**Working Papers: Seaford Neighbourhood Plan**

**Travel & Transport Focus Group**

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**Introduction** This report sets out the work undertaken by the Travel & Transport Focus Group, and our proposed next steps. It is divided into two distinct sections:

* **Part A**: This sets out the work and proposals that we presented to a major community engagement event on November 30th, and subsequent detailed community and stakeholder engagement. This section has **not** been amended since published on the 30th November, but is deliberately included here to support the reader understand the development of our work.[[1]](#footnote-1)
* **Part B**: This provides an overview of the additional work that has been undertaken since the last version of our report was shared for consultation on 30th November. Its sets out, for each proposal presented in Part A, what our policy recommendations are from this focus group, building on the engagement we have undertaken with many stakeholders and the community.

We have used the phrase “policy recommendations” deliberately as we recognise that as this Neighbourhood Development Plan progresses, some of our policy recommendations may best be considered outside this Plan’s framework, but have included it here to ensure that the valuable input we have gathered can be used as a useful data source for Public Bodies and other interested stakeholders. Equally, some of our recommendations are supporting the existing policy framework, which will require no new additional policies but rather set out the need to adhere to planning policy that is already in place. What is also clear is that much of the work we set out in Part A has been supported by the Community, with most of our work providing additional evidence to support our original thinking.

The specific work of this focus group is now complete. We will now formally pass this report to the Steering Group and the Housing Focus Group because:

1. This report will also support the Plan’s Steering Group in assessing what formal policies can be put forward into the Plan specifically to support travel and transport for the community; and
2. For the Housing Focus Group this document will be a key evidence source for this Group as they continue to assess where, and what, is the most appropriate development for Seaford as part of this Plan.

We are keen to emphasise that this does not mean the end of consultation with stakeholders and the community, but rather that the work we have done can now inform the wider evolution of the Plan.

Thank you to everyone who has contributed to our work. This is especially to the 253 respondents, which includes one group response~~s~~, to this Focus Group’s Survey.

**The Travel & Transport Focus Group**

**Focus Group Members throughout the process:**

* Christine Brett
* Ian Cairns
* Fiona Lewis
* Sarah McStravick
* David Roberts
* Peter White
* Richard Wright

**Part A**

**Introduction**

The Town of Seaford is privileged to be located in one of the most beautiful locations in the UK. There is a strong sense of community in The Town with a peaceful and tranquil environment. With reasonable transport links to Lewes, Brighton, London and beyond by train, as well as the A259 road connection (with its regular bus service) means that the majority of Seaford is a “connected” destination. However, with population growth and a need for an additional (minimum)185 net housing units, there is the need to ensure that the Town has the transport capacity and strategy to support the growth in the population. This evidence report sets out our initial thinking that we wish to consult on both with local residents and stakeholders over the coming months.

**Objective of the Focus Group**

***Background:*** The aims and objectives below are based upon:

* Answers to the relevant questions in the Neighbourhood Survey undertaken to support the Neighbourhood Plan Process;
* Input from the Workshops held regarding the Neighbourhood Plan;
* The input of the Focus Group and the Steering Group;
* Initial discussion with stakeholders; and
* A range of data sources that we have researched.

A list of the key sources and events utilised to date is included in Annex A.

***Next Steps:*** The combination of the above 5 bullet points creates a strong foundation of evidence. The Focus Group has also launched a major survey, closing in January 2017, which will inform the development of our proposals – a copy (for information) is included in Annex B. This will also be available at the Neighbourhood Plan’s major consultation event on November 30th. Looking ahead, we will:

1. Seek input from a range of stakeholders to both discuss our ideas and get further evidence to inform our eventual recommendations. Annex C sets out a list of the key Stakeholders we will approach and/ or continue engagement with; and
2. Continue our strong dialogue with residents through further consultation, building on our survey results.

**Objective:** This Focus Group’s objective is:

*To ensure the Seaford and Bishopstone (The Town) conurbation has robust, accessible and sustainable train and transport systems for its residents and businesses that encourage and facilitate sustainable economic development.*

To inform and shape our objective, we undertook a SWOT analysis:

|  |  |
| --- | --- |
| **Strengths:**   * Geographical position between Brighton and Eastbourne, on A259, and gateway to National Park and heritage coast. * Excellent Bus service on main Brighton – Eastbourne artery with accessible buses serving town, National Park and heritage coast, and in-town services. * Share-with-care Promenade & free seafront parking linked to campsite and safe bathing. * Town centre with on-street parking (limited time) and car parks for shops and business * Rail service with two stations. | **Weaknesses:**   * Many poorly maintained twittens * Many poor pavement surfaces requiring maintenance * Limited parking at schools and train stations. * Number of “rat runs” by trucks. * A number of areas where traffic speed and poor pedestrian crossing facilities – e.g. at Claremont Road. * Few Cycle routes or cycle parking * No real North – South public transport / cycle and pedestrian provision to e.g. Alfriston/ Lewes * Lack of seafront public transport service from town or across seafront (Splash Point to Tidemills) * Traffic pinch-points/congestion – for example, Newhaven, Alfriston and Exceat |
| **Opportunities:**   * Publicity, electronic service-information, and timetable co-ordination for buses and trains. * Increasing cycle journeys (incl. electric) with provision of parking, crossings, safe cycle-paths and signposting. * To increase the connectivity within the town (e.g. North-South travel and Seafront to main town) and to destinations outside The Town. * To enhance capacity and not limit future potential capacity. * To Improve pavements and twittens (surfaces, vegetation, lighting, signage, dropped kerbs) to create a better pedestrian offering, especially for those with limited mobility. | **Threats:**   * New developments creating population growth that do not take adequate assessment of travel and transport requirements and therefore necessary action. * Flooding to railway line at Newhaven and to A259 at Exceat. * Withdrawal of train service to Newhaven and Lewes. * Withdrawal of Newhaven Ferry Service. |

**Summary of issues and concerns (backed with evidence)**

Like other Focus Groups, we have been very aware of the fact that our role is to look at where we think the Neighbourhood Plan can make recommendations which **add** to the policy framework. The Focus Group recognises that the aim of our work is to provide input to support what we believe is needed from a travel and transport perspective to deliver sustainable development in the Town to c.2030.

