

Report to	Lead Cabinet Member for Transport and Environment
Date	5 December 2005
By	Director of Transport and Environment
Title of Report	Seaford Local Area Transport Strategy
Purpose of Report	To seek approval for the Local Area Transport Strategy for Seaford

RECOMMENDATIONS

- 1. To approve the Local Area Transport Strategy (LATS) for Seaford, subject to those amendments proposed in Appendix A; and**
 - 2. To note that the LATS will automatically become a daughter document to the Local Transport Plan (LTP), and will be used to inform allocations of funding that reflect a prioritised package of local integrated transport schemes and to provide a framework to assess planning proposals to ensure that they complement LTP objectives.**
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1. Financial Appraisal

1.1 The final draft Local Area Transport Strategy (LATS) for Seaford, a copy of which is available in the Members' Room, will be used to help identify schemes and allocations of funding for transport investment under the Integrated Transport element of the Capital Programme. It does not commit the County Council to any further financial outlay, although there may be revenue cost implications arising from the implementation of new schemes. This will be reported in detail when Lead Member's authority is sought to progress those individual schemes.

2. Supporting Information

2.1 The Transport Act 2000, imposes a statutory obligation on all Local Transport Authorities to produce a LTP. A LTP is a five-year action plan for transport; which sets out the County Council's policy approach to transport provision in East Sussex over the subsequent five-year period. The current LTP covers the period between 2001/02 and 2005/06 inclusive. LTP2, to be submitted in July 2005, will cover the subsequent five financial years.

2.2 The LATS is a set of policies and proposals for transport related issues in a particular geographical area. The purpose of the Seaford LATS is to set out how the transport system in Seaford should be developed in a sustainable way to ensure it meet the needs of residents, businesses and visitors and enables the local economy to flourish. The LATS covers all forms of transport including walking, cycling, public transport (bus, coach, train, ferry and taxi), private car, and land and seaborne freight.

2.3 The development of the LATS has been led by the vision: 'To improve travel choice, safety and access, in a sustainable way, for all people who live in, work in and visit Seaford and its neighbouring communities and to facilitate economic and community regeneration.'

2.4 The LATS provides a framework/delivery mechanism for investment in such schemes to be judged against their contribution to achieving the LTP targets and objectives and will

be used to help allocate borrowing approvals as well as funding from other sources.

3. Strategy Development

3.1 The development of the LATS has been overseen by a Steering Group of elected members from the County Council, Lewes District Council, Seaford Town Council and the Seaford Community Partnership. A member of Lewes District Council Strategic Partnership was represented on the Steering Group in their capacity as a member of Seaford Community Partnership. The Police and the Chamber of Commerce were also represented on the Steering Group. The Steering Group was chaired by Councillor Mike Murphy.

3.2 The work of the Steering Group was informed by a Transport Forum consisting of representatives from the local business community, local schools, local residents, transport users, and other interest groups. The views of the Transport Forum helped inform the development of the LATS by highlighting problems, identifying appropriate schemes and measures, and establishing priorities for implementation in the LATS area. Three Working Groups meetings were held during the development of the LATS as a result of which existing transport problems and potential improvements to the transport system in Seaford were identified. The comments received at the Forum meetings have been incorporated into the document.

3.3 A questionnaire seeking views about the existing transport problems and potential solutions was circulated to 300 businesses in the town. The responses received have been incorporated into the LATS document.

3.4 The final draft of the LATS was presented to the Transport Forum for their consideration and comments on 19 October 2005. The comments received at the Forum and the amendments proposed are set out in Appendix A. Seaford Town Council, Seaford Community Partnership and Lewes District Council considered the document and have endorsed the Strategy subject to agreement on a number of proposed amendments. The amendments proposed, including a suggested County Council response, are also shown in Appendix A.

4. Conclusion and Reason for Recommendations

4.1 The implementation of the Seaford LATS will improve travel choice and safety and encourage people to make more of their journeys on foot, by bicycles and on public transport. I therefore recommend that the Seaford LATS, incorporating the amendments proposed in Appendix A, be approved.

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Local Members: Councillor Rogers, Freeman, Ost

BACKGROUND DOCUMENTS

East Sussex Local Transport Plan.

Seaford Local Area Transport Strategy (Final Draft – September 2005).

