

LAND SOUTH OF GREEN ROAD, WIVELSFIELD GREEN

Residential Travel Plan

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Travel Plan
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Document Status

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1 INTRODUCTION

- 1.1 RPS has been instructed by Taylor Wimpey Strategic Land to produce a Residential Travel Plan (TP) for a proposed residential development of 150 residential dwellings on land south of Green Road, Wivelsfield Green, East Sussex, RH17 7QL.
- 1.2 The site lies within East Sussex County Council (ESCC) and Lewes District Council (LDC). ESCC serve as the Local Highway Authority whilst LDC serve as the Local Planning Authority.
- 1.3 This document will ultimately provide parameters for the final Travel Plan, and the implementation of measures set out within this TP and the targets within it will assist in minimising the number of vehicle trips generated by the site.

Purpose of a Travel Plan

- 1.4 The purpose of this document is to set out the details regarding indicative targets, management strategies, measures, and proposed monitoring methodologies to facilitate the production of a full Residential TP after baseline monitoring surveys have been undertaken. The TP will aim to eliminate barriers to sustainable travel and move towards achieving wider mode share targets.
- 1.5 A TP is a dynamic management tool that brings together transport and other land use-related issues within a coordinated strategy. Within a Travel Plan, the overall emphasis is on increasing the available choices of various modes of sustainable transport and encouraging their use – all while reducing single occupancy car usage. A TP develops a set of measures aimed at bringing the many benefits of sustainable travel to residents of the proposed development.
- 1.6 A TP aims to:
- Encourage the use of more sustainable modes of transport, such as walking, cycling, and using public transport;
 - Reduce the need to travel overall; and
 - Encourage the use of sustainable travel by improving facilities and providing information.
- 1.7 Travel Planning is an on-going process that develops over time; the inherent flexibility of a TP allows the document to evolve for changing circumstances and political, social, and environmental contexts in which it operates.
- 1.8 It is acknowledged that to be successful, the residential development should involve:
- A designated TP Coordinator (TPC) who will be responsible for the site and the implementation and day-to-day running of the Travel Plan;
 - Other organisations, such as public transport companies, other local organisations as well as the Local Authority; and
 - A regular review and amendment of the TP within an ongoing process.
- 1.9 The TPC will be a member of the site management team and will be responsible for collating information for and from residents and will be the key point of contact between residents and the local authority.

- 1.10 A successful TP can benefit the proposed residential development in the following ways:
- Provides an effective proactive approach to influence the travel behaviour of residents;
 - Promotes social inclusion and accessibility;
 - Demonstrate environmental responsibility;
 - Contributes towards road safety targets; and
 - Contributes towards healthier lifestyles of residents.

Development Description

- 1.11 The planning application description of the development proposal is as follows:
- “Outline planning application for the erection of up to 150 dwellings, with associated works, parking, landscaping, publicly accessible open space, land for education or community use, with access from Green Road and Eastern Road.”**
- 1.12 The proposed development is providing the land for education or community use. The development of future educational or community use would need to be subject to a separate planning application.
- 1.13 A full description of the proposed residential development is contained in the planning application’s supporting Planning Statement and accompanying plans. The proposed site masterplan is shown at **Appendix 4**.

Transport Vision

- 1.14 In line with emerging transport policy that stems from the ‘vision-led’ approach outlined in the NPPF, it is important to set out the overall transport vision for the development from the outset. This vision sets out how sustainable transport is promoted given the type of development and its location. The vision is represented below and represented within the development proposals:

The site will...

- Provide high-quality connections between the site and areas to the east and west for people walking, wheeling, and cycling. This will increase permeability for active travel through the site and enhance the ability of both existing and future residents to access facilities and destinations within and around the site.
- Provide a high-quality route for people walking and wheeling to local bus services found to the north and northwest of the site.
- Make it easy, enjoyable, and safe for people to choose to walk, wheel, or cycle within the site. Through consideration for the five core design principles outlined within LTN 1/20 (safe, coherent, direct, comfortable, and attractive), the site will encourage people of all ages and abilities to walk, wheel, and / or cycle.

- **Establish a safe, high-quality active travel connection to Wivelsfield Primary School.**

1.15 Overall, the transport vision looks to guide the site towards providing high-quality, safe, and attractive routes for existing and future residents within Wivelsfield. This will largely be achieved through direct routes and the minimisation of movement conflicts / interactions between cars and people walking, wheeling, and cycling.

Document Structure

1.16 The remainder of the TP is as follows:

- **Section 2** – Provides background information regarding the transport network in the vicinity of the proposed development, with reference to road and street links, walking, wheeling, cycling, and public transport. Information relating to the accessibility of local facilities and amenities within the vicinity of the site is also provided;
- **Section 3** – Provides an overview of key national, regional, and local policies related to travel planning;
- **Section 4** – Provides a description of the development proposal;
- **Section 5** – Describes the benefits of Travel Plans and their key elements;
- **Section 6** – Describes the objectives and targets of the Travel Plan;
- **Section 7** – Outlines the TP measures and initiatives that will be implemented to help achieve the TP objectives and targets; and
- **Section 8** – Describes the monitoring and review of the Travel Plan.

2 BACKGROUND INFORMATION

Site Description

- 2.1 The site is comprised of two parcels of land and is located on land to the south of Green Road, to the southeast of Eastern Road and west of Hundred Acre Lane on land that is currently occupied by agricultural fields. The site is bounded by residential dwellings to the west and north, woodland to the south, and Wivelsfield Primary School to the east.
- 2.2 The site's location is detailed in **Figure 2.1** and a full location plan can be found at **Appendix 1**.

Figure 2.1: Site Location



Local Highway Network

Green Road

- 2.3 Green Road is a two-way single carriageway road that forms part of the northern boundary of the site. Green Road routes between Wivelsfield Green to the east and Wivelsfield to the west.
- 2.4 The section of Green Road that forms the northern boundary of the site is subject to a 30mph speed limit. A footway is provided on the southern side of the carriageway on Green Road for

the section along the northern boundary of the site. Green Road does not benefit from street lighting.

- 2.5 Green Road provides access to B2112 to the west, connecting towards Haywards Heath and Burgess Hill. Green Road provides access to North Common Road and South Road to the east, providing access towards North Chailey and Wivelsfield Primary School, respectively.

Eastern Road

- 2.6 The development site will provide a pedestrian and cycle access to Eastern Road, located to the northwest of the site. Eastern Road is a local access cul-de-sac that connects directly to Green Road and subject to a 30mph speed limit.
- 2.7 Eastern Road is lightly trafficked and does not include any footway provision, except at the northeastern extent near the junction with Green Road. The section of Eastern Road between Wivelsfield Village Hall and Green Road is flanked by wide grass verges. Eastern Road effectively operates as shared surface accommodating both vehicular and active travel modes.

Hundred Acre Lane

- 2.8 Hundred Acre Lane is a two-way single carriageway road located to the southeast of the site, providing access between South Road to the north and Middleton Common Lane to the south. This provides a connection between Wivelsfield Green and Ditchling Common to the south.

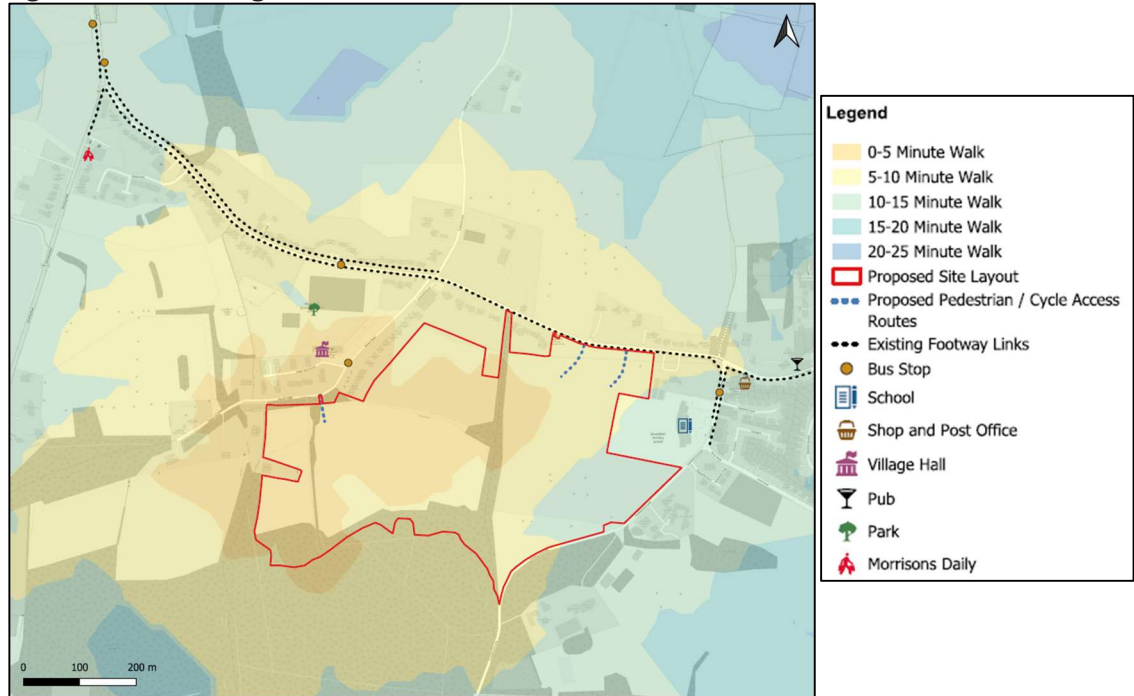
Walking Accessibility

- 2.9 This section details the site's accessibility on foot and looks at facilities and connections in the local area. It goes on to consider the available footways and crossing facilities in the area.

Local Facilities Within Walking Distance

- 2.10 **Figure 2.2** demonstrates the walking time from the site within the local area, based on an assumed walking speed of 80m per minute (4.8kph), up to a maximum distance of 2km from the centre of the site. **Appendix 2** shows the full-size indicative walking isochrones from the site.

