SDP

Framework Travel Plan

Land north of Balcombe Road,
Haywards Heath

December 2025

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Document Details:

Revision	Date	Filename	Author	Check / Review
1	April 2025	SDP-TP-130325-01	NM	SDP
2	December 2025	SDP-TP-131125-02	NM	SDP

1 Introduction

1.1 Overview

1.1.1 A Travel Plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys.

1.1.2 Following the principles of sustainable development, the implementation of a residential Travel Plan will seek to influence the travel choices of residents of the new homes. This document sets out the principles and likely range of measures which will form the detailed Travel Plan. It is anticipated that the detailed Travel Plan will be secured by planning condition.

1.1.3 Travel Plans can assist in increasing accessibility whilst reducing congestion, local air pollution and noise. A well-developed Travel Plan can mitigate adverse travel impacts of a development and the Government recognises their importance in achieving improvements in transport conditions at a local level. Further evidence suggests that people who are physically active in their daily lives are more productive and have good attendance records. Active travel as part of a Travel Plan enables people to enjoy these health benefits as part of their daily routine and potentially reduces the need for travel by other modes of transport such as by private vehicle, buses and trains.

1.1.4 A Travel Plan is consistent with the aims of local and national planning policies. The National Planning Policy Framework aims to encourage a sustainable approach to development that reduces the negative environmental impacts associated with the private car and give people the choice about how they travel. It aims to:

- Reduce the impacts of travel to and from the development
- Increase residents' awareness of the advantages and potential for travel by environmentally friendly modes
- Reduce car ownership
- Have no adverse effect on local parking in the streets within and surrounding the site

1.1.5   To achieve the potential benefits, a Residential Travel Plan requires:

- The committed support of the Developer and residents
- The addressing of residents' needs for access to a full range of facilities
- Combining physical measures of site design and new facilities with the behavioural measures for marketing, promotion and awareness raising among existing and new residents
- A designated Travel Plan Co-ordinator appointed before occupation of the site who will be responsible for the development, implementation and day-to-day running of the plan

1.2   Report Structure

1.2.1   This document sets out the principal strategies that will be put in place and developed by the Full Travel Plan. This document comprises the following sections:

- Section 1: Introduction
- Section 2: Summarises existing conditions and sets out development proposals
- Section 3: Presents the objectives and targets of the Travel Plan
- Section 4: Sets out a package of measures to help meet the proposed targets
- Section 5: Presents the management and marketing strategy
- Section 6: Sets out the monitoring and reporting requirements
- Section 7: Provides the Action Plan

2 Site Audit Report

2.1 Site Location

2.1.1 The proposed residential development site is located at Land north of Balcombe Road, Haywards Heath.

2.1.2 Figure 1 shows the site location in relation to the surrounding area.

2.2 Local Road Network

2.2.1 The site is to be accessed from a revised roundabout, with a fourth arm added to the junction to serve the new homes. From this junction, Borde Hill Lane runs north towards Balcombe and Crawley, Hanlye Lane continues west towards Cuckfield, and Balcombe Road runs south towards Haywards Heath town centre. Borde Hill Lane and Hanlye Lane are subject to the national speed limit, becoming 30mph on the approaches to the South Lodge roundabout. Balcombe Road has a 30mph speed limit.

2.3 Pedestrian and Cycle Facilities

2.3.1 The current network of footways in the locality provides a good network of routes to local facilities and public transport services in the vicinity of the site.

2.3.2 Walking and cycling isochrones have been produced to show the areas that can be reached within 5, 10, 15 and 20 minutes from the site, on foot and by cycle. Figure 2 shows the local facilities within walking distance of the development and Figure 3 shows the areas that can be reached by cycling. Haywards Heath station and its surrounding facilities can be reached in 20 minutes on foot. Haywards Heath, as well as destinations including Lindfield, Cuckfield, Balcombe and Ardingly can be reached with a 20 minute cycle ride.

2.4 Public Transport

2.4.1 The nearest bus stops to the site are located on Penland Road, approximately 300m to the south of the site. These bus stops are served by route 31 and give access to Cuckfield, Haywards Heath and Uckfield. The timetable is appended to this report in Appendix A and the frequency of services summarised in Table 2.1.

Table 2.1 – Local bus services and their frequencies

Service Number	Route	Monday-Friday Daytime	Evening	Saturday Daytime	Evening	Sunday Daytime	Evening
31A	Cuckfield – Haywards Heath – N Chailey – Newick – Uckfield	120 minutes	-	120 minutes	-	-	-

2.4.2   The nearest train station is Haywards Heath. The station is approximately 1.5km from the site, and therefore within a reasonable cycling distance, and can be reached via Balcombe Road and Burrell Road or Penland Road and Turners Mill Road. Frequent services operate to London Victoria via Gatwick Airport, Littlehampton, Hove, Worthing, Brighton, Ore, London Bridge, Bedford and Cambridge. On weekdays during the daytime there are 20 services per hour.

