Proposed Residential Development
Land at Downlands Farm, Uckfield

Framework Travel Plan

for

Gleeson Land

motion

Document Control Sheet

Proposed Residential Development

Land at Downlands Farm, Uckfield

Gleeson Land

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1.0 Introduction

Background

1.0 This Framework Travel Plan has been prepared to accompany a planning application by Gleeson Land (the 'Applicant') for development of up to 424 dwellings on land at Downlands Farm, Uckfield (the 'site').

1.1 The site is located north-west of Uckfield and east of the A22, within the administrative boundaries of Wealden District Council (WDC) and East Sussex County Council (ESCC).

1.2 The hybrid application proposal (the proposed development) comprise:

- Outline Application (with all matters reserved except for access) for the erection of up to 424 residential dwellings including affordable housing, the provision of vehicular, pedestrian and cycle access and separate emergency access from the Uckfield Bypass (A22), pedestrian and cycle access from Snatts Road, open spaces including children's play space, sustainable urban drainage systems, associated landscaping, infrastructure and earthworks; and
- Full Application comprising creation of a Strategic SANG (suitable alternative natural green space), associated landscaping and car parking, and demolition of existing residential property and other buildings and provision of pedestrian and cycle access from Rocks Road, associated landscaping, infrastructure and earthworks.

1.3 It is proposed that the site will be served by a new vehicular, cyclist and pedestrian access from the A22 via a conventional roundabout arrangement. Pedestrian and cyclist access points are also proposed to link with Rocks Road and Snatts Road.

Scope of Travel Plan

1.4 This Framework Travel Plan (FTP) sets out the measures that will be delivered to support active and sustainable travel choices among future residents. A Travel Plan Co-ordinator (TPC) will be appointed to implement the Travel Plan, who will also be responsible for monitoring and reviewing the Plan. The monitoring and reporting programme will be an integral element of delivery of the Travel Plan, involving the collection, analysis and reporting of travel survey data from site occupants. The data will be used to track progress towards achievement of the Plan targets, which are to be derived in liaison with ESCC as part of development of a Full Travel Plan secured through a forthcoming planning condition.

Travel Plan Structure

1.5 This FTP has been prepared to accord with local policy and applicable guidance on Travel Plans, such as 'Travel Plans for Development - Guidance for Developers' produced by ESCC's Transport Development Control department. This FTP therefore comprises the following information:

- Section 2 reviews applicable national and local policy and guidance, and sets out the Travel Plan objectives, as informed by that policy and guidance;
- Section 3 describes the site location and its accessibility, particularly in relation to active and sustainable modes;
- Section 4 details the proposed development;
- Section 5 outlines the proposed sustainable transport strategy;
- Section 6 explains how the Plan will be managed;
- Section 7 outlines how modal split targets will be derived in a Full Travel Plan;

- Section 8 sets out the measures that will be implemented to support use of active and/or sustainable travel modes for trips to and from the development;
- Section 9 describes the monitoring and review programme that will be implemented to track progress being made towards achievement of the Plan targets, necessarily involving rolling reports and modification, as necessary, of the Plan implementation measures; and
- Section 10 provides an Action Plan summarising the scheme design elements relating to travel, the Plan management and implementation measures, the party/ies responsible in each instance, and an indicative timeline.

2.0 Policy & Objectives

Overview

2.0 There are a number of documents that contain planning policies relevant to transport. The key policy and guidance documents that set the context for the development proposals include:

- National Planning Policy Framework, Ministry of Housing, Communities and Local Government, July 2021;
- National Design Guide, Ministry of Housing, Communities & Local Government, October 2019;
- Planning Practice Guidance, Ministry of Housing, Communities and & Local Government, June 2021;
- Working Together to Promote Active Travel - A Briefing for Local Authorities, Public Health England, May 2016;
- Local Transport Note (LTN) 1/20 Cycle Infrastructure Design, Department for Transport, July 2020;
- Gear Change: A bold vision for cycling and walking, Department for Transport, July 2020;
- Manual for Streets (MfS), Department for Transport, March 2007;
- National Travel Survey (NTS), Department for Transport, 2019;
- East Sussex Local Transport Plan 2011-2026, East Sussex County Council, June 2011;
- East Sussex Local Cycling and Walking Infrastructure Plan, East Sussex County Council, September 2021;
- Travel Plans for Development - Guidance for Developers, East Sussex County Council, February 2020;
- Wealden Core Strategy Local Plan, Wealden District Council, February 2013;
- Saved policies of the Wealden Local Plan – December 1998; and
- Emerging Wealden Local Plan 'Direction of Travel Consultation' – November 2020.

National Policy

National Planning Policy Framework (NPPF)

2.1 The NPPF sets a presumption in favour of sustainable development, requiring that social, environmental and economic matters be considered in concert.

2.2 The NPPF promotes incorporation of sustainable transport in development proposals (par. 104) and states that the planning system should actively manage patterns of growth such that a genuine choice of transport modes is offered (par. 105).

2.3 With regard to the delivery of sustainable transport the NPPF states at paragraph 113 that:

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

2.4 The NPPF describes a Travel Plan as: "*A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed*." (NPPF pg. 73)

National Design Guide (NDG)

2.5 The National Design Guide (NDG) sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance related to design process and tools.

2.6 With respect to consideration of 'movement' in the design of new development, the NDG promotes assessment of existing and delivery of new features that result in developments being accessible and easy to move around within and between by all applicable transport modes.

2.7 A well-designed movement network is one that:

"... *defines a clear pattern of streets that:*

- *is safe and accessible for all;*
- *functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;*
- *limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;*
- *promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and*
- *incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity*."

(par. 77)

Planning Practice Guidance (PPG)

2.8 Planning practice guidance (PPG) supports delivery of the principles set out in the National Planning Policy Framework (NPPF).

2.9 The guidance describes Travel Plans as "*… long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets*." (PPG paragraph: 003; reference ID: 42-003-20140306)

2.10 Furthermore, the guidance indicates that "*… Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation*." (PPG paragraph: 003; reference ID: 42-003-20140306)

2.11 It is stated that the primary purpose of a Travel Plan is:

"*… to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. …, they should not be used as a way of unfairly penalising drivers*."
(PPG paragraph 005; reference ID: 42-005-20140306)

Active travel – walking and cycling

Working Together to Promote Active Travel - A Briefing for Local Authorities

2.12 Public Health England has issued a briefing for Local Authorities containing their latest research findings relating to active travel:

- "*Physical inactivity directly contributes to 1 in 6 deaths in the UK and costs £7.4 billion a year to businesses and wider society*
- *The growth in road transport has been a major factor in reducing levels of physical activity*
- *Building walking and cycling into daily routines are the most effective ways to increase physical activity*
- *Short car trips (under 5 miles) are a prime area for switching to active travel and to public transport*
- *Health-promoting transport systems are pro-business and support economic prosperity. They enable optimal travel to work with less congestion, collisions and pollution, and they support a healthier workforce*."

Planning for Walking and Cycling

2.13 Walking and cycling are active *and* sustainable forms of transport in their own right and as linking modes for accessing public transport, for example, when making longer journeys.

2.14 The Chartered Institution of Highways and Transportation (CIHT) documents 'Planning for Walking' and 'Planning for Cycling' provide an insight into these modes of transport:

- "*Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot…but beyond that distance cars are the dominant modes*" (Planning for Walking, 2015, pg.6).
- "*Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles*" (Planning for Cycling, 2014, pg.4).

Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design' & 'Gear Change: A bold vision for cycling and walking'

2.15 The Department for Transport (DfT) updated their advice to Local Authorities in Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design', which was published in July 2020 alongside the DfT's 'Gear Change: A bold vision for cycling and walking'. LTN 1/20 promotes the inclusion of good quality cycling infrastructure in Local Authority planning, design and highway adoption policies and processes, with new developments, new highways and new highway improvement schemes contributing accordingly.

Manual for Streets and National Travel Survey

2.16 Manual for Streets (MfS) identifies 'walkable neighbourhoods' as "*having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot*". Within MfS it is also noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres.

2.17 The 2019 National Travel Survey (NTS) noted that 74% of all trips under one mile are walks, making walking the most frequently used mode of travel for very short distances (1 mile = 1.6 kilometres). This proportion includes trips made in non-motorised wheelchairs, prams or pushchairs; riding on toy bicycles, roller-skates, skateboards and non-motorised scooters; and jogging. For example, children on toy bicycles/tricycles accompanying others who are walking on a trip to the local shops are recorded as having walked that trip.