Figure 2.2: Walking Isochrones



2.11 Manual for Streets (MfS) identifies the following on *walkable neighbourhoods* (Para 4.4.1):

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.”

2.12 **Table 2.1** below identifies some of the key local facilities available within the surrounding area and the distances from the site. Walking distances and times have been obtained from Google Maps which takes into consideration local topography. This is not an exhaustive list, but rather an example of distances and travel times to local facilities.

Table 2.1: Walking Distances to Local Facilities

Facility	Distance from Centre of Site	Appropriate Journey Time (minutes)
		Walking
Educational Facilities		
Wivelsfield Primary School	540m	6-7
Local Facilities		
Wivelsfield Green Post Office/ Londis Store	600m	8
The Cock Inn Pub	800m	10
Wivelsfield Village Hall	180m	2
The Church of Jesus Christ of Latter-day Saints	1Km	14
Morrison's Daily	1.1Km	15
Recreational Facilities		
Wivelsfield Park	250m	3
Public Transport		
Green Road Bus Stops	560m	7
South Road Bus Stops	600m	8
Ote Hall Bus Stops	1.1km	15

- 2.13 The existing bus routes accessible on Green Road and South Road are both within an 8-minute walk of the site, respectively. This is regarded as a reasonable time to access public transport.
- 2.14 There are also two bus stops located approximately 1.1km from the site along the B2112, located just north of the B2112 / Green Road / Ditchling Road mini roundabout. Although outside of the typical catchment of 800m used to assess whether bus stops are accessible from a site, ESCC have confirmed that future residents may benefit from the services provided from these two stops. Additional details on these services are provided in the 'Public Transport' found further along in this Section.
- 2.15 The local facilities are predominantly located in Wivelsfield Green village centre and include a convenience store, post office, village hall, pub, and primary school. The local facilities in the village centre are within a circa 2-to-10-minute walk away from the site.

Walking Routes

- 2.16 Green Road, along the site's northern boundary, has a pedestrian footway on the south side of the road which extends to Charters Gateway to the east and to the B2112 to the west, providing access to a range of local facilities including the convenience store and primary school.
- 2.17 The Green Road southern footway connects to the footway provision on South Road that provides access to Wivelsfield Primary School. Footways are provided on both sides of South

- Road until the school and a zebra crossing provides access to the eastern footway to the south of the school. Hundred Acre Lane to the east of the site is not provided with any footway provision.
- 2.18 Eastern Road to the west of the site is not provided with any footway provision until the junction with Green Road. Eastern Road is lightly trafficked and currently operates as a shared surface for vehicles, pedestrians, and cycles.
- 2.19 The existing footway facilities on the local roads that will connect to the development site are considered appropriate to accommodate pedestrian movements. Overall, the walking accessibility of the site is deemed to be good, with some day-to-day facilities available within reasonable walking distances. The proximity of the site to the local primary school also means that for education trips, walking will be a realistic alternative to travel by private car. The development will also provide an internal pedestrian and cycle connection to Green Road to the east of the vehicle access to provide the most direct route to the primary school. In addition, the site location provides walking connections to local bus services.

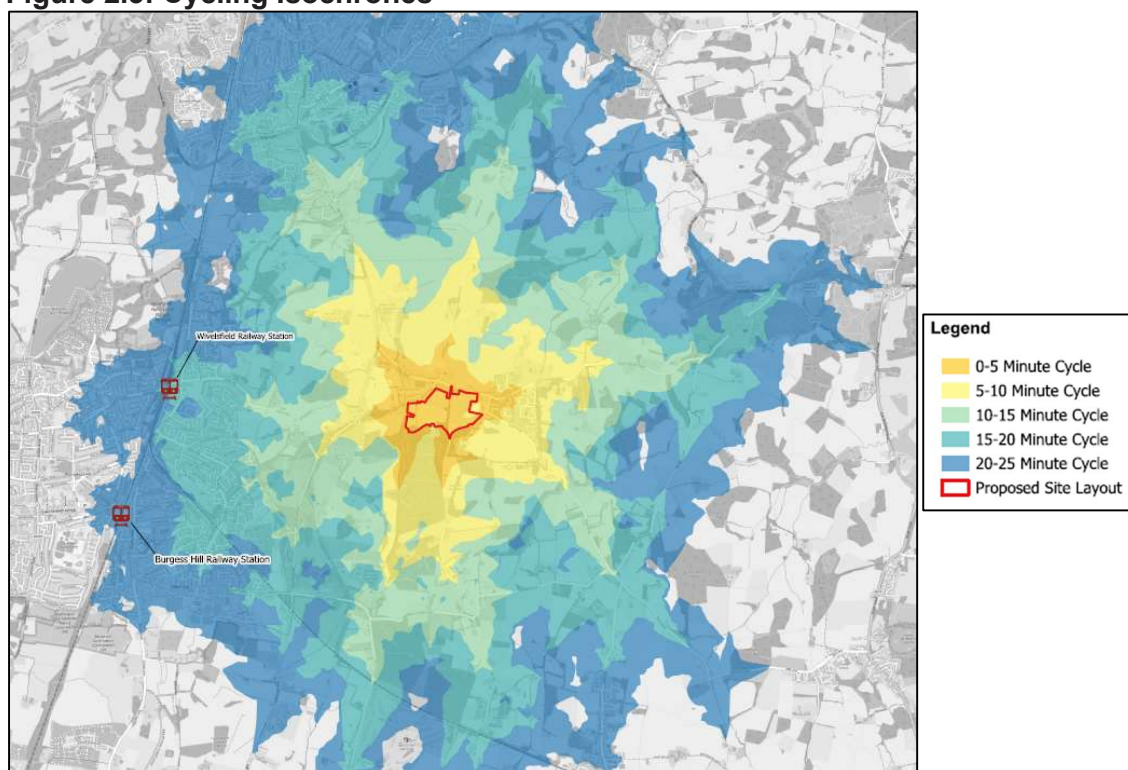
Cycle Accessibility

- 2.20 This section considers the site's accessibility by cycle and connections in the local area.

Local Facilities Within Cycling Distance

- 2.21 **Figure 2.3** demonstrates the cycling time from the site within the local area, based on an average cycling speed of 200 metres per minute (12kph), up to a maximum distance of 5km from the centre of the site. **Appendix 3** shows the full-size indicative cycle isochrones from the site.

Figure 2.3: Cycling Isochrones



2.22 **Table 2.2** identifies the cycling distance and time to local facilities measured from the centre of the site. This is not an exhaustive list, but rather an example of distances and travel times to local facilities.

Table 2.2: Cycling Distances to Local Facilities

Facility	Distance from Centre of Site	Appropriate Journey Time (minutes)
		Cycling
Educational Facilities		
Wivelsfield Primary School	540m	2
Manor Field Primary School	4.5Km	13
Chailey Secondary School	5.5km	15
Woodlands Meed College	5.6km	18
Local Facilities		
Wivelsfield Green Post Office/ Londis Store	600m	2
Oakwood Farm Lifestyle Market	1.4km	4

Facility	Distance from Centre of Site	Appropriate Journey Time (minutes)
		Cycling
Sainsbury's Local	3.7km	13
Lidl	4.8km	15
The Cock Inn Pub	800m	3
Wivelsfield Village Hall	180m	<1
The Church of Jesus Christ of Latter-day Saints	1Km	2
Morrison's Daily	1.1Km	3
Recreational Facilities		
Burgess Hill Town Football Club	5km	15
Wivelsfield Park	250m	1
Health		
Hopkins Pharmacy	5km	15
Princess Royal Hospital	4.5km	18
Public Transport		
Wivelsfield Station	4.2km	13

- 2.23 The cycle isochrones from the development site demonstrate that all of Wivelsfield Green village is within a 15-minute cycle ride. The village centre and local facilities are all within a 5-minute cycle ride of the development site.
- 2.24 Wivelsfield Station is within a 15-minute cycle ride of the development site via local roads, providing good connections to rail services for future residents. However, this cycling route is likely to be for confident cyclists only.

Public Transport

- 2.25 This section considers the existing availability of public transport in the vicinity of the site and reviews connections to local and wider destinations by rail and bus.

Bus

- 2.26 Based on the developable area being within the western parcel of the site, the nearest bus stop is on Eastern Road approximately 200 metres from the centre of the site. This bus stop is served by 168 Village Rider which is an off-peak local service.
- 2.27 On Green Road approximately 560m to the northwest of the centre of the site, there are two bus stops served by four bus services namely bus routes 149, 166, 167 Village Rider and 168 Village Rider. These bus services serve destinations such as Lewes, Haywards Heath, Burgess Hill, Wivelsfield Green and Wivelsfield. The bus stops are both provided with shelters.
- 2.28 Two bus stops located approximately 1.1km from the site and along the B2112 just north of the B2112 / Green Road / Ditchling Road mini roundabout provide access to additional bus services.

2.29 **Table 2.3** summarises the route and frequencies of the bus services found at the Eastern Road, Green Road, and Ote Hall bus stops.

Table 2.3: Bus Routes and Frequencies

Bus Stop(s)	Service	Route	Number of Bus Services				
			AM Peak	Off Peak	PM Peak	Sat	Sun
Green Road	149	Scaynes Hill - Chailey School	1	1	0	No service	No service
	166	Lewes - Haywards Heath	1	3	1	4	No service
Green Road & Ote Hall	167 Village Rider	Lewes - Burgess Hill	1	0	1	No service	No service
Eastern Road, Green Road, & Ote Hall	168 Village Rider	Burgess Hill - Burgess Hill	0	1	0	No service	No service
Ote Hall	271	Crawley - Kemp Town	2	3	1	5	4
	272	Haywards Heath - Crawley	1	3	2	5	No service

2.30 The range of bus services within the locality of the site provides a reasonable level of bus services connecting to key destinations. The frequency of the existing weekday bus services will provide an alternative to the private car for some journeys. However, the existing morning and evening frequency is unlikely to make the bus an attractive option for journeys to work. Weekend bus services are only available via the 166 service.

