photos.

“Traffic backed up…
you couldn’t make this up.”

- Through Driver (Resident)

“Village one big traffic jam causing health risk…
A thoroughly unpleasant visit.
A place to avoid.”

- Visitor

Contents

1. Summary
    1. Summary
        1. Key Findings: Phase 1
        2. Key Findings: Phase 2
        3. Deeper Lessons From the Trial
        4. Recommendations
    2. Introductory Images
2. Overview of Response Papers and Data Sources
    1. Diary Feedback
    2. Business Survey Feedback
    3. Traffic Observation Group Monitoring
    4. Photographs and AEG/Apiary Video
3. Trial Context
    1. Location, Density of Pedestrians, Pre-Planning
    2. Contrast with Other Trials
        1. ESCC Rebuttal of Incremental Approach / Quasi-Shared Space
        2. ESCC Rebuttal of Conserve Alfriston Proposals
    3. Timing / Record of Activity
    4. ESCC Criteria
    5. ESCC Questionnaire Format and Reporting
4. Findings: Phase 1: Traffic Lights, 20mph Limit and High Street Cones
    1. ESCC Criteria
        1. Overview of Community Feedback
        2. Has Traffic Speed Increased?
        3. Are there Operational Issues within the Signal System?
        4. Is Illegal Onstreet Parking Impacting the Operation of the Signals?
        5. Have there been any changes to journey times through the High Street?
        6. Are signals causing congestion?
        7. Is traffic being redistributed on other roads?
        8. Are vehicles queuing back to Market Square?
        9. Can vehicles clear the stop line in a single cycle?
        10. Have there been any changes to air quality?
        11. Pavementing Occurrences
        12. Improving Quality of Life for Villagers and Businesses
        13. An Improvement for all the Village?
    2. Village Life Criteria
        1. Safety, Accidents, and Pedestrians
        2. Tourism and Business Viability
        3. Loading and Access
        4. Large Vehicles
        5. Environment (Noise, Road Rage, Landscape)
        6. A final note on Village Life
5. Findings: Phase 2: 20mph Limit and High Street Cones
    1. Overview
    2. Village and ESCC Criteria, by location and topic
6. Postscript: After the Trial
7. Conclusions, Lessons and Recommendations

1. Summary & Introductory Images

1. Summary

This paper provides an overview of Conserve Alfriston's response to the recent ESCC traffic light and 20mph trial in Alfriston. It brings together evidence from several supporting documents and groups including diary feedback from those in the village, a business survey, traffic observations during the trial, and still and video imagery. These are detailed in section 2, and all paint a mutually corroborative picture.

Conserve Alfriston has long asserted that it would be a mistake to install traffic lights in our High Street to manage the traffic in one specific location. We have instead argued for a pan village- and valley- solution that manages traffic over a wide area, that limits large vehicles, and that changes driver behaviour before the centre of our village is reached. We have attracted demonstrably high levels of democratic village and stakeholder support - both for our approach, and also in opposition to the ESCC proposal.

This was therefore not just a highway engineering trial, important though the engineering aspects were. This was an opportunity for ESCC, following a long gestation period, to win over sceptical or undecided hearts and minds by showing how the traffic lights would practically benefit our village.

We believe that the trial failed on both these counts, but it did provide important lessons for a future incremental solution - one that we now suggest may need to accept that cars mounting pavements in the village centre can be reduced but not eradicated, and therefore needs to be managed.

Key Findings: Phase 1

- Having experienced the trial, people completing the the diary survey, the online survey, and the business survey all show continued high levels of opposition to the traffic light scheme. This came from all groups - residents, traders, visitors, and through drivers using the village centre. Several local businesses expressed concern for their viability.
- Under normal conditions, the traffic situation is not ideal but congestion and therefore traffic flow moderation broadly occurs across four locations: the southern High Street (the "narrows"), the central High Street, Market Square and (the top of) North Street.
- This is an holistic system, and village surveys and anecdotal impact reports clearly showed that a village wide approach that would improve traffic management throughout was needed, not a proposal designed to solve one narrowly defined problem whilst ignoring others.
- The traffic lights were designed to address just one of these areas, and as expected, conflicting traffic and pavement mounting in the southern part of the High Street was greatly reduced, to near zero. Several people and businesses in this area felt that things were better for them, but worse for the village overall. Some residual traffic conflict, and speed increases between the lights were reported.
- The positive effects in the narrows were outweighed by the displacement of traffic problems elsewhere.
- At medium>high traffic levels, once broadly free to move through the narrows, traffic built up at the other pinch points, increasing congestion in the village centre, and creating long queues at both ends of the village.
- Traffic queued through the Market Square and frequently into North Street. Queues sometimes reached the village outskirts to north and south. Some drivers diverted up West Street and through the Dene car park.

- As a result, pavementing was observed to increase drastically along North Street, and was also observed in the central High Street, the Market Sq outside Emmett and White/Old Bank, (and along the Wingrove wall to the south).
- The central pinch points affected are around the heart of the village, where there are greater densities of people (on pavements and crossing the road) and businesses. Overall, the traffic lights therefore increased the risk to pedestrians.
- At lower traffic levels there were reports of more speeding and acceleration as drivers tried to beat the lights or move off from queues.
- As a result, villagers experienced far greater noise, and reported air pollution. This could occur at any time, not just during traffic conflict.
- Deliveries in the central area were not provided for and were made almost impossible by the traffic lights. Where parking was attempted in the centre, they could disrupt traffic. If the delivery vehicles parked further away, large loads were observed being moved on foot, in the road.
- Large vehicles continued to cause congestion and pavement mounting at the pinch points, and the traffic lights did nothing to stop them.
- Briefly, we contrast the extensive pre-planning and modelling for this trial with the far lower resourcing of developing/trialling two previous proposals before they were, in our view, unreasonably dismissed. The first was an incremental quasi-shared space approach (inappropriately trialled using barriers), and the second our own Conserve Alfriston proposals (none of which were constructively developed or trialled).
- We detail our concerns with the ESCC response survey in the paper. We also note that ESCC ran a village consultation on two traffic light proposals (options A&B) but are trialling a system that is a material change from both. The village has not been asked if it wants this configuration (let alone an alternative solution) and this question is not asked in the questionnaire.
- Overall safety and quality of life were not improved, but worsened by the traffic light trial, and ESCC's previous assurance that providing this solution for the narrows would benefit the entire village has been disproved.
- Looked at in a pan-village context, the trial was a failure both in engineering terms and in winning over the hearts and minds of those most affected by it. However, it did bring to light some deeper lessons, which are detailed below.

Key Findings: Phase 2

- Phase 2 (20mph and cones in the High Street) was far less disruptive to the village and attracted less feedback.
- Unsurprisingly, it was unable to address the issue in the narrows.
- 20mph - as a standalone solution - was found to be inadequate, but did not have any negative effects.
- However, the cones relieved congestion in the central High Street by keeping it clear from long term parking, whilst enabling short term loading. As previously, they appeared to have support from many villagers - as of early December, they are still in place.
- There was some evidence that the cones displaced High Street congestion to the top of North Street, increasing queues and pavementing there, but not to the same degree as the traffic lights.
- Once again, we observe the movement of congestion (and any resultant pavementing) from one location to another, rather than its resolution.

Deeper Lessons from the Trial

- Previously, pavementing in the narrows had been largely attributed to a lack of visibility - drivers committing to go forward before they know there is oncoming traffic. The trial showed that unless encouraged to behave differently, drivers also pavement in places where visibility is not an issue but congestion is.
- Rather than encouraging this positive behavioural change, the hard engineering solution increased negative driver behaviour by a) removing uncertainty and responsibility, b) encouraging people to try to beat the lights, and c) increasing road rage as a result of congestion. This approach is not part of the solution.
- It appears that with high volumes of traffic, especially that includes large vehicles, congestion and pavementing will occur somewhere in the village. At present it is distributed at around four locations along the central corridor. Seeking to addressing just one in totality (through the lights), to the exclusion of the others, moves and focuses the issues elsewhere, also increasing localised speeding and acceleration. (Even the less intrusive Phase 2 trial appeared to demonstrate congestion and pavementing being moved from one location to another.)
- It therefore seems likely that congestion and pavement mounting cannot be stopped completely (without extremely drastic measures that would not likely be countenanced). It therefore has to be reduced where possible - and managed where not - across the village.
- Attempts to accommodate large vehicles and through traffic are in conflict with the desire to improve safety, environmental conditions and village life in the centre of Alfriston, given its special status in the National Park.
- ESCC had previously been unwilling to develop "non-standard" solutions as it has believed that a standard solution - traffic lights - could acceptably solve the problem. This has been disproved.
- Fundamentally, by showing that the village centre cannot cope with traffic which is not managed elsewhere before arriving at traffic lights controlling just one zone, the trial has supported Conserve Alfriston's central assertion that a pan village- and valley- wide approach is needed.

Recommendations

- When we presented our petition, we noted that "The (anecdotal) evidence base and the experience of villagers is that traffic problems occur throughout the village and are often related to large vehicles. A solution that seeks to improve things in one area but has negative secondary impacts in the heart of our High Street and the Market Square where there are most pedestrians, and also does not address the large vehicle problem, is bound to attract criticism on grounds of effectiveness as well as appropriateness."
- This has now been seen to happen in practice, and we ask that ESCC learns the above lessons from this trial and responds positively to villagers clearly stated concerns and suggestions.
- ESCC should therefore abandon its traffic light proposals and the hard engineering approach which is inappropriate in this setting and has not worked. It should also abandon its focus on trying to completely solve issues in one area, instead embracing the pan-village solution that villagers demonstrably want, and that traffic evidence supports.
- This implies moving to a solution that makes incremental improvements in all areas to order to gain support.
- If pavementing cannot be totally prevented (indeed, some argue it is what the low-rise pavements in the village were designed to support), it may be that for the good of pedestrians, designating quasi-shared space is the best way to manage the expectations of, and improve the behaviour of, drivers.
- ESCC should therefore work constructively with the village on what it so clearly asked for many months ago. The lessons from the trial show that an end to end modular scheme of the form that Conserve Alfriston proposed is required. This has the potential to improve the situation for all the village, thereby engendering support, and thus enabling ESCC's priorities to align with those of our community,

2. Introductory Images

Four pedestrians and a pavementing car; North Street

Market Square congestion

Pedestrians crossing through gridlock and roundabouting

Congestion manoeuvres

Page 5



Conflict, pavementing, and queues between the lights


Pavementing,
High Street



Congestion in and out
of the village

2. Conserve Alfriston Response Papers: Summary

A significant number of people in our community have given their time to carry out different studies during the trial, findings from which we have consolidated within this response. This paper is designed to be read in conjunction with the other supporting documents that have been provided.

We have previously been concerned that the presentation of the worst aspects of traffic flows in the village has suggested that there is almost a continuous traffic crisis, when traffic flows acceptably most of the time (given the dimensions of our roads) and impacts/incidents (throughout the village), whilst of understandable concern - especially to those involved - are not daily. We do not want the evidence and imagery we present in this paper to imply continuous crisis.

Our rationale is to demonstrate the effects of the trial and we naturally focus on conveying its shortcomings. However for much of the time traffic flowed unremarkably - as it would have done without the lights and their overall negative impact on the quality of life and safety in our village. We do, however, contend that the situation was frequently made worse by the lights, especially in key locations. At high traffic volumes, congestion was worse and built up more quickly. At lower volumes, photographs are less dramatic, but accelerations, speeding and noise pollution increased by day and by night.

These contentions are not just our view: they are overwhelmingly evidenced by the feedback that we collected from villagers, businesses, visitors, and people passing through.

1. Diary Feedback

Feedback from villagers, businesses, and villagers was obtained by making short, simple flyers available which enabled people to give daily reports on their experiences during Phase 1 of the trial. 398 feedback forms were received, returned to collection boxes at several village shops. The responses are discussed in the Diary Feedback Group Report, which looks at the number of favourable and unfavourable responses on relevant topics, and provides several quotes from the respondents.

Interestingly, just over half the feedback came from visitors and those passing through (214, 54%), with the others from residents and traders.

Every group was overwhelmingly of the opinion that the lights had made things worse. Overall, 338 (85%) of replies said things were worse, and 44 (11%) said things were better. (15 (4%) saw no change.)

The table below shows the most commented on topics (sometimes more than one per form). Congestion was of most concern; pavementing was least. Quantitative analysis of qualitative data is approximate, but for every topic except pavementing (where views were split), 75%+ of comments were that the lights had made things worse, with many topics in the 90%+ range.

Rank	Topic	Comments	% saying lights make it worse
1	Congestion	109	92%
2	Safety / Pedestrian / Accidents	98	83%
3	Speed	69	87%
4	Queueing	67	99%
5	Air Quality	66	98%
6	Journey time	56	96%
7	Redistribution	46	93%
8	Quality of Life	28	100%
9	Pavementing	23	48%
10	Noise	20	100%
11	Business	13	100%
12	Large Vehicles	12	75%
13	Anger. Aggression (Road Rage)	11	91%

Many quotes were heartfelt; for example:-
"As a disabled driver I am no longer able to visit the village as I am no longer able to stop and get out."
"Just get rid of this bloody disgrace. Just for our mental health. I can't take much more."
"Lights will cause more problems with blocked roads all over the village especially at busy times. This attempt is just that! It is not a solution that's been thought through. You have failed in making this a democratic process."
"Village one big traffic jam causing health risk or fumes. A thoroughly unpleasant visit. A place to avoid."

As an example of the minority view, one person commented *"It's much safer and far less stressful. Love it".*

2. Business Survey Feedback

In 2016, ESCC noted that '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.' At the start of 2017, we carried out a business survey and presented it to ESCC, showing that those businesses were opposed to the traffic light proposals put forward at the initial consultation.

We have repeated the survey (obviously, including businesses in the narrows) following the trial, and both surveys are provided in an accompanying document. We were able to contact all but two businesses along the central corridor.

- Having experienced the trial, Alfriston's businesses remain, overwhelmingly strongly against ESCC's scheme. **82% were *against*, including 69% who were *strongly against*. Just 3% (one business) was in favour.**

- ESCC has expressed concern about the traffic situation having a detrimental impact on people's lives and businesses. Our survey shows that **89% of businesses who expressed an opinion believe that ESCC's scheme will be more detrimental**. Just 11% (three businesses) who expressed an opinion believe it will be beneficial.

Many quotations from business owners during the survey further show how concerned they are about the impact of the trial:-

"Unmitigated disaster for the business."
"A disgrace and a shambles."
"Took £3 in total in 10 days of the trial. Many leaving early because of the traffic and unpleasant environment. Had previously been on the fence." (regarding the scheme)
"The council do not care for business."
"A potential disaster for the village economy."

ESCC is correct to recognise the importance of these businesses to the village economy - but they overwhelmingly remain opposed to the traffic light scheme.

3. Traffic Observation Group Monitoring

Traffic Observation Group volunteers carried out regular observations before, during, and after the Phase 1 trial, seeking to identify changes to traffic flows at key points around the village. Their findings consisted of numeric counts of traffic and relevant incidents, and informed comments from the experience of observers who watched traffic flows over many hours. Their results are provided in a separate paper.

The core findings of this work were that during the observation periods:-
- The traffic lights appeared to solve the problem of pavement mounting in the Narrows. However, increases in speed in this area were also noted.
- Pavementing improvements in the Narrows were at the expense of the rest of the village.
- The queues for the southbound light frequently extended towards and down North St. There were resultant large increases in pavement mounting along North St.
- The Market Square sometimes became congested with traffic moving around it, and there was stop-start traffic in the village centre queuing for the lights.
- Traffic increased along West Street and through the Dene car park as it diverted away from North Street.
- To the South, traffic pavemented along the Wingrove garden wall to the Tye Road.

4. Photographs and AEG/Apiary Video

A picture can be worth a thousand words and it is hard to convey in this semi-formal paper how much concern and distress has been caused in some parts of the village by this trial. This is better conveyed in the accompanying documents, which contain almost 200 images, grouped thematically, showing what happened (primarily in the village centre, but also in the narrows and elsewhere) during the trial.

- The first paper features images of pavementing in the High Street and North Street, and numerous images of general congestion during the trial.
- The second paper covers other topics, including the effect on pedestrians, rat running, conflict in the southern High Street when the lights failed, roundabouting in the Market Square, and more.

In addition, we are grateful to the Alfriston Emergency Group and The Apiary who recorded video during the trial. These sources illustrate a number of the findings in this paper and we cross reference where appropriate.

Page 132

3. Trial Context

Before discussing the trial itself, we briefly note the context in which it occurred. This was not only an engineering trial - it was also an opportunity for ESCC to win over the hearts and minds of a previously sceptical village.

1. Location, Density of Pedestrians, Pre-Planning

Location

The Phase 1 trial was of a traffic light scheme solely designed to resolve the issue of pavementing in the southern High Street, the “narrows”. (ESCC have also cited congestion as a secondary concern to be addressed.)

However, this singular focus does not tally with the repeatedly expressed concerns of our village. Both surveys and anecdotal incident reports have clearly shown that what the village wants is a village-wide approach that will improve traffic management throughout, not one that focusses solely on this one location, an important component though it is.

We contend that It was therefore misguided of ESCC to solely carry out a study of pavementing in the narrows as a justification for this trial, which was predicated on answering the wrong question.

Density of Pedestrians

The key safety and quality of life issue that ESCC give for the proposed intervention is the regular mounting of pavements by vehicles, and that pedestrians, whether on pavements or crossing the road, do not feel safe. This is not an academic issue - the risk is that a car will strike a pedestrian (or building) and cause injury.

The other factor in this impact risk equation is where most pedestrians are located. We have repeatedly told ESCC (but it has not been acknowledged) that most pedestrians are around the central High Street and Market Square where there are most businesses. The central area is also the area where directional flows are most complex. In addition, given the northern location of village coach car parks, the great majority of pedestrian visitors approach the village via North Street (or West Street). (Whilst the narrows are important, and businesses and residences there need access, the Tye can provide an alternative pedestrian through route for many foot journeys south of the OCC hall.)

Therefore whilst we wish to see the situation in the narrows improved (and have proposed multiple measures to do so), we have previously expressed the concern that finding an *absolute* solution for the narrows through traffic lights could worsen the safety situation overall. This, we suggested, would happen if moving bad traffic behaviour, including pavementing, from the narrows to the busy village centre (or creating stop/start queuing traffic there) would greatly increase the risk of an impact accident in the village, not decrease it.

Pre-Planning

Prior to the trial, ESCC commissioned a Bristol consultancy to model the effect of traffic lights. We understand its report predicted long queues past the market square, and expressed concerns about gridlock. The consultancy also noted that the Market Square was an important focus of village life and may experience negative effects that would be unpopular.

ESCC took the decision to move to the detailed design stage in September 2016, and at that meeting it was agreed that a detailed design, cost estimate and programme would be re-presented to the Lead Member in Spring 2017. The trial took place 2 years after the initial decision, and so not only were ESCC able to choose its timing; there was also plenty of time, and the Bristol modelling data, to determine where best to put the lights and how to configure them in order to make the trial a success and to minimise the predicted negative effects of the scheme.

2. Contrast with Other Trials

We briefly contrast the extensive preparations and modelling for the recent traffic light trial with the way other proposals for traffic management in Alfriston have been approached by ESCC. We are concerned that ESCC has greatly prioritised resources for its preferred solution, but has not adequately explored other options that have had demonstrable village support.

ESCC Rebuttal of Incremental Approach / Quasi-Shared Space

Many villagers have argued for an incremental, quasi-shared space approach - in which pedestrians are given priority, cars are slowed, and the historic relative absence of segregation between pavements and the highway in the village centre is recognised - over many years. ESCC's background history of the Alfriston traffic issue states that a core element of an incremental approach was trialled and the congestion was so bad that the trial had to be stopped after a few days, and therefore it could not be taken forward.

We note that ESCC's trial of Colin Davis' incremental proposals in 2011 did not follow the modular or quasi-shared space model. Instead, it consisted of simply, brutally, putting barriers at the edge of the footway in one location only to prevent drivers from using it. This was in no way an adequate representation of what an incremental quasi-shared space approach would involve (arguably, it is the exact opposite), whereby visible guidance would be given for vehicles of the need to change behaviour over a wide area, pedestrians would have priority, and the existing porous boundary between the pavements and the carriageway would be recognised/removed rather than hardened.

In contrast to the recent sophisticated experiment with traffic lights, no modelling or it would seem, detailed planning, took place before the trial. It was not a realistic model, and it unsurprisingly failed, leading to the incorrect assertion that the incremental / quasi-shared space option had been shown not to work.

Conserve Alfriston put forward a village- and valley- wide solution which was modular, consisting of numerous interventions that could reduce congestion and pavementing around the village (including the narrows) in an appropriate way. This framework of proposals attracted huge support from villagers and other senior stakeholders, achieving a wider consensus than any other approach.

We do not believe that our proposals were reviewed in the constructive way that their evident democratic support warranted. We do not agree with ESCC's rationale for this, which (in brief) was erroneously based on two fallacies. Firstly, the proposals were assessed in the context of the continued but unsupported assertion of the "problem" being defined as being solely in the narrows - when we had shown that this was not the case and that we were addressing a wider issue.

Secondly, our modular proposals were pitched at both our exhibition weekend and to ESCC as being the start point of a developmental process for which we sought input. We asked "for the support of ESCC in working with us to develop and implement our proposals" as we wanted to work alongside highways engineers to make our framework compliant. Yet this did not happen. Instead of developing them with the village as requested, ESCC instead took the proposals absolutely literally, narrowly critiquing elements and returning a brief report on why they were non-compliant with Highways regulations.

Therefore, with the exception of the 20mph limit, not one of our numerous proposals has been constructively developed, let alone trialled. No wonder that one daily feedback form respondent commented on why many villagers were so upset by the effects of the recent trial:-

"Very unhappy villagers that know the best solutions and they have been completely ignored. Non-democratic!"

3. Timing / Record of Activity

Prior to the trial, ESCC were encouraged to run it when the roads were busiest - felt to be in mid-summer - to properly test the proposed system.

However, September was felt to be the earliest that was feasible, and then there was a further implementation delay meaning that the four week Phase 1 traffic light trial commenced on Monday 17th September.

- During week one of the trial, the lights operated sporadically, failing during the week, restarting briefly, but then not operating over the first weekend as no support was available.
- They operated throughout week two but by then the ESCC cameras had been removed - we were told they were needed elsewhere. It was therefore the start of October before ESCC video of the effect of the lights was consistently recorded.
- In Phase 2 (15th October to 11th November), ESCC cameras were present from Wed 31st October onwards.
- The traffic monitoring group could not operate all day, every day but did monitor many weekday peak time hours consistently.

4. ESCC and Village Criteria

At meetings prior to the trial, stakeholders asked for clarity on the success/failure criteria for this experiment. We did not feel that they were clear, and neither was the response to the more recent written question put from APC in this regard.

However, we understand that at the August stakeholder meeting, 10 criteria were put forward, so we have used these here and in our other papers as a basis for our comments on whether the trial was a success. (Cars mounting pavements is not one of these criteria. Nor is safety, or the experience of pedestrians.)

In addition, some of the clearest ESCC drivers for action came in a communication from Cllr Carl Maynard in November 2016, in response to a request for the safety record that justified ESCC's proposed traffic intervention in Alfriston. Three key points:-

1. Key to the rationale was "traffic related problems such as 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 in the High Street."

2. "The County Council has to be open to requests for action to address traffic related problems across the county where these are having a detrimental impact on people's lives and business." We have paraphrased this as "quality of life" for people and businesses.

3. "The proposed scheme will address the specific traffic problems that affect this section of the High Street and which adversely impact on all residents, businesses and visitors in Alfriston." The clear implication here is that the solution will be an improvement for all the village.

We have added these three criteria into the ESCC list that we address. We also note that the response stated that those most affected by the proposals were those in the High Street, the Market Square, and North Street.

One of the 10 ESCC criteria was community feedback, of which this report is a part. Villagers' key concerns include both safety and quality of life throughout the village, and where possible we have addressed them using the ESCC criteria, broadening them where necessary to include the village as a whole. However, other village concerns include business viability, loading and access in the village centre, and environmental aspects, which are not covered by the ESCC criteria, and are discussed separately.

5. ESCC Questionnaire Format and Reporting

We now briefly review the survey form that ESCC provided in hardcopy and online to collect feedback on this trial. As was the case with the ESCC consultation prior to moving to the design stage, there is criticism of the ESCC questionnaire from villagers, from the Parish Council, and from ourselves. Aspects of the questionnaire do not follow from ESCC's stated criteria for the trial, and do not respond to earlier comments from either villagers or the Bristol consultants with regard to what aspects of the trial would be important.

- ESCC have acknowledged that the Phase 1 system trialled was a "material change" from the A/B traffic light options which the village had previously been consulted on. However, our request to ESCC to come and present the new proposal to the village was ignored, and this questionnaire does not ask the basic

Page 136

question of whether respondents wish this layout to go ahead. This basic question has therefore never been asked about this layout.

- The only reference to pedestrian safety is whether people feel safer on the footway in the area controlled by lights. Pedestrian safety elsewhere is not mentioned (and neither is safety when crossing the road), despite our previous comments to ESCC highlighting where there are most pedestrians.

- Other questions refer to drivers, riders, cyclists and equestrians - those primarily using the High Street for transport and through journeys, not using it as an amenity and supporting villagers/businesses “quality of life”.