Local Policy

East Sussex Local Transport Plan

2.18 The East Sussex Local Transport Plan is in its third iteration and outlines the priorities for planning the County's transport infrastructure and services to support sustainable economic growth and to guide investment in the period 2011 to 2026. The approach for Uckfield states:

"We will deliver housing development and sustainable economic growth in Uckfield by:

- *investigating and advising on potential town centre traffic improvement options to accommodate the additional traffic from committed and planned development in Uckfield, without prejudicing the future reinstatement of the Uckfield to Lewes rail line*,
- *investigating transport measures associated with future development which reduce the levels of background pollution that could be damaging to human and environmental health*,
- *focusing on improvements to and safety of key walking and cycling routes to reduce community severance and provide access to schools, local facilities, employment, health facilities, open space, train station and the town centre*,
- *focusing on measures which improve access to bus stops on key routes in the town, in particular the Brighton – Lewes – Uckfield – Tunbridge Wells service, in and around the town centre and to the hospital*,
- *continuing support and lobbying for electrification, dual tracking, and in the short term, increased capacity on the Uckfield line*,
- *continuing to support and lobby for the reinstatement of the Uckfield to Lewes railway line, and the Eridge to Tunbridge Wells railway line, as part of wider rail capacity improvements in the county, and*
- *working with our partners including public transport providers, Job Centres and GP consortia to deliver actions which improve accessibility to key facilities in the* town".

2.19 Input to the public consultation on the draft LTP3 Strategy document indicated broad support for sustainable travel rather than road building and improvements, with commensurate support for investment being focussed on bus services, cycling infrastructure, rail services and capacity, 20 miles per hour zones, better integration between modes in terms of facilities and timetables, and achievement of higher levels of travel by active and/or sustainable modes (walking, cycling and public transport).

East Sussex Local Cycling Walking Infrastructure Plan (LCWIP)

2.20 East Sussex County Council approved its Local Cycling Walking Infrastructure Plan (LCWIP) at Committee in September 2021. The document identifies route improvement works for key settlements in the County to support more active travel by walking and cycling and outlines priorities for funding.

2.21 The LCWIP recognises the future housing growth that is likely to be a considerable focus in Uckfield, as well as in Heathfield and Crowborough. The preferred routes identified in the LCWIP have therefore been selected with an emphasis on supporting access to existing local services. Those routes form the basis for development of a more comprehensive network supporting future growth in housing and employment, to be delivered by ESCC, Wealden District Council and developers.

2.22 The LCWIP-supported cycle network for Uckfield is at Figure 2.1.

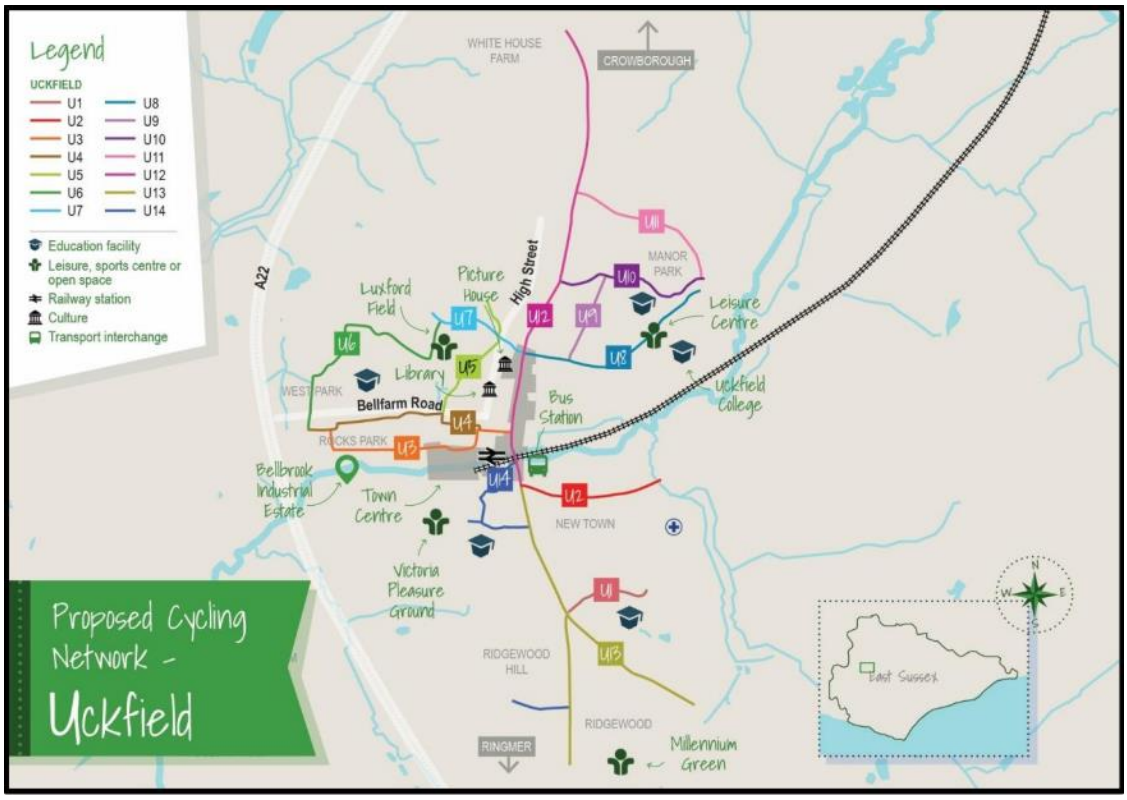


Figure 2.1 - Proposed Cycling Network - Uckfield (extract from East Sussex Local Cycling & Walking Infrastructure Plan, Sep. 2021)

East Sussex 'Travel Plans for Development- Guidance for Developers'

2.23 East Sussex County Council's Travel Plan guidance for developers was informed by the Chartered Institution of Highways and Transportation (CIHT) publication 'Better Planning, Better Transport, Better Places' (August 2019) and the TRICS (Trip Rate Information Computer System – industry-wide trip rate database) Consortium publication 'TRICS Guidance Note – Changes in Travel Behaviour' (July 2019). Those documents recommend a 'decide and provide' approach to transport planning in place of the traditional 'predict and provide' approach, by no longer incorporating standard demographic and transport information but by embracing health and wellbeing, lifestyle and environmental criteria, including carbon emissions. The guidance was also written to contribute to meeting the County's air quality targets.

2.24 ESCC regards Travel Plans as a legitimate mitigation measure for reducing the transport impact of development and requires that they be produced in accordance with the development scale thresholds applied to the requirement for production of Transport Statements and Transport Assessments.

2.25 The content of this Framework Travel Plan has been informed by reference to this guidance document, and accordingly this TP complements the TA for this proposed development, and delivery of the transport-related facilities covered therein.

Wealden Local Policy

2.26 A new Local Plan for Wealden District went through a public 'Direction of Travel' consultation between November 2020 and January 2021, from which a consultation summary report has been produced. Further evidence gathering and engagement has been underway since that consultation, with a view to undertaking statutory consultation on a draft Local Plan in Spring 2022. Once adopted, the new Local Plan will replace the adopted core strategy and the saved policies of the 1998 Local Plan.

2.27 Considering that Local Plan delivery timetable, the applicable documents in the current Development Plan for Wealden District are the adopted Core Strategy Local Plan (February 2013) and saved policies from the 1998 Wealden District Local Plan.

2.28 Uckfield is identified in the core strategy as a District Centre, along with Crowborough and Hailsham – these towns serving the following function:

"*An accessible settlement by road and public transport containing a range of shops, employment opportunities and facilities including secondary school. Not reliant upon other centres within the District to meet day to day needs, but required support from other secondary or primary centres to meet the needs of the residents.*" (pg. 10)

2.29 A stated spatial planning objective (SP07) is to " ... *encourage reduction of the need to travel by car by concentrating development where it can most closely relate to public transport opportunities, improving the offer of our towns in terms of retail, leisure and recreation and by making it easier to travel by more sustainable modes of transport, We want to see noticeable improvements in journey quality for those people making trips on foot, by bicycle or by public transport*." (pg. 23)

2.30 Additional spatial implications of the strategy are set out at paragraph 6.10, which reads:

"*The Council proposes significant further housing growth in Uckfield as part of its strategy for the town. In support of this it wishes to ensure that the town reaches its full potential to provide the essential range of services and facilities required, in an attractive environment that is easily accessible. Improving the vitality and attractiveness of the town centre is key to delivering sustainable development and improving the quality of life of residents. Widening the choice and variety of jobs and services available will help reduce the need for longer distance travel. The following strategy reflects our commitment to a pro-active approach to town centre development and change, supported by a joint, multi-agency framework (comprising the District Council, Town Council, County Council and their partners) which is essential if levels of housebuilding are to be sustainably accommodated. The aim is to provide the support and infrastructure needed to plan, manage and promote the town in a positive way, and to ensure the aspirations of the local community can be realised*." (pg. 36)

2.31 The 'Uckfield Area Strategy' is illustrated at Figure 6 in the 2013 Core Strategy, which is reproduced here at Figure 2.2.

