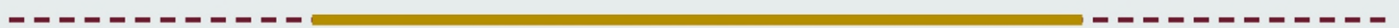




Framework Travel Plan



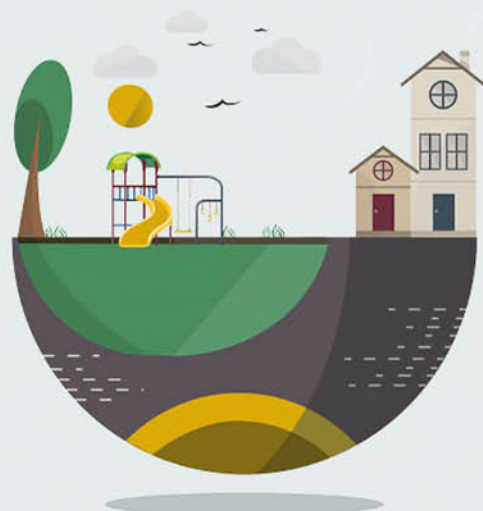


TABLE OF CONTENTS

Contents

INTRODUCTION	4
PROPOSED SITE DETAILS	5
SCOPE OF THE FRAMEWORK TRAVEL PLAN	6
FRAMEWORK TRAVEL PLAN ADMINISTRATION.....	6
ACCESSIBILITY BY NON-CAR MODES	8
PROPOSED MANAGEMENT MEASURES.....	14
TRAVEL PLAN MONITORING.....	17
TRAVEL PLAN TARGETS, REVIEW AND REVISIONS.....	19
CONCLUSIONS.....	21

APPENDICES

Appendix 1: Walk Map

Appendix 2: Cycle Map

INTRODUCTION

This Framework Travel Plan (FTP) details the traffic and transportation issues relating to proposals for a residential development of up to 90 dwellings on land off Scamps Hill, Lindfield.

The FTP deals with pedestrian, cycle, and public transport facilities for travel to, and from the site, and examines the potential for minimising the use of private vehicles, particularly for single occupancy car journeys.

This document will set out the principal strategies that will be put in place, and developed by the Full Travel Plan once the site is occupied, encouraging sustainable travel to the development.

Thus the principal objectives of The FTP are to:

- Provide the context for the development of the full Travel Plan;
- Encourage the use of walking, cycling and public transport for travel to and from the site;
- Encourage car-share and car-pooling for journeys where non-car modes are not practical;
- Reduce single occupancy car journeys to and from the site.

The Department for Transport (DFT) has issued two separate guides on the preparation of Travel Plans which are of relevance to residential developments. These documents are as follows;

- Making Residential Travel Plans Work - Published in September 2005.
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process – Published in April 2009.

These documents have been utilised to formulate this FTP.

In addition, details of the roles and responsibilities of the Travel Plan Co-ordinator (TPC) are provided within this document.

PROPOSED SITE DETAILS

The application site is located to the east of Lindfield (See the location plan accompanying this application).

The site, which is currently undeveloped, is bound to the north by agricultural land, the south of the site is bound by Scamps Hill and the west is bordered by existing industrial premises and residential buildings.

Development Proposals

The current proposals would comprise the erection of up to 90 homes with public open space, landscaping and sustainable drainage system (SuDS), and a vehicular access point.

Vehicular access would be taken off Scamps Hill via a 'T' Junction, which will also provide pedestrian and cycle access.

SCOPE OF THE FRAMEWORK TRAVEL PLAN

The aims of the FTP are as follows:

- To encourage residents and visitors to use alternatives to the private car;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and;
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

This document provides a framework for the preparation of a full Travel Plan, which will be submitted to the Local Authority (LA) prior to first occupation. .

The Full Travel Plan will demonstrate the strategy that the developer is taking to assist the wider aims of sustainable transport and should include the following as a minimum:

- Contact details of a Travel Plan Co-ordinator;
- Data from a residential travel survey;
- Details of cycling/pedestrian/public transport links to and/or through the site;
- Action Plan of measures to be introduced;
- SMART targets for non-car modes of travel, and
- Details of arrangements for monitoring and review of the FTP for a period of 5 years from 75% occupation.

