



Land East of Lunce's Hill, Haywards Heath, West Sussex

Residential Travel Plan

Revision A

On behalf of **Catesby Strategic Land Limited and Rurban Estates Limited**

Project Ref: 332611520 | Date: September 2025

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Revision	Date	Description	Prepared	Reviewed	Approved
Revision A	September 2025	Updated Following WSCC Comments	B Haydon	N Fern	N Fern

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1 Introduction

1.1 Background and Development Proposals

- 1.1.1 Stantec UK Ltd (Stantec) has been appointed by Catesby Strategic Land Limited and Rurban Estates Limited (The Applicants) to provide transport and highways advice to support an outline planning application (appearance, landscaping, layout and scale reserved), for the erection of up to 130 dwellings and associated infrastructure including spine road with access from the B2112 Lunce's Hill and network of internal roads and car and cycle parking, together with provision of open space, play facilities, utilities infrastructure, surface water drainage features and associated works. The location of the Site is shown in **Plate 1.1**, with the Illustrative Masterplan provided in **Appendix A**.

Plate 1.1 – Land East of Lunce's Hill Red Line Boundary and Site Location



- 1.1.2 The Site currently comprises agriculture land and is bound to the south by agricultural land; to the east by Hurst Wood; and to the north by small fields, existing and emerging development.
- 1.1.3 The development proposals consist of up to 130 dwellings and associated infrastructure, including open space, play facilities and landscaping.

1.2 Purpose of the Residential Travel Plan (RTP)

- 1.2.1 This RTP acts as the delivery mechanism for the travel demand management strategy for the Proposed Development. It considers the opportunities for sustainable travel choices afforded by the site's location, defines the objectives of the RTP, sets appropriate targets aimed at reducing single occupancy car trips to and from the development site, and proposes measures to achieve those targets. It also presents a strategy for monitoring the effectiveness of the RTP measures.

- 1.2.2 The RTP is a "live" document that will be reviewed and updated at key milestones in the development's implementation and occupation, to enable the delivery of targets and efficient allocation of the resources set aside for travel planning at the site.
- 1.2.3 Generally, the purpose of this RTP is to influence travel behaviour and achieve a shift towards increased use of sustainable transport modes (walking, cycling, public transport, car share etc.) for journeys to and from the Proposed Development. This will be achieved through a range of 'hard' and 'soft' measures and a long-term management strategy aimed at keeping the RTP relevant and effective.
- 1.2.4 In summary the RTP provides the following key information:
- i. a range of measures to be implemented across the Proposed Development to encourage sustainable travel choices;
 - ii. a programme for implementation of specific measures as the development progresses;
 - iii. a set of mode shift targets by which the effectiveness of the RTP will be measured;
 - iv. details of the monitoring, management and review of the RTP; and
 - v. details of contingency measures which may be implemented should the monitoring process reveal that targets are not being met.

1.3 Objectives

- 1.3.1 The key objectives of the RTP are to:
- i. reduce reliance on private car usage, with a long-term strategy of achieving a 20% mode shift away from single occupancy private car trips associated with the Proposed Development;
 - ii. ensure that all future residents at the development are aware of the range of sustainable travel options available to them;
 - iii. increase awareness of available sustainable travel options and their associated benefits amongst the residents i.e., health benefits, financial benefits, and environmental benefits such as reduced carbon impact and better local air quality;
 - iv. maximise safe access to alternative modes of travel such as walking, cycling, and public transport use, and promote and encourage car sharing;
 - v. build upon good urban design principles that maximise the permeability of the development for promoting alternative modes of travel such as walking, cycling, public transport use and car-sharing amongst residents;
 - vi. develop an on-going management and co-ordination process which will monitor and review changes towards achieving modal shift through the RTP; and
 - vii. reduce the adverse effects of transport on the environment and health.
- 1.3.2 In accordance with current best practice, this RTP adopts an "outcomes" based approach, with specific outcomes and targets set out, alongside a review and monitoring framework to assess progress towards these outcomes.

1.4 Structure of Residential Travel Plan

1.4.1 The RTP document follows the structure below:

- **Section 2** - details the existing transport network, services and facilities surrounding the Proposed Development.
- **Section 3** - details the relevant local and national policies and guidance relating to travel planning at the Proposed Development.
- **Section 4** - details the development proposal and infrastructure proposals aimed at improving accessibility to and from the site by sustainable modes of travel, such as walking, cycling, car sharing and the use of public transport.
- **Section 5** - details measures aimed at encouraging sustainable travel choices throughout the Proposed Development and the existing surrounding communities, and achieving the targets set out in the RTP. It also details how the identified measures are to be promoted.
- **Section 6** - details the appointment and the role of the RTP Coordinator.
- **Section 7** - details the RTP targets, as well as the monitoring and review regime for the RTP. It provides details on what information will be collated, the methods used to gather relevant information and the timing and period of monitoring and how overall performance will be measured.
- **Section 8** - details the responsibilities and implementation programme for delivery of the RTP measures.

2 Existing Conditions and Accessibility

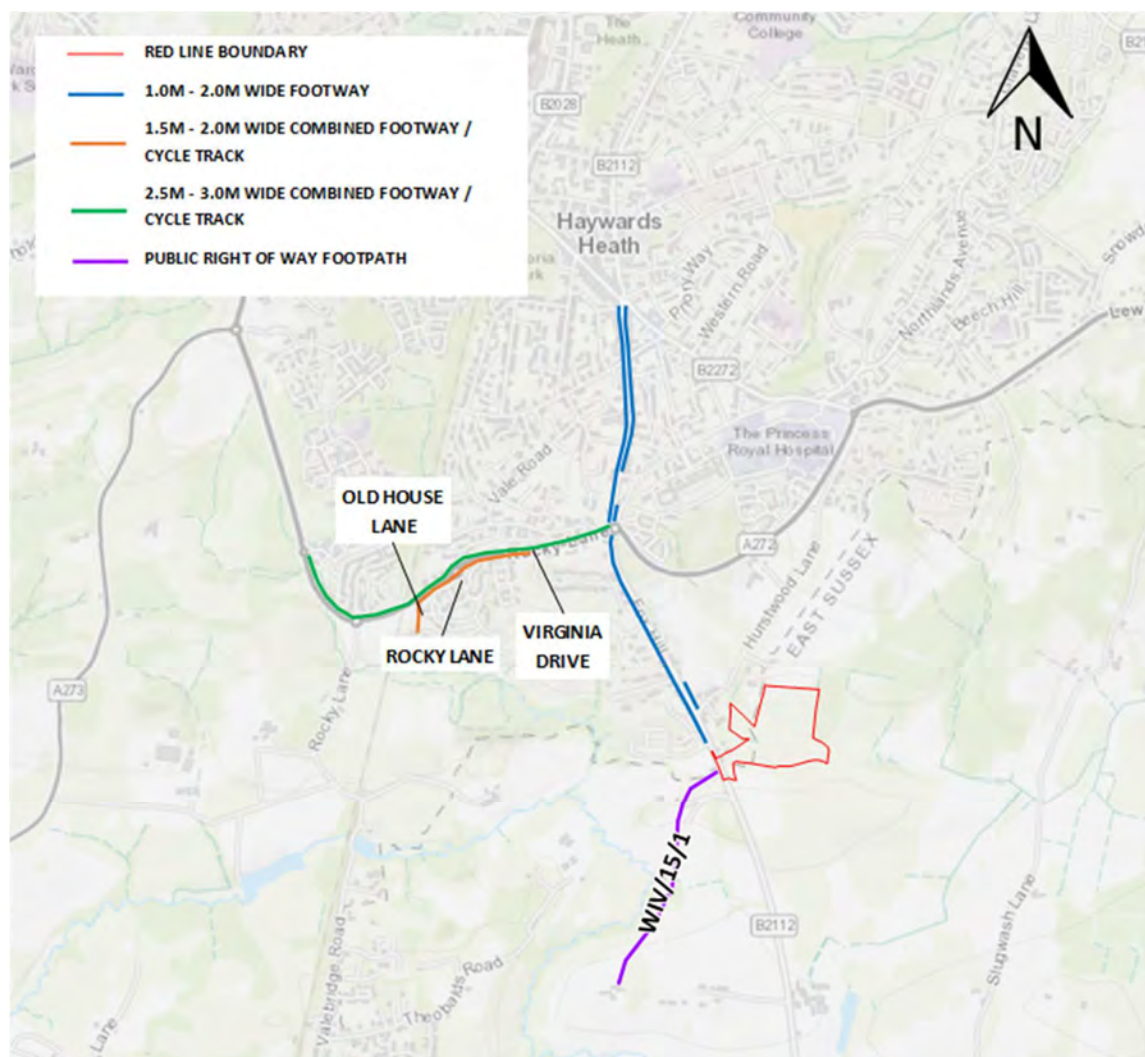
2.1 Introduction

- 2.1.1 This Section provides an assessment of the existing conditions within the vicinity of the Proposed Development from a transport perspective.

2.2 Existing Pedestrian and Cycling Facilities

- 2.2.1 This Section reviews the existing pedestrian and cycle facilities within the vicinity of the Site shown in **Plate 2.1**.

Plate 2.1 – Existing Pedestrian and Cycle Facilities



Pedestrian Facilities

- 2.2.2 There is an existing footway in the western verge of Lunce's Hill, which provides a connection between the Site and Haywards Heath Town Centre to the north, as shown on **Plate 2.1**.

Public Rights of Way

- 2.2.3 Footpath WIV/15/1 is located to the west of the Site and offers onwards connections to Burgess Hill and Wivelsfield via a series of other footpaths. This footpath routes through fields and agricultural land. This footpath is shown on **Plate 2.1**.

Cycle Facilities

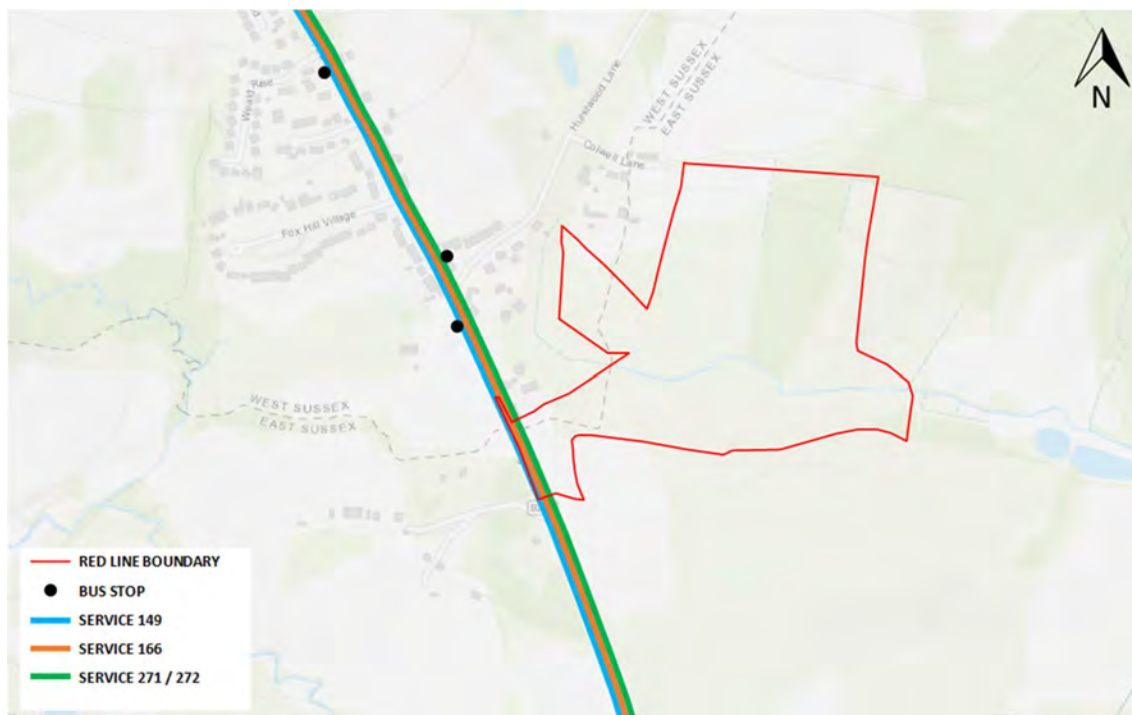
- 2.2.4 Cycle provision in the immediate area is generally on road, though the following dedicated facilities exist along the A272:
- A272 Rocky Lane – there is a combined footway / cycle track in the northern verge that runs from Fox Hill Roundabout to High Bank, generally 2.5-3.0m in width. Parts of the route are segregated from the road by hedgerow.
 - Between Virginia Drive and Rocky Drive, there is also a 2.0m wide combined footway / cycle track in the southern verge, which crosses into the western verge of Rocky Drive where the route is initially adjacent the A272, before routing south and providing two pedestrian / cycle accesses onto Old House Lane.
- 2.2.5 This provision is shown on **Plate 2.1** above.
- 2.2.6 The WSCC Cycle Journey Planner is an interactive interface which provides recommendations for quieter roads, traffic-free paths and short cuts that can be used by cyclists. The Planner allows the cyclist to select a starting and finishing point for their journey and allows them to select from three routes; the fastest route, the quietest route, or the balanced route. Once a route is selected, a turn-by-turn route is provided alongside the whole route on a map. An extract of this is provided in **Appendix B**.

2.3 Existing Public Transport Facilities

Bus Facilities

- 2.3.1 The Proposed Development will benefit from a bus stop in close proximity to the Site, with the closest bus stop located on B2112 Fox Hill, to the south east of The Fox and Hounds Pub. This bus stop is within 300m-400m from the Centre of the Site and around 180m north of the site entrance. The location of the nearby bus stop is shown on **Plate 2.2** below.

