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Criteria being assessed:	
Knowledge/under standing	Level of knowledge/understanding; evidence of independent study/originality; integration of module materials
Structure/ Conclusions	Organisation and structure of assignment; level of analysis; relevance of conclusions
Transferrable skills	Development of clear, concise argument and its communication
General assessment including presentation	Adherence to assessment task; standard of English; absence of grammatical and typographical errors and overall presentation. Accuracy of citation, referencing and bibliography

Grades: D+: Distinction (>80%)	D: Distinction (70--80%)	M: Merit (60--69%)
P:Pass(50--59%)	F:	
(<50%)		

Feedback: Strengths

Suggested areas for improvement

Assessor's signature.....

AIM 29

Sustainable Urbanism in Coastal Communities



Peacehaven and Telscombe Neighbourhood Plan

Policy Recommendations Report: Transport and Air Quality

June 2020

Project Brief Produce a report that critically analyses the planning context of the group's area or theme and recommends viable planning policy and design solutions that can be incorporated into future versions of the draft Neighbourhood Plan or associated guidance.

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Word Count: 2750

1.0 Introduction

This report aims to set out transport and air quality policy recommendations for Peacehaven and Telscombe's Neighbourhood Development Plan.

Air quality and transport are intrinsically related, with modes of transport contributing significantly to poor air via pollution and particulates. Therefore, policy recommendations for transport will greatly improve overall air quality.

2.0 Context

2.1 Current Transport Overview

The A259 is the main road through Peacehaven which runs parallel to the south coast. No roads leave Peacehaven to the north meaning all road traffic must use the A259. The local road system is, for the main part, a grid network centering around Roderick Avenue which runs north/south and meets the A259. Some roads in the grid have been blocked creating dead-ends for road users.

The A259 is the most significant pinch point. Journey times can significantly increase during rush-hour in both directions. Other pinch points include the roundabout between Sutton Avenue and Greenwich Way; traffic merging into Roderick Avenue from side streets; and Kirby Drive which becomes Telscombe Road.



Photograph 1: Pinch point: Sutton Avenue/Greenwich Way (Google Street View 2020)

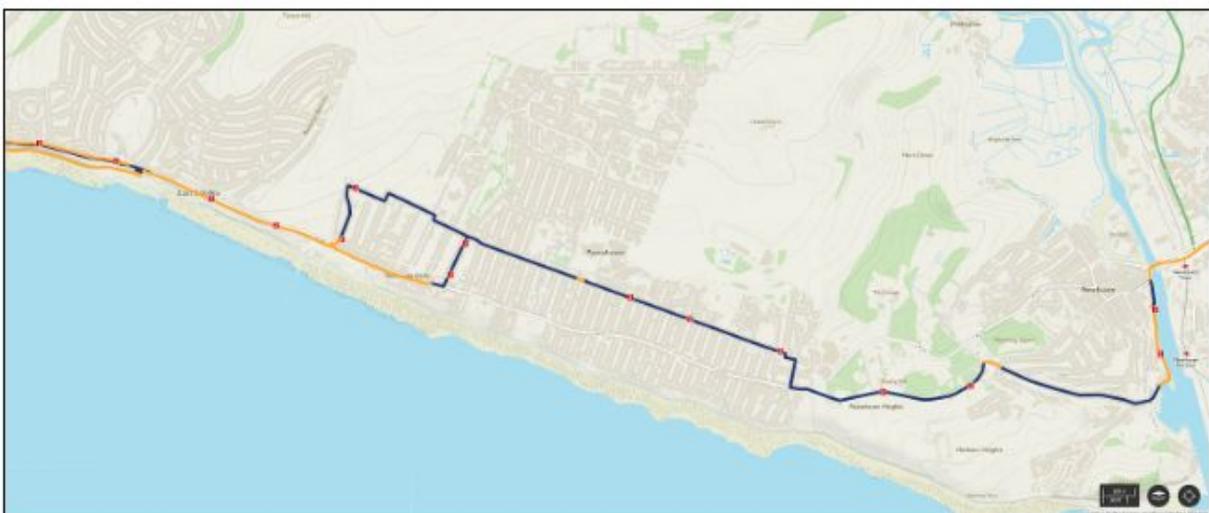


Photograph 2: Car Park north of Meridian Centre (Google Street View 2020)

There is no train station in Peacehaven with the nearest major station located in Brighton. The nearest station by distance is Newhaven Town, operated by Southern Rail, and offering trains every 30minutes to Brighton and to Seaford. Services also run from Newhaven to London Victoria, Croydon, Gatwick Airport, and Haywards Heath (Southern, 2020).

The 'Peacehaven Cycleway' opened in March 2017 and stretches from Peacehaven to Newhaven and forms part of the National Cycle Route 2 (Sustrans, 2020).

Most roads within the town have pavement on at least one side of the carriageway.



Map 1: Sustrans Cycle Routes (The National Cycle Network, Sustrans)

