

Results of the public consultation exercise on Alfriston High Street Traffic Management Proposals

1. Details of the public consultation exercise

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

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

2. Publicity

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

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

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

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

3. Feedback on the Traffic Management Proposals

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

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

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

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

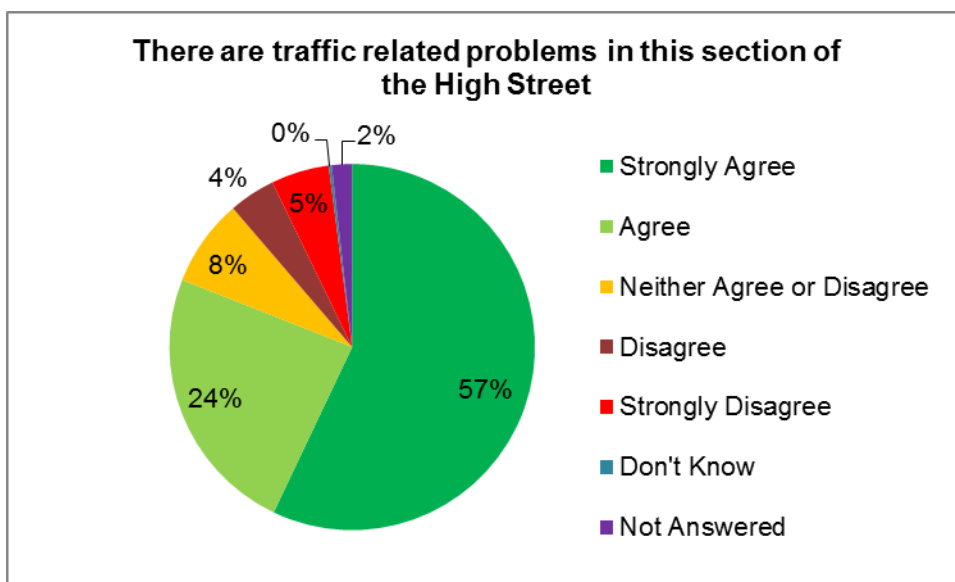
a) There are traffic related problems in this section of the High Street

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

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

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

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



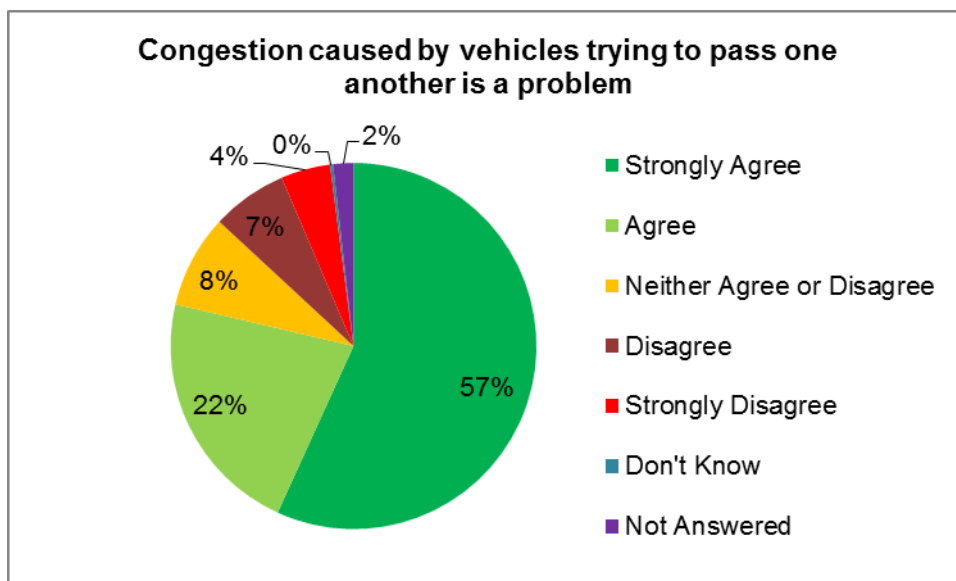
b) Congestion caused by vehicles trying to pass one another is a problem

