



Land at North Colwell Farm, Lewes Road, Haywards Heath

Framework Travel Plan

Client: Miller Homes

i-Transport Ref: MG/BC/MS/ITL19597-006A R

Date: 09 January 2025

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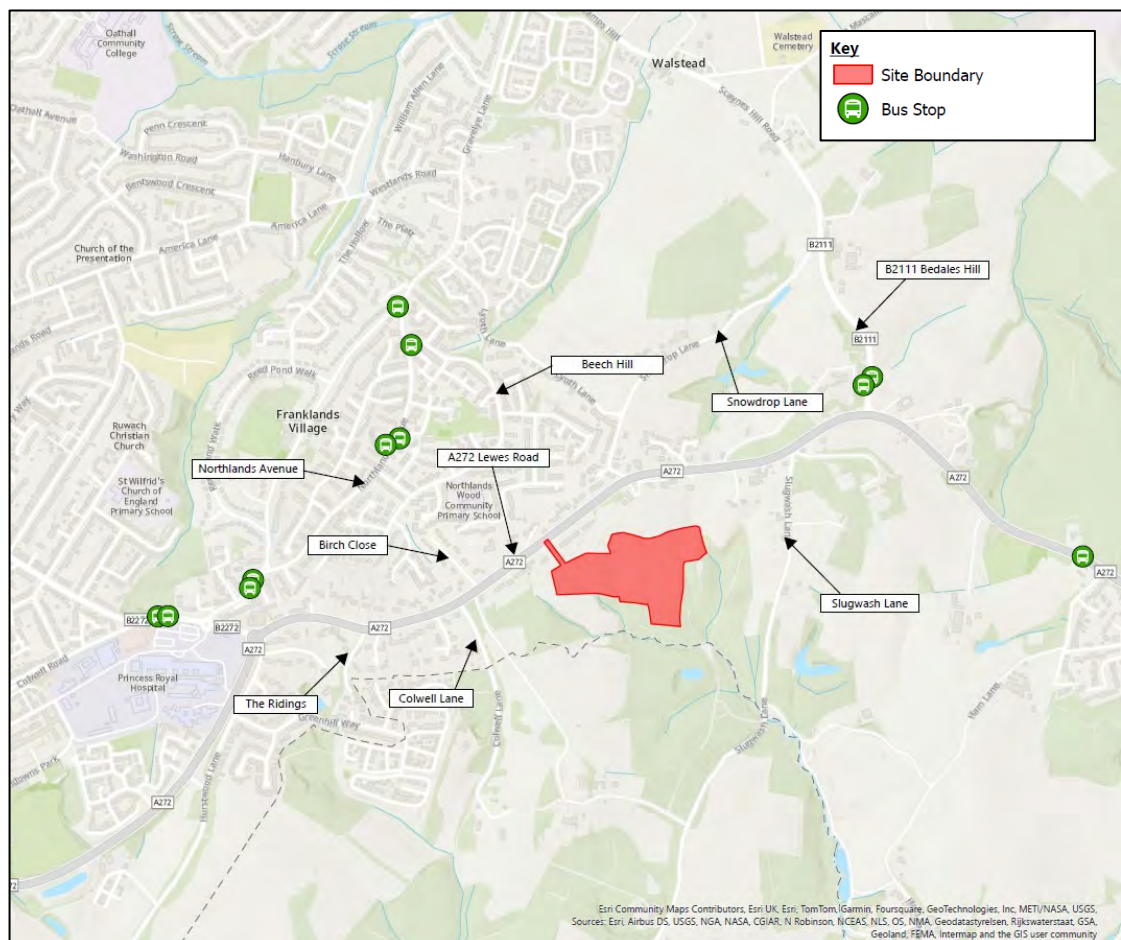
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APPENDIX A.	Indicative Site Layout
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SECTION 1 Introduction

- 1.1.1 Miller Homes has appointed i-Transport LLP to provide highways and transport advice in relation to the proposed residential development at North Colwell Farm, Lewes Road, Haywards Heath. The proposal comprises up to 80 new homes.
- 1.1.2 The site is located to the south of the Lewes Road (A272), approximately 2.5km to the southeast of Haywards Heath town centre. The site is bound to the north by existing residential dwellings, and agricultural land and woodland surrounds the rest of the site. The site location is illustrated on **Figure 1.1**.
- 1.1.3 An outline planning application is submitted (with means of access determined at outline stage). An illustrative site layout is provided in **Appendix A**.
- 1.1.4 This Framework Travel Plan (TP) has been prepared as part of the planning application and it should be read in conjunction with the Transport Assessment (*report ref: ITL19597-001*). It applies to residents and visitors.

Figure 1.1: Site Location



- 1.1.5 The local planning authority is Mid Sussex District Council (MSDC) whilst the local highway authority is West Sussex County Council (WSCC).
- 1.1.6 A TP is a package of measures produced to encourage the use of alternatives to single occupancy car use. TPs can include measures such as car sharing schemes, walking and cycling enhancements and facilities, public transport services and car parking allocation. This TP forms one element of a suite of measures designed to reduce the transport impact of the development. Other elements, including both the design and planning of the proposed development, these will work alongside this TP to reduce single occupancy car trips.
- 1.1.7 This TP has been developed as a guide to the travel planning approach to minimise single occupancy private vehicle use by residents and visitors accessing the site. As the development commences, this TP can be updated to reflect travel changes at the time of implementation.

1.2 Transport Policy Context

National Planning Policy Framework (December 2024)

- 1.2.1 The NPPF sets the policy basis for the development of Travel Plans. A Travel Plan is defined in the NPPF as:
- “A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed.”***
- 1.2.2 Paragraph 115 of the NPPF outlines that when assessing sites for development this should ensure sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location, and a key tool to facilitate this is a Travel Plan.
- 1.2.3 Paragraph 118 of the NPPF sets out that all developments which generate significant amounts of movement are required to provide a Travel Plan. Sustainable travel objectives include the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling and public transport use as alternatives to private car journeys.
- 1.2.4 Therefore, this TP has been produced to outline measures to encourage travel by modes of transport other than single occupancy car use for residents of the development, by promoting walking, cycling and public transport use as alternative methods.

Planning Practice Guidance

- 1.2.5 The web-based PPG replaced the DfT's 'Guidance on Transport Assessment' on 6 March 2014 and of which discusses the role of travel plans and transport assessments / statements and how they relate to each other:

"Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. (ID42 – 002)".

