

Alfriston Feasibility Study – ESH Design Response

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Introduction

This Technical Note (TN02) has been produced in response to the Alfriston Parish Council (APC) report of 29 September, which has now raised a supplemental series of comments on the proposals put forward by East Sussex Highways (ESH) regarding a series of traffic management improvements within the village of Alfriston.

The comments provided by APC have been drafted following two meetings of the 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, which is endorsed by the APC.

From these meetings, further clarification has been requested on some items relating to the feasibility report 'SCH-149: Alfriston Traffic Calming Feasibility Study', dated June 2020 and its subsequent follow-up ESH Technical Note (TN01) which was dated 4th September 2020.

Therefore, the following paragraphs have taken each of the points raised by APC, with ESH providing a summarised response to each particular statement in [blue](#).

It should be noted that since these comments were received, ESH has contacted both ESCC's Road Safety Audit team and SDNPA Countryside and Policy Manager in order to establish if the APC design suggestions are legal and safe.

A copy of APC's formal response has also been provided for further reference and is provided within [Appendix A](#) of this Technical Note.

APC Enquiries & ESH Response

APC Comment – *“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 (e.g. 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”.*

ESH Response – Justification for installing traffic calming is often based on improving safety by reducing crashes, therefore the inclusion of crash statistics rightly forms part of any feasibility study. Further, it is important to understand the current status to ensure that any measures introduced do not make the situation worse, or unsafe. Whilst the Department for Transport issues design guidelines, it should be noted that each local authority has its own approach to road safety, based upon their own policies, to suit the local environment.

As highlighted with ESH previous note (TN01), ESH are supportive of the principle of traffic calming measures like build-outs, but the justification for them to be employed on the highway network must be valid and not cause any adverse impacts on traffic safety. They should also try and provide environmental gains i.e. to reduce noise and improve air quality but the over-riding consideration must be the safety of all road-users.

Unfortunately, the one major issue that many historic villages suffer from is lack of space, especially within the centre of the village itself. Often there is insufficient room to improve the carriageway and footways and care must be taken when introducing new measures not to exacerbate existing constraints, for example by further narrowing already narrow pavements and carriageway. **Figure 1.1** below illustrates the lack of space along the High Street.

Figure 1.1

Existing Carriageway & Footway Configuration – High Street, Alfriston



As mentioned in both previous ESH reports, the introduction of buildouts, give-way lines and planters within the village centre would result in vehicles queuing, as was demonstrated when temporary traffic signals were erected within the village during the trial that was carried during September to October 2018. The video footage captured during the trial displayed a significant number of congestion occurrences as vehicles were forced to mount pavements or reverse back to allow passing traffic to get by, thus causing unnecessary queuing and delays. This was echoed by the negative responses provided through the public questionnaire exercise. Taking this into account, the traffic signal proposals were discounted.

By installing planters, buildouts and give-way lines in confined and inappropriate locations, the same issue of vehicle congestion will occur. This in turn will cause unnecessary delays including increased public transport journey times, increased emergency service response times as well as impacting the local environment in terms of adverse noise and air quality.

Figure 1.2 overleaf illustrates the current issues that the High Street currently suffers with in terms of vehicles loading, the introduction of planters or buildouts would however make these issues worse.

Figure 1.2*Local Congestion – High Street, Alfriston*

The document 'Roads in the South Downs' - A guide to the design management and maintenance of rural roads and places (June 2015) was produced jointly with ESCC and the SDNPA. This document illustrates a number of traffic calming case studies that have been implemented within the park's boundary over the course of the years. One such example in Buriton, Hampshire is provided within [Figure 1.3](#) below.

Figure 1.3*Village Gateway–Buriton, Hampshire.*

The proposed design above combines simple signing, planting and materials to signal the boundary of the village at the point where drivers encounter the first significant building. All unnecessary road markings and signage were removed and replaced using a simple combination of paving surfaces.