Plate 2.2 – Bus Stop Locations and Bus Provision in the Vicinity of the Site



2.3.2 The Fox and Hounds stop benefits from a flag post, timetable information and a shelter with seating.

2.3.3 This stop serves several routes which are detailed below in **Table 2.1**.

Table 2.1 - Existing Bus Service in the vicinity of the Site (Correct as of December 2024)

Service	Operator	Route	Daytime Frequency	
			Monday - Saturday	Sunday
149	Seaford & District	Scaynes Hill – Haywards Heath – Lindfield – Wivelsfield – Chailey School	<u>Mon – Fri</u> 1 service daily at 0810 (Term Time Only) <u>Saturday</u> No Service	No Service
166	Compass Travel	Lewes – Plumpton – Wivelsfield – Haywards Heath	<u>Mon – Fri</u> 5 services daily at 0803, 1002, 1249, 1459, and 1741 <u>Saturday</u> 4 services daily at 1002, 1249, 1459, and 1737	No Service
271 / 272	Metrobus	Crawley – Brighton (Royal Sussex County Hospital)	<u>Mon – Fri</u> Service every 2 hours between 0725 and 2208 <u>Saturday</u> Service at 0701, then every 2 hours between 1145 and 1745	No Service

- 2.3.4 A timetable and route map for these services are provided in **Appendix B**.
- 2.3.5 Overall, this results in at least an hourly service to Haywards Heath with services combined, often more frequent than this. Haywards Heath Town Centre is generally a five minute journey on a bus, with the Rail Station an eight minute journey. The Site therefore benefits from being within easy access to the Town via sustainable transport, with low travel times.
- 2.3.6 Approximate journey times from the nearest bus stop to the Site to key local facilities are provided in **Table 2.2** below.

Table 2.2 – Accessibility to Key Local Facilities via Public Transport

Destination	Estimated Journey Time
Primary School (St Joseph's Catholic Primary School or St Wilfred's C of E Primary School)	11 minutes
Secondary School (Warden Park Academy)	21 minutes
Local Shop (Coop or Iceland)	9 minutes
Supermarket (Sainsbury's or Waitrose)	17 minutes
Healthcare (Princess Royal Hospital)	8 minutes
Railway Station	13 minutes
High Street	11 minutes

- 2.3.7 **Table 2.2** demonstrates that there are many key facilities within a short bus journey from the Site.

Rail Facilities

- 2.3.8 The closest Railway Station to the Site is Haywards Heath Railway Station, located approximately 3km north of the Site.
- 2.3.9 Approximately 100m east of the Railway Station on the B2028 there is a bus stop which is served by the 166 and 271 / 272 services, both of which can be accessed via a short 300m walk from the centre of the Site to the bus stops adjacent the Fox and Hounds.
- 2.3.10 Haywards Heath Railway Station is on the Brighton Main Line and is managed by Southern. It has four platforms and offers the following typical off-peak services:
- Six trains per hour to Brighton;
 - Two trains per hour to London Victoria;
 - Two trains per hour to Bedford via London Bridge;
 - Two trains per hour to Eastbourne; and
 - Two trains per hour to Cambridge.
- 2.3.11 The train to Brighton takes approximately 17 minutes, and the train to Eastbourne approximately 40 minutes.

2.4 Existing Local Amenities

- 2.4.1 The Institution of Highways and Transportation in its 'Guidelines for Providing for Journeys on Foot' (2000) suggests that an average walking speed of 1.4m/s can be assumed, and Local

Transport Note 1/86 suggests 4.5m/s for cyclists. To assess the potential for short car trips from the Site to local facilities in the vicinity of the development to be replaced by either walking or cycling, the accessibility of the Site to key health, retail, leisure, education, and employment facilities has been assessed in **Table 2.3**.

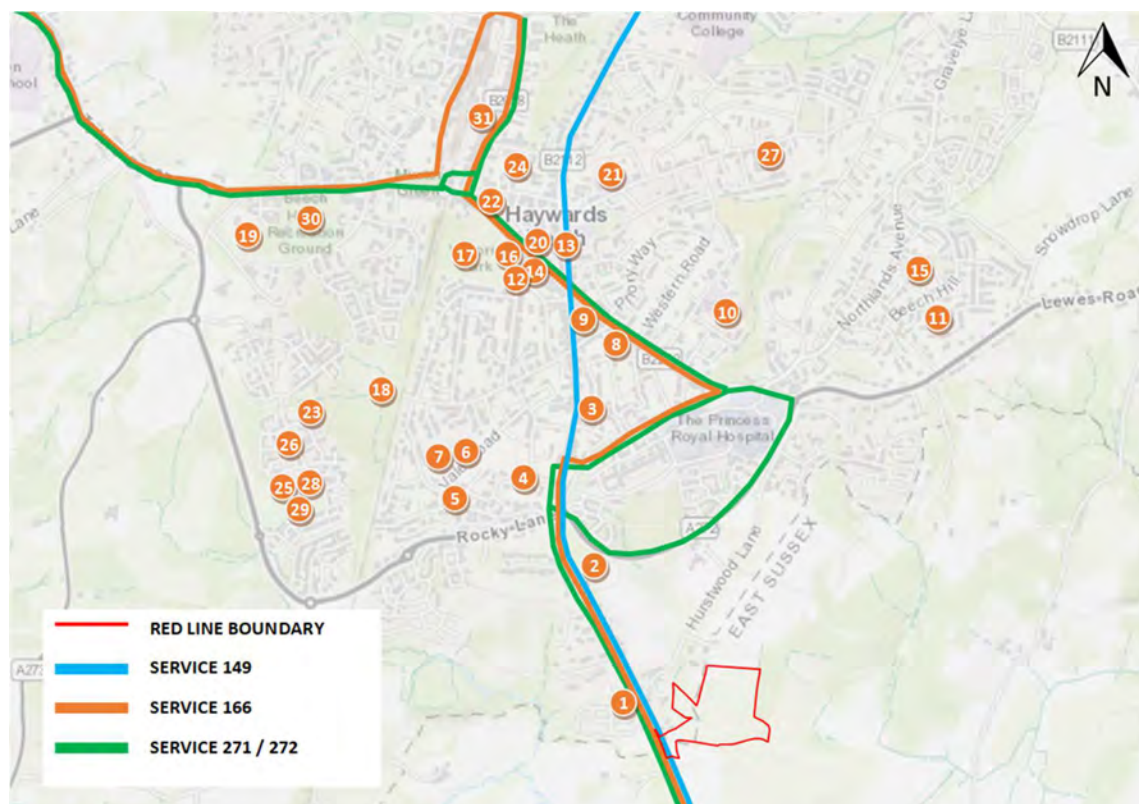
2.4.2 The distance has been measured from the centre of the site.

Table 2.3 – Local Amenities within Walking and Cycling Distance of the Site

Plate Ref.	Facility	Distance	Walking Time	Cycling Time
1	The Fox and Hounds	0.5km	6 mins	2 mins
2	Anscombe Woods	1.4km	17 mins	6 mins
3	Sainsbury's Local	1.7km	21 mins	7 mins
4	Sandy Vale Open Space	1.7km	21 mins	7 mins
5	The Vale Surgery	1.8km	22 mins	7 mins
6	The Ascension Church	1.9km	23 mins	8 mins
7	Ashenground Community Centre	2.0km	24 mins	8 mins
8	Kents Road Church	2.0km	24 mins	8 mins
9	Haywards Heath Baptist Church	2.1km	25 mins	8 mins
10	St Wilfrid's C of E Primary School	2.2km	27 mins	9 mins
11	Northlands Wood Primary Academy	2.2km	27 mins	9 mins
12	United Reformed Church	2.3km	28 mins	9 mins
13	St Joseph's Catholic Primary School	2.4km	29 mins	9 mins
14	Haywards Heath Post Office	2.4km	29 mins	9 mins
15	Tesco Express	2.4km	29 mins	9 mins
16	Iceland	2.5km	30 mins	10 mins
17	Victoria Park	2.6km	31 mins	10 mins
18	Ashenground Park	2.6km	31 mins	10 mins
19	Downlands Park	2.7km	31 mins	10 mins
20	The Centenary Hall	2.7km	33 mins	10 mins
21	Warden Park Primary Academy	2.8km	34 mins	11 mins
22	St Wilfrid's Church	2.8km	34 mins	11 mins
23	Bolnere Village Primary School	3.0km	36 mins	12 mins
24	Newton Surgery	3.0km	36 mins	12 mins
25	Bolnere Village Pre School	3.1km	37 mins	12 mins
26	Co-op Food	3.1km	37 mins	12 mins
27	Morrisons Daily	3.1km	37 mins	12 mins
28	The Woodside	3.1km	37 mins	12 mins
29	Grace Church	3.1km	37 mins	12 mins
30	Beech Hurst Gardens	3.3km	40 mins	13 mins
31	Haywards Heath Railway Station	3.6km	44 mins	14 mins

2.4.3 **Table 2.3** shows that there are a variety of amenities available within both walking and cycling distance, but also the bus services detailed in **Table 2.1** above which are shown alongside the facilities listed above on **Plate 2.3**.

Plate 2.3 – Local facilities in the Vicinity of the Site



- 2.4.4 Although many of the facilities listed above are not within the immediate area, the Site lies within comparable distance to the previously consented Spring Bank development located to the south of the Proposed Development. In 2022, WSCC recognised that despite Spring Bank's location on the edge of town, there are opportunities for car journeys to be replaced with other modes of transportation.

20-Minute Neighbourhood

- 2.4.5 The Proposed Development supports the aims of the '20-Minute Neighbourhood' concept, which has risen in popularity in recent years due to the Covid-19 pandemic highlighting the importance of communities being well-served within their immediate neighbourhood. The idea is that residents should have access to most, if not all, of their needs within a short walk or cycle of their homes.
- 2.4.6 **Plate 2.4** shows the key features when creating a 20-Minute Neighbourhood.

Plate 2.4 – Key Features of 20-Minute Neighbourhoods

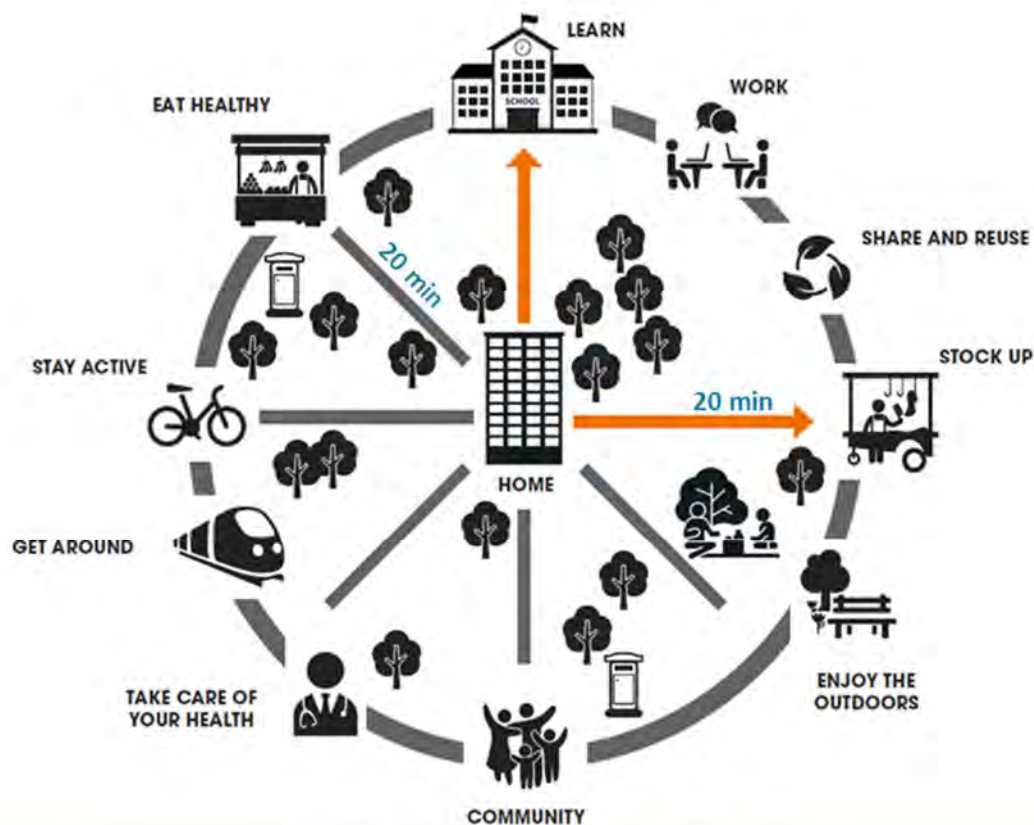


Table 2.2 demonstrates that there are a wide range of local facilities within a 20-minute cycle distance. Although the majority of facilities lie outside of the 20-minute walking distance, the Site is well connected to public transport which offers journey times to many key facilities within 20 minutes.

3 Review of Local and National Policy

3.1 Introduction

- 3.1.1 This section reviews existing national and local policy, guidance, and strategies relating to transport, and provides a summary assessment of how the Proposed Development accords with these policies.
- 3.1.2 The following documents have been reviewed within this section:

National Policy and Guidance

- National Planning Policy Framework (December 2024)
- Planning Practice Guidance - Travel Plans, Transport Assessment and Statements (March 2014)
- Highways England - The Strategic Road Network: Planning for the future (September 2015)
- Highways Agency (HA) - Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development

Local Policy and Guidance

- East Sussex County Council Local Transport Plan 3 2011 - 2026 (May 2011)
- East Sussex County Council – Travel Plans for Development (February 2020)
- West Sussex County Council Active Travel Strategy 2024-2036 (2024)

3.2 National Policy and Guidance

National Planning Policy Framework (December 2023)

- 3.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. The Government published proposed reforms to the NPPF in July 2024. Following consultation, a revised version of the NPPF was adopted in December 2024.
- 3.2.2 In respect of considering development proposals, paragraph 115 states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

(a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

(b) safe and suitable access to the site can be achieved for all users;

(c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48 ; and

(d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

- 3.2.3 The proposals identified within this Residential Travel Plan are in accordance with the latest NPPF.

- 3.2.1 Paragraph 118 refers to the need for a Travel Plan:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

- 3.2.2 The provision of this Residential Travel Plan adheres to Paragraph 118.

