

What do you like the most about the work so far?	Which bits of the work could be made better?	Is there anything we have missed?
If the visual changes do slow things down, it is a marvellous idea. But we do need to make cars park on the road. This in itself narrows the road and should slow traffic.		View from Cross Lane (by Landscape Farm) north(ish) to Bewl Reservoir / Flimwell etc.
		The parking by Stonegate station is dangerous – there is always plenty of space in the car park, but to avoid paying people park on and destroy the verges, which makes sightlines difficult and narrows the road.
		At the Cottenden end of Cottenden Road, the junction is dangerous and needs some attention. It is impossible to walk down Cottenden Road to the village hall or to the school from one end to the other, as it has no form of footpath.
		Traffic speeds in St. Mary's Lane. Pedestrians walk in the middle of the road – no choice, no pavements! The Twitten used as unnecessary cut-through.
The tarmac designs to slow down traffic seem brilliant. One just hopes they work better in the long run than the 30mph signs on the tarmac. Please keep street lighting low – one can see stars here! Great job done! Thanks!	It would be a shame to draw away activities from the centre of the village Ticehurst by building a new village hall in Flimwell.	Maybe by improving the pedestrian way towards the village hall, that could be 'drawn into the centre' more. Would the VW garage give up some space to 'taper' as it were, the village square towards the village hall?
Its appearance.	We still should campaign hard for a proper mini roundabout at the junction close to the village hall. And parking outside the village hall should be discouraged by having a drop off layby and making drivers use the car park. P.S. What about improved access from the car park to the back of the club / village hall?	
The new road markings – nearly on a par with the Netherlands which use cycle lanes on both sides of the road to give an impression of a single lane for vehicles.	Don't like layout of junction of Lower St. Mary's Lane (proposed). Works well as it is with the exits for each lane joining the high street – far safer now as less confusion as to who goes where.	Twenty mile an hour speed limit from Warrens through to Volvo garage!
Agree with most of the statements and ideas for road marking / colours. Would like to see better pedestrian access and priority rather than vehicles – pavement to Flimwell. Affordable housing for local people needed, both young and elderly.	The junction of St. Mary's Lane and High Street is an improvement already on what was there before. The new layout proposed is going backwards. We live at Orchard Farm and constantly use this junction and believe the current layout is better and safer.	
	Flimwell / A21 junction. Flimwell is not a village, efforts to make it into one is a mistake. Ticehurst is the village. More should be made of the 'Woodnet Centre' and the forthcoming Flimwell Park. A good pavement / path connecting Flimwell to Ticehurst and the village school would be an enormous advantage. There is no need for a village hall in Flimwell in addition to the existing halls, Woodnet Centre and Flimwell Park.	
The plans to slow down traffic if effective are a great idea. Hope that the crossing places are not a half-way house, putting pedestrians in danger if they use them as zebra crossings.	I am worried that the junction at Lower Platts might confuse as it looks like a roundabout.	
Which trees do you plan to replace with Amelanchier?	Will different coloured tarmac really slow the traffic in Lower High Street?	
The general impression is very impressive, but with the inevitable growth of car ownership in the future, there must be provision for larger car parking facilities – with time limited occupancy. Speeding has been a problem within Ticehurst which could be cured by speed cameras at each end of the village, and prosecutions!	Much faster broadband!	For years, the 'young' have complained that 'there is not enough to do in the evenings' in Ticehurst. The teenagers want to go to Wadhurst. Some increase in supervised / tutored sporting activities might be the answer, but the main cost would probably have to be borne by Rother.
Proposed traffic calming ideas. In agreement with the green spaces protection.		Not that I can see.
I am impressed with the work that has been done. I have lived in villages all my life (68) and see this as the most in depth and careful work done on the various matters concerning village life.	As always, encouraging local people to participate.	There would seem to be some more explanation required about costings and availability of funds.
The junction between St. Mary's Lane and High Street.	Do away with the dangerous small build-outs.	Stop parking on the pavements. Stop parking between Pickforde Lane and Springfields.
We like the proposed traffic calming measures which we feel should be successful in slowing traffic through the village. Planting of new trees in the centre of the village is also a very good idea – sponsorship is a good way to help finance them. We would sponsor a tree! Overall very supportive.		Expanding the car park behind the Bell is much needed to relieve congestion around the square.
Wholeheartedly in favour of the proposals.	Low level concrete bollards / seats would be a disaster for people with eyesight problems, especially at night.	How would drivers cope in the fog? Will contractors making repairs to the road be required to re-instate the proposed markings? Ensure shops have sufficient parking for their customers.