Local Policy

- 1.2.6 This Travel Plan has been prepared having regard to the 'West Sussex County Council Development Travel Plan Policy' document. This document identifies that Residential Travel Plans should provide a ***"commitment to delivering a range of measures to promote sustainable modes of transport"***.
- 1.2.7 The document also sets out the thresholds for when a Travel Plan will be required in line with the former DfT 'Guidance on Transport Assessments' (GTA). Typically, a full Travel Plan is required where a development is in excess of 80 – 100 homes.
- 1.2.8 Policy DP21 of the adopted Mid Sussex District Local Plan (2014-2031) states:
- 1.2.9 ***"Development which generates significant amounts of movements is supported by a Transport Assessment / Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded..."***
- 1.2.10 The Regulation 19 submission draft District Plan 2021 – 2039 contains an updated vision, strategy, site allocations and policies and will supersede the 2018 District Plan upon its adoption. Although the draft District Plan has reduced weight given outstanding objections, and the examination is ongoing. This District Plan includes four policies related to transport, with policy DPT3 related to active and sustainable travel:
- DPT3: Active and Sustainable Travel. Development will be required to help remove barriers to active and sustainable travel and create a healthy environment in which people choose to walk, wheel and use sustainable transport.

1.3 **Structure**

1.3.1 Following the introductory section, the remaining sections of this travel plan are structured as follows:

- Section 2 - Aims, Objectives and Benefits
- Section 3 – Existing Conditions
- Section 4 – Travel Plan Targets
- Section 5 – Measures
- Section 6 – Management and Implementation
- Section 7 – Monitoring and Review
- Section 8 – Action Plan

SECTION 2 **Aims, Objectives and Benefits**

2.1.1 This section of the TP identifies the aims, objectives and benefits of the TP. These cover a range of outcomes encompassing sustainability, environmental and health considerations.

2.2 **Aims**

2.2.1 The purpose of a TP is to influence behaviour change towards sustainable modes of transport and active travel. In this context, the primary aim is to encourage, support and promote the use of active modes of travel such as walking, cycling and maximise the use of public transport and achieve a reduction in the number of single occupancy vehicle trips to/from the site.

2.3 **Objectives**

2.3.1 The following objectives are identified, to support the primary aim of the TP:

- To encourage residents and visitors to travel to/from the site by non-car modes;
- To inform residents about the local public transport available;
- To promote the sustainability of the site by using a range of new measures, including a travel information pack which is provided to the residents once they have moved in; and
- To monitor the effectiveness of the TP via surveys.

2.4 **Benefits**

2.4.1 A Travel Plan can bring a number of benefits to a new development for the developer, the local authority and the ultimate occupants of the site. The key benefits of the TP are summarised in **Table 2.1**.

Table 2.1: Travel Plan Benefits

Benefits to:	Residents	WSCC
Improve site access and connectivity	✓	
Less congestion on local roads	✓	✓
Improved travel choice	✓	✓
Local environmental improvements from reduced congestion, pollution and noise	✓	✓
Opportunities for active, healthy travel and associated health benefits	✓	✓
Help achieve wider local policy objectives, e.g. on sustainability		✓

SECTION 3 Existing Conditions

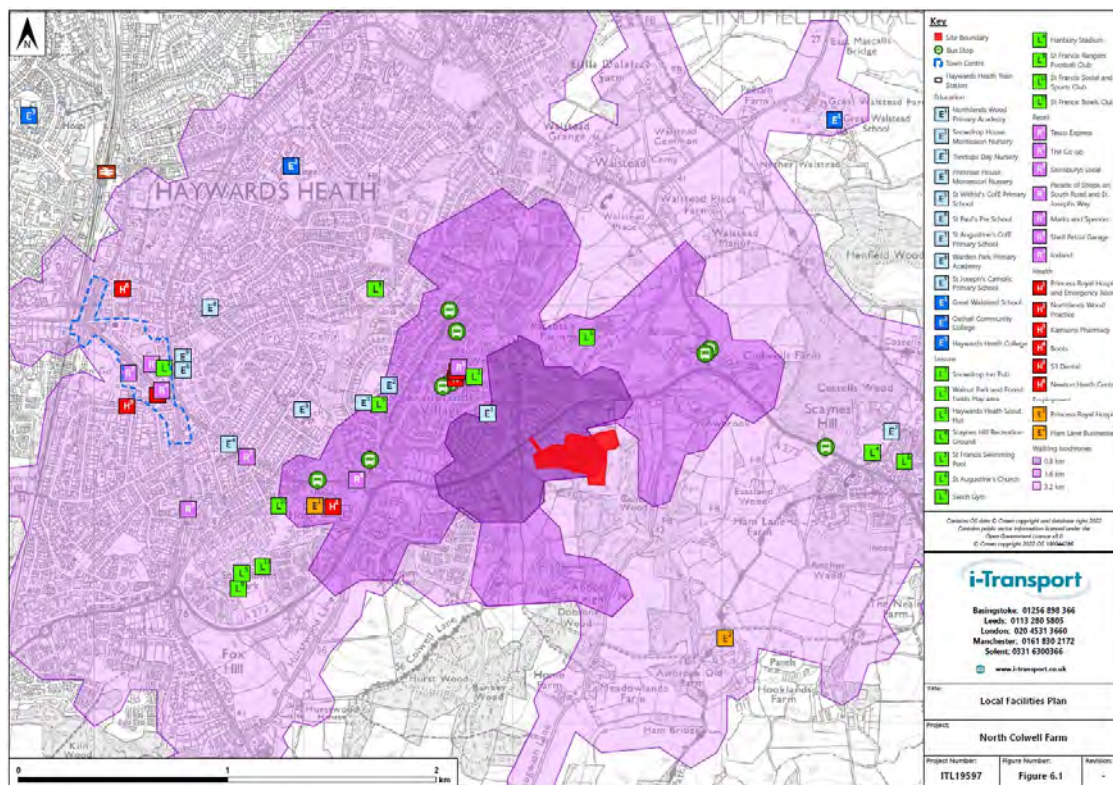
3.1 Core Local Amenities and Services

3.1.1 There are clear opportunities for residents to travel by sustainable modes of transport – including walking, cycling and by bus.

3.1.2 The core local amenities and services are presented in **Figure 3.1** (along with walking catchment isochrones) - the core facilities are listed below:

- Primary school – the main primary school is Northlands Wood Primary Academy to the north west, circa 840m from the centre of the site. Other primary schools include, Saint Wilfrid's C of E Primary School, St Joseph's Catholic Primary School and Warden Park Primary Academy.
- Secondary school – the main secondary school one is Oathall Community College (11 – 16). There is also Haywards Heath College (16 plus).
- Supermarket or local grocery shop (selling fresh food) – Tesco Express at Walnut Park is the closest at circa 790m from the centre of the site. The Shell petrol garage sells some food items, a Co-Op is located on B2272, with an Iceland and M&S in the town centre.
- Doctors surgery – Northlands Wood Practice, at Walnut Park, with a Pharmacy (Kamsons) adjacent, these are circa 800m from the centre of the site.
- Employment – Princess Royal Hospital is to the west of the site and Haywards Heath Town Centre a bit further along the B2272.
- Leisure / Recreation – Walnut Park and Forest Fields Play area is the closest to the site to the north west. Other nearby leisure includes the Snowdrop inn pub to the north east, St Francis swimming pool, Rangers football club and bowls club to the south west of the site.

