

## Appendix 4 – Analysis and summary of the comments received

### 1. Introduction

Details on the Ghyll Road Traffic Calming consultation and the results of the analysis of the completed questionnaires are set out in this Appendix.

### 2. Publicity

The public consultation exercise was held between Monday 12 June and Friday 7 July 2017. Approximately 1,000 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 to the local newspaper and East Sussex Highways also used social media, such as Facebook and twitter. Details of the consultation were sent to the Local Members of East Sussex County Council, Wealden District Council and Heathfield and Waldron Parish Town Council as well as other key stakeholder groups.

### 3. Feedback

A total of 319 questionnaires were completed with 204 of these returned by post and 115 being completed online.

Two drop-in sessions were held at Heathfield Community Centre, in Sheepsetting Lane, on Wednesday 21 June from 5pm to 8pm and Saturday 1 July from 10am to 1pm should residents wish to discuss the proposals in more detail. Given that residents and businesses in the vicinity of the proposed scheme received letters as well as the scheme plans and a feedback questionnaire it was not anticipated that attendance to these sessions would be high. In total 44 people attended over the two sessions.

### 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 317 responses were given and the results are shown in the table below.

Respondent Status	Number of responses	% of responses
An Individual	307	96.24
A Business	4	1.25
Other	6	1.88
Not Answered	2	0.63
Total	319	100

As shown in the table above a majority of respondents were individuals.

### 5. To what extent do you agree that speeding is an issue on Ghyll Road?

Question 3 asked respondents about the extent to which they agree that speeding is an issue on Ghyll Road. A total of 319 responses were given and the results are shown in the table below.

Respondent Status	Total Responses		Residents along Ghyll Road	
	Number of responses	% of responses	Number of responses	% of responses
Strongly Agree	168	52	31	74
Agree	96	30	9	21
Strongly Disagree	16	5	0	0
Disagree	31	10	2	5
No Opinion	3	1	0	0
Don't Know	5	2	0	0
Total	319	100	42	100

As shown in the table above, 82% of respondents either agreed or strongly agreed that speeding is an issue on Ghyll Road with 15% either disagreeing or strongly disagreeing that speeding is an issue on Ghyll Road.

Of the total responses received from the consultation exercise 42 responses came from residents along Ghyll Road (details based on postcode). Of these, 95% of respondents either agreed or strongly agreed that speeding is an issue on Ghyll Road with 5% either disagreeing or strongly disagreeing that speeding is an issue on Ghyll Road.

## 6. Overall level of support for the traffic calming proposals

### 6.1 To what extent do you support the proposed introduction of traffic calming on Ghyll Road?

Question 4 asked respondents about the extent to which they supported the proposed introduction of traffic calming measures on Ghyll Road? A total of 319 responses were given and the results are shown in the table below.

Respondent Status	Total Responses		Residents along Ghyll Road	
	Number of responses	% of responses	Number of responses	% of responses
Strongly Support	161	50	28	66
Support	74	23	8	19
Strongly Oppose	45	14	1	2.5
Oppose	29	9	2	5
No Opinion	5	2	1	2.5
Don't Know	5	2	2	5
Total	319	100	42	100

As shown in the table above, 73% of respondents either supported or strongly supported the proposed introduction of traffic calming on Ghyll Road and 23% either opposing or strongly opposing the proposals.

Of the total responses received from the consultation exercise 42 responses came from residents along Ghyll Road (details based on postcode). Of these, 85% of respondents either supported or strongly supported the proposed introduction of traffic calming on Ghyll Road with 7.5% either opposing or strongly opposing the proposals.

