

Scaynes
Hill



Lindfield

Scaynes Hill – Lindfield cycle/walkway

Feasibility Study
Summary

September 2023



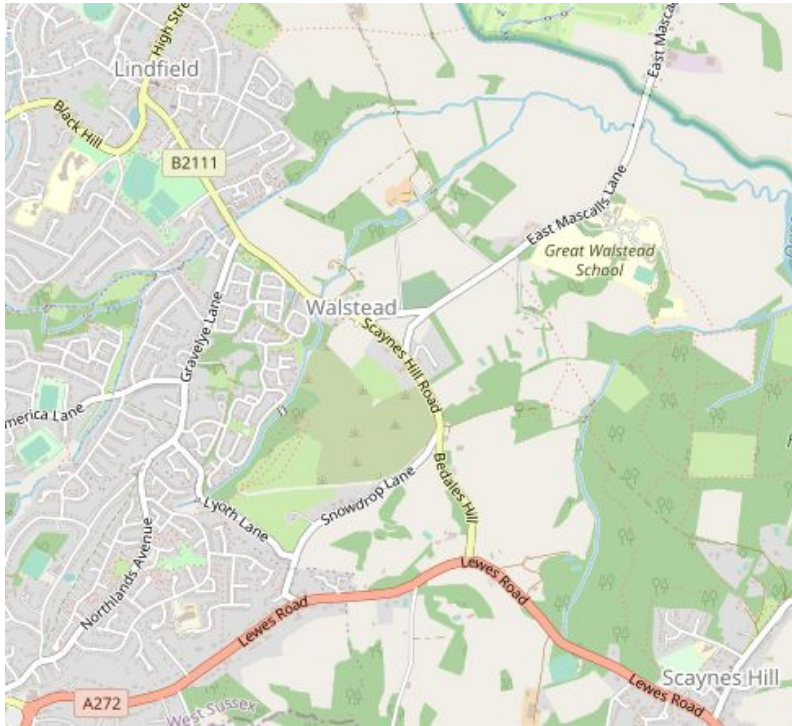
Message from Mims Davies – Member of Parliament for Mid Sussex



“I fully support the community proposal for a cycle and walking path between Scaynes Hill and Lindfield and will, as the local Member of Parliament, offer it every possible assistance and support.”



“Providing a safe, formal alternative route in the form of a cycle/footpath across the area is a vital lifeline to many and also offers the community positive environmental and health friendly benefits.”



- Scaynes Hill (pop. 900) is located approx. 2 Miles from Lindfield and 2.6 miles from Haywards Heath
- Village has no doctors or other community services
- Limited shop options – garage convenience store
- Nearest Secondary school is Oathall Community College in Lindfield (approx. 3 miles)
- No pavement or other active travel provision linking to Haywards Heath or Lindfield
- On-road route for cycling is via A272 and B2111 which both have issues with high vehicle volumes including HGVs, speeding and poor crash records
- Public transport – only one bus service per hour to Haywards Heath and Warden Park

Residents of Scaynes Hill are effectively forced to own and use cars due to no other transport options



Objectives

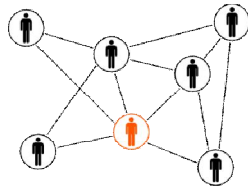


- To connect the villages of Scaynes Hill and Lindfield by a safe, sustainable and accessible route for pedestrians, cyclists and mobility vehicles in order to avoid car use, reducing congestion on the roads, air pollution and carbon footprint.
- To provide a leisure facility for the two villages and Haywards Heath, giving access to the countryside to the east, with all associated benefits for health and well-being.
- To provide a safe route for children going to school (in Haywards Heath, Lindfield or Scaynes Hill) while reducing road congestion at peak times and parking congestion at schools.
- To provide improved travel mode choices and easier access to jobs, services, public transport and amenities for all.

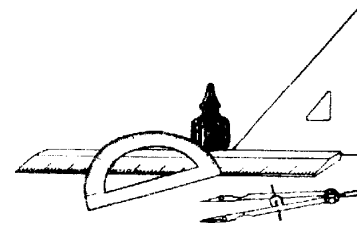




- Undertake surveys to establish need and usage.
- Review supporting policy framework.



- Identification and initial screening of alternative routes.
 - Landowner consultation & involvement.
 - Connectivity with other schemes
- Outline design, cost estimate & Benefit-Cost Analysis
 - Draft Feasibility Report





To test need for a safe cycling and walking route between Scaynes Hill & Lindfield, likely use and frequency of use of route.

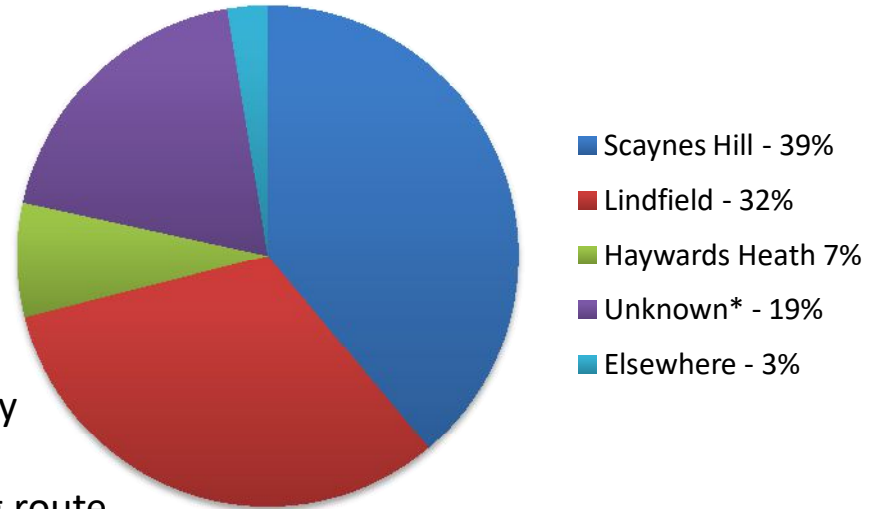
Survey population:

712 responses representing over 1700 people approximately located

- 600 Scaynes Hill (two thirds of village)
- 500+ Lindfield
- 100 Haywards Heath
- Rest unknown/elsewhere

Survey findings:

- 97% support (88% strongly support)
- 96% likely to use (84% highly likely)
- 33% would use several times/week, 38% weekly
- 50% cycling, 50% walking
- 58% commenting mentioned danger of existing route



“A safer link between the two villages would be of enormous benefit to the local community”



National

- The publishing of Gear Change – a bold vision for walking and cycling establishes clear support backed by a new audit/review and funding organisation Active Travel England and funding stream through the Active Travel Fund
- New design standards LTN 1/20 Cycling / Inclusive Mobility Dec 2021
- Walking & Cycling Investment Strategy 2017
- Net Zero and transport decarbonisation

County

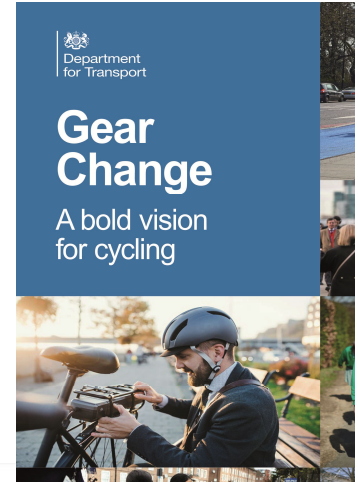
- Transport Strategy
- West Sussex Walking & Cycling Strategy 2016-2026
- Review of Speed Limit Policy 2023

District

- Mid Sussex District Plan 2014-2031
- Local Cycling & Walking Infrastructure Plan (LCWIP) - 2023

Local

- Lindfield & Linfield Rural Neighbourhood Plan 2014-2031
- Scaynes Hill Village Plan 2011



Local Cycling and Walking
Infrastructure Plans
Technical Guidance for Local Authorities





Alternatives



A

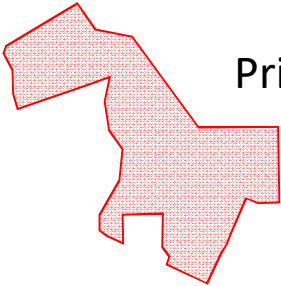
Cross country along PRow
– no landowner consent

B

Road route
– only option to Lindfield

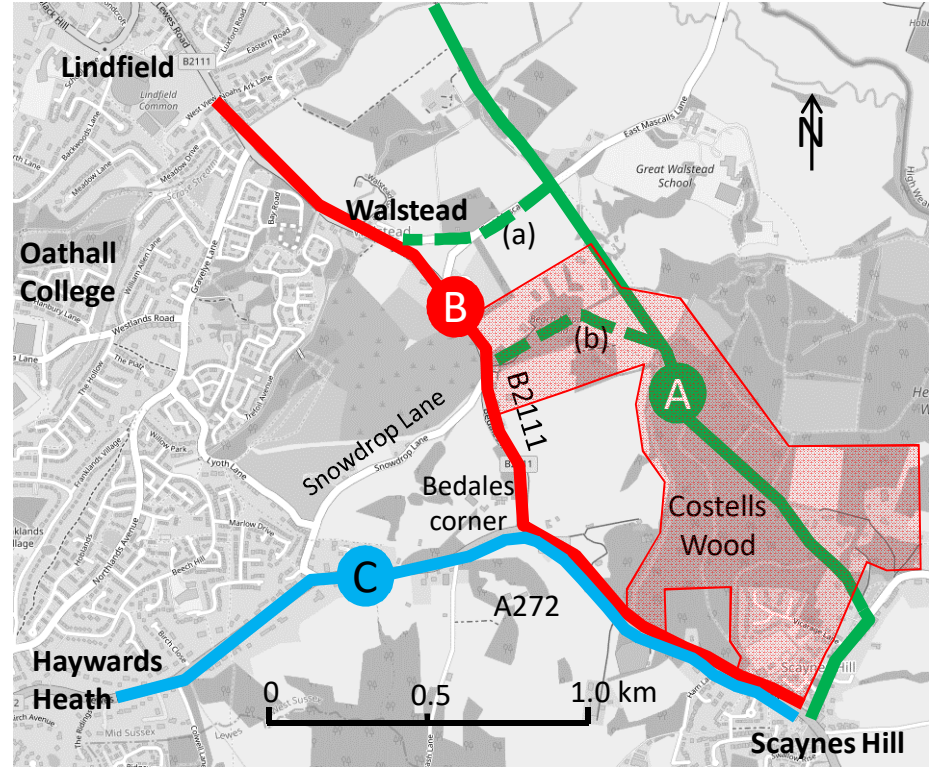
C

Road route
– not desire line surveyed



Private land

– no landowner consent





- Identified and contacted 30 landowners adjacent to road route
- Received 15 responses: 13 in support, 1 against, 1 no comment



- Meetings with 7 supporting landowners wanting more information
- Correspondence with 1 opposing landowner to address concerns

- Engagement with Walstead Park developer to explore potential synergy & connectivity of paths





Maximise benefit – minimise cost:

Develop path from Scaynes Hill to Walstead Park 1.4 km long to connect with path being already being provided as part of development

Which side of A272?

Both sides similar constraints - North side to avoid major crossing of A272

A272 - Constraints & use of private land

Minimum cost – no re-alignment of A272, some private land encroachment; speed limit reductions

Re-align A272 to avoid private land encroachment (more costly/less impact)

B2111 – Off road on private land with owner consent in principle

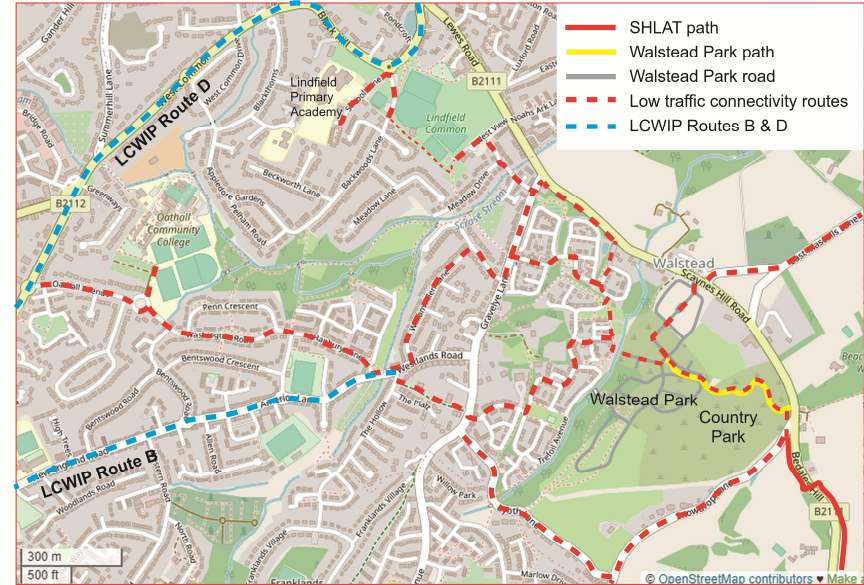
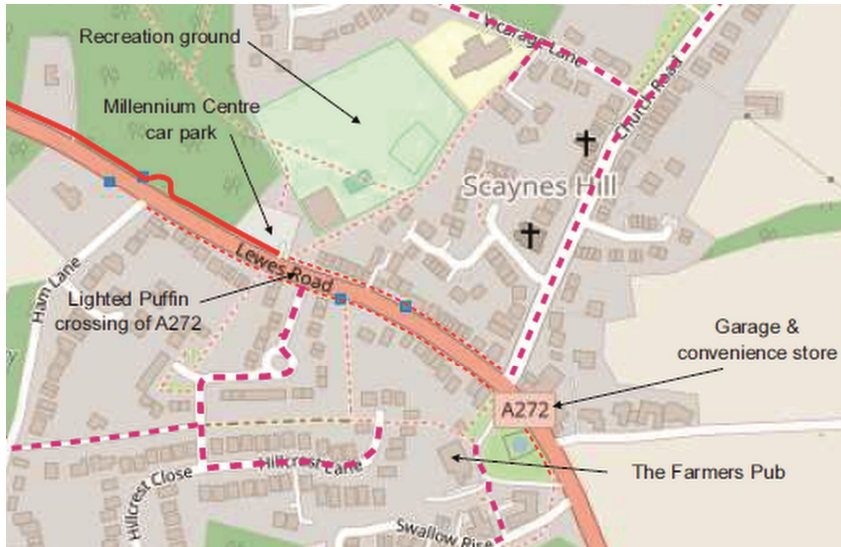
Road crossing with traffic calming chicanes and speed limit reduction



Connectivity



Connectivity via existing paths and quiet roads in Scaynes Hill



Connectivity via path being provided as part of Walstead Park development

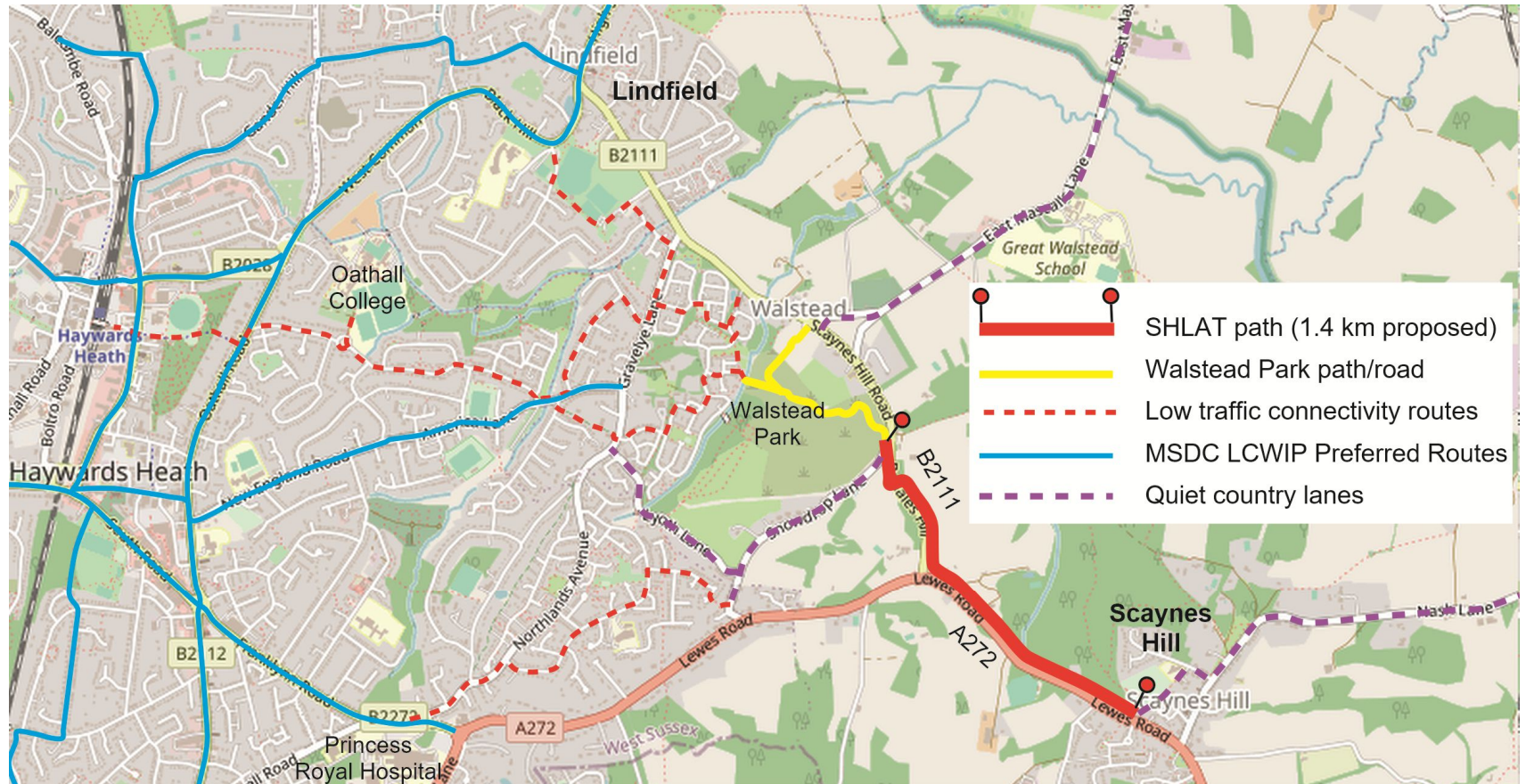
Scaynes Hill



Selected route

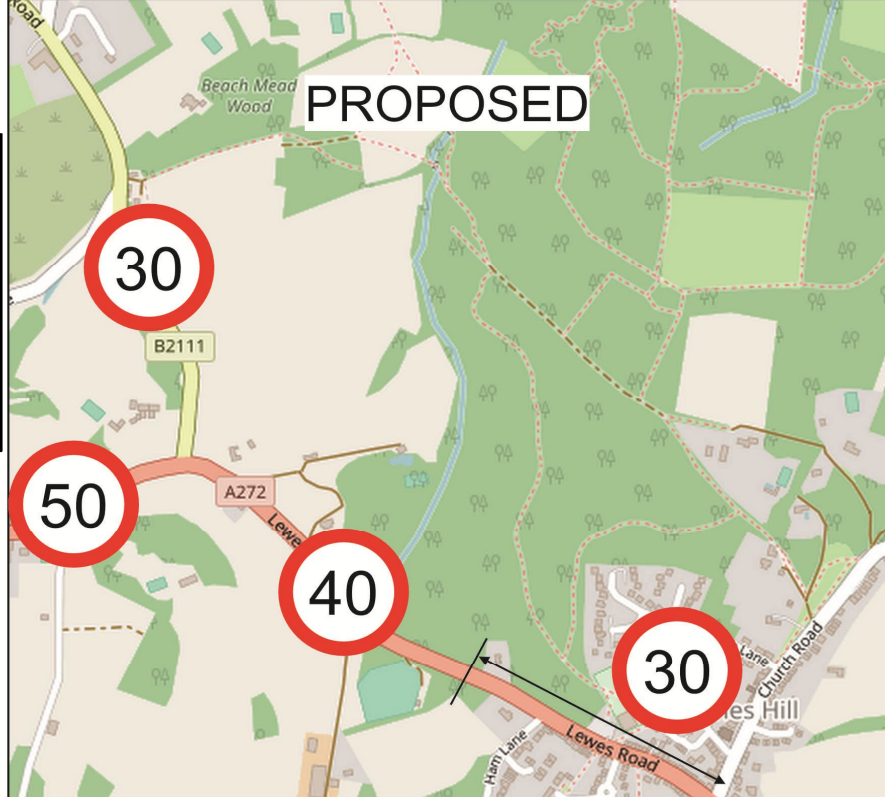
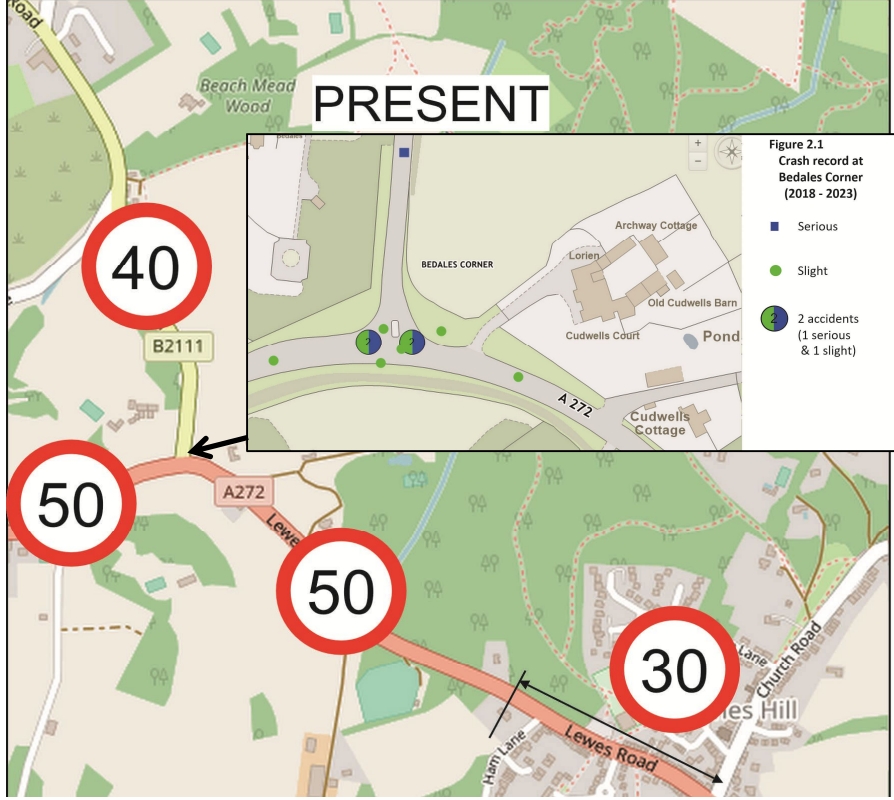


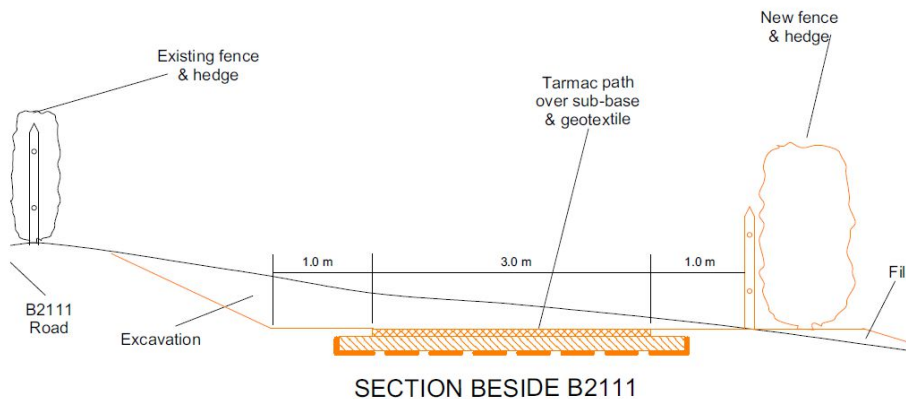
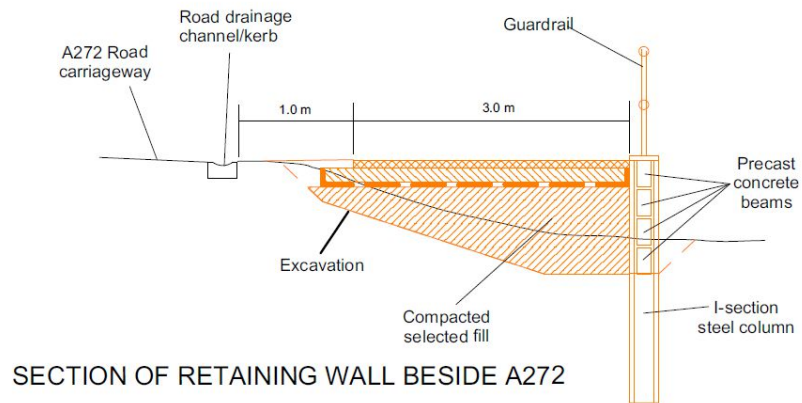
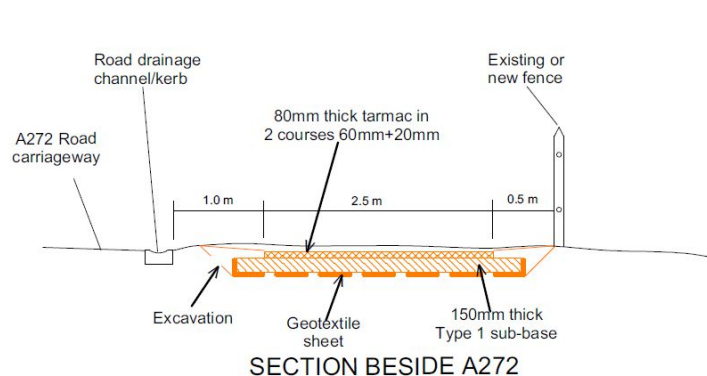
Lindfield





Speed limits





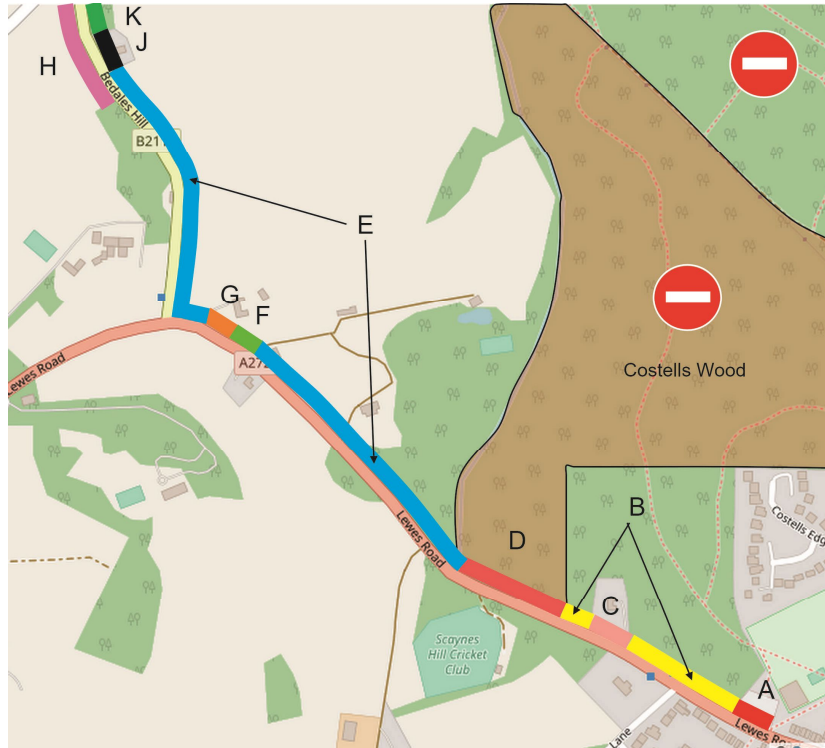
Typical cross-sections

In accordance with:

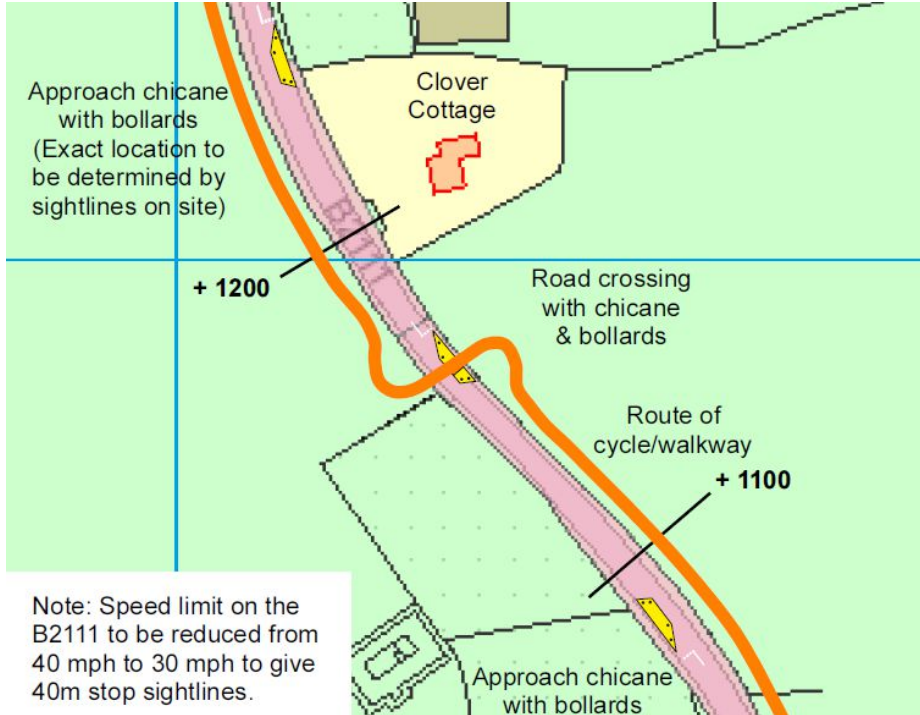
- LTN 1/20 cycling inclusive/mobility
- Sustrans Design Guide



Landowners



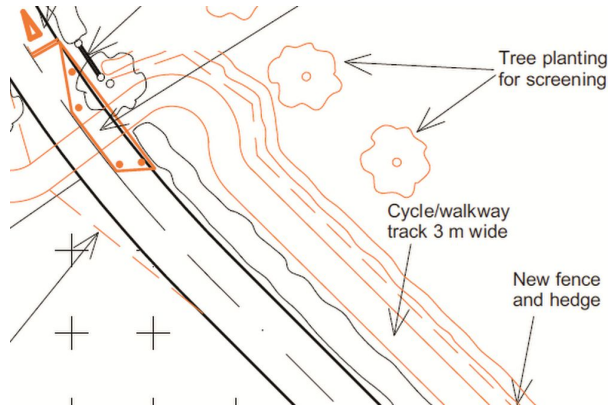
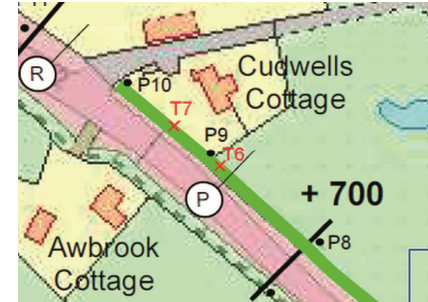
Property name	Owner(s) ID	Consent to use land
Recreation ground	A	No - not req'd
Costells Edge	B	Yes
Costells Wood Cottage	C	No - not req'd
Costells Edge	B	Yes
Costells Wood	D	No
Cudwells	E	Yes
Cudwells Cottage	E	Yes
Cudwells Court	F	No - not req'd
Highfield (Lorien)	G	No - not req'd
Cudwells	E	Yes
The Barn	H	Yes
Clover Cottage	J	No - not req'd
Walstead Stud	K	No - not req'd





Detailed consideration will depend on ecological and topographic surveys:

- Removal of some trees/hedges would be necessary to accommodate path (base case). Quantity could be significantly reduced by re-alignment of A272.
- Planting of a greater length of hedges and more trees than removed would be done for screening alone.
- Principal of biodiversity net gain would be adopted.



Other considerations:

- No lighting along path to reduce impact on natural world and dark skies.
- Drainage to adopt SUDS principals.
- Landscaping to minimise visual intrusion.
- Screening to adjacent properties to preserve privacy.



Methodology – as a contractor tendering:

- Considering programme, resources and temporary works.
- Getting market quotes for significant materials, sub-contractors.
- Prices at April 2023
- Inclusion of a 10% margin for overheads and profit.



Cost estimate (base case)

	Cost (£)
Materials & sub-contractors	£591,000
Plant & equipment	£ 67,000
Labour	£152,000
Contractor's staff/office	£ 98,000
Sub-total	£908,000
Overheads & profit (10%)	£ 91,000
TOTAL	£999,000

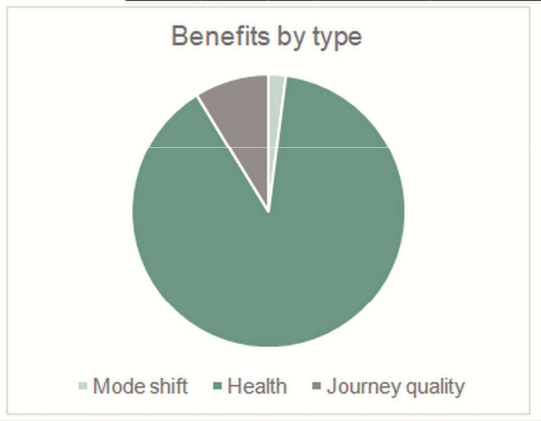
Cost estimate (A272 re-alignment)

	Cost (£)
Base case (as above)	£999,000
Additional cost of re-alignment	£198,000
TOTAL	£1,197,000



DfT Active Mode Appraisal Toolkit (AMAT) – Base case

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		



BCR = Benefit-Cost Ratio **Base case: BCR = 4.71 (Very High)**

Assumptions:

- Asset life 30 years.
- Present/future use from DfT traffic data and surveys
- Cost of detailed design 20% of capital cost
- S106 funds - £493,000
- Cost contingency (Optimism bias): 23% (default value).

Priority/Value for Money:

- BCR = 1.5 – 2.0 Medium
- BCR = 2.0 – 4.0 High
- BCR > 4.0 Very High

Sensitivity:

- Capital cost £1.2m (re-alignment of A272)
- As above with extra £100,000 S106 (Walstead)

---> BCR = 2.92 (High)

---> BCR = 4.22 (Very High)



- ✓ £493,000 of S106 funds already allocated to this project by WSCC.
- ✓ £100,000 potentially available from Walstead Park S106 agreement.
- ✓ Lindfield Rural Parish Council have voted to request WSCC allocate Transport component of S106 funds from Walstead Park (£100,000) to this project as well from S106 monies from future developments in Scaynes Hill in District Plan.
- ? WSCC currently unable to apply for funding from Active Travel England (ATE) due to poor performance in Active Travel, but when this changes WSCC are requested to apply for the balance from ATE.
- ? Window of opportunity < 6 years as S106 funds already allocated must be spent by before 2029 or they will be lost to another project.



Secure Funding

- Allocate S106 funds
- Apply to ATE for balance of funding required

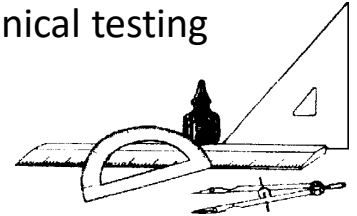


Legal agreements

- Traffic Regulation Order (TRO) for speed limit changes
- Highways Act 1980 Section 25 - Creation of footpath or bridleway by agreement to define wayleaves, indemnities & maintenance arrangements with landowners

Detailed design & Planning

- Arrange topographical/ecological surveys & possible geotechnical testing
- Continue consultation with landowners
- Prepare detailed drawings & specifications
- Prepare Planning Application
- Prepare tender documents and evaluate bids from contractors





- ✓ Demonstrated need and desire for a dedicated safe cycle/walkway between Scaynes Hill and Lindfield (by surveys and landowner support).
- ✓ Implementation of project would align with national & local government policies.
- ✓ Alternatives explored, preferred route selected and demonstrated both feasible and deliverable with connectivity to current and future active travel provisions.
- ✓ A robust cost estimate prepared, taking into account constraints, with Benefit-Cost Analysis indicating project is High/Very High priority (value for money).
- ➔ Up to 50% of funding already available (until 2029). Balance could be obtained by application to the Active Travel Fund.