

Traffic and Transport (T&T)

1 Overall Objectives and Approach

1.1 Objectives

- To ensure that development over time of the existing transport infrastructure and public transportation services always ensures priority to safe pedestrian, cycle and vehicular movement and does not generate alternative traffic problems or safety concerns.
- To ensure that new development is well connected to facilities in the Parishes by a range of transport modes, including walking, cycling, vehicular and public transport, and makes suitable provision towards a sustainable transport infrastructure.
- To ensure that new development is built to meet best practice T&T requirements and within those parameters meets the needs and aspirations of residents and traders.

1.2 Approach

T&T issues are best considered geographically rather by Parish boundaries. For this reason, Linfield Parish and that part of Linfield Rural Parish adjacent to Linfield Parish have been taken together when considering all T&T issues in that vicinity and referred to as “**Lindfield+**”. When T&T issues affecting Scaynes Hill and the A272 corridor were identified, these have been referred to in the relevant section simply as “**Scaynes Hill**”. All other Lindfield Rural Parish issues have been covered under Section 6 below.

All aspects of T&T were identified and their relevance to the Parishes were considered to see which aspects had issues that needed evidence to be considered and policy to be determined. This process included reference to the public questionnaire responses and past documentation in village plans and statements as well as available information relevant to T&T decision making. Further issues raised at the pop-in sessions were reviewed to ensure these had been considered.

Each section below includes a general statement of the situation or requirements for that aspect of T&T followed by the specific policy requirements and the monitoring indicators and targets. Where appropriate, each proposal for policy implementation has been further classified into time periods as follows:

CRITICAL (C) - 1 to 2 years, SHORT TERM (S) – 2 to 4 years, MEDIUM TERM (M) – 4 – 10 years, LONG TERM (L) – over 10 years.

2 Impacts of Developments on T&T

2.1 Within the Parishes

Development brought forward through this Neighbourhood Plan will have an impact on the T&T situation of the Parishes. With peak hour congestion, speeding and “rat running” already occurring in the Lindfield+ vicinity, it is important that future proposals do not exacerbate this situation. Fatal, serious and minor accidents have also been occurring over the recent past in both Lindfield+ and Scaynes Hill and new development should not increase the risk of the occurrence such accidents. This Neighbourhood Plan seeks to partly manage T&T through controlling the amount and location of any new development, promoting alternative modes of travel and bringing forward proposals for streets within new development. The Neighbourhood Plan defines an approach to additional housing development which matches the needs and aspirations of the local community i.e. “that future housing developments should be of small scale, geographically spread around the Parishes and delivered at a steady annual rate”. Therefore, this T&T content does not take any account of the proposed large development at Gravelly Lane which is not wanted by the community.

New development should not have a negative impact on the access to SSSIs, AONBs, rural footpaths and bridleways, local views, recreational areas, nature reserves or the like and should not be considered if it reduces the strategic gap between Lindfield+ and Scaynes Hill village.

Where applicable, residential development proposals should ensure sustainable transport links to the principal facilities including the village centres, the primary and secondary schools, medical provision, community services and recreational open space. Design and Access Statements should be based on a full local transport study and accompanying development proposals should demonstrate that suitable sustainable transport connections from the site by safe, convenient and direct footpaths and cycle

routes and public transport are available or will be provided to the principal village facilities. The streets of such development should not lead to new or increased parking problems, should match local environs and be designed to the highest standards

The Neighbourhood Plan also envisages small scale residential development within the built up area as well as business and tourist-related opportunities, school expansion and village amenity proposals and such development can be expected to come forward during the plan period.

All new development will be expected to provide safe vehicular and pedestrian access into the site and promote pedestrian safety beyond the development. Where adequate transport infrastructure is not available to serve the development, the development should either not be approved or be required to provide, or contribute towards, appropriate measures which will fully address the identified inadequacy and assist walking, cycling, public transport and other highway improvements and traffic management measures which promote pedestrian safety such as safer routes to school.

Where proposals would add to unsuitable traffic flows and congestion in the Parishes, development should either not be approved or be required to bring forward proposals to fully mitigate any traffic impact on the relevant area and surrounding lanes or contribute funding towards local transport schemes. Such development should also demonstrate high levels of sustainability and environmental friendliness.

Traffic and Transport Policy for Developments within the Parishes

1 No developments should be considered if they have a negative impact on access to SSSIs, AONBs, rural footpaths and bridleways, local views, recreational areas, nature reserves or the like.