Planning Practice Guidance - Travel Plans, Transport Assessment and Statements (March 2014)

- 3.2.3 This guidance supersedes earlier guidance published by the Department for 2.4.1 Transport in 2009 ('Good Practice Guidelines: Delivering Travel Plans through the Planning Process') and has been prepared in consultation with Department for Communities and Local Government (DCLG), bringing together current practice from examples from around the country.

- 3.2.4 The guidelines cover, in particular:

- when is a travel plan required;
- how should the need for and scope of a travel plan be established;
- what information should be included in travel plans; and
- how should travel plans be monitored.

- 3.2.5 The planning practice guidance provides advice on what information should be included in Travel Plans and on how it should be monitored in paragraphs 011 and 012 respectively. Paragraph 011 of the guidance states that:

"Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.

Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area. They should evaluate and consider:

benchmark travel data including trip generation databases;

- *information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;*
- *relevant information about existing travel habits in the surrounding area;*

- *proposals to reduce the need for travel to and from the site via all modes of transport; and*
- *provision of improved public transport services.*

They may also include:

- *parking strategy options (if appropriate - and having regard to national policy on parking standards and the need to avoid unfairly penalising motorists); and*
- *proposals to enhance the use of existing, new and improved public transport services and facilities for cycling and walking both by users of the development and by the wider community (including possible financial incentives)."*

Highways England - The Strategic Road Network: Planning for the future (September 2015)

- 3.2.6 In September 2015, Highways England (now National Highways) published a document that describes the approach Highways England take to engaging in the planning system, and the issues Highways England has to consider when reviewing planning applications and draft planning documents.
- 3.2.7 This document reflects the same technical and policy requirements as contained within Circular 02/2013. However, the document goes further by setting out how constructive partnerships between Highways England, local authorities, and developers should work as development plans and projects are brought forward.
- 3.2.8 A key message from the document is for developers to put forward initiatives that reduce the traffic impact of proposals by supporting the promotion of sustainable transport and the development of accessible sites.

"The preparation, implementation, monitoring and updating of a robust travel plan that promotes the use of sustainable transport modes (such as walking, cycling and public transport) is an effective means of managing the impact of development on the road network, and reducing the need for major transport infrastructure."

- 3.2.9 This Residential Travel Plan has been prepared in line with this document, with early consultation undertaken with Highways England.

Highways Agency (now National Highways) – Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development

- 3.2.10 Circular 02/2013 sets out the way in which the "Highways Agency will engage with...the development industry to deliver sustainable development...whilst safeguarding the primary purpose of the strategic road network."
- 3.2.11 Paragraphs 25-31 which deal with "Impact Assessment, travel plans and demand management", of which the key points with relation to this site are outlined below:

Paragraph 26: "The Highways Agency expects the promoters of development to put forward initiatives that manage down the traffic impact of proposals to support the promotion of sustainable transport and the development of accessible sites."

Paragraph 28: "The preparation and implementation of a robust travel plan that promotes use of sustainable transport modes such as walking, cycling and public transport is an effective means of managing the impact of development on the road network, and reducing the need for major transport infrastructure."

- 3.2.12 The Travel Plan for the proposed residential development includes measures to promote and encourage sustainable modes in order to manage the impact of development on the road network - these are summarised later in this document. This Travel Plan is therefore consistent with the key principles of Circular 02/2013.

3.3 Local Policy and Guidance

East Sussex County Council Local Transport Plan 3 2011 - 2026 (May 2011)

- 3.3.1 The ESCC's third Local Transport Plan (LTP) provides a framework for the delivery of an integrated transport strategy linked to national transport priorities and local objectives through a series of programmes. The overarching objectives of the LTP reflect both local and national transport aspirations; including:

- *"Improve economic competitiveness and growth*
- *Improve safety, health and security*
- *Tackle climate change providing sustainable transport opportunities to enhance social inclusion; and*
- *Improve accessibility and enhance social inclusion*
- *Improve quality of life."*

- 3.3.2 These five overarching objectives are underpinned by the following ten transport specific objectives:

- *"Improve strategic and local connectivity of communities to facilitate economic and physical growth and renewal through the Local Enterprise Partnership and Local Development Framework process;*
- *Reduce congestion by improving the efficiency of the transport network and encouraging greater use of sustainable modes of transport;*
- *Improve maintenance and efficient management of the transport network;*
- *Improve road safety for vulnerable road users - pedestrians, cyclists, motorcyclists and horse riders;*
- *Reduce the number of people killed and seriously injured (KSIs) in road crashes;*
- *Reduce greenhouse gas emissions, local air pollution and noise from transport;*
- *Increase the resilience of transport infrastructure and services to the effects of climate change;*
- *Contribute to the protection and enhancement of the local natural and built environment;*
- *Improve access to jobs, services and leisure, and*
- *Improve personal health and well-being by encouraging and enabling increased physical activity through active travel (i.e. walking and cycling)."*

- 3.3.3 The vision of the LTP is:

"To make East Sussex a prosperous county, where an effective, well managed transport infrastructure and improved travel choices help businesses to thrive and deliver better access to jobs and services, safer, healthier, sustainable inclusive communities and a high quality environment."

- 3.3.4 In relation to travel planning, the LTP emphasises the key role that Travel Plans play in assisting to encourage travel behaviour by:

"providing people with better information about their existing travel options more effectively or providing transport services that are clearly closely on a particular target market, such as workplace, school or residential".

East Sussex County Council Local Transport Plan 4 2024-2050 Draft (2024)

- 3.3.5 East Sussex County Council's (ESCC's) Local Transport Plan 4 sets out the vision, objectives and strategy for the 26-year period between 2024 and 2050. It is currently published in draft status.
- 3.3.6 Objective 2: Support Healthier Lifestyles and Communities identifies the following outcomes:
- *"Increase the proportion of walking, wheeling, and cycling journeys*
 - *Increase active travel and public transport journeys through education, training, travel behaviour change initiatives and information*
 - *Redesign road space to balance the needs of different road users, including encouraging people to walk, wheel, cycle and use the bus*
 - *Improve access to green spaces, public rights of way and leisure and health facilities"*
- 3.3.7 The Proposed Development supports Objective 2 through the provision of this Residential Travel Plan which sets out a series of soft and hard measures to increase the number of residents using sustainable transport measures.
- 3.3.8 Regarding target mode shift, ESCC's LTP4 identifies a 19% mode shift target for their Core scenario and a 21% mode shift target for their Plus scenario.
- 3.3.9 The Proposed Development supports this by targeting a 20% mode shift, which falls between both scenarios.

East Sussex County Council – Travel Plans for Development (February 2020)

- 3.3.10 This guidance document for developers aims to ensure that there is a consistent approach to Travel Plan implementation throughout the County, by setting out the procedures for assessing, securing and monitoring Travel Plans as part of the planning process.
- 3.3.11 The guidance also provides a recommended structure for Travel Plans and possible Travel Plan measures, to assist developers in creating their own respective Travel Plan documents.
- 3.3.12 The guidance advocates the *Better Planning, Better Transport, Better Places* document by CIHT (August 2019) which recommends a new way of determining transport mitigation for development. The 'decide and provide' approach whereby the objectives of sustainable development particularly with regard to transport are first defined by developers local authorities, and the means to achieve those objectives are agreed and secured.

- 3.3.13 The CIHT recommends that *“We must fully abandon predict and provide models of transport planning, and assess the Local Plan against health and well-being, lifestyle, and environmental criteria (including carbon emissions) – not just standard demographic and transport information...”*
- 3.3.14 The guidance states that East Sussex County Council takes an 'outcomes' approach to travel plans - in which specific outcomes and targets identified within the document. The measures and initiatives outline within the Travel Plan will need to be achieved, and can be subject to sanctions if these are not met.
- 3.3.15 The monitoring of a Travel Plan is an essential element identified within this guidance which states that it is necessary to monitor the performance of a Travel Plan when the development is operational.
- 3.3.16 For residential developments it is suggested that a baseline travel survey is carried out upon 50% of the development occupation. Annual monitoring surveys (multi-modal) should be conducted each year for five years following occupation. The requirements of the monitoring surveys - with relevance to residential developments - are summarised as:
- Inbound and outbound movements by all travel modes on a typical day;
 - Car occupancy;
 - On-site car parking supply and usage; and
 - Development details including Travel Plan measures.
- 3.3.17 The guidance states the results of the surveys should be fed into the TRICS database. Therefore, the monitoring process of the Travel Plan must be carried by SAM (Standard Assessment Methodology) - a monitoring system developed by TRICS, for a set fee.
- 3.3.18 With regards to the targets set within the Travel Plan, the guidance outlines that the targets need to take account of individual site characteristics, in addition to what has been achieved on other similar sites both locally and nationally.
- 3.3.19 The guidance does not provide specific targets for new residential developments to achieve, but states:
- Travel Plan targets should be clearly worded as measurements of the objectives and be compatible with the outcomes forecast by the TA/TS, assuming implementation of the Travel Plan.*
- Targets must be transparent, realistic and justified. They should also be SMART (Specific, Measurable, Achievable, Realistic and Timed).*
- 3.3.20 In relation to the marketing and promotion of the Travel Plan, the guidance states that a Travel Information Pack should be provided for prospective and actual homebuyers as part of the marketing and sale of homes. This is to be provided as one of the measures outlined within Residential Travel Plan.

West Sussex County Council Active Travel Strategy 2024-2036 (2024)

- 3.3.21 West Sussex County Council's Active Travel Strategy builds on the Local Transport Plan, providing further detail on the approach and strategies regarding active travel.
- 3.3.22 Aim 2 of the Strategy focussed on reducing the need to travel by motorised vehicles, states:

“...we will ensure active travel planning considers access to public transport services, including local bus and rail connections, to ensure door-to-door journeys by sustainable, low carbon forms of travel become the most viable and attractive option across the county.”

- 3.3.23 This RTP supports Aim 2 of the Strategy by encouraging residents to use sustainable modes over private car trips.

- 3.3.24 Section 5.5 – Travel Plans for new developments states:

“...these sites will be required to achieve (or improve upon) a maximum 12-hour weekday vehicle trip rate and must be monitored in accordance with the TRICS UK Standard Methodology for Travel Plans.”

3.4 Summary

- 3.4.1 Following the review of national and local policy, it is clear that the RTP for the Proposed Development can play an integral part in progress towards achieving these national and local transport objectives.
- 3.4.2 The measures and strategies outlined within this RTP are targeted towards reducing congestion by reducing the need to travel and promoting alternative sustainable modes of travel. These measures consist of both 'hard' and 'soft' solutions which will bring benefits to the whole site and the surrounding area and community.
- 3.4.3 It is considered that the overall travel demand management strategy defined in this RTP will play a key role in achieving the objectives of sustainable development policy.

4 Movement and Access Strategy

4.1 Introduction

- 4.1.1 As highlighted in Section 3, national and local planning / transport policy incorporates several objectives to integrate planning and transport at all levels.
- 4.1.2 This access and movement strategy seeks to improve accessibility for future residents at the site.
- 4.1.3 This section sets out the overall sustainable transport strategy for the Proposed Development and includes details of the travel demand management strategy to reduce single occupancy car trips to and from the Proposed Development and the surrounding area.

4.2 Pedestrian and Cycle Site Access Strategy

On-Site Strategy

- 4.2.1 The Site is proposed to be accessed by pedestrians and cyclists via a path in the northern verge of the Site Access, where cycle provision leaves the carriageway along the B2112 Fox Hill and joins a 3.0m wide combined footway / cycle track and enters the Site.
- 4.2.2 The site layout will be designed to be permeable for pedestrians and cyclists with routes aligned towards key pedestrian and cycle desire lines through the development linking to the external access point. The on-site design philosophy will take account of the Department for Transport's Manual for Streets regarding forward visibility at on-site junctions and the need to reduce traffic speed.
- 4.2.3 The provision of sustainable transport modes will be supported by a number of promotional measures and awareness campaigns provided as part of the travel demand management strategy for the site.

Off-Site Strategy

- 4.2.4 The site access design also incorporates a Puffin Crossing to the north of the Site, connecting pedestrians to the footway in the western verge of Fox Hill, where users can travel north to Haywards Heath, and to the bus stop on Fox Hill, located 300 metres from the centre of the Site.

4.3 Public Transport Access Strategy

- 4.3.1 The Proposed Development benefits from being within close proximity of existing bus stops that are approximately 300 metres from the centre of the Site or circa 180m north of the site access. These stops are served by frequent services to Haywards Heath Town Centre and onwards, with a journey time of approximately five minutes to Haywards Heath Town Centre and 8 minutes to the Railway Station, in addition to services provided further afield.
- 4.3.2 Although the Proposed Development proposes no additional public transport services, the improved patronage from the Site, conservatively estimated to be 4 passengers at peak times, will support the long-term viability of existing services.
- 4.3.3 The Travel Plan supporting the Proposed Development includes a series of soft measures to encourage residents to use public transport.

4.4 Cycle and Car Parking Strategy

- 4.4.1 The proposed cycle and car parking provision at the Proposed Development would be in accordance with ESCC's Guidance for Parking at New Residential Development (October 2017) and WSCC's Guidance on Parking at New Developments (September 2020).
- 4.4.2 The ESCC guidance (October 2017) states that due consideration should be given to local circumstances, accessibility and local car use levels. Therefore, the East Sussex Residential Parking demand calculator has been designed to calculate the number of parking spaces required at new residential development on a site-specific basis. This is based on 2011 Census Data including the location (ward, borough, district), dwelling type (houses, flats), tenure (private or affordable), dwelling size (number of bedrooms), and the way parking is provided (allocated or unallocated).
- 4.4.3 The recommended levels of cycle provision are also contained within the ESCC guidance document. This is provided below in **Table 4.1**, and the Proposed Development will accord with this guidance.
- 4.4.4 Each dwelling will also be provided with the facility to allow use of electric vehicles, with 'slow' charging points provided that run off a normal dwelling electricity supply. Further details will be included in any reserved matters application.