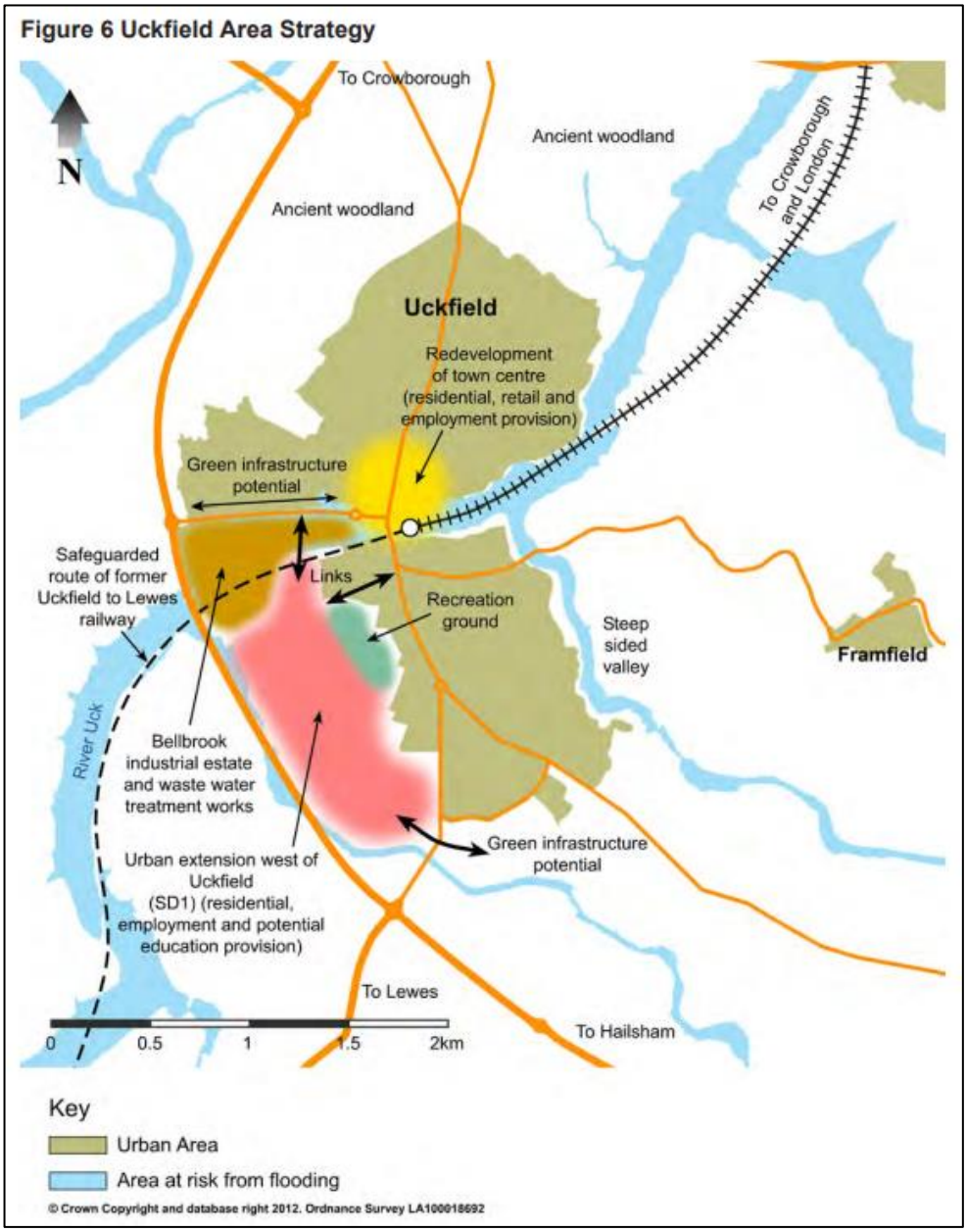


Figure 2.2 - Uckfield Area Strategy from 2013 Wealden District Core Strategy

2.32 The adopted policies of relevance to the site in respect of transport and highways are:

- Core Strategy Policy WCS7 – Effective Delivery of Infrastructure
  "*The release of land for development will be conditional upon there being sufficient capacity in the existing local infrastructure to meet the requirements generated by the proposed development. Where development would create the need to provide additional or improved community facilities, services and infrastructure to mitigate its impact, a programme of delivery must be agreed with the relevant infrastructure providers which will ensure that these improvements are provided at the time they are needed*."

- Core Strategy Policy WCS14 – Presumption in Favour of Sustainable Development
  This policy indicates that the Council will adopt a positive approach when considering development proposals, in line with the presumption of sustainable development outlined in national policy.

- Saved Policy HG6 – Crime Prevention
  The design and layout of large residential development should have regard to crime prevention, such as street lighting, security of property, surveillance of access roads, footpaths and amenity space, parking areas and landscaping.
- Saved Policy TR3 – Traffic Impact of New Development
  Outlines a number of criteria to be met for planning applications to be permitted, including provision of satisfactory access for vehicles, cycle and pedestrians; development proposals not creating or exacerbating unacceptable traffic conditions, and provision of appropriate public transport facilities, where appropriate.
- Saved Policy TR11 – Cycling
  Major development should provide secure and covered cycle parking.
- Saved Policy TR12 – Cycling
  Indicates that the Cycling Strategy for East Sussex will be considered in dealing with proposals for development.
- Saved Policy TR13 – Footpaths & Bridleway
  Safe and convenient pedestrian routes that connect to existing footpath networks (where appropriate) will be sought in proposals for new development.
- Saved Policy TR16 – Car Parking Standards in New Development
  On-site vehicle parking and servicing will be required in accordance with Appendix 6 of the Local Plan.

Objectives

2.33 Objectives for this Framework Travel Plan have been derived for the above-stated policy and guidance, and are to:

- Promote the health benefits of active travel
  i.e. walking, running and cycling, in order to encourage use of these active and sustainable modes.
- Promote more efficient and 'cleaner' forms of car travel
  i.e. 'cleaner' fuel vehicles (electric and hybrid vehicles) and sharing resources through, for instance, carpools, car clubs and lift-sharing.
- Promote a reduction in the need to travel, where possible
  i.e. working at or from home, linking trips, and shopping online for groceries.
- Support social cohesion and people's sense of community through promoting personal interaction for the purpose of functional and/or leisure travel
  i.e. 'buddy groups' for walkers, runners and cyclists.
- Raise site occupants' awareness of opportunities to adopt active and/or sustainable travel
  i.e. through provision of information.

3.0 Site Location and Accessibility

Overview

3.0 This section describes the site location and existing means of accessing the site, along with details of the local area in terms of nearby amenities.

Site Location

3.1 The site is located north-west of Uckfield and east of the A22 within the administrative boundaries of Wealden District Council (WDC) and East Sussex County Council (ESCC), as shown at Figure 3.1.