2.5   Existing Travel Patterns

2.5.1   Interrogation of the 2011 Census shows that the site falls within Super Output Area Lower Layer 'Mid Sussex 007D'. This covers a large area of rural land to the north and west of Haywards Heath. The area is shown in Figure 2.1. The Super Output Area Lower Layers 'Mid Sussex 011F', 'Mid Sussex 009B', 'Mid Sussex 008B' and 'Mid Sussex 008F' are also considered relevant as these lie immediately to the south and east of the site.
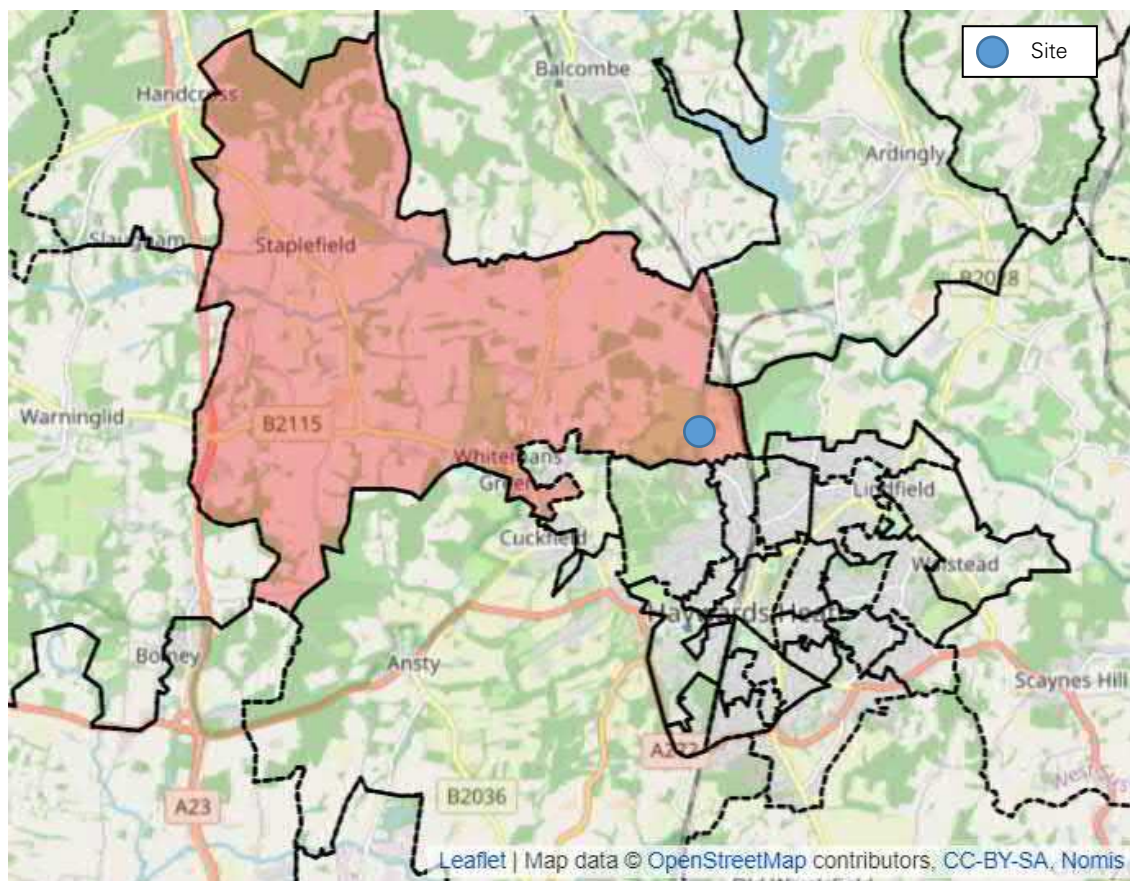

Figure 2.1 – 'Mid Sussex 007D' Super Output Area

2.5.2   The journey to work modal split for the Super Output Areas listed above are presented in Table 2.2.

Table 2.2 – Method of Travel to Work

	Mid Sussex 007D	Mid Sussex 008B	Mid Sussex 008F	Mid Sussex 009B	Mid Sussex 011F	Average
Driving a car or van	69.5%	47.7%	61.8%	47.3%	45.9%	53.6%
Passenger in a car or van	2.9%	1.8%	2.6%	2.6%	3.4%	2.6%
On foot	5.6%	11.8%	9.7%	17.0%	11.2%	11.3%
Bicycle	0.8%	1.1%	1.3%	1.2%	2.0%	1.3%
Train	17.5%	34.5%	21.9%	28.5%	35.7%	28.2%
Bus, minibus, or coach	1.1%	1.1%	0.8%	1.6%	0.6%	1.0%
Motorcycle or moped	0.5%	1.1%	0.8%	0.6%	0.4%	0.7%
Taxi	0.8%	0.0%	0.2%	0.5%	0.1%	0.3%
Other	1.3%	0.8%	1.0%	0.6%	0.7%	0.9%

2.5.3   The average modal split for all households in these areas is summarised in Figure 2.2. This shows that around 54% of residents in the area who travel to work do so by driving a car or van. Around 13% of journeys to work are by walking or cycling and around 29% of journeys to work are by public transport.
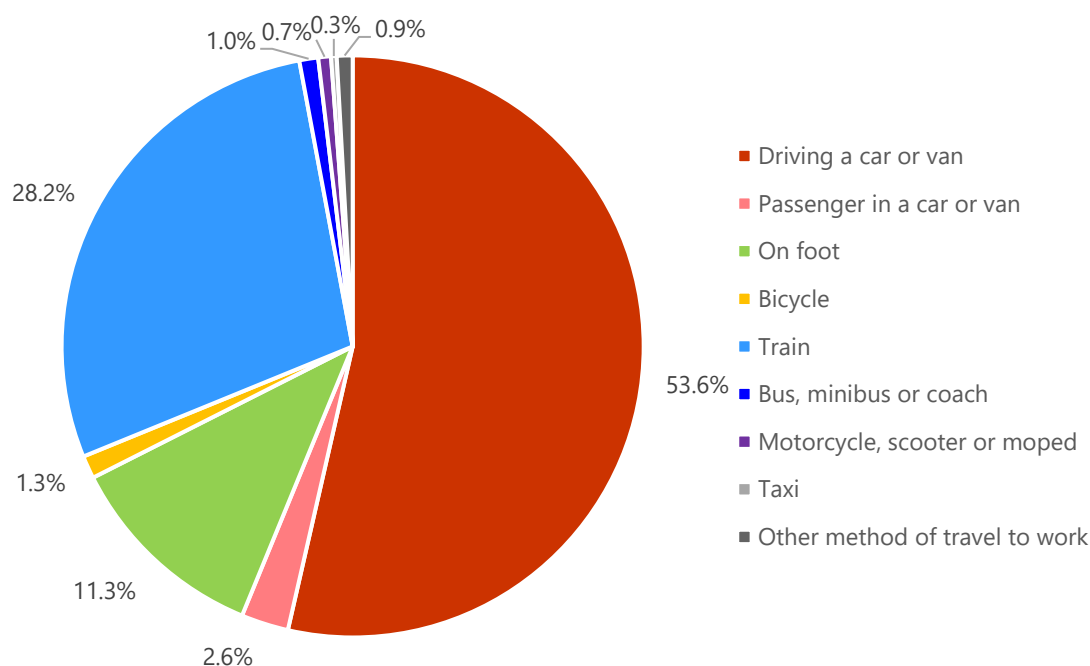

Figure 2.2 – Modal split of journeys to work from 2011 Census

2.5.4   The 2021 Census shows that around 33% of households in the Mid Sussex 007D area have access to one car or van, with around 43% having access to two cars or vans. 21% of households have access to three or more cars or vans.

