

Seaford Neighbourhood Plan Travel & Transport Focus Group



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 Neighbour 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:

<p>Strengths:</p> <ul style="list-style-type: none"> • 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. 	<p>Weaknesses:</p> <ul style="list-style-type: none"> • Many poorly maintained tverns • 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
<p>Opportunities:</p> <ul style="list-style-type: none"> • 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 	<p>Threats:</p> <ul style="list-style-type: none"> • 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.

<p>twittens (surfaces, vegetation, lighting, signage, dropped kerbs) to create a better pedestrian offering, especially for those with limited mobility.</p>	
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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 c2030.

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:
 - a. The National Planning Policy Framework;
 - b. Lewes District Local Plan Part 1 – Joint Core Strategy; and
 - c. Specific policies that Lewes District Council already have.
2. Brainstormed 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;***¹
- ***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***

¹ Page 6: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.²

At District-level, Lewes District Council has also helpfully adopted its Local Plan (Part 1) Joint Core Strategy³. 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:

² Paragraph 29:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

³ http://www.lewes.gov.uk/Files/plan_Adopted_JCS_with_front_cover.pdf

Core Policy 13 – Sustainable Travel

The local planning authority will promote and support development that encourages travel by walking, cycling and public transport, and reduces the proportion of journeys made by car, in order to help achieve a rebalancing of transport in favour of sustainable modes by:

1. Ensuring that new development is located in sustainable locations with good access to schools, shops, jobs and other key services by walking, cycling and public transport in order to reduce the need to travel by car (unless there is an overriding need for the development in a less accessible location).
2. Ensuring that the design and layout of new development prioritises the needs of pedestrians, cyclists and users of public transport over ease of access by the motorist.
3. Ensuring that new residential developments are designed to achieve speeds of 20 mph or less.
4. Ensuring that new development minimises the need to travel and incorporates appropriate measures to mitigate for any transport impacts which may arise from that development.
5. Requiring new development to provide for an appropriate level of cycle and car parking in accordance with parking guidance approved by the local planning authority.
6. Requiring development which generates a significant demand for travel, and/or is likely to have other transport implications to:
 - i. Be supported by a Transport Assessment/Transport Statement and sustainable Travel Plan, where appropriate;
 - ii. Contribute to improved sustainable transport infrastructure, including the provision of safe and reliable sustainable transport modes; and
 - iii. Provide facilities and measures to support sustainable travel modes.

The local planning authority will work with East Sussex County Council and other relevant agencies to encourage and support measures that promote improved accessibility, create safer roads, reduce the environmental impact of traffic movements, enhance the pedestrian environment, or facilitate highway improvements. In particular, the local planning authority will:

- a. Support the expansion and improvement of public transport services, particularly those providing links between the rural and urban areas;
- b. Encourage improvements to existing rail services, new or enhanced connections or interchanges between bus and rail services, and improvements to the quality and quantity of car and cycle parking at railway stations; and
- c. Support the development of a network of high quality walking and cycling routes throughout the district.

In addition to the core-strategy, Lewes District Council has a range of policies that specifically relate to transport and travel⁴. 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**

⁴ http://www.lewes.gov.uk/coun/planning/lewes_local_plan/contents_written.htm

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.

9. 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:

- a) ***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.

- b) 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.*
- c) Ensure the most efficient use of permitted public parking space through the adoption of suitable management arrangements, where appropriate.*

10. 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."***

11. 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 through 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, Firlie 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 tverns 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.

Focus Group Members:

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

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

1. The National Planning Policy Framework⁵;
2. Lewes District Local Plan Part 1 – Joint Core Strategy⁶;
3. Specific policies that Lewes District Council already have⁷
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. Cross-Seaford Travel Working Group (part of the Seaford Community Partnership)

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⁵https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

⁶ http://www.lewes.gov.uk/Files/plan_Adopted_JCS_with_front_cover.pdf

⁷ http://www.lewes.gov.uk/coun/planning/lewes_local_plan/contents_written.htm

Annex B: Copy of the Survey launched by the Focus Group on November 30th.