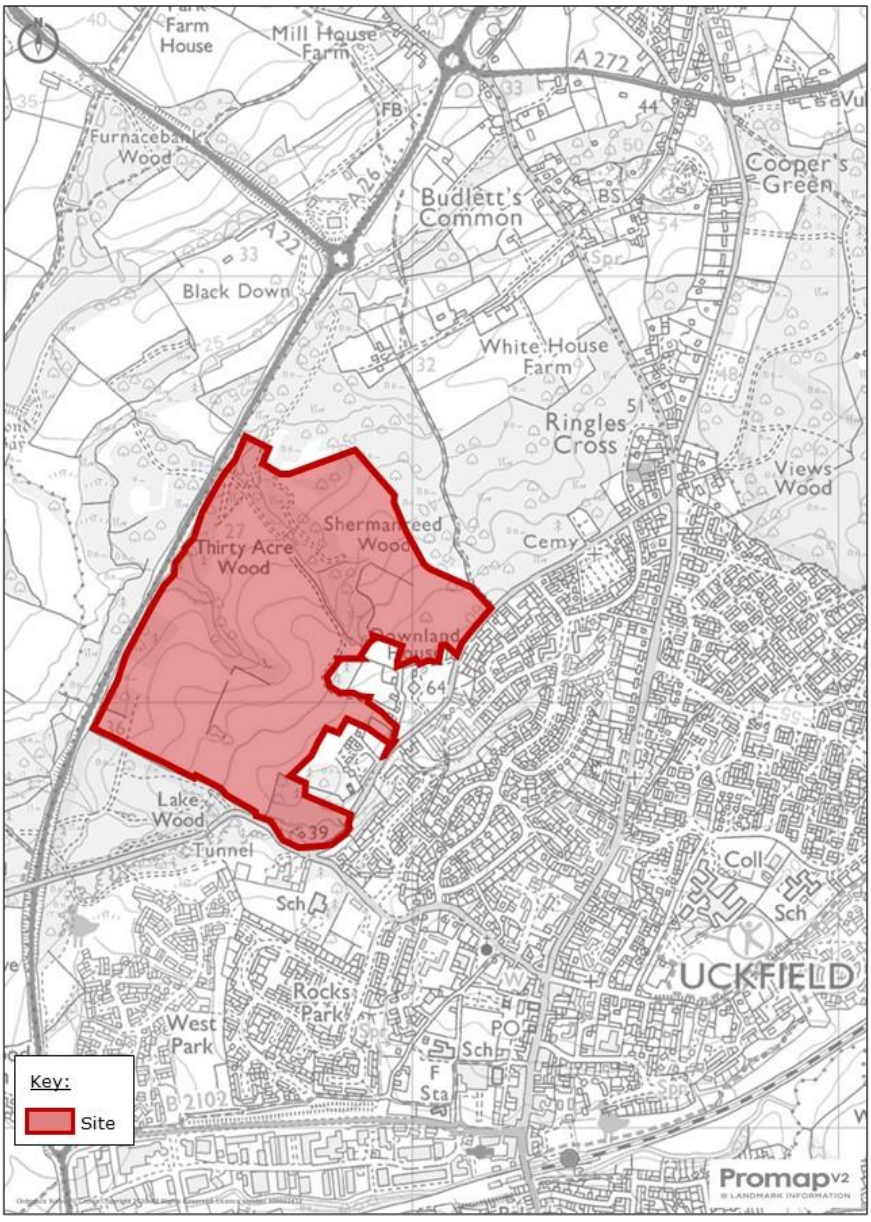


Figure 3.1 - Site Location Plan

3.2 Land to the south-east of the site is characterised by existing residential development, within the built-up area of Uckfield. There is an existing nature reserve (around Lake Wood) located to the south-west, with a residential area beyond and the A22 adjoins the site to the west.

Highway Network

3.3 The A22 adjoins the site to the west and provides a bypass around Uckfield to the west and south. The section of the A22 between the Black Down and Copwood roundabouts is single lane carriageway in each direction and subject of the national speed limit (60 miles per hour, mph). The A22 provides connections between Croydon and the M25 to the north to Eastbourne to the south-east.

3.4 At Batts Bridge roundabout (in the vicinity of Ashdown Business Park), the A22 connects with the A272, which leads south-west towards Newick and west onto Haywards Heath. The A22 leads north to connect with the A26 at Black Down roundabout. The A26 leads north-east from the Black Down roundabout towards Crowborough and Tunbridge Wells.

3.5 The site in relation to the wider highway network is shown at Figure 3.2.

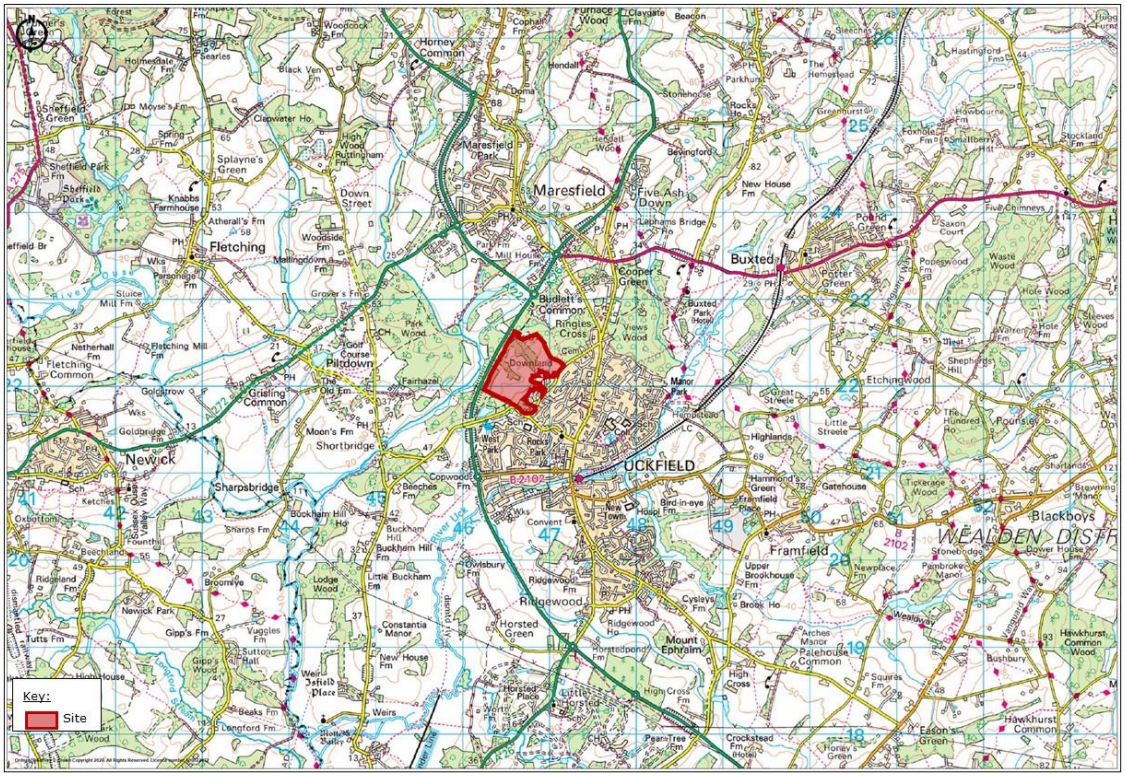


Figure 3.2 - Site Location in Relation to the Wider Highway Network

3.6 Snatts Road is located south-east of the site and runs between London Road and Rocks Road. The northern section of the road is subject of a 30 miles per hour (mph) speed limit, which increases to the national speed limit close to the site and beyond towards Rocks Road.

3.7 London Road leads south from Budletts roundabout towards Uckfield High Street. The road is subject to a 40 mph speed limit in the vicinity of Snatts Road, which reduces to 30 mph towards the town. Rocks Road, which leads south-east towards the town centre, is subject to a 7.5 tonne weight restriction and 60 mph speed limit in the vicinity of Snatts Road. The speed limit reduces to 30 mph on the approach to the built-up area and the road becomes Church Street into Uckfield.

Walking & Cycling

3.8 The maps at Figures 3.3 and 3.4 illustrate the existing walking (25 minutes/approximately 2 kilometres) and cycling (5 kilometre) catchment of the site.