2.5.5   This compares to 49% of households with one car or van, 26% of households with two cars or vans and 7% with three or more cars or vans in the area to the southwest of the site, incorporating the Penland Farm development. The area immediately to the south of the site has around 49% of households with one car or van, 35% of households with two cars or vans and 9% with three or more cars or vans. It is thought that these areas are more representative of the expected car ownership for the proposed development and that around 80-90% of the homes are likely to have access to two or fewer cars or vans.

2.6   Development Proposals

2.6.1   The development comprises a total of 125 homes together with provision of landscaping, open space, and associated development works.

2.6.2   It is expected that the internal street layout of the proposed development will be designed to assist in controlling vehicle speeds and improving the accessibility for pedestrians and cyclists by creating a permeable layout that offers a choice of well-connected routes to all destinations, to encourage walking and cycling.

3 Objectives and Targets

3.1 Travel Plan Objective

3.1.1 The overall objective of the Travel Plan is:

"To create a more sustainable environment for residents, which promotes a range of lifestyle and travel choices and reduces reliance on the private car".

3.1.2 This will be achieved by:

- Understanding the likely travel patterns for residents of the development
- Promoting and improving awareness of the travel plan process
- Adopting a package of measures which focus on promoting access by sustainable modes of transport
- Promoting active living and health benefits due to improved air quality and the potential reduction in road casualties
- Continually developing, implementing and monitoring the progress of the strategy

3.2 Targets

3.2.1 The ultimate targets that will be set will accord with an acronym endorsed by the Department for Transport, which states that targets shall be SMART:

- Specific
- Measurable
- Achievable
- Realistic
- Time-bound

3.2.2 The main target is to reduce the number of vehicle trips between 07:00 and 19:00 by 10% compared to the value stated in the Transport Assessment. This predicted a total of 514 two-way trips over this twelve hour period. The aim is therefore to reduce this to fewer than 462 two-way trips (equivalent to a two-way vehicular trip rate of 3.7 per home).

3.2.3   A secondary target will be to change the proportions of the mode of transport that residents usually use for their journey to work, education and leisure trips, by decreasing the proportion of trips by private car and increasing the proportion of pedestrians, cyclists and public transport users.

3.2.4   The proposed targets to be achieved are presented in Table 3.1.

Table 3.1: Modal Split Targets for the full development

Mode of Travel	Baseline taken from Census (%)	Year 1 Review (%)	Year 3 Review (%)	Year 5 Review (%)
Driving a Car	54%	52%	49%	47%
On Foot	11%	11%	12%	12%
Cycling	1%	2%	3%	4%
Public Transport	29%	30%	31%	32%

3.2.5   The targets will be updated following the completion of the initial survey of residents, proposed to be undertaken at 50% occupation of the development.

4   Measures

4.1   Methodology

4.1.1   The main core of a Travel Plan is its package of measures, which can comprise a mixture of different kinds of actions, incentives and infrastructure improvements. Measures might be motivational, for awareness raising, for information provision or include financial incentives or loans to remove barriers to sustainable travel.

4.1.2   The remainder of this chapter sets out a package of measures which will be introduced to influence residents' travel to and from the development.

4.2   Measures to Encourage Walking

4.2.1   Walking is the most sustainable method of travel, has proven health benefits and is an important source of personal freedom. Walking is important for most people, including those using public transport or without access to a car. It potentially has an important role to play in journeys to work, particularly for those living within two miles of their workplace. Walking is free and offers predictable journeys. Furthermore, it does not cause negative impacts in the same manner as vehicular travel such as emissions, pollutants or severance. Walking is a form of active travel, which can offer a range of physical and psychological benefits to the individual.

4.2.2   The surrounding area has a well-defined network of footways linking the development to the surrounding streets, schools, local facilities and public transport facilities.

4.2.3   Walking will be further encouraged with the provision of maps illustrating the routes to local facilities and by promoting the health benefits. These maps will be given to residents as part of their Welcome Pack and will highlight the location of local facilities such as:

- Bus stops
- Education and childcare facilities
- Leisure and recreation
- Employment areas
- Shopping and banking facilities
- Healthcare and community needs

4.2.4   The health benefits associated with walking will also be promoted by the Travel Plan Co-ordinator through highlighting events such as Walk to Work / School Week, which are held annually. The Travel Plan Co-ordinator will also provide links to internet pages that promote walking.

4.3 Measures to Encourage Cycling

4.3.1 Cycling is cheap, offers reliable journey times and is environmentally friendly. Travel Plans can promote the substantial health benefits to individuals who cycle more frequently. Active travel is a means by which people can fit exercise into their busy lives and has been shown to have both physical and psychological benefits, including improved concentration upon arrival at their destination.

4.3.2 Homes will be provided with secure cycle storage/parking. Cycling will be encouraged through information being provided to residents within their Welcome Packs, including information on cycle routes, cycle facilities and cycle shops. The health benefits associated with cycling will be promoted through the information packs and the Travel Plan Co-ordinator promoting events such as Bike Week, which is held annually, and by providing links to internet pages that promote cycling.

4.4 Measures to Encourage Public Transport Use

4.4.1 The benefits of travelling by public transport can include:

- Reduced congestion
- No need to park
- Being able to relax, read or work (particularly for business travel during the day)
- The ability to combine active travel as part of the journey

4.4.2 It is important to recognise that for shorter distances walking and cycling are usually more beneficial and favourable modes of travel than public transport as they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys to work of more than 5 miles (8km).

4.4.3 The provision of public transport information within the residents' Welcome Pack will encourage and support the use of public transport.

4.5 Measures to Encourage Car Sharing and Car Club Use

4.5.1 Residents who live close to one another can potentially share cars for some of their journeys. There are several databases that enable matching of suitable candidates where two or more people are found to live and work in similar locations and can therefore share the journey. Information on these databases will be included in the Welcome Pack.