## 6.2 If you are opposed to the changes please tell us why?

Question 5 gave those respondents who did not support the proposals the opportunity to let us know why. A total of 205 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 No.	Theme Issue	Number of respondents raising this issue	ESCC Response
1	Speed bumps aren't effective	23	Vertical deflection calming measures, such as speed cushions and raised tables have proved to be an effective means of encouraging slow speeds when compared to horizontal calming measures such as priority working or pinch points or signing and lining only schemes.
2	The proposals are over the top	23	<p>In November 2016 traffic speeds recorded along Ghyll Road (in the vicinity of Old Ghyll Road junction) have seen 85<sup>th</sup> %ile speeds of 35 mph and 40 mph for northbound and southbound traffic respectively.</p> <p>To encourage slower traffic speeds a package of traffic calming measures are considered necessary throughout Ghyll Road. Vertical deflection calming measures, such as speed cushions and raised tables are an effective means of encouraging slow speeds when compared to horizontal calming measures such as priority working or pinch points.</p> <p>During the development of this scheme the design team have endeavoured to minimise the extent of traffic calming being proposed but it has been considered necessary to introduce the measures as presented at the public consultation exercise to ensure lower traffic speeds are maintained throughout the length of Ghyll Road. Industry Standards (Local Transport Note 1/07) advise that calming features should be introduced at intervals between 60m to 70m to ensure low</p>

Theme No.	Theme Issue	Number of respondents raising this issue	ESCC Response
			<p>traffic speeds are maintained throughout with motorists encouraged to adopt a smooth style of driving.</p> <p>In acknowledgement that emergency services will require access along Ghyll Road speed cushions have been proposed, instead of road humps. Although speed cushions do not slow speeds to the same extent as humps they do allow emergency vehicles and buses a smoother ride.</p>
3	Speed bumps damage vehicles	16	<p>Transport Research Laboratory (TRL) carried out a study to assess the impact of traffic calming on vehicles and their occupants. Although the report did not specifically look into the impact of speed cushions, the resulting report from the study, TRL Report 614 (Kennedy et al., 2004) concluded that vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highways (Road Hump) Regulations 1999. The results of the research showed no damage to any of the vehicles, despite repeated passes at speeds of up to 40 mph.</p>
4	Speed cushions are harmful to the environment – pollution	15	<p>Low speeds are generally associated with high rates of exhaust emission because they usually involve a high proportion of acceleration and deceleration. However, smooth, low speed driving, in as high a gear as possible, will result in relatively low emissions. The effect on emissions will depend on how the scheme influences both the average speed of traffic and the amount of speed variation. By proposing speed cushions at regular intervals along Ghyll Road the intention is to ensure low traffic speeds are maintained throughout with motorists encouraged to adopt a passive style of driving, at a lower but constant speed as opposed to an aggressive</p>

Theme No.	Theme Issue	Number of respondents raising this issue	ESCC Response
			<p>style, with excessive braking and acceleration between speed cushions.</p> <p>Although some traffic management measures can result in increased emissions per vehicle, they also generally result in a reduction in the volume of traffic. Thus, even though emissions per vehicle may increase, this can be offset by the reduction in traffic. The amount of traffic in residential areas is relatively small, and traffic diverted to other roads is unlikely to have a significant effect on emission.</p>
5	Money could be better spent	12	A majority of respondents to this consultation either agreed or strongly agreed that speeding is an issue along Ghyll Road. These measures look to address this problem.
6	Put cameras in instead	11	Speed cameras are the responsibility of the Sussex Safer Roads Partnership (SSRP). The latest three year crash record would not meet the base criteria for the provision of a fixed camera. As fixed speed cameras would only be positioned at single locations along Ghyll Road they would not offer the same level of coverage than a series of traffic calming features being proposed.
7	Speeding vehicles have not caused accidents/casualties on Ghyll Road	11	<p>Over the last three years there has been one serious and one slight personal injury crash recorded along Ghyll Road.</p> <p>The objective of this project is to address traffic speeds along Ghyll Road. A majority of respondents to this consultation either agreed or strongly agreed that speeding is an issue along Ghyll Road. This has been supported with speed surveys undertaken in November 2016. Traffic speeds recorded along Ghyll Road (in the vicinity of Old Ghyll Road junction) have seen 85th %ile speeds of 35 mph and 40 mph for</p>