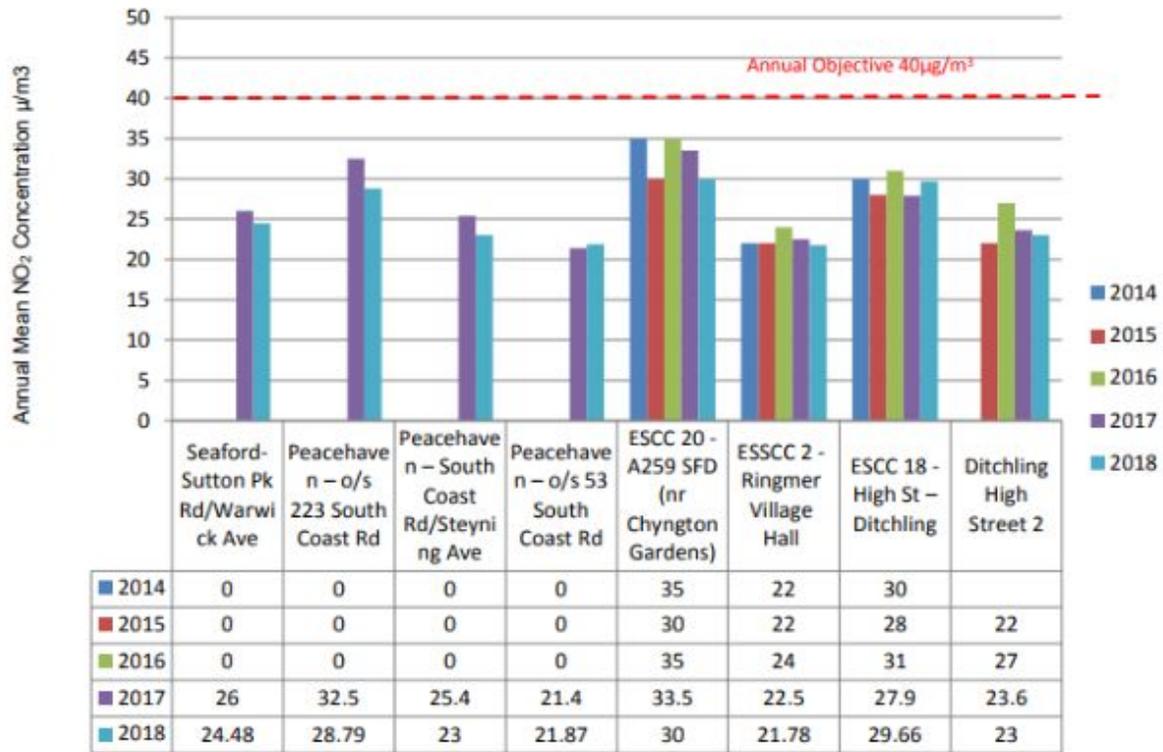


Map 2: Transport Infrastructure Overview (Basemap: DEFRA, Magic)

2.2 Current Air Quality Indicators

Table 1 shows NO₂ concentrations in 2019 at 3 different sites in Peacehaven: South Coast Road (Cornwall Ave. o/s 223), Steyning Avenue, and South Coast Road (o/s 53). South Coast Road is the major road in and out of Peacehaven, and the air quality monitoring is kerbside, 3 metres from the road. The sites in Peacehaven fall below the annual objective for NO₂ concentrations, averaging a concentration of 24.6 across the 3 sites.

In comparison to the rest of the district, Peacehaven scored better than Seaford and Ditchling, but slightly worse than the monitoring station at Ringmer.



Graph 1 - Annual Mean NO2 Concentrations (Lewes District Council, 2019)

Site ID	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2018 (%) ⁽²⁾	NO ₂ Annual Mean Concentration (µg/m ³) ⁽³⁾				
					2014	2015	2016	2017	2018
Peacehaven - o/s 223 South Coast Rd	Kerbside	Diffusion Tube	100	100	0	0	0	32.5	28.79
Peacehaven - South Coast Rd/Steyning Ave	Roadside	Diffusion Tube	83	83	0	0	0	25.4	23.20
Peacehaven - o/s 53 South Coast Rd	Roadside	Diffusion Tube	100	100	0	0	0	21.4	21.87

Table 1 - NO2 concentrations in 2019 at 3 different sites in Peacehaven (Lewes District Council, 2019)

Whilst Peachaven is not an AQMA, it is only 5 miles from the AQMA in Newhaven. Newhaven has a clean air act geared towards improving air quality before 2023 but does not reference Peacehaven.

3.0 Relevant Policy

3.1 National Planning Policy Framework (NPPF)

Paragraph 103 of the NPPF requires authorities to “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” (P30., para.103, NPPF). The NPPF maintains that policy should “exploit any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport)” (P.24, para.84, NPPF).

3.2 Lewes Core Strategy (Part 1)

The vision for Peacehaven and Telscombe states that by 2030 the A259 will have a high quality sustainable transport corridor improving accessibility to neighbouring coastal towns and cities. There will be enhanced accessibility to the South Downs National Park. Strategic objective 9 aims to reduce the need for travel and to promote sustainable transport in the district through alternative modes of transport including the provision of safe walking and cycling and improved public transport. This strategic objective is reinforced through Core Policies 8 - Green Infrastructure, 9 - Air Quality and 13 - Sustainable Travel Policies.

Development that encourages sustainable modes of transport, such as walking, cycling and public transport services, which will help to reduce the proportion of journeys made by car will be supported. New development is to be located in sustainable locations with good access to facilities by walking, cycling and public transport. The layout of new development should enhance the pedestrian environment and prioritize the needs of pedestrians, cyclists and users of public transport over ease of access by the motorist. A new network of high quality walking and cycling routes will be supported throughout the district.

3.3 Lewes District Local Plan (Part 2)

Peacehaven and Telscombe have a requirement to provide 255 additional dwellings. This has the potential to put pressure on existing transport links and increase air pollution through increasing numbers of vehicles. (Table 3, LDLP part 2, p.13)

This is addressed in Policy **DM20** (Pollution Management) of the Lewes District Local Plan (Part 2),

Policy DM20: Pollution Management

Development that may potentially contribute to, or be adversely affected by, unacceptable levels of soil, air, water, noise or light pollution will only be permitted where it can be demonstrated that:

- (1) its location is appropriate in terms of land use in relation to the uses in the surrounding area;**
- (2) the development will not have an unacceptable impact on health, the natural environment or general amenity;**
- (3) the development will not have an adverse impact on the use of other land;**
- (4) where relevant, the appropriate after-use of land can be secured**

3.4 South Downs Local Plan (SDLP) 2019

Whilst Peacehaven does not fall within the South Downs National Park (SDNP), there is a statutory duty to protect and enhance this landscape, for which areas surrounding the park have a strong influence. Development within Peacehaven should consider visual impacts and views from the SDNP, avoiding excessive lighting, and creating joined-up habitats.