- Despite the previously expressed concerns of the Bristol consultants, villagers, and businesses, and the “all village” assertion of ESCC, there are no questions about the effect on people around the central Market Square, North Street, or on alternative routes through the village.

We therefore feel that the questionnaire criteria are narrow in focus, not fully consistent with stated aims, and may lead to downplayed reporting of the negative consequences of this trial around the village.

4. Findings: Phase 1: Traffic Lights, 20mph limit and Cones

This section discusses Phase 1 of the trial, incorporating traffic lights, cones in the central High Street, and a 20mph speed limit.

1. ESCC Criteria

1. Overview of Community Feedback

This document brings together community feedback from our daily feedback survey, our business survey, our traffic surveying, and from imagery. You will see that the overwhelming response from each of these sources to the Phase 1 trial is overwhelmingly negative.

The diary feedback captured the views of many visitors and those passing through the village (54% of feedback forms) as well as locals. On every measure except pavementing (where views were split), 75%+ of comments thought the lights made things worse (often 90%+). Congestion was the subject that most people commented on, followed by safety, speed, and queueing.

The business survey showed that 82% of businesses were against the scheme, including 69% who were strongly against. Just 3% (one business) was in favour. In addition, 89% of businesses who expressed an opinion believe that ESCC's scheme will be detrimental to their business. Just 11% (three businesses) who expressed an opinion believed it will be beneficial. Qualitative comments were extremely critical of the lights.

The traffic monitoring group reported that vehicles mounting the pavement in the narrow southern High Street has sharply declined - but far from being a solution, they found that traffic-related problems were displaced elsewhere, particularly into the village centre where pavementing along North Street rose enormously, and the busy Market Square frequently became congested with cars travelling in many directions. Rat running in West Street and the Dene car park was noted. This is consistent with the overwhelming negative feedback from our surveys.

Our imagery depicts incidents of pedestrians being made less safe, of pavementing, of congestion, of roundabouting in the Market Square, and of other issues elsewhere in the village.

2. Has Traffic Speed Increased?

During the Phase 1 trial, three key factors were changed that might influence traffic speed (and accelerations/decelerations) through the village.

1. The traffic lights; changing driver expectations of right of way;
2. The cones, reducing the amount of undesirable long term parking in the central High Street and making through passage easier when the way was clear;
3. The 20mph speed limit.

Page 138

We received several comments from villagers of their experiences along the central corridor (87% of diary feedback respondents said things were worse), the Observation Group monitors carried out a limited number of measurements using a commercial speed gun, and AEG videoed speeding in the narrows.

Quotes from daily feedback forms:-
"Traffic speed through the village has increased, noise has increased, walking in or crossing the street is dangerous."
"Traffic speeding faster, I almost had a collision at Weavers Lane junction"
"Traffic speeding through narrows both ways when lights turn green"
"Faster traffic at higher volumes on West Street, ignoring speed and apparently frustrated…"

We found that:-
- Villagers did not just note speed increases, but experienced increased accelerations and decelerations at all hours, greatly increasing both danger to pedestrians and noise (plus, reportedly air) pollution.
- It appeared that gaming the lights had the greatest impact on this driver behaviour, then how clear the road ahead was (the cones sped things up, and gridlock/congestion slowed them down) and least strongly, the 20mph limit.
- In the narrows, monitors reported speed increases, presumably as there was assumed to be no oncoming traffic and drivers felt they had right of way. (One person noted that they would rather be struck be a wing mirror going slowly than one moving faster.) AEG video shows this.
- Drivers trying to "beat the lights", and/or queuing encouraged accelerations and decelerations, sometimes rapid. There was stop start traffic when there were queues or gridlock in the village centre, which made things more dangerous for pedestrians.
- The speeds of up to c. 50 mph were reported by the monitoring group.

We do not believe that for ESCC to simply report a change in average speed will necessarily be meaningful, as the regular gridlocks will lower it and mask increases in speed due to lights and cones. These could cancel each other out.

What is more important is the distribution of observed speeds (with maximum speeds identified) in different parts of the village (especially the narrows, the central High Street, North Street, and West Street), and a measure of accelerations and decelerations in the vicinity of the lights as cars attempt to beat them. It is these maxima, accelerations and stop/start flows that are likely to have a greater impact on pedestrian safety than an overall average speed. We therefore ask that ESCC addresses these issues clearly in its report.

3. Are there Operational Issues within the Signal System?

We assume this covers technical failures of the lights, and conflict between the lights in the narrows which they did not prevent.

Technical Issues
The lights failed twice in Week 1 and again later in the trial. Conserve Alfriston assisted by reporting the failure, and at one point covered the non-operational lights up at the Police's request. When the lights failed, pavementing and conflict returned in the controlled section of the narrows whilst there was an immediate noticeable improvement in the village centre.

Quotes from daily feedback forms did not reflect the issues created in the narrows but did note the improvements elsewhere:-

“Faulty traffic lights. Seems to be up to residents to divert traffic.”

“Traffic flows well when the lights fail… crossing road no longer hazardous and horse riders appeared again.”

“Lights out of order. Much more peaceful with slower flowing traffic without lights on.”

Conflict between the lights

Traffic meeting oncoming traffic between the lights occurred during normal operation. Sometimes cars had passed through a red light; at other times the cause was not clear.

Additionally, in the first days of the trial, a van turning left out of Star Lane did not stop and impacted a car coming northbound up the High Street. (Apiary video refers). An incident of this severity had not been seen before.

Deliveries

These have to be made both around and between the lights, especially as the northern light was sited outside the busy George pub in a location surrounded by business and residences with limited access. This will be discussed in the "Loading and Access" section, but we note that no alternative provision was made for deliveries during this trial and we still do not see how ESCC expects the village to function in this regard.

4. Is Illegal Onstreet Parking Impacting the Operation of the Signals?

This question assumes that the "Operation of the Signals" is the primary concern, and that all parking is undesirable. We do not agree. Illegal long term parking is absolutely undesirable, but the question ignores the requirement for loading and unloading in the High Street, and ESCC have still not explained how they propose to address this. See "Loading and Access" section of this document.

Illegal longterm parking was not a significant factor in the congestion, pavementing, and roundabouting caused by the signals, or operation between the signals. For the vast majority of the time, the signals operated unencumbered. Parking in the area between the signals has not been an issue; and queueing for the signals and widespread, unpredictable congestion prevented parking in the central High Street.

At more off-peak hours, the cones in the central High Street prevented long term parking, but allowed access. This demonstrated the positive effect that the Alfriston Emergency Group cones had already (repeatedly) showed and we hope that their contribution is now recognised by stakeholders. (It was however, important that they were moveable, as some large vehicles could not pass with them in place.)

What is needed is enforcement of a layout that improves traffic flows by stopping long term parking, but also supports village life by allowing (ideally, enforced) short term parking - the Conserve Alfriston solution.

There were only 7 comments from the daily diary forms, of which three were requests for enforcement. Typical of the others was the comment *"Cars parked on double yellow line blocking access."*

5. Have there been any changes to journey times through the High Street?

At high traffic levels, the signals made things far worse, as is evidenced by the numerous photos of congestion and associated pavementing in the accompanying pack, and by the qualitative reports of respondents to the diary survey (56 comments, 96% saying things were worse). Many people stated how much harder their journeys had become.

Quotes from daily feedback forms:-
"It took me 8 minutes to get through Alfriston in the middle of the day, midweek. Imagine what it would be like in the height of summer."
"Ten minutes from Star Lane to red light at Weavers Lane, with an irate motorbike driver in front."
"Cleaner unable to get to village on time"
"Traffic held up… took a lot longer than usual"

At low traffic levels, we observed traffic queuing unnecessarily for the lights, including, it was reported, an ambulance behind held up for several minutes. There may therefore be a small increase in travel times through the village.

However, the important factor is that at low traffic levels the lights are not needed: without them, traffic can flow and minor conflicts quickly clear. With them, the lights and their negative effects are present 24/7. We maintain that through journey times through the High Street are less important than the effects of the related topic of congestion on pedestrians, safety and quality of village life.

We ask that ESCC discusses journey times through different traffic levels clearly in its report and does not simply report an average.

6. Are signals causing congestion?

Greatly, on a village wide assessment; again numerous photographs are presented in the accompanying pack. This was the number one issue for comments in the diary feedback (109 comments, 92% saying things were worse).
Whilst conflict in the narrows was reduced, the problem was moved into and focussed on the busy central village area, with resultant pavementing.

Quotes from daily feedback forms:-
"Coming into village from Drusilla direction we were in a queue of 50 or so cars. 5 cars passed only, going in the opposite direction. In all our frequent visits to the village traffic has never been a problem."
"It took much longer to travel through and congestion was far worse at the Square and North Street."
"Awful. Queues a long way back. Increased congestion."
"Chaos and gridlock at noon on a Sunday is near unprecedented. Honking horns, massive queue, foul air."
"Causes massive congestion, total gridlock."
"Traffic backed up beyond car park almost to Milton Street turnoff. Got through. Traffic backed up behind Deans Place. You couldn't make this up."

Page 142

Village Centre

Congestion started easily when the southbound queue approached the Market Square, and gridlock frequently ensued. There was stop/start traffic queueing for the lights in the central High Street. Cars mounted the pavement far more frequently in North Street to pass each other - even with good visibility - and pedestrians were endangered as they crossed the road in the HIgh Street and Market Square. (Numerous AEG videos show the negative effects on traffic and pedestrians.)

A bus was observed dropping passengers in the central HIgh Street by the cones when the Market Square area was congested.

Village Outskirts: North

The queue could reach down North Street all the way to the car parks. This caused greatly increased pavementing along North St, especially the busy pavement between Badgers Tea House and the Market Square where many pedestrians walk each day.

Village Outskirts: South

The queue sometimes reached beyond Deans Place to the south. (Reaching the village from Seaford, a driver reported being flashed a warning by oncoming cars, then came around a corner way before the village speed limit to find stationary traffic in the road.)

Summary

The traffic lights made congestion in Alfriston occur more frequently and to far greater negative effect. Quality of life was massively impacted and villagers were frequently on the street trying to help the situation. Life in the narrows was improved but life throughout the central areas (as well as to the south) was hugely damaged.

Coping with Congestion

Vehicles trying to manoeuvre within the congestion, decreased safety and quality of life, and endangered buildings.

Page 23

7. Is traffic being redistributed on other roads?

In order to escape the congestion, or just to avoid the reputation of the lights, it was reported that vehicles were using other routes.

Quotes from daily feedback forms:-
“Traffic tailed back down North Street. And also drivers take a route passing primary school. Holdups and rat runs occur.”
“More cars going up Sloe Lane trying to avoid congestion and using the free car park to exit Alfriston.”
“Again, massive queues down North Street and many cars using West Street to bypass High Street.”
“Faster traffic at higher volumes on West Street…”
“I was unable to walk down Weavers Lane because it was jammed with traffic”

The monitoring volunteers noted that there was a marked increase in vehicles using the Dene car park as a through route (and that it may have been still higher if they had not been visible at the entrance).

Observers saw drivers exiting the Market Square northbound via West Street to avoid the top of North Street. West Street (74% increase) and Dene car park flows increased substantially according to the Monitoring Group, as did traffic turning from North St to West St across the Market Square, adding to congestion there. (No substantial changes were seen in Weavers Lane.)

There were conflicting reports and assumptions regarding displacement of traffic through Litlington during the trial. We hope that ESCC had a counter in place there and will report on this.

8. Are vehicles queuing back to Market Square?

Yes, often, and beyond. With a devastating effect on the central village area. (99% of diary respondents said queuing was worse with the lights.)

At low traffic levels it did not occur, but this is not a significant test for the lights system:- it didn’t occur in the past, either.

As traffic increased, slowing/queuing of southbound traffic that would be spread throughout the village was concentrated into the area between The George and the Market Square. This led to northbound traffic “roundabouting” around the Market Square. AEG have several video clips of the effect.





Quotes from daily feedback forms:-

“Gridlocked - by village shop pedestrians could not cross road safely. Terrible queues…”

“Gridlock back to the Square.”

“Traffic stationary all through main street. Fumes. Gridlock from queuing cars at Market Cross.”

“Constant queue of traffic throughout North Street”

Traffic travelled in different directions to make progress. And pedestrians crossed between stop/start traffic. (AEG videos refer.)


9. Can vehicles clear the stop line in a single cycle?

Given the congestion effects the monitoring group and others saw it is clear that it was frequently not the case at both ends of the system.

Quotes from daily feedback forms:-
“Buildup of traffic waiting at each end.”
“Had to queue in traffic at 6.45pm and that has never happened at that time until traffic lights.”
“Had to queue in traffic 10 minutes from Berwick and that never usually happens at 6.45pm. Traffic lights cause traffic.” (different day)

10. Have there been any changes to air quality?

Several people, including a business owner and visitors, complained about a decrease in air quality. 66 diary comments mentioned it, 98% saying things had worsened. Visible emissions from one van showed how they were distributed in a queue situation (see photo pack).

Quotes from daily feedback forms:-
*“There are now huge queue of cars spewing out at house while waiting for the lights. Notice the **‘turn off engine’** signs in shops.”*
“Lines of traffic waiting with engine switched on. POLLUTION! I could not open my windows or doors.”
“Appalling tailbacks. Cars leaving engine running. Terrible fumes.”
“Pollution from stationary vehicles waiting many minutes at traffic lights.”
“Stinks of air pollution.”
“More fumes by cafe and restaurant/pub/shops” - from a visitor.

11. Pavementing Occurrences

Pavementing in the narrows has been one of the prime drivers for ESCC intervention and measurements of this were taken (solely) in this area in justifying the trial. On this count the trial largely succeeded - our observers noted that pavementing in the narrows dropped to near zero during their observation hours, though we did see some conflicting traffic between the lights (see above). This is not surprising, as the lights were designed to keep conflicting traffic in this region separated.

However, this narrowly defined problem has not been solved; it has been displaced. Traffic issues already occurred throughout the village and the lights have made them far worse, especially with regard to this topic. The accompanying pack shows numerous photos of the pavementing along North Street which increased greatly according to the monitoring group.

Seeing the following pictures, one North Street resident commented "*I personally was almost crushed by a van during the trial, reversing onto the pavement just south of Badgers to allow another vehicle to pass southbound.*"

Pavementing in the High Street - with vehicles driving along the pavement - was observed where it previously hardly occurred. (This was only very rarely due to illegal parking which was largely impossible given the queues and cones.)

The monitoring group reported pavement waiting by queuing vehicles by the antique shop and Old Bank in the Market Square, to allow space for northbound traffic to pass into North St. They also saw pavementing southwards beside the Wingrove garden and car park wall in order to pass a line of vehicles queuing for the Weavers Lane lights.

Perhaps surprisingly, pavementing was not a topic that received a lot of comment on the daily feedback forms. The 23 comments submitted were split between those who noted the improvement in one area and others affected by the worsening elsewhere.

Quotes from daily feedback forms:-
"Dangerous! Driver mounted pavement after going round lights. Pedestrians had to leap out of path."
"Oncoming traffic driving on pavement outside Wingrove"
"Drivers trying to beat the lights mounting pavements."
"Traffic tailback causing difficulty outside Badgers… cars vans campers have to use pavement."
"Had to wait ages at the lights. Had to go on the pavement to pass waiting traffic. Dreadful."
"Traffic driving too fast through the village, though, at least, not on the pavement."
"Felt safer - no cars on pavement - easier to cross road. Cars still traveling too fast - 20mph needed."
"Felt safer - no cars on pavement. Cars still need to be slowed down though."
"No driving on the pavements"
"At last the pavements are safe to walk on"
"I drive a wide van, without the lights I have to mount the pavement to pass another vehicle"

12. Improving Quality of Life for Villagers and Businesses

Our surveys of peoples' daily experiences of the trial and of business owners are unequivocal. Contrary to ESCC's stated reason for intervention, the traffic lights were seen by all sections of the community as being hugely detrimental to their quality of life and to the viability of Alfriston's businesses. The detailed numbers have already been presented and so we do not repeat them here.

Quotes from daily feedback forms:-
"Horrible red green glow in historic High Street at night."
"Adding polluting car fumes to Square and High Street and not solving congestion"
"Horrible to have so many cars lined up through village (main part) - fumes + noise + build up"

13. An Improvement for all the Village?

This assurance from ESCC that using traffic lights to solve the problem in the narrows would be good for all the village is demonstrably not the case. We want to see the situation in the narrows improved - but not to the detriment of everywhere else.

As this report has described, the lights had hugely negative reports elsewhere, and the overall feedback from villagers and businesses was extremely negative.

Even in the narrows, only one business supported the introduction of the lights, whilst others noted that even if things had improved for them, they were opposed to the lights being introduced as the overall effect on the village was so bad.

Introducing these lights, and taking action to solve a problem in the narrows with little regard for the wider village situation would be disastrous for Alfriston. Both village opinion and the anecdotal incident evidence that has been provided to ESCC over many years has consistently shown that a pan-village approach is required, and the results of this traffic light trial prove the point.

2. Additional Village Criteria

Our concern for “quality of life” is an umbrella term for everything that makes Alfriston a thriving village for local residents, traders, and visitors; that respects its status as a jewel in the South Downs National Park; that supports the practical requirements of village life, and that prioritises High Street amenity over through traffic.

1. Safety, Accidents, and Pedestrians

The migration of pavementing to the busy village centre, and the increases in stop/start traffic and roundabouting, have already been discussed, but we stress again how much concern these issues have generated for villagers who feared that the trial greatly multiplied the overall safety risk for pedestrians.

AEG have several video clips of pedestrians in difficulty within the congestion in the central area, and we note that safety was the second most commented topic on the feedback forms, with 83% saying things were worse overall.

Quotes from daily feedback forms:-
“Accident on junction Star Lane and High Street. Van t-boned car”
“Pedestrians are at risk”
“Traffic speeding faster - I almost had a collision at weavers lane junction”
“I feel less safe walking down the HIgh Street”
“By village shop pedestrians couldn’t cross the road safely”
“Traffic too fast - felt vulnerable on the pavement”

There were reports of emergency vehicles being delayed at the lights, reversing in congestion or having to turn back the way they had come. These came from the traffic monitoring group and other villagers.

2. Tourism and Business Viability

A key aspect of the health of Alfriston is that it has a successful local economy. We have already lost our Post Office (partly due to overzealous parking restrictions, according to its owner) and other shops are up for sale. It is critical that Alfriston's businesses are supported.

Our survey of the businesses along the village centre showed overwhelming opposition to the traffic light scheme (as did our previous survey which we presented to ESCC alongside our petition). Alfriston's business community has not been won over by this trial - far from it.

- Having experienced the trial, Alfriston's businesses remain, overwhelmingly, strongly against ESCC's scheme. 82% were *against*, including 69% who were *strongly against*. Just 3% (one business) was in favour.

- ESCC has expressed concern about the traffic situation having a detrimental impact on people's lives and business. Our survey shows that 89% of businesses who expressed an opinion believe that ESCC's scheme will be more detrimental. Just 11% (three businesses) who expressed an opinion believe it will be beneficial.

Many quotations from business owners answering the survey further show how concerned they are about the impact of the trial, and how they feel that ESCC does not support them:-
"Unmitigated disaster for the business."
"A disgrace and a shambles."
"Took £3 in total in 10 days of the trial. Many leaving early because of the traffic and unpleasant environment. Had previously been on the fence." (regarding the scheme)
"The council do not care for business."
"A potential disaster for the village economy."

Quotes from daily feedback forms:-
"The congestion has been awful to the point people are avoiding the village and business has plummeted."
"Customers put off by traffic lights, having to encounter busier High Street."
"Fumes, noise, congestion. Spoils the village for locals and spoilt for visitors."
"Places could lose trade due to people changing accommodation next time they visit." (visitor to The George.)

If ESCC supports businesses, and wants to see Alfriston thrive economically, it should heed the very strong concerns of those who run businesses here regarding the effect that the trial and the lights have had on them. Their opposition to the scheme following the design stage was ignored; now they have seen the scheme in operation - and their concerns for their futures remain.

3. Loading and Access

Several businesses and households along the central area have no alternative access except from the High Street. ESCC have repeatedly been asked how loading and access for these properties are expected to take place, both between the lights and in the central High Street, if traffic lights are instituted. No measures were put in place to support this during the trial.

The lights, and associated congestion/gridlocking made normal loading near impossible in the High Street outside the lights controlled zone, and difficult within it.

Within the controlled zone, and by the lights, loading had to take place. This was extremely difficult for those involved and sometimes obscured the lights themselves.

One DHL driver remarked:-
"*Will not deliver to Alfriston if lights are the chosen option*".

Other quotes from daily feedback forms:-
"Causes bigger buildup of traffic at both ends of the village. Unable to get to Star Inn and George delivery points."
"Congestion both ways. Cannot park to deliver. Summer holidays will be even worse."
"Bins not emptied" comments from two businesses

Miscellaneous deliveries/collections had to take place and took their chances of not causing congestion wherever they stopped. However, we know of several deliveries which were simply postponed (eg of logs or of white goods) until the trial was over. This would not be a solution were the lights to be permanent. We also know of elderly people having to walk from the car parks to businesses or properties in contrast to now, when they can be dropped off in the village centre.

Refuse Collection Case Study: Is this ESCC's solution to these issues? Is it safer than now?
Refuse collection during Phase 1 provides a useful study (see images below) in how safe an alternative loading solution might be, as we assume that ESCC would prefer people to park well away from the lights controlled area so that traffic can flow easily.

The refuse cart parked away from the lights, in one example way along West Street. On separate occasions, the collectors picked up from the Market Square and from near the George. In both cases, the natural thing for them to do was to walk in the road with their loads (and they could only do so as there was no congestion

at the time). Walking in the highway in this manner will always be both natural and needed when large items are involved, given the narrow pavements in Alfriston.

Is this the proposed solution in the case of large business and residential loads? It is hard to see that it is safer than briefly parking close to the pickup point.

Banning loading from the traffic light area is simply incompatible with the practicalities of village life for several businesses and residents.

---

4. Large Vehicles

For many years, villagers have complained about the effects of large vehicles in the village, especially those passing through. They feature in a large number of the reported incidents with both pedestrians and buildings, and there have been regular calls and proposals from Lorrywatch, Conserve Alfriston, and others to manage their access.

Despite this, nothing has been done to reduce their numbers, and nothing was done during the recent trial. Lorries and coaches continued to cause congestion and concern throughout the village.

Traffic lights were shown not to help this, and may indeed make the problem worse if they encourage more through traffic.

Quote from daily feedback forms:-
“Large vehicles can’t pass causing havoc. Lights changed 4 times before any progress.”

5. Environment (Noise, Road Rage, Landscape)

The traffic lights were present 24/7 and so their negative impact on the village centre was constant. Noise pollution was greatly increased in the vicinity of the lights and far beyond. Vehicles could be heard accelerating as the lights changed, and not just by those in the High Street - we had reports from River Lane and Star Lane. This constant sound from morning to late night was oppressive.

The high levels of congestion increased road rage in the village centre, with reports of angry drivers. (At times, the monitoring volunteers were mistaken for ESCC officials and blamed for the congestion.) Whilst there were reports that road rage in the narrows dropped, we surmise that the overall increase in congestion likely meant an increase in road rage overall. 97% of survey comments on this topic said things had been made worse.

The lights were of necessity temporary, but there is no doubt that the physical presence of the lights themselves in the heart of the high street; the traffic congestion, roundabouting and gridlocking; and the uncontrolled HGVs had a terrible effect on the historic village of Alfriston.

A tourist was heard to remark:- *“On my way to the village shop overheard comments in a) French b) German: ‘pity to let an old village be spoilt by traffic like this’.”*

Quotes from daily feedback forms:-
“Noise of traffic right outside my door - especially very noisy motorbikes giving customers a heart attack.”
“Traffic queues. Unpleasant to look at.”
“Horrible to have so many cars lined up through village - fumes + noise + buildup.” - from a visitor.
“More stationary cars - unpleasant for pedestrians” - from a visitor.
“*Motorbikes waiting by George numerous times. I was woken up by the noise.*” (Sunday, 8am)
“Woken up at 7am (just after) to constant traffic noise. Also, now with the lights, cars are going much quicker creating higher noise levels…. Places could lose trade due to people changing accommodation next time they visit.” (Have stayed in the George Inn several times, always Room 4 on the front.)

6. A Final Note on Phase 1 and Village Life

The Phase 1 trial of traffic lights was a failure on a village wide level. It greatly reduced pavementing in the narrows but measured on other ESCC criteria and on the concerns of villagers, it had terrible effects - many of which had been predicted both by villagers and by computer modelling.

The centre of the village was often chaotic and less safe. Many villagers were stressed. Businesses were concerned about lost revenues and future viability (even in the narrows, which relies on a successful village centre for its own support). And our environment was destroyed. For most, it was a relief when the lights were removed.

Finally, survey quotes from two visitors:-

“The scheme seems to have destroyed the atmosphere of the village without improving the traffic situation. The village is no longer as attractive and I imagine that traders must be suffering.”

*“Village one big traffic jam causing health risk or fumes.
A thoroughly unpleasant visit. A place to avoid.”*

5. Findings: Phase 2: 20mph Limit and High Street Cones

1. Overview

The Phase 2 trial of a 20mph limit had a much lower impact on the village and there is less to discuss, so this section of the report is briefer than that for Phase 1 and we cover both village and ESCC criteria in a single section, by location. We received far less anecdotal feedback from villagers regarding Phase 2; the effect of the traffic lights was so powerful that for many, once they were removed, it was as though the trial was over (for good or ill).

