



Sarnlea

Consulting Engineers

**Land South of the Bowling
Club, The Daisycroft, Henfield,
West Sussex, BN5 9RN**

TRANSPORT STATEMENT

- The Daisycroft
- December 2025

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Sarnlea Consulting Engineers
Company Address:
128 City Road
EC1V 2NX
Tel: +44 7896 984328

Correspondence Address;
C/O 11 Court Road
Glen Parva
Leicester
LE2 9JB

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Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
revA	18.12.25	AJRM	AJRM	18.12.25	revA

Distribution of copies

Revision	Copy no	Quantity	Issued to
revA	01	01 (electronic)	CM (BD), KW (ETP), CDO (2020A),

Printed:	18 December 2025
Last saved:	18 December 2025 12:19 PM
File name:	The Daisycroft Transport Statement
Author:	AJRM
Project manager:	AJRM
Name of organisation:	Bruckland Developments
Name of project:	Henfield
Name of document:	Transport Statement
Document version:	revA
Project number:	ENG/BD/TD/001

1. Introduction

1.1 Summary

- 1.1.1 This Transport Statement has been prepared in support of a full planning application for the redevelopment of land south of the Bowling Club at The Daisycroft, Henfield, West Sussex, BN5 9RN.
- 1.1.2 The application proposes the demolition of existing buildings on the site and the erection of nine residential dwellings with associated access, parking, servicing, landscaping and infrastructure works.
- 1.1.3 The purpose of this report is to consider the proposed development in transport and highways terms, having regard to the site's location, existing transport conditions, the surrounding highway network, and the relevant national and local planning policy context. The assessment focuses upon access arrangements, parking provision, trip generation, and the overall sustainability and accessibility of the site by all modes of travel.
- 1.1.4 The Transport Statement has been prepared on a proportionate basis in accordance with current national guidance for developments of this scale, reflecting the nature of the proposal, the existing residential context, and the anticipated level of transport impact.
- 1.1.5 In preparing this report, reference has been made to the following information submitted in support of the planning application:
- Site location, block and proposed layout drawings;
 - The Design and Access Statement;
 - Site inspection and review of the surrounding highway environment; and
 - Published mapping and transport data sources.
- 1.1.6 The Transport Statement is structured as follows:
- Section 2.0 outlines the background to the proposed development;
 - Section 3.0 considers the existing conditions of, and around the site. This section also looks at the baseline transport data on which the assessment is

based. It gives the relevant details of the local highway network surrounding the site and assesses the accessibility levels of the site via modes of transport other than the private car;

- Section 4.0 details the national and local policy considerations relevant to the development site and land use proposed;
- Section 5.0 looks at the proposed development in detail by giving regard to the proposed access strategy and the site's internal layout;
- Section 6.0 evaluates the impact of Trip and Traffic Generation associated with the proposal; and
- Section 7.0 includes a summary and draws together the conclusions of the assessment.

2. Background

2.1 Site Location & Background Context

- 2.1.1 The application site is located on land south of the Henfield Bowling Club, on the southern side of The Daisycroft, within the established settlement of Henfield. Henfield is identified within the development plan as a small town and larger village, offering a good range of services and facilities and acting as a local hub for surrounding settlements.
- 2.1.2 The site comprises a broadly rectangular parcel of land extending to approximately 0.61 hectares. It forms part of the transition between the built up area of Henfield and the more open countryside to the east but is well contained by existing development and established boundary vegetation. Residential properties lie to the south and west of the site, while the Bowling Club represents a well-established community leisure use to the north.
- 2.1.3 The principle of residential development on the site is established through its allocation within the Henfield Neighbourhood Plan, which identifies the land south of the Bowling Club as suitable for housing. The current proposal for nine dwellings closely reflects the scale of development anticipated within that allocation and has been designed to respond to site-specific constraints and opportunities.
- 2.1.4 Vehicular access to the site will be taken from The Daisycroft, utilising an existing access point which will be upgraded to serve the proposed development. The internal layout has been designed to provide appropriate parking, turning and servicing arrangements, whilst maintaining a strong relationship with the surrounding residential context.
- 2.1.5 There is no recent or pertinent planning history associated with the site in highways or transport terms that would materially affect the consideration of this proposal.
- 2.1.6 A site location and redline plan can be seen as **Figure 1** below:

Figure1



3. Existing Conditions

3.1 Existing Site Context

- 3.1.1 The site is currently undeveloped grassland, enclosed by a combination of mature hedgerows, shrubs and trees that provide a clear and well defined boundary. This vegetation contributes to the site's semi-rural edge of settlement character and provides a degree of visual containment, particularly along the southern and western boundaries where existing residential properties are located.
- 3.1.2 The Bowling Club to the north of the site is a well maintained recreational facility forming part of Henfield's wider community infrastructure. Its presence reinforces the established nature of the surrounding area and the compatibility of residential development in this location.
- 3.1.3 The surrounding built form is predominantly residential in character. Along The Daisycroft and nearby streets such as Henfield Common North and Furners Mead, development comprises a mix of bungalows and larger two-storey dwellings, reflecting a varied but cohesive village townscape. Listed buildings at Stipenhoke are located to the south of the site, although their setting is already influenced by modern residential development on multiple sides.
- 3.1.4 The Daisycroft is a residential road serving local traffic only and forms part of the village's internal road network. Traffic speeds and flows are consistent with its residential function and there is no evidence of existing highway safety or capacity issues in the vicinity of the site. The character of the road and surrounding streets is typical of a village environment, with an emphasis on access rather than movement.
- 3.1.5 Pedestrian infrastructure is provided along surrounding streets, enabling movement on foot between the site and nearby residential areas, community facilities and services. The site benefits from its proximity to Henfield village centre, where shops, schools, community buildings and recreational spaces are located within reasonable walking and cycling distance.
- 3.1.6 The site lies outside any nationally or locally designated landscapes, is not within the Green Belt, and is located within Flood Zone 1. From a transport perspective, the site's location within an established settlement, close to services and facilities,

is consistent with sustainable development principles and supports residential use without undue reliance on longer distance travel.

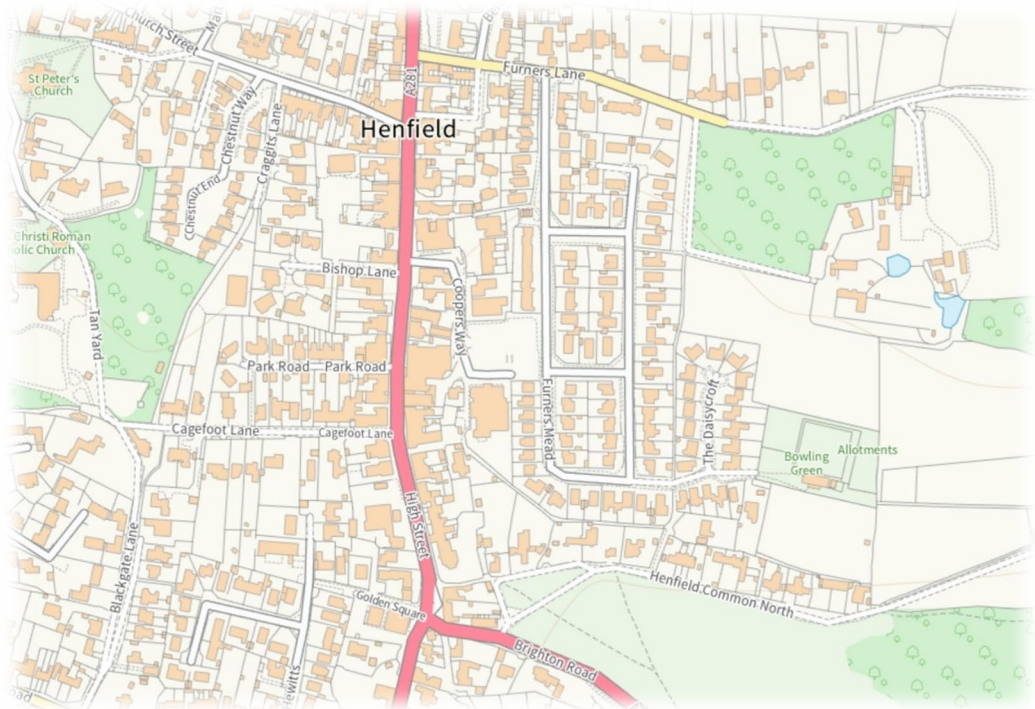
3.2 Local Highway Network

- 3.2.1 The application site is accessed from The Daisycroft, a residential road located within the established settlement of Henfield. The Daisycroft performs a local access function and primarily serves adjoining residential properties and community uses, including the Henfield Bowling Club to the north of the site. The character of the road is consistent with its residential role, with traffic volumes and vehicle speeds generally low and appropriate to the surrounding environment.
- 3.2.2 The Daisycroft connects into the wider village road network, providing access to High Street/London Road via Furners Mead, Furners Lane and Coopers Way that collectively serve the residential areas of the village.
- 3.2.3 These roads operate as local distributors, accommodating short internal trips within Henfield rather than strategic through movements. The surrounding highway network is therefore well suited to accommodating small scale residential development without placing undue pressure on higher order routes.
- 3.2.4 Henfield itself is located in proximity to the A281, which provides north–south connectivity between Brighton and the A23 corridor, as well as links to surrounding settlements. However, the application site is not directly connected to this strategic route and vehicular access to the site is mediated through the local road network. As such, traffic associated with the proposed development will disperse naturally through the village streets in a manner consistent with existing residential travel patterns.
- 3.2.5 The local highway environment is typical of a village setting, with junctions, carriageway widths and forward visibility appropriate to the prevailing traffic conditions. There is no evidence of existing capacity constraints or highway safety issues on The Daisycroft or the immediately surrounding road network that would be exacerbated by the level of traffic associated with nine residential dwellings.
- 3.2.6 The residential nature of the surrounding roads, combined with their function within the settlement, supports a highway environment where vehicle movements are moderated by context, and where the introduction of a modest level of additional traffic can be accommodated without detriment to safety or operation. The

proposed development is therefore considered to be appropriately located in highway terms and capable of being served by the existing local highway network.

3.2.7 A plan showing the local highway network can be found as **Figure 2** below:

Figure 2



3.3 Accessibility & Local Amenities

3.3.1 The accessibility of the application site has been assessed to establish the suitability of the location for residential development in transport terms, with particular regard to opportunities for travel by sustainable modes. The assessment considers walking, cycling and public transport accessibility, together with the proximity of local services and facilities within Henfield.

Walking & Cycling

3.3.2 The site is located within an established village settlement and benefits from its close proximity to a range of day to day amenities, including shops, schools, community facilities and recreational uses. These facilities are located within distances that are consistent with accepted walking and cycling thresholds for

residential development, providing future residents with opportunities to undertake some trips without reliance on the private car.

- 3.3.3 Pedestrian accessibility in the vicinity of the site is supported by the presence of footways along surrounding residential streets, which provide direct and convenient routes between the site and nearby destinations within Henfield. The local street environment is typical of a village setting, with low traffic speeds and residential character, creating conditions that are generally conducive to pedestrian movement.
- 3.3.4 Cycling also represents a realistic mode of travel for trips within Henfield and to nearby destinations. The surrounding road network operates at a local scale and is suitable for shared use by cyclists and motor vehicles. The provision of cycle storage within the proposed development further supports the use of cycling as a practical and sustainable travel option.

Public Transport

- 3.3.5 Public transport accessibility is provided through bus services operating within Henfield, offering connections to surrounding settlements and key destinations. Bus stops are located within walking distance of the site, enabling residents to access services without the need to drive to more distant locations.
- 3.3.6 The site is typically accessible by public transport. The nearest bus stops are located on High Street, within a 7 minute walk distance of the site.
- 3.3.7 These stops are served by the 17, 100 and 106 routes which are summarised as follows:

TABLE 1: Bus Service Provision

Service	Route Description	Nearest Stop / Distance from Site	Frequency / Notes
17	Henfield – Steyning – Shoreham-by-Sea	High Street (approx. 7 minutes' walk from the site)	Operates approximately every 30 mins Monday to Saturday

Service	Route Description	Nearest Stop / Distance from Site	Frequency / Notes
100	Henfield – Steyning – Horsham – Burgess Hill	High Street (approx. 7 minutes' walk from the site)	Services every 60-90 mins
106	Henfield – Brighton	High Street (approx. 7 minutes' walk from the site)	Approximately every 60 mins

3.3.8 Full details of these services can be found in **Appendix A**.

3.3.9 The presence of these bus services within close proximity supports sustainable travel choices for residents and visitors, aligning with local and regional transport policies aimed at reducing reliance on private vehicles.

3.3.10 The nearest stops lie outside the maximum desirable walking distance to a bus stop of 400 metres as identified in the IHT document 'Guidelines for Planning for Public Transport Development'.

