



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

**Residential Travel Plan**

**Revision B**

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

Project Ref: 332611520 | Date: December 2025

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## Document Control Sheet

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| <b>For and on behalf of Stantec UK Limited</b> |            |                             |                   |               |

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

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## Contents

|          |   |           |
|----------|---|-----------|
| <b>1</b> | <b>Introduction.....</b>                                    | <b>1</b>  |
| 1.1      | Background and Development Proposals .....                  | 1         |
| 1.2      | Purpose of the Residential Travel Plan (RTP) .....          | 1         |
| 1.3      | Objectives .....  | 2         |
| 1.4      | Structure of Residential Travel Plan .....                  | 3         |
| <b>2</b> | <b>Existing Conditions and Accessibility .....</b>          | <b>4</b>  |
| 2.1      | Introduction .....  | 4         |
| 2.2      | Existing Pedestrian and Cycling Facilities .....            | 4         |
| 2.3      | Existing Public Transport Facilities.....                   | 5         |
| 2.4      | Existing Local Amenities .....                              | 7         |
| <b>3</b> | <b>Review of Local and National Policy .....</b>            | <b>11</b> |
| 3.1      | Introduction .....  | 11        |
| 3.2      | National Policy and Guidance .....                          | 11        |
| 3.3      | Local Policy and Guidance .....                             | 14        |
| 3.4      | Summary .....   | 17        |
| <b>4</b> | <b>Movement and Access Strategy .....</b>                   | <b>18</b> |
| 4.1      | Introduction .....  | 18        |
| 4.2      | Pedestrian and Cycle Site Access Strategy .....             | 18        |
| 4.3      | Public Transport Access Strategy .....                      | 18        |
| 4.4      | Cycle and Car Parking Strategy .....                        | 19        |
| <b>5</b> | <b>Travel Plan Measures and Promotional Strategy.....</b>   | <b>20</b> |
| 5.1      | Introduction .....  | 20        |
| 5.2      | Measures to Promote and Encourage Walking.....              | 20        |
| 5.3      | Measures to Promote and Encourage Cycling.....              | 21        |
| 5.4      | Measures to Promote and Encourage Public Transport Use..... | 21        |
| 5.5      | Measures to Promote and Encourage Car Sharing .....         | 21        |
| 5.6      | Measures to Promote and Encourage Home Working.....         | 22        |
| 5.7      | Measures to Reduce Retail Trips .....                       | 22        |
| 5.8      | Marketing and Promotion of the Travel Plan Measures .....   | 22        |
| <b>6</b> | <b>Travel Plan Governance .....</b>                         | <b>25</b> |
| 6.1      | Introduction .....  | 25        |
| 6.2      | Residential Travel Plan Coordinator.....                    | 25        |
| 6.3      | Ownership and Handover.....                                 | 26        |
| <b>7</b> | <b>Targets, Monitoring and Review .....</b>                 | <b>27</b> |
| 7.1      | Introduction .....  | 27        |
| 7.2      | Targets 27  |           |
| 7.3      | Base Mode Share .....                                       | 27        |
| 7.4      | Assessment of Mode Shift.....                               | 29        |

|          |  |           |
|----------|--|-----------|
| 7.5      | Monitoring and Review .....                              | 30        |
| 7.6      | Contingency Measures.....                                | 31        |
| <b>8</b> | <b>Implementation Process and Responsibilities .....</b> | <b>32</b> |
| 8.1      | Introduction .....                                       | 32        |
| 8.2      | Indicative Implementation Programme.....                 | 32        |
| 8.3      | Responsibility for Specific Measures.....                | 32        |
| 8.4      | Funding.....   | 34        |

## Appendices

|            |                              |
|------------|------------------------------|
| Appendix A | Illustrative Masterplan      |
| Appendix B | WSCC Cycle Journey Planner   |
| Appendix C | Bus Timetables and Route Map |
| Appendix D | Useful Websites              |

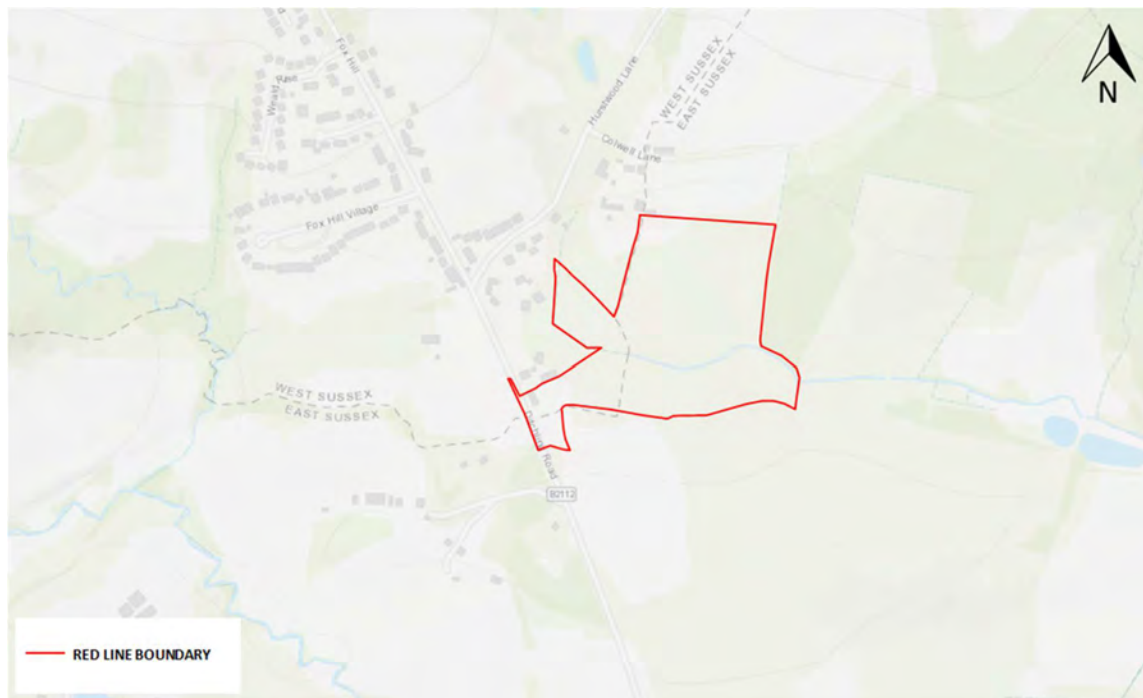
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# 1 Introduction