The Newhaven area is identified in the SDNLP 2019 as a gateway, which is defined as a settlement with good bus, and cycle links into the National Park. The promotion of Peacehaven as a gateway town into the park should be considered, and access to it should be essential to its development.

4.0 Relevant Strategy and Reports

4.1 Air quality

Clean Air Strategy 2019

The Clean Air Strategy 2019 plans to end the sale of new conventional petrol and diesel cars and vans by 2040, encouraging transport via the cleanest modes of transport for freight and passengers, including active travel. Promoting low emission vehicles can be supported through the implementation of low emission zones, raising awareness of air pollution and the connections it has with health. In addition, providing greater cycle infrastructure, promoting clean modes of public transport and providing charging points for ultra-low emission vehicles can help to reduce PM₁₀ concentration levels. Evidence of such a lowering have been attributed to the introduction of Low emission zones during a comparative study, which was undertaken in Germany. The reduction of PM₁₀ and PM_{2.5} will directly improve air quality and also reduce the short-term respiratory effects poor air quality causes, as well as reducing the risk of exacerbating existing respiratory and lung health conditions existing residents may have.

This strategy is particularly relevant to the Peacehaven and Telscombe area, which has an aging population, with a higher proportion of residents aged 75-85, who are more susceptible to health issues caused by poor air quality. Although the area has relatively good air quality, sites such as the Peacehaven – South Coast Road have shown slight increases in annual average NO₂ levels between 2014 -2018. The A259 is also frequently subject to traffic congestion, particularly during rush hour, and during the operation of the swing bridge. Therefore it is imperative that the number of cars present on the road is reduced, to lower congestion levels and thereby improve air quality.

The National Emission Ceilings Directive (NECD)

The National Emissions Ceilings Directive (NECD) is an EU directive aiming to reduce important air pollutants (NO_x, SO₂, NH₃, PM_{2.5}, NMVOCs). In 2016, the revised NECD set new emission reduction targets for the UK, and works towards achieving air pollution targets in 2020 and 2030. According to DEFRA, "This latest data shows that the UK exceeded the current emission ceilings for nitrogen oxides, which apply from 2010 to 2019 (14.7)," but complied with every other policy. DEFRA also recognises that "the UK's total estimated emissions of SO₂ in 2017 were 45% below the UK's targets for 2020 (5.1.2)."

Figure 2: NECD/

Sport England

Sport England has developed 10 Key 'Active Design' Principles to encourage active travel (see also Green et al., 2006; Engelen et al., 2016). (see table 2 below for the key principles that

apply). This takes emphasis away from the car and encourages carbon-free travel.

Sport England Active Design Principle	Aim
2	Walkable communities
3	Connected Walking and Cycling Routes
4	Co-location of Community Facilities
6	High Quality Streets and Spaces

Table 2 - Active Design Principles, source - Sport England

4.2 Transport

The 2011 census data stated that of those who work in Newhaven, 62.5% travel to work by car, which indicates that the area is car-dominated, and does not favour sustainable travel, nor active travel. The local authority can encourage the use of electric vehicles in order to become increasingly carbon neutral using a number of methods. Nottingham City Council implemented a scheme to install wireless charging docks for trial use by the electric taxis in Nottingham. These induction pads reduce “clutter” on the street scene and promote the use of vehicles that promote cleaner air, though not producing carbon dioxide when driven. The wireless charging points also facilitate short charging bursts which can be beneficial to driver convenience. The pads will preserve space on footpaths for pedestrians by removing charging docks. Peacehaven and Telscombe had a distinct character which could be preserved by reducing street clutter, such as electric charging docks, and embracing new technology such as induction pads.

Local Transport Plan, 2011-2026

East Sussex County Council Local Transport Plan (2011-2026) recognises the A259 is “not capable of meeting the demands placed upon it by economic and housing growth” (East Sussex County Council, 2011, p. 19). It is noted that air quality and congestion problems are acute along the A259 corridor. In response to this and other pinch points in the county, the Plan proposes improvements to the county’s ‘trunk road box’ comprising the A23/M23, M25, A21 and A27/A259 as “an essential contribution to the regeneration of the local economy” and to “help the urban environment by removing through-traffic from the main coastal towns” (ibid., p 36).

4.3 Active Transport: Public health data

The National Travel Survey 2016 (NTS) shows that trips by car (as either a passenger or a driver) make up 62% of all trips in England and walking made up 25% of trips. However, the distance of individual walking trips has dropped by 19% since 2002. The average number of walking trips over 1 mile per person has fallen by 12 trips per year since 2002. Over a third of

people who walk for 20 minutes “less than once a year or never” have a mobility problem (NTS, 2016, p. 19). Cycling accounted for 2% of all trips in 2016 with the average cycling trip lasting around 24 minutes (NTS, 2016, p. 20).

This data shows cars are the most frequently used mode of transport, the number of trips made by walking is decreasing, and cycling in an underused mode of transport. This is interesting when considered alongside data on obesity. In England as a whole, 66.9% of men and 59.7% of women are overweight or obese (NHS Digital, 2018). In East Sussex, 57% of adults are classified as obese or overweight (Public Health England, 2016). Encouraging active transport may be a useful tool in reducing the number of overweight and obese adults in the county and improving overall health. The Active Lives Survey 2019 by Sports England shows that in East Sussex 67% of the adult population (aged 19+ yrs) is considered active. Active is defined as 150+ minutes of physical activity per week. This could improve if the community is able to utilise active transport over cars.