3.3.11 Notwithstanding the threshold, paragraph 5.18 of the IHT document states that:

3.3.12 **“It is more important to provide services that are easy for passengers to understand and attractive to use than to achieve slavish adherence to some arbitrary criteria for walking distance.”**

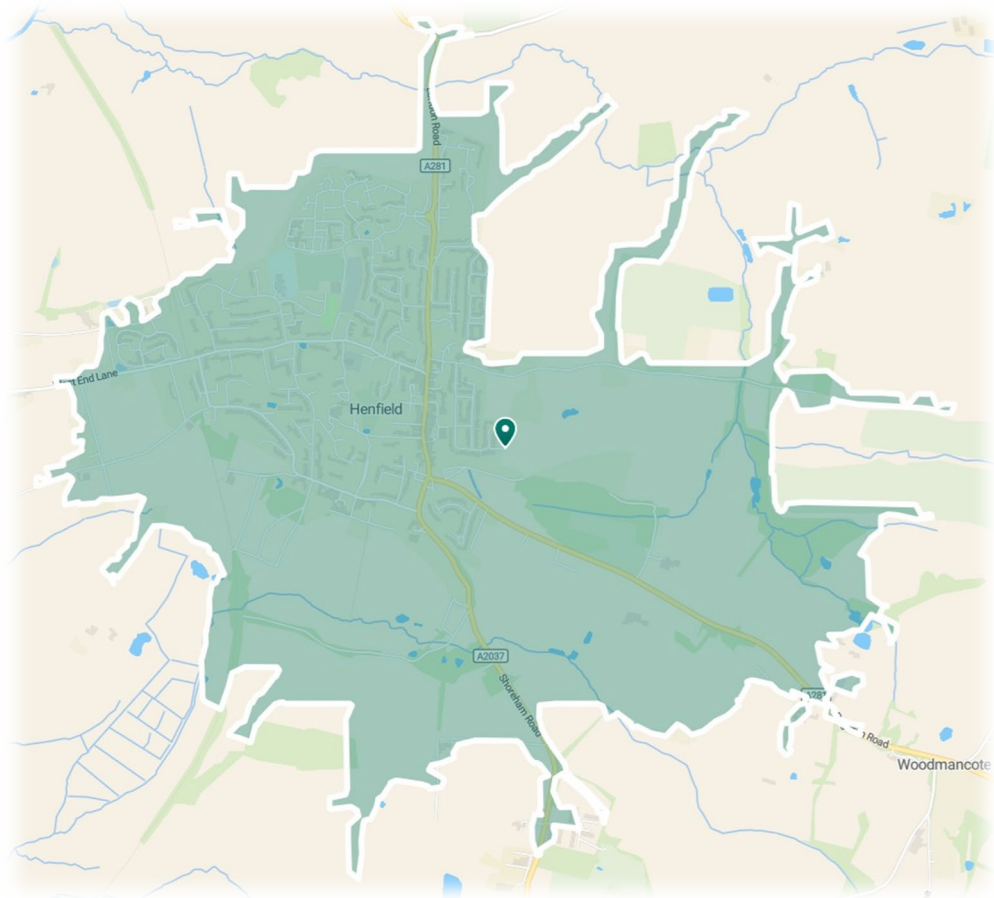
3.4 Walking Appraisal

3.4.1 According to the Institute of Highways and Transportation (IHT), approximately 80% of walk journeys and walk stages in urban areas are less than one mile. The average length of a walk journey is one kilometre (0.6 miles). This differs little by age or sex and has remained constant since 1975/76. However, this varies according to location. The main factors that influence both walking distance and

walking time in a city or town centre appear to be the size of the city or town itself, and the shape and quality of the pedestrianised area.

- 3.4.2 An average walking speed of 1.4m/s can be assumed, which equates to approximately 400m in 5 minutes or 3 miles per hour. The situation of people with mobility difficulties must be kept in mind when applying these figures.
- 3.4.3 This equates to an average mean of 1200m or a 15 minute walk, however, experience dictates that many walking distances can be much longer.
- 3.4.4 A distance of 1000m for a walking journey or stage is deemed as acceptable, with a preferred maximum of 2000m.
- 3.4.5 A full walking isochrones band can be seen in **Figure 3** below which illustrates the localities within an acceptable walking distance of the site.

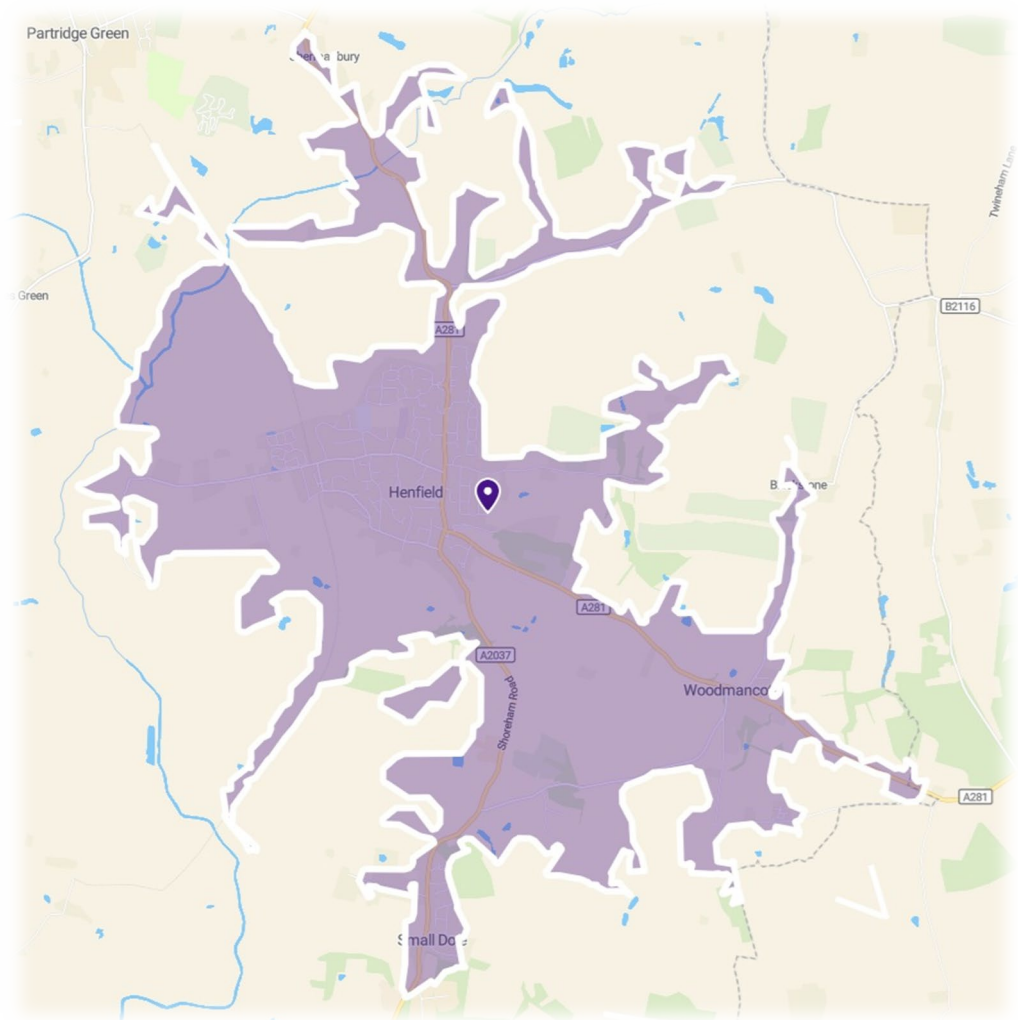
Figure 3



3.5 Cycling Appraisal

- 3.5.1 The considered acceptable cycling distance to new developments is regarded as being 4km, although many commuters travelling by bike will cycle much further distances than this, the Department for Transport (DfT) considers 4km as the acceptable distance. This equates to approximately a 20 minute journey **Figure 4** below illustrates the full cycling isochrones within an acceptable distance of the site.

Figure 4



- 3.5.2 In regard to local amenities, walking and cycling accessibility thresholds are referenced by CIHT and LTN 1/20 which is considered good practice although

amenities should be measured against the ATE threshold of 800m which equates to 0.5miles.

- 3.5.3 The following table provides a summary of the available typical amenities available within this distance:

TABLE 2: Local Amenity Provision

Category	Facility / Provider	Approx. Distance from Site
Supermarkets	None	N/A
Convenience Stores	South Downs Butchery	0.2 miles
	Cornerweighs	0.2 miles
	Stokes of Henfield	0.2 miles
	Jeremy's	0.2 miles
	Henfield Post Office	0.2 miles
	Sussex Fine Food Co	0.2 miles
Bars / Pubs / Clubs	Henfield Club	0.2 miles
Restaurants / Cafés	Henfield Tandoori	0.2 miles
	Relish	0.2 miles
	Truffles	0.2 miles
	Christina's	0.2 miles
	The Post House Cafe	0.2 miles
	Partage	0.2 miles
	Kebab Knight	0.2 miles

Category	Facility / Provider	Approx. Distance from Site
	Old London House	0.2 miles
	Abilitea Place	0.2 miles
	King Fish	0.2 miles
Pharmacies	Lloyds Pharmacy	0.2 miles
GP Surgeries	Henfield Medical Centre	0.5 miles
Schools	St Peter's CofE Primary	0.5 miles

4. Planning and Policy Context

4.1 National Policy Context

- 4.1.1 The Government's overarching transport and land-use planning policies are set out within the *National Planning Policy Framework (NPPF, 2023)*. The NPPF seeks to promote sustainable patterns of development and to ensure that opportunities to use sustainable modes of transport are maximised for all users.
- 4.1.2 Paragraph 111 of the NPPF states that development proposals should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 4.1.3 Paragraphs 112 and 113 emphasise the need for developments to give priority to pedestrian and cycle movements, address the needs of people with disabilities and reduced mobility, and provide access to high-quality public transport facilities. Developments should create places that are safe, secure, and attractive which minimise the scope for conflict between pedestrians, cyclists, and vehicles and should enable the efficient delivery of goods, supplies, and servicing.
- 4.1.4 The NPPF therefore establishes a clear presumption in favour of sustainable development, encouraging the reuse of previously developed land within accessible town centre locations where travel by walking, cycling, and public transport can be maximised.

4.2 Local Policy Context

- 4.2.1 The statutory development plan for the site comprises the Horsham District Planning Framework and the Henfield Neighbourhood Plan. Together, these documents establish the spatial strategy for development within the district and provide specific guidance on transport, accessibility and parking considerations.
- 4.2.2 The site is located within the settlement of Henfield, which is identified as a sustainable village with a good range of services and facilities. Local policy recognises that such settlements are appropriate locations for residential

development, provided that proposals are appropriately scaled and integrated with existing infrastructure.

Horsham District Planning Framework

- 4.2.3 Strategic policies within the Horsham District Planning Framework support sustainable development that makes effective use of land within established settlements. The Framework seeks to ensure that new development is located where it can be served by existing infrastructure and transport networks, and where residents have reasonable access to services and facilities without undue reliance on the private car.
- 4.2.4 Local transport policy promotes the development of integrated transport systems and encourages a shift toward more sustainable modes of travel. Development proposals are expected to minimise the need to travel, support walking and cycling, and make appropriate provision for public transport where available.
- 4.2.5 Parking policy within the Framework requires that development provides appropriate levels of parking to meet operational needs without resulting in harm to highway safety or residential amenity. The policy allows for flexibility where proposals can demonstrate that parking provision is appropriate to the site's location, accessibility and context.

Henfield Neighbourhood Plan

- 4.2.6 The Henfield Neighbourhood Plan forms an important part of the development plan and provides site specific guidance for residential development within the village. The application site is identified within the Neighbourhood Plan as suitable for residential development, establishing the principle of housing in this location.
- 4.2.7 The Neighbourhood Plan places emphasis on ensuring that new development integrates with the existing settlement pattern, respects local character and provides safe and convenient access for all users. Transport considerations focus on ensuring that development does not give rise to unacceptable traffic impacts, that access arrangements are appropriate to the local road network, and that adequate parking and servicing provision is made.
- 4.2.8 The Neighbourhood Plan also recognises the importance of sustainable travel, supporting development that is well located in relation to village services and

facilities and that provides opportunities for walking, cycling and public transport use.

4.3 Policy Summary

- 4.3.1 Taken together, national and local planning policy supports residential development within Henfield where proposals are appropriately scaled, accessible and capable of being accommodated safely within the existing highway network.
- 4.3.2 The application site is located within an established and sustainable village settlement, close to local services, facilities and public transport. The proposed access arrangements utilise an existing access point and are designed to provide safe and suitable access for vehicles and pedestrians.
- 4.3.3 The level of parking provision proposed reflects the residential nature of the development and its village location, while cycle storage is provided to support sustainable travel choices. The modest scale of development ensures that traffic generation will be limited and capable of being accommodated without adverse impact on highway safety or network operation.
- 4.3.4 Overall, the proposed development accords with the objectives of national planning policy, the strategic and transport policies of the Horsham District Planning Framework, and the site specific guidance of the Henfield Neighbourhood Plan. From a transport and highways perspective, the proposal represents an appropriate form of development in a sustainable location and is fully compliant with the relevant policy framework.

