



LAND AT HANLYE LANE, CUCKFIELD

TRAVEL PLAN

October 2023

Sigma Homes Ltd

RESIDENTIAL DEVELOPMENT
LAND AT HANLYE LANE
CUCKFIELD

TRAVEL PLAN

CONTROLLED DOCUMENT

Document No:	020.0885/TP/2	
Status:	Original	
	Name	Date
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Revision Record

Rev.	Date	By	Summary of Changes	Aprvd
2	06.10.23	CID	Updated Layout	CAT

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1. INTRODUCTION

- 1.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Sigma Homes to support the development of 55 dwellings with vehicular and pedestrian access; car parking; open space, play space; landscaping and all other associated works at land to the south of Hanlye Lane on the edge of Cuckfield in West Sussex.
- 1.2 The site is bordered to the north partially by residential development and by fields, to the east sits a mixed-use development, the south is entirely bordered by fields and the west is bordered by residential development as well as a pond to the northwest. The site location can be seen in **Figure 1**, with the site layout included in **Appendix A**.

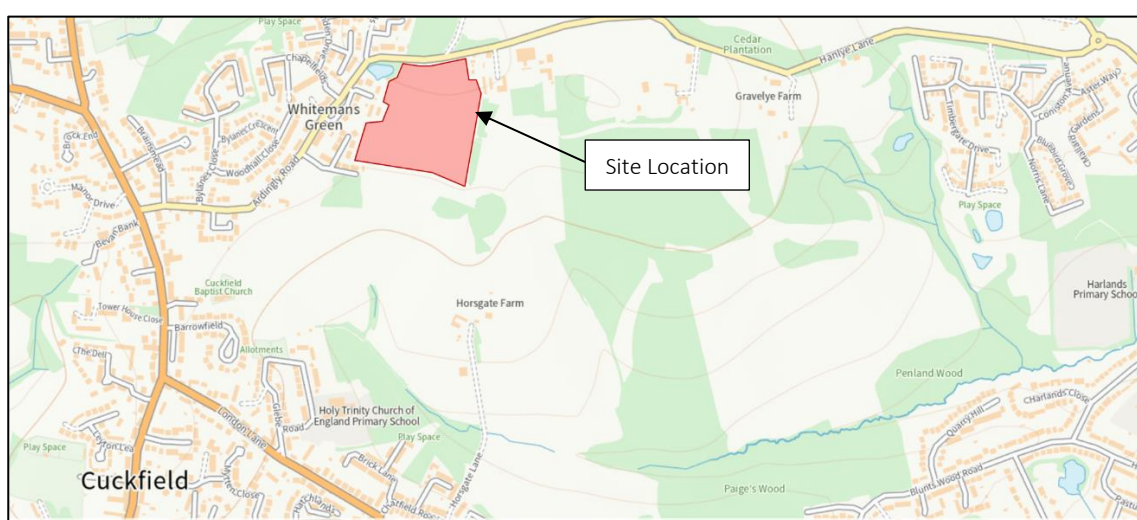


Figure 1: Site Location

- 1.3 The development proposal is for 55 residential units for housing and formal and informal open space. The current use of the site is as greenfield/pasture.
- 1.4 In addition to this Travel Plan, a Transport Statement has been prepared, outlining the anticipated highway impacts of the development in relation to transportation and highways. Therefore, this Travel Plan should be read in conjunction with that document.
- 1.5 The site is in an allocated site (SA23) within the Mid Sussex Local Plan (2014 – 2031). Mid Sussex District Council adopted its Site Allocations Development Plan Document on 29th June 2022. The Site Allocations DPD identifies sufficient housing sites to provide a five-year housing land supply to 2031 and also makes sure that enough land is allocated to meet identified employment needs.

Purpose of the Travel Plan

- 1.6 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.
- 1.7 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (Sigma Homes) and the Local Authorities (Mid Sussex District Council and West Sussex County Council). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

- 1.8 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. A TP must be Transparent, Realistic, Achievable, Committed, Enforceable and Sustainable (TRACES). This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Travel Plan Structure and Approach

- 1.9 This TP will follow the following structure:
- Chapter 2 – Travel Plan Policy
 - Chapter 3 – Existing Site Conditions and Local Accessibility
 - Chapter 4 – Proposed Development
 - Chapter 5 – Indicative Baseline and Targets
 - Chapter 6 – Travel Plan Strategy
 - Chapter 7 – Implementation and Monitoring

2. TRAVEL PLAN POLICY

2.1 This TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF) (September 2023);
- WSCC Transport Plan (2022 – 2036)
- West Sussex Travel Plan Guidance
- Mid Sussex District Plan (2014 – 2031)
- Cuckfield Neighbourhood Plan (2011 – 2031)

National Planning Policy Framework (NPPF)

2.2 The NPPF (September 2023) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is ‘*a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed*’ and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- The potential impacts of development on transport networks can be addressed;*
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

(NPPF Para.104)

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

(NPPF Para.105)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

(NPPF Para. 113)

West Sussex Transport Plan (2022 – 2036)

2.3 The West Sussex Transport Plan (2022 – 2036) sets out West Sussex’s transport strategy and identifies a range of key issues, which are:

- Climate change
- Local environmental impacts
- Spatially variable economic performance
- Development and regeneration pressures and opportunities
- Growing and ageing population
- Public health and well-being
- Access to services
- Transport network performance issues

2.4 West Sussex’s Transport Plan also identifies an implementation plan for the Mid Sussex District, of which the key aims which relate to this TP are:

Facilitate provision of on-street electric vehicle charging infrastructure, initially in East Grinstead, Lindfield, Ardingly and Balcombe followed by other areas
Prioritise active travel modes in the towns as development takes place
Increase space for active travel through infrastructure improvements on priority routes such as between Haywards Heath and Burgess Hill;
Deliver improvements largely within existing highway land to provide bus priority where possible and viable including priority at signal-controlled junctions;
Use on-street parking and traffic management techniques to manage demand, particularly in Burgess Hill, East Grinstead and Haywards Heath;
Use behavioural initiatives to tackle inappropriate speed and use of unsuitable rural routes;

2.5 This TP has also been informed by the WSCC Development Travel Plan Policy document.

Mid Sussex District Plan (2014 – 2031)

2.6 The Mid Sussex District Plan (2014 – 2031) provides a framework for new development, employment growth, infrastructure, and measures to ensure the protection of the countryside. The District Plan also guides other documents such as Neighbourhood Plans and Site Allocation Plans. The policies from the plan most relevant to this TP are:

DP20: Securing Infrastructure – To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks.
DP21: Transport – To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks. And to create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.
DP22: Rights of Way and other Recreational Routes – To create and maintain easily accessible green infrastructure, green

corridors and spaces around and within the towns and villages to act as wildlife corridors, sustainable transport links and leisure and recreational routes and to create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.