4.5.2 Car club provision will be discussed with car club operators to determine suitable requirements and the potential demand for car club vehicles in the vicinity of the site.

4.5.3 The Travel Plan Co-ordinator will promote the use of the car sharing through the Welcome Packs.

5 Management and Marketing Strategy

5.1 Overview

5.1.1   A Travel Plan strategy that clearly sets out the stages by which the Travel Plan will be developed and implemented is very important. The strategy is set out within the remainder of this chapter which discusses how the Travel Plan will be managed and marketed. The strategy requires the allocation of resources to the plan and the formation of a structure to oversee its development.

5.2 Managing the Plan: roles and responsibilities

Travel Plan Co-ordinator

5.2.1   All Travel Plans are dependent on a nominated individual being given time and resources for success to occur. The Travel Plan Co-ordinator will be suitably qualified and interested in sustainable travel issues. The Travel Plan Co-ordinator will be responsible for overseeing and implementing the various measures outlined in this Travel Plan. A named person will be nominated to act as the Travel Plan Co-ordinator for the regeneration scheme. The Travel Plan Co-ordinator will:

- Implement and market the Travel Plan, taking account of both short and long-term objectives
- Be a contact point and 'face' for the Travel Plan
- Promote the Travel Plan and be available to discuss travel requirements and ideas as to how the plan could provide further encouragement or facilities to make sustainable transport more accessible
- Have the ability to provide personalised travel plan services to new residents
- Establish and promote the individual measures in the Travel Plan
- Where appropriate, explore the potential of joining forces with community groups within the local area
- Promote local and national events such as National Bike Week and Walk to School Week to raise awareness of more sustainable modes of transport
- Collate travel survey information to measure, monitor and develop the success of the Travel Plan so that targets can be refined and developed
- Coordinate with other Travel Plan Co-ordinators in the area

5.2.2   The Travel Plan Co-ordinator will be appointed upon commencement of the development and prior to the first occupation. The name and contact details of the appointed Travel Plan Co-ordinator will be provided to the Local Authority's Travel Plan team when appointed.

<u>Partners and Stakeholders</u>

5.2.3   The Travel Plan Co-ordinator is a central figure in establishing partnerships and maintaining links and lines of communication. The Travel Plan Co-ordinator is prepared to co-operate with others who work towards the same objectives in the local area to assist in achieving the aims of the Travel Plan. Organisations need to work with partners and internal stakeholders during the implementation process. It is expected that all partners will make an active contribution to the process. Likely / possible partners include:

- West Sussex County Council
- Mid Sussex District Council
- Other local Travel Plan Co-ordinators
- Car club operator(s)
- Local cycle shops

5.3   Securing the Travel Plan

5.3.1   The Travel Plan will be secured by planning condition and the costs to cover Travel Plan monitoring will be secured by a Section 106 Planning Agreement. The funding of the Travel Plan and its proposed measures will be the responsibility of the developer.

5.4   Marketing

5.4.1   Marketing and awareness raising strategies are an important part of Travel Plans. They cover the involvement / engagement of residents and raising their awareness about travel options and the benefits of more sustainable or efficient travel.

5.4.2   The primary means by which the Travel Plan will be marketed will be through leaflets. This will help to promote the initiatives and disseminate the information about the Travel Plan to residents.

5.4.3   The accessibility of the development will be explained to prospective residents and included in the general marketing information issued by the site sales staff. Welcome packs will be provided to the occupants of each new home on its first occupation.

5.4.4   The pack will include:

- Information on the Travel Plan, the targets and benefits it can achieve
- Public transport information, including bus stop and rail station locations, approximate journey times and potential cost savings compared to car travel
- Cycle information including maps of cycle routes and locations of cycle facilities and shops
- Local area map showing community facilities
- Information on car club schemes
- Contact details for the Travel Plan Co-ordinator

5.4.5   Additionally, the initial occupants of the homes will receive travel vouchers worth £150 towards public transport season tickets, cycle equipment or car club membership.

6 Monitoring and Reporting

6.1 Monitoring

6.1.1 This Travel Plan is a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the residents, visitors and those using the local facilities.

6.1.2 The Travel Plan will be monitored at years 1, 3, 5, from 50% occupation of the new development units based on the TRICS UK Standard Assessment Methodology, as required.

6.1.3 The Travel Plan Co-ordinator will ensure surveys are conducted to monitor progress towards targets. An example residents' questionnaire is included at Appendix B.

6.2 Reporting

6.2.1 As appropriate, key survey and/or monitoring findings will be disseminated amongst residents through newsletters. In addition, a monitoring / performance report will also be prepared and issued to the local planning and highway authorities for their review.

6.2.2 The reporting will include:

- A recap of the Travel Plan objectives and targets
- Monitoring methodology and results
- Progress against agreed measures
- Any corrective measures, such as more publicity or additional incentives, to get the Travel Plan back on track should this be necessary
- Proposals to develop the Travel Plan in the future

6.2.3 Any penalties to be imposed should the travel plan targets not be met will be agreed with both the Local Planning and Local Highway Authorities. These may take the form of a financial penalty with the money reinvested into promoting/improving sustainable methods of transport in the area.

7   Action Plan

7.1.1   This chapter draws together the proposed measures for implementation, monitoring and review. The actions are summarised in Table 7.1 showing what needs to be implemented, who is responsible and the timeframe for each action.