2.31 Bus service 149 provides a viable option for future residents to access this educational facility within approximately 20 minutes.

2.32 The 167 service provides buses towards Wivelsfield Railway Station from the South Road bus stops, providing a nearby option for residents to access train services towards a variety of locations. The journey time from the site to the station takes 15-20 minutes. More detail on train services available at Wivelsfield Railway Station is shown in **Table 2.4**.

2.33 To reflect the limitations of the existing bus services that operate in the vicinity of the site in Wivelsfield Green, it has been agreed with ESCC that the development will provide a proportionate contribution towards sustainable transport improvements.

Rail

2.34 The closest rail station to the site is Wivelsfield Station, which is approximately 4 kilometres to the west of the site. The station is managed by Southern and Thameslink Railway. It provides storage for 10 cycle parking spaces.

2.35 Wivelsfield Rail Station provides access to a range of destinations including Brighton, London Victoria, Eastbourne, Bedford, and Ore. This station is not directly served by bus, although bus

stops within 270m are served by 167 Village Rider service. This station has step free access to one of the platforms.

2.36 **Table 2.4** provides a summary of the direct rail services operating from Wivelsfield Station.

Table 2.4: Rail Services and Frequencies from Wivelsfield Station

Service	Route	Weekday Frequency (Trains per Hour)	
		AM Peak	PM Peak
Southern	Wivelsfield – London Victoria	2	2
	Wivelsfield – Eastbourne	2	2
	Wivelsfield – Ore	1	1
	Westfield – Hastings	1	1
Thameslink	Wivelsfield – Bedford (via London Bridge)	2	2
	Wivelsfield – Brighton	2	2

2.37 Plumpton Station is approximately 5 kilometres to the south of the site and is again managed by Southern Railway. Bus routes 166, 167 Village Rider and 168 Village Rider provide access to the station. Plumpton Rail Station provides access to a range of destinations including London Victoria, Eastbourne, Lewes, and Ore. This Station provides a total of 28 cycle parking spaces and 13 car parking spaces. Step free access is provided to some of the platforms.

2.38 In addition to the above, Burgess Hill Station, which is on the same line as Wivelsfield and served by Gatwick Express, is accessible by bus services 167 & 168 Village Rider. This station is approximately 6km to the south-west of the site and has 64 cycle parking spaces, 141 car parking spaces and has step free access to the platforms.

2.39 All the local train stations are within a reasonable cycle distance from the site although likely to be accessible only to experienced cyclists.

Summary

2.40 The walking accessibility of the site is deemed to be good, with day-to-day facilities available within reasonable walking distances. The proximity of the site to the local primary school also means that for education trips, walking will be a realistic alternative to travel by private car. In addition, the site location provides walking connections to local bus services.

2.41 The cycle isochrones from the development site demonstrate that all of Wivelsfield Green village is within a 15-minute cycle ride. The village centre and local facilities are all within a 5-minute cycle ride of the development site. Wivelsfield Primary School is within an easy 2-minute cycle ride of the site.

2.42 The range of bus services within the locality of the site provides a reasonable level of bus services connecting to key destinations, including Chailey Secondary School via the 149 service. The

frequency of the existing weekday bus services will provide an alternative to the private car for some journeys. The closest rail station to the site is Wivelsfield Station, which is approximately 4 kilometres to the west of the site and accessed by the 167 service. The development will provide a proportionate contribution towards bus infrastructure and service improvements.

- 2.43 In terms of sustainability, the location of the site is conducive to providing future residents with a realistic alternative to the private car for many day-to-day journeys.

3 POLICY CONTEXT

Introduction

- 3.1 Travel Plans have become a valuable tool for the delivery of national and local transport policy and commonly play an integral part in the planning process, fulfilling a role in encouraging more sustainable development. The relevant national, regional, and local policy and guidance are outlined within this section of the Travel Plan.

National Policy

National Planning Policy Framework (December 2024)

- 3.2 The current National Planning Policy Framework (NPPF) was updated on 12 December 2024, replacing the previous NPPF, which was updated in December 2023.
- 3.3 In Section 9 ‘Promoting Sustainable Transport’, the 2024 NPPF sets out several transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a choice about how they travel.
- 3.4 In relation to transport, the changes to the 2024 NPPF outline the requirement for a ‘vision-led’ approach when considering development proposals and emphasises the importance of transport considerations (patterns of movement, streets, parking, etc.) as an integral part of high-quality scheme design at the earliest stages. The proposed development’s transport vision can be found in **Section 1** of this TP.
- 3.5 The 2024 NPPF states the following in Paragraph 116:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.**
- 3.6 This provides room for a vision-led approach and allows more consideration for sustainable, high-quality transport solutions in development proposals (as it relates to the creation of high-quality places) at the earliest stages of scheme design.
- 3.7 Furthermore, paragraph 115 states:
- “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:**
- a. **Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location**
 - b. **safe and suitable access to the site can be achieved for all users;**
 - c. **the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code;**
- and**

- d. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

3.8 In terms of planning applications, the NPPF states at Paragraph 117(a) that developments should:

“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.”

3.9 Paragraph 118 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

Planning Practice Guidance (NPPG) ‘Travel Plans, Transport Assessments and Statements in Decision-Taking’ (March 2014)

3.10 The National Planning Practice Guidance (NPPG) was updated in March 2014. The Planning Practice Guidance - Travel Plans, Transport Assessments and Statements in Decision-Taking provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plans. Regarding whether to provide a Transport Assessment, Transport Statement or no assessment, the guidance states that local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.

3.11 The guidance states that Transport Assessments / Statements and Travel Plans can positively contribute to encouraging sustainable travel, lessening traffic generation and its detrimental impacts, and reducing carbon emissions and climate impact. In doing so they can create accessible, connected, inclusive communities with improved road safety, health, and quality of life.

3.12 The guidance states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to local circumstances and be established at the earliest practicable stage of a development proposal.

Local Planning Policy and Guidance

East Sussex Local Transport Plan 2024 – 2050 (2024)

3.13 The draft East Sussex Local Transport Plan 2024 – 2050 sets out the development plans for transport within East Sussex to support residents, businesses, and visitors within the county. This plan (LTP4) replaces LTP3 and is currently in draft.

3.14 The vision of this document is for:

“An inclusive transport system that connects people and places, is decarbonised, safer, resilient, and supports our natural environment, communities, and businesses to be healthy, thrive and prosper.”

3.15 In order to achieve this vision, this document outlines the following objectives:

- “1) Deliver safer and accessible journeys;**
- 2) Support healthier lifestyles and communities;**
- 3) Decarbonise transport and travel;**
- 4) Conserve and enhance our local environment;**
- 5) Support sustainable economic growth; and**
- 6) Strengthen the resilience of our transport networks.”**

3.16 Paragraph 4.32 states that:

“Many of our core policies aim to encourage travelling by walking, cycling and/or public transport: from providing sustainable connectivity to and within new developments, to delivering higher quality walking and cycling infrastructure, and a new, more integrated, and accessible, public transport network.”

3.17 Policy B2 Active Travel looks to encourage walking, cycling, and wheeling as the natural choice of transport for individuals. These policy measures will focus on:

- **“Reviewing and delivering the Local Cycling and Walking Infrastructure Plan – which includes a robust pipeline of deliverable active travel schemes for networks and places – ensuring a balance of schemes to support walking, wheeling, and cycling.**
- **Planning, designing, delivering, and maintaining new and enhanced high quality infrastructure to support more walking, wheeling, and cycling that considers national infrastructure guidance and best practice. (as outlined in Manual for Streets, DfT LTN 1/20 and Healthy Streets).**
- **Promoting safer, more accessible, and quicker travel by active travel modes integrating with public transport.**
- **Integrate active travel infrastructure and initiatives with other strategy documents (i.e. East Sussex Bus Service Improvement Plan, Local Planning Authorities Local Plans, TfSE’s Transport Strategy, and the TfSE Active Travel Strategy) to increase the opportunities to secure funding to deliver these types of measures.**
- **Providing high-quality inclusive public spaces and public realm as part of placemaking schemes.**
- **Delivering walking and cycling initiative programmes which support travel behaviour change with key local partners and communities alongside identifying opportunities for the funding of these.**
- **Review the East Sussex Sustainable Modes of Travel Strategy (SMOT) – to enhance the promotion of sustainable travel to school.**

East Sussex Travel Plans for Development (2020)

- 3.18 The East Sussex Travel Plans for Development (2020) document provides guidance on how Travel Plans are secured in ESCC and how they are expected to be applied once a development is built out.
- 3.19 The proposed development is above the 80-unit threshold and is therefore required to provide a Travel Plan alongside a Transport Assessment.
- 3.20 The guidance on Travel Plans outlined in this document provided by ESCC includes securing a Travel Plan, monitoring and auditing, post-monitoring procedures, and Travel Plan measures. This Travel Plan has been produced with consideration to this guidance.

Lewes District Local Plan Part 1 Joint Core Strategy 2010 – 2030 (2016)

- 3.21 The Lewes District Local Plan Part 1 Joint Core Strategy provides a plan for new development within the district for the period covering 2010 – 2030. Lewes District Council is preparing a new Local Plan to guide development up to 2040.
- 3.22 The eleven strategic objectives of this document are:
- **“To stimulate and maintain a buoyant and balanced local economy through regeneration of the coastal towns, support for the rural economy and ensuring that the economy is underpinned by a balanced sector profile;**
 - **To maintain and enhance the vitality and viability of the district’s town centres, retail centres and local centres as hubs for shopping, business, entertainment, cultural and community life;**
 - **To deliver the homes and accommodation for the needs of the district and ensure the housing growth requirements are accommodated in the most sustainable way;**
 - **To take advantage of the richness and diversity of the district’s natural and heritage assets to promote and achieve a sustainable tourism industry in and around the district;**
 - **To work with other agencies to improve the accessibility to key community services and facilities and to provide the new and upgraded infrastructure that is required to create and support sustainable communities;**
 - **To conserve and enhance the high quality and character of the district’s towns, villages, and rural environment by ensuring that all forms of new development are designed to a high standard and maintain and enhance the local vernacular and ‘sense of place’ of individual settlements;**
 - **To conserve and enhance the natural beauty, wildlife, and cultural heritage of the area;**
 - **To maximise opportunities for re-using suitable previously developed land and to plan for new development in the highly sustainable locations without adversely affecting the character of the area;**

- To reduce the need for travel and to promote a sustainable system of transport and land use for people who live in, work in, study in and visit the district;
- To ensure that the district reduces causes of climate change and is proactive regarding climate change initiatives; and
- To reduce the district's vulnerability to the impacts of climate change, particularly by seeking to reduce the number of properties, community assets and infrastructure that are at an unacceptable risk of flooding, or coastal erosion."