We had some comments that the 20mph trial was inadequately modelled - the temporary signs were sometimes knocked over. In addition, in the village centre this was not solely a trial of 20mph; the cones in the High Street were retained and did their job in dissuading long term parking whilst allowing loading.

In the narrows, it is hard to see how a 20mph limit alone would make a difference to the do nothing case. Traffic already moved slowly here because of the uncertainty of meeting oncoming vehicles, and much of it was presumably already travelling below 20 mph. Broadly, the previous sporadic conflict resumed.

In the village centre, the gridlock, congestion, and negative effects seen during the traffic light trial disappeared. (If we had pictures of Phase 2 congestion we would present them - but we were reduced to photographing largely quiet streets and unremarkable loading.)

The cones had a big effect on how traffic flowed in the central area and likely encouraged it to speed up, an effect in opposition to any from the reduced speed limit.

At the outskirts, traffic did not noticeably slow down at the 20mph signs.

We remain supporters of 20mph in the context of changing driver behaviour within a village wide traffic management/calming scheme such as we have proposed - but on its own, 20mph is, unsurprisingly, insufficient.

In the absence of parking enforcement, we also support the use of planters in the High Street as a way of making the beneficial effect of the cones permanent (stopping long term parking but enabling loading) - this was suggested in our proposal and is supported by the Phase 2 trial.

2. Village & ESCC Criteria, by location and topic

Villagers appeared more sanguine about Phase 2 as we received far less anecdotal feedback about it; it was closer to the do nothing case.

The Narrows and to the South
Our observers saw a return to pavementing in the narrows during Phase 2 and so we infer that quality of life declined for those in this area. Queuing disappeared from the lights at the bottom of the High Street and traffic flowed more easily in the Deans Place region, so any sporadic pavementing here disappeared.

The High Street and Market Square
We noticed no gridlock and observed much less congestion during this phase of the trial and many villagers reported great relief that the village centre had returned to normal. Indeed, the cones that kept the High Street clear of long term parking meant that traffic flowed better than in the do nothing case, as had been seen when they had been previously placed by AEG, and village transit times may have marginally reduced. Keeping this area clear appears to benefit the Star Lane junction but the monitoring numbers suggest that it did displace queuing to North Street, somewhat increasing pavementing there compared to the do-nothing case. Roundabouting was greatly reduced in comparison to the traffic lights trial, and queuing past the village square was almost non existent, cars negotiating their way past each other.

North Street and associated Streets
With less congestion in the High Street, pavementing in North Street dropped markedly compared to the lights trial, as did queuing.
Our observers did report some increase in pavementing over the do-nothing case, which we assume was due to traffic that may have previously been held up in the central High Street reaching the top of North Street more easily due to the cones. Congestion along the central axis therefore centred at this point. Once again, we see congestion and pavementing being displaced from one place to another.

Businesses, Loading and Access
We assume that the 20mph limit had little effect on businesses, with the exception of the necessary loading and access issue. Businesses and households alike were once again able to load and unload and, if done at off peak hours, we observed that this could be done without greatly disrupting passing traffic.

One negative effect of the cones on loading was that they could encourage loading from the George side of the street rather than the Star side, thereby encouraging people to park (or indeed pavement) on the double yellow. This could be addressed with appropriate signage, of which there is currently none.

Environment (Noise, Road Rage, Pollution, Conservation)
Across the village, these aspects returned to their do nothing position, though we surmise that the cones will have had a beneficial effect on many of them in the village centre.

In Summary
The trial showed two unsurprising results. Firstly, the very beneficial effect of cones in the central High Street (but alongside an unexpected increase in pavementing and congestion along North St), and secondly, that 20mph with temporary signage alone does not make a great difference to the do-nothing case (but that does not mean that 20mph, widely supported by the village, is not a component of a wider solution.)

6. Postscript: After the Trial

As of 2nd December, AEG cones are still being placed in the High Street each day, deterring long term parking, allowing loading, and displacing parking to the Market Square.

They are enacting the model that Conserve Alfriston proposed. We suggested that loading only should be allowed in the central High Street during daytime, and a single yellow line in the Market Square would allow brief visits to local businesses. The AEG cones continued presence demonstrates village support for this measure, and its effectiveness.

On 1st December, residents, traders, and visitors came together to celebrate the beginning of Christmas. We gathered in our Market Square, as we imagine villagers have through the centuries to mark important moments in the year.

Traffic was able to make its way past on the other side of the Market Cross.

7. Conclusions, Lessons, and Recommendations

Conclusions

This was not just a highway engineering trial, important though the engineering aspects were. This was an opportunity for ESCC, following a long gestation period, to win over sceptical or undecided hearts and minds by showing how the traffic lights would practically benefit our village.

Our evidence shows that the traffic light trial failed on both these counts, but it did provide important lessons for a future incremental solution - one that we now suggest may need to accept that cars mounting pavements in the village centre can be reduced but not eradicated, and therefore needs to be managed.

Having experienced the trial, those completing the diary survey, the online survey, and the business survey all show continued high levels of opposition to the traffic light scheme. This came from all groups - residents, traders, visitors, and through drivers using the village centre. Several local businesses expressed concern for their viability.

The traffic lights were designed to address just one areas, and as expected, conflicting traffic and pavement mounting in the southern part of the High Street was greatly reduced, to near zero. However, the positive effects in the narrows were outweighed by the displacement of traffic problems elsewhere

At medium>high traffic levels, once broadly free to move through the narrows, traffic built up at the other pinch points, increasing congestion in the village centre, and creating long queues at both ends of the village. Traffic queued through the Market Square and frequently into North Street. Queues sometimes reached the village outskirts to north and south. Some drivers diverted up West Street and through the Dene car park. As a result, pavementing was observed to increase drastically along North Street, and was also observed in the central High Street, the Market Sq outside Emmett & White/Old Bank, and along the Wingrove wall to the south.

These central pinch points are around the heart of the village, where there are greater densities of people (on pavements and crossing the road) and businesses. Overall, the traffic lights therefore increased the risk to pedestrians.

At lower traffic levels there were reports of more speeding and acceleration as drivers tried to beat the lights or move off from queues. As a result, villagers experienced far greater noise, and reported air pollution. This could occur at any time, not just during traffic conflict.

Deliveries in the central area were not provided for and were made almost impossible by the traffic lights. Where parking was attempted in the centre, they could disrupt traffic. If the delivery vehicles parked further away, large loads were observed being moved on foot, in the road. Large vehicles continued to cause congestion and pavement mounting, and the traffic lights did nothing to stop them.

Overall safety and quality of life were not improved, but worsened by the traffic light trial, and ESCC's previous assurance that providing this solution for the narrows would benefit the entire village has been disproved.

The Phase 2 trial (20mph and cones in the High Street) was far less disruptive to the village and attracted less feedback.

Unsurprisingly, it was unable to address the issue in the narrows and 20mph - as a standalone solution - was found to be inadequate, but did not have any negative effects.

However, the cones relieved congestion in the central High Street by keeping it clear from long term parking, whilst enabling short term loading. As previously, they appeared to have support from many villagers - as of early December, they are still in place.

There was some evidence that the cones displaced High Street congestion to the top of North Street, increasing queues and pavementing there, but not to the same degree as the traffic lights. Again therefore, we observed the movement of congestion (and any resultant pavementing) from one location to another rather than its resolution.

Lessons

- Previously, pavementing in the narrows had been largely attributed to a lack of visibility - drivers committing to go forward before they know there is oncoming traffic. The trial showed that unless encouraged to behave differently, drivers also pavement in places where visibility is not an issue but congestion is.
- Rather than encouraging this positive behavioural change, the hard engineering solution increased negative driver behaviour by a) removing uncertainty and responsibility, b) encouraging people to try to beat the lights, and c) increasing road rage as a result of congestion. This approach is not part of the solution.
- It appears that with high volumes of traffic, especially that includes large vehicles, congestion and pavementing will occur somewhere in the village. At present it is distributed at around four locations along the central corridor. Seeking to addressing just one in totality (through the lights), to the exclusion of the others, moves and focuses the issues elsewhere, also increasing localised speeding and acceleration. Even the less intrusive Phase 2 trial appeared to move congestion and pavementing from one location to another.
- It therefore seems likely that congestion and pavement mounting cannot be stopped completely (without extremely drastic measures that would not likely be countenanced). It therefore has to be reduced where possible - and managed where not - across the village.
- Attempts to accommodate large vehicles and through traffic are in conflict with the desire to improve safety, environmental conditions and village life in the centre of Alfriston, given its special status in the National Park.
- ESCC had previously been unwilling to develop "non-standard" solutions as it has believed that a standard solution - traffic lights - could acceptably solve the problem. This has been disproved.
- Fundamentally, by showing that the village centre cannot cope with traffic which is not managed elsewhere before arriving at traffic lights controlling just one zone, the trial has supported Conserve Alfriston's central assertion that a pan village- and valley- wide approach is needed.

Recommendations

- When we presented our petition, we noted that “The (anecdotal) evidence base and the experience of villagers is that traffic problems occur throughout the village and are often related to large vehicles. A solution that seeks to improve things in one area but has negative secondary impacts in the heart of our High Street and the Market Square where there are most pedestrians, and also does not address the large vehicle problem, is bound to attract criticism on grounds of effectiveness as well as appropriateness.”
- This has now been seen to happen in practice, and we ask that ESCC learns the above lessons from this trial and responds positively to villagers clearly stated concerns and suggestions.
- ESCC should therefore abandon its traffic light proposals and the hard engineering approach which is inappropriate in this setting and has not worked. It should also abandon its focus on trying to completely solve issues in one area, instead embracing the pan-village solution that villagers demonstrably want, and that traffic evidence supports.
- This implies moving to a solution that makes incremental improvements in all areas to order to gain support.
- If pavementing cannot be totally prevented (indeed, some argue it is what the low-rise pavements in the village were designed to support), it may be that for the good of pedestrians, designating quasi-shared space is the best way to manage the expectations of, and improve the behaviour of, drivers.
- ESCC should therefore work constructively with the village on what it so clearly asked for many months ago. The lessons from the trial show that an end to end modular scheme of the form that Conserve Alfriston proposed is required. This has the potential to improve the situation for all the village, thereby engendering support, and thus enabling ESCC’s priorities to align with those of our community.

Traffic Observation Group Report

1) Introduction

ESCC installed temporary traffic lights at two points in Alfriston village, from September 16th to October 16th 2018, in order to test whether 'managing' the traffic in this way would help with the problems experienced in the Narrows e.g. pavement mounting and hold-ups due to the narrow carriageway, limited forward visibility, and many drivers taking no notice of a Give Way sign.

A group of Alfriston villagers, concerned about the effects of this unwanted type of intervention (surveys show that a majority of residents and businesses oppose traffic lights, as do the Parish Council) decided to carefully and rigorously monitor the traffic lights trial. This was done through various means. The one reported on here is an 8-week programme of regular observations.

After the lights were removed, ESCC conducted a subsequent trial of a 20mph limit through the village and the placing of cones in the central High Street. However, the focus of our regular observations was on the effect of the traffic lights.

2) Methods.

A total of 44 villagers volunteered to spend time observing and recording traffic behaviour over an 8-week period, and we are grateful to them for their commitment. This number of people was enough to support monitoring over a limited but regular number of hours. Each observation session was two hours long and took place from 4pm to 6pm on all weekdays, and from 7.30 to 09.30 on Wednesday and Friday mornings.

The session times were chosen based on previous all-day (7am to 7pm) monitoring during August. Though this period was out of school term times, the pattern of commuter through traffic, delivery vans, and resident or visitor activity was much the same. We found that the flow of traffic through the village was consistently high throughout the day, with the lowest point being 1pm and a slight peak at 5pm. 4,500 vehicles passed through in the aggregate 12 hours of counting.

The traffic light trial had been originally planned to start at the beginning of September but was postponed till September 17th. So we took the opportunity to monitor those two weeks of normal conditions before there were any changes. The pattern of monitoring therefore was:

- Pre-Trial normal conditions: Weeks Sept 3rd-7th, and Sept 10th-14th.
- Trial of lights (with a notional 20mph limit): Weeks Sept 17th-21st, Sept 24th-28th, Oct 1st-5th and Oct 8th-12th.
- Post-Trial with no lights (but 20mph limit and High St cones): Weeks Oct 15th-19th and Oct 22nd-26th.

In all there were 24 2-hour monitoring sessions during the trial (as four sessions were missed due to non-functioning of the lights) and the same number of sessions without lights.

Four main locations were selected as observation posts: Market Square, the Narrows/Star Lane lights, Weavers Lane junction/lights, and Rose Cottage (where Sloe Lane and the exit from the Dene car park join North Street).

Observers were supplied with canvas chairs and data sheets with columns in which to record counts of particular forms of traffic behaviour and free space to describe incidents of any significance. As requested by ESCC (at the August meeting describing how the trial would be run) the observers did not wear high-vis jackets.

The still images used in this report are illustrative of the issues we saw; they are not always from observation hours. Video evidence is also available, thanks to the efforts of the Alfriston Emergency Group (AEG). We are grateful for their support.

3) Trial Findings

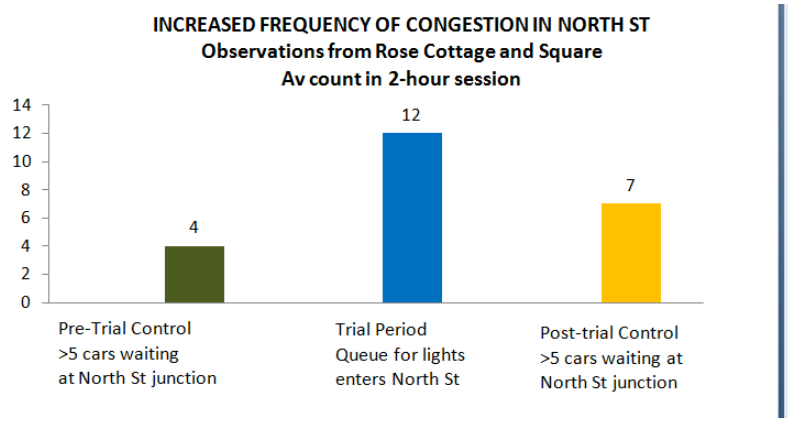
a. ***Overview***.

We observed that, during our monitoring sessions, the traffic lights largely solved the problem of pavement mounting in the Narrows. But this was at the expense of an increase in pavement mounting in North St and the emergence of 'pavement running' (a very occasional phenomenon hitherto) by streams of traffic along the Wingrove garden wall to the Tye Road. And vehicles travelled through the Narrows at high speed. Our monitoring also shows that the presence of the lights also had many other adverse and potentially dangerous consequences throughout the village. The Market Square became congested with traffic moving around it, and there was stop-start traffic in the village centre queuing for the lights. Traffic increased in West Street and the Dene car park as it diverted away from North Street. These issues are discussed below, using the criteria suggested by ESCC and by village groups.

b. ***ESCC Criteria.***

"Are signals causing congestion?" and the related question "**Are vehicles queuing back to Market Square?"**

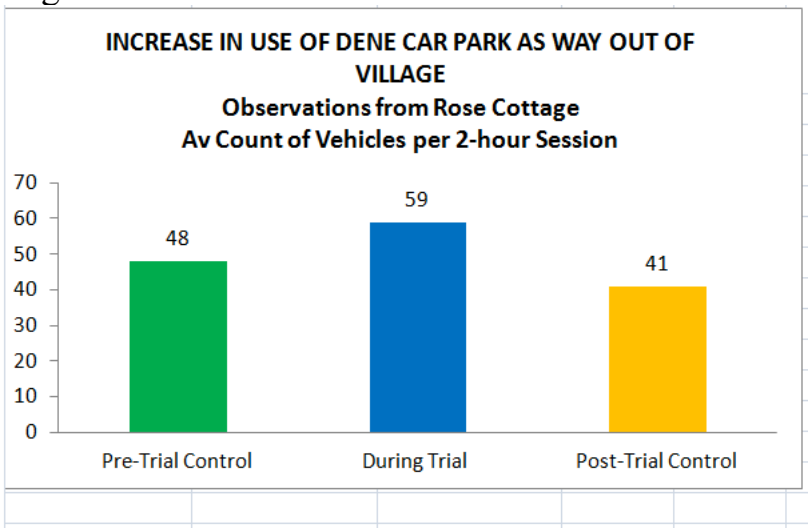
The observations show that the Star Lane lights routinely caused queues of vehicles to line the east side of Market Square by the barbers and antiques shop, thus reducing the space for the opposing traffic stream to reach North St. The queue built up down North St on average six times an hour.



Since this queue was static for minutes at a time it caused difficulties for the opposing stream of traffic to get into North St to continue their journey.

Sometimes the way was completely blocked and caused logjams even in the central High St as well as Market Square.

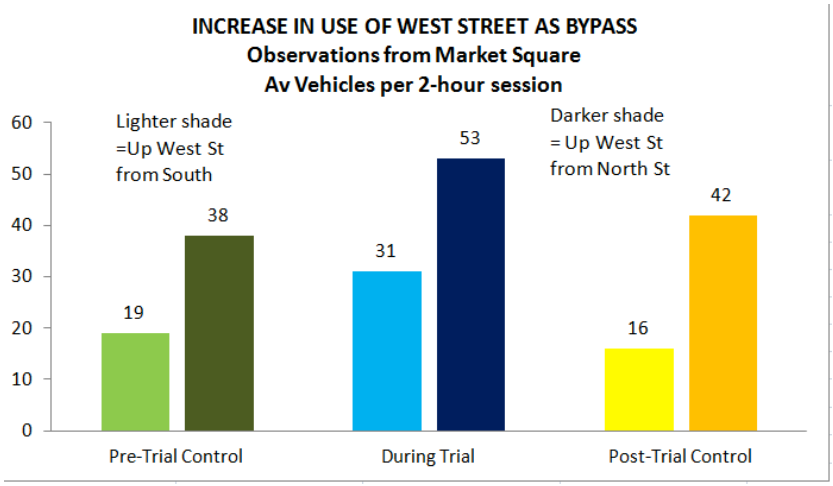
Drivers seeing no way through diverted to the left of Market Cross and attempted to enter North St from an angle; or alternatively they drove straight up West St to exit onto the C39 from the Dene car park, which therefore saw an increase in through traffic.



Upon occasion traffic was at a standstill in Market Square for several minutes at a time with pedestrians having to pick their way between stationary vehicles containing angry drivers.

"Is traffic being redistributed on other roads?"

Observations show that the volume of traffic up West St from the northbound traffic was 74% greater than during the combined Control periods; and that from North St turning right and across the Square to West St (presumably to avoid the queue and opposing traffic ahead) was 35% greater.



On the other hand, our observers did not find vehicles rat-running from or to Weavers Lane round the back roads in order to avoid the High St completely. Nor was the total number of vehicles passing through the centre of the village seen to change significantly while the observations were was taking place.

"Can vehicles clear the stop line in a single cycle?"

Observations indicate a clear No to this question, particularly at busy times. At Star Lane and Weavers Lane whenever a queue had built up (8 or more cars), when the lights turned green and the cars moved off, vehicles arriving behind sped up to try to get through before the lights changed. A predictable pattern emerged of the last two or three cars of each stream racing through on amber or red. (See Appendix 3 videos PP slide 7; PP slide 11)

Comments written down by observers at the time include:

Star Lane. Sep 17th 16.17. "Two cars from South sped thru as lights changed so must have jumped WL lights"

16.29. "Car sped up and tooted cars in front to get them thru before lights changed. Car went thru on red"

Sep 25th 17.23 "Several vehicles put foot down trying to beat lights"

Weavers Lane. Sep 26th 8.23. "WL lights green as car came fast from village";

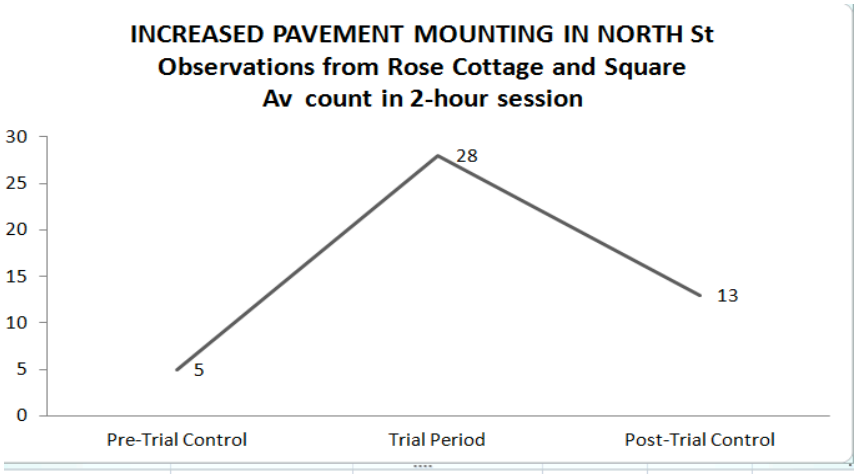
Oct 2nd 16.44 "2 cars went thru red lights at end of 11 car queue";

Oct 9th 16.10 to 17.28. "6 cases of jumping red lights at end of waiting queue"

Reduction in pavementing occurrences.

During the trial observation sessions, we observed no mounting of the pavement momentarily, or driving along a section of pavement with the nearside wheels, within the Narrows. However there were still instances of vehicles meeting between the lights due to driver error.

Pavement mounting by the cottages in North St was far more frequent during the trial than before and after.



Without being able to access the pavements in this way, larger vehicles trying to make their way towards the A27 would have had to wait long periods at the junction of North St with the Square, which in turn would have caused more gridlock events in the Square. Pavement mounting was a necessary strategy.



Similarly, we observed that pavement running southwards beside the Wingrove garden and car park wall, in order to pass a line of vehicles queuing for the Weavers Lane lights into the High St, happened frequently and was a necessary manoeuvre, as the ongoing stream from the village had to clear before it was safe for the northwards traffic to proceed. At busy times the pavement running was continuous. Observer comments at the time include:

Sep 21st 7.52 "All s'ward cars drove on pavement as insufficient space to pass WL queue"
Sep 27th 16.30 "Vehicles mounting kerb at speed outside Wingrove garden"
Oct 3rd 7.30-9.30: Observer counted 51 occasions when vehicles drove on pavement along Wingrove CP wall


Pavement waiting by queuing vehicles by the antique shop and Old Bank also became a feature in the Market Square itself, to allow space for a heavy stream of northbound traffic to pass into North St. An observer commented:

Oct 3rd 17.20 "Southbound vehicles in queue mount kerbs outside Emmett and White (antique shop) to make room for northbound traffic"

And even further down the High St, by the George and the Star, when the northbound stream contained a large vehicle those in the Star Lane queue were forced onto the pavements.

c) ***Additional Village Criteria***

ESCC has stated that it has to "address traffic related problems where these are having a detrimental effect on people's lives and business".

The village as a whole has a similar key criterion which is "quality of life" for residents and visitors and businesses within the entire village by which to judge the success or otherwise of any traffic management intervention in Alfriston, so it is appropriate to ask the following questions.

"**Did the traffic lights improve quality of life in <u>Market Square?"</u>**

Market Square is the centre and the hub of the village and the place where shoppers meet, visitors cross the road to visit cafes, and residents bring children or dogs to cross to the Tye, the village hall, church etc. During the trial a new term was introduced 'roundabouting' which referred to when vehicles from the south seeing no clear way to enter North St drove to the west of the Market Cross where pedestrians come and go continuously. Cars and vans use the space for parking temporarily while delivering goods. Buses stop there. Cyclists congregate. During the lights trial, when more than one or two cars were roundabouting there was risk of gridlock with the Star Lane queue blocking the eastern side of the Market Square and a two-way mix-up of cars to the west. If a large coach or delivery lorry entered this fray the Market Square turned into a frightening place to be, rather than the friendly space it can be and generally is without the lights.

Pedestrians were particularly at risk in the Market Square. This was due to traffic approaching, often at speed, from several directions at once. The Weavers Lane stream heading northwards could appear at any moment, and often at speed. From the opposite direction vehicles were constantly coming up North St to join the queue, and again frequently speeding up if the lights were green (see Appendix 4 video PP slide 22). At the same time some of the northwards traffic going to the left of the Market Cross caused obstruction to delivery vans parked by the shop facing southwards. What previously (and subsequently) was a relatively safe enclave for pedestrians, bus passengers, residents, children and dogs, became a confusing and threatening area. As one observer noted on Tues Oct 2nd at 16:00, *"Though quite nice day with sunshine nobody sitting at tables outside Singing Kettle".*

Also, pedestrians were often observed to be bewildered and reluctant to cross the roads. (See Appendix 5 video PP slide 27)

Observer comments include:

Oct 4th 16.38 "Villagers having difficulty crossing road"

Sept 21th 8.27 "Man trying to cross road but oncoming speed too fast"

"In the High Street?"

Two of the most frequented hotels and many of the gift shops are situated on the High St close to the head of the queue for the Star Lane lights. As a result they suffered in addition to congestion already mentioned, from engine noise and exhaust pollution (on one occasion, visible) and became a place that wedding parties, ramblers or visitors to the South Downs would not seek out.