To do this and deliver our objective we have:

1. Undertaken a review of the existing policy framework. – this is set out fully in Annex C, but overall covers:
   1. The National Planning Policy Framework;
   2. Lewes District Local Plan Part 1 – Joint Core Strategy; and
   3. Specific policies that Lewes District Council already have.
2. Discussed some of the immediate key issues that we see as of concern to the community based on the data sources set out in Annex A.
3. Used this to inform the survey we launched on 30th November, a copy of which is in Annex B

***A review of the existing policy framework***

The Focus Group is pleased to see that there is already a strong policy framework in place. At national level the National Planning Policy Framework (NPPF) specifically covers sustainable travel with key statements such as:

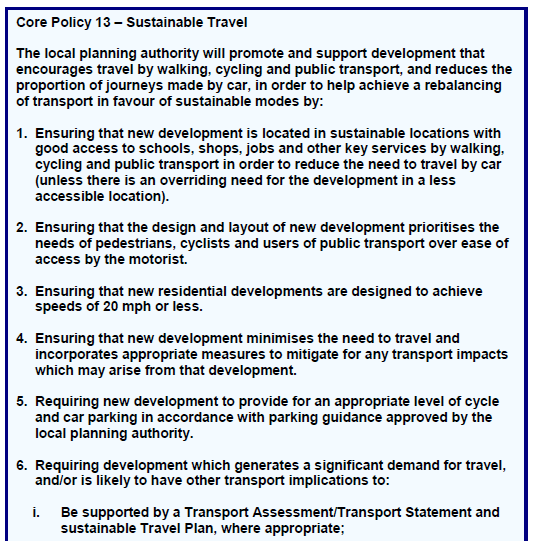
* ***actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;[[2]](#footnote-2)***
* ***Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.[[3]](#footnote-3)***

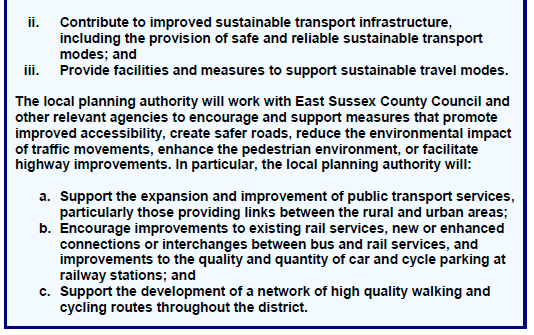
At District-level, Lewes District Council has also helpfully adopted its Local Plan (Part 1) Joint Core Strategy[[4]](#footnote-4). This, building on the NPPF, Lewes District Council set out the following Strategic Objective:

***“To reduce the need for travel and to promote a sustainable system of transport and land use for people who live in, work in, study in and visit the district.***

***The District Council and National Park Authority will work with the relevant transportation agencies to promote alternative and sustainable modes of transport to the private car, including improving the provision of facilities that enable safe walking and cycling, and the connectivity, capacity, accessibility and frequency of public transport to places in the district and outlying areas, including to continental Europe through Newhaven Port. Successful achievement of this objective will also involve the delivery of high speed broadband across the whole of Lewes District, supporting those who work, or wish to work, from home, and those who wish to have improved access to services, thereby reducing the need for travel. Achieving this objective should assist in tackling some of the areas that are currently subject to poor air quality in the district (predominantly caused by transport) and ensure that further areas do not become apparent”.***

The Focus Group believes this is a strong policy foundation especially given that the Core Strategy set out the following on pages 126-127:





In addition to the core-strategy, Lewes District Council has a range of policies that specifically relate to transport and travel[[5]](#footnote-5). Below we set out a ***brief*** overview of these policies:

1. Policy ST1 (Infrastructure) states: **Development will not be permitted unless the District Council is satisfied that the infrastructure directly required to service the development, including …transportation are available or will be provided in time to serve the development.**
2. Access for people with limited mobility (Policies ST5 & ST6) state: **In order to ensure that pedestrian environments are designed to meet the needs of people with disabilities the local authority will have regard to this matter both in determining planning applications and in the design of environmental enhancement schemes.** AND **Proposals for new buildings (or for the alteration or change of use of existing buildings) which are/will be open to the public or are/will be used for …. transport purposes shall provide external ground surfaces and approach routes which facilitate easy accessibility to the building by wheelchair users.**
3. Traffic in Conservation Areas (Policy H7) states:**“…the District Council will seek to minimise the traffic levels in Conservation Areas and applicants for planning permission may be required to provide traffic impact studies to help assessment”**
4. Travel demand management (Policy T1) states: “***Planning applications for any development will only be granted if the proposal provides for the demand for access that it creates. Unless approval is desirable in order to achieve other planning objectives, this demand shall be met by a range of non-car modes of travel. Where appropriate, a contribution will be required towards ensuring that adequate accessibility by non car modes is achieved to the site. Such measures could be achieved by the provision and/or enhancement of public transport facilities and the provision of cycle/pedestrian facilities. If appropriate, the District Council will also require site layouts to improve the convenience of non car modes.”***
5. Buses (policy T2) states: “***The layout of development will be required to make adequate provision, where appropriate, to accommodate buses and passengers or to provide for quick, safe and convenient links to public transport services.”***
6. Rail (policy T3) states: “**The District Council will resist the loss of parking on sites at or near to stations (as identified on the Proposals Map) and will encourage the improvement of the quality and quantity of car parking and secure cycle parking to serve stations.”**
7. Provision for cyclists (policy T7) states: “**The District Council will seek, where appropriate, cycle routes, cycle priority measures and secure cycle parking to be provided as a part of new development.”**
8. Pedestrian Routes & Traffic Calming (policies T8, T9, T10) state:

***T8: Where it is required, planning permission will be granted for traffic calming measures designed to increase road safety, to improve conditions for pedestrians, and to enhance the environment provided that the works have an acceptable impact on the character and appearance of the area and the amenities of local residents.***

***T9: The District Council will require from the developer, where applicable, the provision of appropriate traffic calming measures in connection with proposed development.***

***T10: When granting planning permission for new development the District Council will expect, where appropriate, the provision of safe and secure pedestrian routes and bridleways which are, appropriately surfaced, landscaped and lit. Particular attention will be paid to complementing existing footpath and bridleway networks and securing convenient links for pedestrians and cyclists between new development and existing facilities which serve them.***

1. Vehicle Parking (policies T13 & T14) state:

***T13 Planning permission will not be granted for development which would result in the loss of off street car parks available to the public unless it would result in an overriding environmental benefit or is otherwise indicated in this plan.***