Table 4.1 - ESCC's Guidance for Parking at New Residential Development (October 2017) – Parking Provision Requirements

Dwelling Type	Number of Bedrooms	Cycle Provision per Unit
Flat	1 & 2	0.5 spaces if communal 1 space if individual
Flat	3 or more	1 space
House	1 & 2	2 spaces
House	3 or more	2 spaces

- 4.4.5 The WSCC guidance (September 2020) provides guidance on the number of spaces required for each Parking Behaviour Zone (PBZ). These zones are provided within the guidance for each area, with the Proposed Development falling under PBZ3 – Haywards Heath Franklands. However, the guidance does acknowledge that an alternative PBZ can be given consideration if it is determined to be more representative of the Site. As PBZ4 is rural in nature, consisting mainly of woodland and agricultural land, with very few dwellings located within this zone. Due to this, PBZ3 has also been considered in **Table 4.2** below.

Table 4.2 - WSCC's Guidance on Parking at New Developments (September 2020) – Parking Provision Requirements

Number of Bedrooms	Number of Habitable Rooms	PBZ3	PBZ4
1	1 to 3	0.9	0.9
2	4	1.3	1.1
3	5 to 6	1.8	1.7
4+	7 or more	2.5	2.2

- 4.4.6 The Proposed Development will accord with the above guidance once further details are available regarding the development at detailed design stage.

5 Travel Plan Measures and Promotional Strategy

5.1 Introduction

- 5.1.1 In order to meet the aims and objectives of this RTP, a number of 'soft' measures would be implemented, in conjunction with the infrastructure ('hard') measures identified in Section 4, to promote and encourage the use of sustainable travel modes (e.g. walking, cycling, public transport and car sharing) for journeys to and from the Proposed Development.
- 5.1.2 This section of the RTP sets out a range of proposed measures to promote sustainable travel throughout the Proposed Development. It also describes the process by which the RTP will be managed and implemented.
- 5.1.3 To ensure that the RTP is flexible to evolving needs, the success of the measures detailed in this section in achieving the RTP targets (see Section 7.2) will be reviewed annually as part of the Monitoring and Review process set out in Section 7.5. This process will ensure that the RTP resources are targeted at the most effective initiatives, and that measures are deliverable and appropriate.
- 5.1.4 The responsibilities for implementing these measures are set out in Section 8 of this RTP.

5.2 Measures to Promote and Encourage Walking

- 5.2.1 The following measures will be used to promote walking as a mode choice at the Proposed Development:
 - issue 'Travel Information Packs' (see Section 5.8) to residents containing information on the health benefits of walking as an alternative to using a car, pedestrian safety (including local safe walking routes) and any existing walking groups and campaigns in the area;
 - encouraging occupants to participate in national events such as 'Walk to Work' week, 'Walk to School' week etc., these will be advertised on the development website and on the community notice board;
 - promoting the benefits of walking on the development website and in annual newsletters in terms of health, wellbeing, social networking, cost savings, and reduced environmental impact including carbon reduction and better local air quality;
 - the offer of high-visibility clothing to school children - to improve the visibility of vulnerable road users.
- 5.2.2 Promotion of walking (and scooters) would be particularly targeted at parents of school-age children, since school-related travel can account for a significant proportion of the total car-trips generated by a residential development.
- 5.2.3 The Residential Travel Plan Co-ordinator (RTPC) will seek to understand residents' views and concerns on the subject of walking to the local primary schools in order to identify initiatives that would encourage more parents and/or children to walk to school. This could be undertaken through annual monitoring surveys.
- 5.2.4 The RTPC will seek to set up a "walking bus" initiative amongst residents and will also consider other initiatives, such as providing children and parents with travel diaries with incentives to encourage walking and local events such as "walk to school" days.
- 5.2.5 The RTPC will also consider the scope for providing personal alarms to residents who request them, subject to an analysis of potential benefits following the first travel surveys.

5.3 Measures to Promote and Encourage Cycling

- 5.3.1 The following measures will be used to promote cycling as a mode choice at the Proposed Development:
- issue 'Travel Information Packs' (see Section 5.8) to residents containing information on the health benefits of cycling as an alternative to using a car, cycle safety (including local safe cycle routes), cycle training and any existing cycling groups and campaigns in the area;
 - encouraging occupants to participate in national events such as 'Cycle to Work' schemes, Bike Week etc., these will be advertised on the development website and on the community notice board;
 - providing residents with £150 cycle vouchers per household; and
 - promoting the benefits of cycling on the development website and in annual newsletters, in terms of health, wellbeing, social networking, cost savings, and reduced environmental impact including carbon reduction and better local air quality.
- 5.3.2 The RTPC will organise annual "Dr Bike" sessions to help individuals to maintain their bikes. These events can be helpful in encouraging more regular cycling.
- 5.3.3 The developer will monitor levels of cycle parking on-site and will increase the available cycle parking if there is the demand.
- 5.3.4 The RTPC would liaise with the local cycling officer within ESCC and would seek to promote local authority-sponsored cycling safety and training schemes amongst residents, particularly young people.
- 5.3.5 The RTPC will also liaise with local schools and retail facilities to investigate whether the existing cycle (and scooter) parking provision is adequate.

5.4 Measures to Promote and Encourage Public Transport Use

- 5.4.1 The following measures will be used to promote public transport as a mode choice at the Proposed Development.
- issue 'Travel Information Packs' (see Section 5.8) to residents with information on the financial, health and environmental benefits of using public transport as an alternative to using a car, and to provide advice on pedestrian safety. It will also contain the available public transport services and timetables in the area; and
 - provide public transport 'taster' tickets to residents to enable them to try travelling via the Metrobus 271 / 272 service.

5.5 Measures to Promote and Encourage Car Sharing

- 5.5.1 Car sharing can be an effective means of easing traffic congestion and facilitating the achievement of sustainable travel objectives. For residents that live in close proximity to one another and have common journey requirements, car sharing can represent an effective mechanism for reducing the volume of trips to and from work, school, and / or recreational activities.
- 5.5.2 Car sharing will be promoted amongst the residents of the development, particularly in relation to journey to work by making the "eastsussexcarshare.org"

(<https://liftshare.com/uk/community/eastsussexcarshare>) website freely available and funding a publicity campaign targeted at all residents of the Proposed Development.

- 5.5.3 This will also provide the opportunity for the local residents across the whole area to share car, cycling and walking trips, and in so doing, increase the potential to find travel partners across the area.
- 5.5.4 Measures to promote and encourage car sharing on-site that would be implemented include:
- <https://liftshare.com/uk/community/eastsussexcarshare> and 'car sharing' events such as Liftshare week, National Liftshare Day etc. to occupants via annual campaigns, information on notice boards, the Travel Information Packs and the development website;
 - an annual £250 prize draw for registered members on the <https://liftshare.com/uk/community/eastsussexcarshare> car share coffee mornings to help residents find potential car-share partners; and
 - disseminate newsletters showing regular case studies of car sharers, thereby ensuring the scheme gets appropriate coverage, and also the cost savings of car sharing.
- 5.5.5 The RTPC will engage with and assist residents in finding car share partners to those who are interested. Information on car sharing will be made available as part of the Travel Information Packs and on the development website.
- 5.5.6 In addition, leaflets will be provided to households in the immediate vicinity of the site.

5.6 Measures to Promote and Encourage Home Working

- 5.6.1 At part of the on-site infrastructure provision, each household will have broadband infrastructure, subject to availability to enable homeworking.
- 5.6.2 All the residential units will be provided with information emphasising the benefits of home working within the Travel Information Packs and on the development website.

5.7 Measures to Reduce Retail Trips

- 5.7.1 In order to reduce the amount of retail trips generated by the Proposed Development, vouchers for two supermarket deliveries (delivery charges) will be offered to all households within the Travel Information Packs.

5.8 Marketing and Promotion of the Travel Plan Measures

- 5.8.1 A vital component of the travel demand management strategy is to ensure that all residents are aware of the sustainable travel options available to them. The promotion of the Travel Plan will begin prior to the occupation and run throughout the life the Travel Plan. The main responsibility of marketing and promoting the RTP measures will lie with the RTPC.
- 5.8.2 Details of the RTP will be incorporated with the terms of sale or lease of dwellings. This will ensure that all future occupants are aware of the RTP and will facilitate the continuity of the RTP.
- 5.8.3 The RTPC will discuss and agree the format and content of the Travel Pack with the designated sustainable travel officer within MSDC / WSCC / ESCC prior to publication. The Travel Information Pack and its contents will be reviewed annually to ensure that all information contained within it remains current.
- 5.8.4 The Travel Information Packs will contain the following:

- the RTPC contact details;
 - a map of the local area highlighting local schools, shops, any areas of major employment, hospitals, doctor's surgeries, dentists, bus and rail stations, bus stops, and leisure facilities;
 - information about how to access key destinations by bus, including approximate journey times, route numbers, maps and timetables;
 - walking and cycling maps and information on journey times, route information etc. to key destinations and a cost comparison with car travel and parking;
 - information about areas served by any local rail station, including approximate journey times and a cost comparison with car travel and parking;
 - details about grocery home delivery services operated by local shops and supermarkets, including the benefits such services offer compared to private car travel, such as reduced CO₂ and greater convenience;
 - information on personalised journey planning services being offered by the RTPC;
 - car sharing opportunities and information on the <https://liftshare.com/uk/community/eastsussexcarshare>
- 5.8.5 In addition, a fixed "Community Information" display board shall be provided at a suitable location within the site (to be determined) which will provide information on local bus services, walking/cycle routes, current transport initiatives, RTPC contact details, etc. This information will also be contained on the development website which will be established by the developer and the RTPC. This will reinforce awareness of travel options on a continual basis and will also enable changes to local public transport services to be publicised.
- 5.8.6 A notice board will also be provided within the site show home which will provide details of the RTP to prospective buyers.
- 5.8.7 The information board will also be used to promote national and local events, such as "Bike Week", "Walk to Work Week" and "National Lift Share Day", supplemented by leaflet drops.
- 5.8.8 The RTPC will produce an annual newsletter, for distribution to all households.
- 5.8.9 The aim of this would be to provide on-going promotion of the RTP, to keep residents engaged with the RTP process and objectives, promote specific campaigns and promotions, and to foster a sense of ownership amongst the community. It will also enable information on RTP initiatives and changes to local transport services to be communicated to residents.
- 5.8.10 The health benefits of sustainable travel (walking and cycling) will be promoted periodically via the community notice board or, if appropriate, supplementary leaflet drops.
- 5.8.11 A list of a number of useful sustainable travel websites has been provided in **Appendix D**.
- 5.8.12 In addition, the RTPC will seek to hold regular meetings with local residents via initiatives such as:
- Travel induction sessions for new residents and the offer of personalised journey planning services; and,
 - Car share coffee mornings or other social events to help residents find potential car-share partners.

- 5.8.13 These meetings would also help to engage residents in the RTP process and allow them to put forward their views and raise issues that affect them and the community.

6 Travel Plan Governance

6.1 Introduction

- 6.1.1 The appointment or nomination of a RTPC is crucial to the successful implementation and management of the RTP. The developer will be responsible for the efficient delivery of the RTP, and will be required to provide resources for a RTPC role, for the day to day implementation and management of the RTP. The duties of the appointed RTPC are set out below.

6.2 Residential Travel Plan Coordinator

- 6.2.1 As part of the pre-occupation stage of the development, a RTPC will be appointed / nominated and funded by the developer. The RTPC will be suitably skilled and will act as the main contact for all Travel Planning issues during the occupation phase of the development and the agreed RTP monitoring period.
- 6.2.2 The contact details of the appointed RTPC will be provided to all stakeholders (including ESCC) prior to occupation of any part of the development. The key responsibilities of the RTPC are:
- to implement, promote and market the RTP measures;
 - to act as the main point of contact for the local authority and bus operators, and for anyone requiring transport advice or information relating to the Proposed Development;
 - to coordinate the necessary data collection required to develop 'Travel Information Packs' for all new occupiers of the development. This may include but not be limited to the following; maps of local walking and cycling facilities in the area; public transport timetables; contact details for local bus and taxi companies; contact details for local authority travel-based initiatives and promotions; information about all local facilities in the area; as well as car sharing opportunities with Liftshare <https://liftshare.com/uk/community/eastsussexcarshare>
 - to include sustainable transport information on the community notice board;
 - to initiate the delivery of travel induction sessions which will provide personalised travel planning tailored to residents' needs by visiting each individual resident / dwelling on request;
 - to implement and promote RTP related publicity and awareness events, with the aim or increasing the uptake of sustainable transport usage through the development;
 - to conduct travel surveys for monitoring and reviewing purposes;
 - to monitor the progress of the RTP towards its targets and to take action where appropriate to ensure targets are met;
 - to keep up to date with issues and new initiatives that affect sustainable transport at the Proposed Development;
 - to review and update the RTP on an annual basis / when required;
 - to produce and submit annual RTP monitoring reports to WSCC / ESCC;

- to take forward the Travel Plan initiatives and introducing new measures where necessary; and
- to provide a focal point for the residents for community-based travel issues and liaise with residents and establish a formal Residents Steering Committee, to whom the RTP shall be handed over on expiry of the RTPC post.

6.3 Ownership and Handover

- 6.3.1 In the short term, the ownership of the RTP lies with the developer through its appointed RTPC until the completion of the development and the RTP monitoring period.
- 6.3.2 In the long term, the ownership of the RTP will ultimately rest with the future residents at the Proposed Development, through a Residents Steering Committee. This Residents Steering Committee will be established by the RTPC as occupation at the site progresses. The RTPC will recruit volunteer sustainable travel "champions" who will help promote the Residential Travel Plan within the community.
- 6.3.3 The Residential Steering Committee will be led by the RTPC during the monitoring period, unless the mode shift target is met before this time. After the five-year period, the responsibility for reviewing and monitoring the travel plan will rest with the Residents Steering Committee. A sum of money will be set aside for the Residents Steering Committee to cover the cost to update the promotional materials for a further three years after handover.