Comments received on Draft Seaford Local Area Transport Strategy and suggested response

Section Number	Respondent	Comment	Response	Proposed change to document
Page 7 Table 1.	Forum Member	Residential Development Allocations in Seaford 2001-2006. Table 1 has omissions: Developments at Abbots Lodge and St. Mary's Kingsmead need to be included.	Although these two sites were not identified in the Local Plan, they are speculative developments with appropriate planning permissions for 24 residential developments on each. This will have an impact on the transport network in this area and the transport impact assessments undertaken for these developments will have to take account of this.	Agreed. Include these sites in Table 1 for the reasons outlined in the response.
Vision & objectives (page 9)	Forum member	Improving the A27 should be a key objective. The problems on the A27 have a direct effect on Seaford. The Beddingham improvements will only partially solve the problems. The A26 must also be improved. A survey of A259 needs to be carried out to see what is "through" traffic. Commercial traffic on A259 is a primary concern. If A259 improved then traffic will fill the vacuum.	Proposals to upgrade the A27 are currently under review by the Highways Agency. The proposal to alleviate congestion at the Beddingham Level Crossing was the subject of a recent Public Inquiry.	Make reference in document to a review of traffic patterns on the A259 following possible introduction of Beddingham improvement scheme.

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Section Number	Respondent	Comment	Response	Proposed change to document
Vision & objectives (page 9)	Chairman, Seaford Residents' Assoc.	Greatly concerned about the failure to widen the A27 between Beddingham and Polegate. The narrowing of the road at Exceat does nothing to discourage heavy lorries from using the A259 rather than the A27, simply because they can save time by doing so. This puts unacceptable pressure on the road through Seaford and the bridge at Exceat.	Proposals to upgrade the A27 are currently under review by the Highways Agency. The proposal to alleviate congestion at the Beddingham Level Crossing was the subject of a recent Public Inquiry.	Make reference in document to a review of traffic patterns on A259 following possible introduction of Beddingham improvement scheme.
Vision & Objectives (page 9)	E. Sussex Transport 2000	Do not see the A27 scheme to have any significant bearing upon Seaford area traffic. Nationally, three-quarters of all car journeys (the bulk of road traffic) are five miles or less in length. Surveys made for the South Coast and Access to Hastings Multi-Modal Studies found that only about three per cent of all traffic went further than two towns away. Seaford trips are unlikely to differ from these findings.	The LATS document contains a number of measures to encourage greater use of more sustainable forms of Transport for local journeys	No amendment.
Page 10 Para.2.2.2	ESCC Cycling Officer	Move cyclists up the priority order, to accord with government guidance.	Following discussion at the Forum meeting, a vote was carried to move cyclists above bus, train and taxi users.	Priority order to be amended.

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Section Number	Respondent	Comment	Response	Proposed change to document
Page 10 Para.2.2.2	E Sussex Transport 2000	Some comments were made at the Forum meeting that many more pedestrian crossings would be impractical by bringing traffic to a standstill. The agreed hierarchy in para. 2.2.2 does put pedestrians first and car drivers at the bottom . This would be a powerful means of achieving traffic reduction which the strategy backs, especially any alleged diversion from the A27.	Agreed.	No change.
Page 11. Para.3.2.4	Lewes DC	<i>Insert at end of paragraph 3.2.4</i> ∴ "Seaford is dependant on public sector employment, with jobs in health and education. These support the town's families and older residents, with nearly one third of the towns population being over 60 years old".	Agreed	Wording in Para 3.2.4 to be amended.
Page 12 (Strategy Area Map)	Forum Member	Exceat Bridge impacts greatly on traffic flows in Seaford.	Although not in the strategy area, it is recognised that Exceat Bridge does impact upon traffic flows in Seaford.	Agreed, include reference to Exceat Bridge in para 3.3.3 for the reasons outlined in the response, and include in the Strategy Area map.
4.3.2	Taxi representative	From 1 January 2010 all new Hackney Carriages will need to be compliant with the Disability Discrimination Act.	Agreed	Amend wording in para 4.3.2 as suggested.
4.3.4	Forum Member	Clarification and embellishment sought in para.4.3.4 final bullet point "Review Pedestrian Facilities"	Agreed to expand accordingly.	Wording in para 4.3.4 to be expanded.

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4.4.4	Forum Member	Since the LATS was drafted rescheduling of the bus service now incorporates the Fairways Estate. However the route that the No. 120 takes around the Estate is not the most appropriate.	Routing of bus through Fairways area will be reviewed in April 2006.	Amend wording under Issues to address this point. Amend wording under measures to include review of bus access to Fairways Estate. .
4.4.4	Forum Member	Add "and evening service to seventh bullet point.	Agreed	Amend wording as suggested
4.4.4	E. Sussex Transport 2000	The frequency of the 12 bus route for most of the week is every 20 minutes (not 30 as in Table A4 of the Consultation Draft). The 12, 12A and 13 are now run entirely by Brighton and Hove Buses, a strongly expanding operator.	Recent timetable changes have taken place since the drafting of the document.	Table A4 amend wording accordingly.
4.4.4	E. Sussex Transport 2000	As Strategy Target 3 (p38) includes the encouragement of this trait, could one initiative be to incorporate Local Rider 126 into this network? The contrast between the two Seaford-Eastbourne routes is dramatic! The 126 serves the tourist trap of Alfriston, Polegate town and station and the college and hospital at Eastbourne, both with gigantic car parks. All those points are notorious for congestion.	The 126 is an ESCC supported service and it would not be possible to integrate in the way that is being suggested	No amendment.

