



Land at Bird in Eye Farm
South of Bird in Eye Hill
Uckfield

FRAMEWORK TRAVEL PLAN

On behalf of
Croudace Homes Limited and
Mr & Mrs Berry

Croudace
HOMES.CO.UK



ITR/MT/5330/FTP.3

April 2021

Experience and expertise working together

EXECUTIVE SUMMARY

Bellamy Roberts LLP has been instructed by Croudace Homes Limited and Mr & Mrs Berry to prepare a Framework Travel Plan (FTP) in support of an outline planning application for up to 290 dwellings on land at Bird in Eye Farm, South of Bird in Eye Hill, Uckfield.

The site is located on land to the south of Bird in Eye Hill (B2102), approximately 1.2km walking distance east of Uckfield town centre.

The Travel Plan has been prepared in accordance with the East Sussex guidance document 'Travel Plans for Development' which states that *"Travel Plans are a long-term strategy for managing access to a development. They focus on promoting access by sustainable modes in particular reducing the impacts of car travel. An effective Travel Plan can:*

- *reduce traffic congestion;*
- *increase accessibility by all transport modes to services, jobs and education;*
- *reduce energy consumption;*
- *reduce carbon emissions and air pollution;*
- *encourage active, healthy lifestyles;*
- *better manage car parking pressures;*
- *improve road safety;*
- *reduce the need for new development to increase existing road capacity or provide new roads; and*
- *switch investment from parking and roads infrastructure to economic growth and the environment".*

The site is accessible via a range of sustainable travel modes, including walking; cycling, bus; and rail. The scale of the proposed development has provided the opportunity for improving the existing bus services. In partnership with Compass Travel, additional weekday and weekend services to/from Uckfield will be provided.

The Framework Travel Plan has set a target reduction in single occupancy car travel of 10% and this will be achieved from increases in sustainable modes of travel. The measures proposed to facilitate this target reduction are set out in this document.

CONTENTS

1.0	INTRODUCTION	1
2.0	SUSTAINABLE TRANSPORT CONNECTIONS	2
3.0	OBJECTIVES	11
4.0	TARGETS	11
5.0	TRAVEL PLAN MANAGEMENT	15
6.0	TRAVEL PLAN MEASURES	15

APPENDICES

Appendix 1	Site Location Plan (5330/301 Rev. A)
Appendix 2	Public Rights of Way Plan (5261/304 Rev. B)
Appendix 3	Pedestrian and Cycle Isochrone Plans (5330/302 Rev. C & 303 Rev. B)
Appendix 4	Summary of Existing Bus Services (5330/305 Rev. C)
Appendix 5	2011 Method of Travel to Work Census Data
Appendix 6	Sample Residential Travel Questionnaire
Appendix 7	Example Travel Plan Welcome Pack
Appendix 8	Proposed Bus Service Improvements
Appendix 9	Co-Wheels Car Club Proposal

QUALITY MANAGEMENT

Report Issue No.	Status	Date	Author	Authorised
ITR/MT/5330/FTP.1	Draft	27.04.20	MT	ITR
ITR/MT/5330/FTP.2	2 nd Draft	06.04.21	MT	ITR
ITR/MT/5330/FTP.3	Final Issue	28.04.21	MT	ITR

1.0 INTRODUCTION

- 1.1 Bellamy Roberts LLP has been instructed by Croudace Homes Limited and Mr & Mrs Berry to prepare a Framework Travel Plan (FTP) in support of an outline planning application for up to 290 dwellings on land at Bird in Eye Farm, South of Bird in Eye Hill, Uckfield.
- 1.2 The site is located on land to the south of Bird in Eye Hill (B2102), approximately 1.2km walking distance east of Uckfield town centre. A site location plan is provided at **Appendix 1**.
- 1.3 The application site currently comprises Bird in Eye Farm which provides a variety of workshops, storage units, offices and livery uses, accessed from Bird in Eye Hill. The farm is to remain and no changes to this use are proposed, albeit improvements are proposed at the site access to serve the proposed development.
- 1.4 This Report will outline the objectives of the FTP which are ultimately to reduce the number of single occupancy car trips and promote the use of more sustainable modes of travel. The aim being to sustain those vehicle trip rates outlined in the Transport Assessment (TA).
- 1.5 The measures that are to be introduced in order to achieve this target are detailed in this document, along with a timeframe for the implementation of the various measures.
- 1.6 A Travel Plan Co-ordinator (TPC) shall be appointed to provide ongoing management for the FTP. The TPC will be supported by the Residents Association who will meet regularly to discuss the progress of the FTP. Once appointed, the identity of the TPC and their contract details will be made known to East Sussex County Council before first occupation of the site. The TPC will be in place three months before first occupation of the site.

- 1.7 This FTP has been prepared in accordance with the current East Sussex County Council Guidance and complies with the requirements set out in the National Planning Policy Framework (NPPF), which states that all developments that generate a significant amount of vehicle movements shall be required to provide a Travel Plan.

2.0 SUSTAINABLE TRANSPORT CONNECTIONS

- 2.1 This section of the report considers the accessibility of the site, and in particular the sustainable transport connections.

Walking & Cycling

- 2.2 It is recognised that walking is the most important mode at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The site is within a 1.2km radius of Uckfield centre and therefore ideally located to walk, giving residents and visitors the realistic option of using this alternative mode of transport.
- 2.3 Summarised at Figure 1 are the results of the 2018 National Travel Survey of England, which reveals that the majority (80%) of journeys under one mile (1.6km) are undertaken on foot. The data also shows that 15% of journeys between 1 and 5 miles (1.6 to 8km) will likely be undertaken on foot also.

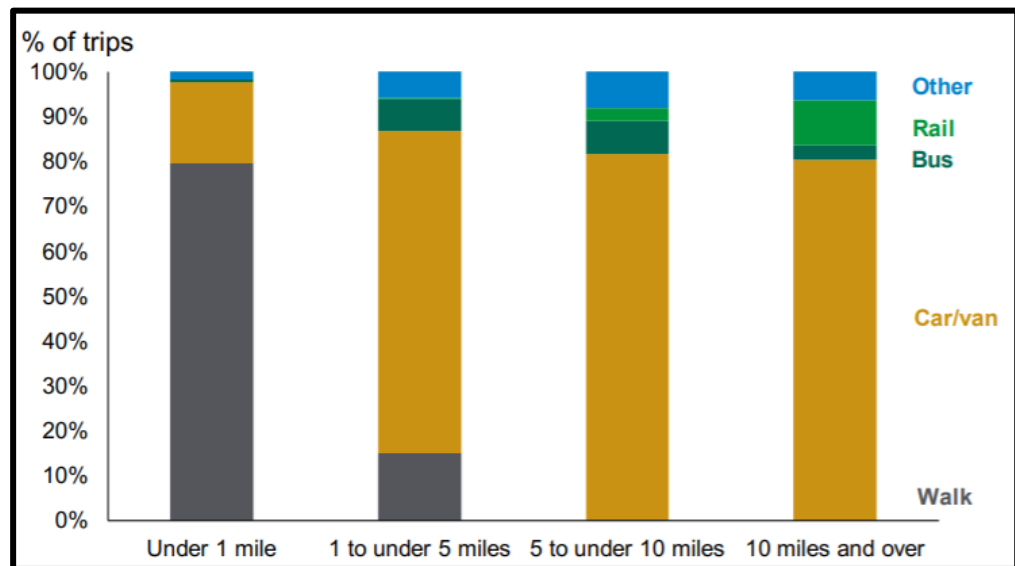


Figure 1: National Travel Survey, England 2018

2.4 The 1.6km distance (1 mile) is referenced in the published Chartered Institute of Highways and Transportation (CIHT) guidance “Planning for Walking” 2015, which states:

“Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive”.

2.5 As such, providing new homes on the application site, within 1.2km of the facilities available within Uckfield would provide a realistic opportunity for trips to be made on foot. The quoted distance of one mile (1.6km) is not the maximum that people are prepared to walk, not that development must be located within one mile of everything. It is evidence from the National Travel Survey (NTS) data that approximately 15% of journeys between 1 to 5 miles (1.6km to 8km) are undertaken on foot.

2.6 The current footway is present along the southern side of Bird in Eye Hill and terminates approximately 360m west of the existing vehicular site access. At this

location, it is proposed that a dedicated pedestrian/cycle access is provided from the application site to tie into the existing footway network. The proposed extension to the 30mph speed limit (recommended and supported by the CHA) will include this section of footway thereby enhancing this route and providing a safer and more attractive route for pedestrians and cyclists.

- 2.7 Along the northern side of Bird in Eye Hill/Framfield Road a footway runs from the town centre and terminates at a point close to the hospital access, approximately 475m west of the existing vehicular access to the application site.
- 2.8 The existing footway network varies in width but is generally in excess of 1.5-1.8m wide, and 1m at its narrowest in the vicinity of 2-8 Framfield Road. This pedestrian route crosses a number of side streets along both sides of Bird in Eye Hill/Framfield Road, and it is proposed that tactile paving be installed at these locations to improve this route.
- 2.9 There are a number of Public Rights of Way (PRoW) in the vicinity of the site. A plan illustrating these footpaths and bridleways is attached at **Appendix 2**.
- 2.10 Whilst there are is dedicated on-carriageway cycle provision on the local highway network, such as shared footway/cycleways or on-carriageway cycle lanes etc., advanced stop-lines for cyclists are provided on all arms at the two, town centre signalised junctions. It is evident therefore that the CHA considers the local highway network to be of a suitable and safe standard to encourage cycle use and the proposed extension to the 30mph speed limit to include this area (supported by the Highway Authority) will reduce speeds along Bird in Eye Hill and help to encourage safer cycle use.
- 2.11 Bird in Eye Farm provides several commercial services including amongst others, a vehicle repair centre, butchers, beauty salon and a taxi service. These uses will remain post development and will be accessible to future residents, further enhancing the application site's sustainability.
- 2.12 The centre of Uckfield is located within a 1.2km radius of the application site, making it easily accessible to residents of the development. Pedestrian and cycle isochrone plans have been produced and are attached at **Appendix 3**. The plans

show the facilities within walking and cycling distance of the site. Access can be gained to the local shopping facilities, health facilities, schools, and nurseries. Table 1 identifies many facilities are located within easy walking distance of the site.