***T14 Development proposals, including conversion and change of use, will be required to:***

1. ***Limit parking provision, in accordance with Maximum Parking Standards, to meeting those access demands not capable of being satisfactorily met by other more sustainable means. In certain circumstances, there would be scope to reduce parking provision from the Maximum Standards. Factors such as the availability of local public transport, cycle and pedestrian accessibility, impact on vitality and viability of town centres, environmental impact and traffic conditions, and the availability of public parking elsewhere, will be taken into account in determining this. Provision must also take account of operational needs.***
2. ***Provide for those improvements to sustainable access which are necessary to complement permitted levels of parking provision. This will include appropriate financial contributions to improvements to public transport, pedestrian and cycle access and/or any other sustainable improvements to the transport network which are necessary and directly related to the proposed development, including the preparation of Travel Plans. Developers will be expected to contribute more to improving access by a choice of means of transport for developments in locations away from town centres and major transportation interchanges etc.***
3. ***Ensure the most efficient use of permitted public parking space through the adoption of suitable management arrangements, where appropriate.***
4. SF 9 (Footpath to Church Lane) states: “***A pedestrian way (minimum two metres width) linking Broad Street (between Nos 17 and 25 Broad Street) to Church Lane will be protected from development. Developers will be required to incorporate such a link (or the relevant parts of such a link) in any proposals for redevelopment of any of the land or premises in the area of the route shown on Inset Map No 4. The Council will seek to secure the dedication of this route as a public right of way.”***
5. SF 10 (Car Parking) states***: “Land identified on Inset Map No.4 is allocated for an extension to the Richmond Road car park.”***

Our focus group believes this is a robust policy framework and therefore we propose:

**Proposal 1:** That we support upholding the approach to transport and travel that Lewes District Council already has, and that all existing policy should be given full consideration as part of the planning process.

***Issues raised by the Community***

Having reviewed the Neighbourhood Plan Survey, which has informed our SWOT, objectives and work, it was clear that a bespoke survey was needed to understand fully if the existing policy framework could be added to. To assist us with our work we brainstormed what “travel and transport” is, and set this out in Annex E.

The specific issues raised (which may indeed be covered by existing policy) are set out below. It is worth highlighting that it may be that the Neighbourhood Plan, owing to its focus, is unable to deal with all of these issues. However, we want to set these out so that if they cannot form part of the Neighbourhood Plan the valuable insight and data can be passed to the relevant local authority. The list is not exhaustive and will likely change following analysis of our survey. We also recognise that the issues will change and evolve depending on where the Housing Focus Group believes potential sites for development may be in the Town. We will therefore work closely with them as their thinking develops.

**Specific Issues Identified So Far Through Stakeholder Engagement:**

* **Rail:** maintaining two-station rail provision and additional pedestrian access to Seaford Station from other roads is important.
* Building on the experience of the Lewes/ Uckfield railway line, that the opportunity in the future to re-dual the rail lines to Newhaven are not overlooked.
* Train connectivity (for example, more direct trains to destinations such as London) and the quality of the stations.
* **Road provision:** bus bays, taxi bays, secure-cycle and pedestrian areas, and electric vehicle charging, be looked at in developments and redevelopments wherever possible.
* Free parking provision on the seafront and other non-congested areas, and enforcing current parking restrictions in shopping streets and school approaches, should be maintained.
* Measures to encourage current and future industrial estate traffic to be taken away from residential roads where practical. Linked to this, that industrial and commercial areas have sufficient and appropriate road links (e.g. enhancements on the roads to Cradle Hill estate).
* Measures to improve vehicular flow though pinch-points in places such as at Exceat, Alfriston and Newhaven. To do this in conjunction with East Dean, Alfriston and Newhaven.
* **Cycling:** enabling shared and discreet provision for cyclists may support the total number of journeys made by bike.
* Road safety: that this be prioritised – e.g. separating vehicle from other modes of transport wherever possible, and enhancing the number of safe crossing points.
* **Other public transport (including buses):** additional public transport for the north of Seaford to town centre shops; doctors; main bus services and rail hubs; and the seafront.
* Timing of services to include later into the evening.
* **Access**:
  + Seek to widen narrow footways and provide new footways (e.g. Blatchington Hill, Blatchington Road, Firle Road) with, if necessary, the singling of vehicular flow. (i.e. make one-way), and to establish a minimum acceptable pavement width in specific areas.
  + Enhance and preserve existing footways and twittens with enhanced accessible features, lighting and removal of intrusive vegetation.

**Proposal 2:** That we will analyse the results of our survey, along with the other data sources set out in Annex A, to determine if we need to draft any additional policies in the Neighbourhood Plan.

**Proposal 3:** We will consult with the stakeholders set out in Annex C as our work develops, working closely with the Housing Focus Group as they consider potential sites for future development.

**Focus Group general recommendation/solutions for future development (to address identified issues above)**

The Focus Group positively encourages development in the Town and believes this can be done at the same time as ensuring that it is sustainable with the necessary provision of transport and travel infrastructure. We also

Throughout this report we have set out our proposals, but in summary:

* **Proposal 1:** That we support upholding the approach to transport and travel that Lewes District Council already has, and that all existing policy should be given full consideration as part of the planning process.
* **Proposal 2:** That we will analyse the results of our survey, along with the other data sources set out in Annex A, to determine if we need to draft any additional policies in the Neighbourhood Plan.
* **Proposal 3:** We will consult with the stakeholders set out in Annex C as our work develops, working closely with the Housing Focus Group as they consider potential sites for future development.

**PART B: Focus Group Policy Recommendations**

This section sets out the additional work we have undertaken against each of the 3 proposals set out in Part A. Based on our additional analysis and engagement we have then “converted” our proposals into policy recommendations. Our overall approach is set out right at the beginning of this document. The Community and stakeholder input which has informed this is fully set out in the attached annexes, especially:

* input we have received via this Focus Group’s Questionnaire is set out in full in Annex ~~B~~; and the stakeholders we have engaged with are set out in Annex C.
* Annex F sets out other key input we have received.

All the work we have done and the responses we received have shaped our policy recommendations below.

***Proposal 1: That we support upholding the approach to transport and travel that Lewes District Council already has, and that all existing policy should be given full consideration as part of the planning process.***

All of our work fully supports this. Almost all of the points raised by stakeholders and the Community would be covered by the existing policy framework that is in place. This can be seen by there only being a small number of policy recommendations that are required through Seaford’s Neighbourhood Plan. However, our work has been very valuable because:

1. As the Housing Focus Group starts to look at specific development sites they will have a good evidence base of specific issues from this report; and
2. The findings of this report are most useful to existing authorities with responsibility for roads, rail, buses, access etc as it sets out specific issues in the Town which the Community see as priority issues.