Observer comments from Star Lane include:

Sep 17th 16.28 "Incredibly noisy as cars pull away"

Sep 19th 16.33 "Horn beeping in queue to nudge car in front to move"

Fri Sep 21st 7.19 "Additional noise for residents and guests near lights as vehicles stop and accelerate when lights change. Should be sign telling drivers to cut engines while waiting"

Same day 7.56 "Very loud radio in waiting car"

Sep 28th 17.00 "Fumes were awful"

Finally, we observed the potential for collision in the High St, as traffic at the lights when starting off on green was passed by fast traffic from the south which had jumped the Weavers Lane lights.

"**In North Street?"**

As has been demonstrated earlier, North St suffered from frequent congestion due to the Star Lane queues blocking the junction with Market Square to the northbound traffic stream. This led to increased pavement mounting. The front doors of the line of old cottages along the west side open directly onto the pavement, with the potential to put a child or dog at risk. For visitors arriving in the Willows coach park, the pavementing and regular traffic congestion made the route into the village unpleasant during busy parts of the day.

"**In the Narrows**?"

This section of the village welcomed the single direction of traffic at any one time, which (during our observation periods largely removed the potentially dangerous pattern of vehicles mounting the pavement to pass opposing vehicles.

Aspects of the Narrows no doubt improved during the trial but reports from observers using a speed gun suggest that vehicle speed increased due to drivers having a clear road without traffic from the other direction; also it seemed that the last cars in the stream had frequently passed the lights at amber or even red and knew they had to clear the Narrows before the opposing lights turned green. (Speeds of up to 50mph were recorded between the two sets of lights during the Trial on a Bushnell 101911 speed gun calibrated before use on Wed Sept 19th 7am to 8am.)

The increased speed is likely to be of greater potential danger to pedestrians than the previous and subsequent incidents of cautious pavement mounting where necessary to pass another vehicle.

"**In the south of the village?"**

During the trial, we observed that to the south, the walk from the village towards the Tye Road and Deans Place Hotel was made more dangerous because the fast stream out of the village had to clear the Narrows before the Weavers Lane lights turned green or risk collision with the waiting queue. And incoming traffic from Seaford coming round the bend often unexpectedly met the end of the queue for the Weavers Lane lights. The presence of the waiting queue, sometimes containing large vehicles led to the necessity of the traffic leaving the village frequently having to run along the Wingrove wall opposite Weavers Lane in order to pass. Our observers noted that the area became confusing and uncomfortable for pedestrians walking to the Clergy House via the Tye Road or to the hotel.

"Other aspects of village life?"

Loading and Access: Observations indicated that many delivery vehicles and bin lorries developed new strategies during the Trial. One was to come very early in the morning by 7am or before. Another was to park away from the High St. The bin lorry was seen parked about 50 yards up West Street and the men walked up the High St to collect the wheelie bins from the cafes and pubs and back again, walking in the road. The beer delivery van sometimes parked outside the village stores, from where the men pushed trolleys loaded up with barrels and packs of bottles up and down the High St. (See Appendix 6 video PP slide 12).

An observer in the Square commented:

Sept 26th 8.40 "White's beer van parked outside shop on opposite kerb. Delivering beer barrels and crates to George and Tavern by trundling trolleys back and forth. Man said lights made it much more difficult for them as they didn't want to get caught up in the queues"

Horses and Cyclists:

During the trial the village became an unfriendly place for horse riders and cyclists. Horses, normally a regular feature, were only occasionally seen by our observers.

Our observers sometimes spoke with them. Observer comments include:

Oct 10th 16.49 "Horse rider said unhappy with lights and will not go thru village now. Went up Weavers Lane"

Oct 1st 18.00 "Horse and two cyclists proceeded thru WL lights at green, traffic from village had to be shouted at to slow down"

Sep 26th 17.02 "Two cyclists still coming thru from village when WL lights changed. n'wards traffic had to stop"

Oct 3rd 16.50 "Cyclist passed WL lights at green met car speeding from village by Chestnuts"

Emergency vehicles: Additionally, observers from time to time witnessed ambulances with flashing lights and sometimes sirens having difficulty navigating through the village. Several instances were recorded at the time:

Sep 28th 17.20 "17.20 an ambulance with siren blocked in North St. Went into Willows car park, turned round and went back north"

Oct 8th 16.50 "Ambulance had to reverse then go onto pavement by Badgers to pass queue into Square"

One example particularly illustrates the complication brought by the traffic lights and which can be seen in a video clip in Appendix 7 (PP slide 17). The ambulance approached the Star Lane lights at red and was a few cars back. It wanted to swing out to pass the lights but of course was faced with a solid oncoming stream from Weavers Lane presumably unaware of its presence. Lights still flashing, the ambulance was forced to wait until the lights changed to green. Observers timed its wait as 2 minutes 15 seconds.

Environment: For one month, the picturesque village, where visitors are regularly seen taking photographs and pausing to enjoy refreshments, especially round the Market Square, turned into a confusing, ugly, restless and disorganised place. Before installation, and from the day after removal of the lights, we observed a calmer, more pleasant atmosphere (even though we still have a throughput of 4-5,000 vehicles per day!).

As one observer wrote on their data sheet on the first day of the Phase 2 trial:

"What's happened? Everybody's so nice to each other this morning?"

4) Conclusion

Our monitoring shows that the trial did not work, when measured against the ESCC and the additional village criteria.

Alfriston is an historic settlement with relatively narrow roads lined along the High St with buildings reaching back to the 13th century. Since its main road links the A27 and the A259, its misfortune is to be used as a connecting road. It was not built to accommodate modern traffic. Nevertheless, as our pre and post trial observations show, it copes well with this under normal circumstances, in spite of the fact that there are certain stretches of road, specifically the section between the High St and Weavers Lane, and part of North St, where it is not possible for two vehicles to pass without one driving a short distance over the (low) pavements. In fact, as our observers regularly recorded during the pre- and post-trial periods of the monitoring exercise, by and large drivers become aware that there are hazards to be avoided and generally drive with responsibility and caution in the most difficult sections.

There have been many suggestions of ways to slow traffic entering the village, to indicate priority to outgoing vehicles, and to increase visibility while retaining its natural and historic charm. For example, Conserver Alfriston's valley-wide proposals. The county council has not tried these less intrusive ideas, which would alleviate, though not totally remove, traffic problems affecting the village. Statistics in the public domain demonstrate that Alfriston has in fact got a good pedestrian safety record.

Since none of us wants to demolish our village and start again, extra caution when walking the Narrows, and a little inconvenience for a driver who wants fast and easy passage, seems a reasonable price to pay.

If you have any queries about this monitoring work, please contact [redacted]

Conserve Alfriston

Images from the 2018 ESCC Traffic Trial: Pavementing in Village Centre and General Congestion / Queues

V4 COMPRESSED DISTRIBUTE

Phase 1

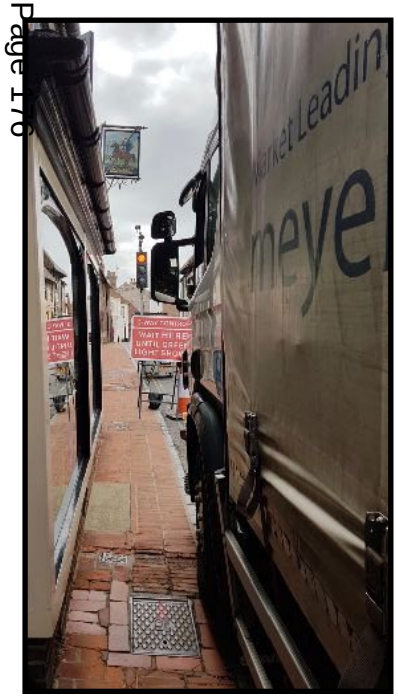
1. Pavementing in the High Street
2. Pavementing in North Street
3. Congestion / Queues

Pavementing in the High Street

>>>

Pavementing in the High Street

>>>

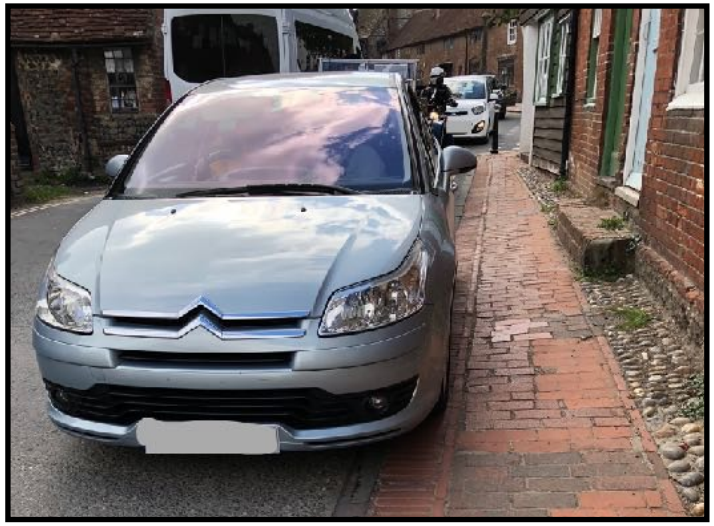


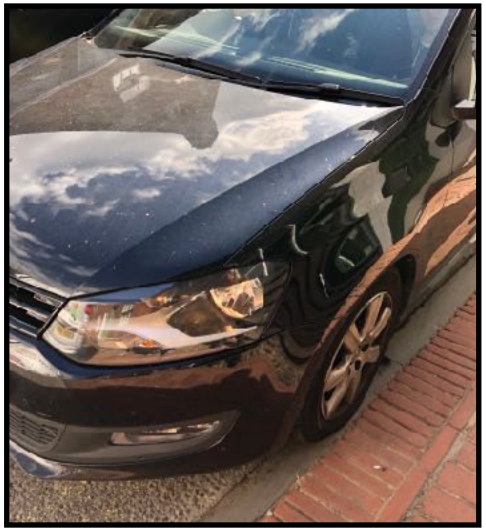
Pavementing in North Street

Pavementing in North Street

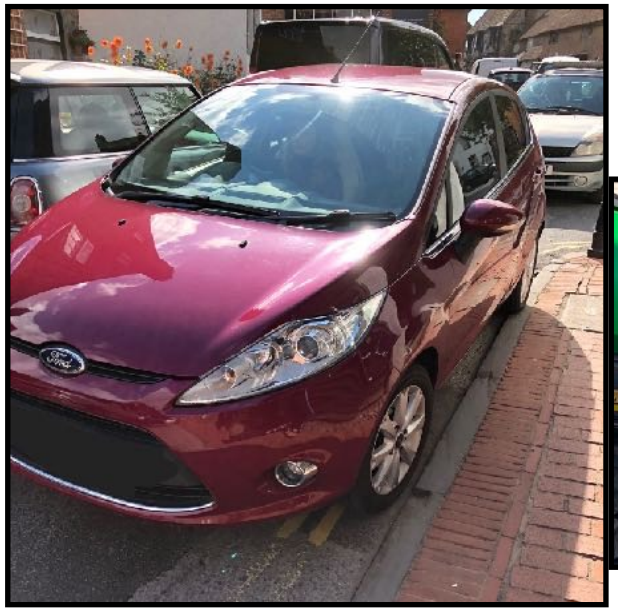
Pavementing in North Street

Pavementing in North Street

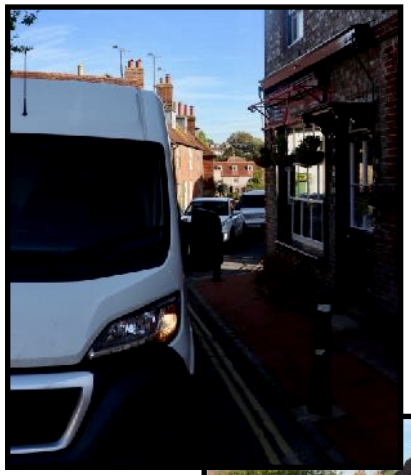


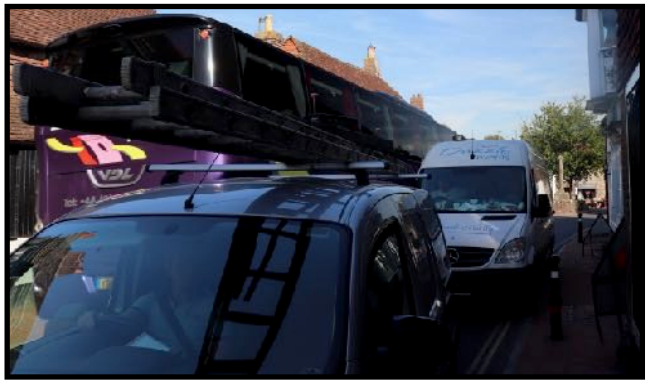


Pavementing in North Street



Congestion / Queues





Congestion / Queues

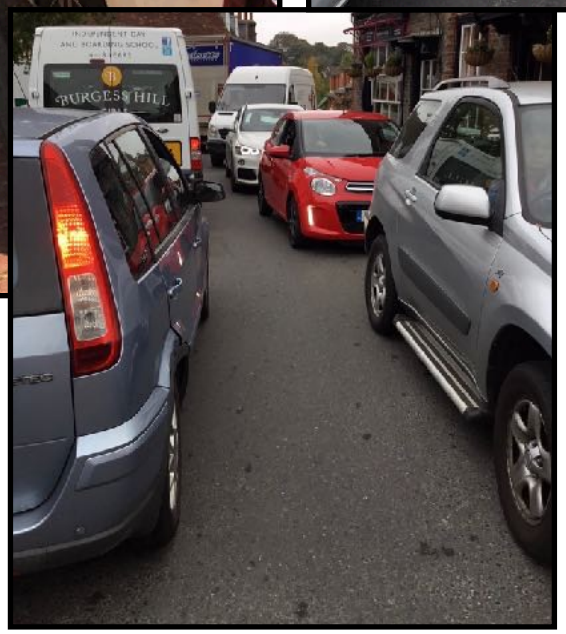
Congestion / Queues

Congestion / Queues

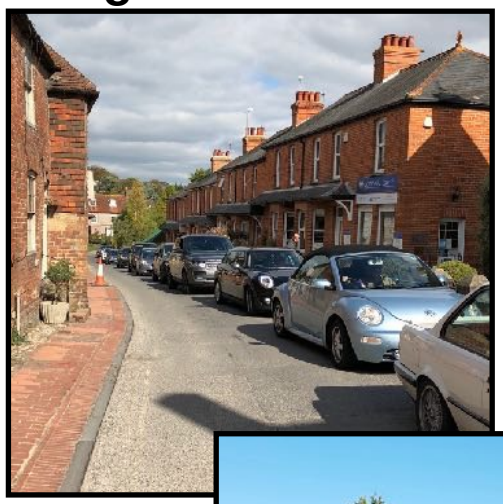
Congestion / Queues (inc. outside village)

Page 186

Congestion / Queues



Congestion / Queues



Conserve Alfriston

Images from the 2018 ESCC Traffic Trial: Miscellaneous Topics

V6 COMPRESSED DISTRIBUTE

Phase 1

1. Pedestrians and Cars
2. Roundabouting in Market Square
3. Congestion Manoevers
4. Avoiding Congestion via West Street / Coning Sequence
5. Conflict between the Traffic Lights / Ignoring Lights
6. Air Pollution
7. Emergency Services
8. Necessary Loading / Unloading
9. Light Failures

Phase 2: General

After the Trial: Christmas in the Market Square

Pedestrians and Cars

Four pedestrians and a pavementing car; North Street

Crossing the road; High St.

Crossing through gridlock and roundabouting

Roundabouting in Market Square

Roundabouting in Market Square

Not just roundabouting - complex flows

Congestion Manoeuvres

“A van doing a 7 point turn outside rose cottage”

Congestion Manoeuvres

Avoiding Congestion via West Street

Coning Sequence

>>>

>>>

>>>

Conflict Between Traffic Lights / Ignoring Lights

>>>

>>>

Air Pollution

A van showing the pattern of pollution being created from stop/start vehicles

Emergency Services

Police car getting past queue in North Street

Ambulance reportedly held at red light for several minutes in High Street

Necessary Loading / Unloading

Dray delivering to The George

Coal delivery in High St

Cars passing through red light

Refuse Collection

Necessary Loading / Unloading - Phase 1 - Refuse Case Study: The Proposed Solution?

- Example 1.
- Refuse truck parked way down West St, and bins walked from Square.
- Note that the natural behaviour is to walk in the road as pavement is too narrow for bins.
- Applies to all other large business and residential loads.
- Safer than briefly stopping near the collect/delivery point?

- Example 2. Walking refuse from Star Lane junction.
- Again, natural behaviour is to walk in road with two bins.
- Impossible if congestion.
- (Ironically, the lights appear to be off at this time.)

Necessary Loading / Unloading - Phase 2 - Not an issue if arranged off-peak

- Log delivery

- Electrical delivery

- Star Lane junction should be kept clear but it can work off peak if needed

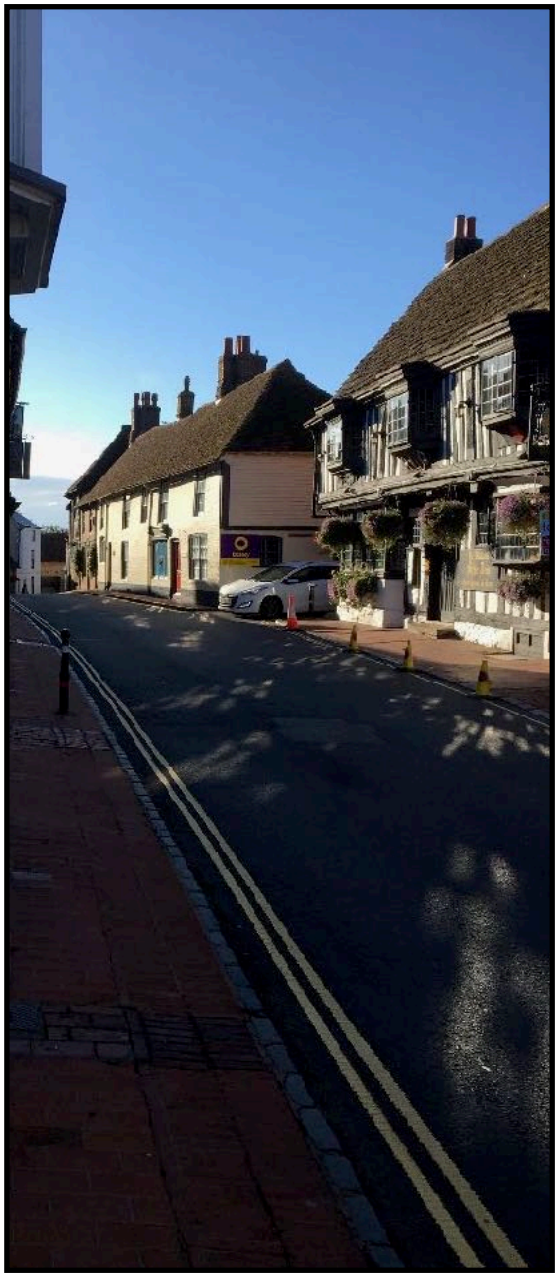
Light Failures

- Related pavementing in narrows.

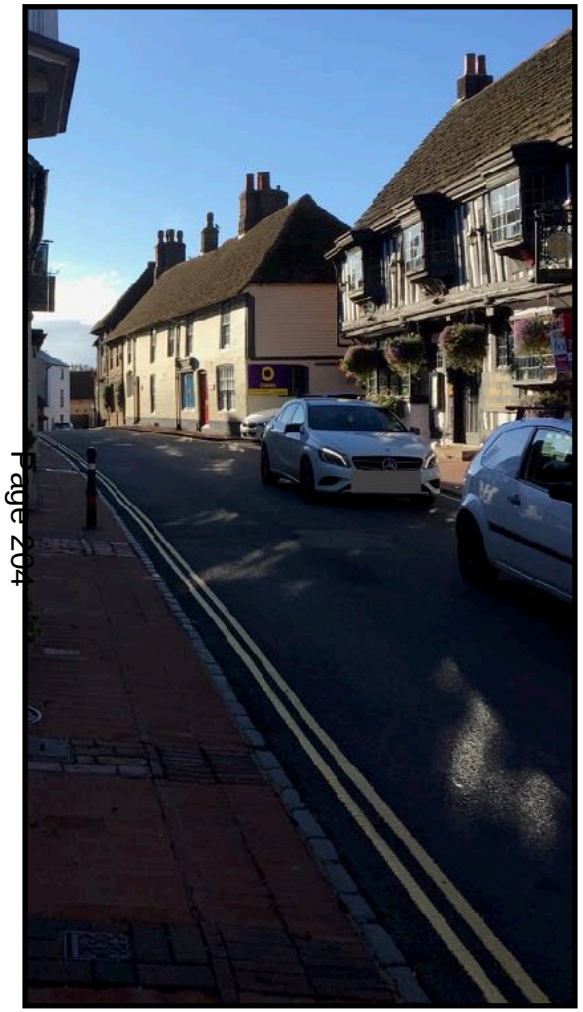
- Morning peak, following day.
- Further conflict in narrows.

- Once little traffic, calmness without lights.

Phase 2



Phase 2



After the Trial: Christmas in the Market Square

- Residents and Businesses

To:-
Councillor Bennett, ESCC
Councillor Shing, ESCC
Chief Executive Becky Shaw, ESCC
Maria Caulfield MP
Neville Harrison, SDNPA
Andy Beattie, SDNPA
Margaret Paren, SDNPA

Dear All,

We are people who live along and/or run businesses in the centre of Alfriston, around the main thoroughfare along the High Street north of Star Lane, Market/Waterloo Square, and North Street. We have been hugely affected and indeed shocked by the negative impacts of the recent Phase 1 traffic light trial and want to urgently bring our concerns to your attention. We are doing this as we do not believe that our concerns have been adequately responded to previously, as this letter will explain.

The four weeks of the traffic light trial have been very upsetting for those of us who live along this central area. The lights have created chaos in the centre of our village under medium-high traffic loads. We want to see an improvement in the traffic situation that helps everyone; whilst we have sympathy with anyone affected by the traffic across the village, and especially in the southern part of the High Street, the effect of the trial has been to split the village geographically, with the worst impacts here. We have seen:-

- Queues extending from the lights to the Market Square regularly, sometimes down North Street and even stretching beyond the village car parks to the north;
- Cars frequently mounting the pavement, for example along the length of North Street and the central section of the High Street, as drivers try to get past each other;
- The Market Square being used as a road divider with northbound traffic passing in front of the Village Store and the Smugglers Inn. In fact the there is no one simple flow pattern here; cars start to go in any direction they need to to make progress;
- Gridlocks of cars around the Market Square and along the High Street and North Street;
- Stop/start traffic with increased noise (and, we believe, air) pollution;
- Far greater road rage in the village centre than previously.
- At lower traffic levels during the day and overnight, cars are travelling faster and accelerating more fiercely. They accelerate to catch a green light when the lights change; and there is unnecessary queuing traffic at red lights outside our homes and businesses.

- For pedestrians, the environment in this area is less safe. It has been made far harder to cross the High Street, or to cross to and from the Market Square on either side of the central island.

Not only do our businesses depend upon a welcoming atmosphere, which this trial has damaged, we also need to be able to load and unload, in many cases from the front of our premises. This also applies to some residents in the area. The new parking restrictions, and the unpredictable traffic flows, have made this impossible for many, and we do not understand how this scheme will be made practically viable in a way that enables many of our businesses to function as they do now.

We feel that the quality of our lives and businesses are under severe threat from this ESCC scheme, and so we are writing to you to ensure that our views, along – quite properly - with those from people further along the High Street, are fully represented as the trial is evaluated.

We have heard Rupert Clubb on the radio saying that it is the views of those in Alfriston that are most important. And, as Lead Member, Councillor Carl Maynard stated that “The residents and businesses along the High Street, the Square and North Street are those most directly affected by the current traffic situation”. He also strongly implied that the ESCC solution for the “narrows” would be good for all residents, businesses and visitors in Alfriston.

Yet, at the last ESCC consultation, we understand that 52% of people in this corridor (including the whole length of the High Street) opposed the development of the traffic light scheme. Indeed, 48% were strongly opposed, a greater number than all those, 42%, who were in support. We are concerned that this strong opposition to the ESCC proposals was not referenced in the Lead Member's report prior to the design decision meeting (where overall figures were used), but only came to light subsequently when requested by villagers.

Furthermore, we are concerned that subsequent surveys of visitors, residents and businesses showing both overwhelming opposition to the ESCC proposals, and a strong desire for a village-wide approach, have not received a constructive response that addresses the clear democratic sentiments expressed.

We also understand that your Bristol-based consultants noted that our Market Square is a focal point in our village where queuing traffic would have a very negative impact, and that ESCC moved its original proposed position of the northern signal head away from the Market Square to try to reduce any negative impact there.

We are raising these issues now, as given the new survey form that ESCC has released, we are concerned that history is starting to repeat itself. The question regarding pedestrians' perceptions of safety specifically refers to the area between Star Lane and Weavers Lane, excluding the Market Square and village centre. Other questions are broadly about the ease of passing through our village, not safety and quality of life for residents and businesses within our village, which ESCC stated were the key concerns.