## 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

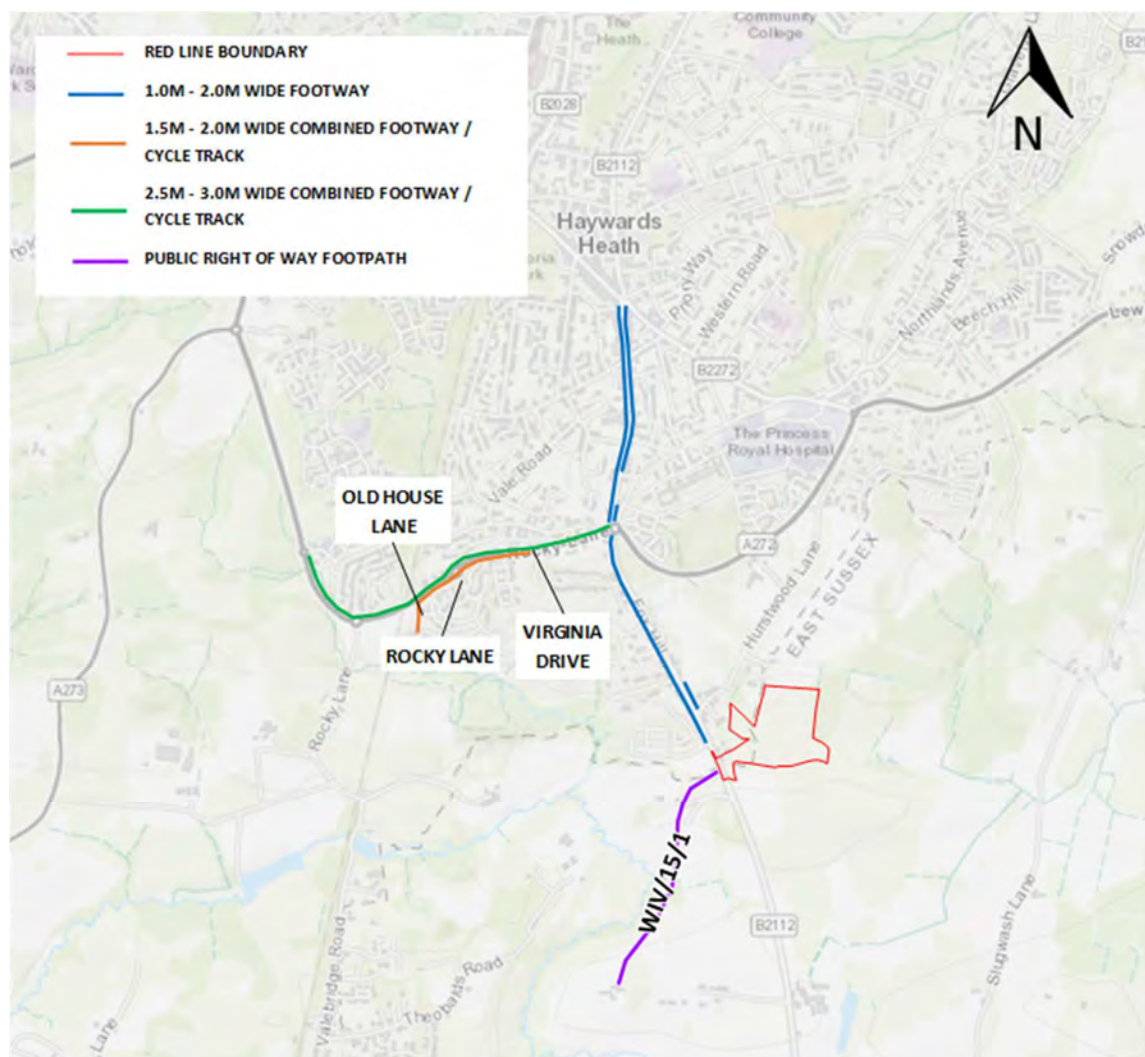
### 2.1 Introduction

- 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

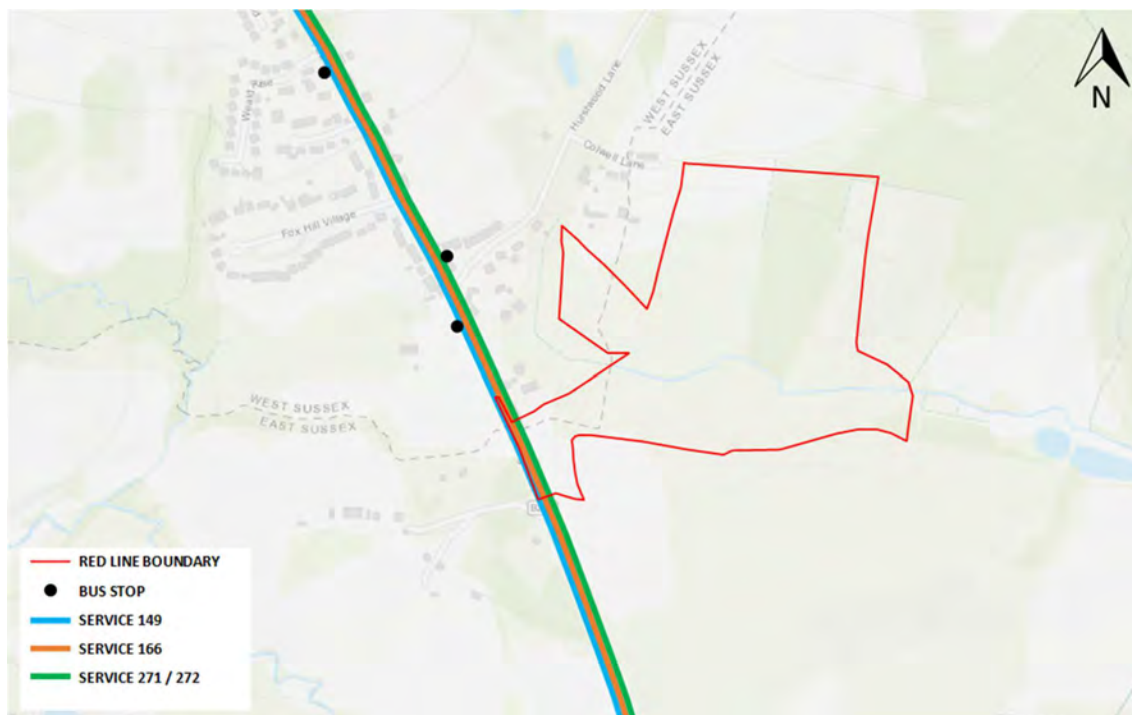
- 2.2.4 Cycle provision in the immediate area is generally on road, though the following dedicated facilities exist along the A272:
- A272 Rocky Lane – there is a combined footway / cycle track in the northern verge that runs from Fox Hill Roundabout to High Bank, generally 2.5-3.0m in width. Parts of 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><br>1 service daily at 0810 (Term Time Only)<br><u>Saturday</u><br>No Service   | No Service |
| 166       | Compass Travel     | Lewes – Plumpton – Wivelsfield – Haywards Heath                          | <u>Mon – Fri</u><br>5 services daily at 0803, 1002, 1249, 1459, and 1741<br><u>Saturday</u><br>4 services daily at 1002, 1249, 1459, and 1737   | No Service |
| 271 / 272 | Metrobus           | Crawley – Brighton (Royal Sussex County Hospital)                        | <u>Mon – Fri</u><br>Service every 2 hours between 0725 and 2208<br><u>Saturday</u><br>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.

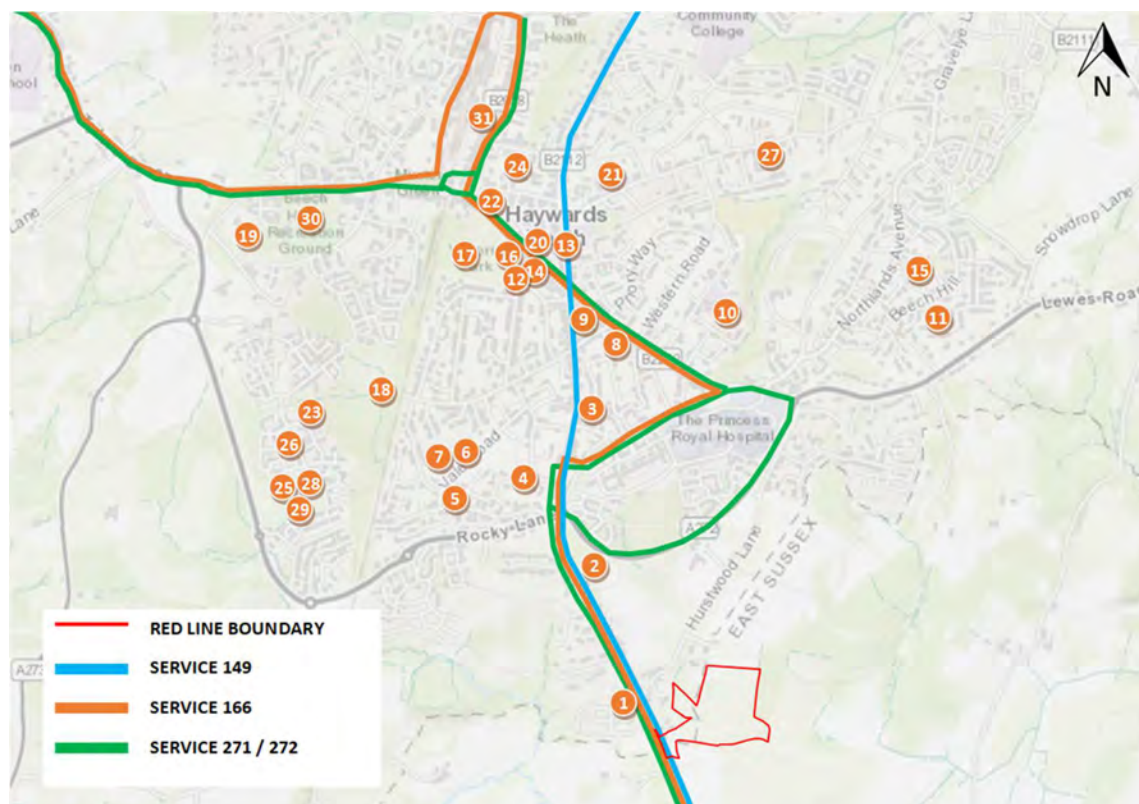
Table 2.3 – Local Amenities within Walking and Cycling Distance of the Site