3.23 Core Policy 13 of this document relates to Sustainable Travel. This policy outlines the following:

"The local planning authority will promote and support development that encourages travel by walking, cycling and public transport, and reduces the proportion of journeys made by car, in order to help achieve a rebalancing of transport in favour of sustainable modes by:

- 1) Ensuring that new development is located in sustainable locations with good access to schools, shops, jobs, and other key services by walking, cycling and public transport in order to reduce the need to travel by car (unless there is an overriding need for the development in a less accessible location).
- 2) Ensuring that the design and layout of new development prioritises the needs of pedestrians, cyclists, and users of public transport over ease of access by the motorist.
- 3) Ensuring that new residential developments are designed to achieve speeds of 20 mph or less.
- 4) Ensuring that new development minimises the need to travel and incorporates appropriate measures to mitigate for any transport impacts which may arise from that development.
- 5) Requiring new development to provide for an appropriate level of cycle and car parking in accordance with parking guidance approved by the local planning authority.
- 6) Requiring development which generates a significant demand for travel, and/or is likely to have other transport implications to:
 - i) Be supported by a Transport Assessment/Transport Statement and sustainable Travel Plan, where appropriate;
 - ii) Contribute to improved sustainable transport infrastructure, including the provision of safe and reliable sustainable transport modes; and
 - iii) Provide facilities and measures to support sustainable travel modes."

3.24 Furthermore, Core Policy 13 on Sustainable Travel states that:

"The local planning authority will work with East Sussex County Council and other relevant agencies to encourage and support measures that promote improved accessibility, create safer roads, reduce the environmental impact of

traffic movements, enhance the pedestrian environment, or facilitate highway improvements. In particular, the local planning authority will:

- a) Support the expansion and improvement of public transport services, particularly those providing links between the rural and urban areas;
- b) Encourage improvements to existing rail services, new or enhanced connections or interchanges between bus and rail services, and improvements to the quality and quantity of car and cycle parking at railway stations; and
- c) Support the development of a network of high-quality walking and cycling routes throughout the district.”

Summary

- 3.25 The key transportation policy is to ensure that new developments are in locations which are or can be made sustainable. Access should be safe and suitable for all modes of travel.
- 3.26 In this respect new developments should be in accessible locations, which are conducive by travel by walking, cycling, or using public transport, for everyday trips, associated with employment, education, and leisure purposes.
- 3.27 In terms of sustainability, the development site benefits from access to existing bus services. Local facilities including a shop, and a school are accessible by walking and cycling. The site will therefore provide residents with realistic sustainable travel choices to the private car for some journeys.
- 3.28 As such, the proposed development is considered to accord to relevant national and local land use and transport policy.

4 DEVELOPMENT PROPOSAL

4.1 The planning application description of the development proposal is as follows:

“Outline planning application for the erection of up to 150 dwellings, with associated works, parking, landscaping, publicly accessible open space and land for potential community use, with access from Green Road and Eastern Road.”

4.2 A full description of the proposed residential development is contained in the planning application’s supporting Planning Statement and accompanying plans.

Access Arrangement

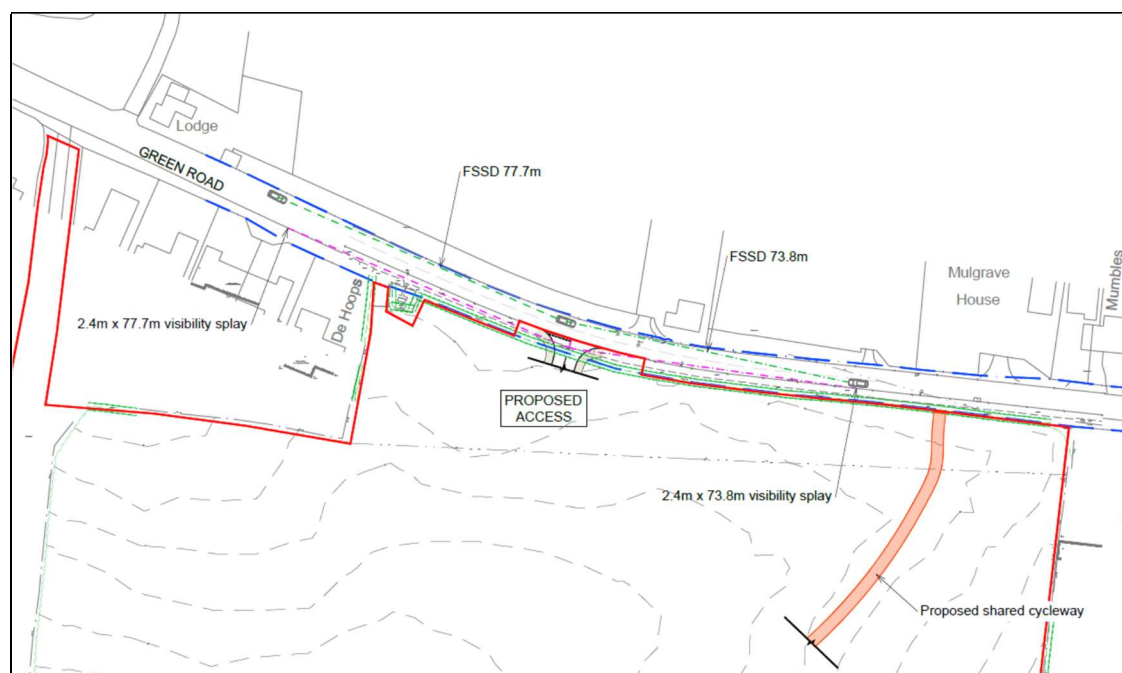
4.3 The site layout for the development proposal is detailed on the plan provided at **Appendix 4**.

4.4 It is proposed that the residential development is served via a new priority junction with Green Road at the northern site boundary. The access accords with the LAA Ref: 31WV preferred access strategy.

4.5 This arrangement would include a 5.5m wide access road and 2m wide footways on both sides of the access to link onto the existing footway network at this location. It is proposed that the junction radii are provided at 6m to accommodate the swept path of a large refuse vehicle.

4.6 The design of the priority junction is detailed in **Figure 4.1** and the full plan is provided at **Appendix 5**.

Figure 4.1: Proposed Priority Junction - Green Road



Pedestrian and Cycle Access

- 4.7 The site is located as an extension to the south of the existing Wivelsfield Green Village. Access to the local facilities will be to the north and west of the site. It is therefore proposed that the site provides pedestrian and cycle connections via Green Road at the northern boundary and Eastern Road at the western boundary. This will provide the most direct route to local facilities within the village.

