

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

1. Details of the stakeholder consultation

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

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

2. Response from Stakeholders

Responses were received from the following Stakeholders:

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

A copy of each of the responses is shown below.

Response from South East Coast Ambulance Service

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

Hi Chris

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

Kind regards

Giles

Response from Cuckmere Buses



CUCKMERE BUSES

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

E-mail: philip@cuckmerebuses.org.uk

Website: www.cuckmerebuses.org.uk



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

7th June 2016.

Dear Mr Tree,

Alfriston High Street – consultation.

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

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

In detail, we offer the following points:

Traffic lights at the north end

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

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



Winners of **The Queen's Award for Voluntary Service**

Cuckmere Community Bus Ltd. is a Charity and a Company registered in England and Wales.
Charity Registration No: 1120494 Company Registration No: 6032000.
Registered Office: The Old Rectory, Litlington, POLEGATE, East Sussex, BN26 5RB. VAT Reg. No. 351.1070.06

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

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

Traffic lights at the south end

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

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

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

Yours sincerely,

Philip Ayers,
Managing Director.

Response from Compass Travel

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

Hi Colin

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

Regards
Chris

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

Tel: 01903 690025

Registered in England No 4096610

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

Dear colleagues

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

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

Colin Eaton
Transport Hub
East Sussex County Council

Response from Highways England

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

Highways England reference: #663

Dear Christopher Tree,

Alfriston High Street Traffic Consultation

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

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

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

We do not have any comments.

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

Thomas

Thomas Pettyt

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

Response from Alfriston Parish Council

ALFRISTON PARISH COUNCIL

ALFRISTON PARISH COUNCIL RESPONSE TO ESCC ALFRISTON HIGH STREET TRAFFIC CONSULTATION

If ESCC believe that the 'on-going traffic issues' in Alfriston are safety and damage to buildings (based on evidence) then we feel that is what they should assert to. This whole consultation is based on an 'assumed' risk rather than an evidence based risk. It is potentially misleading to launch a consultation without stating in terms what ESCC believe is the basis for any proposed scheme and providing supporting evidence in the form of statistical data.

On the basis of the safety audit and assessment carried out by Hampshire County Council in August 2014 we believe that ESCC have not identified any need for action to be taken.

Q1

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

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

Q2

We are strongly opposed to any traffic light scheme.

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

CLERK TO THE COUNCIL - Martha Cattell

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

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

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

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

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

Q3

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

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

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

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

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

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

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

ALFRISTON PARISH COUNCIL

CLERK TO THE COUNCIL - Martha Cattell

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

Response from South Downs National Park

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

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

Response: Agree.

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

Response: Disagree.

1c) Vehicles mounting the pavement causes problems for pedestrians

Response: Strongly Disagree.

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

Response: Strongly Disagree.

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

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

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

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

Response: Strongly oppose.

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

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

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

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

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

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

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

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

Response: Neither of these

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

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

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

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

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