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.

1. In which range is your age?

- 15 or under
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 – 74
- 75 and over

2. With which gender do you identify?

- Male
- Female
- Prefer not to say

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

- BN25 1
- BN25 2
- BN25 3
- BN25 4

4. Do you have a disability parking badge?

- Yes
- No

5. Are you partially-sighted or blind?

- Yes
- 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"?

- Yes

- No
- Not sure

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

- Too much traffic on the road
- Danger of speeding traffic to other motorists, pedestrians and cyclists
- Noise and air pollution from road traffic
- Unreliability of train services
- Disruption to walking or driving from building developments
- Poor maintenance of road surfaces
- Poor maintenance of footways
- Difficulty of crossing roads due to badly parked vehicles/ lack of safe crossings
- Difficulty of parking outside my property
- Difficulty parking in town
- Slow bus journeys
- Lack of convenient bus/ train services
- Southern Rail proposal to remove direct London rail services from 2018
- Other (please specify)

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

- Sufficient off-road parking/ drop-off points for new residents/ customers/ visitors/ staff/ pupils
- Bus and taxi provision including bays and shelters
- Secure cycle parking
- Links to cycle routes
- Routes for heavy delivery vehicles and plant which avoid narrow/residential roads
- Widening narrow pavements
- Links to existing twittens/alleys and walking routes
- Providing electrical vehicle charging points
- Other (please specify)

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

- Free parking on promenade and in town centre
- Train services (when running normally)
- Town bus routes
- Out of town bus routes
- Cycle parking
- Dropped kerbs
- Taxi ranks

- Car parks
 - Other (please specify)
-

10. If you own/manage a business, what transport improvements in Seaford would benefit your business?

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

- Walk (more than 5 minutes)
 - Walk (more than 5 minutes) pushing child's buggy or disability wheelchair
 - Cycle
 - Drive (this includes motor-bike)
 - Electric scooter
 - Manual wheelchair
 - Bus (in-town route)
 - Bus / coach (taking you beyond town boundary)
 - Taxi / private hire car
 - Rail
 - Hospital patient transport (non-emergency)
 - Electric bicycle
 - Other (please specify)
-

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
Newhaven	<input type="checkbox"/> Newhaven 2-3 times a week or more	<input type="checkbox"/> Newhaven About once a week	<input type="checkbox"/> Newhaven About once a month	<input type="checkbox"/> Newhaven A few times a year or less
Lewes	<input type="checkbox"/> Lewes 2-3 times a week or more	<input type="checkbox"/> Lewes About once a week	<input type="checkbox"/> Lewes About once a month	<input type="checkbox"/> Lewes A few times a year or less
Brighton	<input type="checkbox"/> Brighton 2-3 times a week or more	<input type="checkbox"/> Brighton About once a week	<input type="checkbox"/> Brighton About once a month	<input type="checkbox"/> Brighton A few times a year or less
Eastbourne	<input type="checkbox"/> Eastbourne 2-3 times a week or more	<input type="checkbox"/> Eastbourne About once a week	<input type="checkbox"/> Eastbourne About once a month	<input type="checkbox"/> Eastbourne A few times a year or less
Gatwick	<input type="checkbox"/> Gatwick 2-3 times a week or more	<input type="checkbox"/> Gatwick About once a week	<input type="checkbox"/> Gatwick About once a month	<input type="checkbox"/> Gatwick A few times a year or less
London	<input type="checkbox"/> London 2-3 times a week or more	<input type="checkbox"/> London About once a week	<input type="checkbox"/> London About once a month	<input type="checkbox"/> London A few times a year or less
Any other destinations you travel to once a month or more? <input style="width: 250px;" type="text"/>				