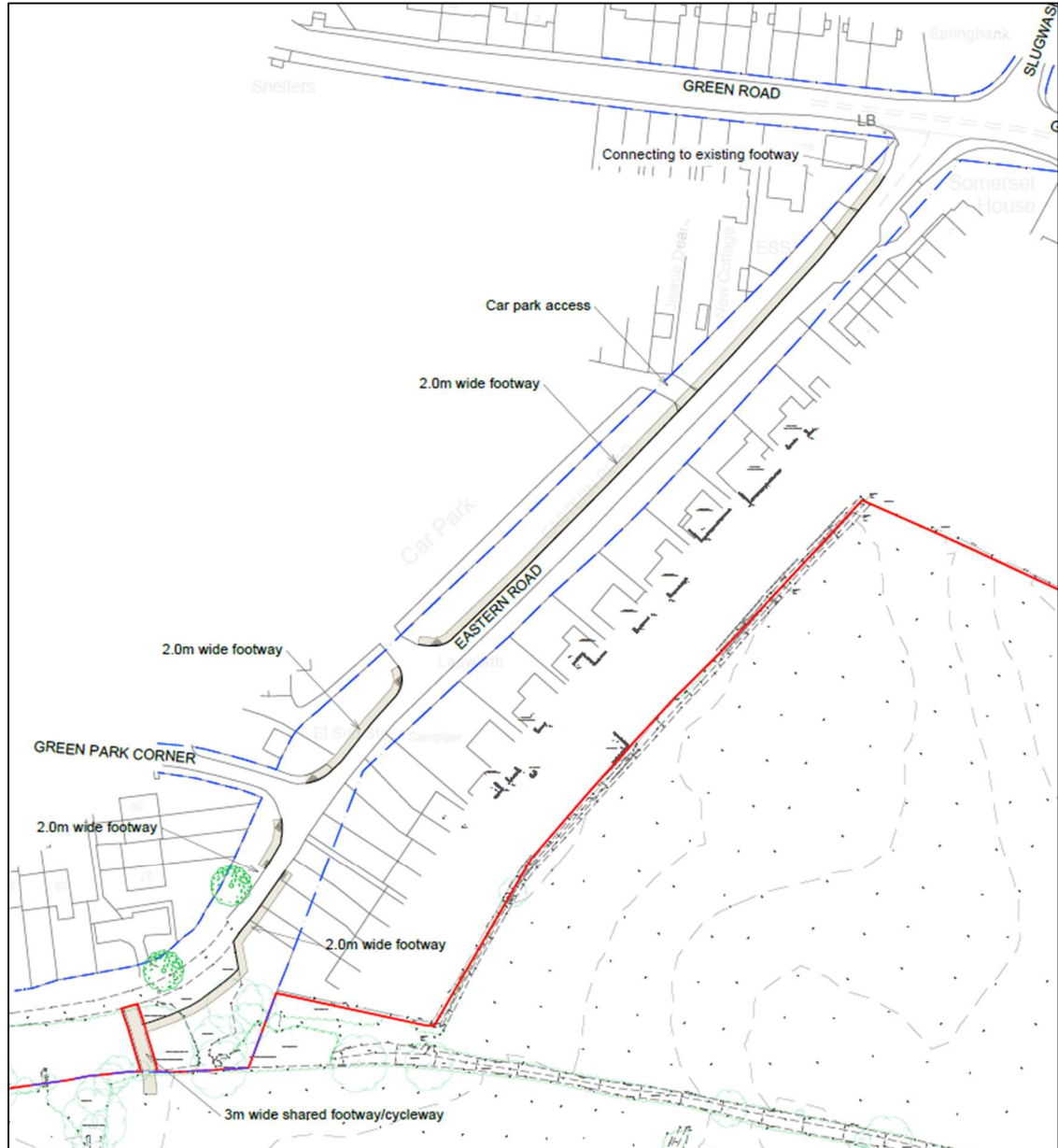
Green Road

- 4.8 The proposed vehicular access from Green Road will accommodate pedestrian and cycle movements. In addition, it is proposed to provide a separate pedestrian and cycle connection to Green Road southern footway via a 3m shared footway / cycleway located to the east of the vehicle access. The shared footway / cycleway will provide the most direct route to access Wivelsfield Primary School located on South Road.

Eastern Road

- 4.9 The development will connect to Eastern Road via a 3m shared footway / cycleway-only access at the western site boundary. This access will connect to a new footway on the western side of Eastern Road, where it continues north and connects to Green Road. This will provide site residents with an additional option for movement between the site and greater Wivelsfield area. **Figure 4.2** shows the proposed pedestrian / cycle connections via Eastern Road and the full plan is provided at **Appendix 6**.

Figure 4.2: Proposed New Footway Along Eastern Road



- 4.10 The internal development pedestrian and cycle routes will also connect to the existing bridleway that runs north to south through the site between Green Road and Hundred Acre Lane.

5 WHAT IS A TRAVEL PLAN?

- 5.1 A TP is a long-term management tool which brings together transport and other business issues in a co-ordinated strategy. The emphasis in a TP is on increasing the choice of sustainable methods of travel and reducing single occupancy car usage. A TP involves the development of a set of measures which can bring several benefits to residents of the proposed development and minimises local traffic impacts of new development.
- 5.2 TPs are unique and specific to each development site but guided by a framework of common principles and components. A TP must identify a package of measures that can be applied at the specific location to ensure accessibility and encourage the use of sustainable modes of travel – walking, cycling, passenger transport and car sharing.
- 5.3 A TP will offer a choice of different travel modes to and from a site and encourage the use of more sustainable travel. A TP will only be successful if there is a good partnership approach between businesses, council officers and travel planning developers whilst the plan is being drawn up, followed by a combination of robust management, effective monitoring, and realistic targets whilst in operation.
- 5.4 A TP should consist of seven essential elements. These are as follows:
- **Objectives** – The key goals that the TP seeks to achieve;
 - **Targets** – A means of measuring the achievement of objectives;
 - **Measures** – The initiatives that will be introduced to achieve the targets set. This should also include remedial measures and actions that will be taken if the TP targets are not met;
 - **Management** – It is essential that there is an individual identified to oversee implementation, monitoring, and review of the Travel Plan. Adequate resourcing should be made within an appropriate amount of the individual's time allocated;
 - **Action Plan** – A programme for delivering the measures and a means of communicating the above to site users, including identification of who will oversee the delivery of the Travel Plan;
 - **Securing** – It is important that that the TP is effectively secured through legal mechanisms; and
 - **Monitoring and Review** – Must be undertaken to ensure that the TP achieves the targets that it sets out to achieve.
- 5.5 Travel Planning is an on-going process which will grow and develop with time. A TP will reflect the changing circumstances faced, and the environment in which it operates. This Framework TP should be read as the document which acknowledges the current position of the residential land use together with the need for further work to develop the measures to meet the targets identified.
- 5.6 It is acknowledged that to be successful, the residential land use should involve the following:
- A designated TPC to be responsible for the development, implementation and day to-day running of the TP;
 - Communication with residents as to the various methods of transport available;

- Involvement of other organisations, such as public transport companies, other local organisations (if applicable), local businesses and the local authority; and
 - Regular review and amendment of the TP as an on-going process.
- 5.7 The TPC should be a permanent member of staff appointed by the Developer with the appropriate skills, budgetary provision, and resources to produce, update and manage the continued implementation of the Residential Travel Plan, including the provision of information to the District and the County Council.
- 5.8 The TPC should be identified from the outset and will lead on writing and implementing the Residential Travel Plan. This person will either have the authority to make decisions themselves or have the direct support of the developer who can facilitate decision making.
- 5.9 The appointment of an appropriate person will be made prior to site occupation, and it will be necessary that they work initially with the sales and marketing staff.
- 5.10 A TP can bring several benefits:

Benefits to Residents:

- Improves access to essential services and jobs;
- Improves travel options; and
- Creates opportunities for healthier lifestyles.

Benefits to Developers:

- Makes the site more accessible;
- Helps smooth the planning process; and
- Improves future marketability of the development.

Benefits to Local Communities:

- Enhances passenger transport;
- Improves walking and cycling routes; and
- Reduces peak time congestion.

Benefits to the Environment:

- Makes areas less noisy and polluted;
- Improves air quality; and
- Improves the built environment.

6 OBJECTIVES AND TARGETS

Objectives

- 6.1 Travel Plans should have measurable outputs or targets against which the progress of the Residential TP can be monitored. With consideration to the nature of the development, the main objectives of the TP are as follows:
- To inform residents of the proposed development of their travel options;
 - To support car-free lifestyles;
 - To maximise the use of cycle provision as far as practicable;
 - To increase the attractiveness and use of cycling for day-to-day journeys;
 - To raise awareness of sustainable modes of transport available within the vicinity of the site;
 - To promote sustainable travel modes as a convenient alternative to car travel; and
 - To encourage healthy and active journeys.

Targets

- 6.2 TP targets can be used to assess the effectiveness of a TP and identify which areas require attention in terms of prioritising resources such as time, cost, and labour.
- 6.3 TP targets should be SMART (**S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**imebound), and appropriate to the specific development and land use to which they apply.
- 6.4 As described above, TP targets need to be specific to the development to which they apply. At this early stage, it is considered premature to identify specific targets relating to mode share reductions, as the observed mode share is not known. The behaviour and characteristics of the residents of the proposed development cannot be known until they move to the development.
- 6.5 Detailed TP targets for mode share will be identified following the baseline travel survey, to ensure that targets are both realistic and achievable. These mode share targets will be agreed with ESCC's TP officer prior to implementation.
- 6.6 The objectives provide the framework for the TP measures. Targets are included in a TP to help achieve the objectives and there are two main types that are acceptable. The most easily demonstrated is the commitment to deliver the package of measures set and includes initiatives to promote an increase in walking / cycling, car sharing and use of public transport.
- 6.7 The mode share for the site has been based on mode share extracted from the TRICS database. The percentages shown in **Table 6.1** represent a reasonable starting point upon which to base any future targets for single car occupancy trip reductions for the site and will be verified against data collected through future baseline travel surveys.

Table 6.1: Multi Modal Trips

Mode	TRICS Mode Share
Car	70%
Walking / Wheeling	23%
Bicycle	2%
Bus	2%
Taxi	1%
Rail	0.5%
Motorcycle	0.5%
Total	100%

- 6.8 The above identifies that a car is the main mode of travel for 70% of journeys. The existing use of active travel modes – walking and cycling – for journeys is 23% walking and 2% cycling, and 2.5% by public transport.
- 6.9 The aspirational target of this Framework Residential TP is to reduce single occupancy car use by residents, likely to be achieved by promoting car sharing and encouraging the reduction of single occupancy journeys to work as well as incorporating the measures set out in the next section of this report. It will also be achieved by highlighting all sustainable travel options available to residents.
- 6.10 The objectives provide a framework on which to base the TP targets and measures, which will be used to achieve these objectives. The proposed initial targets are as follows:
- Appointment of a site wide TPC prior to occupation of the site;
 - Undertake a baseline travel survey after 50% occupation;
 - Undertake a full detailed monitoring survey one month after 100% occupation; and
 - To prepare and submit a TP Monitoring Report to ESCC no later than two months following the completion of the monitoring survey.

7 MEASURES AND INITIATIVES

Introduction

- 7.1 This section of the TP sets out the measures and initiatives that will be used to promote the TP and sustainable transport modes within the proposed residential development.

Travel Plan Coordinator

- 7.2 The Framework Residential TP will be implemented through the appointment of a Travel Plan Coordinator (TPC). The TPC will consult with the Local Authority, residents, and other interested parties.
- 7.3 The role of the TPC is typically fulfilled by either someone within the site management company or by an external specialist. The individual / company appointed as the TPC should be appointed prior to occupation of the development site and should be a named person agreed with officers at ESCC. Once appointed, full contact details will be provided to ESCC.
- 7.4 The TPC is the person responsible for the day-to-day management of the Travel Plan. The role of the TPC will include:
- To provide a Full Residential TP after the baseline monitoring surveys have been undertaken;
 - To confirm the Residential TP which sets out agreed aims and targets for the site;
 - To establish a TP forum group to discuss the TP and develop initiatives and measures to relieve any barriers to using alternative modes of travel with ESCC TP officers, LDC, bus operators, rail operators and other interested parties;
 - To provide co-ordinated feedback to residents and develop further opportunities for the promotion and development of initiatives and schemes within the County Council and other interested parties;
 - To promote and encourage the use of sustainable travel modes;
 - To promote the TP alongside national events (e.g., walk to work week);
 - To provide a point of contact and travel information for residents;
 - To ensure that all relevant information is provided to all new residents and that up-to-date information is clearly displayed within the TP Welcome Pack;
 - To promote car sharing and direct residents to <https://liftshare.com/uk/community/eastsussexcarshare>;
 - To arrange for travel surveys to be undertaken on an annual basis for the life of the plan;
 - To provide a point of contact for the transport operators and officers of the council and work with other local businesses to pursue joint plans and initiatives where relevant; and
 - To undertake personalised travel planning with residents and investigate incentives that will achieve the required level of mode shift.