Table 1: Facilities within Easy Walking and Cycling Distance of Development Site

Purpose	Destination	Type of Service	Walk/Cycle Distance (m)	Walk Time (mins)	Cycle Time (mins)
Education	Signing Happy Babies	Pre-School	1300	17:00	05:00
	St Philips Catholic Primary School	Primary School	1600	20:00	06:00
	Framfield C of E Primary School	Primary School	2000	24:00	06:00
	The Old Grammar School	School	2000	25:00	09:00
Retail	Resin Bonded Ltd	Building Materials Supplier	On-site	NA	NA
	J T Vehicle Body Repair	Car Body Shop	On-site	NA	NA
	RP Autos	Vehicle Repair Shop	400	18:00	07:00
	D M R	Vehicle Repair Shop	500	00:00	00:00
	Wood Solutions	Woodworking Supply Shop	1200	00:00	00:00
	Frills All Round	Baby Shop	1400	05:00	02:00
	Uckfield News	News-stand	1500	07:00	04:00
	Metique Tea Tree Oil Products	Beauty Supply Store	1500	15:00	06:00
	Bump N Scuff	Car Body Shop	1600	18:00	07:00
	Waitrose & Partners	Supermarket	1700	20:00	07:00
	Southwood Joinery	Manufacturer	1800	20:00	07:00
	Tesco Superstore	Supermarket	1800	21:00	07:00
	SPLASH PARTY TUBS	Hot Tub Shop	2000	22:00	08:00
Food & Drink	Mitchell & Cooper Ltd	Catering Supplier	800	24:00	08:00
	Alma Arms	Pub	1000	24:00	09:00
	J & B Butchers	Butchers	1100	25:00	09:00
	EpiCatering	Catering Supplier	1100	11:00	05:00
	Golden Dragon	Chinese Takeaway	1100	13:00	05:00
	Happy Cod Fish & Chips	Fish & Chips Takeaway	1100	13:00	05:00
	Cater Hire Equipment Services	Catering Supplier	1200	14:00	05:00
	Uckfield Tandoori Restaurant	Indian Restaurant	1400	15:00	05:00
	The Station	Pub	1500	15:00	05:00
	Hog Roast Sussex	Mobile Caterer	1700	15:00	05:00
	Hare & Hounds	Pub	1700	15:00	05:00
	The Highlands Inn	Pub	1800	18:00	07:00
	Cakes by Kasa	Cake Shop	2000	19:00	07:00

Table 1: continued

Purpose	Destination	Type of Service	Walk/Cycle Distance (m)	Walk Time (mins)	Cycle Time (mins)
Leisure	Blush Beauty Room	Beauty Salon	On-site	NA	NA
	Uckfield Community Radio	Radio Broadcaster	On-site	NA	NA
	D B TAXIS	Taxi Service	On-site	NA	NA
	St Saviour's Church	Church	1000	14:00	05:00
	Rose Cottage	Lodging	1100	15:00	05:00
	Framfield Farm	Events Venue	1300	18:00	07:00
	Uckfield United Reform Church	Church	1400	18:00	07:00
	The Beauty Spot	Beauty Salon	1400	20:00	07:00
	R and R Taxis	Taxi Service	1500	21:00	07:00
	Our Lady & St Philip	Church	1600	21:00	08:00
	Turning Tide Pilates	Pilates Studio	1600	21:00	08:00
	Taxi Service	Taxi Service	1600	22:00	08:00
	St Thomas à Becket Church	Church	1900	24:00	08:00
	Taxirater	Taxi Service	1900	24:00	09:00
	Framfield Memorial Hall	Village Hall	2000	24:00	09:00
	Framfield Recreational Ground	Park & Garden	2000	00:00	00:00
Healthcare	Watkins Chiropractic	Chiropractor	On-site	NA	NA
	Uckfield Community Hospital	Hospital	900	12:00	06:00
	Bird in Eye Surgery	Doctor	950	12:00	06:00
	Kamsons Pharmacy	Pharmacy	950	19:00	07:00
	Bupa Dental Care Uckfield	Dentist	1400	19:00	07:00
	Premier Care Nursing Agency	Temp Agency	1400	17:00	07:00
	Framfield Children's Home	Childrens Home	1400	20:00	07:00
	Fairfield House Vets	Veterinarian	1600	10:00	04:00
Bus Stop/Train Station	Community Hospital	Bus Stop	115	1:00	01:00
	Uckfield	Train Station	1500	21:00	05:00
	Uckfield Bus Station	Bus Station	1800	18:00	07:00
Public Services	Uckfield Police Station	Police Station	1400	24:00	10:00
	Uckfield Fire Station	Fire Station	1800	00:00	00:00

Table 1: continued

Purpose	Destination	Type of Service	Walk/Cycle Distance (m)	Walk Time (mins)	Cycle Time (mins)
Other	Foxdown Construction Ltd	Excavating Contractor	500	07:00	04:00
	South Coast Phones	Repair Service	900	12:00	05:00
	Matthew James Transport	Transportation Service	1000	13:00	05:00
	PS Tech	Telephone Company	1000	14:00	05:00
	Rachael's Handsome Hounds	Pet Groomer	1100	14:00	06:00
	Keith Driving School	Driving School	1100	15:00	06:00
	Mi Driving School	Driving School	1300	17:00	06:00
	PayAssist Ltd	Payroll Service	1400	18:00	07:00
	Cooper & Son	Funeral Director	1500	19:00	07:00
	Wilmoths Citroen Uckfield	Citroen Dealer	1500	19:00	07:00
	THE Gundog Trainer	Dog Trainer	1600	21:00	07:00
	Vicki Horscroft	Driving School	1600	21:00	07:00
	Goodwin Racing	Off Track Betting Shop	1600	21:00	08:00
	Watton Hall Ltd	Recruitment Agency	1600	21:00	08:00
	Peter Taylor Associates Ltd	Architect	1600	21:00	08:00
	Uckfield Driving School	Driving School	1700	21:00	08:00
	Horlock Holdcroft	Financial Advisor	1700	22:00	08:00
	Quarry Printing	Commercial Printer	1700	22:00	08:00
	Oldfield Smith & Co	Commercial Property Estate Agent	1700	22:00	08:00
	Rix & Kay Solicitors	Lawyer	1700	22:00	08:00
	C. J. Thorne & Co Ltd	Civil Engineering	1900	24:00	09:00

Public Transport

Bus Services

- 2.13 The nearest bus stops are located on Bird in Eye Hill, approximately 115m west of the proposed pedestrian access into the site, close to the hospital access road. Bus stops are located on both sides of Bird in Eye Hill and provide access to route 231 services between Uckfield Bus Station and Hurst Green (operated by Compass Travel), a community bus service (route 261) which provides a Saturday only service between Hartfield and Heathfield, and school bus services to/from Ringmer King's Academy (318) and Uckfield Community College (331).
- 2.14 The route 231 provides weekday services between Uckfield Bus Station in the west and Hurst Green in the east, via Heathfield. Across the day, 7 eastbound services and 8 westbound services are available from the bus stops close to the hospital

access road. The first and last westbound services (towards Uckfield Bus Station) are at 0717 and 1725, respectively. The first and last eastbound services (towards Hurst Green) are at 0741 and 1741, respectively. A summary of the existing services accessible from the bus stops close to the hospital access road are summarised in Table 2.

Table 2: Summary of Route 231 Bus Service (Uckfield Hospital Bus Stop)

Eastbound Services (Towards Hurst Green)	Westbound Services (Towards Uckfield Bus Station)
0741	0717
1031	0832
1211	1010
1356	1150
1441	1330
1556	1540
1741	1637
	1725

- 2.15 In partnership with the bus operator Compass Travel, improvements to the existing 231 service have been explored. Two options have been suggested which are summarised in the following paragraphs.
- 2.16 Option 1 would provide additional services to compliment the current Monday to Friday service 231 timetable. The additional services will primarily be between Uckfield and Heathfield, albeit with certain afternoon extensions to Etchingham Railway Station, at the times when the Heathfield section is already well covered.
- 2.17 In addition to increased Monday-Friday services, a new Saturday service is also proposed between Uckfield and Heathfield, designed to operate a similar timetable to the Monday to Friday proposal.
- 2.18 Option 2 would provide an inter-peak service only to/from Heathfield, running at similar times as in the daytime period in Option 1 and includes the same Saturday timetable.

- 2.19 Compass Travel has provided Indicative costs for both options, which are discussed in the accompanying Transport Assessment.
- 2.20 In addition to improvements to the existing bus service set out above, it is proposed to improve the facilities at the two existing bus stops close to the application site. The existing provision is poor, with only a flag provided i.e., no shelter. The proposed improvements will comprise bus shelters, with seating and Real Time Passenger Information (RTPI) signs be provided at both bus stops. Furthermore, it is proposed that the section of footway between the bus stops and pedestrian/cycle access to the proposed development will be widened to 3m to facilitate its use as a shared footway/cycleway. Further details are provided within the accompanying Transport Assessment.
- 2.21 In addition to those bus services referenced previously, further services are available from Uckfield Bus Station, which is located within the centre of Uckfield and a walking distance of approximately 1.3km from the proposed pedestrian/cycle access to the site. A summary of the services available from Uckfield Bus Station, and within walking distance of the application site, is provided in Table 3. For clarity, a plan identifying the location of nearby bus stops and the services available is at **Appendix 4**.

Table 3: Summary of Bus Services (Uckfield Bus Station)

No.	Destination	Frequency		
		Mon-Fri	Sat	Sun
28/29/29B/29X	Uckfield - Ringmer - Lewes - Brighton	1 per hour	1 per hour	1-2 per hour
31	Uckfield - Haywards Heath - Cuckfield	1 per hour	1 per hour	No Service
54	Eastbourne - Polegate - Hailsham - Uckfield	1 per hour	1 per hour	No Service
246 (Thu. only)	Uckfield - Sherfield Park	0950 & 1235	No Service	No Service
248 (Mon, Wed & Fri only)	Uckfield - Buxted - Hadlow Down	1030 & 1310	No Service	No Service
249 (Mon, Wed & Fri only)	Uckfield - Buxted - High Hurstwood	1150 & 1430	No Service	No Service

Rail Services

- 2.22 Uckfield railway station is located approximately 970m walking distance from the application site. The station is the southern terminus of the Oxted branch line and

provides direct services to London Bridge. All train services are operated by Southern.

2.23 The station typically provides one train per hour to London Bridge on weekdays and Saturdays. On Sundays, this is reduced to an hourly shuttle to Oxted. The first weekday service to London Bridge is at 0531 and last train from London Bridge to Uckfield is at 2307.

2.24 The station provides significant cycle parking provision with 20 secure and covered cycle parking spaces within its car park, and a further 24 covered spaces located opposite the railway station, on the western side of the High Street.

Summary

2.25 In summary, the application site is located within easy walking distance (within 1.2km) of Uckfield town centre and easy access can be gained to the local shopping facilities, health facilities, schools, and nurseries. As part of the proposal, a shared footway/cycleway link within the site will be provided to the existing footway on Bird in Eye Hill and additional services on route 231 have been explored with the bus operator Compass Travel. In addition, improvements are proposed to the existing bus stops close to the application site.