5. Proposed Development

5.1 Development Overview

- 5.1.1 The proposed development comprises the erection of nine detached dwellings on land south of the Bowling Club at The Daisycroft, Henfield, following the demolition of existing structures on the site. The scheme includes associated access works, parking provision, landscaping, refuse storage and servicing infrastructure.
- 5.1.2 The development schedule is summarised as follows:
- Nine detached dwellings comprising a mix of two-bedroom, three-bedroom and four-bedroom units;
 - Associated off-street parking provision and private amenity space for each dwelling;
 - An internal access road with a turning head;
 - Secure cycle storage and refuse and recycling provision for each dwelling; and
 - Areas of landscaped open space, including boundary planting and buffers to adjoining properties.
- 5.1.3 The scheme has been carefully designed to respond to the site's edge of settlement location, surrounding residential context and the presence of nearby heritage assets.
- 5.1.4 The layout reflects the shape and depth of the site and incorporates lower height dwellings and landscaped buffers along the most sensitive boundaries, ensuring that the development integrates appropriately with its surroundings.
- 5.1.5 The proposed access arrangement utilises and upgrades an existing access point from The Daisycroft, providing a safe and efficient means of access while maintaining the residential character of the street.
- 5.1.6 The full Site Layout Plan can be seen as **Appendix B**.

5.2 Access Strategy

- 5.2.1 Vehicular and pedestrian access to the site will be taken from The Daisycroft via an existing access point located along the southern side of the carriageway. This access will form the sole point of ingress and egress for the proposed development and will be upgraded locally to serve the proposed nine dwellings in a safe and efficient manner.
- 5.2.2 The proposed access arrangement utilises the established access location, thereby avoiding the introduction of additional access points along The Daisycroft. The geometry and alignment of the access have been designed to respond to the residential character of the street and to provide appropriate visibility for emerging and passing vehicles, consistent with the prevailing traffic speeds and highway conditions.
- 5.2.3 The access width has been designed to accommodate two-way vehicle movements into and out of the site, as well as the passage of service and emergency vehicles. The arrangement also allows for pedestrians to pass safely between the site and the public footway network, ensuring that pedestrian movements are clearly accommodated alongside vehicular access.
- 5.2.4 Pedestrian access will be provided from The Daisycroft into the site, linking directly with the internal layout and providing convenient connections to surrounding residential streets and local amenities within Henfield. The access design ensures that pedestrian routes are legible, direct and separated from vehicle manoeuvring areas where practicable.
- 5.2.5 The internal layout includes a turning head to ensure that vehicles can enter and leave the site in a forward gear, avoiding the need for reversing movements onto the public highway. This arrangement supports safe operation for residents, visitors and service vehicles and is appropriate to the scale of development proposed.
- 5.2.6 The access and internal circulation arrangements have been designed in accordance with inclusive design principles, ensuring that routes are accessible for all users, including those with mobility impairments. Gradients, alignment and

surface treatments will be addressed through detailed design to ensure a safe and convenient environment for all users.

5.3 Internal Layout and Servicing

- 5.3.1 The internal layout of the site has been designed to provide a clear, legible and functional arrangement for residential access, parking, servicing and pedestrian movement. A private internal access road serves the proposed dwellings and provides a coherent framework for vehicle circulation within the site, whilst maintaining appropriate separation between vehicular and pedestrian activity.
- 5.3.2 Due to the geometry of the site and the constraints imposed by surrounding development, a refuse collection vehicle is unable to enter the site. This has been addressed through the incorporation of a private refuse management strategy, whereby refuse and recycling bins for each dwelling will be presented at a designated bin collection point on collection days. The collection point is located close to the site entrance and within approximately 25 metres of the nearest stopping point.
- 5.3.3 On collection days, refuse vehicles will reverse outside Little Orchard, which reflects the existing and established refuse collection arrangement currently operating in the area. This approach mirrors the existing situation and does not introduce a new or atypical servicing arrangement in local highway terms. The bin collection point has been positioned to ensure that bins can be moved to and from the collection location without the need for storage on the public highway.
- 5.3.4 Refuse and recycling storage for each dwelling will be provided within the curtilage of the respective plots, ensuring that bins are securely stored and screened from public view outside of collection days. The internal layout allows for convenient movement of bins between individual dwellings and the collection point, with distances kept within accepted parameters for residential development.
- 5.3.5 Secure cycle storage will be provided for each dwelling within private garden areas, ensuring that bicycles can be stored safely and conveniently without impacting the public realm or internal circulation routes. This provision supports sustainable travel choices and is appropriate to the scale and residential nature of the development.
- 5.3.6 Emergency access to the site is maintained via The Daisycroft. The internal access road and turning head have been designed to accommodate emergency vehicles,

ensuring that all dwellings can be accessed in accordance with relevant guidance. The internal layout enables vehicles to enter and leave the site in a forward gear, supporting safe and efficient operation for all users.

- 5.3.7 Full Details of all swept path analysis vehicle tracking can be found as **Appendix C**.

5.4 Parking Provision

- 5.4.1 The proposed development includes off-street car parking provision designed to meet the needs of future residents and visitors, whilst ensuring that the development operates safely and efficiently and does not give rise to adverse impacts on the surrounding highway network.
- 5.4.2 Parking provision for the scheme has been assessed in accordance with West Sussex County Council's Guidance on Parking at New Developments (September 2020), which provides an evidence based framework for determining appropriate parking levels for new residential development. The guidance identifies expected levels of parking demand based on dwelling size and location, using defined Parking Behaviour Zones to reflect local car ownership patterns and parking characteristics.
- 5.4.3 The application site is located within Parking Behaviour Zone 2. In accordance with the guidance, residential parking demand within this zone varies depending on the size of dwellings proposed. The development comprises a mix of three two-bedroom houses, three three-bedroom houses and three four-bedroom houses.
- 5.4.4 Based on the adopted guidance, two-bedroom dwellings within Parking Behaviour Zone 2 have an expected parking demand of approximately 1.7 spaces per dwelling, three-bedroom dwellings have an expected demand of approximately 2.1 spaces per dwelling, and four-bedroom dwellings have an expected demand of approximately 2.7 spaces per dwelling. The guidance recognises that these figures represent expected demand rather than fixed standards and allows flexibility where proposals can demonstrate that parking provision is appropriate to the site context and layout.
- 5.4.5 The proposed development provides a total of 19 off-street parking spaces comprising two spaces for each dwelling, with the exception of Plot 6, which is provided with three spaces. In addition, three unallocated visitor parking spaces

are provided within the site. This results in a comprehensive parking provision that responds to both resident and visitor demand.

- 5.4.6 Parking spaces are provided off-street and within close proximity to the dwellings they serve, ensuring that parking is convenient, well overlooked and integrated into the overall site layout. The arrangement avoids reliance on on-street parking and ensures that vehicles associated with the development can be accommodated entirely within the site boundary.
- 5.4.7 The inclusion of three dedicated visitor spaces reflects the modest scale of the development and the residential nature of the site. Visitor parking demand is expected to peak during evenings and weekends, and the provision of unallocated visitor spaces ensures that such demand can be accommodated without displacement onto The Daisycroft or surrounding residential streets.
- 5.4.8 The parking layout has been designed to ensure that all spaces are usable and accessible, with appropriate manoeuvring space provided to allow vehicles to enter and exit spaces safely and conveniently. Vehicles are able to enter and leave the site in a forward gear, and parking spaces do not obstruct access routes, pedestrian movement or servicing arrangements.
- 5.4.9 The proposed parking provision accords with the guiding principles set out in the West Sussex County Council parking guidance, which seeks to balance the need to accommodate parking demand with the avoidance of excessive provision that could undermine sustainable travel objectives. The site's location within an established village settlement, close to local services and public transport, further supports the appropriateness of the proposed parking level.
- 5.4.10 Overall, the parking provision proposed for the development is considered appropriate for its location within Parking Behaviour Zone 2 and for the mix of dwellings proposed. The scheme provides sufficient parking to meet the needs of residents and visitors, avoids reliance on on-street parking, and ensures that the development can operate safely and efficiently without detriment to highway safety or residential amenity.

6. Trip and Traffic Generation

6.1 Overview

- 6.1.1 This section considers the trip and traffic generation associated with the proposed residential development, having regard to the scale and nature of the proposal, the site's location within the settlement of Henfield, and the characteristics of the surrounding highway network.
- 6.1.2 The assessment has been undertaken on a proportionate basis, consistent with national guidance for developments of this scale. The proposal comprises nine detached dwellings, and the resulting level of vehicular traffic is expected to be modest and typical of small-scale residential development.
- 6.1.3 There is no existing or former lawful use on the site that generates vehicular trips. The assessment therefore focuses solely on the trips likely to be generated by the proposed development and the ability of the local highway network to accommodate those movements safely.

6.2 Proposed Development

- 6.2.1 The proposed development comprises nine private dwellings, including a mix of two-bedroom, three-bedroom and four-bedroom houses. Residential trip generation is characterised by low intensity movements distributed throughout the day, with limited activity during peak highway periods.
- 6.2.2 Trips associated with the development will include commuting journeys, education trips, shopping and leisure trips, visitor movements and servicing activity. Given the modest scale of the development, these trips will be limited in number and comparable to movements associated with a small residential cul-de-sac.

6.3 Trip-Rate Assessment

- 6.3.1 Trip generation has been assessed using established trip-rate evidence derived from comparable residential developments. Residential trip rates are well understood and widely used for developments of this nature.
- 6.3.2 Typical weekday residential trip rates for private housing developments indicate the following two-way vehicle movements per dwelling:

6.3.3 Reference has been made to the *TRICS* database (Version 7.11, 2025) to establish typical trip rates for comparable land uses. The selected parameters reflect:

- “Residential – Houses Privately Owned” sites in suburban and village locations.

6.3.4 Average weekday trip rates derived from these categories indicate the following typical two-way vehicle movements per unit or per 100 m² GFA:

TABLE 3: Average Weekday TRICS Trips

Use Class	Trip-Rate Basis AM Peak (08:00–09:00) PM Peak (17:00–18:00)	
Residential (Houses) per dwelling	0.50	0.50

6.3.5 These rates are representative of suburban and village residential locations and are appropriate for a small housing development within an established settlement.

6.3.6 Applying these rates to the proposed development yields the following indicative vehicle trip generation:

TABLE 4: Vehicle Trip Generation

Use	Quantum	AM Peak	PM Peak	Daily (12 hr)
Residential (9 dwellings) 9 units		5 two-way trip	5 two-way trip	45 two-way trips

6.3.7 The resulting level of traffic generation is low in absolute terms, equating to approximately five vehicle movements entering or leaving the site during each

peak hour and fewer than 50 two-way movements across a typical weekday daytime period.

6.4 Traffic Distribution and Assignment

- 6.4.1 Traffic associated with the proposed development will access the site via The Daisycroft and distribute onto the surrounding local road network in a manner consistent with existing residential travel patterns within Henfield.
- 6.4.2 The Daisycroft operates as a local access road serving residential properties and community uses and is well suited to accommodating the modest level of additional traffic generated by the development. Vehicle movements will disperse across the village road network rather than being concentrated at any single junction or route.

6.5 Mode Split and Travel Characteristics

- 6.5.1 Travel to work patterns for the area show that journeys to work by car remain the predominant mode of travel for residents in and around Henfield. Recent Census 2021 data for England and Wales indicates that the majority of usual residents aged 16 years and over in employment travel to work by car or van, with driving a car or van accounting for over 45% of all travel to work journeys across England and Wales during the census reference period. Other sustainable modes such as bus, cycling and walking account for smaller but meaningful proportions of total travel to work trips.
- 6.5.2 A significant proportion of usual residents also work from home, reflecting both evolving work patterns and the influence of flexible working arrangements. Nationally, over 30% of residents reported working primarily at or from home at the time of the 2021 Census.
- 6.5.3 At a local level in Henfield and the surrounding area within Horsham District, travel behaviour is influenced by the village settlement pattern and proximity to local services. Many everyday destinations such as shops, schools, community facilities and leisure uses are located within reasonable walking and cycling distance of the site, supporting non-car modes for short distance trips. The availability of bus services in Henfield also provides connections to larger towns and settlements, offering further choice for longer journeys.
- 6.5.4 In this context, it is reasonable to expect that a proportion of trips associated with the proposed development will be undertaken by sustainable modes. Walking and cycling are likely to be attractive for short local trips, and bus services in the area

provide additional opportunities for travel by public transport. Taken together with the site's accessibility and proximity to local amenities, this suggests that actual car use associated with the proposed dwellings is likely to be lower than a notional vehicle trip generation derived solely from trip rate assumptions.

- 6.5.5 On this basis, a proportion of trips associated with the proposed development is expected to be undertaken on foot, by cycle or by public transport, reflecting the mixed travel patterns of residents in Henfield and contributing to a reduction in reliance on the private car for some journeys.