| 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

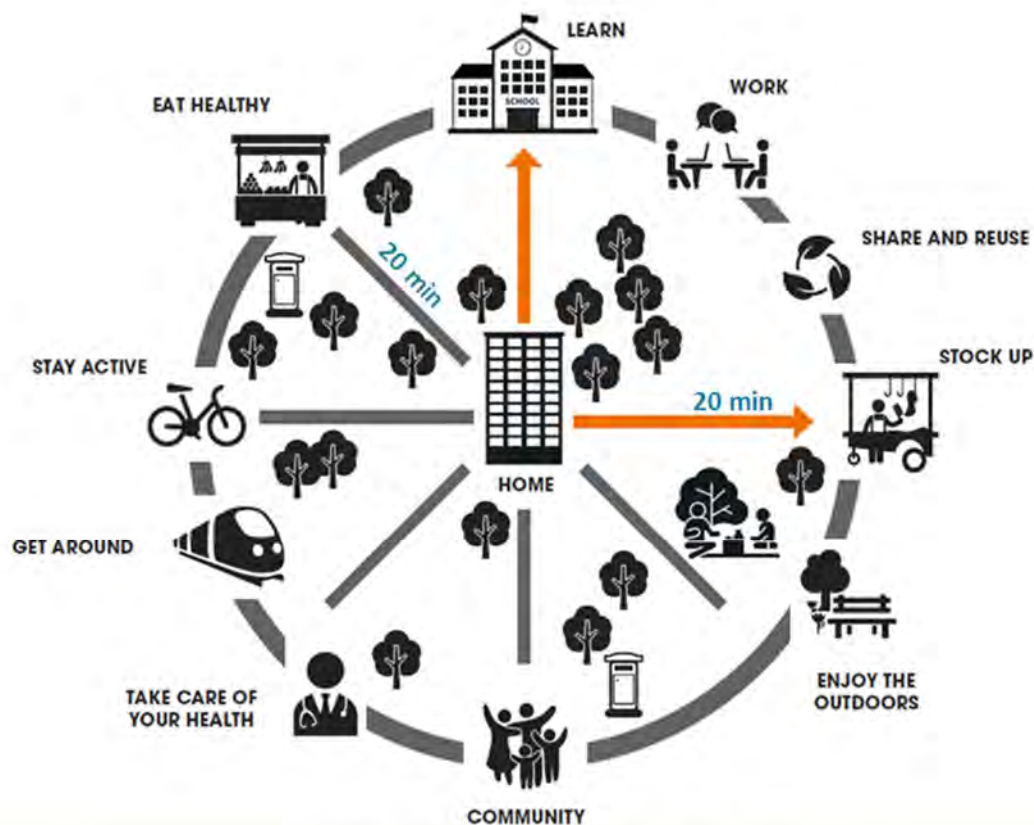


- 2.4.4 Although many of the facilities listed above are not within the immediate area, the Site lies within comparable distance to the previously consented Spring Bank development located to the south of the Proposed Development. In 2022, WSCC recognised that despite Spring Bank's location on the edge 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<br>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 bus via Compass Travel's 166 service or Metrobus' 271 / 272 service (value of £90 per dwelling).

### 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 CO<sub>2</sub> 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

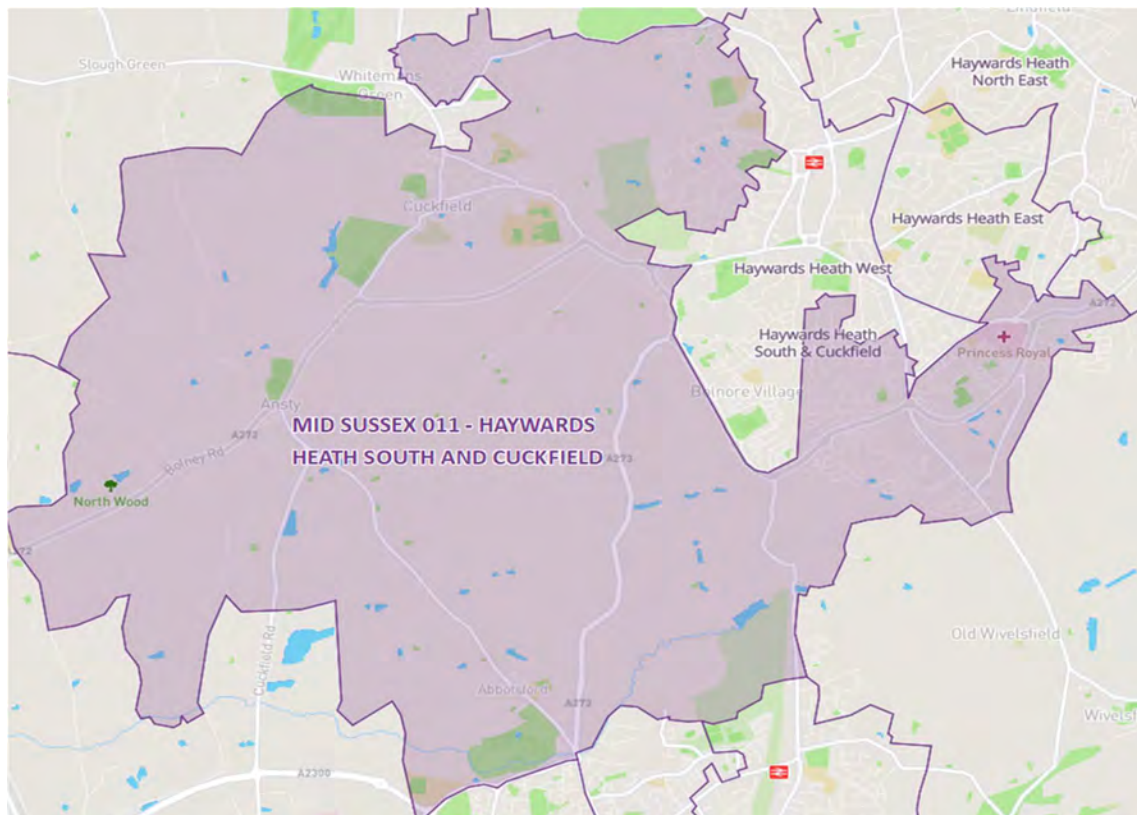
- 7.2.1 To remain consistent with the preferred outcomes identified in ESCC's LTP4, a target mode shift of 20% from single occupancy vehicles has been applied for the Proposed Development, which falls between their Core and Plus scenarios, which are 19% and 21% respectively. The specific mode shift targets 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.