Despite ESCC's previous statements, the input from your Bristol consultants, and the concerns that have been raised with you, there are no specific questions about the effect on pedestrians in the northern part of the High Street, the Market Square, or North Street; the area where there are most pedestrians and businesses. We are

worried that this will mean that concerns about the impact of the trial here will be understated.

We therefore call upon ESCC to undertake that the views of residents and businesses within the village centre (including the whole High Street) are explicitly referenced in any subsequent report on this trial, and that the views of those most directly affected daily are given due weighting.

We ask that ESCC unequivocally states that safety and quality of life is equally as important to the north of Star Lane as it is to the south, acknowledges the need for a solution that improves the situation for all, and therefore makes clear that making the impact of traffic worse in the busy village centre and in North Street is not a solution to improving it elsewhere.

We ask that ESCC takes steps to correct the bias in its questionnaire, by asking about pedestrian safety around the village centre area as well as the narrows south of Star Lane, and asking about residents' and businesses' quality of life in the village as much as it asks about the ease of passing through the village.

Taken to extremes, ESCC's continued focus on the narrows could mean that the trial is considered a success if it simply moves the safety perception issue elsewhere, eg into the busy village centre. This cannot be right. We want to see things improved for the entire village, including our neighbours in the narrows, and we need a solution that reflects this.

Many of us are concerned at the effect that the trial has had on us and are profoundly worried about the future of our lives and businesses; we look forward to an early response from you that addresses these concerns, and would be happy to meet with you.

Regards,

- Cuckmere Buses

James Vaks

Subject: FW: Alfriston Trial Traffic Signal Scheme

Good morning James,
It has taken people some time to get used to these lights, but generally, we have found them helpful, with some reservations. Our weekday services only pass through twice a day morning, lunchtime and evening and I have had no reports of problems.
For our Saturday and Sunday service 47 Ramblerbus, which only travels southbound on its circular route, we have experienced some delay, which has made the service late during the remainder of its journey. The service is intended to make connections into and out of trains at Berwick (although the May train timetable debacle has prevented that this summer) and we may need to adjust timings if lights were to become a permanent feature. The seasonal service ends on 28th October 2018 and resumes on 30th March 2019.
Our Sunday all year service 126 operates two hourly both ways through the village. Again, southbound journeys have suffered delays, so that the short break in Seaford is even shorter, but travelling northbound, whilst there has been a delay getting into Alfriston, the bus is usually back on time by Polegate.
It is much easier to get through the narrows in the High Street without the hazard of vehicles coming in the opposite direction, but to an extent, this is countered by queuing traffic in North Street, north of the Market Square, which is only just wide enough for confident car drivers to pass, and impossible for a bus to pass cars queuing on that section. Some drivers wait near the exit from the car park once they see the problem, others are oblivious. I don't see an easy solution to this, as having the lights in the centre of the village is right from our point of view because otherwise, our stop at Market Cross would be in the middle of the light-controlled section. Many of our passengers are elderly and inform, so removing the stop from Market Cross would have a very serious impact on the viability of our services. Putting the southbound lights alongside the Willows car park would mean traffic queuing through the narrow section of road by the high path and flint wall, again making passing other vehicles difficult/impossible depending on how far out in the road they are!
Star Lane has been something of a problem as well as cars have still been using it, delaying through traffic within the light-controlled section. The no waiting cones outside the Star Inn have been an essential part of keeping traffic flowing, but some consideration may be needed to parking outside Hicks newsagents and the Singing Kettle, which has always been a problem, but with the loss of spaces alongside the Star, more locals try to use it.
Overall, we are content with the lights subject to the inevitable tweeking to get things right.
I hope that helps.
Kind regards,

Philip

Philip Ayers,
Managing Director,
CUCKMERE BUSES
The Old Rectory,
Litlington,
POLEGATE,
East Sussex,
BN26 5RB.

web: cuckmerebuses.org.uk

James Vaks

Subject: FW: Alfriston Trial Traffic Signal Scheme

Hello James,

This weekend was unusually quiet in Alfriston, but I have had the chance to hear how other drivers have got on during the work and two further points have emerged:

1. When traffic is queuing in North Street, northbound traffic is sometimes diverting via the Dean car park to avoid congestion and indeed a couple of our drivers have resorted to that to save time.
2. At the southern end, when there is a queue of northbound traffic waiting at the lights, space for larger vehicles to pass is very limited if queuing traffic is not tucked well in to the verge and some are mounting the kerb outside Deans Place in order to pass.

If anything further should come to light this week, I will be in touch again.

Kind regards,

Philip

Philip Ayers,
Managing Director,
CUCKMERE BUSES
The Old Rectory,
Litlington,
POLEGATE,
East Sussex,
BN26 5RB.

web: **cuckmerebuses.org.uk**

[redacted]

Report to:	**Lead Member for Transport & Environment**
Date of meeting:	**17 June 2019**
Report By:	**Director of Communities, Economy and Transport**
Title:	**Pedestrian Crossing, Friday Street, Eastbourne**
Purpose:	**To consider the results of the local consultation on the proposed pedestrian crossing in Friday Street, Eastbourne and to recommend how the scheme will be taken forward.**

RECOMMENDATIONS: **The Lead Member is recommended to:**

(1) Note the comments of the local consultation; and

(2) Approve the proposal for the pedestrian crossing in Friday Street as set out in this report to be taken forward to construction as part of the 2019/20 Capital Programme for Local Transport Improvements.

1. Background Information

1.1. There have been numerous historical requests made to the County Council for the provision of a controlled pedestrian crossing facility on Friday Street, Eastbourne. As a result, these requests have been considered using the County Council's scheme prioritisation process for assessing requests for local transport schemes. The scheme scored sufficiently highly for inclusion in the 2016/17 capital programme for local transport improvements with funding initially allocated to undertake a feasibility study to develop a proposal for consultation.

1.2 Friday Street is classified as a 'B' class distributor road, linking Stone Cross with the Langney area and onto central Eastbourne. It is used by many pedestrians from the local residential area to access the nearby Shinewater Primary School, Causeway Secondary School, Shinewater sports centre, the local convenience store in Milfoil Drive and Langney shopping centre. There are a number of uncontrolled pedestrian crossing facilities along its length as well as a controlled pedestrian crossing near its junction with Willingdon Drove.

2. Supporting Information

2.1 A feasibility study was carried out by East Sussex Highways in June 2017 to identify an appropriate location to introduce a controlled pedestrian crossing facility along Friday Street, between the junctions with Dittons Road in Stone Cross and Willingdon Drove in Langney. To inform the study, surveys were carried out to determine vehicle flows and average vehicle speeds. Pedestrian surveys were also conducted to establish pedestrian flows and observe pedestrian desire lines, in order to determine the most appropriate location for the crossing that would benefit most pedestrians. Consideration was also given to the crash data in the wider extent of Friday Street over the last three year period.

2.2 The feasibility study identified that the most appropriate location for a controlled crossing facility on Friday Street was between Oak Tree Lane and Shinewater Lane. The proposed location of the crossing was also determined by the current use of the existing informal crossing point by school children and local residents to access the trip attractors identified in section 1.2 above and the residential area on the opposite side of the road. The proposed location is shown in Appendix 1.

2.3 In order to accommodate the controlled crossing at this location, the scheme involves the relocation of the southbound bus stop from north to south of Oak Tree Lane. This is because the current position of the bus stop north of Oak Tree Lane would impact on visibility between approaching southbound traffic and pedestrians on the proposed crossing. Relocating the bus stop also improves the sight visibility for all road users and relocates it away from the required zig-zag road markings on the approaches to the proposed

crossing that must be kept clear of traffic. The northbound bus stop will remain unchanged as it does not interfere with either pedestrian or driver inter-visibility to the proposed crossing.

2.4 A consultation on the proposals was undertaken in February 2019, with Sussex Police, South East Coast Ambulance Service, East Sussex Fire and Rescue Service, the Freight Transport Association, Local Bus Company (Stagecoach) and the Road Haulage Association. One objection was received from Stagecoach regarding the relocation of the southbound bus stop referred to in paragraph 2.3. As part of the design process the local bus company had been consulted regarding the relocation of this bus stop. At the time, Stagecoach raised concerns about the impact on public transport users and alternative locations for this bus stop were discussed and designed for submission to Road Safety Audit. However, the Road Safety Audit cited that the alternative proposals would obstruct forward visibility of the crossing. Therefore it was concluded that relocating the southbound bus stop to its proposed location was the most appropriate location and this has been communicated back to Stagecoach.

2.5 A local consultation was carried out between 15 February and 8 March 2019, by means of a letter-drop and accompanying plan delivered to properties within the vicinity of the proposed crossing. A copy of the consultation letter, plan and a map showing the extent of the consultation, is contained in Appendix 2. Details of the consultation were also sent to the local County and Borough Councillors. Councillor Shuttleworth has confirmed his support for the scheme. A summary of the responses to the local consultation is provided in Appendix 3 and full copies of the correspondence is available in the Cabinet and Members' Room.

2.6 Consultation analysis concluded that of the 38 respondents who replied, 89.5% of respondents supported the scheme. The consultation process included Shinewater Primary School as well as local youth club (HUB). Both confirmed their support for the proposed scheme and have canvassed for such a facility for many years following a fatal accident in the same location involving a pupil from Shinewater Primary School in December 2014. Support for the scheme and the impact on the school following the accident were submitted during the public consultation exercise.

2.7 Two objections were received from residents following the consultation exercise relating to the existing speed limit of 40mph and requesting for this to be reduced to 30mph instead of providing a pedestrian crossing. The existing 40mph speed limit was reviewed as part of the early design process. Traffic surveys were undertaken which found average speeds between 33.2mph and 37.3mph with 85th percentiles at between 38.7mph and 42.7mph. Whilst this request has been considered in consultation with our Road Safety team and Sussex Police, it was concluded that that the existing 40mph speed limit was still the most appropriate for the road and a speed limit reduction would adversely affect traffic flow through this busy route.

2.8 In addition, an objection was received in relation to the existing blocked off southern access to Oak Tree Lane being further compounded by the introduction of the controlled crossing facility. Following a review of the objection, it was noted that this access has been blocked for some time and the introduction of the proposed crossing would have no impact on access to Oak Tree Lane via Helvellyn Drive.

3 Conclusion and Reasons for Recommendations

3.1 There are currently limited pedestrian crossing facilities on Friday Street. The County Council has previously received requests for a controlled pedestrian crossing to be introduced and these have been considered through the County Council's scheme prioritisation process for assessing requests for local transport schemes. The requests scored sufficiently for a scheme to be included in the Capital Programme for local transport improvements. Subsequent survey and design work have identified the most appropriate location for a controlled pedestrian crossing to be introduced on Friday Street was between the junctions of Oak Tree Lane and Shinewater Lane. A local consultation exercise undertaken in February 2019 identified significant support for the scheme albeit with a number of objections

3.2 In light of the significant support for the scheme, it is therefore considered that these objections are outweighed by the road safety and accessibility improvements that the proposed crossing will bring to the local community. The Lead Member is recommended to approve the construction of a controlled pedestrian

crossing in Friday Street as set out in this report, as part of the 2019/20 Capital Programme for Local Transport Improvements.

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officer: Tracy Vaks
Tel. No. 01273 482123
Email: Tracy.Vaks@eastsussexhighways.com

Project Manager & Report Author: Charles Emeanuwa
Tel. No.: 0345 608 0193
Email: charles.emeanuwa@eastsussexhighways.com

LOCAL MEMBERS
Councillor Alan Shuttleworth

BACKGROUND DOCUMENTS
None

This page is intentionally left blank

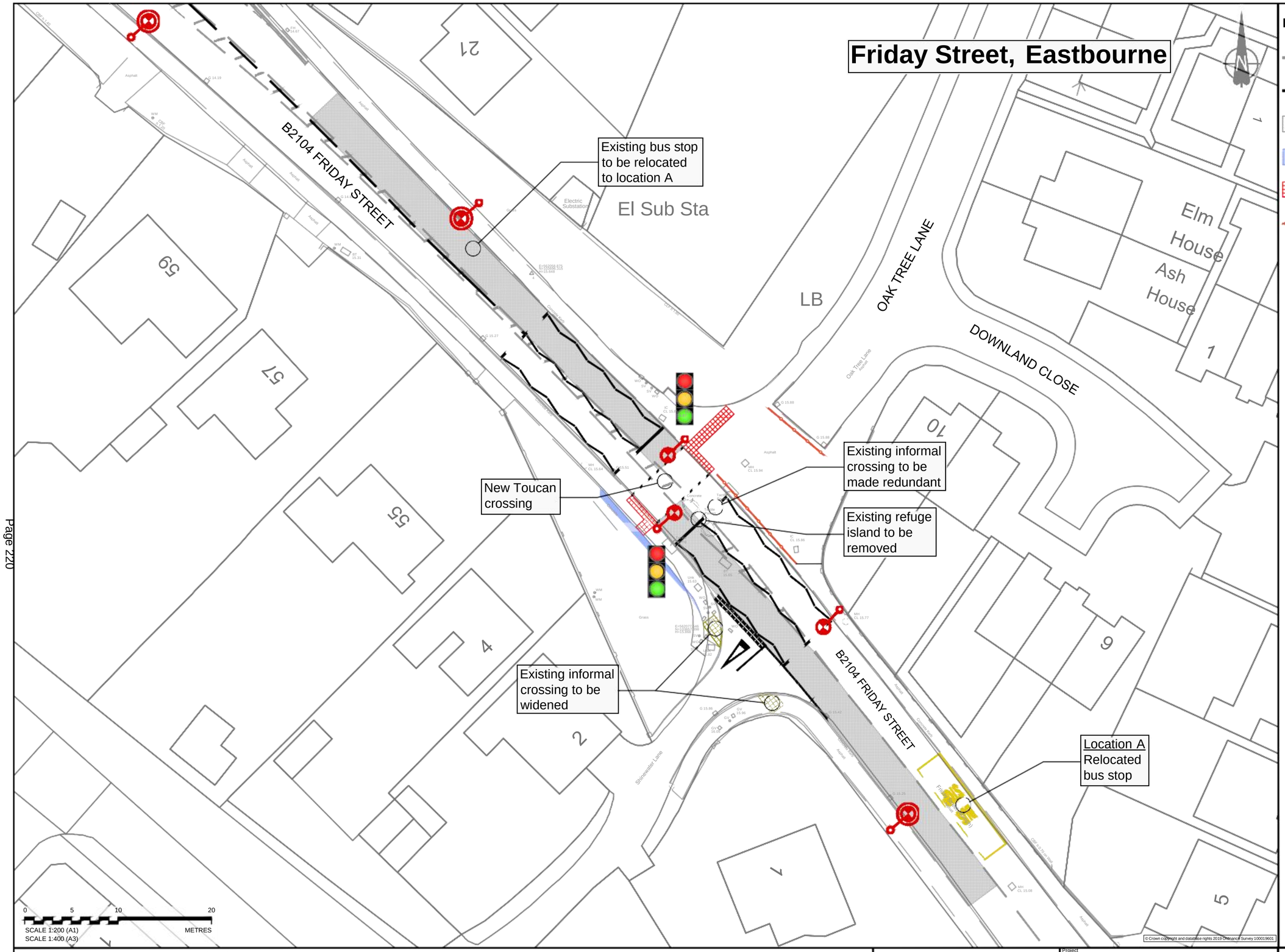
Appendix 1: Location Plan, Friday Street, Eastbourne.

This page is intentionally left blank

Appendix 2: Map showing the letter drop extent, Consultation Plan, Consultation Letter, and Consultation Questionnaire.

Map of Letter Drop Extent:

Friday Street, Eastbourne



LEGEND

- Existing Road Markings
- New Road Markings
- Anti-skid surfacing
- Widened footway
- Tactile paving
- Guardrailing (Fence)
- New or upgraded street lamp column
- Traffic light control

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S2	01/02/2019	First Issue	IM	CLS	CE

EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

Project	SCH-033 FRIDAY STREET PED. IMPROVEMENTS
Drawing title	Consultation plan
Status	S2
Revision	P01
Scale	1:200
Date	01/02/2019
Drawn By	I Moreno
Checked By	C.Lopez-Smith
Approved By	C. Emeanuwa
Project No.	3520000
Originator	ESH
Original Size	A1
Drawing number	EGN-SCH0033-DR-CH-0001
Volume / Design Alt. / Type Work Number	

3520000-ESH-EGN-SCH0033-DR-CH-0001.dwg

East Sussex Highways
Ringmer Depot
The Broyle
Ringmer
East Sussex
BN8 5NP
Phone No: 0345 60 80 193
www.eastsussexhighways.com

February 2019

RE: Friday Street - Proposed Pedestrian and Cycle Crossing Facility

Dear Sir/Madam,

East Sussex Highways has identified the existing informal crossing facility along the B2104 Friday Street Eastbourne, near the junction with Oak Tree Lane, as a site for improved pedestrian and cyclist crossing facilities.

As you may already be aware the crossing is used by local residents and pupils needing to cross the B2104 at this location to access the local primary schools, secondary schools and nearby amenities in the area. Currently there is no dedicated crossing facility to assist them to cross this busy road.

The aim of this scheme will be to introduce a signalised pedestrian and cyclist-controlled crossing facility known as a Toucan Crossing. We will also be improving the street lighting at the crossing and on each approach, which will increase the visibility of drivers, cyclists and pedestrians.

Please also find enclosed a plan showing the details of the scheme which include:

- Installation of new traffic signals columns.
- Installation of new lighting columns on both approaches and at the crossing to ensure lighting levels meet current standards.
- Improved footway access to the kerbs and footway.
- Anti-skid surfacing to help reduce stopping distances on each approach.
- The relocation of the existing bus stop to improve visibility at the crossing point for pedestrians and drivers.
- Zig-zag road markings on each approach. These markings will prohibit parking to ensure good visibility between pedestrians, cyclists and drivers.

Construction of the new improved crossing facility is planned to take place during late summer 2019. Duration of the works is estimated to take about 5-6 weeks. A further letter will be distributed to provide exact dates for construction when such a timescale has been confirmed.

We are writing to residents near the proposed crossing to see if they have any comments regarding the scheme. Please see attached form and free post envelope. You can also get in touch with us by phone (see above number) and email customer@eastsussexhighways.com.

Information on the scheme is also available on our website:
www.eastsussexhighways.com/consultations.

Please feel free to submit your comments by Friday 8th March 2019.

We thank you for your time and kind understanding.

Best Regards

East Sussex Highways

East Sussex Highways
Ringmer Depot
The Broyle
Ringmer
East Sussex
BN8 5NP
O: 0345 60 80 193
www.eastsussexhighways.com

Freepost East Sussex Highways

Friday Street – Pedestrian and Cycle Crossing Facility

Your views about our proposals

We would like your views on the proposals.

An online version of this questionnaire is available on our website along with plans showing the proposals:

www.eastsussexhighways.com/consultations

Please return your completed questionnaire by **Friday 8 March 2019** using the 'Freepost East Sussex Highways' address.

All responses received will be treated in the strictest confidence; the Council will use the responses from this questionnaire for research purposes only.

We are asking these questions as we want to make sure that we have a representative view of the proposals from residents, businesses and stakeholder groups.

SECTION 1 – Your Status

Q1. Are You… ☐ An individual ☐ A business ☐ Other

If business or other please provide details:

Q2. Please provide your postcode. (It will not be used to identify you)

SECTION 2 – About the proposals

Q3. To what extent do you support the proposed pedestrian and cycle crossing facility on Friday Street?

□ Support □ Oppose □ No opinion

Q4. If you do not support the proposals, please tell us why.

Q5. Are there any comments that you would like to make about your response or about how the proposals may affect you?

This page is intentionally left blank

APPENDIX 3: Consultation Results\Analysis

Friday Street, Eastbourne - Proposed Pedestrian and Cycle Crossing Facility

Analysis and summary of the comments returned

Consultation: Thursday 21/02/2019 – Friday 08/02/2019

1. Introduction

Details on the Friday Street consultation and the results of the analysis of the completed questionnaires are set out below.

The below letter was sent to the relevant Stakeholders and public, alongside the questionnaire:

Consultation Letter:

RE: Friday Street - Proposed Pedestrian and Cycle Crossing Facility

Dear Sir/Madam,

East Sussex Highways has identified the existing informal crossing facility along the B2104 Friday Street Eastbourne, near the junction with Oak Tree Lane, as a site for improved pedestrian and cyclist crossing facilities.

As you may already be aware the crossing is used by local residents and pupils needing to cross the B2104 at this location to access the local primary schools, secondary schools and nearby amenities in the area. Currently there is no dedicated crossing facility to assist them to cross this busy road.

The aim of this scheme will be to introduce a signalised pedestrian and cyclist-controlled crossing facility known as a Toucan Crossing. We will also be improving the street lighting at the crossing and on each approach, which will increase the visibility of drivers, cyclists and pedestrians.

Please also find enclosed a plan showing the details of the scheme which include:

- Installation of new traffic signals columns.
- Installation of new lighting columns on both approaches and at the crossing to ensure lighting levels meet current standards.
- Improved footway access to the kerbs and footway.
- Anti-skid surfacing to help reduce stopping distances on each approach.
- The relocation of the existing bus stop to improve visibility at the crossing point for pedestrians and drivers.
- Zig-zag road markings on each approach. These markings will prohibit parking to ensure good visibility between pedestrians, cyclists and drivers.

Construction of the new improved crossing facility is planned to take place during late summer 2019. Duration of the works is estimated to take about 5-6 weeks. A further letter will be distributed to provide exact dates for construction when such a timescale has been confirmed.

We are writing to residents near the proposed crossing to see if they have any comments regarding the scheme. Please see attached form and free post envelope. You can also get in touch with us by phone (see above number) and email customer@eastsussexhighways.com.

Information on the scheme is also available on our website: www.eastsussexhighways.com/consultations.

Please feel free to submit your comments by Friday 8th March 2019.

Questionnaire:

We would like your views on the proposals.

An online version of this questionnaire is available on our website along with plans showing the proposals
:
www.eastsussexhighways.com/consultations

Please return your completed questionnaire by **Friday 8 March 2019** using the 'Freepost East Sussex Highways' address.

All responses received will be treated in the strictest confidence; the Council will use the responses from this questionnaire for research purposes only.

We are asking these questions as we want to make sure that we have a representative view of the proposals from residents, businesses and stakeholder groups.

SECTION 1 – Your Status

Q1. Are You… · An individual · A business · Other

If business or other, please provide details:

Q2. Please provide your postcode. (It will not be used to identify you)

SECTION 2 – About the proposals

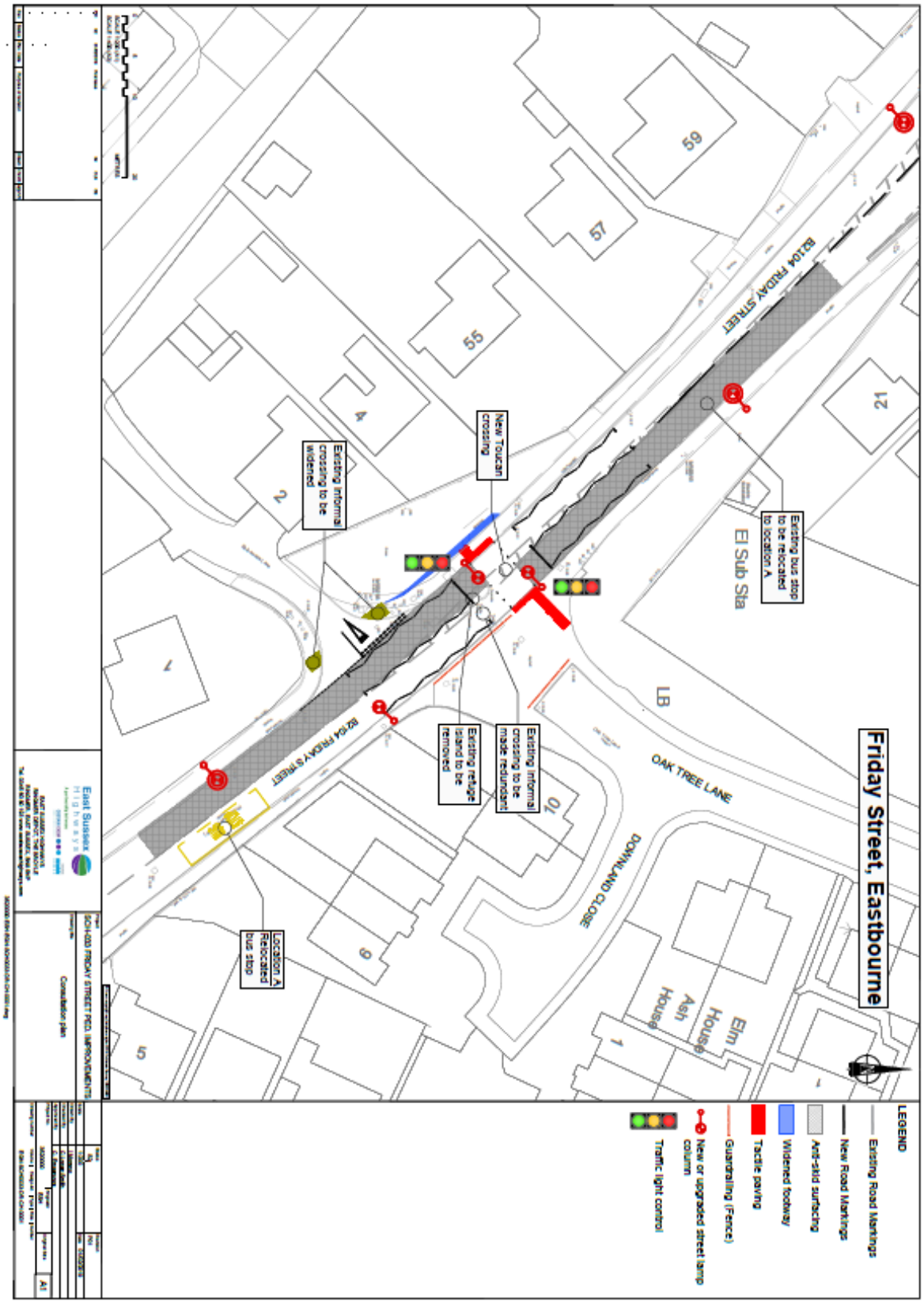
Q3. To what extent do you support the proposed pedestrian and cycle crossing facility on Friday Street?