4.5 Community perspectives

The local community has shown a desire for pedestrianised streets and for the installation of cycle lanes/cycle storage racks. A 2020 study by AECOM found that 23% of survey respondents favour the implementation of pedestrianised streets and 17.5% favour cycle lanes. This is interesting when considered against NTS data that shows cycling and walking are underutilised modes of transport. It suggests improved infrastructure might support active transport choices.

Public seating, and planted gardens also came in with high scores of 23% and 18% respectively (*AECOM survey 2020 – see **Appendix 1***)

4.6 Constraints and opportunities

Analysis was carried out to identify the various constraints and opportunities that apply to Peacehaven and Telscombe. For more information see SWOT analysis (*overleaf*) Table 3. The opportunities outlined in the SWOT are shown in Map 3 below.

Table 3: SWOT Analysis - Peacehaven and Telscombe - Traffic and Air Quality

<p style="text-align: center;">Strengths</p> <ul style="list-style-type: none"> * Green space for recreation in Centenary Park, together with amenities for cyclists. * Linkage to the UK Cycling Network expected as it is extended. * Prime location as gateway to the South Downs National Park. * Within reasonable distance to commuter rail services onwards to London, Brighton and Gatwick Airport. 	<p style="text-align: center;">Weaknesses</p> <ul style="list-style-type: none"> * Lack of development potential within Peacehaven due to SDNP boundary, potentially creating inappropriate development. * Only one main road through the area - north/south connectivity is poor. * Bus route focuses on main roads as part of the wider service to Brighton and has poor functionality for local users. * No railway station Free parking potentially causing short journey behaviour. * Roads have expanded, limiting opportunities for a widened footpath to encourage walking and cycling. * Busy congested main road potentially causing poor air quality. * Ageing population reliant upon cars. * Pavements are narrow with little street furniture. * On street parking means low visibility for road users, pedestrians and cyclists.
<p style="text-align: center;">Opportunities</p> <ul style="list-style-type: none"> * Chance to decrease reliance on Motor Transport, in favor of active transport (improve fitness / air quality) * Improve North/South connectivity and links to SDNP. development of cycle routes between Saltdean / Telscombe & Peacehaven / Newhaven/ Seaford to encourage sustainable transport along the A259 Corridor to commuter rail network. * Give planners tools to shape the place for sustainable future * Foster both policy and geographical links with the the South Downs National Park to exploit the areas potential as a gateway to the park and increase the implementation of green SDNP policies. 	<p style="text-align: center;">Threats</p> <ul style="list-style-type: none"> * No strong district policy requiring improvements in air quality. * Requirement for the development of new housing within the town, leading to an increase of vehicles and corresponding decrease in air quality.



Map 3: Opportunities identified in SWOT analysis (Basemap: DEFRA, Magic)

4.7 Community aspirations (extrapolated from data in Appendix 5)

1) It is a community aspiration that East Sussex County Council Highways deal with speeding and other dangers on the A259, working towards nurturing a town which relies less on motor transport, and more on active transport, whilst improving provisions for the most vulnerable in the town.

2) Telscombe and Peacehaven Town Council, together with East Sussex County Council should work closely with sustrans, and other local groups as appropriate, to make improvements to the cycling infrastructure. To be achieved by: -

- Exploring the development of North/South connections through the town.
- Supporting the implementation of cycle routes between Saltdean / Telscombe & Peacehaven / Newhaven/ Seaford to encourage sustainable transport along the A259 Corridor.

3) Foster both policy and geographical links with the South Downs National Park to exploit the area's potential as a gateway to the park and increase the implementation of SDNP policies.

5.0 Examples of good practice

International examples of best practice for improving air quality and enhancing transport provision have been identified.

5.1 Walking and Cycling

In Copenhagen, good cycling infrastructure, shorter travel times and enhanced safety and security are key factors in their high cycling rates. The socioeconomic benefits, in comparison with car use, justify the investment in infrastructure (City of Copenhagen, 2014). In the Netherlands, 27% of all journeys are made by bicycle leading to improved air quality, greater life expectancy, improved health and higher GDP (Fishman, 2015). Good public transport links and proximity of local services and shops are important to the success of sustainable transport (LSE, 2014).

Local Cycling and Walking Infrastructure Plans are set out in the Government's Cycling and Walking Investment Strategy (Department for Transport, 2017). These can be utilised in the neighbourhood plan to identify cycling and walking improvements at a local level over a 10 year period. They provide: a network plan for walking and cycling; a prioritised programme of infrastructure improvements; a report which sets out the underlying analysis.

For further information see **Appendix 2**.

5.2 Air Quality

The provision of trees, shrubs, living walls / roofs, and rain gardens can help to improve air quality by directly absorbing polluting gases and fine particulates. In addition, trees of different dimensions and heights provide landscape texture which creates turbulence to air flow which in turn accelerate dispersal of pollution. They also contribute to carbon storage directly, but when used effectively can also modify carbon-intensive behaviors by providing well connected green infrastructure which enables walking and cycling.

Tree species selection should be guided by constraints, tree ecophysiology, ecosystem services provision, and aesthetics (Tree Guide, 2018). Peacheaven is constrained as a coastal area which experiences high wind exposure and saline conditions. Appropriate planting for coastal areas could be achieved with the following species:

Recommended species	Latin
Grignorn Hawthorn	(<i>Crateagus x grignonensis</i>)
Common Hawthorn	(<i>Crateagus monogyna</i>)
European holly	(<i>Ilex aquifolium</i>)
Woodland Hawthorn	(<i>Crateagus laevigata</i>)
Common beech	(<i>Fagus Sylvatica</i>)
Silver Birch	(<i>Betula pendula subsp. Pendula</i>)
Small-leaved lime	(<i>Tilia Cordata</i>)

Table 4 - Appropriate native trees.