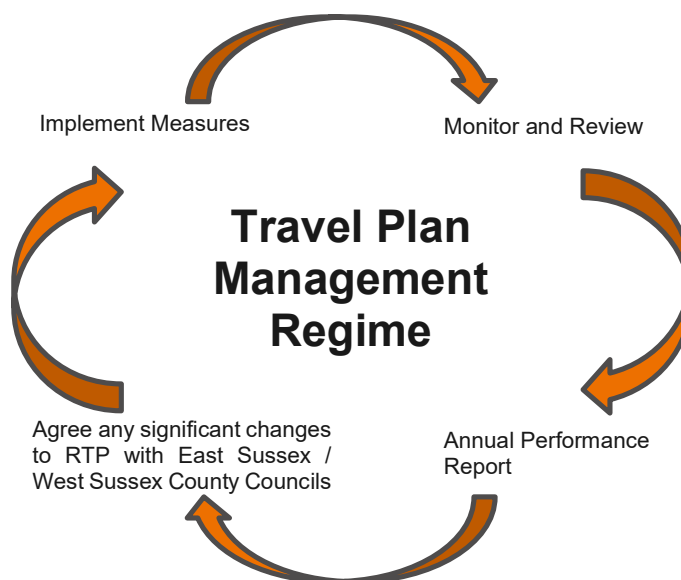
## 7.5 Monitoring and Review

- 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   |
|---|---|--|
| <b>Built Environment Measures</b>   |   |  |
| 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   |
| <b>Coordinator</b>  |   |  |
| Appointment of Travel Plan Coordinator  | The Developer                                       | Prior to occupation  |
| <b>Services and Facilities</b>  |   |  |
| Provision and management of community notice boards   | The Developer                                       | Prior to occupation  |
| <b>Marketing, Promotion and Awareness Raising</b>   |   |  |
| 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. |
| <b>Delivery of the Travel Plan Strategy</b>   |   |  |
| 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     |           |



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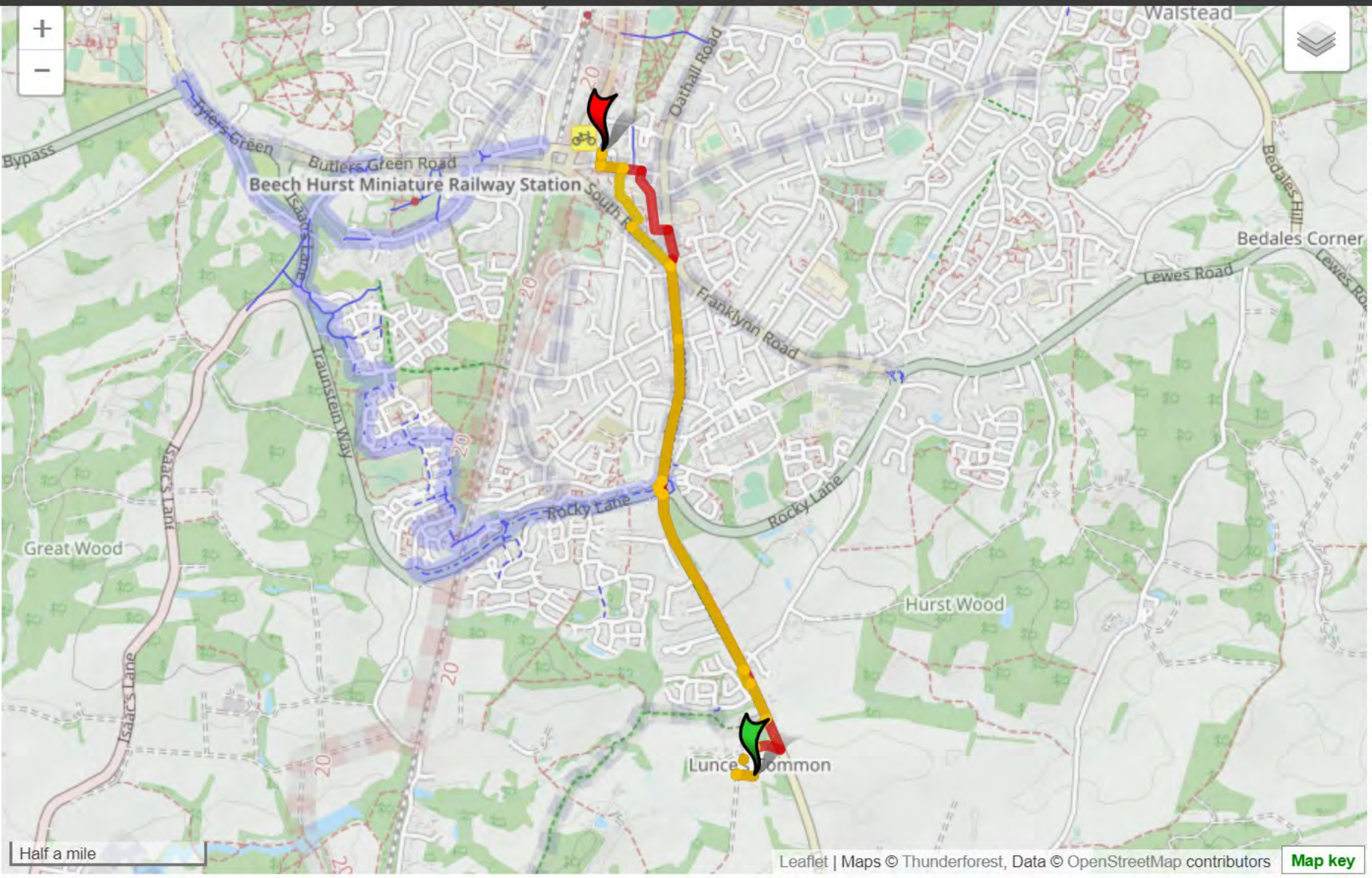