Table 7.1: Action Plan

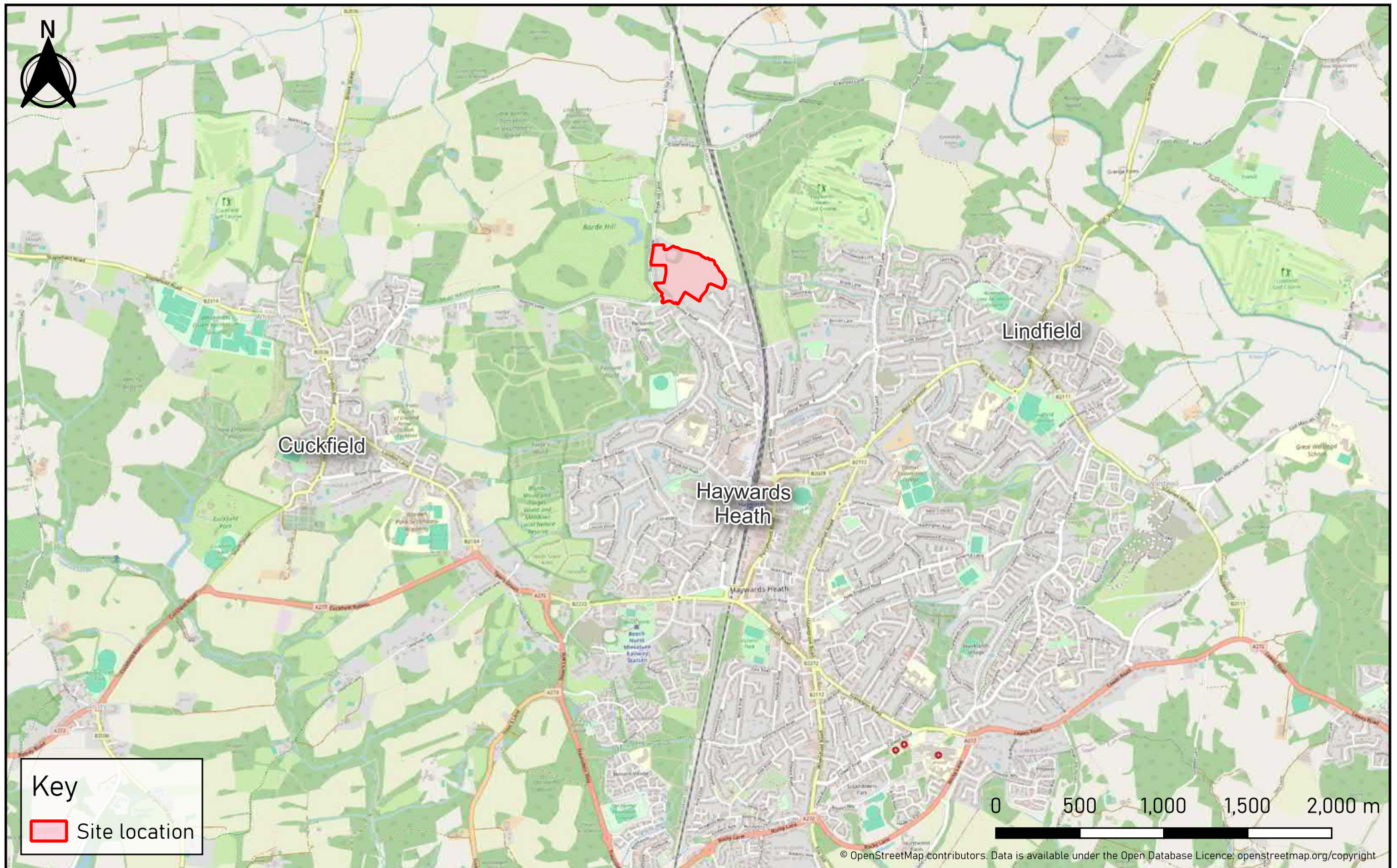| Proposed Measures	Responsibility	Time Frame
Appoint Travel Plan Co-ordinator (TPC)	Developer / Successor in Title	Prior to occupation
Provide contact details of TPC to the Local Authority	Developer / Successor in Title	Upon appointment of the TPC
Collate walking, cycling and public transport information	Travel Plan Co-ordinator	Following appointment
Provide residents with Travel Information Pack including: • Contact details of TPC • Objectives of Travel Plan • Benefits of sustainable travel • Established walking and cycling routes • Public transport routes / timetables • Local facilities / home shopping details • Details of car sharing database • Details of local Car Club vehicles • Walking and cycling organisations in the area • Sustainable Transport Voucher for bus travel • Voucher for cycle equipment	Developer / Successor in Title	Prior to occupation
Prepare and site travel noticeboards to show: • Contact details of TPC • Objectives of the Travel Plan • Established walking and cycling routes • Public transport routes / timetables • Details of local Car Club vehicles • Details of local taxi services • News of local / national events	Travel Plan Co-ordinator	Prior to occupation
Conduct baseline travel survey	Travel Plan Co-ordinator	On 60% occupation of development
Produce monitoring report / reassess targets. Send to TP Officer. Make results available to residents	Travel Plan Co-ordinator	8 weeks after end of survey
Production of the final version of Travel Plan	Developer	Following analysis of initial travel survey
Set up Steering Group / liaise partners and stakeholders	Developer / TPC / Successor in Title	Upon occupation / as required
Promote and support local and national events / campaigns	Travel Plan Co-ordinator	Annually / as required
Undertake follow-up Travel Surveys	Travel Plan Co-ordinator	Annually / as required
Liaise with Local Planning and Highway Authorities	Travel Plan Co-ordinator	On-going / as required

