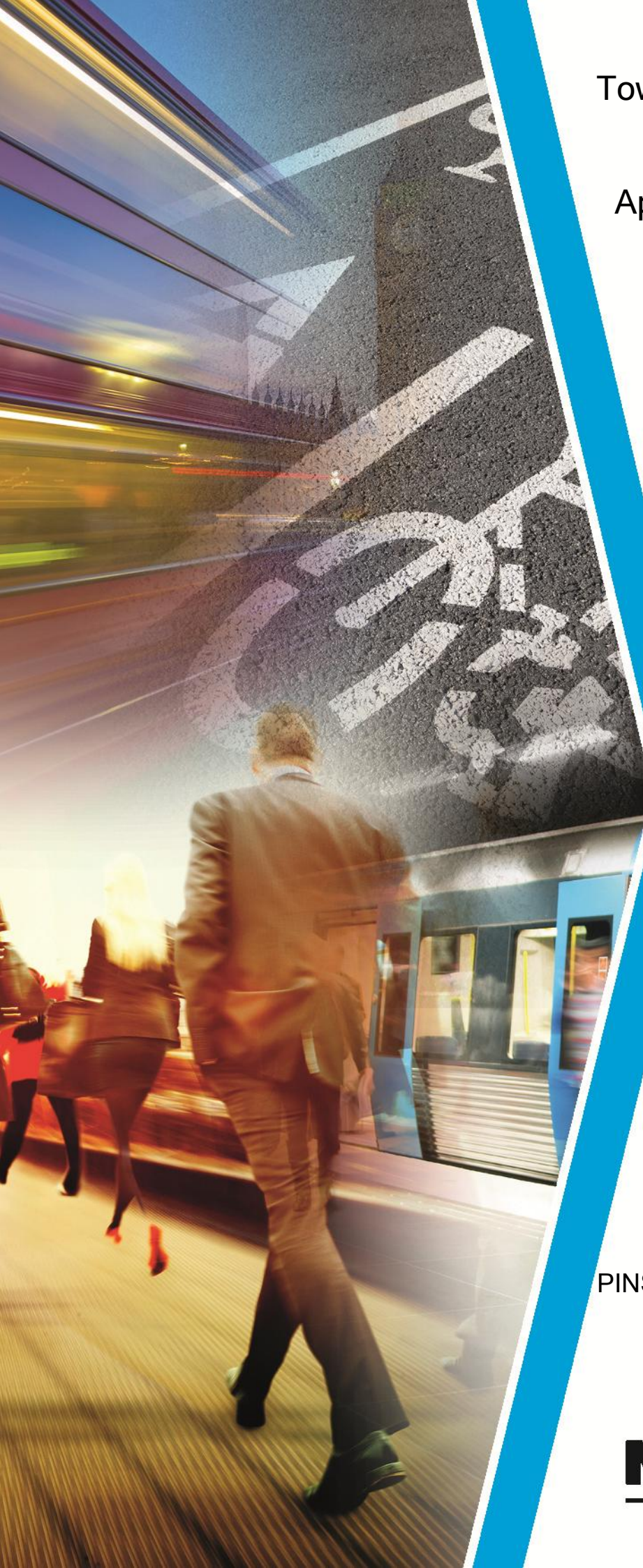




Town & Country Planning Act
1990 (as Amended)

Appeal by Croudace Homes
Limited

Land at Bird in Eye Farm,
South of Bird in Eye Hill,
Framfield, Uckfield, East
Sussex TN22 5HA

Proof of Evidence by
M Stevens MIHT on behalf of
Croudace Homes Limited

PINS Ref: APP/C1435/W/24/3356658
LPA Ref: WD/2024/1799/O
Date of Inquiry: 17 July 2025

June 2025

MILESTONE
TRANSPORT PLANNING

Land at Bird in Eye Farm, South of Bird in Eye Hill, Framfield, Uckfield, East Sussex TN22 5HA

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1. Experience & Qualifications

- 1.1 My name is Matt Stevens. I am a Member of the Institution of Highways and Transportation and an Executive Director of the firm Milestone Transport Planning Limited. I have 35 years' experience dealing with the highways and transportation implications of a wide range of private and public sector projects in locations throughout the country with full assessment under National and Local Planning Policy Guidance.
- 1.2 I advise clients on all technical aspects from the initial concept of scheme in terms of access, layout and off-site considerations, the identification of practical transport solutions, through to the preparation of Transport Assessments, Travel Plans and Environmental Statements, negotiation of planning consents and subsequently through to discharging planning conditions, negotiations with respect to measures / contributions required for Section 106 and Section 278 Agreements and implementation of schemes.
- 1.3 I also have experience in the planning and design of highways infrastructure, including site access solutions, off-site highway schemes including the identification of both small and large scale improvement measures, traffic management and calming strategies, road marking and signing schemes. In addition, I have experience of developing transport infrastructure solutions including schemes for enhancement of pedestrian, cycle and public transport routes and access to development, as well as the identification of both physical and management solutions to encourage access by non-car modes of travel through the preparation of Travel Plans.
- 1.4 My evidence is on behalf of Croudace Homes Limited (the "Appellant") and in respect of an Outline application with all matters reserved, except means of access to the site, for residential development of up to 190 dwellings with associated works, parking, landscaping, publicly accessible open space and SANG, with access from the B2102 (the "Appeal Scheme") on Land at Bird In Eye Farm, South of Bird in Eye Hill, Framfield, Uckfield TN22 5HA (the "Appeal Site").
- 1.5 I was first instructed by the Appellant to provide Transport Consultancy services in respect of the Appeal Site in December 2023. I have visited the Appeal Site and the surrounding area on many occasions since my original instruction and therefore have a detailed background knowledge for the purpose of giving evidence at this Appeal.
- 1.6 I have been retained by the Appellant to present highways and transport evidence at this Appeal.
- 1.7 The evidence I have prepared and provided for this Appeal is true, has been prepared and is given in accordance with the guidance of my professional institution and I confirm that the opinions expressed are true and professional.

2. Introduction & Scope of Evidence

2.1 I am retained by the Appellant to provide highways and transport professional services and act as expert witness in respect of the Appeal Site.

2.2 The outline application was submitted to WDC in July 2024 and was accompanied by a Transport Assessment ("TA") with appendices (CD1.13) including drawings showing the proposed access arrangements, swept path analysis and wider active travel access strategy. The outline application was also accompanied by a Framework Travel Plan ("FTP") (CD1.14), both documents dated July 2024.

2.3 The submission of the outline application followed a previous scheme on the Appeal Site for a much larger development of up to 290 dwellings that was dismissed by the Planning Inspectorate (CD14.3) by decision dated 12 October 2023.

2.4 Within the decision notice for the previous Appeal, the Inspector acknowledged in paragraph 52 that:

"...the development is in a suitable location in terms of accessibility as it would limit the need to travel and offer a genuine choice of transport modes in line with the Framework para 105. On this basis I find no conflict with Policies EN1, EN2, TR3 and TR13 of the LP, and Spatial Planning Objectives SPO7 and SPO15, and Policy WCS7 of the CS which require development to be located efficiently in relation to existing development and to public transport, the provision of safe and convenient pedestrian routes which link to the existing footpath network, and the provision of suitable public transport infrastructure."

2.5 The previous Inspector did however maintain, on balance, that the proposals led to an unacceptable impact on highway safety, principally related to the main vehicular access, as noted in paragraph 39 of the decision notice which noted:

"I have found an unacceptable impact on highway safety as a result of the proposal. For this reason the proposal would conflict with Policies TR3 of the LP and Spatial Planning Objective SPO12 of the CS which requires new development to not create unacceptable traffic conditions and to provide a satisfactory means of access. The Framework is also clear that development should be refused on highway grounds if there would be an unacceptable impact on highway safety."

2.6 Since the Appeal was validated by the Planning Inspectorate, the Appellant and East Sussex County Council ("ESCC"), as Highway Authority, have engaged in lengthy and collaborative dialogue to address the contested matters related to the design of the site access and highway safety.

2.7 I have led in this joint working on behalf of the Appellant and a comprehensive package of amended plans and supporting material, including the Stage 1 Road Safety Audit ("RSA1") (CD5.9), Designers Response and Highway Plans (CD5.10) has been submitted to the Inspector (CD5.1). These plans and particulars have then been consulted upon by WDC to the public and relevant organisations whereby the Consultation Period ran until 26 May 2025.

2.8 ESCC provided a formal response to the consultation in a letter to PINS dated 19 May 2025 (CD2.3). The Executive Summary of the ESCC consultation response states:

"This response is to the public consultation dated 12/05/2025 and justifiably retracts highway objection due to the revised access design and speed limit proposals principally. The appeal proposal now attracts highway support and recommends conditions for the decision and obligations to be secured in a legal agreement."

- 2.9 A Highways Statement of Common Ground (“Highways SoCG”) has been prepared between the Appellant and ESCC dated 21 May 2025 (CD4.2) that has also been provided to the Inspector.
- 2.10 Within the Planning SoCG (CD4.1) at paragraph 1.4 it states:
- “WDC accepts that highway matters have been resolved thus addressing their putative reason for refusal 1 in its Statement of Case (CD3.3)”*
- 2.11 As agreed at the 2nd Case Management Conference (“CMC”) conducted by the appointed Planning Inspector on 28 May 2025, the Inquiry will open on 17 July 2025 and will focus on areas of disagreement. As informed by the Inspector, matters related to highway safety are to be dealt with by way of a round table discussion.
- 2.12 Paragraph 3 of the Inspector’s CMC Summary states:
- “The main parties agree, as set out in the final agreed Highways Statement of Common Ground (Highways SoCG) dated 21 May, that highway issues are no longer contested between them in any way: East Sussex County Council (ESCC), the Local Highway Authority (LHA), is satisfied that its previous objections to the proposed development have been successfully overcome by the revised access and related matters set out in the Wheatcroft application.”*
- 2.13 Paragraph 3 continues to state: *“Nonetheless, third parties are still contesting highway issues.”* My evidence therefore considers the consultation responses from third parties on matters relating to transport and highways.
- 2.14 In addressing the consultation responses, I will, where appropriate, cross reference the relevant policies, core documents, plans and particulars, including the Highways SoCG (CD4.2).
- 2.15 It is the Appellant’s case that the revised access design and speed limit proposals, that have been subject to comprehensive review and Road Safety Audit, not only attracts highway support from ESCC and all parties are agreed on the conditions and obligations, but that the proposed means of vehicular access to the Appeal Site addresses the concerns raised by the Inspector in dismissing the previous Appeal.
- 2.16 In this regard, the requirements of the Framework in para. 115, part d) are met in that the proposed means of vehicular access to the Appeal Site can demonstrate that in terms of capacity, congestion and highway safety, any significant impacts on the transport network are cost effectively mitigated to an acceptable degree through a comprehensive, vision-led approach.
- 2.17 Further, the requirements of para. 116 of the Framework are met in that the proposed means of vehicular access to the Appeal Site will not lead to an unacceptable impact on highway safety and that any residual impact on the road network as a result of the proposed mitigation, taking into account all reasonable future scenarios, will not be severe.

3. Highway Issues Contended by Third Parties

3.1 In this section of my Proof of Evidence I consider and seek to respond to the consultation responses received by WDC from members of the public and other relevant organisations including Framfield Parish Council (“FPC”) and Uckfield Town Council (“UTC”) pursuant to the Wheatcroft application submitted on 9 May 2025 (CD2.5, CD2.6 & CD2.7 refers).

3.2 From my detailed review of these representations, I have grouped my response in the following sub-sections to the highway issues raised by third parties into key topic areas, namely:

- The appropriateness of the site access junction in design and locational context.
- The accessibility credentials of the Appeal Site.
- The impact of development-related trips on the safety and capacity of the wider highway network.

Site Access & Associated Works

Appropriateness of Junction Form

3.3 A common theme of the consultation responses is the appropriateness of the roundabout access proposed to serve the Appeal Site in which they refer to the general location characteristics as being a ‘*rural setting*’.

3.4 The Inspector will have the opportunity to consider the locational characteristics of the Appeal Site when he makes his site visit as part of the Inquiry. It is, however, my professional judgement that the section of the B2102 Bird in Eye Hill in proximity to the Appeal Site access is not rural in character but rather marks a transitional point between the rural and urban environment.

3.5 The B2102 Bird in Eye Hill from the existing 30mph speed limit transition to the Appeal Site Access already provides an access to the not insubstantial, commercial / employment development with multiple occupiers at Bird in Eye Farm that is to be retained as part of the Appeal Site proposals.

3.6 In addition, I note that there is frontage access to 21 residential properties that, whilst set-back, are provided with driveways / garages served off 18 dropped kerbs. There is also The Yard, a further commercial / employment development with multiple occupiers, that is also accessed from this section of the B2102 Bird in Eye Hill.

3.7 The Appeal Site Access roundabout will serve as a gateway feature to reinforce the transition between the rural and urban environment and is an effective and complimentary measure to the changes of speed limit proposed, as addressed later within my proof.

3.8 The scale of the Appeal Site Access roundabout has reduced considerably from the 36-metre Inscribed Circle Diameter (“ICD”) full-sized design as appended to the original TA (CD1.13) to a 28-metre ICD compact design (CD5.2).

3.9 The 28-metre ICD compact design, as shown on the Proposed Access Plan (CD5.2) is designed with full regard to the geometric standards as set out within the Design Manual for Roads and Bridges (“DMRB”) CD116 (CD9.9) and has been subject to rigorous design review with ESCC and their appointed consultants and through the independent RSA1 process (CD5.9 and CD5.10 refers).

- 3.10 The DMRB standards require appropriate deflection to be provided on approach to the Appeal Site Access roundabout. Deflection is a safety feature of roundabout design where the angled entry and exit paths slow vehicle speeds, encouraging them to give-way and thereby reduce the likelihood of accidents.
- 3.11 The location of the traffic islands and kerb buildouts coupled with signage and landscape features on entry / exit and within the roundabout design are sited specifically to address see-through issues and prevent vehicles from cutting across the junction on the wrong side of the carriageway.
- 3.12 The appropriate discharge of highway surface water will be an essential component of the S278 Detailed Design that, in accordance with Condition wording should the Inspector be minded to grant permission, will need to be submitted to and technically accepted in writing by ESCC, as Highway Authority prior to development commencing and be fully implemented prior to the first occupation of the Appeal Site.
- 3.13 A suitable surface water drainage system will be designed to accommodate a 1 in 100 year storm plus climate change event and discharge into the adopted drainage system will be restricted to greenfield run-off rates.
- 3.14 Concern is raised with regard to the ability of the Appellant to deliver the Appeal Site Access roundabout and associated works based on a query originally raised by ESCC regarding unregistered land.
- 3.15 Attention is drawn to Table 4.1 of the Highways SoCG (CD4.2) which summarises correspondence between Appellant and ESCC dated 9 February 2025 confirming there is no unregistered gap between the landowner's title and the adopted highway. It is the case, therefore, that all necessary land for the Appeal Site Access proposals is under the control of the Appellant or ESCC, as Highway Authority. This is also confirmed in paragraph 2.7, part 3 of the Planning SoCG (CD4.1), as agreed with WDC, as Planning Authority
- 3.16 Taking all the above into account, I note that Part ii) of the summary to the ESCC consultation response (CD2.3) states:

"The design of the access in the form of a compact roundabout satisfactorily complies with DMRB requirements and has successfully been safety audited subject to minor amendments which can be addressed at detailed design stage."

Changes in Speed Limit

- 3.17 The B2102 Bird In Eye Hill in the vicinity of the Appeal Site is currently subject to a national speed limit (60mph) which transitions to a 30mph speed limit circa 425-metres south-west of the Appeal Site Access roundabout.
- 3.18 Automatic Traffic Count ("ATC") surveys, with counter loops installed to the east and west of the existing vehicular access to the Appeal Site were commissioned by the Appellant for a continuous 7-day period commencing from 19 January 2024 to gather classified volumetric data as well as to record average and 85th percentile vehicle speeds. ESCC have had sight of the results as part of the RSA1 and Designers Response (CD5.9 & CD5.10) and are agreed that the ATC Survey Data is robust and appropriate.
- 3.19 Table 3.1 summarises the speed recordings from the Appellants ATC surveys that are shown to be significantly below the posted 60mph speed limit.

Table 3.1 Summary of Recorded Speeds - B2102 Bird in Eye Hill

Site	Direction	85 th Percentile Speed	Mean Average Speed
Site 1 (East of Appeal Site Access)	Eastbound	45.4mph	38.8mph
	Westbound	46.1mph	36.7mph
Site 2 (West of Appeal Site Access)	Eastbound	41.4mph	35.7mph
	Westbound	40.0mph	34.4mph
Average	Eastbound	43.4mph	37.1mph
	Westbound	43.1mph	35.6mph

- 3.20 ESCC also have vehicle speed records taken from two permanent ATC counter site in the vicinity of the Appeal Site, as shown below:

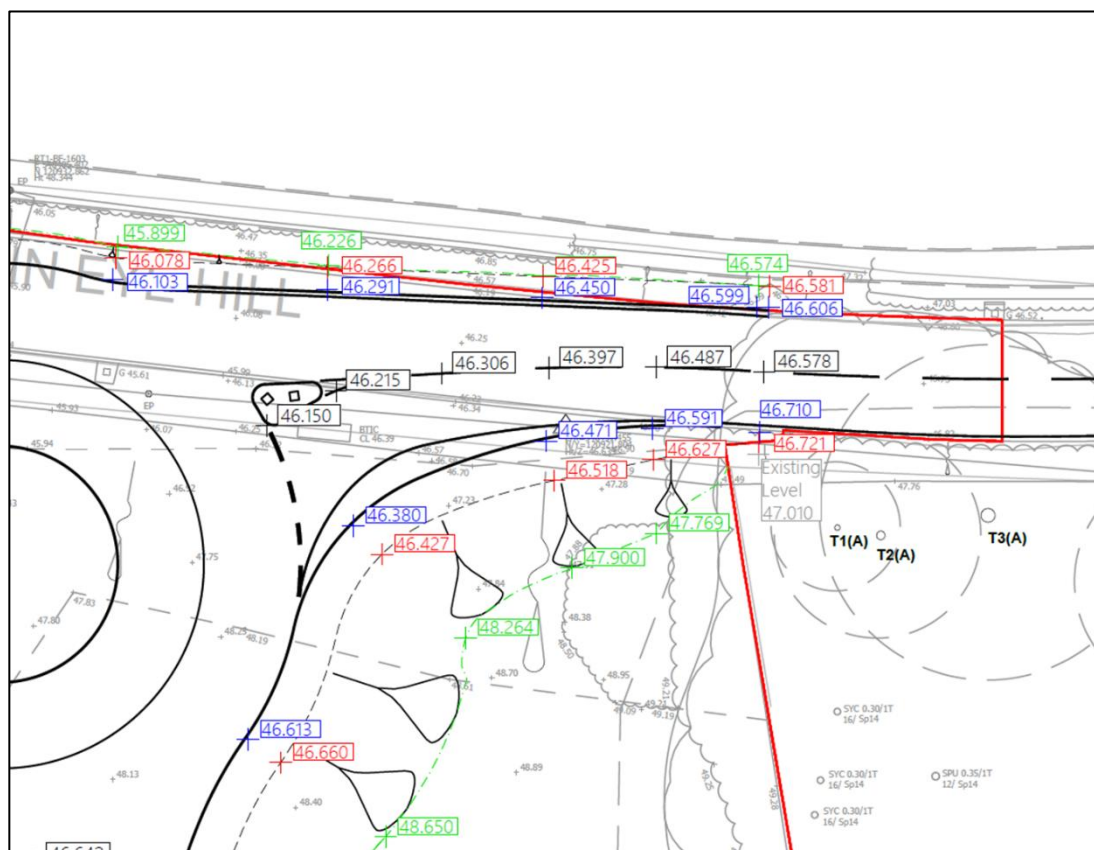
Permanent Counter (Foxdown) west of site (01/01/23 - 01/01/24):	
Eastbound:	
85 th percentile 42mph; mean average 36mph; AM/PM peak: mean average 38mph/38mph	
Westbound:	
85 th percentile 43mph; mean average 38mph; AM/PM peak: mean average 42mph/39mph	
Lantern House east of site (10/07/23 - 19/07/23)	
Eastbound:	
85 th percentile 48mph; mean average 41mph; AM/PM peak: mean average 48mph/43mph	
Westbound:	
85 th percentile 44mph; mean average 39mph; AM/PM peak: mean average 43mph/40mph	

- 3.21 The existing recorded speeds on the B2102 Bird in Eye Hill, even before the introduction of the Appeal Site Access roundabout and associated works, support the introduction of a 40mph speed limit.
- 3.22 As required in the ESCC Policy PS05/02 (CD9.12) and the DfT Circular 01/2013 (CD9.11), the criteria for the introduction of a 40mph speed limit on a given road includes:
- Less built up areas, set back properties with frontage access indicating to drivers the need to reduce speed.
 - Mean vehicle speed below 42mph.
- 3.23 On this basis, I consider that the section of the 40mph speed limit to be introduced meets these Policy criteria.
- 3.24 The Police have been consulted by ESCC alongside the design development of the changes to the speed limit. ESCC have fed back Police comments throughout that process and both parties are supportive of the proposed scheme as confirmed in Part i) of the summary to the ESCC consultation response (CD2.3) states:

“The proposed speed limit arrangement accords with the speed limit policy. The highway authority is satisfied that the criteria are met for extending the 30mph and introducing the 40mph speed limit.”

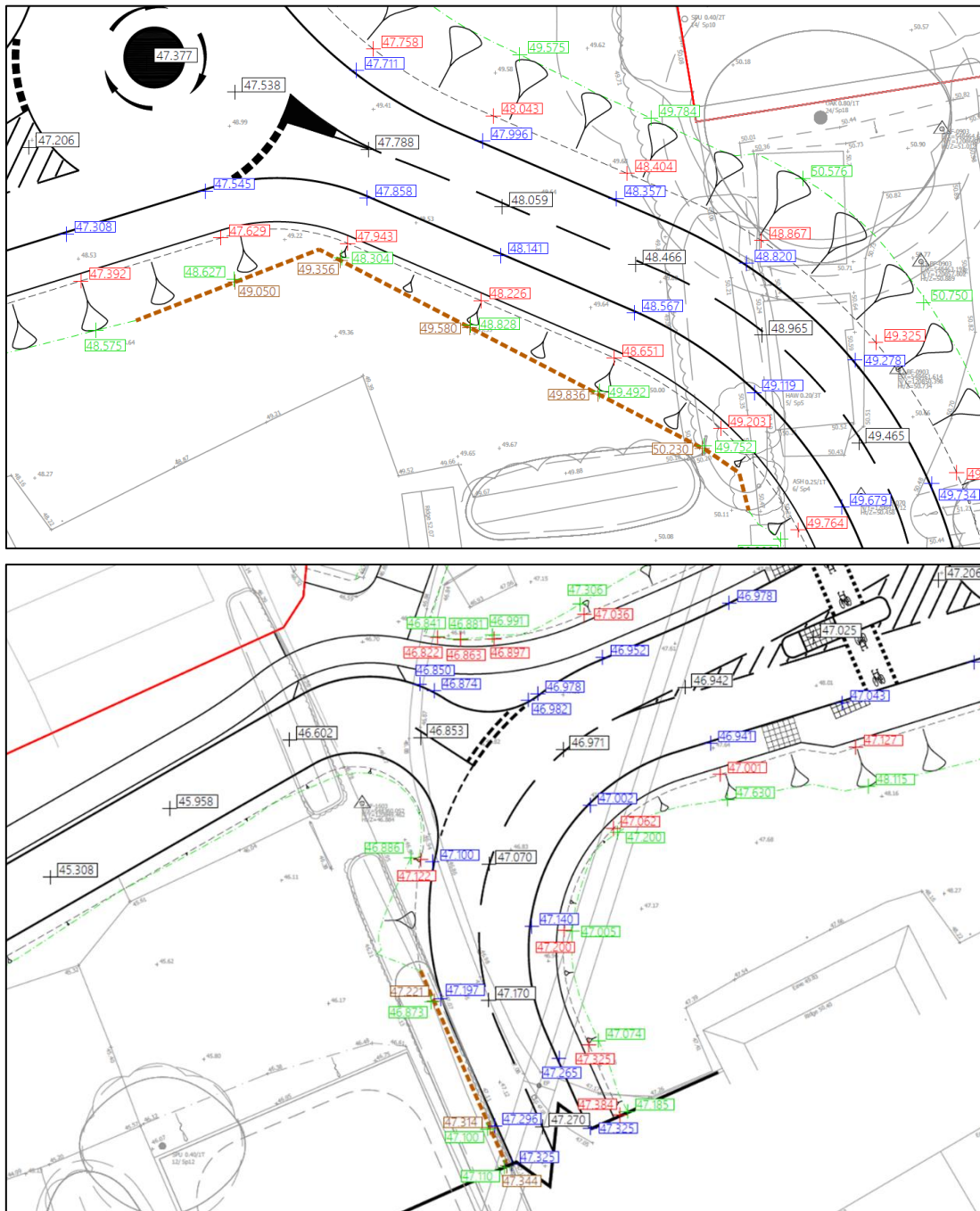
- ## Highway Drainage, Earthworks & Retaining Structures

- Figure 3.1 Extract of Plan 23138/001 Rev J (CD5.2) showing Earth Bank to B2102 Bird in Eye Hill Westbound Approach



- 3.30 Within the Appeal Site boundary, a combination of earthworks and a small retaining wall are required to address the change in levels between the proposed Appeal Site Access works and the existing, retained Bird in Eye Farm commercial / employment uses that will have no impact on the wider views into and out of the Appeal Site. As shown in Figure 3.2, south of the Appeal Site Access works, a 1:3 landscaped earth bank and a retaining wall with a maximum height of 1.08m extends for a distance of 49m along the boundary. In addition, and as shown in Figure 3.2, a small section of retaining wall of 15m in length is provided to the west of the retained access to Bird in Eye Farm that is set back at least 0.5m from the edge of the carriageway and has a maximum height of 0.47m.