2 Residential developments in particular should:

- provide off street parking for the latest or predicted highest level of cars per household for the type of housing planned at the time of consideration,
- provide a sufficient on-site visitor parking to avoid parking on and disturbance to the surrounding streets,
- not use on-street parking as a primary design tool to reduce traffic speed,
- consider the requirements of pedestrians and cyclists before those of vehicles,
- fully consider and minimise the drainage and flooding implications of run off into the surrounding areas,
- footway and carriageway appearance should reflect the existing environs.

3 Business, leisure or medical developments should seek to provide off street parking for their staff and visitors.

4 Educational building developments should seek to provide off street parking for their staff and vehicles, take action to avoid surrounding streets being adversely affected by parents' or students' vehicles either parking or dropping off and consider the ability of pupils to be able to easily and safely walk or cycle to them by maximising either this means or public transport (C).

5 Development which involves new or resurfacing of streets with high traffic flows should use "quiet" asphalt.

6 New parking developments should be free, to the highest standards and provide for secure parking of cycles and for electric and disabled vehicles.

7 New public playground developments should have secure cycle parking, sufficient parking nearby and safe pedestrian access.

8 New streets should normally be designed in accordance with the Manual for Streets, best practice, and for a speed limit of 20mph and should include pedestrian crossings, traffic calming measures where applicable and for a minimum level of signage consistent with safety.

9 Developments adding over 50 traffic movements per hour to the morning peak at main junctions should:

- not be considered until a full local transport study provides a baseline to determine actual volumes, speeds and origin/ destination of the vehicles within the affected streets and roads,
- not be considered until the implications of previous such developments have been fully determined,
- not lead to congestion at junctions, rat runs, intrusive noise, safety reductions, increased risk or other negative traffic impacts,
- have to demonstrate in clear understandable layman terms the achievement of the highest levels of sustainability and the lowest practicable impact on the environment ,
- fully consider how residents, staff and visitors will be able to best utilise public transport for travel to work,

education, leisure, medical or shopping reasons.

10 Developer funding to partially alleviate very adverse traffic effects should not be a primary justification of developments which do not meet other policy objectives in the Neighbourhood Plan.

Monitoring Indicators	Targets
Traffic accident frequency and severity	No increase in traffic accident frequency or severity

2.2 Impact of Development Outside of the Parishes on T&T within the Parishes

The major T&T effect of past housing development outside of the parishes has been on Lindfield+ with the Beech Hill housing development contributing to significantly increased traffic via Gravelye Lane through Westlands Road and Lewes Road. This development and the past and continuing housing developments at St Francis Park, the hospital site and at Sandrocks have been contributing to increased congestion on the A272 and B2112 into Haywards Heath because the roundabout at their junction is near capacity at peak periods. The absence of any improvement of roads into Haywards Heath centre and onwards to the A23/M23 means that traffic is using other routes through Lindfield+ to reach the rail station and access the A23/M23. Until the relief road is complete, this situation will continue to worsen. The interim partial completion of this road and final completion of this road may in fact lead to increased traffic into Lindfield+ rather than an improvement.

The Waitrose development at Haywards Heath station is likely to lead to increased traffic on routes through Lindfield+. The impact on parking around the rail station might potentially mean increased on street parking in Lindfield+ in the short term and perhaps also in the long term. This will need to be monitored and action taken if problems arise.

Traffic and Transport Policy for Developments Outside the Parishes

1 Developments outside the Parishes which may impact on traffic flows within the Parishes should be fully reviewed at the planning stages to assess their effect on T&T within the Parishes and action taken as necessary (C).

Monitoring Indicators	Targets
Number of such developments reviewed and acted upon.	100% of such developments reviewed and acted upon.

3 Public Transport Proposals

Public transport in the parishes is limited to buses but Haywards Heath rail station is in close proximity and used as a commuter link towards London and Brighton.

Due to the problem junction at Lindfield High Street, there is no service from the B2028 along the B2111 or vice versa necessitating a change to access a service going in that direction. Scaynes Hill only has a single service which at peak times misses the loop down from the A272 to Walstead and back up Gravelye Lane which results in a gap in the direct service to the eastern part of Lindfield+. Services to and from Scaynes Hill to Haywards Heath station are not geared to allow connections for a full day out to Brighton or London.

The High Street and western side of Lindfield+ are served by a circular service which passes the railway station as well as other services using the B2028 to go north to Turner's Hill and beyond and south to Brighton. The circular service is enhanced at peak times and provides access to PRH as well as central Haywards Heath. In both Parishes, Sunday bus services are very limited and, given that 16% of those in Lindfield have no access to private transport, means this section of the community are not well served.