A Travel Plan is effectively a combination of information, proposals and incentives designed to use most effectively the different means of travel available to residents.

FRAMEWORK TRAVEL PLAN ADMINISTRATION

A Travel Plan Co-ordinator (TPC) will be designated for the development. The TPC will be the first point of contact for residents and other outside organisations in all matters regarding travel. The TPC will develop and manage the Travel Plan for the site, including monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing.

Details of the appointed TPC will be submitted to Mid Sussex District Council 3 months prior to the first occupation of the first dwelling.

Prospective buyers will be made aware of the Travel Plan and its aims when viewing properties. Included within prospective buyers information packs, will be information on the Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures.

ACCESSIBILITY BY NON-CAR MODES

Introduction

In order to accord with the aspirations of the National Planning Policy Framework (NPPF), any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

The presumption in favour of sustainable development is a central theme running through the NPPF and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed site has been considered by the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus;
- Accessibility by rail.

Accessibility – On Foot

It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose, and also helps to create more active streets and a more vibrant neighbourhood.

Opposite the site, there is an existing pedestrian footway on the south-west side of Scamps Hill. This footway provides linkages to the nearby residential and retail areas of Lindfield, located to the west of the site.

Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres.

The DfT National Travel Survey of 2018 confirms that 76% of all trips less than a mile (1.6km) are carried out on foot.

Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", a distance of 800 metres is identified as the preferred maximum distance for town centres, whilst a distance of 2,000m is defined as a preferred maximum for commuting.

Figure 5.1 of the Transport Assessment shows the pedestrian catchment for 2km from the centre of the site and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site, as well as the location of local facilities such as pharmacies/doctor's surgeries, schools (both primary and secondary) local shops/retail outlets and leisure facilities.

Figure 5.1 shows that the following amenities are located within an 1200, walk of the site:

- Travel: Bus Stops
- Education: Primary School, Nursery
- Community: Places of Worship, Community Centre, Social Club
- Health: Health Centre, Pharmacy, Opticians
- Shopping: Bakery, Butchers, Convenience Store, Bank/ATM
- Leisure: Food Outlets, Public Houses, Salon, Sports Ground/Sports Club, Playground

In addition, there are existing Public Rights of Way (PROW) near to the site. Figure 5.2 of the Transport Assessment shows the Footpath 5LR, which is located to the east of the site and provides a walking connection between Scamps Hill and Gravelye Lane.

As set out above, the site is located within close proximity to a number of key local amenities including primary services, as well as retail and healthcare facilities.

It is therefore considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

Accessibility – Cyclists

An alternative mode of travel to the site could be achieved by bicycle.

A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys.

This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass the whole of Lindfield and also Haywards Heath, to the west, providing a further range of useful local facilities.

Figure 5.3 of the Transport Assessment indicates the 2km and 5km catchments from the centre of the site and highlight that Lindfield and Haywards Heath both fall within the 5km catchment area and therefore are within a suitable cycle ride from the site.

The site can therefore be considered as being accessible by cycle.

Accessibility - By Bus

The nearest active bus stops to the site are located on Gravelye Lane, within a short walk from the site (240m for Northbound and 280m for Southbound).

Safe pedestrian access to these bus stops is provided via the existing pedestrian footways on Gravelye Lane.

A summary of the services available from the nearest bus stops of the development site is provided in the table below.

Service no. X10 operates at an hourly and two hourly frequency Monday-Friday.

Service no. 58A operates on a more in-frequent basis, providing a singular service in one direction on Friday and two services on a Saturday

Bus Service	Description	Bus Stop	Frequency (Mon-Sat)	Frequency (Sun)
31, 31A and 31B	Haywards Heath – Uckfield 29-33 minutes	Gravelye Lane	Mon-Saturday Hourly frequency from 09:01 – 18:46	No Service
62	Single return trip to/from Haywards Heath	Gravelye Lane	Mon-Friday 07:41 departure 15:39 return	No service
149	Single return trip to/from Chailey School	Gravelye Lane	Mon-Friday 07:49 departure, arrives at 08:30 Departs Chailey School at 14:55 and arrives at 15:18	No Service
STP1	Single return trip to/from Burgess Hill St Paul's Catholic College	Gravelye Lane	Mon-Friday 07:28 departure, arrives at 08:15. Departs college at 15:15 and arrives at 15:54	No Service

As can be seen from the above table, these services provide a good level of service to numerous destinations, and therefore provide the opportunity for residents to travel by public transport for commuting and leisure trips.