## Appendix B WSCC Cycle Journey Planner

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]
- CO<sub>2</sub> 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> |
|---|-----------------|------|------|----------------|-----------|-----------|
| <b>Lewes</b> , 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      |
| <b>Plumpton Green</b> , 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      |
| <b>Wivelsfield Green</b> , 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      |
| <b>Haywards Heath</b> , Perrymount Road | 0813            | 1012 | 1259 | 1509           | 1747      | 1751      |
| Haywards Heath, Sainsbury's             | ....            | 1014 | 1301 | 1511 <b>SO</b> | 1749      | ....      |
| Cuckfield, Warden Park School           | 0828 <b>Sch</b> | .... | .... | ....           | ....      | ....      |

|   | <u>NS</u> |      |      |      | <u>SO</u>       | <u>NS</u>      |
|---|-----------|------|------|------|-----------------|----------------|
| Cuckfield, Warden Park School           | ....      | .... | .... | .... | 1525 <b>Sch</b> | ....           |
| Haywards Heath, Sainsbury's             | ....      | 1016 | 1303 | 1515 | 1538            | 1753 <b>SO</b> |
| <b>Haywards Heath</b> , 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           |
| <b>Wivelsfield Green</b> , 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           |
| <b>Plumpton Green</b> , 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           |
| <b>Lewes</b> , 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

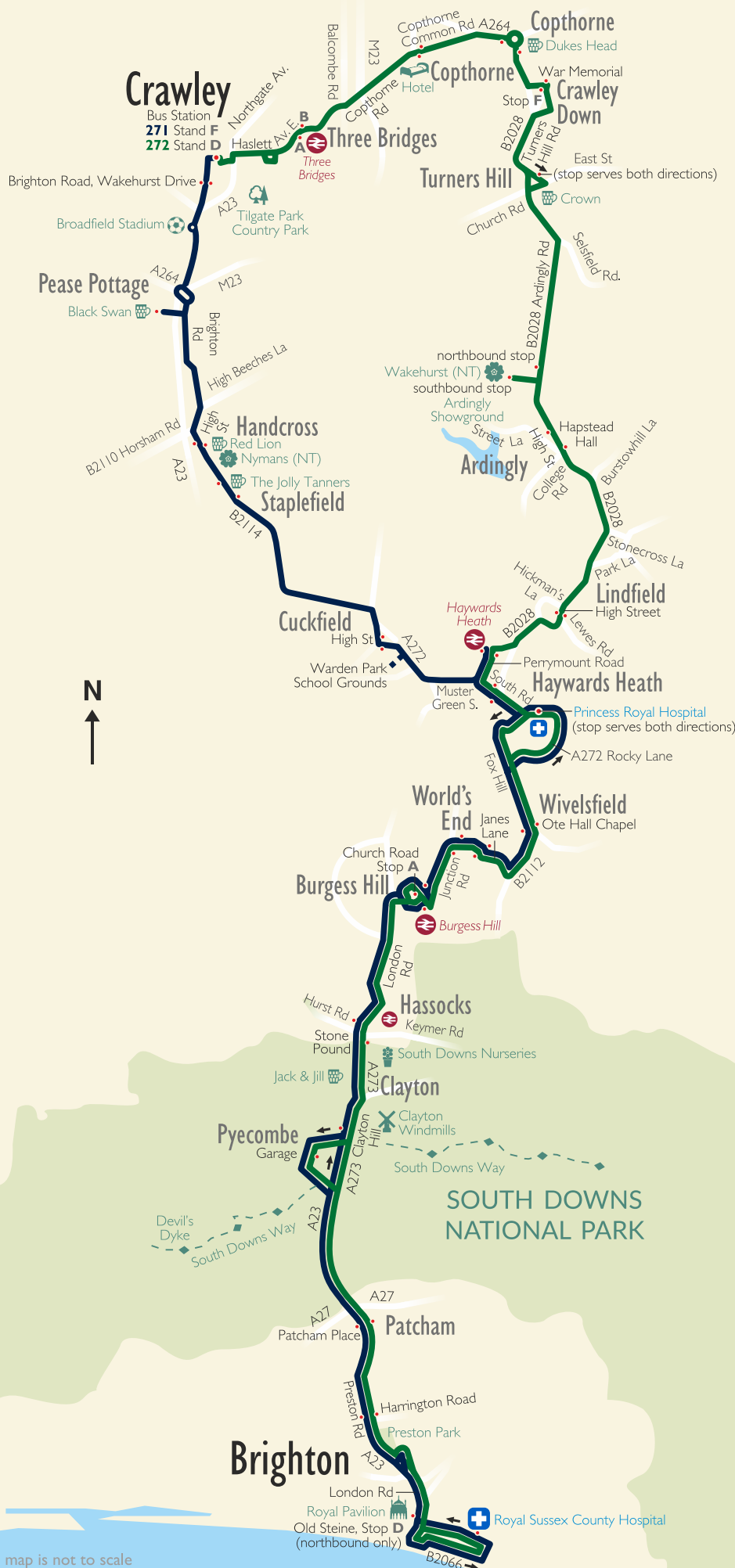
There are  
 guaranteed connections  
 to Crawley/Brighton  
 at