More direct peak time services to serve commuters at peak periods from all parts of the Parishes may help to reduce traffic volumes. Compared to national averages, there is a significant deficiency in the service from both the Parishes to places of further education which may deter students.

Traffic and Transport Policy for Public Transport

1 Peak time bus services should be increased in frequency and have stops with intelligent signs close to all the main population centres(M).

2 Extended or new direct circular bus services from HH rail station via Lindfield to Scaynes Hill with a schedule to allow use in the evening should be investigated (S).

3 Time to reach a place of further education via public transport should be reduced to closer to the national average (M).

Monitoring Indicators	Targets
1 Peak time service frequency.	1 Increase by 25% in the medium term.
2 Study of services to Scaynes Hill undertaken.	2 Report completion and recommended action taken.
3 Time to reach a place of further education by public transport.	3 Reduce by 50% in the short term.

4 Pedestrians and Cyclists Proposals

Although West Sussex County Council is committed to providing cycle lanes, there is little or no evidence of this commitment in our Parishes.

In 2011 the Scaynes Hill Village Action Plan was produced. When the residents' opinions on cycle lanes to and from Lindfield/Haywards Heath were sought, the positive response was considerable, citing school children's safety as the top priority. A similar response was provided when the residents were asked to comment about footpaths. At the recent "Pop-In" sessions in Scaynes Hill, it was clear that the residents' opinions had not changed in the past two years.

The A272 between Haywards Heath and the East Sussex boundary is an unsafe carriageway with many accidents, some causing serious injury or even death. Cyclists and pedestrians are in particular danger due to the speeding traffic, including many HGVs, and long stretches with no pavement. The junction of the A272 and B2111 is particularly dangerous with a high accident rate. The B2111 is a treacherous road for walkers and cyclists, many of whom are travelling to or from Oathall Community College or Walstead School. The only way these roads could be made safer for them is by providing a dedicated pathway for cyclists and pedestrians. Many residents have stated that they would use such a cycle track/footpath, instead of a car, thereby resulting in healthier lifestyles and reducing airborne pollution. There is sufficient space for a cycle track/footpath to be provided on the A272. However, the B2111 poses some problems but these could be overcome via a route as follows.

Section	Route	Issues
Bedales Corner to Snowdrop Lane	Alongside B2111	Help from landowners would be required. Traffic calming measures would be required at Clover Cottage
Snowdrop Lane to Old School	Alongside B2111	Help from landowners may be required. Traffic calming measures may be required at Scamps Hill
Old School to Backwoods Lane	Traversing edge of Lindfield Common	
Backwoods Lane to Oathall Community College	Backwoods Lane & Appledore Gardens	No requirement for dedicated cycle path as residential roads.

There are a number of locations where pedestrians are at risk from traffic and safer light controlled crossings would be beneficial to assist older persons and encourage children and mothers to walk to schools. The locations include:

- Gravelye Lane at Lyoth Lane (safer access to the Recreation Area and Nature Reserve)
- Lewis Road at the Old School (allows pedestrians including children to avoid the dangerous B2111 /B2028 junction on the way to school or to access the playground)
- High Street at Pondcroft Road (safer access to the common and schools)

- High Street at the Co-op/Post Office area (safer access to Post Office and schools/common given lack of pavement on King Edward Hall side of the High Street south of the B2111/B2028 junction).

In addition, central island refuges would improve safety at for example Westlands Road/Gravelye Lane and other similar wide junctions.

Pedestrians are at significant risk on the narrow B2111 footpath adjacent to the B2028 junction. HGVs and other traffic often have to mount the pavement to pass each other so a protective barrier is not possible. Traffic light controlled traffic at this junction or other means of ensuring one way traffic in this area would eliminate or reduce the need for traffic to mount the pavement and reduce the risk of serious or fatal injury to pedestrians, especially children.

The introduction of “walking buses” to schools would be encouraged if routes were made safer.

Traffic and Transport Policy for Cyclists and Pedestrians

- 1 A combined footpath/cycle path should be provided between Bedales Corner and Oathall Community College (S).
- 2 A combined footpath/cycle path should be provided or reinstated between the East Sussex boundary and Snowdrop Lane (S).
- 3 Improved pedestrian crossings should be provided at places to help encourage children walk to school and to reduce risk to pedestrians (S).
- 4 The safety of pedestrians should be improved at the B2111 /B2028 junction (S).

