

## ROTHERFIELD HGV MANAGEMENT

### PUBLIC CONSULTATION – ANALYSIS REPORT

#### 1. Details of the public consultation

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

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

#### 2. Publicity

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

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

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

#### 3. Public Feedback on Proposals

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### 4. Response from Crowborough Town Council

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

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

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

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

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

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

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