Figure 3.2 Extract of Plan 23138/001 Rev J (CD5.2) showing Earth Bank and Retaining Wall Provisions on Appeal Site Access



Provision for Cyclists

- 3.31 The Appeal Site Access makes reasonable provision for cyclists that reflects the levels of current and predicted future demand for cycling along the B2102 Bird in Eye Hill / Framfield Road corridor as well as that generated by the Appeal Site proposals themselves.
- 3.32 In making provision for cyclists, the Appeal Site proposals have been developed by the Appellant and reviewed by ESCC, as Highway Authority, to ensure compliance with the requirements of LTN1/20 and Active Travel England (“ATE”) standing advice that all new infrastructure is directly accessible for all, and reflect the five core principles of being coherent, direct, safe, comfortable and attractive.
- 3.33 Under these key principles, the provision for cyclists within the Appeal Site and improvements to existing off-site infrastructure deliver routes that are simple to navigate and of a consistently high quality and, particularly in the context of the new share footway / cycleway towards Uckfield town centre are at least equally as direct as the corresponding motor vehicle route.
- 3.34 LTN1/20 also requires cycle infrastructure to be safe for all, and always perceived as safe with good quality, well-maintained surfaces and public spaces well designed for people to spend time.
- 3.35 These principles have informed the design process that is agreed with ESCC as set out within the Highways SoCG (CD4.2), the ESCC Consultation Response (CD2.3), and the Planning SoCG (CD4.1, para. 1.4) agreed between the Appellant and WDC.
- 3.36 Appendix 4 to the original TA (CD1.13) provides survey data of travel demand along the B2102 corridor and the access to the existing commercial uses within Bird in Eye Farm. This included records of cycle movements.
- 3.37 From survey data collected over a 14-hour period (06:00hrs - 20:00hrs) on Tuesday 23 January 2024, only 6 cyclists were recorded traversing the B2102 over the whole time period. Further surveys conducted continuously between Wednesday 5 June and Tuesday 11 June 2024 on the access to the existing commercial uses on the Appeal Site revealed that no more than 2 cycle movements were recorded in any given 24-hour period.
- 3.38 Section 6 of the TA (CD1.13) identifies the predicted mode split of travel demand generated by the Appeal Site proposals. Table 6.3 therein shows that the Appeal Site will generate no more than one cycle movement in any given peak hourly period and up to 11 cycle movements over a daily period.
- 3.39 The majority of cycle movements generated by the Appeal Site will have origins / destinations towards the local amenities and public transport facilities within Uckfield town centre.
- 3.40 These cycle movements will utilise the shared footway / cycleway to access the B2102 Framfield Road in the north-west corner of the Appeal Site and will not pass through the Appeal Site Access roundabout.
- 3.41 In regard to the safety record for the B2102 Bird in Eye Hill / Framfield Road corridor, cyclists currently interact with general traffic, including HGVs, both in terms of through movement on the B2102 and also turning into and out of the existing sub-standard access to the commercial uses on the Appeal Site.

3.42 Nevertheless, the RSA1 (CD5.9) notes at paragraph 1.10:

“A summary of Personal Injury Collision (PIC) information was provided within the Audit Brief for the 10-year period ending November 2024. One collision, leading to slight injuries, was recorded in the vicinity of the site access. It occurred in 2016 approximately 60-metres west of the existing access. The incident involved a light goods vehicle and a cyclist and was attributed to dazzling morning sun obscuring the view of the driver. No collisions were recorded at the existing site access.”

3.43 Based on the above, I consider that there is a good safety record related to cyclists traversing the B2102 Bird in Eye Hill / Framfield Road corridor and that cycle demand at the Appeal Site Access roundabout, under current and predicted future conditions, is extremely low.

3.44 The Appeal Site Access roundabout nevertheless provides an improvement in conditions for the small number of cyclists that currently pass through this junction.

3.45 I consider that the reduction in speed limit from 60mph to 40mph coupled with the horizontal deflection, signage, high resistant surfacing and lighting to enable cyclists to see and be seen, all of which are incorporated into the design of the Appeal Site Access roundabout, will serve to slow general traffic to and through the junction. None of these features exist with the existing conditions.

3.46 I also note that there is sufficient carriageway space on the circulatory carriageway for cyclists to traverse the roundabout with other vehicles. If a cyclist is followed by a larger HGV on entry to or through the roundabout, then that larger vehicle is required to yield under the Highway Code.

3.47 Such occurrences are likely to be low in number and will not cause any noticeable reduction in the operational capacity of the B2102 Bird in Eye Hill / Framfield Road corridor in the vicinity of the Appeal Site.

3.48 The cycle on and off-slips and crossing facilities, supported by appropriate signage, on the Appeal Site Access arm of the roundabout will further highlight to other road users the presence of cyclists, particularly those vehicles, including HGVs entering / exiting the retained commercial uses on the site.

3.49 Fundamentally, no issues pertaining to cycle safety were raised within the RSA1 and, as noted in Part 2 of the ESCC Consultation Response (CD2.3), *“...the proposed roundabout design accommodates visual characteristics that reduce vehicle speeds sufficiently, alongside supporting active travel infrastructure.”*

Refuse Vehicle Access to North-Western Plots

3.50 The swept path analysis included within the plans appended to the RSA1 Designers Response (CD5.10) demonstrates that a refuse vehicle can access the residential units in the North-Western corner of the Appeal Site. The internal street serving these 10 residential plots is 5.5m in width and the horizontal alignment of the bell-mouth access off the access leading to the retained commercial uses in Bird in Eye Farm is such that a refuse vehicle requires both sides of the carriageway when accessing / egressing the Site.

3.51 It is important to state that the movement of refuse vehicles to the North-Western corner of the Appeal Site is infrequent, at once-a-week, and that the overall volumes of traffic serving the residential plots and the retained commercial uses in Bird in Eye Farm is low.

- 3.52 The horizontal alignment of the internal street serving these 10 residential plots and that of the retained access to the commercial uses within Bird in Eye Farm is such that approach speeds will be limited to no more than 20mph. Clear visibility for approaching vehicles in both directions towards the junction will meet the required standards for such a low speed environment.
- 3.53 In the event that a vehicle would be required to wait for a refuse vehicle to complete its manoeuvre, I consider that there will be no operational or safety risk given the infrequency of the movement and the intervisibility available.
- 3.54 Further, the Appeal Site Access works, including the internal street serving the North-Western corner of the Appeal Site have the support of ESCC, as Highway Authority, confirmed in their consultation response (CD2.3) and the signing of the Designers Response to the RSA1 (CD5.10) and associated swept path plans. ESCC therefore agree that no safety issue arises in relation to refuse vehicle access to the north-western units.

Access to Retained Commercial Uses

- 3.55 Movement Activity Surveys included as Appendix 4 to the original TA (CD1.13) show that instances of 16.5m articulated vehicles requiring access to the retained commercial uses within Bird in Eye Farm is low.
- 3.56 Over a weekly period (Wednesday 5 June - Tuesday 11 June 2024 inclusive), the number of recorded "OGV2" vehicles per day (24-hr), i.e. rigid vehicles with four or more axles and all articulated vehicles (trucks with trailers) are shown in Table 3.2.
- 3.57 Table 3.2 identifies that there is less than one OGV2 movement every two hours, i.e. such movements are extremely infrequent and the likelihood of two large rigid or articulated vehicles passing on the access to the retained commercial uses within Bird in Eye Farm is even less likely.

Table 3.2 Bird in Eye Farm - Recorded OGV2 Daily (24-hr) Movements

Date	Arrivals	Departures	Total
05.06.24 (Wednesday)	1	3	4
06.06.24 (Thursday)	4	4	8
07.06.24 (Friday)	6	5	11
10.06.24 (Monday)	2	2	4
11.06.24 (Tuesday)	3	3	6
Average Weekday	3	4	7

- 3.58 The swept path analysis included within the plans appended to the RSA1 Designers Response (CD5.10) are there to demonstrate that access to the retained commercial uses for rigid or articulated vehicles is possible with the Appeal Site Access works.
- 3.59 Whilst the alignment of the access to the retained commercial uses is such that large rigid or articulated vehicles would need to encroach into the opposing carriageway, the length of 'single track working' is limited to 30m and this is located at least 70m from the running carriageway of the B2102 Bird in Eye Hill.

- 3.60 In context, I note that the current Bird in Eye Farm arrangements only provide a single track access with no opportunities for passing for a distance of 125m. Any large rigid or articulated vehicle waiting to enter the site whilst another vehicle is exiting would be waiting immediately adjacent to, and its trailer may encroach into the running carriageway of the B2102 Bird in Eye Hill.
- 3.61 It is also the case that the horizontal alignment of the retained access to the commercial uses within Bird in Eye Farm is such that approach speeds will be limited to no more than 20mph. Clear visibility for approaching vehicles in both directions towards the short section of 'single track working' will meet the required standards for such a low speed environment.
- 3.62 In the event that a vehicle would be required to wait for a large rigid or articulated vehicle to complete its manoeuvre, there will be no operational or safety risk given the infrequency of the movement and the intervisibility available.
- 3.63 I therefore maintain that the Appeal Site Access works are a betterment over existing operational and safety conditions with the current access arrangements to Bird in Eye Farm.
- 3.64 The Appeal Site Access works, including the access to the retained commercial uses at Bird in Eye Farm have the support of ESCC, as Highway Authority, confirmed in their consultation response (CD2.3) and the signing of the Designers Response to the RSA1 (CD5.10) and associated swept path plans.
- 3.65 I note that Part iii) of the summary to the ESCC consultation response (CD2.3) states:
- "Vehicle tracking for the largest vehicles to regularly require access to the proposed development and existing employment units. These are demonstrated at the proposed roundabout, mini roundabout and within the internal sections of the estate roads."*
- 3.66 Representations have been made regarding parking demand associated with the commercial uses at Bird in Eye Farm and how this might be impacted by a perceived reduction in off-street parking due to the Appeal Site boundary, reducing the available space for parking within the retained site.
- 3.67 Under the approved 1986 plan (WDC Ref. W/1986/1823/F), the area of land surrounding the Oast House has consent for 18 car parking spaces; as per the plan included as Appendix MS3. It is proposed these 18 car parking spaces will be removed and replaced with green landscaping, improving the setting of the listed building.
- 3.68 Plan 23138/017 Rev E, included as Appendix MS4, reveals the location of the 18 car parking spaces to be removed (shaded pink), as well as the location of 15 existing car parking spaces within the Bird in Eye Farm boundary that are unaffected (shaded green).
- 3.69 Plan 23138/017 Rev E also reveals that within the Bird in Eye Farm boundary there is scope to provide at least 33 additional car parking spaces without compromising the existing loading / unloading route or access / egress to the existing commercial units. These additional spaces could not only compensate for any removed spaces in proximity of the Oast House but also provide additional capacity.
- 3.70 No evidence has been provided on the existing car parking demand within the Bird in Eye Farm boundary. However, the Movement Activity Surveys included as Appendix 4 to the original TA (CD1.13) continuously monitored vehicle arrivals and departures throughout the working day over a weekly period (Wednesday 5 June - Tuesday 11 June 2024 inclusive).

- 3.71 From this survey data, a parking demand profile can be calculated that is included as Appendix MS1 to my proof. It is noted that, based on the Movement Activity Surveys, the maximum recorded parking accumulation is circa 31 vehicles across the whole of the Bird in Eye Farm site.
- 3.72 To supplement this calculated data, I have undertaken parking beat surveys at Bird in Eye Farm on Wednesday 4 June, Thursday 5 June and Tuesday 10 June 2025 during the peak demand period of 10:00-14:00 hours.
- 3.73 The results of this exercise are included as Appendix MS2 and are summarised in Table 3.3 below. This shows that the observed maximum parking demand is 42 vehicles with an average parking demand of 35 vehicles.

Table 3.3 Summary of Parking Beat Survey - Bird in Eye Farm (June 2025)

Time	Total Parked Cars			
	04.06.25	05.06.25	10.06.25	Average
10:00	32	31	39	34
11:00	36	34	42	37
12:00	39	33	40	37
13:00	33	34	38	35
14:00	29	33	33	32
Average	34	33	38	35

- 3.74 Plan 23138/017 Rev E reveals there could, as a minimum, be 48 car parking spaces retained within the Bird in Eye Farm boundary. Therefore, the observed maximum parking demand detailed in Table 3.3 can be accommodated in a safe and convenient manner, with, on this assumption, a future maximum parking demand of 88% and average parking demand of 73%.
- 3.75 Further analysis of the Movement and Activity Surveys in respect of HGV parking reveals that maximum demand is for 8 HGVs to be parked within Bird in Eye Farm at any one time. Typically, average demand is for 2 HGVs to be parked at any one time.
- 3.76 Plan 23138/017 Rev E shows that 8 HGVs can easily be accommodated within the retained Bird in Eye Farm boundary without compromising the existing loading / unloading route or access / egress to the existing commercial units.
- 3.77 Based on this detailed analysis of the comprehensive Movement & Activity surveys conducted at Bird in Eye Farm, I consider that there is no likelihood of overspill beyond the retained Bird in Eye Farm boundary or the Appeal Site boundary should the Inspector be minded to grant permission for the Appeal Site proposals.

Access to 18 / 19 Bird in Eye Hill

- 3.78 The existing vehicular access to Nos. 18/19 Bird in Eye Hill is off the internal access serving the commercial / employment uses in Bird in Eye Farm.
- 3.79 As described in paragraph 4.1 of the Highways SoCG (CD4.2), access to Nos. 18/19 Bird in Eye Hill is retained off the Appeal Site's internal road network, with appropriate landscape screening and fencing. The Appellant has power under relevant land transfers to make the changes proposed to the vehicular access / egress rights for 18/19 Bird in Eye Hill through its land.
- 3.80 On this basis, I contend that the revised access to Nos. 18/19 Bird in Eye Hill is significantly safer than the current access arrangements and it has the full support of ESCC, as Highway Authority. Part ix) of the summary to the ESCC consultation response (CD2.3) states:
- "A suitable alternative access arrangement for properties 18 and 19 Bird in Eye Hill is shown within the site boundary linking onto a proposed estate road."*
- 3.81 Contrary to the consultation responses, there is not significantly more hardstanding as the route of the revised access follows, for the most part, the alignment of the existing access to the Bird in Eye Farm commercial / employment development. Of its 72-metres in total length, 60-metres will be on the existing Bird in Eye Farm access alignment.
- 3.82 The revised access will have a permeable bound gravel surface to enable natural drainage and remove any risk of surface water run-off to the public highway.
- 3.83 The number of vehicle movements generated by Nos. 18/19 Bird in Eye Hill is currently, and will be in the future, low with no more than 3 movements in any given peak hourly period, or 2 movements in any one direction.
- 3.84 This is considerably less than the existing traffic demand that utilises the single track access to the Bird in Eye Farm commercial / employment development. Table 4.3 of the original TA (CD1.13) reveals that on a typical weekday, the existing site track access can yield up to 26 vehicle movements in any given hourly period, including 2 HGV movements.
- 3.85 I therefore consider that the single track nature of the access, as per the existing arrangements, is appropriate to accommodate the predicted level of demand generated by the two existing residential properties.
- 3.86 In the unlikely event that two vehicles are using the access at the same time, a passing bay is provided midway along the revised access to Nos. 18/19 Bird in Eye Hill. Good forward visibility is provided to the passing bay in both directions along the revised access and it can accommodate two vehicles (i.e. one passing a pulled in vehicle).
- 3.87 The embankments on either side of the revised access to Nos. 18/19 Bird in Eye Hill, as shown on the Proposed Access Plan (CD5.2) are less than 400mm in height ensuring that vehicles entering / leaving the residential properties will be able to see and be seen from the access to the Appeal Site internal street network.
- 3.88 Pedestrian access to Nos. 18/19 Bird in Eye Hill is not in any way compromised by the revised access arrangements. As existing, there is no footway provision on the B2102 Bird in Eye Hill in vicinity of the two residential properties and therefore pedestrians would have to walk within the carriageway to access local amenities.

- 3.89 With the Appeal Site proposals, not only is pedestrian access maintained to the B2102 Bird in Eye Hill by way of a small section of hardstanding, principally for use by bin collection operatives, but, more significantly, residents of these two properties will have unfettered access to the active travel provision within the Appeal Site that delivers a safe, lit, traffic-free environment to gain access to Framfield Road.

Accessibility Credentials of Appeal Site

- 3.90 The accessibility of the Appeal Site by active travel modes, i.e. walking and cycling has been tested and found to be acceptable by the Inspector in respect of the previous Appeal Site proposals (CD14.3) who, at paragraph 52 of the Decision Notice states:

"Overall, therefore, I consider the development is in a suitable location in terms of accessibility as it would limit the need to travel and offer a genuine choice of transport modes in line with the Framework para 105 (now 110)."

- 3.91 The previous Inspector went on to find no conflict with WDC adopted Policies and Spatial Planning Objectives of the Core Strategy and that the Appeal Site is:

"...located efficiently in relation to existing development and to public transport, the provision of safe and convenient pedestrian routes which link to the existing footpath network, and the provision of suitable public transport infrastructure."

- 3.92 In respect of the current Appeal Site proposals, ESCC in their consultation response (CD2.3) in part vi) of their summary states: *"Proposals for active travel users both internal and external are acceptable and provide good quality links within the site and towards Uckfield town centre."*

- 3.93 Paragraph 4.1, part 7 of the Planning SoCG (CD4.1) states:

"In light of that appeal (PINS APP/C1435/W/22/3307820) it is agreed that the Appeal Site is in a sustainable location within walking and cycling distance from the town centre. It is further agreed that there is no basis for the appeal to be refused on locational sustainability grounds."

- 3.94 As detailed in the original TA (CD1.13) and FTP (CD1.14), the Appeal Site delivers both physical measures to enhance accessibility for active travel and public transport users as well as incentives to occupiers within the Appeal Site to use these alternative modes of travel to the private car.

- 3.95 Should the Inspector be minded to grant permission for the Appeal Site proposals, the following physical measures to enhance accessibility for active travel and public transport users will be secured by Condition:

- Safe facilities for cyclists to access the Appeal Site to / from the east on the B2102 Bird in Eye Hill, including cycle merge / diverge and crossing facilities to the main carriageway on the southern arm of the Appeal Site Access roundabout.
- Continuation of the Appeal Site's 3.0 metre wide shared footway / cycleway, with lighting, along the southern side of the B2102 Framfield Road, including cycle merge / diverge and crossing facilities to the main carriageway.
- Installation of improved dropped kerbs and tactile paving where minor roads form give-way junctions with the B2102 Framfield Road at Selby Road, Keld Avenue, Harcourt Road and Alexandra Road.
- New bus stop provision on the B2102 Framfield Road in proximity to the shared footway / cycleway and Hospital access, to include new passenger waiting shelters, seating and Real-Time Passenger Information (RTPI).

3.96 The incentives to be delivered to occupiers within the Appeal Site will be detailed within the Travel Plan and secured through S106 legal agreement, and include:

- A contribution to support service continuation for Route 29 that operates between Heathfield and Brighton via Tunbridge Wells, Uckfield and Lewes.
- A mobility hub within the Appeal Site to deliver EV car club vehicle with dedicated space and charging facilities, last mile delivery lockers and an E-bike cycle hire hub
- Flexible travel vouchers for use on bus tickets, train tickets, car club mileage shopping deliveries, cycle hire and cycle equipment.

3.97 Provisions will be agreed within the S106 to schedule the payment of the bus service contribution as well as a Travel Plan audit fee and Travel Plan secured bond sum.

Design Characteristics of Footway / Cycleway

3.98 The principle of the routing and alignment of the proposed shared footway / cycleway connecting the Appeal Site to the B2102 Framfield Road has been established and found acceptable to the Inspector within the Appeal Decision on the previous Appeal (CD14.3).

3.99 At paragraphs 50-52 the Inspector acknowledges that whilst the pedestrian / cycle link may not be an easy walk / cycle, it nevertheless improves access to the bus stops on Framfield Road and Uckfield town centre, offering a genuine choice of transport modes of access in line with the Framework (referencing paragraph 105 that is now paragraph 110) and WDC policies.

3.100 In conjunction with the current Appeal Site proposals, the routing and alignment of the initial section of the shared footway / cycleway off the B2102 Framfield Road, which is dictated by the wooded boundaries to adjoining land, remains unchanged from that found acceptable to the previous Inspector.

3.101 The routing and alignment of the remaining section of the footway / cycleway has been subject to detailed scrutiny, in conjunction with ESCC, to provide the most direct route to the residential development that minimises gradients and associated earthworks and impact on the listed Oast House.

3.102 Whilst nothing has been received in terms of a consultation response, the guidance published by ATE in a standing advice note (June 2024) entitled "*Active Travel and Sustainable Development*" has been followed in regard to the development of the pedestrian and cycle infrastructure to support the Appeal Site proposals.

3.103 The ATE standing advice references the Planning Application Assessment Toolkit containing 10 assessment criteria that ATE consider in reviewing new developments, these being:

- Forecast trip generation and assignment (incl. walking and cycling trips)
- Active Travel Route Audit
- Pedestrian Access to Local Amenities
- Cycling Accessibility
- Access to Public Transport
- Off-Site Contributions
- Site Permeability
- Placemaking
- Cycle Parking and Trip End Facilities

• Travel Planning

- 3.104 All 10 criterion have been addressed within the Transport Assessment and Framework Travel Plan that accompanied the planning application submission, the Highways SoCG (CD4.2) agreed with ESCC and the draft Conditions / S106 before the Inspector that are agreed with WDC / ESCC in respect of pedestrian and cycle provisions.
- 3.105 For criteria 7) - 10), the principles are established within the submitted material with the Application and the Appeal and further details are conditioned to be provided as part of a future Reserved Matters application should the Inspector be minded to grant permission for the Appeal Site proposals.
- 3.106 The ATE standing advice also refers to requirements for the design of pedestrian and cycle routes, these being:

- | | | |
|------------------|--------------------------------|--|
| - Safe | - Smooth, even surface | - Street Lighting |
| - Direct | - Seating at regular intervals | - Wayfinding |
| - Convenient | - Uncluttered | - Crossing points suitable for speed & traffic flow on road(s) |
| - Access for All | - Good natural surveillance | |
| - Step-Free | - Clear lines of sight | |

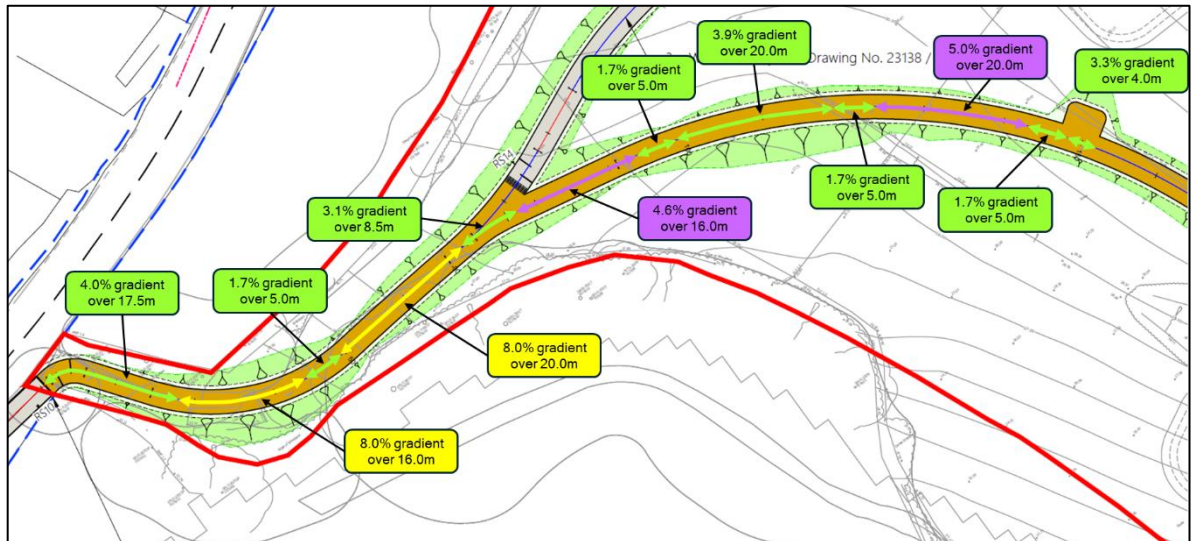
- 3.107 All these design requirements have been complied with and have formed the framework / basis for the development of the pedestrian and cycle infrastructure to support the Appeal Site scheme proposals and that have been agreed with ESCC.
- 3.108 The outcome of this detailed scrutiny and design development is summarised within part vi) of the summary to the ESCC consultation response (CD2.3), which states:

"Proposals for active travel users both internal and external are acceptable and provide good quality links within the site and towards Uckfield town centre. The proposed shared footway / cycleway is required to be lit and have a width of 3m on the public highway. Within the site, low level lighting would be acceptable to support cyclists and pedestrian during darkness."

Gradient

- 3.109 The Shared Footway / Cycleway Plan (CD5.3) rises at a continuous uphill gradient from Framfield Road to the internal street network within the Appeal Site for a distance of 330m.
- 3.110 Figure 3.3 shows the changes in gradient over the first 150m section of the Shared Footway / Cycleway Plan (CD5.3).
- 3.111 Within the first 150m section of the shared footway / cycleway there are two short sections where the gradient is at 8.0% (1:12). The alignment and gradient of the shared footway / cycleway on the first 150m section within the Appeal Site is the same as that found acceptable to the Inspector within the Appeal Decision on the previous Appeal (CD14.3).

Figure 3.3 Extract of Plan 23138/004 Ref F (CD5.3) - Gradient Changes over first 150m of Shared Footway / Cycleway



- 3.112 The first section at 8.0% gradient extends for a distance of 16m and is preceded by a shallower graded section at 4.0% (1:25) and followed by a flat section at 1.7% (1:60). The second section at 8.0% extends for a distance of 20m, preceded by a flat section at 1.7% (1:60) and followed by a shallower graded section of 3.1% (1:32).
- 3.113 Over the remaining length of the first 150m of the shared footway / cycleway, flat sections at 1.7% (1:60) are provided at every 20m intervals.
- 3.114 Figure 3.4 shows the changes in gradient over the second 180m section of the Shared Footway / Cycleway Plan (CD5.3).

Figure 3.4 Extract of Plan 23138/004 Ref F (CD5.3) - Gradient Changes over second 180m of Shared Footway / Cycleway



- 3.115 Within the second 180m section, the gradient of the shared footway / cycleway never exceeds 2.5% (1:50) and is essentially flat. Overall, less than 11% of the entire length of the proposed shared footway / cycleway exceeds a gradient of 5% (1:20).
- 3.116 At the transition between the first and second sections of the shared footway / cycleway, a more formal rest area is proposed off-line from the main route alignment that, subject to detail to be provided at Reserved Matters, is proposed to include benches / seating area and interpretation boards related to the heritage of the Oast House within Bird in Eye Farm.

Surveillance

- 3.117 The initial section of the shared footway / cycleway, parallel to the B2102 Bird in Eye Hill and past the improved bus stop infrastructure will be covered by street lighting that supports the extended 30mph speed limit and initial section of the 40mph speed limit, as shown on the Highway Plans appended to the RSA1 Designers Response (CD5.10).
- 3.118 As part of these measures, ESCC requested that the existing 'Welcome to Uckfield' signage be relocated to ensure that the full 3.0m shared footway / cycleway is usable for pedestrians and cyclists and there is no conflict with the proposed cycle crossing. The agreed location to relocate the signage is to the transition point between the relocated 30mph and 40mph speed limit.
- 3.119 Within the Appeal Site, the entire 330m length of the shared footway / cycleway will be subject to low level lighting, as agreed with ESCC and referenced in Part vi) of the summary to their consultation response (CD2.3).
- 3.120 Detail of the low level lighting to be provided will form part of a Reserved Matters application in due course but will be sensitively designed to include directional heads that focus illumination on the useable pathways and will minimise light spill onto the wider open space. The lux levels of the directional heads will be to an appropriate level that ensures pedestrian and cyclist comfort and safety during the hours of darkness.
- 3.121 The initial few metres of the shared footway / cycleway within the Appeal Site will have limited surveillance as it passes through the wooded boundaries to adjoining land. However, as noted previously within my proof, this short section of the shared footway / cycleway is the same in these respects as was found acceptable in accessibility terms by the Inspector within the Appeal Decision on the previous Appeal (CD14.3).
- 3.122 For the substantial remaining length of the shared footway / cycleway, any significant earthworks are on the southern side of the route alignment meaning that active travel users will be able to see and be seen from both the retained commercial uses within Bird in Eye Farm and the proposed residential properties within the Appeal Site fronting out to the open space.
- 3.123 Plan 23138/018 included as Appendix MS5 shows sightlines from relevant properties across the shared footway / cycleway.