However, as stated within TN01, ESH would be supportive of the implementation of single-lane priority pinch points located at the village gateways. The example provided by the SDNPA would clearly signal the village boundary and would, in principle, be achievable for the environment that Alfriston sits within.

The above design would not need to be lit by law, however from an ESCC safety point it will require sufficient advanced warning and be readily conspicuous to an approaching driver so that they are able to negotiate the feature safely. This would include warning signs, road markings, give way/priority traffic signs, reflective posts/bollards etc similar to those on the entrance to Maresfield village. An appropriate level of forward visibility, both of and through the feature, would be required so that an approaching driver is able to decide whether it is safe to proceed. APC will need to consider whether the benefits of gateway/build-out structures at either end of the village are out-weighed by the visual impact of the necessary warning signs and lining.

Therefore, it is suggested that the above design option be subject to a Road Safety Audit – Stage 1 before it is consulted upon by local stakeholders and the general public.

APC Comment – *“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”.*

ESH Response – ESCC priority is to resolve what started as a road safety problem in the centre of Alfriston and to put in place other agreed measures in lieu of traffic signals in the narrows. Whilst, we understand the desire of local residents to consider a valley-wide solution, ESCC does not have the resources and therefore this would not be a priority for ESCC at this time. In order to take forward a valley wide solution APC would require agreement to funding by all Parish Councils in the valley.

APC Comment – *“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)”*

ESH Response – The Weight restriction signage at the A27 roundabout and at Seaford have been designed in accordance with the DfT guidance ‘The Traffic Signs Regulations and General Directions (TSRGD)’ and are therefore suitable for its location.

As mentioned previously all signage and design proposals put forward will be subject to an independent safety audit, that will check that what has been proposed is both safe and legal in order to provide the desired effect.

With regard to the comment around ‘satellite navigation’, ESH agree that additional signage could be warranted. Such an example has been installed by North Yorkshire County Council and is illustrated in **Figure 1.4** overleaf.

Figure 1.4

Signage Example for Non-HGV, North Yorkshire.



As a general rule, if a sign is not in the TSRGD it should not be used. However, the DfT are willing, in limited circumstances, to consider authorising a bespoke sign for use at a specific location. Therefore, in order for this sign to obtain authorisation, ESH will have to obtain approval via the DfT as well as obtain agreement from Highways England, given the A27 forms part of the Trunk Road network (and therefore is within their governance), which is something that can be investigated. APC would need to consider whether this sign is appropriate in a rural setting.

APC Comment – “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”.

ESH Response – The SDNPA, under application number (SDNP/19/04603/ADV) plan to install 32 non-illuminated boundary markers at various locations across the South Downs National Park, seven of which fall within the East Sussex boundary. These are illustrated in **Figure 1.5** below.

Figure 1.5

Location Plan SDNPA Boundary Markers, East Sussex.



East Sussex			
ESCC5	Alfriston Road, Seaford	1.7mx1.2m	metal
ESCC6-a	A27 Drusillas- option 1	2.8mx1.8m	hybrid
ESCC6-b	A27 Drusillas- option 2	1mx1.9m	metal
ESCC7	B2123 Falmer	1mx1.9m	metal
ESCC8	Jevington Road, Wannock	1mx1.9m	hybrid
ESCC9	B2192 Glynde/ Malling Hill	1mx1.9m	metal
ESCC12	Spatham Lane, Westmeston	1mx1.9m	Hybrid

Firstly, it should be noted that these boundary markers have already been submitted to the planning authority, in order to gain consent and therefore the introduction of any traffic calming measure would have to form a separate planning application. Further measures will also require consultation with the SDNPA.

Discussions have already taken place with the SDNPA who have stated within an email to ESH on the 12th October 2020 that *“The SDNPA would not be against cattle grids or rumble strips in the right locations, they let the driver know they are leaving the urban area (cattle grids) and something has changed. There are plenty of unlit cattle grids within other national parks and countryside locations the length and breadth of this country”*.