6.6 Impact on the Highway Network

- 6.6.1 The additional traffic generated by the proposed development will be negligible in the context of existing traffic levels on The Daisycroft and the surrounding highway network. The scale of development falls well below thresholds that would warrant detailed junction capacity assessments or traffic modelling.
- 6.6.2 There is no evidence of existing highway capacity or safety issues in the vicinity of the site that would be exacerbated by the proposed development. The additional vehicle movements will not materially alter traffic conditions, vehicle speeds or driver behaviour.
- 6.6.3 In highway safety and operational terms, the residual cumulative impact of the development is not severe, and the local highway network is capable of accommodating the development without mitigation.

6.7 Summary

- 6.7.1 The proposed development will generate a modest level of vehicular traffic typical of nine private dwellings within an established village settlement. The indicative trip generation demonstrates that peak hour and daily traffic movements will be low and readily accommodated on the surrounding highway network.
- 6.7.2 On this basis, the proposed development is acceptable in trip and traffic generation terms and will not give rise to any unacceptable impacts on highway safety or network operation.

7. Summary and Conclusions

- 7.1.1 This Transport Statement has been prepared in support of a full planning application for the erection of nine detached dwellings on land south of the Bowling Club at The Daisycroft, Henfield. The assessment has considered the transport and highways implications of the proposal having regard to the site's location, existing conditions, access arrangements, parking provision, trip generation and the relevant national and local planning policy framework.
- 7.1.2 The site is located within the established settlement of Henfield, which is identified within the development plan as a sustainable village with a good range of local services and facilities. The surrounding area is predominantly residential in character and is served by a local highway network appropriate to accommodating residential traffic. There is no evidence of existing highway safety or capacity issues in the vicinity of the site that would be exacerbated by the proposed development.
- 7.1.3 Vehicular and pedestrian access to the site will be taken from The Daisycroft via an existing access point, which will be upgraded locally to serve the development safely and efficiently. The access arrangement has been designed to reflect the residential character of the street and to provide appropriate visibility and manoeuvring for vehicles, pedestrians and service users. The internal layout allows vehicles to enter and leave the site in a forward gear and provides appropriate turning and emergency access.
- 7.1.4 The proposed parking provision has been assessed in accordance with West Sussex County Council's Guidance on Parking at New Developments. The site lies within Parking Behaviour Zone 2, and the proposed level of parking, including on-plot spaces and dedicated visitor provision, is considered appropriate for the mix of dwellings proposed and the site's village location. Parking is accommodated entirely within the site boundary, avoiding reliance on on-street parking and ensuring that the development operates without detriment to highway safety or residential amenity.
- 7.1.5 The accessibility of the site has been assessed in relation to walking, cycling and public transport. The site benefits from proximity to Henfield village centre, where a wide range of day-to-day amenities, services and community facilities are available within reasonable walking and cycling distances. Bus services operate

within walking distance of the site, providing connections to surrounding settlements and supporting sustainable travel choices.

- 7.1.6 Trip and traffic generation associated with the development has been assessed on a proportionate basis. The proposed development will generate a modest level of vehicular traffic typical of nine private dwellings.
- 7.1.7 Indicative trip generation demonstrates that peak hour movements will be low and readily accommodated on the local highway network. There is no existing lawful use on the site generating traffic, and the development will not give rise to any material change in traffic conditions, safety or operation on The Daisycroft or surrounding roads.
- 7.1.8 Having regard to national planning policy, including the National Planning Policy Framework, and the relevant policies of the Horsham District Planning Framework and the Henfield Neighbourhood Plan, the proposed development accords with transport and highways policy objectives. The development is appropriately located, provides safe and suitable access for all users, supports sustainable travel modes and will not result in unacceptable impacts on highway safety or the operation of the road network.
- 7.1.9 In transport and highways terms, the proposed development is acceptable. There are no transport related reasons why planning permission should not be granted.

Appendices

Appendix A



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Brighton - Henfield - Cowfold - Horsham

The information on this timetable is expected to be valid until at least 3rd July 2019. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

	Operator	SS	SS	SS	SS	SS	SS	SS	SS	SS	SS	SS	SS	SS	SS	SS	SS
Brighton, Churchill Square (Stop E)	—	—	—	0715	0755	0830	0900	00	30	1630	1700	1730	1800	1830	1900		
Brighton, Old Steine (Stop D)	—	—	—	0719	0800	0835	0905	05	35	1635	1708	1738	1805	1834	1904		
§ Brighton, St Peter's Church (Stop A)	—	—	—	0722	0803	0838	0908	08	38	1638	1711	1741	1808	1836	1906		
§ Brighton, London Road Shops (Stop Z)	—	—	—	0724	0805	0840	0910	10	40	1640	1713	1743	1810	1838	1908		
§ Brighton, York Hill (Stop D)	—	—	—	0725	0806	0841	0911	11	41	1641	1714	1744	1811	1839	1909		
Brighton, Preston Circus (Stop X)	—	—	—	0726	0807	0842	0912	12	42	1642	1716	1746	1812	1840	1910		
§ Brighton, opp Springfield Road	—	—	—	0726	0807	0842	0912	12	42	1642	1716	1746	1812	1840	1910		
§ Brighton, opp Stanford Avenue	—	—	—	0727	0808	0843	0913	13	43	1643	1717	1747	1813	1841	1911		
§ Brighton, adj Nestor Court	—	—	—	0728	0809	0844	0914	14	44	1644	1718	1748	1814	1841	1911		
§ Brighton, adj Rookery Close	—	—	—	0729	0810	0845	0915	15	45	1645	1719	1749	1815	1842	1912		
§ Brighton, opp Preston Drove	—	—	—	0730	0811	0846	0916	16	46	1646	1720	1750	1816	1843	1913		
§ Brighton, opp Harrington Road	—	—	—	0730	0811	0846	0916	16	46	1646	1720	1750	1816	1843	1913		
§ Brighton, opp Varndean Road	—	—	—	0731	0812	0847	0917	17	47	1647	1721	1751	1817	1844	1914		
§ Brighton, adj Cedars Gardens	—	—	—	0732	0813	0848	0918	18	48	1648	1722	1752	1818	1845	1915		
§ Brighton, adj Tongdean Lane East	—	—	—	0733	0814	0849	0919	19	49	1649	1723	1753	1819	1845	1915		
§ Brighton, adj The Deneway East	—	—	—	0733	0814	0849	0919	19	49	1649	1723	1753	1819	1846	1916		
§ Patcham, Ridgeside Avenue (N-bound)	—	—	—	0735	0816	0851	0921	21	51	1651	1725	1755	1821	1847	1917		
§ Patcham, adj Brangwyn Crescent	—	—	—	0735	0816	0851	0921	21	51	1651	1725	1755	1821	1848	1918		
Patcham, opp Black Lion	—	—	—	0737	0818	0853	0923	23	53	1653	1727	1757	1823	1849	1919		
Pyecombe, Saddlery (W-bound)	—	—	—	0741	0822	0857	0927	27	57	1657	1731	1801	1827	1853	1923		
§ Newtimber, opp Redhouse Farm	—	—	—	0742	0824	0858	0928	28	58	1658	1732	1802	1828	1854	1924		
§ Newtimber, adj Beggar's Lane	—	—	—	0743	0825	0859	0929	29	59	1659	1733	1803	1829	1854	1924		
§ Newtimber, adj Crossways Cottages	—	—	—	0743	0826	0900	0930	30	00	1700	1734	1804	1830	1855	1925		
§ Newtimber, opp Rushfield Garden Centre	—	—	—	0744	0827	0900	0930	30	00	1700	1734	1804	1830	1855	1925		
§ Newtimber, adj Grange Farm Cottage	—	—	—	0744	0827	0901	0931	31	01	1701	1735	1805	1831	1855	1925		
§ Newtimber, opp Scout Activity Centre	—	—	—	0745	0828	0901	0931	31	01	1701	1736	1806	1831	1856	1926		
§ Shaves Wood, opp The Ginger Fox	—	—	—	0746	0829	0902	0932	32	02	1702	1737	1807	1832	1856	1926		
§ Woodmancote, adj Holmbush Farm	—	—	—	0747	0831	0903	0933	33	03	1703	1738	1808	1833	1857	1927		
§ Woodmancote, adj Dragons	—	—	—	0748	0832	0904	0934	34	04	1704	1739	1809	1834	1858	1928		
§ Woodmancote, opp Blackstone Lane	—	—	—	0749	0834	0905	0935	35	05	1705	1740	1810	1835	1859	1929		
§ Woodmancote, adj Terry's Cross	—	—	—	0749	0835	0906	0936	36	06	1706	1741	1811	1836	1859	1929		
§ Woodmancote, opp Lime Kiln Cottages	—	—	—	0750	0836	0907	0937	37	07	1707	1742	1812	1837	1900	1930		
§ Henfield, adj East House	—	—	—	0751	0837	0908	0938	38	08	1708	1743	1813	1838	1900	1930		
§ Henfield, adj Mill Drive	—	—	—	0752	0838	0909	0939	39	09	1709	1744	1814	1839	1901	1931		
Henfield, adj Bus Garage	0605	0705	0723	—	—	—	—	—	—	—	—	—	—	—	—		
§ Henfield, adj Golden Square	0607	0707	0725	0752	0839	0909	0939	39	09	1709	1744	1814	1839	1901	1931		
Henfield, High Street (N-bound)	0608	0708	0726	0753	0840	0910	0940	40	10	1710	1745	1815	1840	1902	1932		
§ Henfield, opp Furners Lane	0608	0708	0726	0753	0840	0910	0940	then at	40	10	1710	1745	1815	1840	—	—	
§ Henfield, opp Manor Way	0608	0708	0726	0753	0840	0910	0940	at	40	10	1710	1745	1815	1840	—	—	
§ Henfield, opp Wantley Hill Estate	0608	0708	0726	0753	0840	0910	0940	these	40	10	1710	1745	1815	1840	—	—	
§ Cornerhouse, adj The Bull Inn	0610	0710	0728	0755	0842	0912	0942	mins	42	12	until 1712	1747	1817	1842	—	—	
§ Cornerhouse, o/s Wychwood	0611	0711	0729	0756	0843	0913	0943	past	43	13	1713	1748	1818	1843	—	—	
§ Cornerhouse, opp Hazeldene	0612	0712	0730	0757	0844	0914	0944	each	44	14	1714	1749	1819	1844	—	—	
§ Shermanbury, Cornerhouse (W-bound)	0613	0713	0731	0758	0845	0915	0945	hour	45	15	1715	1750	1820	1845	—	—	
§ Partridge Green, adj North Lodge	0613	0713	0731	0758	0845	0915	0945	hour	45	15	1715	1750	1820	1845	—	—	
§ Partridge Green, opp Littleworth Lane	0614	0714	0732	0759	0846	0916	0946		46	16	1716	1751	1821	1846	—	—	
§ Partridge Green, High Street (W-bound)	0615	0715	0733	0800	0847	0917	0947		47	17	1717	1752	1822	1847	—	—	
§ Partridge Green, opp The Partridge	0615	0715	0733	0800	0847	0917	0947		47	17	1717	1752	1822	1847	—	—	
§ Partridge Green, o/s The Green Man	0616	0716	0734	0801	0848	0918	0948		48	18	1718	1753	1823	1848	—	—	
Littleworth, adj Little Mill	0617	0717	0735	0802	0849	0919	0949		49	19	1719	1754	1824	1849	—	—	
Littleworth, Mill Lane (E-bound)	0618	0718	0736	0803	0850	0920	0950		50	20	1720	1755	1825	1850	—	—	
§ Partridge Green, opp Jolesfield Primary School	0619	0719	0737	0804	0851	0921	0951		51	21	1721	1756	1826	1851	—	—	
§ Partridge Green, adj Littleworth Lane	0620	0720	0738	0805	0852	0922	0952		52	22	1722	1757	1827	1852	—	—	
§ Shermanbury, Cornerhouse (E-bound)	0621	0721	0739	0806	0853	0923	0953		53	23	1723	1758	1828	1853	—	—	
§ Shermanbury, opp Woodside Close	0622	0722	0740	0807	0854	0924	0954		54	24	1724	1759	1829	1854	—	—	
§ Shermanbury, adj Morley Cottages	0623	0723	0741	0808	0855	0925	0955		55	25	1725	1800	1830	1855	—	—	
§ Shermanbury, Parkminster (N-bound)	0624	0724	0742	0809	0856	0926	0956		56	26	1726	1801	1831	1856	—	—	
§ Little Parkminster, adj St Hugh's Monastery	0624	0724	0742	0809	0856	0926	0956		56	26	1726	1801	1831	1856	—	—	
§ Little Parkminster, opp Gratwicke Farm	0625	0725	0743	0810	0857	0927	0957		57	27	1727	1802	1832	1857	—	—	
§ Little Parkminster, adj Pound Lane	0626	0726	0744	0811	0858	0928	0958		58	28	1728	1803	1833	1858	—	—	
§ Cowfold, Bull's Bridge (NE-bound)	0627	0727	0745	0812	0859	0929	0959		59	29	1729	1804	1834	1859	—	—	
§ Cowfold, opp South Leas	0627	0727	0745	0812	0859	0929	0959		59	29	1729	1804	1834	1859	—	—	
Cowfold, opp Village Hall	0628	0728	0746	0813	0900	0930	1000		00	30	1730	1805	1835	1900	—	—	
§ Cowfold, opp Brook Farm	0628	0728	0746	0813	0900	0930	1000		00	30	1730	1805	1835	1900	—	—	
§ Cowfold, adj Homelands	0629	0729	0747	0814	0901	0931	1001		01	31	1731	1806	1836	1901	—	—	
§ Crabtree, opp The Crabtree	0631	0731	0750	0817	0904	0934	1004		04	34	1734	1809	1839	1904	—	—	
§ Lower Beeding, opp Leonardslee Gardens	0632	0732	0751	0818	0905	0935	1005		05	35	1735	1810	1840	1905	—	—	
§ Lower Beeding, Pronger's Corner (NW-bound)	0633	0733	0752	0819	0906	0936	1006		06	36	1736	1811	1841	1906	—	—	
§ Monk's Gate, adj Newells Lane	0634	0734	0753	0820	0907	0937	1007										