Impact of Appeal Site Trip Generation on the Wider Highway Network

Impact on Rural Lanes

- 3.124 The scale of development proposed within the Appeal Site at 190 dwellings has reduced significantly from the previous Appeal proposals that were based on 290 dwellings.
- 3.125 The previous Inspector did not consider that the scale of development at that time would have an adverse impact on rural lanes in the vicinity of the Appeal Site but rather, at paragraph 39 of the Decision Notice (CD14.3), their reason for refusal was based on highway safety concerns regarding the design of the site access arrangements.
- 3.126 As noted in the Highways SoCG (CD4.2), ESCC, as Highway Authority do not consider that traffic generated by the Appeal Site proposals will have any adverse impact on rural lanes.
- 3.127 The rural lanes of Brookhouse Lane, Pump Lane, Sandy Lane and Stonebridge Lane do not provide more direct or quicker routes to neighbouring settlements north-east, east or south-east of the Appeal Site.
- 3.128 Of note, and from the detailed analysis of routing to / from origins and destinations in these directions contained within the original TA (CD1.13), development trips towards the small rural settlements of Palehouse Common, Easons Green and Halland to the south-east of the Appeal Site, would be directed west on the B2102 from the Appeal Site Access and the south via New Town and Eastbourne Road.
- 3.129 The majority of 27.9% of residential trips with origins / destinations in an easterly direction from the Appeal Site will follow the B2102 via Framfield and Blackboys to the B2192 and then onward connections to the A265 and A267 at Cross in Hand. Only a small proportion of these residential trips, a maximum of 7.8%, may possibly use Sandy Lane to access rural properties to the south of Buxted and Pounds Green in a north-easterly direction.
- 3.130 Section 6 of the original TA (CD1.13) shows that the proposed residential development will generate a total of 149 two-way trips in the morning peak hourly period and 114 two-way trips in the evening peak hourly period. On this basis, I consider that the maximum number of traffic movements that may use these rural lanes in any given hourly period is 12 two-way trips, or one trip every 5 minutes.
- 3.131 Under the terms of paragraph 116 of the Framework, I consider that there will not be an unacceptable impact on highway safety and the impact would not be severe at this level of additional trip generation. These matters are agreed with WDC and ESCC.

Impact on Town Centre Network

- 3.132 The impact of traffic generated by the Appeal Site proposals on the operation of key junctions within the Town Centre network has been thoroughly assessed using microsimulation modelling contained within the original TA (CD1.13).
- 3.133 This microsimulation modelling has been reviewed and scrutinised by ESCC as Highway Authority and, as set out within the Highways SoCG (CD4.2), it is agreed that the B2102 Framfield Road / New Town / Bridge Farm Road close to but below saturation under 2029 future assessment year AM and PM peak period conditions with development traffic added.

- 3.134 It is also agreed that the B2102 High Street / Bell Lane junction operates over capacity on all approach arms even under 2029 future assessment year AM and PM peak period conditions under 'baseline' conditions. The additional development-related traffic through this junction will exacerbate conditions to a level where it is agreed with ESCC that mitigation is required.
- 3.135 The Highways SoCG (CD4.2) notes at paragraph 6.11:
- "The Appellant is agreeable to the request from ESCC for funding to be secured by way of a S106 Agreement for a Signal Optimisation system that will link up a series of traffic signal controlled junctions and crossings within the Town Centre network to optimise vehicle movement and queuing, supported by Traffic Regulation Orders, as required, to manage on-street parking."*
- 3.136 The inclusion of this commitment to address impacts on the town centre network is agreed with ESCC as part of the comprehensive package of measures to be delivered by the Appeal Site and that has led the Highway Authority to reach its conclusion in their consultation response (CD2.3) that *"...the appeal proposal now attracts highway support..."*
- 3.137 A similar commitment was made in regard to addressing the impact on the town centre network from the previous Appeal Site proposals. As noted in the Inspector's Decision Notice (CD14.3) at paragraph 38, WDC raised no objection to the implementation of a signal optimisation scheme notwithstanding Rule 6 party concerns on the value of the contribution and when the signal optimisation would be delivered. In response, the Inspector concluded:
- "The development would have an impact on both High Street junctions within Uckfield...I am satisfied that the breakdown of this costing is sufficiently detailed and would mitigate this harm over time."*
- 3.138 It should be remembered that the previous Appeal Scheme proposals were for 290 dwellings whereas the current Appeal Scheme before the Inspector is for a much smaller development of 190 dwellings that will generate a significantly reduced number of vehicular trips through the town centre network.

4. Appeal Scheme Highway Safety & Accessibility Benefits

4.1 In this section of my proof, I summarise the tangible benefits to those that currently live and work in the local area arising from the Appeal Site proposals.

4.2 Should the Inspector be minded to grant permission, the Appeal Site will deliver a comprehensive package of highways and transport improvement measures that will have a direct and sustained positive impact on the local community through a physical works secured by Conditions and far reaching financial support secured by way of S106 legal agreement.

Slower speed of traffic on the B2102 corridor

4.3 The proposed reduction to the speed limit from 60mph to 40mph on the B2102 Bird in Eye Hill and the extension of 30mph speed limit on B2102 Framfield Road, supported by signage, lining and markings alongside lighting at top and bottom of hill, will deliver a significant benefit in terms of slower traffic speeds to occupiers of both residential and commercial uses that have to turn out of and pull into direct accesses along this road corridor.

4.4 From a study conducted by ESCC entitled 'Review of the Rural Speed Limit Review' (November 2011), included as Appendix MS6, Table 5 of the document consider before and after mean speeds at a sample of A-road and B-road speed reduction sites in the County. Two of the sites (B2089 Swailes Green and A28 Newenden Bridge) had a speed limit reduction from 60mph to 40mph and one of the sites (B2204 Catsfield Stream) had a speed limit reduction of 50mph to 40mph.

4.5 Taking data from all three sites, the average mean speed before the speed limit change was 40.7mph and the average mean speed after the speed limit changes was 35.8mph, a 4.9mph, or 12% reduction. Applying these observed speed reductions to the B2102 Bird in Eye Hill observed 'before' average mean speeds, as shown in Table 3.1 of my proof, could result in 'after' average mean speeds of 32.2mph eastbound and 30.7mph eastbound.

4.6 The DfT Circular 01/2013 (Revised March 2024) on Setting Local Speed Limits (CD9.11) references an earlier study (Taylor, Lynam and Baruya, 2000) which identifies that for every 1mph reduction in average speed, collision frequency decreases by around 5%. Based on the potential 5mph reduction in average speed on the B2102 Bird in Eye Hill, the collision frequency could reduce by up to 25%.

Significant operational and highway safety upgrade to the existing Bird in Eye Farm commercial access

4.7 The Appeal Site access proposals will address the existing severely sub-standard and restricted visibility splays and sight stopping distances for users / occupiers of Bird in Eye Farm and Nos. 18/19 Bird in Eye Hill.

4.8 For vehicles egressing from Bird in Eye Farm and Nos. 18/19 Bird in Eye Hill, the existing visibility splay to the left along the B2102 Bird in Eye Hill is restricted to 52m where the standard for the existing 60mph posted speed limit is 215m (or 160m at one step below).

4.9 The sight stopping distance for a vehicle approaching another vehicle waiting to turning right into Bird in Eye Farm and Nos. 18/19 Bird in Eye Hill from the B2102 Bird in Eye Hill is a maximum of 78m. Again this is well below the standard for the existing 60mph speed limit or 215m (or 160m at one step below).

4.10 The Appeal Site access proposals will also deliver two-way access / egress to Bird in Eye Farm, replacing the 125m length of single track access, and eliminating the potentially dangerous encroachment of waiting vehicles onto the main running carriageway of the B2102.

- 4.11 The Appeal Site access roundabout will deliver operational priority to right turning traffic off the B2102 into Bird in Eye Farm, which has the greatest demand, virtually eliminating queuing / stationary traffic without impacting on the capacity of other approaches.
- 4.12 The additional advance warning signage, surface treatment and lighting on approaches to and at the Appeal Site access roundabout will significantly improve road safety for all road users on the B2102 corridor as well as those accessing and egressing Bird in Eye Farm.

Enhanced Active Travel User provision on the B2102 corridor

- 4.13 The Appeal Site delivers good quality active travel links both within the Site and towards Uckfield town centre. Local residents, SANG users and occupiers of the commercial units in Bird in Eye Farm will benefit from the provision of a lit shared footway / cycleway on the B2102 Bird in Eye Hill, east of the hospital access that then extends off-carriageway through the Appeal Site, providing a safe off-carriageway route for all active travel users where no such facilities currently exist.
- 4.14 In addition, the existing footways on the B2102 Framfield Road, west of the hospital access, will be upgraded for the benefit and safety of all active travel users with accessible dropped kerbs and tactile paving provision at the junctions with Alexandra Road, Harcourt Road, Selby Road and Keld Avenue.

Sustained public transport provision

- 4.15 Without the additional funding to be delivered by the Appeal Site, secured by S106, there is the potential for the existing Route 29 bus service to be withdrawn once existing BSIP funding terminates. The funding delivered by the Appeal Site along with additional revenue generated by the Appeal Site residents will sustain the medium to long term support for timetabled bus services in the local area.
- 4.16 Improvements to bus stop infrastructure being delivered by Appeal Site, including shelters, seating and real time information boards, will increase the attractiveness of the bus service and provide a safe environment for passengers.

Addressing existing congestion on Uckfield town centre network

- 4.17 Funding from the Appeal Site, secure by S106, will be directly invested in upgraded traffic signal control technology within the town centre network, maximising operational efficiencies as well as reducing journey times and queuing, supported by Traffic Regulation Orders to manage on-street parking.

5. Summary & Conclusion

- 5.1 In overall conclusion, in my view, the Appeal Site proposals have been shown to accord with policies 115 and 116 of the NPPF, Policy TR3 of the WDC Local Plan (as adopted), Policy SPO12 of the WDC Core Strategy (as adopted) and ESCC Policy PS5-02 on the setting of local speed limits.
- 5.2 In particular, I believe that the requirements of the Framework in paragraph 115, part d) are met in that the proposed means of access to the Appeal Site can demonstrate that in terms of capacity, congestion and highway safety, any significant impacts on the transport network are cost effectively mitigated to an acceptable degree through a comprehensive, vision-led approach.
- 5.3 Equally, under the requirements of the Framework in paragraph 116, I consider that the proposed means of access to the Appeal Site will not lead to an unacceptable impact on highway safety and that any residual impact on the wider network as a result of the proposed mitigation, taking into account all reasonable future scenarios, will not be severe.
- 5.4 This position is supported by ESCC, as LHA, and demonstrated within the Highways SoCG.
- 5.5 On the basis of the evidence provided in this Proof of Evidence, I therefore respectfully request that the Inspector allows this Appeal.

Appendix MS1

Bird in Eye Farm - Movement Activity & Parking Demand

Wednesday05.06.24

Time Starting	Arrivals					Departures					Parking Demand
	From East		From West		All	To East		To West		All	
	Car / LGV	HGV	Car / LGV	HGV	Total	Car / LGV	HGV	Car / LGV	HGV	Total	
Parked at start of survey											7
00:00	0	0	0	0	0	0	0	0	0	0	7
00:15	0	0	0	0	0	0	0	0	0	0	7
00:30	0	0	0	0	0	0	0	0	0	0	7
00:45	0	0	0	0	0	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	7
01:15	0	0	0	0	0	0	0	0	0	0	7
01:30	0	0	0	0	0	0	0	0	0	0	7
01:45	0	0	0	0	0	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	7
02:15	0	0	0	0	0	0	0	0	0	0	7
02:30	0	0	0	0	0	0	0	0	0	0	7
02:45	0	0	0	0	0	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	7
03:15	0	0	0	0	0	0	0	0	0	0	7
03:30	0	0	0	0	0	0	0	0	0	0	7
03:45	0	0	0	0	0	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	7
04:15	0	0	0	0	0	0	0	0	0	0	7
04:30	0	0	0	0	0	0	0	0	0	0	7
04:45	0	0	0	0	0	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	7
05:15	0	0	0	0	0	0	0	0	0	0	7
05:30	0	0	1	0	1	0	0	0	0	0	8
05:45	0	0	0	0	0	0	0	0	0	0	8
H/TOT	0	0	1	0	1	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	1	1	7
06:15	0	0	0	0	0	0	0	0	0	0	7
06:30	1	0	0	0	1	0	0	0	0	0	8
06:45	0	0	0	0	0	1	0	0	0	1	7
H/TOT	1	0	0	0	1	1	0	0	1	2	
07:00	0	0	2	0	2	0	0	2	0	2	7
07:15	1	0	2	0	3	0	0	0	0	0	10
07:30	0	0	1	1	2	0	0	2	0	2	10
07:45	1	0	4	0	5	0	0	2	1	3	12
H/TOT	2	0	9	1	12	0	0	6	1	7	
08:00	0	0	4	0	4	1	0	2	0	3	13
08:15	2	0	2	0	4	0	0	1	0	1	16
08:30	0	0	2	0	2	0	0	2	0	2	16
08:45	1	0	3	0	4	1	0	2	0	3	17
H/TOT	3	0	11	0	14	2	0	7	0	9	
09:00	0	0	5	0	5	1	0	2	0	3	19
09:15	0	0	1	0	1	0	0	2	0	2	18
09:30	1	0	1	1	3	0	0	1	1	2	19
09:45	1	0	4	0	5	0	1	1	0	2	22
H/TOT	2	0	11	1	14	1	1	6	1	9	
10:00	1	0	1	0	2	0	0	4	0	4	20
10:15	1	0	4	0	5	0	0	0	0	0	25
10:30	0	0	1	1	2	1	0	3	0	4	23
10:45	0	0	0	0	0	1	0	2	0	3	20
H/TOT	2	0	6	1	9	2	0	9	0	11	
11:00	0	0	1	1	2	1	0	0	0	1	21
11:15	0	0	3	0	3	0	0	1	1	2	22
11:30	3	0	0	0	3	2	0	2	0	4	21
11:45	2	0	4	1	7	1	0	1	0	2	26

H/TOT	5	0	8	2	15	4	0	4	1	9	
12:00	1	0	1	0	2	2	0	2	1	5	23
12:15	0	0	2	0	2	0	0	3	0	3	22
12:30	0	1	2	0	3	0	0	1	0	1	24
12:45	0	0	4	0	4	2	0	9	0	11	17
H/TOT	1	1	9	0	11	4	0	15	1	20	
13:00	0	1	3	0	4	0	0	1	0	1	20
13:15	1	0	2	0	3	2	1	4	0	7	16
13:30	2	0	2	0	4	0	0	0	1	1	19
13:45	0	0	2	0	2	0	0	2	0	2	19
H/TOT	3	1	9	0	13	2	1	7	1	11	
14:00	0	0	4	1	5	0	0	4	0	4	20
14:15	3	0	2	0	5	2	0	1	0	3	22
14:30	0	0	3	0	3	0	1	3	0	4	21
14:45	0	0	3	0	3	1	0	6	0	7	17
H/TOT	3	0	12	1	16	3	1	14	0	18	
15:00	2	0	5	0	7	1	0	1	0	2	22
15:15	1	0	1	0	2	1	0	5	0	6	18
15:30	0	0	1	1	2	0	0	2	0	2	18
15:45	3	0	1	0	4	1	0	4	1	6	16
H/TOT	6	0	8	1	15	3	0	12	1	16	
16:00	0	0	0	1	1	0	0	2	0	2	15
16:15	0	0	4	0	4	1	0	2	0	3	16
16:30	0	0	1	0	1	3	0	4	0	7	10
16:45	1	0	2	0	3	1	0	0	0	1	12
H/TOT	1	0	7	1	9	5	0	8	0	13	
17:00	0	0	3	0	3	1	0	1	0	2	13
17:15	0	0	2	0	2	3	0	2	0	5	10
17:30	0	0	1	0	1	0	0	1	0	1	10
17:45	0	0	0	0	0	0	0	1	0	1	9
H/TOT	0	0	6	0	6	4	0	5	0	9	
18:00	0	0	0	0	0	1	0	0	0	1	8
18:15	1	0	1	0	2	0	0	2	0	2	8
18:30	1	0	0	0	1	1	0	3	0	4	5
18:45	0	0	0	0	0	0	0	0	0	0	5
H/TOT	2	0	1	0	3	2	0	5	0	7	
19:00	0	0	0	0	0	0	0	2	0	2	3
19:15	0	0	1	0	1	0	0	2	0	2	2
19:30	1	0	0	0	1	0	0	0	0	0	3
19:45	2	0	0	0	2	0	0	0	0	0	5
H/TOT	3	0	1	0	4	0	0	4	0	4	
20:00	0	0	0	0	0	0	0	2	0	2	3
20:15	1	0	0	0	1	0	0	1	0	1	3
20:30	0	0	2	0	2	1	0	0	0	1	4
20:45	0	0	0	0	0	0	0	0	0	0	4
H/TOT	1	0	2	0	3	1	0	3	0	4	
21:00	0	0	1	0	1	0	0	0	0	0	5
21:15	0	0	0	0	0	0	0	0	0	0	5
21:30	0	0	0	0	0	0	0	0	0	0	5
21:45	0	0	0	0	0	0	0	0	0	0	5
H/TOT	0	0	1	0	1	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	5
22:15	0	0	0	0	0	0	0	0	0	0	5
22:30	0	0	0	0	0	0	0	0	0	0	5
22:45	0	0	0	0	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	5
23:15	0	0	0	0	0	0	0	0	0	0	5
23:30	0	0	0	0	0	0	0	0	0	0	5
23:45	0	0	0	0	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	0	0	
24-hr Totals	35	2	102	8	147	34	3	105	7	149	

Bird in Eye Farm - Movement Activity & Parking Demand

Thursday06.06.24

Time Starting	Arrivals					Departures					Parking Demand
	From East		From West		All	To East		To West		All	
	Car / LGV	HGV	Car / LGV	HGV	Total	Car / LGV	HGV	Car / LGV	HGV	Total	
00:00	0	0	0	0	0	0	0	0	0	0	5
00:15	0	0	0	0	0	0	0	0	0	0	5
00:30	0	0	0	0	0	0	0	0	0	0	5
00:45	0	0	0	0	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	5
01:15	0	0	0	0	0	0	0	0	0	0	5
01:30	0	0	0	0	0	0	0	0	0	0	5
01:45	0	0	0	0	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	5
02:15	0	0	0	0	0	0	0	0	0	0	5
02:30	0	0	0	0	0	0	0	0	0	0	5
02:45	0	0	0	0	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	5
03:15	0	0	0	0	0	0	0	0	0	0	5
03:30	0	0	0	0	0	0	0	0	0	0	5
03:45	0	0	0	0	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	5
04:15	0	0	0	0	0	0	0	0	0	0	5
04:30	0	0	0	0	0	0	0	0	0	0	5
04:45	0	0	0	0	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	5
05:15	0	0	0	0	0	0	0	0	0	0	5
05:30	0	0	1	0	1	0	0	0	0	0	6
05:45	0	0	0	0	0	0	0	0	0	0	6
H/TOT	0	0	1	0	1	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	0	6
06:15	0	0	0	0	0	0	0	0	0	0	6
06:30	0	0	0	0	0	0	0	0	0	0	6
06:45	1	0	1	0	2	1	0	0	0	1	7
H/TOT	1	0	1	0	2	1	0	0	0	1	
07:00	1	0	2	0	3	1	0	1	0	2	8
07:15	1	0	3	1	5	1	0	2	0	3	10
07:30	0	0	2	1	3	0	0	1	1	2	11
07:45	1	0	1	0	2	1	0	2	0	3	10
H/TOT	3	0	8	2	13	3	0	6	1	10	
08:00	1	0	1	1	3	0	0	0	1	1	12
08:15	1	0	3	0	4	0	0	2	0	2	14
08:30	1	0	3	0	4	1	0	1	1	3	15
08:45	2	0	3	0	5	0	0	2	0	2	18
H/TOT	5	0	10	1	16	1	0	5	2	8	
09:00	2	0	2	0	4	0	0	0	0	0	22
09:15	1	0	2	0	3	0	0	0	1	1	24
09:30	0	0	3	0	3	3	1	2	0	6	21
09:45	0	0	1	0	1	0	0	1	0	1	21
H/TOT	3	0	8	0	11	3	1	3	1	8	
10:00	0	0	1	0	1	0	0	1	0	1	21
10:15	0	0	3	0	3	1	0	6	0	7	17
10:30	0	0	3	0	3	2	0	3	0	5	15
10:45	1	0	1	0	2	0	0	2	0	2	15
H/TOT	1	0	8	0	9	3	0	12	0	15	
11:00	0	0	3	0	3	0	0	0	0	0	18
11:15	0	0	0	0	0	1	0	1	0	2	16
11:30	0	0	1	0	1	0	0	0	0	0	17
11:45	0	0	0	0	0	1	0	1	0	2	15
H/TOT	0	0	4	0	4	2	0	2	0	4	

12:00	1	0	0	0	1	1	0	1	1	3	13
12:15	2	0	2	0	4	0	0	4	0	4	13
12:30	0	0	2	0	2	0	0	1	0	1	14
12:45	0	0	4	0	4	1	0	0	0	1	17
H/TOT	3	0	8	0	11	2	0	6	1	9	
13:00	0	1	1	1	3	0	0	2	0	2	18
13:15	1	0	0	1	2	1	0	3	0	4	16
13:30	2	0	1	0	3	0	0	2	1	3	16
13:45	1	0	1	1	3	0	1	2	0	3	16
H/TOT	4	1	3	3	11	1	1	9	1	12	
14:00	1	0	2	1	4	0	0	4	0	4	16
14:15	1	0	3	0	4	1	0	4	1	6	14
14:30	0	0	1	1	2	1	0	3	1	5	11
14:45	0	0	3	0	3	2	1	0	0	3	11
H/TOT	2	0	9	2	13	4	1	11	2	18	
15:00	0	0	1	0	1	1	0	0	1	2	10
15:15	2	0	0	0	2	0	0	0	0	0	12
15:30	0	0	2	0	2	0	0	2	0	2	12
15:45	0	0	1	1	2	0	0	2	0	2	12
H/TOT	2	0	4	1	7	1	0	4	1	6	
16:00	0	0	1	1	2	1	0	2	1	4	10
16:15	1	0	1	0	2	1	0	4	0	5	7
16:30	1	0	1	0	2	0	0	0	0	0	9
16:45	0	0	1	0	1	3	0	3	0	6	4
H/TOT	2	0	4	1	7	5	0	9	1	15	
17:00	0	0	0	0	0	0	0	3	0	3	1
17:15	0	1	0	0	1	0	0	0	0	0	2
17:30	1	0	1	0	2	0	0	2	0	2	2
17:45	0	0	1	0	1	2	0	0	0	2	1
H/TOT	1	1	2	0	4	2	0	5	0	7	
18:00	1	0	3	0	4	0	0	1	0	1	4
18:15	1	0	0	0	1	0	0	1	0	1	4
18:30	0	0	1	0	1	0	0	0	0	0	5
18:45	0	0	1	0	1	1	0	2	0	3	3
H/TOT	2	0	5	0	7	1	0	4	0	5	
19:00	0	0	0	0	0	1	0	0	0	1	2
19:15	0	0	0	0	0	0	0	0	0	0	2
19:30	1	0	0	0	1	0	0	2	0	2	1
19:45	0	0	2	0	2	0	0	1	0	1	2
H/TOT	1	0	2	0	3	1	0	3	0	4	
20:00	1	0	4	0	5	1	0	0	0	1	6
20:15	0	0	0	0	0	0	0	1	0	1	5
20:30	0	0	0	0	0	0	0	2	0	2	3
20:45	0	0	2	0	2	1	0	0	0	1	4
H/TOT	1	0	6	0	7	2	0	3	0	5	
21:00	0	0	0	0	0	0	0	0	0	0	4
21:15	0	0	0	0	0	0	0	0	0	0	4
21:30	0	0	0	0	0	0	0	0	0	0	4
21:45	0	0	0	0	0	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	4
22:15	0	0	1	0	1	0	0	0	0	0	5
22:30	0	0	1	0	1	0	0	0	0	0	6
22:45	0	0	0	0	0	0	0	0	0	0	6
H/TOT	0	0	2	0	2	0	0	0	0	0	
23:00	0	0	1	0	1	0	0	1	0	1	6
23:15	0	0	0	0	0	0	0	0	0	0	6
23:30	0	0	0	0	0	0	0	0	0	0	6
23:45	0	0	0	0	0	0	0	0	0	0	6
H/TOT	0	0	1	0	1	0	0	1	0	1	
24-hr Totals	31	2	86	10	129	32	3	83	10	128	

Bird in Eye Farm - Movement Activity & Parking Demand

Friday07.06.24

Time Starting	Arrivals					Departures					Parking Demand
	From East		From West		All	To East		To West		All	
	Car / LGV	HGV	Car / LGV	HGV	Total	Car / LGV	HGV	Car / LGV	HGV	Total	
00:00	0	0	0	0	0	0	0	0	0	0	6
00:15	0	0	0	0	0	0	0	0	0	0	6
00:30	0	0	0	0	0	0	0	0	0	0	6
00:45	0	0	0	0	0	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	6
01:15	0	0	0	0	0	0	0	0	0	0	6
01:30	0	0	0	0	0	0	0	0	0	0	6
01:45	0	0	0	0	0	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	6
02:15	0	0	0	0	0	0	0	0	0	0	6
02:30	0	0	0	0	0	0	0	0	0	0	6
02:45	0	0	0	0	0	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	6
03:15	0	0	0	0	0	0	0	0	0	0	6
03:30	0	0	0	0	0	0	0	0	0	0	6
03:45	0	0	0	0	0	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	6
04:15	0	0	0	0	0	0	0	0	0	0	6
04:30	0	0	0	0	0	0	0	0	0	0	6
04:45	0	0	0	0	0	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	6
05:15	0	0	0	0	0	0	0	0	0	0	6
05:30	0	0	1	0	1	0	0	0	0	0	7
05:45	0	0	0	0	0	0	0	0	0	0	7
H/TOT	0	0	1	0	1	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	1	1	6
06:15	0	0	0	0	0	0	0	1	0	1	5
06:30	0	0	1	0	1	0	0	0	0	0	6
06:45	1	0	0	0	1	2	0	1	0	3	4
H/TOT	1	0	1	0	2	2	0	2	1	5	
07:00	0	0	1	0	1	0	0	0	0	0	5
07:15	1	0	0	0	1	0	0	2	0	2	4
07:30	1	0	3	1	5	2	0	1	1	4	5
07:45	2	0	4	2	8	0	1	1	1	3	10
H/TOT	4	0	8	3	15	2	1	4	2	9	
08:00	2	0	1	0	3	0	0	1	1	2	11
08:15	1	0	4	1	6	1	0	3	0	4	13
08:30	0	0	1	0	1	1	0	1	0	2	12
08:45	3	0	5	0	8	3	0	0	0	3	17
H/TOT	6	0	11	1	18	5	0	5	1	11	
09:00	0	0	2	0	2	1	0	4	0	5	14
09:15	3	0	2	1	6	0	0	2	0	2	18
09:30	0	0	3	1	4	0	0	1	0	1	21
09:45	1	0	2	0	3	0	0	2	3	5	19
H/TOT	4	0	9	2	15	1	0	9	3	13	
10:00	0	2	2	0	4	0	0	2	1	3	20
10:15	0	0	2	0	2	2	0	0	0	2	20
10:30	0	0	0	2	2	0	1	2	0	3	19
10:45	2	0	1	0	3	0	0	2	0	2	20
H/TOT	2	2	5	2	11	2	1	6	1	10	
11:00	1	2	0	0	3	0	0	1	1	2	21
11:15	0	0	1	2	3	0	0	1	0	1	23
11:30	0	0	1	0	1	0	1	2	0	3	21
11:45	0	0	0	0	0	0	0	2	1	3	18
H/TOT	1	2	2	2	7	0	1	6	2	9	