7 Targets, Monitoring and Review

7.1 Introduction

- 7.1.1 An 'outcomes based approach' has been adopted in the setting of targets and milestones for the RTP. With this approach, the focus is placed on ensuring that the Travel Plan meets its agreed modal shift targets. The targets set in this RTP adhere to the SMART (Specific, Measurable, Achievable, Realistic and Time-bound) evaluation criteria.
- 7.1.2 The mechanisms by which the RTP will be managed and administered are also discussed in this section.
- 7.1.3 To ensure that the RTP is flexible to evolving needs, the measures will be reviewed annually as part of a Monitoring and Review process (see Section 7.5), which will ensure that Travel Plan resources are targeted at the most effective initiatives. The developer is required to commit to meeting these targets, and agree to a monitoring and review regime.

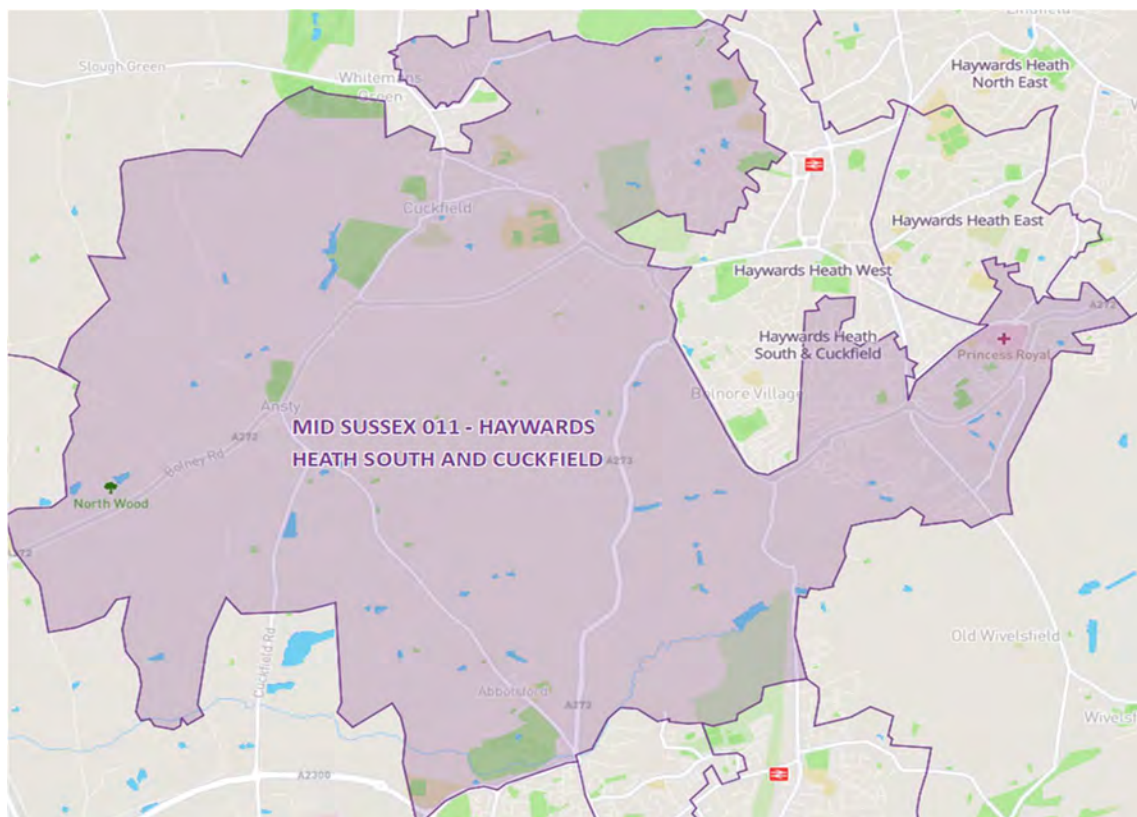
7.2 Targets

- 7.2.1 To remain consistent with the preferred outcomes identified in ESCC's LTP4, a target mode shift of 20% from single occupancy vehicles has been applied for the Proposed Development, which falls between their Core and Plus scenarios, which are 19% and 21% respectively. The specific mode shift targets for the various sustainable modes of travel in relation to the Proposed Development and the process used in determining them are discussed in the following sections.

7.3 Base Mode Share

- 7.3.1 The base mode share has been derived using Journey to Work data from the 2011 Census. Data for the Mid Sussex 011 Middle Super Output Area (MSOA) has been used as it incorporates part of the Site, but also as it is representative of the residential areas on the outskirts of Haywards Heath rather than the town centre.
- 7.3.2 The Mid Sussex 011 covers the areas of Haywards Heath South and Cuckfield. A plan showing the location of the MSOA is provided in **Plate 7.1**.

Plate 7.1 – MSOA Location – Lewes 004



7.3.3 The base mode share for residents within the selected MSOA (including home working) is summarised in **Table 7.1**. Trips made by Train and Taxi have been applied to Single Occupancy Vehicles. The mode share has been used in conjunction with the AM and PM peak vehicular trip generation referenced within the Transport Assessment to estimate the base modal share for all modes at the Proposed Development, with reference to the mode shares.

Table 7.1 - Journey to Work Mode Share – Mid Sussex 011 - 2011 Census

	Car Driver	S.O.V*	Car Pass.	Cycle	Foot	Bus	Home Working	Motor-cycle	Total
Base Mode (%)	80.4%	76.5%	3.9%	1.2%	12.3%	1.6%	0.0%	0.6%	100.0%
Proposed Person Trips (AM)	52	39	4	3	11	4	5	0	78
Proposed Person Trips (PM)	53	39	4	3	11	4	5	0	80

*S.O.V – Single Occupancy Vehicle

7.4 Assessment of Mode Shift

- 7.4.1 The access and movement strategy outlined in Section 4 has been designed to reduce the number of single occupancy car trips to and from the Proposed Development by promoting more sustainable modes of travel.
- 7.4.2 The progress towards achieving mode shift will be reviewed as part of the travel demand management strategy. Supplementary mode shift targets have also been set for walking, cycling, public transport, car sharing and home working.
- 7.4.3 The proposed target mode share is outlined in **Table 7.2**.

Table 7.2 – Proposed Target Mode Share– 20% Mode Shift Target

	Car Driver	S.O.V*	Car Pass.	Cycle	Foot	Bus	Home Working	Motor-cycle	Total
Base Mode Share	80.4%	76.5%	3.9%	1.2%	12.3%	1.6%	0.0%	0.6%	100.0%
% Mode Shift	-	-20%	-	-	-	-	-	-	-
Change in Mode Share	14.3%	-15.3%	1.0%	2.2%	2.1%	3.0%	6.0%	0.0%	-
Proposed Target Mode Share	66.1%	61.2%	4.9%	3.4%	14.4%	4.6%	6.0%	0.6%	100.0%

- 7.4.4 The targets shown in **Table 7.2** reflect where the main travel demand management measures are to be applied (mainly bus use, car sharing, and cycling). These targets are not absolute targets as the base mode share for the site will be determined from the first on-site travel survey, to be undertaken within 6 months of first occupation. This will be supported by data collected from automatic traffic counts on the development access roads. These mode share targets will be reviewed on a regular basis as part of the monitoring of the Residential Travel Plan.
- 7.4.5 In order to achieve the target 20% mode shift from single occupancy car trips, it is proposed that a staged approach towards the overall target is implemented. It is estimated that construction on-site would start in 2026, subject to achieving outline planning permission. It is anticipated that the development will be constructed within 2 years. Given the timescales, the proposed staged mode shift targets from single occupancy car trips are as follows - with a target timeframe for the 20% reduction in single occupancy vehicle trips within 5 years of first occupation:
- Commencement of development e.g. 2026
 - Target of 5% mode shift after 1 year - 80 units completed e.g. 2027
 - Target of 10% mode shift after 3 years - 130 units completed e.g. 2028
 - Target of 20% mode shift after 5 years e.g. 2033

- 7.4.6 The targets have been derived to allow sufficient time to review the Residential Travel Plan and the success of its measures. This will ensure that as the Residential Travel Plan is reviewed, the focus of the document remains on implementing the most successful measures to give the best opportunity to achieve the mode shift targets set out above.
- 7.4.7 These initial staged targets are to be reviewed accordingly as the site and the Residential Travel Plan develop, and with reference to the monitoring results. These interim targets are not fixed, but are intended to give an indication of progress towards the overall 20% mode shift target. The key aim of the Residential Travel Plan remains to achieve a 20% shift away from single occupancy car journeys. Therefore, the walking, cycling, public transport and car sharing estimated mode shift targets detailed above are only predictions. A contingency sum will be set aside for the implementation of further measures and the extension of the Travel Plan Coordinator role in the event that the mode shift target is not met within the timescales set out above.
- 7.4.8 In order to provide a worst-case assessment of traffic impact, mode shift has not been taken into account in the review of the traffic impact of the Proposed Development in the Transport Assessment, nor in the junction capacity assessments.

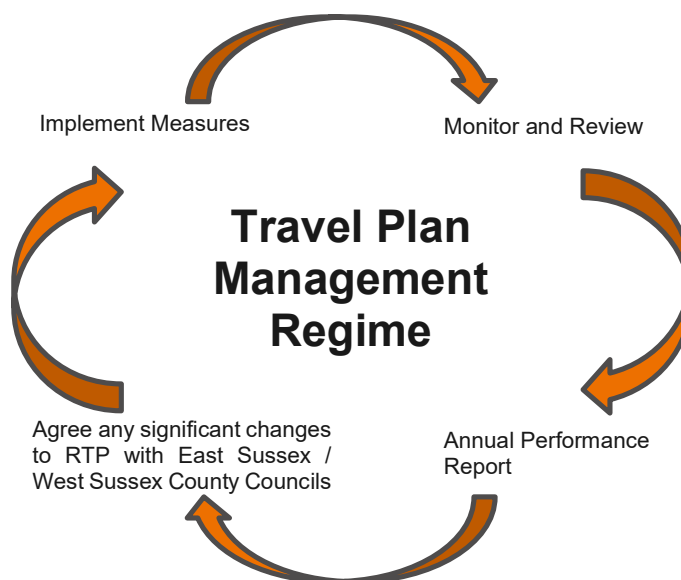
7.5 Monitoring and Review

- 7.5.1 This document will be revised annually to ensure that the overall objectives and targets remain reasonable and that measures are deliverable and appropriate.

Monitoring

- 7.5.2 Monitoring of the RTP is essential in gauging the success of the measures adopted at meeting the 20% mode shift target. This section details the process that will be used by the developer (through the appointed Travel Plan Coordinator) to regularly monitor and review the Travel Plan.

Plate 7.2 – Land East of Lunce's Hill Travel Plan Management Regime



- 7.5.3 The implementation of a Travel Plan involves a continuous process for improving, monitoring, reviewing and adjusting the measures in the plan to reflect changing circumstances. This RTP will therefore be a 'living' document that would be updated on a regular basis.

- 7.5.4 The responsibility for monitoring will rest with the developer and residents through the appointed RTPC. There will be an annual review of travel patterns to assess progress towards achieving the target mode shift.
- 7.5.5 In accordance with local guidance, the monitoring surveys biennially will be carried using the SAM (Standard Assessment Methodology) system undertaken by TRICS. The information obtained will assist to identify modal split, travel choice and behaviour and achieved level of modal shift. A payment of £6,000 will be secured as part of the Section 106 Agreement for the auditing and monitoring of the RTP.
- 7.5.6 The RTP will be monitored for a period of 5 years after the completion of a baseline survey which is to be undertaken upon 50 occupations or 6 months after first occupation (whichever is sooner). The follow up surveys will be conducted at 1, 3 and 5 years and at the end of this period the overall success of the Travel Plan will be assessed against the staged targets referred to above.
- 7.5.7 The RTPC will organise travel surveys to be undertaken to establish the modal split and obtain feedback on the uptake of incentives. It is proposed that the first travel survey be undertaken within six months of first occupation of the development.

Review

- 7.5.8 The RTPC will collate, analyse, and summarise the raw data, and prepare an Annual Monitoring Report to be submitted to ESCC and WSCC. The findings of the monitoring surveys will be used to identify progress towards the target mode shifts. The RTPC will liaise with the authorities to review and amend the RTP targets and measures accordingly.

7.6 Contingency Measures

- 7.6.1 Should the monitoring and review process reveal that targets set out in this RTP have not been met within the stated timescales, then it will be appropriate to consider / implement the remedial measures set out in this section.
- 7.6.2 These contingency measures will be agreed between the developer and the local authority, and will act as the mechanism for addressing the areas where the RTP is potentially failing to achieve the required mode shift.
- 7.6.3 The following contingency measures will be considered depending on where the shortfall is occurring:
- the extension of the RTP monitoring period and the RTPC role if necessary;
 - the provision of additional cycle vouchers and bus voucher contributions;
 - further promotional RTP materials / events; and
 - further incentives to promote car sharing.
- 7.6.4 Should remedial action be required, the RTPC and the authorities will agree a strategy for implementing appropriate measures, using resources set aside in the Contingency Fund.

8 Implementation Process and Responsibilities

8.1 Introduction

- 8.1.1 This section outlines an indicative implementation programme through which the measures contained in the RTP will be implemented and managed. It also details the responsibilities and timing for the specific measures.

8.2 Indicative Implementation Programme

- 8.2.1 At this early stage of the development proposals, a simplified programme for the implementation of the RTP is summarised in **Table 8.1**.

Table 8.1 - Summary of the Programme of Implementation for the Residential Travel Plan

Development Phase	Action	Responsibility
Pre-construction Phase	Submit RTP to authorities for approval	The Developer
	Appoint the RTPC	The Developer
Construction Phase / Early Occupation	Undertake a detailed review and update of the RTP	Residential Travel Plan Coordinator
	Disseminate Travel Information Packs and initiate promotion of the RTP measures	The Developer / Residential Travel Plan Coordinator
	Coordinate the first (and annual) monitoring and review of travel mode share	Residential Travel Plan Coordinator
Full Occupation of the Development	Continue promoting the RTP measures	Residential Travel Plan Coordinator
	Continue to monitor and review progress towards mode shift targets	Residential Travel Plan Coordinator

RTP - Residential Travel Plan

- 8.2.2 This programme and timescale may change subject to negotiations and agreements between the developer and the authorities on the travel demand strategy put forward and relevant Section 106 Agreement Contents.