Figure 2

Left: Grignorn Hawthorn - The Naturalists' Notebook (2019). Source: <http://naturalistsnotebook.mnpage.info/page/4/>
 Centre: Small-leaved lime - Van Den Berk (2020). Source: <https://www.vdberk.co.uk/trees/tilia-cordata/>
 Right: European Holly - A Wandering Botanist (2014). Source: <http://khkeeler.blogspot.com/2014/12/plant-story-european-holly-not-always.html>

However, it should be noted that not all coastal hardy trees will be suitable for planting within Peacehaven, and should look to ascertain further information on suitability before planting.

Along with providing direct benefits to air quality, trees are key in providing thermal comfort across the year by providing cooling shade in the summer (Daek-Sjoman et al, 2016) and protection from cold harsh winds in winter (Armson et al 2012).

6.0 Infrastructure Priorities and Funding

6.1 Infrastructure Priority List

It is suggested that an 'infrastructure priority list' is appended to the Neighbourhood Development Plan to allow prioritisation of future funding and investment. Through the plan period, this list can be consulted on jointly, to provide a collective approach to infrastructure delivery.

6.1. CIL and S106

Section 106 can be used to gain site specific works to secure many of the policy requirements, such as provision of non motorised footpath connectivity. With an adopted Neighbourhood Development Plan, CIL contributions made directly to the parish are also increased from 15% to 25% of total CIL income collected. CIL can be spent on infrastructure provision or substantial improvement to existing infrastructure where it can be demonstrated that there is a need due to increased growth. Peacehaven is also able to bid for remaining CIL funds for other local infrastructure projects.

6.3 Other Sources

- The 'Urban Tree Challenge fund' to provide costs for urban planting in the town.
- 'Sustrans' is a charity which helps in all aspects of providing and promoting active travel. Projects include promoting cycling to work through events, and funding infrastructure which supports walking and cycling.

7.0 Policy recommendations

7.1 Active Transport Policies (AT)

Active Transport	<p>AT01 Development which promotes cycling and walking links into South Downs National Park will be supported, see map in section 4.6.</p> <p>AT02 Active transport links are in keeping with the character of the landscape</p> <p>AT03 New developments must integrate with existing cycling and pedestrian infrastructure with dedicated active transport connectivity</p>
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7.2 Road Traffic Policies (RT)

Road Traffic	<p>RT01 Modal filters to prevent through traffic but allow greater safety for pedestrian and cycle users will be supported subject to traffic analysis.</p>
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7.3 Residential Area Policies (RA)

Residential Areas	<p>RA01 Development will be supported where pedestrians and cyclists are at the top of the user hierarchy. This will be achieved in the following ways:</p> <ul style="list-style-type: none"> * reducing traffic light wait times for pedestrians * Use of zebra crossings * rights of way are connected * street furniture to indicate a residential area
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7.4 Parking Policies (PP)

Parking	<p>PP01 Support the implementation of paid parking and the installation of cycle storage infrastructure to encourage active transport instead of using cars for short trips.</p> <p>PP02 Support the reclassification of existing parking as disabled parking or parent and child parking, to cater for those who need parking most</p> <p>PP03 Fifty percent of parking facilities should accommodate electric vehicle parking</p>
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7.5 Air quality policies (AQ)

Air Quality	<p>AQ01 Development will be supported where improvements in air quality are achieved through renewable energy, planting, and other mitigation approaches.</p> <p>AQ02 Development will be permitted where they have an overall positive impact on natural environment through</p>
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7.6 Public health policy (PH)

Public Health	<p>PH01 Development which supports the delivery of active travel initiatives and sustainable travel will be supported</p>
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7.7 Monitoring indicators

	Policy	Test	Policy Target	Key Area
Active Transport	<p>AT01 Development which promotes cycling and walking links in to South Downs National Park will be supported, see map in section 4.6.</p> <p>AT02 Active transport links are in keeping with the character of the landscape</p> <p>AT03 New developments must integrate with existing cycling and pedestrian infrastructure with dedicated active transport connectivity</p>	<p>AT01 Indicators to include cycling take-up in the town and visible increase in investment in walking and cycling.</p> <p>AT02 To be ensured by Planning Officers at determination stage in accordance with Local and Neighbourhood Policies.</p> <p>AT03 To be ensured by Planning Officers at determination stage in accordance with Local and Neighbourhood Policies.</p>	Social / Public Health	Roads and Transport
Road Traffic	<p>RT01 Modal filters to prevent through traffic to allow greater safety for pedestrian and cycle users will be supported subject to traffic analysis.</p>	<p>RT01 To be ensured by Planning Officers at determination stage in accordance with Local and Neighbourhood Policies.</p>	Transportation	Roads and Transport
Residential Areas	<p>RA01 Development will be supported where pedestrians and cyclists are at the top of the user hierarchy. This will be achieved in the following ways:</p> <ul style="list-style-type: none"> ! reducing traffic light wait times for pedestrians ! Use of zebra crossings ! rights of way are connected ! street furniture to indicate a residential area 	<p>RA01 To be delivered by Planning Officers at determination stage in accordance with Local and Neighbourhood Policies, and through dialogue with East Sussex County Council Highways Department</p>	Transportation	Community Development / Roads and Transport
Parking	<p>PP01 Support the implementation of paid parking and the installation of cycle storage infrastructure to encourage active transport instead of using cars for short trips.</p> <p>PP02 Support the reclassification of existing parking as disabled parking or parent and child parking, to cater for those who need parking most</p> <p>PP03 Fifty percent of parking facilities should accommodate electric vehicle parking</p>	<p>PP01 To be delivered through dialogue with East Sussex County Council Highways and LDC.</p> <p>PP02 To be delivered through dialogue with East Sussex County Council Highways and LDC.</p> <p>PP03 To be ensured by Planning Officers at determination stage in accordance with Local and Neighbourhood Policies.</p>	Transportation	Roads and Transport
Air Quality	<p>AQ01 Development will be supported where improvements in air quality are achieved through renewable energy, planting, and other mitigation approaches.</p> <p>AQ02 Development will be permitted where they have an overall positive impact on natural environment through</p>	<p>AQ01 To be monitored through air quality monitoring.</p> <p>AQ02 To be ensured by Planning Officers at determination stage in accordance with Local and Neighbourhood Policies.</p>	Public Health	Public Health
Public Health	<p>PH01 Development which supports the delivery of active travel initiatives and sustainable travel will be supported</p>	<p>PH01 To be ensured by Planning Officers at determination stage in accordance with Local and Neighbourhood Policies. In conjunction with Sustans and Sport England.</p>	Public Health	Community Development