12:00	0	0	1	0	1	0	0	4	0	4	15
12:15	0	0	0	1	1	0	0	1	0	1	15
12:30	1	0	0	0	1	0	0	1	0	1	15
12:45	1	0	3	0	4	0	0	0	0	0	19
H/TOT	2	0	4	1	7	0	0	6	0	6	
13:00	0	0	2	0	2	0	0	4	0	4	17
13:15	0	0	2	0	2	1	0	2	1	4	15
13:30	1	0	0	0	1	0	0	6	0	6	10
13:45	0	1	1	0	2	0	0	0	0	0	12
H/TOT	1	1	5	0	7	1	0	12	1	14	
14:00	0	0	2	2	4	1	0	1	0	2	14
14:15	0	0	2	0	2	1	0	3	1	5	11
14:30	0	0	3	0	3	0	0	2	1	3	11
14:45	0	0	0	1	1	1	0	0	0	1	11
H/TOT	0	0	7	3	10	3	0	6	2	11	
15:00	0	0	4	0	4	2	0	2	0	4	11
15:15	2	0	1	0	3	1	0	2	0	3	11
15:30	1	0	2	0	3	3	0	1	0	4	10
15:45	0	0	2	0	2	1	0	4	0	5	7
H/TOT	3	0	9	0	12	7	0	9	0	16	
16:00	1	0	2	0	3	0	0	3	0	3	7
16:15	1	0	3	0	4	2	0	2	0	4	7
16:30	0	2	0	0	2	3	0	0	0	3	6
16:45	1	1	0	0	2	2	0	1	0	3	5
H/TOT	3	3	5	0	11	7	0	6	0	13	
17:00	1	0	2	0	3	0	0	1	0	1	7
17:15	0	0	0	0	0	0	0	3	0	3	4
17:30	0	0	0	0	0	0	0	1	0	1	3
17:45	0	0	0	0	0	2	0	0	0	2	1
H/TOT	1	0	2	0	3	2	0	5	0	7	
18:00	0	0	1	0	1	0	0	1	0	1	1
18:15	1	0	3	0	4	1	0	1	0	2	3
18:30	0	0	1	0	1	0	0	1	0	1	3
18:45	2	0	1	0	3	1	0	0	0	1	5
H/TOT	3	0	6	0	9	2	0	3	0	5	
19:00	0	0	0	0	0	1	2	1	0	4	1
19:15	1	0	1	0	2	1	0	1	0	2	1
19:30	0	0	0	0	0	0	0	0	0	0	1
19:45	0	0	0	0	0	0	0	0	0	0	1
H/TOT	1	0	1	0	2	2	2	2	0	6	
20:00	0	0	0	0	0	0	0	0	0	0	1
20:15	0	0	1	0	1	0	0	0	0	0	2
20:30	0	0	1	0	1	1	0	0	0	1	2
20:45	0	0	0	0	0	0	0	0	0	0	2
H/TOT	0	0	2	0	2	1	0	0	0	1	
21:00	0	0	0	0	0	0	0	1	0	1	1
21:15	0	0	1	0	1	0	0	0	0	0	2
21:30	0	0	0	0	0	0	0	0	0	0	2
21:45	0	0	0	0	0	0	0	0	0	0	2
H/TOT	0	0	1	0	1	0	0	1	0	1	
22:00	0	0	0	0	0	0	0	0	0	0	2
22:15	1	0	0	0	1	0	0	0	0	0	3
22:30	0	0	0	0	0	0	0	0	0	0	3
22:45	0	0	0	0	0	0	0	0	0	0	3
H/TOT	1	0	0	0	1	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	3
23:15	1	0	0	0	1	0	0	0	0	0	4
23:30	0	0	0	0	0	0	0	0	0	0	4
23:45	0	0	0	0	0	0	0	0	0	0	4
H/TOT	1	0	0	0	1	0	0	0	0	0	
24-hr Totals	34	8	79	14	135	37	5	82	13	137	

Bird in Eye Farm - Movement Activity & Parking Demand

Saturday08.06.24

Time Starting	Arrivals					Departures					Parking Demand
	From East		From West		All	To East		To West		All	
	Car / LGV	HGV	Car / LGV	HGV	Total	Car / LGV	HGV	Car / LGV	HGV	Total	
00:00	0	0	0	0	0	0	0	0	0	0	4
00:15	0	0	0	0	0	0	0	0	0	0	4
00:30	0	0	0	0	0	0	0	0	0	0	4
00:45	0	0	0	0	0	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	4
01:15	0	0	0	0	0	0	0	0	0	0	4
01:30	0	0	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	4
02:15	0	0	0	0	0	0	0	0	0	0	4
02:30	0	0	0	0	0	0	0	0	0	0	4
02:45	0	0	0	0	0	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	0	0	4
03:30	0	0	0	0	0	0	0	0	0	0	4
03:45	0	0	0	0	0	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	4
04:15	0	0	0	0	0	0	0	0	0	0	4
04:30	0	0	0	0	0	0	0	0	0	0	4
04:45	0	0	0	0	0	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	4
05:15	0	0	0	0	0	0	0	0	0	0	4
05:30	0	0	0	0	0	0	0	0	0	0	4
05:45	0	0	0	0	0	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	0	4
06:15	0	0	0	0	0	0	0	0	0	0	4
06:30	0	0	1	0	1	0	0	0	0	0	5
06:45	0	0	0	0	0	0	0	0	0	0	5
H/TOT	0	0	1	0	1	0	0	0	0	0	
07:00	0	0	1	0	1	0	0	0	0	0	6
07:15	1	0	1	0	2	0	0	0	0	0	8
07:30	0	0	0	0	0	0	1	0	1	2	6
07:45	0	0	0	0	0	0	0	1	0	1	5
H/TOT	1	0	2	0	3	0	1	1	1	3	
08:00	1	0	0	0	1	0	0	0	0	0	6
08:15	0	0	0	0	0	0	0	1	0	1	5
08:30	0	0	0	0	0	1	0	0	0	1	4
08:45	0	0	0	0	0	0	0	0	0	0	4
H/TOT	1	0	0	0	1	1	0	1	0	2	
09:00	1	0	1	0	2	0	0	0	0	0	6
09:15	0	0	0	0	0	1	0	0	0	1	5
09:30	0	0	1	0	1	0	0	0	0	0	6
09:45	0	0	1	0	1	0	0	0	0	0	7
H/TOT	1	0	3	0	4	1	0	0	0	1	
10:00	0	0	1	0	1	0	0	1	0	1	7
10:15	0	0	0	0	0	0	0	0	0	0	7
10:30	0	0	0	0	0	0	0	0	0	0	7
10:45	1	0	0	0	1	0	0	0	0	0	8
H/TOT	1	0	1	0	2	0	0	1	0	1	
11:00	0	0	1	0	1	0	0	5	0	5	4
11:15	1	0	0	1	2	0	0	0	0	0	6
11:30	0	0	0	0	0	0	0	1	0	1	5
11:45	0	0	0	0	0	0	0	0	0	0	5
H/TOT	1	0	1	1	3	0	0	6	0	6	

12:00	0	0	0	0	0	0	0	1	1	2	3
12:15	0	0	1	0	1	0	0	2	0	2	2
12:30	0	0	3	1	4	1	0	2	0	3	3
12:45	0	0	1	0	1	1	0	2	0	3	1
H/TOT	0	0	5	1	6	2	0	7	1	10	
13:00	3	0	0	0	3	0	0	2	0	2	2
13:15	0	0	1	0	1	1	0	1	0	2	1
13:30	0	0	1	0	1	0	0	0	0	0	2
13:45	0	0	0	0	0	0	0	1	0	1	1
H/TOT	3	0	2	0	5	1	0	4	0	5	
14:00	0	0	0	0	0	0	0	1	0	1	0
14:15	1	0	1	0	2	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	0	0	2
H/TOT	1	0	1	0	2	0	0	1	0	1	
15:00	0	0	0	0	0	0	0	2	0	2	0
15:15	0	0	3	0	3	1	0	1	0	2	1
15:30	0	0	0	0	0	0	0	0	0	0	1
15:45	1	0	0	0	1	0	0	0	0	0	2
H/TOT	1	0	3	0	4	1	0	3	0	4	
16:00	0	0	1	0	1	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	0	3
16:30	0	0	1	0	1	0	0	1	0	1	3
16:45	0	0	0	0	0	0	0	0	0	0	3
H/TOT	0	0	2	0	2	0	0	1	0	1	
17:00	1	0	0	0	1	0	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	0	0	4
17:30	1	0	0	0	1	0	0	1	0	1	4
17:45	1	0	0	0	1	0	0	1	0	1	4
H/TOT	3	0	0	0	3	0	0	2	0	2	
18:00	0	0	0	0	0	0	0	2	0	2	2
18:15	0	0	1	0	1	0	0	1	0	1	2
18:30	0	0	1	0	1	0	0	0	0	0	3
18:45	0	0	1	0	1	1	0	0	0	1	3
H/TOT	0	0	3	0	3	1	0	3	0	4	
19:00	0	0	0	0	0	0	0	0	0	0	3
19:15	0	0	0	0	0	0	0	0	0	0	3
19:30	0	0	1	0	1	0	0	0	0	0	4
19:45	0	0	0	0	0	0	0	1	0	1	3
H/TOT	0	0	1	0	1	0	0	1	0	1	
20:00	0	0	0	0	0	0	0	0	0	0	3
20:15	0	0	0	0	0	0	0	0	0	0	3
20:30	0	0	0	0	0	0	0	0	0	0	3
20:45	0	0	0	0	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	0	0	
21:00	0	0	0	0	0	0	0	0	0	0	3
21:15	0	0	0	0	0	0	0	0	0	0	3
21:30	0	0	0	0	0	0	0	0	0	0	3
21:45	0	0	0	0	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	3
22:15	0	0	0	0	0	0	0	0	0	0	3
22:30	0	0	0	0	0	0	0	0	0	0	3
22:45	0	0	0	0	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	2	0	0	0	0	0	5
23:15	0	0	0	0	0	0	0	0	0	0	5
23:30	0	0	0	0	0	0	0	0	0	0	5
23:45	0	0	0	0	0	0	0	1	0	1	4
H/TOT	1	0	1	0	2	0	0	1	0	1	
24-hr Totals	14	0	26	2	42	7	1	32	2	42	

Bird in Eye Farm - Movement Activity & Parking Demand

Sunday09.06.24

Time Starting	Arrivals					Departures					Parking Demand
	From East		From West		All	To East		To West		All	
	Car / LGV	HGV	Car / LGV	HGV	Total	Car / LGV	HGV	Car / LGV	HGV	Total	
00:00	2	0	0	0	2	0	0	0	0	0	6
00:15	0	0	0	0	0	0	0	0	0	0	6
00:30	0	0	1	0	1	0	0	0	0	0	7
00:45	0	0	0	0	0	0	0	0	0	0	7
H/TOT	2	0	1	0	3	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	7
01:15	0	0	0	0	0	0	0	0	0	0	7
01:30	0	0	0	0	0	0	0	0	0	0	7
01:45	0	0	0	0	0	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	7
02:15	1	0	0	0	1	0	0	0	0	0	8
02:30	0	0	0	0	0	0	0	0	0	0	8
02:45	0	0	0	0	0	0	0	0	0	0	8
H/TOT	1	0	0	0	1	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	8
03:15	0	0	0	0	0	0	0	0	0	0	8
03:30	0	0	0	0	0	0	0	0	0	0	8
03:45	0	0	0	0	0	0	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	8
04:15	0	0	0	0	0	0	0	0	0	0	8
04:30	0	0	0	0	0	0	0	0	0	0	8
04:45	0	0	0	0	0	0	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	8
05:15	0	0	0	0	0	0	0	0	0	0	8
05:30	0	0	0	0	0	0	0	0	0	0	8
05:45	0	0	0	0	0	0	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	0	8
06:15	0	0	0	0	0	0	0	0	0	0	8
06:30	0	0	0	0	0	0	0	0	0	0	8
06:45	0	0	1	0	1	0	0	0	0	0	9
H/TOT	0	0	1	0	1	0	0	0	0	0	
07:00	0	0	0	0	0	0	0	0	0	0	9
07:15	0	0	0	0	0	0	0	0	0	0	9
07:30	0	0	0	0	0	0	0	0	0	0	9
07:45	0	0	0	0	0	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	0	0	
08:00	0	0	1	0	1	0	0	0	0	0	10
08:15	0	0	0	0	0	0	0	1	0	1	9
08:30	0	0	0	0	0	0	0	0	0	0	9
08:45	0	0	0	0	0	0	0	0	0	0	9
H/TOT	0	0	1	0	1	0	0	1	0	1	
09:00	0	0	0	0	0	0	0	0	0	0	9
09:15	0	0	0	0	0	0	0	0	0	0	9
09:30	0	0	1	0	1	0	0	0	0	0	10
09:45	0	0	0	0	0	1	0	1	0	2	8
H/TOT	0	0	1	0	1	1	0	1	0	2	
10:00	0	0	0	0	0	0	0	1	0	1	7
10:15	0	0	0	0	0	0	0	0	0	0	7
10:30	0	0	1	0	1	0	0	2	0	2	6
10:45	0	0	1	0	1	0	0	1	0	1	6
H/TOT	0	0	2	0	2	0	0	4	0	4	
11:00	0	0	0	0	0	2	0	0	0	2	4
11:15	0	0	1	0	1	0	0	0	0	0	5
11:30	0	0	0	0	0	0	0	1	0	1	4
11:45	0	0	0	0	0	0	0	1	0	1	3
H/TOT	0	0	1	0	1	2	0	2	0	4	

12:00	0	0	2	0	2	0	0	0	0	0	5
12:15	1	0	0	0	1	0	0	0	0	0	6
12:30	0	0	0	0	0	0	0	0	0	0	6
12:45	0	0	1	0	1	0	0	0	0	0	7
H/TOT	1	0	3	0	4	0	0	0	0	0	
13:00	1	0	1	0	2	1	0	1	0	2	7
13:15	0	0	0	0	0	0	0	2	0	2	5
13:30	0	0	1	0	1	1	0	0	0	1	5
13:45	1	0	0	0	1	0	0	0	0	0	6
H/TOT	2	0	2	0	4	2	0	3	0	5	
14:00	0	0	0	0	0	0	0	1	0	1	5
14:15	3	0	0	0	3	0	0	0	0	0	8
14:30	0	0	0	0	0	0	0	0	0	0	8
14:45	0	0	1	0	1	0	0	0	0	0	9
H/TOT	3	0	1	0	4	0	0	1	0	1	
15:00	0	0	0	0	0	0	0	0	0	0	9
15:15	0	0	0	0	0	1	0	0	0	1	8
15:30	0	0	0	0	0	1	0	0	0	1	7
15:45	1	0	0	0	1	0	0	0	0	0	8
H/TOT	1	0	0	0	1	2	0	0	0	2	
16:00	0	0	3	0	3	1	0	1	0	2	9
16:15	0	0	0	0	0	0	0	1	0	1	8
16:30	0	0	2	0	2	1	0	0	0	1	9
16:45	0	0	1	0	1	1	0	0	0	1	9
H/TOT	0	0	6	0	6	3	0	2	0	5	
17:00	0	0	0	0	0	2	0	0	0	2	7
17:15	0	0	2	0	2	0	0	1	0	1	8
17:30	0	0	1	0	1	0	0	0	0	0	9
17:45	0	0	0	0	0	1	0	0	0	1	8
H/TOT	0	0	3	0	3	3	0	1	0	4	
18:00	0	0	0	0	0	0	0	0	0	0	8
18:15	0	0	0	0	0	0	0	0	0	0	8
18:30	0	0	0	0	0	0	0	1	0	1	7
18:45	0	0	1	0	1	0	0	0	0	0	8
H/TOT	0	0	1	0	1	0	0	1	0	1	
19:00	1	0	0	0	1	0	0	1	0	1	8
19:15	1	0	1	0	2	0	0	0	0	0	10
19:30	0	0	0	0	0	0	0	2	0	2	8
19:45	0	0	0	0	0	0	0	0	0	0	8
H/TOT	2	0	1	0	3	0	0	3	0	3	
20:00	0	0	0	0	0	0	0	0	0	0	8
20:15	0	0	0	0	0	0	0	0	0	0	8
20:30	1	0	1	0	2	0	0	0	0	0	10
20:45	0	0	0	0	0	0	0	0	0	0	10
H/TOT	1	0	1	0	2	0	0	0	0	0	
21:00	0	0	0	0	0	0	0	0	0	0	10
21:15	0	0	1	0	1	0	0	0	0	0	11
21:30	0	0	0	0	0	0	0	1	0	1	10
21:45	0	0	0	0	0	0	0	0	0	0	10
H/TOT	0	0	1	0	1	0	0	1	0	1	
22:00	0	0	0	0	0	0	0	0	0	0	10
22:15	0	0	0	0	0	0	0	0	0	0	10
22:30	0	0	0	0	0	0	0	0	0	0	10
22:45	0	0	0	0	0	0	0	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	1	0	1	0	0	0	0	0	11
23:15	0	0	0	0	0	0	0	0	0	0	11
23:30	0	0	0	0	0	0	0	0	0	0	11
23:45	0	0	0	0	0	0	0	0	0	0	11
H/TOT	0	0	1	0	1	0	0	0	0	0	
24-hr Totals	13	0	27	0	40	13	0	20	0	33	

Bird in Eye Farm - Movement Activity & Parking Demand

Monday10.06.24

Time Starting	Arrivals					Departures					Parking Demand
	From East		From West		All	To East		To West		All	
	Car / LGV	HGV	Car / LGV	HGV	Total	Car / LGV	HGV	Car / LGV	HGV	Total	
00:00	0	0	0	0	0	0	0	0	0	0	11
00:15	0	0	0	0	0	0	0	0	0	0	11
00:30	0	0	0	0	0	0	0	0	0	0	11
00:45	0	0	0	0	0	0	0	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	11
01:15	0	0	0	0	0	0	0	0	0	0	11
01:30	0	0	0	0	0	0	0	0	0	0	11
01:45	0	0	0	0	0	0	0	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	11
02:15	0	0	0	0	0	0	0	0	0	0	11
02:30	0	0	0	0	0	0	0	0	0	0	11
02:45	0	0	0	0	0	0	0	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	11
03:15	0	0	0	0	0	0	0	0	0	0	11
03:30	0	0	0	0	0	0	0	0	0	0	11
03:45	0	0	0	0	0	0	0	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	11
04:15	0	0	0	0	0	0	0	0	0	0	11
04:30	0	0	0	0	0	0	0	0	0	0	11
04:45	0	0	0	0	0	0	0	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	11
05:15	0	0	0	0	0	0	0	0	0	0	11
05:30	0	0	1	0	1	0	0	0	0	0	12
05:45	2	0	0	0	2	0	0	0	0	0	14
H/TOT	2	0	1	0	3	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	1	0	1	13
06:15	0	0	1	0	1	0	0	0	0	0	14
06:30	1	0	0	0	1	0	0	1	0	1	14
06:45	0	0	1	0	1	0	0	0	0	0	15
H/TOT	1	0	2	0	3	0	0	2	0	2	
07:00	0	0	1	0	1	0	0	2	0	2	14
07:15	0	0	0	0	0	1	0	0	0	1	13
07:30	1	0	6	0	7	0	0	0	0	0	20
07:45	1	0	1	0	2	1	0	1	0	2	20
H/TOT	2	0	8	0	10	2	0	3	0	5	
08:00	1	0	0	0	1	0	0	0	1	1	20
08:15	1	0	4	0	5	0	0	2	1	3	22
08:30	0	0	5	1	6	2	0	4	0	6	22
08:45	3	0	2	0	5	1	0	3	0	4	23
H/TOT	5	0	11	1	17	3	0	9	2	14	
09:00	2	0	1	0	3	0	0	0	2	2	24
09:15	1	0	3	1	5	1	0	1	1	3	26
09:30	0	0	2	0	2	1	0	1	0	2	26
09:45	1	0	4	0	5	1	0	1	0	2	29
H/TOT	4	0	10	1	15	3	0	3	3	9	
10:00	2	0	0	0	2	1	0	2	0	3	28
10:15	1	0	0	1	2	1	0	0	0	1	29
10:30	2	0	1	0	3	1	0	1	0	2	30
10:45	0	0	2	0	2	1	0	1	1	3	29
H/TOT	5	0	3	1	9	4	0	4	1	9	
11:00	0	0	0	1	1	1	0	2	0	3	27
11:15	0	0	1	0	1	1	0	0	0	1	27
11:30	2	0	2	0	4	0	0	1	0	1	30
11:45	1	0	3	0	4	0	0	5	0	5	29
H/TOT	3	0	6	1	10	2	0	8	0	10	

12:00	0	0	4	1	5	1	0	7	0	8	26
12:15	0	0	2	0	2	2	0	2	0	4	24
12:30	0	0	2	1	3	0	0	4	1	5	22
12:45	1	0	5	0	6	0	0	1	0	1	27
H/TOT	1	0	13	2	16	3	0	14	1	18	
13:00	0	0	3	0	3	1	0	4	0	5	25
13:15	1	0	2	0	3	2	0	3	0	5	23
13:30	0	0	2	1	3	1	0	2	0	3	23
13:45	1	0	3	0	4	2	0	1	1	4	23
H/TOT	2	0	10	1	13	6	0	10	1	17	
14:00	2	0	3	0	5	0	0	5	0	5	23
14:15	0	0	2	1	3	1	0	2	0	3	23
14:30	0	0	1	0	1	1	0	0	1	2	22
14:45	0	0	0	0	0	1	0	0	0	1	21
H/TOT	2	0	6	1	9	3	0	7	1	11	
15:00	1	0	3	0	4	2	0	3	0	5	20
15:15	2	0	2	0	4	1	0	1	2	4	20
15:30	0	0	0	0	0	1	0	1	0	2	18
15:45	0	0	2	1	3	0	0	1	0	1	20
H/TOT	3	0	7	1	11	4	0	6	2	12	
16:00	0	0	0	1	1	1	0	2	1	4	17
16:15	1	0	0	0	1	0	0	1	0	1	17
16:30	1	1	1	0	3	2	0	2	0	4	16
16:45	2	0	0	0	2	2	1	1	0	4	14
H/TOT	4	1	1	1	7	5	1	6	1	13	
17:00	1	1	1	0	3	0	0	5	0	5	12
17:15	0	0	1	0	1	0	0	1	0	1	12
17:30	0	0	1	0	1	0	0	2	0	2	11
17:45	0	0	2	0	2	0	0	2	0	2	11
H/TOT	1	1	5	0	7	0	0	10	0	10	
18:00	0	0	0	0	0	0	0	0	0	0	11
18:15	0	0	0	0	0	1	0	0	0	1	10
18:30	0	0	0	0	0	0	0	0	0	0	10
18:45	0	0	1	0	1	2	0	0	0	2	9
H/TOT	0	0	1	0	1	3	0	0	0	3	
19:00	0	0	1	0	1	0	0	2	0	2	8
19:15	0	0	0	0	0	0	0	0	0	0	8
19:30	0	0	1	0	1	0	0	0	0	0	9
19:45	0	0	0	0	0	1	0	0	0	1	8
H/TOT	0	0	2	0	2	1	0	2	0	3	
20:00	0	0	0	0	0	0	0	0	0	0	8
20:15	0	0	1	0	1	0	0	0	0	0	9
20:30	0	0	0	0	0	0	0	0	0	0	9
20:45	0	0	0	0	0	0	0	0	0	0	9
H/TOT	0	0	1	0	1	0	0	0	0	0	
21:00	0	0	0	0	0	0	0	0	0	0	9
21:15	0	0	0	0	0	0	0	0	0	0	9
21:30	0	0	0	0	0	0	0	0	0	0	9
21:45	0	0	0	0	0	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	0	0	
22:00	1	0	2	0	3	0	0	1	0	1	11
22:15	0	0	0	0	0	0	0	0	0	0	11
22:30	0	0	0	0	0	0	0	0	0	0	11
22:45	0	0	0	0	0	0	0	0	0	0	11
H/TOT	1	0	2	0	3	0	0	1	0	1	
23:00	0	0	0	0	0	0	0	0	0	0	11
23:15	0	0	0	0	0	0	0	0	0	0	11
23:30	0	0	1	0	1	0	0	0	0	0	12
23:45	0	0	0	0	0	0	0	0	0	0	12
H/TOT	0	0	1	0	1	0	0	0	0	0	
24-hr Totals	36	2	90	10	138	39	1	85	12	137	