- 7.5 The TPC will provide details for links to websites such as journey planning and bus companies as well as sites directed by the local authority. These links could include:
- Google maps (distance calculator for walking and cycling and bus stop location details): <https://www.google.co.uk/maps>;
 - Cycle map and cycle information: <http://www.sustrans.org.uk> or <http://www.cyclestreets.net>;
 - Bus and rail information via 'Intalink': <http://www.intalink.org.uk/plan-your-journey>;
 - Rail information via 'National Rail': <http://www.nationalrail.co.uk>;
 - Bus information via 'Traveline': www.traveline.info;
 - Walking information via 'Walkit': <http://walkit.com>; and
 - Car sharing: <https://liftshare.com/uk>.
- 7.6 The websites listed will provide links to up-to-date cycle maps, bus maps / timetables and the ability to calculate distances when walking and cycling to the site.

Welcome Pack

- 7.7 Each dwelling will be provided with a TP Welcome Pack upon the point of occupation. The pack should be aimed at promoting sustainable travel in support of the Residential TP objectives, and must contain the following information:
- Guidance and promotional material on the use of sustainable modes of travel;
 - Details on walking, cycling, buses, trains, Park & Ride, taxis, car sharing, car clubs, electric vehicles, electric vehicle charging, school transport, and personalised journey planning services.
 - Reference to travel websites, resources, and support services for each mode of travel, information provided by county and district councils; and
 - Details of local travel campaigns and networking / support groups.
- 7.8 The Welcome Pack will be provided to each occupier on arrival, with the pack distributed by the sales team and created and managed by the TPC.
- 7.9 Information provided within the Welcome Pack should be bespoke to the development and specific to the county or district it is situated in. It should be supported by the inclusion of:
- Bus tickets for local operator services – these can be weekly or monthly tickets;
 - Rail tickets / vouchers – for developments within a 5km radius of a mainline railway station. Tickets / vouchers can be negotiated by ESCC with the Local Rail Operator; and
 - Access to an online tool to generate personalised Residential TP using a home and destination postcode to provide details of different travel modes / options, travel routes / maps and timetable information.

Community Travel Noticeboards

- 7.10 Community Travel Noticeboards will be installed at prominent locations within the development such as near to pedestrian access points or near to areas of open space. The number and location of the boards will be set out in detail as part of the Full Residential TP.
- 7.11 The TPC will be responsible for preparing information to display on the notice boards and for ensuring that the information is displayed appropriately. The information could include:
- Walking isochrone maps showing the facilities available within the locality and approximate walking times from the centre of the development;
 - Bus / rail timetables and maps for services operating nearby;
 - Details about where further travel information could be obtained;
 - Information about upcoming community events; and
 - Information about the TP.
- 7.12 A community travel website will also be developed by the TPC and will show similar information.

Community Events

- 7.13 The TPC will arrange community travel events either within the development or at a nearby community facility. The events could be arranged to tie into national campaigns such as National Cycle to Work week to ensure that the maximum impact can be gained. The focus of the community events will be to promote the TP and ensure engagement and ownership of the objectives and targets by the residents.

Additional Measures to Promote Bus and Rail Travel

- 7.14 The proposed units will provide the following measures to encourage use of bus / rail travel to and from the development:
- The TPC will contact the public transport officer at ESCC to request copies of any appropriate bus / rail route maps and any other information available to promote bus / rail usage; and
 - The TPC will contact the relevant bus / rail companies to discuss the possibility of sending discount leaflets and potentially providing free taster tickets for travel. This will be undertaken within 1 month of occupation by the TPC.

Additional Measures to Promote and Facilitate Cycling

- 7.15 The proposed units will provide the following measures to encourage the use of cycling to and from the residential development:
- Provision of secure cycle parking facilities in accordance with ESCC cycle parking standards;
 - Form a residents Bicycle Users Group (BUG) to encourage cycling and organise promotional events;

- Negotiate discounts for residents on bikes and equipment with local cycle outlets;
- Vouchers provided for the purchase of a bicycle and associated safety equipment;
- Provide free cycle training for children and adults; and
- The TPC will review marketing campaigns and participation in cycling events such as national cycle to workday, to help raise the general profile of cycling.

Car Sharing

- 7.16 Car sharing is likely to be a useful means of reducing single occupancy car use to the site. Most residential sites will have clusters of staff working in the same towns, villages, and employment areas, so many journeys to work are likely to be concentrated along the same corridors providing opportunities for car sharing.
- 7.17 The TPC will also provide personalised travel planning for all residents. This will allow the potential for car sharing to be explored. In addition, if car sharing is not a viable option for residents, the TPC will provide information regarding national and local car sharing databases.
- 7.18 In addition, the TPC will promote 'National Lift Share Day' and will also introduce a 'Car Share' noticeboard for people to swap information, although this will be managed by the TPC.

8 MONITORING AND REVIEW

Monitoring

- 8.1 A successful TP must be a long-term management strategy that is constantly monitored, updated and its performance reviewed. The Department for Transport (DfT) state that:

“The plan continues for the life of the development and requires commitment from occupiers and partners. It is not simply a means of securing planning permission.”

- 8.2 The TPC will be responsible for undertaking monitoring of the TP. Developers are required to undertake biennial traffic counts for a minimum period of 5 years. The initial traffic count should be conducted by the TPC at an agreed time with ESCC. Traffic counts must be undertaken at all site access points (entry and exit), including pedestrian, and cycling routes which lead to a service or amenity.
- 8.3 Results of all surveys should be submitted to ESCC in the form of a report for review, in line with when surveys are undertaken.
- 8.4 If the trip data collected does not meet the predicted trip rates as set out in the original Transport Assessment / Residential Travel Plan, then the Residential TPC will be expected to conduct written and / or Face-to-Face Travel Surveys at a time agreed with ESCC. This is to achieve a better understanding as to why a mode is being used and will also give the Residential TPC an opportunity to conduct Personalised Travel Planning.
- 8.5 Travel Surveys should be organised and conducted on the 1st, 3rd, and 5th anniversary of first occupation to identify traffic flows and mode share data.
- 8.6 The Travel Surveys should be distributed / directed at all residents travelling to and from the site; asking them how they would prefer to travel, any travel or transport issues they have encountered, and their attitudes towards sustainable modes of travel.
- 8.7 TP Reports must be submitted to ESCC for review. The data provided will be used to identify the progress of the Residential TP against its targets and objectives.
- 8.8 If the traffic generation rates predicted are not being achieved, then revised measures will be agreed with ESCC and implemented by the Residential TPC to reduce travel to the site by the private car. Additional measures identified must be agreed by ESCC prior to implementation.
- 8.9 Following the initial baseline survey, the TPC will prepare the Full Residential Travel Plan, which will identify and confirm the site-specific targets which will be discussed and agreed with ESCC. It will include a summary of the baseline data and details of any measures that have already been implemented or are due to be implemented in the future.

Review Mechanisms

- 8.10 To ensure that the TP remains a ‘live’ document, the document will be periodically reviewed and updated by the TPC. This will allow for the TP to remain relevant to the development, incorporating any changes to the transport network in the local area, or any changes to local or

national policy related to transport matters. The TPC will also review the TP measures to take account of any innovations in transport technology or methods.

- 8.11 Any updates to the TP will need to be agreed with the TP Officer at ESCC. It is suggested that the first full review is carried out when the development is fully built and occupied to take stock of the achievements made and to ensure that the continuation of the TP implementation and monitoring continues as the developer takes a lower profile and the site residents begin to take over responsibility for the TP. Monitoring every two years, including the identification of any additional measures that may be needed to achieve the desired mode share targets will be undertaken in liaison with the TP Officer at ESCC.

Additional Mitigation Measures

- 8.12 Should progress towards the mode share targets be indicating that the TP aims may not be achievable, further mitigation measures may be required. Within the TP funding allocation should be a contingency fund that can be used with the agreement of the TPC and ESCC to adjust the measures and initiatives to assist in achieving the TP targets and objectives.
- 8.13 It is not yet possible to predict which elements of the TP could require adjustment, but a list of potential interventions could include:
- Additional free travel passes to encourage public transport use;
 - Discount vouchers for cycle purchase; or
 - Additional personalised travel planning.

Delivery and Implementation

- 8.14 A draft timescale of the suggested TP initiatives, including the intended outcomes and outputs, are provided below in **Table 8.1** as an Action Plan.

