

**Specific Themes and Trends in the Qualitative Responses**

Theme	Comment	East Sussex Highways Response
Raised Table Location	I am overall in agreement with the proposals but feel that the pinch point in North Street would be better placed just after the entrance to the Willows Car Park before the entrance to the Dene Car park. The Dene Car Park is already used as a short cut by many vehicles, and I feel that this would be exacerbated if it is not included on the pinch point/traffic calming area.	<p>It should be noted that each design option is assessed by a number of individual factors, such as sightlines, stopping distances, swept path assessments, road environment, etc. Both the proposed gateways for Alfriston are located on the midpoints of S-bends. Forward visibility to the North Street buildout is particularly restricted. Even when travelling at appropriate speed, drivers would have very little time to process what is required of them. This may lead to sudden braking on the approaches to the build outs, and head-on collisions.</p> <p>As a driver asked to give way to oncoming traffic that is approaching around a bend, there is very limited forward visibility to make an informed judgement. Drivers travelling around the bends will frequently be faced with oncoming traffic negotiating the build outs. This may require them to stop abruptly and give way, despite having priority. The area also suffers from flooding and also requires the correct illumination at night, hence the need for the buildout’s current proposed location.</p>
Extension of Speed Limit	20mph speed limit should be extended to include first houses in the village ... pre–Deans Place in White Way and Fossil Cottage in North Street.	The proposed locations have been based upon a number of design factors, i.e., sightlines, stopping distances. Relocating these proposals would in turn impact highway safety. It should also be noted that the proposed locations, as well as the design measures, have been independently reviewed/checked as part of the Road Safety Audit (Stage 1) process
	Speed limit restriction should be extended to include entire village, including outside our cottage (Dene Cottage), otherwise it will be used as an acceleration / deceleration area, with increase noise and pollution.	As highlighted within the ESH Feasibility Report (that is available on the APC website) all existing 30mph markers within the village will be exchanged for that of 20mph markers. These will cover the entirety of the village.
	Please extend the 20 MPH zone to include Winton Street. I favour a change in road surface throughout the village but only for setts, NOT cobbles - cobbles are slippery and uneven and not suitable for horses or people with ambulatory disabilities.	As highlighted within the ESH Feasibility Report, it is considered that a 20mph speed limit covering the entirety of the village is a better option, as it would provide consistency throughout the village and avoid too many changes in the local speed limits. However, extending the 20mph speed limit to cover the upper parts of West Street and

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		<p>Winton Street, which are narrow country lanes, is deemed unsuitable and considered to be ineffective.</p> <p>Therefore, it is proposed that the existing 30mph terminal speed limit signs on West Street on the outskirts of the village are altered to 20mph terminal signs and potentially positioned closer to the start of the residential area, at a position of better visibility.</p> <p>This would lead to the main residential areas of the village being covered by a 20mph speed limit. A national speed limit would remain on the upper parts of West Street and Winton Street.</p> <p>With regard to the proposed surfacing i.e., cobble setts, this does not form part of the ESH design and is supplementary based on requests from the APC.</p>
Mirror	<p>The difficulty of vehicles crossing in the narrows is not solved by the sign with the white and red arrows given the lack of visibility round the bend. We need a MIRROR to show drivers from north or south direction whether another vehicle is already approaching against them. Don't let ESH tell you it's not possible</p>	<p>A mirror is not achievable for a number of safety reasons. Mirrors can give a distorted view of the road and a misleading impression of the speed of approaching vehicles. Convex mirrors will not give a clear view of smaller vehicles, such as motorcycles and pedal cycles and the placement of mirrors on the highway should not be encouraged. It should also be noted that mirrors are also classed as a road traffic sign and as they are not prescribed in the Traffic Signs Regulations and General, their use has been discounted as a viable option.</p>
Traffic & Congestion	<p>The 20mph limit should be introduced but using the road out of the village towards Drusillas each morning out to work &amp; then home at night I can see a problem with the width restriction measure by the Willows car park. The road immediately before that as you approach Willows from Drusillas is very narrow &amp; the traffic flow only works when the traffic keeps moving. By stopping the traffic &amp; so getting a build-up of traffic this will cause the problem to be worse as people try to negotiate this section of road. Look at what happened when there was the traffic light trial a few years ago-the build-up of traffic could not flow freely. By all means please introduce a width restriction but situate it further back-perhaps near the turning to Litlington.</p>	<p>As part of the feasibility design process a number of specific checks/tests are required. One such check involves traffic modelling/simulation.</p> <p>Output files from this modelling exercise show that the proposed gateways put forward will operate sufficiently within all network peaks and that both congestion and static traffic will be kept to a minimum.</p>
HGV Restriction	<p>There is no 'speed problem' in the village and the roads are narrow enough. We suffer from Sat Nav directions sending lorries and HGVs</p>	<p>In order to discourage HGVs travelling through the village via the A27, ESH look to incorporate a series of Advisory Lorry Route signage along the A27. As mentioned previously, all signage and design proposals</p>