DP28: Accessibility – To support sustainable communities which are safe, healthy and inclusive. To provide the amount and type of housing that meets the needs of all sectors of the community. To create environments that are accessible to all members of the community.

Cuckfield Neighbourhood Plan

- 2.7 The Cuckfield Neighbourhood Plan contains a vision for the future of Cuckfield Parish and sets out clear planning policies to realise this vision. The most relevant of those policies to the TP are:

Policy CNP 16 – Transport Impact of Development

Proposals will be permitted where they meet the following criteria:

- a) Safely located vehicular and pedestrian access with adequate visibility exists or could be created
- b) Development proposals would ensure sustainable transport links to the principal village facilities including the village centre, the primary and secondary schools and recreation open space are provided
- c) Where adequate transport infrastructure is not available to serve the development, the development would provide, or contribute towards, appropriate measures which will address the identified inadequacy and assist walking, cycling, public transport and other highway improvements; and
- d) Where development would add to traffic congestion in the village or inappropriate traffic on rural lanes, proposals should be brought forward to mitigate any traffic impact or contribute funding towards local transport schemes
- e) Development proposals for new developments should include secure cycle storage and ideally storage for children's buggies and mobility scooters where appropriate
- f) Development proposals would maintain or enhance the existing routes of the twittens (public rights of way).

Policy CNP21 – Securing Infrastructure

Any development permitted will be expected to ensure provision of the necessary social, physical and green infrastructure needed to support the proposed development, or the additional infrastructure identified in the Neighbourhood Plan which can be provided in a timely manner, through developer contributions subject to an appropriate assessment of viability.

- 2.8 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments within West Sussex and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

Site Location

- 3.1 The site is located in Cuckfield, 1.1km northeast of Cuckfield Village Centre south of Hanlye Lane. The site is bound by Hanlye Lane to the north, mixed development to the east, fields to the south, and residential development, including a pond, to the west.

Local Road Network

- 3.2 The site access lies on Hanlye Lane, a tertiary road with a speed limit of 60mph until the edge of Cuckfield where it slows down to 30 mph. Hanlye Lane runs east/west from Cuckfield to Haywards Heath. Existing conditions along Hanlye Lane are shown in **Photographs 1 and 2**.



Photograph 1: Hanlye Lane eastbound



Photograph 2: Hanlye Lane westbound

- 3.3 To the north of the site a service road named Lullings Farm runs off of Hanlye Lane running northeast/southwest. The road is also designated as public bridleway.
- 3.4 Hanlye Lane leads on to Ardingly Road, another tertiary road with a speed limit of 30mph which runs northeast/southwest onto the B2036.

- 3.5 The B2036 is a secondary road with a speed limit of 30mph. The road runs north/south through the centre of Cuckfield and is split into three roads as it passes through the village. At the southern end of Cuckfield the Road becomes High Street, in the centre it becomes London Road and then at the north it becomes Whitemans Green.

Local Facilities

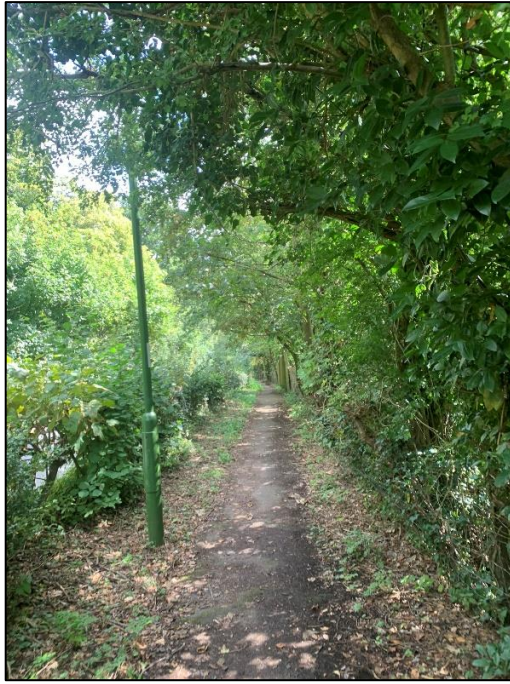
- 3.6 The site offers a range of facilities and amenities, as summarised in **Table 1**, with an 'Accessibility Map' included in **Appendix B**.

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycle Time (250m per minute)
Longacre Crescent (Bus Stop)	170m	2 minutes	1 minute
Cuckfield Baptist Church	640m	8 minutes	3 minutes
Co-Op Food	700m	9 minutes	3 minutes
ESSO MG Cuckfield (Petrol Station)	750m	9 minutes	3 minutes
Holy Trinity CoFE Primary School	770m	10 minutes	3 minutes
Rose & Crown Cuckfield	820m	10 minutes	3 minutes
Queen's Hall (Village Hall)	1.1km	14minutes	5 minutes
Brook Street Community Library	1.1km	14 minutes	5 minutes
Cuckfield Corner House Cafe	1.2km	15 minutes	5 minutes
Warden Park Academy	1.2km	15 minutes	5 minutes
Lloyds Pharmacy	1.2km	15 minutes	5 minutes
Borde Hill Garden	1.4km	18 minutes	6 minutes
Nuffield Health Haywards Heath Hospital	2.1km	26 minutes	8 minutes
Sainsbury's Supermarket	2.1km	26 minutes	8 minutes
Haywards Heath Station	2.2km	28 minutes	9 minutes