Theme No.	Theme Issue	Number of respondents raising this issue	ESCC Response
			<p>northbound and southbound traffic respectively. The proposed traffic calming measures look to address this problem.</p> <p>Traffic calming measures have been shown to reduce the frequency of accidents involving pedestrians, cyclists and motorcyclists.</p>
8	Waste of money	11	See response to theme 5.
9	Speeding is not an issue on Ghyll Road	10	<p>A majority of respondents to this consultation either agreed or strongly agreed that speeding is an issue along Ghyll Road. This has been supported with speed surveys undertaken in November 2016. Traffic speeds recorded along Ghyll Road (in the vicinity of Old Ghyll Road junction) have seen 85th %ile speeds of 35 mph and 40 mph for northbound and southbound traffic respectively. The proposed traffic calming measures look to address this problem.</p>
10	Fill pot holes instead	7	<p>A majority of respondents to this consultation either agreed or strongly agreed that speeding is an issue along Ghyll Road. These measures look to address this problem. Any comments received in relation to the condition of the existing highway will be passed to East Sussex Highway who maintains the County Highway Network.</p>
11	Inconvenience to residents	7	<p>It is acknowledged that the proposed traffic calming measures may not be popular to all residents although the objective of the scheme is to address the speeding issue along Ghyll Road which the majority of respondents to this consultation either agreed or strongly agreed that speeding was a problem.</p>

Theme No.	Theme Issue	Number of respondents raising this issue	ESCC Response
12	Parked cars slow traffic on Ghyll Road	7	Although parked cars can reduce traffic speeds this is not a permanent traffic calming solution that can be used throughout the day/night.
13	There should be parking measures on Ghyll Road	7	The aim of the scheme is to address traffic speeds along Ghyll Road. It is acknowledged that along certain lengths of Ghyll Road parking may be a problem. Particularly in the vicinity of junctions. Should the scheme proceed this matter will be considered further during the detailed design stage.
14	Will not reduce lorry traffic	7	There is an existing 7.5t weight limit restriction along Ghyll Road, between the A267 and Industrial Estate. Although the proposed traffic calming measures primarily aim to encourage slower vehicle speeds. The proposals may also reduce traffic volume as the measures may make Ghyll Road and adjoining streets less attractive to vehicles that currently use these roads as a rat run.
15	Not enough speed limit signs	6	Ghyll Road is within a 30mph speed limit. National legislation sets out how speed limits should be signed so that they are consistent across the Country. This legislation does not permit the use of 30mph repeater signs, either fixed or painted on the carriageway, where there is a system of street lighting. As street lighting is provided in Ghyll Road we are unable to provide any additional signing in this area.
16	Ghyll Road is already difficult in winter conditions	5	It is not envisaged that the proposed measures will cause problems during winter conditions. Should the scheme proceed this matter will be considered further during the detailed design stage to ensure winter maintenance is not impacted by the measures being proposed.

Theme No.	Theme Issue	Number of respondents raising this issue	ESCC Response
17	Residents on Ghyll Road will complain about acceleration noise	4	<p>Vehicle noise emissions depend upon the way vehicles are driven. By proposing speed cushions at regular intervals along Ghyll Road the intention is to ensure low traffic speeds are maintained throughout with motorists encouraged to adopt a passive style of driving, at a lower but constant speed as opposed to an aggressive style, with excessive braking and acceleration between speed cushions which can lead to a highly fluctuating noise level.</p> <p>Lowering the speed of vehicles may mean that vehicle noise emission levels are reduced. In addition, after the measures are installed, traffic flows may be reduced, leading to further reductions in noise levels.</p>
18	Speed bumps cause discomfort to people with physical impairment	4	<p>Road humps are effective because they cause discomfort to the driver when they are crossed at high speeds. Unfortunately for some vehicle occupants, for example those with back injuries, road humps cause discomfort even at low speeds. The speed cushions that are being proposed will be 75 mm in height. This minimises vehicle occupant discomfort whilst maintaining their effectiveness as a traffic calming feature.</p> <p>The proposed speed cushions also allow emergency vehicles a smoother ride over them. Not only will this minimise impact to emergency response times but for the case of ambulances will reduce the discomfort for patients.</p>
19	Use police to manage parking problems near Cross in Hand school	4	<p>Parking enforcement is a matter for Sussex Police. This matter will be passed on to Sussex Police for their consideration.</p>