8.3 Responsibility for Specific Measures

- 8.3.1 The measures to be implemented as part of the RTP, responsibility and timing of implementation are summarised in **Table 8.2**.

Table 8.2 - Summary of Responsibilities and Timings for Specific Measures

Measures	Responsibility	Timing
Built Environment Measures		
Site Design and Layout Measures	The Developer	Following Planning Permission
Provision of off-site infrastructure improvement measures	The Developer / Authorities	Construction Phase with contribution secured via S106
Provision of facilities that reduce the need to travel (e.g. broadband connections and remote server access at home to encourage homeworking)	The Developer	Construction Phase
Coordinator		
Appointment of Travel Plan Coordinator	The Developer	Prior to occupation
Services and Facilities		
Provision and management of community notice boards	The Developer	Prior to occupation
Marketing, Promotion and Awareness Raising		
Preparation of Travel Information Packs	The Developer / Residential Travel Plan Coordinator	Prior to occupation
Training / briefing of sales team on RTP and personal journey planning	The Developer / Residential Travel Plan Coordinator	Prior to occupation
Travel Plan awareness events / initiatives and annual prize draws	Residential Travel Plan Coordinator	During occupation
Distribution of Travel Information Packs and Travel Plan incentives	Residential Travel Plan Coordinator	During occupation
Distribution of Travel Plan leaflets to surrounding communities	Residential Travel Plan Coordinator	Within 3 months of first occupation and annually thereafter.
Delivery of the Travel Plan Strategy		
Agreement to resources, arrangements for implementation, coordination and day-to-day management of the RTP measures	The Developer / Residential Travel Plan Coordinator	Prior to occupation

Measures	Responsibility	Timing
Meeting of targets and objectives	Residential Travel Plan Coordinator / Authorities	Agreed prior to occupation
Monitoring, reporting and review arrangements	Residential Travel Plan Coordinator / Authorities	Annually from first occupation throughout the agreed monitoring Period (5 yrs)
Provision for Contingency Measures in event of non-delivery	The Developer / Residential Travel Plan Coordinator / Authorities	Agreed prior to occupation

8.4 Funding

8.4.1 The developer will fund the following items:

- The transport infrastructure outlined in Section 4 of the RTP;
- The Travel Plan Coordinator role and handover sum to the Residents Steering Committee;
- The implementation of the measures outlined in Section 5 of the RTP;
- The monitoring, review and reporting of the progress of the RTP against the targets set in Section 7; and
- The cost of any contingency measures exerted as a result of the RTP not meeting its targets.

Appendix A Illustrative Masterplan



Do not scale from this drawing.
This drawing is for discussion or planning purposes only.
The accuracy of this drawing may be reliant upon survey information provided by third parties. Whilst all reasonable efforts are used to ensure drawings are accurate, **edge** Placemaking Group Ltd accept no responsibility or liability for any reliance placed on, or use of, this plan by anyone for purposes other than those stated above or for errors arising from third party information.

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PLANNING

- Site boundary (8.88ha)
- Public Right of Way (PRoW)
- Historic byway
- Proposed point of vehicular, cycle and pedestrian access
- Proposed primary street with 2m footpaths
- Proposed shared space street
- Proposed private drive
- Brook crossing area
- Proposed recreational footpaths
- Proposed attenuation basin
- Existing vegetation and trees retained and enhanced
- Proposed boundary planting
- Proposed play area
- Proposed wildflower meadow
- Scrub planting bordered by fencing to provide 15m buffer from Ancient Woodland
- Flexible commercial and/or community use – retention and restoration of existing barn and boundary wall
- Proposed puffin crossing
- Proposed pumping station
- Proposed swale
- Proposed earthworks bund

C	28/08/2025	Amendments to footpath and middle parcel. Addition of swale, bund and pumping station.
B	31/07/2025	Amendments to south-eastern parcel to reduce hardstanding on southern edge
A	19/06/2025	Amendments post submission to address consultee comments

Rev.	Date	Description
------	------	-------------

Land east of Lunces Hill
HAYWARDS HEATH

Illustrative Masterplan

Job ref:	Drawing number:	Revision:
604	P01	C
Scale:	Date:	
1:2000 @ A3	August 2025	



part of
edge Placemaking Group Ltd

The Old Saracen's Head
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Appendix B WSCC Cycle Journey Planner

Balanced route option

If you decide to follow the suggested journey below please take extra care on unfamiliar sections; proceed at your own risk (route quality cannot be guaranteed).

Turn-by-turn directions below

Give feedback on route problems


Journey time: 22 minutes


Distance: 2 miles

Calories: 78 kcal [about]


CO₂ avoided: 0.57 kg [about]

Quietness:  Very hostile


 Route has very busy sections

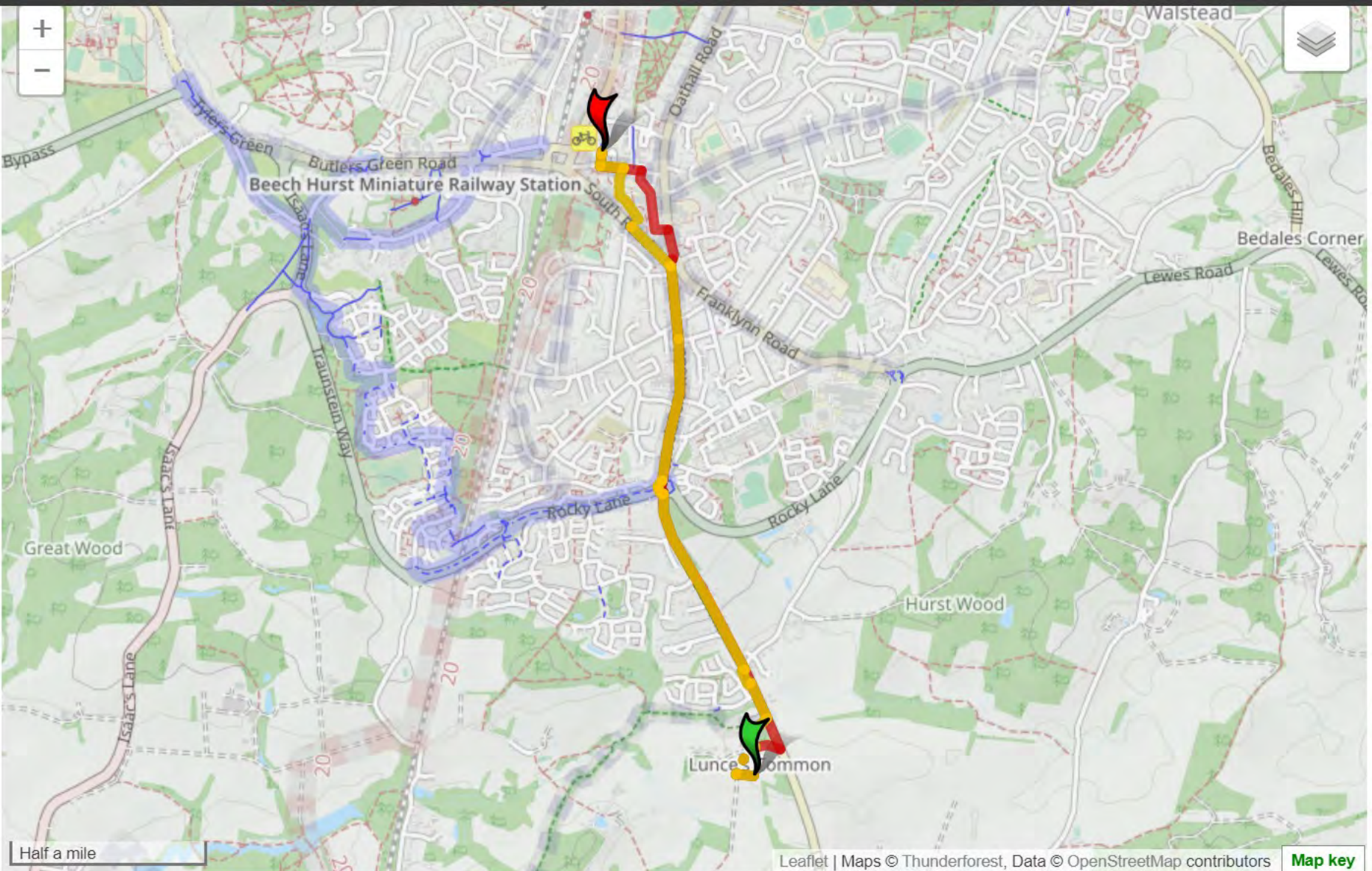
 Crossing delays: 2

 Print view

 Dismounted: 9% distance, 21% time

 Fly in Google Earth [about]

 GPS device export (GPX) [about]



Appendix C Bus Timetables and Route Map

166: LEWES - PLUMPTON - WIVELSFIELD - HAYWARDS HEATH

Valid from 24th July 2023

Mondays to Saturdays

	<u>NS</u>				<u>SO</u>	<u>NS</u>
Lewes, School Hill	0731	0930	1217	1427	1705	1705
Nevill Road, Nevill Crescent	0736	0936	1223	1433	1711	1711
Offham, Blacksmith's Arms	0739	0939	1226	1436	1714	1714
Plumpton College Grounds	0746	....	....	....	....	1722
Plumpton, Half Moon	0748	0946	1233	1443	1721	1725
Plumpton Green, Station	0753	0950	1237	1447	1725	1729
Plumpton Lane, The Plough	0756	0953	1240	1450	1728	1732
Wivelsfield Green, Coppards Close	0758	0956	1243	1453	1731	1735
Wivelsfield Green, The Green	0759	0958	1245	1455	1733	1737
Wivelsfield, Ote Hall Chapel	0801	1000	1247	1457	1735	1739
Fox Hill, Fox & Hounds	0803	1002	1249	1459	1737	1741
Princess Royal Hospital	0809	1006	1253	1503	1741	1745
Haywards Heath, South Road	0811	1008	1255	1505	1743	1747
Haywards Heath, Perrymount Road	0813	1012	1259	1509	1747	1751
Haywards Heath, Sainsbury's	....	1014	1301	1511SO	1749	....
Cuckfield, Warden Park School	0828Sch	....	....	....	....	....

	<u>NS</u>				<u>SO</u>	<u>NS</u>
Cuckfield, Warden Park School	....	....	....	....	1525Sch	....
Haywards Heath, Sainsbury's	....	1016	1303	1515	1538	1753SO
Haywards Heath, Perrymount Road	0845	1018	1305	1517	1540	1755
Haywards Heath, South Road	0849	1022	1309	1521	1544	1759
Princess Royal Hospital	0851	1024	1311	1523	1546	1801
Fox Hill, Fox & Hounds	0855	1028	1315	1527	1550	1805
Wivelsfield, Ote Hall Chapel	0857	1030	1317	1529	1552	1807
Wivelsfield Green, The Green	0859	1032	1319	1531	1554	1809
Wivelsfield Green, Coppards Close	0901	1034	1321	1533	1556	1811
Plumpton Lane, The Plough	0904	1037	1324	1536	1559	1814
Plumpton Green, Station	0907	1040	1327	1539	1602	1817
Plumpton, Half Moon	0911	1044	1331	1543	1606	1821
Plumpton College Grounds	0914	....	....	....	1609	....
Offham, Blacksmith's Arms	0920	1050	1337	1549	1615	1827
Nevill Road, Nevill Crescent	0922	1052	1339	1551	1617	1829
Lewes, School Hill	0927	1057	1344	1556	1622	1834

Sch - Schooldays only

NS - not Saturdays

SO - Saturdays only

Crawley
- Handcross
- Cuckfield
- Haywards Heath
- Burgess Hill
- Brighton
- Royal Sussex
County Hospital

Daily service
 from 28 August 2021

Crawley -
- Haywards Heath
- Burgess Hill
- Brighton
- Royal Sussex
County Hospital

Mon-Sat service
 from 3 June 2023

Map key:

• Main bus stops

..... Certain journeys only

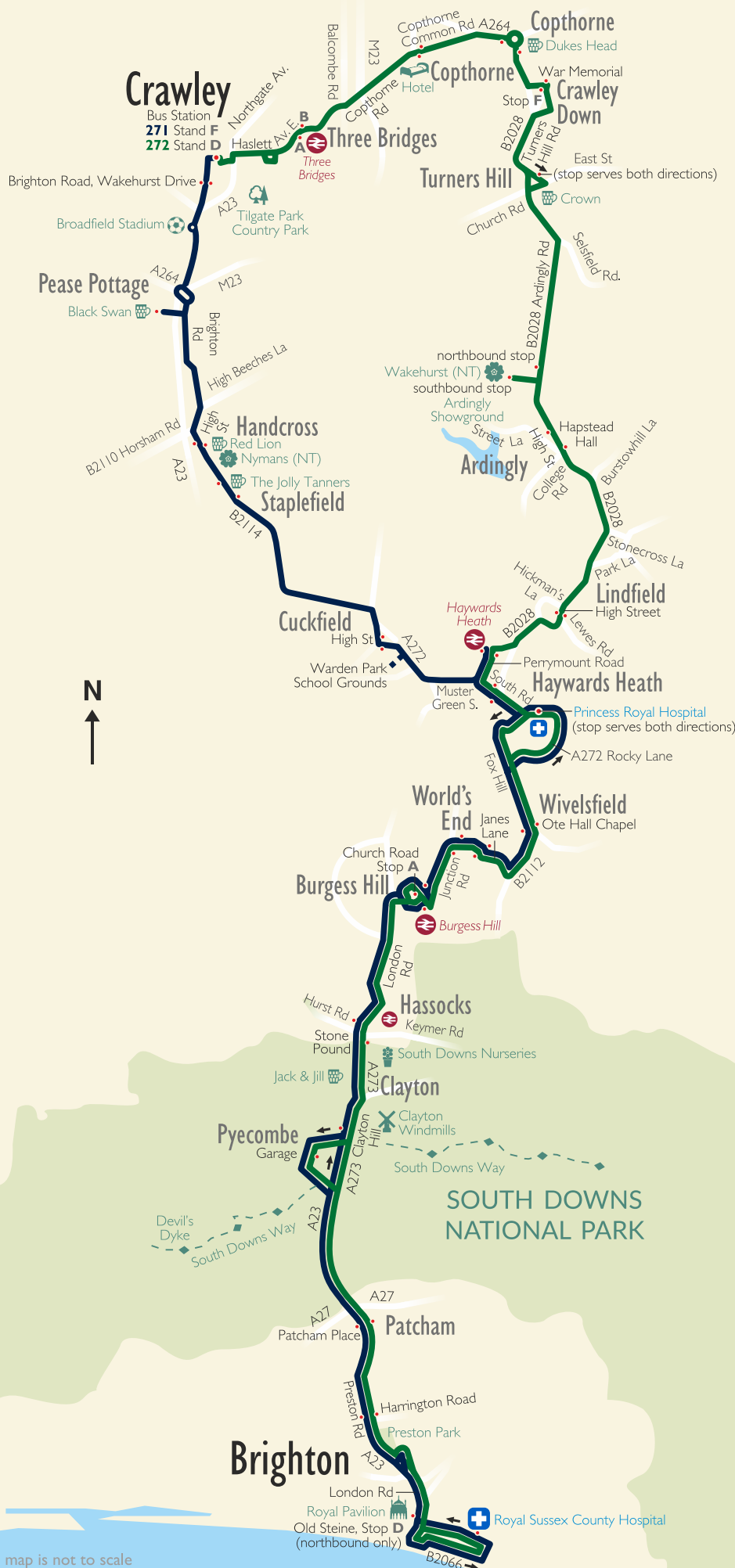
There are
 guaranteed connections
 to Crawley/Brighton
 at

Perrymount Road
 in Haywards Heath;
 passengers do not
 need to change buses.



01293 449191

metrobus.co.uk



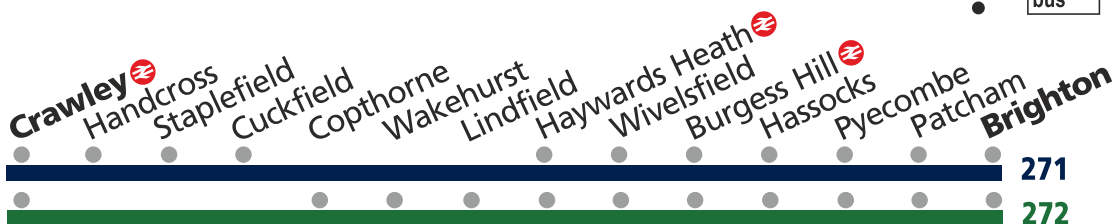
271

Daily from 28th August 2021

272

Mon to Sat from 3rd June 2023

Crawley - Haywards Heath - Burgess Hill - Brighton

Talking
bus

Mondays to Fridays

Code.....								SDO	NSD				
Service	271	271	272	271	272	272	272	271	271	272	271	272	271
Crawley Bus Station	0503	0543	....	0639	....	0655	0736	0749	0800	0849	0953	1040	1153
Brighton Road Wakehurst Drive	0507	0547	....	0643	....	↓	↓	0755	0805	↓	0957	↓	1157
Pease Pottage Black Swan	0512	0552	....	0649	....	↓	↓	0803	0811	↓	1003	↓	1203
Handcross Red Lion & Nymans	0517	0557	....	0655	....	↓	↓	0811	0817	↓	1009	↓	1209
Staplefield Jolly Tanners	0520	0600	....	0658	....	↓	↓	0814	0820	↓	1012	↓	1212
Cuckfield High Street	0527	0607	....	0705	....	↓	↓	0823	0828	↓	1020	↓	1220
Three Bridges Station, Stop B	↓	↓	....	↓	....	0700	0742	↓	↓	0855	↓	1046	↓
Copthorne Hotel .....	↓	↓	....	↓	....	0705	0749	↓	↓	0901	↓	1051	↓
Copthorne Dukes Head	↓	↓	0553	↓	....	0708	0752	↓	↓	0904	↓	1054	↓
Crawley Down War Memorial	↓	↓	0556	↓	....	0711	0755	↓	↓	0907	↓	1057	↓
Turners Hill Crown	↓	↓	0602	↓	....	0717	0804	↓	↓	0914	↓	1104	↓
Wakehurst	↓	↓	↓	↓	....	0724	0811	↓	↓	0921	↓	1111	↓
Ardingly Hapstead Hall	↓	↓	0611	↓	....	0729	0817	↓	↓	0926	↓	1116	↓
Lindfield High Street	↓	↓	0618	↓	....	0736	0824	↓	↓	0933	↓	1123	↓
Warden Park School Grounds .....	↓	↓	↓	↓	....	↓	↓	0827	↓	↓	↓	↓	↓
Haywards Heath Perrymount Road (arr)	0535	0615	0623	0713	....	0742	0832	0837	0836	0938	1028	1128	1228
Haywards Heath Perrymount Road (dep)	0536	0616	0624	0715	....	0742	0832	0839	0839	0940	1030	1130	1230
Haywards Heath South Road	0539	0619	0627	0719	....	0746	0836	0843	0843	0945	1035	1135	1235
Princess Royal Hospital	0543	0623	0631	0723	0735	0749	0840	0851	0851	0950	1040	1140	1240
Wivelsfield Ote Hall Chapel	0548	0628	0636	0728	0740	....	....	0856	0856	0955	1045	1145	1245
World's End Janes Lane	0553	0633	0641	0733	0745	....	....	0901	0901	1000	1050	1150	1250
Burgess Hill Rail Station	0556	0636	0645	0738	0750	....	....	0905	0905	1005	1054	1154	1254
Burgess Hill Church Road	0558	0638	0647	0741	0753	....	....	0908	0908	1008	1057	1157	1257
Hassocks Stone Pound	0606	0647	0656	0751	0804	....	....	0917	0917	1017	1106	1206	1306
Pyecombe Garage	0610	0651	0701	0756	0809	....	....	0922	0922	1022	1110	1210	1310
Patcham Place	0614	0655	0705	0800	0813	....	....	0926	0926	1026	1114	1214	1314
Preston Road Harrington Road	0617	0659	0709	0805	0819	....	....	0930	0930	1030	1118	1218	1318
Brighton Old Steine	0626	0709	0721	0820	0835	....	....	0943	0943	1043	1131	1231	1331
Royal Sussex County Hospital	0632	0715	0728	0828	0843	....	....	0950	0950	1050	1138	1238	1338

Mondays to Fridays cont...

Service	272	271	272	271	272	272	271	272	272
Crawley Bus Station	1240	1353	1456	1600	....	1715	1840	1935	....
Brighton Road Wakehurst Drive	↓	1357	↓	1604	....	↓	1844	↓	....
Pease Pottage Black Swan	↓	1403	↓	1610	....	↓	1850	↓	....
Handcross Red Lion & Nymans	↓	1409	↓	1617	....	↓	1856	↓	....
Staplefield Jolly Tanners	↓	1412	↓	1620	....	↓	1859	↓	....
Cuckfield High Street	↓	1420	↓	1628	....	↓	1906	↓	....
Three Bridges Station, Stop B	1246	↓	1503	↓	....	1723	↓	1941	....
Copthorne Hotel	1251	↓	1509	↓	....	1729	↓	1946	....
Copthorne Dukes Head	1254	↓	1512	↓	....	1732	↓	1949	....
Crawley Down War Memorial	1257	↓	1515	↓	....	1735	↓	1952	....
Turners Hill Crown	1304	↓	1522	↓	....	1742	↓	1957	....
Wakehurst	1311	↓	1529	↓	....	1749	↓	↓	....
Ardingly Hapstead Hall	1316	↓	1534	↓	....	1753	↓	2006	....
Lindfield High Street	1323	↓	1541	↓	....	1800	↓	2013	....
Haywards Heath Perrymount Road (arr)	1328	1428	1546	1636	....	1805	1914	2017	....
Haywards Heath Perrymount Road (dep)	1330	1430	1548	1638	1700	1807	1916	2018	2123
Haywards Heath South Road	1335	1435	1553	1643	1705	1812	1920	2021	2126
Haywards Heath Princess Royal Hospital	1340	1440	1558	1649	1710	1817	1925	2025	2130
Wivelsfield Ote Hall Chapel	1345	1445	1603	1654	1715	1822	1930	2030	2135
World's End Janes Lane	1350	1450	1608	1659	1720	1827	1935	2035	2140
Burgess Hill Rail Station	1354	1454	1613	1704	1725	1831	1938	2038	2143
Burgess Hill Church Road	1357	1457	1616	1707	1728	1834	1941	2040	2145
Hassocks Stone Pound	1406	1507	1626	1719	1740	1843	1949	2047	2152
Pyecombe Garage	1410	1511	1630	1724	1745	1847	1953	2051	2156
Patcham Place	1414	1515	1634	1728	1749	1851	1957	2055	2200
Preston Road Harrington Road	1418	1519	1638	1732	1753	1855	2001	2058	2203
Brighton Old Steine	1431	1532	1652	1747	1808	1908	2012	2109	2213
Royal Sussex County Hospital	1438	1540	1700	1755	1816	1915	2018	2115	2219

CODE:

SDO Schooldays only.

NSD Non-Schooldays.

Historic Building
and Gardens.

Crawley - Haywards Heath - Burgess Hill - Brighton

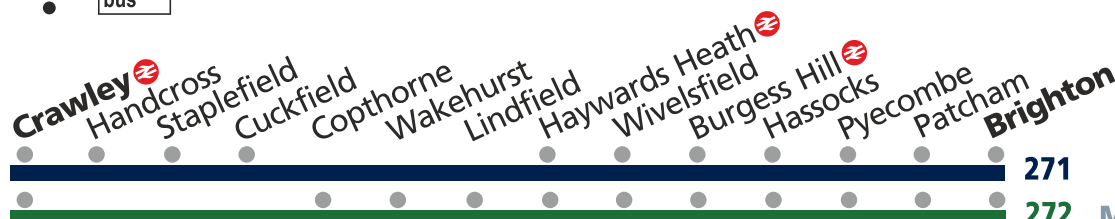


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Daily from 28th August 2021

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Mon to Sat from 3rd June 2023



Saturdays

Service	272	272	271	272	271	272	271	272	271	272	271	272
Crawley Bus Station	0750	0802	0844	0953	1040	1153	1240	1353	1440	1553	1710	
Brighton Road Wakehurst Drive		0806		0957		1157		1357		1557		
Pease Pottage Black Swan		0812		1003		1203		1403		1603		
Handcross Red Lion & Nymans		0817		1009		1209		1409		1609		
Staplefield Jolly Tanners		0820		1012		1212		1412		1612		
Cuckfield High Street		0828		1020		1220		1420		1620		
Three Bridges Station, Stop B	0755		0849		1046		1246		1446		1716	
Copthorne Hotel	0800		0854		1051		1251		1451		1721	
Copthorne Dukes Head	0537	0802		0857		1054		1254		1454		1724
Crawley Down War Memorial	0540	0805		0900		1057		1257		1457		1727
Turners Hill Crown	0545	0812		0907		1104		1304		1504		1734
Wakehurst Car Park		0818		0913		1111		1311		1511		1741
Ardingly Hapstead Hall	0554	0822		0918		1116		1316		1516		1745
Lindfield High Street	0601	0829		0925		1123		1323		1523		1752
Haywards Heath Perrymount Road (arr)	0605	0834	0836	0930	1028	1128	1228	1328	1428	1528	1628	1757
Haywards Heath Perrymount Road (dep)	0606	0834	0838	0932	1030	1130	1230	1330	1430	1530	1630	1757
Haywards Heath South Road	0609	0837	0841	0936	1035	1135	1235	1335	1435	1535	1634	1800
Princess Royal Hospital	0613	0840	0845	0940	1040	1140	1240	1340	1440	1540	1639	1802
Wivelsfield Ote Hall Chapel	0618		0850	0945	1045	1145	1245	1345	1445	1545	1644	...
World's End Janes Lane	0623		0855	0950	1050	1150	1250	1350	1450	1550	1649	...
Burgess Hill Rail Station	0626		0858	0954	1054	1154	1254	1354	1454	1554	1653	...
Burgess Hill Church Road	0628		0901	0957	1057	1157	1257	1357	1457	1557	1656	...
Hassocks Stone Pound	0635		0910	1006	1106	1206	1306	1406	1506	1606	1705	...
Pyecombe Garage	0639		0914	1010	1110	1210	1310	1410	1510	1610	1709	...
Patcham Place	0643		0918	1014	1114	1214	1314	1414	1514	1614	1713	...
Preston Road Harrington Road	0646		0922	1018	1118	1218	1318	1418	1518	1618	1717	...
Brighton Old Steine	0654		0933	1031	1131	1231	1331	1431	1531	1631	1729	...
Royal Sussex County Hospital	0700		0940	1038	1138	1238	1338	1438	1538	1638	1736	...

Sundays and Public Holidays

Service	271	271	271	271
Crawley Bus Station, Stop F	0850	1050	1320	1520
Brighton Road Wakehurst Drive	0854	1054	1324	1524
Pease Pottage Black Swan	0859	1059	1329	1529
Handcross Red Lion & Nymans	0905	1105	1335	1535
Staplefield Jolly Tanners	0908	1108	1338	1538
Cuckfield High Street	0915	1115	1345	1545
Haywards Heath Perrymount Road (arr)	0923	1123	1353	1553
Haywards Heath Perrymount Road (dep)	0925	1125	1355	1555
Haywards Heath South Road	0928	1128	1358	1558
Haywards Heath Princess Royal Hospital	0933	1133	1403	1603
Wivelsfield Ote Hall Chapel	0938	1138	1408	1608
World's End Janes Lane	0943	1143	1413	1613
Burgess Hill Rail Station	0947	1147	1417	1617
Burgess Hill Church Road	0949	1149	1419	1619
Hassocks Stone Pound	0958	1158	1428	1628
Pyecombe Garage	1002	1202	1432	1632
Patcham Place	1006	1206	1436	1636
Preston Road Harrington Road	1010	1210	1440	1640
Brighton Old Steine	1021	1222	1452	1651
Royal Sussex County Hospital	1028	1229	1459	1658

CODE: Historic Building and Gardens.