Figure 3.1: Local Facilities Plan



3.1.3 Many of the local facilities are located within the Walnut Park area within a reasonable¹ walking distance of the site, accessible via existing footways on the northern side of Lewes Road and Public Right of Way 29CU. Further amenities and employment opportunities are in Haywards Heath Town Centre which is within a reasonable² cycling distance.

3.2 Local Highway Network

A272 Lewes Road

3.2.1 The A272 Lewes Road is a single carriageway, two-way road running in a general east to west direction – it provides access to Haywards Heath town centre / the A23 to the west and North Chailey / the A22 / A26 to the east. At its western end it meets Rocky Lane and the B2272 at The Birch Hotel Roundabout. Each approach arm of the roundabout includes a flared two-lane approach.

¹ The vast majority (80%) of trips are undertaken on foot for journeys up to one mile (1.6km), according to the National Travel Survey.

² The National Travel Survey identifies that the average distance travelled by bike is 4.4km.

- 3.2.2 Within vicinity of the site, Lewes Road includes a footway on the northern side of the carriageway between the junctions with Birch Close and Snowdrop Lane. Either side of these junctions, the footway terminates on the northern side but continues along the southern side of the carriageway. The footways are approximately 1.7 metres wide with street lighting present. Along the site frontage, Lewes Road is subject to a 40mph speed limit – this reduces to 30mph around 145m to the west of the site.

The Birch Hotel Roundabout

- 3.2.3 Lewes Road meets the Birch Hotel Roundabout at its most western end. Uncontrolled pedestrian crossings are found on all arms of the roundabout which all feature dropped kerbs and pedestrian refuge islands. Tactile paving is provided on the Rocky Lane approach arm crossing.
- 3.2.4 Road markings indicate cyclists to divert of the carriageway are found on the approaching arms of Lewes Road (westbound) and Franklynn Road (eastbound). A shared footway / cycleway encompasses the roundabout then continues westwards along the southern side of Franklynn Road for approximately 70 metres.

Franklynn Road (B2272)

- 3.2.5 The B2272 forms the 100-metre connecting road between the Birch Hotel Roundabout to the Princess Royal Hospital Roundabout.
- 3.2.6 West of the Princess Royal Roundabout, the B2272 is known as Franklynn Road. It runs in a general east to west direction into the centre of Haywards Heath. It has a general carriageway width of circa 7.5 metres, is street lit and subject to a 30-mph speed limit.
- 3.2.7 The section of Franklynn Road between the Birch Hotel Roundabout and Princes Royal Hospital Roundabout features a shared footway/cycleway only on the southern side of the carriageway (for circa 70 metres). West of Princess Royal Hospital Roundabout, footways are located on both sides of the carriageway which are between circa 1.2 and 2.5 metres wide and continue into the centre of Haywards Heath.
- 3.2.8 Princes Royal Hospital Roundabout features uncontrolled crossings with dropped kerbs and pedestrian refuge islands. A controlled signal pedestrian crossing with dropped kerbs and tactile paving is located approximately 80 metres west of the Princess Royal Hospital Roundabout.

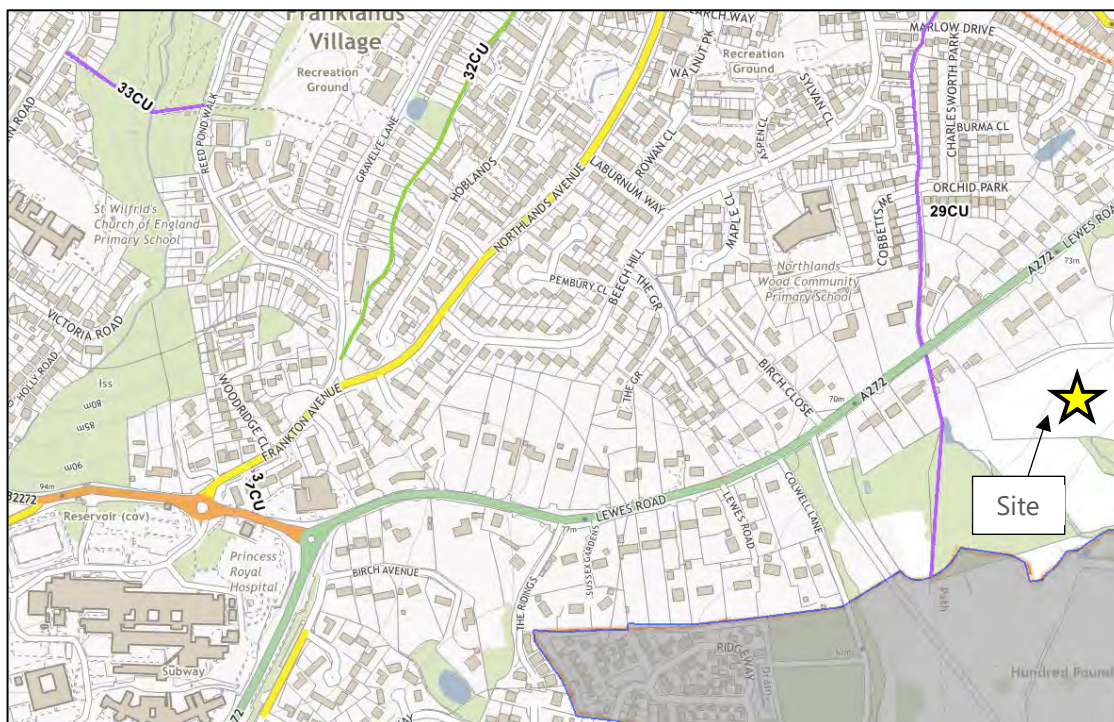
Frankton Avenue / Northland Avenue

- 3.2.9 Frankton Avenue runs north-eastwards of the Princess Royal Roundabout for approximately 200 metres before becoming Northlands Avenue. It has an approximate carriageway width of 6 metres, is street lit and subject to a 30mph speed limit.
- 3.2.10 Frankton Avenue includes footways on both sides of the road which are circa 2 metres wide. This provides pedestrian access to the bus stops on either side of the road. When Frankton Avenue becomes and Northland Avenue, the corridor widens, and the footways become separated from the carriageway by a grass verge.