Figures

Key

Site location

Figure 1 – Site Location Plan

Land north of Balcombe Road, Haywards Heath

SDP

Key

Site location

Local facilities

⊞ Bus stop

🚆 Train station

🛒 Supermarket

🏫 School

✉ Post office

£ Bank / Cashpoint

🏛 Community centre

🧍 Place of worship

Walking journey times

Up to 5 minutes

5 to 10 minutes

10 to 15 minutes

15 to 20 minutes

5 minute walk

10 minute walk

15 minute walk

20 minute walk

Cuckfield

Haywards Heath

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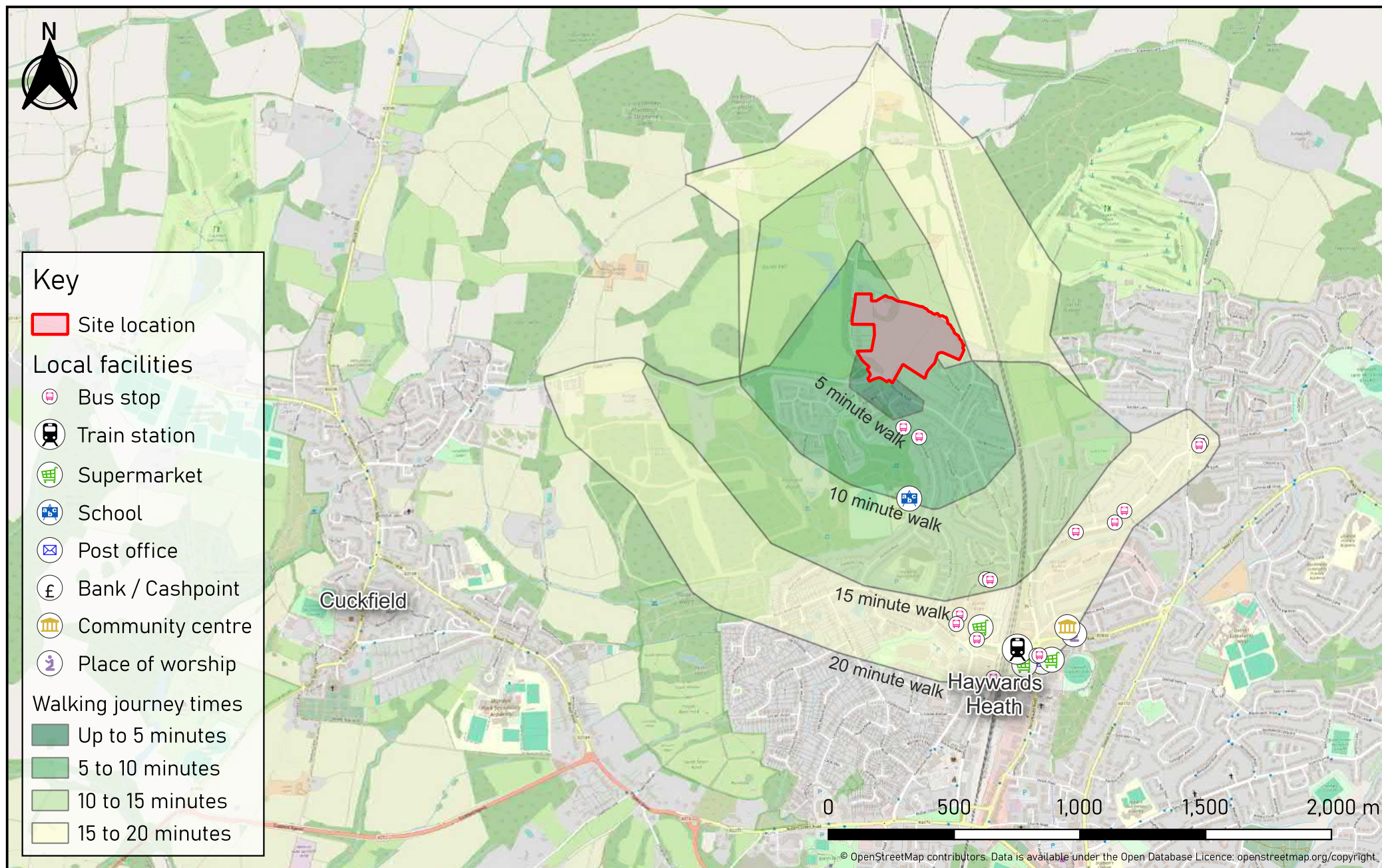
0   500   1,000   1,500   2,000 m

Figure 2 – Walking Isochrones Plan

Land north of Balcombe Road, Haywards Heath

SDP

Figure 3 – Cycling Isochrones Plan
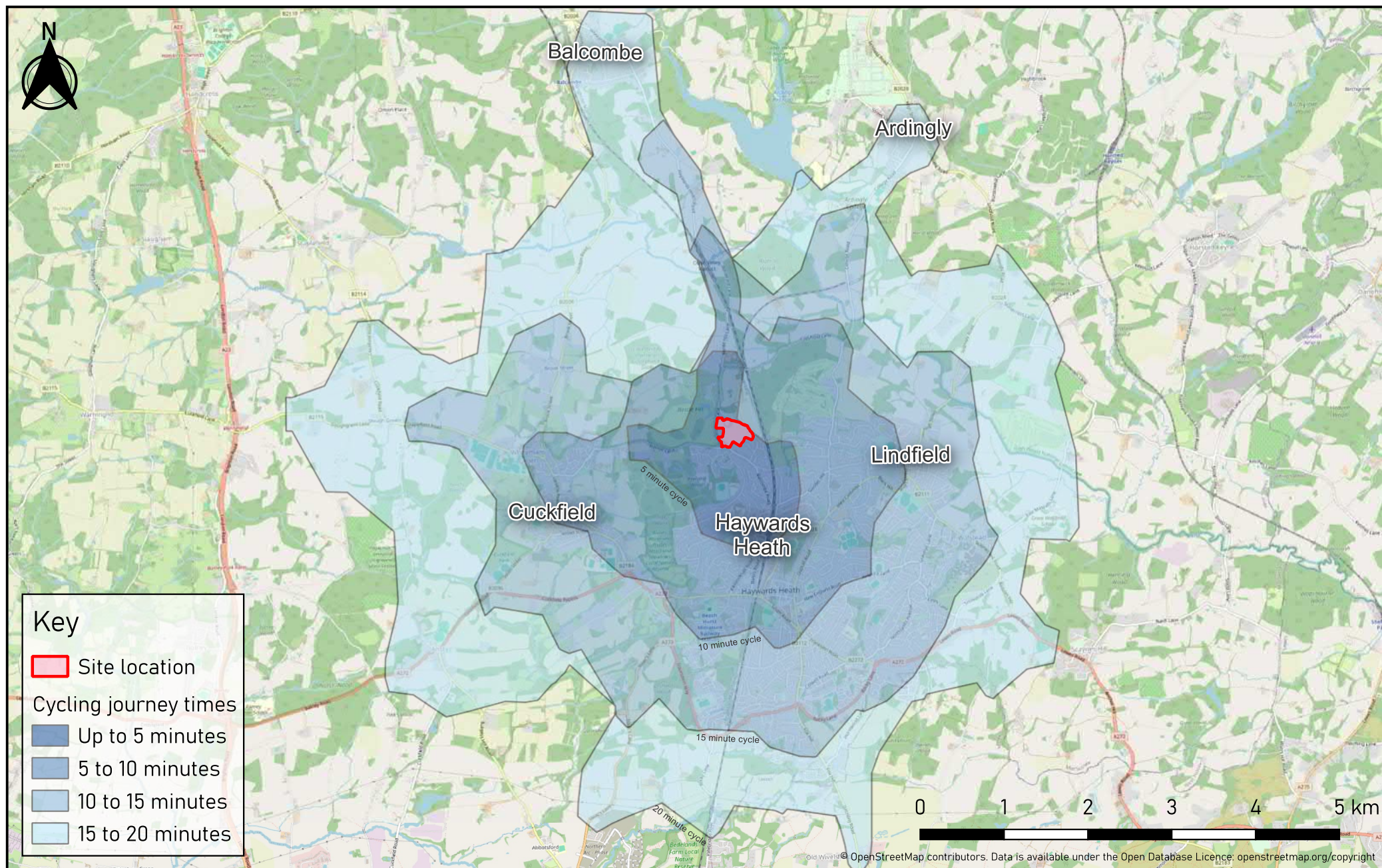
Land north of Balcombe Road, Haywards Heath

