

## Appendix 2 – Summary of the objections received

Objection	Officer Comments	Recommendation
<p>Objection Number 1</p> <p>Objection to the position of the set of speed cushions at location reference 06 on Ghyll Road. The proposed position of this set of cushions will conflict with the future extension of a vehicle crossover for a private driveway. The resident has recently obtained permission to extend their vehicle cross over.</p>	<p>Repositioning the set of speed cushions would avoid future conflict with a proposed driveway extension that the resident has had approval to implement. Officers have consulted with the resident who made the objection and the owners of the two adjacent properties. All three property owners would have no objection to the modification to reposition this set of speed cushions.</p>	<p>To uphold the objection and reposition the set of speed cushions 2.5m further north along Ghyll Road.</p>
<p>Objection Number 2</p> <p>Object to the proposed traffic calming measures as it will increase traffic using Pook Reed Lane, and Waldron Thorns as “Rat-runs” to avoid as many humps as possible. These roads are not suitable for anything other than very light traffic, and are extremely narrow.</p>	<p>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 through route. Should the scheme proceed, post construction traffic monitoring surveys will be undertaken.</p>	<p>Not to uphold the objection.</p>
<p>Objection Number 3</p> <p>Object to the proposed traffic calming measures on the grounds that in August 2016, the UK government actively encouraged local councils to reduce the number of speed humps due to the increase in local pollutants as a result of vehicles speeding up and slowing down between humps.</p>	<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 and Sheepsetting Lane 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>Not to uphold the objection.</p>

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	<p>Although some traffic management measures can result in increased emissions per vehicle, they may also result in a reduction in the volume of traffic. 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 emissions.</p>	
<p>Objection Number 4</p> <p>Object to the proposed traffic calming measures on the grounds that they do not know of anyone who wants this traffic calming scheme along Ghyll Road and if there is problem with speeding put up cameras. We don't want your obstacle course.</p>	<p>In May 2011 a petition from residents was received requesting the introduction of speed reducing features and parking improvements in Ghyll Road and this was later considered at the Lead Member for Transport and Environment decision making meeting in July 2011. The Lead Member resolved for the County Council to consider this request for inclusion in a future year's Capital Programme for Local Transport Improvements.</p> <p>During the public consultation exercise seeking views on proposals to introduce a traffic calming scheme along Ghyll Road carried out in June and July 2017, of the 319 responses received 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.</p> <p>At the Lead Member for Transport and Environment decision making meeting in October 2017 to consider the results of the public consultation, it was resolved for the County Council to progress with the Ghyll Road and Sheepsetting Lane traffic calming scheme and advertise the Notices associated with the speed cushions and raised tables.</p> <p>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.</p>	<p>Not to uphold the objection.</p>

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<p>Objection Number 5</p> <p>Object to the proposed traffic calming measures on the grounds that the number of speed cushions being proposed are too onerous. The speed cushions are far too close together.</p>	<p>To encourage slower traffic speeds a package of traffic calming measures are considered throughout Ghyll Road and Sheepsetting Lane. 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 to ensure lower traffic speeds are maintained throughout the length of Ghyll Road and Sheepsetting Lane. Government advice (Local Transport Note 1/07) sets out 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>Not to uphold the objection.</p>
<p>Objection Number 6</p> <p>Object to the proposed traffic calming measures on the grounds that they do not consider speeding is excessive along Ghyll Road and Sheepsetting Lane.</p>	<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>During the public consultation exercise seeking views on proposals to introduce a traffic calming scheme along Ghyll Road carried out in June and July 2017 of the 319 responses received 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.</p> <p>At the Lead Member for Transport and Environment decision making meeting in October 2017 to consider the results of the public consultation, it was resolved for the County Council to progress with the Ghyll Road and Sheepsetting Lane scheme and advertise the Notices associated with the speed cushions and raised tables.</p>	<p>Not to uphold the objection.</p>

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Objection Number 7	<p>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 levels are reduced. In addition, after the measures are installed, traffic flows may be reduced, leading to further reductions in noise levels. Vehicle noise may also depend upon the way vehicles are driven. By proposing speed cushions at regular intervals along Ghyll Road and Sheepsetting Lane 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>	Not to uphold the objection.
Objection Number 8	<p>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 through route. Should the scheme proceed, post construction traffic monitoring surveys will be undertaken.</p>	Not to uphold the objection.
Objection Number 9	<p>Refer to response to objection number 5.</p>	Not to uphold the objection.
Objection Number 10	<p>Refer to response to objection number 5.</p>	Not to uphold the objection.