However, the provision of cattle grids on the public highway is covered by S82 of the Highways Act 1980. Para (1) which states that *“a highway authority may provide and maintain a cattle grid where it is expedient to do so for controlling the passage of animals along the highway”*.

The use of a cattle grid for traffic management purposes alone would therefore not be permitted. If it could be demonstrated that the requisite situation exists, similar to those cattle grids on Chailey Common and Ashdown Forest, a cattle grid could be considered if no suitable alternative exists (i.e. it would be impractical to fence in any areas where animals are kept such as seen in the New Forest or areas of open grazing etc).

Cattle grids are however, not the type of feature that a driver would expect on this type of road and so they would need to be made very visible with sufficient warning to enable a driver to negotiate them safely.

The design of the cattle grids would also need to consider issues such as skid resistance, noise and a by-pass route for pedestrians, cyclists, horses and horse drawn vehicles. Consideration would also need to be given to motorcyclists and how they could be safely accommodated. Extensive consultation would be required with public service operators, emergency services, the freight industry and local farmers to ensure that they are not adversely affected by the grids. Issues involving the maintenance and who would be responsible for this will need to be agreed between ESCC and the SDNPA.

ESCC would therefore not support the provision of cattle grids.

An alternative to cattle grids could be the use of cobbled rumble strips (see [Figure 1.6](#) below) but again careful consideration of the siting and materials will be needed. Cobbled surfaces create noise and vibration and draw complaint from nearby properties. It is therefore recommended that ‘Low Profile Rumble Strips’ be investigated and considered as part of the Village Gateway design, subject to a Stage 1 RSA.

The low-profile Rumble Strips have a psychological traffic calming effect when laid in strips across the road by breaking up the linearity of the road surfacing and emphasising the gateway boundary. Research indicates that the greatest effect on speed reduction is a combination of visual and physical features, as such the low-profile Rumble Strips offer both vibration and audible outcomes although the effects are greatly reduced when compared to that of the standard Rumble Strips.

If this measure is progressed, further liaison with the South Downs National Park Conservation Officers would be recommended.

Figure 1.6*Low Profile Rumble Strips - Northumberland*

APC Comment *“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”.*

ESH Response – The removal of white centre lining has been used elsewhere within the county however there is no definitive ‘evidence’ that vehicle speeds are reduced. As the APC and the SDNPA are aware, this road has no street lighting present and due to the high level of traffic using this stretch of road, some form of guidance would be required. This could be provided by an edge of carriageway line (if the road width allows).

However due to the potential of low-lying fog/mist in some areas along the route, any edge line may need to be accompanied by edge studs to further help driver’s assessment of the route. Whilst edge lines could be considered along some sections of the road those areas currently covered by longer warning lines would need to remain as these serve to draw a driver’s attention to an area where greater caution is required.

Attention should also be drawn to the fact that, from the end of the 30mph speed limit at the north of the village to the A27 roundabout (which is just short of 2km), there have been only five slight injury crashes recorded within the last five years (1 x driver made off, 1 x off highway incident at access to commercial yard and 3 x ice on road in Jan/Feb 2016).

Therefore, the APC needs to put this into context as within the same period there have been over 12 million vehicle movements on the same stretch of road. This would indicate that the vast majority of drivers are driving within their acceptable ‘comfort’ level for the road. If vehicles are impacting other road users this needs to be identified (who, what, where, when, how often etc.) and appropriate mitigation identified to address the issue.

Given the above, the removal of white lines on the C39 from Drusillas roundabout is not considered appropriate as part of this package of works.

APC Comment *“Buildouts to be included in village gateways”.*

ESH Response – As stated within TN01 and above, ESH will propose the implementation of single-lane priority pinch point or buildouts located at the village gateways, as illustrated within the example located in Burton (see [Figure 1.2](#) above). But as also stated above, an

appropriate level of forward visibility, both of and through the feature, would be required so that an approaching driver is able to decide whether it is safe to proceed. Therefore, ESH suggest that an RSA Stage 1 be commissioned on this proposed design.