Public Rights of Way

- 3.2.11 Public Rights of Way (PRoW) are shown on **Image 3.1**. Footpath 29CU routes in a north/south direction to the west of the site. It intersects Lewes Road A272. It continues northbound from Lewes Road to Orchid Park and further north connecting with Lyoth Lane. Other PRoW close to the site include:
- 31CU – A short section of public footpath which connects Franklynn Road to Frankton Avenue. This can be used as a short-cut for those using the bus stops on Frankton Avenue.
 - 32CU – A bridleway which starts at Graveley Lane (north of junction with Franklands Avenue/Northlands Avenue) northeastwards to the junction of Northlands Avenue/Lyoth Lane.
 - 33CU – A public footpath through Haywards Heath Cemetery and Gardens from Reed Pond Walk to Eastern Road.

Image 3.1: Public Rights of Way



Source: West Sussex County Council online Public Rights of Way Map.

3.3 Public Transport

Bus

- 3.3.1** The nearest bus stops to the site are located on Northlands Avenue (via Footpath 29CU) circa 1km walk distance from the centre of the site. The Northlands Avenue stops offer an hourly service from bus routes 31/31A. The southbound bus stop (towards Hayward Heath town centre and beyond) includes a shelter with seating, timetable information and real time information indicating arrival times of the next bus, this is a good level of existing provision. A signal pedestrian crossing exists adjacent to the bus stop to provide safe access to the northbound bus stop.
- 3.3.2** Further bus stops with additional services are located on Bedales Hill (B2111), the B2272 Lewes Road and on Franklyn Road, circa 1.3km to the east and 1.4km to the west of the site access respectively. In total there are over ten bus services available most of which are available from the B2272 bus stops outside the Princess Royal Hospital, the westbound bus stop (towards Haywards Heath town centre) includes two shelters with seating, timetable information and real time information indicating arrival times of the next bus, this again is good existing provision. A summary of local bus services is presented in **Table 3.1**.

Table 3.1: Summary of Local Bus Services

Route		Typical Frequency (shown for one direction)		
		Mon-Fri	Sat	Sun
3	Slaugham - Haywards Heath	1 return service per day (Fridays only)	-	-
30	Haywards Heath (Ridgeway) - Lindfield (Circle)	06:27 then up to every hour from 08:10-17:41	08:26 then up to every hour from 09:08-17:10	-
31	Uckfield – Haywards Heath	Around every hour from 06:14-18:26	07:41 then hourly from 08:16 to 18:16	-
31A	Uckfield - Cuckfield	Every 2 hours from 09:16-15:16	Every 2 hours from 09:16-17:16	-
33	Hurstpierpoint - Haywards Heath	07:23 then hourly from 08:34-17:34	Hourly from 08:34-16:34	-
33A	Hurstpierpoint - Warden Park School	One return service per day	-	-
39	Haywards Heath (Ridgeway) - Princess Royal via Bolnore	06:14, 07:14, 08:00 then every hour from 08:30-14:30, and 16:00-18:00	08:10 then every hour from 08:30-14:30, and 16:00-18:00	-
62	Haywards Heath – Cuckfield – Balcombe – Pound Hill - Crawley	Tuesdays & Thursdays, every couple of hours	-	-
89	Princess Royal Hospital / Franklands to Horsham	09:45, 12:00, 14:15, 15:20, 17:30	-	-
149	Scaynes Hill – Haywards Heath – Wivelsfield Green	15:20	-	-
166	Lewes - Haywards Heath	08:09, 10:06, 12:53, 15:03, 17:45	10:06, 12:53, 15:03, 17:41	-
270	Brighton Churchill Square - East Grinstead Station	Around every hour from 06:14-18:26	Around every hour from 08:00-20:19	09:44, 12:29, 14:29, 17:22
271	Royal Sussex County Hospital - Crawley Bus Station	Services every 1-2 hours between 06:48 and 23:11	Around every 2 hours between 08:45 and 16:39	09:33, 11:33, 14:03, 16:03
272	Royal Sussex County Hospital - Crawley Bus Station	Services every 1-2 hours between 06:31 and 21:30	06:13 then every hour from 09:40-15:40	-
STP1/STP2	Haywards Heath / Cowfold - St Pauls Catholic College	One return service (each) per day	-	-

Source: bustimes.org accessed December 2024.

- 3.3.3 The above table demonstrates that there is a regular bus service available providing access to the key destinations with approximately six buses per hour on weekdays and Saturdays then one bus per hour on Sundays.

Rail

- 3.3.4 Haywards Heath rail station is located circa 2.6 km (straight line distance) north-west of the site. The station itself features step free access to all four platforms, 312 cycle parking spaces and 1,069 car parking spaces. The services that run to this station are summarised in **Table 3.2**.

Table 3.2: Summary of Haywards Heath Rail Services

Destination	Duration	Peak Frequency	Off-Peak Frequency
Bedford	2hrs 3mins	2 per hour	2 per hour
Brighton	14-21mins	6 per hour	6 per hour
London Victoria	45-49mins	6 per hour	5 per hour
Cambridge	2hrs 10mins	2 per hour	2 per hour
Littlehampton	57-69mins	3 per hour	2 per hour
Ore	1hr 22mins	1 per hour	1 per hour
Eastbourne	39-43mins	2 per hour	2 per hour

Source: Trainline – December 2024.

- 3.3.5 There are up to 12 services leaving the Haywards Heath rail station in the peak hours of the day and 10 in the off-peak hours.
- 3.3.6 The station is accessible for future residents on bike, by bus or by car.

SECTION 4 Travel Plan Targets

4.1 Overview

- 4.1.1 Targets are set as measurable goals which the progress of the TP can be assessed against. The best practice guidance recommends that all targets should be classified as 'SMART', that means it can be Specific, Measurable, Achievable, Realistic and Time Bound. Targets should be linked the TP objectives outlined in Section 2.

4.2 Baseline Position and Targets

- 4.2.1 The main target of the TP in line with WSCC guidance³ is to achieve is a reduction 10% in vehicular trips during a 12-hour period weekday period (7am-7pm). **Table 4.1** below shows the daily trip rates⁴ and generation from the site.