Table 5 - Monitoring indicators

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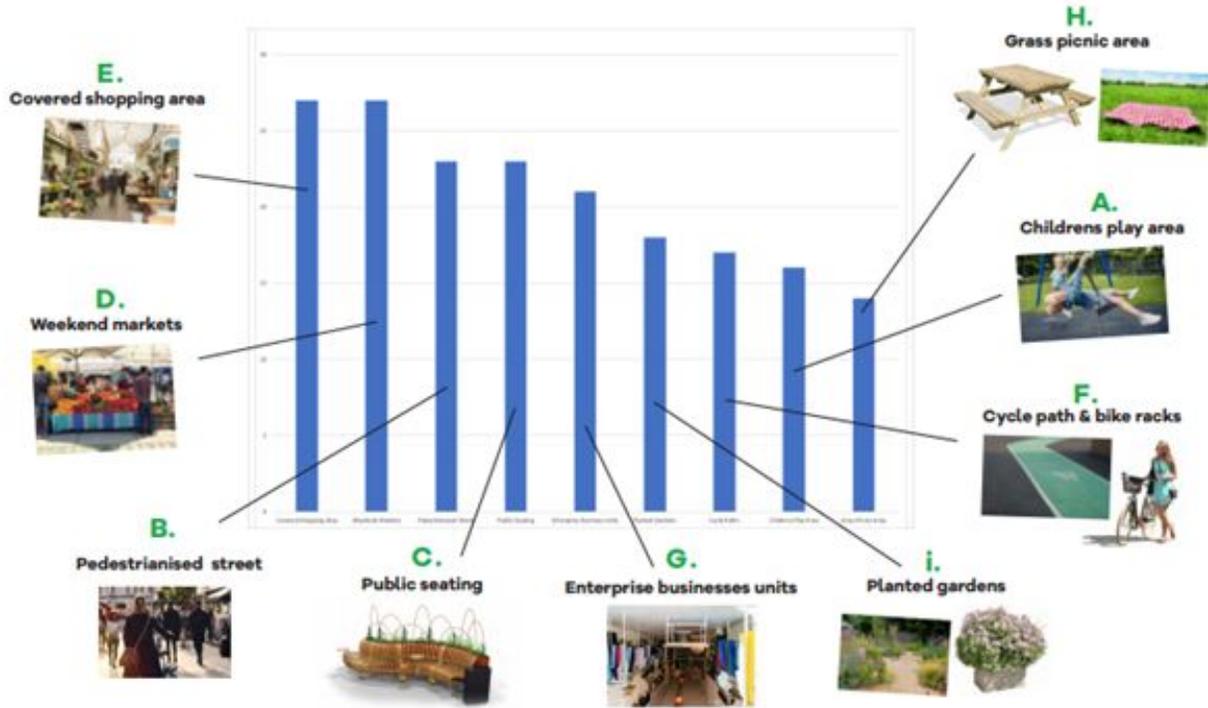
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9.0 Annexe

Appendix 1



AECOM Study on development priorities within Peacehaven and Telscombe (2020)

