

APPENDIX 3

Responses to local consultation

Description	Number of respondents making this comment	Officer comments
The proposed crossing scheme is supported	4	Noted
Widening the footway on the eastern side of Kingsmead will cause turning difficulties for the 119 bus service	2	The bus company was consulted as part of the Statutory Consultation process in August 2017 and a site meeting was held with representatives from the bus company who confirmed that they have no objection to the footway widening and that it will not cause problems for their vehicles turning out from Kingsmead
Concern at loss of grass area on northern side of Belgrave Road between Kingsmead and proposed crossing location	2	The original design option that was consulted on proposed the removal of all of the grass area in this location. Following comments made through the local consultation exercise, the design has been revised and will now retain a strip of grass area to reduce the visual impact of the new length of footway
The loss of parking spaces caused by the introduction of the crossing will disadvantage members of Seaford and Blatchington Tennis Club	3	It is acknowledged that the introduction of the zig-zag markings (equivalent in length to seven vehicle 'spaces') will impact on members attending the adjacent tennis club who currently use these 'spaces' when they are available. In designing the crossing scheme we have been mindful of this impact and have kept the extent of the road markings to the minimum length within regulations. It is considered that sufficient alternative (and unrestricted) on-road parking spaces are available elsewhere on Belgrave Road and Kedale Road, within a very short walking distance of the tennis club entrance
The proposed crossing should be located elsewhere on Belgrave Road	2	The proposed location of the crossing has been determined following a feasibility study which utilised survey information in respect of vehicle flows, vehicle speeds and (in particular) pedestrian flows and pedestrian 'desire' lines. Two alternative locations were requested in response to the consultation. One was between Wilkinson Way and St Peter's but it is not considered that this would provide the most benefit for pedestrians accessing the town centre or Seaford Primary. A second request was for

		the crossing to be located west of the junction with Kingsmead however this would not be possible due to insufficient visibility between drivers and pedestrians using the crossing. It would need to be located much closer to Kedale road and therefore pedestrians from the Kingsmead area would be less likely to use it to access the Primary School. They would also have to use a substandard section of footway adjacent to the tennis club, which would disadvantage users of wheelchairs and mobility vehicles, as well as those using pushchairs
The proposed crossing will cause displacement of parked vehicles elsewhere in the area	3	It is acknowledged that the loss of seven on-road 'spaces' will result in some displacement of parked vehicles. It is, however, considered that sufficient alternative on-street parking is available elsewhere in Belgrave Road and over a range of other roads in the immediate area, limiting the impact of the displaced parking
Parking restrictions are required in Wilkinson Way, Chapel Close and Foster Way between 8-9am and 2.30-3.30pm to prevent inconsiderate parking, as there may be more pressure on the roads if the proposed crossing is installed	1	It is not proposed to introduce any parking controls as part of the crossing scheme however this request has been passed to the Parking Team for their consideration when undertaking area-wide parking review
Bollards are requested between property numbers 53 and 55 Belgrave Road to prevent vehicles parking on the grass verge.	1	The proposed crossing scheme design has been revised and will incorporate bollards on the grass verge