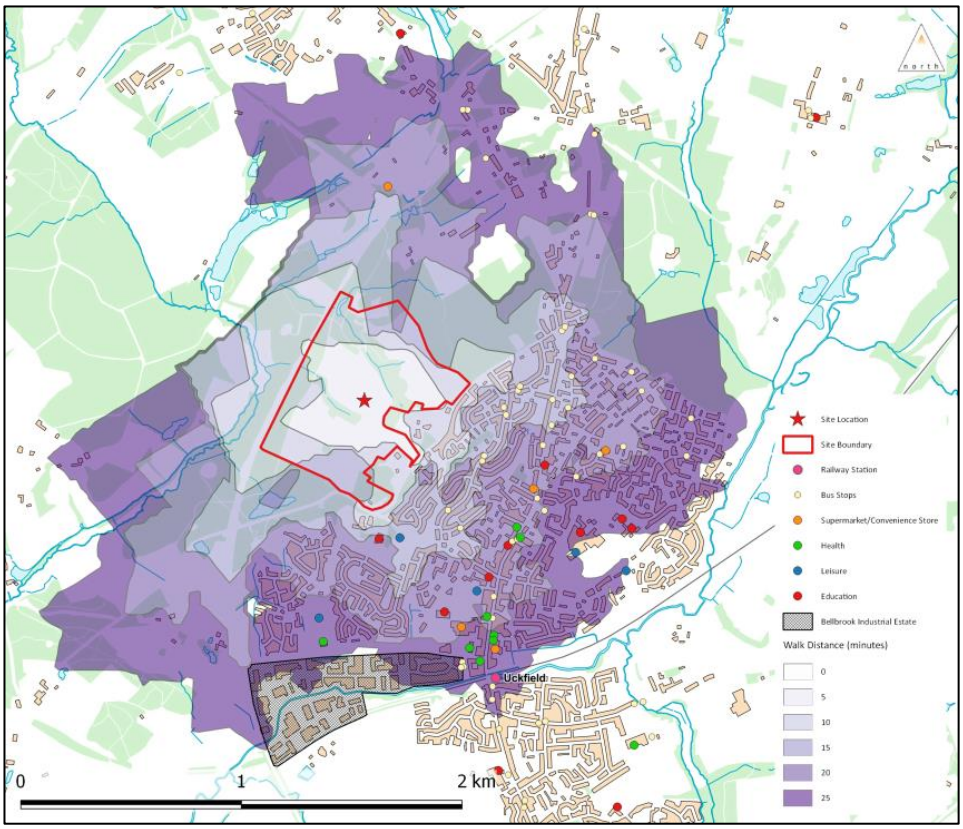


Figure 3.3 - Walk Isochrones

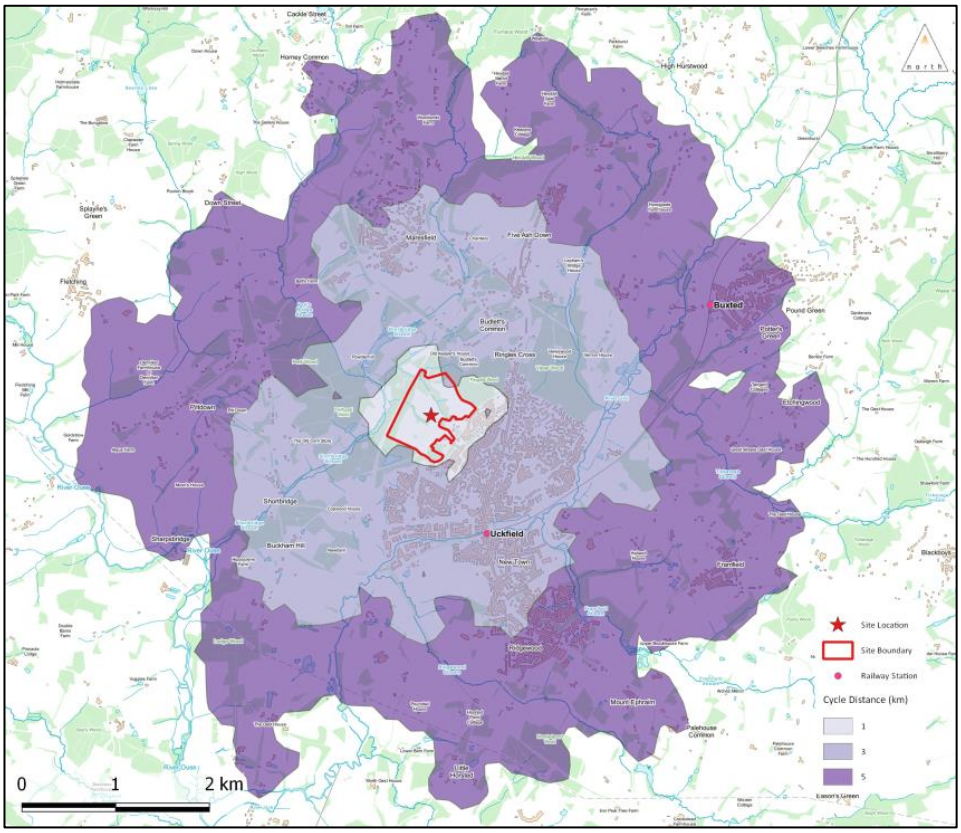


Figure 3.4 - Cycle Isochrones

3.9 To consider the quality of existing pedestrian and cycle routes between the site and core amenities within 2 kilometres, a non-motorised users (NMU) audit was completed. The key desire lines for pedestrians and cyclists were between the site and Uckfield town centre and railway station to the south, as well as other employment, educational, health and recreational/leisure amenities. As such, the audit reviewed several routes between the site and the town centre, railway station, Bellbrook Industrial Estate and Meads Medical Centre and Uckfield College and Leisure Centre. This NMU audit is included within the Transport Assessment submitted as part of the planning application.

3.10 The audit has also been used to develop the sustainable transport strategy (section 5) in terms of provision of new and improvements to existing pedestrian and cycle routes to existing local services and facilities to ensure continuous pedestrian and cycle routes are provided. Any suggested enhancement works have been made in reference to the Uckfield LCWIP introduced in section 2.

3.11 There are also a number of public rights of way (PRoW) in the vicinity of the site, including:

- Footpath (Uckfield 1) running along the eastern boundary/through the site between Snatts Road and the A22 and continuing north towards Maresfield (Maresfield 66a, 67a, 72 80); and
- Footpath (Uckfield 3a/b) between Downland Copse and The Drive (considered in the NMU audit).

3.12 There are further recreational routes to the south of the site in the vicinity of Lake Wood and West Park Nature Reserve, managed by The Woodland Trust.

3.13 There are no existing cycle routes within the immediate vicinity of the site and so cyclists would likely use the existing road network, although it is acknowledged that the topography of routes to the east include a general downhill gradient towards the town. The roads to the west and south (namely the A22 and Bellfarm Road) are generally flat. There is a shared pedestrian/cycle route along a section of Bellfarm Road, and advance stop lines at the Church Road junction with the High Street in the town centre. The town centre is also subject to a 20 mph speed limit, which provides a slower speed environment.

Bus

3.14 The nearest bus stops to the site are located within the residential area to the south-east of the site, as shown on Figure 3.3. These stops are circa 650 metres 'as the crow flies' from the centre of the site and approximately 1 kilometre by existing pedestrian routes described earlier in this section (as well as new links into/through the site). Stops within the residential estate include simple flag and post stops with timetable information. Additional stops are available on London Road, close to the junction with Snatts Road (known as 'Ringles Cross'). London Road bus stops are provided with timetable information, the southbound stop includes a bus shelter and seating, whilst the northbound stop is provided with a bench. The stops through the residential estate are served by route 248/249, with a greater number of services available from the London Road stops. Local bus services available at these stops are summarised at Table 3.2, based on information available online (ESCC, Traveline and bus operator websites).

Service	Destinations Served	Approximate Frequency		
		Monday - Friday	Saturday	Sunday
28/29	Brighton – Lewes – Uckfield – Crowborough – Tunbridge Wells	Hourly	Hourly	Hourly
31/31A	Uckfield – Newick – North Chailey – Haywards Heath – Cuckfield	Every 1-2 hours	Every 2 hours	No service
121	Lewes - Newick	One outbound, one inbound service	No Service	No Service
246	Uckfield – Maresfiled - Chelwood Gate – Sheffield Park – Fletching – Uckfield	One service each direction on Thursdays	No Service	No service
248	Uckfield – Buxted – Hadlow Down	Two services each direction (not Tuesday/Thursday)	No Service	No service
249	Uckfield – Buxted – Crowborough		No Service	No service
261	Uckfield – East Grinstead	Every 2 hours	No Service	No service
262	Hartfield – Nutley – Uckfield – Heathfield	No Service	Every 2 hours (daytime)	No service

Table 3.2 – Local Bus Services

3.15 Only one bus service (29X) travels along the A22 and stops at Uckfield bus station, providing connections between Brighton and Tunbridge Wells. However, the route operates a limited frequency (one Brighton-bound service in the morning and one Tunbridge Wells-bound service in the evening on weekdays, with the evening service also operating on Saturdays).

Rail

3.16 The nearest railway station to the site is in the town centre (Uckfield), approximately 1.6 kilometres to the south-east of the site via Rocks Road/Church Street or Rocks Road/Rocks Park Road (including the proposed routes through the site). The location of the railway station in relation to the site is shown on Figures 3.3 & 3.4.

3.17 The station forms part of the Southern network and benefits from regular services to London Bridge and Oxted, as well as East Croydon, Crowborough and Edenbridge. The station benefits from 20 cycle parking spaces to the front and rear of the ticket office and chargeable parking. The table below summarises rail services available from Uckfield station.

Service	Destinations	Approximate Frequency		
		Morning Peak	Afternoon Peak	Daytime
London Bridge	Uckfield – Buxted – Crowborough – Eridge – Ashurst (Kent) – Codwen (Kent) – Hever – Edenbridge Town – Hurst Green – Oxted – East Croydon – London Bridge	Hourly	Hourly	Hourly

Table 3.3 – Local Rail Services

Access to Local Amenities

3.18 The site is located within 1.1 kilometres of Uckfield town centre (via Rocks Road/Church Street), which provides a range of local services and facilities, including a selection of places to eat and drink, shops and banks.

3.19 The 'walk isochrones' plan (Figure 3.3) included earlier in this section identifies the proximity of the site to key local services, including education, shops, leisure and health facilities, for example, as well as public transport (Uckfield railway station and nearby bus stops). Access to these amenities will be achieved for pedestrians and cyclists through provision of new routes through the site connecting to existing routes/networks, as described in section 5. The distances referenced below therefore include these new routes and are measured from the centre of the site.

3.20 The nearest medical centre is located off Bellfarm Road to the south (Meads Medical Centre) approximately 1.5 kilometres via Rocks Park Road/Bellfarm Road. Bellbrook Industrial Estate, providing employment opportunities is located to the south of Bellfarm Road. There are also several schools within 2 kilometres of the site: Rocks Park Primary (circa 1 kilometre), Holy Cross CE Primary (circa 1.1 kilometres), Manor Primary and Uckfield College (circa 1.8 kilometres) - a comprehensive school for children aged between 11 and 18. Uckfield Leisure Centre is located to the south of Uckfield College and includes a pool with sports pitches, a hall and fitness studios.