Table 8.1: Initial TP Action Plan

Indicative TP Measure	Indicative Responsibility	Indicative Timescale
1 Appointment of a TPC.	Developer	Prior to occupation of the development site
2 Conduct a Baseline Travel Survey.	TPC	Agreed time with ESCC
3 Results to ESCC - The results of the Baseline travel survey will be discussed with ESCC to establish where measures can be improved / provided to encourage lower car use.	TPC	Within 1 month after questionnaire survey completion
4 Travel Surveys should be organised and conducted on the 1 st , 3 rd , and 5 th anniversary of first occupation to identify traffic flows and mode share data.	TPC	1 st , 3 rd , and 5 th anniversary of first use of site
5 Agreement with ESCC - Measures to be conducted will be agreed with ESCC and may include: • Additional cycle parking or set up a community cycle scheme; • Improved pedestrian routes; • Additional street lighting; and • Further provision of discount bus vouchers. The contribution of costs associated with the measures identified will be agreed with ESCC.	TPC / ESCC	

Appendices

Appendix 1 – Site Location Plan



B2112

DITCHLING ROAD

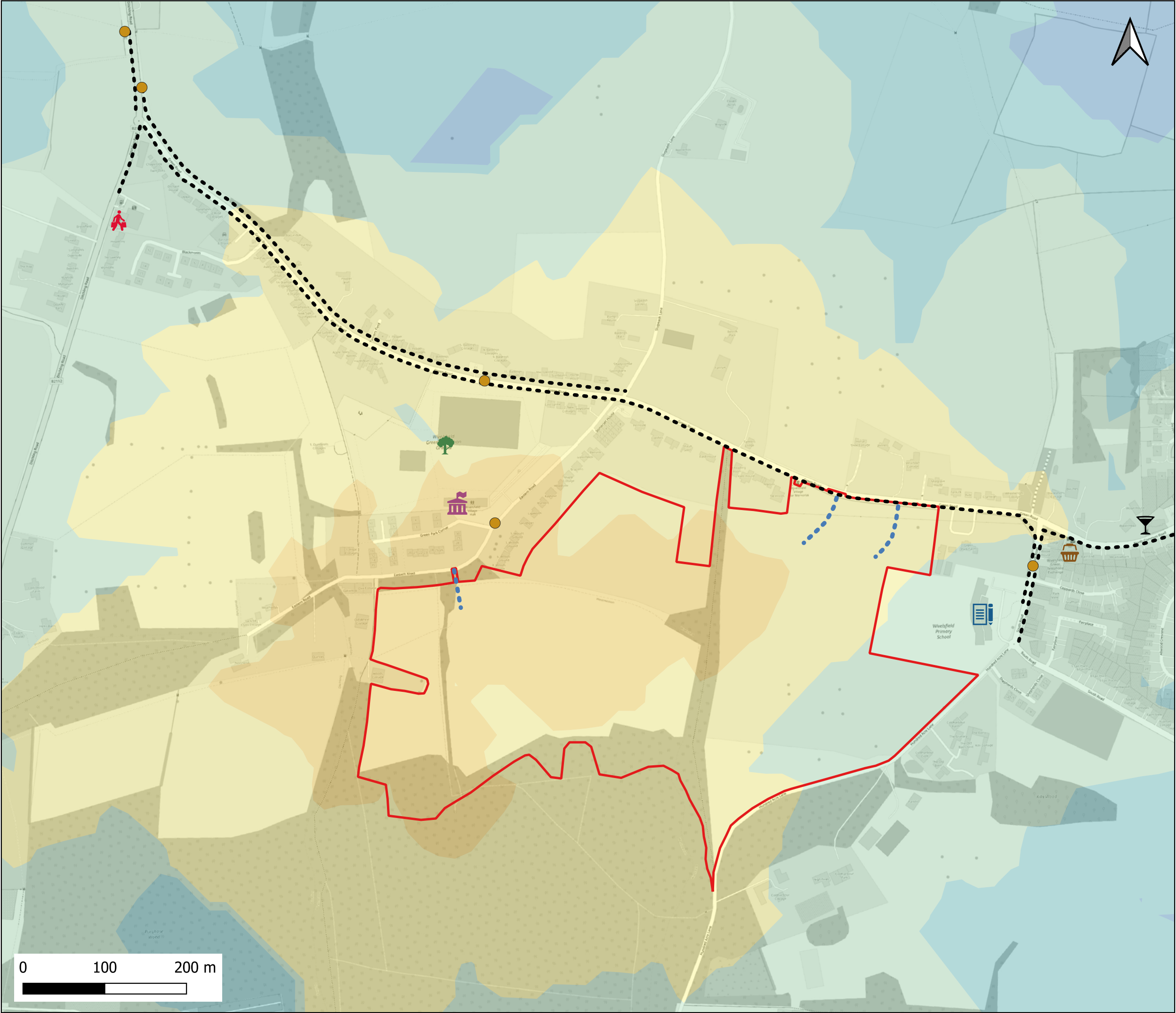
GREEN ROAD

SITE

N COMMON ROAD



Appendix 2 – Walking Isochrones



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Legend

- 0-5 Minute Walk
- 5-10 Minute Walk
- 10-15 Minute Walk
- 15-20 Minute Walk
- 20-25 Minute Walk
- Proposed Site Layout
- Proposed Pedestrian / Cycle Access Routes
- Existing Footway Links
- Bus Stop
- School
- Shop and Post Office
- Village Hall
- Pub
- Park
- Morrisons Daily



Client: Taylor Wimpey Strategic Land

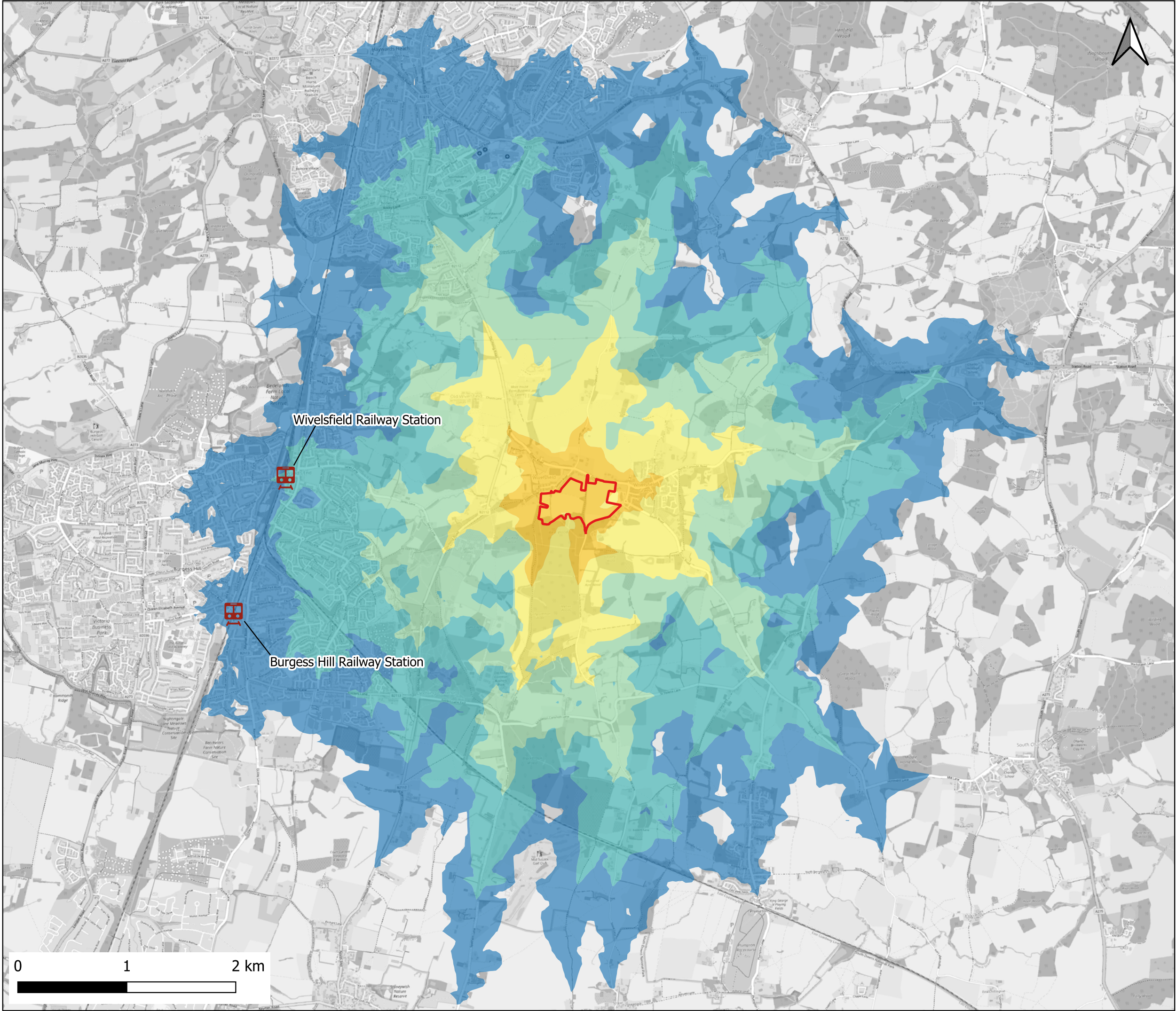
Project: Green Road, Wivesfield Green

Title: Walking Isochrone

Status:	Drawn by:	PM/Checked by:
Preliminary	AC/LE	MB

Project Number:	Scale@A3	Date Created:
794-PLN-TRP-00048		04/11/2024

Appendix 3 – Cycling Isochrones



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Legend

- 0-5 Minute Cycle
- 5-10 Minute Cycle
- 10-15 Minute Cycle
- 15-20 Minute Cycle
- 20-25 Minute Cycle
- Proposed Site Layout
- Railway Station



Client: Taylor Wimpey Strategic Land

Project: Green Road, Wivesfield Green

Title: Cycling Isochrone

Status:	Drawn by:	PM/Checked by:
Preliminary	AC	MB

Project Number:	Scale@A3	Date Created:
794-PLN-TRP-00048		04/11/2024

Appendix 4 – Site Layout Plan




0 50 100 metres

- Site Boundary: 20.89ha
- Proposed housing area: 4.06ha
Approx. 150 homes @ 37dph
- Additional land for Wivelsfield primary school or for community open space: 0.5ha
- Proposed vehicular access point
- Indicative tree-lined primary street alignment
- Indicative secondary streets
- Listed Buildings
- Existing bus route and bus stops
- Existing public footpath
- Existing bridleway
- Existing permissive footpath
- Ancient Woodland
- 30m buffer from Ancient Woodland
- 15m buffer from Ancient Woodland
- Existing vegetation
- Proposed formal and informal recreation areas and amenity spaces (to include new landscaping and tree planting)
- Proposed community orchard
- Potential pedestrian and cycle paths
- Potential pedestrian paths
- Potential mown paths
- Proposed pedestrian/cycle access point
- Proposed pedestrian/cycle link
- Proposed children's play area
- Proposed Sustainable Drainage (SuDS) features
- Proposed ecological ponds
- War memorial (to be excluded from the red line)
- Existing watercourse