Table 4.1 – Estimated Daily Trip Generation - Vehicles

	Daily Trips		
	Arrivals	Departures	Two-way
Trip Rate	2.296	2.340	4.636
Trip Generation (80 Dwellings)	184	187	371
10% reduction	166	168	334

Source: TRICS

- 4.2.2 As shown in the table above, the vehicular trip generation is estimated to generate 371 two-way trips daily and if the target is achieved, there should be at most 334 vehicle two-way trips in the future.
- 4.2.3 It is recognised that the trip generation data extract from TRICS are from a number of sites based on similar locations and similar size, hence this figure is an estimate. The baseline daily trip generation will be updated within a year of occupation of the site, through a survey to capture the actual vehicle trip generation.

³ Assumed rural site location as on edge of Haywards Heath.

⁴ As calculated from the TRICS database with details contained within the Transport Assessment.

SECTION 5 Measures

5.1 Overview

5.1.1 The core of a TP is its package of measures, comprising of a mixture of incentives, actions, information provision and infrastructure improvements which are introduced to support the objectives of the TP and to meet the aims and objectives set out.

5.1.2 This section describes the on and off-site infrastructure measures which that will encourage employees and visitors to travel by sustainable modes, and the 'soft measures' that will be used for the various elements of the Proposed Development.

5.2 Infrastructure

5.2.1 The site infrastructure for encouraging sustainable travel is set out below.

Walking and Cycling

- The creation of a new site access with footway on the western side leading onto the southern side of Lewes Road.
- An uncontrolled pedestrian crossing with dropped kerbs and tactile paving provided across Lewes Road to the north side footway from the proposed site access towards existing public footpath 29CU.

5.2.2 The quantum of cycle parking on the site will be provided having regard to WSCC guidance as below:

- Houses up to 4 rooms – 1 space per unit.
- Houses with 5 or more rooms – 2 spaces per unit.
- Flats up to 3 rooms – 0.5 space per unit (if communal storage).
- Flats with 4 or more rooms – 1 space per unit.

5.2.3 Cycle parking will be detailed as part of a reserved matter planning application following outline planning consent.

Car Parking

- Following the WSCC pre-application advice, the car parking provision on the site would be provided having regard to West Sussex County Council guidance for parking at new developments for Parking Behaviour Zone 3.

Electric Vehicle Charging Infrastructure

- Electric vehicles and related charging points are key to increasing sustainable transport. Therefore, it is recommended that electric vehicle charging points are provided for each home in line with Building Regulations and WSCC guidance.

5.3 Off-Site Improvements

Potential to relocate the existing 30mph / 40mph speed limit change on Lewes Road to the east of the proposed site access road.

- 5.3.1 As set out in the Transport Assessment, the proposed Lewes Road site access and visibility splays are based on existing observed speeds and therefore the proposed access is not dependent on a speed limit change.
- 5.3.2 Notwithstanding the above, through the pre application process WSCC note that there is general support to try and achieve a relocation of the existing 30mph / 40mph speed limit change on Lewes Road to the east of the proposed site access road. Miller Homes recognises the wider public benefits of relocating the speed limit change and are content to make an appropriate financial contribution for such provision secured in any S106 Agreement.

Pedestrian crossings with tactile paving and alternative footway route along A272 Lewes Road from Site towards Beech Hill (avoiding PROW)

- 5.3.3 As set out in the Transport Assessment, the following off-site improvements are proposed, these are presented on **Figure 5.1**:
- Removal of existing layby along Lewes Road A272 (near junction of Snowdrop Lane) with footway construction.
 - An uncontrolled crossing across Orchid Park with dropped kerbs and tactile paving linking existing Footpath CU29.
 - An uncontrolled crossing across Orchid Park with dropped kerbs and tactile paving for pedestrians onto Charlesworth Park.

- Adding tactile paving to the existing crossing at the Marlow Drive/Charlesworth Park junction.
- Adding tactile paving to the existing crossing at the Beech Hill/Marlow Drive junction.
- An uncontrolled crossing with dropped kerbs and tactile paving for pedestrians routing between Marlow Drive and Catkin Way.
- An uncontrolled crossing with dropped kerbs and tactile paving for pedestrians routing between Marlow Drive and Views Path.
- Adding tactile paving to the existing crossing at the Northlands Avenue/Larch Way junction.
- Adding tactile paving to the existing crossing at the Beech Hill/Aspen Close junction.
- An uncontrolled crossing with dropped kerbs and tactile paving for pedestrians across Rowan Close for pedestrians routing between Aspen Walk and Northlands Avenue.
- An uncontrolled crossing with dropped kerbs and tactile paving across Lewes Road at the Birch Close junction.

5.4 Soft Measures

5.4.1 The following paragraphs describe the non-infrastructure or 'soft' Travel Plan measures which can support the stated objectives.

Walking Measures

5.4.2 Walking is the most sustainable method of travel, has a number of proven health benefits, and is an important source of personal freedom. It potentially has an important role to play in journeys to work, particularly for those living within two kilometres of their workplace. Walking is free and offers a predictable journey time. Furthermore, it does not cause negative impacts in the same manner as vehicular travel (e.g. emissions, pollutants, severance etc.).

5.4.3 As such, walking will be encouraged, supported, and facilitated through the following measures:

- Provision of information about walking routes between the site and key local destinations on a dedicated TP website for residents to view.
- Development of walking route maps identifying routes between the site and transport hubs, local services and amenities, including walking times, calories burned, and carbon saved compared to driving. These can be delivered door to door, made available on the dedicated website or provided within information packs at property occupation.

Cycling Measures

5.4.4 Cycling offers reliable journey times and is environmentally friendly. It will be encouraged, supported, and facilitated through the following measures:

- Promote local cycling clubs and cycle training providers.
- Form a Bicycle User Group (BUG) for residents. A BUG is a good way for less experienced cyclists or those who are not confident in their route to gain experience by cycling with a more experienced cyclist as well as removing safety concerns of individual cyclists who travel alone.
- Promote the health, fitness and time saving benefits of cycling, through specific events such as National Bike Week.

Public Transport

5.4.5 Increased use of public transport is important to reducing car dependency. Travel by public transport modes will be encouraged, supported, and facilitated through the following measures:

- Reviewing and updating the provision of public transport information on a dedicated TP website and/or door to door leaflet drops.
- Maintaining regular contact with bus and train operators to ensure that the site management team and residents are kept up to date on service improvements.

Car Sharing

5.4.6 Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the number of residents making similar journeys at the same time, thereby reducing the peak hour congestion on routes between the site and local employment areas. This in turn helps to reduce vehicle emissions, contributing to meeting local air quality targets.