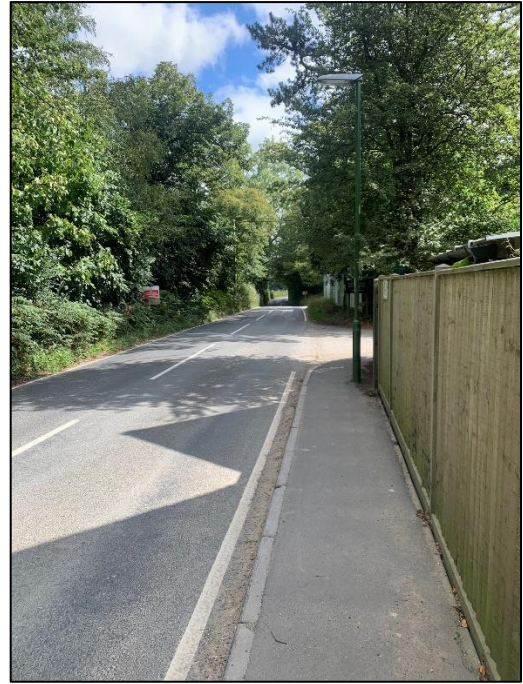
Table 1: Local Amenities and Facilities

Pedestrian Network

- 3.7 A number of footways are provided within the vicinity of the site, providing access to Cuckfield Village Centre. These also provide connections to PRoW further onward journeys.
- 3.8 The existing conditions include a c.1m wide footway on the southern side of Hanlye Lane. This footway sits behind the hedge on the south side of Hanlye Lane and is named Horsgate Twitten. This ends with a stretch of footway directly adjacent to Hanlye Lane which leads to Horsgate House which forms part of the mixed-use development on the site's eastern boundary. There is no footway on the northern side of Hanlye Lane. The existing conditions of the footway are shown in **Photographs 3 and 4**.



Photograph 3: Horsgate Twitten along the southern side of Hanlye Lane



Photograph 4: Horsgate Twitten footway directly adjacent to Hanlye Lane

- 3.9 There is an opening in the hedge by Hanlye Lane to cross the road onto the bridleway on Lullings Farm but there is no crossing or dropped kerb. Lullings Farm is illustrated in **Photograph 5**.



Photograph 5: Crossing from Horsgate Twitten across Hanlye Lane to bridleway

- 3.10 Ardingly Road has a footway on both sides of the road c.2m in width with multiple zebra crossings with dropped kerbs and tactile paving. All crossings along Ardingly Road junctions have dropped kerbs with the majority having tactile paving as seen in **Photographs 6 and 7**.



Photograph 6: Zebra crossing along Ardingly Road



Photograph 7: Junction crossing along Ardingly Road

Public Rights of Way (PROW)

- 3.11 The site is located on the northeastern edge of Cuckfield and has a number of PROW routes, and footways which are shown in **Figure 2**.

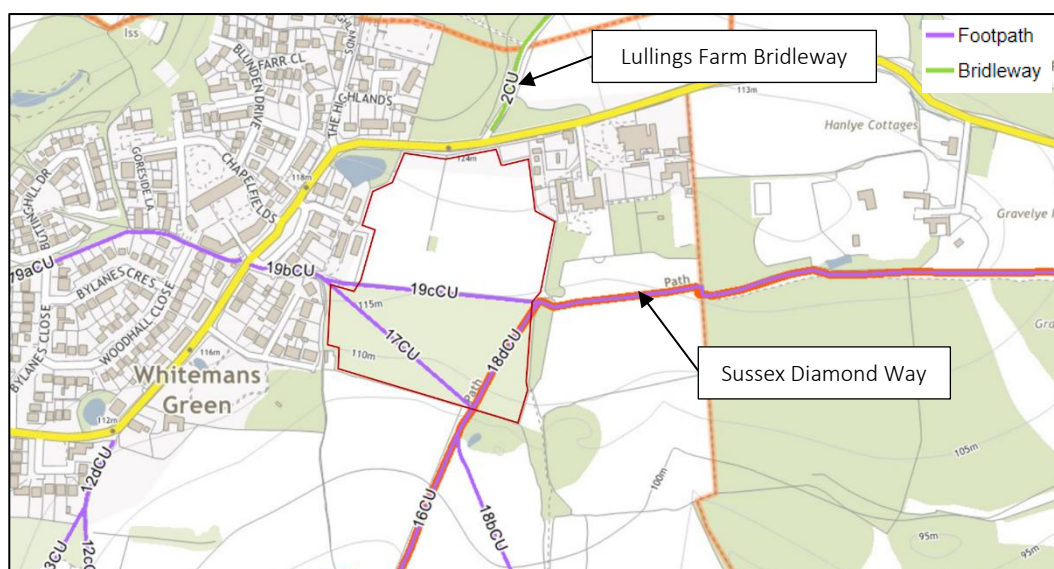


Figure 2: Public Rights of Way (PROW) in the vicinity of the site

3.12 The main Public Right of Way is the Sussex Diamond Way which runs east/west from Midhurst to Heathfield and cuts through the southeast of the proposed site area as seen in **Figure 2**. As part of the proposed development, the site will provide connectivity for residents into the existing PRow network.

3.13 The PRow network provides a great opportunity for the development to enhance and tie into to provide residents greater options for travelling and permeability through the proposed development site.

Cycle Network

3.14 The site is not located nearby to any National Cycle Routes but there are still a number of ways travel by bike. there is a bridleway north of the site along Lullings Farm which leads northeast and connects with the High Weald Landscape Trail c. 1.2km from the site. The bridleway can be seen in **Figure 2**.

Public Transport Provision

Bus Network

3.15 The closest bus stop to the site is the Longacre Crescent bus stop about 170m from the site which is served by the 31 bus service. However, the 62 and 271 services run from the High Street stop in the centre of Cuckfield which is only 1.1km away from the site in Cuckfield Village Centre. These services are summarised below in **Table 2**.

Service	Route	Timetable		
		Mon-Fri	Sat	Sun
Compass Travel 31	Cuckfield – Haywards Heath – Swaynes Hill – North Chailey – Newick – Maresfield - Uckfield	Every Hour 06:34 – 17:47	Every 2 Hours 09:34 – 17:34	Not in service
Compass Travel 62	ASDA – Crawley – Balcombe – Cuckfield – Haywards Heath	Every 1 Hour 45 mins 08:49 – 15:18	Not in Service	Not in Service
Metrobus 271	Brighton – Burgess Hill – Haywards Heath - Crawley	Every 2 Hours 05:27 – 19:06	Every 2 Hours 08:28 – 16:20	Every 2 Hours 09:15 – 15:45

Table 2: Bus services

3.16 The 31 service runs from Cuckfield to Uckfield from 06:34 every hour until 13:34 where it does not run a service until 17:47 where it runs one service and stops. On Saturdays, the 31 service runs from 09:34 every 2 hours until 17:34 where the service finishes. The 31 service does not run on Sundays.