F	11.12.24	KP	Updated to reflect the latest Illustrative Landscape Masterplan
E	06.12.24	KP	Updated to reflect Proving Layout and Illustrative Landscape Masterplan
Rev	Date	By	Description


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e ashwell@csaenvironmental.co.uk
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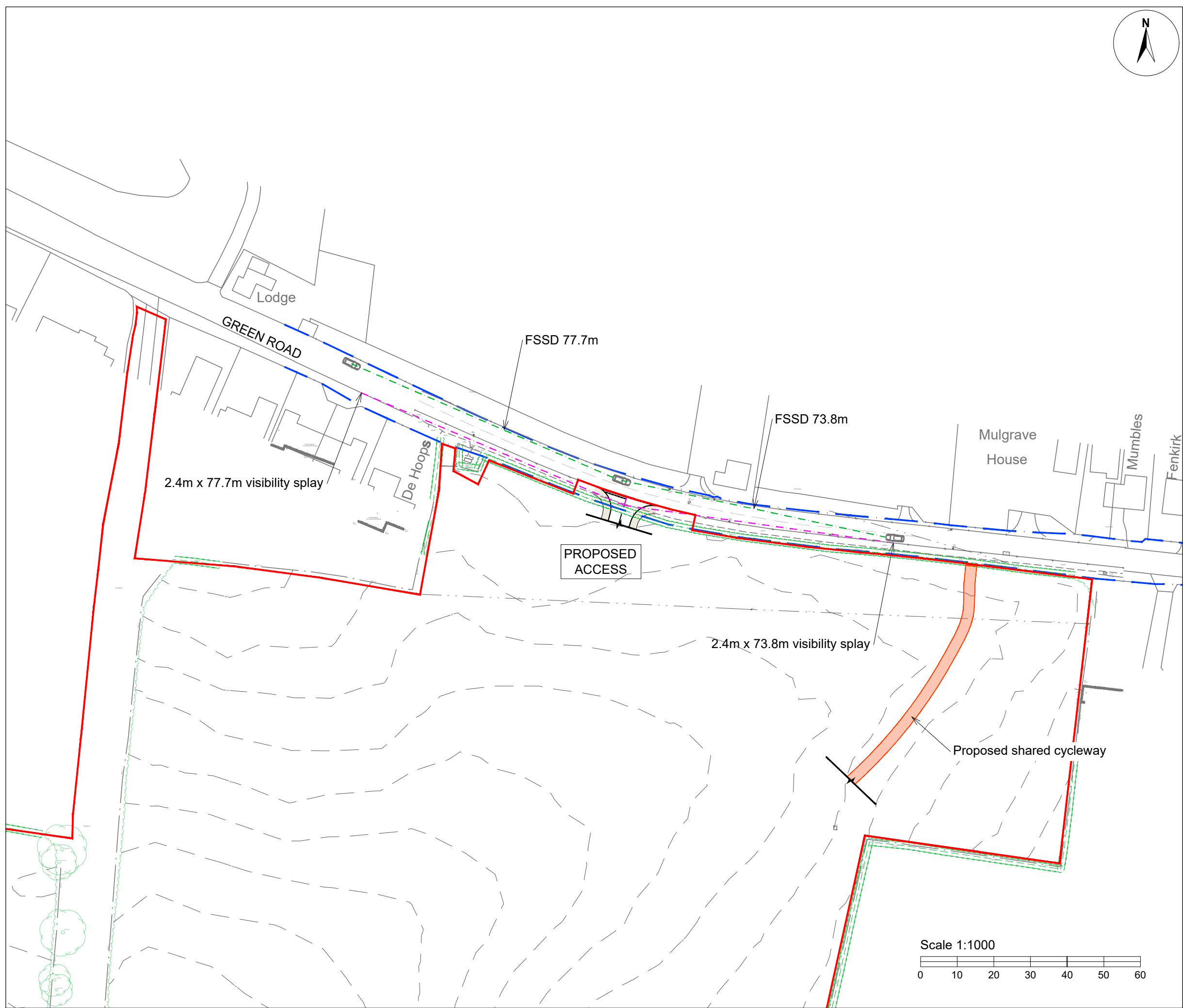
Project Land south of Green Road, Wivelsfield Green

Title Development Framework Plan

Client Taylor Wimpey UK Ltd

Scale 1:2500 @ A2	Drawn KP
Date October 2024	Checked RR
Drawing No. CSA/6467/104	Rev F

Appendix 5 – Proposed Priority Junction



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 2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
 3. This drawing is to be read in conjunction with all relevant scheme drawings.

Key:

- Extent of public highway
- New footway
- Red line boundary

PRELIMINARY
NOT FOR
CONSTRUCTION

A	Red line boundary and FSSD added	AJ	MSB	23/10/24
Rev	Description	By	CB	Date



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Client Taylor Wimpey Strategic Land

Project Green Road, Wivelsfield Green

Title Proposed Green Road Access

Status	Drawn By	PM/Checked by
PRELIMINARY	AJ	MSB
Project Number	Scale @ A3	Date Created
TRP-00048	1:1000	15/10/2024

RPS Drawing/Figure Number
794-PLN-TRP-00048-DR-004

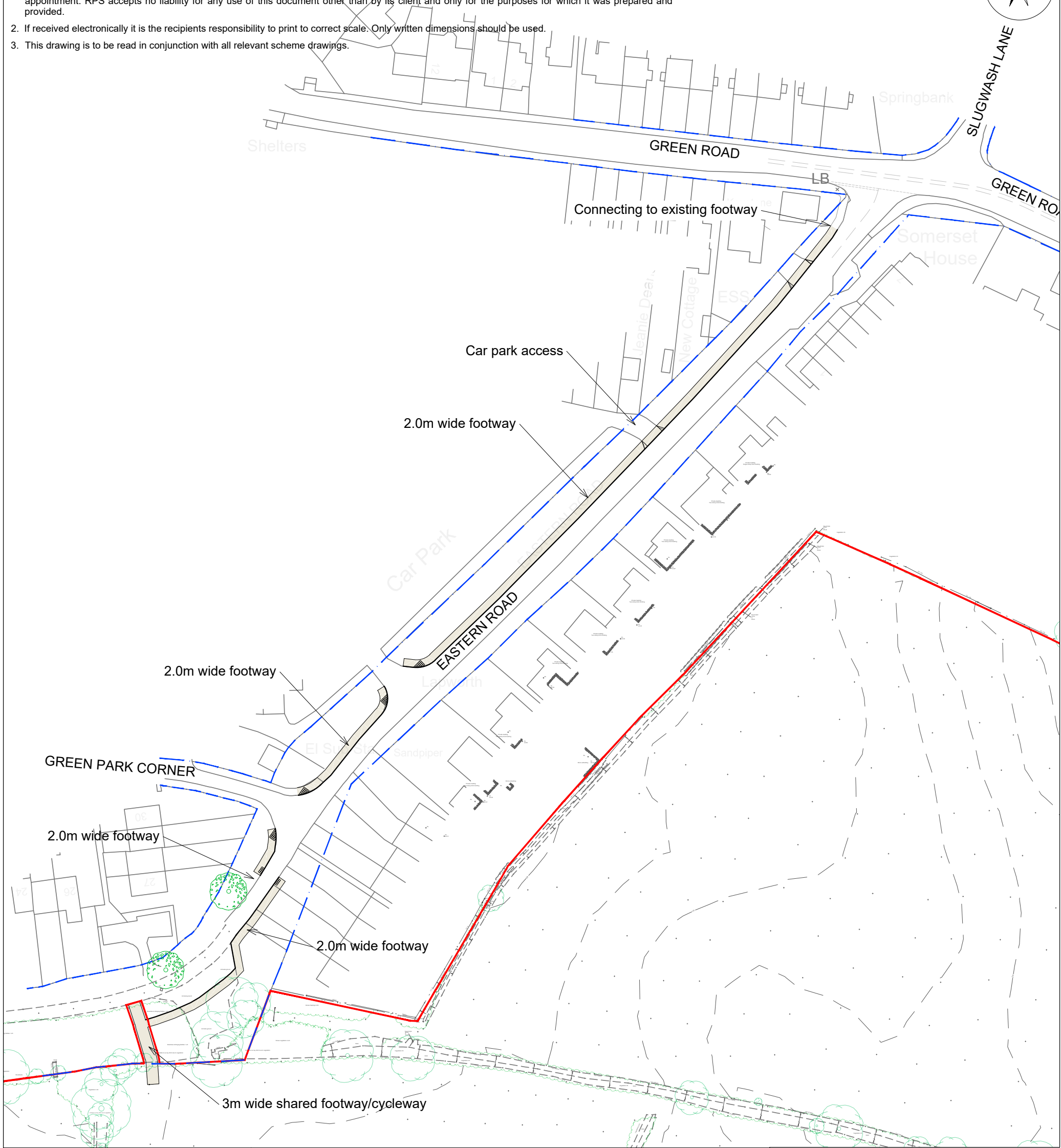
Rev
A

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Appendix 6 – Proposed Shared Footway / Cycleway

NOTES

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3. This drawing is to be read in conjunction with all relevant scheme drawings.



Key:

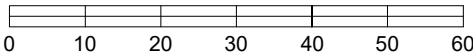
Extent of public highway

Red line boundary

Proposed tactile paving and dropped kerb

PRELIMINARY
NOT FOR
CONSTRUCTION

Scale 1:1000



Rev	Description	By	CB	Date
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Status Drawn By
AJ PM/Checked by
MSB

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Client Taylor Wimpey Strategic Land

Project Green Road, Wivelsfield Green

Title Proposed Eastern Road Footway

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