4.0 Proposed Development

Overview

4.0 The proposals that are subject to the outline planning application consist of development of up to 424 dwellings (including circa 35% affordable units). Vehicular access to the site is proposed from the A22, which also provides pedestrian and cycle links into the development. Further pedestrian and cycle links are proposed to Rocks Road and Snatts Road. The illustrative masterplan is included at **Appendix A**.

4.1 A full planning application has also been submitted in relation to the proposed Suitable Alternative Natural Greenspace (SANG) provision associated with the residential development proposals.

4.2 The remainder of this section provides information on the proposed access, parking and servicing arrangements and the next section sets out information on the proposed sustainable transport strategy.

Access Strategy

4.3 Access to the proposed development will be via creation of a new roundabout junction on the A22, serving drivers, cyclists and pedestrians, in addition to pedestrian and cyclist accesses from Snatts Road and Rocks Road. Further information on the proposed foot/cycle route and wider access arrangements for more active and sustainable forms of travel is set out in the next section.

4.4 An emergency access has also been provided, with use of this access controlled by removable barrier/bollard (or similar), appropriately secured to prevent use by unauthorised vehicles. Should it be desirable, it is considered the access could also be used by the proposed community minibus, details of which are outlined in the next section.

4.5 Pedestrian and cyclist access to the site is proposed via the main access off the A22 (as described above), as well as along Rocks Road and Snatts Road, as illustrated on the plans in **Appendix A**. These links have been designed to connect to existing networks and take account of the NMU audit to ensure continuous links between the site and nearby amenities. The sustainable transport strategy presented in the next section of this report provides further information on these proposed connections.

4.6 The proposals also include creation of a new vehicular access to Snatts Road to serve a small parking area associated with the strategic SANG.

Parking Provision & Arrangements

Cycle Parking

4.7 It is intended that cycle parking will be provided in accordance with local guidance, on the basis that appropriate space can be supplied within the curtilage of each dwelling, such as in garages or rear garden stores/sheds. Provision for cycle parking can be secured through an appropriate planning condition.

Car Parking

4.8 As with cycle parking, it is intended that car parking will also be provided in accordance with local guidance. The final quantum and mix of allocated/unallocated car parking will be determined through a reserved matters application.

4.9 In terms of provision for electric vehicle charging it is intended that each dwelling with on plot parking will benefit from an electric vehicle charging point in line with ESCC guidance.

Servicing Strategy

4.10 The illustrative masterplan layout has been designed to cater for service and delivery vehicles likely to access the site on a regular basis.

5.0 Sustainable Transport Strategy

Overview

5.0 Uckfield provides a good range of local amenities, a railway station, as well as employment and leisure opportunities, as described in section 3. The proposed sustainable transport links between the site and town, to assist future residents in making more active and sustainable transport choices, are set out in this strategy.

5.1 This strategy has been developed having regard to the non-motorised user (NMU) audit, which provides a review of several pedestrian and cycle route options between the site and core amenities within 2 kilometres (including the town centre and railway station). It also considers existing access to bus services in terms of the location of existing bus stops and maximum walk-distances.

5.2 In this regard, the NMU audit has been used to provide pedestrian and cyclist connections between the site and the surrounding area by informing the provision of new connections, and identifying potential enhancement works to existing pedestrian and cyclist routes. Any suggested enhancement works have been made with reference to the Uckfield Local Cycling and Walking Improvement Programme (LCWIP).

5.3 The diagram at Figure 5.1 illustrates the proposed sustainable transport strategy related to the proposed development of the site.

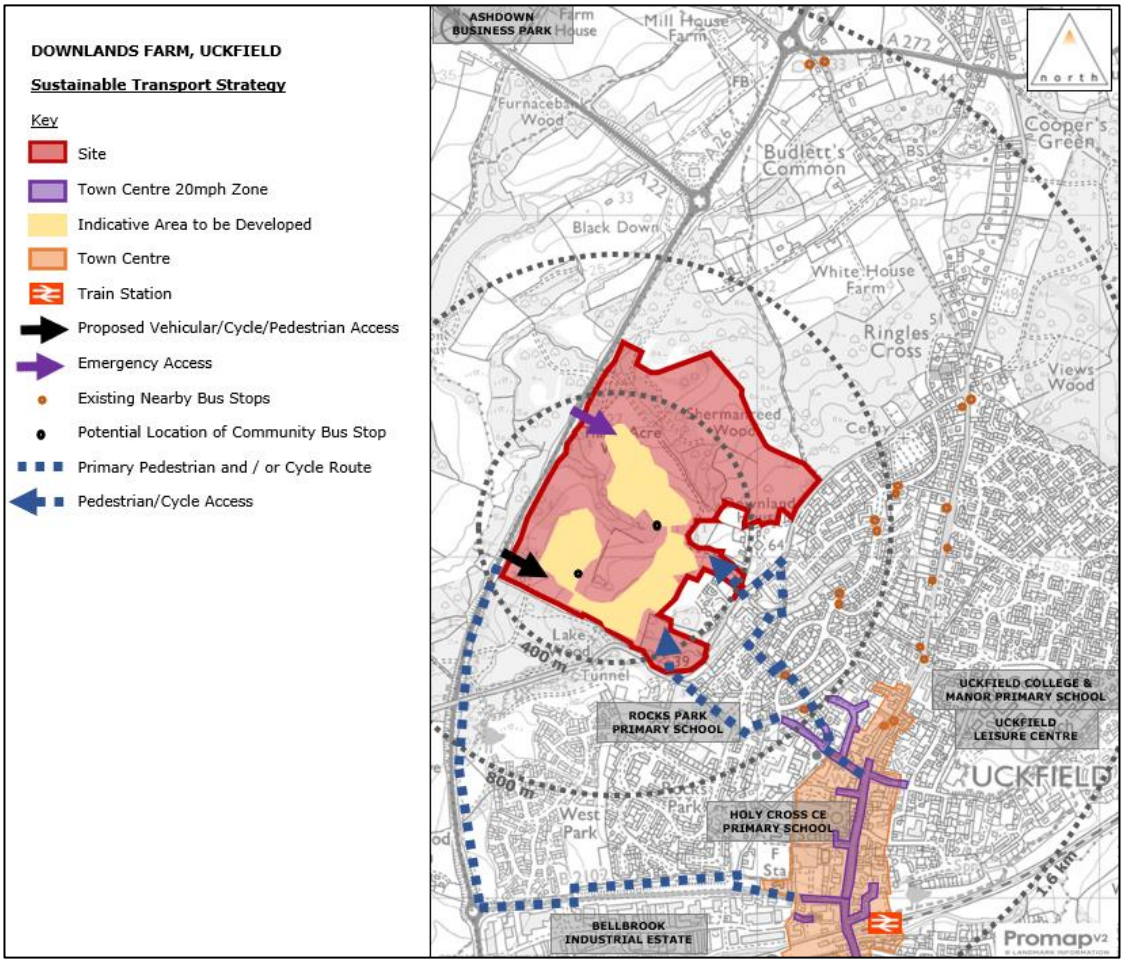


Figure 5.1 - Sustainable Transport Strategy

Walking & Cycling

5.4 As already identified, it is recognised that existing site-related provision for pedestrians and cyclists is limited reflecting the undeveloped nature of the site. Pedestrian and cyclist access to the site is proposed via the main access off the A22, Rocks Road and Snatts Road, as shown on the illustrative masterplan strategy in **Appendix A**.

5.5 The approach to supporting active modes of travel seeks to provide several options for future residents, depending on their location within the development, level of mobility and destination. The strategy seeks to integrate the site with the wider area by providing new and enhancing existing pedestrian routes, as well as creating pedestrian/cyclist connections to Rocks Road and Snatts Road, and a new strategic link for pedestrians and cyclists along the A22 and Bellfarm Road. These links have been designed to take account of issues identified within the NMU audit to ensure continuous links between the site and nearby amenities. In this regard, the NMU audit identified the following key issues to be addressed:

- gaps and narrow sections of footway along existing pedestrian and/or cyclist routes between the site and the town, railway station and industrial estate;
- poor, or no crossing provision on desire lines between the site and core destinations that are suitable for intended user groups;
- short sections of existing routes with steep gradients, overgrown paths and unmade surfacing; and
- poor pedestrian and cyclist priority on the approaches to the town.