Key

Site location

Cycling journey times

Up to 5 minutes

5 to 10 minutes

10 to 15 minutes

15 to 20 minutes

Balcombe

Ardingly

Lindfield

Cuckfield

Haywards Heath

5 minute cycle

10 minute cycle

15 minute cycle

20 minute cycle

0 1 2 3 4 5 km

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Appendix A: Public Transport Information

Uckfield - Maresfield - Newick - Haywards Heath - Cuckfield

31 31A 31B

Mondays to Fridays (except Public Holidays)

	31	31	31 Sch	31 H	31A	31	31A	31	31A	31	31 Sch	31A H	31	31	31
Uckfield, Bus Station			0730	0730	0840	0940	1040	1140	1240	1340	1435	1440	1550	1650	1750
Maresfield, Church			0739	0739	0849	0949	1049	1149	1249	1349	1444	1449	1559	1659	1759
Ashdown Business Park			0741	0741	0851	0951	1051	1151	1251	1351	1446	1451	1601	1701	1801
Newick, The Green	0556	0656	0748	0748	0857	0957	1057	1157	1257	1357	1452	1457	1607	1707	1807
North Chailey, Kings Head	0600	0700	0754	0754	0902	1002	1102	1202	1302	1402	1457	1502	1612	1712	1812
Scaynes Hill, Farmers	0605	0705	0800	0800	0907	1007	1107	1207	1307	1407	1502	1507	1617	1717	1817
Northlands Wood, Shop	0611	0711	0806	0806	0913	1013	1113	1213	1313	1413	A272	1513	1623	1723	1823
Princess Royal Hospital	0614	0714	0810	0809	0916	1016	1116	1216	1316	1416	1508	1516	1626	1726	1826
Haywards Heath, South Road	0616	0716	0813	0812	0919	1019	1119	1219	1319	1419	1511	1519	1629	1729	1829
Haywards Heath, Perrymount Rd	0619	0719	0817	0816	0923	1023	1123	1223	1323	1423	▼	1523	1633	1733	1833
Haywards Heath, Sainsburys	0621	0721	▼	0825#	0925	1025	1125	1225	1325	1425	▼	1525	1635	1735	
Harlands Road	▼	▼	▼	▼	0926	▼	1126	▼	1326	▼	▼	1526	▼	▼	
Penlands Green, Penland Rd	▼	▼	▼	▼	0928	▼	1128	▼	1328	▼	▼	1528	▼	▼	
Warden Park School	▼	▼	0828	▼	▼	▼	▼	▼	▼	▼	1523	▼	▼	▼	
Cuckfield Broad Street	0628	0728	0832	0832	▼	1032	▼	1232	▼	1432		▼	1642	1742	
Cuckfield Longacre Crescent	0630	0730	0835	0835	0931	1035	1131	1235	1331	1435		1531	1645	1745	
			A	A	C	A	C	A	C	A		C	A		

	31	31	31A	31	31A	31	31A	31	31A	31B Sch	31B H	31A	31	31
Cuckfield Longacre Crescent	0634	0734	0838	0934	1038	1134	1238	1334	1438	▼	1534	1648	1747	
Cuckfield High Street	0637	0737	▼	0937	▼	1137	▼	1337	▼	▼	1537	▼	1750	
Warden Park School	▼	▼	▼	▼	▼	▼	▼	▼	▼	1525	▼	▼	▼	
Penlands Green, Penland Rd	▼	▼	0841	▼	1041	▼	1241	▼	1441	▼	▼	1651	▼	
Harlands Road	▼	▼	0843	▼	1043	▼	1243	▼	1443	▼	▼	1653	▼	
Bolnore Villiage, Market Square	▼	▼	▼	▼	▼	▼	▼	▼	▼	1535	▼	▼	▼	
Haywards Heath, Sainsburys	0644	0744	0844	0944	1044	1144	1244	1344	1444	1545	1544	1654	1757	
Haywards Heath, Perrymount Rd (arr)	0646	0746	0846	0946	1046	1146	1246	1346	1446	1547	1546	1656	1759	
Haywards Heath, Perrymount Rd (dep)	0648	0751	0849	0949	1049	1149	1249	1349	1449	1553	1553	1659	1759	1835
Haywards Heath, South Road	0651	0755	0853	0953	1053	1153	1253	1353	1453	1557	1557	1703	1803	1839
America Lane, Shops	▼	▼	▼	▼	▼	▼	▼	▼	▼	1603	1603	▼	▼	
Princess Royal Hospital	0654	0758	0856	0956	1056	1156	1256	1356	1456	1608	1608	1706	1806	1842
Northlands Wood, Shop	▼	▼	0859	0959	1059	1159	1259	1359	1459	1612	1612	1709	1809	R
Scaynes Hill, Farmers	0700	0803	0905	1005	1105	1205	1305	1405	1505	1618	1618	1715	1815	1848
North Chailey, Kings Head	0705	0808	0910	1010	1110	1210	1310	1410	1510	1623	1623	1720	1820	1853
Newick, The Green	0710	0813	0915	1015	1115	1215	1315	1415	1515	1628	1628	1725	1825	1858
Ashdown Business Park	0716	0819	0921	1021	1121	1221	1321	1421	1521	1634	1634	1731	1831	1903
Maresfield, Church	0718	0821	0923	1023	1123	1223	1323	1423	1523	1636	1636	1733	1833	1905
Uckfield, Bus Station	0725	0828	0930	1030	1130	1230	1330	1430	1530	1643	1643	1740	1840	1912