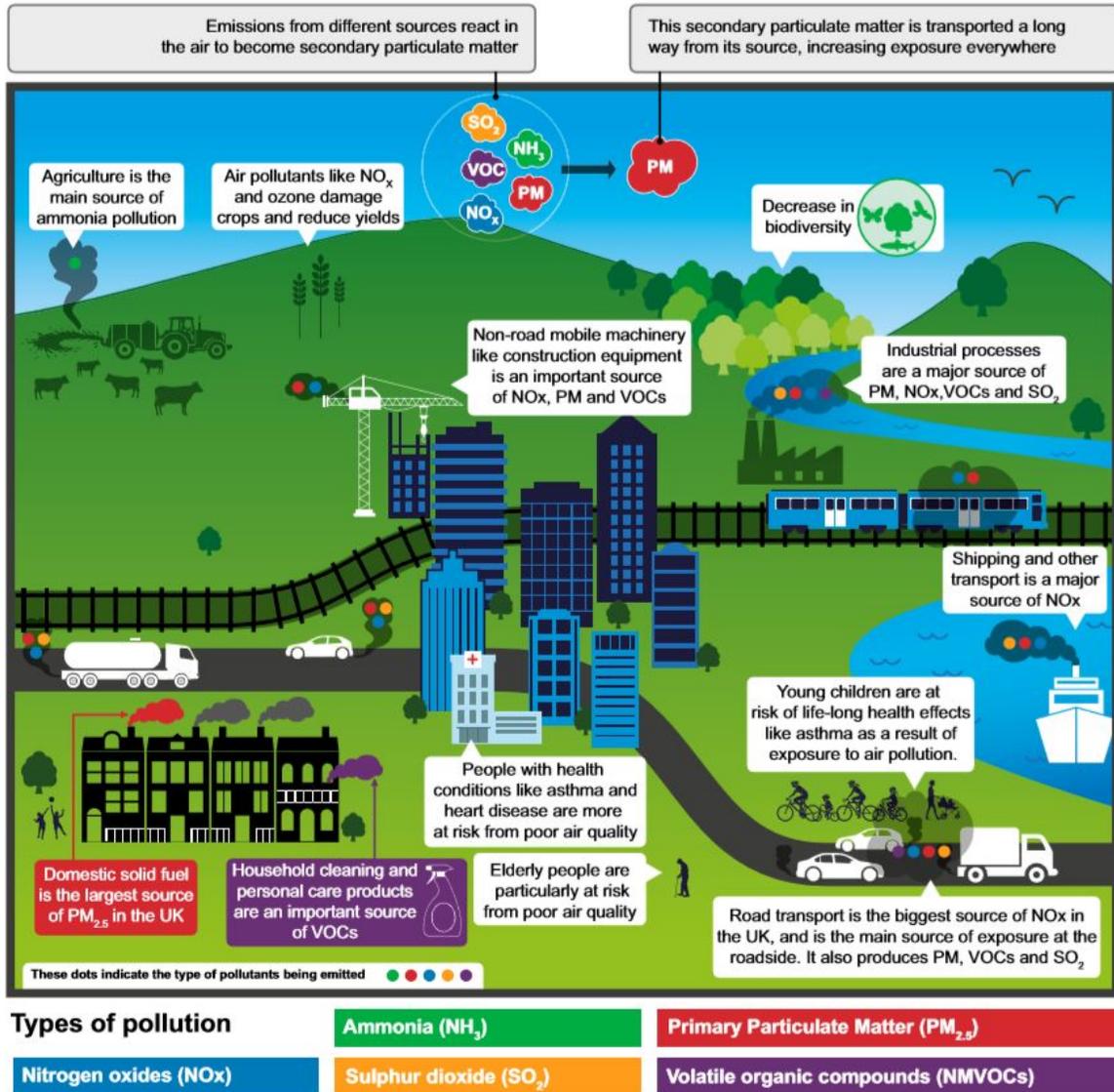
Appendix 2

Waltham Forest: Example of Sustainable Transport Infrastructure	
Aim:	Method:
The Mini-Holland aimed to deliver sustainable infrastructure and promote well designed transport networks.	Implemented 37 road filters (closing roads to through traffic), laying 22km of segregated cycle lanes, 104 pedestrian crossings, installing 250 secure bike hangers
The project aimed to reduce traffic congestion to reduce harmful pollutants.	There was a 7% reduction in NOx, PM10 and PM2.5 emissions from cars from 8-9am from 2013 – 2020. This captures the morning commute and the school run. This highlights that there was a behavioural change adopted by Waltham Forest residents, with many reducing car use for shorter trips opting to walk, cycle or run.
Improve public health through a meaningful method to improve life expectancy	A study based on the Mini-Holland project showed an increase in life expectancy by 1.5 months if air concentrations continue to improve for residents. As well as a projected gain of 41,000 life years from 2014-2020.
Education and awareness of how air quality can improve public health	<p>Awareness has been raised through the council promoting cycle use by not just providing safer road networks for cyclists and pedestrians, but also through raising awareness of the issues caused by low air quality.</p> <p>Waltham Forest offered residents free cycling lessons with bike hire included to both adults (cycle instructor led classes) and children (with the courses taught in school), to encourage more of an uptake of cycling within the borough.</p>