Saturdays

Operator	SS	SS	SS		SS	SS		SS	SS	SS	SS
Brighton, Churchill Square (Stop E)	—	—	0800		00	30		1730	1800	1830	1900
Brighton, Old Steine (Stop D)	—	—	0805		05	35		1735	1805	1834	1904
§ Brighton, St Peter's Church (Stop A)	—	—	0808		08	38		1738	1808	1836	1906
§ Brighton, London Road Shops (Stop Z)	—	—	0810		10	40		1740	1810	1838	1908
§ Brighton, York Hill (Stop D)	—	—	0811		11	41		1741	1811	1839	1909
Brighton, Preston Circus (Stop X)	—	—	0812		12	42		1742	1812	1840	1910
§ Brighton, opp Springfield Road	—	—	0812		12	42		1742	1812	1840	1910
§ Brighton, opp Stanford Avenue	—	—	0813		13	43		1743	1813	1841	1911
§ Brighton, adj Nestor Court	—	—	0814		14	44		1744	1814	1841	1911
§ Brighton, adj Rookery Close	—	—	0815		15	45		1745	1815	1842	1912
§ Brighton, opp Preston Drive	—	—	0816		16	46		1746	1816	1843	1913
§ Brighton, opp Harrington Road	—	—	0816		16	46		1746	1816	1843	1913
§ Brighton, opp Vardean Road	—	—	0817		17	47		1747	1817	1844	1914
§ Brighton, adj Cedars Gardens	—	—	0818		18	48		1748	1818	1845	1915
§ Brighton, adj Tongdean Lane East	—	—	0819		19	49		1749	1819	1845	1915
§ Brighton, adj The Deneway East	—	—	0819		19	49		1749	1819	1846	1916
§ Patcham, Ridgeside Avenue (N-bound)	—	—	0821		21	51		1751	1821	1847	1917
§ Patcham, adj Brangwyn Crescent	—	—	0821		21	51		1751	1821	1848	1918
Patcham, opp Black Lion	—	—	0823		23	53		1753	1823	1849	1919
Pyecombe, Saddlery (W-bound)	—	—	0827		27	57		1757	1827	1853	1923
§ Newtimber, opp Redhouse Farm	—	—	0828		28	58		1758	1828	1854	1924
§ Newtimber, adj Beggar's Lane	—	—	0829		29	59		1759	1829	1854	1924
§ Newtimber, adj Crossways Cottages	—	—	0830		30	00		1800	1830	1855	1925
§ Newtimber, opp Rushfield Garden Centre	—	—	0830		30	00		1800	1830	1855	1925
§ Newtimber, adj Grange Farm Cottage	—	—	0831		31	01		1801	1831	1855	1925
§ Newtimber, opp Scout Activity Centre	—	—	0831		31	01		1801	1831	1856	1926
§ Shaves Wood, opp The Ginger Fox	—	—	0832		32	02		1802	1832	1856	1926
§ Woodmancote, adj Holmbush Farm	—	—	0833		33	03		1803	1833	1857	1927
§ Woodmancote, adj Dragons	—	—	0834		34	04		1804	1834	1858	1928
§ Woodmancote, opp Blackstone Lane	—	—	0835		35	05		1805	1835	1859	1929
§ Woodmancote, adj Terry's Cross	—	—	0836		36	06		1806	1836	1859	1929
§ Woodmancote, opp Lime Kiln Cottages	—	—	0837		37	07		1807	1837	1900	1930
§ Henfield, adj East House	—	—	0838		38	08		1808	1838	1900	1930
§ Henfield, adj Mill Drive	—	—	0839		39	09		1809	1839	1901	1931
Henfield, adj Bus Garage	0737	0807									
§ Henfield, adj Golden Square	0739	0809	0839		39	09		1809	1839	1901	1931
Henfield, High Street (N-bound)	0740	0810	0840		40	10		1810	1840	1902	1932
§ Henfield, opp Furners Lane	0740	0810	0840	then	40	10		1810	1840	—	—
§ Henfield, opp Manor Way	0740	0810	0840	at	40	10		1810	1840	—	—
§ Henfield, opp Wantley Hill Estate	0740	0810	0840	these	40	10		1810	1840	—	—
§ Cornerhouse, adj The Bull Inn	0742	0812	0842	mins	42	12	until	1812	1842	—	—
§ Cornerhouse, o/s Wychwood	0743	0813	0843	past	43	13		1813	1843	—	—
§ Cornerhouse, opp Hazeldene	0744	0814	0844	each	44	14		1814	1844	—	—
§ Shermanbury, Cornerhouse (W-bound)	0745	0815	0845	hour	45	15		1815	1845	—	—
§ Partridge Green, adj North Lodge	0745	0815	0845		45	15		1815	1845	—	—
§ Partridge Green, opp Littleworth Lane	0746	0816	0846		46	16		1816	1846	—	—
§ Partridge Green, High Street (W-bound)	0747	0817	0847		47	17		1817	1847	—	—
§ Partridge Green, opp The Partridge	0747	0817	0847		47	17		1817	1847	—	—
§ Partridge Green, o/s The Green Man	0748	0818	0848		48	18		1818	1848	—	—
Littleworth, adj Little Mill	0749	0819	0849		49	19		1819	1849	—	—
Littleworth, Mill Lane (E-bound)	0750	0820	0850		50	20		1820	1850	—	—
§ Partridge Green, opp Jolesfield Primary School	0751	0821	0851		51	21		1821	1851	—	—
§ Partridge Green, adj Littleworth Lane	0752	0822	0852		52	22		1822	1852	—	—
§ Shermanbury, Cornerhouse (E-bound)	0753	0823	0853		53	23		1823	1853	—	—
§ Shermanbury, opp Woodside Close	0754	0824	0854		54	24		1824	1854	—	—
§ Shermanbury, adj Morley Cottages	0755	0825	0855		55	25		1825	1855	—	—
§ Shermanbury, Parkminster (N-bound)	0756	0826	0856		56	26		1826	1856	—	—
§ Little Parkminster, adj St Hugh's Monastery	0756	0826	0856		56	26		1826	1856	—	—
§ Little Parkminster, opp Gratwicke Farm	0757	0827	0857		57	27		1827	1857	—	—
§ Little Parkminster, adj Pound Lane	0758	0828	0858		58	28		1828	1858	—	—
§ Cowfold, Bull's Bridge (NE-bound)	0759	0829	0859		59	29		1829	1859	—	—
§ Cowfold, opp South Leas	0759	0829	0859		59	29		1829	1859	—	—
Cowfold, opp Village Hall	0800	0830	0900		00	30		1830	1900	—	—
§ Cowfold, opp Brook Farm	0800	0830	0900		00	30		1830	1900	—	—
§ Cowfold, adj Homelands	0801	0831	0901		01	31		1831	1901	—	—
§ Crabtree, opp The Crabtree	0804	0834	0904		04	34		1834	1904	—	—
§ Lower Beeding, opp Leonardslee Gardens	0805	0835	0905		05	35		1835	1905	—	—
§ Lower Beeding, Pronger's Corner (NW-bound)	0806	0836	0906		06	36		1836	1906	—	—
§ Monk's Gate, adj Newells Lane	0807	0837	0907		07	37		1837	1907	—	—
§ Monk's Gate, adj Nuthurst Road	0808	0838	0908		08	38		1838	1908	—	—
§ Manning's Heath, Church Road (NE-bound)	0809	0839	0909		09	39		1839	1909	—	—
Manning's Heath, adj Village Store	0810	0840	0910		10	40		1840	1910	—	—
§ Manning's Heath, opp The Dun Horse	0810	0840	0910		10	40		1840	1910	—	—
§ Manning's Heath, adj Rickfield Farm	0812	0842	0912		12	42		1842	1912	—	—
§ Horsham, adj Birchen Bridge	0812	0842	0912		12	42		1842	1912	—	—
§ Horsham, o/s The Hornbrook Inn	0814	0844	0914		14	44		1844	1914	—	—
§ Horsham, opp St Leonard's Road	0815	0845	0915		15	45		1845	1915	—	—
§ Horsham, opp Clarence Road	0816	0846	0916		16	46		1846	1916	—	—
§ Horsham, adj Denne Road	0817	0847	0917		17	47		1847	1917	—	—
§ Horsham, Park Way (N-bound)	0817	0847	0917		17	47		1847	1917	—	—
Horsham, Railway Station (Stop K)	0819	0849	0919		19	49		1849	1919	—	—

Notes: SS - Stagecoach South

§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Sundays

Operator	SUSC	SUSC	SUSC	SUSC
Brighton, Churchill Square (Stop E)	—	1100	1600	1840
Brighton, Old Steine (Stop D)	—	1102	1602	1842
§ Brighton, St Peter's Church (Stop A)	—	1104	1604	1844
§ Brighton, London Road Shops (Stop Z)	—	1106	1606	1846
§ Brighton, York Hill (Stop D)	—	1107	1607	1847
Brighton, Preston Circus (Stop X)	—	1108	1608	1848
§ Brighton, opp Springfield Road	—	1108	1608	1848
§ Brighton, opp Stanford Avenue	—	1109	1609	1849
§ Brighton, adj Nestor Court	—	1109	1609	1849
§ Brighton, adj Rookery Close	—	1110	1610	1850
§ Brighton, opp Preston Drove	—	1111	1611	1851
§ Brighton, opp Harrington Road	—	1111	1611	1851
§ Brighton, opp Varndean Road	—	1112	1612	1852
§ Brighton, adj Cedars Gardens	—	1113	1613	1853
§ Brighton, adj Tongdean Lane East	—	1113	1613	1853
§ Brighton, adj The Deneway East	—	1114	1614	1854
§ Patcham, Ridgeside Avenue (N-bound)	—	1115	1615	1855
§ Patcham, adj Brangwyn Crescent	—	1116	1616	1856
Patcham, opp Black Lion	—	1117	1617	1857
Pyecombe, Saddlery (W-bound)	—	1121	1621	1901
§ Newtimber, opp Redhouse Farm	—	1122	1622	1902
§ Newtimber, adj Beggar's Lane	—	1122	1622	1902
§ Newtimber, adj Crossways Cottages	—	1123	1623	1903
§ Newtimber, opp Rushfield Garden Centre	—	1123	1623	1903
§ Newtimber, adj Grange Farm Cottage	—	1123	1623	1903
§ Newtimber, opp Scout Activity Centre	—	1124	1624	1904
§ Shaves Wood, opp The Ginger Fox	—	1124	1624	1904
§ Woodmancote, adj Holmbush Farm	—	1125	1625	1905
§ Woodmancote, adj Dragons	—	1126	1626	1906
§ Woodmancote, opp Blackstone Lane	—	1127	1627	1907
§ Woodmancote, adj Terry's Cross	—	1127	1627	1907
§ Woodmancote, opp Lime Kiln Cottages	—	1128	1628	1908
§ Henfield, adj East House	—	1128	1628	1908
§ Henfield, adj Mill Drive	—	1129	1629	1909
§ Henfield, adj Golden Square	—	1129	1629	1909
Henfield, High Street (N-bound)	0830	1130	1630	1910
§ Henfield, opp Furners Lane	0830	1130	1630	1910
§ Henfield, opp Manor Way	0830	1130	1630	1910
§ Henfield, opp Wantley Hill Estate	0830	1130	1630	1910
§ Cornerhouse, adj The Bull Inn	0833	1133	1633	1913
§ Cornerhouse, o/s Wychwood	0833	1133	1633	1913
§ Cornerhouse, opp Hazeldene	0834	1134	1634	1914
§ Shermanbury, Cornerhouse (W-bound)	0835	1135	1635	1915
§ Partridge Green, adj North Lodge	0835	1135	1635	1915
§ Partridge Green, opp Littleworth Lane	0836	1136	1636	1916
§ Partridge Green, High Street (W-bound)	0837	1137	1637	1917
§ Partridge Green, opp The Partridge	0837	1137	1637	1917
§ Partridge Green, o/s The Green Man	0838	1138	1638	1918
§ Littleworth, adj Pound Cottage	0839	1139	1639	1919
Littleworth, adj Little Mill	0840	1140	1640	1920
Littleworth, Mill Lane (E-bound)	0840	1140	1640	1920
§ Partridge Green, opp Jolesfield Primary School	0841	1141	1641	1921
§ Partridge Green, adj Littleworth Lane	0842	1142	1642	1922
§ Shermanbury, Cornerhouse (E-bound)	0843	1143	1643	1923
§ Shermanbury, opp Woodside Close	0844	1144	1644	1924
§ Shermanbury, adj Morley Cottages	0845	1145	1645	1925
§ Shermanbury, Parkminster (N-bound)	0846	1146	1646	1926
§ Little Parkminster, adj St Hugh's Monastery	0846	1146	1646	1926
§ Little Parkminster, opp Gratwicke Farm	0847	1147	1647	1927
§ Little Parkminster, adj Pound Lane	0848	1148	1648	1928
§ Cowfold, Bull's Bridge (NE-bound)	0849	1149	1649	1929
§ Cowfold, opp South Leas	0849	1149	1649	1929
Cowfold, opp Village Hall	0850	1150	1650	1930
§ Cowfold, opp Brook Farm	0851	1151	1651	1931s
§ Cowfold, adj Homelands	0851	1151	1651	1931s
§ Crabtree, opp The Crabtree	0854	1154	1654	1934s
§ Lower Beeding, opp Leonardslee Gardens	0855	1155	1655	1935s
§ Lower Beeding, Pronger's Corner (NW-bound)	0856	1156	1656	1936s
§ Monk's Gate, adj Newells Lane	0857	1157	1657	1937s
§ Monk's Gate, adj Nuthurst Road	0858	1158	1658	1938s
§ Manning's Heath, Church Road (NE-bound)	0859	1159	1659	1939s
Manning's Heath, adj Village Store	0900	1200	1700	1940s
§ Manning's Heath, opp The Dun Horse	0900	1200	1700	1940s
§ Manning's Heath, adj Rickfield Farm	0901	1201	1701	1941s
§ Horsham, adj Birchen Bridge	0902	1202	1702	1942s
§ Horsham, o/s The Hornbrook Inn	0904	1204	1704	1944s
§ Horsham, opp St Leonard's Road	0905	1205	1705	1945s
§ Horsham, opp Clarence Road	0905	1205	1705	1945s
§ Horsham, adj Denne Road	0906	1206	1706	1946s
§ Horsham, Park Way (N-bound)	0906	1206	1706	1946s
Horsham, Railway Station (Stop K)	0908	1208	1708	1948s
§ Horsham, adj Law Courts	0909	1209	1709	1949s
Horsham, o/s Hospital	0910	1210	1710	1950s
§ Horsham, adj Parkfield	0911	1211	1711	1951s
§ Horsham, opp Blunts Way	0912	1212	1712	1952s
§ Horsham, Springfield Road (SW-bound)	0913	1213	1713	1953s
Horsham, Bus Station (Bay E)	0915	1215	1715	1955