3.17 The 62 service from the High Street Bus Stop runs from 08:49 every hour and 45 minutes until 14:30 where the service operates one final time at 15:18. The 62 service only runs from Monday – Friday and also runs some services o school days only.

- 3.18 The Metrobus 271 service runs every 2 hours from Cuckfield High Street with additional services am at 06:07, 07:05 and 19:06 on weekdays. On Saturdays the service just runs from 08:28 every 2 hours until 16:20. The 271 service is the only service that runs on a Sunday and runs from 09:15 every 2 hours until 15:45.
- 3.19 Compass Travel buses operate accessible buses which have a low entrance step to allows for easy access onto the bus with pushchairs and wheelchairs and a ramp if further assistance is required. All Compass Travel buses have a wheelchair space suitable for a 'standard reference wheelchair' which has a maximum width of 700mm and length of 1200mm. Electric wheelchairs are suitable but some types of wheelchairs such as mobility scooter are deemed unsafe for carriage on Compass Travel vehicles.
- 3.20 All Metrobus buses are low floor with step-free entrances and equipped with ramps. Wheelchairs and some class 2 scooters are able to board Metrobus buses with scooters up to 1000mm length x 600mm wide and wheelchairs 700mm wide both with a turning circle no greater than 1200mm accepted. If a wheelchair is unable to board a bus a complementary taxi can be provided.
- 3.21 Both Compass Travel and Metrobus are taking part in the Helping Hand Scheme which is a free card for any passenger which may require extra assistance or require the driver to be made aware of something discreetly without having to verbally communicate it. In addition, assistance dogs, guide dogs and hearing dogs are permitted to travel at no extra charge on both Compass Travel and Metrobus services.

Rail Network

- 3.22 The closest train station to the site is Haywards Heath Station (HHE) located c. 3km from the site in Haywards Heath. The station is operated by Southern Rail and offers services to Bedford, Brighton, London Victoria, Cambridge, Littlehampton, Eastbourne and Ore. Services to Brighton and Cambridge run circa every 15 minutes and services to Cambridge run half hourly. Therefore, it is considered that rail travel to destinations further afield could provide a realistic opportunity for residents of the development.
- 3.23 Haywards Heath Train Station has step-free access to all platforms, accessible ticket machines, waiting rooms, wheelchairs, toilets and a sheltered, CCTV monitored cycle storage with 312 spaces.

- 3.24 Whilst the rail station is above the 2km walking distance as set out in CIHT 'Providing Journeys on Foot', it is considered suitable for cycling from the site and would take circa 13 minutes (250 m/s) to cycle from the site access. All of the aforementioned bus services in **Table 2** all stop outside of Haywards Heath Station.

Summary

- 3.25 The site is in an accessible location with a number of PRow and cycle routes within the vicinity of the site enabling access to local amenities and facilities. A bus stop is located 170m from the site and provides regular services into Cuckfield and Haywards Heath, which allows for connections to further amenities and longer journeys.

4. PROPOSED DEVELOPMENT

- 4.1 The proposed residential development comprises 55 units at land south of Hanlye Lane, Cuckfield. The proposed development's accommodation schedule is summarised in **Table 3**.

Unit Type	No. of units
Affordable Dwellings	
1-Bedroom Flats	4
2-Bedroom Flats	3
2-Bedroom Houses	4
3-Bedroom Houses	6
Open Market Dwellings	
1-Bedroom Maisonette	2
1-Bedroom Bungalow	3
2-Bedroom Houses	3
3-Bedroom Houses	22
4-Bedroom Houses	4
5-Bedroom Houses	4
Total	55

Table 3: Accommodation Schedule

Car Parking

- 4.2 To understand the parking requirements for the site, the West Sussex Parking Calculator has been reviewed which identifies 112 allocated parking spaces should be provided on site with 39 unallocated bays, or a total of 151 (discrepancy from rounding) car parking spaces.
- 4.3 The proposed development will provide 117 allocated spaces with 19 unallocated visitor spaces, resulting in a total of 136 parking spaces. The proposed layout therefore results in an over provision of allocated spaces by 5 and an under provision of unallocated spaces by 20 when compared to the WSCC calculator.
- 4.4 However, within the WSCC Guidance on Parking at New Developments (September 2020), it states that consideration could also be given to reducing the expected level of parking demand by 10% through the promotion of sustainable travel modes and choices. As part of this application, a Travel Plan has been submitted which is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. The reduction of total parking spaces by 15 as per the proposed scheme, is within the prescribed reduction of 10% and therefore it is considered that the level of parking is sufficient for the proposed development.

Cycle Parking

- 4.5 The proposed development will provide 2 cycle parking spaces per house in rear garden stores or garages and one space per flat/apartment which will be provided in an internal communal cycle parking area. Cycle parking will be communal within the flats. This satisfies the cycle parking standards set by WSCC as they require 2 spaces for units with 3 bedrooms and above and only 1 space for units with 1-2 bedrooms.

Access Arrangements

- 4.6 The access to the site will take the form of a simple priority bellmouth access onto Hanlye Lane. The proposed access junction would measure 6m wide with a 10m radii and a 1:10 taper, in line with DMRB CD123, on the western radii to allow for larger vehicles to travel into the site and along Hanlye Lane without conflicting with opposing vehicles.
- 4.7 To facilitate pedestrian access, there will be a 2m footway on either side of the proposed site access which will tie into the existing pedestrian provision on Hanlye Lane.

Internal Site Layout

- 4.8 The internal layout has been designed using a 20mph design speed. The access road has a width of 6m for the initial phase of the site, which then narrows to a 4.8m wide carriageway with 2m wide footway on at least one side of the road throughout the site. The layout also provides 1.2m wide leisure routes through the site to connect with the existing Public Rights of Way network and proposed open space at the southern section of the development site. The internal road network will not be put forward for adoption by Sigma Homes.

5. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

5.1 The overall aim of the TP is:

to support a sustainable development by reducing the need for single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods.