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



01293 449191

metrobus.co.uk



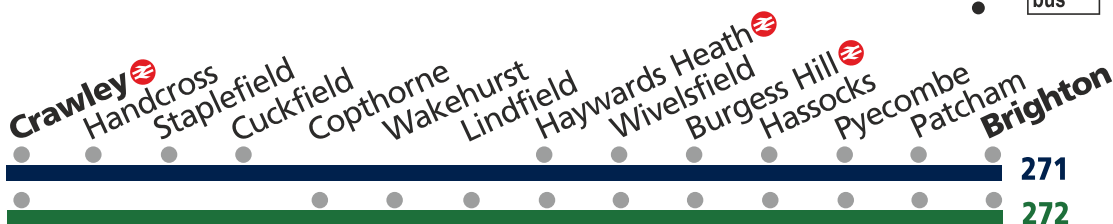
271

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  |
| <b>Crawley</b> Bus Station                         | 0503 | 0543 | .... | 0639 | .... | 0655 | 0736 | 0749 | 0800 | 0849 | 0953 | 1040 | 1153 |
| <b>Brighton Road</b> Wakehurst Drive .....         | 0507 | 0547 | .... | 0643 | .... | ↓    | ↓    | 0755 | 0805 | ↓    | 0957 | ↓    | 1157 |
| <b>Pease Pottage</b> Black Swan .....              | 0512 | 0552 | .... | 0649 | .... | ↓    | ↓    | 0803 | 0811 | ↓    | 1003 | ↓    | 1203 |
| <b>Handcross</b> Red Lion & Nymans .....           | 0517 | 0557 | .... | 0655 | .... | ↓    | ↓    | 0811 | 0817 | ↓    | 1009 | ↓    | 1209 |
| <b>Staplefield</b> Jolly Tanners .....             | 0520 | 0600 | .... | 0658 | .... | ↓    | ↓    | 0814 | 0820 | ↓    | 1012 | ↓    | 1212 |
| <b>Cuckfield</b> High Street .....                 | 0527 | 0607 | .... | 0705 | .... | ↓    | ↓    | 0823 | 0828 | ↓    | 1020 | ↓    | 1220 |
| <b>Three Bridges</b> Station, Stop B               | ↓    | ↓    | .... | ↓    | .... | 0700 | 0742 | ↓    | ↓    | 0855 | ↓    | 1046 | ↓    |
| <b>Copthorne</b> Hotel .....                       | ↓    | ↓    | .... | ↓    | .... | 0705 | 0749 | ↓    | ↓    | 0901 | ↓    | 1051 | ↓    |
| <b>Copthorne</b> Dukes Head .....                  | ↓    | ↓    | 0553 | ↓    | .... | 0708 | 0752 | ↓    | ↓    | 0904 | ↓    | 1054 | ↓    |
| <b>Crawley Down</b> War Memorial .....             | ↓    | ↓    | 0556 | ↓    | .... | 0711 | 0755 | ↓    | ↓    | 0907 | ↓    | 1057 | ↓    |
| <b>Turners Hill</b> Crown .....                    | ↓    | ↓    | 0602 | ↓    | .... | 0717 | 0804 | ↓    | ↓    | 0914 | ↓    | 1104 | ↓    |
| <b>Wakehurst</b>                                   | ↓    | ↓    | ↓    | ↓    | .... | 0724 | 0811 | ↓    | ↓    | 0921 | ↓    | 1111 | ↓    |
| <b>Ardingly</b> Hapstead Hall .....                | ↓    | ↓    | 0611 | ↓    | .... | 0729 | 0817 | ↓    | ↓    | 0926 | ↓    | 1116 | ↓    |
| <b>Lindfield</b> High Street .....                 | ↓    | ↓    | 0618 | ↓    | .... | 0736 | 0824 | ↓    | ↓    | 0933 | ↓    | 1123 | ↓    |
| <b>Warden Park School</b> Grounds .....            | ↓    | ↓    | ↓    | ↓    | .... | ↓    | ↓    | 0827 | ↓    | ↓    | ↓    | ↓    | ↓    |
| <b>Haywards Heath</b> Perrymount Road  (arr) ..... | 0535 | 0615 | 0623 | 0713 | .... | 0742 | 0832 | 0837 | 0836 | 0938 | 1028 | 1128 | 1228 |
| <b>Haywards Heath</b> Perrymount Road  (dep) ....  | 0536 | 0616 | 0624 | 0715 | .... | 0742 | 0832 | 0839 | 0839 | 0940 | 1030 | 1130 | 1230 |
| <b>Haywards Heath</b> South Road .....             | 0539 | 0619 | 0627 | 0719 | .... | 0746 | 0836 | 0843 | 0843 | 0945 | 1035 | 1135 | 1235 |
| <b>Princess Royal Hospital</b> .....               | 0543 | 0623 | 0631 | 0723 | 0735 | 0749 | 0840 | 0851 | 0851 | 0950 | 1040 | 1140 | 1240 |
| <b>Wivelsfield</b> Ote Hall Chapel .....           | 0548 | 0628 | 0636 | 0728 | 0740 | .... | .... | 0856 | 0856 | 0955 | 1045 | 1145 | 1245 |
| <b>World's End</b> Janes Lane .....                | 0553 | 0633 | 0641 | 0733 | 0745 | .... | .... | 0901 | 0901 | 1000 | 1050 | 1150 | 1250 |
| <b>Burgess Hill</b> Rail Station                   | 0556 | 0636 | 0645 | 0738 | 0750 | .... | .... | 0905 | 0905 | 1005 | 1054 | 1154 | 1254 |
| <b>Burgess Hill</b> Church Road .....              | 0558 | 0638 | 0647 | 0741 | 0753 | .... | .... | 0908 | 0908 | 1008 | 1057 | 1157 | 1257 |
| <b>Hassocks</b> Stone Pound .....                  | 0606 | 0647 | 0656 | 0751 | 0804 | .... | .... | 0917 | 0917 | 1017 | 1106 | 1206 | 1306 |
| <b>Pyecombe</b> Garage .....                       | 0610 | 0651 | 0701 | 0756 | 0809 | .... | .... | 0922 | 0922 | 1022 | 1110 | 1210 | 1310 |