APC Comment *“That the proposed changes to road surface only at the village gateways is insufficient and should cover gateway to gateway”.*

ESH Response – As highlighted within TN01, it is ESH’s recommendation to have a minimum five metre strips of contrasting road surface texture and colour installed at the village gateways to remind motorists of a change in environment, rather than a village-wide road surfacing scheme. However, ESH would not object to the whole 604 metres of carriageway through the centre of the village being modified with a coloured surface or texture Especially given the range of potential surface texturing i.e. (imprinting); coloured asphalts, or granite setts. An example of which is shown in this visualisation of the Village Gateway on Station Road in Aldbury.

Figure 1.7
Visualisation of the Village Gateway on Station Road



If this measure is progressed, further liaison with ESCC Asset Management team will be required especially as they will ultimately be responsible for future maintenance. The APC should also consult TN01, that highlights the issues regarding maintenance treatments. APC need to consider the future maintenance liability and reinstatement of a coloured or textured surface.

However, the DfT states that texture surfacing can be difficult for elderly people and mobility-impaired people to cross, as well as having the potential to be uncomfortable for cyclists. Noise from vehicles crossing the textured surface may also be a nuisance to those working or living near the road.

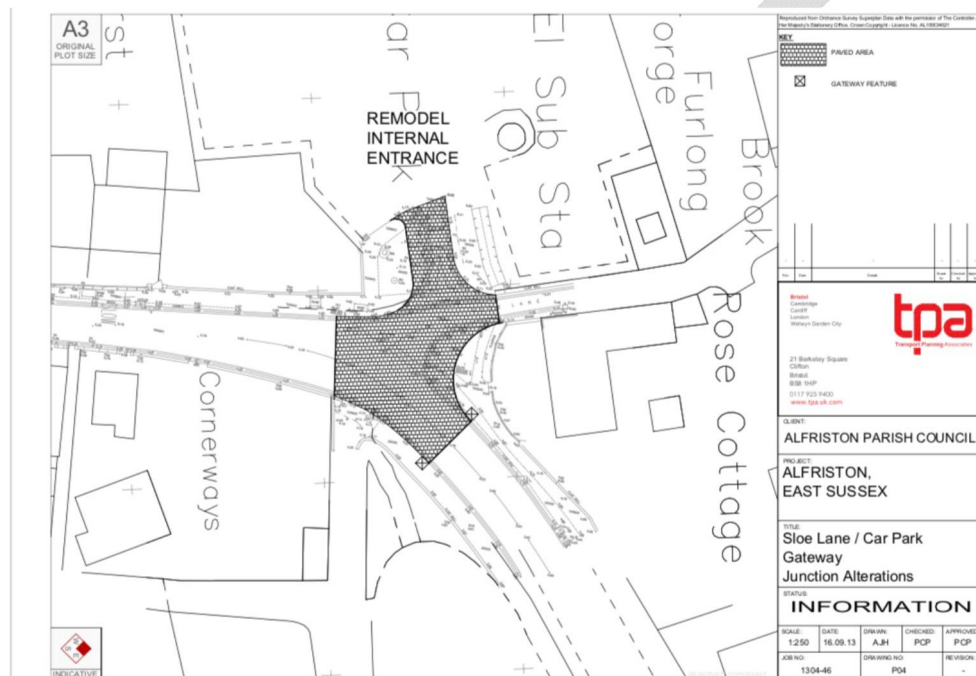
APC Comment *“That a roundel between the two car parks will assist with what is currently a difficult pedestrian space”.*

ESH Response – Firstly, before ESH undertake any feasibility assessments, they must first understand what that particular issue is. Is the ‘roundel’ design option put forward looking to provide a safer pedestrian crossing point for those exiting (and accessing) the Willows car park or is it a proposed measure for reducing the speed of and attitude of drivers approaching North Street. Therefore, ESH request further clarification from the APC and the reasoning why this proposed design measure is warranted.