Travel Plan Objectives

5.2 Specific to this TP, the objectives are to:

- Reduce single occupancy vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users

5.3 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

Baseline Travel Patterns BEING REVIEWED

5.4 In accordance with WSCC Travel Plan policy, a review of 12-hour weekday vehicle trip rates will be demonstrated, with targets set to reduce the weekday vehicle trip rate. To obtain a 12-hour weekday trip rate the TRICS database has been used with the following parameters:

- Houses privately owned
- Trip parameter range: 19-195 units
- Survey date range: 01/01/15 – 01/03/23
- Number of weekdays (Monday-Friday): 29
- No weekend dates selected.
- 4 surveys removed from selection due to being completed during Covid-19

5.5 The TRICS data is attached as **Appendix C** which demonstrated a 12-hour weekday trip rate of 4.636 which equates to 255 vehicle trips. Further analysis of the data can be found in the accompanying TS.

5.6 It is proposed that to determine the 'actual' travel patterns surveys would be completed within 3 months of 75% occupation. This would enable a sufficient sample size whilst also providing the

opportunity to embed the residential TP before too many units are occupied. It is also proposed that this initial survey is used to determine the targets for the TP as the current baseline splits show an already sustainable split which could make achieving any targets based on that data quite difficult.

- 5.7 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and WSCC Travel Plan Officer (TPO) should discuss the acceptability of the indicative modal share targets presented in **Table 4**.

Travel Plan Targets

- 5.8 This TP proposes the above targets which are in accordance with WSCC SMART principle (Specific, Measurable, Adjustable, Realistic, Time Based).
- 5.9 The targets proposed have been based on the TRICS assessment and the weekday trip rates over a 12-hour period (07:00-19:00) as seen in the accompanying TS. A 10% reduction in the 12-hour weekday vehicle trip rate has been set through the implementation of this Travel Plan which is to be met over a 5-year period. The proposed targets are demonstrated within **Table 4** below.
- 5.10 These targets would be reviewed and confirmed with WSCC following completion of a Resident Survey at 50% occupation.

Mode	Vehicle Trips	Interim Target (End of Year 1)		Interim Target (End of Year 3)		End of Year 5 Target	Trips at End of TP
Vehicle Trips	255	-3%	247	-6%	240	-10%	230

Table 4: Indicative Baseline Targets

- 5.11 The suitability of the TP targets and the lifetime of the TP have been assessed further in the subsequent sections of this report.

6. TRAVEL PLAN STRATEGY

- 6.1 A Travel Plan is a useful tool produced to encourage residents to use alternative modes of transport to single occupancy vehicle journeys. The following provides a summary of the measures available to target users of the development site.

Measures Package

- 6.2 In addition to cycle parking and good pedestrian permeability the following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.

Key Stages: Preliminary

- 6.3 In order to meet the objectives of the TP it is essential that a number of tasks are completed prior to the first occupation, as outlined within the site's Action Plan (**Appendix D**). These include:
- Appoint a Travel Plan Coordinator (developer)
 - Produce Resident Welcome Pack (TPC) including:
 - Walking and cycling routes;
 - Bus stop locations, prices and times;
 - Rail Station information;
 - Electric charging information;
 - Car sharing information and benefits; and
 - Details of the TPC.

Key Stages: Five Years Following 50% Occupation of the Development

- 6.4 It is proposed that the TP period would become fully active upon 50% occupation of the development and would remain active for 5 years following that date. After the 5 years of official monitoring has ended and HCC have signed off the TP, ownership would pass to the local community.
- 6.5 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the residents. Such measures would be determined by the TPC in dialogue with occupants of the site, WSCC and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Action Plan which is included in **Appendix D**.

Modal Measures: Walking and Cycling

- 6.6 This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to residents. These will be detailed to residents in their welcome pack and through the

biannual newsletters (as discussed later in the report).

- 6.7 The accessibility review indicates that walking can be a key travel mode for residents in the area due to well-lit, wide footways and a number of facilities and amenities within reasonable proximity to the proposed development. This provides an opportunity to promote walking and cycling as valid transport options when travelling.
- 6.8 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day and local bike doctor events). To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise potential for residents to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure.

Modal Measures: Public Transport

- 6.9 The local bus routes stops and proximity to Haywards Heath Station offer an opportunity to promote sustainable travel via public transport. The closest bus stop is 170m west of the site with Haywards Heath Station being 2.2km southeast of the site and accessible via all the local bus services.
- 6.10 The attractiveness of the bus services, particularly those from Longacre Crescent would be supported and promoted through tailored promotions.
- 6.11 Maximising resident use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the Welcome Pack and regular newsletters.
- 6.12 The TPC will promote rail services from Haywards Heath station as well as the potential link-trip afforded by the 31 bus service which operates between the Perrymount Road (which is adjacent to the station) and Longacre Crescent.

Modal Measures: Car Sharing

- 6.13 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing resident interaction and creating a sense of community.
- 6.14 Liftshare is a well-established scheme and would be promoted to residents through newsletters and welcome packs, to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing.

Modal Measures: Sustainable Private Vehicle Use

- 6.15 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.
- 6.16 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. Altering the perceptions on hybrid vehicles, and in particular electric vehicles, is fundamental for creating a more sustainable development.
- 6.17 Electric vehicles now have significant ranges, with some vehicles achieving at least 300 miles before needing to be recharged. In addition, manufacturers are confident in the batteries that they are now offering 8 year warranties on some models.
- 6.18 Hybrid vehicles combine both electric motors with a standard combustion engine providing a normal driving scenario with the addition of an electric provision. Promotion of both electric and hybrid vehicles is becoming a key aspect of sustainable travel, and with Government grants available, this would be promoted as part of the TPC.

Modal Measures: Home/ Remote Working and Other Modes

- 6.19 Following the COVID-19 pandemic working from home and utilising technology to enable remote working in public locations such as cafes, and teleconferencing, have become a feature for many people's routines.
- 6.20 The TPC would continue to remind residents of the benefits of this type of work, particularly now that many individuals are spending at least one day a week at home, rather than in the office.
- 6.21 Should monitoring exercises and communication with residents identify a strong interest in other travel modes (such as motorcycle/taxi), measures (and associated targets) will be explored by the TPC through dialogue with the relevant groups/individuals such as operators and the WSCC Travel Plan Officer.

