ALFRISTON PARISH COUNCIL

**ALFRISTON PARISH COUNCIL (APC) RESPONSE TO**

**ESH ALFRISTON FEASIBILITY STUDY**

1. This is Alfriston Parish Council’s formal response to East Sussex Highways SCH-149: Alfriston Traffic Calming Feasibility Study, dated June 2020 and follow up document dated 4th September 2020.
2. This response has been drafted subsequent to two meeting of APC’s Traffic Management Sub-committee, which comprised a number of Parish Councillors, representatives of Conserve Alfriston, Alex Pringle on behalf of SDNPA, Maria Caulfield MP and a representative from Cuckmere Valley Parish Council, and is endorsed by Alfriston Parish Council.
3. APC are grateful that ESCC has taken on board some of that which was proposed in APC’s earlier submission, and were pleased by the indication from Karl Taylor that, so long as proposals pass a safety audit and funding is in place, APC is free to continue to recommend proposals for inclusion in an ESCC led public consultation.
4. The sub-committee had a number of comments to make on some of the content of the ESH reports, and APC very much hopes these will be taken on board and will feature in any consultation:
5. APC would like to see a more ambitious scheme taken to consultation than that currently envisaged by ESH’s feasibility study documents.
6. In particular APC would like to see a move away from a scheme determined by reference to the personal accident injury record and similar, or defined by why certain measures may not work despite the fact they are commonly found elsewhere (eg build-outs). APC’s ambition is to create a sense of place that will make the centre of Alfriston less of a traffic-centric space, and to engender a greater sense of safety and confidence in pedestrians (particularly the elderly, very young and disabled), cyclists and equestrians as they move around the village.
7. To this end APC consider it important that any scheme is comprehensive and cohesive from the outset, and that measures that may meet the desired aim are included from the start, rather than adopting a piecemeal/‘wait and see’ approach. APC also believes that any consultation should adopt a valley-wide approach as this will engender a wider sense of place.
8. As well as the above, a number of specific responses to the measures set out in the ESH reports are:
9. Weight restriction signage at the A27 roundabout and at Seaford boundary should be more prominent still than that proposed by ESH, and should include a warning that the road is unsuitable for HGVs/do not follow satnav (as per the examples given in APC’s original proposal document);
10. It is understood that SDNPA intend to site SDNPA boundary markers on High and Over and on the C39 near Drusillas (it is believed SDNPA markers are being proceeded with). APC would like the proposal for cattle grids or cobbled rumble strips to accompany these, as an enhanced Park boundary marker/valley gateway;
11. White lines have been removed on Whiteway to engender a sense of uncertainty and reduce speed; APC would like the same done on the C39 from Drusillas roundabout for the same reasons;
12. Buildouts to be included in village gateways;
13. That the proposed changes to road surface only at the village gateways is insufficient and should cover gateway to gateway;
14. That a roundel between the two car parks will assist with what is currently a difficult pedestrian space;
15. No 20mph roundels on road (suburban, and if other measures implemented these are redundant);
16. No designated parking bay(s) in Market Square;
17. No proper reason has been provided for not taking an application for a convex mirror at the narrow section of the High Street to the DfT.
18. The rationale for removing double yellow lines in Kings Ride and Deans Road (that the road is too narrow) does not stand up, as the road is no narrower than those parts where there are no yellow lines;
19. The ESH proposals lacked any consideration of a valley wide approach to traffic calming.
20. APC and its sub-committee continue to propose that suitable enforcement measures should be implemented regardless of the current attitude to enforcing them, so that if the attitude changes the measures will already be in place.
21. The table below sets out those proposals that the sub-committee and APC wish to see included in a public consultation (subject to their passing a safety audit). Some of these appear already in ESH’s reports. The table leaves spaces for estimated costings and an indication of the body whom ESCC envisages will fund each proposal, to be populated by ESCC. It would be very helpful if this information could be provided soon so that APC can undertake a meaningful funding exercise.

| Proposal  | Estimated Cost | To Be Funded By |
| --- | --- | --- |
| Better directional signage on A27 for Newhaven port/freight |  |  |
| Better weight restriction/“road unsuitable for HGVs”/“HGV do not follow satnav” signage at Drusillas Roundabout and Seaford (as previously illustrated) |  |  |
| Legislated width restriction (with same exceptions as per current weight restriction)  |  |  |
| De-cluttering of signage at Drusillas roundabout |  |  |
| Cattle grids/cobbled rumble strip to accompany proposed SDNPA boundary signs |  |  |
| Removal of white lines and cats eyes C39 village to Drusillas |  |  |
| Speed restrictions as per ESH report |  |  |
| Village gateway build outs |  |  |
| Village gateway gates or planters  |  |  |
| New village signs |  |  |
| Cobbled rumble strip at village gateways |  |  |
| Change in road surface colour - entirety of North St/High St/West St to car park entrance |  |  |
| Change in road surface texture (same area as re-colour) |  |  |
| As an alternative to above, change in road surface texture (as per 2nd ESH report Table 1.3) with additional colour change to extend to village gateways |  |  |
| Re-modelling of road at intersection between car parks as per previous TPA design |  |  |
| Roundel at intersection between car parks |  |  |
| Break up linear nature of North St |  |  |
| Pavement buildouts/planters at various locations (tbc with ESH) along High St | Cost per buildout |  |
| Pavement buildouts to replace give way lines in High St |  |  |
| Convex mirror at Tavern on Tye/narrow bend in High St |  |  |
| Double yellow lines outside Star Inn |  |  |
| Remove double yellow lines in Kings Ride and Deans Road. |  |  |
| Re-evaluation of and replacement of bollards |  |  |

**CLERK TO THE COUNCIL – VICTORIA RUTT**

33 Swaines Way, Heathfield, East Sussex, TN21 0AN

Telephone 07936 904 743 Email clerk@alfristonparishcouncil.org.uk