Once clarification on the above is received then ESH will investigate the proposed TPA (see **Figure 1.8**) design option and report back its findings to the APC before an RSA stage 1 is commissioned. It should be noted that this feature would not be a priority for ESCC, and if taken forward it would have to be funded by APC. However, before doing so ESCC would need to be satisfied that the creation of such a feature does not make the current situation worse for all road users.

Figure 1.8

Car Park Gateway – TPA Design Option



APC Comment “No 20mph roundels on road (suburban, and if other measures implemented these are redundant”.

ESH Response – Agreed, subject to a Road Safety Audit and its findings.

APC Comment “No designated parking bay(s) in Market Square”.

ESH Response – Agreed, subject to consultation with ESCC.

APC Comment “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”.

ESH Response – As stated previously within TN01, the placement of mirrors on the highway would only be considered in exceptional circumstances where there is a proven crash record and other solutions have already been fully examined.

The following may well arise from the placement of a mirror;

- Distortion of reflected image, glare from sunlight or headlamps affecting the driver’s vision.

- Visibility issues during bad weather (rain, snow, frost).
- Difficulty judging speed of an approaching vehicle from the mirror image.
- Maintenance issues – mirrors could be prone to vandalism
- Maintenance of their alignment and cleanliness is critical.
- Reliance on the mirror's restricted image may compromise the safety of other road users (pedestrians and cyclists) who do not appear in the mirror.

In order for any application for a mirror on the highway to be sanctioned, ESCC must be satisfied that it meets the DfT's criteria.

Requests for special authorisation to enable the placement of a mirror on the highway are assessed by the DfT against stringent criteria.

The DfT will only consider traffic mirrors on public roads in rural and semirural areas where:

- There is a collision history relating to a lack of visibility
- Visibility for vehicles emerging from the side road is severely restricted.
- A visibility improvement scheme is not feasible.
- Visibility cannot be improved by removing hedges, walls, trees or other obstacles.
- The speed limit on the major road is above 30mph

The length of the narrow section of the High Street is such that a driver would be unable to get a clear view of approaching traffic. A mirror might also encourage a driver to proceed too fast for the conditions as they had misinterpreted or missed the presence of an approaching vehicle.

Any mirror would also need to be positioned on one of the adjacent buildings which would put it out of a driver's usual line of sight. They would therefore be looking away from the road and may miss a vulnerable road users or an approaching vehicle that was not within the mirrors field of view.

With no collisions involving personal injury attributed to the narrow section of the High Street between Star Lane and Weavers Lane in the last ten years (and only one slight injury recorded in the last 20 years), justification to make an exception in this instance does not exist. Mirrors have the potential to introduce as many issues as they address.

From the assessment criteria above and the datasets already collected by both the APC and ESCC, the introduction of a convex mirror in the opinion of ESH will not meet the DfT standards and therefore ESCC does not support the introduction of a mirror

APC Comment *"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."*

ESH Response – In general terms there may be some 'benefit' from removing all or some of the restrictions but, it must be remembered that these restriction would have originally been implemented to address a specific problem or at the request of the local community.

Before ESH and ESCC support any amendments to the existing parking restrictions the Public Consultation would need to demonstrate that we had undertaken an in-depth consultation with the local community, the emergency services, any bus operators that may be affected and any other organisation that could be impacted.

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).

As the APC are aware, both Kings Ride and Deans Road are the main roads that link many of the residential areas that form part of the Alfriston Village community. The double yellow lines are only present for a particular stretch of carriageway, more importantly being positioned near the 'bell-mouth' of the junction's access/exit.

As stated previously, both roads are narrow and the double yellow lines that are currently present prevent the roads from becoming even narrower due to unnecessary parking. It should be noted that parking could potentially block service and emergency vehicles from gaining access.