Theme No.	Theme Issue	Number of respondents raising this issue	ESCC Response
20	Proposals do not take cyclists into account	3	<p>By reducing the speed, dominance and at times the volume of motor vehicles, traffic calming can benefit cyclists.</p> <p>As part of the proposals, a raised table will be introduced at the existing toucan crossing near Treetops Way. This existing crossing facility connects the Cuckoo Trail, an off road route used by cyclists, which runs parallel to sections of Ghyll Road before heading towards Heathfield Town Centre.</p>
21	Restricting exit speeds from Geers Wood may cause problems on Ghyll Road	3	The introduction of traffic calming along Ghyll Road and a raised table at Ghyll Road/Geers Wood Junction should make it easier for traffic exiting Geers Wood as approach speeds to the junction should be reduced.
22	Proposals will cause accidents	2	The traffic calming proposals along Ghyll Road look to reduce traffic speed thereby will improve the environment for more vulnerable road users such as pedestrians and cyclists. Traffic calming measures have shown to reduce the frequency of accidents involving pedestrians, cyclists and motorcyclists.
23	Waldron Thorns needs speed bumps	2	The objective of this project is to address traffic speeds along Ghyll Road. The introduction of local infrastructure improvements to address speeding issues on other roads will need to be considered by the County Council in line with their scheme prioritisation process to determine if it is a project that can be taken forward in subsequent years.

Theme No.	Theme Issue	Number of respondents raising this issue	ESCC Response
24	Inconvenience during installation	1	Should the scheme proceed to construction we will co-ordinate the works to minimise disruption to residents and businesses.
25	New driveway (S184 agreement) conflict	1	We are aware from the consultation that residents have made changes to their driveways since the consultation proposals were put together. Should the scheme proceed, issues in relation to private accesses will be considered further during the detailed design stage.
26	Speed bumps increase fuel consumption	1	By proposing speed cushions at regular intervals along Ghyll Road the intention is to ensure low traffic speeds are maintained throughout with motorists encouraged to adopt a passive style of driving, at a lower but constant speed as opposed to an aggressive style, with excessive braking and acceleration between speed cushions which can lead to less economical fuel consumption.
27	Speed bumps reduce concentration on the road ahead	1	Traffic calming measures such as speed cushions and speed tables have shown to reduce traffic speeds and in turn improve road safety. It is expected that drivers travelling along a section of road that has been traffic calmed should be more aware of the surrounding and therefore drive with greater care and attention.
28	There is already a safe crossing near the Cuckoo Trail	1	The existing traffic signal controlled toucan crossing will remain. This will be upgraded to include a raised table. This calming feature forms part of a series of vertical deflection calming measures to encourage slower traffic speeds along Ghyll Road.