**Policy Recommendation 1:** That we support upholding the approach to transport and travel that Lewes District Council already has, and that all existing policy should be given full consideration as part of the planning process.

***Proposal 2: That we will analyse the results of our survey, along with the other data sources set out in Annex A, to determine if we need to draft any additional policies in the Neighbourhood Plan.***

***AND***

***Proposal 3: We will consult with the stakeholders set out in Annex C as our work develops, working closely with the Housing Focus Group as they consider potential sites for future development.***

The Focus Group has undertaken its own survey, engaged with stakeholders and this has informed all of work. We have not engaged formally with “the authorities” because we know this will be done at Neighbourhood Plan level, although where relevant we have engaged with them.

What is clear is that with a robust policy framework (as per policy recommendation 1 above) many of the issues that have been raised do not require formal additional policy within a Neighbourhood Plan. The exception is:

Our work indicates that we would strongly urge that development does not inhibit the potential for re-dualing Seaford’s railway line. As our survey demonstrates, over 90% of residents are concerned about the reliability and availability of rail services. An enhanced railway would also support any proposed increase in the population going forward, and enhance the Town as a destination for business and tourism. As a result, and learning from the Lewes-Uckfield potential development we suggest:

**Policy Recommendation 2:** That development within the Town of Seaford should not inhibit the future potential to re-dual the Town’s train lines.

In addition, the Exceat Bridge on the A259 is a key pinch-point for the Town. Again, we would like to ensure that development does not impact the widening or “re-siting” of the bridge.

**Policy Recommendation 3:** That development within the Town of Seaford should not inhibit the future potential to widen or re-site the Exceat Bridge on the A259.

Whilst not policy recommendations appropriate for a Neighbourhood Development Plan, we set out below key issues that we believe that both the Housing Focus Group, Local Authorities and eventually specific planning proposals should use as an evidence base going forward to ensure that the views of the Community are taken into account. They are:

**1. Rail**

* Maintaining two-station rail provision, with quality improvement at stations, with additional parking close to both stations, and additional pedestrian access to Seaford Station from Dane Road / Richmond Road would be very helpful indeed and would be strongly supported by the Community.
* Train connectivity (for example, more direct trains to destinations such as London) is overwhelmingly supported based on the work we have done.

**2. Road provision**

* Bus bays, taxi bays, secure-cycle and pedestrian areas, 20 mph limit and electric vehicle charging, and adequate off-road domestic parking are seen as very important and should be provided in developments and redevelopments wherever possible.
* Free parking provision on the seafront and other non-congested areas, maintaining and enforcing current parking time-limits and restrictions in shopping streets and school approaches should be maintained.
* Measures to encourage current and future industrial estate traffic to be taken away from residential roads should be implemented where practical. Linked to this, that industrial and commercial areas have sufficient and appropriate road links (e.g. enhancements on the roads to Cradle Hill estate).
* Measures to improve vehicular flow though pinch-points in places such as at Exceat, Alfriston and Newhaven.
* Roundabouts would be beneficial to ease flow on / off A259 at the proposed Newlands Development, at Beacon / Claremont interchange and potentially anywhere where major residential or light industrial development is undertaken

**3. Cycling**

* Increasing the percentage of journeys using cycles could be achieved through making improvements in the cycling infrastructure (both exclusive and shared with motor traffic) and by extending 20mph speed limits.
* Road safety should be prioritised further – for example, separating pedestrians and cyclists from other modes of transport wherever possible, and enhancing the number of safe crossing points. This includes (which Accessible Seaford’s Report emphasised – see Annex F for an overview) improving vehicle access and egress from A259 by the provision of more roundabouts.
* The enforcement of the separation of motor vehicle and cycle use, where separate provision is already made (A259 Seaford to Newhaven), is recommended.

1. **Other public transport (including buses)**

* Additional public transport for the north of Seaford to town centre shops; doctors; main bus services and rail hubs; and the seafront, would be welcome and would support sustainable development.
* More frequent services later into the evening are needed on public transport.
* Examine the time-effect of three ‘loops’ for buses in Newhaven (Denton, Station, North Lane) which may hinder the timeliness of services to/ from Seaford.
* Consider how the on--street parking causes access difficulties for larger buses especially in, for example, Vale Road, Chyngton Estate, Hawth Hill.
* Adding hospital transport to Eastbourne and Hastings Hospitals
* Support the widespread demand for a Newhaven-Dieppe passenger ferry service which has a timetable catering for day-trip passengers, and the re-instatement of a fast-ferry service.

**5.Accessibility: Pedestrians and those with disabilities**

* Seek to widen narrow footways and/or provide new footways (e.g. Blatchington Hill, Blatchington Road, Firle Road, Sheep Pen Lane, Saxon Lane, Crouch Lane) with, where necessary, the singling of vehicular flow, or speed restriction. (i.e. make one-way), and ensure sufficient pavement width.
* Enhance and preserve existing footways and twittens with enhanced accessible features, lighting and removal of intrusive vegetation. Ensure these pedestrian (and cycle in some cases) facilities are continued and enhanced through new developments i.e. are not prohibited by ‘gating’.
* Seek to improve safety around school entrances by enforcing 20mph limits, enforcing parking restrictions, with additional 20mph zones, and additional crossings e.g. Belgrave Road adj. to Kingsway for Seaford Primary School.
* Access in Seaford and Newhaven Committee stress many dropped kerbs in Seaford are too high for independent wheelchair access so require softening of the drops with (asphalt or similar) ramps on the edge of the carriageway.

**Focus Group Conclusions**

For the reasons set out in Part B above, we set out the three policy recommendations from this Focus Group.

**Policy Recommendation 3:** That development within the Town of Seaford should not inhibit the future potential to widen or re-site the Exceat Bridge on the A259.

**Policy Recommendation 2:** That development within the Town of Seaford should not inhibit the future potential to re-dual the Town’s train lines.

**Policy Recommendation 1:** That we support upholding the approach to transport and travel that Lewes District Council already has, and that all existing policy should be given full consideration as part of the planning process.