A - Continues to Haywards Heath via Penland Road as service 31A

C - Continues to Haywards Heath via Cuckfield High Street as service 31

Sch - Operates schooldays only

H - Operates school holidays only

A272: via A272 not Walstead

- Arrives 0818 and waits 7 mins

R - Serves Northlands Wood and Walstead if requested by passengers already on the bus

Uckfield - Maresfield - Newick - Haywards Heath - Cuckfield

31 / 31A

Saturdays

	31	31	31A	31	31A	31	31A	31	31A	31	31A	31
Uckfield, Bus Station		0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740
Maresfield, Church		0749	0849	0949	1049	1149	1249	1349	1449	1549	1649	1749
Ashdown Business Park		0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751
Newick, The Green		0757	0857	0957	1057	1157	1257	1357	1457	1557	1657	1757
North Chailey, Kings Head	0727	0802	0902	1002	1102	1202	1302	1402	1502	1602	1702	1802
Scaynes Hill, Farmers	0732	0807	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807
Northlands Wood, Shop	0738	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713	1813
Princess Royal Hospital	0741	0816	0916	1016	1116	1216	1316	1416	1516	1616	1716	1816
Haywards Heath, South Road	0744	0819	0919	1019	1119	1219	1319	1419	1519	1619	1719	1819
Haywards Heath, Perrymount Rd	0748	0823	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823
Sainsbury's		0825	0925	1025	1125	1225	1325	1425	1525	1625	1725	
Harlands Road		▼	0926	▼	1126	▼	1326	▼	1526	▼	1726	
Penlands Green, Penland Road		▼	0928	▼	1128	▼	1328	▼	1528	▼	1728	
Cuckfield Broad Street		0832	▼	1032	▼	1232	▼	1432	▼	1632	▼	
Cuckfield Longacre Crescent		0835	0931	1035	1131	1235	1331	1435	1531	1635	1731	
		A	C	A	C	A	C	A	C	A	C	

	31	31A	31	31A	31	31A	31	31A	31	31A	31	31
Cuckfield Longacre Crescent		0838	0934	1038	1134	1238	1334	1438	1534	1638	1734	
Cuckfield High Street		▼	0937	▼	1137	▼	1337	▼	1537	▼	1737	
Penlands Green, Penland Road		0841	▼	1041	▼	1241	▼	1441	▼	1641	▼	
Harlands Road		0843	▼	1043	▼	1243	▼	1443	▼	1643	▼	
Haywards Heath, Sainsburys		0844	0944	1044	1144	1244	1344	1444	1544	1644	1744	
Haywards Heath, Perrymount Rd (arr)		0846	0946	1046	1146	1246	1346	1446	1546	1646	1746	
Haywards Heath, Perrymount Rd (dep)	0749	0849	0949	1049	1149	1249	1349	1449	1549	1649	1749	1825
Haywards Heath, South Road	0753	0853	0953	1053	1153	1253	1353	1453	1553	1653	1753	1829
Princess Royal Hospital	0756	0856	0956	1056	1156	1256	1356	1456	1556	1656	1756	1832
Northlands Wood, Shop	0759	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	R
Scaynes Hill, Farmers	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	1839
North Chailey, Kings Head	0810	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810	1843
Newick, The Green	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	1848
Ashdown Business Park	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1821	1853
Maresfield, Church	0823	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823	1855
Uckfield, Bus Station	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1902

A - Continues to Haywards Heath via Penland Road as service 31A

C - Continues to Haywards Heath via Cuckfield High Street as service 31

R - Serves Northlands Wood and Walstead if requested by passengers already on the bus

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your local bus company

Appendix B: Residents' Travel Survey

Residents' Travel Survey

Please complete this Travel Survey to help the Travel Coordinator determine the travel demands and enable measures to be drawn up to help improve your experience of travel and help to reduce the impact of this development on the local area.

Your Travel Plan Coordinator is required to report on the results of this survey as part of the development's planning permission. This information may be shared with the Council and the development company that built your home.

Please return completed copies of this survey to your Travel Plan Coordinator by the advertised date.

Following the end of the survey period, a report will be prepared and the outcomes from the survey should be made available to you. If you have not heard anything within 8 weeks of the end of the survey period, please contact your Travel Plan Coordinator for the results.

Section 1: Household Characteristics

	How many people are in your household?					
	0	1	2	3	4	5 or more
Aged 17 or over	☐	☐	☐	☐	☐	☐
Aged 16 or under	☐	☐	☐	☐	☐	☐

	How many of the following do your household own?					
	0	1	2	3	4	5 or more
Cars	☐	☐	☐	☐	☐	☐
Bicycles	☐	☐	☐	☐	☐	☐
Motorcycles	☐	☐	☐	☐	☐	☐

Section 2: Journey Characteristics

Please complete the following questions for each person in your household.
(if more than 6 people, please continue on a separate sheet)

Household Member	Do you work?				Where?	How long does your journey take to work / school?				
	Yes, full time *(30 hours per week or more)*	Yes, part time *(less than 30 hours per week)*	Do not work *(in education)*	Do not work *(other)*	If applicable, please enter the town, district or postcode of the place of work or educational establishment	Up to 15 minutes	16-30 minutes	31-60 minutes	61-90 minutes	Over 90 minutes
1	☐	☐	☐	☐	....	☐	☐	☐	☐	☐
2	☐	☐	☐	☐	....	☐	☐	☐	☐	☐
3	☐	☐	☐	☐	....	☐	☐	☐	☐	☐
4	☐	☐	☐	☐	....	☐	☐	☐	☐	☐
5	☐	☐	☐	☐	....	☐	☐	☐	☐	☐
6	☐	☐	☐	☐	....	☐	☐	☐	☐	☐

Household Member	How do you usually travel on journeys to and from your home? *(main mode of travel based on longest part of the journey by time)*									
	Walking	Cycling	Bus	Train	Underground	Taxi	Motorcycle *(125cc or less)*	Motorcycle *(more than 125cc)*	Car driver	Car passenger
1	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

SDP