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Brighton - Burgess Hill - Haywards Heath - Crawley



Daily from 28th August 2021

272

Mon to Sat from 3rd June 2023



Mondays to Fridays

Code.....	271	272	271	271	272	272	271	272	271	272	NSD 271	SDO 271	SDO 272
Service													
Royal Sussex County Hospital.....	0558	0637	0735	0840	0856	....	1000	1100	1150	1250	1350	1350	....
Brighton Old Steine, Stop D	0603	0644	0744	0849	0905	....	1008	1108	1158	1258	1358	1358	....
Preston Road Harrington Road	0609	0653	0755	0859	0915	....	1017	1117	1207	1307	1407	1407	....
Patcham Place	0615	0658	0805	0907	0923	....	1024	1124	1214	1314	1414	1414	....
Pyecombe Garage.....	0619	0702	0810	0911	0927	....	1028	1128	1218	1318	1418	1418	....
Hassocks Stone Pound.....	0623	0706	0817	0916	0932	....	1033	1133	1223	1323	1423	1423	....
Burgess Hill Church Road.....	0630	0714	0827	0926	0942	....	1043	1143	1233	1333	1433	1433	....
Burgess Hill Rail Station.....	0631	0715	0828	0927	0943	....	1044	1144	1234	1334	1434	1434	....
World's End Janes Lane	0635	0719	0834	0932	0948	....	1049	1149	1239	1339	1439	1439	....
Wivelsfield Ote Hall Chapel.....	0639	0723	0838	0936	0952	....	1053	1153	1243	1343	1443	1443	....
Haywards Heath Princess Royal Hospital.....	0646	0730	0847	0944	1000	1050	1100	1200	1250	1350	1450	1450	....
Haywards Heath South Road	0648	....	0851	0948	1003	1053	1103	1203	1253	1353	1454	1454	....
Haywards Heath Perrymount Road (arr).....	0651	....	0855	0952	1007	1057	1107	1207	1257	1357	1459	1500	....
Haywards Heath Perrymount Road (dep)	0653	....	0858	0954	1009	1057	1109	1209	1259	1359	1501	1500	....
Warden Park School Grounds.....	↓	....	↓	↓	↓	↓	↓	↓	↓	↓	↓	1514	....
Oathall Community College .....	↓	....	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	1523
Lindfield High Street .....	↓	....	↓	↓	1014	1102	↓	1214	↓	1404	↓	↓	1527
Ardingly Hapstead Hall .....	↓	....	↓	↓	1021	1109	↓	1221	↓	1411	↓	↓	1534
Wakehurst.....	↓	....	↓	↓	1024	1112	↓	1224	↓	1414	↓	↓	1537
Turners Hill Crown.....	↓	....	↓	↓	1031	1119	↓	1231	↓	1421	↓	↓	1544
Crawley Down War Memorial .....	↓	....	↓	↓	1036	1124	↓	1236	↓	1426	↓	↓	1549
Copthorne Dukes Head .....	↓	....	↓	↓	1039	1127	↓	1239	↓	1429	↓	↓	1552
Copthorne Hotel.....	↓	....	↓	↓	1042	1130	↓	1242	↓	1432	↓	↓	1555
Three Bridges Station, Stop A.....	↓	....	↓	↓	1047	1135	↓	1247	↓	1437	↓	↓	1601
Cuckfield High Street	0701	....	0906	1002	↓	↓	1117	↓	1307	↓	1509	1517	↓
Staplefield Jolly Tanners	0709	....	0914	1010	↓	↓	1125	↓	1315	↓	1517	1526	↓
Handcross Red Lion & Nymans.....	0712	....	0917	1013	↓	↓	1128	↓	1318	↓	1520	1529	↓
Pease Pottage Black Swan	0718	....	0923	1019	↓	↓	1134	↓	1324	↓	1526	1537	↓
Brighton Road Wakehurst Drive	0723	....	0928	1024	↓	↓	1139	↓	1329	↓	1532	1542	↓
Crawley Bus Station.....	0728	....	0933	1029	1053	1141	1144	1253	1334	1443	1537	1547	1607

Mondays to Fridays cont...

Service	272	271	271	272	271	272	271	272	272	271
Royal Sussex County Hospital.....	1505	1605	1650	1713	1808	1827	1925	2025	2125	2225
Brighton Old Steine, Stop D	1513	1614	1659	1722	1816	1835	1932	2031	2131	2231
Preston Road Harrington Road	1523	1625	1710	1733	1825	1844	1940	2039	2138	2238
Patcham Place	1531	1634	1719	1742	1833	1852	1946	2044	2143	2243
Pyecombe Garage.....	1535	1638	1723	1746	1837	1856	1950	2047	2146	2246
Hassocks Stone Pound.....	1540	1643	1728	1751	1842	1901	1954	2051	2150	2249
Burgess Hill Church Road.....	1552	1654	1739	1802	1852	1911	2004	2058	2157	2256
Burgess Hill Rail Station.....	1553	1655	1740	1803	1853	1912	2005	2059	2158	2257
World's End Janes Lane	1558	1700	1745	1808	1858	1917	2009	2103	2202	2301
Wivelsfield Ote Hall Chapel.....	1602	1704	1749	1812	1902	1921	2013	2107	2206	2305
Haywards Heath Princess Royal Hospital.....	1609	1713	1758	1821	1909	1928	2019	2113	2212	2311
Haywards Heath South Road	1612	1717	1801	1823	1911	1930	2021	2115	2214	2313
Haywards Heath Perrymount Road (arr).....	1616	1722	1805	1827	1914	1933	2024	2118	2217	2316
Haywards Heath Perrymount Road (dep)	1619	1725	1807	1829	1916	....	2025	....	2218	2317
Lindfield High Street	1624	↓	↓	1834	↓	....	↓	....	2222	↓
Ardingly Hapstead Hall	1631	↓	↓	1841	↓	....	↓	....	2229	↓
Wakehurst.....	1634	↓	↓	1844	↓	....	↓	....	2232	↓
Turners Hill Crown.....	1641	↓	↓	1850	↓	....	↓	....	2238	↓
Crawley Down War Memorial	1647	↓	↓	1855	↓	....	↓	....	2242	↓
Copthorne Dukes Head	1651	↓	↓	1858	↓	....	↓	....	2245	↓
Copthorne Hotel.....	1654	↓	↓	1901	↓	....	↓	....	2247	↓
Three Bridges Station, Stop A.....	1700	↓	↓	1906	↓	....	↓	....	2252	↓
Cuckfield High Street	↓	1734	1815	↓	1924	....	2032	....	↓	2324
Staplefield Jolly Tanners	↓	1744	1823	↓	1931	....	2039	....	↓	2331
Handcross Red Lion & Nymans.....	↓	1747	1826	↓	1934	....	2042	....	↓	2334
Pease Pottage Black Swan	↓	1753	1832	↓	1939	....	2047	....	↓	2339
Brighton Road Wakehurst Drive	↓	1800	1837	↓	1943	....	2051	....	↓	2343
Crawley Bus Station.....	1706	1806	1842	1911	1947	....	2055	....	2256	2346

CODE:

SDO

Schooldays only.

NSD

Non-Schooldays.



Historic Building and Gardens.

Brighton - Burgess Hill - Haywards Heath - Crawley

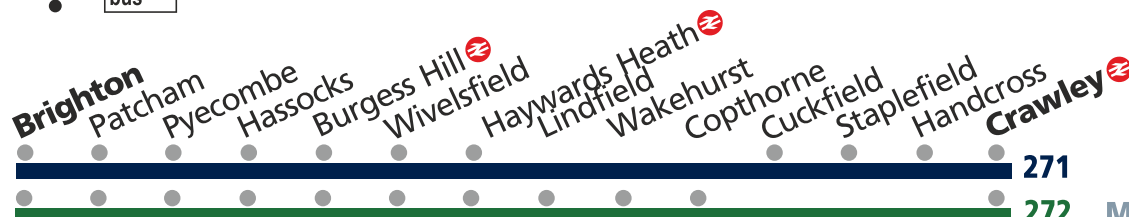


271

Daily from 28th August 2021

272

Mon to Sat from 3rd June 2023



Saturdays

Service	272	272	271	272	271	272	271	272	271	272	271	271
Royal Sussex County Hospital	0618	....	0950	1050	1150	1250	1350	1450	1550	1650	....	1750
Brighton Old Steine, Stop D	0623	....	0958	1058	1158	1258	1358	1458	1558	1658	....	1758
Preston Road Harrington Road	0629	....	1007	1107	1207	1307	1407	1507	1607	1707	....	1807
Patcham Place	0635	....	1013	1114	1214	1314	1414	1514	1614	1714	....	1814
Pyecombe Garage	0639	....	1017	1118	1218	1318	1418	1518	1618	1718	....	1818
Hassocks Stone Pound	0643	....	1021	1123	1223	1323	1423	1523	1623	1723	....	1822
Burgess Hill Church Road	0650	....	1031	1133	1233	1333	1433	1533	1633	1733	....	1832
Burgess Hill Rail Station	0651	....	1032	1134	1234	1334	1434	1534	1634	1734	....	1833
World's End Janes Lane	0655	....	1037	1139	1239	1339	1439	1539	1639	1739	....	1838
Wivelsfield Ote Hall Chapel	0659	....	1041	1143	1243	1343	1443	1543	1643	1743	....	1842
Princess Royal Hospital	0706	0850	1048	1150	1250	1350	1450	1550	1650	1750	1808	1849
Haywards Heath South Road	0708	0853	1051	1153	1253	1353	1453	1553	1653	1753	1811	1851
Haywards Heath Perrymount Road (arr)	0711	0857	1055	1157	1257	1357	1457	1557	1657	1757	1815	1854
Haywards Heath Perrymount Road (dep)	....	0857	1057	1159	1259	1359	1459	1559	1659	1759	1815	1856
Lindfield High Street	....	0902	↓	1204	↓	1404	↓	1604	↓	1804	↓	↓
Ardingly Hapstead Hall	....	0909	↓	1211	↓	1411	↓	1611	↓	1811	↓	↓
Wakehurst	....	0912	↓	1214	↓	1414	↓	1614	↓	1814	↓	↓
Turners Hill Crown	....	0919	↓	1221	↓	1421	↓	1621	↓	1820	↓	↓
Crawley Down War Memorial	....	0924	↓	1226	↓	1426	↓	1626	↓	1825	↓	↓
Copthorne Dukes Head	....	0927	↓	1229	↓	1429	↓	1629	↓	1828	↓	↓
Copthorne Hotel	....	0930	↓	1232	↓	1432	↓	1632	↓	1831	↓	↓
Three Bridges Station, Stop A	....	0935	↓	1237	↓	1437	↓	1637	↓	1836	↓	↓
Cuckfield High Street	....	↓	1105	↓	1307	↓	1507	↓	1707	↓	1823	1904
Staplefield Jolly Tanners	....	↓	1113	↓	1315	↓	1515	↓	1715	↓	1831	1912
Handcross Red Lion & Nymans	....	↓	1116	↓	1318	↓	1518	↓	1718	↓	1834	1915
Pease Pottage Black Swan	....	↓	1122	↓	1324	↓	1524	↓	1724	↓	1839	1920
Brighton Road Wakehurst Drive	....	↓	1127	↓	1329	↓	1529	↓	1729	↓	1843	1924
Crawley Bus Station	....	0941	1132	1243	1334	1443	1534	1643	1734	1841	1847	1928

Sundays and Public Holidays

Service	271	271	271	271
Royal Sussex County Hospital	1044	1243	1518	1718
Brighton Old Steine	1051	1250	1525	1725
Preston Road Harrington Road	1100	1259	1534	1734
Patcham Place	1106	1306	1541	1741
Pyecombe Garage	1110	1310	1545	1745
Hassocks Stone Pound	1114	1314	1549	1749
Burgess Hill Church Road	1123	1323	1558	1758
Burgess Hill Rail Station	1124	1324	1559	1759
World's End Janes Lane	1129	1329	1604	1804
Wivelsfield Ote Hall Chapel	1133	1333	1608	1808
Haywards Heath Princess Royal Hospital	1139	1339	1614	1814
Haywards Heath South Road	1141	1341	1616	1816
Haywards Heath Perrymount Road (arr)	1145	1345	1620	1820
Haywards Heath Perrymount Road (dep)	1147	1347	1622	1822
Cuckfield High Street	1155	1355	1630	1830
Staplefield Jolly Tanners	1202	1402	1637	1837
Handcross Red Lion & Nymans	1205	1405	1640	1840
Pease Pottage Black Swan	1210	1410	1645	1845
Brighton Road Wakehurst Drive	1214	1414	1649	1849
Crawley Bus Station	1218	1418	1653	1853

CODE: Historic Building and Gardens.

Appendix D Useful Websites

- <http://www.cartogold.co.uk/eastsussextransport/map.htm>
- <http://www.sustrans.org.uk/>
- <http://www.traveline.info/>
- <https://liftshare.com/uk/community/eastsussexcarshare>
<https://bikebudi.liftshare.com/>
- National Liftshare Week: annually in September – <http://liftshare.com/liftshareweek/>
- World Health Day: 7th April annually – World Health Organisation
- National Bike Week (including Bike2Work): Thursday 3rd September – <http://bikeweek.org.uk/>
- 'Walk to Work Week', 'Walk to School Week' and National Walking Month: annually (usually in April or May) – <http://www.livingstreets.org.uk/>