**Annex A: List of Key Evidence Used (Surveys, workshops, public events, existing information, census, etc.)**

1. The National Planning Policy Framework[[6]](#footnote-6);
2. Lewes District Local Plan Part 1 – Joint Core Strategy[[7]](#footnote-7);
3. Specific policies that Lewes District Council already have[[8]](#footnote-8)
4. Responses to the Neighbourhood Plan Survey circulated to households in the Town;
5. Input from the Workshops held regarding the Neighbourhood Plan;
6. The input of the Focus Group and the Steering Group;
7. Minutes of Meetings of the Cross-Seaford Travel Working Group (part of the Seaford Community Partnership). This group has contained representatives of:
   1. Accessible Transport Seaford;
   2. Cycle Seahaven;
   3. Think School Travel;
   4. The Police;
   5. CTLA buses;
   6. Brighton & Hove Buses;
   7. East Sussex County Council;
   8. Lewes District Council;
   9. Seaford Town Council;
   10. Access in Seaford and Newhaven Committee;
   11. East Sussex Disability Association
   12. Cuckmere Community Bus;
   13. Seahaven FM Radio;
   14. CML Transport Consultants Ltd;
   15. Seaford Seniors Forum;
   16. Seaford Residents’ Voice;
   17. East Blatchington Conservation Area Residents’ Association;
   18. Seaford Chamber of Commerce;
   19. Disability net;
   20. Accessible Transport Seaford; and
   21. Sussex Community Rail Partnership;
8. The Travel and Transport Focus Group’s Survey responses.
9. Correspondence with:
   1. three bus companies;
   2. a Transport Consultancy based in Seaford; and
   3. East Dean Parish Council;

10. Accessible Transport Seaford (ATS) which presented a proposal in 2014 for a town-wide 'Personal Transport Network'.

**Annex B: Survey (launched 30th November): Responses overview**

**Overview:** There were 252 respondents (143 electronic and 109 hand-written) and 1 group response. These responses have informed our policy recommendations within this report. Responses to questions are shown below. Owing to the way questions were answered not all answers will add-up to 252.

**The Survey opening words were:**

“Thank you for taking part in this survey! It will close on the 21st December 2016.

The Seaford Neighbourhood Plan is a set of guidelines for planning officers when looking at future planning applications in Seaford. Your views will help set those guidelines. Once the Neighbourhood Plan is written, residents will have the opportunity to approve or reject it in a referendum. We are asking a number of questions to inform the Neighbourhood Plan and where issues are raised which go beyond its scope we will look to share these with the local authorities. By completing this survey you are authorising Seaford Neighbourhood Plan to put this (non-identifiable) information into the public domain.”

Answers are shown as raw numbers, or % of respondents rounded up / down

1. In which range is your age?  
Numbers

2 15 or under

6 16-24

4 25-34

23 35-44

29 45-54

68 55-64

80 65 – 74

33 75 and over

2. With which gender do you identify?

%

42 Male

57 Female

1 Prefer not to say

3. In which postcode area of Seaford do you live?  
Numbers

54 BN25 1

66 BN25 2

74 BN25 3

52 BN25 4

4. Do you have a disability parking badge?  
%

3 Yes

97 No

5. Are you partially-sighted or blind?  
%

1 Yes

99 No

6. Do you support in principle the Transport and Travel Group’s Objective for Seaford:   
*“To ensure the Seaford and Bishopstone conurbation has robust, accessible and sustainable rail and other transport systems for its residents and businesses that encourage and facilitate sustainable economic development”?  
%*

95 Yes

3 No

2 Not sure

7. What Seaford transport issues concern you? Tick all that apply  
%

47 Too much traffic on the road

56 Danger of speeding traffic to other motorists, pedestrians and cyclists

33 Noise and air pollution from road traffic

92 Unreliability of train services

19 Disruption to walking or driving from building developments

63 Poor maintenance of road surfaces

47 Poor maintenance of footways

39 Difficulty of crossing roads due to badly parked vehicles/ lack of safe crossings

13 Difficulty of parking outside my property

25 Difficulty parking in town

33 Slow bus journeys

42 Lack of convenient bus/ train services

83 Southern Rail proposal to remove direct London rail services from 2018

Other (please specify) Free text answers available

8. When planners consider new development for housing/ industry/ commerce/ public services which of the following should they ideally prioritise? Tick all that apply  
%

83 Sufficient off-road parking/ drop-off points for new residents/ customers/ visitors/ staff/ pupils

53 Bus and taxi provision including bays and shelters

32 Secure cycle parking

32 Links to cycle routes

71 Routes for heavy delivery vehicles and plant which avoid narrow/residential roads

36 Widening narrow pavements

47 Links to existing twittens/alleys and walking routes

20 Providing electrical vehicle charging points

Other (please specify) Free text answers available

9. Which existing Seaford transport links/ services do you value? Tick all that apply  
%

86 Free parking on promenade and in town centre

94 Train services (when running normally)

66 Town bus routes

83 Out of town bus routes

17 Cycle parking

31 Dropped kerbs

19 Taxi ranks

56 Car parks

Other (please specify) Free text answers available.

10. If you own/manage a business, what transport improvements in Seaford would benefit your business? ***23 of 143 (Electronic answers) answered.***

1. Tick any transport you use regularly (about once a week or more.

%

88 Walk (more than 5 minutes)

7 Walk (more than 5 minutes) pushing child’s buggy or disability wheelchair

20 Cycle

76 Drive (this includes motor-bike)

2 Electric scooter

1 Manual wheelchair

25 Bus (in-town route)

59 Bus / coach (taking you beyond town boundary)

14 Taxi / private hire car

61 Rail

3 Hospital patient transport (non-emergency)

0.4 Electric bicycle

Other (please specify) Free text answers available

12. Roughly how often do you usually travel to the following places? %

|  | 2-3 times a week or more | About once a week | About once a month | A few times a year or less |
| --- | --- | --- | --- | --- |
| NewhvenNewhaven | 31 Newhaven 2-3 times a week or more | 39 Newhaven About once a week | 19 Newhaven About once a month | 11 Newhaven A few times a year or less |
| LewesLe Lewes | 6 Lewes 2-3 times a week or more | 29 Lewes About once a week | 38 Lewes About once a month | 27 Lewes A few times a year or less |
| Brighton Brighton | 8 Brighton 2-3 times a week or more | 19 Brighton About once a week | 43 Brighton About once a month | 29 Brighton A few times a year or less |
| EastbourEastbourne | 15 Eastbourne 2-3 times a week or more | 39 Eastbourne About once a week | 40 Eastbourne About once a month | 6 Eastbourne A few times a year or less |
| GatwickLGatwick | 1 Gatwick 2-3 times a week or more | 2 Gatwick About once a week | 10 Gatwick About once a month | 87 Gatwick A few times a year or less |
| LondonLLLondon | 7 London 2-3 times a week or more | 4 London About once a week | 35 London About once a month | 54 London A few times a year or less |

Any other destinations you travel to once a month or more? Lists available.