| <b>Patcham Place</b> .....                         | 0614 | 0655 | 0705 | 0800 | 0813 | .... | .... | 0926 | 0926 | 1026 | 1114 | 1214 | 1314 |
| <b>Preston Road</b> Harrington Road .....          | 0617 | 0659 | 0709 | 0805 | 0819 | .... | .... | 0930 | 0930 | 1030 | 1118 | 1218 | 1318 |
| <b>Brighton</b> Old Steine .....                   | 0626 | 0709 | 0721 | 0820 | 0835 | .... | .... | 0943 | 0943 | 1043 | 1131 | 1231 | 1331 |
| <b>Royal Sussex County Hospital</b> .....          | 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  |
|---|------|------|------|------|------|------|------|------|------|
| <b>Crawley</b> Bus Station                          | 1240 | 1353 | 1456 | 1600 | .... | 1715 | 1840 | 1935 | .... |
| <b>Brighton Road</b> Wakehurst Drive .....          | ↓    | 1357 | ↓    | 1604 | .... | ↓    | 1844 | ↓    | .... |
| <b>Pease Pottage</b> Black Swan .....               | ↓    | 1403 | ↓    | 1610 | .... | ↓    | 1850 | ↓    | .... |
| <b>Handcross</b> Red Lion & Nymans .....            | ↓    | 1409 | ↓    | 1617 | .... | ↓    | 1856 | ↓    | .... |
| <b>Staplefield</b> Jolly Tanners .....              | ↓    | 1412 | ↓    | 1620 | .... | ↓    | 1859 | ↓    | .... |
| <b>Cuckfield</b> High Street .....                  | ↓    | 1420 | ↓    | 1628 | .... | ↓    | 1906 | ↓    | .... |
| <b>Three Bridges</b> Station, Stop B                | 1246 | ↓    | 1503 | ↓    | .... | 1723 | ↓    | 1941 | .... |
| <b>Copthorne</b> Hotel .....                        | 1251 | ↓    | 1509 | ↓    | .... | 1729 | ↓    | 1946 | .... |
| <b>Copthorne</b> Dukes Head .....                   | 1254 | ↓    | 1512 | ↓    | .... | 1732 | ↓    | 1949 | .... |
| <b>Crawley Down</b> War Memorial .....              | 1257 | ↓    | 1515 | ↓    | .... | 1735 | ↓    | 1952 | .... |
| <b>Turners Hill</b> Crown .....                     | 1304 | ↓    | 1522 | ↓    | .... | 1742 | ↓    | 1957 | .... |
| <b>Wakehurst</b>                                    | 1311 | ↓    | 1529 | ↓    | .... | 1749 | ↓    | ↓    | .... |
| <b>Ardingly</b> Hapstead Hall .....                 | 1316 | ↓    | 1534 | ↓    | .... | 1753 | ↓    | 2006 | .... |
| <b>Lindfield</b> High Street .....                  | 1323 | ↓    | 1541 | ↓    | .... | 1800 | ↓    | 2013 | .... |
| <b>Haywards Heath</b> Perrymount Road  (arr) .....  | 1328 | 1428 | 1546 | 1636 | .... | 1805 | 1914 | 2017 | .... |
| <b>Haywards Heath</b> Perrymount Road  (dep) ....   | 1330 | 1430 | 1548 | 1638 | 1700 | 1807 | 1916 | 2018 | 2123 |
| <b>Haywards Heath</b> South Road .....              | 1335 | 1435 | 1553 | 1643 | 1705 | 1812 | 1920 | 2021 | 2126 |
| <b>Haywards Heath</b> Princess Royal Hospital ..... | 1340 | 1440 | 1558 | 1649 | 1710 | 1817 | 1925 | 2025 | 2130 |
| <b>Wivelsfield</b> Ote Hall Chapel .....            | 1345 | 1445 | 1603 | 1654 | 1715 | 1822 | 1930 | 2030 | 2135 |
| <b>World's End</b> Janes Lane .....                 | 1350 | 1450 | 1608 | 1659 | 1720 | 1827 | 1935 | 2035 | 2140 |
| <b>Burgess Hill</b> Rail Station                    | 1354 | 1454 | 1613 | 1704 | 1725 | 1831 | 1938 | 2038 | 2143 |
| <b>Burgess Hill</b> Church Road .....               | 1357 | 1457 | 1616 | 1707 | 1728 | 1834 | 1941 | 2040 | 2145 |
| <b>Hassocks</b> Stone Pound .....                   | 1406 | 1507 | 1626 | 1719 | 1740 | 1843 | 1949 | 2047 | 2152 |
| <b>Pyecombe</b> Garage .....                        | 1410 | 1511 | 1630 | 1724 | 1745 | 1847 | 1953 | 2051 | 2156 |
| <b>Patcham Place</b> .....                          | 1414 | 1515 | 1634 | 1728 | 1749 | 1851 | 1957 | 2055 | 2200 |
| <b>Preston Road</b> Harrington Road .....           | 1418 | 1519 | 1638 | 1732 | 1753 | 1855 | 2001 | 2058 | 2203 |
| <b>Brighton</b> Old Steine .....                    | 1431 | 1532 | 1652 | 1747 | 1808 | 1908 | 2012 | 2109 | 2213 |
| <b>Royal Sussex County Hospital</b> .....           | 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

