Dear Victoria

Thank you for your open letter dated 18 September 2018 concerning the traffic signals trial in Alfriston.

As was discussed at some length at the Stakeholder Briefing held at County Hall on 24 August 2018 at which representatives of APC were present, vehicle speeds through The Narrows during the trial are one of the key datasets that we are collecting in order to provide comparative data with pre-trial average speeds. As you are aware, a 20mph speed limit is in force through this section of the village and we are keen to understand what impact this has on average vehicle speeds.

In respect of the specific issue of vehicles exiting from Star Lane onto the High Street, this is something that we were aware would need to be monitored as part of the trial. We are aware of the incident that occurred on the 19th September at this location when a van driver failed to give way when exiting from Star Lane. Whilst we are unable to eliminate incidences of poor driving such as this, we have provided an additional “give way” sign opposite Star Lane to provide additional awareness to drivers during the trial period.

Regarding queueing traffic at the exit of Weavers Lane, whilst road width is limited, there is sufficient width for vehicles to pass in most circumstances. Again, this is something that we will be monitoring during the trial.

In respect of the questionnaire, I cannot agree with your Councillors assertion that it has been “designed to achieve the answers you want to hear”. The questions, which have been reviewed by our Communications Team, are typical questions used to establish the views of a range of road users including pedestrians, cyclists and equestrians. Whilst the questions are focused on the immediate area of the trial operation, space has been provided within the questionnaire for respondents to provide their wider feedback on their experience of the trial, which may include views on the impact that the trial operations have had elsewhere in the village. Following the discussion at the meeting on 24th August, we also followed stakeholder feedback by ensuring that the questionnaire clearly allows respondents to provide responses on both phases of the trial.

At the Stakeholder Briefing on 24th August, we explained at some length that there isn’t a standard model or approach that we will be using to assess the trial. No single criteria being assessed will decide the outcome – it will be a combination of datasets (including community feedback) that will enable officers to determine how the scheme has performed.  The data will allow us to make both quantative and qualitative assessments to enable us to compare a signal scheme with a do-nothing scenario.

Finally, I can confirm that there are 10 number air quality recorders (diffusion tubes) located in the Village at High Street, North Street, West Street, Star Lane and Weavers Lane. The cameras (seven in total) are located as follows:

* Willows Car Park looking toward Sloe Lane
* Sloe Lane,  covering  North Street
* Market Square, looking towards Star Lane (and covering the Square itself)
* The Narrows (by footway to chapel), looking north towards Star Lane
* The Narrows, (by Coach House Gallery), looking north towards Star Lane
* The Narrows (by Coach House Gallery), looking south towards Weavers Lane
* The Tye, looking north towards Weavers Lane

I trust this information is helpful.

Best regards

Andrew

**Andrew Keer**

Transport Planning Manager, Strategic Economic Infrastructure

Economic Development, Skills and Infrastructure Service

Communities, Economy and Transport

01273 336682 | 07876 878370

[eastsussex.gov.uk](http://www.eastsussex.gov.uk/)