5.6 To address these issues the NMU audit recommends a series of improvements, focusing on enhancing the most direct and common routes between the site and the identified core destinations. It is important to note there may be several design solutions to address the identified points. In summary, the recommended works include:

- provision of new pedestrian and/or cycle infrastructure to connect the site to existing networks (e.g. along Rocks Road, Snatts Road and the proposed vehicular access off the A22) where there is no existing provision;
- installation of appropriate crossing facilities for pedestrians and/or cyclists on Rocks Road (to aid connections to the town, railway station, and industrial estate), Snatts Road (to link to existing footways/paths), London Road (to assist movements towards Uckfield college and leisure centre) and Bellfarm Road (to enhance provision to the industrial estate);
- replacement of existing steps at the end of Downland Copse (along footpath 3a) and surfacing of public footpath between steps and Hunters Way;
- widening existing pedestrian/cycle routes where currently not suitable for intended user groups (e.g. along sections of Rocks Road, Church Street, and the existing foot/cycle path along Bellfarm Road);
- installing measures to reduce vehicle speeds on the approach to the town and enhance pedestrian and cycle priority at junctions;
- installation of suitable signage along existing public footpaths to core destinations; and
- ensuring appropriate lighting of any new connections/routes.

5.7 Drawings provided as an Appendix to the Transport Assessment outline a series of proposed off-site highway works, which seek to address the issues and recommendations identified in the NMU audit. The proposed works are all deliverable within the public highway or land forming part of the application site. It is anticipated that the works related to direct access to the site and connecting to existing pedestrian/cycle networks will be completed under a Section 278 Agreement.

5.8 The wider off-site highway works could either be secured under the same agreement, or a contribution could be secured as part of any planning permission granted, to be used by WDC or ESCC towards any pedestrian/cycle improvements planned to enhance routes to the town centre and other amenities, such as those outlined in the LCWIP. As such, it is considered appropriate mitigation works can be secured by appropriate legal mechanism to deliver enhanced walking and cycling provision to support development of the site.

5.9 The residential estate south-east of the site includes good quality, lit footways and a network of pedestrian routes (including alleyways and shared surfaces) that provide numerous links for pedestrians to the town, existing bus stops and other local amenities. The residential roads through this estate are also considered suitable for cyclists travelling to/from the town.

Bus

5.10 It is recognised that existing bus stops are outside the walk distance of 400 metres referred to in CIHT guidance. Whilst there are several existing bus services local to the site, these serve existing communities south-east of the site and there are no existing services stopping on the A22. As such, it is not considered appropriate or desirable to divert existing services through the site, in view of the proposed site access arrangements. As part of the sustainable transport strategy therefore, a new community bus service is proposed to serve the development, providing connections to the rail station, local employment, schools and the town, for example.

5.11 It is envisaged that the route will be informed by the residents, in liaison with ESCC and the bus operator, following occupation of the development to ensure that it is an attractive option that meets the needs of residents. At this stage it is anticipated that the route would include a core service, supplemented by additional school services at the beginning and end of the school day serving Bellbrook Industrial Estate, Uckfield railway station, the town centre, Uckfield College (including Leisure Centre and Manor Primary School), Rocks Park Primary School, Holy Cross Primary School and Ashdown Business Park.

5.12 The timetable would also be determined in liaison with the residents and ESCC. It is intended that a core service would operate approximately every 30 minutes during peak travel times Monday to Friday (e.g. 06:30 to 10:30 and 15:30 to 19:30 hours). The timetable would be scheduled to enable the service to be utilised for commuter trips and co-ordinate with train services to London Bridge and Oxted, where possible. Services between the peak travel periods could run at hourly intervals, subject to demand. Similarly, an hourly service could operate on Saturdays. In relation to the school service, it is anticipated that this would operate at the beginning and end of the school day to co-ordinate with school start and finish times.

5.13 A technical note setting out more information on how a community bus service would be operated, managed and funded, picking up the feedback received at pre-application stage, is included in the Transport Assessment. The note considers estimated demand for the service, potential routeing and frequency, as well as areas for picking-up/setting down passengers and turning, where appropriate. It is anticipated that provision of the community bus service could be secured through appropriate planning obligation.

Rail

5.14 Uckfield railway station forms part of the Southern network that provides regular services to London Bridge via Oxted. The station has cycle storage and car parking facilities.

5.15 It is intended that rail journeys be used as part of a linked trip, the station being accessed on foot, by cycle or by bus (as outlined above), through delivery of suitable connections to the railway station as part of the sustainable transport strategy.

5.16 Uckfield railway station is located within 1.6 kilometres of the centre of the site via Rocks Road/Church Street or Rocks Park Road, and 2.7 kilometres via the proposed strategic pedestrian/cyclist link along the A22/Bellfarm Road. The station is therefore within the distance recognised in Manual for Streets (MfS) as being suitable for access on foot (up to 2 kilometres), and as being suitable for access by cycle, as per CIHT guidance that identifies the cycle as a potential mode of transport for destinations up to around 8 kilometres away. It is also proposed that the community bus service will provide regular services to the railway station during peak travel periods.

Encouraging Sustainable Travel Choices

5.17 This residential Framework Travel Plan, which forms part of the planning application, brings together the infrastructure measures proposed as part of the development (e.g. cycle parking, pedestrian/cyclist route enhancements, provision of community shuttle bus) along with a number of softer measures (including provision of Travel Information Packs) and outlines an action plan for implementation and monitoring the effectiveness of the Plan against objectives and targets.

5.18 It is anticipated that a Full Travel Plan will be secured by suitably worded planning condition and be subject to regular monitoring and review. A Travel Plan Co-ordinator will be appointed to implement the measures set out in the Plan and complete the monitoring programme in liaison with ESCC to achieve the objectives and final targets set out in the approved Full Travel Plan.

6.0 Management

6.0 Prior to occupation a Travel Plan Co-ordinator (TPC) will be appointed and funded by the developer (and/or their successor in title) to oversee the management, development, implementation, monitoring and review of the Travel Plan.

6.1 Contact details for the TPC will be provided to WDC and/or ESCC when the TPC is appointed and updated upon any subsequent transfer of the role.

6.2 The appointed TPC will carry out the following activities during the lifetime of the Travel Plan:

- administer documentation relating to the Travel Plan;
- be a point of contact for the incoming residents regarding travel-related matters;
- manage the Plan monitoring, reviewing and reporting programme by organising travel surveys, analysing the results, using the results to the review the Travel Plan, and supplying this information to ESCC in Monitoring Reports; and
- liaise with ESCC regarding approval of each Monitoring Report, and sign-off of the final Report thereby concluding the Travel Plan process.

7.0 Targets

7.0 As set out in the Policy & Objectives section of this Framework Travel Plan, five objectives have been set for achievement through delivery of this Plan derived from local and national policy ambitions.

7.1 These objectives will be met through inclusion of information in the Travel Information Pack (TIP), which will be provided to all new households alongside the homeowner literature they will receive prior to occupation. As recommended in ESCC Travel Plan Guidance, the way the stated Plan objectives will be achieved is set out at Table 7.1 in the context of the applicable timescale.

Objective	Target	Timescale
Promote the health benefits of active travel i.e. walking, running and cycling, in order to increase the use of these active and sustainable modes.	Include details in Travel Information Pack	Supplied to homeowners prior to/upon occupation
Promote more efficient and 'cleaner' forms of car travel i.e. 'cleaner' fuel vehicles (electric and hybrid vehicles) and sharing resources through, for instance, carpools, car clubs and lift-sharing.		
Promote a reduction in the need to travel, where possible i.e. working at or from home, linking trips, and shopping online for groceries.		
Support social cohesion and people's sense of community through promoting personal interaction for the purpose of functional and/or leisure travel i.e. 'buddy groups' for walkers, runners and cyclists.		
Raise site occupants' awareness of opportunities to adopt active and/or sustainable travel i.e. through provision of information.		

Table 7.1 - Action Target

7.2 Appropriate modal split targets will be developed through agreement with ESCC as part of preparation of a full Travel Plan, which is expected to be secured by appropriate planning condition.

7.3 It is anticipated targets will be based on site-specific data collected via a baseline survey, the methodology for which is set out at Section 9 of this TP.

8.0 Measures

8.0 The measures detailed here through which the full and final Travel Plan will be implemented are appropriate for the target audience comprising future occupants of the residential development. In summary, these measures consist of physical infrastructure, management, information provision, monitoring, review and reporting.

Physical infrastructure

Permeability for Active Travel Modes

8.1 The development has been designed to provide permeability for pedestrians and cyclists throughout the site, as well as connecting with local networks for walking and cycling.

8.2 As detailed already in this Framework Travel Plan, the sustainable transport strategy for the site has been designed to deliver the following improvements:

- a pedestrian and cyclist connection to Rocks Road, with enhancements to provision for pedestrians along Rocks Road and Church Street to the town centre;
- a new strategic link for pedestrians and cyclists along the A22 Uckfield Bypass and Bellfarm Road, as well as enhancements to the existing provision for pedestrians and cyclists along Bellfarm Road;
- integration of the proposed Snatts Road pedestrian and cyclist access to the site into the existing footway network in the form of a new section of footway and pedestrian crossing point comprising dropped kerbs and tactile paving; and
- improvement of the existing steps through woodland on the footpath between Downland Copse and Hunters Way, in the form of rebuilding the steps with a more gradual rise and a landing area part way along to ease the ascent/descent.

