

Scaynes Hill - Lindfield Active Travel (SHLAT)

**Feasibility Report
for a
SAFE CYCLE/WALKWAY
BETWEEN SCAYNES HILL & LINDFIELD**



APPENDICES

September 2023

**Scaynes Hill - Lindfield cycle/walkway
FEASIBILITY REPORT**

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MAIN REPORT & EXECUTIVE SUMMARY (see separate volume)

APPENDICES

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- B. Cost estimate
- C. Tools & scoring
- D. Correspondence & meetings with landowners
 - D1. Initial screening
 - D2. Preferred route correspondence

**Scaynes Hill - Lindfield cycle/walkway
FEASIBILITY REPORT**

Appendix A

Highway maps & outline design drawings

Cudwells

+ 600

Corner of brick wall
2.1 m from kerb

2.5m deep drainage
chamber (1.6 x 0.6 m)
2.0 m from kerb

+ 500

Extent of retaining wall
req'd due to steep
slope away from road

Blocked road gully
& broken pipe

+ 400

Costells
Wood Cottage

+ 300

+ 200

Cricket Ground

+ 100

Heather
Place

Car Park

+ 0

Eastlands
Farm

HAM LANE

N 23 200

LEGEND

- P1 Telegraph pole (in red if within 3.5m of kerb)
- T1 Mature tree (in red if within 3.5 m of kerb)
- G Road drainage gully
- Hedge
- Brickwall

SHEET A

Scale 1:2,000

E 36 400

E 36 600

N 23 400

E 36 200

50mph

30mph

M

T5

T4

L

K

G

J

H

G

T3

P7

G

T2

F

P6

E

P5

P4

T1

D

C

P3

B

P2

A

P1

SHEET B

Scale 1:2,000



E 36 000

E 36 200

N 24 000

E 35 800

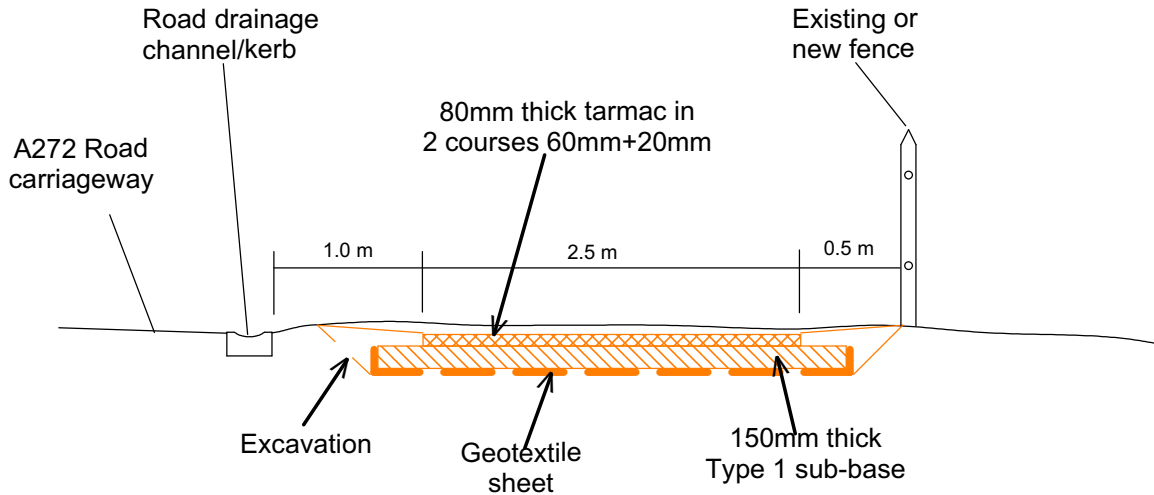
N 23 800

N 23 600

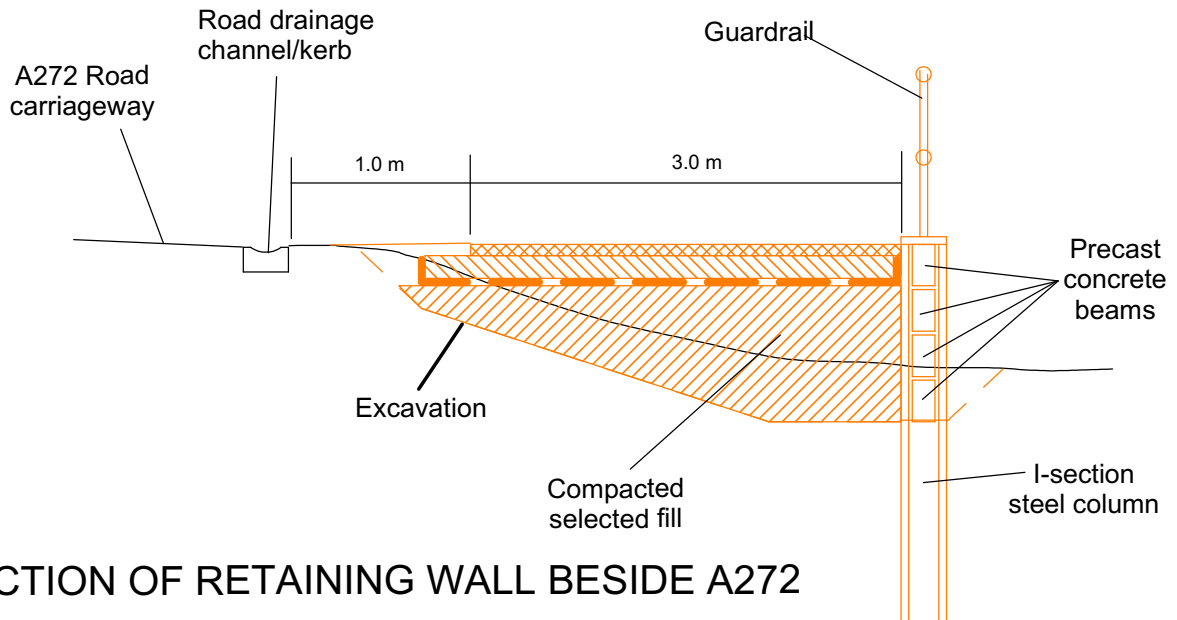
Cudwells

+ 600

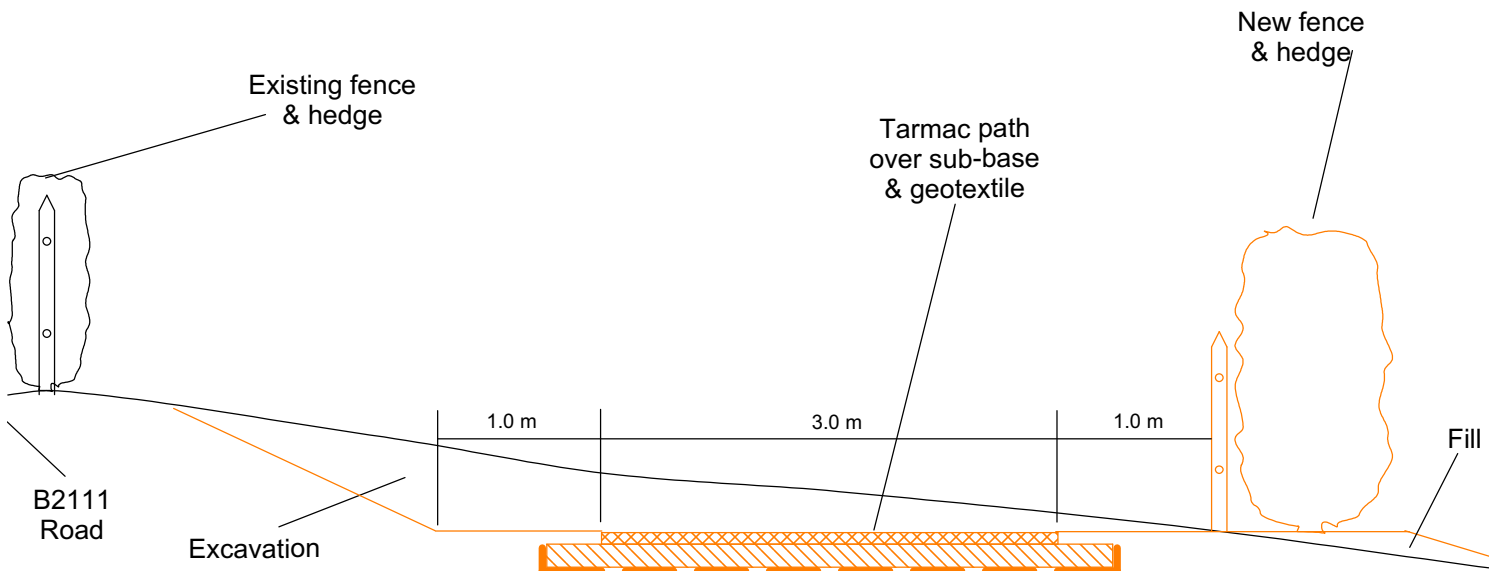
TYPICAL CROSS-SECTIONS



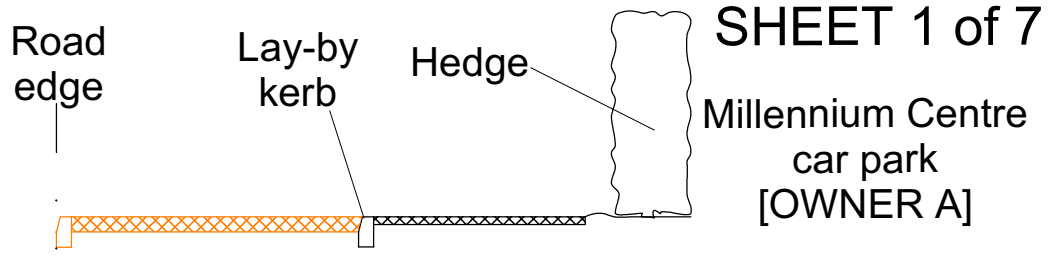
SECTION BESIDE A272



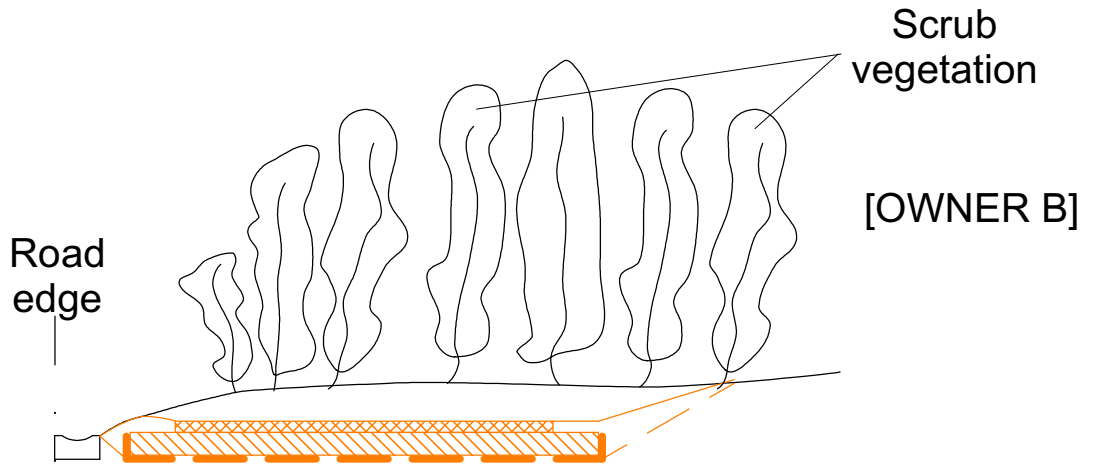
SECTION OF RETAINING WALL BESIDE A272



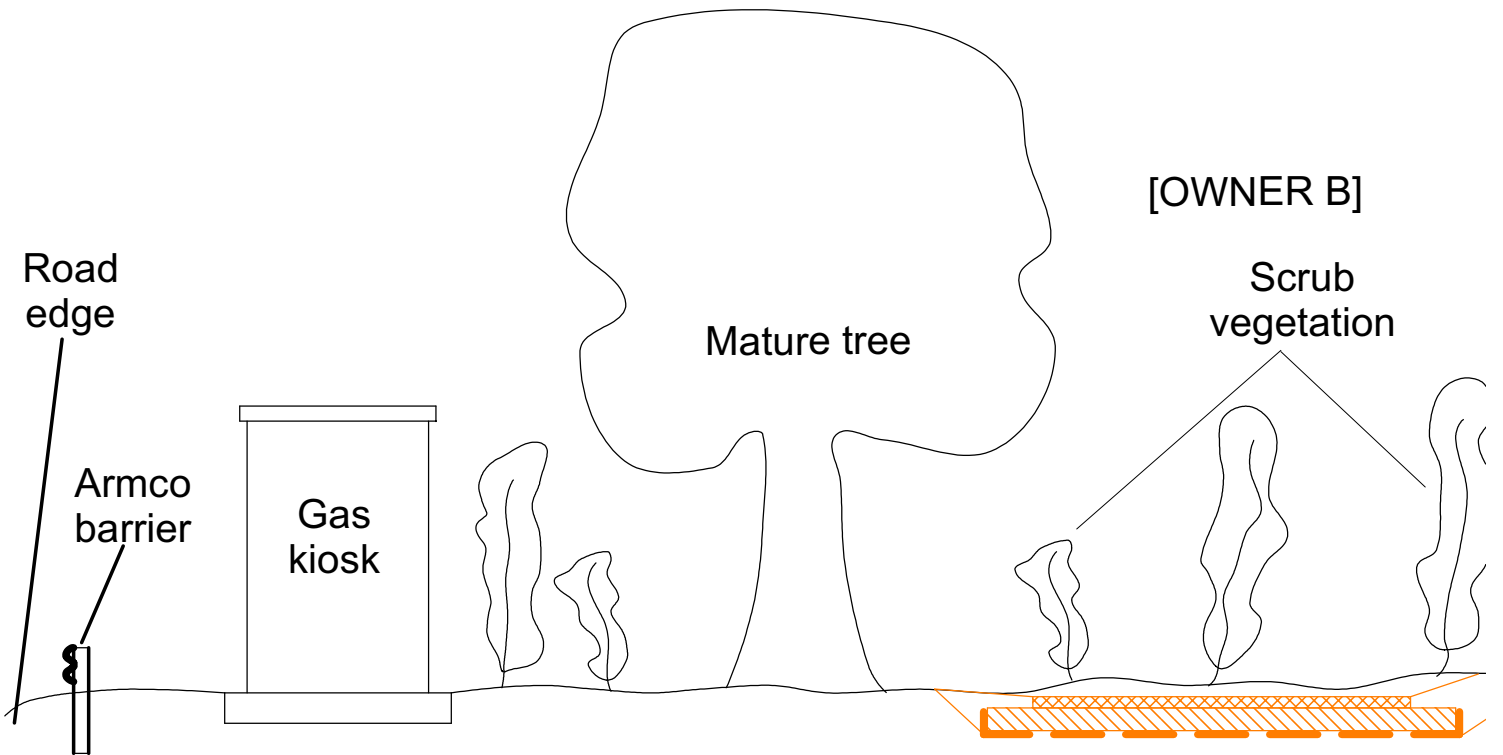
SECTION BESIDE B2111



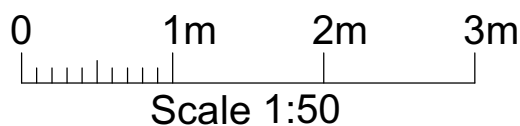
Section A (Ch+40)

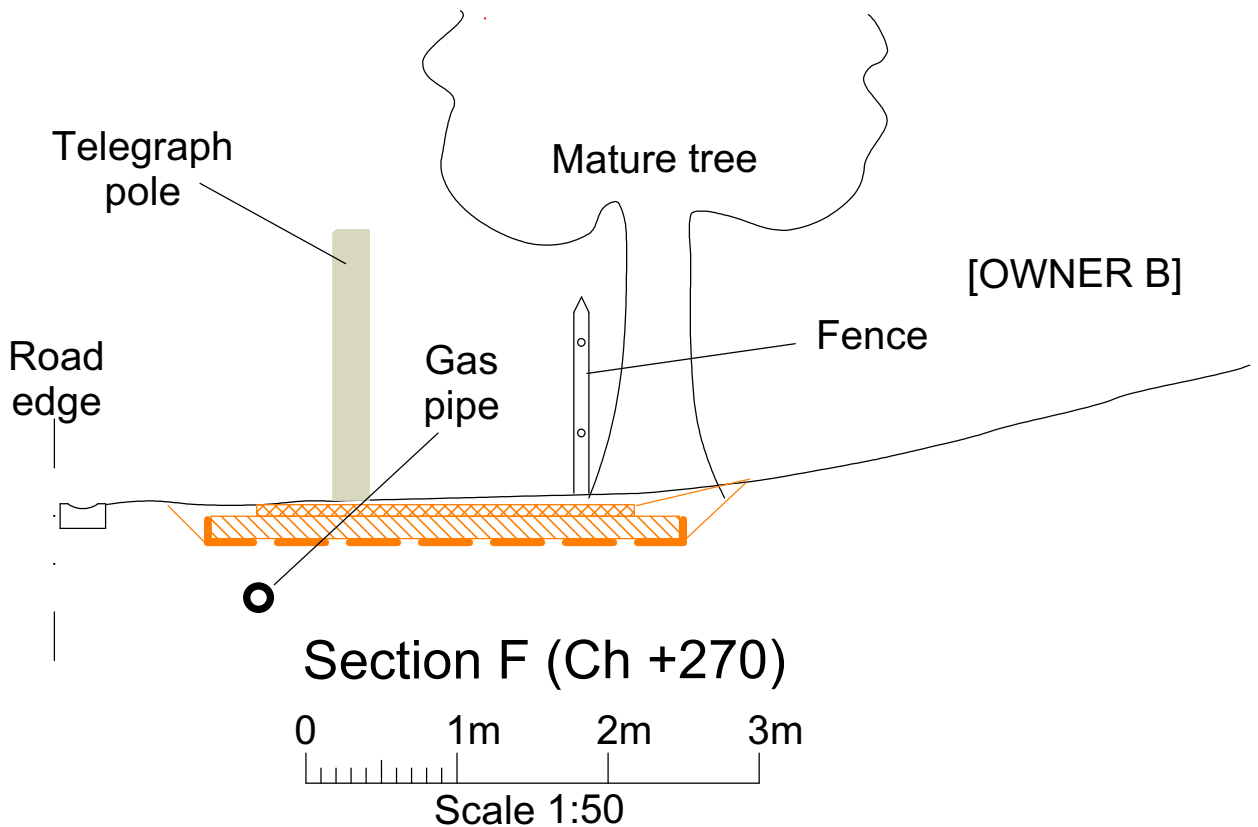
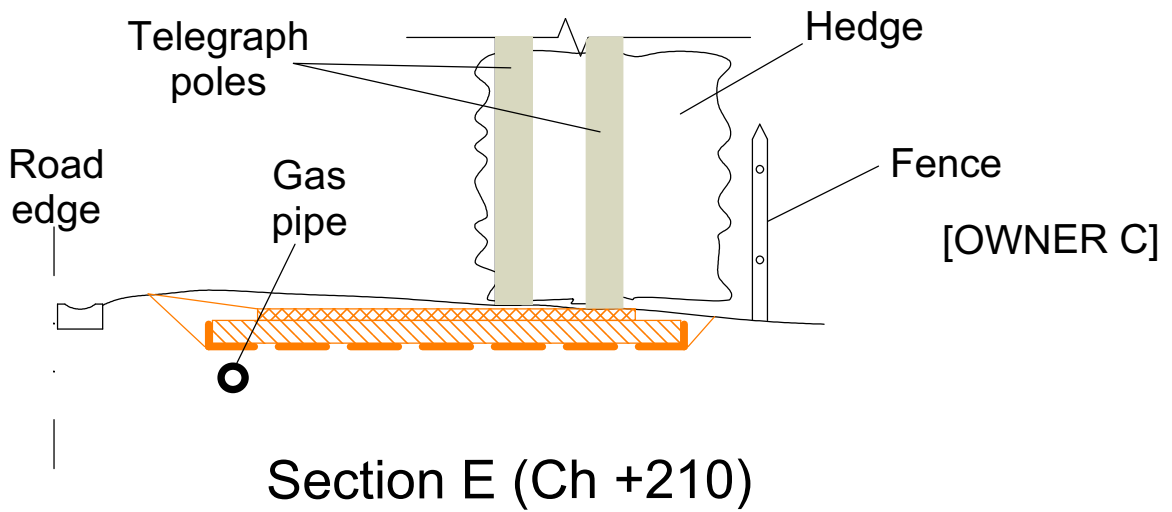
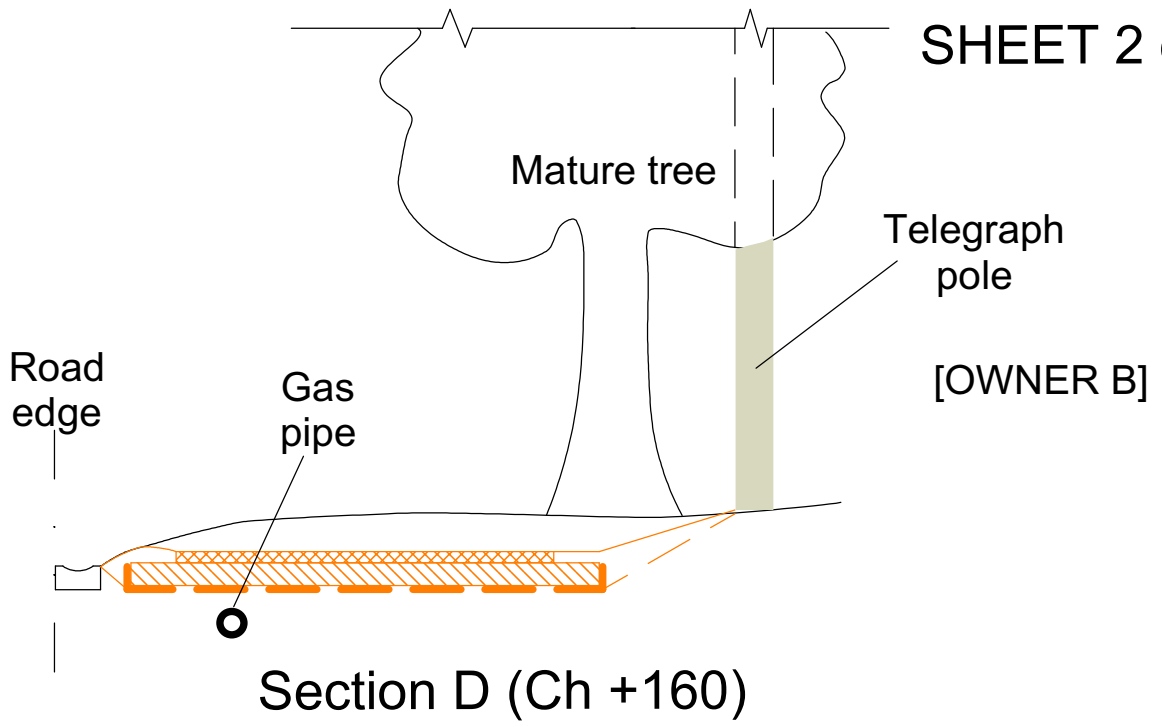


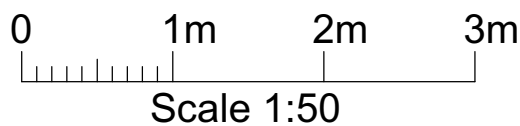
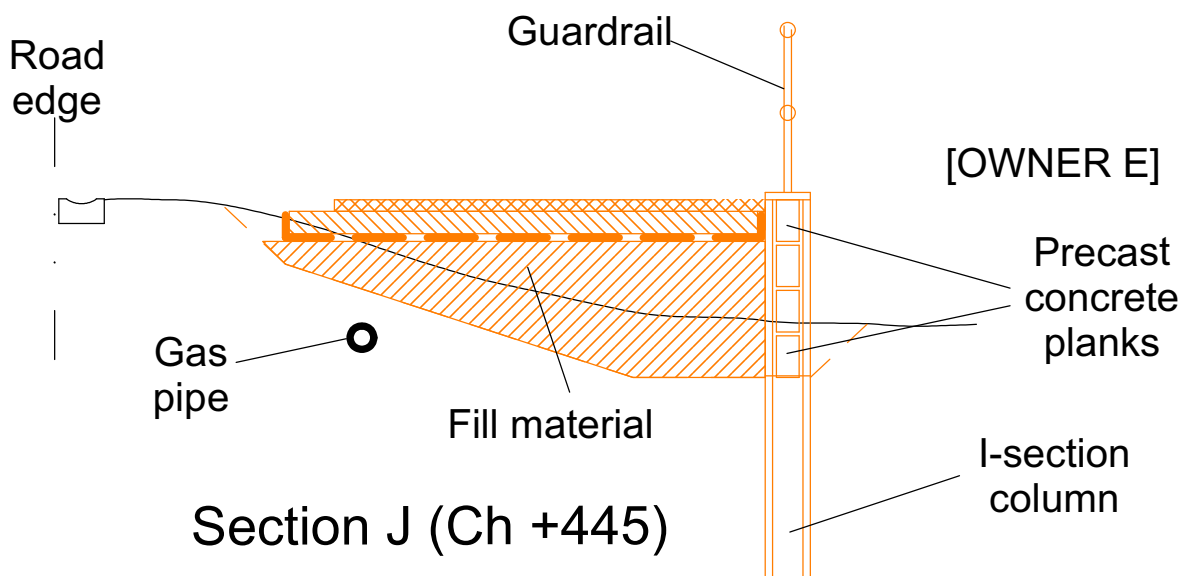
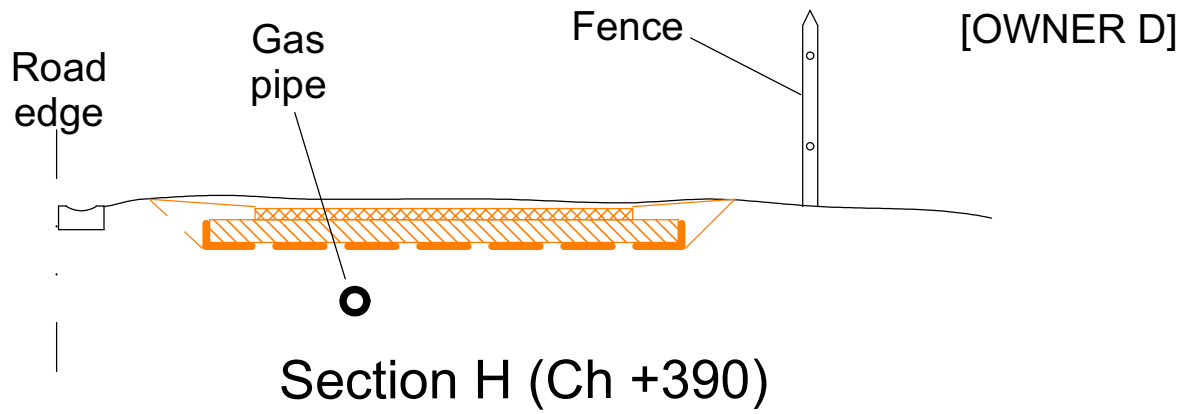
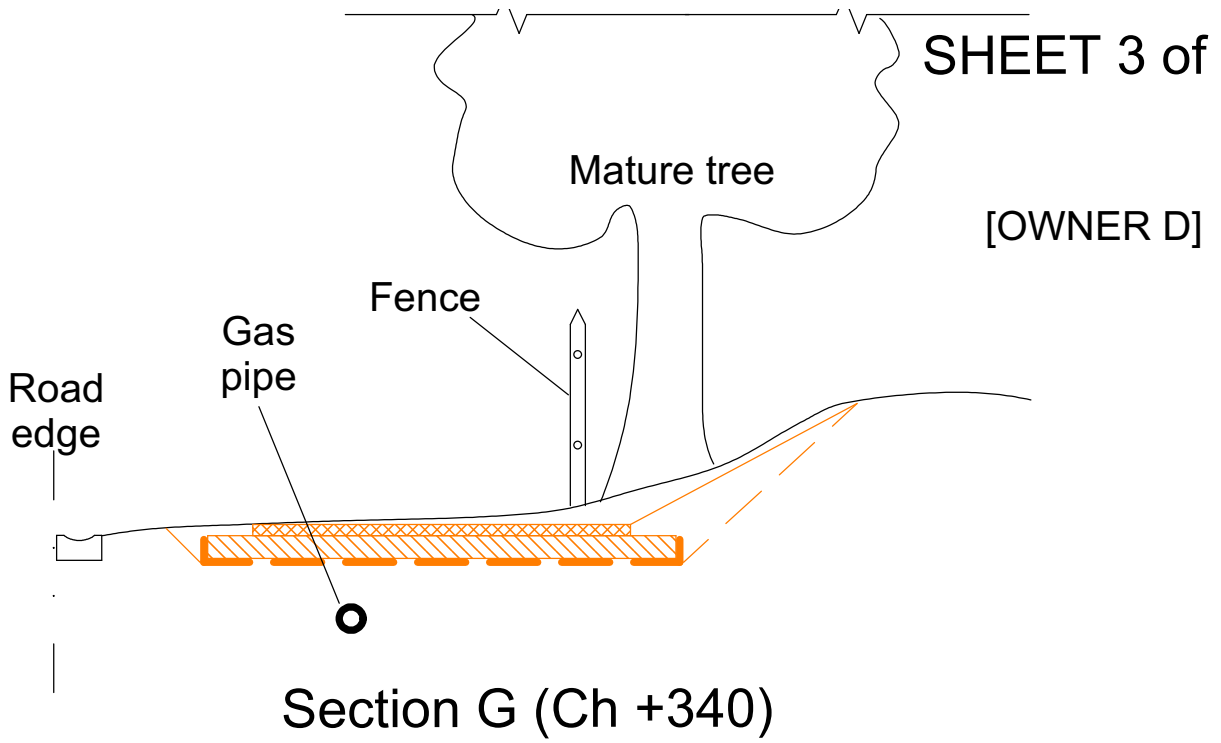
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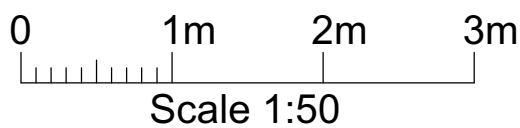
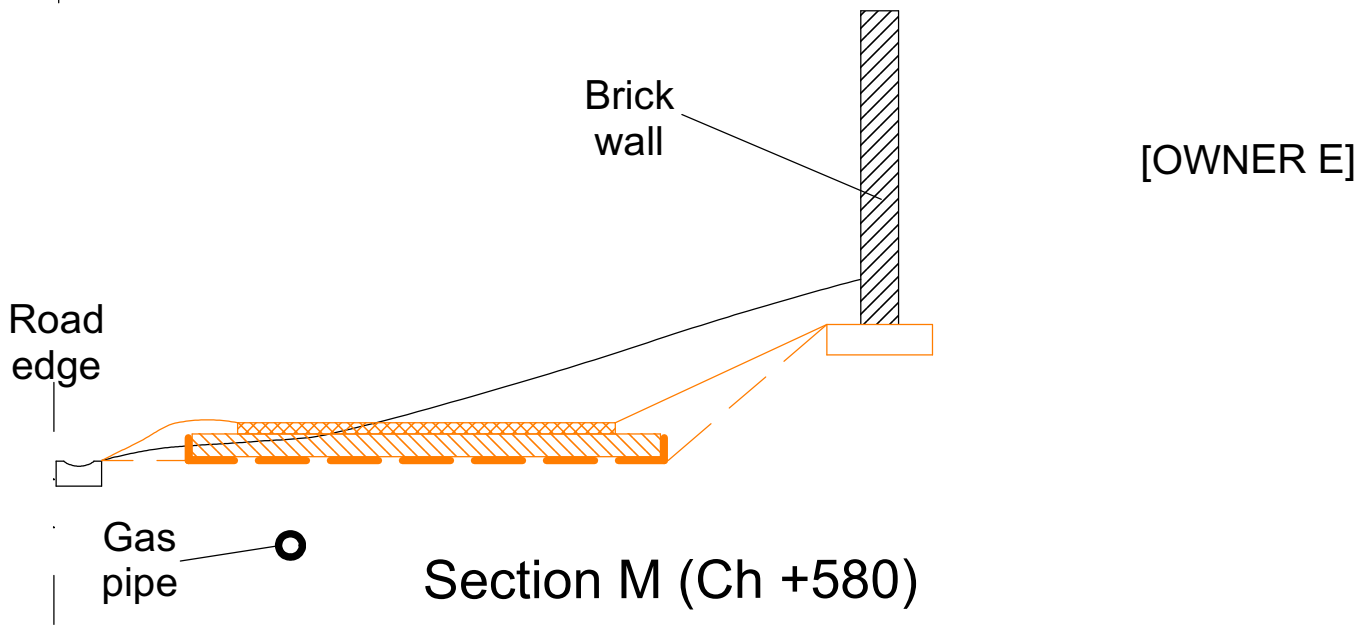
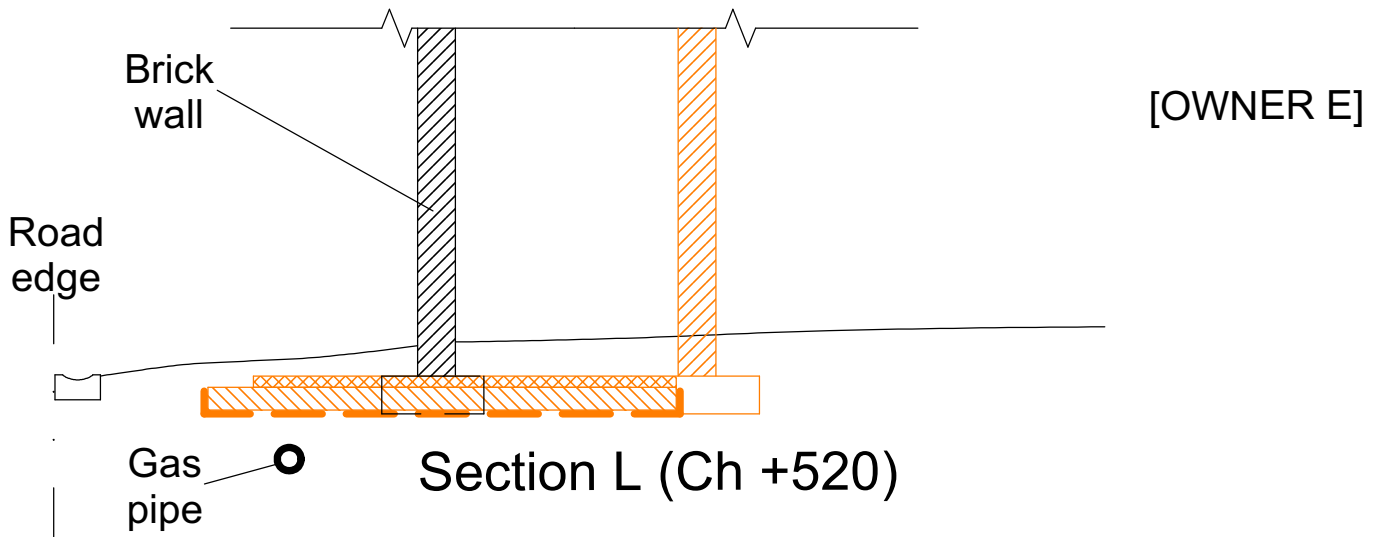
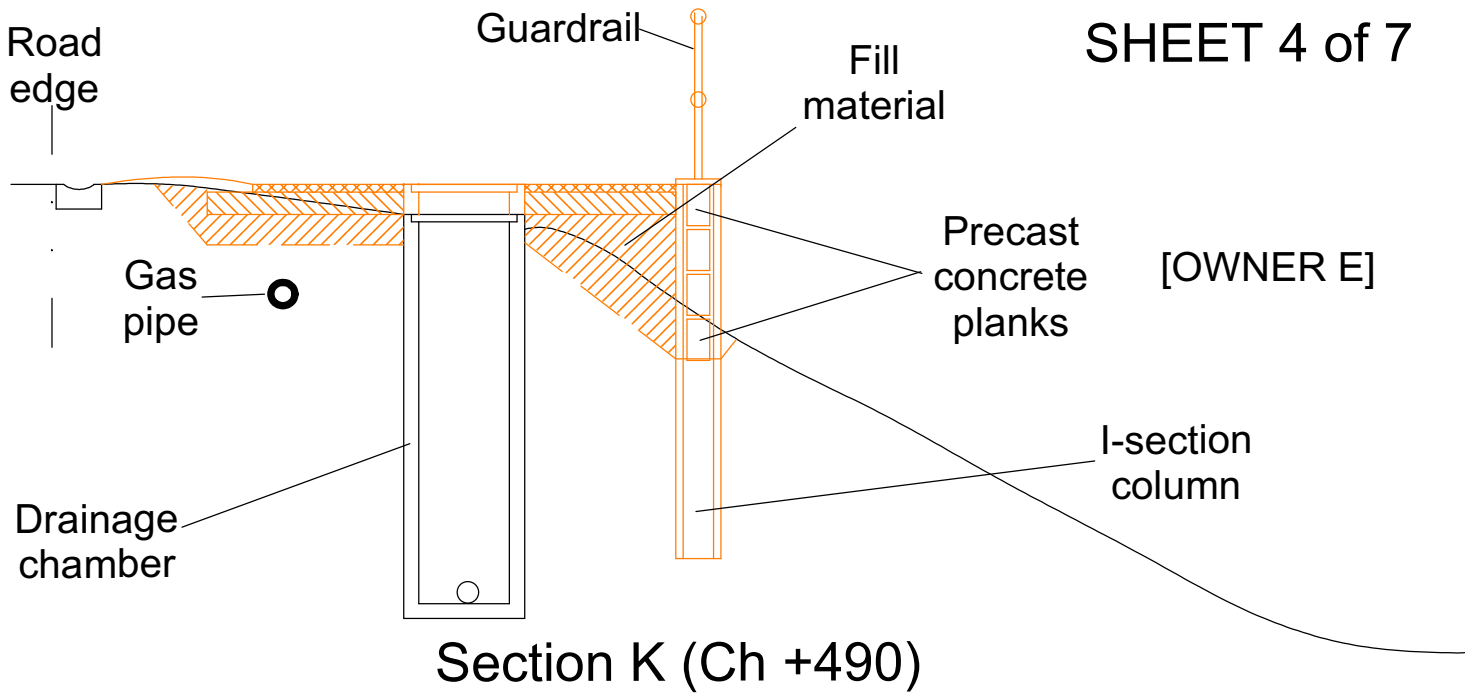


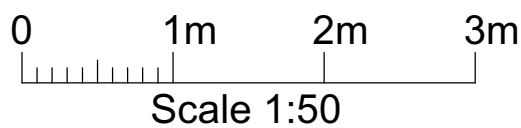
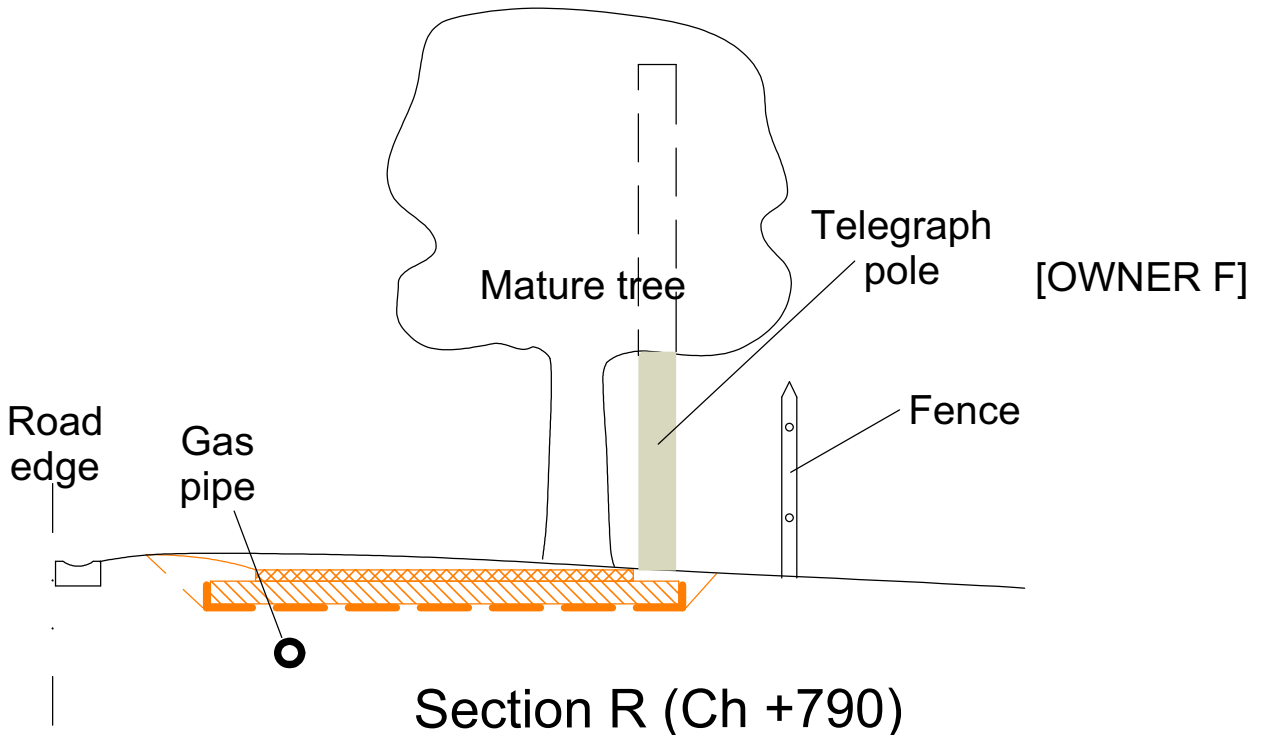
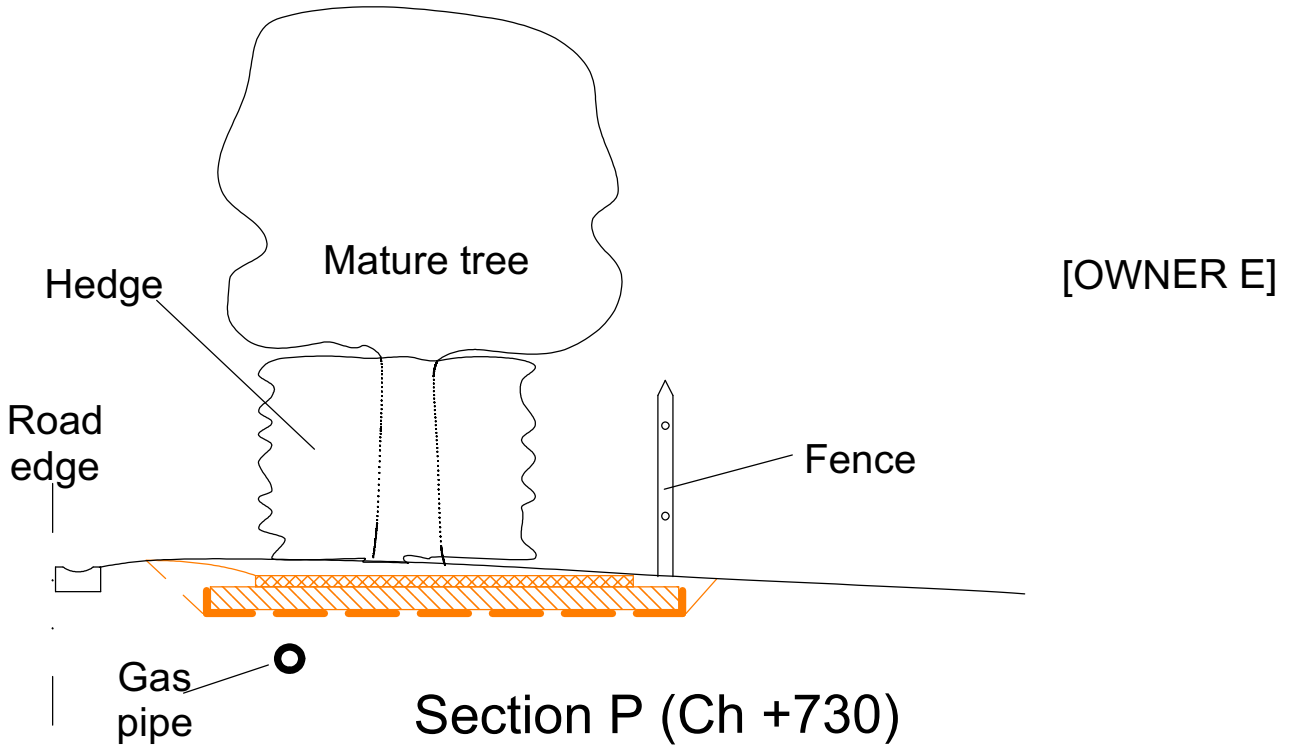
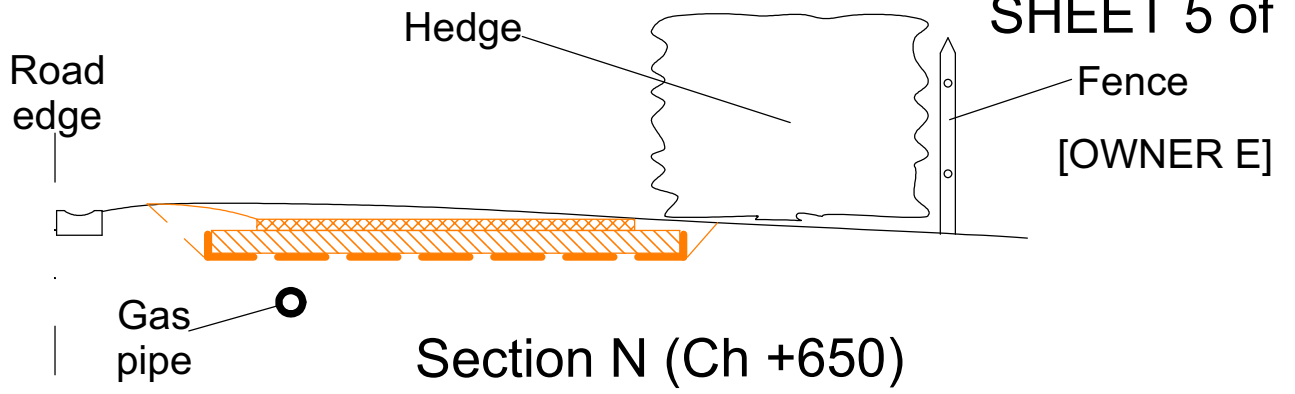
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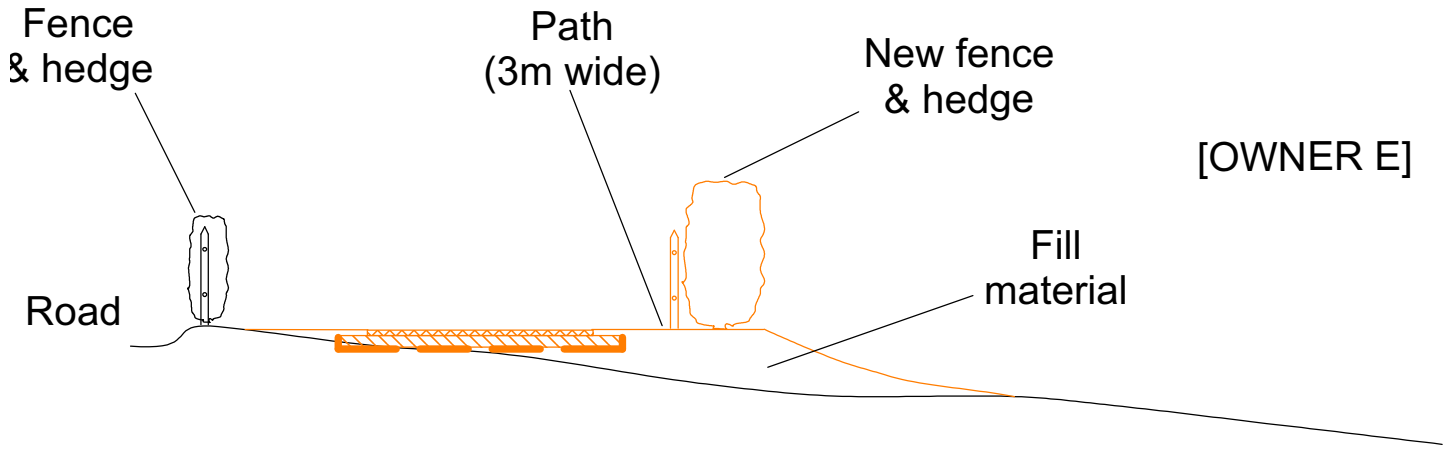




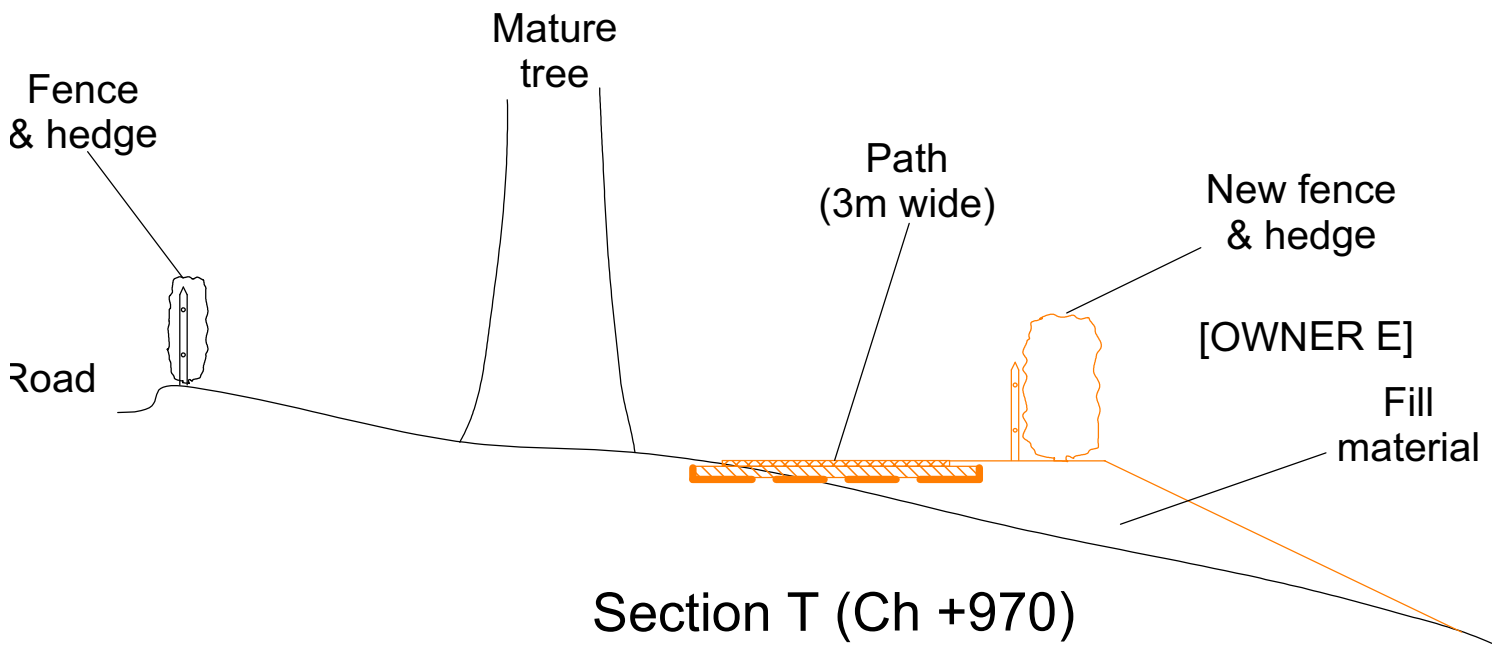




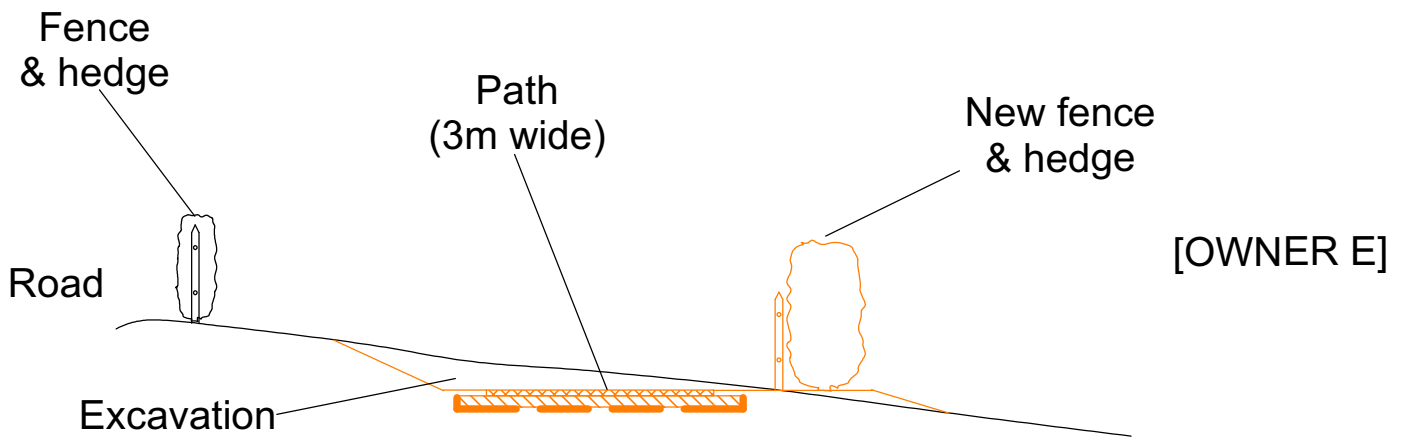




Section S (Ch +920)



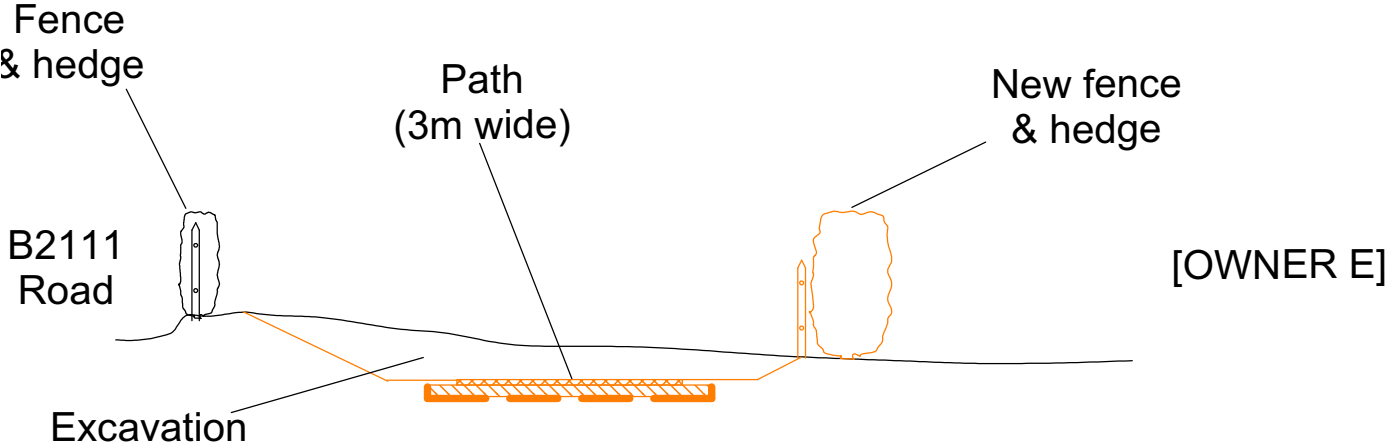
Section T (Ch +970)



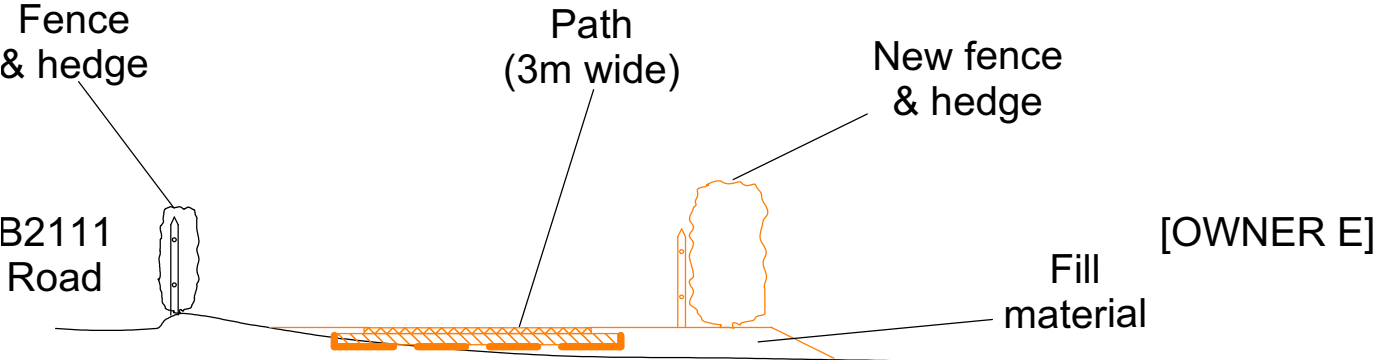
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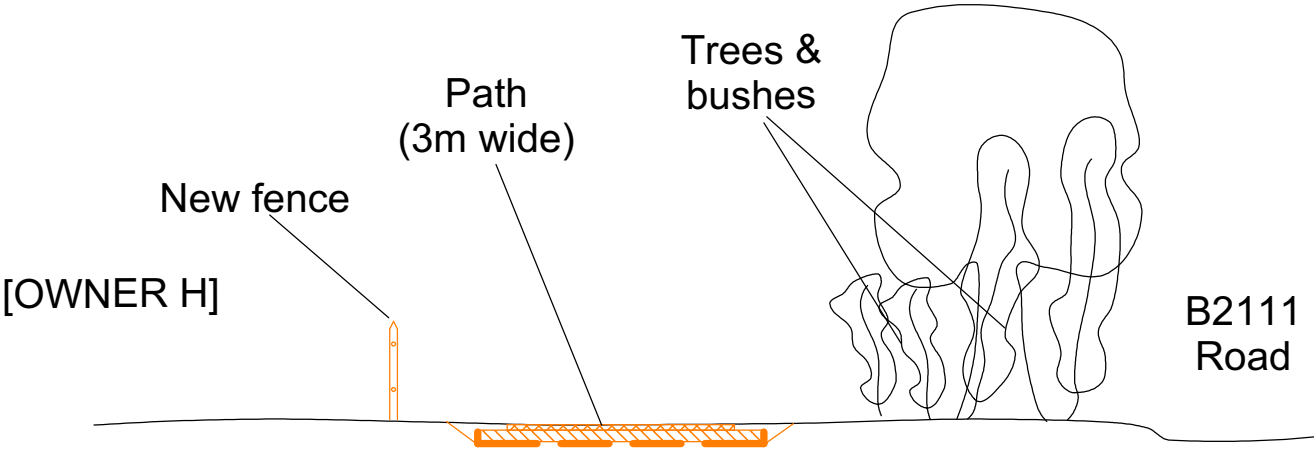
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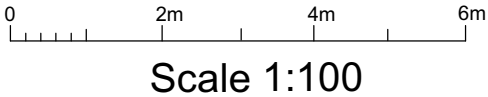
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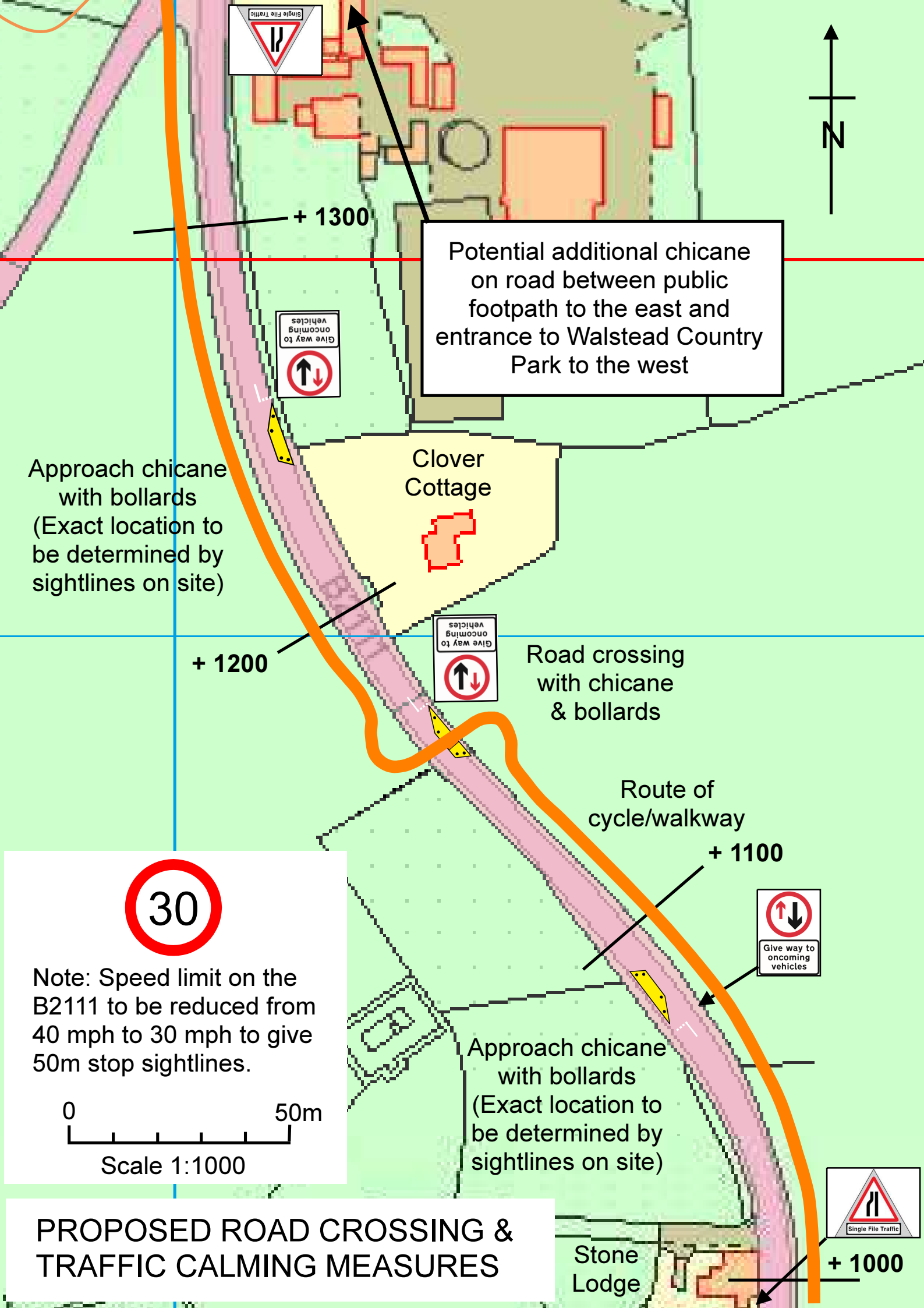


Section X (Ch +1140)



Section Z (Ch +1270)





Potential additional chicane on road between public footpath to the east and entrance to Walstead Country Park to the west

Approach chicane with bollards (Exact location to be determined by sightlines on site)

Road crossing with chicane & bollards

Route of cycle/walkway

Approach chicane with bollards (Exact location to be determined by sightlines on site)



Note: Speed limit on the B2111 to be reduced from 40 mph to 30 mph to give 50m stop sightlines.



Scale 1:1000

PROPOSED ROAD CROSSING & TRAFFIC CALMING MEASURES



Stone Lodge

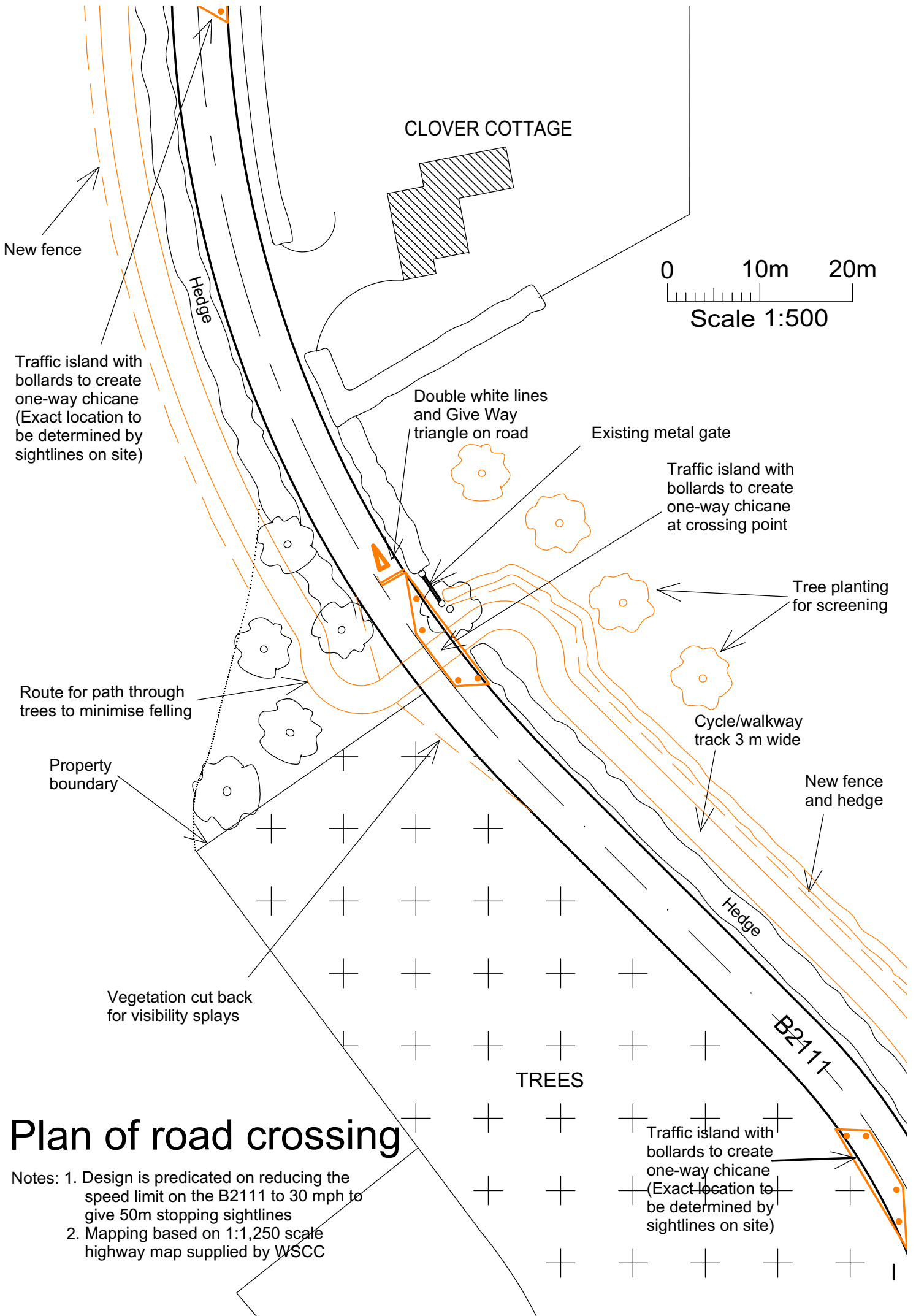
Clover Cottage

+ 1300

+ 1200

+ 1100

+ 1000



CLOVER COTTAGE

0 10m 20m
Scale 1:500

New fence

Hedge

Traffic island with bollards to create one-way chicane (Exact location to be determined by sightlines on site)

Double white lines and Give Way triangle on road

Existing metal gate

Traffic island with bollards to create one-way chicane at crossing point

Tree planting for screening

Route for path through trees to minimise felling

Cycle/walkway track 3 m wide

Property boundary

New fence and hedge

Vegetation cut back for visibility splays

TREES

B2111

Hedge

Plan of road crossing

- Notes: 1. Design is predicated on reducing the speed limit on the B2111 to 30 mph to give 50m stopping sightlines
 2. Mapping based on 1:1,250 scale highway map supplied by WSCC

Traffic island with bollards to create one-way chicane (Exact location to be determined by sightlines on site)

**Scaynes Hill - Lindfield cycle/walkway
FEASIBILITY REPORT**

**Appendix B
Cost Estimate**

Preferred Option with access provided to north verge by land owners

Materials and Subcontractors

Compound setup - welfare, stores, etc	£ 750.00	pw	28 weeks	£21,000
Traffic management	£ 1,000.00	pw	20 weeks	£20,000
Arboriculturalist	£ 4,000.00	pw	5 weeks	£20,000
Vegetation strip	£ 3,000.00	pw	5 weeks	£15,000
Imported fill (6F2)	£ 35.00	per t	2000 t	£70,000
Type 1 sub-base to new path	£ 42.00	per t	1600 t	£67,200
Geotextile underlayer	£ 1.50	per sqm	5250 sqm	£7,875
Tarmac (60mm AC20 and 20mm AC6)	£ 45.25	per sqm	3630 sqm	£164,242
Traffic calming chicanes	£ 5,000.00	P.S.	3 no	£15,000
King post wall materials	£ 15,000.00	P.S.	1 item	£15,000
King post wall TW design	£ 3,000.00	P.S.	1 item	£3,000
King post wall additional plant and labour	£ 10,000.00	P.S.	1 item	£10,000
Demolish & rebuild Cudwells brick wall & green gate	£ 15,000.00	P.S.	1 item	£15,000
Gas main trial pits	£ 500.00	each	6 no	£3,000
Drainage work	£ 5,000.00	P.S.	1 item	£5,000
Stockpile and re-use topsoil	£ 20,000.00	P.S.	1 item	£20,000
Seeding	£ 5,000.00	P.S.	1 item	£5,000
New hedging at Costells/Cudwells	£ 25.00	per metre	500 m	£12,500
Tree planting	£ 8,000.00	P.S.	1 item	£8,000
White lining	£ 15,000.00	P.S.	1 item	£15,000
Signage	£ 15,000.00	P.S.	1 item	£15,000
Move telegraph poles x6	£ 4,000.00	P.S.	6 item	£24,000
Post and wire fencing	£ 40.00	per metre	1000 m	£40,000
				£590,817

Plant

Excavator	£ 300.00	pw	28 weeks	£8,400
Dumper	£ 150.00	pw	28 weeks	£4,200
Roller	£ 200.00	pw	28 weeks	£5,600
Generator	£ 200.00	pw	28 weeks	£5,600
Diesel	£ 1,000.00	pw	28 weeks	£28,000
Skips / Waste	£ 350.00	each	15 no	£5,250
Heras Fencing	£ 20.00	per metre	500 m	£10,000
				£67,050

Operatives

Excavator Op	£ 1,125.00	pw	28 weeks	£31,500
Dumper Op	£ 1,000.00	pw	28 weeks	£28,000
Groundworker	£ 900.00	pw	28 weeks	£25,200
Groundworker	£ 900.00	pw	28 weeks	£25,200
Labourer	£ 750.00	pw	28 weeks	£21,000
Storeman	£ 750.00	pw	28 weeks	£21,000
				£151,900

Office

Project Manager - part time	£ 1,000.00	pw	28 weeks	£28,000
QS - part time	£ 400.00	pw	28 weeks	£11,200
Site Manager	£ 1,500.00	pw	28 weeks	£42,000
Site Engineer - part time	£ 600.00	pw	28 weeks	£16,800
				£98,000

Materials and Subcontractors	£590,817
Plant	£67,050
Labour	£151,900
Office	£98,000
Sub-total	£907,767
OHP @10% inc risk	£90,777
TOTAL	£998,544

Extra over sum to re-align A272 up to 2.0m southwards, both verges.

Materials and Subcontractors

Compound setup - welfare, stores, etc	£ 750.00	pw	6 weeks	£4,500
Traffic management	£ 1,000.00	pw	6 weeks	£6,000
Arboriculturalist	£ 4,000.00	pw	-3 weeks	-£12,000
Vegetation strip	£ 3,000.00	pw	-3 weeks	-£9,000
Muck away road demolition arisings	£ 350.00	per 8cbm wagon	33.75 wagons	£11,813
Type 1 sub-base (350mm) for re-aligned road	£ 42.00	per t	1386 t	£58,212
Geotextile underlayer for re-aligned road	£ 1.50	per sqm	1980 sqm	£2,970
Tarmac road surfacing for re-aligned road	£ 45.25	per sqm	1800 sqm	£81,450
New road kerbs for re-aligned road	£ 12.00	per metre	1000 m	£12,000
King post wall materials	£ 15,000.00	P.S.	-0.5 item	-£7,500
King post wall TW design	£ 3,000.00	P.S.	-0.5 item	-£1,500
King post wall additional plant and labour	£ 10,000.00	P.S.	-0.5 item	-£5,000
Demolish & rebuild Cudwells brick wall & green gate	£ 15,000.00	P.S.	-1 item	-£15,000
Gas main trial pits	£ 500.00	each	0 no	£0
Drainage work	£ 5,000.00	P.S.	0 item	£0
Stockpile and re-use topsoil	£ 20,000.00	P.S.	0 item	£0
Seeding	£ 5,000.00	P.S.	0 item	£0
New hedging at Costells/Cudwells	£ 25.00	per metre	-500 item	-£12,500
Tree planting	£ 8,000.00	P.S.	0.0 item	£0
White lining	£ 15,000.00	P.S.	item	£0
Signage	£ 15,000.00	P.S.	item	£0
Move telegraph poles x6	£ 24,000.00	P.S.	-0.5 item	-£12,000
Post and wire fencing	£ 40.00	per metre	0 m	£0
New gate at Cricket Ground	£ 1,500.00	P.S.	1 item	£1,500
				£103,945

Plant

Excavator	£ 300.00	pw	7 weeks	£2,100
Dumper	£ 150.00	pw	7 weeks	£1,050
Roller	£ 200.00	pw	7 weeks	£1,400
Generator	£ 200.00	pw	7 weeks	£1,400
Diesel	£ 1,000.00	pw	7 weeks	£7,000
Skips / Waste	£ 350.00	each	3 no	£1,050
Heras Fencing	£ 20.00	per metre	0 m	£0
				£14,000

Operatives

Excavator Op	£ 1,125.00	pw	7 weeks	£7,875
Dumper Op	£ 1,000.00	pw	7 weeks	£7,000
Groundworker	£ 900.00	pw	7 weeks	£6,300
Groundworker	£ 900.00	pw	7 weeks	£6,300
Labourer	£ 750.00	pw	7 weeks	£5,250
Storeman	£ 750.00	pw	7 weeks	£5,250
				£37,975

Office

Project Manager - part time	£ 1,000.00	pw	7 weeks	£7,000
QS - part time	£ 400.00	pw	7 weeks	£2,800
Site Manager	£ 1,500.00	pw	7 weeks	£10,500
Site Engineer - part time	£ 600.00	pw	7 weeks	£4,200
				£24,500

Materials and Subcontractors	£103,945
Plant	£14,000
Labour	£37,975
Office	£24,500
sub	£180,420
OHP @10% inc risk	£18,042
TOTAL	£198,461

**Scaynes Hill - Lindfield cycle/walkway
FEASIBILITY REPORT**

**Appendix C
Tools & scoring**

Local Cycling and Walking Infrastructure Plans

Route Selection Tool

Overview

The primary function of the Route Selection Tool (RST) is to assess the suitability of a route against a set of core design outcomes. The RST enables a route to be assessed in both its existing state and potential future state, if improvements were made.

Route Selection Tool Criteria

The RST uses a range of criteria to assess how well a route meets the core design outcomes, with scoring ranging from 5, being the highest, to 0, being the lowest.

The criteria are:

- directness
- gradient
- safety
- connectivity
- comfort

The number of 'critical junctions' are also recorded to enable a high-level evaluation of both links and junctions within one tool. A 'critical junction' is defined as one that has characteristics that are hazardous for cyclists e.g. high traffic volumes, lack of priority or segregation, crossing high speed on-off slip roads or large roundabouts.

How to use the RST

Criteria tabs contain:

Orange coloured fields require data to be inputted for reference.

Yellow coloured fields require scores to be calculated using data from the orange fields and by referring to the blue scoring tables.

Blue coloured fields contain the data required for scoring.

All other cells are protected to prevent deletion of formulas.

Summary tab

General information regarding the route can be entered at the top of the summary tab. The remaining fields will automatically be populated with the information from criteria tab. A description of improvements and indicative costs can be entered at the bottom summary tab. All other cells are protected.

Further Information

LCWIP Guidance (Annex B) provides a step-by-step guide on how to use the RST.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

DIRECTNESS

Assessed for the entire route length

	Existing Route	Potential Route
Motor Vehicle Route Length (km)	1.40	1.40
Cycle Route Length (km)	1.40	1.40
Ratio	1.00	1.00
Directness Score for Route	5	5

Directness Scores Table	
Length Factor	Score
≤ 1.0	5
$> 1.0, \leq 1.2$	4
$> 1.2, \leq 1.4$	3
$> 1.4, \leq 1.6$	2
$> 1.6, \leq 1.8$	1
> 1.8	0

Length Factor: Length of the cycle route divided by the corresponding shortest motor vehicle route

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

GRADIENT

Assessed for sections of route of similar characteristics - max 1km each

Google Earth elevation profile is a useful tool for obtaining data for this section

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Max Slope (m)	Max Grade (%)	Score	Section Length (km)	Max Slope (m)	Max Grade (%)	Score
1			0.1	0	0	5	0.1	0	0	5
2			0.35	300	1.9	5	0.35	300	1.9	5
3			0.35	250	3.3	2	0.35	250	3.3	2
4			0.1	55	2.7	5	0.1	55	2.7	5
5			0.1	100	5	2	0.1	100	5	2
6			0.4	400	4.2	1	0.11	110	3.5	3
7							0.1	100	4.7	2
8							0.19	190	3.4	2
9										
10										

Gradient Score for Route	Existing	Potential
		2.89

Note - Gradient may vary between existing and proposed (e.g. if zig-zag ramps are introduced to reduce gradient)

Gradient Scores Table						
Maximum Grade along each section (%)	Maximum slope (m)					
	15m	30m	50m	80m	150m	exceeds 150m
<2	5	5	5	5	5	5
2	5	5	5	5	5	4
3	5	5	5	5	4	3
4	5	5	5	4	3	2
5	5	5	4	3	2	1
6	5	4	3	2	1	0
7	4	3	2	1	0	0
8	3	2	1	0	0	0
9	2	1	0	0	0	0
10	1	0	0	0	0	0
> 10	0	0	0	0	0	0

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

SAFETY

Assessed for sections of route of similar characteristics - max 1km each

AADT - Average Annualised Daily Traffic

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score	Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score
1	A272 Millennium	A272 Village sign	0.18	30	9100	1	0.18	30	9100	3
2	A272 Village sign	A272 Bedales	0.7	50	9100	0	0.7	40	9100	3
3	B2111 Bedales	BB2111 Snowdrop	0.52	40	<5000?	1	0.52	30	n/a	3
4										
5										
6										
7										
8										
9										
10										

Safety Score for Route	Existing	Potential
		0.50

Safety Scores Table			Motor Traffic Speed		
			20 mph	30 mph	>30 mph
Mixed Traffic Table Scores	Motor Traffic Volume	<2500	4	3	2
		2500-5000	3	2	1
		>5000	2	1	0
Route physically protected from motor vehicles or off highway completely	n/a	5			
Unlit routes	n/a	Deduct 1 point			
Routes without passive surveillance	n/a	Deduct 1 point			

Notes: Speed - Measured 85th percentile speed if known, otherwise speed limit
 Volume - AADT, two way on single carriageways, one way on dual carriageways.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

CONNECTIVITY

Assessed as connectivity for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Total Connections (No.)	Connections per km	Score	Section Length (km)	Total Connections (No.)	Connections per km	Score
1	A272 Millennium	B2111 Bedales	0.9	2	2.2	3	0.9	2	2.2	3
2	B2111 Bedales	B2111 Snowdrop	0.5	2	4.0	4	0.5	3	6.0	5
3										
4										
5										
6										
7										
8										
9										
10										

Connectivity Score for Route	Existing	Potential
		3.36

Number of Accesses/ Connections per Km	Score
> 4	5
> 3, < 4	4
> 2, < 3	3
> 1, < 2	2
> 0, < 1	1
0	0

Note - Accesses to be suitable for cycling and barrier-free

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

COMFORT

Assessed for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Surface Type	Available Width (m)	Score	Section Length (km)	Surface Type	Available Width (m)	Score
1	A272 Millennium	A272 Village sign	0.18	Unsurfaced	0	0	0.18	Smooth, Machine-laid bituminous or similar	2	1
2	A272 Village sign	A272 Bedales	0.7	Unsurfaced	0	0	0.7	Smooth, Machine-laid bituminous or similar	2.5	3
3	B2111 Bedales	BB2111 Snowdrop	0.52	Unsurfaced	0	0	0.52	Smooth, Machine-laid bituminous or similar	3	4
4										
5										
6										
7										
8										
9										
10										

Comfort Score for Route	Existing	Potential
	0	3.11

Comfort Scores Table		Available Width				
One-Way Track/Lane		≥ 2.1m	< 2.1m, ≥ 1.8m	< 1.8m, ≥ 1.5m	< 1.5m, ≥ 1.2m	< 1.2m
Two-Way Track/Lane		≥ 3.5m	< 3.5m, ≥ 3m	< 3m, ≥ 2.5m	< 2.5m, ≥ 2m	< 2m
Surface Type	Smooth, Machine-laid bituminous or similar	5	4	3	1	0
	Hand-laid bituminous or similar	4	3	2	1	0
	Concrete/stone pavours with filled level joints	3	2	1	0	0
	Concrete/stone flags	2	1	0	0	0
	Unbound graded aggregate	1	0	0	0	0
	Unsurfaced	0	0	0	0	0

Notes:

- Mixed traffic streets with less than 2500 vehicles per day should be assessed as two-way tracks with available width greater than 3.5m
- Mixed traffic streets carrying more than 2500 vehicles per day score zero
- Scores for Shared Use Paths (with pedestrians) are reduced:
 - By 1 where pedestrian flows exceed 100 per hour
 - By 2 where pedestrian flows exceed 300 per hour

Local Cycling and Walking Infrastructure Plan: Route Selection Tool
CRITICAL JUNCTIONS

Critical Junctions	Existing	Potential
	No. of Junctions	No. of Junctions
Cycle movements in potential conflict with heavy motor traffic flows (>5000 vpd, or HGV/Bus >500 per day)	1	0
Cycle movements mixed with or crossing traffic stream with 85th percentile speed >60kph	0	1
Cycles need to cross more than one traffic lane to complete a movement (where the road has moderate or heavy traffic flows and where no refuge is provided)	0	0
Cycle movement crosses very wide or flared side road junction, radii >9m, multi-lane entry, merge and diverge slip road, or acceleration and deceleration lanes	0	0
Pinch points (widths between 3.2m and 3.9m inclusive) on junction entry or exit lanes	0	0
Poor surface quality within path of cycle movement due to drainage grating, adverse camber, road debris, or poor reinstatement/maintenance	1	0
Congested conditions restriction visibility to cyclists passing stationary traffic	0	0
Any type of roundabout with >8000 vpd where cycles mix with traffic or cross without priority	0	0
Multi-lane roundabout where cycles mix with traffic	0	0

	Existing	Potential
Number of Critical Junctions/Crossings on Route with critical features requiring improvement	2	1

Note 1 – ‘In potential conflict with’ means where heavy motor traffic movements cross or run alongside cycle movements without being separated physically and/or in time

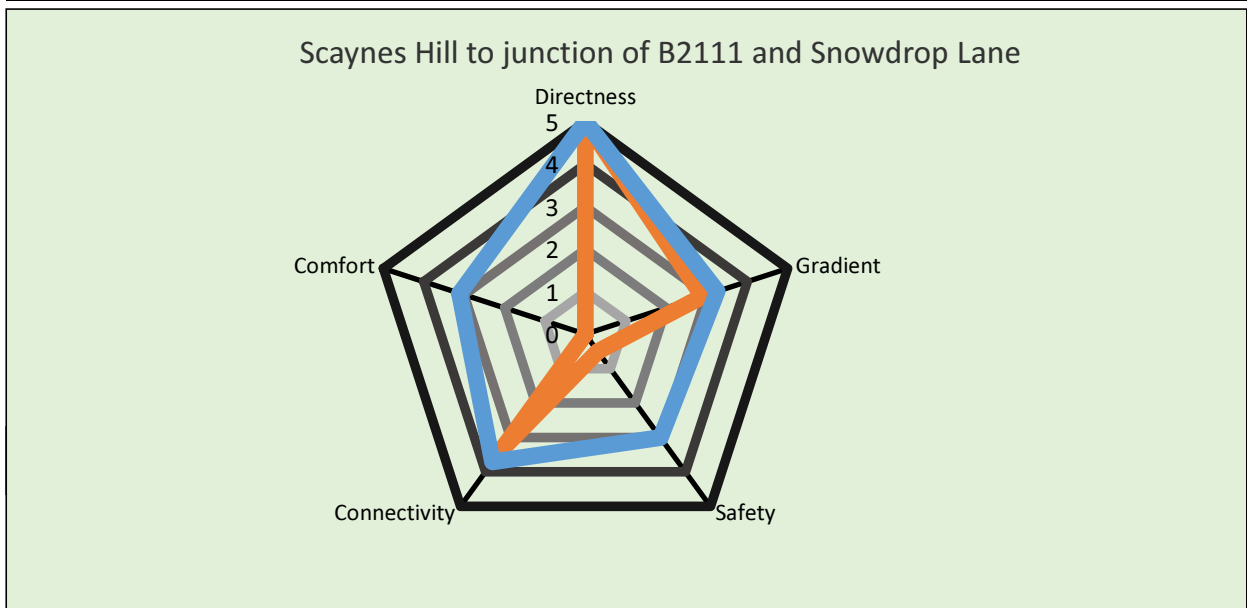
Note 2 – Moderate or heavy traffic flows are those above 2500 vehicles per day and / or 250 HGVs per day

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Scaynes Hill to junction of B2111 and Snowdrop Lane
Overall Length	1.4 km
Name of Assessor(s)	Graeme de Lande Long
Date of Assessment	20 March 2023

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	2.89	3.26
Safety	0.50	3.00
Connectivity	3.36	3.71
Comfort	0.00	3.11



Number of Existing Critical Junctions/Crossings	2
Number of Potential Critical Junctions/Crossings	1
Description of Improvements	Bi-directional separated track 2.5m wide along north verge of A272 and 3m wide track in field margin parallel to B2111 with road crossing to change sides
Indicative Cost	£1,000,000



Department for Transport

Active Mode Appraisal Toolkit

Last updated: November 2022

Original Version: March 2015

Queries and comments on this toolkit should be referred to:

TASM@dft.gov.uk

Version Control

Version	Date	Description of changes
2.08	November 2022	Updated car and taxi diversion factors for car (0.24) and taxi (0.06) based on a new study (to be published); value of a quality-adjusted life year now assumed as £70k in 2020 prices, adjusted to 2010 prices in line with TAG Data Book; health-related impacts are now discounted by Green Book health discount rates (starting at 1.5%pa); updated GDP per capita and GDP deflator forecasts in line with TAG Data Book v1.20.1
2.07	May 2022	Corrected error in Discounting tab; changed default OB rate to 23% in line with latest recommendations in TAG A1.2; split out investment and operating costs. Updated GDP per capita and GDP deflator forecasts in line with TAG Data Book v1.18
2.06	November 2021	Updated GDP per capita, GDP deflator forecasts in line with TAG Data Book v1.17.
2.05a	September 2021	Sensitivity version with MECs updated to reflect new BEIS carbon values (September 2021), in line with corresponding sensitivity TAG Data Book v1.16.
2.05	July 2021	Updated GDP per capita, GDP deflator forecasts, MECs in line with TAG Data Book v1.15. Appraisal values now increase by 1.5% p.a. from appraisal year onwards in line with revisions to appraisal accounting detailed in TAG Unit A1.1.
2.04a	July 2020	Sensitivity version produced with updated GDP per capita, GDP deflator forecasts and MECs, all consistent with latest OBR economic projections in July 2020 FSR (to 2024/25) and March 2020 EFO (post 2024/25) and corresponding sensitivity version of TAG Data Book (v1.14).
2.04	July 2020	Updated GDP per capita, GDP deflator forecasts, and MECs in line with TAG Data Book v1.13.
2.03	May 2020	Style and formatting updates; additional explanatory text added; Marginal External Costs updated (in line with Nov 2019 Forthcoming Change); obsolete cells removed; health-based calculations now adjust based on average trip length as specified by user; new Area Lookup worksheet added (to support MECs-based calculations); absenteeism formula fixed (4.3% to 4.3 average sick leave and accounted for GDP per capita); number of users formula changed to reflect return journey % as % of journeys that have both an out and back leg (appear twice in daily counts); updated GDP per capita and GDP deflator forecasts; car occupancy rate assumption revised from 1 to 1.6; health-related impacts now attract the Green Book health discount rate, starting at 1.5% p.a.; health benefits now calculated based on quality-adjusted life years (QALYs) rather than the value of a prevented fatality.
1.02	May 2019	Updated GDP per capita and GDP deflator forecasts.
1.01	November 2018	Updated GDP per capita and GDP deflator forecasts.
1.00	May 2015	Initial version published.



Department for Transport

The Active Mode Appraisal Toolkit (AMAT) allows users to undertake the economic appraisal of cycling and walking interventions in line with TAG Unit A5-1. A User Guide has also been developed to provide additional advice on how to use the Active Mode Appraisal Toolkit. It should not be used for interventions where the demand for travel by another mode has been explicitly modelled.

It accounts for the following types of impacts: physical activity, absenteeism, journey quality, greenhouse gases, noise, air quality, indirect tax, accidents from changes in car trips, infrastructure maintenance and congestion. However, it does not calculate the following: time savings, health impacts for young people, morbidity-related health impacts, or accident-related impacts from changes in walking or cycling trips.

To undertake an appraisal, users should carry out the following steps:

- 1) Complete the Intervention Details and Mode Information sections of the User Interface worksheet.
- 2) Provide cost estimates by year in the **User Interface Costs** worksheet.
- 3) [Optional] Revise assumptions in the **User Interface** worksheet to reflect appropriate local evidence.

All outputs are presented in the **Analysis of Cost and Benefits** worksheet. Calculation and assumption sheets are hidden and protected by default.

Summary of Worksheets		
Information		To be filled in by user?
Cover	Contact information and version control	
Guidance	This worksheet	
Area Lookup	Lookup table to identify the 'area type' within which the intervention is located - used in mode shift calculations.	Yes (optional)
Inputs		
User Interface	Where the user inputs specific details for the proposed intervention	Yes
User Interface Costs	Where the user inputs details of the proposed intervention costs	Yes
Outputs		
Analysis of Cost and Benefits	Provides the BCR of the intervention, together with a summary of benefits and costs with an associated chart	No
Hidden Sheets		
User Input Summaries (Hidden)		
Input Summary	Summarises inputs provided by user and taken from TAG for appraisal calculations	No
Cost Inputs Summary	Summarises the cost information input by users	No
Assumptions (Hidden)		
Health Assumptions	Includes values, taken from TAG Data book, National Travel Survey, Kelly et al. (2014) and the Compendium of Physical Activiti	No
TAG Growth	Includes values, taken from TAG Data book for calculation of relative cost change over years (inflation)	No
TAG VoT	Includes values, taken from TAG Data book, for value of time for calculation of absenteeism benefits	No
TAG External Costs	Includes values, taken from TAG Data book, for marginal external costs which are used for calculation of benefits for mode shif	No
TAG Journey Quality	Includes calculation of the number of new users and trips, time and distance travelled on the intervention. It summarises journe	No
Calculations (Hidden)		
General Calculations	Using inputs calculates the number of new users and trips, reduction in car km and the journey ambience benefits	No
Absenteeism	Includes calculation of reduced rates of absenteeism due to uptake in active modes	No
Journey Ambience	Includes calculation of the journey ambience benefits based on inputs provided	No
Health Calculations	Includes calculation of the health benefits (reduced years of life lost) based on health assumptions and inputs provided	No
Decongestion	Includes calculation of the marginal external cost benefits based on inputs provided and external cost values.	No
Discounting	Includes calculation of the discounting and deflating to provide final estimates of benefits and costs	No

Active Mode Appraisal Toolkit User Interface Intervention

Intervention-specific information

User input required for all interventions

Intervention name	Scaynes Hill - Lindfield pathway
Intervention promoter	SHLAT group

Key

	User input required for all interventions
	User input required for all cycling interventions
	User input required for all walking interventions
	Default assumptions (can be revised with supporting justification)

Please fill in the 'Intervention details' to obtain a benefit cost ratio for an intervention. If local evidence is available, users may revise the default assumptions below but must also provide additional sources or supporting evidence to justify any changes (column H). A worked example is provided in the accompanying AMAT User Guidance document to provide the user with a step-by-step guide to completing an assessment using AMAT

Intervention details

Appraisal year	2023	years
Intervention opening year	2026	
Last year of funding	2026	
Appraisal period	30	
Local area type	Rural	

Current year

The appraisal period should correspond to the expected asset life. This should not exceed 60 years.

For applying Marginal External Costs used in mode shift calculations. Choices: London, Inner and Outer Conurbations, Other Urban, Rural, National Average

Mode information

Please fill out the cycling and walking sections where relevant. If an intervention does not directly affect the number of users of a specific mode, the relevant section should be left blank. Ideally, forecast trip numbers should be based on counts representing an average weekday in spring or autumn to avoid seasonal bias. Both automatic and manual counts can be used. The number of trips currently (without the intervention in place) and expected (with the intervention in place).

These sections require projections of the number of users in a 'Do-something' scenario (with the intervention in place) can be based on data from evaluations of historical interventions, case studies, or surveys.

If the user does not have current or proposed numbers, please refer to the AMAT User Guide on potential sources of data to inform your assessment.

For behaviour change schemes: 'How much of an average...trip will use the intervention?' should be set to zero and there should be no change in the Current and Proposed infrastructure.

Cycling

User input required for all cycling interventions

Number of trips without the proposed intervention	10	per day
Number of trips with the proposed intervention	100	per day
How much of an average cycling trip will use the intervention?	28.93%	%

Evidence/Source

Guess
Based on survey
maximum 100%

1.4 km

Current cycling infrastructure for this route

Proposed new cycling infrastructure for this route

No provision
Off-road segregated cycle track

Are any additional shower facilities being added?

Are any additional secure storage facilities being added?

No
No

Walking

User input required for all walking interventions

Number of trips without the proposed intervention	10	per day
Number of trips with the proposed intervention	100	per day
How much of an average walking trip will use the intervention?	100.00%	%

Guess
Based on survey
maximum 100%

Current walking infrastructure for this route

Street lighting	No
Kerb level	No
Crowding	No
Pavement evenness	No
Information panels	No
Benches	No
Directional signage	No

Proposed walking infrastructure for this route

Street lighting	No
Kerb level	Yes
Crowding	No

Pavement evenness	Yes	
Information panels	No	
Benches	Yes	
Directional signage	No	

Assumptions

Default assumptions (can be revised with supporting justification)

Default TAG assumptions have already been entered. Users should only revise these if they can provide supporting evidence. Any additional evidence should be described in column H.

Decay rate	0.00%	
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TAG A5.1 explains that the impact of a cycling intervention is likely to diminish year by year following investment. The decay rate has been set at 0% for an infrastructure investment. For revenue-funded initiatives, such as cycle training or personalised travel planning, the decay rate may be positive. The default assumption is that 0% of new users are already active. This means all new users experience intervention-related health impacts.

Cycling

Average length of trip	4.84	km	National Travel Survey Data 2012-14	
Average speed	15	km/h	National Travel Survey Data 2016	
Proportion of cyclists who are employed	56.40%	%	National Travel Survey Data 2018	
Proportion otherwise using a car	24.00%	%	As recommended in a 2022 study - see section 3.7.1 in TAG A5.1	Please provide local evidence
Proportion otherwise using a taxi	6.00%	%	As recommended in a 2022 study - see section 3.7.1 in TAG A5.1	Please provide local evidence

Walking

Average length of trip	1.1	km	National Travel Survey Data 2012-2014	
Average speed	5	km/h	National Travel Survey Data 2016	
Proportion of pedestrians who are employed	56.40%	%	National Travel Survey Data 2018	
Proportion otherwise using a car	24.00%	%	Assumed to be the same as cycling diversion factors	Please provide local evidence
Proportion otherwise using a taxi	6.00%	%	Assumed to be the same as cycling diversion factors	Please provide local evidence

Additional Information

Return journeys	90%	%	National Travel Survey Data 2018
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A return journey involves going to and from your destination using the same route. Trips that make up return journeys will appear twice in the daily trip count (opposite directions).

Background growth rate in trips	0.75%	%	National Travel Survey Data 2006-2016
Period over which this growth rate applies	20	years	Assumption based on TAG

This is an annualised growth rate for increases in active travel trips. This could be due to a increase in population, changes in demographics or travel trends.

Number of days for which intervention data is applicable per year	253	per year	Number of working days per year (365 minus weekends minus
---	-----	----------	---

Car occupancy rate	1.6		Source: National Travel Survey 2002-16
Taxi occupancy rate	2.4		Source: TAG Data Book 2010

Promoters may want to change this depending on the intervention. For example, if the intervention is designed to shift modes from car to walking or cycling the occupancy rates may be higher.

Costs

Please provide estimates for the upfront costs, as well as any future maintenance costs in the table below.

Please enter the full costs of the intervention across columns D and E, and note any private sector contributions in column F.

All costs should be in nominal prices (unadjusted for inflation), but should be adjusted for real cost inflation. See section 3.6 in TAG A1.2 (Scheme Costs) for further guidance.

Unless specified otherwise, all funding sources are assumed to derive from local or central government.

Default assumptions (can be revised with supporting justification)

Optimism bias 23% applicable to investment costs only

Key



User input required for all interventions

Default assumptions (can be revised with supporting justification)

User input required for all interventions

Year	Investment costs £000	Operating costs £000	Private sector contributions £000
2020			
2021			
2022			
2023			
2024			
2025	200		
2026	507		493
2027		1	
2028		1	
2029		1	
2030		1	
2031		1	
2032		1	
2033		1	
2034		1	
2035		1	
2036		1	
2037		1	
2038		1	
2039		1	
2040		1	
2041		1	
2042		1	
2043		1	

Note on costs

Scheme costs may be split into investment and operating costs.

The default optimism bias rate for investment costs is 23%.

No optimism bias is applied to operating costs.

Scheme maintenance costs should be classified as investment costs if they are related to traffic or demand.

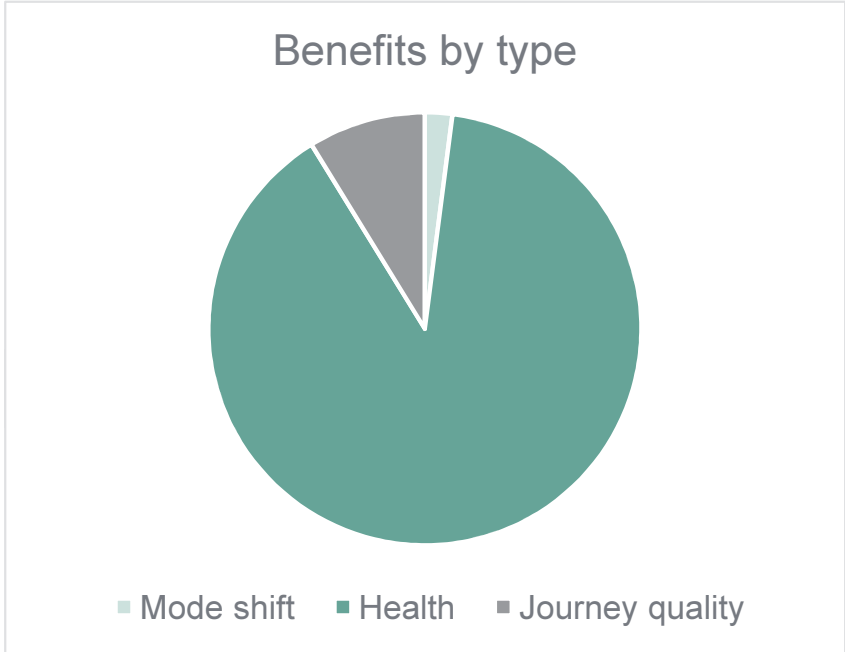
All other maintenance costs should be classified as operating costs.

See TAG Unit A1.2 (Scheme Costs) for further details.

2044		1	
2045		1	
2046		1	
2047		1	
2048		1	
2049		1	
2050		1	
2051		1	
2052		1	
2053		1	
2054		1	
2055		1	
2056		1	
2057			
2058			
2059			
2060			
2061			
2062			
2063			
2064			
2065			
2066			
2067			
2068			
2069			
2070			

SHLAT - BENEFIT-COST ANALYSIS

Analysis of Monetised Costs and Benefits (in £'000s)		Benefits by type:	
Congestion benefit	20.06	Mode shift	24.09 2.0%
Infrastructure maintenance	0.40	Health	1057.94 89.2%
Accident	2.89	Journey quality	104.20 8.8%
Local air quality	0.40		
Noise	0.15		
Greenhouse gases	4.62		
Reduced risk of premature death	916.07		
Absenteeism	141.87		
Journey ambience	104.20		
Indirect taxation	-4.45		
Investment costs	192.91		
Operating costs	7.07		
Private contributions	245.47		
PVB	940.34		
PVC	199.59		
BCR	4.71		



Score of 4.71 represents Very High Priority

**Scaynes Hill - Lindfield cycle/walkway
FEASIBILITY REPORT**

Appendix D

Correspondence & meetings with landowners

D1 - Initial screening

D2 - Preferred route consultation

**Scaynes Hill - Lindfield cycle/walkway
FEASIBILITY REPORT**

D1 - Initial screening correspondence

From: Graeme de Lande Long
Sent: 25 June 2021 14:13
To: enquiries@woodlandtrust.org.uk
Subject: Costells Wood, West Sussex - FAO [REDACTED]

For the attention of [REDACTED] – Costells Wood manager

Dear [REDACTED],

It was good to meet you in Costells Wood earlier this week and discuss various issues concerning the wood. I thought it would be worthwhile sending you this message so that you had my e-mail address and I will have yours when you respond. I also hope to see you on 11th August for your August Amble around Costells.

Regarding our discussion about the Scaynes Hill Sustainability Group (SHSG) trying to move forward the realisation of a dedicated safe cycling and walking route between Scaynes Hill and Lindfield, it is perhaps a little premature to start discussions with the Woodland Trust as we still have to ratify the formation of our working group consisting of Councillors from West Sussex County Council, Mid Sussex District Council and the two local parish councils, Lindfield Rural PC and Lindfield PC together with representatives from SHSG. Although we had our first meeting this week we are having to wait until both Parish Councils have their next full meetings in order to confirm their formal participation in this group.

However, since one of the alternative routes to the roadside route that we are likely to be considering would largely follow the existing public footpath through Costells Wood, I think it would be worthwhile establishing how we should approach the Woodland Trust to discuss this possibility. Would it initially be through you as the Costells manager or is there another person we should be contacting?

You might be interested to follow the link at the bottom of this message which will give you some background information on this initiative to progress a dedicated non-motor traffic route between Scaynes Hill and Lindfield.

Looking forward to hearing from you.
With best wishes
Graeme de Lande Long

On behalf of the Scaynes Hill Sustainability Group
Cycle/walkway webpage: <https://scayneshillvillage.co.uk/cycle-survey.html>

OWNER D

From: "[REDACTED]" <[REDACTED]@woodlandtrust.org.uk>
Date: 01 September 2021 13:03
To: "Graeme de Lande Long"
Subject: RE: Costells Wood, West Sussex - FAO [REDACTED]

Hi Graeme

I have a response for you in time for your meeting tomorrow after consulting the relevant colleagues within the Woodland Trust, as follows:

While we look to support cycling routes and proposals where we can, especially within our newly created woodlands, we would not support or wish to see such a route developed through Costells Wood. This is due to its status as an ancient woodland and as such we deem this a sensitive habitat that is not suitable for such new access provision. The need to protect our remaining ancient woodland sites, both in Woodland Trust and other ownerships across the UK is a Trust wide priority.

I anticipate that this isn't the answer you were hoping for but hope you can understand the Trusts viewpoint and apologies once again for the delay getting back to you.

Although this rules out Costells Wood from your proposal I wish you all the best with the groups sustainable objectives where it's feasible to deliver them.

Kind regards

[REDACTED]

From: [REDACTED]
Sent: 31 August 2021 14:27
To: Graeme de Lande Long <[REDACTED]>
Subject: RE: Costells Wood, West Sussex - FAO [REDACTED]

Hi Graeme

Once again apologies for the lack of an update. It's me that you need to correspond with, but as mentioned I'm waiting on other staff for their input.

I have chased this again today and have brought it to the attention of an alternative member of staff in case they can help speed a response along.

Thanks for your patience and I will update you as soon as I hear back.

I'm really glad you enjoyed my guided walk. Likewise, I really enjoyed talking to you and all of the supporters on the day.

Kind regards

[REDACTED]

Site Manager (South East)

Telephone: [REDACTED]

Email: [REDACTED]@woodlandtrust.org.uk

Woodland Trust, Kempton Way, Grantham, Lincolnshire, NG31 6LL
0330 333 3300

www.woodlandtrust.org.uk

From: Graeme de Lande Long
Sent: 05 September 2021 12:08
To: [REDACTED] <[REDACTED]@woodlandtrust.org.uk>
Subject: Re: Costells Wood, West Sussex - FAO [REDACTED]
Importance: High

Hi [REDACTED],

Thanks for your message and getting an update in time for our meeting. However, I was rather surprised to receive a decision from the Woodland Trust as I was expecting to be getting the name and contact details of the person in the Trust to whom we could explain our position and explore possibilities.

Given the serious impact that the decision has on our study, effectively eliminating 2 of the 3 potential routes between Scaynes Hill and Lindfield, and the fact that communication of what we are proposing was based only on our brief chat when we first met in Costells Wood we would like to make sure that the Trust's decision is based on a full understanding of the context and detail of our proposals.

The Scaynes Hill Sustainability Group (SHSG) have formed an Active Travel sub group to explore the possibility of providing better connectivity for cycling and walking between Scaynes Hill and Lindfield. Members of this group also include our locally elected councillors from County, District and Parish level, who are keen to understand and explore these proposals. Provision of a safe walking and cycling route is something for which there has been a need for decades as the only current alternative is along the busy main roads, where there is no pavement and for some considerable distance not even a road verge. It is at best hazardous and is not considered safe for children to cycle to the nearest secondary school.

Such a scheme was identified in the Scaynes Hill Village Plan in 2011 and further documented in the 2014 Neighbourhood Plan, jointly drawn up by Lindfield Parish Council and Lindfield Rural Parish Council. The West Sussex Walking & Cycling Strategy 2016-2026 included two possible routes, one along the existing road route and a second following the existing public rights of way through Costells Wood. More recently the SHSG carried out a survey of local residents to quantify the need for, and potential benefits of, a dedicated safe cycle/walkway. The survey demonstrated clear and significant support for such a scheme from residents in both Scaynes Hill and Lindfield; 97% of 654 respondents were in support of the scheme.

The survey report can be found at <https://scayneshillvillage.co.uk/cycle-survey.html>

Any such scheme would have to consider several alternative routes, traversing land in both private and public ownership. Any identified routes would also be subject to an initial pre-feasibility study, with further work required before any such scheme could come forward. Part of this early feasibility work is to understand the views and explore the concerns of local landowners who may be impacted by these proposals. In this regard we hear the Trust's concern that additional use of the existing public right of way through the wood could adversely impact the sensitive habitat of the ancient woodland that is Costells Wood.

However, we feel that any potential impact would be minimal, and should be considered in the light of some of the following points:-

1. The route through the wood would follow the existing public right of way along the boundary of Woodland Trust land, which is also the wayleave for the UKPN power line and as such is

maintained as a clear ride at least 10 m wide by periodic clearance of all vegetation as has been done recently (see photo attached).



2. The track required would typically be about 2-3 m wide, not of tarmac but a bound gravel surfacing in keeping with its rural location and there would be no lighting.
3. The traffic would be pedestrians, as at present, plus cyclists, so no emissions or significant increase in noise.
4. Costells Wood is managed by the Trust as Open Access land, and is already enjoyed and generally respected by many in the local community. The additional usage of an improved right of way would be largely attributed to those who would wish to travel between the two villages and is therefore unlikely to significantly increase access into the adjacent woodland.
5. Such a track along this route would be significantly more cost effective than its equivalent adjacent to the busy road route. The current difficult climate for finding funding means that the road route may not be considered viable, thus leaving no safe connectivity between the two villages.

We would be most grateful if you could review the decision transmitted by your e-mail of 1st September in the light of the above. Could you also let us know the person in your organisation who has given that decision as [REDACTED] from Action in Rural Sussex, your partner in the 'Lost Woods to Loved Woods' community engagement project, of which Costells Wood is part, would also like to discuss the issues which arise in reconciling the needs of the community with the needs of conservation.

Kind regards
Graeme de Lande Long

From: "[REDACTED]" <[REDACTED]@woodlandtrust.org.uk>
Date: 21 October 2021 15:13
To: "Graeme de Lande Long"
Subject: RE: Costells Wood, West Sussex - FAO [REDACTED]

Hi Graeme

Thank you for patiently waiting for my reply.

Your proposal has been assessed by our Infrastructure in Ancient Woodland Working Group and the conclusion is that the Trust can see no benefit to the irreplaceable ecosystem or sufficient justification for the loss in the proposal. Therefore, the Trust cannot support or permit the proposal as it is in direct contravention of our charitable objectives.

Though I appreciate that you are likely to be disappointed by this outcome, I am glad to have been able to ensure thorough consideration of your proposal and to confirm the Trusts position.

Once again, I wish you all the best with the group's sustainable objectives where it's feasible to deliver them.

Kind regards

[REDACTED]

From: [REDACTED]
Sent: Thursday, September 9, 2021 11:21 AM
To: Graeme de Lande Long
Subject: RE: Costells Wood, West Sussex - FAO [REDACTED]

Hi Graeme

Thank you for your email and the additional information.

I am your appropriate contact at the Woodland Trust as manager of the site. As previously mentioned I referred your original email to the appropriate staff within the Trust for a Trust-wide perspective which generated the decision related to you in my last email.

Your initial email appeared to be an expression of interest, but I will submit your additional information for further consideration as you have provided more specific proposal details.

I will email [REDACTED] directly about the Lost Woods/AiRS perspective which can also be included in the submission.

I estimate that it may take up to the end of October for an outcome to be determined but I will update you as soon as I can.

Kind regards

[REDACTED]

[REDACTED]

Site Manager (South East)

Telephone: [REDACTED]

Email: [REDACTED]@woodlandtrust.org.uk

Woodland Trust, Kempton Way, Grantham, Lincolnshire, NG31 6LL
0330 333 3300

www.woodlandtrust.org.uk

From: "[REDACTED]"
Date: 14 October 2021 15:51
To: "Graeme de Lande Long"
Subject: Re: Scaynes Hill -Lindfield cycle/walk project

Hi Graeme
I have had a quick look at the survey report.

I agree that a safe route would be lovely for walkers and cyclists, but I would not be happy with it impacting on the current footpath I have running across my land.

Since I have owned the stud we have had numerous incidents of damaged to property and livestock caused by people and dogs using the footpath. We have also had damaged caused by cyclist trying to use the footpath, damaging gates.

So I'm not sure I can be of any help with this.
Kind regards

[REDACTED]

On 9 Oct 2021, at 07:50, [REDACTED] wrote:
Morning Graeme
I'm sorry what was it you needed from me?
I think it's a great idea.
Kindness

[REDACTED]

On 8 Oct 2021, at 12:23, Graeme de Lande Long wrote:
Dear [REDACTED],
I hope you have now had the opportunity to study the survey report and consider our letter to you of 12th Aug. The next meeting of the Scaynes Hill - Lindfield Active Travel (SHLAT) group, including our various local councillors from County, District and Parish level, is next Wednesday (13th Oct). It would be most helpful if by then you could let us have at least an initial response to our letter.
With many thanks
Graeme de Lande Long
Scaynes Hill - Lindfield Active Travel Group
Cycle/walkway website page: <https://scayneshillvillage.co.uk/cyclesurvey.html>

-----Original Message-----

From: Graeme de Lande Long
Sent: Tuesday, September 14, 2021 10:03 AM
To: [REDACTED]
Subject: Re: Scaynes Hill -Lindfield cycle/walk project
Dear [REDACTED], many thanks for acknowledging receipt. I look forward to hearing from you in due course.
Regards. Graeme

> On 14 Sep 2021, at 07:32, [REDACTED] wrote:
>
> Dear Graeme
> I have now received your letter.
> I am the landowner of Walstead stud and Beech Mead House.
>
> Regards
> [REDACTED]

OWNER L

From: [REDACTED]
Sent: Wednesday, May 17, 2023 4:55 PM
To: [REDACTED] de Lande Long
Subject: Re: cycle/walkway

Dear [REDACTED]

Thank you for reaching out. I've spoken to the site manager of costells wood at the Woodland Trust regarding the SHLAT proposal for a cycleway between Scaynes Hill and Lindfield. I have to agree with the Woodland Trust in that I don't support a cycleway neither on the existing footpath nor through my woodland. I think the negative impact on the woods and wildlife far outweigh the proposal.

I thought the preferred route was along the main Lewes Road? It seems the most obvious and least impactful.

Thank you for keeping me in the loop and I look forward to learning more about a suitable route between the villages.

Kind regards

[REDACTED]

**Scaynes Hill - Lindfield cycle/walkway
FEASIBILITY REPORT**

D2 - Preferred route consultation

Present:

Graeme de Lande Long (GL) -SH Sustainability Group

Owner B (OB) - Landowner of woodland adjacent to Millennium Centre

Background explained by GL

- Survey - 650 responses, 1600 people, 97% in support
- Set up of SHLAT group (WSCC/MSDC, parish councillors + transport planner)
- Alternative routes - cross country routes discounted due to land ownership issues
- Road route studied in more detail (N & S side of A272) and feasible as far as Snowdrop Lane
- Recommending road narrowing/traffic calming and lower speed limits
- Possibilities of paths through Walstead Park, but now on hold
- North side of A272, off road and crossing of Bedales Hill (landowner consent in principle)
- Lobbying MSDC LCWIP and briefing Cabinet Member for Planning Walstead Park
- Consultation with all land/property owners adjacent to the road route up to Snowdrop Lane
- Lobbying of WSCC Cabinet Member for Highways & Transport with the business case.

Discussion specific to OB

- OB supportive of project and would like to help
- Minor clearance along road margin probably necessary
- Possible route behind gas kiosk. OB will look at that and rest of road margin with the consultant coming to do their 10 year management plan
- Agreed speed limits would be good

Present:

Graeme de Lande Long (GL) - Scaynes Hill - Lindfield Active Travel (SHLAT) Group

Owner B (OB) - Landowner of woodland adjacent to Millennium Centre

Update by GL

- Attempts to get MSDC interested in the project have failed and it is not included in the recently published Local Cycling & Walking Infrastructure Plan (LCWIP)
- WSCC did not properly consider our application for funding and erroneously ranked the project as low priority
- A construction engineer has joined the group and prepared a robust cost estimate so the group is preparing a fully costed feasibility report to be submitted to WSCC
- LRPC have voted to ask WSCC for the £100,000 Section 106 money from the Walstead Park development to be allocated to the cycle/walkway project
- Mims Davies MP has agreed to author a preface to our Feasibility Report

Discussion specific to OB

- GL shared information in the form of plans and cross-sections of how the path corridor might encroach on their land and require removal of some trees.
- OB continue to be supportive of the project and confirmed they are prepared to allow the path to encroach on their land alongside the A272 as mentioned in their e-mail.
- OB felt there was a possible route behind the gas kiosk without causing significant disturbance.
- In the light of the information provided by GL, OB will look at the proposed path corridor and see how it can be integrated into their 10 year management plan.
- On behalf of the owners of Costells Wood Cottage GL asked if OB would contemplate a path route going through their wood around the back of the Cottage rather than beside the A272. OB said it might not be out of the question but indicated that part of this route was very wet and boggy and often under water which would mean extensive foundation treatments and disturbance that would probably not be acceptable to Natural England. They supported this with flooding maps provided by SussexFlow, which they will copy to GL.
- OB agreed that suitably redacted copies of correspondence and notes of meetings could be included in the Feasibility Report.

OWNER C**SHLAT**

From: [REDACTED]@btinternet.com>
Date: 04 April 2022 13:01
To: <shlat@btinternet.com>
Subject: Scaynes Hill-Lindfield Cycle/Walkway Project

Dear SHLAT,

This is to confirm that I have received and read your letter dated 28th February 2022 re the subject of this email. Thank you for contacting us.

We give our consent to SHLAT to store and use our data in accordance with their GDPR Policies and Privacy Notice.

The comments we have are:

- We would have much preferred the route to utilise existing footpaths/rights of way avoiding adjacency to public roads as much as possible. However, disappointingly we understand that this is unlikely.
- Any route alongside the A272 will be somewhat unpleasant, especially during peak traffic times. This will likely impede its use.
- To counter this, it would be helpful to extend the village's 30mph limit (ideally with camera enforcement) to past the Haywards Heath side of the junction with the B2111. This would also help lessen this as an accident black spot. An additional benefit might be to make the junction with Slugwash Lane safer.
- For any section of the route running alongside the A272, this needs to be very well segregated and safe from the traffic. As we all know, this is a busy stretch of road with much use by heavy, commercial vehicles travelling at speed.

Please be assured that we remain strongly in favour of the project.

Thank you for your hard work.

[REDACTED]

[REDACTED]

Present:

Graeme de Lande Long (GL) -SHLAT Group

Owner C (OC) - Landowner of Costells Wood Cottage

1. Background

- 1.1 OC said they were fairly up-to-date on the progress of the project as they access the SHLAT page of information on the village website. GL re-stated the reasons why the preferable cross county routes could not be progressed. He gave a brief update of recent progress and clarified the exact route of the proposed project, which is along the north verge of the A272 between the Toucan crossing outside the Millennium Centre in Scaynes Hill to Bedales Corner from where it would run behind the hedges in the field margins parallel to Bedales Hill as far as the junction of the B2111 and Snowdrop Lane. There would be a road crossing near the bottom of Bedales Hill involving traffic calming chicanes.
- 1.2 GL showed typical cross-sections of the path design, indicating path width and separation from the carriageway. The design corridor width and sightlines required were based on the recently published design guide for this sort of path (issued by the Department for Transport) and on the premise that the speed limit along the A272 would be reduced from 50 mph to 40 mph and on the B2111 from 40 mph to 30 mph. There is a good case for making speed limit reductions as West Sussex County Council (WSSCC) are reviewing their speed limit policy putting vulnerable users and active travel (ie pedestrians, cyclists and wheelers) at the heart of the policy with the needs of the motorist coming second. Accident records also supported the need for speed limit reductions.
- 1.3 At the junction of the B2111 and Snowdrop Lane the path would connect with a new path being provided as part of the new Walstead Park development, giving connectivity through quiet residential roads in the housing developments on to Lindfield and Haywards Heath. GL is in discussions with the developers about ensuring the new path would be suitable for bi-directional walking and cycling.
- 1.4 Current Section 106 funds (£135,000) from the Swallows development in Scaynes Hill have to be used by 2027 or they would be lost. There was also a further £100,000 from Walstead Park Section 106 funds which Lindfield Rural Parish Council (LRPC) had agreed to ask WSSCC to allocate to this project.
- 1.5 In response to questions from OC GL gave further information from the 3 surveys done:-
 - From the surveys that asked the purpose of use for the path it was 46% commuting/school, 42% leisure/social and 12% commerce.
 - There would be an estimated 200 return journeys/day split equally between cycling and walking.

2. Discussion specific to OC

- 2.1 OC said they were supportive of the objective of the project but felt strongly that the speed and volume of traffic made the route along the A272 dangerous and unpleasant so it would put off many potential users, particularly walkers. They felt that if the surveys were repeated for the actual route being proposed that the proportion in support would be significantly less than indicated by the surveys done to date. GL said that anecdotally that did not seem to be the case but did not have hard evidence to support that. GL was anticipating a further period for seeking comments once the Feasibility Report was published and would consider the practicality of carrying out another survey asking the same questions on likelihood and frequency of use at that time.
- 2.2 The possible impacts of the project on the property (Costells Cottage) were discussed. The ideal corridor width for the path is 4m (for a 40mph speed limit) or 3.5m (for a 30 mph speed limit). The hedge fronting the road is about 2.5 - 3.0 m from the road edge, which would mean it would need to be at least trimmed back or removed. Behind the hedge is the actual boundary wire mesh fence which is about 3.5 - 4.0 m from the road edge. It would appear that the hedge is probably on WSCC Highways land although is maintained by OC. This is supported by the fact that OC thought the two telegraph poles (about 3.5 m from the road edge) in the hedge were not on their land.
- 2.3 OC said that the hedge did not give complete screening to their garden and property and they had in the past considered putting up a more substantial fence or brick wall behind the hedge for better sound screening. Removal of the hedge would leave the property much more exposed to the road and public as well as being less attractive. GL said that he would ensure there was money in the cost estimate for providing a high close boarded fence along the front of their property. OC felt that such a fence would significantly detract from the attractiveness of the property, which together with the path would reduce its "kerb appeal" and thus its value. GL will include the cost of a fence and a replacement hawthorn hedge in front. OC also felt that having a path across their entrance would make ingress/egress from their drive less safe.
- 2.4 OC said that in their experience such paths were poorly maintained and adjacent to a major road attracted litter which could be dangerous to users (eg broken bottles). GL said that a budget for maintenance is included in the Benefit-Cost analysis but obviously could not guarantee that it would definitely be spent in that way.
- 2.5 OC asked whether the owner of the wood that surrounds their land would allow a deviation of the path around the back of their property away from the road. GL indicated that the owner was supportive of the path and was happy for minor deviations (eg around the gas kiosk) to be on his land. GL is meeting that landowner again soon and would explore that possibility but felt it unlikely that such a major deviation would be acceptable.
- 2.6 GL said he understood OC concerns, which would be included in the Feasibility Report. It would be a long time until this project could be implemented (securing funding, surveys, design, legal agreements, planning etc) and that there would be other future opportunities to give further comments or objections.

OWNER D**SHLAT**

From: "SHLAT" <shlat@btinternet.com>
Date: 30 March 2022 14:40
To: [REDACTED]@woodlandtrust.org.uk>
Subject: Re: Scaynes Hill - Lindfield Cycle/walkway

Hi [REDACTED]

Thanks for the Woodland Trust's comments/concerns expressed in your e-mail of 15th March. These are noted and will be taken into account as we move the project forward. Regarding some of the points you raise we can comment as follows:-

- Encroachment onto Trust land – we would try to avoid this by narrowing the existing road to give a wider verge for the path if necessary. However, trimming of vegetation overhanging the Highway Authority owned verge would probably be necessary.
- Construction of the path would need some excavation for the base layers. Generally the boundary between the Trust and highway land is defined by a hedge and there are few mature trees close to the boundary. Where significant roots might be damaged consideration would be given to protective measures and taken into account during construction.
- We believe it unlikely that any additional lighting would be necessary on the length of path adjacent to Trust land, but if it were we would seek to minimise any environmental impact.

With best wishes

Graeme

On behalf of Scaynes Hill – Lindfield Active Travel (SHLAT)

Cycle/walkway website page: <https://scayneshillvillage.co.uk/cycle-survey.html>

From: [REDACTED]
Sent: Tuesday, March 15, 2022 8:34 AM
To: SHLAT
Subject: RE: Scaynes Hill - Lindfield Cycle/walkway

Hi Graeme

Having read the documents our general concerns would be as follows in respect of the Trusts land and woodland in general:

- Any encroachment onto Trust land and/or loss of ancient woodland e.g. through road widening
- Any severance of tree roots e.g. through construction adjacent to woodland
- Indirect impacts e.g. lighting, littering

I'd be grateful if you could reply regarding the above points in relation to the proposals please.

Many thanks

[REDACTED]

[REDACTED]
Site Manager (South East)

OWNER D

Telephone: [REDACTED]
Email: [REDACTED]@woodlandtrust.org.uk

Woodland Trust, Kempton Way, Grantham, Lincolnshire, NG31 6LL
0330 333 3300
woodlandtrust.org.uk



Thank you for your support so far

From: [REDACTED]
Sent: 11 March 2022 14:33
To: SHLAT <shlat@btinternet.com>
Subject: RE: Scaynes Hill - Lindfield Cycle/walkway

Hi Graeme

Thank you for your email and the attachments.

I will also forward this to our Land & Property department for their consideration.

Kind regards

[REDACTED]

[REDACTED]
Site Manager (South East)
Telephone: [REDACTED]
Email: [REDACTED]@woodlandtrust.org.uk

Woodland Trust, Kempton Way, Grantham, Lincolnshire, NG31 6LL
0330 333 3300
woodlandtrust.org.uk



Thank you for your support so far

[REDACTED]

OWNER D

From: SHLAT <shlat@btinternet.com>
Sent: 28 February 2022 09:19
To: [REDACTED]@woodlandtrust.org.uk>
Subject: Scaynes Hill - Lindfield Cycle/walkway

Hi [REDACTED]

Having now abandoned the possible route through Costells Wood we are looking at the route along the roads and we are contacting all landowners whose land lies next to the road. As there is a length of Costells Wood adjacent to the A272 we are inviting the Woodland Trust to make any comments.

Please find attached a letter with 3 attachments for your consideration. I look forward to hearing from you.

With best wishes

Graeme

On behalf of Scaynes Hill – Lindfield Active Travel (SHLAT)

Cycle/walkway website page: <https://scayneshillvillage.co.uk/cycle-survey.html>

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<http://www.woodlandtrust.org.uk>

[REDACTED]

Present:

Owner E (OE) - Landowner of Cudwells

Paul Brown (PB) - MSDC Councillor

Cilla de Lande Long (CL) - SH Sustainability Group

Graeme de Lande Long (GL) -SH Sustainability Group

1. Progress to date

1.1 OE was updated on progress so far:-

- A working group including councillors and a transport planning consultant had been set up and was working well;
- Productive discussions with WSCC Highways, who were supportive of the road route possibly to be done in phases;
- Discussions with key landowners had started, but no response yet from Walstead stud;
- Additional S106 funds had been identified from the Walstead Park development and potential connectivity with their country park was being explored;
- No funding yet identified for a Feasibility Study;
- Woodland Trust preliminary negative response favours road route.

2. Discussions

2.1 OE wanted to know what the road route would look like as she had concerns over safety and speed of traffic. The south side of A272 had been preferred in previous work but the north side, although potentially more difficult to achieve, would also be considered as it would avoid a difficult and expensive crossing of the A272. Path would be parallel to, but off the existing road, 2-3 m wide tarmac separated from the road carriageway by a kerb and level difference. It would have to conform to highways design standard LTN1/20, which should deal adequately with safety matters and may even require a further speed restriction on the road. After getting copies of the highway authority ownership maps we would be walking the route to identify potential issues for a comparison of routes in a pre-feasibility study report.

2.2 OE said she would not have an issue with the north side route cutting slightly into their land next to the main road, which would require moving their hedge, or crossing their access but would want to see a reduction in the speed limit and warning signs. OE asked about estimating costs for funding and the timescale for a pre-feasibility report.

2.3 A feasibility study would include costs to allow comparisons between routes and provide an estimate for assessing necessary funding. With the assistance of our transport planner it may be possible to come up with costs in our pre-feasibility study. Cost estimates would have a contingency sum included to cover unknowns and optimistic thinking. At this stage the contingency might be up to 40-50% but as more information became available, which could be properly priced, this would be progressively reduced.

2.4 GL hoped we could complete a pre-feasibility report by the early part of next year, and felt that some public consultation should be done at that time since it was important to show a majority

public support in order to help gain funding. A subsequent feasibility report would probably be needed to satisfy requirements for getting further funding (eg Govt Active Travel Fund). Once funding was in place, there would need to be a detailed design and obtaining planning consent before construction.

2.5 A significant difficulty of the road route was the narrow nature of Bedales Hill so OE was asked whether she would consider the possibility of using a strip of their field adjacent to the road in order to run a path behind the hedge as far as Clover Cottage, where it would have to cross the road. In principle OE did not see a problem with a narrow strip being used but repeated her concern for a speed limit reduction for safety. CL said that the owners of Clover Cottage were also concerned by the speed of traffic on Bedales Hill.

2.6 It was agreed that traffic speed was generally a problem and that accidents regularly occur at Bedales Corner. It was thought that our transport planner might have information about requirements for speed limits adjacent to cycleways. PB said that there should be public records of accidents on the roads, which we should obtain for inclusion in our report.

2.7 OE asked about the arrangements for having parts of the path on their land, such as payment for moving hedges and whether as landowners they would have any liability for accidents. GL said that a legal agreement would need to be drawn up to cover such financial and legal matters and should include a waiver of any liability on the landowner.

2.8 In the now unlikely event that a route through Costells Wood was agreed by the Woodland Trust, but not by the Walstead Stud, OE was asked if she would consider a similar arrangement for a strip of land across the bottom of their field to take a path from Costells Wood to the bottom of Bedales Hill without crossing the stud's land. OE said that as that area was visible from the house she would not be keen on it but did not rule out the possibility of at least discussing it if that became necessary.

2.9 OE was thanked for her participation and support. The group will periodically let her know about progress but no date was fixed.

Present:

Owner E (OE) - Landowner of Cudwells

Christian Bodé (CB) - Transport Planner

Graeme de Lande Long (GL) -SH Sustainability Group

Progress to date

OE was updated on progress, which was pretty much as described in GL's e-mail of 19th Dec as there hadn't been much work done over the Christmas period. GL said that if we could get a path as far as the junction of Bedales Hill and Snowdrop Lane it would connect into the paths being provided in the Walstead Park housing development. These paths would provide good connectivity to Lindfield and Haywards Heath but the developer's current proposals were for 1.5m wide paths suitable only for pedestrians. We were trying to arrange to meet with the developer to explore the possibility of widening the paths to make them also suitable for cycling. We are also trying to discuss this issue with MSDC Planning Department who had given the original Planning consent and who would have a further approval/monitoring role as the development progressed.

Questions from OE

OE had a number of questions to which GL/CB provided the following responses:

- Q1. Would connection of the path to the Walstead Park paths improve our chances of success?
A1. Yes, an isolated path connecting only two points (eg Scaynes Hill and Lindfield) would not be viewed nearly as promotable as one that provided connectivity with other routes.
- Q2. What is the likely timeline for the promotion of the path?
A2. Generally these projects take a few years to develop from nothing to implementation but that depended on the appetite of the promoting council (WSCC in this case). The likely time for completing the current study to come up with a feasible preferred route would be the end of March. Then there would likely be a period of public consultation to ensure that anyone with a view on the scheme had an opportunity to make it known. This would be important to identify any potential opposition and hopefully gather evidence of support for the scheme, A revised proposal taking into account the findings during the consultation would then be prepared and package of information presented to WSCC for consideration for inclusion in their list of schemes for promotion. After that the timings are difficult to predict as we are still trying to get a clear picture from WSCC about their processes for progressing such a scheme. There would need to be the identification of funding, further studies (eg detailed survey, environmental impacts/mitigation), legal processes and finally Planning Application and detailed design. The earliest these latter two would be likely to happen is 2025.
- Q3. Do we have an estimated cost for the project and identified funding source?
A3. At the end of March we should be able to come up with an approximate estimated cost based on experience (£/m length of path) from other similar projects. This would be refined

as the project progressed. At the moment a crude guess would be about £1 million for the path from Scaynes Hill to Snowdrop Lane. Funding could come from various sources. There was already £135,000 from the Swallows development in Scaynes Hill and the possibility for some of £100,000 from the Walstead Park development that has been allocated to this scheme. WSCC will also have a pot of money allocated for walking/cycling schemes and they could also apply to central government's Active Travel Fund (£300 million recently announced) for more funding.

Q4. Is the route feasible?

A4. We have walked the part of the route along the A272 identifying constraints and believe that a route on either side of the road should be feasible but prefer the north side as not needing a crossing of the A272. We also looked at the potential site for crossing Bedales Hill near Clover Cottage. This may be difficult as the sightlines for traffic stopping in time do not look particularly good. CB is looking into the technical requirements for such a crossing to see what might be possible. If the crossing is not feasible then the alternative Plan B would be to continue with the track along the A272 as far as the junction with Lyoth Lane that connects to the other end of Snowdrop Lane.

Q5. Can the speed limit on the A272 be reduced?

A5. We believe a track width of 2.5m with a further 1m separation from the road carriageway would be required, making a total width of 3.5m. CB feels that some of this width could be obtained by narrowing the road carriageway width, which would also be a good reason to reduce the speed limit to 40mph. The legal process to do this could be carried out as part of the other legal agreements necessary.

There was also a discussion about getting our local MP, Mims Davis, involved to help support the scheme. It was felt the right time for doing this would be when we had a defined scheme, at the time we would submit this to WSCC for their consideration.

Residents:

Owners F - Cudwells Court
Owners G - Highfield House (Lorien)
ANO (representing Owners) - Cudwells Barn
Owner Z - Archway Cottage

SHLAT representatives:

Graeme de Lande Long
Christian Bodé

1. Background & progress to date

1.1 SHLAT explained the background to the project including the initial survey and the formation of the SHLAT group consisting of Councillors from West Sussex County Council (WSSCC), Mid Sussex District Council (MSDC), Lindfield Rural Parish Council (LRPC), Lindfield Parish Council (LPC) together with residents of Scaynes Hill and Lindfield.

1.2 The two alternative cross country routes have had to be dropped because of lack of support from key landowners (Woodland Trust and Walstead Stud), which left the road route and its sub-alternatives as the only feasible options being studied. These included routes on either the north or south side of the A272 and down Bedales Hill or continuing along the A272 to the top end of Snowdrop Lane. Road crossings might be needed on either the A272 and/or on Bedales Hill.

1.3 The key section currently being studied, which would pass close to the residents houses, was from Scaynes Hill alongside the A272 then along the B2111 as far as Snowdrop Lane. The reason for this was due to the potential connectivity of pathways and residential roads to be provided in the Walstead Park development. The current plans show pedestrian paths (not cycle paths) through the Country Park (section nearest Snowdrop Lane) connecting to Lyoth Lane and via residential roads to Gravelye Lane and back to the B2111 at the main entrance to the development opposite East Mascalls Lane. The development also includes an improved footway from the entrance along the B2111 into Lindfield.

1.4 SHLAT has had preliminary discussions with the developer about the possibility of increasing the width of their proposed paths to allow mixed use with cycles. However, the delivery of the Walstead Park development appears to be on hold while the developer re-evaluates the economics of the development. This might involve changes requiring modified Planning Approval, which could be an opportunity for persuading the developer to upgrade the pedestrian paths to be also suitable for cycling.

1.5 SHLAT had provided their survey results to the consultants carrying out MSDC's Local Cycling & Walking Infrastructure Plan (LCWIP) as it demonstrated a far higher demand for the Scaynes Hill - Lindfield route than predicted by the consultants' model. It was hoped that this would help promote the project higher up the priority list of schemes that the LCWIP was considering. SHLAT had been invited by MSDC to attend a workshop on the Haywards Heath element of the LCWIP.

1.6 On the issue of funding there was about £135,000 of Section 106 money from the recent Swallows development in Scaynes Hill which was allocated specifically to a path between Scaynes Hill and Lindfield. There was also the potential for up to £100,000 of Section 106 money from the Walstead Park development, which had been allocated to one or any of 6 schemes, one of which was this project. This compares with a very rough estimate of about £1million required for the scheme so more funding will be needed.

2. Residents views & discussion

2.1 The views of all residents appeared fairly similar, being cautiously supportive of the project but they had some understandable concerns particularly related to:

- Screening (both visual and acoustic)
- Security issues due to greater exposure to the public view
- Nuisance from parking on their entrance/verges and litter
- Speed of traffic and danger of the existing road junction and ingress/egress from their drive

2.2 The path along the field margin beside Bedales Hill could be screened by a hedge and/or other planting on the east side of the new path, which was the wish of the field owners. On the A272 margin there were worries that cutting back vegetation on the highway verge to make way for the path would reduce both visual and acoustic screening. SHLAT did not think that the trunks/roots of any mature vegetation would need to be removed but overhanging branches up to a height of say 3m would need to be trimmed back. Visual and acoustic screening could be improved by use of a higher close boarded fence along the full length of the boundary between residents houses and the A272 and/or additional planting on the houses' side of the existing vegetation.

2.3 Regarding the matter of greater public exposure resulting in potential security issues there was not much other than improved visual screening that could be done. *(Not discussed at the meeting but as an after-thought the residents might like to consider an electrically operated security gate on the common driveway to their properties).*

2.4 Regarding nuisance parking the pathway would take up much of the verge where there is currently such a problem making it less obviously suitable for parking on the verge or the part of the driveway where the path crossed it. The verge could be further protected by the use of bollards.

2.5 The current problem of speed of traffic along the A272 (50 mph limit) and the difficulty of ingress/egress from the common driveway was clearly evident. The closeness of the driveway to the junction of the A272 and B2111 makes it particularly difficult. The residents said there were often traffic accidents at this location and that one of them had been involved in an accident when trying to turn into the property. There was also evidence of tyre tracks on the verge indicating that vehicles travelling eastwards had mounted the kerb on the outside of the bend possibly as a result of travelling too fast. SHLAT would be obtaining accident statistics from WSCC but these would only include those in which the police had been involved.

2.6 The residents were strongly of the opinion that the speed limit should be reduced and asked about traffic calming measures such as lights on a potential road crossing and/or a roundabout at the A272/B2111 junction. SHLAT indicated that the optimum point for a potential crossing was probably about 100m to the east of their driveway where the sightlines would be the best and would in any case have a limited effect on the problem. The current 50 mph limit would rule out a mini-roundabout at the junction. A small conventional roundabout might be possible but would come with the disadvantage that it would then probably require street lighting. SHLAT suggested it could be helpful if residents were to record any minor accidents they became aware of in order to support the introduction of traffic calming measures/speed limit reduction.

2.7 SHLAT said that their current thinking was a potential narrowing of the A272 could be required to obtain the necessary verge width along the full length of the road from Scaynes Hill in order to accommodate a pathway with a planted strip to separate it from the main carriageway. This would then be a good reason to reduce the speed limit to say 40 mph.

2.8 SHLAT gave responses to some specific queries. The path surface could be tarmac but there were lots of alternatives such as cinder, recycled materials, bound gravel etc. The path would generally be unlit with the possible exception of road crossings. Manhole covers for water meters etc could be incorporated in the path surface and would generally not affect the path alignment. SHLAT would be doing utility searches to identify underground pipes and cables.

3. Future developments

3.1 SHLAT was intending to prepare a feasibility report on the potential options followed by a wider public consultation in order to present the case for the project to WSCC for consideration and a potential bid for funding. There would need to be a number of steps thereafter including legal agreements, securing funding, surveys, design and planning application before such a project could be built. The duration of these activities would greatly depend on the priority level given to it by WSCC but the earliest date for implementation would probably be 2025.

3.2 SHLAT stated that much of the detail for mitigation measures would be decided and finalised towards the end of this process but that at the current stage it was important that SHLAT documented the concerns of those who might be impacted and the kinds of mitigation measures that might address those concerns so that sufficient consideration and budget was allocated to address those issues properly.

3.3 Residents could track the progress of the scheme on the SHLAT webpage documenting developments (<https://scayneshillvillage.co.uk/cycle-walk.html>). Residents would have other more formal opportunities to express their views but that they could at any time contact SHLAT via their dedicated e-mail address shalt@btinternet.com if they had any further concerns or wanted further discussions or information.

OWNER H

Church Road
Scaynes Hill
RH17 7NY

18th Oct 2021

The Barn
Lewes Road
Haywards Heath
RH17 7TE

Dear

Re: Scaynes Hill - Lindfield cycle/walkway project

I am writing on behalf of the Scaynes Hill - Lindfield Active Travel (SHLAT) Group, which has been formed to explore the possibility of providing better and safer connectivity for cycling and walking between Scaynes Hill and Lindfield. This group includes our locally elected councillors from County, District and Parish level, who are keen to understand and explore these proposals, together with members of the Scaynes Hill Sustainability Group (SHSG).

Such a scheme was first identified in the Scaynes Hill Village Plan in 2011 and further documented in the 2014 Neighbourhood Plan, jointly drawn up by Lindfield Parish Council and Lindfield Rural Parish Council. More recently the SHSG carried out a survey of local residents to quantify the need for, and potential benefits of, a dedicated safe cycle/walkway. The survey demonstrated clear support for such a scheme from residents in both Scaynes Hill and Lindfield.

The survey report can be found at; <https://scayneshillvillage.co.uk/cycle-survey.html>

Any such scheme would have to consider several alternative routes, traversing land in both private and public ownership. Any identified routes would also be subject to an initial pre-feasibility study, with further work required before any such scheme could come forward.

Part of this early feasibility work is to understand the views and explore the concerns of local landowners who may be impacted by these proposals. At the moment we are looking at the feasibility of different routes between the two villages. The most obvious route is alongside the existing roads (A272/B2111) but that has a some challenges, particularly the narrow stretch on Bedales Hill along the B2111 from the A272 to Snowdrop Lane. A potential solution would be to run the path parallel to the road but along the edge of the fields adjacent to Bedales Hill as shown in green on the attached map from the Land Registry showing your property.

We would like to explore with you this possibility and would be grateful for your views as to whether this is something you would consider. We would be happy to meet with you to discuss in more detail if that would be helpful.

I very much look forward to hearing from you.

Yours sincerely

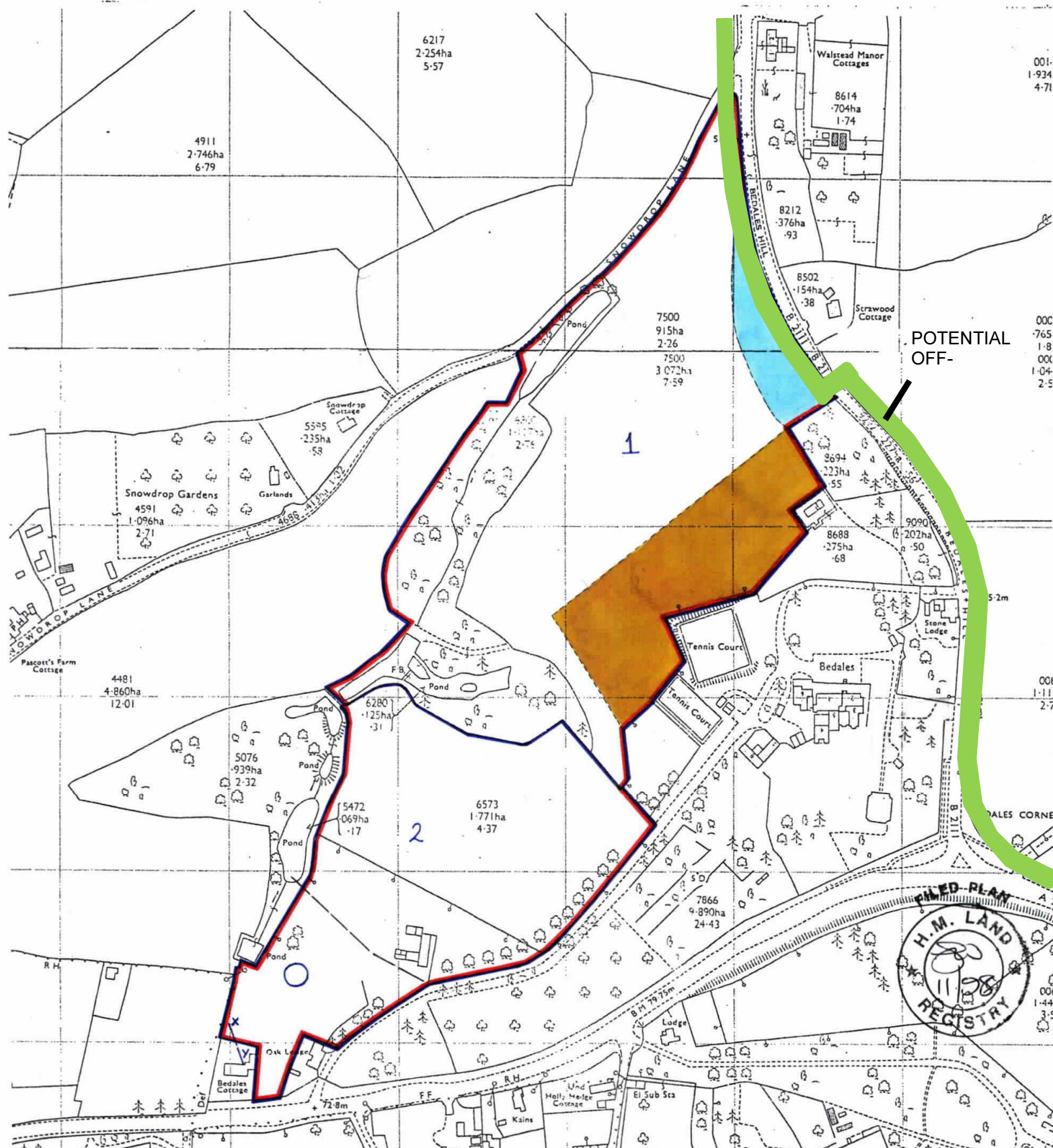
Graeme de Lande Long

On behalf of the Scaynes Hill - Lindfield Active Travel (SHLAT) Group

OWNER H

H.M. LAND REGISTRY		TITLE NUMBER	
		WSX 22 4 162	
ORDNANCE SURVEY PLAN REFERENCE	TQ 3523 TQ 3524		Scale 1/2500
COUNTY	WEST SUSSEX	DISTRICT	MID SUSSEX
			© Crown Copyright

NOTE: AREAS ON THIS PLAN ARE EXPRESSED
IN ACRES AND HECTARES.



POTENTIAL
OFF-

1

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OWNER H

Graeme de Lande Long

From: "Graeme de Lande Long" [redacted]
Date: 22 November 2021 11:18
To: [redacted]
Subject: Re: Scaynes Hill - Lindfield Active Travel

Hi [redacted],

Many thanks for the message. I can quite understand your delay in responding [redacted]

[redacted] I have recently sent a letter to your (presumably old) [redacted] address so please ignore that if it ever reaches you.

It's very good to hear that you would be happy in principle for a short length of cycle/walkway to run along the edge of your land adjacent to the road as this would greatly overcome the problem of how to safely negotiate Bedales Hill and will allow us to look at this route in more detail. It's still a very long way from happening but at least this is another small step in the right direction.

Good luck with all the new things in your life. I'll keep you posted of any significant developments (and vice versa please).

Best wishes
Graeme

From: [redacted]
Sent: Sunday, November 21, 2021 9:49 PM
To: Graeme de Lande Long
Subject: Re: Scaynes Hill - Lindfield Active Travel

Dear Graeme,

Thank you for your messages and please forgive my tardiness in replying ([redacted] etc).

I would be happy in principle for part of the cycle/walkway to run along the edge of my land, though why anyone would want to cycle up that hill beats me!
I shall take advice but you can put me down as a maybe.

Best wishes,

[redacted]

On Tue, Nov 9, 2021 at 1:05 PM Graeme de Lande Long [redacted] wrote:

Dear [redacted],

As I hadn't received a reply to my letter of 18th October addressed to you at The Barn (copy attached for convenience) I thought you may not have received it and so called in there this morning and spoke to your tenant [redacted], who said that he had forwarded the letter to you. He also kindly gave me your e-mail address.

As the letter said, our group is preparing a pre-feasibility study on alternative routes for a

OWNER H

dedicated safe path between Scaynes Hill and Lindfield. For various reasons it is now looking likely that the only viable route may be along or adjacent to the existing roads (A272 and B2111), including the tricky section along Bedales Hill where there is insufficient verge to easily form a safe path. The landowner on the other (East) side of Bedales Hill has agreed in principle that it would be possible to use a strip of their land on the other side of the hedge adjacent to the road. However, that can only take the path as far as the house (Clover Cottage or Strawood Cottage on the attached Land Registry map) opposite your land. In order to complete this route it would be necessary to cross the road at this point and run the path on the West side of Bedales Hill on your land as far as Snowdrop Lane, a distance of about 200m.

I appreciate that you may need to take advice about this, which may take time. However, I would be most grateful if you could acknowledge receipt of this message or let us have any preliminary views, so that I know we have established a reliable means of communication.

With best wishes

Graeme de Lande Long

On behalf of the Scaynes Hill - Lindfield Active Travel Group

Cycle/walkway website page: <https://scayneshillvillage.co.uk/cycle-survey.html>

Meeting with Owner J - 17th Jan 2022

Present:

Owner J (OJ) - Landowner of Clover Cottage
Christian Bodé (CB) - Transport Planner - SHLAT Group
Graeme de Lande Long (GL) -SHLAT Group

When CB/GL were walking the potential route along the edge of the Cudwells field beside the B2111 OJ was in his garden and a discussion about the proposed cycle/walkway ensued.

Discussion

CB/GL briefly described the progress to date and the likely need for a crossing of the B2111 near OJ's house. GL apologised to OJ about his concern that he was not being consulted about the potential road crossing, which would have a significant impact on his property. GL stressed that the SHLAT group very much wanted to engage with those who would be affected by the creation of such a path in order to hear their concerns, to discuss possible mitigation measures and to record their views so that these could be taken into account as the project progressed. He said that he had been planning a meeting with OJ to discuss the potential road crossing but had felt it might be more productive when CB had looked into what would be possible in order to meet highways design criteria. CB was reviewing this but had not come to any conclusion yet.

OJ was supportive of a path in principle but naturally had concerns around the potential proximity to his house. These were:

- greater public exposure to the property causing security concerns
- impact of a crossing near the house (eg noise, lighting etc)
- safety of a crossing due to speeding traffic

CB said that a signalled crossing might need lighting and that the necessary sightlines for 40mph (the current speed limit on that stretch of road) might not be possible, so additional traffic calming measures would be required. He was currently looking at less costly non-signalled options with traffic calming (eg chicanes) like those on roads at Chailey Common. The exact crossing location had yet to be determined but it was likely to be within 50m of the boundary of Clover Cottage. GL understood the concern about being overlooked by users of the path and said that planting some kind of screening (eg trees) should be possible to help mitigate that impact.

It was agreed that when CB/GL had more definite proposals for the crossing, which took into account OJ's concerns as far as possible, they would share these and would be happy to discuss them with OJ.

SHLAT

From: [REDACTED]
Date: 05 May 2023 12:00
To: "SHLAT" <shlat@btinternet.com>
Subject: RE: Scaynes Hill - Lindfield Active Travel (SHLAT) - road crossing details

Hi Graeme,

Thank you for the email and the update.

Slowing the traffic on the B2111 is naturally a good outcome and I think the calming chicanes would be the most lifestyle friendly option (no light or sound). The positioning of them will be critical and we will always want to be engaged in that process.

I have had a chat with [REDACTED] at Cudwells around the impact of the wider project and she has updated me on her views.

Naturally, the devil will be in the detail. Perhaps when you have the full scheme at a point where you believe that if it can go ahead, you have a firm plan, we should meet as a group to discuss any wider implications.

Many thanks,
[REDACTED]

From: SHLAT <shlat@btinternet.com>
Sent: Monday, May 1, 2023 1:08 PM
To: [REDACTED]
Subject: Scaynes Hill - Lindfield Active Travel (SHLAT) - road crossing details
Importance: High

Hi [REDACTED],

It may seem a long time since we met and discussed the potential crossing of Bedales Hill near your house, but we have been busy studying and refining the details of the only deliverable route alongside the roads. One of the key issues has been identifying a viable solution for this crossing, which takes into account as many of your comments as possible. After some iterations we have finally come up with a proposal, which we would like to share with you and to hear your views. To avoid having any sort of lighted crossing with associated visible and audible impacts we have concluded that the best way to achieve the crossing would be to use traffic calming chicanes, similar to those on Chailey Common, combined with a speed limit reduction from 40 mph to 30 mph. There is currently a review of the West Sussex County Council (WSCC) Speed Limit Policy, which is heralded by WSCC on their website as:

*"Vulnerable road users and active travel at the heart of new speed limit policy.
Emphasis will be on the mix of vulnerable road users, such as pedestrians, cyclists, and equestrians
first and then motorised traffic"*

In the light of this we feel that there is a good case to reduce the speed limit on the B2111 both as a consequence of building so many houses at Walstead Place and accommodating this project. I attach a plan showing the proposed locations for the crossing/chicanes and a larger plan showing more details. The location of the crossing is dictated by the landownership boundary on the west

side of the road and the density of trees further up the hill. I also attach marked up photos from Google Street view showing the views in both directions on the road from the proposed crossing point. The location for the two approach chicanes are more approximate, but would give the necessary sight stopping distance. The precise locations of these would have to be decided by a more detailed analysis on site to achieve optimum sightlines.

The SHLAT group now has the services of a construction engineer who lives in Scaynes Hill so we are able to prepare a robust cost estimate. Consequently we have decided to prepare our own Feasibility Study Report, which we believe makes a very good case for the project. We will be submitting this to WSCC with a request for funding in due course – probably in a month or so.

I look forward to hearing from you and would be happy to come and discuss our crossing proposals with you if you felt that would be more productive.

With best wishes

Graeme

On behalf of Scayne Hill – Lindfield Active Travel (SHLAT)

Cycle/walkway webpage: <https://scayneshillvillage.co.uk/shlat/>

From: [Redacted]

Sent: Monday, February 28, 2022 3:08 PM

To: SHLAT

Subject: Re: Scaynes Hill - Lindfield Active Travel (SHLAT)

Hi Graeme

I consent to SHLAT storing and processing my information for the purposes of the project.

Regards,

[Redacted]

[Redacted]

✉: [Redacted]

☎: [Redacted]

On 28 Feb 2022, at 09:16, SHLAT <shlat@btinternet.com> wrote:

Hi [Redacted],

It was good to meet and talk to you last month to hear your concerns about the scheme and a possible road crossing near your house. Christian has been snowed under by the day job and has not yet had time to advance his review of crossing options much further. However, he is looking to see if the crossing could be moved further up the hill away from your house and then running the path along the western

road verge until it reaches the field on that side. This would improve sightlines but may need the co-operation of another landowner.

Our group has adopted the name Scaynes Hill – Lindfield Active Travel (SHLAT) and we have set up this e-mail address dedicated to the project. We are now consulting more widely with other potentially affected landowners along the route from Scaynes Hill to Snowdrop Lane to see what further possibilities/constraints may arise. I have included you in the consultation process and attach a letter with 3 attachments which are self-explanatory. We would welcome any further comments you might have at this stage.

The group has been reviewing our compliance with the General Data Protection Regulations (GDPR). As we will be storing contact details and comments from an increasing number of people, it gives us a legal duty to comply with GDPR. We are therefore setting up protocols to ensure we comply. As you have given us your name and e-mail address this constitutes personal information for which we need your explicit consent to store and use in accordance with our Privacy Notice which can be found at <https://scayneshillvillage.co.uk/GDPR-Privacy-Notice.pdf>

If you are happy with this could you send an e-mail back to this address saying that you consent to SHLAT storing and processing your information for the purposes of this project. Please send any further communications about this scheme to this e-mail address.

With many thanks and best wishes

Graeme

On behalf of Scayne Hill – Lindfield Active Travel (SHLAT)

Cycle/walkway webpage: <https://scayneshillvillage.co.uk/cycle-walk.html>

Hi Graeme

I consent to SHLAT storing and processing my information for the purposes of the project.

Regards,

[Redacted]

[Redacted]

✉: [Redacted]

☎: [Redacted]

> On 28 Feb 2022, at 09:16, SHLAT <shlat@btinternet.com> wrote:

>

>

>

B2111 crossing at location shown on plan below

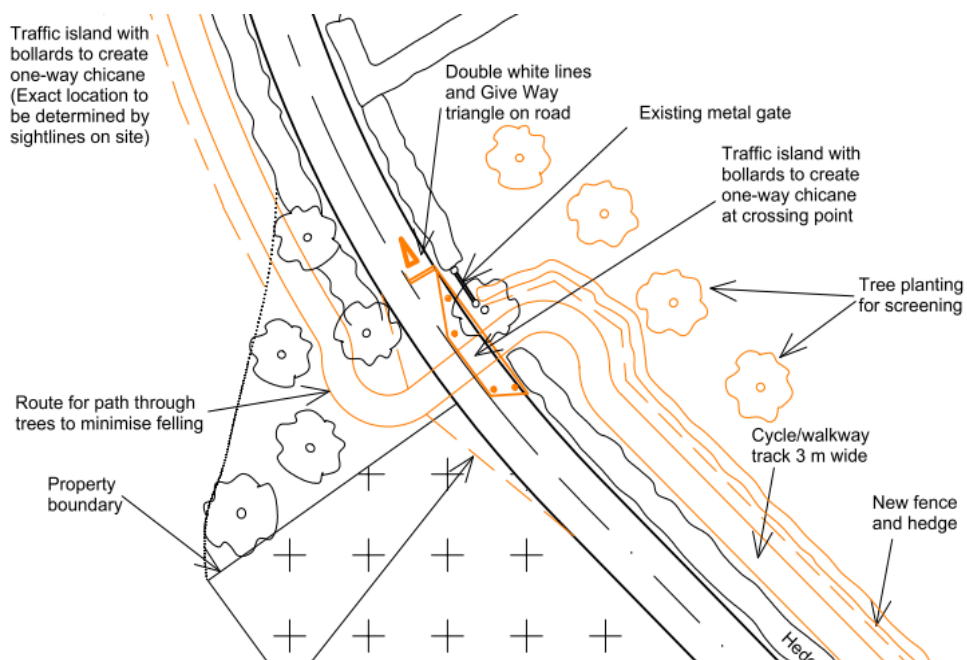
(Highest point up the hill to keep within property boundary to the west - about 30m from Clover Cottage boundary)



Looking downhill (Northwards)



Looking uphill (Southwards)



Plan view