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

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

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

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



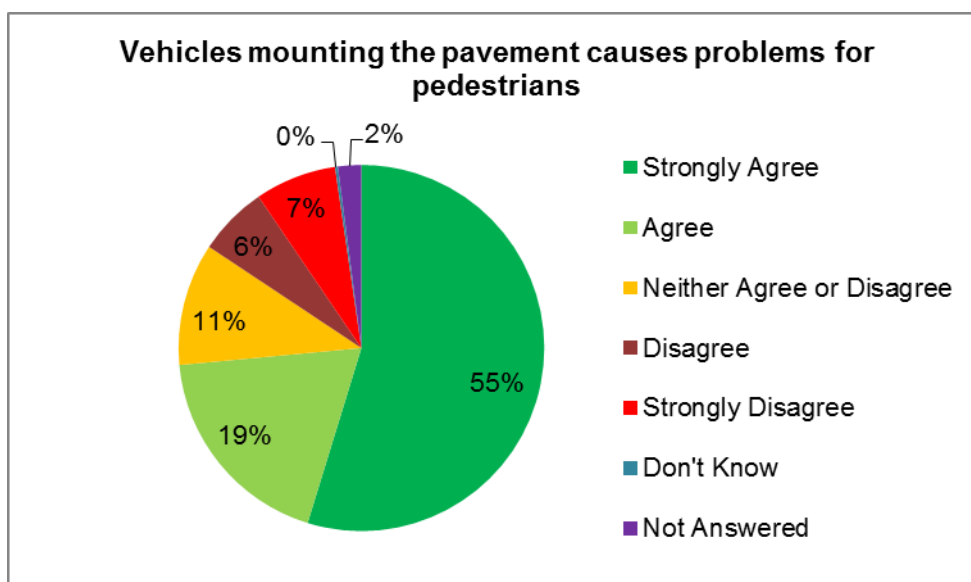
c) Vehicles mounting the pavement causes problems for pedestrians

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

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

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

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



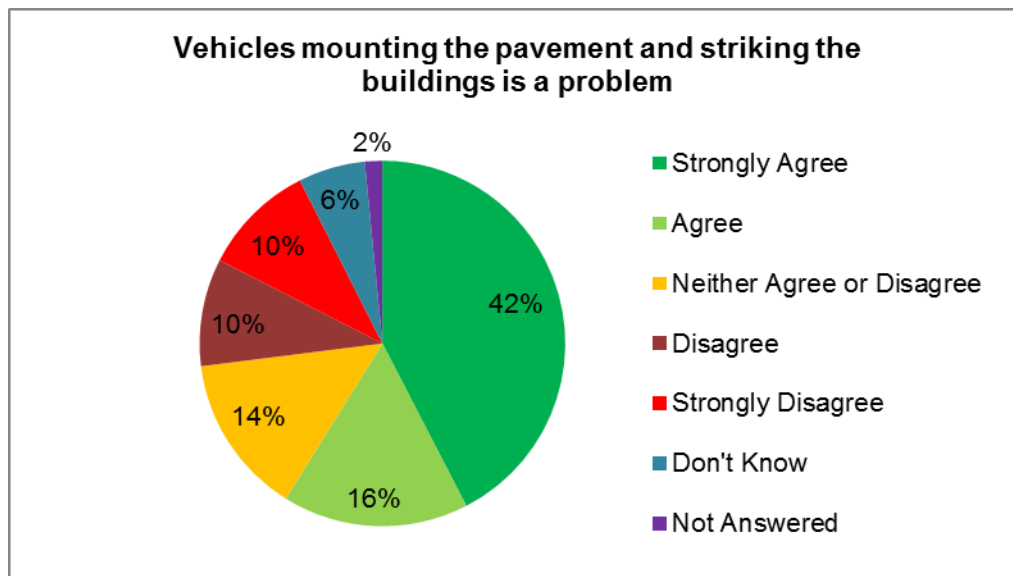
d) Vehicles mounting the pavement and striking buildings is a problem