Notes: **s** - sets down only
SUSC - Sussex Coaches
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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

	Operator	SS	SS	SS	SS	SS	SS	SS	SS		SS	SS	SS	SS	SS	SS	SS		
Horsham, Railway Station (Stop K)		—	—	0646	—	0746	0814	0839	0919		19	49		1649	1719	1749	1824	1854	1919
§ Horsham, adj Law Courts		—	—	0647	—	0747	0816	0840	0920		20	50		1650	1721	1751	1825	1855	1920
Horsham, o/s Hospital		—	—	0649	—	0749	0818	0842	0922		22	52		1652	1723	1753	1827	1857	1922
§ Horsham, adj Parkfield		—	—	0650	—	0750	0819	0844	0924		24	54		1654	1726	1756	1829	1859	1924
§ Horsham, opp Blunts Way		—	—	0651	—	0751	0821	0845	0925		25	55		1655	1728	1758	1830	1900	1925
§ Horsham, Springfield Road (SW-bound)		—	—	0652	—	0752	0822	0846	0926		26	56		1656	1729	1759	1831	1901	1926
Horsham, Bus Station (Bay E)	arr	—	—	0655	—	0755	0825	0850	0930		30	00		1700	1735	1805	1835	1905	1930
Horsham, Bus Station (Bay E)	dep	—	—	0657	—	0805	0835	0905	0935		35	05		1705	1740	1810	1840	1910	1935
§ Horsham, Carfax (Stop H)		—	—	0657	—	0806	0836	0906	0936		36	06		1706	1741	1811	1840	1910	1935
§ Horsham, opp Denne Road		—	—	0658	—	0807	0837	0907	0937		37	07		1707	1742	1812	1841	1911	1936
§ Horsham, adj Clarence Road		—	—	0659	—	0808	0838	0908	0938		38	08		1708	1743	1813	1842	1912	1937
§ Horsham, adj St Leonard's Road		—	—	0700	—	0809	0839	0909	0939		39	09		1709	1744	1814	1843	1913	1938
§ Horsham, opp The Hornbrook Inn		—	—	0701	—	0811	0841	0911	0941		41	11		1711	1746	1816	1844	1914	1939
§ Horsham, opp Birchen Bridge		—	—	0703	—	0813	0843	0913	0943		43	13		1713	1748	1818	1846	1916	1941
§ Manning's Heath, opp Rickfield Farm		—	—	0704	—	0814	0844	0914	0944		44	14		1714	1749	1819	1847	1917	1942
§ Manning's Heath, adj The Dun Horse		—	—	0705	—	0815	0845	0915	0945		45	15		1715	1750	1820	1848	1918	1943
Manning's Heath, opp Village Store		—	—	0706	—	0817	0847	0917	0947		47	17		1717	1752	1822	1849	1919	1944
§ Manning's Heath, Church Road (SW-bound)		—	—	0706	—	0817	0847	0917	0947		47	17		1717	1752	1822	1849	1919	1944
§ Monk's Gate, opp Nuthurst Road		—	—	0707	—	0818	0848	0918	0948		48	18		1718	1753	1823	1850	1920	1945
§ Monk's Gate, opp Newells Lane		—	—	0708	—	0819	0849	0919	0949		49	19		1719	1754	1824	1851	1921	1946
§ Lower Beeding, Pronger's Corner (SE-bound)		—	—	0709	—	0820	0850	0920	0950		50	20		1720	1755	1825	1852	1922	1947
§ Lower Beeding, o/s Leonardlee Gardens		—	—	0710	—	0821	0851	0921	0951		51	21		1721	1756	1826	1853	1923	1948
§ Crabtree, o/s The Crabtree		—	—	0712	—	0823	0853	0923	0953		53	23		1723	1758	1828	1855	1925	1950
§ Cowfold, opp Homelands		—	—	0714	—	0825	0855	0925	0955		55	25		1725	1800	1830	1857	1927	1952
§ Cowfold, adj Brook Farm		—	—	0715	—	0826	0856	0926	0956		56	26		1726	1801	1831	1858	1928	1953
Cowfold, adj Village Hall		—	—	0716	0736	0827	0857	0927	0957		57	27		1727	1802	1832	1859	1929	1954
§ Cowfold, adj South Leas		—	—	0716	0736	0827	0857	0927	0957		57	27		1727	1802	1832	1859	1929	1954
§ Cowfold, Bull's Bridge (SW-bound)		—	—	0716	0736	0827	0857	0927	0957		57	27		1727	1802	1832	1859	1929	1954
§ Little Parkminster, opp Pound Lane		—	—	0717	0737	0828	0858	0928	0958		58	28		1728	1803	1833	1900	1930	1955
§ Little Parkminster, adj Gratwicke Farm		—	—	0718	0738	0829	0859	0929	0959		59	29		1729	1804	1834	1901	1931	1956
§ Little Parkminster, opp St Hugh's Monastery		—	—	0718	0738	0829	0859	0929	0959		59	29		1729	1804	1834	1901	1931	1956
§ Shermanbury, Parkminster (S-bound)		—	—	0719	0739	0830	0900	0930	1000		00	30		1730	1805	1835	1902	1932	1957
§ Shermanbury, opp Morley Cottages		—	—	0719	0739	0830	0900	0930	1000		00	30		1730	1805	1835	1902	1932	1957
§ Shermanbury, adj Woodside Close		—	—	0720	0740	0831	0901	0931	1001		01	31		1731	1806	1836	1903	1933	1958
§ Shermanbury, Cornerhouse (W-bound)		—	—	0720	0740	0831	0901	0931	1001		01	31		1731	1806	1836	1903	1933	1958
§ Partridge Green, adj North Lodge		—	—	0721	0741	0832	0902	0932	1002		02	32		1732	1807	1837	1904	1934	1959
§ Partridge Green, opp Littleworth Lane		—	—	0722	0742	0833	0903	0933	1003		03	33		1733	1808	1838	1905	1935	2000
§ Partridge Green, High Street (W-bound)		—	—	0723	0743	0834	0904	0934	1004		04	34		1734	1809	1839	1906	1936	2001
§ Partridge Green, opp The Partridge		—	—	0723	0743	0834	0904	0934	1004		04	34		1734	1809	1839	1906	1936	2001
§ Partridge Green, o/s The Green Man		—	—	0724	0744	0835	0905	0935	1005	then	05	35		1735	1810	1840	1907	1937	2002
§ Littleworth, adj Little Mill		—	—	0725	0745	0836	0906	0936	1006	at	06	36		1736	1811	1841	1908	1938	2003
Littleworth, Mill Lane (E-bound)		—	—	0726	0746	0837	0907	0937	1007	these	07	37		1737	1812	1842	1909	1939	2004
§ Partridge Green, opp Jolesfield Primary School		—	—	0727	0747	0838	0908	0938	1008	mins	08	38	until	1738	1813	1843	1910	1940	2005
§ Partridge Green, adj Littleworth Lane		—	—	0728	0748	0839	0909	0939	1009	past	09	39		1739	1814	1844	1911	1941	2006
§ Shermanbury, Cornerhouse (E-bound)		—	—	0729	0750	0840	0910	0940	1010	each	10	40		1740	1815	1845	1912	1942	2007
§ Cornerhouse, adj Hazeldene		—	—	0730	0752	0841	0911	0941	1011	hour	11	41		1741	1816	1846	1913	1943	2008
§ Cornerhouse, opp Wychwood		—	—	0731	0753	0842	0912	0942	1012		12	42		1742	1817	1847	1914	1944	2009
§ Cornerhouse, opp The Bull Inn		—	—	0732	0754	0843	0913	0943	1013		13	43		1743	1818	1848	1915	1945	2010
§ Henfield, adj Wantley Hill Estate		—	—	0734	0757	0845	0915	0945	1015		15	45		1745	1820	1850	1917	1947	2012
§ Henfield, adj Manor Way		—	—	0735	0757	0846	0916	0946	1016		16	46		1746	1821	1851	1918	1948	2013
§ Henfield, adj Furners Lane		—	—	0735	0758	0846	0916	0946	1016		16	46		1746	1821	1851	1918	1948	2013
Henfield, opp Bus Garage	0635	0709																	
§ Henfield, adj Fabians Way	0635	0709																	
§ Henfield, opp Broomfield Road	0636	0710																	
Henfield, High Street (S-bound)	0638	0712	0736	0759	0847	0917	0947	1017			17	47		1747	1822				
§ Henfield, opp Golden Square	0638	0712	0736	0759	0847	0917	0947	1017			17	47		1747	1822	—	—	—	—
§ Henfield, opp Mill Drive	0638	0712	0736	0759	0847	0917	0947	1017			17	47		1747	1822	—	—	—	—
§ Henfield, opp East House	0639	0713	0737	0800	0848	0918	0948	1018			18	48		1748	1823	—	—	—	—
§ Woodmancote, adj Lime Kiln Cottages	0639	0713	0737	0800	0848	0918	0948	1018			18	48		1748	1823	—	—	—	—
§ Woodmancote, opp Terry's Cross	0640	0714	0738	0801	0849	0919	0949	1019			19	49		1749	1824	—	—	—	—
§ Woodmancote, adj Blackstone Lane	0640	0714	0738	0802	0849	0919	0949	1019			19	49		1749	1824	—	—	—	—
§ Woodmancote, opp Dragons	0641	0715	0739	0802	0850	0920	0950	1020			20	50		1750	1825	—	—	—	—
§ Woodmancote, opp Holmbush Farm	0642	0716	0740	0803	0851	0921	0951	1021			21	51		1751	1826	—	—	—	—
§ Shaves Wood, adj The Ginger Fox	0642	0716	0740	0804	0851	0921	0951												