2.26 While there are no designated cycle facilities in the vicinity of the site, advanced stop-lines for cyclists are provided on all arms at the two town centre signalised junctions. It is evident therefore that the CHA considers the local highway network to be suitable and safe to encourage cycle use. This would be further enhanced with the introduction of the 30mph speed limit which is supported by the Highway Authority), which will reduce speeds along Bird in Eye Hill and help to encourage cycle use.

2.27 It is evident that the application site is in an accessible area, there are genuine opportunities for residents to travel to/from the application site using sustainable modes of transport.

3.0 OBJECTIVES

3.1 The overarching objective of the Travel Plan is as follows:

Put in place the management tools deemed necessary so that residents, students and employees of the site are able to make informed choices about their travel, while at the same time minimising the adverse impacts of their travel on the environment, surrounding highway network and local residents”.

3.2 The sub-objectives are as follows:

- Raise awareness of sustainable travel modes available to residents;
- Encourage good urban design principles that maximise the permeability of the development for walking and cycling;
- Improve existing infrastructure and ensure connectivity and assimilation both within the development and between the existing wider community; and
- Avoid reliance on car usage, especially single occupancy vehicles.

3.3 The above objectives will be achieved by introducing a package of physical and management measures that will facilitate travel by sustainable modes.

4.0 TARGETS

4.1 In line with guidance set out in the East Sussex Council guidance document entitled ‘Travel Plans for Development’ (February 2020), all Travel Plans should contain an appropriate set of SMART Targets (Specific, Measurable, Achievable, Realistic, Timebound). These will seek to reduce the level of single occupancy car trips across time, post occupation of the development.

Baseline Travel Patterns

4.2 As the development is not currently in operation, it is not possible to establish the baseline travel patterns of residents. The existing modal split has therefore been based on the method of Travel to Work dataset from the 2011 Census, for the Uckfield output areas containing the application site. This sets out the method of

travel that existing residents in this lower output area use to travel to work. Table 4 sets out the relevant figures and the raw Census data is at **Appendix 5**.

Table 4: Modal Split (Existing – 2011 Census)

Mode	% of Total Trips
Car/Van Driver	71.0%
Car/Van Passenger	4.7%
Motorcycle/Scooter/Moped	0.7%
Public Transport	7.8%
Pedestrian	13.8%
Cycle	1.3%
Other	0.7%

4.3 For the purpose of this Framework Travel Plan, the modal split shown in Table 4 will be used for the purposes of monitoring and target setting until such time that a full TRCIS compliant travel survey can be undertaken.

4.4 For the purposes of this Framework Travel Plan, ‘action’ and ‘aim’ targets have been set. Action targets are typically consolidated into an Action Plan whereas aim targets are quantifiable and for the purposes of this Framework Travel Plan, will relate to the degree of modal shift proposed.

Action Targets

4.5 The action targets for the Framework Travel Plan are as follows:

- Launch Travel Plan prior to first occupation;
- Provide travel information to all residents in the form of Welcome Packs;
- Appoint Travel Plan Coordinator, 1 month prior to occupation, and provide contact details to the LPA/Highway Authority.

Aim Targets

4.6 The aim targets of this Framework Travel Plan have been set to measure progress towards the main objectives over the five-year period of the Plan. It is anticipated that the targets set out in the following paragraphs should be achieved within five years of the launch of the Travel Plan

4.7 In the absence of existing data, the baseline figures for residents are based on the 2011 Census Method of Travel to Work data (as per Table 4). The target for the Framework Travel Plan will be to reduce the number of single occupancy car trips by 10% over 5 years following full occupancy of the site, albeit it is envisaged a more refined target will be suggested and agreed with the LPA following the results of the first travel survey.

4.8 An indicative future modal split at the end of the five-year period of the Plan and based on increases in sustainable modes of travel, has been provided in Table 5. This is subject to change following the results of the first travel survey.

Table 5: Indicative Future Modal Split (Year 5)

Mode	% of Total Trips
Car/Van Driver	61.0%
Car/Van Passenger	7.0%
Motorcycle/Scooter/Moped	0.7%
Public Transport	10.0%
Pedestrian	17.0%
Cycle	3.5%
Other	0.8%

4.9 The figures set out in Table 5 will be updated when the results baseline surveys are known, and the interim and final targets will be adjusted accordingly. It is recognised that it is not possible to set accurate targets far into the future, even when based on actual survey data (i.e., the baseline surveys). As such, the targets will be adjusted over time as results from on-going monitoring become available. This will be discussed in more detail with the Highway Authority and LPA Travel Plan officers as soon as monitoring reports are submitted.

4.10 **Travel Surveys**

Travel surveys will be carried out after the first 50 dwellings have been occupied. Surveys will then be undertaken at years one, three and five. The travel surveys will be carried out in accordance with the guidelines for monitoring travel plans developed by TRICS and will take two different forms. Firstly, there will be a questionnaire survey of all residents conducted over one week asking for mode of travel information for different journey-purpose trips such as journeys to work,

shopping, accompanying children to school, etc. Such a survey shall aim to receive a minimum response rate of 35% and those undertaking the survey will be entered into a prize draw. The second part of the travel survey will comprise physical traffic flow and occupancy counts at the entry and exit point to the development so as to establish vehicular trip rates at different times of the day and over the day as a whole. The physical survey will include manual counts of pedestrians, cyclists, and public transport users in order to accurately assess modal share.

- 4.11 The content of the travel questionnaires will be discussed with East Sussex County Council (ESCC) and the LPA prior to the survey being undertaken. The undertaking of the baseline survey represents the start of the Travel Plan for monitoring purposes and is described as Year 0. The surveys will aim to:
- Identify which modes of transport could be promoted in light of the survey findings; and
 - Establish the popular alternative modes of travel to the site, i.e., what do people want to use but do not/cannot.

For reference, an example travel questionnaire is provided at **Appendix 6**.

- 4.12 The results of these surveys will be forwarded to the relevant Authorities within 3 months of being received, and the TPC will be available to meet to discuss the findings, if required. The information submitted will take the form of a 'Monitoring Report' and will summarise the results of the survey and determine the current modal split. This will then be compared with the targets to determine whether the Travel Plan measure are having the desired effect.
- 4.13 The results of the travel survey will provide information on the established travel choices of residents and will provide the basis for ratifying/adjusting the targets set out previously.
- 4.14 In the event that the reduction in vehicle trip rates/traffic generation are not met at the end of the five-year monitoring period, promotional measures will be increased and a 'newsletter' will be issued to each house, with similar content to the Welcome Pack, which will include a second (and final) round of £150 travel vouchers will be offered to each unit.

5.0 TRAVEL PLAN MANAGEMENT

- 5.1 The ongoing management of the TP will be conducted by the TPC appointed by the developer, to ensure that the measures outlined within the FTP are implemented and that suitable monitoring of targets is undertaken.
- 5.2 The TPC will be appointed prior to first occupation, in order to ensure someone is on-site during the early stages of development. The details of the TPC will be provided by the Local Planning Authority (LPA) prior to first occupation and the LPA will notified of any changes in personnel, as necessary.

6.0 TRAVEL PLAN MEASURES

- 6.1 Set out in the following paragraphs are the measures which will be available to all residents of the site.

Travel Plan Co-ordinator (TPC)

- 6.2 A fundamental, key, component of the Plan will be the appointment of a TPC (organised through the Site Management Company) who will liaise with a Residents Travel Group and the Local Authority to agree measures to encourage residents to utilise sustainable forms of travel.
- 6.3 The responsibility of the TPC will include:
- overseeing the development and implementation of the Travel Plan in line with this FTP;
 - provision and maintenance of public transport information;
 - management of cycle parking at the development;
 - designing and implementing effective marketing and awareness-raising campaigns to promote the Plan and utilise existing travel awareness campaigns such as 'walk to work week' and 'bike week';
 - setting-up, co-ordinating and attending transport user groups;
 - promoting the benefits of sustainable travel;
 - surveying travel patterns and working on objectives and targets to reduce the reliance on the private car;

- surveying travel patterns and working on objectives and targets to reduce reliance on the private car;
- co-ordinate the necessary data collection exercise required to monitor and develop the plan, and;
- liaise with residents as well as the Local Authority.

Promotion

6.4 An essential element of the Travel Plan strategy is promotion. This will largely determine the success or otherwise of the Plan, and it therefore important that the Plan is promoted to increase awareness of the measures within. The following promotional measures will be implemented:

- Distribution of Welcome Packs to all residents on occupation;
- Display of Travel Plan posters and leaflets on public noticeboards and communal areas. Pedestrian and cycle route information, buses and rail information, and local amenities will be displayed in communal areas;
- Promotion of national travel initiatives, such as the Government's Cycle2Work scheme, and promotion of 'bike to work' days.

Travel Plan Welcome Pack

6.5 All residents will be issued with a Welcome Pack from which they can make informed decisions about the travel mode they select. The Welcome Packs will include details on all travel options available to the residents, as well as the services and amenities provided locally, and will be supplied to each resident on first occupation. The provision of such information is essential in forming sustainable travel habits early before residents settle into a habit of driving when a sustainable alternative may be more suitable. An example Travel Plan Welcome Pack is provided at **Appendix 7**.

6.6 The Welcome Pack includes the following:

- Information on the aims and objectives of the Travel Plan, for example the benefits to the environment of reduced car use and the health benefits of walking and cycling.
- Information on personalised travel planning services.
- Information on services and amenities provided locally.

- Maps showing the pedestrian and cycle routes in proximity to the site, including cycle parking locations, and destinations of local facilities with routes and journey times by walking, cycling and public transport.
- Bus service information including late night travel advice to highlight the services available.

6.7 To facilitate the move towards more sustainable forms of travel, each dwelling will be supplied with a £150 travel voucher. The travel voucher gives each household the opportunity to purchase things that can help make sustainable travel choices and reduce car use. For example, the voucher could be used towards a bicycle, walking shoes, waterproof trousers, motorbike helmet, or towards a bus or train monthly/season ticket. Further details of the travel voucher are provided in the Welcome Pack.

Home Working and Home Deliveries

6.8 Each dwelling will be provided with superfast broadband to facilitate working from home. A secure drop-off box will be provided for each dwelling to allow home deliveries to be scheduled when the occupants are at work etc. Bellamy Roberts as TPC will promote and raise awareness of the potential time, cost, and environmental savings of home deliveries, including supermarket deliveries.

Bus Stop Improvements

6.9 Improvements to the existing bus stops located close to the Community Hospital access and to the section of existing footway between the bus stops and pedestrian/cycle access are proposed. The existing provision is poor, with only a flag provided i.e., no shelter. It is proposed that bus shelters, with seating and Real Time Passenger Information (RTPI) signs be provided at both bus stops.

6.10 The eastbound bus stop will be relocated approximately 25m to the east, to a location opposite the existing westbound bus stop. At this location, a pedestrian crossing, with island refuge, is proposed which will provide a safe and convenient crossing point for pedestrians and bus users.