13. If you have children how do they travel to school/ college?  
% ***from electronic survey only: 92 respondents***  
80 Don't have children of school/ college age

10 Walk

3 Cycle

4 Bus

4 Train

7 Car

1 Taxi

5 Other (please specify) Free text answers available

14. Are reliable rail services from Seaford and Bishopstone vital to the life of the town?

%  
98 Yes

1 No

1 Not sure

15. If the following bus/mini-bus/coach routes were introduced, would you use them? Tick any you would use.

% ***from electronic survey only. 101 respondents***

73 Seaford town centre to Eastbourne and Hastings hospitals

71 Seaford town centre to Lewes

44 Seaford town centre to Gatwick

36 Seaford town centre to London

22 In-town service from north of the A259 to the seafront

4 In-town school buses

11 Other (please specify) Free text answers available



16. Which of the following are important for our rail services? Tick all that apply

% of respondents. ***231 responded***

73 Preserve 2 railway stations for Seaford and Bishopstone

43 Provide pedestrian access to Seaford Station from more roads e.g. from Dane Road or Richmond car park

66 Ensure any development beside the rail track preserves the possibility of future re-instatement of a second parallel track between Newhaven and Seaford

32 Provide parking adjacent to Bishopstone Station

84 Preserve the existing direct train services between Seaford and London Victoria

Other (please specify)

17. What would encourage you to walk more often? Tick all that apply

% of respondents

8 Nothing (limited mobility)

13 Making narrow roads one-way for motor traffic

23 A 20mph speed limit throughout the town centre

40 Improvements to existing alleys/ twittens (e.g. wider, more accessible, better lighting, less overgrown etc.)

13 Safer pedestrian crossings

28 More signal-controlled pedestrian crossings e.g. on A259/ Belgrave Road/ Vale Road/ Alfriston Road

7 School safe walking initiatives e.g. lollipop patrols, walking crocodiles

Other (please specify) Free text answers available

18. Do you agree that existing twittens (footpaths or alleys) ideally need to be maintained and kept open including when they run through new developments?

% pf respondents. **227 respondents.**

97 Yes

2 No

1 Not sure

19. What would encourage you to cycle/ cycle more often? Tick all that apply

% of respondents**.(Electronic survey only, 107 respondents,)**

21 Nothing (limited mobility)

47 Separated cycle lanes on main roads

33 More cycle parking in town centre

33 A system of joined-up cycle routes serving public facilities (e.g. schools and medical services)

9 Allowing cycling contraflow in one-way systems

23 A 20mph speed limit throughout the town centre

7 Availability of bike hire

8 Financial support to buy a bike

7 More signal-controlled cycle crossings e.g. on A259, Belgrave Road, Vale Road, Alfriston Road

24 Other (please specify)

20. Should Seaford’s on-street free parking provision on the seafront and in the town centre be preserved?

% of respondents . ***227 responded***

94 Yes

6 No

0 Not sure

21. On-street free parking in the town centre currently has a 2 hour limit. Should this limit be:

% of respondents. ***235 responded***

5 Lengthened

9 Shortened

86 Left as it is

0 Not sure

22. If you own a vehicle AND have a drive or garage, where do you normally park at home?

% of respondents. ***122 responded. Electronic Survey only***

16 N/A - Don't own a vehicle OR don't have a garage/drive

7 Park on the road

76 Park in my drive/garage

23. Are there any more transport-related comments you would like to make? (e.g. more taxi ranks, cycle path to High and Over, electric charging points, fast-ferry-service-to-Dieppe, traffic-free shopping streets, signage etc)

**Summary of suggestions are below:**

**Road:**

* Sort out pinch points on A259 at Exceat, and Newhaven, and Alfriston High St.
* Greater enforcement of parking esp. at schools and bus stops, and unloading at Tesco.

**Pedestrians:**

* Car-free shopping areas and added Café-culture.
* Adapt wide-mouthed Road Junctions to narrower to allow pedestrians to cross.
* More and safer crossings esp. near new developments.
* Complete gaps in pavement provision: e.g. Crouch Lane, Southdown Road (Seaford Head end), route to High and Over (for Alfriston), Bishopstone Station steps to Marine Parade

**Parking and Taxis:**

* More parking in town centre, beach (use Martello west field) and South Hill Barn. And at surgeries.
* Allow limited, controlled motorhome over-nighting (linked to proposed new Toilets and showers at Martello).
* Encouragemore parking on domestic drives to allow buses and emergency vehicles through.
* More taxi spaces near Morrisons, and curb taxi u-turns at station.

**Bus:**

* More reliable service.
* More night bus provision beyond Seaford to the east.
* Turn terminating bus services from Brighton not at Library but at Sutton Corner (serving passengers from Seaford Head School, Downs Leisure Centre, new Newlands development.
* Bus service to Lewes, and to DGH in Eastbourne.

**Rail:**

* Strong concern about services – mostly staff shortages and continued industrial disputes.
* Semi-Fast services to Brighton and London.

**Cycle:**

* Complete / join up existing cycle routes, and extend towards Alfriston.
* Cycle paths approaching schools.
* More in-town cycle paths.
* Secure cycle parking in town centre, surgeries, beach.
* Enforce use of cycle path to Newhaven.

**Ferries:**

* Ferry timings to allow day trips.
* Reinstate fast ferry (35 responses).
* Maintain ferry service.

**Other:**

* Better signage, esp. town to beach and vice versa.
* Cycle route signs.

***Group Returns to the Survey: key messages:***

**Access in Seaford and Newhaven Committee**:

* Many dropped kerbs in Seaford are too high for independent wheelchair access, and shopping trolleys, and require asphalt ramps on the edge of the carriageway.
* Their survey return lists many such crossings in the town centre especially, Dane Road.