□ Support □ Oppose □ No opinion

Q4. If you do not support the proposals, please tell us why.

Q5. Are there any comments that you would like to make about your response or about how the proposals may affect you?'

Consultation Drawing:


Friday Street, Eastbourne
B2104 FRIDAY STREET
OAK TREE LANE
DOWNLAND CLOSE
New Toucan crossing
Existing informal crossing to be widened
Existing bus stop to be relocated to location A
Existing refuge island to be removed
Existing informal crossing to be made redundant
Location A Relocated bus stop
El Sub Sta
Elm House
Ash House
LEGEND
Existing Road Markings
New Road Markings
Anti-skid surfacing
Widened footway
Tactile paving
Guardrailing (Fence)
New or upgraded street lamp column
Traffic light control

2. Publicity

The public consultation exercise was held between Thursday 21 February and Friday 8 March 2019. Approximately 500 letters with the accompanying plans and questionnaire were sent out to local residents and businesses in streets in and around the affected area. In order to publicise the consultation a press release was issued via the East Sussex Highways various social media platforms, as well as their website. Details of the consultation were sent to the Local Members of East Sussex County Council and Eastbourne Borough Council as well as other key stakeholder groups.

3. Feedback

A total of 38 questionnaires were completed with 21 of these returned by post, 9 being completed online and additional responses were collected via email and telephone.

4. Respondent profile

Respondents were asked to indicate on the consultation questionnaire whether they were responding as an individual or on behalf of a business. A total of 38 responses were given, and the results are shown in the table below.

Respondent Status	Number of responses	% of responses
An Individual	29	76.3%
A Business	3	7.9%
Other	6	15.8%
Not Answered	474	N\A
Total	38	100%

As shown in the table above, a majority of respondents were individuals.

5. To what extent do you support the proposed designs on Friday Street?

A total of 38 responses were given, and the results are shown in the table below.

	Total Responses	
Respondent Status	**Number of responses**	**% of responses**
Support	34	89.5%
Oppose	3	7.9%
No opinion	1	2.6%
Not answered	474	N\A
Total	38	100%

As shown in the table above, 89.5% of respondents supported the proposed designs for Friday Street, 7.9% opposed the proposals and 2.6% had no opinion.

6. If you are opposed to the changes please tell us why?

Question 4 gave those respondents who did not support the proposals the opportunity to let us know why. 3 comments were received. The comments received have been reviewed and categorised into themes which are presented in the table below. Responses to the themes are also provided.

Theme	Theme Issue	Number of respondents raising this issue	ESCC Response
A)	Already a crossing with a refuge in the centre of the highway. It seems like a waste of money to put a signalised crossing in its place.	1	<u>Requests to reduce existing speed limit from 40mph to 30 mph.</u> The 40mph speed limit is being retained to maintain existing traffic flows on this busy through route. A reduced speed limit would adversely affect traffic flow. The forward visibility in both directions is considered to be poor in our opinion particularly for inexperienced crossing users who may not be able to judge the speed of approaching vehicles accurately. <u>General safety of a controlled crossing:</u> There has previously been a pedestrian fatality whilst using the uncontrolled pedestrian crossing (dropped kerbs to central refuge). The introduction of a positive controlled pedestrian and cyclist crossing would increase their safety. <u>Vehicle approaching crossing at high speed when crossing in use:</u> The proposed MOVA traffic signal detection will extend the vehicle green signal (and extend the pedestrian red signal) if a vehicle is detected approaching the pedestrian crossing at such a speed it would be difficult for a driver to stop at the stop line and in a controlled manner. <u>On-crossing safety:</u> If a pedestrian takes longer than the set time to cross the proposed Toucan crossing, the crossing time will be extended (increased inter-green stage) and the vehicle red signal will continue to show. There will be on-crossing detection to detect that the crossing is in use.
B)	Inconsiderate for residents in Oak Tree Lane and Helvellyn Drive.	1	Following review of the objection, it was noted that this access has been blocked for some time and the introduction of the proposed crossing would

Theme	Theme Issue	Number of respondents raising this issue	ESCC Response
			have no impact on access to Helvellyn Drive.
C)	Moving the bus stop will cause issues to buses.	1	The resultant design has required the need to relocate the southbound bus stop as there is currently no bus stop layby off the main carriageway to allow unrestricted sight lines to drivers behind the buses and pedestrians crossing ahead of the bus stop on the east side of Friday Street. Relocating the bus stop will improve sight visibility for all road users and will remove it away from the required zig-zag road markings that must be kept clear of traffic, as identified in the road safety audit. The northbound bus stop will remain unchanged as its current position is a good distance from the crossing point.

7. Are there any other comments that you would like to make about the proposals

Question 5 gave those respondents the opportunity of providing any further comments on the proposals and how they may affect the individual. A total of 26 comments were received. The comments received have been reviewed and categorised into themes and these are presented in the table below. Responses to the themes are also provided.

Theme	Theme Issue	Number of respondents raising this issue	ESCC Response
A)	Reduce speed limit from 40mph to 30mph.	**5**	This request was taken into consideration. It is considered that such a reduction would adversely affect traffic flow through this busy route. The existing 40mph speed limit was reviewed as part of the early design process. Traffic surveys were undertaken which found average speeds between 33.2mph and 37.3mph with 85th percentiles at between 38.7mph and 42.7mph. ESCC Road Safety team agreed with Sussex Police that the existing 40mph speed limit was still the most appropriate for the road.
B)	Create a mini-roundabout at Larkspur and Friday Street junction.	**1**	Outside scope of this scheme.
C)	Create slip road at Toby roundabout (near Langney shopping centre).	**1**	Outside scope of this scheme.
D)	Create guardrail opposite Oak Tree Lane.	**1**	Under review subject to underground services survey
E)	Create traffic lights for junction at Helvelyn Drive.	**1**	Outside scope of this scheme.
F)	How bright and tall will the streetlights be? The lights could potentially shine into houses.	**2**	Light spread will be directed down to the footway\carriageway. Any unwelcome light pollution will be masked off as part of the design.
G)	Repositioning of bus stop away from Oak Tree Close and Oak Tree Lane is inconsiderate.	**1**	The resultant design has required the need to relocate the southbound bus stop. This is because the current position of the bus stop will impact inter-visibility between approaching southbound traffic and pedestrians on the proposed crossing. Relocating the bus stop will improve sight visibility for all road users and will remove it away from the required zig-zag road markings that must be kept clear of traffic, as identified in the road safety audit. The

Theme	Theme Issue	Number of respondents raising this issue	ESCC Response
			northbound bus stop will remain unchanged as it does not interfere with either pedestrian or driver inter-visibility to the proposed crossing.
H)	Shinewater school sadly had to experience the death of a pupil who was crossing in this area. The school is still living with this and the impact on both staff and pupils was huge. Road safety is paramount for the community and the school feels the crossing is an essential cost to save lives.	**2**	Noted
I)	This proposal is long overdue.	**4**	Noted
J)	The crossing will provide much needed safety.	**5**	Noted
K)	It is bad practice to stop zig-zags in the middle of a junction. Can I therefore ask that the 8 zig – zags on that side of the road are extended across the junction.	**1**	Noted. This has been incorporated into the design.
L)	The little girl who was killed died outside our house, so I am strongly in favour of the proposed crossing.	**1**	Noted

Raw Analysis Data

Are you? - Are you	If you selected business, please supply details here: - Business details	Please provide your postcode (it won't be used to identify you)	Do you support the proposed pedestrian and cycle crossing facility on Friday Street?	If you do not support the proposals, please tell us why.	Are there any comments that you would like to make about your response or about how the proposals may affect you?	ESH\ESCC Responses
Individual		BN23 8FB	Support	No Comment	Should have been done a long time ago.	Noted
Other		BN23 8AG	Support	No Comment	I agree. What a good idea. About time something is getting done. Maybe a thing that you all can do is to reduce the speed on Friday Street from 40mphs to 30mps. Cars and motorcycle drives tend to use our street as a race track.	Noted
Individual		BN23 8BB	Support	No Comment	Very pleased it will be a traffic light crossing.	Noted
Individual		BN23 8FB	Support	No Comment		Noted
Individual		BN23 8FB	Support	No Comment	This crossing is long overdue.	Noted
Individual		BN23 8BE	Support	No Comment	This was long overdue. Should have happened ages ago. Finally, common sense has prevailed.	Noted
Individual		BN23 8FB	Support	No Comment	No Comment	Noted
Individual		BN23 8DG	Support	No Comment	One thing I'm not sure you considered. You are moving the bus stop near the proposed crossing down to location A which actually means you are removing a bus stop completely. What this means is a large section of elderly retired people living in the 2 retirement complexes in Oak Tree Close and Oka Tree Lane have a hell of a long walk to access a bus stop, as the only one available is going to location A. Inconsiderate to	The proposed bus stop is not moving far from its current location; from the eastern to the western side of Oak Tree Lane. Therefore bus provision is still retained along Friday Street. Note positive comment relating to the proposed pedestrian crossing.

					say the least, but bravo for finally putting in a safe crossing area.	
Other	Police		Support	No Comment	I have visited the site this morning and I am very happy to support the proposal. My only concern on the plan is the use of 8 zig- zag markings in the vicinity of Shine water lane. It is bad practice to stop the zig-zags in the middle of a junction. Can I therefore ask that the 8 zig –zags on that side of the road are extended across the junction as outlined in the Traffic signs manual, ch 5, point 15.19. Bear in mind that the zig zags do not need to the same length. Apart from that, I hope the scheme is successful and thank you for consulting me at this early stage.	Noted.

Individual		1 Shinewater Lane	Support	No Comment	I have had a customer call regarding the Friday St development, he is very happy this is being done but would like to know what sort of light will be replacing the one he can see on the plan outside his home at 1 Shinewater Lane. If it will be brighter and the same height. - Call from Customer Contact Centre	Noted

Individual		BN23 8HT	Support	No Comment	It's about time some form a safety crossing was put in and now we need to find other methods of slowing down the traffic on the whole of Friday street. I have seen several near misses because of the 40mph speed or more in many cases. The elderly and mothers with children struggle to cross the road, in various places, quick enough because drivers are arrogant and will not slow down. Set the limit to 30mph please. and monitor it. The top of Larkspur and Friday street is also a nightmare to get out of at busy times. More houses are being built in and around Eastbourne which is having a knock-on effect on the congestion of our roads, but very little infrastructure changes are being made to accommodate the increase in traffic. A mini roundabout Would not only slow traffic down it would be safer than trying to get out of the turning. Willingdon drove is a prime example of how the congestion has built up over the years. If you come from Langley shopping centre at busy times you can hardly move because people are cutting in further down. A slip road at the Toby roundabout to the left would help the flow of traffic immensely.	Noted

Other	I run the HUB youth club, which is a youth club provided on Shinewater Lane for local children.	BN23 8BR	Support	No Comment	Some of our children cross Friday street before and after our club. Many make their own way to the club and thus cross this busy road twice and on their own. In the winter, this is in the dark. I would strongly support the crossing as feel it would provide safety for our youth club members.	Noted
Individual		BN23 8DG	No Opinion	No Comment	The pelican crossing should replace existing traffic island. there does not seem to guardrail on pavement opposite Oak Tree Lane. Speed limit should now be 30 mph on Friday Street irrespective of strategic route.	See comment below regarding reducing speed limit from 40mph to 30mph
Individual		BN23 8FB	Support	No Comment	This is badly needed, not just for school children, local residents and cyclists but also the elderly and disabled, the latter seem always to be left out.	Noted
Individual		BN23 8HL	Support	No Comment	A crossing will make it safer for my children to walk to school. Cars travel far too fast along. Friday Street, hopefully this will slow them down and make it safe for pedestrians to cross.	Noted
Individual		BN23 8FB	Support	No Comment	Will there be traffic lights during the installation at the end of 'Helvellyn Drive'? This could cause problems if there are no lights for all traffic coming out of Oak Tree Lane and other roads in that vicinity?	Noted

Individual		BN23 8AT	Support	No Comment	My only concern is how the upgrade to the existing street lights are going to affect us. Are they going to be brighter? as the existing ones are very bright and even with the masks on they do cast a hi level of light in to our bedroom. The other comment I would like to make is the speed of traffic travelling along Friday Street and with the larger number of residential estates coming on to it should the speed limit be reduced from 40 to 30 MPH and traffic calming measures be introduced?	Noted
Individual		BN23 8NZ	Support	No Comment	I regularly cross here with my children and dogs and it can sometimes take 5 or 6 minutes to be able to cross safely.	Noted
Individual		BN23 8AR	Oppose	Although this is a busy 40mph road, there is already a crossing with a refuge in the centre of the highway. The visibility is clear in both directions. It seems like a waste of money to put a signalised crossing in its place.	No Comment	<u>Requests to reduce existing speed limit from 40mph to 30 mph.</u> The 40mph speed limit is being retained to maintain existing traffic flows on this busy through route. A reduced speed limit would adversely affect traffic flow. The forward visibility in both directions is considered to be poor in our opinion particularly for inexperienced crossing users who may not be able to judge the speed of approaching vehicles accurately. <u>General safety of a controlled crossing:</u> There has previously been a pedestrian fatality whilst using the uncontrolled pedestrian crossing (dropped kerbs to central refuge). The introduction of a positive controlled pedestrian and cyclist crossing would increase their safety.

						Vehicle approaching crossing at high speed when crossing in use: The proposed MOVA traffic signal detection will extend the vehicle green signal (and extend the pedestrian red signal) if a vehicle is detected approaching the pedestrian crossing at such a speed it would be difficult for a driver to stop at the stop line and in a controlled manner. On-crossing safety: If a pedestrian takes longer than the set time to cross the proposed Toucan crossing, the crossing time will be extended (increased inter-green stage) and the vehicle red signal will continue to show. There will be on-crossing detection to detect that the crossing is in use.
Individual		BN23 8FB	Support	No Comment	No Comment	Noted
Individual		BN23 8BB	Oppose	Now that you have, in your wisdom, shut off the opening out onto Friday Street with an immoveable barrier (fire engines, ambulance, police) all have to use Helvellyn in an emergency. That is bad enough, now you want traffic lights at that same area, at the foot of Oak Tree Lane. Are you really trying to shut us out all together? Anyone trying to visit Helvellyn is going to be in for a long wait. Parked cars/cars queuing up to get out/ other cars coming up trying to get in. I couldn't possible write down what I feel about this proposal. Why can't you spend some of	No Comment	The southern part of Oak Tree Lane is already blocked to access Friday Street, so the introduction of a controlled crossing facility would have no impact on traffic at that point. There are no changes proposed to the road layout so emergency vehicle access will be the same as existing.

				this cash on repairing the surface of Helvellyn. Obviously, none of you live here!		
Business	Stage Coach		Oppose	We have already said that we did not want the bus stop moved further south, because this would a) widen the spacing with its companion stop on the opposite of the road, b) widen the spacing between the previous stop and the stop in question, and c) reduce the spacing between the stop in question and the next stop. It is therefore disappointing that, having been asked for our comments, you are now proposing to do exactly what we said would not be acceptable. We did suggest to your colleague that the speed limit be reduced to 30 mph along this section of road, which would lower the sight line requirements, and probably enable the bus stop to stay roughly where it is now, whilst still facilitating the provision of the crossing. We were told that this couldn't be done, as the crash history on this section of road would not justify it. In that case, this brings into question the justification for having a light controlled crossing at this location in the first place. We also note that currently there are no formal parking restrictions	No Comment	The location of the existing south-eastbound bus stop in relation to the proposed Toucan crossing design was highlighted as a problem in a Road Safety Audit Stage 1 (Ref No. 2162, Item No. 2.3.2, dated the 8th of March 2018) : Problem*: A stationary bus at the stop may obstruct forward visibility to the crossing point resulting in sudden braking by overtaking vehicles.* Buses that pull up at the bus stop will obstruct forward visibility to the crossing point. An overtaking driver may fail to observe the presence of the crossing or fail to anticipate a change of signals, leading to sudden braking on the approach to the crossing. This presents a risk of shunt-type crashes or collisions with pedestrians using the crossing. Recommendation: Relocate the south-eastbound bus stop away from the controlled zone. <u>Requests to reduce existing speed limit from 40mph to 30 mph.</u> The 40mph speed limit is being retained to maintain existing traffic flows on this busy through route. A reduced speed limit would adversely

				on the approach to the proposed crossing, nor are any proposed. This implies that it is acceptable to park cars, vans etc there with impunity, with traffic being deflected over the hatch markings, but for some reason it is not acceptable to have a bus pull up there for a few seconds to set down and pick up passengers. Would it be possible please to consider leaving the bus stop roughly where it is, but placing it in a layby. This would involve realigning the footway and reprofiling the adjoining earth bank. If you insist that the bus stop has to relocate to a position south east of the proposed crossing, could we at least have a decent length bus stop clearway. The standard is for a clearway length of 31 metres (13 metres lead in, 13 metres straightening/stopping length, and 5 metre exit taper). The drawing shows a clearway length of 13 metres, which is barely long enough to accommodate a standard-length single deck bus of 12.2 metre length".		affect traffic flow. One alternative site suggested by Neil Maguire (ESCC Transport Hub) for the bus stop relocation was evaluated on site and was dismissed on safety grounds. The ESH Design Team identified two further possible sites and these were passed to Neil Maguire and John Pugh (Stagecoach Buses) for comment. Both options were then put to the Road Safety Officer who carried out the Road Safety Audit and these were advised against on safety grounds. A revised location was suggested by the Road Safety Officer and this was evaluated on site and subsequently incorporated into the design. There is no evidence of inconsiderate parking on Friday Street despite the fact there are no parking restrictions currently in place. A bus stop clearway 31 metres in length would be inappropriate in relation to the residential environment.

Other	Shinewater Primary School	BN23 8ED	Support	No Comment	Shinewater school sadly had to experience the death of a pupil who was crossing in this area. The school is still living with this and the impact on both staff and pupils was huge. Many of our families are large e.g. more than four pupils, a crossing would go a tremendous way to provide safety for them as the road traffic is fast along the B2104. Road safety is paramount for the community and the school feels the crossing is an essential cost to save lives.	Noted
Business	Transport Development Control		Support	No Comment	As this is a well-used crossing point the proposed improvements are welcomed; however, I have no further comments to add.	Noted
Other	Ambulance		Support	No Comment	I can't see any issues with this from our perspective.	Noted
Individual			Support	No Comment	I cross the B2104 at the junction with Oak Tree Lane every day whilst walking my dog. I have to be extremely watchful as many vehicles drive too fast along that stretch of road. As you must be aware a young schoolgirl was run over and killed at that point not too long ago. I consequently fully support the proposal to introduce a Toucan Crossing facility at that location.	Noted
Individual		BN23 8AX	Support	No Comment	I live at No. 55 a few yards from the proposed crossed. The little girl who was killed died outside our house,	Noted

					so I am strongly in favour of the proposed crossing.	
Individual		BN23 8AX	Support	No Comment	No Comment	Noted
Individual		BN23 8AX	Support	No Comment	I think it's an excellent idea for all concerned.	Noted
Individual		BN23 8AX	Support	No Comment	The proposed may hopefully slow traffic in Friday Street, which frequently exceeds 40mph limit. We expressed strong opinions some years ago in favour of a crossing at the Oak Tree Lane junction, after a small girl was killed at that point. The bend in the road gives very poor visibility when crossing from West to East. The pedestrian island in the middle of the road is very narrow and you feel vulnerable there. There are many children crossing there on their way to the primary school, also unaccompanied secondary children arriving on school buses from the North in the afternoon, and boarding school buses in the morning.	Noted
Individual		BN23 8NS	Support	No Comment	No Comment	Noted
Individual		BN23 8FB	Support	No Comment	No Comment	Noted
Individual		BN23 8FB	Support	No Comment	No Comment	Noted

Individual		BN23 8HS	Support	No Comment	No Comment	Noted
Business		BN23 8EP	Support	No Comment	Really happy its being done. Traffic up Friday Street goes far too fast so good to slow it down.	Noted
Individual		BN23 8AY	Support	No Comment	As a resident for 44 years now, I welcome these proposals. To make this very dangerous road a 30-mph limit would greatly add to all our safety.	Noted
		BN23 8FB		No Comment	I look forward to the change as the road is very dangerous as it is. I walk my dog to the local shops and find it difficult to cross the road.	Noted
Individual		BN23 8HF	Support	No Comment	No Comment	Noted
Other	Leader of local Community Church in Langney	BN24 5NL	Support	No Comment	The plan looks good, moving the bus stop is a good idea as to where it is at present can cause pedestrian issues as drivers are distracted by overtaking a bus or have an obscured view of the current crossing. Thank you for this proposal.	Noted

Report to: **Lead Member for Transport and Environment**

Date of meeting: **17 June 2019**

By: **Director of Communities, Economy and Transport**

Title: **On-street car parking charges and tariff review**

Purpose: **To review and seek approval to consult on the proposed changes to on-street car parking charges.**

RECOMMENDATIONS: **The Lead Member is recommended to:**

1) **Note the proposals on increasing parking pay & display charges and the proposed changes to permit charges; and**
2) **Approve that a six week consultation should be undertaken on the proposals outlined in this report.**

---

1 Background Information

1.1. The Traffic Management Act 2004 allows councils, which are also local traffic authorities, to apply to the Secretary of State for Transport for a Civil Enforcement Area Order that allows the de-criminalising of parking enforcement in their area. Under this arrangement, councils can undertake enforcement of all parking restrictions in their area and retain the income received from parking charges and penalties to help fund the costs of parking services, with any resulting surplus being used within the prescribed parameters under the legislation.

1.2. East Sussex County Council (ESCC) has adopted and operated Civil Parking Enforcement (CPE) since May 1999. The areas covered by CPE are Lewes District, Eastbourne Borough and Hastings Borough. The two Borough councils have retained control of their off-street car parks. In Lewes, ESCC manages the off-street car parks on behalf of the District council under an agency agreement. Lewes District Council retains the income from parking charges and parking fines and pays ESCC a management fee.

1.3. ESCC is also working with Rother District Council to introduce CPE into Rother District.

1.4. The effective management of parking not only addresses local parking problems but helps achieve some of the broader transport objectives set out in our Local Transport Plan (LTP). These include improving road safety, achieving better flows of traffic through town centres improving safety, health and security, improving quality of life, reducing damage to the environment and improving the economic viability of areas through the efficient management and use of parking spaces.

1.5. The projected expenditure and income for the existing CPE schemes is shown in Appendix 1. Income is received from the sale of various parking permits, Pay and Display charges and Penalty Charge Notices (PCN).

1.6 ESCC's statutory powers to impose parking charges derives from sections 35 and 34 of the Road Traffic Regulation Act 1984. Under sections 35C and 45A of the same Act ESCC may vary these charges. The changes can be introduced 21 days after the publication of a notice in a newspaper circulating in the area in which the changes are to be introduced.

2. General context of parking charges and tariffs

2.1. Each of the three Controlled Parking Areas were set up some years apart and with varying types of parking provision to satisfy the particular needs of the local community. There are of course similarities between the three areas, however, there are different levels of charging in each area and the difference is particularly noticeable in the different charges for permits. Appendix 2 shows the current and proposed permit charges and Appendix 3 and 4 shows the current and proposed Pay and Display charges across the County.

Parking charges are set at a level to ensure that at least the costs of managing, enforcing and administering parking controls are met, and hence no financial burden is passed on to council tax payers. As a principle, it also conforms to central government guidance that parking schemes should at least be self-financing.

2.2. The level of charging is a vital tool to manage the demand for parking. Whether this is by type of user (e.g. permit user or pay and display), by location (e.g. differential pricing between on-street parking and off-street car parks) or by type of vehicle (e.g. second residents' permits or lower-emission vehicles).

2.3 The effective control of parking is a crucial element of wider transport strategies as set out in our Local Transport Plan (LTP). It supports the local economy by assisting with the management of congestion and the availability and demand for parking spaces as well as encouraging greater use of more sustainable forms of transport

2.4 The aims of the scheme include acting as a disincentive to multiple ownership and an encouragement of sustainable alternatives, whilst not limiting the availability of permits for those that need them. As such, it is important that charges are set at a level that has some meaningful effect on parking behaviour.

2.5 Charges for on-street parking have not been significantly changed for many years. In Eastbourne and Hastings the charges were last increased in 2008 and in Lewes in 2007.

2.6 In order to continue to cover the costs of the parking scheme and to continue to give effect to the broader aims of the scheme an increase in charges is proposed.