The 31/31A/31B bus services coincides with typical workplace start and finish times for journeys to/from Haywards Heath/Uckfield. Therefore, residents of the site have good opportunity to complete commuting journeys via this service.

It is therefore concluded that the proposed development site is accessible by bus.

Accessibility - By Rail

Haywards Heath Railway Station is located circa 2.9km from the proposed site access and is therefore an 11-minute cycle from the site. The station has 312 cycle spaces, alternatively the bus service 31/31A/31B offer travel to bus stops in close proximity to the station with a travel time of 12-17 minutes. The station is served by up to ten services per hour north bound to destinations including London Victoria, London Bridge and St Pancras, and ten services per hour south bound towards Brighton, Eastbourne and Littlehampton.

It is therefore concluded that the proposed development is accessible by rail.

Summary

The proposals have been considered in terms of accessibility by non-car modes for the proposed residential development.

The following conclusions can be drawn from this section of the report:

- The site is well located to generate trips on foot and provides potential for a high degree of linked walk trips between the development and the surrounding area;
- It has been demonstrated that the site is accessible by cycle;

- The close proximity of bus stops on Gravelye Lane, offering services to nearby towns and villages, demonstrates that the proposed development can be accessed by bus;
- Haywards Heath Railway Station can be accessed via sustainable modes of transport and provides an opportunity for multi-modal sustainable transport commutes to larger employment centres around the south-east.

In light of the above, it is considered the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

PROPOSED MANAGEMENT MEASURES

Introduction

The following Framework Travel Plan measures will be considered:

- i) Appointment of a Travel Plan Co-ordinator
- ii) Residents Travel Pack
- iii) Travel Awareness
- iv) Promotion of Lift Share Scheme
- v) Encouraging Walking/Cycling
- vi) Cycle User Group.

Appointment of a Travel Plan Co-ordinator

A Travel Plan Co-ordinator (TPC) is to be appointed 3 months prior to the first dwelling being occupied, and will be overseen by the house builder in the first instance, thereafter the post will be overseen by a housing management company.

The name and contact details of the appointed Travel Plan Co-ordinator will be provided to the Local Authority's Travel Plan team at least 3 months prior to the site being occupied.

Resident's Travel Pack

It is an important principle in residential developments that, where appropriate, the implementation of Travel Plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

The development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of a local bus service will encourage choice of public transport as a primary means of travel for the development.

In order to build on close proximity of services and facilities it is recommended that a Residents Travel Pack is provided for the occupants of each new residential unit.

The contents of such a travel pack would include;

- Maps indicating walking and cycling routes and routes to public transport services;
- Timetables and details of public transport providers;
- Discounts for travel and other travel offers;
- Details of local bicycle shops and bicycle purchase offers, including vouchers for equipment;
- Adult cycle training;
- Cycle repair kit
- Provision of pedometer;
- Local travel initiatives, including Local Authority travel campaigns;
- Compass Travel Rover Ticket (2 weeks of unlimited travel valid for the 31,31A and 31B services);
- Details of journey planning websites and software and calculators for cost savings and carbon savings;
- Information about the benefits of active travel modes;
- Details of lift-sharing schemes and information on how to join;
- Home delivery for shopping and working from home information;
- Prize draw (e.g. for an annual bus pass)

The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development.

Travel Awareness

Marketing and sales staff for the development need to be aware of the requirements of the Travel Plan so that prospective tenants are aware of the choices for sustainable travel, such as bus services walking and cycling routes.

The overriding objective of marketing is to raise awareness of the possibilities for non-car travel to and from the site. Key messages will include benefits to health, reduction in travel costs and contribution to the wider issue of addressing climate change.