Saturdays

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

Operator	SS	SS	SS	SS	SS	SS	SS	SS	SS
Horsham, Railway Station (Stop K)	0819	19	49	1649	1719	1749	1819	1849	1919
§ Horsham, adj Law Courts	0820	20	50	1650	1720	1750	1820	1850	1920
Horsham, o/s Hospital	0822	22	52	1652	1722	1752	1822	1852	1922
§ Horsham, adj Parkfield	0824	24	54	1654	1724	1754	1824	1854	1924
§ Horsham, opp Blunts Way	0825	25	55	1655	1725	1755	1825	1855	1925
§ Horsham, Springfield Road (SW-bound)	0826	26	56	1656	1726	1756	1826	1856	1926
Horsham, Bus Station (Bay E)	arr 0830	30	00	1700	1730	1800	1830	1900	1930
Horsham, Bus Station (Bay E)	dep 0835	35	05	1705	1735	1805	1835	1905	1935
§ Horsham, Carfax (Stop H)	0836	36	06	1706	1736	1806	1835	1905	1935
§ Horsham, opp Denne Road	0837	37	07	1707	1737	1807	1836	1906	1936
§ Horsham, adj Clarence Road	0838	38	08	1708	1738	1808	1837	1907	1937
§ Horsham, adj St Leonard's Road	0839	39	09	1709	1739	1809	1838	1908	1938
§ Horsham, opp The Hornbrook Inn	0841	41	11	1711	1741	1811	1839	1909	1939
§ Horsham, opp Birchen Bridge	0843	43	13	1713	1743	1813	1841	1911	1941
§ Manning's Heath, opp Rickfield Farm	0844	44	14	1714	1744	1814	1842	1912	1942
§ Manning's Heath, adj The Dun Horse	0845	45	15	1715	1745	1815	1843	1913	1943
Manning's Heath, opp Village Store	0847	47	17	1717	1747	1817	1844	1914	1944
§ Manning's Heath, Church Road (SW-bound)	0847	47	17	1717	1747	1817	1844	1914	1944
§ Monk's Gate, opp Nuthurst Road	0848	48	18	1718	1748	1818	1845	1915	1945
§ Monk's Gate, opp Newells Lane	0849	49	19	1719	1749	1819	1846	1916	1946
§ Lower Beeding, Pronger's Corner (SE-bound)	0850	50	20	1720	1750	1820	1847	1917	1947
§ Lower Beeding, o/s Leonardslee Gardens	0851	51	21	1721	1751	1821	1848	1918	1948
§ Crabtree, o/s The Crabtree	0853	53	23	1723	1753	1823	1850	1920	1950
§ Cowfold, opp Homelands	0855	55	25	1725	1755	1825	1852	1922	1952
§ Cowfold, adj Brook Farm	0856	56	26	1726	1756	1826	1853	1923	1953
Cowfold, adj Village Hall	0857	57	27	1727	1757	1827	1854	1924	1954
§ Cowfold, adj South Leas	0857	57	27	1727	1757	1827	1854	1924	1954
§ Cowfold, Bull's Bridge (SW-bound)	0857	57	27	1727	1757	1827	1854	1924	1954
§ Little Parkminster, opp Pound Lane	0858	58	28	1728	1758	1828	1855	1925	1955
§ Little Parkminster, adj Gratwicke Farm	0859	59	29	1729	1759	1829	1856	1926	1956
§ Little Parkminster, opp St Hugh's Monastery	0859	59	29	1729	1759	1829	1856	1926	1956
§ Shermanbury, Parkminster (S-bound)	0900	00	30	1730	1800	1830	1857	1927	1957
§ Shermanbury, opp Morley Cottages	0900	00	30	1730	1800	1830	1857	1927	1957
§ Shermanbury, adj Woodside Close	0901	01	31	1731	1801	1831	1858	1928	1958
§ Shermanbury, Cornerhouse (W-bound)	0901	01	31	1731	1801	1831	1858	1928	1958
§ Partridge Green, adj North Lodge	0902	02	32	1732	1802	1832	1859	1929	1959
§ Partridge Green, opp Littleworth Lane	0903	03	33	1733	1803	1833	1900	1930	2000
§ Partridge Green, High Street (W-bound)	0904	04	34	1734	1804	1834	1901	1931	2001
§ Partridge Green, opp The Partridge	0904	04	34	1734	1804	1834	1901	1931	2001
§ Partridge Green, o/s The Green Man	0905	05	35	1735	1805	1835	1902	1932	2002
§ Littleworth, adj Little Mill	0906	06	36	1736	1806	1836	1903	1933	2003
Littleworth, Mill Lane (E-bound)	0907	07	37	1737	1807	1837	1904	1934	2004
§ Partridge Green, opp Jolesfield Primary School	0908	08	38	1738	1808	1838	1905	1935	2005
§ Partridge Green, adj Littleworth Lane	0909	09	39	1739	1809	1839	1906	1936	2006
§ Shermanbury, Cornerhouse (E-bound)	0910	10	40	1740	1810	1840	1907	1937	2007
§ Cornerhouse, adj Hazeldene	0911	11	41	1741	1811	1841	1908	1938	2008
§ Cornerhouse, opp Wychwood	0912	12	42	1742	1812	1842	1909	1939	2009
§ Cornerhouse, opp The Bull Inn	0913	13	43	1743	1813	1843	1910	1940	2010
§ Henfield, adj Wantley Hill Estate	0915	15	45	1745	1815	1845	1912	1942	2012
§ Henfield, adj Manor Way	0916	16	46	1746	1816	1846	1913	1943	2013
§ Henfield, adj Furners Lane	0916	16	46	1746	1816	1846	1913	1943	2013
Henfield, High Street (S-bound)	0917	17	47	1747	1817	1847	1914	1944	2014
§ Henfield, opp Golden Square	0917	17	47	1747	1817	—	—	—	—
§ Henfield, opp Mill Drive	0917	17	47	1747	1817	—	—	—	—
§ Henfield, opp East House	0918	18	48	1748	1818	—	—	—	—
§ Woodmancote, adj Lime Kiln Cottages	0918	18	48	1748	1818	—	—	—	—
§ Woodmancote, opp Terry's Cross	0919	19	49	1749	1819	—	—	—	—
§ Woodmancote, adj Blackstone Lane	0919	19	49	1749	1819	—	—	—	—
§ Woodmancote, opp Dragons	0920	20	50	1750	1820	—	—	—	—
§ Woodmancote, opp Holmbush Farm	0921	21	51	1751	1821	—	—	—	—
§ Shaves Wood, adj The Ginger Fox	0921	21	51	1751	1821	—	—	—	—
§ Newtimber, adj Scout Activity Centre	0922	22	52	1752	1822	—	—	—	—
§ Newtimber, opp Grange Farm Cottage	0922	22	52	1752	1822	—	—	—	—
§ Newtimber, adj Rushfield Garden Centre	0923	23	53	1753	1823	—	—	—	—
§ Newtimber, opp Crossways Cottages	0923	23	53	1753	1823	—	—	—	—
§ Newtimber, opp Beggar's Lane	0924	24	54	1754	1824	—	—	—	—
§ Newtimber, adj Redhouse Farm	0924	24	54	1754	1824	—	—	—	—
Pyecombe, Saddlery (E-bound)	0926	26	56	1756	1826	—	—	—	—
Patcham, o/s Black Lion	0930	30	00	1800	1830	—	—	—	—
§ Patcham, opp Brangwyn Crescent	0930	30	00	1800	1830	—	—	—	—
§ Patcham, Ridgeside Avenue (S-bound)	0931	31	01	1801	1831	—	—	—	—
§ Brighton, opp The Deneway East	0931	31	01	1801	1831	—	—	—	—
§ Brighton, opp Tongdean Lane East	0932	32	02	1802	1832	—	—	—	—
§ Brighton, opp Cedars Gardens	0933	33	03	1803	1833	—	—	—	—
§ Brighton, adj Varndean Road	0933	33	03	1803	1833	—	—	—	—
§ Brighton, adj Harrington Road	0934	34	04	1804	1834	—	—	—	—
§ Brighton, adj Preston Drive	0934	34	04	1804	1834	—	—	—	—
§ Brighton, opp Nestor Court	0935	35	05	1805	1835	—	—	—	—
§ Brighton, opp Lover's Walk	0935	35	05	1805	1835	—	—	—	—
§ Brighton, Stanford Avenue (NE-bound)	0936	36	06	1806	1836	—	—	—	—
§ Brighton, adj Springfield Road	0937	37	07	1807	1837	—	—	—	—
Brighton, Preston Circus (Stop H)	0938	38	08	1808	1838	—	—	—	—

Continues on next page - the explanations for notes and codes appear at the end of the timetable

§ Brighton, Baker Street (Stop K)	0938	then	38	08	1808	1838	—	—	—	—
§ Brighton, London Road Shops (Stop S)	0939	at	39	09	1809	1839	—	—	—	—
§ Brighton, St Peter's Church (Stop L)	0940	these	40	10	1810	1840	—	—	—	—
§ Brighton, opp North Road East	0941	mins	41	11	until	1811	1841	—	—	—
Brighton, Old Steine (Stop H)	0943	past	43	13		1813	1843	—	—	—
§ Brighton, North Street (Stop Y)	0947	each	47	17		1817	1847	—	—	—
Brighton, Imperial Arcade (Stop J)	0950	hour	50	20		1820	1850	—	—	—

Sundays

Operator	SUSC	SUSC	SUSC
Horsham, Bus Station (Bay E)	dep	0930	1230 1730
§ Horsham, Carfax (Stop H)	0932	1232	1732
§ Horsham, opp Denne Road	0932	1232	1732
§ Horsham, adj Clarence Road	0934	1234	1734
§ Horsham, adj St Leonard's Road	0935	1235	1735
§ Horsham, opp The Hornbrook Inn	0936	1236	1736
§ Horsham, opp Birchen Bridge	0939	1239	1739
§ Manning's Heath, opp Rickfield Farm	0939	1239	1739
§ Manning's Heath, adj The Dun Horse	0940	1240	1740
Manning's Heath, opp Village Store	0942	1242	1742
§ Manning's Heath, Church Road (SW-bound)	0942	1242	1742
§ Monk's Gate, opp Nuthurst Road	0943	1243	1743
§ Monk's Gate, opp Newells Lane	0944	1244	1744
§ Lower Beeding, Pronger's Corner (SE-bound)	0945	1245	1745
§ Lower Beeding, o/s Leonardslee Gardens	0946	1246	1746
§ Crabtree, o/s The Crabtree	0948	1248	1748
§ Cowfold, opp Homelands	0950	1250	1750
§ Cowfold, adj Brook Farm	0951	1251	1751
Cowfold, adj Village Hall	0952	1252	1752
§ Cowfold, adj South Leas	0952	1252	1752
§ Cowfold, Bull's Bridge (SW-bound)	0952	1252	1752
§ Little Parkminster, opp Pound Lane	0953	1253	1753
§ Little Parkminster, adj Gratwicke Farm	0954	1254	1754
§ Little Parkminster, opp St Hugh's Monastery	0955	1255	1755
§ Shermanbury, Parkminster (S-bound)	0955	1255	1755
§ Shermanbury, opp Morley Cottages	0956	1256	1756
§ Shermanbury, adj Woodside Close	0956	1256	1756
§ Shermanbury, Cornerhouse (W-bound)	0957	1257	1757
§ Partridge Green, adj North Lodge	0957	1257	1757
§ Partridge Green, opp Littleworth Lane	0958	1258	1758
§ Partridge Green, High Street (W-bound)	0959	1259	1759
§ Partridge Green, opp The Partridge	0959	1259	1759
§ Partridge Green, o/s The Green Man	1000	1300	1800
§ Littleworth, adj Pound Cottage	1001	1301	1801
§ Littleworth, adj Little Mill	1002	1302	1802
Littleworth, Mill Lane (E-bound)	1002	1302	1802
§ Partridge Green, opp Jolesfield Primary School	1003	1303	1803
§ Partridge Green, adj Littleworth Lane	1004	1304	1804
§ Shermanbury, Cornerhouse (E-bound)	1005	1305	1805
§ Cornerhouse, adj Hazeldene	1006	1306	1806
§ Cornerhouse, opp Wychwood	1007	1307	1807
§ Cornerhouse, opp The Bull Inn	1008	1308	1808
§ Henfield, adj Wantley Hill Estate	1010	1310	1810
§ Henfield, adj Manor Way	1011	1311	1811
§ Henfield, adj Fumers Lane	1011	1311	1811
Henfield, High Street (S-bound)	1012	1312	1812
§ Henfield, opp Golden Square	1012	1312	1812
§ Henfield, opp Mill Drive	1012	1312	1812
§ Henfield, opp East House	1013	1313	1813
§ Woodmancote, adj Lime Kiln Cottages	1013	1313	1813
§ Woodmancote, opp Terry's Cross	1014	1314	1814
§ Woodmancote, adj Blackstone Lane	1015	1315	1815
§ Woodmancote, opp Dragons	1015	1315	1815
§ Woodmancote, opp Holmbush Farm	1016	1316	1816
§ Shaves Wood, adj The Ginger Fox	1017	1317	1817
§ Newtimber, adj Scout Activity Centre	1018	1318	1818
§ Newtimber, opp Grange Farm Cottage	1018	1318	1818
§ Newtimber, adj Rushfield Garden Centre	1019	1319	1819
§ Newtimber, opp Crossways Cottages	1019	1319	1819
§ Newtimber, opp Beggar's Lane	1020	1320	1820
§ Newtimber, adj Redhouse Farm	1020	1320	1820
Pyecombe, Saddlery (E-bound)	1022	1322	1822
Patcham, o/s Black Lion	1026	1326	1826
§ Patcham, opp Brangwyn Crescent	1026	1326	1826
§ Patcham, Ridgeside Avenue (S-bound)	1026	1326	1826
§ Brighton, opp The Deneway East	1027	1327	1827
§ Brighton, opp Tongdean Lane East	1028	1328	1828
§ Brighton, opp Cedars Gardens	1028	1328	1828
§ Brighton, adj Varndean Road	1028	1328	1828
§ Brighton, adj Harrington Road	1029	1329	1829
§ Brighton, adj Preston Drove	1029	1329	1829
§ Brighton, opp Nestor Court	1030	1330	1830
§ Brighton, opp Lover's Walk	1030	1330	1830
§ Brighton, Stanford Avenue (NE-bound)	1031	1331	1831
§ Brighton, adj Springfield Road	1031	1331	1831
Brighton, Preston Circus (Stop H)	1032	1332	1832
§ Brighton, Baker Street (Stop K)	1032	1332	1832
§ Brighton, London Road Shops (Stop S)	1033	1333	1833
§ Brighton, St Peter's Church (Stop L)	1033	1333	1833
§ Brighton, opp North Road East	1034	1334	1834
Brighton, Old Steine (Stop H)	1036	1336	1836
§ Brighton, North Street (Stop Y)	1037	1337	1837
Brighton, Imperial Arcade (Stop J)	1040	1340	1840