3. Proposals for changes to parking charges and tariffs options

3.1. Transport planning, traffic management and air quality

Parking management supports a range of transport strategies aimed at influencing travel choice. With increasing car ownership and use, parking pressures add to the traffic management problems experienced by many towns both in terms of congestion on major routes and increases in vehicle- emitted pollutants to the detriment of air quality.

3.2 There is strong evidence that air pollution is a cause of both short-term and long-term health effects in susceptible groups, such as the elderly and those with underlying health problems of heart disease or breathing problems. Long-term exposure to air pollutants decreases life expectancy by around 6 months on average, mainly because of the role that small, sooty particles from vehicle exhaust fumes play in lung cancer and heart disease. Air pollution causes many extra admissions to hospital as well as damaging the natural environment. The annual health costs associated with air pollution are estimated to be £15 billion to UK citizens, which is about the same as the health costs of obesity.

3.3 Air pollution also has effects on the natural environment. Ground-level ozone, a common pollutant in East Sussex in the summer months, is formed when pollutants react in sunlight. It can seriously damage crops and vegetation and affect habitats.

3.4 Alongside strategies that aim to encourage more sustainable modes of travel (e.g. car sharing, public transport, cycling or walking), the 'rationing' of the supply of parking can contribute to wider transport planning objectives. The main way in which parking controls are rationed has tended to be by limiting the supply of spaces available to those who elect to commute by car and thereby need to park longer term (often referred to as 'all-day' parking). Highway authorities have traditionally achieved this by means of on-street parking schemes with controls on who is able to park (e.g. short-period single yellow lines or residents-only schemes), maximum stay (e.g. time-limited restrictions) or by pricing (e.g. discourage parking by making it a more expensive option than alternative travel modes). Pricing also tends to be set at a level to encourage use of nearby off-street car parks first and foremost.

3.5 In Eastbourne, Hastings and Lewes, all-day parking is already limited in central parking spaces as charges are levied by means of pay and display or pay by phone. Increases in tariffs are therefore considered to be an important component of continuing support for general transport strategies aimed at encouraging more sustainable forms of travel and to assist with tackling air quality issues generally.

3.6 Parking tariffs have not been increased for over 10 years and the charging regime is therefore having a reduced impact as a demand management tool on influencing travel choices. It is proposed that initially parking tariffs are increased as detailed in Appendix 3 to influence driver behaviour and encourage them to use alternative sustainable forms of transport.

3.7 A pay and display increase near off-street car park

It is common practice across the country for the parking tariffs to be set at a level above nearby off-street car parks, to encourage use of those facilities first and foremost and so minimise the pressure upon on-street parking. Officers are therefore also proposing targeted increases in tariffs at locations where nearby off-street car park prices have either already eroded the differential with on-street prices or where increases are planned that would do the same. (See Appendix 4 for proposed tariffs)

3.8 Permit prices to encourage lower emission vehicles

Increasing concerns about reductions in air quality are leading to many local authorities setting higher parking prices for higher emission vehicles and some authorities are also investigating traffic management schemes that prohibit certain vehicle emission types altogether in city centres. In Lewes, and to some extent Falmer, the permit price arrangements already include differential pricing to encourage lower emission vehicles for residents' permits, however this is not the case in Eastbourne where it only applies to business permits and no differential exists in Hastings. Officers recommend a consistent approach is introduced across the three towns with an increasing differential to encourage lower emission vehicles. Therefore it is recommended that the resident permit tariffs charged in Eastbourne and Hastings are changed to follow the Lewes District model for resident permit charges. See Appendix 2 for the detail of the proposed new permit tariffs.

3.9 Visitor and other permit price variations in different towns

Historically the three parking schemes were designed to provide parking provision to satisfy the needs of the local community; this has resulted in a wide variety of different charges and differing arrangements for visitor permits. It is proposed to increase the visitor and other permit tariffs as detailed in Appendix 2 to influence driver behaviour and encourage them to use alternative sustainable forms of transport.

3.10 Rother District

Prices for residents' permits in Bexhill and Rye are set at £25, but the schemes operate differently there as Civil Parking Enforcement (CPE) has not yet been introduced in Rother District and enforcement is currently undertaken by the police. On 26 June 2018 Cabinet agreed that an application be made to the Department for Transport for Civil Parking Enforcement powers across Rother District. The report considered by Cabinet summarised progress with the development of a business case for CPE which has already garnered local support based on a general pay and display tariff of 40p/hr (£1.70/hr in central Bexhill near off-street car parks) and permit prices of £25. It is therefore proposed not to review those prices further at the present time.

3.11 Future Tariff Changes

In order to achieve our objective of influencing driver behaviour and encourage people to use alternative sustainable forms of transport, additional tariff increases are likely to be required. It is proposed that any further increases to Parking Tariffs will be reviewed as part of the annual review of fees and charges.

4. Surplus Income

4.1. Any surplus income generated, after operating costs, can be used on transport and highway initiatives which are qualifying expenditure as governed by Section 55 of the Road Traffic Regulation Act 1984, as amended from October 2004 by Section 95 of the Traffic Management Act 2004.

4.2. In East Sussex, surplus income after direct running and maintenance costs contributes towards the part funding of the supported bus network, Real Time Passenger Information signs, concessionary bus fares and local transport schemes costs. On 9 February 2016 full Council agreed that the Parking Surplus would contribute £630,000 towards the supported bus network and concessionary fares.

4.3. Each of the options described in section 3 above have been assessed as to how they would broadly impact upon parking income across each of the three parking areas.

4.4. With the ongoing pressure on Council budgets, any future Parking Surplus, excluding existing commitments, could be used as a further contribution towards the County Council's public transport costs. The

investment in these activities is complimentary to the objectives of our LTP in the provision of sustainable transport which assists in reducing congestion and improving air quality in the County.

5. Proposed Consultation

5.1. The consultation will seek to understand people's views on the Council's proposed approach to the management of parking demand across the county through the increase in on-street pay & display parking tariffs and parking permit charges. The consultation will also look to better understand whether these proposed changes will encourage drivers to use sustainable forms of transport and/or to use vehicles that emit lower levels of pollutants.

5.2. The consultation will be available on the Council's consultation hub website, which will be promoted to stakeholders, residents and traders.

5.3. It is proposed that the consultation would run from 1st July to 11th August 2019.

5.4. The feedback received through the consultation process will be presented alongside an Equalities Impact Assessment, to inform the Lead Member final decisions about the proposals in the autumn.

6. Conclusion

6.1 The Lead Member for Transport and Environment is recommended to note the proposed increases to parking pay & display charges and the changes to permit charges, as detailed in Appendix 2, 3 and 4 and to approve that a six week consultation is undertaken. Feedback from the consultation and an Equalities Impact Assessment will then be considered as part of the decision making process on the proposals

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Carl Valentine
Tel. No. 01323 336199
Email: carl.valentine@eastsussex.gov.uk

LOCAL MEMBERS
All members whose electoral divisions are within areas with on-street parking charges in Eastbourne and Hastings Borough and Lewes District.

BACKGROUND DOCUMENTS
ESCC Parking Annual report 2016/17

APPENDIX 1

Income and expenditure of the CPE schemes

	Bexhill		Eastbourne		Hastings		Lewes		Total	
Income	**2016/17**	**2017/18**	**2016/17**	**2017/18**	**2016/17**	**2017/18**	**2016/17**	**2017/18**	**2016/17**	**2017/18**
	£	**£**	**£**	**£**	**£**	**£**	**£**	**£**	**£**	**£**
On street charge			1,176,855	1,172,665	886,608	863,139	458,023	456,610	2,521,486	2,492,414
Off street charge							89,706	97,410	89,706	97,410
Permit income	4,710	3,411	202,442	252,576	200,523	191,745	226,402	214,224	634,077	661,956
Penalty Charge Notices			528,258	598,424	534,474	564,802	353,421	391,741	1,416,153	1,554,967
Payments from Other Local Authorities							239,656	255,130	239,656	255,130
Other income			3,737	5,407	3,768	1,844	3,891	4,272	11,396	11,523
Total	**4,710**	**3,411**	**1,911,292**	**2,029,072**	**1,625,373**	**1,621,530**	**1,371,099**	**1,419,387**	**4,912,474**	**5,073,400**
Expenditure										
Enforcement contract	1,200	1,300	674,913	720,122	804,309	791,803	638,338	657,775	2,118,760	2,171,000
Payments to Other Local Authorities							88,074	97,273	88,074	97,273
ESCC Staff costs			217,199	232,426	186,594	207,691	215,767	222,242	619,560	662,359
Other operational	800	767	596,678	595,620	379,479	359,769	284,859	321,037	1,261,816	1,277,193
Total	**2,000**	**2,067**	**1,488,790**	**1,548,168**	**1,370,382**	**1,359,263**	**1,227,038**	**1,298,327**	**4,088,210**	**4,207,825**
Operational Surplus/(Deficit)	**2,710**	**1,344**	**422,502**	**480,904**	**254,991**	**262,267**	**144,061**	**121,060**	**824,264**	**865,575**
Payments/Investments supported by CPE surplus										
	£	**£**	**£**	**£**	**£**	**£**	**£**	**£**	**£**	**£**
Parking Review			24,256	34,999	17,685	12,461	11,666	11,619	53,607	59,079
Approved by parking board					37,382	88,135			37,382	88,135
Real Time bus information running costs			32,989	81,246	20,052	44,469	11,643	25,084	64,684	150,799
Repayment of set up costs			107,000				268,500		375,500	0
Terminus Road improvements									0	0
Other running costs									0	0
	0	**0**	**164,245**	**116,245**	**75,119**	**145,065**	**291,809**	**36,703**	**531,173**	**298,013**
Net Surplus/(Deficit)	**2,710**	**1,344**	**258,257**	**364,659**	**179,872**	**117,202**	**-147,748**	**84,357**	**293,091**	**567,562**

APPENDIX 2
Existing and Proposed Permit Charges

Eastbourne current permit charges				Eastbourne proposed permit charges			
Resident (first permit)	12 Months	6 months	3 months	**Resident (first permit)**	12 Months	6 months	3 months
Standard	£25	£15	£8	Standard -More than 185g/km	£95.00	£55.00	£31.25
				Discount -185g/km or less	£85.00	£50.00	£28.75
				Discount 2 -150g/km or less	£75.00	£45.00	£26.25
				Discount 3 -120g/km or less	£55.00	£35.00	£21.25
				Discount 4 -100g/km or less	£15.00	£0.00	£0.00
Disabled resident	£5			Disabled resident	£6.50		
Resident (second permit)				**Resident (second permit)**			
Standard	£75	£38	£19	Standard -More than 185g/km	£130.00	£72.50	£40.00
				Discount -185g/km or less	£120.00	£67.50	£37.50
				Discount 2 -150g/km or less	£110.00	£62.50	£35.00
				Discount 3 -120g/km or less	£90.00	£52.50	£30.00
				Discount 4 -100g/km or less	£50.00	£0.00	£0.00
Business (all zones)				**Business (all zones)**			
Petrol or diesel	£420	£210	£105	Petrol or diesel	£546.00	£273.00	£136.50
Electric or LPG	£100	£50	£25	Electric or LPG	£130.00	£65.00	£32.50
Business (single zone)				**Business (single zone)**			
Petrol or diesel	£220	£110	£55	Petrol or diesel	£286.00	£143.00	£71.50
Electric or LPG	£110	£50	£25	Electric or LPG	£143.00	£65.00	£32.50
Doctor permits	£60			Doctor permits	£78.00		
Voluntary permits	£0.00			Voluntary permits	£0.00		
Day permits				**Day permits**			
Resident Visitor	£0.50			Resident Visitor	£1.20		
Resident visitor concession	£0.25			Resident visitor concession	£0.60		
Health care worker / carer permits	£0.50			Health care worker / carer permits	£1.20		
Trade permits	£2.00			Trade permits	£4.50		
Hotel guest permits	£1.00			Hotel guest permits	£2.00		

Hastings current permit charges				Hastings proposed permit charges			
Resident (first permit)	12 Months	6 months	3 months	**Resident (first permit) - Zones A to F and W**	12 Months	6 months	3 months
Resident	£75.00	£37.50	£18.75	Standard -More than 185g/km	£95.00	£55.00	£31.25
				Discount -185g/km or less	£85.00	£50.00	£28.75
				Discount 2 -150g/km or less	£75.00	£45.00	£26.25
				Discount 3 -120g/km or less	£55.00	£35.00	£21.25
				Discount 4 -100g/km or less	£15.00		
Resident (second permit)				**Resident (second permit) - Zones A to F and W**			
Resident	£120.00	£60.00	£30.00	Standard -More than 185g/km	£130.00	£72.50	£40.00
				Discount -185g/km or less	£120.00	£67.50	£37.50
				Discount 2 -150g/km or less	£110.00	£62.50	£35.00
				Discount 3 -120g/km or less	£90.00	£52.50	£30.00
				Discount 4 -100g/km or less	£50.00		
Resident Shared (first permit)				**Resident Shared (first permit) - Zones G to L and O,S**			
Resident Shared	£35.00	£17.50	£8.75	Petrol or diesel	£50.00	£30.00	£20.00
				LPG or compressed gas	£37.51	£22.51	£15.00
				Electric vehicle	£25.00	£15.00	£10.00
Resident Shared (second permit)				**Resident Shared (second permit) - Zones G to L and O,S**			
Resident Shared	£56.00	£28.00	£14.00	Petrol or diesel	£75.00	£43.00	£27.00
				LPG or compressed gas	£62.51	£35.51	£22.00
				Electric vehicle	£50.00	£28.00	£17.00
Resident Zone S (first permit)							
Resident Zone S	£25.00	£12.50	£6.25				
Resident Zone S (second permit)							
Resident Zone S	£40.00	£20.00	£10.00				
Doctor	£110.00			Doctor	£143.00		
Primary Care Worker	£20.00			Primary Care Worker	£26.00		
Day permits				**Day permits**			
Resident Visitor (2 hour)	£0.80			Resident Visitor (2 hour)	£1.00		
Resident Visitor (5 hour)	£2.00			Resident Visitor (5 hour)	£2.60		
Business scratch cards (5 hour)	£4.00			Business scratch cards (5 hour)	£5.20		
Business scratch cards (10 hour)	£6.00			Business scratch cards (10 hour)	£7.80		
Business	£200.00			Business	£260.00		

Lewes current permit charges				Lewes proposed permit charges			
Resident (first permit)	12 Months	6 months	3 months	**Resident (first permit)**	12 Months	6 months	3 months
Standard -More than 185g/km	£95	£55	£31.25	Standard -More than 185g/km	£95.00	£55.00	£31.25
Discount -185g/km or less	£85	£50	£28.75	Discount -185g/km or less	£85.00	£50.00	£28.75
Discount 2 -150g/km or less	£75	£45	£26.25	Discount 2 -150g/km or less	£75.00	£45.00	£26.25
Discount 3 -120g/km or less	£55	£35	£21.25	Discount 3 -120g/km or less	£55.00	£35.00	£21.25
Discount 4 -100g/km or less	£15			Discount 4 -100g/km or less	£15.00		
Resident (second permit)				**Resident (second permit)**			
Standard -More than 185g/km	£130	£72.50	£40	Standard -More than 185g/km	£130.00	£72.50	£40.00
Discount -185g/km or less	£120	£67.50	£37.50	Discount -185g/km or less	£120.00	£67.50	£37.50
Discount 2 -150g/km or less	£110	£62.50	£35	Discount 2 -150g/km or less	£110.00	£62.50	£35.00
Discount 3 -120g/km or less	£90	£52.50	£30	Discount 3 -120g/km or less	£90.00	£52.50	£30.00
Discount 4 -100g/km or less	£50			Discount 4 -100g/km or less	£50.00		
Business				**Business**			
Standard -More than 185g/km	£1,000	£550	£300	Standard -More than 185g/km	£1,000.00	£550.00	£300.00
Discount -185g/km or less	£900	£500	£275	Discount -185g/km or less	£900.00	£500.00	£275.00
Discount 2 -150g/km or less	£800	£450	£250	Discount 2 -150g/km or less	£800.00	£450.00	£250.00
Discount 3 -120g/km or less	£600	£350	£200	Discount 3 -120g/km or less	£600.00	£350.00	£200.00
Discount 4 -100g/km or less	£200			Discount 4 -100g/km or less	£200.00		

Falmer current permit charges				Falmer proposed permit charges			
Resident (first permit)	12 Months	6 months	3 months	**Resident (first permit)**	12 Months	6 months	3 months
Petrol or diesel	£37.50	£22.50	£15	Petrol or diesel	£50.00	£30.00	£20.00
LPG or compressed gas	£28.13	£16.88	£11.25	LPG or compressed gas	£37.51	£22.51	£15.00
Electric vehicle	£18.75	£11.25	£7.50	Electric vehicle	£25.00	£15.00	£10.00
Resident (second permit)				**Resident (second permit)**			
Petrol or diesel	£56.25	£32.25	£20.25	Petrol or diesel	£75.00	£43.00	£27.00
LPG or compressed gas	£46.88	£26.63	£16.50	LPG or compressed gas	£62.51	£35.51	£22.00
Electric vehicle	£37.50	£21	£12.75	Electric vehicle	£50.00	£28.00	£17.00

Lewes & Falmer Day permits				**Lewes & Falmer Day permits**			
Resident Visitor	0.9			Resident Visitor	£1.20		
Resident visitor concession	0.4			Resident visitor concession	£0.60		
Health care worker / carer permits	0.9			Health care worker / carer permits	£1.20		
Trade permits	£3.50			Trade permits	£4.50		
Hotel guest permits	0.9			Hotel guest permits	£2.00		

APPENDIX 3
EXISTING AND PROPOSED PAY & DISPLAY TARIFFS

Eastbourne							
Current							
				Summer	Winter		
Length of Stay	2hr Max Stay	2hr Max Stay	4hr Max Stay	Seafront	Seafront	Seafront (summer only)	Coach Bay
15mins	£0.20	£0.20	£0.20	£0.20	£0.20	£0.20	£2.00
30mins	£1.00	£0.50	£0.40	£0.40	£0.20	£0.40	£2.00
1hour	£2.00	£1.00	£1.00	£0.80	£0.20	£0.80	£2.00
2 hours	£3.00	£2.00	£2.00	£1.50	£0.20	£1.50	£4.00
4 hours			£3.00	£2.50	£1.20	£2.50	£4.00
6 hours				£3.00	£1.50	£3.00	
All Day				£4.00	£4.00	£4.00	
Proposed							
				Summer	Winter		
Length of Stay	2hr Max Stay	2hr Max Stay	4hr Max Stay	Seafront	Seafront	Seafront (summer Only	Coach Bay
15mins	£0.40	£0.40	£0.40	£0.40	£0.40	£0.40	£3.90
30mins	£1.95	£1.00	£1.00	£0.80	£0.40	£0.80	£3.90
1hour	£3.90	£1.95	£1.95	£1.60	£0.40	£1.60	£3.90
2 hours	£5.85	£3.90	£3.90	£2.95	£0.80	£2.95	£7.80
4 hours			£5.85	£4.90	£2.35	£4.90	£7.80
6 hours				£5.85	£2.95	£5.85	
All Day				£7.80	£7.80	£7.80	

Hastings

Current

		Winter									
Length of Stay	Old Town 4hr max stay 2h in High Street	Old Town 4hr max stay 2 hr in high Street	Central Area 2 hr max stay & Wellington Square 2 hr max stay	Cornwallis Street, Devonshire Road, South Terrace 2hr max Stay	Market Area 2hr max stay	Low tariff 4 hr max stat	Cambridge Gardens, Cornwallis Gardens, Cornwallis Terrace, Eversfield Place 4 hr max stay	Castle Hill Road, Priory Road 4 hr max stay & Wellington Road 4 hr max stay	Coaches only	Station Approach (St Leonards)	Rock A Nore Road
20 mins	£0.50	£0.20	£0.50			£0.10					
30mins		£0.50		£0.50	£0.60		£0.50	£0.30			£0.50
1hour	£1.50	£1.00	£1.50	£1.00	£1.20	£0.30	£1.00	£0.60	£1.00	£0.10	
2 hours	£3.00	£2.00	£3.00	£2.00	£2.40	£0.60	£2.00	£1.20	£2.00	£0.20	
3 hours	£4.50	£3.00				£0.90	£3.00	£1.80	£3.00		
4 hours	£6.00	£4.00				£1.20	£4.00	£2.40	£4.00		
9 hours									£9.00	£2.00	
Up to 10 hours									£10.00		

Proposed

		Winter									
Length of Stay	Old Town 4hr max stay 2h in High Street	Old Town 4hr max stay 2 hr in high Street	Central Area 2 hr max stay & Wellington Square 2 hr max stay	Cornwallis Street, Devonshire Road, South Terrace 2hr max Stay	Market Area 2hr max stay	Low tariff 4 hr max stat	Cambridge Gardens, Cornwallis Gardens, Cornwallis Terrace, Eversfield Place 4 hr max stay	Castle Hill Road, Priory Road 4 hr max stay & Wellington Road 4 hr max stay	Coaches only	Station Approach (St Leonards)	Rock A Nore Road
20 mins	£1.00	£0.40	£1.00			£0.20					
30mins		£1.00		£1.00	£1.20		£1.00	£0.60			£1.00
1hour	£2.95	£1.95	£2.95	£2.00	£2.40	£0.60	£2.00	£1.20	£1.95	£0.20	
2 hours	£5.90	£3.90	£5.90	£4.00	£4.80	£1.20	£4.00	£2.40	£3.90	£0.40	
3 hours	£8.85	£5.85				£1.80	£6.00	£3.60	£5.85		
4 hours	£11.80	£7.80				£2.40	£8.00	£4.80	£7.80		
9 hours									£17.55	£3.90	
Up to 10 hours									£19.50		

Lewes							
Current				Proposed			
Length of Stay	High Street	Intermediate	Outer	Length of Stay	High Street	Intermediate	Outer
15 mins	£0.50			15 mins	£1.00		
30 mins	£1.00	£0.30		30 mins	£1.95	£0.60	
1 hr	£2.00	£0.60	£0.30	1 hr	£3.90	£1.20	£0.60
2 hr	£4.00	£1.20	£0.60	2 hr	£7.80	£2.40	£1.20
3 hr		£1.80	£1.20	3 hr		£3.60	£2.40
4 hr		£2.40	£1.50	4 hr		£4.80	£3.00
5 hr		£3.00	£1.50	5 hr		£6.00	£3.00
6 hr		£3.60		6 hr		£7.20	
7 hr		£4.20		7 hr		£8.40	
8 hr		£4.80		8 hr		£9.60	
9 hr		£5.40		9 hr		£10.80	
10 hr		£6.00		10 hr		£12.00	

APPENDIX 4
SPECIFIC P&D INCREASES NEAR EXISTING CAR PARKS

Town	Car Park	Length of stay	Off Street Tariff (Winter)	Off Street Tariff (Summer)	On street Tariff Current	On street Tariff Proposed
Hastings	**Carlisle Parade (HBC)**	30 mins			£0.10	£0.75
		1 hr	£1.20	£1.30	£0.30	£1.50
		2 hr	£1.90	£2.00	£0.60	£3.00
		3 hr	£2.50	£2.70	£0.90	£4.50
		4 hr			£1.20	£6.00
		5 hr	£3.70	£3.90		
		6 hr				
		9 hr				
		10 hr	£6.50	£6.70		
		12 hr				
		24 hr	£7.40	£8.00		

Report to:	**Lead Cabinet Member for Transport and Environment**
Date of meeting:	**17 June 2019**
By:	**Director of Communities, Economy and Transport**
Title:	**Future Management of Countryside Sites**
Purpose:	**To recommend changes to the management of countryside sites**

RECOMMENDATION: Lead Member is recommended:

1) To approve the publication of Notices in relation to the following transfers:

(a) Ditchling Common Country Park to be leased to the Sussex Wildlife Trust for a peppercorn rent through a long lease with the S106 funds for the Ditchling Common Management Contribution (c £400k) also transferred;

(b) The freehold of Ouse Estuary Nature Reserve to be transferred to Newhaven Town Council subject to the final terms being agreed for this and Riverside Park;

(c) Riverside Park to be leased to Newhaven Town Council for a peppercorn rent and for the lease to be subject to appropriate restrictions in relation to the history of the site as a former landfill site.

2) To award South Downs National Park Authority (SDNPA) preferred bidder status with a view to transferring the freehold of Seven Sisters Country Park subject to the completion of an agreement regarding the terms of the transfer. To delegate authority to the Director of CET to agree the terms of any transfer and to publish notices in relation to the transfer. These terms will include (a) reference to the preliminary negotiation and offer from SDNPA submitted in December 2018 and (b) negotiation of a clawback clause such that the County Council would benefit from the proceeds from any future sale, transfer or development.

3) To delegate authority to the Director of CET to agree the terms of any transfer of East Sussex County Council land at Broomhill and Camber to Rother District Council and to publish notices in relation to the transfer.

4) To delegate authority to the Director of CET to agree the transfer, and the terms of any transfer, of management responsibility for:

(a) Chailey Common Local Nature Reserve to another party considered appropriate by the Director of CET;

(b) Weir Wood Local Nature Reserve to another party considered appropriate by the Director of CET, and;

(c) Any changes to the terms of the Local Nature Reserve agreements (other than the names of the parties) be reserved to the Lead Member for Transport and Environment for decision.