Promotion of Car Share Scheme

The TPC will promote the use of car sharing via registering on the Liftshare website. It allows users to register their details, where they are travelling to in the local area, and if they are offering a lift or need a lift to their destination.

The website can be found at the following location www.liftshare.com.

Encouraging Walking/Cycling (non-car modes)

Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the WalkBUDi/BikeBUDi schemes.

Information on these schemes is available on the following websites www.walkbudi.com/www.bikebudi.com.

The WalkBUDi/BikeBUDi schemes are part of the National Lift Share Network and are simple and free to use. They simply match individuals with others walking or cycling the same way so they can walk or cycle together. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people.

Cycle User Group

The Travel Co-ordinator will establish contact with the cycling officers of the Local Authority to ensure input to the further development of their future cycling strategy.

TRAVEL PLAN MONITORING

Travel surveys

An initial survey of travel patterns will be carried out at 40% occupation of the development. This initial survey will consist of an AM peak hour vehicle traffic count survey at the development access point, as well as a Questionnaire Travel Survey. The information gathered will be analysed to set interim targets and to act as a benchmark against which future progress will be measured.

Typical survey questions will establish:

- Origins & destinations of regular journeys made to and from the site;
- Times of travel;
- Mode of travel;
- Barriers (real or perceived) to the use of non-car modes;
- Ideas for sustainable travel.

Subsequent surveys will be conducted annually, and the TPC will prepare and submit an Annual Monitoring & Review report to the Council to secure a Statement of travel Plan Compliance from the highways authority.

These further surveys will be carried out annually until 5 years after 75% occupation of the development. After this period, the frequency of surveys will be agreed with the Local Authority.

After 75% occupation, and thereafter in years 3 and 5 following the first survey, a TRICS SAM survey will be undertaken alongside any surveys completed by the Applicant.

Monitoring Reporting and Review

Information gathered as part of the continuous monitoring process will be made available to the local authority to assist the assessment of on-going modal split.

Future strategies for further delivering plan objectives can be considered in partnership between occupiers and the local authority.

The monitoring and assessment of the plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, general effectiveness and current initiatives.

This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to local authority officers.

It is important that monitoring data gathered through the travel plan is collected in such a way as to provide a clear indication of how successful the travel plan has been in minimising single occupancy car journeys and encouraging sustainable travel patterns.

TRAVEL PLAN TARGETS, REVIEW AND REVISIONS

Introduction

This section of the Travel Plan will provide details of the targets against which the success of the Plan in achieving its objectives will be measured.

Detailed targets will need to be established once the first travel survey has been completed. Setting of the targets will be agreed between the TPC and the Local Authority. The initial residential TP target is set as a 10% reduction in single occupancy vehicle trips generated by the proposed development.

Targets will be SMART (Specific, Measurable, Achievable, Realistic and Timed) and should result in:

- A reduction in the number of cars used by residents and visitors to travel to and from the site;
- An increase in the number of residents walking and cycling to and from the site;
- An increase in the use of public transport.

Potential Targets

Targets which according to the DfT may potentially be included in the Travel Plan include the following:

- Car trips per household - targets set on the basis of predicted trip rates for the development;
- Uptake of alternatives - Targets for bus patronage, membership and use of car clubs, registration and participation in car share scheme, cycle counts and pedestrian counts;
- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode;

-
- Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the travel plan and its purpose.
 - Update of electric vehicles on the site.

An action plan should be produced separately for weekday and weekend travel if there are substantial differences identified in the resident questionnaire responses as to whether their mode of travel differs significantly between weekday and weekend trips to local and regional destinations.

CONCLUSIONS

This Framework Travel Plan details the proposals associated with the new development to promote sustainable modes of travel and reduce the dependency of the private car.

Additionally, the Travel Plan has presented a series of measures to be implemented to reduce the number of single car occupancy trips.

The information contained within the Travel Plan and details of sustainable modes of transport will be accessible to residents and visitors to the development.

The aim of the Travel Plan is:

- To encourage residents to use sustainable modes of transport to access the site;
- Reduce the reliance on single car occupancy journeys; and
- Reduce traffic related pollution and noise.