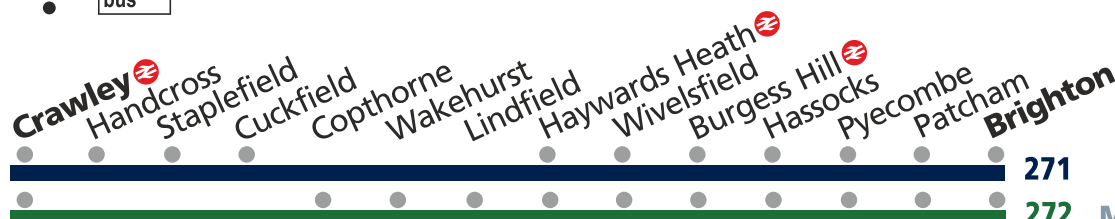


# 271

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

## Sundays and Public Holidays

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

CODE: Historic Building and Gardens.



271

## 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<br>271 | SDO<br>271 | SDO<br>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

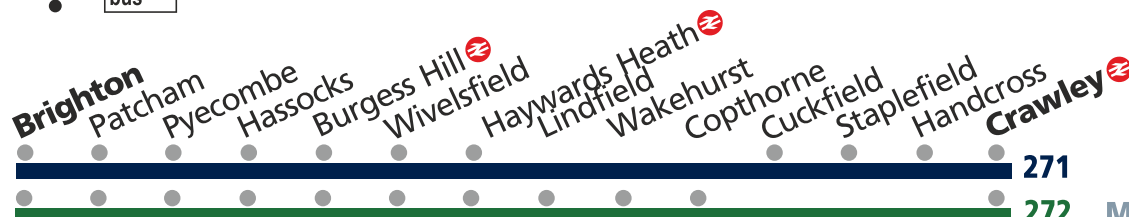


# 271

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/>