Bird in Eye Farm - Movement Activity & Parking Demand

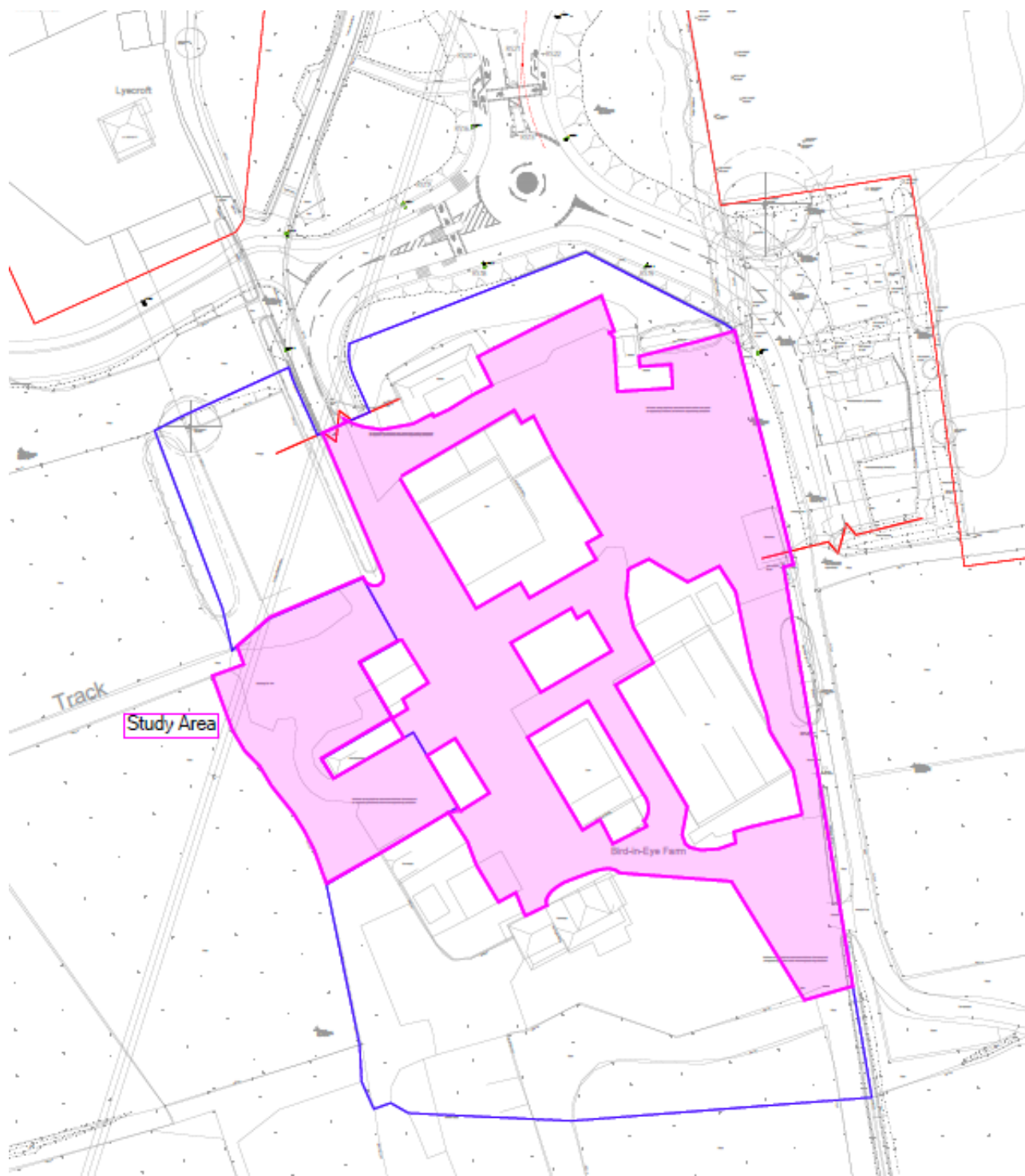
Tuesday11.06.24

Time Starting	Arrivals					Departures					Parking Demand
	From East		From West		All	To East		To West		All	
	Car / LGV	HGV	Car / LGV	HGV	Total	Car / LGV	HGV	Car / LGV	HGV	Total	
00:00	0	0	0	0	0	0	0	0	0	0	12
00:15	0	0	0	0	0	0	0	0	0	0	12
00:30	0	0	0	0	0	0	0	0	0	0	12
00:45	0	0	0	0	0	0	0	0	0	0	12
H/TOT	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	12
01:15	0	0	0	0	0	0	0	0	0	0	12
01:30	0	0	0	0	0	0	0	0	0	0	12
01:45	0	0	0	0	0	0	0	0	0	0	12
H/TOT	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	12
02:15	0	0	0	0	0	0	0	0	0	0	12
02:30	0	0	0	0	0	0	0	0	0	0	12
02:45	0	0	0	0	0	0	0	0	0	0	12
H/TOT	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	12
03:15	0	0	0	0	0	0	0	0	0	0	12
03:30	0	0	0	0	0	0	0	0	0	0	12
03:45	0	0	0	0	0	0	0	0	0	0	12
H/TOT	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	12
04:15	0	0	0	0	0	0	0	0	0	0	12
04:30	0	0	0	0	0	0	0	0	0	0	12
04:45	0	0	0	0	0	0	0	0	0	0	12
H/TOT	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	12
05:15	0	0	0	0	0	0	0	0	0	0	12
05:30	0	0	1	0	1	0	0	0	0	0	13
05:45	0	0	0	0	0	0	0	0	0	0	13
H/TOT	0	0	1	0	1	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	0	13
06:15	0	0	0	0	0	0	0	0	0	0	13
06:30	1	0	0	0	1	1	0	0	0	1	13
06:45	1	0	1	0	2	0	0	0	0	0	15
H/TOT	2	0	1	0	3	1	0	0	0	1	
07:00	2	0	0	0	2	0	0	0	0	0	17
07:15	0	0	2	0	2	0	0	2	1	3	16
07:30	0	0	2	0	2	0	0	1	0	1	17
07:45	1	0	2	0	3	1	1	1	0	3	17
H/TOT	3	0	6	0	9	1	1	4	1	7	
08:00	1	0	0	0	1	0	0	0	0	0	18
08:15	1	2	2	0	5	0	0	0	0	0	23
08:30	0	0	2	0	2	2	0	1	1	4	21
08:45	0	0	0	0	0	1	0	1	0	2	19
H/TOT	2	2	4	0	8	3	0	2	1	6	
09:00	1	0	2	0	3	1	0	0	0	1	21
09:15	3	0	3	1	7	1	0	1	1	3	25
09:30	1	0	2	0	3	0	0	5	0	5	23
09:45	0	0	2	0	2	0	0	1	0	1	24
H/TOT	5	0	9	1	15	2	0	7	1	10	
10:00	0	0	7	0	7	2	0	1	0	3	28
10:15	0	1	2	1	4	1	0	4	1	6	26
10:30	2	0	6	0	8	0	0	2	1	3	31
10:45	2	0	1	0	3	1	0	4	0	5	29
H/TOT	4	1	16	1	22	4	0	11	2	17	
11:00	1	0	3	1	5	0	0	5	0	5	29
11:15	1	0	3	2	6	0	0	3	0	3	32
11:30	0	0	0	0	0	0	0	3	0	3	29
11:45	0	0	1	0	1	1	1	3	1	6	24
H/TOT	2	0	7	3	12	1	1	14	1	17	

12:00	0	0	1	1	2	0	0	2	0	2	24
12:15	0	1	3	0	4	0	0	0	1	1	27
12:30	0	0	2	0	2	0	0	4	1	5	24
12:45	0	0	1	0	1	1	0	4	0	5	20
H/TOT	0	1	7	1	9	1	0	10	2	13	
13:00	0	0	2	0	2	0	0	1	1	2	20
13:15	0	0	2	0	2	1	0	0	1	2	20
13:30	0	0	3	0	3	0	0	2	0	2	21
13:45	0	0	3	0	3	1	0	2	0	3	21
H/TOT	0	0	10	0	10	2	0	5	2	9	
14:00	1	0	3	0	4	2	0	3	0	5	20
14:15	1	0	2	0	3	0	0	3	0	3	20
14:30	0	0	4	0	4	0	0	1	0	1	23
14:45	0	0	2	0	2	2	0	2	0	4	21
H/TOT	2	0	11	0	13	4	0	9	0	13	
15:00	0	0	2	0	2	4	0	3	0	7	16
15:15	1	0	1	1	3	0	0	3	0	3	16
15:30	0	0	0	0	0	0	0	2	0	2	14
15:45	1	0	1	0	2	0	0	2	0	2	14
H/TOT	2	0	4	1	7	4	0	10	0	14	
16:00	2	0	0	1	3	0	0	4	0	4	13
16:15	0	0	4	1	5	0	0	2	0	2	16
16:30	0	1	1	0	2	2	0	3	0	5	13
16:45	0	0	0	0	0	0	0	1	0	1	12
H/TOT	2	1	5	2	10	2	0	10	0	12	
17:00	1	0	2	0	3	1	1	3	0	5	10
17:15	1	0	0	0	1	0	0	3	0	3	8
17:30	0	0	1	0	1	0	0	0	0	0	9
17:45	0	0	0	0	0	1	0	1	0	2	7
H/TOT	2	0	3	0	5	2	1	7	0	10	
18:00	0	0	0	0	0	0	0	0	0	0	7
18:15	0	0	0	0	0	0	0	0	0	0	7
18:30	0	0	0	0	0	0	0	1	0	1	6
18:45	0	0	0	0	0	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	1	0	1	
19:00	0	0	0	0	0	0	0	0	0	0	6
19:15	1	0	0	0	1	0	0	0	0	0	7
19:30	0	0	0	0	0	0	0	0	0	0	7
19:45	0	0	0	0	0	0	0	0	0	0	7
H/TOT	1	0	0	0	1	0	0	0	0	0	
20:00	0	0	0	0	0	0	0	0	0	0	7
20:15	1	0	0	0	1	0	0	0	0	0	8
20:30	0	0	0	0	0	0	0	0	0	0	8
20:45	0	0	0	0	0	0	0	0	0	0	8
H/TOT	1	0	0	0	1	0	0	0	0	0	
21:00	0	0	0	0	0	0	0	0	0	0	8
21:15	0	0	0	0	0	0	0	0	0	0	8
21:30	0	0	0	0	0	0	0	0	0	0	8
21:45	0	0	0	0	0	0	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	1	0	1	0	0	0	0	0	9
22:15	0	0	0	0	0	0	0	0	0	0	9
22:30	0	0	0	0	0	0	0	0	0	0	9
22:45	0	0	0	0	0	0	0	0	0	0	9
H/TOT	0	0	1	0	1	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	9
23:15	0	0	0	0	0	0	0	0	0	0	9
23:30	0	0	0	0	0	0	0	0	0	0	9
23:45	0	0	0	0	0	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	0	0	
24-hr Totals	28	5	85	9	127	27	3	90	10	130	

Appendix MS2

STUDY AREA



PARKING BEATS

Time	Total Parked			
	04/06/2025	05/06/2025	10/06/2025	Avg.
10:00	32	31	39	34
11:00	36	34	42	37
12:00	39	33	40	37
13:00	33	34	38	35
14:00	29	33	33	32
AVERAGE	34	33	38	35

Notes	
04/06/2025	2 x derelict vans and 3 x trailers in Zone 8, circa 20 x stored cars to the east of Zone 8, circa 3 HGVs accessing the study area throughout the surveyed period.
05/06/2025	2 x derelict vans and 3 x trailers in Zone 8, circa 20 x stored cars to the east of Zone 8, circa 4 HGVs accessing the study area throughout the surveyed period.
10/06/2025	2 x derelict vans and 3 x trailers in Zone 8, circa 20 x stored cars to the east of Zone 8, circa 1 HGV accessing the study area throughout the surveyed period.

Appendix MS3

BIRD-IN-EYE FARM, FRAMFIELD

PROPOSED RENOVATION & CONVERSION OF EXISTING REDUNDANT FARM BUILDINGS TO RURAL CRAFT WORKSHOPS

farm road

field
new chestnut post + rail fence
gates
access to craft workshops

WD/ 186/1823

new tree + shrub planting

12

13

14

15

16

17

18

existing pole barn to be demolished

10

9

8

7

WENTWORTH TRICT
- 6 JUN 1986

existing concrete yard

proposed workshops

A1

farm buildings

oast

A2

farm road

car parking

1

2

3

4

5

6

new sept tank

old drain

new access

B3

B2

B1

wc

farm buildings

THIS IS A PLAN REFERRED TO IN THE ABOVE MENTIONED DECISION.
DATED 23 SEP 1986

gates

courtyard

C1

field

C2

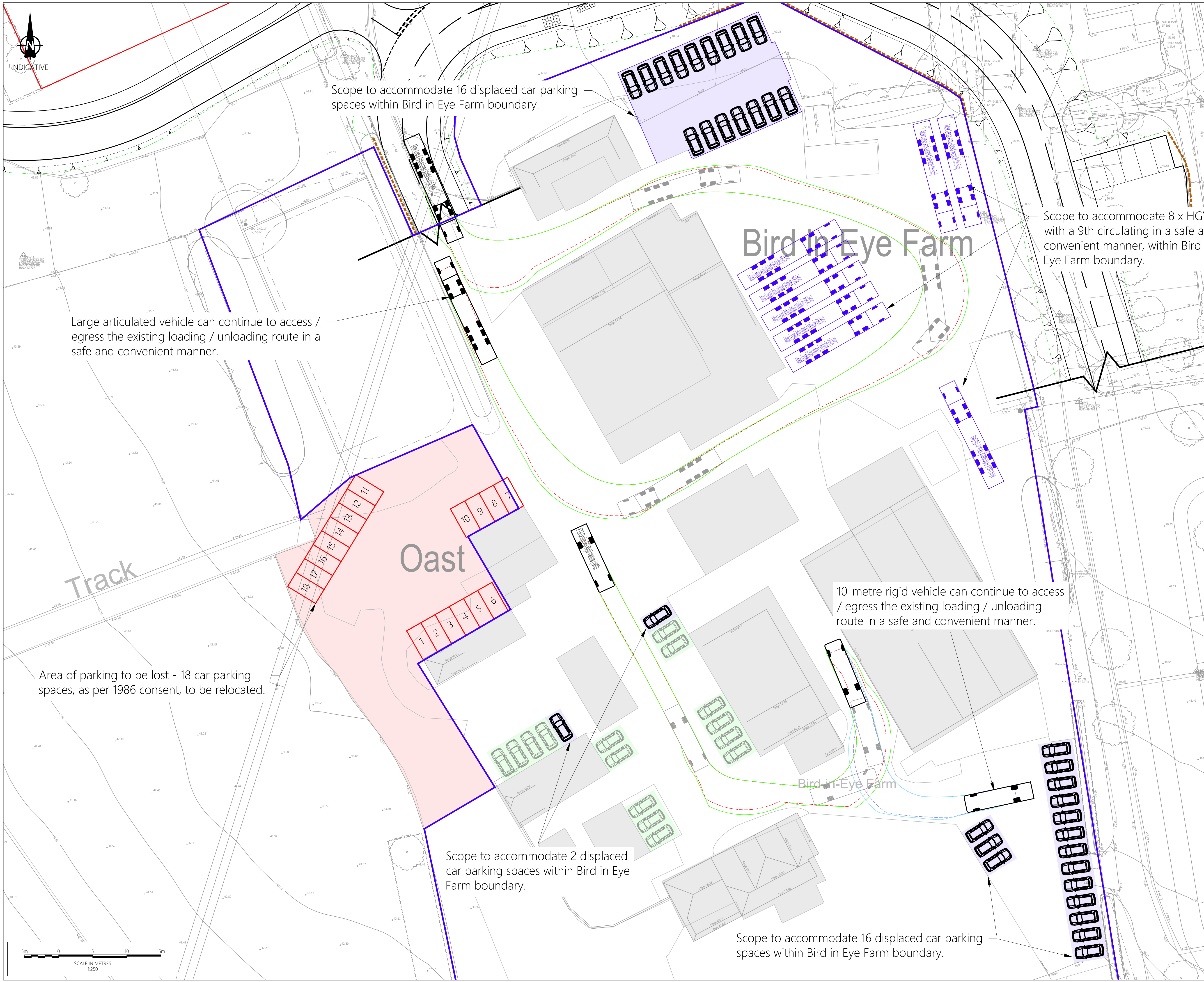
23 JUN 1986

D

farm house

scale 1200
May 1985

Appendix MS4



Notes

- Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
- This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.
- All car parking spaces shown at 2.5 x 5.0-metres.

Key

- Application Boundary
- Bird in Eye Farm Boundary
- Existing parking area to be lost
- Existing permanent buildings
- Container / temporary structure / hedge to be relocated or removed

Key - Parking Spaces

- Parking area to be lost - 18 car parking spaces*
- Existing parking areas (circa 15 cars)
- Proposed parking areas** (circa 33 cars)
- HGV** loading / unloading (illustrative)

*As per 1986 consent

**Without compromising existing loading / unloading route or access / egress to existing commercial units

Vehicle Profile

Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.643m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Ordnance Survey Licence number: 100057360

Rev.	Drm	Date	Details	Chk:
-	ZM	09/06/2025	First issue	MS
A	ZM	11/06/2025	Revised layout	MS
B	ZM	12/06/2025	Revised layout	MS
C	ZM	12/06/2025	Revised layout	MS
D	ZM	13/06/2025	Revised layout	MS
E	ZM	16/06/2025	Revised layout	MS
F	ZM	18/06/2025	Revised layout	MS

Client

Croudace Homes Limited

Project

Land at Bird In Eye, Uckfield

Title

Proposed Car Parking Demarcation Plan

MILESTONE
TRANSPORT PLANNING

7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number:

23138/017

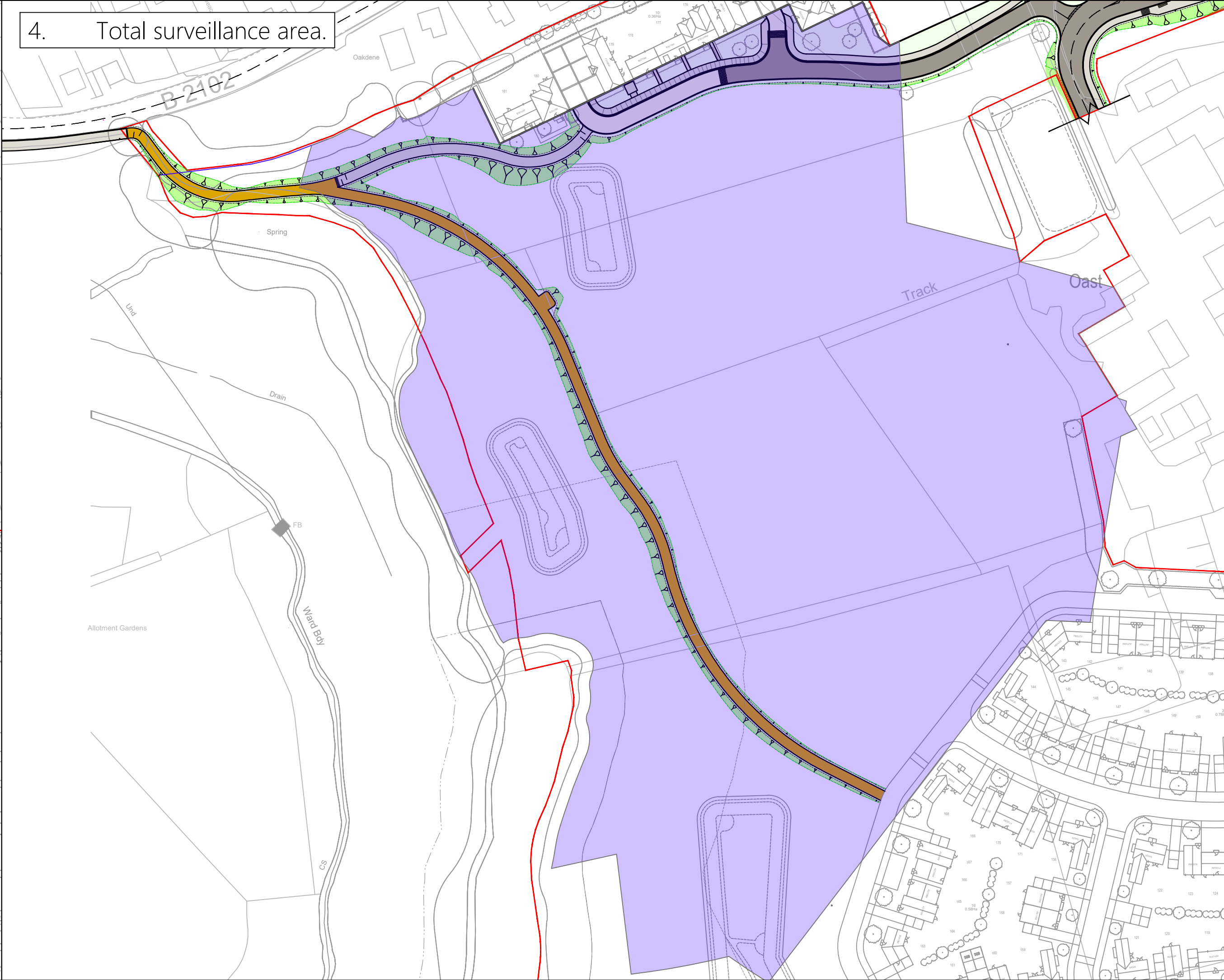
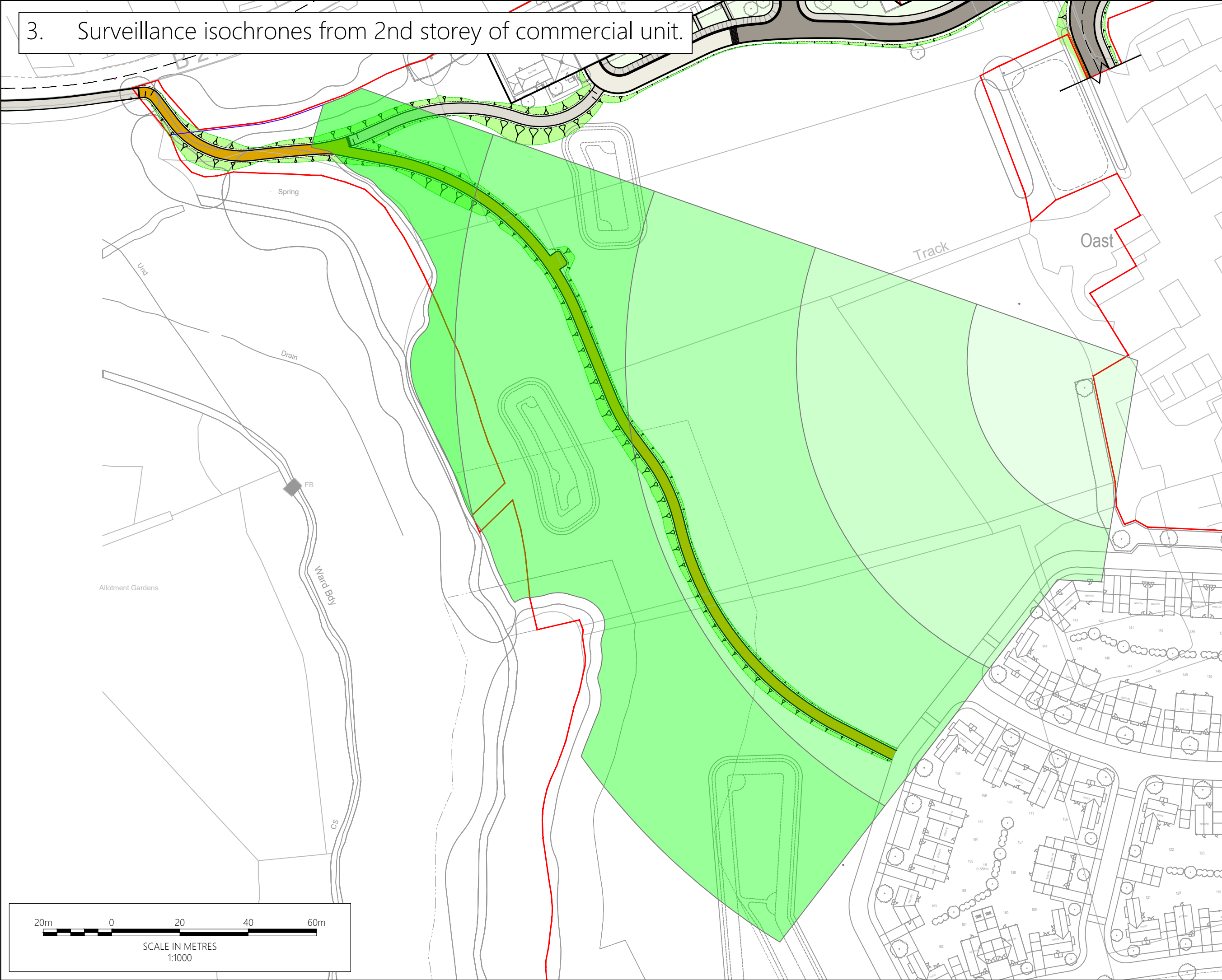
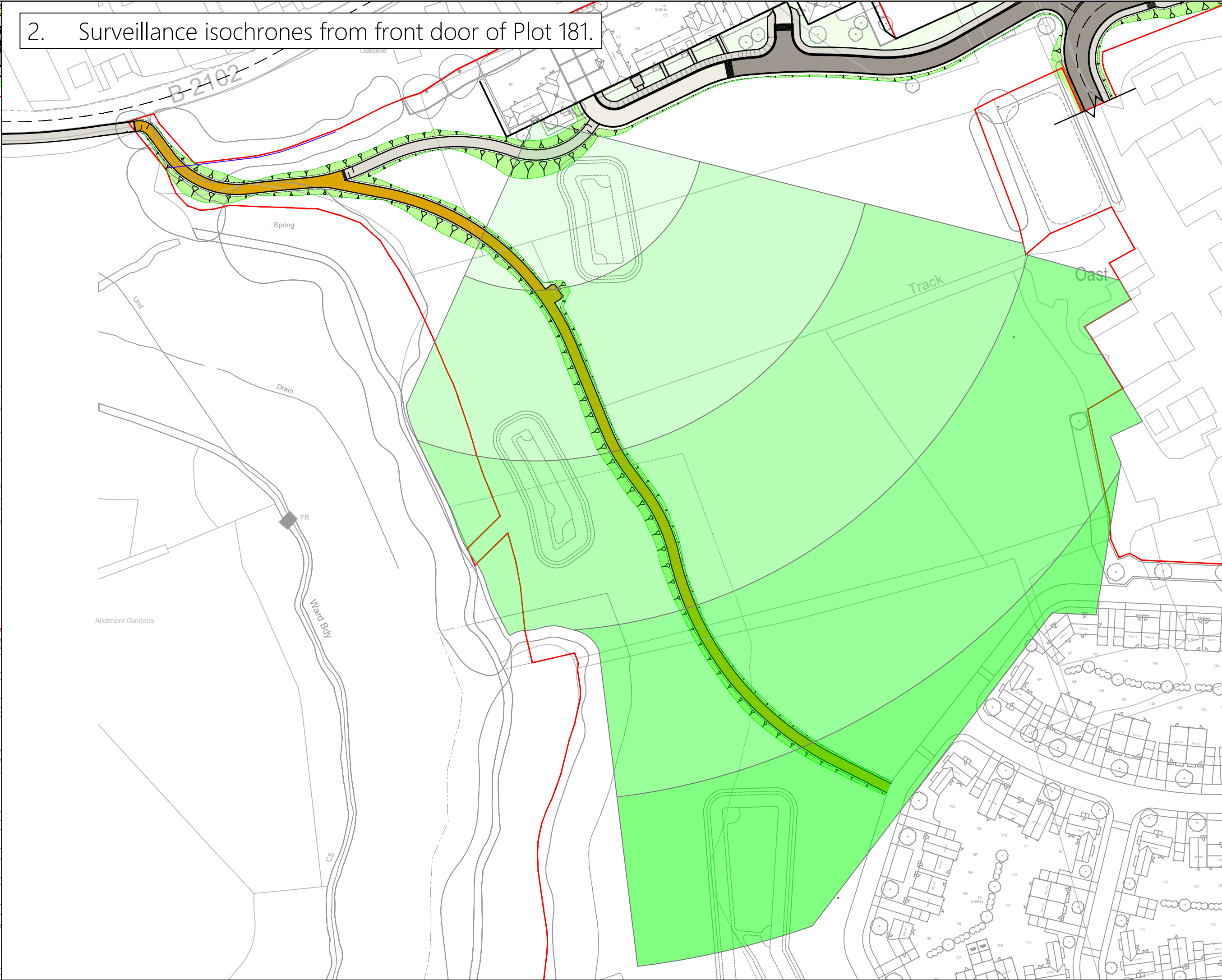
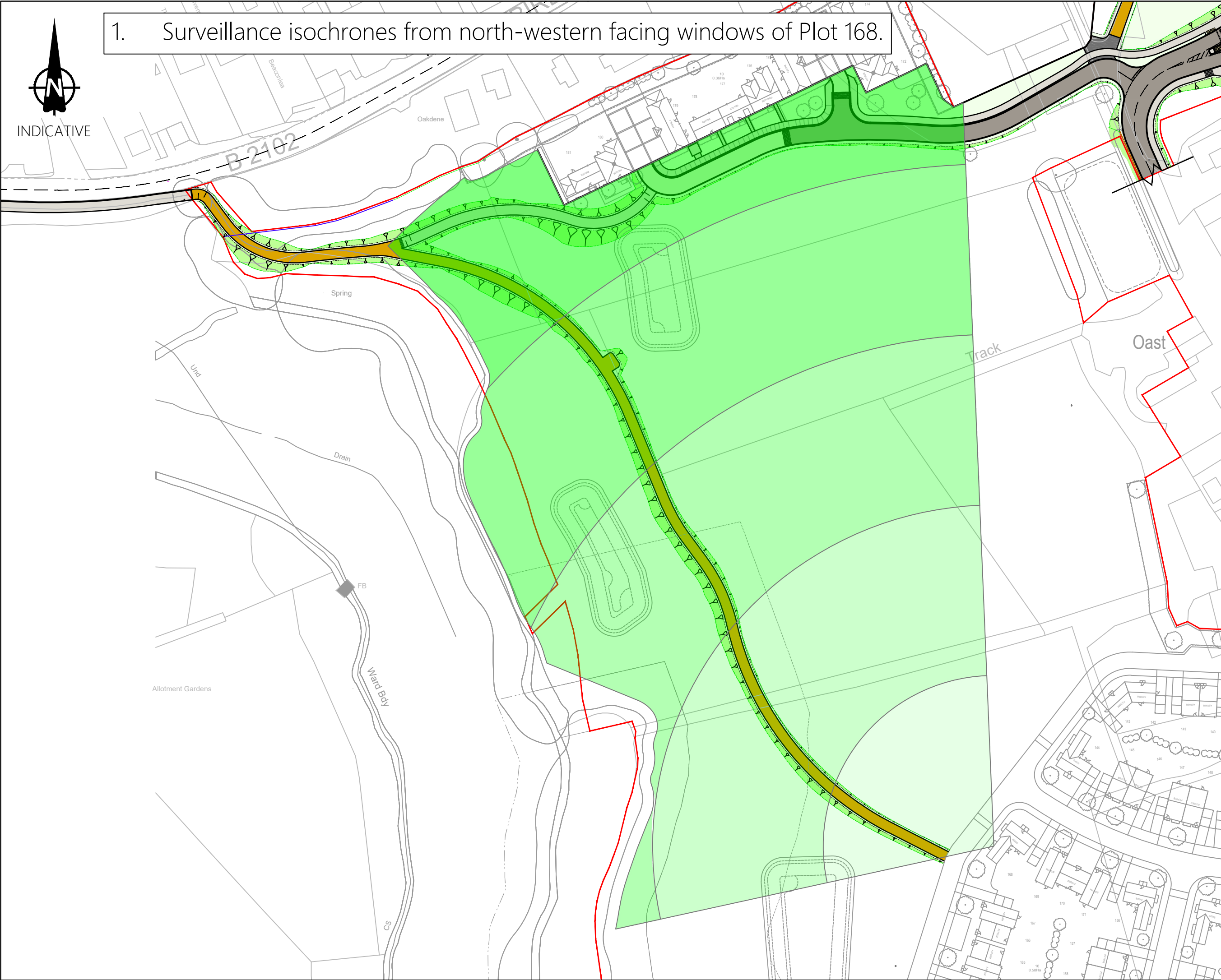
Scale:

1:250 @ A1

Revision:

F

Appendix MS5



1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

- Application Boundary
- 50-metre Surveillance Isochrone
- 100-metre Surveillance Isochrone
- 150-metre Surveillance Isochrone
- 200-metre Surveillance Isochrone
- 250-metre Surveillance Isochrone
- Total Surveillance Isochrone

Ordnance Survey Licence number: 100057360

Drawing Revisions				
Rev.	Dwn.	Date:	Details:	Chk:
-	ZM	10/06/2025	First issue	MS
A	ZM	17/06/2025	Revised layout	MS

Client

Croudace Homes Limited

Project

Land at Bird In Eye, Uckfield

Title

Surveillance Isochrones

MILESTONE
TRANSPORT PLANNING
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Appendix MS6

Report to	Scrutiny Committee for Economy, Transport and Environment
Date	23 November 2011
Report By	Director of Economy, Transport and Environment
Title of Report	Review of the Rural Speed Limit Review
Purpose of Report	To review the impacts of the rural speed limit review and to seek the views of Members about the County Council's approach to speed limit reviews in the future.