In residential areas with where children may be present, there is a large safety benefit in reducing the number of cars parked on the street. Child pedestrians are less visible to car drivers because a line of parked cars hides the child from car drivers. Parking restrictions around the bell-mouth of the junctions are also particularly useful as this allows both the child and car drivers to see oncoming vehicles.

Therefore, as a result of the above it is ESCC's stance that we will not routinely implement new parking restrictions in non-CPE areas as it would not be a good use of the boroughs limited resources. This means that once they have been removed, they will not be replaced.

APC Comment *"The ESH proposals lacked any consideration of a valley wide approach to traffic calming".*

ESH Response – As stated previously, there is no 'one size fits all' approach to traffic calming and its implementation. All traffic calming measures have strengths and weaknesses and the effectiveness of a scheme only works by selecting the most appropriate measures which in turn meet local objectives. Similar measures may not always give similar results when deployed in other areas.

It should be noted that similar area-wide traffic calming schemes may well include a variety of measures, and in such situations, it can be very difficult to attribute speed or casualty reductions to specific measures.

The design proposals submitted by ESH will be subject to a design review by both ESCC and the SDNPA, as well as subject to a highway safety review. Proposals will also be presented to both stakeholder and the general public via consultation in order to obtain reaction and feedback.

However, ESH agree with ESCC that the design proposals put forward are acceptable measures in dealing with Alfriston's traffic management issues.

ESCC priority remains to resolve what started as a road safety problem in the centre of Alfriston and to put in place other agreed measures in lieu of traffic signals in the narrows. Whilst, we understand the desire of local residents to consider a valley-wide solution, ESCC does not have the resources and therefore this would not be a priority for ESCC at this time. In order to take forward a valley wide solution APC would require agreement to funding by all Parish Councils in the valley.

APC Comment *"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".*

ESH Response – ESH agree with the APC and the sub-committee. Enforcement of traffic and parking restrictions would be a matter for Sussex Police. However, as stated previously, should changes be required as a result of the RSA and the consultation period, then both ESCC and ESH will make the required design changes/modifications.

APC Comment *“The transport sub-committee and the APC have also requested that the following indicative pricing strategy be completed in order to notify the APC of the estimated costings and an indication of the body whom ESCC envisages will fund each proposal”.*

ESH Response – ESH are currently preparing a pricing strategy, however it should be noted that certain costs can't be provided until conversations have been undertaken with, HE, DfT and ESCC Road Safety Team. Once, further design proposals have been agreed then ESH will be able to assign costs to measures accordingly.

However, the APC should be made aware that ESCC will only cover the costs for the village-wide 20mph, alterations to yellow lines and loading bays in the High Street and HGV signing. Therefore, everything else highlighted within **Table 1.1** would need to be funded by the APC.

Below is a guide to the cost of the more common requests that the council receives for the provision of highway works (as of August 2020). PLEASE NOTE: Costs quoted are approximate and are only activities associated with construction, the costs provided below do not include fees involved with the design and implementation of the scheme or the cost of any legal procedures involved unless stated.

It should also be noted when preparing a total price, ESH ask that you include an extra 20% onto the cost in order to gage the detailed design costs associated with the overall works.

Table 1.1
APC Pricing Strategy

Proposal	Estimated Cost	To Be Funded By	ESH Comment
Better directional signage on A27 for Newhaven port/freight	Communication has begun between ESH and Highways England. Further information will proceed.	ESCC	Responsibility of Highways England as the A27 is part of the Trunk Road network.
Better weight restriction/“road unsuitable for HGVs”/ “HGV do not follow satnav” signage at Drusillas Roundabout and Seaford (as previously illustrated)	Communication has begun between ESH and Highways England. Further information will proceed.	ESCC	Responsibility of Highways England as the A27 is part of the Trunk Road network.
Legislated width restriction (with some exceptions as per current weight restriction)	The introduction of width restriction has not been deemed a requirement at this time by ESCC.	ESCC	<p>The introduction of a weight restriction is the ‘standard’ method of regulating a road’s use for environmental purposes. A width restriction would usually only be used if a specific narrow section of road is present that would not be wide enough for certain vehicles.</p> <p>If this is to ‘back up’ the existing weight restriction to make it more visible the issue is one of enforcement (if</p>