### 6.3 Are there any other comments that you would like to make about the proposals

Question 6 gave those respondents the opportunity of providing any further comments on the proposals and how they may affect the individual. A total of 473 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 No.	Theme Issue	Number of respondents raising this issue	ESCC Response
1	Speeding is an issue in Ghyll Road	63	Acknowledged. The calming measures being proposed look to address this matter.
2	Concerned for families and children who use the road	33	The traffic calming proposals along Ghyll Road look to reduce traffic speed thereby improve the environment for more vulnerable road users such as pedestrians and cyclists. Traffic calming measures have also shown to reduce the frequency of accidents involving pedestrians, cyclists and motorcyclists.
3	Proposals are good	27	Acknowledged.
4	Proposals are over the top	25	<p>In November 2016 traffic speeds recorded along Ghyll Road (in the vicinity of Old Ghyll Road junction) have seen 85<sup>th</sup> %ile speeds of 35 mph and 40 mph for northbound and southbound traffic respectively.</p> <p>To encourage slower traffic speeds a package of traffic calming measures are considered throughout Ghyll Road. Vertical deflection calming measures, such as speed cushions and raised tables are an effective means of encouraging slow speeds when compared to horizontal calming measures such as priority working or pinch points.</p> <p>During the development of this scheme the design team have endeavoured to minimise the extent of traffic calming being proposed but it has been considered necessary to introduce the measures as presented at the public consultation</p>

Theme No.	Theme Issue	Number of respondents raising this issue	ESCC Response
			<p>exercise to ensure lower traffic speeds are maintained throughout the length of Ghyll Road. Industry Standards (Local Transport Note 1/07) advise that calming features should be introduced at intervals between 60m to 70m to ensure low traffic speeds are maintained throughout with motorists encouraged to adopt a smooth style of driving.</p> <p>In acknowledgement that emergency services will require access along Ghyll Road speed cushions have been proposed, instead of road humps. Although speed cushions do not slow speeds to the same extent as humps they do allow emergency vehicles and buses a smoother ride.</p>
5	Parked cars on Ghyll Road are more dangerous	23	The aim of the scheme is to address traffic speeds along Ghyll Road. It is acknowledged that along certain lengths of Ghyll Road parking may be a problem. Particularly in the vicinity of junctions. Should the scheme proceed this matter will be considered further during the detailed design stage.
6	Speed bumps aren't effective	22	Vertical deflection calming measures, such as speed cushions and raised tables have proved to be an effective means of encouraging slow speeds when compared to horizontal calming measures such as priority working or pinch points or signing and lining only schemes.
7	There should be parking measures on Ghyll Road	21	See response to theme 5.
8	Put raised table in instead	15	Emergency services will require access along Ghyll Road so speed cushions have been proposed as the primary method of traffic calming, instead of road humps or a series of raised tables. Although speed cushions do not slow speeds to the same extent as humps or tables they do allow emergency vehicles and buses a smoother ride. With this said the proposals do incorporate a single raised table at the existing

Theme No.	Theme Issue	Number of respondents raising this issue	ESCC Response
			toucan crossing as well as a raised junction at Geers Road/Ghyll Road junction.
9	Put cameras in instead.	14	Speed cameras are the responsibility of the Sussex Safer Roads Partnership (SSRP). The latest three year crash record would not meet the base criteria for the provision of a fixed camera. As fixed speed cameras would only be positioned at single locations along Ghyll Road they would not offer the same level of coverage then a series of traffic calming features being proposed.
10	Speeding is an issue in Sheepsetting Lane	13	The objective of this project is to address traffic speeds along Ghyll Road. However, since the introduction of the traffic calming scheme along Sheepsetting Lane, Tilsmore Road and Mill Road in 2008, residents of Sheepsetting Lane have campaigned for further calming measures between Cross in Hand Primary School and the A267. In view of this, should the traffic calming scheme in Ghyll Road proceed the County Council will explore the viability of extending the project to include additional calming features in Sheepsetting Lane between Cross in Hand Primary School and the A267.
11	Spend money elsewhere	12	A majority of respondents to this consultation either agreed or strongly agreed that speeding is an issue along Ghyll Road. These measures look to address this problem.
12	Will not reduce lorry traffic	12	There is an existing 7.5t weight limit restriction along Ghyll Road, between the A267 and Industrial Estate. Although the proposed traffic calming measures primarily aim to encourage slower vehicle speeds. The proposals may also reduce traffic volume as the measures may make Ghyll Road and adjoining streets less attractive to vehicles that currently use these roads as a rat run.
13	Speed bumps damage vehicles	11	Transport Research Laboratory (TRL) carried out a study to assess the impact of traffic calming on vehicles and their occupants. Although the report did not