Personalised Travel Planning

- 6.22 Upon moving into their new home, households will be offered free personalised Travel Planning advice as part of their Welcome Pack. This will be provided by the TPC and will inform residents on how they can travel to destinations more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Marketing and Communication - Travel Plan Website/Newsletters/Posters

- 6.23 To ensure the ongoing promotion of the Travel Plan to residents, over its life time a number of marketing and communication elements would be implemented.
- 6.24 Firstly, a dedicated Travel Plan website (e.g. <https://tpc-paulbashamassociates.com>) will be established prior to occupation, which provides residents with up to date information and latest changes to travel services, news and events. This would be reviewed biannually and updated as required, to ensure the latest travel information is suitably reflected.
- 6.25 The TPC would also produce biannual newsletters for the five years of the Travel Plan, providing residents with updated sustainable travel information, details of any national events and offer personalised travel planning information, to their door.

Local Area and Other Site Users

- 6.26 The TP will promote the local area's facilities whilst actively engaging with local resident and community groups, the schools' TPC, as well as local events and businesses. Engagement with any other local active residential Travel Plans would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

Visitors and Deliveries

- 6.27 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. Residents' positive sustainable travel experiences should have a knock-on effect to visitors.

7. IMPLEMENTATION AND MONITORING

Implementation

- 7.1 The Travel Plan would be secured through a planning condition/Section 106 agreement, which would confirm the proposed measures as well as any monitoring costs, required by WSCC.

Travel Plan Coordinator

- 7.2 This section covers the implementation and monitoring of the development. The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by five years of full implementation, beginning 50% occupation.
- 7.3 The TPC role and contact details will be finalised with WSCC prior to occupation and following their appointment by the developer. The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure targets are met. The early stages of the TP are relatively time intensive, and the budget should be 'front-loaded' to consider the work that is required to establish the TP.
- 7.4 More specifically, the role of the TPC requires:
- Overseeing the development and implementation of the TP and maintaining support:
 - Liaising with public transport operators, local interest groups, WSCC:
 - Designing and implementing an effective marketing strategy and raising awareness:
 - Attending relevant networking events:
 - Organising travel-based events:
 - Acting as the point of call for all TP enquiries: and
 - Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

Surveys and Feedback

- 7.5 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:
- Collect a representative and informative data account in accordance with the development timescales:
 - Develop an accurate understanding of local travel modal shares, perceptions and influencing factors:
 - Adoption of the TP by local residents beyond the TP's active period: and
 - The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

- 7.6 This TP's approach to monitoring acknowledges the above requirements and is based on our experience of being TPC's on a number of sites within West Sussex.
- 7.7 The resultant monitoring structure for the TP is therefore set out within **Table 5** and summarised in the subsequent paragraphs.

Preliminary Period	End of Year 1	End of Year 2	End of Year 3	End of Year 4	End of Year 5
Resident Questionnaire (50% occupation)	TRICS SAM / ATC	Resident Questionnaire	TRICS SAM / ATC	Resident Questionnaire	TRICS SAM / ATC

Table 5: Monitoring Strategy

- 7.8 A resident questionnaire is proposed to be undertaken within 3 months of the occupation of the 27thth dwelling, and at the end of Years 2, 4. It is proposed that the survey will be completed electronically, although postal surveys may also be used.
- 7.9 WSCC typically suggest that TRICS SAM/ATC surveys are undertaken to monitor development sites, given that the site only has one vehicle access and one pedestrian access a TRICS SAM survey would be appropriate in this instance and would be completed the end of Years 1, 3 and 5.
- 7.10 The results of the survey will be available for residents to view on the development's dedicated Travel Plan website and also included within newsletters, when appropriate.
- 7.11 An annual monitoring/progress report will be produced and submitted to WSCC within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

Overcoming Barriers to Success

- 7.12 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with WSCC TPO will ensure that mismanagement does not occur.
- 7.13 Whilst specific remedial measures have not been identified within the Travel Plan, such remedial measures would be identified through discussions with WSCC Travel Plan Officers. The 5-year budget

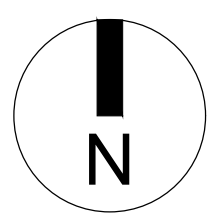
for implementing the Travel Plan would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in year 1, there would be budget in year 2 to rectify this and change to new measures if needed.

- 7.14 If the five-year target is not achieved, the requirement for remedial measures would be explored with WSCC and would reflect the level of work already undertaken on the site.

Community Embedding and Handover

- 7.15 Following the successful completion of the TP's 5-year strategy, the site should be operating more sustainably than if a TP were not implemented. Through liaison with residents over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TP/ maintain the website etc.
- 7.16 Local engagement and a gradual handover is embedded within the proposed TP strategy and should form a key subject in annual liaison with WSCC TPO as the TP draws to an end.

Appendix A



CDM 2015 Health & Safety Information

- This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Hazard Register.
- Conflict between construction traffic / work and pedestrians, cyclists and vehicles using Hanlye Lane.
 - All site boundaries to be suitably fenced and provided with warning signage during construction works.
 - Public Rights of Way to remain open during construction stage with the site suitably secured to avoid conflict.
 - Off-site pond to be secured and protected at all times in accordance with British Standards regarding trees and construction.
 - All retained trees should be protected at all times in accordance with British Standards regarding trees and construction.
 - All underground services and structures should be identified and surveyed prior to any on-site works with these clearly marked on the ground. Water main runs north to south along western boundary.
 - Assessment of existing drainage ditch and condition of sidings to be reviewed and protected and secured during construction works to avoid contamination or damage. Upgrading of culvert to be carried out.
 - New site entrance and driveway works to be undertaken to be carried out by suitable highways contractor with risk assessments.
 - New sub-station to be installed and secured with design and specification undertaken by suitable specialist.