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	<p>through the village either on diversion, because other roads are closed, or because it shows as a quicker route.</p>	<p>put forward as part of the design process has been subject to an independent safety audit, which has checked that what has been proposed is both safe and legal, while still providing the desired effect.</p>
	<p>I also want to add that you have to stop HGV's coming through completely. They have ripped off gutters, broken pavements and damaged walls and houses. HGV needs to be completely forbidden. This is a conservation area which is being destroyed by traffic. Truthfully it should be access only in the High Street!!!</p>	<p>Installing width restrictions would not be possible as it would hinder genuine access to the village for deliveries, refuse trucks, farm machinery, larger emergency vehicles and the buses/coaches that also visit the village on a daily basis. Horizontal carriageway deflections, such as chicanes, can be used in order to discourage HGV movements. This is achieved by installing chicane priority in the opposite direction to the desired HGV rat-run route. This encourages HGV drivers to use alternative routes.</p> <p>However, attitude surveys conducted into traffic calming schemes suggest that the general public dislike horizontal deflections, such as chicanes, more than they dislike road humps. Other horizontal carriageway deflections, such as localised narrowings, have been installed to influence vehicle speeds, though this is not always successful. In the case of kerb buildouts and pinch points, the narrowed carriageway, even if reduced to a single lane, still allows most vehicles to be driven relatively quickly through the available gap, unless there is opposing traffic to prevent this occurring.</p> <p>While ESH recognise that chicanes can be used successfully in traffic calming schemes, not all areas have benefited from such a highway change. In some instances, the features have been removed because of complaints from residents, emergency services, or bus operators. The placement of chicanes along Alfriston Road, North Street and White Way were discounted on the reasons listed above. Hence the introduction of further signage and the existing signs being transferred onto a yellow backing board not only improves the conspicuity of the signage, but also provides a neater assembly in situations where signs are accompanied by supplementary plates. It also eliminates the risk of signs and supplementary plates getting misaligned, an example being one of the 'Except for loading' supplementary plates which is currently facing the wrong direction. Therefore, it is suggested that a monitoring period also be introduced</p>

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		once the updated signage strategy is in place, in order to gage if a reduction in HGV movements has indeed occurred.
Parking	I would like to see short term parking (15 mins) outside the Village shop.	It should also be noted that there is no effective parking enforcement regime within Wealden District as they have decided not to adopt Civil Parking Enforcement (CPE). Sussex Police have publicly stated that they will not enforce parking restrictions as part of their day-to-day responsibilities and will only consider taking action if there is a public danger or obstruction and only then when resources allow (Wealden is one of only a small number of districts/boroughs within the country that have not adopted CPE and Sussex Police/PCC feel that the provision of additional resources within Wealden could not be justified).
Traffic Lights	I would have preferred traffic lights further outside the village boundary. I don't think this will stop van and small lorry congestion in the central part of the high street.	<p>A trial of traffic lights was previously undertaken back in both 2009 and 2018. The results of this trial indicated a reduction in vehicles mounting the footway on High Street between Star Lane and Weavers Lane junctions. This was however to the detriment of other parts of the village where footway incursions and queuing traffic were observed.</p> <p>Due to this, and the negative feedback provided through the public questionnaire exercise, it was recommended that the traffic signal proposals be discounted and instead an alternative package of village-wide measures be taken forward, all of which form the package of information that is provided as part of this consultation.</p>
Change to Road Surface	Neither of the optional changes to the road surface seems worthwhile to me. The buff colour would detract from the look of the village and the cobbles would be impractical. I think it's wrong to take out a loan to fund this and expect future payers of the parish council tax to pick up the tab. I'm also mindful of the noise of cobbles and we do need to ensure the hotels / houses in the high street are not too badly affected should these be introduced.	It should be noted that elements such as "changes to the road surface" do not form part of the ESH design and is supplementary, based on requests from the APC.
Reduction in Speed Limit	Speed limit should actually be 15mph max. The current 30mph is absurd. I've seen areas in Seaford for example where speed limit is 20mph, yet the area has none of the hazards and quirks seen in Alfriston.	From the datasets collected, traffic would more likely comply with a reduced village-wide 20mph speed limit rather than that of 15mph. Further details are provided within the ESH feasibility report that is available on the parish website.

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