Theme No.	Theme Issue	Number of respondents raising this issue	ESCC Response
			specifically look into the impact of speed cushions, the resulting report from the study, TRL Report 614 (Kennedy et al., 2004) concluded that vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highways (Road Hump) Regulations 1999. The results of the research showed no damage to any of the vehicles, despite repeated passes at speeds of up to 40 mph.
14	Fill pot holes instead.	10	A majority of respondents to this consultation either agreed or strongly agreed that speeding is an issue along Ghyll Road. These measures look to address this problem. Any comments received in relation to the condition of the existing highway will be passed to East Sussex Highway who maintains the County Highway Network.
15	Speed cushions are harmful to the environment	10	<p>Low speeds are generally associated with high rates of exhaust emission because they usually involve a high proportion of acceleration and deceleration. However, smooth, low speed driving, in as high a gear as possible, will result in relatively low emissions. The effect on emissions will depend on how the scheme influences both the average speed of traffic and the amount of speed variation.</p> <p>By proposing speed cushions at regular intervals along Ghyll Road the intention is to ensure low traffic speeds are maintained throughout with motorists encouraged to adopt a passive style of driving, at a lower but constant speed as opposed to an aggressive style, with excessive braking and acceleration between speed cushions.</p> <p>Although some traffic management measures can result in increased emissions per vehicle, they also generally result in a reduction in the volume of traffic. Thus, even though emissions per vehicle may increase, this can be offset by the reduction in traffic. The amount of traffic in residential areas is relatively small, and traffic diverted to other roads is unlikely to have a significant effect on emission.</p>
16	Alternative speed bump	9	Industry Standards (Local Transport Note 1/07) advise that calming features should

Theme No.	Theme Issue	Number of respondents raising this issue	ESCC Response
	positioning suggested		be introduced at intervals between 60m to 70m to ensure low traffic speeds are maintained throughout with motorists encouraged to adopt a smooth style of driving. The design team have endeavoured to set out the proposed calming features at these set intervals whilst ensuring that driveways, junctions or other existing highway features are not obstructed.
17	Improve signage	9	Ghyll Road is within a 30mph speed limit. National legislation sets out how speed limits should be signed so that they are consistent across the Country. This legislation does not permit the use of 30mph repeater signs, either fixed or painted on the carriageway, where there is a system of street lighting. As street lighting is provided in Ghyll Road we are unable to provide any additional signing in this area.
18	Speed cushions will cause noise pollution	9	It is acknowledged that speed cushions may give rise to vehicle body noise (body rattles, suspension noise etc.). However, lowering the speed of vehicles may mean that vehicle noise emission levels are reduced. In addition, after the measures are installed, traffic flows may be reduced, leading to further reductions in noise levels. Vehicle noise emissions may also depend upon the way vehicles are driven. By proposing speed cushions at regular intervals along Ghyll Road the intention is to ensure low traffic speeds are maintained throughout with motorists encouraged to adopt a passive style of driving, at a lower but constant speed as opposed to an aggressive style, with excessive braking and acceleration between speed cushions which can lead to a highly fluctuating noise level.
19	Speed cushions will create more noise	9	See response to theme 18.
20	Speed bumps are a waste of money	8	A majority of respondents to this consultation either agreed or strongly agreed that speeding is an issue along Ghyll Road. These measures look to address this problem.
21	Statistical evidence about	8	Over the last three years there has been one serious and one slight personal injury