**Annex C: List of key stakeholders**

|  |  |  |
| --- | --- | --- |
| **No** | **Who** | **Why** |
| 1 | Lewes District Council | The main LA |
| 2 | East Sussex County Council | Statutory Consultee |
| 3 | Seaford Town Council | Statutory Consultee |
| 4 | Newhaven Town Council | Adjoining Parish |
| 5 | Wealden District Council | Adjoining District |
| 6 | Alfriston Parish Council | Adjoining Parish |
| 7 | Cuckmere Valley Parish Council | Adjoining Parish |
| 8 | South Downs National Park Authority | Statutory Consultee |
| 9 | East Dean & Friston Parish Council | Adjoining Parish |
| 10 | Highways Agency | Statutory Consultee |
| 10A | Historic England | Statutory Consultee |
| 11 | Seaford Community Partnership:   * Seaford Youth Partnership; and * Cross-Seaford Travel Working Group | Stakeholder |
| 12 | Access in Seaford and Newhaven Committee | Stakeholder |
| 13 | Seaford Seniors | Stakeholder |
| 14 | Seaford Residents Voice (SRV) | Stakeholder |
| 15 | Bus companies:   * Brighton & Hove * CTLA * Compass * Cuckmere | Stakeholder |
| 16 | Southern Railway | Stakeholder |
| 17 | Chamber of Commerce | Stakeholder |
| 18 | Sussex Community Rail Partnership | Stakeholder |
| 19 | Accessible Transport Seaford | Stakeholder |
|  |  |  |

* Please note: Statutory consultees, Adjoining Parish’s and Lewes District Council will be formally engaged as part of the overall Plan level.

**Annex D – Existing Policy**

**Note. Some of the policy references in the main text have changed as shown below.**

There are 3 major policies for us to be aware of:

1. The National Planning Policy Framework[[9]](#footnote-9);
2. Lewes District Local Plan Part 1 – Joint Core Strategy[[10]](#footnote-10); and
3. Specific policies that Lewes District Council already have[[11]](#footnote-11) – for us the key ones are:
   1. ST1 [Now CP7]Infrastructure Provision
   2. ST5 & ST6 [Now other regulations]- Access for People with Limited Mobility
   3. H7 – Traffic in Conservation Areas
   4. T1 [CP 13] – Travel Demand Management
   5. T2 [now CP13– Buses
   6. T3 – Rail
   7. T7 [CP13]– Provision for Cyclists
   8. T8 – T10 [Now CP13]– Pedestrian Routes & Traffic Calming
   9. T13 & T14– Vehicle Parking
   10. SF9 – Footpath to Church Lane
   11. SF10 – Car Parking

**Annex E: What are “transport methods”?**

***Private***

* Pedestrian
* Dog-walkers
* Disability buggy / wheelchair
* Children-to-school
* Hikers / Nordic walkers
* Cyclists
* Electric cyclists
* Racing cyclists
* Off-road cyclists
* Pedestrians and cyclists sharing “Share-with-Care”.
* Horse-riders
* Skaters
* Private car users
* Motorcyclists
* ‘Walking Buses’ to schools

***Public***

* Taxis and Private-Hire
* Commercial Buses
* Minibuses
* Community Transport and School / Club buses
* Coaches
* Hospital Transport
* Rail

***Commercial***

* Light goods
* Heavy Goods
* Post, retail delivery and other house-to-house.
* Refuse and recycling
* Skips
* Hazardous Goods
* Cranes
* Vehicle-carriers
* Farm and Road Maintenance vehicles.

***Emergency***

* Fire and Rescue
* Ambulance
* Police
* Bomb Disposal
* Coastguard
* Lifeguard

***Water:***

* Dieppe Ferry
* Pleasure boats
* Fishing boats
* Jet-skis
* Paraskiers
* Water skiers

***Air:***

Overflying:

* Light aircraft
* Police / Coastguard / Ambulance/ Military
* Drones
* Hang-gliders and Microlights
* International flights utilising the Seaford Beacon

**Overview of “connectivity” in Seaford**

**Rail and Bus Services:**

* There are reasonable transport links to Lewes, Brighton, London and beyond by train as Seaford is served by two stations. Travel beyond to Gatwick and London requires a change on most trains at Lewes or Brighton. Links to the east via Lewes are not as convenient as additional changes may be required. From the North of Seaford there is far less public transport to, for example, Lewes and Alfriston.
* Coastal bus services to Brighton are very frequent during the day and adequate in evenings.
* Bus services to and from Eastbourne are frequent during the day but drop to half-hourly in the evenings, and return services from Eastbourne to Seaford finish earlier than Brighton to Seaford services in the evenings.
* There are 3 night buses from Brighton to Seaford (Sunday excluded) and one continues to Eastbourne.
* Town Centre routes serve outlying estates daytime-only, Monday to Saturday.
* Country villages are linked to Seaford by return journeys up to 4 times a day. (Not Sundays)
* There is a country route which also serves the District General Hospital in Eastbourne on Sundays but not the Conquest Hospital in Hastings.
* One National Express Coach a day serves Seaford with connections through to Cornwall.

**Road Connections.**

* In terms of Seaford’s connectivity to other locations, the primary A road running through the Parish is the A259 which provides linkages to Newhaven and Brighton to the west and Eastbourne to the East.
* Access to the A26 is also close by and this provides direct access to the arterial A27 road which connects to M3 and M27 in the west, as well as onward travel to Lewes and also further north to Tunbridge Wells and the M25 Dartford Crossing.
* There is a provision east-west for cyclists but the cycle route is incomplete and poorly signed.

**Cycling/ Pathways:**

* We have some good cycle routes, including national routes, but a noticeable weakness is cycle provision north of the town to Lewes or Alfriston and east to Exceat.
* Many twittens are need of substantial improvement.

**Shipping**

* Seaford is served by the Port of Newhaven with regular vehicle / passenger ferries to Dieppe provided by French-funded operators.

**Annex F: Overview of additional feedback from stakeholders**

1. ***Meetings of the Cross-Seaford Travel Working Group (part of the Seaford Community Partnership) have been helpful in reinforce most of the recommendations of the public survey. Below we set out a summary of the key issues from recent meetings as they provide useful information to support the work of this Focus Group.***

***Roads:***

1. Enforce existing speed and parking requirements;
2. Consider making Sheep Pen Lane one-way;
3. Known “pinch point” at Exceat Bridge (A259 eastern Seaford gateway Pinch Point). Idea of traffic lights v. the current 2-way traffic system to be progressed. Ensuring that the area can be enhanced and preserved to allow a potential “re-siting” of a wider bridge solution is important;
4. Pinch point at Newhaven (A259 western gateway for Seaford) – the Newhaven Neighbourhood Plan is looking at options;
5. Pinch Point at Alfriston (Northern gateway to Seaford): ESCC looking at potential options in consultation with residents; and
6. General observation of the need for improved signage.