6.11 The section of existing footway between the westbound bus stop and pedestrian/cycle access to the proposed development will be widened to 3m to

facilitate its use as a shared footway/cycleway. The extension to the 30mph speed limit will further enhance this route and increase safety for cyclists and pedestrians.

Improved Bus Service

6.12 In summary, Compass Travel has suggested two options for improving the existing service, which are summarised in the following paragraphs. The proposed service improvements are provided in full at **Appendix 8**.

6.13 Option 1 would provide additional services to compliment the current Monday to Friday service 231 timetable. The additional services will primarily be between Uckfield and Heathfield, albeit with certain afternoon extensions to Etchingham, at the times when the Heathfield section is already well covered.

6.14 The proposed timings are designed to complement the through service to Etchingham whilst avoiding clashing in either direction. This proposal relies on the acquisition of a school bus in the area, so that the proposed journeys can be interworked with it.

6.15 In addition to increased Monday-Friday services, a new Saturday service is also proposed between Uckfield and Heathfield, designed to operate a similar timetable to the Monday to Friday proposal. The Saturday service is self-contained and does not rely on any other service for its operation.

6.16 Option 2 would provide an inter-peak service only to/from Heathfield, running at similar times as in the daytime period in Option 1. This also relies on a linked school-working and includes the same Saturday timetable.

6.17 Compass Travel has confirmed they would be willing to discuss a discounted fare scheme for new residents.

Car Club Scheme (Co-wheels)

6.18 It is proposed that a car club scheme will be provided on-site. One such operator is Co-wheels, who have confirmed they would be able to provide a car-club service on-site. Geographically, Co Wheels is the UK's largest car club and provides low emission, hybrid, and electric cars across 60 towns and cities. Co-wheels is a pay-as-you-go car club which provides members with convenient access to cars via

their on-line booking system. Each member receives a smart card which allows remote entry without the need to pick-up keys.

6.19 Co-Wheels has carried out an initial assessment of the scheme, with consideration to its location and have proposed that one car club vehicle be supplied and operated, and a designated parking space will be provided within the development and would be used by other residents living outside the application site, as well as employees of the existing commercial units at Bird in Eye Farm.

6.20 The aim is to create a self-financing car club scheme that will be of benefit to all occupants and the wider local community. The scheme will be available on first occupation and would benefit from additional promotional activities to engage residents, which will be included within the Travel Plan Welcome Pack. Co-Wheels has provided a Section 106 Developer Proposal which is provided at **Appendix 9**.

Lift Share Scheme

6.21 Lift sharing is an ideal way of reducing single occupancy car use and as such will be promoted throughout the site. The benefits of lift sharing are numerous and include a reduction in the cost of travelling, cuts to congestion and pollution, a reduction in parking problems and is a great way of networking and making new friends.

6.22 The liftshare.com (<https://liftshare.com/uk/community/eastsussexcarshare>) service and this will be promoted throughout the site. The liftshare service allows groups to be set up for specific organisations and communities.

Highway Works – Pedestrian/Cycle Links

6.23 As previously mentioned, the site is well located to take advantage of existing pedestrian facilities within Uckfield.

6.24 A footway is present along the southern side of Bird in Eye Hill and provides a route from the north-western corner of the application site to the centre of Uckfield. The main pedestrian and cycle access to the site will be achieved from this location. As part of the proposal, a footpath link within the site will be provided to the existing footway on Bird in Eye Hill. This route will be 3m wide to facilitate its use as a

shared footpath/cycleway, as requested by the Highway Authority. In addition, it is proposed that the existing footway between the pedestrian/cycle site access and bus stops close to the site will be widened to 3m wide to provide a shared footway/cycleway. The extension to the 30mph speed limit will further enhance this route and increase safety for cyclists and pedestrians.

- 6.25 An amount of cycle parking to accord with the Local Guidelines will be available on-site which will allow residents, and visitors to access the site and securely store their bicycles. The potential to secure discounts from local cycle stores will be explored, whilst information relating to local cycle routes will be provided within the information packs.

Travel Plan Funding

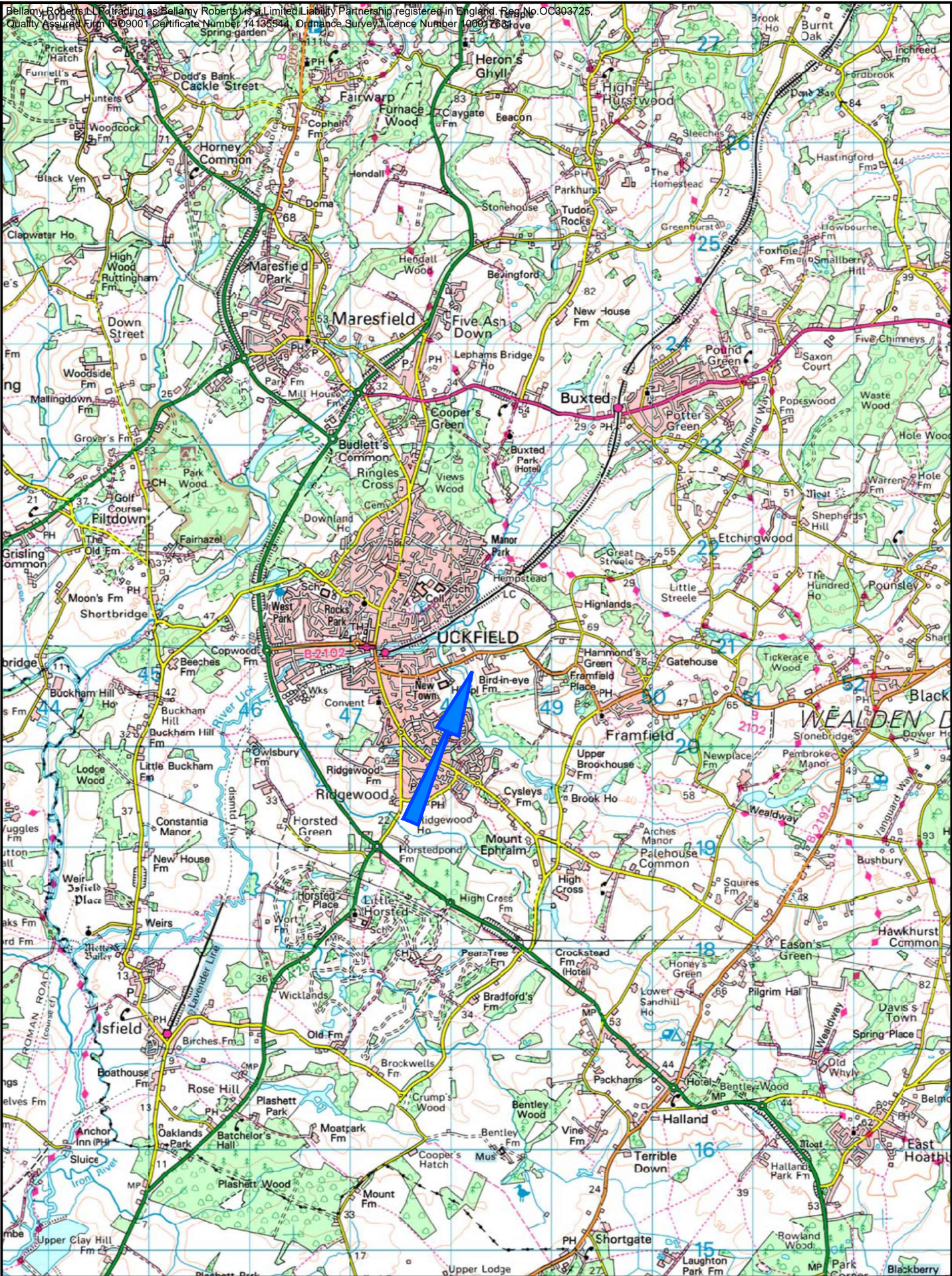
- 6.26 Funding for the Travel Plan will be provided initially by Croudace Homes Limited. At this stage, the on-going cost of the TP is unknown, however, it is envisaged that after the first year a clear indication of cost could be provided. Croudace Homes are aware of the potential time and cost implications of this work and undertake to provide the necessary time and funding to ensure the nominated Travel Plan Co-ordinator can undertake the role to the best of their ability.
- 6.27 An indicative figure of circa £2,000 per annum covering an administration proportion of salary will be allocated to run the Travel Plan. This would total £10,000 over the five-year period of the Plan.
- 6.28 This figure would cover the time required to run the Travel Plan, including regular updating of information, personal travel planning etc. The cost of cycle parking and car parking would be covered within the initial build costs. It is envisaged that one day a month will be provided for the TPC to undertake their duties.
- 6.29 Another on-going cost, over and above the day-to-day running of the scheme, is the annual monitoring report which would need to be submitted to the Authority.
- 6.30 To collect travel data on an annual basis, analyse and report on the results, Croudace Homes will be budgeting a further £1,000 per annum, totalling a further £5,000 over 5 years.



- 6.31 Whilst the actual costs will be properly realised once the Travel Plan has been up and running for a year, Croudace Homes will be budgeting an initial £15,000 to the Travel Plan for a five-year period.

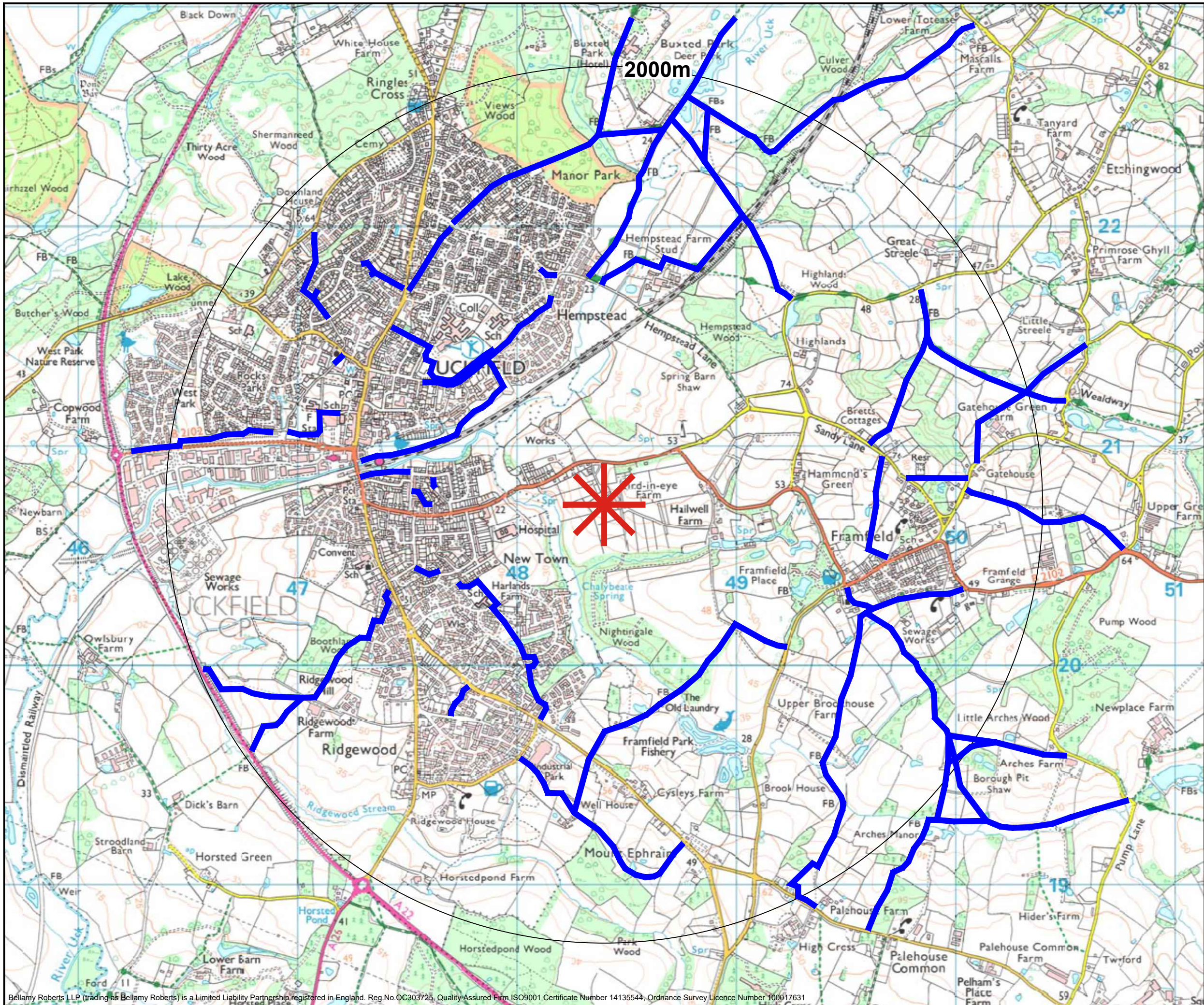
APPENDICES

APPENDIX 1



PROJECT Bird in Eye, Uckfield			Bellamy Roberts Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk	DATE 05/07/19	DRAWN BY ARM		
TITLE Site Location Plan				SCALE 1:50,000 @ A4	CHK BY ITR		
				CLIENT Croudace Homes Ltd.			
				DRAWING No. 5330 / 301		REV No. A	

APPENDIX 2



Key

Public Right of Way



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT

Croudace Homes Ltd.

PROJECT

Bird in Eye, Uckfield

TITLE

Public Rights of Way

DRAWN BY

ARM

DATE

05/07/19

SCALE

NTS @ A3

DESIGN BY

-

DRAWING No.

5330 / 304

CHK BY

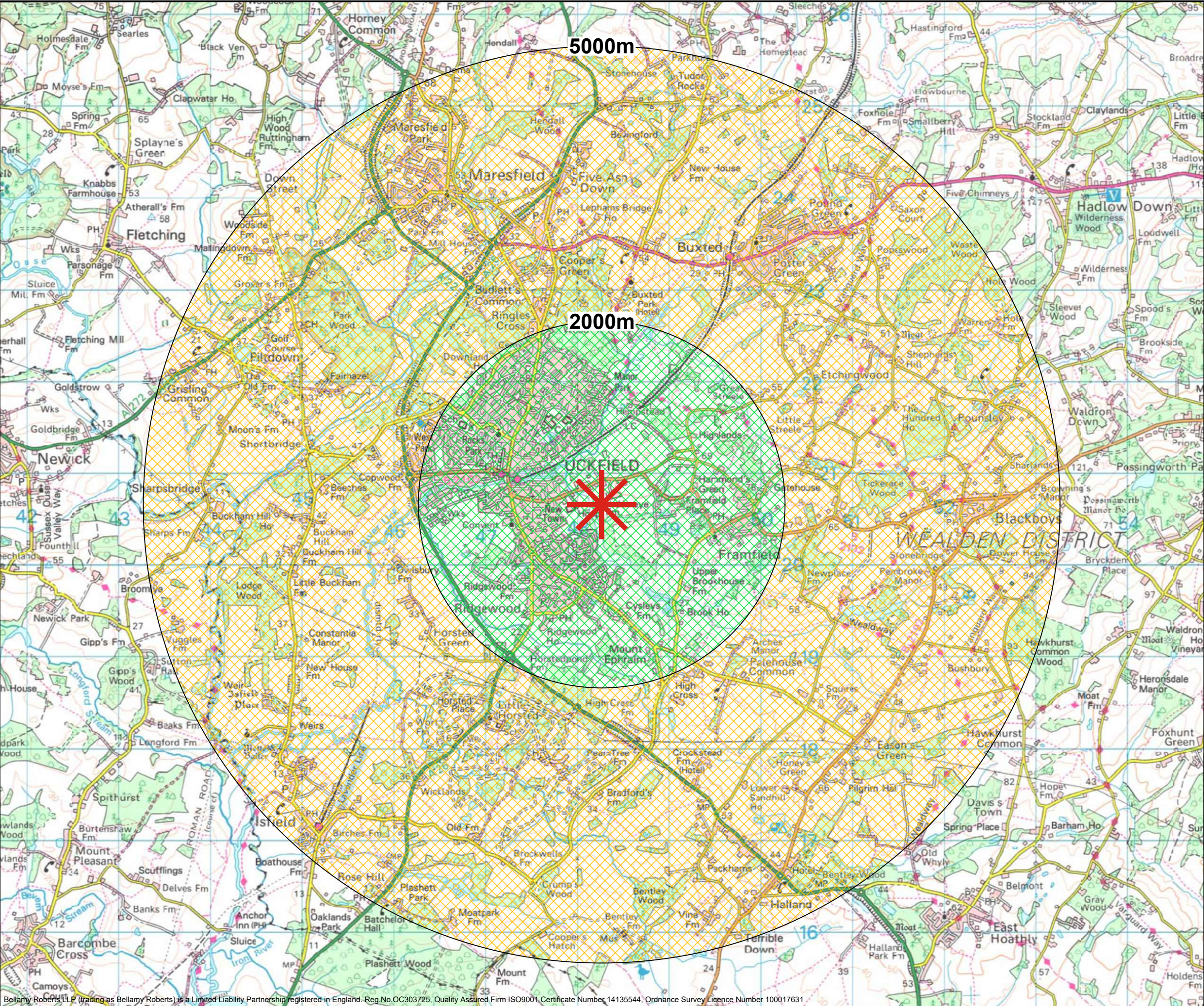
ITR

REV No.

B

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APPENDIX 3



Notes

Cycling Isochrones

0 - 2km

2 - 5km



Bellamy Roberts

Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
Croudace Homes Ltd.

PROJECT
Bird in Eye, Uckfield

TITLE
Cycle Isochrone

DRAWN BY
ARM

DESIGN BY
-

CHK BY
ITR

DATE
05/07/19

DRAWING No.

5330 / 303

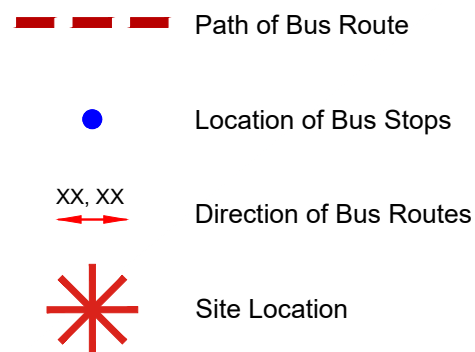
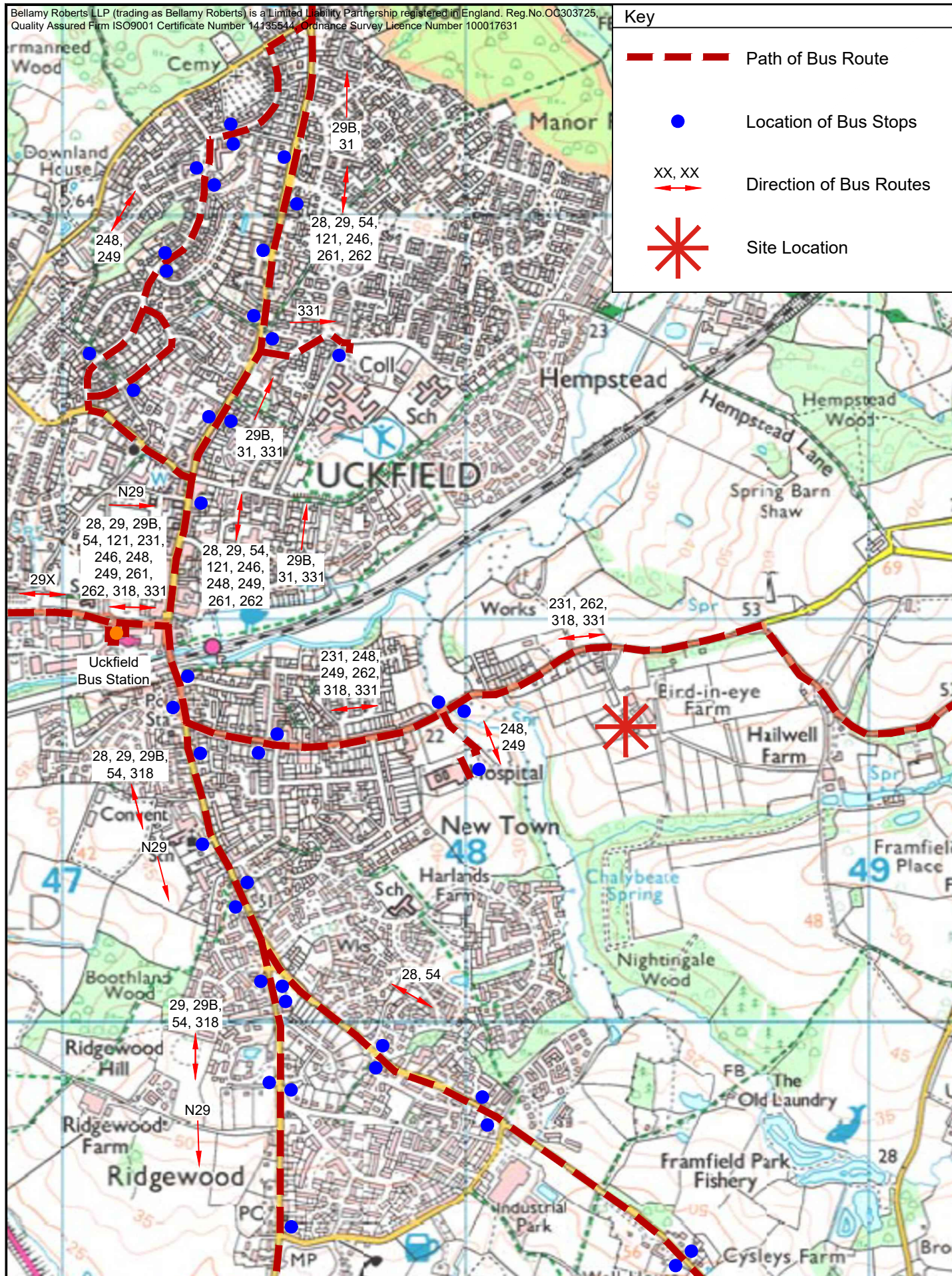
REV No.

B

SCALE
NTS @ A3

APPENDIX 4

Key



PROJECT
Bird in Eye, Uckfield

TITLE
Map of Bus Routes



Bellamy Roberts

Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

DATE	03/10/19	DRAWN BY	ARM
SCALE		CHECKED BY	

SCALE	1:50,000 @ A4	CHK BY	ITR
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CLIENT **Croudace Homes Ltd.**

DRAWING No.	REV No.
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5330 / 305

C

APPENDIX 5

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 1 May 2020]

population All usual residents aged 16 to 74
units Persons
date 2011
rural urban Total

Method of Travel to Work	E02004411 : Wealden 009	E02004414 : Wealden 012	Total	Percentage
Work mainly at or from home	259	193	452	-
Underground, metro, light rail, tram	3	7	10	0.1%
Train	183	174	357	5.0%
Bus, minibus or coach	98	97	195	2.7%
Taxi	11	4	15	0.2%
Motorcycle, scooter or moped	26	21	47	0.7%
Driving a car or van	2,850	2,227	5,077	71.0%
Passenger in a car or van	197	141	338	4.7%
Bicycle	60	31	91	1.3%
On foot	616	369	985	13.8%
Other method of travel to work	21	13	34	0.5%
Not in employment	1,824	1,117	2,941	-
Total travelling to work			7,149	100.0%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX 6

RESIDENTIAL TRAVEL SURVEY

Introduction

As part of the monitoring process for the Residential Travel Plan, we are currently conducting a travel survey. We would therefore be grateful if one member of your household could complete this brief survey which will help us to better understand your travel patterns, needs and how we may be able to assist with your travel requirements.

A Residents Travel Group is in operation where you can discuss the Travel Plan and suggest alternative measures and schemes in order to meet the targets of the Plan. If you would like to join the Residents Travel Group, please get in touch with the Travel Plan Coordinator, details below:

TPC Contact Details

All residents who complete this survey will be entered into a prize draw. Please provide your name and address in the space below to be included within the draw.

The survey will take approximately 5 minutes to complete and all responses will be treated confidentially.

Name:.....

Address:.....

Q1:	Did you find the transport information provided in the Welcome Pack easy to understand?	✓
	Yes	
	No	
	Did not receive Welcome Pack	

Q2:	Does your household have access to...	✓
	1 car?	
	2 or more cars?	
	N/A	
	Bicycle	
	Motorbike/Moped	

Q3:	In a typical week how do you normally travel to the following and how often do you make this journey?			
	Journey to	Postcode of Workplace	How	How often per month
	Work			
	University			
	Grocery Shopping			
	Other Shopping			
	Leisure (Gym/Pool/Cinema)			
	Health (GP/Hospital)			
	Other (Please State)			

How:

Car on your own (C)

Car share (CS)

Public Transport (P)

Walk (W)

Cycle (C)

Other (O)

Q4:	If you drive to work, where do you normally park?	✓
	Free parking at work	
	Paid parking at work	
	Free on-street parking	
	On-street paid parking	
	Park and Ride	
	Other	

Q5:	If you drive to work how many passengers do you carry (excluding yourself)?

Q6:	Which of the following changes would most encourage you to cycle for journeys in the local area? (If you already cycle, which would you most like to see?)	✓
	Safer, better lit cycle paths	
	Improve cycle paths on the journey to town centre/rail station	
	Improve cycle parking at this development	
	Arrangements to buy a bicycle at discount	
	Improved crossing facilities	
	Improved cycle parking at local facilities – where?	
	None of the above	
	Other (please specify)	

Q7:	Which of the following changes would most encourage you to walk for journeys in the local area? (If you already walk, which would you most like to see?)	✓
	Cleaner, better maintained footways	
	Better street lighting	
	More improved pedestrian crossing points	
	None	
	Other (please specify)	

Q8:	Which of the following changes would most encourage you to car share? (If you already car share, which would you most like to see?)	✓
	More help finding car share partners who have similar work patterns	
	More information regarding car sharing i.e. benefits and cost savings	
	None	
	Other (please specify)	

Q9:	Did you know this development operated a Travel Plan?	✓
	Yes	
	No	

Q10:	If Yes, how did you find out about the Travel Plan?	✓
	During the sales process	
	Word of mouth	
	Development publication/newsletter/notice board/website	
	Personalised travel planning process	
	Other (please specify)	

Q11:	Would you like to receive more information regarding the Travel Plan?	✓
	Yes	
	No	

Comments

Should you have any other comments on any issues relating to the Travel Plan, please provide them in the space below:

APPENDIX 7



Land to the West of Chichester

TRAVEL PLAN WELCOME PACK

On behalf of
Miller Homes & Vistry Homes

 **Vistry Group**

MT/5542/TPWP.3

April 2021

Experience and expertise working together



CONTENTS

1.0	INTRODUCTION	1
2.0	BY FOOT	1
3.0	BY BICYCLE	2
4.0	PUBLIC TRANSPORT	3
5.0	LIFT SHARING	5
6.0	DEVELOPMENT TRAVEL PLAN	5

APPENDICES

Appendix 1	Travel Voucher
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1.0 INTRODUCTION

- 1.1 Living here means you can enjoy access to a wide choice of sustainable transport options, meaning there is no reason to use a private car for all journeys.
- 1.2 The local bus service, as well as high quality walking and cycling routes can provide a great alternative to driving a car for some journeys. Sustainable transport can help you save time, save money, become healthier and do your bit for the local environment.
- 1.3 This brochure provides you with information needed to allow you to consider how best to make your journeys from your new home.
- 1.4 As part of this Travel Plan, Croudace Homes are offering the residents of each dwelling a £150 Travel Voucher which gives you the opportunity to purchase things that can help you make sustainable travel choices and reduce your car use. For example, you might choose to buy a bike, walking shoes, waterproof trousers, or put it towards a bus or train season ticket. The Travel Voucher is provided at **Appendix 1**.
- 1.5 Should you have any questions or queries regarding, please direct them to the Travel Plan Co-ordinator (TPC) for the scheme.

2.0 BY FOOT

- 2.1 One of the simplest, easiest, cheapest and underrated ways to get around is to walk. The pedestrian routes within the development are good quality and allow direct links to well-lit footways in the vicinity that allow for connections to public transport as well as easy access to the local shopping areas, amenities and educational establishments. A pedestrian isochrone plan illustrating the areas that one can access within a 5, 10, 20 and 25 minute walk is included.
- 2.2 As well as being one of the most environmentally friendly ways to travel, walking has other major benefits. Becoming a pedestrian and walking regularly not only

makes you feel good, it provides genuine health benefits, and some of these are summarised in the following bullet points:

- Walking is one of the best forms of exercise as it is low-impact and won't stress your knees;
- Walking has been shown to reduce the risk of chronic illnesses such as heart disease, type 2 diabetes, asthma, stroke and some cancers;
- Walking improves balance and coordination;
- Walking helps improve one's mood, boosts self-esteem and gives you more energy;
- Walking is ideal for strengthening your muscles, bones and joints; and
- Walking tones up legs, bums and tums.

3.0 BY BICYCLE

3.1 For journeys shorter than 5km, and those in congested areas, cycling is one of the fastest modes of transport, door to door, allowing one to have more spare time as well as a healthier lifestyle.

3.2 Cycling can be as intense as one wants and it reduces travel expenses especially where employers offer a salary sacrifice scheme to assist in the purchase of cycle equipment prior to tax being deducted. By cycling, one could save a small fortune when compared with the purchase and running of a vehicle.

3.3 The health benefits of cycling are vast, the following bullet points highlight just a few:

- Increases cardiovascular fitness;
- Increases muscle strength and flexibility;
- Improves joint mobility;
- Decreases stress levels;
- Improves posture and coordination;
- Strengthens bones;
- Decreases body fat levels; and
- Reduces anxiety and depression.

- 3.4 A cycle isochrone plan illustrating the dedicated cycling routes close to your house is included.

4.0 BUS AND RAIL SERVICES

- 4.1 A number of bus services operate in the vicinity of the site, on Bird in Eye Hill meaning the site is in a desirable location for to access a wide range of bus services. Bus stops are located on both sides of Bird in Eye Hill and provide access to route 231 services between Uckfield Bus Station and Hurst Green, a community bus service (route 261) which provides a Saturday only service between Hartfield and Heathfield, and school bus services to/from Ringmer King's Academy (318) and Uckfield Community College (331).
- 4.2 A plan showing the nearest bus stops and a summary of their respective routes is included.
- 4.3 Uckfield railway station is located approximately 970m walking distance from the application site. The station is the southern terminus of the Oxted branch line and provides direct services to London Bridge. All train services are operated by Southern.
- 4.4 The station typically provides one train per hour to London Bridge on weekdays and Saturdays. On Sundays, this is reduced to an hourly shuttle to Oxted. The first weekday service to London Bridge is at 0531 and last train from London Bridge to Uckfield is at 2307.
- 4.5 The station provides significant cycle parking provision with 20 secure and covered cycle parking spaces within its car park, and a further 24 covered spaces located opposite the railway station, on the western side of the High Street.

5.0 LIFT SHARING & CAR CLUB

- 5.1 Lift sharing is when two or more people travel by car together, cutting the cost of fuel, parking and the stress of driving. The benefits of lift sharing are numerous and include a reduction in the cost of travelling, cuts to congestion and pollution, a reduction in parking problems and is a great way of networking and making new friends.
- 5.2 The website address is <https://liftshare.com/uk/community/eastsussexcarshare>.
- 5.3 A car-club scheme is provided within the development and the cars provided will be pay-as-you-go. Each member will receive a 'smart card' which will allow remote entry without the need to pick up keys. Further information can be found here: <https://www.co-wheels.org.uk/faq>

6.0 DEVELOPMENT TRAVEL PLAN

- 6.1 This promotional document has been prepared by Bellamy Roberts LLP to support sustainable travel choices to and from the development, and in particular to provide viable alternatives to making journeys by car with a single occupant.
- 6.2 To monitor the success of the Travel Plan, site monitoring will be undertaken periodically.
- 6.3 Travel Plan monitoring will include vehicle counts at the access point to the development, as well as a quick resident survey that will be posted through the door.

APPENDICES

APPENDIX 1

Land South of Bird in Eye Hill

Travel Voucher

We are delighted to offer you, as an occupier of Land South of Bird in Eye Hill, this Green Travel Voucher which you can spend on sustainable travel items up to, or towards the value of **£150**. This **one-off** offer is limited to **one voucher per house/unit** (not one voucher for each person living in the property).

The voucher gives you the opportunity to purchase things that can help you to make sustainable travel choices and reduce your car use. For example, you might choose to buy a bike, walking shoes, waterproof trousers, motorbike helmet, or put the voucher towards a bus or train monthly/season ticket. You can buy as many different things from the list as you like, with a maximum of three of any one item per household.

How it works in three easy steps:

- 1) **Purchase any of the items from list overleaf** from any retailer, including online sellers. Please keep your receipt as you will need to send this to us. We will return once the claim has been processed.
- 2) Complete the Green Travel Voucher overleaf, indicating all items that you are claiming for and **send it with your receipts** to the following address, within three months of purchase (we recommend that you get a proof of postage when sending us your voucher and receipts):
Matt Twinberrow, Bellamy Roberts, Clover House, Western Lane, Odiham, RG29 1TU
- 3) When we receive your receipt(s) and Green Travel Voucher, we will **reimburse you the cost of your purchases up to £150 straight into your bank account**. All information you provide will be treated as confidential and not shared. Please note that payment can take up to 28 days.

Providing these vouchers is part of the commitment for Land South of Bird in Eye Hill to reduce road congestion, carbon footprint and make where you live a safer and better place.

Green Travel Voucher

Item	Value Claimed
Walking [†]	
Shopping trolley	
Map of local area	
Nordic walking poles	
Personal attack alarm	
Raincoat	
Rucksack	
Walking Shoes/boots	
Torch (not batteries)	
Umbrella	
Waterproof Trousers	
Fluorescent accessories (vest, backpack cover, armbands etc)	
Fitbit (or equivalent brand)	
Cycling ^{†*}	
Bicycle*, Scooter (non-motorised)	
Cycling clothing and accessories*	
Public Transport [†]	
Bus season ticket from home (not individual tickets)	
Rail season ticket for journey to work (not one-off journeys)	
Motorcycling [†]	
Motorcycle equipment including helmet (not servicing and labour costs)	
Working from Home [†]	
Computer equipment (not games) including laptop and printer	
Home office desk	
Home office storage	
Office chair	
Total value of Claim (Maximum £150)	£

†NOT INCLUDED: Training courses, car hire, taxi fares or petrol, suitcases/flight-cases, phone bills, one-off phone connection costs, mobile phones, telephones, computer accessories, garden shed, fashion or infant footwear.

***SPECIFIC CYCLING EQUIPMENT:** clothing or accessories inc. shoes, padded shorts etc.; puncture repair kits; safety light/s; pump; toolkit; spares; pannier racks; panniers or other cycle bags; trailers; lock; helmet; bicycle (range depending on local needs and terrains – foldable, electrically-assisted, hybrid mountain)

☐ I enclose itemised receipts for the items indicated above (no receipt, no reimbursement)

Name (**In capitals**): Daytime telephone:.....

Address:

.....

Bank Sort Code:..... Name on account:.....

Account Number:..... Date:.....



Clover House
Western Lane
Odiham
Hampshire
RG29 1TU
Tel: 01256 703355



Reg No OC303725. Registered Office: Clover House, Western Lane, Odiham, Hampshire RG29 1TU

Partner:
IT Roberts MCIHT
Associate Partner:
MJ Twinberrow BEng
Consultant:
GD Bellamy BSc CEng MICE

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Bellamy Roberts) is a Limited Liability
Partnership registered in England.

APPENDIX 8

Matt Twinberrow

Subject: FW: Development on Bird in Eye Hill, Uckfield
Attachments: Bird in Eye Hill Development Proposal.xlsx

Hi Matt,

My apologies for the delay in replying. However, as discussed, we have put together the following proposed options:

Option 1. Additional journeys to compliment the current Monday to Friday service 231 timetable. These trips are primarily between Uckfield and Heathfield with certain afternoon extensions to Etchingham, when the Heathfield section is already well covered. Timings are designed to compliment the through service to Etchingham whilst avoiding clashing in either direction. This proposal relies on the acquisition of a school bus in the area, so that the proposed journeys can interwork with it. Ideally, this would be the existing 231 school buses currently run by another operator, if this can be negotiated with ESCC. A Saturday service is also included, designed to get close to the Monday to Friday proposal but to Heathfield only. The Saturday service is self-contained and does not rely on any other service for its operation. We are sure that operating through to Heathfield will improve the revenue taken on the service, instead of just relying on usage from the development into Uckfield.

Option 2. An inter-peak service only, running to similar times as in the daytime period in Option 1. This also relies on a linked school working and includes the same Saturday timetable.

Indicative costs for these options are shown below. These are at current prices (April 2021) pending securing a suitable school working:

Option 1, Mondays to Fridays and Saturdays	£57,713 per annum
--	--------------------------

Option 2, Mondays to Fridays inter-peaks only and Saturdays	£47,548 per annum
---	--------------------------

The Saturday timetable on its own	£15,051 per annum
-----------------------------------	--------------------------

These costs would be offset by revenue generated by the additional service, which would be credited back to the developer.

We have not raised these proposals with East Sussex CC at this stage but would do so once we have discussed them further with you.

We would also be happy to discuss a discounted fare scheme for new residents with you.

I hope that the contact for a new bus stop on the main road was useful to you and that you have been able to make progress on this aspect.

Neil and I would be pleased to talk through these proposals with you further.

Best Regards

Kevin

231: UCKFIELD - HEATHFIELD - BURWASH - ETCHINGHAM - HURST GREEN

Option 1

Mondays to Fridays	SD									SD								
	Sch	H								Sch	H	Sch	H					
Uckfield, Bus Station			0735	0845	0940	1025	1125	1205	1255	1350	1350	1435	1456	1550	1650	1735		
Uckfield Hospital			0740	0850	0945	1030	1130	1210	1300	1355	1355	1440	1501	1555	1655	1740		
Bird in Eye Hill			0741	0851	0846	1031	1131	1211	1301	1356	1356	1441	1502	1556	1656	1741		
Framfield, Primary School			0744	0854	0949	1034	1134	1214	1304	1359	1359	1444	1505	1559	1659	1744		
Blackboys, School Lane			0749	0859	0954	1039	1139	1219	1309	1404	1404	1449	1510	1604	1704	1749		
Cross in Hand Hotel			0754	0904	0959	1044	1144	1224	1314	1409	1409	1454	1515	1609	1709	1754		
Heathfield, High Street (arr)			0757	0907	1002	1047	1147	1227	1317	1412	1412	1457	1518	1612	1712	1757		
Heathfield, High Street (dep)	0649	0649	0800A			1047		1227		1412	1412	1500	1518	1612		1757		
Heathfield, Community Coll.			0810S									1515						
Broad Oak, Post Office	0653	0653	0815			1051		1231		1416	1416	1522	1522	1616		1801		
Burwash Common	0657	0657	0819			1057		1237		1422	1422	1526	1526	1622		1807		
Burwash, Post Office	0701	0701	0823			1101		1241		1426	1426	1531	1531	1626		1811		
Burwash, Strand Meadow						1103		1243		1428	1428	1533	1533	1628		1813		
Etchingham, Rail Station	0706	0707	0829			1109		1249		1434	1434	1539	1539	1634		1819		
Hurst Green, Village Hall	0712											1545						

	SD									SD								
	Sch	H								Sch	H	Sch	H					
Hurst Green, Village Hall		0730										1553						
Etchingham, Rail Station		0737	0745		0930		1110		1250		1446	1500	1600	1600	1645	1820		
Burwash, Strand Meadow		0745	0753		0936		1116		1256		1452	1506	R	R	1651	R		
Burwash, Post Office		0748	0756		0939		1119		1259		1455	1509	1605	1605	1654	1826		
Burwash Common		0753	0801		0943		1123		1303		1459	1513	1610	1610	1658	1830		
Broad Oak, Post Office		0800	0808		0949		1129		1309		1505	1519	1617	1617	1704	1836		
Heathfield, Community Coll.		0805									1515							
Heathfield, Fire Station (arr)		0814	0813		0953		1133		1313		1524	1523	1621	1621	1708	1840		
Heathfield, Fire Station (dep)	0700	0815	0815	0910	0955	1055	1135	1215	1315	1410	1525	1525	1622	1622	1710			
Cross in Hand Hotel	0705	0820	0820	0913	0958	1058	1138	1218	1318	1413	1528	1528	1625	1625	1713			
Blackboys, School Lane	0710	0825	0825	0918	1003	1103	1143	1223	1323	1418	1533	1533	1630	1630	1718			
Framfield, Primary School	0714	0829	0829	0922	1007	1107	1147	1227	1327	1422	1537	1537	1634	1634	1722			
Bird in Eye Hill	0717	0832	0832	0925	1010	1110	1150	1230	1330	1425	1540	1540	1637	1637	1725			
Uckfield Hospital	0718	0833	0833	0926	1011	1111	1151	1231	1331	1426	1541	1541	1638	1638	1726			
Uckfield, Bus Station	0723	U	0838	0931	1016	1116	1156	1236	1336	1431	1546	1546	1643	1643	1731			

- A: departs at 0811 on non-schooldays
R: serves this point only if requested by passengers already on the bus
U: continues via Uckfield High Street to Uckfield Community Technology College (does not serve the Bus Station)
Sch or S: operates on schooldays only
H: operates in school holidays only
SD: journey operated by Seaford & District Motor Services

Saturdays

Uckfield, Bus Station	0825	0925	1025	1125	1240	1340	1456	1550	1650									
Uckfield Hospital	0830	0930	1030	1130	1245	1345	1501	1555	1655									
Bird in Eye Hill	0831	0931	1031	1131	1246	1346	1502	1556	1656									
Framfield, Primary School	0934	0934	1034	1134	1249	1349	1505	1559	1659									
Blackboys, School Lane	0839	0939	1039	1139	1254	1354	1510	1604	1704									
Cross in Hand Hotel	0844	0944	1044	1144	1259	1359	1515	1609	1709									
Heathfield, High Street (arr)	0847	0947	1047	1147	1302	1402	1518	1612	1712									
Heathfield, Fire Station (dep)	0755	0855	0955	1055	1215	1315	1415	1525	1622	1722								
Cross in Hand Hotel	0758	0858	0958	1058	1218	1318	1418	1528	1625	1725								
Blackboys, School Lane	0803	0903	1003	1103	1223	1323	1423	1533	1630	1730								
Framfield, Primary School	0807	0907	1007	1107	1227	1327	1427	1537	1634	1734								
Bird in Eye Hill	0810	0910	1010	1110	1230	1330	1430	1540	1637	1737								
Uckfield Hospital	0811	0911	1011	1111	1231	1331	1431	1541	1638	1738								
Uckfield, Bus Station	0816	0916	1016	1116	1236	1336	1436	1546	1643	1743								

231: UCKFIELD - HEATHFIELD - BURWASH - ETCHINGHAM - HURST GREEN

Option 2

<u>Mondays to Fridays</u>	<u>SD</u>									<u>SD</u>					
	<u>Sch</u>	<u>H</u>								<u>Sch</u>	<u>H</u>	<u>Sch</u>			
Uckfield, Bus Station			0735	0845	0940	1025	1125	1205	1255	1350	1350	1435	1550	1735	
Uckfield Hospital			0740	0850	0945	1030	1130	1210	1300	1355	1355	1440	1555	1740	
Bird in Eye Hill			0741	0851	0846	1031	1131	1211	1301	1356	1356	1441	1556	1741	
Framfield, Primary School			0744	0854	0949	1034	1134	1214	1304	1359	1359	1444	1559	1744	
Blackboys, School Lane			0749	0859	0954	1039	1139	1219	1309	1404	1404	1449	1604	1749	
Cross in Hand Hotel			0754	0904	0959	1044	1144	1224	1314	1409	1409	1454	1609	1754	
Heathfield, High Street (arr)			0757	0907	1002	1047	1147	1227	1317	1412	1412	1457	1612	1757	
Heathfield, High Street (dep)	0649	0649	0800A			1047		1227			1412	1500	1612	1757	
Heathfield, Community Coll.			0810S									1515			
Broad Oak, Post Office	0653	0653	0815			1051		1231			1416	1522	1616	1801	
Burwash Common	0657	0657	0819			1057		1237			1422	1526	1622	1807	
Burwash, Post Office	0701	0701	0823			1101		1241			1426	1531	1626	1811	
Burwash, Strand Meadow						1103		1243			1428	1533	1628	1813	
Etchingham, Rail Station	0706	0707	0829			1109		1249			1434	1539	1634	1819	
Hurst Green, Village Hall	0712											1545			
		<u>SD</u>													
		<u>Sch</u>	<u>H</u>								<u>Sch</u>	<u>H</u>	<u>SD</u>		
Hurst Green, Village Hall		0730										1553			
Etchingham, Rail Station		0737	0745		0930		1110		1250			1500	1600	1645 1820	
Burwash, Strand Meadow		0745	0753		0936		1116		1256			1506	R	1651 R	
Burwash, Post Office		0748	0756		0939		1119		1259			1509	1605	1654 1826	
Burwash Common		0753	0801		0943		1123		1303			1513	1610	1658 1830	
Broad Oak, Post Office		0800	0808		0949		1129		1309			1519	1617	1704 1836	
Heathfield, Community Coll.		0805									1515				
Heathfield, Fire Station (arr)		0814	0813		0953		1133		1313		1524	1523	1621	1708 1840	
Heathfield, Fire Station (dep)	0700	0815	0815	0910	0955	1055	1135	1215	1315	1410	1525	1525	1622	1710	
Cross in Hand Hotel	0705	0820	0820	0913	0958	1058	1138	1218	1318	1413	1528	1528	1625	1713	
Blackboys, School Lane	0710	0825	0825	0918	1003	1103	1143	1223	1323	1418	1533	1533	1630	1718	
Framfield, Primary School	0714	0829	0829	0922	1007	1107	1147	1227	1327	1422	1537	1537	1634	1722	
Bird in Eye Hill	0717	0832	0832	0925	1010	1110	1150	1230	1330	1425	1540	1540	1637	1725	
Uckfield Hospital	0718	0833	0833	0926	1011	1111	1151	1231	1331	1426	1541	1541	1638	1726	
Uckfield, Bus Station	0723	U	0838	0931	1016	1116	1156	1236	1336	1431	1546	1546	1643	1731	

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<u>Saturdays</u>										
Uckfield, Bus Station	0825	0925	1025	1125	1240	1340	1456	1550	1650	
Uckfield Hospital	0830	0930	1030	1130	1245	1345	1501	1555	1655	
Bird in Eye Hill	0831	0931	1031	1131	1246	1346	1502	1556	1656	
Framfield, Primary School	0934	0934	1034	1134	1249	1349	1505	1559	1659	
Blackboys, School Lane	0839	0939	1039	1139	1254	1354	1510	1604	1704	
Cross in Hand Hotel	0844	0944	1044	1144	1259	1359	1515	1609	1709	
Heathfield, High Street (arr)	0847	0947	1047	1147	1302	1402	1518	1612	1712	
Heathfield, Fire Station (dep)	0755	0855	0955	1055	1215	1315	1415	1525	1622	1722
Cross in Hand Hotel	0758	0858	0958	1058	1218	1318	1418	1528	1625	1725
Blackboys, School Lane	0803	0903	1003	1103	1223	1323	1423	1533	1630	1730
Framfield, Primary School	0807	0907	1007	1107	1227	1327	1427	1537	1634	1734
Bird in Eye Hill	0810	0910	1010	1110	1230	1330	1430	1540	1637	1737
Uckfield Hospital	0811	0911	1011	1111	1231	1331	1431	1541	1638	1738
Uckfield, Bus Station	0816	0916	1016	1116	1236	1336	1436	1546	1643	1743

APPENDIX 9



Section 106 Developer Proposal

Contact: Matt Twinberrow, Bellamy Roberts
Location: Uckfield, TN22 5HA

Car Club Provision on New Developments

Within any new development, a large proportion of prospective residents may have one or more private vehicles. Many of these may not actually need to own their own vehicle, or want to get rid of their second car. Co-wheels provide an alternative to car ownership that creates significant environmental benefits.

The CoMoUK Car Club Surveys demonstrate that car club schemes reduce car ownership, increase the proportion of low emission vehicles on the roads, improve air quality, and reduce CO₂ emissions.

Car Club benefits (derived from CoMoUK Car Club Survey Results; Car Club Annual Survey for Scotland 2019-20 & Car Club Annual Survey for England & Wales 2017-18):

- Car club members who drive less than 6,000-8,000 miles a year could save up to £3,500 versus owning their own car.
- 43% less CO₂ from tailpipe emissions compared to the average UK car.
- Across the UK the Car Club fleet saves over 3,620 tonnes of carbon emissions annually – the equivalent of 674 return flights from Glasgow to New York.
- Car clubs reduce traffic on the road as members tend to drive less and use public transport, walk and cycle more after joining a car club.
- Each Car Club car displaces 6.1 private cars.
- 35% of members said they would have bought a car if they had not joined a car club.

About Co Wheels Car Club

Co-wheels is a national car club operator run as a social enterprise. Geographically, Co Wheels is the UK's largest car club and provides low emission, hybrid, and electric cars across 60 towns and cities.

Co-wheels is a pay-as-you-go car club which provides members with convenient access to cars via our on-line booking system. Each member receives a smart card which allows remote entry without the need to pick-up keys. Our outstanding customer service team provides 24/7 phone support to members.

Our rates are excellent value and currently start at £4.75 per hour or £33.25 per day + 18p per mile for fuel. Full pricing information can be found at <https://www.co-wheels.org.uk/pricing>

Hiring a car with Co Wheels

Using our service is simple. After a quick sign up process, members can:

- Find a convenient car on our website
- Book online or via mobile device
- Use the smartcard to unlock the door
- Find the keys in the car
- Use the fuel card to refill the car when needed.

Co-wheels make using a car club affordable and accessible to everyone:

- Our pricing structure is simple & great value
- Low one-off membership fee for life
- Best-in-class insurance coverage, particularly for young drivers.

The Co-wheels service

The Co-wheels pricing structure is all inclusive. Our service includes:

- Vehicle provision to meet requirements either on site or through our car club fleet based in convenient locations.
- Easy to use online booking and management for members.
- In-car telematics to accurately record trip time and distance.
- Smart billing system.
- Comprehensive insurance.
- Fuel & fuel card service.
- Servicing, maintenance and repair.
- Cleaning and vehicle safety checks.
- 24 hour helpdesk & outstanding customer service.
- Marketing support.

Advantages of using Co-wheels

- Choosing a social enterprise supports corporate social responsibility practice.
- Better value than traditional car club operations.
- Access to additional Co-wheels vehicles in the area.
- Access to our nationwide network of cars.
- Our aim is to make the operation financially self-sufficient.

Proposal for Co Wheels Car Club Provision

We have carried out an initial assessment of the area and we would be happy to work with the developer to provide car club vehicles. If demand for the car club vehicles is high, additional vehicles can be added to increase availability as additional houses are completed.

The initial proposal is for one car club vehicle to be supplied and operated on the specified parking space. Co-wheels and the developer are seeking to create a self-financing car club scheme that will be of benefit to all occupants and the wider local community. The scheme will benefit from additional promotional activities to engage residents.

Costs of providing the service

All prices are per vehicle and are exclusive of VAT. Quotes are valid for 28 days.

Compact Vehicle

Based on <i>Toyota Yaris, MG3</i> , or equivalent at the operator's discretion	Year 1	Year 2	Year 3
Cost of vehicle	£9,790		
Telematics Unit & Installation	£1,200		
Annual Running Costs*	£3,860	£3,860	£3,860
Total Cost Per Year	£14,850	£3,860	£3,860

Electric Vehicle

Based on <i>MG ZS Excite EV</i>	Year 1	Year 2	Year 3
Cost of vehicle	£14,100		
Telematics Unit & Installation	£1,200		
Annual Running Costs*	£3,860	£3,860	£3,860
Total Cost Per Year	£19,160	£3,860	£3,860

*Annual running costs
Fuel Card
Breakdown Cover

SIM
Online booking system
Cleaning & Checking

Maintenance
Insurance

Co-wheels can assist with the sourcing of a third-party provider and installer of electric charge points however the developer would be responsible for the charging infrastructure.



Marketing

Co-wheels have a specialist marketing and communication team who would promote the service to residents of the development via a marketing plan based on experience of operating a number of similar schemes.

Marketing material: We produce specific marketing material that is focussed on the needs of the site which would form part of each new resident's welcome pack. Signage can also be provided to be affixed at the parking bay to further promote the service.

Membership Incentive: Free membership of Co-wheels is a great offer to prospective buyers who, due to parking restrictions, are unable to have their own vehicle on site. We would market free memberships as a benefit paid for by the developer which provides residents with a cheaper, greener, and more convenient alternative to private car ownership. Co-wheels membership adds real value to the development and provides a solution to the recurring problem of restricted parking space for residents.

We can provide a Co-wheels pack for each unit that entitles the occupier to free £25 membership, no monthly fee and £25 driving credit, which can be used as an additional incentive for the developer's sales team for any buyers or tenants and presented as an added incentive for living at the development.

Contact Information

For further details, please contact:

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Co Wheels

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