Monitoring Indicators	Targets
1 Number of cyclists and pedestrians travelling between Scaynes Hill and Lindfield/Haywards Heath	1 Increase by 50%
2 Number of children walking to school	2 Increase by 50%

5 Traffic Management Proposals including Parking

Traffic flow is currently just manageable in the Parishes apart from peak time congestion which results in rat runs to avoid bottlenecks. Congestion in Lindfield+ is caused by a combination of school runs, commuters, HGV deliveries to local businesses, farm traffic and the problem junction of the B2111 and B2028. Additional traffic comes into eastern end of Lindfield+ from the A272 via the B2111 and Gravelye Lane to avoid congestion in central Haywards Heath and to access the B2028 north towards Gatwick etc. Rat runs occur in residential streets including Eastern Road/Dukes Road and Westlands Road. There is increasing pressure on Lindfield+ traffic flows from developments to the east of Haywards Heath, the potential of further negative impacts from the “relief road” and the impact of recent housing developments has yet to be fully realised. The latest district traffic predictions have yet to be published so the local impacts are not yet known.

Speeding is a major concern of the community in the Parishes and is considered to be a significant factor in the accident levels. In Scaynes Hill, the speed of traffic along sectors of the A272 is a constant danger and factor in the frequency and seriousness of accidents. The passing lane on the A272 coming into Scaynes Hill from the east results in unnecessary speeding. In Lindfield+, speeding is a major problem in Gravelye Lane, Westlands Road, Lewes Road and some other residential streets.

Parking may be an increasing problem in Lindfield+ especially if increased visitor and tourist activity is a target. Signage of existing parking areas is poor and there are problems with the slow turnover and misuse of the existing sites. On street resident parking is a potential problem area. Apart from school gate problems, parking in Scaynes Hill is not a major issue.

Road surfaces in the Parishes are of concern to the community and there is a low opinion of the widespread temporary patching of potholes as a solution.

Traffic and Transport Policy for Traffic Management and Parking

- 1 The basic overall T&T policy should be to take action to ensure that through traffic is confined to the main roads, A272, B2111

and B2028, and to avoid rat runs in residential streets.

2 The junction of the B2111 and B2028 should be re-examined to determine if there is a means, such as traffic lights, to reduce peak period congestion and to reduce risk to pedestrians and cyclists, see also Section 4) (C).

3 Reduced and/or increased scope/signage of speed limits should be introduced on the A272, Lewes Road, Gravelye Lane, Westlands Road and High Street (C).

4 Traffic calming measures such as rumble strips, gating and one-way priority should be introduced, where appropriate, to physically assist in the achievement of reduced speeds or to assist in reducing the usage of rat runs by commuter traffic and improve pedestrian safety (S).

5 Road geometry changes such as removal of the passing lane on the A272 into Scaynes Hill, removal of the slip access on to the B2111 into Lewes Road from Gravelye Lane and mini roundabouts should be undertaken where they will reduce the risk of speeding and/or accidents (S).

6 Parking signage in Lindfield+ should be improved and, if further parking sites are not available, parking time limits re-examined and misuse investigated to deliver a more effective turnover of spaces (S).

Monitoring Indicators	Targets
1 Average speeds on roads where action taken.	1 Measured average speeds reduced to below signed limits.
2 Congestion at peak periods at B2111/B2028 junction.	2 Delay time at junction at peak periods reduced by 50%.
3 Traffic flows in rat run residential streets.	3 Traffic flows in rat run streets reduced by 50%.
4 Parking availability in Lindfield+.	3 Daytime parking space availability increased by 50%.
5 Accident rates.	5 Serious accident rates in Lindfield+ and Scaynes Hill reduced by at least 25%.

6 Specific Rural Proposals

The roads outside of Lindfield+ and Scaynes Hill are mainly minor country lanes except for that part of the B2028 that runs towards Ardingly. Several serious accidents have occurred on the B2028 near Stone Cross indicating that some road improvement might be beneficial. Other accidents in the country lanes are mostly slight but include four serious with a grouping of accidents at specific sites. Speeding is usually a contributory factor in such accidents but the grouping may indicate sight or other factors.

The B2028 is served a bus service but otherwise the vast majority of the area has little direct access to public transport. Some form of "dial a ride" service would be of benefit the rural community.

It would be beneficial if street furniture and signage in rural areas was relevant to the local environment and not designed for an urban situation.

Traffic and Transport Policy for Rural

Studies should be undertaken to determine ways and means and then action taken to reduce accident levels (S).

Monitoring Indicators	Targets
Accident levels on rural roads	Reduce by at least 25%