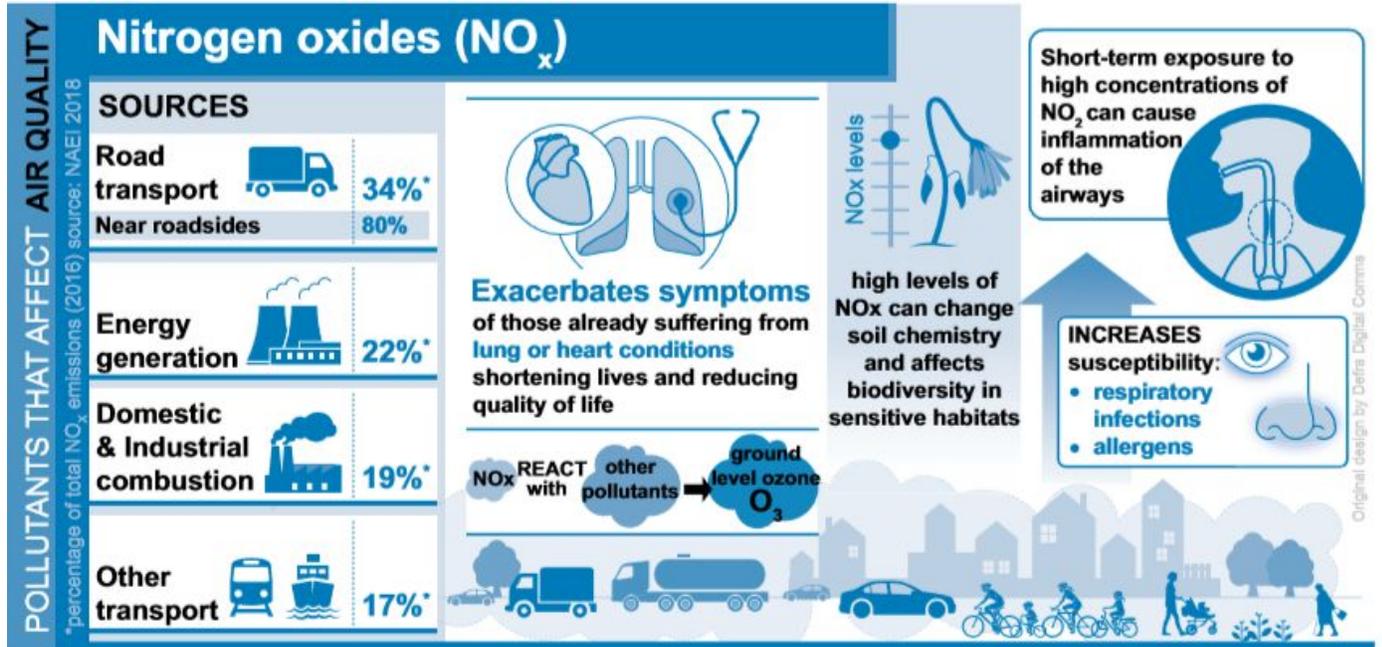
<p>Encourage walking and greater use of outdoor spaces</p>	<p>Implementation of blended Copenhagen crossings to slow down vehicles when entering or exiting side roads and encouraging vehicles to give way to pedestrians when they are crossing the road. Which supports the adherence to rule 170 of the Highway Code which states that “pedestrians that have started to cross the side road have priority over vehicles turning into the side road”</p> <p>The council also sought to Increase accessibility and how usable the public realm is for pedestrians, this was done through reducing or closing access to motor vehicles to ‘high-street’ roads. This method increases its purpose as a shopping and recreation destination and therefore creates an attractive town centre. An example of this is Leyton town centre which had a previously neglected high street, which had a large number of closed shop fronts. The pedestrianisation and increase of higher quality footways, planting, benches and cycle stands improved not only the transport network, but shows a return back to providing walkable neighbourhoods having positive effects on public health through providing healthy settlements which promote exercise rather than car use.</p>
<p>Comparison to Peacehaven and Telscombe</p>	
	<p>Population density is higher in Waltham Forest and therefore implementing walkable neighbourhoods, better transport systems and cycle infrastructure is more feasible, as there is generally greater interconnectivity within urban cities, with amenities and residents located within walking distance. On the other hand, more rural and less densely populated settlements could be characterised through place making that implements transport networks that are sustainable and provide greater connections to local amenities, even if they are further away from residential settlements.</p> <p>Whilst feasibility for rural and less densely populated settlements are of higher concern, there is still opportunity for placemaking to create sustainable transport networks, and increased connectivity to local amenities, even where these are located further away from settlements.</p> <p>Residential areas could have pedestrianised roads, contributing to</p>

	<p>the open space afforded to residents, with parking at the back of properties instead of at the front/side to implement a similar strategy to that implemented within Waltham Forest.</p> <p>Furthermore, supporting settlement growth around town centres could reduce travel times and subsequently promote the use of walking, cycling and running rather than car use for short journeys.</p>
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Appendix 3



Appendix 4



Appendix 5

Peacehaven and Telscombe Neighbourhood Plan Meridian Centre Workshop 23/04/2020

AECOM
NP Steering Committee
Residents

Intro from AECOM on survey results. Residents asked to prioritize uses for Meridian Centre. Results were discussed with covered shopping, weekend shopping and a pedestrianised street featuring highly.

AECOM set out issues and constraints with an urban design analysis.

Visioning exercise carried out with postcards from Peacehaven. How do you imagine peacehaven? Notes relating to transport

Cycle routes could be better.
Square by the bus station
Good cycling route 20 mins from Brighton
Coastal views
Leisure and business. Green
Economy. Beautiful scenery
Open spaces

Important considerations

Path at 0 degrees meridian heading into Downs.
South Downs important to setting of Peacehaven
Cycling through the town
Links to South Downs
Less Traffic in town centre
Motorised routes
Centenary Park – take pedestrians away from 2 main east west routes
Roderick Ave is not main route - Pelham Rise used instead
Roderick Ave almost blocked for cyclists; could be opened for cyclists. Could be appealing.
Cycle rather than walk.
East west cycleway desired
Balcombe Ave/Chatsworth Park – good route
Low traffic route for cycles
Connectivity to schools important
A lot of town in walking distance
Vehicular access to meridian centre is not great
Opportunity to retain mature trees
Retain community facilities
20% of residents have no access to car

Elderly population may struggle to walk over 10 minutes

Walking to MC possible but car needed or shopping

Shopping transport issue combine with green transport

Improve bus service

Consider electric buses on cycleway through park

Improve access to MC from Telscombe

Accessible bus drop off points required

AECOM presented concept for Meridian Centre with residential dwellings and parking

Appendix 6 - signposting for community questions

Sections which relate directly to key issues and questions by the community are signposted here:

Similar developments	Examples of good practice in urban developments can be found in Section 5.1 and Appendix 2.
Distinctive features of Peacehaven	The distinctive transport and air quality features of Peacehaven are outlined in Section 2.1 (transport) and Section 2.2 (air quality).
Congestion	Congestion ‘pinch-points’ are summarised in Section 2.1.
Cost of public transport de-incentivising people to get out of their cars	The cost of bus transport is indicated in the Section 2.1. However, although cost of public transport may exclude some users, prices are set by transport companies and are therefore outside the remit of planning decisions.
Air Quality Monitoring Points along A259	Section 2.2 gives an overview of air quality monitoring along the A259. Section 5.2 gives possible solutions to air quality issues.
Air Quality and congestion	The relationship between air quality and congestion is discussed in the introduction (Section 1.0)