Provision for Public Transport

8.3 The sustainable transport strategy comprises provision of a new community bus service to serve the development, providing connections to Bellbrook Industrial Estate, Uckfield railway station, the town centre, Uckfield College (including Leisure Centre and Manor Primary School), Rocks Park Primary School and Ashdown Business Park.

Cycle and Car Parking

8.4 The on-site parking strategy will provide cycle and car parking spaces, including electric vehicle charging points, in line with local guidance.

Infrastructure for Car Club

8.5 It is envisaged that a car club will be located at the site, with a dedicated space including electric vehicle charging capability located in a prominent position. This would be available for a car club operator to site a vehicle within the development, should it be considered there is sufficient demand in this location. It is understood Enterprise and Co-Wheels operate in/around this area.

Management

Travel Plan Co-ordinator

8.6 Prior to occupation a Travel Plan Co-ordinator (TPC) will be appointed to deliver the responsibilities set out in the 'Management' section of this Plan.

Information Provision

Travel Information Pack

8.7 The appointed TPC will produce a Travel Information Pack (TIP) for site residents, the content of which is anticipated to be agreed in liaison with ESCC, and could include for example:

- contact details for the appointed Travel Plan Co-ordinator;
- promotion of residents' opportunities to get actively involved in the Travel Plan programme through participating in the travel surveys and engaging with their TPC;
- details of the on-site parking provision for cycles and cars;
- the health benefits of active travel;
- the nature and location of local amenities;
- opportunities to access local amenities using active and/or sustainable modes;
- details of the community bus service serving the development;
- the locations and types of local public transport interchanges;
- the operators of, services from, and facilities available at those public transport interchanges;
- details of local car club provision;
- details of any other available community transport services;
- for those working at and/or with school-age children, encouragement to ascertain and adopt the active and/or sustainable travel measures in place at the school(s);
- details of organisations working in the active and/or sustainable travel arena (e.g. Sustrans; Living Streets; CoMo; Healthy Air; etc.);
- promotion of the Easit network through which the following incentives are available via employers:
  - discounts for rail and bus travel;
  - discounts for the purchase of cycles, mopeds and equipment (Halfords; Electric Bikes Sussex; EcoMove Smart Electric Mopeds);
  - loan bikes, including folding and electric versions;
  - access to the ESCC car share database that is part of www.liftshare.com;
  - free membership of Co-Wheels Car Club;
  - savings and free driving credit with Enterprise Car Club;
  - discounted electric vehicle charging points;
  - use of the 'Cycle to Work' scheme for the purchase of tax-free cycles and related equipment;
  - meetings of the Easit network membership to collaborate and support each other; and
  - promotional and marketing material.

  (https://www.easit.org.uk/network/easitEAST%20SUSSEX-6)
- East Sussex County Council's 'Active Access for Growth' programme covering workplaces, education and training facilities, and healthy communities

(https://www.eastsussex.gov.uk/roadsandtransport/localtransportplan/activeaccess/active-access-for-growth/);

- promotion of and encouragement to participate in local, regional and national events relating to active and/or sustainable travel, alongside details of the organisations delivering such events;
- journey planning tools;
- responsible sharing of highway space by all users;
- ways in which to reduce the need to travel (i.e. home delivery; working from home; linking trips);
- explore provision of free supermarket delivery vouchers, if appropriate;
- reference to the more efficient form of car use through lift-sharing, alongside reference to the local part of the national www.liftshare.com service, liftshare.com/uk/community/eastsussexcarshare;
- considerations involved in the purchase and use of electric cars, mopeds and cycles;
- details of companies selling cargo-bikes, tricycles, recumbents cycles and hand-operated cycles;
- the Government's 'Cycle to Work' scheme for the purchase of tax-free cycles and related equipment;
- reference to local walking and cycling groups; and
- mapping of local walking and cycling routes.

8.8 The first household occupying each residential unit will be provided with a TIP. In line with the phased construction and occupation of the development, the TIP will be reviewed, updated as necessary and re-issued to each phase of occupying households. The TIP will also be made available on the development-specific sales website.

8.9 The Sales Team will be briefed so they can actively promote travel-related features of the development to prospective residents:

- the fact that there is a Travel Plan programme in place;
- the ways in which that benefits residents;
- residents' opportunities to get involved in the Travel Plan programme; and
- the existence of a Travel Plan Co-ordinator (TPC) and how the TPC can support residents with their travel-related queries once they have moved in.

Monitoring, Reviewing and Reporting

8.10 A monitoring, reviewing and reporting programme will be operated by the Travel Plan Co-ordinator, that programme being detailed in full later in this Framework Travel Plan.

Remedial Measures

8.11 The need for remedial measures will be considered throughout the monitoring programme, as indicated by progress being made towards achieving the targets. If it is determined that remedial measures are needed this will be discussed and agreed with ESCC at that time. It may be, for instance, that an extended period of monitoring is required.

9.0 Monitoring, Reviewing & Reporting

Overview

9.0 In order to track implementation of the Plan measures, to collect travel survey data, and to undertake a review of progress towards achievement of the Plan targets, a monitoring, reviewing and reporting programme will be implemented.

9.1 This programme of collecting site-specific travel data will begin whilst the site is being occupied and conclude five years later.

9.2 The monitoring programme will be undertaken to ensure that:

- progress can be tracked towards achieving the targeted reduction in single-occupancy vehicle usage, with the commensurate increase in use of active and/or sustainable modes;
- the Travel Plan implementation measures can be reviewed and tailored accordingly; and
- use of the site-related facilities can be recorded and assessed.

9.3 The Travel Plan Co-ordinator will manage and administer the monitoring programme as funded by the developer, their appointed representative, or their successor in title.

Monitor

9.4 As required in ESCC guidance, monitoring will be compliant with the Standard Assessment Methodology (SAM) devised by TRICS (Trip Rate Information Computer System). (trics.org/sam_process.aspx).

9.5 A site audit will be undertaken as part of the SAM survey to inform description of the site in terms of its operation, layout, facilities, etc.

9.6 Site-specific travel data will be collected at 75% occupancy, and then on the first, third and fifth anniversaries of that initial survey.

Review

9.7 After each round of monitoring, the data will be used to:

- inform consideration of progress towards achieving the Plan targets;
- review the Travel Plan measures to retain and/or enhance those that are positively supporting active and/or sustainable travel, and to amend or abandon those that are not, with suitable measures being substituted as appropriate; and
- review the Travel Plan Action Plan in light of the above information.

Report

9.8 The survey data, content of the Plan review, revised targets and an updated Action Plan will be set out in a Monitoring Report.

9.9 Monitoring Reports will be submitted to the Council within 1 month of receipt of the survey data, for approval by the Council within 1 month of receipt of the Report.

10.0 Action Plan

10.0 A summary of the Plan measures is provided in the Action Plan at Table 10.1 below alongside the party/ies responsible in each instance, and an indicative timeline.

Action	Party/ies Responsible	Indicative Timeline
Produce Full Travel Plan	Developer	Secured as planning condition/submitted with reserved matters application
Provide on-site travel facilities: Cycle parking Car parking including electric vehicle charging points	Developer	During construction
Appoint Travel Plan Co-ordinator		Prior to occupation
Provide off-site travel facilities: Active travel improvements Community bus service		
Produce Travel Information Pack	Travel Plan Co-ordinator	
Issue Travel Information Pack	Developer	Upon occupation
Arrange initial travel survey	Travel Plan Co-ordinator	At 75% occupation
Use survey data to review Travel Plan		Within 1 month of receiving the survey data
Produce & submit Monitoring Report		
Approve Monitoring Report	East Sussex County Council	Within 1 month of receiving the Report
Arrange anniversary travel surveys	Travel Plan Co-ordinator	On 1st, 3rd & 5th anniversaries of initial survey
Use survey data to review Travel Plan		Within 1 month of receiving the survey data
Produce & submit Monitoring Report		
Approve Monitoring Report	East Sussex County Council	Within 1 month of receiving the Report
Secure approval and final sign-off of Travel Plan process		

Table 10.1 - Action Plan

Appendix A

Illustrative Masterplan

Site

DOWNLANDS FARM, UCKFIELD

Drawing

Illustrative masterplan

Scale

1:2000@A1

Date

28.04.22

Drawing ref 1309.**02**

KEY

- Site boundary
- Woodland park incorporating SANG
- Amenity open space
- Community Orchard / amenity space
- Potential location for Natural Childrens Play Area
- Indicative landscape planting / ecology links
- SuDS
- P — Parking for SANG / open space
- Informal recreational footpath
- Proposed vehicular access
- Emergency access / bus only
- Strategic pedestrian / cycle route
- Strategic pedestrian route

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