RECOMMENDATION: To consider the outcomes of the rural speed limit review and seek the views of Members about the County Council's approach to speed limit reviews in the future.

1. Financial Appraisal

1.1 To date the County Councils speed limit review programme has been funded from a specific allocation in the County Council's capital programme. The investment levels for the County Council's capital programme are determined through the Reconciling Policy, Performance and Resources (RPPR) process in accordance with relative priorities for investment across all Council services. The current speed limit review programme is due to be completed in 2012/13 and any funding for a continuation of the speed limit review programme beyond this date will have to be considered as part of this ongoing RPPR process. Any funding secured as part of the County Council's capital programme will be augmented with external contributions secured from new development as well as contributions received from other organisations towards the cost of specific improvements.

2. Background

2.1 On 22 March 2011 the Director of Transport and Environment presented a report to the Lead Member for Transport and Environment setting out progress to date on the review of rural speed limits and seeking approval for a future programme of speed limit reductions. In agreeing the report the Lead Member requested that a report be presented to the Economy, Transport and Environment Scrutiny Committee, which initiated the original Review of Rural Speed Limits, to assess its effectiveness, as measured by any change in the Killed and Seriously Injured (KSI) figures since 2008/2009 in those villages or on those routes where speed limits had been introduced.

3. Comments/Appraisal

3.1 An analysis of before and after speed data collected at a sample of the sites where speed limit reductions have taken place shows that average speeds have gone down at the majority of sites. Reductions have taken place at all of the sites where engineering measures have been introduced in support of the reduced limit.

3.2 Although the speed limit reductions were not introduced solely as a casualty reduction measure, analysis of before and after accident data collected at a sample of sites reveals that overall accident levels have decreased across the sites where speed limit reductions have taken place. Again, the reduction has been more marked at sites where engineering measures have been introduced, although the accident rate at these sites was higher before the introduction of the reduced limit. The analysis is set out in full in table 6 and 7 of Appendix 1 but, in summary, total accidents have reduced from 58 to 23 and KSIs from 14 to 5.

3.3 The implementation of the reduced limits at the majority of sites has gone very well, particularly where these have involved only the introduction of new road signs and lines. Issues have arisen with the introduction of reduced limits in some of the villages where there have

been concerns about the extent of the proposed limit and/or the introduction or positioning of engineering measures (to help control vehicle speed) needed to ensure that a lower speed limit is self enforcing.

3.4 The current speed limit review programme is due to be completed by the end of 2012/13. A decision needs to be taken as to how the requests from local communities should be dealt with in the future. A more community led approach to speed limit reduction may provide a way forward.

3.5 A number of key lessons have been learned to date which will need to be incorporated in any future speed limit review work. These include the need for improved communications about the approach to speed limit reduction, the need to engender a greater sense of ownership of speed management issues amongst the local community, the need to increase the level of community engagement early in the scheme development process and the need to consider a more 'minimal engineering approach' in instances where speed reducing features are required.

3.6 A review of the approach adopted by the County Council to its rural speed limit review is presented in Appendix 1. The results of an analysis of the impact of the review on average speed and accidents at the sites where speed limit reductions have been introduced are also set out in this Appendix. The review has been strongly influenced by the recommendations of the 2005 Scrutiny Review Board on setting rural speed limits, and the 2006 Government guidance on setting local speed limits

4. Conclusion and Reason for Recommendation

4.1 The review of rural speed limits in East Sussex has followed the approach set out in the Government guidance and has taken account of the findings and recommendations of the Scrutiny board review of rural speed limits. All of the limits on the County's rural A and B roads have been reviewed and those villages where the introduction of a 30mph limit would be appropriate, based on the County Councils speed limit policy, have been identified. The implementation of the speed limit reductions identified as a result of the review is still ongoing and is due to be completed by the end of March 2013.

4.2 Whilst the speed limit reductions were not specifically introduced as a casualty reduction measure, the results of before and after analysis of accident data collected at a sample of sites reveals that overall accident levels have decreased across the sites where speed limits have been introduced although the accident reductions cannot be attributed to the reduced speed limits alone, given the-ongoing downward trend in accident rates across the County.


Director of Economy, Transport and Environment

Contact Officers:





Local Member: All Members

Appendix 1. Review of the County Council's Approach to the Rural Speed Limit Review

1. Introduction

1.1 The purpose of this Appendix is to review the approach adopted by the County Council to its rural speed limit review and to present the results of an analysis of the impact of the review on average speed and accidents. The Government guidance relating to the setting of rural speed limits and the findings and recommendations of the Scrutiny Review Board on setting rural speed limits in East Sussex are reviewed first, as these have influenced the way in which the review has been undertaken.

2. Government Guidance on setting local Speed Limits

2.1 In 2006 The Department for Transport published Circular 01/2006 "Setting Local Speed Limits". This guidance, which is still current aims to provide a national framework for future assessments of local speed limits to ensure that they are rational, consistent, readily understood and appropriate for local circumstances. The guidance contained a request for traffic authorities to review the limits on all of their A and B roads and make any necessary changes in accordance with the new guidance by 2011.

2.2 A number of key principles are set out in the 2006 guidance including the following:

- speed limits should be evidence led, self explaining and seek to reinforce people's assessment of what is a safe speed to travel;
- speed limits are only one element of speed management and should be part of a package of measures which includes landscaping and engineering standards to raise drivers awareness of their environment together with education, driver information, training and publicity;
- It is important that traffic authorities and police forces work closely together in determining or considering any changes to speed limits;
- alternative speed management options such as engineering measures should be carefully considered before a new speed limit is introduced;
- what the road looks like to road users should be a key factor in setting a speed limit as drivers are likely to expect and respect lower limits where they can see potential hazards, for examples outside schools or in residential areas;
- the factors which should be taken into account when setting a speed limit are:
 - o road function (strategic, through traffic, local access)
 - o road geometry (width, sightlines, bends, junctions and accesses)
 - o road environment (rural, residential, school)
 - o level of adjacent development
 - o traffic composition (levels of pedestrian, cycle and equestrian usage);
- means speeds should be the basis for setting speed limits as they reflect what the majority of drivers perceive as an appropriate speed to be driven for the road;
- Speed limits should not be used to solve the problems of isolated hazards such as a bend as they are difficult to enforce over short distances;
- Speed can be a major factor in the severance of local communities but the implementation of speed limit and speed management measures could require a costly and environmentally sensitive increase in the number of signs and engineering features. Traffic authorities should seek to ensure that a sensible balance is achieved;
- It is government policy that where appropriate, a 30mph speed limit should be the norm in villages;
- For the purpose of applying a 30mph limit a definition of what constitutes a village should be used to ensure that there is an adequate visual message to drives to reduce their speed;
- Traffic authorities are encouraged to adopt a two tier approach to speed limit setting in rural areas with higher speed limits on higher quality strategic roads and lower speed limits on roads passing through a villages or having a local access or recreational

function.

In summary the new guidance set out the way in which all local speed limits on single and dual carriageway roads should be set in both urban and rural areas.

3 Scrutiny Review of setting local speed limits in rural East Sussex

3.1 In 2004 the Transport and Environment Scrutiny Committee established a scrutiny review board to examine the County Council's approach to setting rural speed limits. Although this predated the publishing of the 2006 Government Guidance, the guidance was at consultation draft stage at the time of the review and therefore the review board were able to take account of it in their review.

3.2 The review board reported to the Scrutiny Committee for Transport and Environment in March 2005. Their report set out a number of findings and made a number of recommendations including the following:

- there are too few police resource to provide effective and continuous resources at all locations where speed limits are being ignored;
- evidence from Oxfordshire and elsewhere indicates that lowering the speed limits alone will not necessarily reduce vehicle speeds very much and inappropriate limits make drivers less willing to comply with limits generally;
- reduced speed limits must be accompanied by speed reduction methods if the mean speeds being driven indicate that are necessary to ensure the new limit is observed;
- the development criteria for speed limits should be clear and be defined;
- mean speeds should be used by East Sussex in preference to 85th percentile speeds in determining local speed limits.;
- In responding to the Scrutiny review Sussex Police maintained that they have too few resources to provide effective continuous enforcement for all the locations where speed limits are being ignored. They stated that *"Police enforcement is one tactic in the range of measures available but we will continue to target our resource priorities at sites where there can be a positive effect on casualty reduction, together with other priorities listed in the local policing plan. Enforcement cannot be an alternative to an appropriate permanent engineering measure."*
- some Parishes were concerned about the length of time taken to progress requests for speed limit reductions;
- there is significant scope to improve transparency of the process of assessing which schemes will be implemented and which will not;
- the complete list of requests for speed reduction measures should be published and regularly updated to show in some detail how the criteria have been applied together with the resulting priority order.

4. The County Councils approach to rural speed limit setting

4.1 Following the Scrutiny review and the issuing of the new Government guidance on the setting of speed limits, the County Council commenced work on revising its speed limit policy to reflect the new definition for a village and take account of the speed assessment framework for rural roads set out in the guidance. An issues paper was forwarded to all district and parish councils and County Council members in December 2006. This was accompanied by a questionnaire about the County Councils approach to local speed limit setting.

4.2 Following this consultation the new guidance, a revised policy (PS4/2) for setting speed limits, was approved by the Lead Member for Transport and Environment in 2007. In approving the new policy, the County Council committed itself to reviewing every settlement in East Sussex having a speed limit of 40mph or greater and seeing whether it met the new definition for a village (i.e. 20 or more properties served by private accesses adjoining the main road, located over a distance of not less than 600 metres and clearly visible to drivers). In addition the new Government Guidance required all highway authorities to review the speed limits on all their A and B Roads and implement any changes considered necessary by that date.

Village speed limit review

4.3 A total of 448 settlements were identified for village speed limits reviews. Those settlements in urban areas and those already having 30mph limits were excluded from the list and the remaining 266 placed in priority order for assessment based on the latest 3 year casualty record. The casualty record (2004 to 2006 inclusive) showed that 149 settlements had recorded at least one crash in the 3 year period whilst the remaining 117 settlements had recorded none. All the settlements with a crash record were assessed against the new definition for a village.

4.4 In order to be considered for a 30mph speed limit, a village had to meet the following criteria:

1. twenty or more properties served by private accesses which adjoin the main road (on one or both sides of the road), located over a length of not less than 600 metres, and clearly visible to drivers;
2. the distance over which the limit is to be applied is at least 600 metres, in accordance with Department for Transport guidelines;
3. the environment should give a clear indication to drivers of the need to reduce speed.

4.5 The settlements were assessed by carrying out a map-based assessment to confirm whether they have the required number of properties within the minimum distance. For those meeting these criteria, a site visit was then carried out to determine the visibility of the properties, ensuring that there were 20 properties clearly visible to drivers.

4.6 The assessment identified 38 settlements across the county meeting the new criteria for a village, and where the current speed limit was 40mph or more. Speed surveys were undertaken to identify the mean speeds to establish the level of engineering measures that would be required to reduce vehicle speeds to an appropriate level. The villages were placed into the following three categories based on the mean speeds recorded:

- mean speed of 32 mph or less - the limit can be introduced by means of signs alone. The mean speed recorded in Hankham meant that the new limit was introduced in this way
- mean speed greater than 32 mph but less than 35 mph – minor remedial engineering works may be required.
- mean speed of 35 mph or greater – more intensive measures required appropriate to the function of the road to bring speeds down to required level. Traffic calming measures including a mini roundabout and centre island were introduced in Ninfield in support of the new 30mph limit.

4.7 Once a scheme proposal had been developed Sussex Police were consulted to ensure that they supported the lower limit. A key priority for the Police is to ensure that any new limits were introduced in a way which meant that were self enforcing and would not place any additional enforcement requirement on them.

4.8 A priority programme based on the number of KSIs in the 18 rural divisions was then developed. An indicative capital allocation of [REDACTED] p.a. was identified in the County Council's capital programme to take both the village and A and B road speed limit reviews forward in the four years between 2008/9 and 2011/12.

4.9 The implementation programme for the village speed limit reviews is shown in Table 1. To date 30mph speed limits have been introduced in 26 settlements across the County and there are twelve more villages where reduced speed limits are to be introduced in 2011/12 and

2012/13. Originally the intention was to have the village speed limit programme completed by the end of 2011/12. As a direct result of the in-year cuts announced by the Coalition Government in June 2010, some of the planned speed limit reductions on both the A and B Roads and in the villages had to be put on hold and this work has had to be re-programmed for future years. In addition issues have arisen with the introduction of reduced limits in some of the villages where there have been concerns about the extent of the proposed limit and/or the introduction or positioning of the speed controlling features that would be needed to ensure that a lower speed limit is respected and observed. As a consequence, the completion date for both the village speed limit and review of rural A and B class roads has had to be extended until March 2013.

Table 1 - Village Speed Limit Implementation Programme

Financial Year	Settlement
2008-2009 (Complete)	Upper Dicker Berwick Station Chelwood Gate Danehill Ninfield Potmans Lane/Lunsford Cross Hooe Common Hankham Town Row Stone Cross/Wadhurst North Chailey
2009-2010 (Complete)	Upper Hartfield Priory Road/Forest Row Corsley Road/Groombridge (Extension) Halland Hadlow Down Boreham Street Bodle Street Green Netherfield Offham Cooksbridge Maynards Green Five Ashes Cripps Corner Staplecross
2010-2011 (complete)	Broad Oak, Heathfield
2011-2012	Wivelsfield Green (Phase 1) Broad Oak, Brede Cackle Street, Brede Blackboys Chalvington Gilberts Drive, East Dean Ewhurst Green (Extension)

Financial Year	Settlement
2012-2013	Punnetts Town Wivelsfield (Phase 2) Beckley and Four Oaks Iden Iford Stone Cross/Pevensey

The Review of A and B Class Roads

4.10 To carry out the review in each of the A and B class roads the County was divided up into a number of sections, typically between 600 metres and 1 kilometre in length, based upon their character, frontage development, major junctions, and existing speed limits. The crash rate was then obtained for each section and those sites with a crash rate exceeding the threshold of 35 Personal Injury Accidents per 100 million vehicle kilometres were identified and reviewed with Sussex Police to determine whether the introduction of a lower limit would be appropriate.

4.11 The A and B Roads were prioritised for implementation in the same way as the villages based on an assessment of the number of KSIs that had taken place. The implementation programme for the speed limit reductions on rural A and B class roads is shown in Table 2. To date the speed limit reductions have taken place on eleven rural A class roads and six rural B class roads. In addition, the existing 60mph national speed limit on the A265 between Broad Oak and Heathfield has also been reduced to 40mph as part of the 30mph speed limit scheme for Broad Oak, Heathfield implemented in 2011/12. As part of the current year's programme speed limit reductions are being introduced on seven sections of rural A and B class roads and a further six due to be implemented in 2012/13. Assessments of the need for speed limit reductions on A and B roads are still to take place in 4 electoral divisions (Rye and Eastern Rother, Newhaven and Ouse Valley West, Pevensey and Westham and Rother North West). These assessments will be completed in 2011/12 with a view to implementing any reduced limits by the end of the 2012/13.

Table 2. Rural A & B Class Road Review – Roads Identified for a Reduction in Speed Limit

Financial Year	Road Number	Description
2008-2009 (Complete)	A264	50mph speed limit at Hammerwood
	A26	50mph speed limit at Heron's Ghyll
		50mph speed limit from A22 to Kiln Lane, Isfield
	A272	40mph speed limit at Piltdown and 50mph speed limit between Piltdown and A22.
	A275	40mph speed limit for Sheffield Park

Financial Year	Road Number	Description
	B2095	40mph speed limit between Lower Street and Hooe Common
2009-2010 (Complete)	A272	50mph speed limit between Hadlow Down 40mph and Beech Villas
	A271	40mph speed limit between Boreham Street and Wartling Road (C17)
	A267	50mph speed limit between roundabout at Mayfield and Five Ashes
	A2100	Extend 40mph speed limit at Starrs Green and Telham to The Mount
	A267	40mph speed limit between Sheepsetting Lane and Horam
	A28	40mph speed limit between Newenden Bridge and Northiam
	B2104	40mph speed limit between Hailsham and Shepham Lane
	B2095	40mph speed limit between Lower Street and Hooe Common
	B2204	40mph speed limit for Catsfield Stream
	B2089	40mph speed limit at Swailes Green
	B2192	Extended 40mph speed limit at Ringmer
	C15	40mph speed limit at Carters Corner
	C293	40mph speed limit at Whatlington
	C96	40mph speed limit on Netherfield Road
2009-2010 (Cont)		

Financial Year	Road Number	Description
	C14	20mph speed limit at Mayfield High Street
2010-2011 (In progress)	A265	40mph speed limit between existing Heathfield 40mph and proposed Broad Oak 30mph
	B2244	50mph speed limit between Sedlescombe and Beech Farm House
	B2099	Extend 40mph speed limit at Wadhurst to a point just beyond the railway bridge
2011-2012 <i>2011-2012 Cont.</i>	A275	Extend existing 40mph speed limit in South Chailey northwards to include South Street
	A259	Extend existing 40mph in Eastdean to the west to a point just beyond the junction with Jevington Road
	A2270	Reduce existing 40mph speed limit on Willingdon Road, Eastbourne to 30mph
	B2110	40mph speed limit at Withyham
	B2099	40mph speed limit at Wallcrouch
	C92	40mph speed limit on Battery Hill at Fairlight Cove
	UC7061	40mph speed limit on Deanland Road
	B2096	Reduce 50mph speed limit to 40mph in Three Cups Corner between the Three Cups Public House and Punnetts Town
	A265	Reduce existing 50mph speed limit at Burwash Common in part to 40mph and extend the extent of the existing 50mph speed limits

2012-2013	A272	50mph Speed Limit between North Chailey and Scaynes Hill
	A275	40mph speed limit between North Chailey and Banks Road
	A22	Reduce existing 50mph speed limit to 40mph between the Boship Roundabout and a point just west of Hackhurst Lane
	B2100	40mph speed limit between Palesgate Lane and Jarvis Brook 30mph speed limit
	Other rural A & B class roads	Rye and Eastern Rother, Newhaven and Ouse Valley West, Pevensey and Westham and Rother North West Electoral Division

5. **Results of the review of village and A and B road speed limit review.**

Impact on vehicle speeds

5.1 Speed data was collected at the majority of sites identified for speed limit reductions and after data has been collected at some of the sites that have been completed to date. A comparison of this before and after data collected at the village sites is presented in Tables 3 and 4. Table 3 shows the before and after data for the sites that were introduced by signs and lines alone and Table 4 shows the data for the sites where engineering measures were introduced in support of the reduced limit.

Table 3. Comparison of before and after average speeds recorded at village sites where only signs and lines were introduced

Village	Speed Limit		Average Speed Before (mph)	Average Speed After (mph)	Change in Average Speed (mph)	Change in Average Speed %
	Before (mph)	After (mph)				
Cripps Corner	40	30	35.7	32.2	-3.6	-9.9%
Danehill	40	30	38.7	39.2	0.5	1.3%
Hadlow Down	40	30	33.5	33.6	0.1	0.3%
Halland (Phase 1)	40	30	37.4	36.6	0.8	-2.1%
Hooe Common	40	30	38.6	35.3	-3.3	-8.4%
Offham	40	30	34.0	33.3	-0.7	-1.9%
Town Row	40	30	33.5	40.2	6.7	20.0%
Upper Dicker	40	30	30.1	28.4	-1.7	-5.6%

Table 4. Comparison of before and after average speeds recorded at village sites where engineering measures were introduced

Village	Speed Limit		Average Speed Before (mph)	Average Speed After (mph)	Change in Average Speed (mph)	Change in Average Speed %
	Before (mph)	After (mph)				
Berwick Station	40	30	39.2	29.0	-10.2	-26.0%
Boreham Street	40	30	40.6	35.1	-5.5	-13.6%
Cooksbridge	40	30	35.9	32.1	-3.8	-10.6%
Five Ashes	40	30	35.8	31.5	-4.3	-12.0%
Halland (Phase 2)	40	30	37.4	32.4	-5.0	-13.4%
Maynards Green	40	30	35.1	32.0	-3.1	-8.8%
Ninfield	40	30	36.4	31.8	-4.7	-12.8%
North Chailey	40	30	39.2	36.4	-2.8	-7.2%

5.2 The figures shown in Tables 3 and 4 indicate that the use of engineering measures is more effective in achieving speed reductions. Reductions have been recorded at all of the sites where engineering measure have been introduced, whereas reductions were recorded at five of the eight sites where only signs and lines were introduced with very slight increases at a further two sites.

5.3 The increase in the average speed recorded at Town Row reflects the fact that the 40mph speed limit repeater signs had to be removed in order to introduce the 30mph limit. However, these could not be replaced with 30mph repeaters as national regulations dictate that these cannot be used if there is a system of street lighting in place. Clearly the absence of the signs has had an adverse impact in this case. The national regulations governing the use of 30mph repeaters in street lit areas have been the subject of national debate. If the existing regulations were to be changed to allow their use it would mean that they would have to be introduced in all existing street lit areas to ensure a consistent and enforceable approach. However, this change would come at a considerable cost to the highway authorities across the country and would be contrary to the Government's current initiative aimed at reducing sign clutter.

Table 5 shows the before and after speed data for a sample of the A and B roads. Reductions in average speed were recorded at all of the A and B road sites apart from the C7. The average speed on the C7 before the introduction of the reduced speed limit was 41mph. However given the character and appearance of the road it was not felt that a 40mph limit would be appropriate. As a consequence a 50mph was introduced but it appears it has become a 'target' speed for drivers using the route. Recent changes to the traffic flow level on the C7 following the introduction of the Beddingham improvement may also have had an impact on average speeds.

Table 5. Comparison of before and after average speeds recorded at a sample of the A and B Road speed reduction sites.

Village	Speed Limit		Type of measures	Avrge. Speed Before (mph)	Avrge. Speed After (mph)	Change in Avrge. Speed (mph)	Change in Avrge. Speed %
	Before (mph)	After (mph)					
B2204 Catsfield Stream	50	40	Engineering	43.1	39.3	-3.9	-8.9%
A26 Herons Ghyll	60	50	Signs and Lines	43.4	39.7	-3.6	-8.4%
B2089 Swailes Green	60	40	Signs and	42.2	32.5	-9.7	-22.9%

			Lines				
A264 Hammerwood	60	50	Signs and Lines	43.2	41.5	-1.7	-3.8%
A28 Newenden Bridge	60	40	Signs and Lines	36.9	35.5	-1.4	-3.8%
A272 Piltdown to Maresfield	60	50	Signs and Lines	45.3	33.8	-11.5	-25.3%
C7 Kingston to Newhaven	60	50	Signs and Lines	41.5	48.1	6.6	15.8%

Impact of accidents and KSIs

5.4 Before and after studies were carried out to establish the effect of the reduced speed limits on the accident record. Since the majority of sites do not have three full years of after data, accident savings have been calculated on a 'per annum' basis, using sites which have a minimum of 12 months after data.

5.5 A comparison of the accident data before and after the introduction of the reduced speed limits is presented in Table 6 for the sites where only signs and lines were introduced and in Table 7 for sites where engineering measures were introduced. Across all villages, the number of accidents per annum reduced by 45%, and the number of KSI casualties per annum reduced by 53%. As shown in Table 6, at those sites where the speed limits were introduced by means of signs and lines alone only a minimal reduction in the accident record was achieved. As shown in Table 6 the crash record at most of the sites was already very good, with only one KSI casualty recorded across the 15 sites in the three years prior to implementation. As a consequence there was limited scope for accident reduction at these sites and the purpose of the reduced speed limit was merely to ensure the posted speed limit was consistent with existing driver behaviour.