5) Delegate authority to the Director of Communities, Economy and Transport in consultation with the Assistant Chief Executive to take any action he considers appropriate to give effect to or in consequence of, the above recommendations including determining the terms of, and entering into, any further agreements necessary.

1 Background Information

1.1 In June 2017, Cabinet approved the Countryside Access Strategy which proposed that eight of the ten countryside sites owned and/or managed by East Sussex County Council (ESCC) would be considered for transfer to suitable external organisations. Cabinet agreed for discussions with external organisations in relation to these countryside sites to continue and delegated the implementation stage of the Strategy to the Lead Member for Transport and Environment.

1.2 The eight sites considered for transfer include: (1) land at Broomhill and Camber Sands, (2) the management of Chailey Common Local Nature Reserve, (3) Ditchling Common Country Park, (4) Ouse Estuary Nature Reserve, Newhaven, (5) land at Riverside Park, Newhaven, (6) Seven Sisters Country Park (SSCP), (7) the part of Shinewater Park in Eastbourne owned by ESCC and (8) the management of Weir Wood Local Nature Reserve.

2 External Bids Received

2.1 The following proposals were received from external bodies:

- The South Downs National Park Authority aims to create an outstanding habitat and world class visitor experience with SSCP serving as a gateway to the South Downs;
- The National Trust wishes to take on the freehold of SSCP to create a thriving visitor hub and an improved home for wildlife;
- The Forestry Commission proposal has a strong focus on recreation and the integration of Friston Forest and SSCP, creating a regional visitor attraction;
- Sussex Wildlife Trust has strong interest in leasing Ditchling Common Country Park and using the £400k of S106 funds to improve the visitor experience and wildlife at this site - at the other sites its interest is to work in partnership with others;
- Newhaven Town Council has strong interest in the management and ownership of Ouse Estuary Nature Reserve and in taking a long-term lease on Riverside Park that reflects its history as a former landfill site;
- The Kitesurf Centre is an existing tenant at Broomhill Sands and wishes to expand its business through buying or leasing the Broomhill Sands car park from ESCC.

2.2 Rother District Council (RDC) has also expressed interest in the ESCC land at Camber and Broomhill Sands in October 2018 and is undertaking further due diligence before reaching a final decision.

2.3 Three sites are without strong external interest at the moment – Chailey Common LNR, Shinewater Park and Weir Wood LNR. Both Chailey Common LNR and Weir Wood LNR are owned by other parties but under ESCC management as Local Nature Reserves. Discussions are ongoing with stakeholders at Chailey Common with a view to revising the LNR agreement and putting in place alternative management arrangements. Arrangements between Southern Water, the Friends of Weir Wood and ESCC would broadly remain the same at Weir Wood LNR. ESCC will continue to own and manage its part of Shinewater Park.

2.4 During negotiations, officers have explored with those organisations that have a primary interest in SSCP the possibility for them to take on the remaining sites, but this has not been possible.

2.5 The option for ESCC to retain the sites and improve outcomes has been considered alongside the external proposals through the development of an in-house business plan. This focussed on increasing income from the sites and using this income to improve visitor experience. The proposed improvements identified in the in-house business plan focussed on SSCP using existing maintenance budgets and estimates of future income, as well as £400k of S106 funding at Ditchling Common Country Park.

2.6 All the proposals have been evaluated qualitatively and scored by an ESCC panel. Appendix 1 summarises the extent of external interest across sites and Appendix 2 contains further details of the bids received including the in-house plan. Appendix 3 summarises the expected benefits assessed, and the work completed.

2.7 Further information about the bids, considered exempt, is contained in a later agenda item.

3 Evaluation of Proposals and Options Analysis

3.1 The options appraisal concluded that a transfer to an external organisation would be best to improve site outcomes in line with the Countryside Access Strategy, in particular at Seven Sisters Country Park (SSCP) where the increased investment proposed by two of the external bodies would enable significant improvements in the condition of the site and the visitor experience.

3.2 The investment into the countryside sites proposed by external organisations is significantly higher than the current ESCC budget plans in retaining the sites in-house. The SDNPA bid proposes at least £1.4 million with ambition for a further £7 million of new investment for SSCP while the Forestry Commission bid includes about £3 million of investment.

3.3 By contrast, the ESCC in-house business plan is based on using £200k of existing maintenance revenue budget plus £30k in grants to improve the facilities at SSCP in conjunction with £400k of S106 funding at Ditchling Common. This level of investment is significantly lower than that proposed by the external organisations.

3.4 If ESCC were to consider investing additional resources to a similar level indicated in the bids, i.e.£1.4m, then this would likely be funded through additional borrowing because the Capital Programme is fully utilised in support of Basic Need provision. An ESCC in-house proposal carries risks associated with securing future income and long-term maintenance liabilities.

3.5 The options analysis therefore concluded that a transfer of sites to an external organisation is both viable and best placed to deliver the benefits of the Countryside Access Strategy. The capital investment proposed by the external bodies, coupled with their focus on countryside management, would see a significant benefit in the quality of the sites for residents and visitors.

4 Seven Sisters Country Park

4.1 Three organisations expressed an interest in taking on the management of Seven Sisters Country Park, the largest and most visited of all the sites.

4.2 Whilst the National Trust (NT) has an excellent track record and reputation as an organisation, the Trust did not submit any detailed proposals or financial information to support their initial interest in SSCP and declined to provide any further information following interview. The NT would not consider any financial arrangement that benefits ESCC as a result of the transfer of SSCP and at this stage we are unsure whether they would require an endowment, which is their usual practice. Overall these factors make the NT the least attractive and the Project Board was not able to consider the Trust's interest further.

4.3 The SDNPA and Forestry Commission proposals received very similar scores from the evaluation panel, although each bid was very different with different strengths and weaknesses. The SDNPA's proposal is most ambitious in terms of investment and is balanced between conservation and recreation, whilst the Forestry Commission is more focused on recreation. The level of capital investment in both proposals would enable significant improvements to SSCP which could transform the site and address both short term and long-term maintenance liabilities.

4.4 Preliminary negotiations have been held with the SDNPA and Forestry Commission about SSCP. Neither organisation is prepared to take on any of the other countryside sites. The SDNPA offer is more explicit and potentially would provide greater benefits to ESCC. SDNPA has indicated they may be prepared to offer a regular payment of circa £35k per annum to offset any ESCC financial deficit, (loss of parking income) from transferring its countryside sites, or an allocation of shares should they choose to establish an operating company. Details of these options cannot be considered further without SDNPA having preferred bidder status. By contrast, the Forestry Commission is open to the option of leasing SSCP but has made it clear that this should be a 'modest' rent and they would be seeking a grace period for rental payments in the early years of investment.

4.5 The SDNPA also offers a number of other benefits over the Forestry Commission including (i) the potential to facilitate the transfer of management responsibility of Chailey Common LNR from ESCC to Sussex Wildlife Trust (SWT) as well as ownership of Ditchling Common CP as part of the SDNPA-SWT partnership, (ii) commitment to raise funds for the construction of an underpass under the A259 linking the visitor complex with the broader SSCP and (iii) SDNPA is ready to complete the transfer.

4.6 The Forestry Commission and SDNPA would both bring different benefits to SSCP which the Project Board has found difficult to separate. The Forestry Commission is clearly a well-resourced professional organisation but its focus on recreation is associated with a business model that is driven by car parking and parking income and it lacks experience with a site such as SSCP. The SDNPA has developed a strong and balanced narrative that covers conservation, recreation and other benefits. As an organisation, SDNPA lacks certain specialist in-house resources but its plan to work in partnership with others and tap into the experience of the National Parks network is credible and deliverable. Both organisations would bring much needed investment into SSCP and deliver significant and much needed improvements to the facilities for the benefit of residents and visitors.

5 Staffing Issues

5.1 The transfer of these sites may involve the TUPE transfer of staff who currently work on countryside sites. Discussions will be held regarding the future involvement of volunteers.

6 Financial Issues

6.1 The Countryside service currently receives approx. £380k pa of income from parking revenues, visitor centre sales, environmental stewardship grants, rents and concessions that is used for the management of all ten countryside sites. SSCP generates £273k pa of this overall income and the net overall cost to the Authority for the Countryside service is £50k pa.

6.2 The Countryside Access Strategy proposed that eight of the countryside sites would be considered for transfer.

6.3 The ESCC in-house business plan proposes utilising approx. £200-300k from income currently used for maintenance to refurbish a number of assets at SSCP plus £400k of S106 funding from Ditchling Common in order to increase income opportunities, but this is not without risk. In the longer term, the in-house business case could generate savings of up to £69k pa, £15k of which relates to SSCP, but as with all commercial operations, there are risks associated with securing this level of income and on-going maintenance liabilities.

6.4 The transfers result in savings which includes income in the region of £35k from Seven Sisters Country Park through the agreement with SDNPA. The transfer of 6 of the 10 sites recommended in this report would see the Council benefit from a net income in the order of £27k pa and therefore a net saving of up to £77k pa may be achieved.

6.5 The SDNPA bid envisages £1.4m of investment at SSCP with ambitions for a further £7m, while the Forestry Commission bid proposes around £3 million of investment.

6.6 The preferred transfer option offers greater financial savings for ESCC. The option of ESCC funding an additional capital investment of £1.4m over a period of 20 years would likely yield higher gross income but would require annual repayments of £83k which would need to be funded from income generated on the site. Any potential higher income from an ESCC investment may be off-set by the risks associated with securing income, debt repayment costs and future maintenance liabilities.

6.7 The options analysis shows that all the transfer options would result in a higher level of investment into the sites than ESCC has budgeted for and offer savings for ESCC.

6.8 The proposal to transfer the sites in question to external organisations is not likely to affect the ESCC balance sheet or debt ratio in any material way.

7 Legal Issues

7.1 No conditions have been found in the land titles and title deeds that may prevent a transfer. There are no Crichel Down issues, which is a requirement to offer land that has been purchased by compulsory order back to the original owners under certain circumstances, associated with these transfers.

7.2 The transfer value of the freehold of SSCP to SDNPA will be deemed to be below its market value. As the differential in value will likely exceed £2m (otherwise permitted under the General Disposal Consent Order 2003) the County Council may need to secure consent from the Secretary of State for this transfer.

8 Risk

8.1 There are a number of risks associated with the recommendations. The financial risk of transferring the countryside sites is considered to be lower than if ESCC were to keep them but there remains some financial risk, in particular associated with SSCP and the performance of the new management to generate revenues and deliver capital spending in line with its financial forecasts. Although this risk is considered to be low, the project team will need to assess this carefully when more detailed information is provided during final negotiations on transfer.

8.2 The Secretary of State consent may be needed for the transfer of SSCP and there is some risk and uncertainty over the timeline associated with gaining this consent.

8.3 Other risks include the liability for the former landfill site at Riverside Park and reputational risk relating to the transfers. Although there will be no change in terms of liability to ESCC for landfill management at Riverside, the lease of the site to Newhaven Town Council will need to be carefully drafted and for compliance to any restrictions to be monitored.

9 Place Scrutiny Committee Comments

9.1 The Place Scrutiny Committee established a scrutiny Review Board at its meeting on 14 June 2018, so that the Committee could comment on the detailed proposals for the future management of ESCC's Countryside Sites. This followed on from the work of the former Economy, Transport and Environment Scrutiny Committee on the development of the Countryside Access Strategy. The Review Board has held a several meetings to examine the proposals for the countryside sites and has visited the Seven Sisters Country Park to understand the proposals for investment in this site.

9.2 The Lead Member is requested to take into account the comments of the Countryside Access Review Board of the Place Scrutiny Committee when taking the decision, which will be provided in a separate document.

10 Next Steps

10.1 A timeline for the implementation stage is shown in Appendix 4. This will require the following to be undertaken if the Lead Member approves the recommendations:

- Public Notice informing the public of the intention of ESCC to transfer these sites;
- Negotiation of terms of the transfer for all sites, in particular SSCP which may lead to the recommendation for the transfer to SDNPA to be executed;
- Approval by recipient organisations of the terms of the transfers;
- Lead Member to consider any responses received to the Notices and final decision on the execution of transfers
- For SSCP, consent of the Secretary of State for the transfer.

11 Conclusion and Reasons for Recommendations

11.1 The Countryside Access Strategy approved by Cabinet in June 2017 contained the recommendation that ESCC explore the transfer of its countryside sites to suitable external organisations that may be able to manage these in the future. This report summarises the results of work to consider these options and has resulted in the recommendations below.

11.2 It is clear that doing nothing is not an option – if this were to happen, ESCC countryside management service would continue to incur a £50k cost per year and the countryside sites would not benefit from much needed investment. The evaluation, options analysis and preliminary negotiations have demonstrated that the proposed transfers can deliver all of the benefits of a transfer in line with the Countryside Access Strategy

11.3 The transfer of interests of at least four and potentially up to seven of the eight countryside sites has been identified as feasible and is considered the best means of the achieving the objectives of the Countryside Access Strategy.

11.4 The recommendation regarding Riverside Park updates and supersedes the previous recommendation approved by the Lead Cabinet Member for Community and Resources at the March 2013 meeting for the delegation of authority to Director of Communities, Economy and Transport (CET) to agree the terms of the previously proposed transfer of Riverside Park, which did not ultimately go ahead.

12 Recommendations

12.1 Lead Member is asked to consider the information provided and to approve the following recommendations:

1) To approve the publication of Notices in relation to the following transfers:

   (a) Ditchling Common Country Park to be leased to the Sussex Wildlife Trust for a peppercorn rent through a long lease with the S106 funds for the Ditchling Common Management Contribution (c £400k) also transferred;

(b) The freehold of Ouse Estuary Nature Reserve to be transferred to Newhaven Town Council subject to the final terms being agreed for this and Riverside Park;

(c) Riverside Park to be leased to Newhaven Town Council for a peppercorn rent and for the lease to be subject to appropriate restrictions in relation to the history of the site as a former landfill site.

2) To award SDNP Authority preferred bidder status with a view to transferring the freehold of SSCP subject to the completion of an agreement regarding the terms of the transfer. To delegate authority to the Director of CET to agree the terms of any transfer and to publish notices in relation to the transfer. These terms will include (a) reference to the preliminary negotiation and offer from SDNPA submitted in December 2018 and (b) negotiation of a clawback clause such that the County Council would benefit from the proceeds from any future sale, transfer or development.

3) To delegate authority to the Director of CET to agree the terms of any transfer of ESCC land at Broomhill & Camber to RDC and to publish notices in relation to the transfer.

4) To delegate authority to the Director of CET to agree the transfer, and the terms of any transfer, of management responsibility for:

(a) Chailey Common LNR to another party considered appropriate by the Director of CET;

(b) Weir Wood LNR to another party considered appropriate by the Director of CET, and;

(c) Any changes to the terms of the LNR agreements (other than the names of the parties) be reserved to the Lead Member for Transport and Environment for decision.

5) Delegate authority to the Director of Communities, Economy and Transport in consultation with the Assistant Chief Executive to take any action he considers appropriate to give effect to or in consequence of, the above recommendations including determining the terms of, and entering into, any further agreements necessary.

RUPERT CLUBB
Director of Communities, Economy and Transport

Contact Officer: Nick Mawdsley
Tel. No. 01273 335222
Email: nick.mawdsley@eastsussex.gov.uk

LOCAL MEMBERS

The table below sets out the County Council Members that have the eight countryside sites considered for transfer to another suitable organisation in their electoral division.

Site	Local Councillor
Camber Sand Dunes/Johnson's Field	Cllr Keith Glazier
Chailey Common Local Nature Reserve	Cllr Jim Sheppard
Ditchling Common Country Park	Cllr Sarah Osborne
Ouse Estuary Nature Reserve	Cllr Darren Grover
Riverside Park	Cllr Sarah Osborne
Seven Sisters Country Park	Cllr Stephen Shing
	Cllr Phil Boorman
Shinewater Park	Cllr Alan Shuttleworth
	Cllr Colin Swansborough
Weir Wood Local Nature Reserve	Cllr Roy Galley

BACKGROUND DOCUMENTS

The following background documents have been used in the preparation of this report:

1. ESCC Countryside Access Strategy – Approved by Cabinet in June 2017.
2. Lead Member for Community and Resources – meeting papers 19 March 2013

Appendix 1 - **Summary of Site Interest from Suitable External Organisations and Issues and Considerations**

No	Site and Location	ESCC Interest	Interested Organisation	Nature of Interest in Transfer (or Site Manager for LNRs)	Issues, Considerations and Interest to Cooperate
1A	Broomhill Sands car park, Camber	Owner and manager	The Kite Surf Centre	Transfer of freehold or lease to improve site facilities and expand business.	No nature value – use as a car park / site for business.
			Rother District Council	Transfer of freehold (with Camber sand dunes and Johnson's Field) – interest being confirmed.	
1B	Camber sand dunes and Johnson's Field, Camber	Owner and manager	Rother District Council	Transfer of freehold (with Broomhill Sands car park) – interest being confirmed.	The Sussex Wildlife Trust has interest to cooperate.
2	Chailey Common LNR, Chailey	Manager	None	Discussions with LNR landowners and management committee ongoing. SWT with possible interest.	-
3	Ditchling Common Country Park, Ditchling	Owner and manager	Sussex Wildlife Trust	Leasehold transfer to realise the true country park status with an enhanced visitor experience and nature conservation management.	S106 funding available for site improvements.
4	Ouse Estuary Nature Reserve, Newhaven	Owner and manager	Newhaven Town Council	Transfer of freehold, lease or cooperation to enhance biodiversity and improve opportunities for recreation & education.	-
			Sussex Wildlife Trust	Leasehold transfer to work with partners to conserve and enhance this coastal floodplain for nature and people.	Interest to cooperate with Newhaven Town Council
5	Riverside Park, Newhaven	Owner and manager	Newhaven Town Council	Leasehold transfer to enhance biodiversity and public access, development of facilities at broader site including recreation ground.	SWT has interest to cooperate with NTC; ESCC to retain freehold as it is a former landfill site.
6	Seven Sisters Country Park, Exceat	Owner and manager	The National Trust	Transfer of freehold, part of freehold or partnership to create a landscape of outstanding international significance, highly valued by people and communities.	The Sussex Wildlife Trust is keen to cooperate with the future site owner on

No	Site and Location	ESCC Interest	Interested Organisation	Nature of Interest in Transfer (or Site Manager for LNRs)	Issues, Considerations and Interest to Cooperate
	Seven Sisters Country Park, Exceat (cont.)	Owner and manager	South Downs National Park	Transfer of freehold to create an outstanding habitat and world class visitor experience	continuing its education service, expanding to broader public engagement and, potentially, longer-term conservation.
			Forestry Commission	Transfer of freehold or leasehold to create an exceptional public green space integrated with Friston Forest that provides a high quality recreational experience	
7	Shinewater Park, Eastbourne	Owner and manager	None	-	The Sussex Wildlife Trust is potentially interested to cooperate at these sites.
8	Weir Wood LNR, Forest Row	Manager	None	-	

Appendix 2 - Overview of the Bids Submitted

1. The overall approach to the project was developed based on a bid and selection process. Firstly interested parties signed a Non-Disclosure Agreement and were provided information to complete due diligence on the sites from January-May 2018. Second, interested parties were asked to complete bids in the period June – August 2018, which were evaluated in September 2018. The results of the technical and financial evaluation were then used to complete a strategic options analysis across all eight countryside sites. This was then developed into final detailed options analysis after which preliminary negotiations were held that enabled the Project Board to develop its business case and recommendations.

2. Assessments on revenue income and expenditure at the countryside sites over the previous five years showed an average net annual cost of £40k for the eight sites and £50k for all ten sites. Assessments of staff time, legal aspects relating to the land titles and public access were also undertaken.

In-house Business Plan

3. The option for ESCC to retain the sites and improve management was considered through the development of an in-house business plan. This proposed improvement focused on SSCP using existing budgets and future income and at Ditchling Common Country Park using £400k of S106 funding. The main features of the ESCC Countryside Service business plan are:

    - Improving ecological management through external funding and income generation that supports two new officers;
    - Making the most of health, well-being and education opportunities by working with partners and developing site facilities;
    - Improving the visitor offer through new and exciting experiences including an adventure playground, craft and local business opportunities, cycle hire, camping, children's activities, holiday lets, wedding venues and access to enjoy the countryside;
    - Generate a net surplus by 2020/21 which reaches about £19k by 2023/24;
    - At SSCP, the in-house business plan would use existing budgets to convert Foxhole Cottages to holiday lets, increase car parking charges by 10%, improve the Visitors Centre including installation of a card payment machine, increase promotion and use of camping barn and Turkey Barn as a meeting space;
    - Transfer two sites – Riverside Park and Ouse Estuary Nature Reserve – to Newhaven Town Council.

External Proposals

4. Six final proposals from external organisations were received at the end of August as follows:

    - The National Trust already owns the land to the west and east of SSCP and wish to take on the freehold of SSCP to create a thriving visitor hub on the north side of the A259 and an improved home for wildlife on the south side of the A259. However, their proposal lacked detail and a financial plan for their future management and potential investment in the park. This would require them to complete their internal due diligence process, which they would not complete unless they had preferred bidder status. The Trust indicated they would invest about £1 million in the park.

- The South Downs National Park aims to create an outstanding habitat and world class visitor experience at SSCP. It would make SSCP the eastern gateway to the South Downs and use it as a resource to tell the story of climate change and natural processes to a wide audience. They would also look to increase the local economic impact of SSCP, supporting rural businesses and providing incubation space for rural crafts and other local employment opportunities. The investment would come in two phases, initially a guaranteed £1.4 million in phase 1 followed by up to £7 million in part financed through a fund-raising campaign. The investment would support a modernisation of the Exceat site, improved signage and visitor experience, expansion of catering facilities and refurbishment of the camping barn and Foxhole Cottages. The second phase aims to generate further investment and raise funds for a tunnel beneath the A259 linking the two parks and refurbishment of the New Barn complex.
- The Forestry Commission proposal has a strong focus on recreation and the integration of the Friston Forest and SSCP sites, creating a leading regional visitor attraction. It would invest in the region of £3 million and its financial plan sees strong revenue growth to over £1 million per year based mostly on car parking charges. The investment would support similar physical changes to the park as proposed by the SDNPA, although the Forestry Commission plans are at an earlier stage. The Forestry Commission also does not have significant plans for the New Barn complex.
- Sussex Wildlife Trust has strong interest in leasing Ditchling Common Country Park and using the £400k of S106 fund to improve the visitor experience and to improve its wildlife. At the other sites it has indicated its interest in working in partnership with others including with Newhaven Town Council at Ouse Estuary Nature Reserve and Riverside Park, with the future manager at SSCP and with ESCC and EBC at Shinewater Park in the absence of any external interest. There is a possibility that SWT may want to be directly involved in the future management of the two LNRs – Chailey Common LNR and Weir Wood LNR – neither is owned by ESCC and this will require further consideration in 2019.
- Newhaven Town Council (NTC) has strong interest in the management and ownership of Ouse Estuary Nature Reserve and taking a lease on Riverside Park to reflect its history as a former landfill site and in order to continue to maintain it as a Site of Nature Conservation Interest in the future . NTC has experience of informally managing part of Riverside Park and the adjacent recreation ground that is owned by Lewes District Council, which is considering a lease/transfer of those assets to NTC through its devolution of open spaces policy
- The Kitesurf Centre is an existing tenant at Broomhill Sands and wishes to expand its business, for which it will be submitting a planning application to Rother District Council. It proposes to buy or lease the Broomhill Sands car park from ESCC, manage the car park and provide additional toilet, environmental education and outdoor activity facilities.

Appendix 3 – Project Benefits and Work Completed

The benefits of reviewing the management of the ESCC countryside sites are to:

i. improve the facilities, visitor and volunteer experience as well as wildlife conservation outcomes and contribution to the local economy of the countryside sites in line with the Countryside Access strategy;

ii. mobilise resources for investment and to ensure there is a sustainable financial basis for the future management of the sites; and

iii. make best use of our resources.

From September 2017, the following work was undertaken to determine the most appropriate future manager for the countryside sites based on the option of transfer of sites to one or more interested party compared to continued management by ESCC:

- Targeted marketing to identify interested parties (see Appendix 1), sharing of information and development of an in-house ESCC business plan as an option;
- Invitation to submit bids and the technical evaluation of bids;
- Analysis of options and development of a business case;
- Preliminary negotiation with short-listed organisations with respect to SSCP.

Appendix 4 - Timeline for Completion of Transfers

The table below provides an indicative timeline for the execution of the proposed transfers.

Date	Action
17 June 2019	T&E Lead Member meeting
June –July 2019	Public Notice of Transfer of (i) Ditchling Common Country Park, (ii) Ouse Estuary Nature Reserve, (iii) Riverside Park and (iv) Seven Sisters Country Park.
July – December 2019	Conveyancing of transfer of Ditchling Common Country Park, Ouse Estuary Nature Reserve and Riverside Park; Negotiation of a Heads of Terms and application for SoS consent for the transfer of Seven Sisters Country Park (may require longer depending on issues that arise); Finalisation of interest in Broomhill and Camber Sands followed by conveyancing; Further consideration of management arrangements at Chailey Common LNR.
December 2019 and early 2020 if needed	Transfers of Ditchling Common Country Park, Ouse Estuary Nature Reserve and Riverside Park executed; Conveyancing of transfer of Seven Sisters Country Park.

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank