

# Scaynes Hill to Lindfield Pedestrian and cycle route

The case for providing a dedicated link for pedestrians and cyclists to  
Lindfield and Haywards Heath

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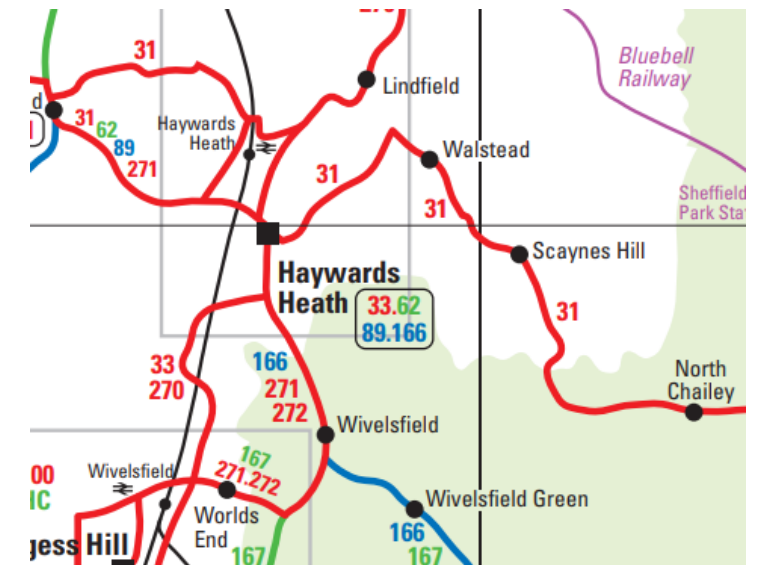
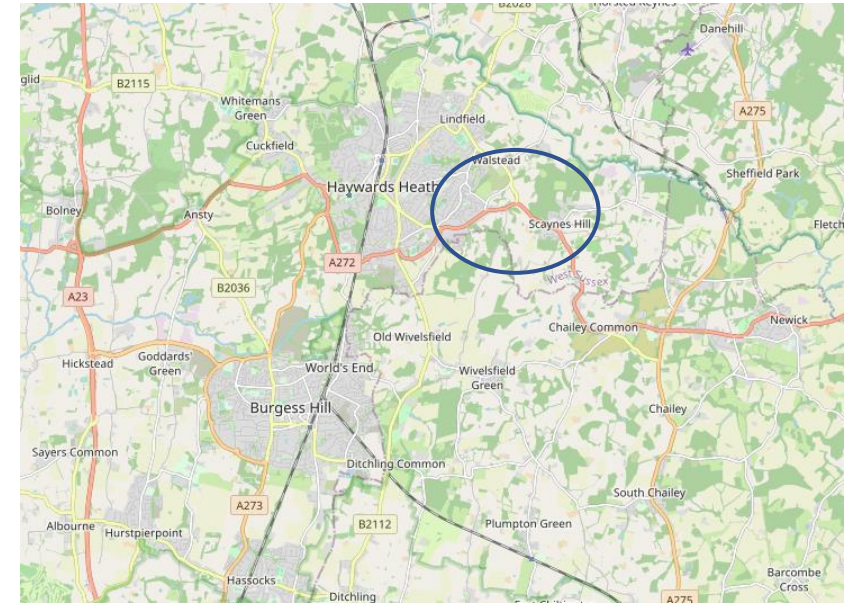
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# Scaynes Hill – Lindfield cycle/walkway - Background

## Background

- 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***



## Scaynes Hill – Lindfield cycle/walkway - Policy background

### 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

### District

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

### Local

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

## Scaynes Hill – Lindfield cycle/walkway - Progress

### Progress to date:

- Carried out community engagement survey and published a report analysing findings, which was provided to consultants undertaking LCWIP for MSDC.
- Set up working group with representative Councillors from WSCC, MSDC and local parish councils together with local residents including a transport planner – Scaynes Hill and Lindfield Active Travel group (SHLAT)
- Identified S106 funding already allocated to this scheme - £135,000 from Swallows development & potential £100,000 from Walstead Park.
- Study of alternative routes and identification of preferred route.
- Consultation with landowners and agreement in principle from two landowners for the off road parts of the preferred route on their land.
- Visual survey of preferred route identifying potential constraints and opportunities.

## Scaynes Hill – Lindfield cycle/walkway - Objectives

### SHLAT agreed scheme 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.

## Scaynes Hill – Lindfield cycle/walkway - Survey – June 2021

Community engagement using online survey. Survey topic:

- Tested need for a safe cycling and walking route between Scaynes Hill & Lindfield
- Likely use and frequency of use of route

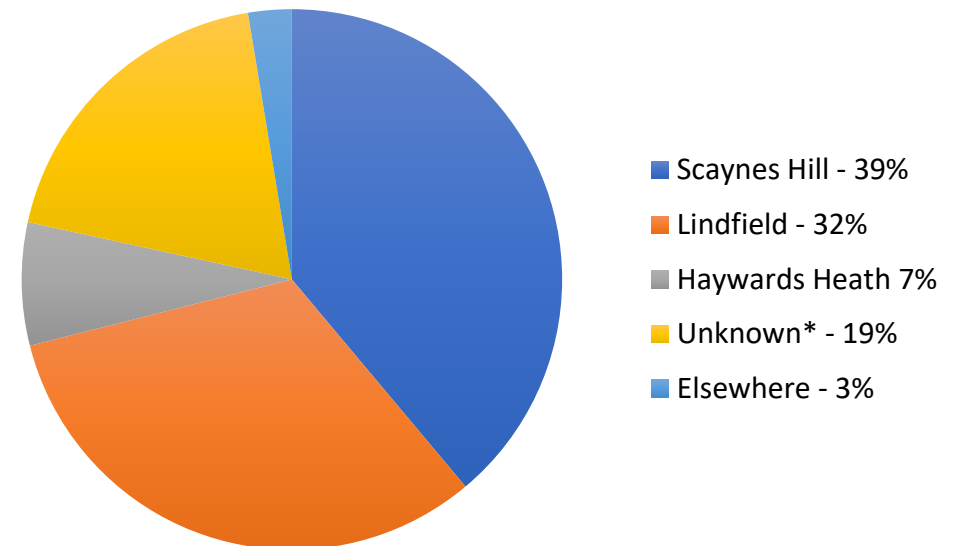
### Survey population:

654 responses representing 1600 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

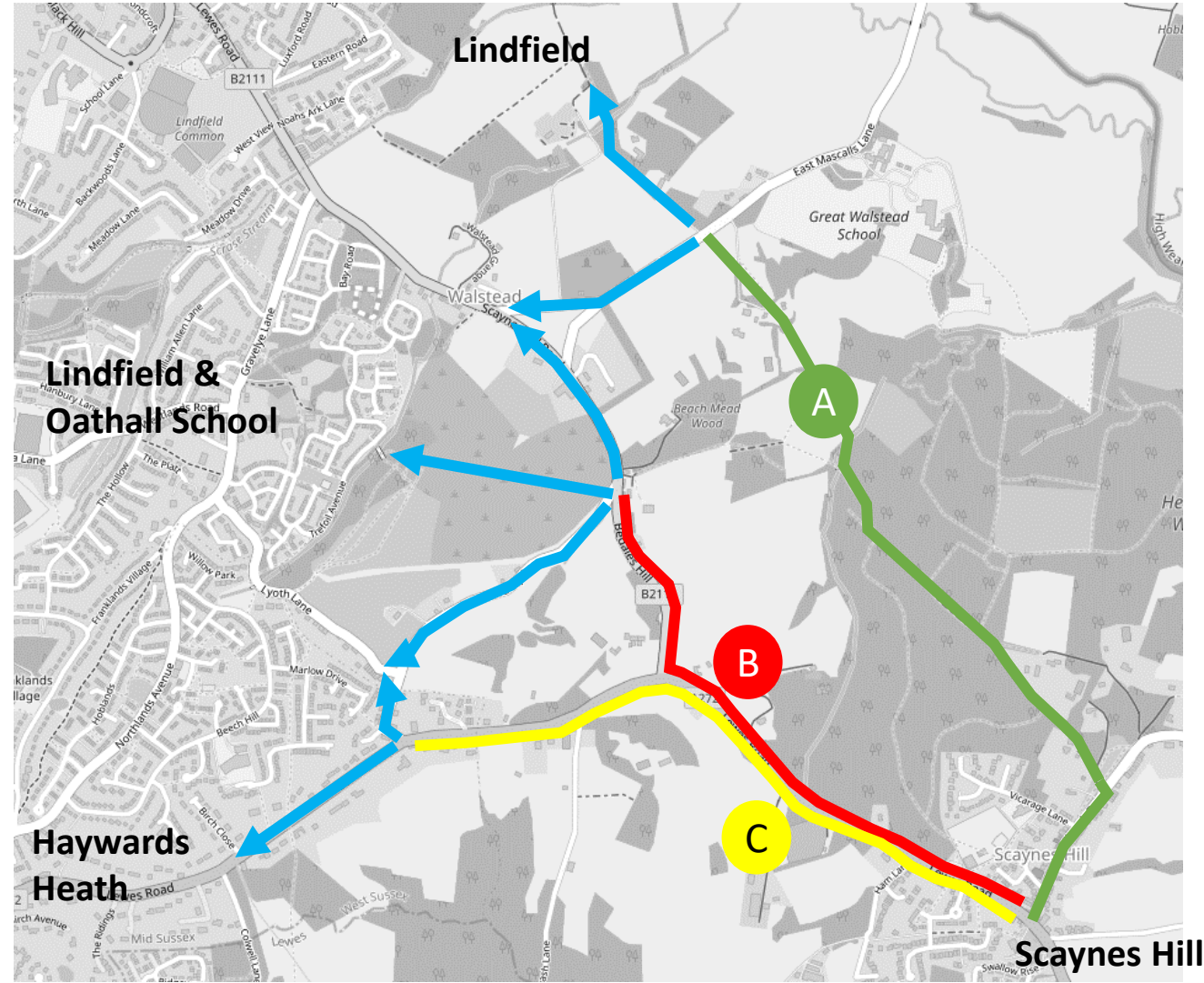


*“A safer link between the two villages would be of enormous benefit to the local community”*

## Scaynes Hill – Lindfield cycle/walkway –Route reviews

### Activities:

- Multiple route options on and off road identified
- Routes mapped – three main options
  - A – Off road via existing PROW
  - B – North side of A272 and down Bedales Hill
  - C – South side of A272 towards Haywards Heath
- Initial site investigations to confirm engineering and practical feasibility of routes
- Visual survey of preferred route identifying potential constraints and opportunities.
- Engagement with landowners for off-road options to test support and identify issues and constraints





## Scaynes Hill – Lindfield cycle/walkway - Initial Route Review

Route	Progress	Issues
Route A – Off Road route	Route largely on private land so landowner permission required.	Opposed by landowners of Walstead Stud and Woodland Trust
Route B – N side A272/Bedales Hill B2111	Space identified alongside A272 utilising highway verges Off road agreed in principle alongside Bedales Hill B2111 Route through proposed new Walsted development identified	Issue crossing Bedales Hill due to limited sight lines and speed limit Delay to Walstead development Speed limit changes needed
Route C – S side of A272	Space identified alongside A272 utilising highway verges	Crossing of A272 Less direct route better suited to Haywards Heath desire line Speed limit changes needed

Route B preferred routed based on initial review/assessment

# Scaynes Hill – Lindfield cycle/walkway –Summary and Next Steps

## Summary

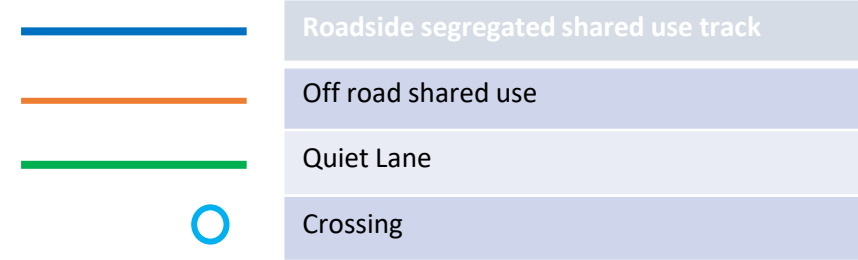
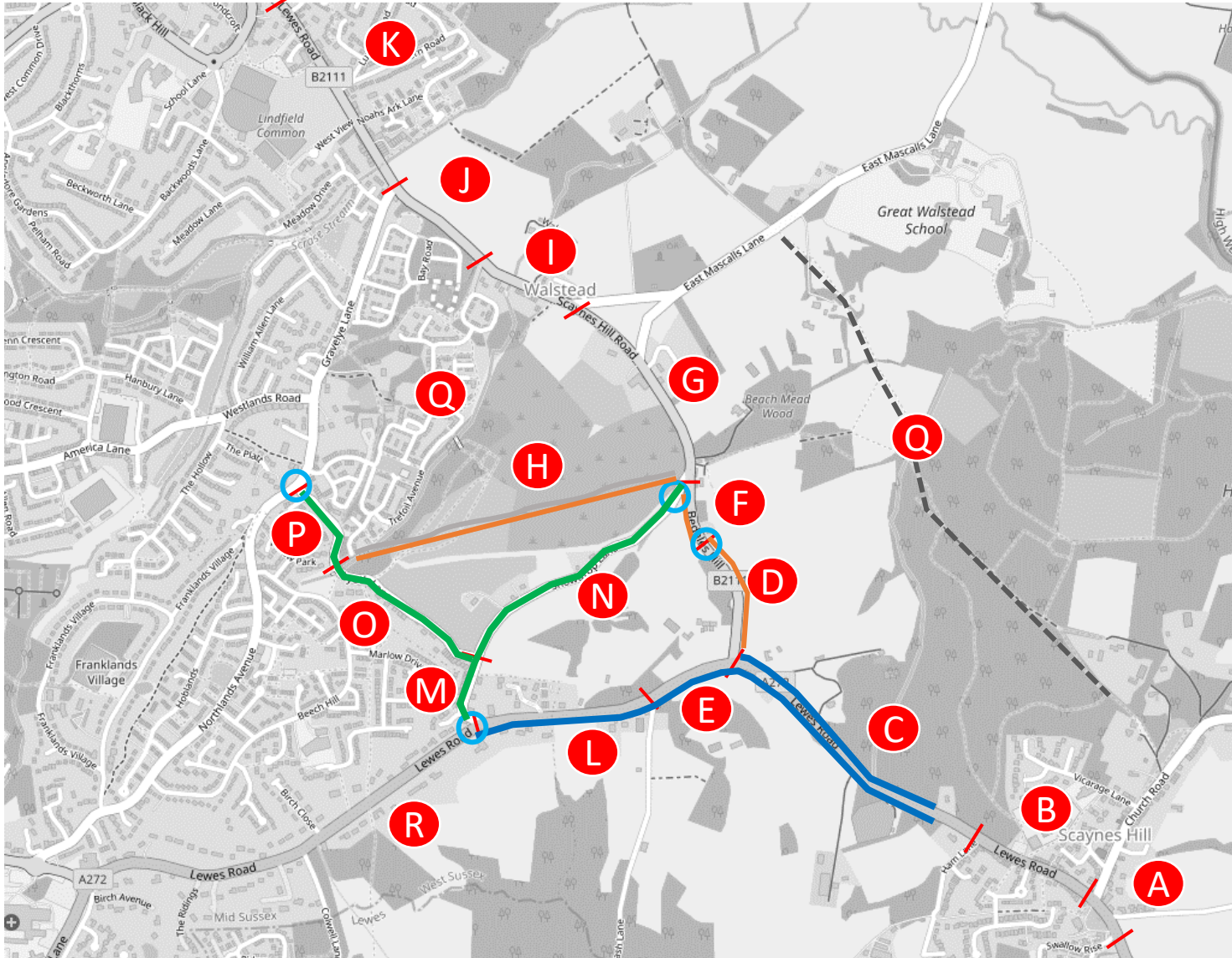
- SHLAT group established bringing together local councillors and residents
- Need and support for active travel route clearly established through community engagement survey
- Objectives of route established and agreed by group
- Need aligned with National, District and County strategies
- Substantial community support 97% of residents surveyed
- Route options reviewed and initially assessed
- Preferred route (Route B) identified through scoping and landowner engagement
- Route does not have usual active travel issues e.g. removal of parking or removing traffic lanes

## Next steps

- Funding to be sought to progress scheme development
- Explore range of funding options including – Active Travel Fund, Road Safety and other sources with additional use of s106 money

# Appendix – Route scheme options

# Potential route treatments



	Potential treatment
C	Roadside segregated 3m bi-directional shared user track
D	Off Road 3m bi-directional shared user track
E	Roadside segregated 2.5-3m bi-directional shared user track
F	Off Road 3m bi-directional shared user track
G	Speed reduction / traffic calming
H	Off Road 2.5m wide bi-directional path (cinder path)
I	Footway widening / speed limit changes
L	Roadside segregated 3m bi-directional shared user track
M/N/O/P	Quiet Lane/Quiet Way treatment