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

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

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

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



Additional comments on Question 1

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

Table 5. Additional comments on response to Question 1

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

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

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

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

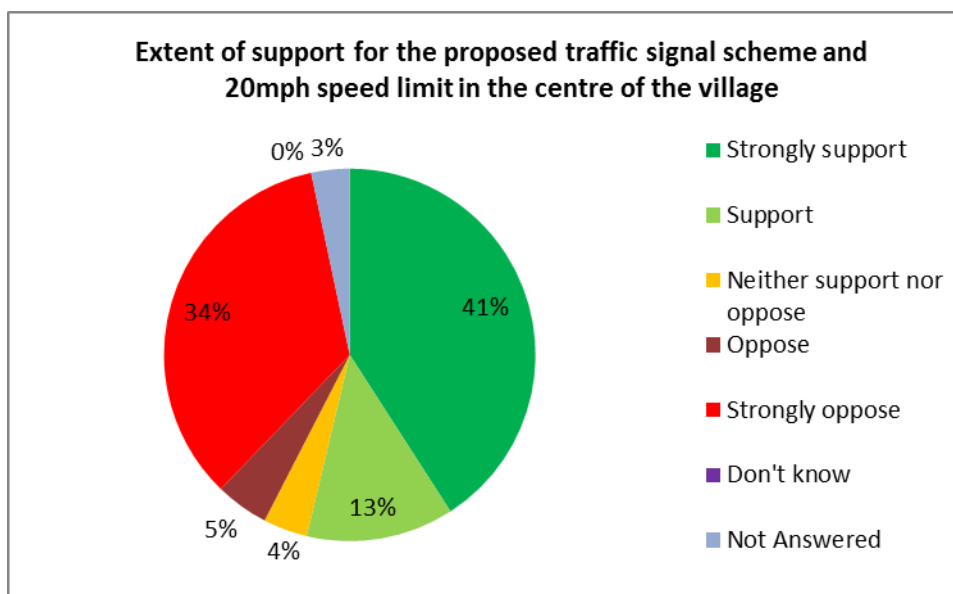
There were 389 responses to this question, as detailed in Table 6 and Figure 6 below with 54% of respondents supporting or strongly supporting the introduction of traffic signals, whilst 39% were opposed or strongly opposed. A further 4% neither supported nor opposed the proposals with 3% not answering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

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

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

Response category	Number	Percent (%)
Total	389	100.00%

Figure 6. Responses to Question 2



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

Table 7. Additional comments on response to Question 2

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

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

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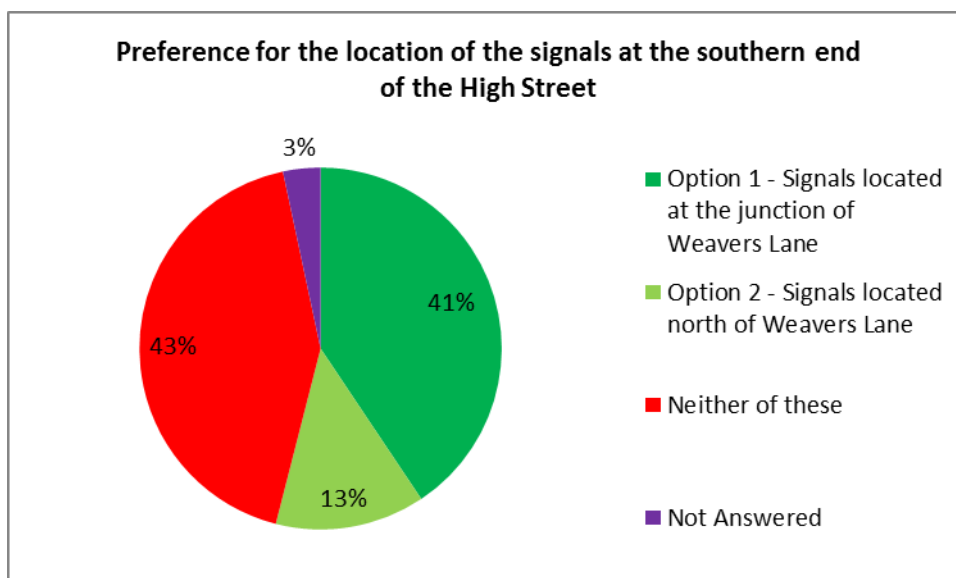
Question 3 – Which of the two possible options for the location of the signals at the southern end of the High Street do you prefer?

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

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

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

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



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

Table 9. Additional comments on response to Question 3

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

Analysis of 'About You' questions

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

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

Analysis of postcode information

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

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

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

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

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

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

Table 10. Results of analysis of respondents' postcode information

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

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