Proposal	Estimated Cost	To Be Funded By	ESH Comment
			drivers are not taking notice of the existing restriction, they are unlikely to take notice of an additional restriction). They would also need to establish that the vehicles seen within the existing restriction are doing so in contravention of this restriction and do not have legitimate access for delivering/loading purposes.
De-cluttering of signage at Drusillas roundabout	Communication has begun between ESH and Highways England. Further information will proceed.	ESCC	Responsibility of Highways England as the A27 is part of the Trunk Road network.
Cattle grids/cobbled rumble strip to accompany proposed SDNPA boundary signs	The introduction of 'Cattle Grids' will not be pursued further as part of these proposals as described above.		
Removal of white lines and cats' eyes C39 village to Drusillas	The removal of white lines and cats' eyes C39 village to Drusillas will not be pursued further as part of these proposals as described above.		
Village gateway build outs	£11,500	APC	Supply & Install (2 kerb buildouts) (This cost will rise if any electrical work is required.
Village gateway gates or planters	£2150	APC	Supply & Install Cost for wooden gates (If plastic its approx. £800)
New village signs	£390	APC	Supply & Install Cost (2 signs) **Posts not included in above price
Cobbled rumble strip at village gateways (X2)	£7,500	APC	Granite Setts / cobbles will be in the region of £75 - £90 per sqm depending on the material, size, depth, colour etc
Change in road surface colour - entirety of North St/High St/West St to car park entrance	£153,600	APC	Coloured asphalt along the length of the High Street and North Street. The study area has been calculated to the length over 604m width a 5m width.
Change in road surface texture (same area as re-colour)	£302,000	APC	Block paving is circa £45 - £50 as a starting price, and will go up depending on quality, colour, depth etc..
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	£40,000	APC	Coloured asphalt only. - Market Square & High Street up to Star Lane.
Re-modelling of road at intersection between car parks as per previous TPA design	ESH request further information from the APC in order to understand what the particular issue concerning this area. Once, confirmed ESH will consist with ESCC regarding a possible solution.		

Proposal	Estimated Cost	To Be Funded By	ESH Comment
Roundel at intersection between car parks			ESH request further information from the APC in order to understand what the particular issue concerning this area. Once, confirmed ESH will consist with ESCC regarding a possible solution.
Break up linear nature of North St			The above Gateway and traffic calming proposals put forward will indeed break up the existing feel and look of North Street. Therefore, ESH request further information from the APC on this particular issue.
Pavement buildouts/planters at various locations (tbc with ESH) along High St			By installing planters, buildouts and give-way lines in confined and inappropriate locations, the same issue of vehicle congestion will occur. This in turn will cause unnecessary delays including increased public transport journey times, increased emergency service response times as well as impacting the local environment in terms of noise and air quality.
Pavement buildouts to replace give way lines in High St.			Therefore, ESH recommended that buildouts not be pursued further as part of these proposals.
Convex mirror at Tavern on Tye/narrow bend in High St			The introduction of a 'Convex mirror' will not be pursued further as part of these proposals as described above.
Double yellow lines outside Star Inn			ESH will discuss the implementation of double yellow lines with ESCC Parking Management Team.
Remove double yellow lines in Kings Ride and Deans Road.			ESH will discuss the removal of double yellow lines with ESCC Parking Management Team first before commitment is made.
Re-evaluation of and replacement of bollards			ESH will discuss the replacement of bollards with ESCC Parking Management Team first before commitment is made. However, at first glance this is unlikely to be achievable ESH understand that there is a current problem with traffic mounting the footway in the narrower section and striking buildings, however the placement of bollards would make the current footways even narrower thus forcing pedestrians to walk on the carriageway, which in turn would cause further issue for mobility and sight impaired pedestrians.