5.4.7 Residents will be provided with information about car sharing via the LiftShare car share website (www.liftshare.com/uk/community/westsussexcarshare) and the benefits of the car share scheme and how to register will be included in the Welcome Pack. This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

Residents' Travel Information Pack

5.4.8 A travel information pack will be prepared and distributed to the first occupier of each household. An electronic copy will also be made available on the development website. The travel information pack will contain information including:

- Contact details for the Travel Plan Co-ordinator (TPC).
- A map of the local area which highlights the local facilities including but not limited, shops, hospitals and bus stops and railway station.
- Information on the health benefits of walking and cycling.
- Information about how to access the key facilities by walking, cycling and bus and the financial benefits of it.
- Information of the destinations served by the local railway stations and the financial benefit of using rail over car as well as their timetables.
- Details about home delivery services and the benefits associated with them.
- Information about local bike shops.
- Information about car sharing through the West Sussex car share area of the Lift Share website.
- Details regarding the provision of broadband to enable easy access to local home delivery services and home working.
- Details on how to apply for a sustainable travel voucher (one per each dwelling/new occupier).

Incentives – Travel Voucher

- 5.4.9 New residents will be able to apply for a sustainable travel voucher for either cycling equipment, towards a bicycle or towards bus/rail tickets. Details for residents to apply for the voucher will be contained within the Welcome Travel Information Pack for each household. The Pack will contain contact details of the TPC for residents to obtain the voucher. This type of voucher is recommended as it allows a flexible approach for different travel modes.

Personalised Travel Planning

- 5.4.10 The TPC will be on-hand to assist new residents in travel planning. There will be the option to have personalised travel planning for each household through pre-arranged appointments.

SECTION 6 Management and Implementation

6.1.1 TPs are a continuous process requiring monitoring, review and revision to ensure they remain relevant. This section sets out the strategy for monitoring and review from initial occupation of the site.

6.2 Travel Plan Co-ordinator

6.2.1 Miller Homes will nominate an individual(s) to act as the Travel Plan Co-ordinator (TPC) to manage the implementation of the TP. A TPC should be appointed three months prior to the occupation of the site. The contact details of the TPC will be supplied to WSCC.

6.2.2 The TPC will be responsible for the following:

- Being the main point of contact in queries related to the TP.
- Preparing and distributing a travel information pack to all residents.
- Developing the action plan to manage the day-to-day delivery of the measures contained in this TP.
- Promoting the TP to encourage interest and involvement of all residents.
- Promoting national and local events which encourage the uptake of active travel.
- Communicate with other TPC's in order to learn best practice and share information and to take advantage of the range of support services and benefits.
- Liaising with WSCC and MSDC on measures such as negotiating possible discounted bus/rail tickets or travel vouchers.
- Organising travel surveys and monitoring of the TP targets in line with the Action Plan.
- Liaise with WSCC as required.

6.3 Travel Plan Funding

6.3.1 Miller Homes will arrange the funding of the preparation, implementation, and initial operation of the TP process, including the day-to-day site TPC role, the implementation and management of physical measures (excluding development commitments), the promotion of sustainable travel, and the coordination of the monitoring and review process.

SECTION 7 Monitoring and Review

7.1 The TPC will monitor the implementation of the Travel Plan by ensuring that the measures are implemented and that the surveys are undertaken and reviewed against the targets and progress. A five-year programme for monitoring and review is set out below.

7.2 Monitoring

7.2.1 An initial baseline travel survey will be carried out within six months following the 75% occupancy of the development.

7.2.2 The travel survey will be organised by the TPC and will capture the travel modes of the residents across a typical weekday and include different journey purposes via a questionnaire survey. Data from the survey will be used to identify the proportion of travel by residents of the development that is undertaken as a single occupancy car journey.

7.2.3 Follow-up residents travel surveys will be undertaken on or around the first, third and fifth anniversary of the initial survey.

7.3 Reporting and Review

7.3.1 On receipt of the survey results the TPC will prepare a monitoring report. This will compare travel survey data with targets and, if necessary, will identify new targets and measures to ensure on-going success of the TP. The monitoring reports will be provided to WSCC on request.

7.3.2 To note, a key period of review shall be following the baseline travel survey as this will indicate the likely travel patterns of the development.

7.3.3 Residents will also be informed of the survey results via newsletters and on the dedicated website.

7.4 Enforcement

7.4.1 Should the Travel Plan targets not be met by the end of the monitoring period outlined above, the Applicant will use reasonable endeavours to work with MSDC and WSCC to identify a strategy and to agree further reasonable actions to achieve success.