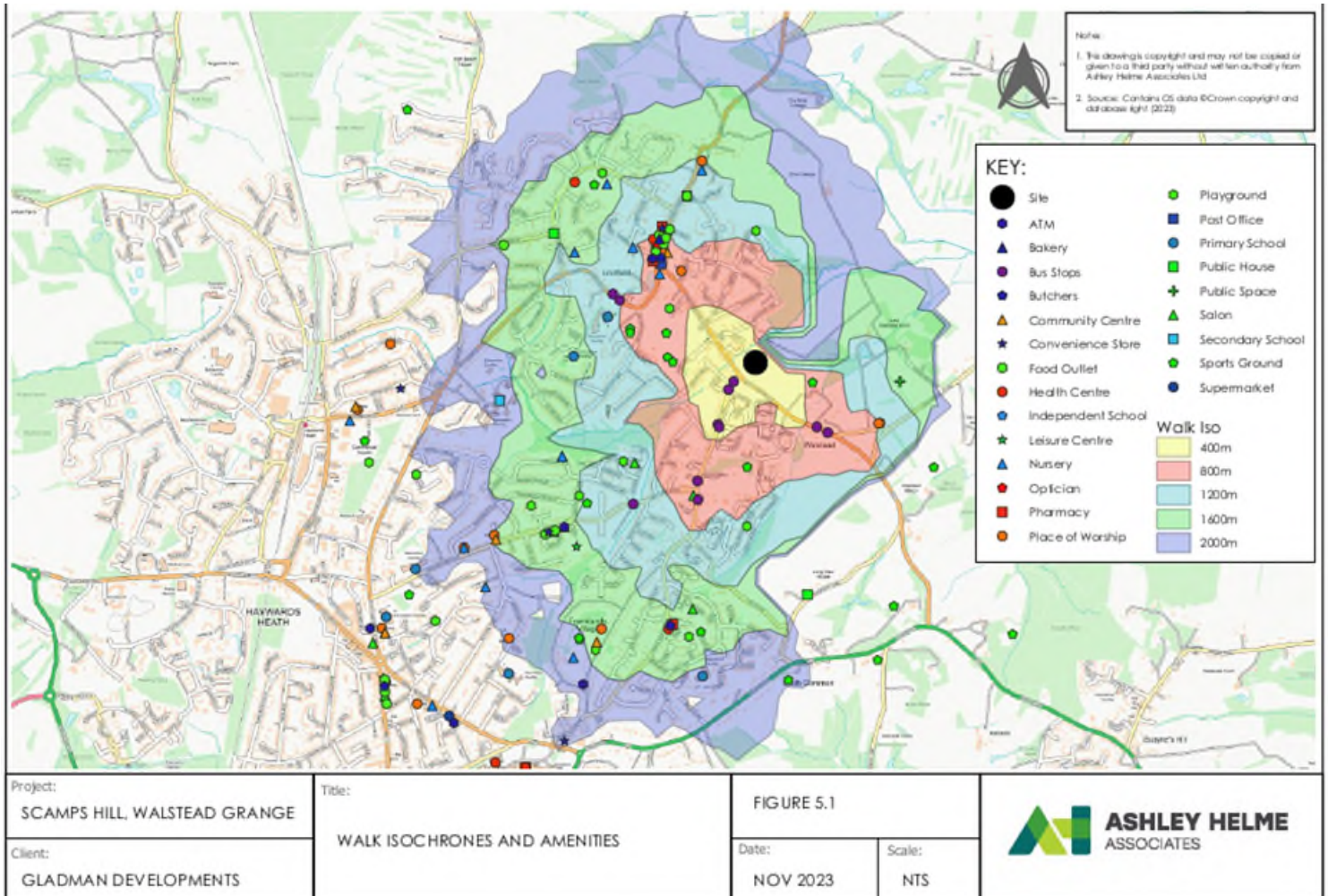
A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.

The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.

A detailed resident Travel Survey will be undertaken to establish travel modes of residents and following this, specific targets will be set and agreed with the Local Authority.