13. If you have children how do they travel to school/ college?

- Don't have children of school/ college age
- Walk
- Cycle
- Bus

- Train
- Car
- Taxi
- Other (please specify)

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

- Yes
- No
- Not sure

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

- Seaford town centre to Eastbourne and Hastings hospitals
- Seaford town centre to Lewes
- Seaford town centre to Gatwick
- Seaford town centre to London
- In-town service from north of the A259 to the seafront
- In-town school buses
- Other (please specify)

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

- Preserve 2 railway stations for Seaford and Bishopstone
- Provide pedestrian access to Seaford Station from more roads e.g. from Dane Road or Richmond car park
- Ensure any development beside the rail track preserves the possibility of future re-instatement of a second parallel track between Newhaven and Seaford
- Provide parking adjacent to Bishopstone Station
- 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

- Nothing (limited mobility)
- Making narrow roads one-way for motor traffic
- A 20mph speed limit throughout the town centre
- Improvements to existing alleys/ twittens (e.g. wider, more accessible, better lighting, less overgrown etc.)
- Safer pedestrian crossings
- More signal-controlled pedestrian crossings e.g. on A259/ Belgrave Road/ Vale Road/ Alfriston Road
- School safe walking initiatives e.g. lollipop patrols, walking crocodiles
- Other (please specify)

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?

- Yes
 No
 Not sure

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

- Nothing (limited mobility)
 Separated cycle lanes on main roads
 More cycle parking in town centre
 A system of joined-up cycle routes serving public facilities (e.g. schools and medical services)
 Allowing cycling contraflow in one-way systems
 A 20mph speed limit throughout the town centre
 Availability of bike hire
 Financial support to buy a bike
 More signal-controlled cycle crossings e.g. on A259, Belgrave Road, Vale Road, Alfriston Road
 Other (please specify)

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

- Yes
 No
 Not sure

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

- Lengthened
 Shortened
 Left as it is
 Not sure

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

- N/A - Don't own a vehicle OR don't have a garage/drive
 Park on the road
 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)

Annex C: List of key stakeholders we will approach after 30th November

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 Parish
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*	Parish
10	Highways Agency	Statutory Consultee
11	Seaford Community Partnership*: <ul style="list-style-type: none"> • Seaford Youth Partnership; and • Cross-Seaford Travel Working Group 	Stakeholder
12	Seaford and Newhaven Access Committee	Stakeholder
13	Seaford Seniors	Stakeholder
14	Seaford Residents Voice (SRV)	Stakeholder
15	Bus companies: <ul style="list-style-type: none"> • Brighton & Hove* • CTLA • Compass* • Cuckmere 	Stakeholder
16	Southern Railway	Stakeholder
17	Chamber of Commerce	Stakeholder
18	Sussex Community Rail Partnership	Stakeholder

* *initial discussions have already commenced*

- There is a questionnaire on the Neighbourhood Plan website (www.seafordnp.uk) which is currently live. Input to this will inform our work.

Annex D – Existing Policy

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

1. The National Planning Policy Framework⁸;
2. Lewes District Local Plan Part 1 – Joint Core Strategy⁹; and
3. Specific policies that Lewes District Council already have¹⁰ – for us the key ones are:
 - a. ST1 - Infrastructure Provision
 - b. ST5 & ST6 - Access for People with Limited Mobility
 - c. H7 – Traffic in Conservation Areas
 - d. T1 – Travel Demand Management
 - e. T2 – Buses
 - f. T3 – Rail
 - g. T7 – Provision for Cyclists
 - h. T8 – T10 – Pedestrian Routes & Traffic Calming
 - i. T13 & T14 – Vehicle Parking
 - j. SF9 – Footpath to Church Lane
 - k. SF10 – Car Parking

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¹⁰ http://www.lewes.gov.uk/coun/planning/lewes_local_plan/contents_written.htm

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

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
- Drones
- Hang-gliders and Microlights

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