**Bus Travel:**

1. Bus service from North Seaford to Seafront (weekends and holidays) would be desirable, although it was noted the Bishopstone rail arch would make double decker bus access impossible;
2. Buses to better serve hospitals, and a need to have better transport links to patient care provision; and
3. Enhance and preserve existing bus services – all types.

**Rail:**

1. Need for a more resilient service generally in the area given recent travel disruption
2. A second mainline to London for the region is important
3. Maintain two stations – i.e. Seaford and Bishopstone;
4. Rail. Advocate:
5. Additional Station access from Dane / Richmond Rd, Seaford would be welcome; and
6. Parking at Bishopstone Station would be welcome.

**Pedestrian:**

1. The need to make “cross-town” access more user-friendly for non-car travel;
2. Reducing vehicle-speed, or one-way or widening pavements, where too narrow and pedestrians are at risk – Key examples are Blatchington Hill and Road as well as Sheep Pen Lane;
3. More dropped kerbs, with graded drop, would be welcome; and
4. New crossings in Belgrave and Vale Roads, and across A259 at East and West “ends” of town seen as important.

**Cycle:**

1. Safer cross-town access for non-car-users, especially north-south;
2. Complete cycle routes through town east-west, and south – north would be welcomed;
3. Cycle routes to schools would be welcomed; and
4. Additional cycle racks at stations.

**Schools:**

1. 20 mph limits (achieved);
2. New cycle routes; and
3. Consider Walking ‘buses’
4. ***Parish clerks in Alfriston, Newhaven and East Dean in October 2016 were asked:***
   1. ***If they were working on a Neighbourhood Plan; and***
   2. ***what information they could share with us on our mutual road-traffic pinch points.***

Of particular note, East Dean has sent details on the Exceat Bridge referenced in this report. This included traffic volume statistics for July and August 2016. The bridge is in need to work (as acknowledged by ESCC) and needs £500,000 worth of repairs. There is hope that ESCC would be able to secure funds to replace it with a 2-way bridge.

1. ***Bus Operators questionnaire and responses***

This Focus Group asked the following:

***“Seaford Town Council is preparing a Neighbourhood Plan…We need your to gain evidence for the Plan so that transport provision up to 2030 at least can be sensibly considered.” We need your views on:***

1. ***the problems encountered in serving Seaford (traffic, bus stops, road layouts: in other words, practical operational matters;***
2. ***any plus points experienced on the same basis as above;***
3. ***long term changes that local government planning could make which would help maintain and improve services within, to and from the town;***
4. ***any known improvements and additional services the Company might want to consider and which local planning could assist with, and***
5. ***your ideas for serving different areas of the town…and Eastbourne DG Hospital.***

Summary of answers received from operators and one consultant are:

To (i) above:

* Congestion in Eastbourne and Newhaven.
* Parking in bus stop opposite Seaford Library.
* Uncontrolled parking in Vale Road leading leads to “slalom course” and access difficulties.
* Badly parked cars in in places like Hawth Park Road sometimes prevent buses from serving the road.
* Parking at bus stops, and particularly at the Library, Dane Road, Pelham Road and the Station, leads to less agile passengers having to board/alight at road level.
* Waiting taxis in West Street add to congestion.
* Peak time congestion is worsening, delaying services and occasionally reducing frequencies.

To (ii) above:

* Improved road surfaces make for more comfortable journeys and reduce vehicle wear.
* Bus lanes near Brighton which ease congestion for buses.
* Low parking charges in town for those forced to use cars.

To (iii) above:

* Equip more bus stops with shelters.
* Provide more live bus times displays.
* Planning of new estates needs to ensure modern buses can gain access if Councils want to discourage car use.

1. ***Summary of Accessible Transport Seaford Presentation***

A campaigning group, Accessible Transport Seaford (ATS) presented a proposal in 2014 for a town-wide 'Personal Transport Network'. The key elements of the proposal were for a personal transport network to provide safe, personal

transport, segregated from vehicular traffic where possible. It would provide an orbital route around the town and feature radial routes from the outer limits of Seaford to the town centre. It would offer access to, and connect, places like schools, shops and libraries, health centres. The scheme also envisaged complementary infrastructure such as signage and

demarcation of zones, parking facilities and charging facilities for electrically powered devices. The scheme emphasised the safety, health, economic and social/community benefits of an integrated sustainable transport system for Seaford.

Although the proposals were well received by bodies such as Seaford Town Council, East Sussex County Council and the Cross-Seaford Transport Working Group, the plan has not been taken forward formally and no substantive progress toward individual elements of the plan has so far been achieved.

1. Please note that all of the Annexes have been updated to reflect additional information received, with the exception of Annex D. [↑](#footnote-ref-1)
2. Page 6: https://www.gov.uk/government/uploads/system/uploads/attachment\_data/file/6077/2116950.pdf [↑](#footnote-ref-2)
3. Paragraph 29: https://www.gov.uk/government/uploads/system/uploads/attachment\_data/file/6077/2116950.pdf [↑](#footnote-ref-3)
4. http://www.lewes.gov.uk/Files/plan\_Adopted\_JCS\_with\_front\_cover.pdf [↑](#footnote-ref-4)
5. http://www.lewes.gov.uk/coun/planning/lewes\_local\_plan/contents\_written.htm [↑](#footnote-ref-5)
6. https://www.gov.uk/government/uploads/system/uploads/attachment\_data/file/6077/2116950.pdf [↑](#footnote-ref-6)
7. http://www.lewes.gov.uk/Files/plan\_Adopted\_JCS\_with\_front\_cover.pdf [↑](#footnote-ref-7)
8. http://www.lewes.gov.uk/coun/planning/lewes\_local\_plan/contents\_written.htm [↑](#footnote-ref-8)
9. https://www.gov.uk/government/uploads/system/uploads/attachment\_data/file/6077/2116950.pdf [↑](#footnote-ref-9)
10. http://www.lewes.gov.uk/Files/plan\_Adopted\_JCS\_with\_front\_cover.pdf [↑](#footnote-ref-10)
11. http://www.lewes.gov.uk/coun/planning/lewes\_local\_plan/contents\_written.htm [↑](#footnote-ref-11)