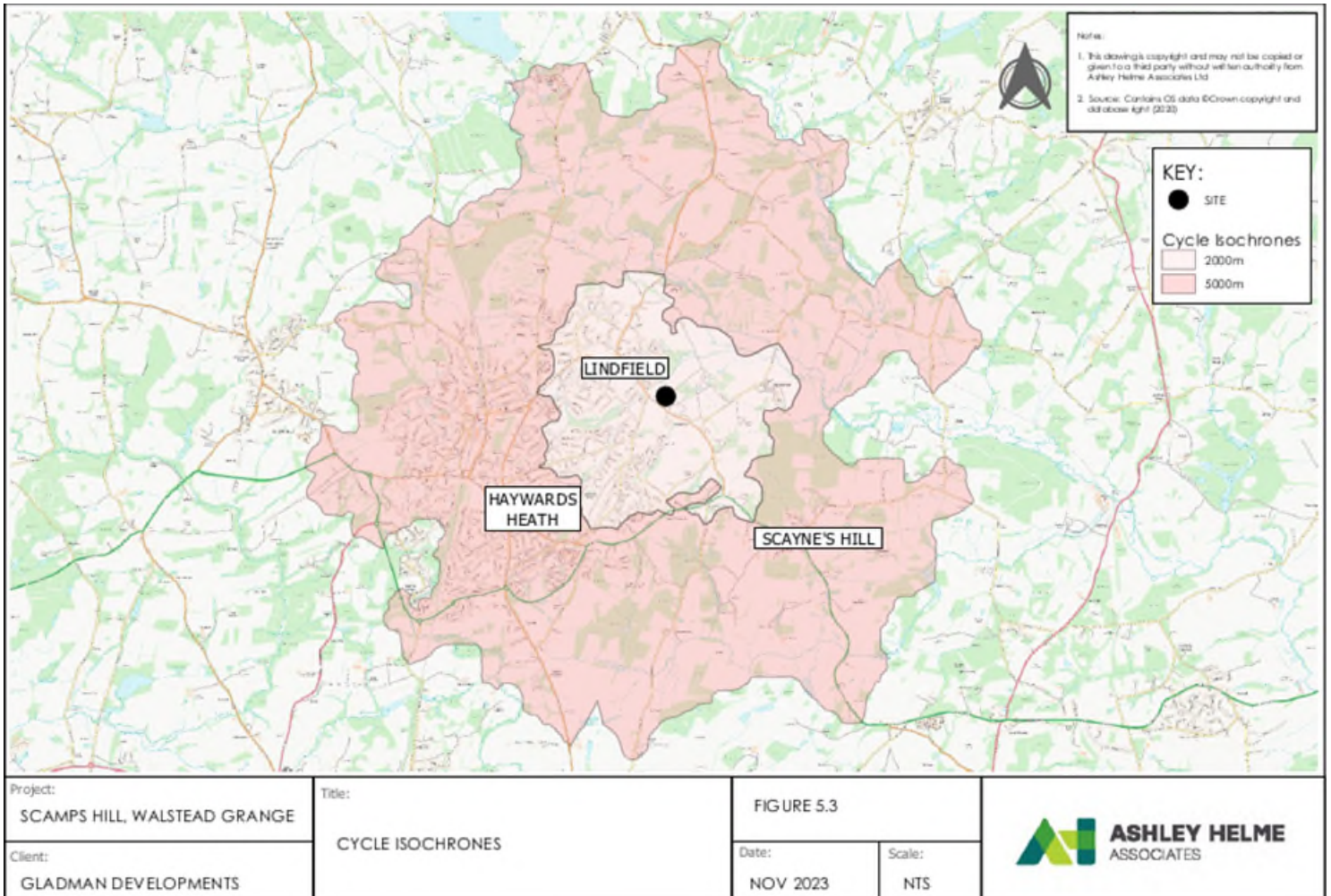
The Travel Plan Co-ordinator will be responsible for monitoring the success of the plan.

Appendix 1



Walk Map

Appendix 2



Cycle Map



Framework Travel Plan