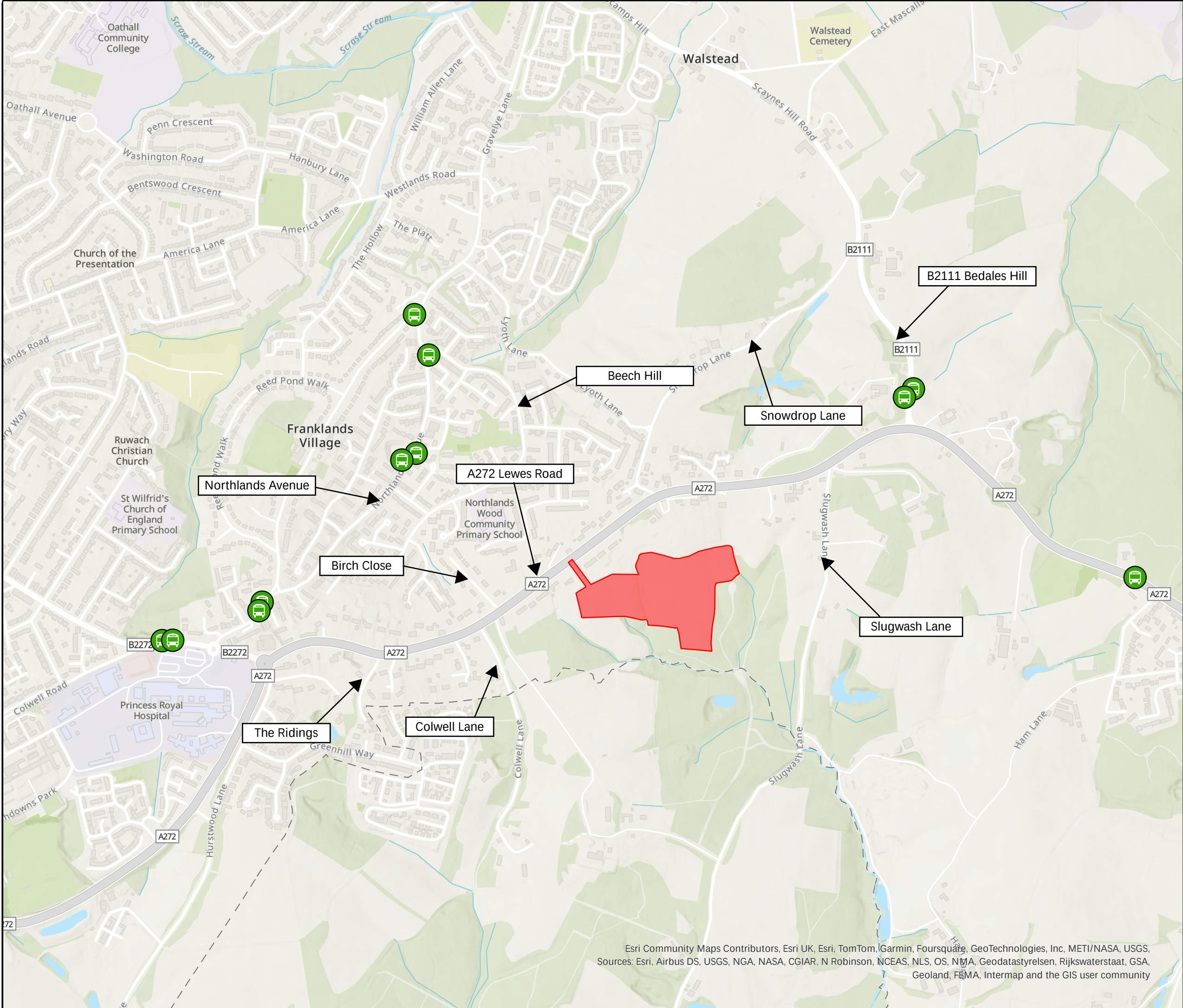
SECTION 8 Action Plan

8.1.1 An Action Plan is presented in **Table 8.1** which provides a programme for delivering the measures set out in the previous sections. This is indicative at this stage and will be refined once a TPC is appointed.

Table 8.1 – Action Plan of Measures

Measures	Summary of Measures	Responsibility	Timescale
Management	Appointment of Travel Plan Co-ordinator	Applicant	Three months prior to first occupation
Infrastructure Measures	Install cycle parking and associated facilities	Applicant	As plots/units are built out
	Site layout infrastructure, including footways, signage and car parking spaces	Applicant	As plots/units are built out
	Provision of Electric Car Charging Points	Applicant	Prior to occupation
	Provision of broadband in homes	Applicant	Prior to occupation
Establish Baseline	Baseline survey of site	TPC	Within 6 months following 75 th occupation
	Update Travel Plan following baseline surveys and seek agreement with WSCC	TPC	Within 3 month of receipt of survey results
Travel Plan Promotion Measures	Prepare and provide Residents Travel Information Pack	TPC	Prior to occupation and update as appropriate
	Walking and Cycling maps	TPC	Prior to baseline survey and update as appropriate
	Prepare dedicated webpage that references Travel Plan and includes relevant travel information	TPC	Within 3 months of first occupation and update as required
	Personalised TP sessions	TPC	Ongoing, as requested
	Promote car sharing scheme	TPC	Ongoing
	Provide sustainable travel vouchers	Applicant/TPC	Redeemable upon application
Monitoring and Reviewing	Undertake future monitoring surveys including travel questionnaire	TPC	1, 3 and 5 years after first survey
	Prepare a monitoring report and review the Travel Plan in light of survey results	TPC	Within 3 months of receipt of survey results
	Report the results of the surveys and the review of the Travel Plan to WSCC as appropriate	TPC	Within 3 months of receipt of surveys results
	Review Travel Plan targets	TPC	Within 3 months of receipt of surveys results

FIGURES



Key

Site Boundary

Bus Stop

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Basingstoke: 01256 898 366
Leeds: 0113 280 5805
London: 020 4531 3660
Manchester: 0161 830 2172
Solent: 0331 6300366

www.i-transport.co.uk

Title:

Site Location Plan

Project:

North Colwell Farm

Project Number:

Figure Number:

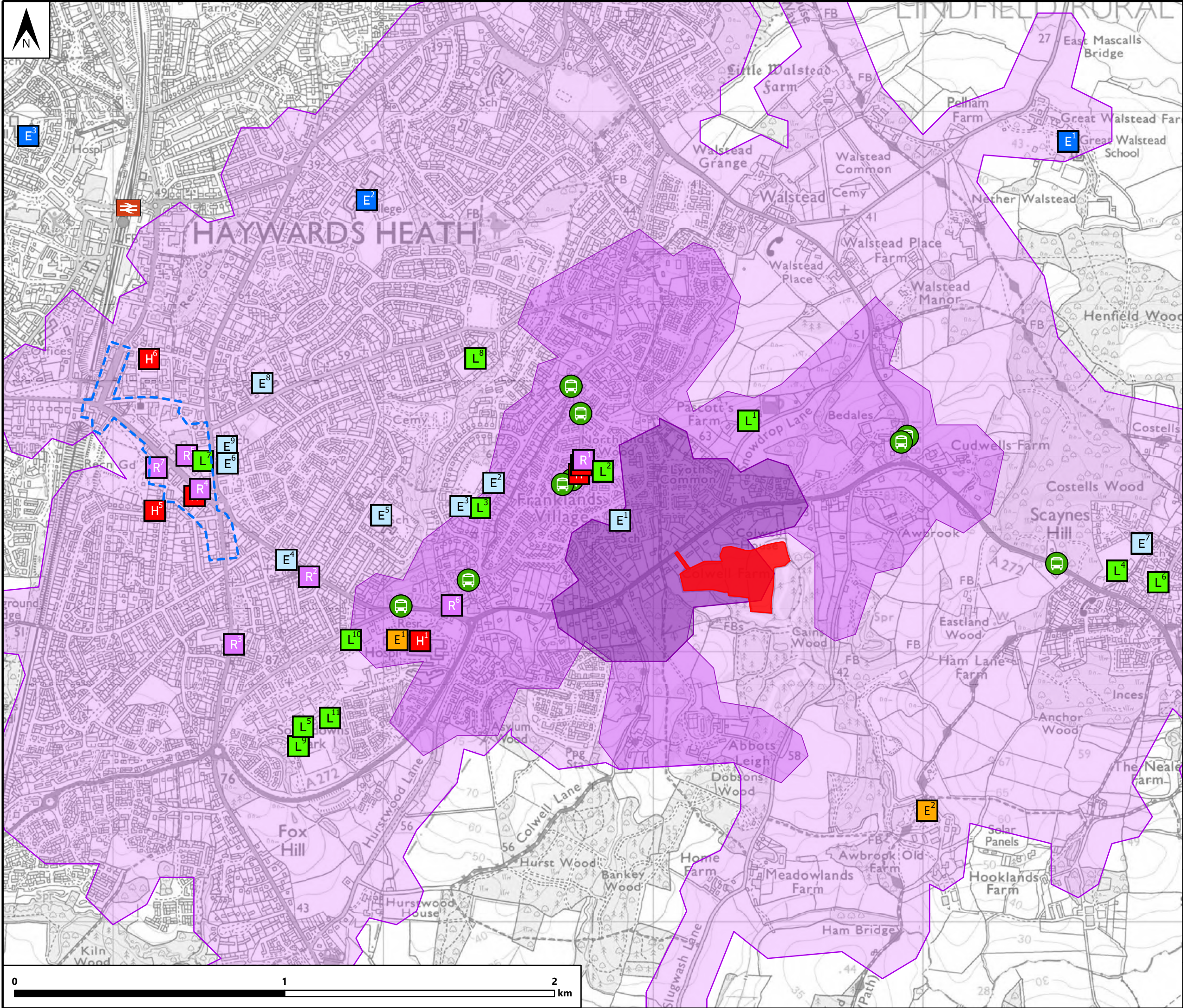
Revision:

ITL19597

Figure 1.1

-

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Key

Site Boundary

Bus Stop

Town Centre

Haywards Heath Train Station

Northlands Wood Primary Academy

Snowdrop House Montessori Nursery

Treetops Day Nursery

Primrose House Montessori Nursery

St Wilfrid's CoFe Primary School

St Paul's Pre School

St Augustine's CoFe Primary School

Warden Park Primary Academy

St Joseph's Catholic Primary School

Great Walstead School

Oathall Community College

Haywards Heath College

Snowdrop Inn Pub

Walnut Park and Forest Fields Play area

Haywards Heath Scout Hut

Scaynes Hill Recreation Ground

St Francis Swimming Pool

St Augustine's Church

Swich Gym

Hanbury Stadium

St Francis Rangers Football Club

St Francis Social and Sports Club

St Francis Bowls Club

Tesco Express

The Co-op

Sainsburys Local

Parade of Shops on South Road and St. Josephs Way

Marks and Spencer

Shell Petrol Garage

Iceland

Princess Royal Hospital and Emergency Room

Northlands Wood Practice

Kamsons Pharmacy

Boots

S3 Dental

Newton Heath Centre

Employment

Princess Royal Hospital

Ham Lane Businesses

Walking Isochrones

0.8 km

1.6 km

3.2 km

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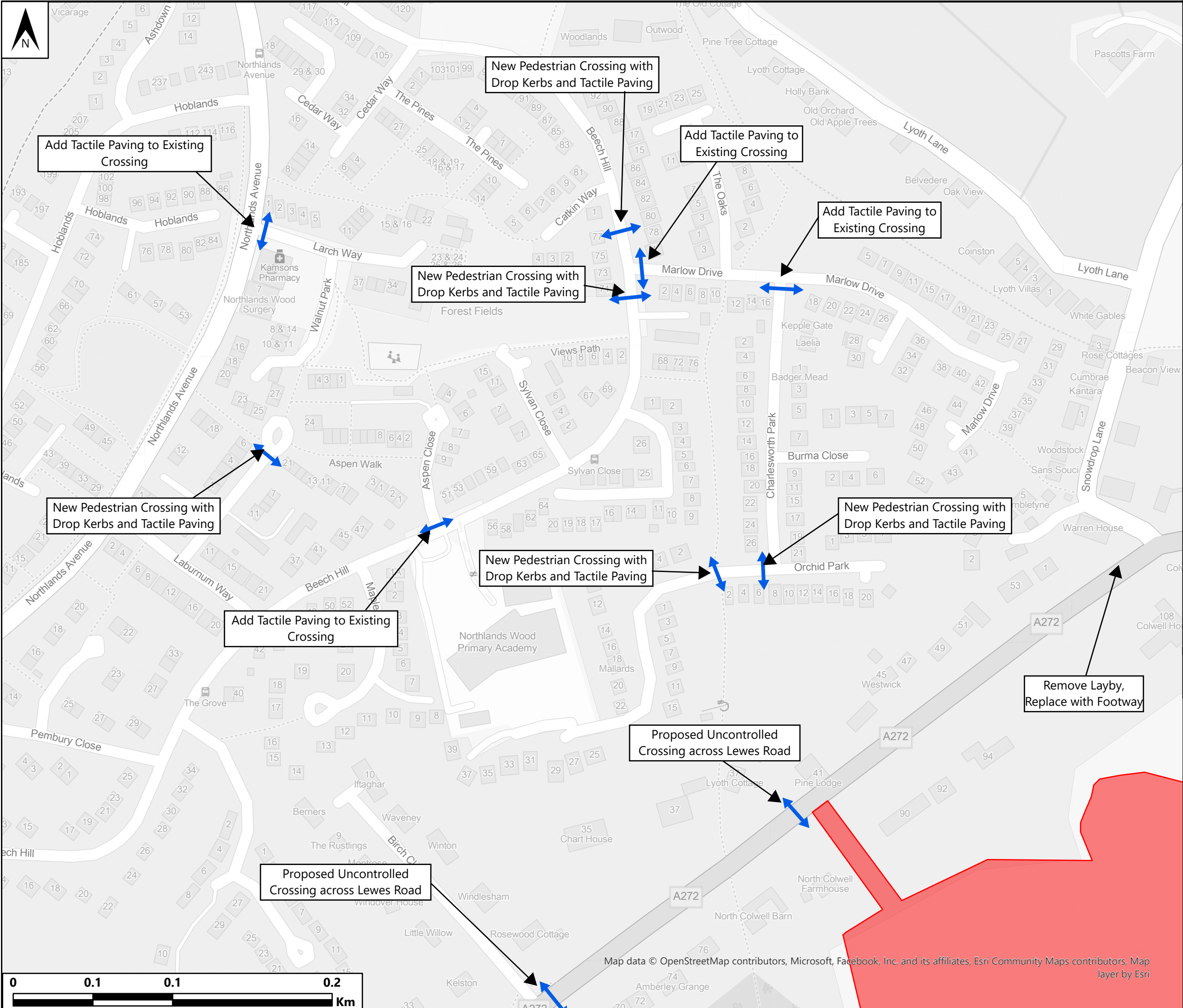
Title:

Local Facilities Plan

Project:

North Colwell Farm

Project Number:	Figure Number:	Revision:
ITL19597	Figure 3.1	-



Key
 Site Boundary
 Pedestrian Crossing

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Title: **Potential Off-site Improvements**

Project: **North Colwell Farm**

Project Number: ITL19597	Figure Number: Figure 5.1	Revision: -
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APPENDIX A. Indicative Site Layout