5.6 As shown in Table 7 there was a far greater potential for accident reduction at the sites where engineering measures were introduced in support of the reduced speed limit with 14 accidents 'per annum' occurring across the 11 identified sites. As shown in Table 7 both the number of accidents 'per annum', and the number of KSI casualties 'per annum', decreased by approximately half at the sites where supporting engineering measures were introduced.

5.7 Statistical tests were carried out to establish whether these accident reductions were a direct result of the reduced speed limits or merely a result of the ongoing downward trend across the County. The results of a Tanner k-test comparing the magnitude of the accident reduction at the treated sites with the corresponding reduction across the wider County, indicated that:

- thirteen of the 26 sites (50%) achieved a reduction that was greater than the corresponding reduction across the County.
- nine sites (35%) experienced no change relative to County-wide reductions, whereas
- four sites (15%) experienced an increase relative to the Countywide reduction, although it is worth noting that these 'increases' were influenced by the use of shorter 'after' periods.

Table 6. Before and after comparison accident data at sites where signs and lines introduced

Site name	BEFORE IMPLEMENTATION					AFTER IMPLEMENTATION					Change in Accidents
	No. of Months	Total Accidents	Accidents p.a.	Total KSI	KSI p.a.	No. of Months	Total Accidents	Accidents p.a.	Total KSI	KSI p.a.	
Bodle Street Green	36	0	0.0	0	0.0	16	0	0.0	0	0.0	0.0
Chelwood Gate	36	0	0.0	0	0.0	29	0	0.0	0	0.0	0.0
Corseley Road, Groombridge	36	0	0.0	0	0.0	28	0	0.0	0	0.0	0.0
Cripps Corner	36	3	1.0	0	0.0	16	0	0.0	0	0.0	-1.0
Danehill	36	1	0.3	0	0.0	29	1	0.4	0	0.0	0.1
Hadlow Down	36	7	2.3	1	0.3	28	4	1.7	0	0.0	-0.6
Hankham	36	2	0.7	0	0.0	36	0	0.0	0	0.0	-0.7
Hooe Common	36	1	0.3	0	0.0	28	1	0.4	0	0.0	0.1
Potmans Lane, Lunsford Cross	36	0	0.0	0	0.0	36	0	0.0	0	0.0	0.0
Priory Rd, Forest Row	36	0	0.0	0	0.0	27	0	0.0	0	0.0	0.0
Rushlake Green	36	1	0.3	0	0.0	30	1	0.4	0	0.0	0.1
Staplecross	36	1	0.3	0	0.0	16	0	0.0	0	0.0	-0.3
Stone Cross, Wadhurst	36	0	0.0	0	0.0	36	0	0.0	0	0.0	0.0
Town Row	36	0	0.0	0	0.0	28	1	0.4	0	0.0	0.4
Upper Hartfield	36	1	0.3	0	0.0	24	0	0.0	0	0.0	-0.3
<i>Totals (per annum)</i>		<i>17</i>	<i>5.7</i>	<i>1</i>	<i>0.3</i>		<i>8</i>	<i>3.4</i>	<i>0</i>	<i>0.0</i>	<i>-2.3</i>

Table 7. Before and after comparison of accident data at sites where engineering measures were introduced

Site name	BEFORE IMPLEMENTATION					AFTER IMPLEMENTATION					Change in Accidents
	No. of Months	Total Accidents	Accidents p.a.	Total KSI	KSI p.a.	No. of Months	Total Accidents	Accidents p.a.	Total KSI	KSI p.a.	
Berwick Station	36	0	0.0	0	0.0	29	2	0.8	0	0.0	0.8
Boreham Street	36	3	1.0	0	0.0	17	1	0.7	0	0.0	-0.3
Cooksbridge	36	4	1.3	2	0.7	19	0	0.0	0	0.0	-1.3
Five Ashes	36	3	1.0	1	0.3	16	2	1.5	0	0.0	0.5
Halland	36	9	3.0	4	1.3	22	4	2.2	2	1.1	-0.8
Maynards Green	36	3	1.0	1	0.3	16	0	0.0	0	0.0	-1.0
Netherfield	36	0	0.0	0	0.0	15	0	0.0	0	0.0	0.0
Ninfield	36	5	1.7	0	0.0	36	2	0.7	2	0.7	-1.0
North Chailey	36	5	1.7	1	0.3	36	3	1.0	0	0.0	-0.7
Offham	36	5	1.7	1	0.3	21	0	0.0	0	0.0	-1.7
Upper Dicker	36	4	1.3	3	1.0	28	1	0.4	1	0.4	-0.9
<i>Totals (per annum)</i>		<i>41</i>	<i>13.7</i>	<i>13</i>	<i>4.3</i>		<i>15</i>	<i>7.3</i>	<i>5</i>	<i>2.2</i>	<i>-6.4</i>

5.8 Further statistical tests were unable to confirm that the reductions were not due to random fluctuation. Therefore the accident reductions cannot be attributed directly to the reduced speed limits alone, as the accident reductions may have occurred as part of the on-going downward trend across the County.

5.9 An analysis of the reductions in accidents that have occurred on A and B roads where reduced limits were introduced is presented in Table 8. Overall there has been a 26% reduction in the number of crashes 'per annum' however, the number of KSI casualties 'per annum' has actually increased. This is because in a couple of instances large numbers of KSI casualties were recorded within single collisions. The remaining sites all experienced reductions in the number of KSI casualties per annum.

5.10 The results of a Tanner k-test indicated that:

- four sites experienced a decrease in crashes relative to the County.
- two sites experienced no change relative to the County.
- four sites experienced an increase relative to the County.

5.11 Further statistical tests confirmed that the decreases recorded at two of the sites were statistically significant (A26 Little Horsted and B2104 Ersham Road). This means that we can say with a fair level of confidence that a real change of collisions has occurred at the site as a result of the speed limit. The statistical tests confirmed that the remaining sites, including those where an increase was recorded, may be attributed to random fluctuation.

Table 8 . Before and after comparison accident data at A and B road sites

Site name	BEFORE IMPLEMENTATION					AFTER IMPLEMENTATION					Change in Accidents
	No. of Months	Total Accidents	Accidents p.a.	Total KSI	KSI p.a.	No. of Months	Total Accidents	Accidents p.a.	Total KSI	KSI p.a.	
A26 Heron's Ghyll	36	12	4.0	3	1.0	36	15	5.0	13	4.3	1.0
A26 Little Horsted	36	17	5.7	2	0.7	33	5	1.8	1	0.4	-3.8
A264 Hammerwood to Holtye	36	7	2.3	2	0.7	26	3	1.4	8	3.7	-0.9
A267 Little London Road	36	7	2.3	4	1.3	18	3	2.0	0	0.0	-0.3
A267 Mayfield & Five Ashes	36	5	1.7	3	1.0	26	7	3.2	3	1.4	1.6
A272 Piltdown	36	8	2.7	2	0.7	31	3	1.2	0	0.0	-1.5
A272 Piltdown	36	0	0.0	0	0.0	31	0	0.0	0	0.0	0.0
A275 Sheffield Park	36	7	2.3	3	1.0	31	6	2.3	1	0.4	0.0
B2089 Swailes Green	36	1	0.3	0	0.0	14	1	0.9	0	0.0	0.5
B2104 Ersham Road, Hailsham	36	10	3.3	4	1.3	22	1	0.5	1	0.5	-2.8
<i>Totals (per annum)</i>			<i>24.7</i>		<i>7.7</i>			<i>18.3</i>		<i>10.7</i>	<i>-6.3</i>

6. The future of speed limit review work in East Sussex

6.1 The approach that has been adopted to the review of speed limits in villages and on rural A and B roads reflects the principles set out in the 2006 Government Guidance on setting local speed limits and has taken account of the findings and recommendations of the Scrutiny Review board on setting rural speed limits in East Sussex. Essentially the review has one more year to run before the entire village and A and B road speed limit reductions which have been identified through the review process are largely complete. However, the County Council is still likely to receive further requests for speed limit reductions and a decision need to be made as to how these requests are dealt with if the community are not to feel that their local desire for reduced speed limits is not being met. Also there are important lessons that have been learned, which need to be taken forward as part of any future speed limit review programme.

Lessons learned from the approach adopted to date

6.2 As has been demonstrated above, the County Council has adopted an evidence based approach to its speed limit review work. The approach to the implementation of the speed limit review was very much 'top down', with officers identifying where speed limit reductions were appropriate and whether the limit should be introduced either by signing and lining alone or with engineering features. In the majority of instances this approach has not proven to be problematic, particularly where the speed limit reduction has been achieved with the introduction of signs and adjustments to lining. However, it has proven to be more problematic in instances where the need for supporting engineering measures has been required. In a number of cases the parish council and/or village residents have been receptive to the introduction of the reduced speed limit but resistant to the introduction of the features considered necessary to ensure the reduced limit is self enforcing. Even where early discussions were held with the parish council to explain the need for the engineering measures, there has still been resistance to the introduction of these features which are seen in some cases as 'urbanising' the village.

A number of key lessons have been learned which should influence the way in which the County Council approaches any speed limit review work in the future:

1. Communication – needs to be improved to ensure that the overall approach to speed limit reduction and 'rules for engagement' around roles and responsibilities are more clearly understood.
2. Ownership – there is a need to engender a greater sense of ownership amongst the local community of the speed management issues faced in their village through the possible adoption of a more 'bottom up' approach to speed management. As part of this, parish councils would take more of a lead role in the development and implementation of speed limit reduction schemes in the future.
3. Engagement – an increase in community engagement and participation activity particularly in the early stages of any new process to ensure a greater sense of ownership of both the perceived problem and the potential solutions.
4. Approach – where speed reducing features are required to ensure a limit is self enforcing adoption of a more 'minimal engineering' approach which relies less on hard engineering features such as central islands and build outs and more on 'natural' traffic calming features such as widening of verges to reduce road width and removal of centre lines.

A possible way forward: Gloucestershire County Council's 'Your community – Your Speed Limit' Initiative

6.3 Future constraints on funding mean that only those speed reduction schemes which will help achieve casualty reductions are likely to be taken forward. A number of other highway authorities have begun to explore more innovative and flexible ways of dealing with community concerns around speed with 'self help' becoming more important part of the approach to speed management.

6.4 Gloucestershire County Council has developed and adopted a Community Led Speed Reduction Process. This process gives the communities a set of options for meeting their speed limit change requests where the scheme does not meet their criteria or where funding is not available. Under this process parish, town or district councils can pursue speed limit reductions provided they are willing to fund the scheme, undertake the public consultation and take ownership of the outcomes. A copy of the information pack that has been put together by Gloucestershire County Council is contained in Annex A to this Appendix.

6.5 The adoption of a similar community led approach in East Sussex would be a clear demonstration of the County Councils commitment to the Localism agenda. The adoption of a community led approach would have ongoing resourcing implications for the County Council as resources would still need to be identified to oversee the development and implementation and ongoing management of any new initiative.

7. Conclusions

7.1 The following conclusions can be drawn about the County Council's approach to its rural speed limit review:

- the review has followed the approach to setting speed limits set out in the Government guidance and has taken account of the findings and recommendations of the Scrutiny board review of rural speed limits;
- all of the limits on the County's rural A and B roads have been reviewed and those villages where the introduction of a 30mph limit would be appropriate based on the County Councils speed limit policy have been identified;
- the implementation of the speed limit reductions identified as a result of the review is still ongoing and is due to be completed by March 2013;
- an analysis of before and after speed data collected at a sample of the sites where speed limit reductions have taken place shows that average speeds have gone down at the majority of these sites. Reductions have taken place at all of the sites where engineering measures have been introduced in support of the reduced limit;
- although the speed limit reductions were not specifically introduced as a casualty reduction measure, the results of before and after analysis of accident data collected at a sample of sites reveals that overall accident levels have decreased across the sites where speed limits have been introduced. Again, the reduction has been more marked at sites where engineering measures have been introduced, although the accident rate at these sites was higher before the introduction of the reduced limit. The accident reductions cannot be attributed directly to the reduced speed limits alone, as the accident reductions may have occurred as part of the on-going downward trend across the County.
- the implementation of the reduced limits at the majority of sites has gone very well, particularly where these have involved only the introduction of signing and lining. Issues have arisen with the introduction of reduced limits in some of the villages where there have been concerns about the extent of the proposed limit and/or the introduction or positioning of the speed controlling features that are needed to ensure that a lower speed limit is self enforcing.
- the current speed limit review programme is due to be completed by the end of 2012/13. A decision needs to be made about how the requests from local communities should be dealt with in the future. A community led approach to speed limit reduction may provide a suitable way forward.

Annex A – Gloucester County Councils Community Led Speed Limit Initiative

Gloucestershire Highways Community Offer Your Community – Your Speed Limit

Speeding and the perception of speeding is one of the most prominent issues raised by our local communities. As funding for schemes is limited, every scheme must compete for priority assessment and inevitably only those schemes where compliance with national speed limit setting guidance and accident casualty reduction criteria are met are likely to *succeed*. *This has left many communities* feeling disappointed that their local desire for lower speeds is not being met.



In addition, following the comprehensive spending review, the Council's strategy is very much focused on 'living within our means' and 'providing the basics'. As such a decision was taken last year that funding would be targeted on maintaining our current highway assets and that improvement schemes, such as speed limit changes, would only be funded when they are directly linked to identified accident hotspots assisting the authority in reducing killed and serious injury accidents.

Experience and research suggests that lowering an existing speed limit, by itself, will not necessarily achieve lower vehicle speeds or reduce accidents. However, some communities have challenged this and have called for greater flexibility when setting speed limits. A recent Scrutiny Task Group made recommendations for the development of a process allowing communities to get more involved in determining local speed limits.

Localism

The Highways Community Offer embraces the concept of localism in that local communities will have more say in the way that local highway services are delivered and prioritised. Therefore, the county has developed a Community Led Speed Limit Reduction process. The new process will give communities a set of options for meeting their speed limit change requests when the county is unable to do so as the scheme does not meet the county's criteria or when funding is not available.

However, whilst the county wants to allow more flexibility in local community decision making, it also expects that local communities will accept responsibility for any decisions it takes in the same way the council does when it spends public money.

How the new process will work

Under the new process, speed limit reduction schemes can be pursued by local groups such as resident associations, parish councils, town or district councils, provided they are prepared to fund the changes, are willing to undertake public consultation and take ownership of the outcomes. The new process encourages communities to carry out a self assessment and consider three options for meeting their desire for lower speeds:

- **Speed limit campaigns** - These campaigns are developed by the community with the aim of influencing drivers choice of speed and encourage a voluntary or self-enforced lower speed and usually involve temporary signs, posters, leaflets or other media. '20 is Plenty' or 'Kill your speed not a child' campaigns have been very successful in some communities.

20's Plenty



Where People Live

- **Use of advisory speed limits** - This is a new approach the county is exploring using more permanent yellow backed signs advising drivers of the speed limit the community would like to see motorists adhering to. The limits is not official and is unenforceable by police, but could be considered as a low cost option for some communities, especially where natural traffic calming such as narrow roads or parked cars is already encouraging drivers to adhere to the lower limit. The county will be looking to pilot a handful of advisory speed limit schemes in order to evaluate the effectiveness of this approach. One concern is that this approach may become confusing to drivers when the legal posted limit sign(s) are

adjacent to the desired limit signs, or that by removing or replacing the legal limit signs the road is left with an unenforceable speed limit.

- **Speed limit traffic regulation order** - involves a statutory process to officially change the speed limit, whereby interested parties need to be consulted and a draft speed limit order formally advertised. Costs of advertising the order, legal costs in making the order as well as any associated construction costs for changing signs, road markings or installing traffic calming will need to be funded by the community.

The flow chart at the end of this document shows how the process will work and the various options available to communities. Throughout the process, council officers will provide advice, guidance and support in developing the potential scheme. If the scheme involves a formal traffic regulation order, changes to signs or road markings, or the installation of traffic calming features, officers will assist the community in designing the scheme and provide estimates of the costs involved so that the local community is fully informed before making any decision.

The county will provide any historical information it has on traffic volumes and speeds along with accident history to support the development of schemes and the consultation process. Where data is not available, the county can help communities carry out their own surveys or can provide information on the cost of commissioning surveys from the county's Transport Monitoring Team.

Consultation, particularly with the local community, is a key requirement to ensure that there is genuine local support for any change and that the local community supports spending its own money on implementing the change, as well as to ensure that expectations over the outcomes are managed. Consultation with a range of statutory interest groups including the emergency services, police and bus operators will also be required.

The local community will be expected to consider the responses to consultation before deciding to commit to formal advertisement of a speed limit TRO, just as the county currently does.

If objections are received to any advertised speed limit orders, the county council has to consider the grounds for objection and determine whether to uphold or dismiss the objection. Local communities will be expected to consider any objections to the advertised orders and to make recommendations to the county. The county will then determine the final outcome; unless there are overriding safety or liability concerns it is expected that the county will follow the recommendation from the local community. It is important to note, that as the Highway Authority, the council must ultimately take responsibility for the decision to set a speed limit and as such, will not act irresponsibly outside of national guidance on setting speed limits (reference to guidance doc.....)



The council may seek further recommendations from a county councillor Traffic Regulation Order Committee over contentious orders or where objections cannot be suitably overcome before making a final order decision.

What are the likely costs involved?

The costs involved will vary greatly depending on the option the community has chosen and the nature and design of the speed limit reduction scheme. A speed limit campaign will obviously be the lowest cost solution with only the costs of temporary signs and the community's time and effort in promoting the campaign. The costs involved in making an official speed limit traffic regulation order will include advertising and legal costs as well as officer time in preparing the order. In addition, the costs will also include any changes to signs, road markings or the construction of any traffic calming features required to make the order legal and enforceable.

Information on the typical costs involved with various options is provided at the back of this document. Your local Stakeholder Manager will be able to assist your community in assessing what elements will be required in order to develop an achievable speed limit reduction scheme and be able to provide or obtain professional engineering advice in finalising the costs of the scheme.



Applications can also be made to the Highways Community Offer for match funding of schemes to assist with the cost of capital funded infrastructure such as traffic calming features and changes to signs and road markings.

Minimalistic approach

The county must maintain all infrastructure and assets on the highway network into the future. As such, it is in the county's interest to keep the number of signs, road markings or other traffic calming features to a minimum. County officers will endeavour to advise communities to only include those features in their schemes that are absolutely necessary to ensure a speed limit reduction scheme meets speed limit setting guidance. The county also has a sign decluttering policy in its Transport Asset Management Plan which commits the council to reviewing all signs within the boundaries of any construction scheme with an aim to reducing the number of signs on the network over time.

Ownership

Local communities are expected to be accountable for the outcomes when funding any speed limit reduction scheme, with the county acting as a facilitator rather than promoter. Local ownership of the outcomes is considered key to the success of this more flexible approach and any feedback the county receives will be passed onto the local community for a response to demonstrate local ownership.

20mph zones/limits

The county recognizes that many communities would like to promote 20mph zones or limits. 20mph zones/limits have not only been shown to reduce accidents but encourage more walking and cycling in communities through improved perceptions of safety. This also follows DfT's recommendations that 20mph speed limits combined with traffic calming should become the norm in residential and built up areas.



The new process allows 20mph limits to be implemented; however, the county will take additional criteria in account when making a final decision on the approval of 20mph schemes:

- DfT guidelines concerning 20mph speed limits must be met including:
 - o The general nature of the location should create conditions in which drivers naturally drive at around 20mph or as a result of traffic calming measures being put in place
 - o 20mph limits are only suitable (without traffic calming measures in place) where mean vehicle speeds are 24mph or below
- As A and B roads tend to be of strategic importance, it is unlikely that the county will support 20mph limits on these roads. In rare cases, such as where A or B roads pass through a town or village centre or become part of a pedestrianised high street, 20mph limits with significant traffic calming may be appropriate.

Who do I contact for information?

Local communities are encouraged to discuss their ideas for changing speed limits with their local Stakeholder Manager who will provide professional engineering advice and guidance to help inform the decision taken by the local community. (insert link to maps showing Stakeholder Manager contacts? Or list 0800 number?)

In addition to the information on this website, you can also find information about the setting of speed limits on a number of other national sites some of which are provided below:

Links to other Speed Limit setting information:

DfT Circular 01/2006; Setting Local Speed Limits:

<http://www2.dft.gov.uk/pgr/roadsafety/speedmanagement/dftcircular106/dftcircular106.pdf>

Setting speed limits in the UK- general information

http://en.wikipedia.org/wiki/Road_speed_limits_in_the_United_Kingdom

Transport Advice Portal:

<http://www.tap.ihl.org/en/topic/traffic-management/speed-limits/>

A Safer Way: Consultation on Making Britain's Roads the Safest in the World: DfT April 2009

<http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/consultations/closed/roadsafetyconsultation/roadsafetyconsultation.pdf>

Streets ahead: safe and liveable streets for children:

<http://www.ippr.org/publications/55/1266/streets-ahead-safe-and-liveable-streets-for-children>

DfT – Road Safety Research Report: Review of 20mph zone and Limit Implementation in England:

<http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme4/20mphzoneresearch.pdf>

Traffic Advisory Leaflet 9/99 June 1999: 20mph speed limits and zones

http://www2.dft.gov.uk/adobepdf/165240/244921/244924/TAL_9-991.pdf

Traffic Advisory Leaflet 7/91 May 1991: 20mph speed limits:

http://www2.dft.gov.uk/adobepdf/165240/244921/244924/TAL_9-991.pdf

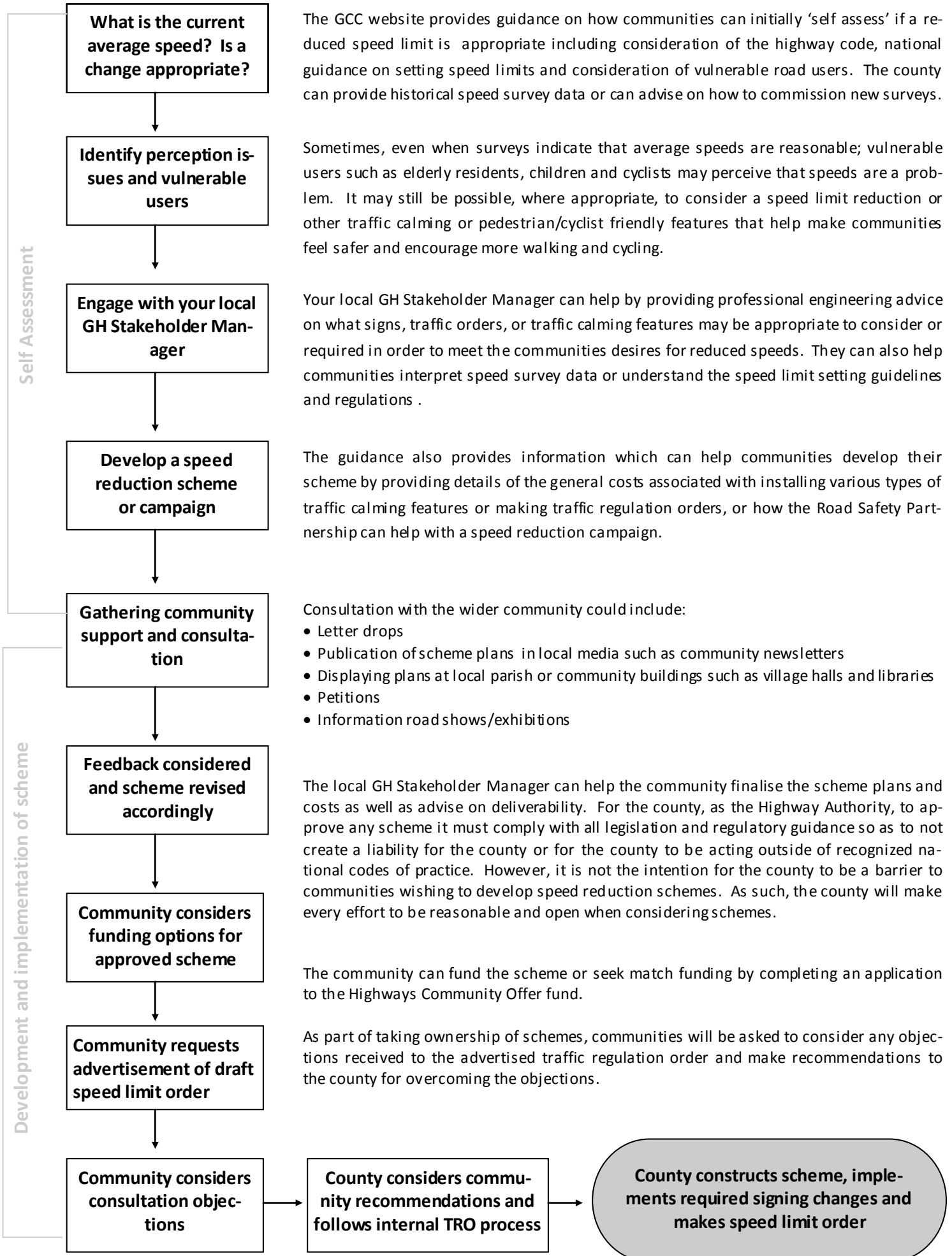
20's Plenty For Us:

<http://www.20splentyforus.org.uk/>

DfT – Evaluation of the implementation of 20 mph speed limits in Portsmouth, Sept 2010:

<http://www2.dft.gov.uk/pgr/roadsafety/speedmanagement/20mphPortsmouth/pdf/20mphzoneresearch.pdf>

Community Led Speed Limit Reduction Process



Community Speed Limit Reduction Schemes

Options available to communities

1) Speed Limit Campaigns

The Road Safety Partnership can assist communities in developing a speed limit campaign. Campaigns usually last up to 6 months and include putting up correx signs and various information media including things like ‘wheelie bin stickers’ to help remind motorists of the appropriate speed. Many communities have successfully adopted “20 is Plenty” campaigns which encourage drivers to reduce their speeds even further in residential areas.

Advantages

Low cost
Potentially greater short term impact
Quick and easy to implement
Doesn’t require TRO
Traffic calming features not required

Disadvantages

Short term (usually 6 months)
Temporary signs

2) Advisory Speed Limits (insert picture of advisory speed limit sign)

The county has the ability to use yellow backed advisory speed limit or warning signs to advise motorists when it is safer to travel at a speed lower than the posted speed limit. These types of signs are predominately used to advise motorists on higher speed carriageways to reduce speeds on the approaches to tight corners or to junctions where visibility may be impaired. In an effort to try to assist communities in meeting their desires for lower speeds, particularly where communities wish to implement 20mph zones/limits, the county will consider authorising the use of advisory speed limit signs. This is particularly useful in areas where average speeds are already below the posted limit and no additional traffic calming features are required in order for a lower speed limit to be introduced. The use of an advisory speed limit sign does not require a Traffic Regulation Order to be put in place, which means the cost of carrying out statutory consultation and making a legal order can be avoided; however, the advisory limit is not enforceable. It can also be confusing to drivers as some of the signs for the posted speed limit must remain in order for the existing speed limit to remain enforceable.