Theme No.	Theme Issue	Number of respondents raising this issue	ESCC Response
	accidents needed to justify expenditure		<p>crash recorded along Ghyll Road.</p> <p>The objective of this project is to address traffic speeds along Ghyll Road. A majority of respondents to this consultation either agreed or strongly agreed that speeding is an issue along Ghyll Road. This has been supported with speed surveys undertaken in November 2016. Traffic speeds recorded along Ghyll Road (in the vicinity of Old Ghyll Road junction) have seen 85th %ile speeds of 35 mph and 40 mph for northbound and southbound traffic respectively. The proposed traffic calming measures look to address this problem.</p> <p>Traffic calming measures have been shown to reduce the frequency of accidents involving pedestrians, cyclists and motorcyclists.</p>
22	Put speed indicators in	7	Speed indicators/ vehicle activated signs have been considered during the development of the scheme. However, this type of calming feature would not reduce current traffic speed sufficiently or throughout the extent of Ghyll Road.
23	Will increase traffic in the High Street	7	There may be changes in traffic behaviour as the proposed measures may make Ghyll Road and adjoining streets less attractive to vehicles that currently use these roads as a rat run. Should the scheme proceed, post construction traffic monitoring surveys will be undertaken to assess the impact the scheme has had to traffic volume/speed not only on Ghyll Road but on other roads as well.
24	Add to existing measures	6	It is considered that the extents of the proposed traffic calming measures along Ghyll Road are sufficient to encourage slower traffic speeds.
25	Put in flashing sign	6	See response to theme 22.

Theme No.	Theme Issue	Number of respondents raising this issue	ESCC Response
26	Speed bumps cause discomfort to people with physical impairment	6	<p>Road humps are effective because they cause discomfort to the driver when they are crossed at high speeds. Unfortunately for some vehicle occupants, for example those with back injuries, road humps cause discomfort even at low speeds. The speed cushions that are being proposed will be 75 mm in height. This minimises vehicle occupant discomfort whilst maintaining their effectiveness as a traffic calming feature.</p> <p>The proposed speed cushions also allow emergency vehicles a smoother ride over them. Not only will this minimised impact to emergency response times but for the case of ambulances will reduce the discomfort for patients.</p>
27	Speeding is an issue in Swaines Way	6	<p>The objective of this project is to address traffic speeds along Ghyll Road. The introduction of local infrastructure improvements to address speeding issues on other roads will need to be considered by the County Council in line with their scheme prioritisation process to determine if it is a project that can be taken forward in subsequent years.</p>
28	Access to Geers Wood is already difficult in wintery conditions	5	<p>It is not envisaged that access to Geers Wood will be impacted by the raised junction being proposed. Should the scheme proceed this matter will be considered further during the detailed design stage to ensure winter maintenance is not impacted by the measures being proposed.</p>
29	Put priority measures in instead	5	<p>Vertical deflection measures such as speed cushions are more effective in reducing traffic speeds than horizontal deflection measures such as priority working, chicanes or pinch points.</p>
30	Waldron Thorns needs speed bumps	5	<p>See response to theme 27.</p>

Theme No.	Theme Issue	Number of respondents raising this issue	ESCC Response
31	Lower speed limit on Ghyll Road	4	Lowering the speed limit from 30 mph to 20 mph would still require traffic calming measure to be introduced to ensure traffic speeds are maintained within the new speed limit.
32	Mill Road needs resurfacing	4	Although this is not part of the traffic calming scheme comments in respect to the condition of the highway will be considered by the County Council as part of their wider carriageway resurfacing annual programme of works. Should any infrastructure improvement scheme be taken forward we will ensure that this can be co-ordinated with any future maintenance scheme.
33	Speed bumps do not slow down motorcycles	4	Accepted. Speed cushions are less effective for motorcyclists. In acknowledgement that emergency services will require access along Ghyll Road speed cushions have been proposed, instead of road humps. Although speed cushions do not slow speeds to the same extent as humps they do allow emergency vehicles and buses a smoother ride.
34	Speed limit is not very clear on Ghyll Road	4	Ghyll Road is within a 30mph speed limit. National legislation sets out how speed limits should be signed so that they are consistent across the Country. This legislation does not permit the use of 30 mph repeater signs, either fixed or painted on the carriageway, where there is a system of street lighting. As street lighting is provided in Ghyll Road we are unable to provide any additional signing in this area.
35	Speeding is an issue in Waldron Thorns	4	See response to theme 27.
36	Will not slow traffic in Waldron Thorns	4	See response to theme 27.
37	Ghyll Road needs resurfacing	3	See response to theme 32.