Accommodation Schedule

Affordable Dwellings 17no. (20.2%)

4no. 1-Bedroom Apartments Apartment Block
3no. 2-Bedroom Apartments Apartment Block
4no. 2-Bedroom Houses
6no. 3-Bedroom Houses

Open Market Dwellings 38no. (59.7%)

2no. 1-Bedroom Maisonettes Apartment Block
3no. 1-Bedroom Bungalow
3no. 2-Bedroom Houses
22no. 3-Bedroom Houses
4no. 4-Bedroom Houses
4no. 5-Bedroom Houses

Total: 55 Dwellings

Notes:

Car Parking 1/2 spaces per 1/2 bedroom apartment
2 spaces per 2/3 bedroom houses
3 spaces per 3-5 bedroom houses (inc. garage)

19 Visitors spaces

Cycle Parking 1 space per apartment or 2 spaces per house/
bungalow in rear garden stores or garages

KEY

--- Site Boundary

Proposed Tree to be removed

Ancient Woodland Buffer

I	03.10.23	Issued for approval	JR	NF
H	02.10.23	Updated layout and housing mix	JR	NF
G	27.09.23	Updated housing mix	NF	JR
F	13.09.23	Updated housing mix	NF	JR
E	08.09.23	Revised parking arrangements	NF	JR
D	08.09.23	Revised site layout, changes to parking and types	NF	JR
C	06.09.23	Amended parking arrangements	NF	JR
B	05.09.23	Revised layout to client comments	NF	JR
A	31.08.23	Updated layout to match house type, highways and drainage information	NF	JR

Rev Date Revision Details Dr Ch



Client's Name
Sigma Homes

Job Title
Land South of Hanlye Lane Cuckfield

Drawing Title
Proposed Site Layout

Scale
1:500 @ A0 / 1:1000 @ A2

metres 10 20 30 40 50

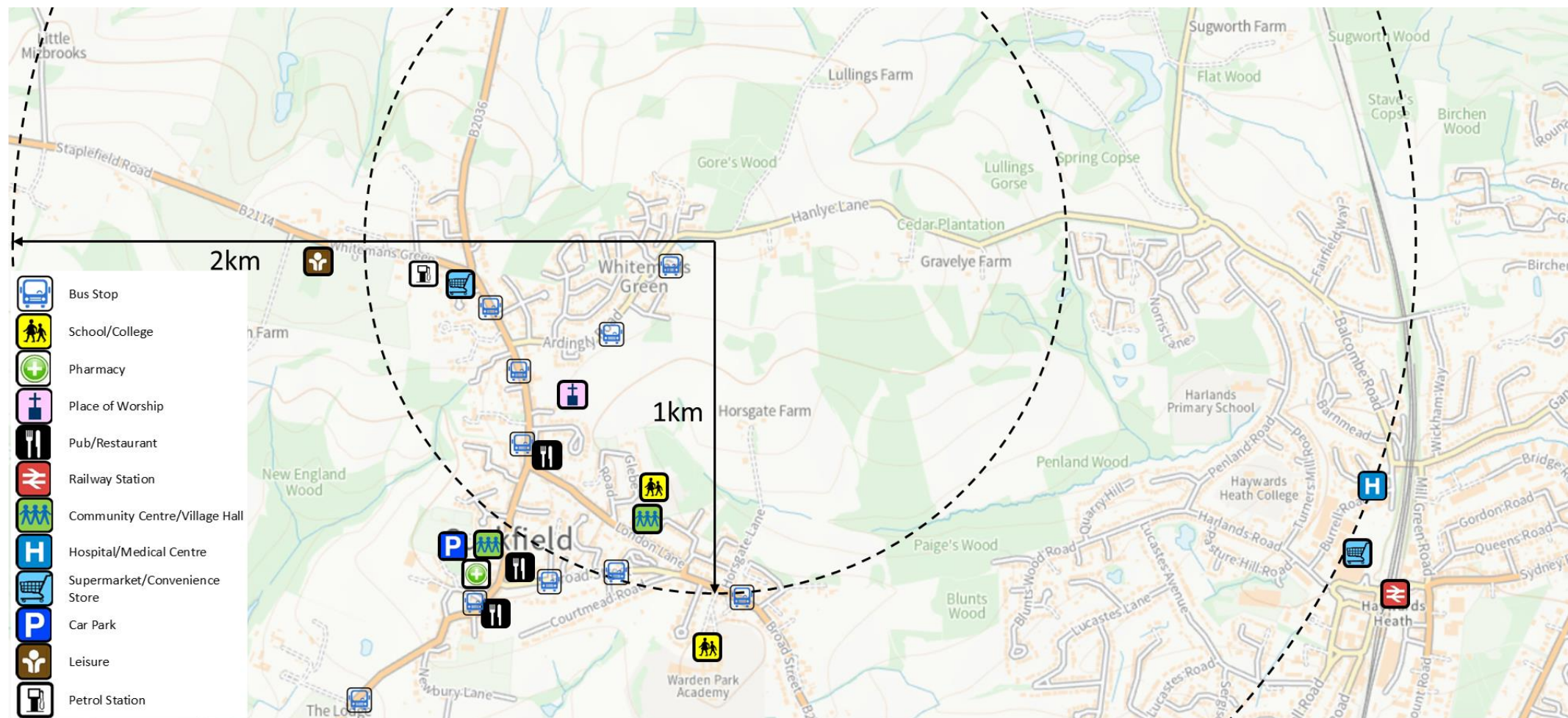
Drawn AX Checked NF Date 01.08.23

Job No 7343 Drawing No PL-04 Rev I

Status
APPROVAL

CAD Plot date: 4/10/2023 - 10:46:51 7343 - updated site plan_post submission.dwg

Appendix B



Project Number: 020.0885/TP/1	Title: Accessibility Map		Checked By: TAF	Checked Date: 13.09.23	Scale: N/A
Project Name: Land at Hanlye Lane, Cuckfield			Drawn By: OSC	Drawn Date: 21.08.23	Drawing No: N/A

Appendix C

Calculation Reference: AUDIT-247601-230824-0841

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	3 days
	EX ESSEX	1 days
	HC HAMPSHIRE	8 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	MW MEDWAY	1 days
	SC SURREY	1 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DC DORSET	2 days
	DV DEVON	2 days
	SD SWINDON	1 days
	SM SOMERSET	1 days
	TB TORBAY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 19 to 195 (units:)
 Range Selected by User: 8 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 01/03/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	5 days
Tuesday	3 days
Wednesday	9 days
Thursday	6 days
Friday	6 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	29 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	22

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	28
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	12 days - Selected
Servicing vehicles Excluded	27 days - Selected

Secondary Filtering selection:

Use Class:

C3	29 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	8 days
10,001 to 15,000	8 days
15,001 to 20,000	6 days
20,001 to 25,000	5 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	3 days
50,001 to 75,000	5 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	12 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	24 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	20 days
No	9 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	29 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CT-03-A-01 ARLESEY ROAD STOTFOLD	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	46		
	Survey date: WEDNESDAY	22/06/22	Survey Type: MANUAL	
2	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category Total No of Dwellings:	50		
	Survey date: FRIDAY	19/11/21	Survey Type: MANUAL	
3	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:	26		
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL	
4	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	116		
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL	
5	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	70		
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL	
6	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	99		
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL	
7	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	91		
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	110	
	Survey date: WEDNESDAY	12/10/22	Survey Type: MANUAL
9	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings:	123	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
10	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
11	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
12	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
13	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
14	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	125	
	Survey date: MONDAY	08/11/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	HC-03-A-29	MIXED HOUSES & FLATS	HAMPSHIRE
	CROW LANE		
	RINGWOOD		
	CROW		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	195	
	Survey date: THURSDAY	30/06/22	Survey Type: MANUAL
16	HC-03-A-30	TERRACED HOUSES	HAMPSHIRE
	MEUDON AVENUE		
	FARNBOROUGH		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	31	
	Survey date: FRIDAY	14/10/22	Survey Type: MANUAL
17	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE
	KILN ROAD		
	LIPHOOK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL
18	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
19	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
20	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
21	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
22	SC-03-A-07	MIXED HOUSES	SURREY
	FOLLY HILL		
	FARNHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	41	
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	SD-03-A-01	SEMI DETACHED	SWINDON
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
24	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	BRIDGWATER		
	NORTHFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
25	TB-03-A-01	TERRACED HOUSES	TORBAY
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
26	WB-03-A-03	MIXED HOUSES	WEST BERKSHIRE
	DORKING WAY		
	READING		
	CALCOT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	108	
	Survey date: FRIDAY	09/09/22	Survey Type: MANUAL
27	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
28	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
29	WS-03-A-17	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	86	
	Survey date: WEDNESDAY	01/03/23	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HF-03-A-04	COVID
KC-03-A-09	COVID
WS-03-A-12	COVID
WS-03-A-13	COVID

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.76

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	29	80	0.075	29	80	0.296	29	80	0.371
08:00 - 09:00	29	80	0.140	29	80	0.380	29	80	0.520
09:00 - 10:00	29	80	0.165	29	80	0.184	29	80	0.349
10:00 - 11:00	29	80	0.138	29	80	0.178	29	80	0.316
11:00 - 12:00	29	80	0.137	29	80	0.145	29	80	0.282
12:00 - 13:00	29	80	0.155	29	80	0.163	29	80	0.318
13:00 - 14:00	29	80	0.178	29	80	0.174	29	80	0.352
14:00 - 15:00	29	80	0.162	29	80	0.195	29	80	0.357
15:00 - 16:00	29	80	0.274	29	80	0.168	29	80	0.442
16:00 - 17:00	29	80	0.264	29	80	0.155	29	80	0.419
17:00 - 18:00	29	80	0.339	29	80	0.155	29	80	0.494
18:00 - 19:00	29	80	0.276	29	80	0.140	29	80	0.416
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.303			2.333			4.636

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:

19 - 195 (units:)

Survey date date range:

01/01/15 - 01/03/23

Number of weekdays (Monday-Friday):

29

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

6

Surveys manually removed from selection:

4

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix D

Land south of Hanlye Lane, Cuckfield

Action Plan



Actions	Responsibility	Timescale
TPC to be appointed	TPC	Prior to first occupation
Site Visit	TPC	Prior to first occupation
Establish contact with local service providers including cycle stores and local bus services	TPC	Prior to first occupation
Prepare and distribute a Travel Welcome Pack including details on sustainable travel options	TPC	Prior to first occupation
Prepare designated TP webpage	TPC	Prior to first occupation
Determine communication strategy inc. resident meetings, newsletters	TPC	Prior to first occupation
Prepare TP action database for logging/recording: Action Plans, Household details, Household Personal Travel Planning, Assistance/Communication, Local Key Players Contact Details, Survey Responses	TPC	Prior to first occupation
Actions	Responsibility	Timescale
General TPC Activities		
Promotion of local walking/cycling routes and local facilities	TPC	Ongoing
Keep up to date on local walking, cycling, public transport and car-sharing initiatives	TPC	Ongoing
Promote local cycle events and shops	TPC	Ongoing
Promote Walk to Work Week	TPC	Ongoing
Promote Sustrans Big Pedal	TPC	Ongoing
Promote Bike Week	TPC	Ongoing
Promote bus and train travel including maps demonstrating location of stops and travel times	TPC	Ongoing
Explore discounted tickets for bus and train services including 16-25 railcard	TPC	Ongoing
Provision of information on local road network routes, fuel efficiency practices and fuel efficient vehicles and local electric vehicle charger provision	TPC	Ongoing
Investigate and promote new and existing health walks	TPC	Ongoing
If interest is generated set up a bicycle user group	TPC	Ongoing
Promotion of car sharing website such as West Sussex CarShare	TPC	Ongoing
Promotion of home and remote working using case studies as possible evidence	TPC	Ongoing
Encourage residents promotion of sustainable travel options to visitors	TPC	Ongoing
Marketing and Communications		
Resident Travel Welcome Pack	TPC	Prior to first occupation
Newsletters	TPC	Biannual Event
TP Webpage/ Social Media Marketing	TPC	Annual Update
Monitoring Stages - Surveys and Feedback		
Progress Review	TPC	End of Preliminary Period, Year 1, 3 and 5
Liaison with West Sussex County Council and Arun District Council	TPC	Ongoing
TRICS SAM Survey	TPC	75% Occupation
Handover	TPC	End of Year 5

Project Details	
Scheme	Land south of Hanlye Lane, Cuckfield
No. of Units	55
1st Unit Occupation Target	N/A
Full Occupation Target	N/A
Applicant	Sigma Homes
Local Authority	WSCC
LA Travel Plan Officer	N/A
Travel Plan Author	OSC
Travel Plan Co-ordinator	TBC

Version	Date	PBA Author
1	1st September 2023	OSC