Advantages

Less costly than implementing a TRO
Community designs ‘advisory’ signs
Signs can be permanent
No end date

Disadvantages

Not legally enforceable
Statutory consultation process required
May make existing limit unenforceable
Can be confusing to drivers
Traffic calming features may be required

3) Speed Limit Change (traffic regulation order)

The normal process for changing a speed limit requires a Traffic Regulation Order (TRO). This involves a lengthy consultation process which includes an initial consultation followed by a statutory consultation and consideration of objections. If objections are received and can't be overcome, the approvals process can also involve a county councillor TRO Committee to review objections and make a recommendation concerning the order. Finally a legal order must be made and sealed by the county. Often the changing of signs or road markings as well as the construction of traffic calming features must also be completed in order for the county to meet national guidelines. Most speed limit schemes will only be acceptable to the police (as a statutory consultee) and meet regulatory guidance if they are 'self enforcing' meaning that the road layout or features encourages motorists to drive within the required speed limit. As such, most schemes involve some traffic calming or other features to be constructed.

Advantages

Limit is legally enforceable
Permanent change to signs

Disadvantages

Costs of required TRO
Costs of traffic calming and signs
Statutory consultation required
Length of time to implement

Speed Limit Reduciton Measures Estimated Costs

Example	Item
	Traffic Regulation Order A traffic regulation order is the legal document required to make the restriction, speed limit or prohibition enforceable. In order to introduce, amend or remove a restriction it is necessary to follow a statutory process of consultation. Due to this, the timescales for introducing a TRO can vary from approx 6 months to 18 months or longer. The main reason for the extended timescale is usually associated with the number and/or type of objections raised. Early community engagement over proposals before entering the statutory process can help keep the number of objections to the minimum or none at all. Resolution of objections may require the officers to act under delegated authority or if this is not possible a Traffic Regulation Committee meeting will be called and a recommendation made to the Director of Environment
	Cost TRO costs can vary greatly with the complexity fo the order and the amount of consultation required, but typical TRO's cost between £5,000 and £10,000 which includes advertising costs, legal costs and officer time in preparing the orders, consultation and dealing with objections.
	Speed limit and traffic signs The type and number of signs required varies greatly on the details of the speed reduction scheme, but must comply with national guidance (Traffic Sign Regulation Guidance TSRG). Where erected wtihin street lit sections of road, speed limit signs do not generally have to be illuminated other than on A roads. Generally, terminal signs assemblies are required on both sides of the road at each terminal point. Your local Stakeholder Manager can give you professional advice on the requirements.
	Cost Typically £160 per sign to replace an existing sign on an existing post, £400 per sign with post and £1250 per illuminated sign (covers extra cost of cabling, excavation, and electricity connections); repeater signs (as pictured left) are typically £300 per sign (includes post) or £150 per sign without post or lighting column mounted)
	Village Gateways (Sign Entry Treatments) Usually used on the approaches to built up areas wehre the speed limit signs and town/village nameplates are incoporated to give maximum impact to approaching drivers. Usually consist of signing and linning but can be comined with build outs and regues. Used on entries to built up areas to raise awareness of the approaching speed limit change.
	Cost Typically between £2,500 and £5,000 per entry, dependent on extent of works.
	Vehicle Activated Signs Generally, VAS will not be an option for purchase for community led speed reduction schemes unless they meet the requirements of the county's VAS Policy. Your local Stakeholder Manager can give you a copy of this policy and help a community to assess the criteria.
	VAS are electronic signs which display a symbol and/or message when triggered by vehicles travelling at excessive speed. They are normally intended to supplement rather than replace traditional signing and lining and are aimed at addressing specific road safety problems. VAS should be used strategically where they will have the maximum effect. To introduce them on a widespread basis as simply 'another traffic sign' would cause drivers to become used to them and their effect would diminish. The proliferation of the use of VAS is also a concern for the county as the maintenance costs for the equipment, particularly those on solar or wind power, is significant.
	Cost VAS cost between £5,000 and £10,000; costs and criteria for use are detailed in the county's VAS policy document. Costs may also include a commuted sum to cover future maintenance or replacement costs.

	Rumble Strips Normally a series of raised strips of different coloured surfacing set across the width of the road intended to cause drivers to reduce their speeds. Due to noise, these are not normally laid within 200 metres of residential properties. Typically used on higher speed rural roads at accident reduction sites. Cost A series of rumble strips typically costs around £2,500 to install depending on traffic management requirements.
	Bollards Normally used to highlight points where pedestrians may be crossing the road and to deter parking on footways and verges, but can also be used to assist with the visual narrowing of the carriageway which encourages slower speeds. Cost Installation costs can vary depending on traffic management requirements and utilities, but range from £250 to £500 per bollard
	Chicanes Usually involves various sets of carriageway narrowings which allow two way traffic flow or give priority to drivers travelling in a certain direction. Used to break traffic flow and reduce speeds. Cost A chicane with associated signing, bollards and road markings costs approximately £12,000
	Priority Narrowing Usually created by footway build-outs. Historically used as part of traffic calming schemes to reduce vehicle speeds. Motorists must slow down in order for drivers to 'perceive' the gap between them and on-coming traffic before negotiating the shared narrow carriageway. Street lighting and lit bollards are required. Cost A single priority narrowing with associated signing, lit bollards and road markings costs between £10,000 and £15,000 depending on complexity.
	Refuge/Traffic Island Refuges are designed to provide a safe harbour for pedestrians crossing the road. Refuges make the road appear narrower and consequently can result in a degree of speed reduction, particularly when introduced with a road widening which has the effect of deviating the flow of traffic. Traffic islands achieve the same effect but are used purely for the purpose of speed reduction without crossing facilities. Sites where refuges or island can be used are limited as they rely heavily on good forward visibility from approaching drivers and should not be placed across or very near to private drives or side roads. Narrow roads or the lack of opportunity for widening result in insufficient space to site a refuge. Cost A refuge with no associated carriageway widening may cost approximately £8,000. However, widening is often required to facilitate a refuge increasing costs to around £30,000.

	Pelican or Toucan Crossings Used where pedestrian road crossings movements are particularly high and the road in question experiences high traffic volumes. Pelican crossings include zig zag road markings which prohibit parking and the a TRO to implement. Cost The cost of construction for pelican or toucan crossings varies greatly with the complexity of the design elements, but a basic crossing with associated anti-skid carriageway surfacing and street lighting costs between £40,000 to £75,000 and is often subject to road layout alterations which increases the costs.
	Road Markings White lines or hatching on the carriageway can be used to highlight specific situations and warn drivers to slow down or taken special care. Markings can be used to create a narrowing of the carriageway to encourage lower speeds or highlight pedestrians, cyclists or parked vehicles. Some road markings require a Traffic Regulation Order or have restricted use. Road markings are not likely to have a lasting impact on speed reduction when used in isolation and are usually used in conjunction with other traffic calming/speed reduction features. Cost Road markings are laid on a daily rate basis, typically £600 per day. Traffic management costs (ie temporary lights, stop/go boards) may also be required.
	Roundels Roundels are speed limits painted onto the road surface and can replace the need for some speed limit signs. Their use is regulated (see TSRG) but can form a useful traffic calming feature. Cost As with road markings, the painting costs are on a daily rate basis, typically £600 per day; however, some roundels involve coloured or anti-skidding road surfacings which will add costs.
	Speed Cushions Similar to speed tables, but take the form of small plateaux with a gap in between them. Whilst not as effective as a speed table, speed cushions reduce the speed of most vehicles but are more friendly to larger vehicles like buses and ambulances as they can 'straddle' them and reduce the jolting of passengers. Cushions need to be located within regular intervals in order to reduce speeds consistently over a route. Cushions are typically around 1.6m wide and cost can increase if carriageway width has to be adjusted to accommodate them. Cost A set of 2 cushions is approximately £3,500 to construct without carriageway adjustments
	Speed Tables or Humps These take the form of a raised plateau set across the road. They achieve significant speed reduction and also make it easier and safer for pedestrians to cross the road on the top of the table where speeds are at their lowest. Speed tables can cause a degree of noticeable traffic noise where there is a regular presence of certain types of goods vehicles and vehicles with trailers. Whilst such situations are relatively few, special consideration needs to be given to their siting and also the chosen profile of a speed table can have an effect on such matters. Cost Dependant upon site constraints and appropriate specification for a particular site, the cost of speed tables (usually including specific drainage facilities and adjusted surrounding footway levels) can vary dramatically from £6,000 to £30,000 where a table covers a whole junction. A general guideline cost would be in the region of £8,000. However, it should be noted that such traffic calming techniques are best adopted in the form of a series where speeds are contained over a length of road rather than at a single point.

	Footway buildouts Widening of the footway into the carriageway can help reduce speeds and provide a better view point for pedestrians wanting to cross the road. Particularly useful in helping to create shelter parking areas or with other features like chicanes or priority narrowing. Also, very useful as part of gateway features to show a change in speed limit. Cost Costs vary greatly with road layout and traffic management requirements for construction, but a simple buildout with bollards and tactile paving would be between £10,000 and £15,000 to construct. If in a street-lit area, illuminated signs/bollards may also be required.
	Dropped kerbs Lower height kerbs can be used to create vehicle access points at private drives or provide easier movement for pedestrians, wheelchair, cyclists or buggy users who are crossing the road to and from the footway. Used with other features such as bollards they can form part of traffic calming. Cost Typically £2,000 for a set of 2 sections of dropped kerbs opposite one another.
	Tactile Paving Used with dropped kerbs at points in the carriageway where it is considered safer for pedestrians to cross the road. Tactile paving helps partially sighted pedestrians where the colour and texture of the surface improves the pedestrians awareness of the situation. Cost Tactile paving with dropped kerbs would cost around £2000 for 2 sections of dropped kerbs opposite one another.
	Zebra Crossing This is a formal pedestrian crossing point which is highlighted by flashing belisha beacons. Zebra crossings can be used as an alternative to pelican crossings where pedestrian crossing movements are not as frequent and where traffic is generally travelling at a lower speed. There still needs to be a recognised pedestrian demand for zebra crossings, however, their safe use does rely on the judgement of both motorist and pedestrians. Zebra crossings are introduced with zig zag road markings which prohibit parking near to the crossing point. It can therefore be inappropriate to introduce a zebra crossing where on-street parking demands are already a particular issue. Cost A Zebra Crossing with anti-skid carriageway surfacing, drainage works and associated Street Lighting can easily cost up to £25,000.
	Anti-Skid Coloured surfacing Specialist high friction surfacing applied to the road surface to provide greater skid resistance and deter vehicles from skidding on approaches to roundabouts to reduce loss of control accidents. Cost For a typical scheme, installing 50-55 metre section of anti skid surfacing, would cost in the region of £5000 to £10000.
	Pedestrian Guard Rails Usually used to help guide pedestrians to the safest crossing point or stop pedestrians or cyclists from entering the carriageway, but they can also form part of traffic calming features that help to reduce speeds. Cost One section 2m in length typically costs £350

Appendix MS7

Appendix MS6

Review of Town Legal ("TL") Consultation Response 23.05.25

TL Ref.	TL Comment	MTP PoE Ref.	Appellant Response
<u>Form of Junction</u>			
3.1-3.7	Summary of changes to original Appeal Scheme access and the proposals now before the Inspector		No specific comment but rather a review of the work undertaken between the Appellant and ESCC incl. the RSA1 & Designers Response.
3.8(a)	Provision for cyclists within and around the Appeal Scheme access roundabout. Concern re. compliance with LTN1/20	3.31 - 3.45	Provision for cyclists within roundabout design has taken account of ESCC standards and the core LTN1/20 design principles of being coherent, direct, safe, comfortable and attractive. As per para. 10.3.9 of LTN1/20, the configuration of the Appeal Site access as a compact roundabout with low traffic flows enables cyclists to be safely integrated with motor traffic. Existing cycling demand is low and there is a good safety record on the B2102 corridor. Only a limited number of cyclists will pass through the Appeal Site access roundabout even with predicted future demand generated by the Appeal Site proposals. Appeal Scheme access provides a number of benefits to the low number of cyclists on the B2102 corridor that do not exist at present: - Reduction in speed limit from 60mph to 40mph - Horizontal deflection to slow vehicles - Additional signage - High skid resistant surfacing - Lighting
3.8(b)	Cycle lane slips / crossing facilities at roundabout	3.48	As per Sections 9.2 and 9.3 of LTN1/20, the scheme design ensures a smooth transition between the cycleway and carriageway with a continuous surface course and is configured to reduce risks of cyclists colliding with other active travel users and with vehicular traffic. A 'jug handle' turn through 90 degrees is provided in accordance with para. 9.3.4 of LTN1/20 for southbound cyclists to approach the crossing facility at 90 degrees. Signage, arrow markings, crossing studs and give-way markings are provided in accordance with the TRSGD to reinforce the safe crossing for cyclists.
3.8(c)	Convolutd route for cyclists	3.46-3.47	Larger vehicles will yield to cyclists without impacting on capacity or add to journey time for cyclists. Para. 10.7.28 of LTN1/20 states that the tighter geometry of a compact roundabout is more cycle friendly and that <i>"as the geometry encourages lower speeds, cyclists can use the carriageway to pass through the roundabout in the primary position."</i>
3.8(d)	Cycle safety	3.49	No issues pertaining to cycle safety raised within RSA1 and ESCC have confirmed that Appeal Site Access roundabout supports active travel infrastructure. I do not agree with TL that the route is convoluted or that cyclists will not take advantage of the facilities and infrastructure provided for them.
3.8(e)	Concern regarding support for and mechanism for delivery of speed limit changes proposed	3.21 - 3.25	Existing recorded speeds on and characteristics of the B2102 corridor support introduction of 40mph speed limit. Speed limit change supported by ESCC Policy PS05/02 and DfT Circular 01/2013. ESCC have consulted Police who are supportive and have fed back comments into the design review process between ESCC and the Appellant. Appellant willing to accept Condition that restricts occupation until speed limit scheme is approved and implemented (see Draft Conditions 16 and 17 before Inquiry).

TL Ref.	TL Comment	MTP PoE Ref.	Appellant Response
3.8(f)	No details provided regarding earthworks, levels and gradients	3.26 - 3.27	Preliminary design for earthworks provided at planning stage to demonstrate that all works, forward visibility splays and signage can be delivered within publicly maintainable highway or land under Appellant's control. A natural earth bank with a maximum gradient of 1:3 is provided to the east of the Appeal Site Access roundabout that retains the existing landform so far as is possible. This preliminary design has been shared with ESCC and was necessary to reach their 'no objection' position through consultation.
3.8(g)	Retaining Wall structures	3.28 - 3.31	Retaining wall adj. B2102 westbound approach to roundabout no longer required due to redesign for smaller 28m ICD compact roundabout - agreed with ESCC. Combination of earthworks / retaining wall required to northern boundary of Bird in Eye Farm - 49m length; 1.08m max. height. Small section of retaining wall to west of retained access to Bird in Eye Farm - 15m length; 0.47m height.
3.8(h)	Swept path manoeuvres for refuse vehicles at Appeal Scheme access and within the internal street network	3.50 - 3.54	Swept path analysis appended to RSA1 demonstrates that a refuse vehicle can access the north-western residential plots on the basis that: - No. refuse vehicle movements is low (once-a-week) - Overall volume of traffic to residential plots and retained BIE Farm uses is low - The internal street network designed to 20mph design speed - Clear visibility for approaching vehicles to see and be seen at these low speeds - No operational or safety risk if a vehicle is required to wait for a refuse vehicle to complete its manoeuvre ESCC support the Appeal Site internal street network proposals and associated swept path plans, as confirmed by the signing of the RSA1 Designers Response and reported within their consultation response.
3.8(i)	Swept path manoeuvres for HGVs requiring access to retained Bird in Eye Farm commercial uses	3.58 - 3.65	Swept path analysis appended to RSA1 demonstrates that a rigid and articulated vehicles can access the retained commercial uses on BIE Farm: - No. refuse vehicle movements is low (Table 3.2 refers) - The length of one-way working is 30m and is set back 70m from the running carriageway on the B2102 - Under existing arrangements, the length of one-way working on the BIE Farm access is 125m with no set back from the running carriageway of the B2102 - The internal street network is designed to 20mph design speed - Clear visibility for approaching vehicles to see and be seen at these low speeds - No operational or safety risk if a vehicle is required to wait for a rigid or articulated vehicle to complete its manoeuvre ESCC support the Appeal Site internal street network proposals and associated swept path plans, as confirmed by the signing of the RSA1 Designers Response and reported within their consultation response (Part iii) of summary refers). <i>"Vehicle tracking for the largest vehicles to regularly require access to the proposed development and existing employment units. These are demonstrated at the proposed roundabout, mini roundabout and within the internal sections of the estate roads"</i>
3.8(j)	Access to Plots 18 and 19 Bird in Eye Hill	3.78 - 3.89	ESCC have confirmed in Highway SoCG and consultation response that a suitable alternative access arrangement with appropriate landscape screening and fencing can be delivered off internal street network. There will not be a significant increase in hardstanding; 60m of the 72m length follows the existing alignment of the BIE Farm access alignment. The alternative access will have a permeable bound gravel surface to enable natural drainage and remove risk of surface water run-off to public highway. The number of vehicle movements on the alternative access will be a maximum of 3 per hour, 2 in any given direction compared with 26 per hour (incl. 2 HGVs) on the existing BIE Farm access. Passing bay provided to enable 2 vehicles to pass with good intervisibility in both directions. Pedestrian access not compromised - improved by safe, lit, off-carriageway active travel route through Appeal Site

TL Ref.	TL Comment	MTP PoE Ref.	Appellant Response
<u>Sustainable Location - Accessibility</u>			
4.1 - 4.3	Summary of Inspector's decision on previous Appeal (APP/C1435/W/22/3307820), noting that <i>"the development is in a suitable location in terms of accessibility as it would limit the need to travel and offer a genuine choice of transport modes"</i> Concern that a) the access arrangement offers limited facilities for non-motorised users and brings risk of encouraging car use through additional capacity; and b) the removal of residential development in the western parcel means that the Site cannot provide safe and suitable access for all users	3.90 - 3.97	Notes further comment from the Inspector's decision on the previous Appeal (para. 52) that there was: - No conflict with WDC adopted policies and the spatial planning objectives of the Core Strategy - The Appeal Site is located efficiently in relation to existing development and to public transport - Provision of safe and convenient pedestrian routes that link to existing footpath network - Provision of suitable public transport infrastructure ESCC fully support accessibility credentials of Appeal Site, stating in their consultation response: <i>"Proposals for active travel users both internal and external are acceptable and provide good quality links within the site and towards Uckfield town centre"</i> The Appeal Site delivers a comprehensive mix of physical measures and incentives that maximises accessibility: - Safe facilities for cyclists to access to / from the B2102 east incl. merge / diverge and crossing facilities to the main carriageway on the southern side of the Appeal Site Access roundabout - Continuation of a lit, 3.0m shared footway / cycleway on the southern side of the B2102, west towards Uckfield town centre, incl. merge / diverge and crossing facilities to the main carriageway - Dropped kerb and tactile paving improvements to side road crossings on the B2102 towards the town centre - Bus stop enhancements on the B2102 to the west of the Appeal Site incl. shelter provision and RTP1 - Financial support via S106 to the continuation of bus route 29 that operates along the B2102 corridor - A mobility hub within the Appeal Site delivering EV car club vehicle' last mile delivery lockers and E-bike cycle hire - Flexible travel vouchers to all residents within the Appeal Site for use on bus / train tickets, car club mileage, home deliveries, cycle hire and equipment
	<u>Remoteness of footpath</u>		
4.5 - 4.6	Concern that removal of residential development in western parcel with lack of surveillance has impact on desirability of the footpath / cycle link and proposals are not safe or suitable	3.117 - 3.123	The initial section of the shared footway / cycleway alongside the B2102 will be covered by street lighting that supports the extend 30mph speed limit and initial section of the 40mph speed limit. The remaining section of the shared footway / cycleway will be provided with low level lighting, as per ESCC recommendation. Details will be provided in conjunction with Reserved Matters submission and will include directional heads that focus illumination onto the pathways / minimise light spill onto surrounding open space. The lux levels within the lighting will be to an appropriate level that ensures pedestrian and cycle comfort and safety during the hours of darkness. The initial few metres of the shared footway / cycleway will have limited surveillance as it passes through the wooded boundaries to adjoining land. This short section of the shared footway / cycleway is the same in these respects as was found acceptable in accessibility terms by the Inspector within the Appeal Decision on the previous Appeal. For the substantial remaining length of the shared footway / cycleway, any significant earthworks are on the southern side of the route alignment meaning that active travel users will be able to see and be seen from both the retained commercial uses within Bird in Eye Farm and the proposed residential properties fronting out to the open space.

TL Ref.	TL Comment	MTP PoE Ref.	Appellant Response
<u>Gradient of Footpath</u>			
4.6 - 4.11	Concern over long sections of 1:20 - 1:12 gradient with no level sections and rest places making the route not safe and accessible to all users	3.109 - 3.116	Overall, less than 11% of the entire length of shared footway / cycleway exceeds a gradient of 1:20. The alignment and gradient of the first 150m section is the same as that found acceptable by the previous Inspector and includes two short sections at 1:12 gradient; one 16m in length and one 20m in length. Both sections of 1:12 are preceded and followed by a shallower or flat section. In general flat or shallow gradients are provided every 20m over first 150m of shared footway / cycleway. A rest area is provided at the transition between the first and second sections of the route that is off-line from the main route and will be provided with benches / seating area and interpretation board for the listed Oast House - subject to details being provided at Reserved Matters. Over the remaining 180m section, the gradient never exceeds 1:50.
<u>Suitability of Site</u>			
4.12 - 4.13	Larger percentage of Site beyond a mile / 20-minute walk of the town centre, footpath / cycle path no longer overlooked for large sections - Appellant cannot rely on previous Inspector's conclusion	3.100 - 3.101 3.117 - 3.123 Appendix MS5	The routing and alignment of the footway / cycleway has been subject to detailed scrutiny, and found acceptable by ESCC in their consultation response which states: <i>"Proposals for active travel users both internal and external are acceptable and provide good quality links within the site and towards Uckfield town centre...Within the site, low level lighting would be acceptable to support cyclists and pedestrians during darkness"</i> The short section off the B2102 is dictated by wooded boundaries and remains unchanged from the scheme that was found acceptable by the previous Inspector. The routing and alignment of the substantial remaining section of footway / cycleway through the Appeal Site is direct, lit, minimises earthworks and gradients and impact on the listed Oast House.

TL Ref.	TL Comment	MTP PoE Ref.	Appellant Response																												
<u>Active Travel England</u>																															
4.14 - 4.16	No reference within Application or Appeal documentation to whether the pedestrian and cycle requirements of Active Travel England (ATE) are met	3.102 - 3.108	ATE guidance has been followed in regard to the development of the pedestrian and cycle infrastructure to support the Appeal Site proposals. ATE published a standing advice note (June 2024) entitled "Active Travel and Sustainable Development" that references the Planning Application Assessment Toolkit containing 10 assessment criteria that ATE consider in reviewing new developments. 1) Forecast trip generation and assignment (incl. walking and cycling trips) - COMPLETED 2) Active Travel Route Audit - COMPLETED 3) Pedestrian Access to Local Amenities - COMPLETED 4) Cycling Accessibility - COMPLETED 5) Access to Public Transport - COMPLETED 6) Off-Site Contributions - COMPLETED 7) Site Permeability - COMPLETED 8) Placemaking - COMPLETED 9) Cycle Parking and Trip End Facilities - COMPLETED 10) Travel Planning - COMPLETED All 10 criterion have been addressed within the Transport Assessment and Framework Travel Plan that accompanied the planning application submission, the Highways SoCG agreed with ESCC and the draft Conditions / S106 before the Inspector that are agreed with WDC / ESCC in respect of pedestrian and cycle provisions. For criteria 7) - 10), the principles are established within the submitted material with the Application and the Appeal - further details are to be provided as part of Reserved Matters. The ATE standing advice refers to requirements for the design of pedestrian and cycle routes that have formed the framework / basis for the development of the pedestrian and cycle infrastructure to support the Appeal Site scheme proposals and that have been agreed with ESCC. <table border="1"> <tr> <td>Safe</td><td>✓</td><td>Uncluttered</td><td>✓</td></tr> <tr> <td>Direct</td><td>✓</td><td>Good natural surveillance</td><td>✓</td></tr> <tr> <td>Convenient</td><td>✓</td><td>Clear lines of sight</td><td>✓</td></tr> <tr> <td>Access for all</td><td>✓</td><td>Street lighting</td><td>✓</td></tr> <tr> <td>Step-Free</td><td>✓</td><td>Wayfinding</td><td>✓</td></tr> <tr> <td>Smooth, even surface</td><td>✓</td><td>Crossing points suitable for speed & traffic flow on road(s)</td><td>✓</td></tr> <tr> <td>Seating at regular intervals</td><td>✓</td><td></td><td></td></tr> </table>	Safe	✓	Uncluttered	✓	Direct	✓	Good natural surveillance	✓	Convenient	✓	Clear lines of sight	✓	Access for all	✓	Street lighting	✓	Step-Free	✓	Wayfinding	✓	Smooth, even surface	✓	Crossing points suitable for speed & traffic flow on road(s)	✓	Seating at regular intervals	✓		
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	<u>Overall Planning Assessment</u>																														
11.2	NPPF Para. 115 c) and 116 are engaged - safe and suitable access cannot be achieved for all road users and the proposals are unsafe	2.16 - 2.17	Revised access design & speed limit proposals have been developed in accordance with current national and local standards and guidance and have also been subject to comprehensive review / scrutiny by ESCC, as Highway Authority, as well as an independent Road Safety Audit. ESCC / WDC are agreed on conditions and obligations. The Appeal Site proposals demonstrate that in terms of capacity, congestion and highway safety, any significant impacts on the transport network can be cost effectively mitigated to an acceptable degree through a comprehensive vision-led approach. The Appeal Site will not lead to an unacceptable impacts on highway safety and that any residual impact on the road network as a result of the proposed mitigation, taking into account all reasonable future scenarios, will not be severe.																												

TL Ref.	TL Comment	MTP PoE Ref.	Appellant Response
11.3	New access creates adverse impact on rural character, adding to the urbanisation with street lighting	3.3 - 3.7	Appeal Site is located at the transition between urban and rural environment. Appeal Site access acts as gateway to reinforce transition. Appeal Site already occupied by large commercial / employment development with multiple occupiers. This section of B2102 also serves 21 residential properties served off 18 dropped kerb accesses and The Yard (another commercial / employment development with multiple occupiers).
11.4	Loss of land for parking / storage within BIE Farm	3.66 - 3.77 Appendix MS1 Appendix MS2 Appendix MS3 Appendix MS4	Movement and activity surveys show that demand for parking within BIE complex never exceeds 42 car spaces. Even with removal / replacement of 18 existing spaces in the area of land surrounding the Oast House, there is scope to provide at least 33 additional spaces without compromising existing operational requirements within the BIE Farm Boundary. If 48 parking spaces were retained within the BIE Farm boundary, parking would operate at no more than 88% capacity (assessed against maximum parking demand recorded) with changes to BIE Farm boundary. HGV loading / unloading route within BIE Farm unaffected by loss of the parking area to the west of the Oast House. Maximum demand for 8 HGVs on-site at any one time. 8 HGVs can be accommodated within revised BIE Farm boundary without compromising the existing loading / unloading route or access / egress to the existing commercial units.
11.6	Unregistered land required to deliver scheme	3.15	Correspondence between the Appellant and ESCC, included within the Highways SoCG confirms that there is no unregistered gap between the landowner's title and the adopted public highway and that all necessary land to deliver the Appeal Site Access proposals is under the control of the Applicant or ESCC.