Theme No.	Theme Issue	Number of respondents raising this issue	ESCC Response
38	Proposed measures will inconvenience traffic going uphill	3	It is not envisaged that northbound traffic will be adversely impacted by the proposed measures. The traffic calming features are regularly spaced (between 60m and 70m) to ensure low traffic speeds are maintained throughout with motorists encouraged to adopt a smooth style of driving.
39	Restricting exit speeds from Geers Wood may cause problems on Ghyll Road	3	The introduction of traffic calming along Ghyll Road and a raised table at Ghyll Road/Geers Wood Junction should make it easier for traffic exiting Geers Wood as approach speeds to the junction should be reduced.
40	Speeding is an issue in Tilsmore Road	3	See response to theme 27.
41	Speeding is an issue on Station Road	3	See response to theme 27.
42	Make the bridge single lane	2	The carriageway across the bridge is narrow (4.8 m wide) and already acts as a measure to encourage slower traffic speeds. Given the high recorded speeds at the approach to the bridge (See response to theme 4) it is necessary to introduce a series of traffic calming measures in advance to reduce speed of traffic as they reach the localised narrowing at the bridge.
43	Proposals do not take cyclists into account	2	<p>By reducing the speed, dominance and at times the volume of motor vehicles, traffic calming can benefit cyclists.</p> <p>As part of the proposals, a raised table will be introduced at the existing toucan crossing near Treetops Way. This existing crossing facility connects the Cuckoo Trail, an off road route used by cyclists, which runs parallel to sections of Ghyll Road before heading towards Heathfield Town Centre.</p>

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44	Speeding is an issue in Pook Reed Lane	2	See response to theme 27.
45	Will increase traffic through Waldron Thorns	2	See response to theme 12.
46	Close the bridge/ close Ghyll Road completely	1	The objective of the scheme is to encourage slower vehicle speeds along Ghyll Road not to prevent access. Given that Ghyll Road provides access to many homes and business and is also a route that emergency services use, closure of the bridge and in turn Ghyll Road would not be acceptable.
47	Congestion in High St increases traffic along Ghyll Road	1	See response to theme 12.
48	Inconvenience during installation	1	Should the scheme proceed to construction we will co-ordinate the works to minimise disruption to residents and businesses.
49	Make the path wider and a single lane/introduce priority working	1	Priority working is a type of traffic calming measure that has been used along Mill Road, Tilsmore Road and Sheepsetting Lane whereby the footway/verge is widened to form a signal lane for traffic to use. For Ghyll Road we consider that a series of speed cushions spaced out at regular intervals will be more effective in reducing traffic speed.
50	Proposed measures need to be correctly maintained	1	Local authorities have a duty to maintain their highways, which includes any traffic calming features.
51	Put speed bumps on Station Road	1	See response to theme 27.
52	Speeding is an issue in Mill Road	1	See response to theme 27.

Theme No.	Theme Issue	Number of respondents raising this issue	ESCC Response
53	Speeding is an issue on Old Heathfield Road	1	See response to theme 27.
54	Will discourage people from using Waldron Thorns as a cut through	1	As well as encouraging slower vehicle speeds, the proposals may also make Ghyll Road and adjoining streets less attractive to vehicles who use these roads as a rat run.
55	Will reduce lorry traffic	1	See response to 54. This may also apply to commercial vehicles.