		Tea and biscuits should have been provided!
The aim to reduce speed is good.	More thought for the road speed controls – not sure about the tarmac approach! Not sure on low cost housing! I believe the more low cost, the less desirable the area becomes.	Road conditions on areas extending to the village. I pay rates – I expect the issue to be resolved. Better transportation – rail, bus etc.
Good to work on traffic calming.		Will there be a new speed limit through the village to reflect new priority system, e.g. down to 20mph? Also warning signs on entrances to the village? Through traffic may otherwise be caught unawares.
Creative.	All very good.	Worried about lack of disabled parking in village centre and Pickforde Lane car park. Would like St. Mary's Lane to be 20mph, as we use it for walking down.
The photographs of 'changes to streets and spaces' in the village make it look so much more spacious, flowing and attractive. I feel very strongly that the colours chosen are critical for it to harmonise with the lovely colours of the roofs and hanging tiles everywhere. The square looks ___(?) and I like the housing lines communicating with the roads and paths. Cobbles to be kept and more needed for square as a design feature.	The entrance to the north end of Ticehurst has a very unfinished look to the post that is announcing entrance to Ticehurst Village with a rotten sign crammed above it, and just a straight sawn through top to it – all other old villages have the post nailed at the top and then a cap.	The ___(?) on the corner of St. Mary's Lane and St. Mary's Close shows a pond on the very old village map and this would be such an attractive asset to wildlife. Benches / seats would be appreciated by many who walk up and down with their shopping and need a resting place before continuing their way home. Encourage people to pause for a chat etc – badly needed for those living alone.
		I think Pickforde should be banned between Springfields. It makes very poor vision as to what is coming the other way. Do away with the dangerous build-outs. Ticehurst Motors should get their own parking area in the village – not sure how this can be achieved. How is this all going to be paid for? The two roads look strange. To stop people parking on pavements, more parking areas are required.
The idea of using different surface colours is interesting. I think a variety of approaches working in combination has the best chance of being successful.	More emphasis on pavements through village – inadequate and uneven at present and hazardous due to speed of traffic between village centre and Cragg(?) Lane – in both directions. Traffic calming is urgent, for the young. Mothers with pushchairs and the elderly.	There are very good views of Wadhurst and Three Legged Cross from a point at the junction of Rosemary Lane and the B2087. This should be maintained.
	Clearer signage for existing footpaths for recreational walking and cycling. Establish more cross-country footpaths to attract walkers and cyclists to the villages.	Much more emphasis on traffic control through the village.
Comments about phone mast we need this view officially in the N.P. Traffic calming looks interesting as it is very visually imposing. A watered-down version may not have the same effect.		
The determination of the committee to get all this (even some of it) done a.s.a.p.	Any chance of clearing the square of most of its cars? And at least one hour free for shopping.	Low wide pavements for roads up at Cherry Tree. Helps drivers and pedestrians and kids don't run out into road – please, please!
Ticehurst square – love the plans with the sweep round the road to Pickforde Lane. Roundabout idea in Stonegate is excellent. Brilliant concept for all areas involved.		No modern bus shelter. Keep the old one full of character.
Excellent designs for road surfaces.		The Ticehurst square: if the parking is restricted to the side of Londis, the centre could be made much more attractive, with a few more benches and better pavement pulling it together. Also it would then be useful to enlarge the parking area down Pickforde Lane and made a direct path from parking to Londis accessible for mobility scooters. Please also improve the pavements towards Cross Lane.
Stonegate circle is A1!		
	No chance of changing A21 X-roads.	Don't know why we need MORE tourists, when village is already bursting!
Like the Stonegate roundabout suggestion.	Change traffic lights so you don't sit at lights for 6 mins waiting for change.	Nice thought to increase pedestrianisation in Flimwell, across A21, but I fear this could be dangerous as a lot of work has involved increasing ?unreadable? on A21 and drivers not likely to be ?unreadable?
Psychological approach to traffic calming is good.	Roundabout.	Can greenery be used in conjunction with road calming?
Anything would be better than now!		
	Stonegate circle – accident waiting to happen.	
Stonegate is a hamlet, therefore less paintwork - its rural.		Broader remit: Bewl Water; Phone masts; Tourism etc; Hotels; Don't mess with the Square!
	Will not accept there cannot be a roundabout at junction of Lower Platts / Pashley Road. Anything is possible with political will.	