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4.7.2	Lewes DC	Both Bishopstone and Seaford Railway Stations are listed and any refurbishment works should be carried out in consultation with the District Councils Conservation Officer.	Agreed.	Amend wording of para 4.7.2 accordingly.
4.7.2	Forum member	The loss of the track bed to enable the Seaford to London link should be included.	Agreed	Amend wording of para 4.7.2 accordingly.
4.7.3	E. Sussex Transport 2000	More parking at Bishopstone and Seaford stations, as envisaged in para. 4.7.3 but not adopted in paras. 4.13.3 or Strategy Target 11, would undermine the rest of the Strategy, by attracting more car trips. Likewise, a Newhaven station car park would encourage more car trips from and through Seaford.	Introduction of more parking at stations will encourage park and ride rather than car being used for entire trip.	No amendments.
4.7.3	Forum Member	Change wording in eighth bullet point referring to bid to Heritage Lottery Trust from 'has been' to 'will be'.	Agreed	Amend wording in para 4.7.3.
4.8.3	Lewes DC	Add bullet point: "Need to promote cycling as a tourist activity".	Agreed.	Amend wording of para 4.8.3 accordingly.
4.8.3	Forum member	Although it is noted in the LATS that there is a lack of secure cycle parking at key locations around the town, such as the station, the seafront, the Leisure Centre, and the school, a request for secure cycle parking places	Agreed. Introduction of sites for secure parking in the town to be included as a measure in the town.	Amend wording accordingly.

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		around the town generally should also be included.		
4.9.3	Forum member	Yellow lines should be put on the corners around Chyngton School to stop inconsiderate parking. Parents also park in the bus lay-by.	Add measure in para 4.9.3 to review on street parking controls in vicinity of local schools.	Amend para 4.9.3.
4.10.3	Forum member	Issues: Add "Chyngton Lane (left turn) visibility. Suggestion to move 30mph further out from Chyngton Lane as junction is only just at the start of 30mph limit. Traffic approaching this junction at a derestricted limit does not slow in time to enable safe egress from junction.	Add Chyngton Lane junction to list of junctions to be reviewed. The criteria for the setting of speed limits are governed by frontage developments. The existing limit coincides with the end of the frontage development. ESCC Traffic and Safety Group are currently in discussion with Seaford Town Council with a view to installing a Vehicle Activated Sign here.	Amend para 4.10.3 to include Chyngton Lane
4.10.3	Forum member	Dane Road/Pelham Road outside Morrisons. Concern at taxis undertaking dangerous manoeuvres.	Review of taxi rank provision in Dane Road has been completed. Additional rank space to be provided.	No amendments
4.10.3	Forum member	Lack of enforcement of yellow lines outside Lloyds bank with private cars parking on them.	Review of on-street parking provision and enforcement undertaken in November 2005. additional parking attendants to be recruited to improve level of enforcement in Seaford	Include reference in document to review of on street parking controls in November 2005

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4.13.2	Chairman Seaford Residents' Association	Need for residents' parking scheme and better enforcement of short term parking controls.	. Review of on-street parking provision and enforcement undertaken in November 2005. Additional parking attendants to be recruited to improve level of enforcement in Seaford	Include reference in document to review of on street parking controls in November 2005.
4.14	Chairman, Seaford Residents Association	Access to new development must be carefully considered with new roads being created where a major increase in traffic would otherwise cause excess congestion and impact the lives of residents.	Para 4.14.4 makes reference to need for new transport infrastructure to service development	No change.
4.14.1.	Lewes DC	The Lewes District Local Plan, covering the period up to 2011, has designated land for housing development, <i>add: 'which is peripheral and a long way from the town centre'</i> .	Amend wording to state that "a number of these sites are on the edge of the existing built up are and are remote from the town centre."	Amend wording as proposed.
4.14.4	Lewes DC	Add bullet point : 'Needs to indicate commitment to proactive working with developers of allocated sites, planning authority and bus companies to ensure these areas are linked to local facilities and the town centre by good bus facilities.	Agreed.	Amend Para 4.14.4 as proposed.
5.2	Forum Member	Second bullet point: add Seaford County Primary School. Delete Cradle Hill Primary School as a School Travel Plan has already been achieved.	Agreed.	Amend wording accordingly.