Notes: SS - Stagecoach South

SUSC - Sussex Coaches

§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
brlappm	Brighton, Churchill Square (Stop E)	Western Road	149000006992
bridwad	Brighton, Old Steine (Stop D)	Old Steine	149000007813
bridjpt	Brighton, St Peter's Church (Stop A)	York Place	149000007936
brimjmg	Brighton, London Road Shops (Stop Z)	London Road	149000007926
brljdma	Brighton, York Hill (Stop D)	London Road	149000007031
brlappa	Brighton, Preston Circus (Stop X)	Preston Road	149000007032
brimtav	Brighton, opp Springfield Road	Preston Road	149000007034
bridwdw	Brighton, opp Stanford Avenue	Preston Road	149000007036
brljgmg	Brighton, adj Nestor Court	Preston Road	149000007037
brldmjw	Brighton, adj Rookery Close	Preston Road	149000007038
bridpjw	Brighton, opp Preston Drive	London Road	149000007039
bridwgj	Brighton, opp Harrington Road	London Road	149000007041
bridatw	Brighton, opp Varndean Road	London Road	149000007042
brimtdt	Brighton, adj Cedars Gardens	London Road	149000007044
brlmap	Brighton, adj Tongdean Lane East	London Road	149000007046
brljmwm	Brighton, adj The Deneway East	London Road	149000007048
bridwpt	Patcham, Ridgeside Avenue (N-bound)	Patcham By-Pass	149000007050
bridwpg	Patcham, adj Brangwyn Crescent	Patcham By-Pass	149000007051
brlagwj	Patcham, opp Black Lion	London Road	149000007052
wsxdmtd	Pyecombe, Saddlery (W-bound)	A23 London Road	4400MS0222
wsxdmgdt	Newtimber, opp Redhouse Farm	A281 West Road	4400MS0248
wsxtwjw	Newtimber, adj Beggar's Lane	A281 West Road	4400MS0471
wsxdmgdm	Newtimber, adj Crossways Cottages	A281	4400MS0246
wsxgpapw	Newtimber, opp Rushfield Garden Centre	A281 Brighton Road	4400MS0419
wsxgdgtp	Newtimber, adj Grange Farm Cottage	A281	4400MS0326
wsxgdgtj	Newtimber, opp Scout Activity Centre	A281	4400MS0324
wsxtwdgm	Shaves Wood, opp The Ginger Fox	Brighton Road	4400MS0421
wsxtwdgp	Woodmancote, adj Holmbush Farm	A281 Brighton Road	4400MS0422
wsxdtjtj	Woodmancote, adj Dragons	A281 Brighton Road	4400HR1109
wsxawdwg	Woodmancote, opp Blackstone Lane	A281 Brighton Road	4400HR0362
wsxawdwa	Woodmancote, adj Terry's Cross	A281 Brighton Road	4400HR0360
wsxgmpgt	Woodmancote, opp Lime Kiln Cottages	A281 Brighton Road	4400HR1157
wsxawdtp	Henfield, adj East House	A281	4400HR0358
wsxawdtj	Henfield, adj Mill Drive	Brighton Road A281	4400HR0356
wsxgmpdt	Henfield, adj Bus Garage	Station Road	4400HR1147
wsxawgpd	Henfield, adj Golden Square	A281 High Street	4400HR0397
wsxawgpw	Henfield, High Street (N-bound)	High Street	4400HR0402
wsxawgpm	Henfield, opp Furners Lane	High Street	4400HR0400
wsxawgit	Henfield, opp Manor Way	London Road	4400HR0387
wsxawgjm	Henfield, opp Wantley Hill Estate	A281 London Road	4400HR0385
wsxawgdt	Cornerhouse, adj The Bull Inn	A281	4400HR0380
wsxawgdp	Cornerhouse, o/s Wychwood	A281 London Road	4400HR0379
wsxawgdj	Cornerhouse, opp Hazeldene	A281 London Road	4400HR0377
wsxawgaw	Shermanbury, Cornerhouse (W-bound)	Partridge Green Road	4400HR0374
wsxgawgm	Partridge Green, adj North Lodge	Shermanbury Road	4400HR1042
wsxawgam	Partridge Green, opp Littleworth Lane	High Street	4400HR0370
wsxawgag	Partridge Green, High Street (W-bound)	High Street	4400HR0368
wsxdtawj	Partridge Green, opp The Partridge	Church Road	4400HR1117
wsxawjta	Partridge Green, o/s The Green Man	Jolesfield	4400HR0452
wsxtwtma	Littleworth, adj Pound Cottage	Mill Lane	4400HR1262
wsxgawpm	Littleworth, adj Little Mill	Mill Lane	4400HR1050
wsxdtdwd	Littleworth, Mill Lane (E-bound)	Mill Lane	4400HR1121
wsxtwjwg	Partridge Green, opp Jolesfield Primary School	Littleworth Lane	4400HR1247
wsxawgap	Partridge Green, adj Littleworth Lane	High Street	4400HR0371
wsxawgda	Shermanbury, Cornerhouse (E-bound)	Partridge Green Road	4400HR0375
wsxawgtd	Shermanbury, opp Woodside Close	A281 Brighton Road	4400HR0404
wsxawgtj	Shermanbury, adj Morley Cottages	A281 London Road	4400HR0406
wsxawgtp	Shermanbury, Parkminster (N-bound)	A281 London Road	4400HR0408
wsxawgwa	Little Parkminster, adj St Hugh's Monastery	A281	4400HR0410
wsxawgw	Little Parkminster, opp Gratwicke Farm	A281	4400HR0412
wsxgawad	Little Parkminster, adj Pound Lane	A281 London Road	4400HR1025
wsxawgwj	Cowfold, Bull's Bridge (NE-bound)	A281 London Road	4400HR0413
wsxawjpi	Cowfold, opp South Leas	A281	4400HR0448
wsxawjpi	Cowfold, opp Village Hall	A281	4400HR0447
wsxgdada	Cowfold, opp Brook Farm	A281 Brook Hill	4400HR1060
wsxawjmw	Cowfold, adj Homelands	A281 Brighton Road	4400HR0444
wsxawjmt	Crabtree, opp The Crabtree	A281	4400HR0443
wsxawjmg	Lower Beeding, opp Leonardslee Gardens	A281 Long Hill	4400HR0440
wsxawjma	Lower Beeding, Pronger's Corner (NW-bound)	A281	4400HR0438
wsxgdagd	Monk's Gate, adj Newells Lane	A281 Brighton Road	4400HR1068
wsxawjgt	Monk's Gate, adj Nuthurst Road	Brighton Road	4400HR0436
wsxawjgp	Manning's Heath, Church Road (NE-bound)	Church Road	4400HR0435
wsxawjgj	Manning's Heath, adj Village Store	Church Road	4400HR0433
wsxawjga	Manning's Heath, opp The Dun Horse	Brighton Road	4400HR0431
wsxgdadp	Manning's Heath, adj Rickfield Farm	A281 Brighton Road	4400HR1064
wsxgdadw	Horsham, adj Birchen Bridge	A281 Brighton Road	4400HR1066
wsxatdgp	Horsham, o/s The Hornbrook Inn	Brighton Road	4400HO0243
wsxatajd	Horsham, opp St Leonard's Road	Brighton Road	4400HO0163
wsxatawd	Horsham, opp Clarence Road	Brighton Road	4400HO0193

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SMS Code	Stop Name	Street	ATCO Code
wsxatawa	Horsham, adj Denne Road	Queen Street	4400HO0192
wsxgdtmw	Horsham, Park Way (N-bound)	Park Way	4400HO1135
wsxatapj	Horsham, Railway Station (Stop K)	North Street	4400HO0180
wsxapwpd	Horsham, adj Law Courts	Hurst Road	4400HO0135
wsxapwpa	Horsham, o/s Hospital	Hurst Road	4400HO0134
wsxgpwaj	Horsham, adj Parkfield	North Parade	4400HO1153
wsxaptma	Horsham, opp Blunts Way	North Parade	4400HO0077
wsxgpwap	Horsham, Springfield Road (SW-bound)	Springfield Road	4400HO1155
wsxgdtmt	Horsham, Bus Station (Bay E)	Bus Terminus	4400HO1134



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SMS Code	Stop Name	Street	ATCO Code
wsxatapj	Horsham, Railway Station (Stop K)	North Street	4400HO0180
wsxapwpd	Horsham, adj Law Courts	Hurst Road	4400HO0135
wsxapwpa	Horsham, o/s Hospital	Hurst Road	4400HO0134
wsxgpwaj	Horsham, adj Parkfield	North Parade	4400HO1153
wsxaptma	Horsham, opp Blunts Way	North Parade	4400HO0077
wsxgpwap	Horsham, Springfield Road (SW-bound)	Springfield Road	4400HO1155
wsxgdtmt	Horsham, Bus Station (Bay E)	Bus Terminus	4400HO1134
wsxatatm	Horsham, Carfax (Stop H)	South Street	4400HO0189
wsxatatw	Horsham, opp Denne Road	East Street	4400HO0191
wsxgmjaj	Horsham, adj Clarence Road	Brighton Road	4400HO0309
wsxataja	Horsham, adj St Leonard's Road	Brighton Road	4400HO0162
wsxatdgt	Horsham, opp The Hornbrook Inn	Brighton Road	4400HO0244
wsxgdaga	Horsham, opp Birchen Bridge	A281 Brighton Road	4400HR1067
wsxgdadt	Manning's Heath, opp Rickfield Farm	A281 Brighton Road	4400HR1065
wsxgmpgd	Manning's Heath, adj The Dun Horse	A281 Brighton Road	4400HR1152
wsxawjgd	Manning's Heath, opp Village Store	Pound Lane	4400HR0432
wsxawjgm	Manning's Heath, Church Road (SW-bound)	Church Road	4400HR0434
wsxawjgw	Monk's Gate, opp Nuthurst Road	Brighton Road	4400HR0437
wsxgdagj	Monk's Gate, opp Newells Lane	A281 Brighton Road	4400HR1069
wsxawjmd	Lower Beeding, Pronger's Corner (SE-bound)	A281	4400HR0439
wsxawjmi	Lower Beeding, o/s Leonardslee Gardens	A281 Long Hill	4400HR0441
wsxawjmp	Crabtree, o/s The Crabtree	A281	4400HR0442
wsxawjpa	Cowfold, opp Homelands	A281 Brighton Road	4400HR0445
wsxgdagd	Cowfold, adj Brook Farm	A281 Brook Hill	4400HR1061
wsxawjpd	Cowfold, adj Village Hall	A281	4400HR0446
wsxawjpm	Cowfold, adj South Leas	A281	4400HR0449
wsxawgwm	Cowfold, Bull's Bridge (SW-bound)	A281 London Road	4400HR0414
wsxgawag	Little Parkminster, opp Pound Lane	A281 London Road	4400HR1026
wsxawgwd	Little Parkminster, adj Gratwicke Farm	A281	4400HR0411
wsxawgtw	Little Parkminster, opp St Hugh's Monastery	A281	4400HR0409
wsxawgtm	Shermanbury, Parkminster (S-bound)	A281 London Road	4400HR0407
wsxawgtg	Shermanbury, opp Morley Cottages	A281 London Road	4400HR0405
wsxawgta	Shermanbury, adj Woodside Close	A281 Brighton Road	4400HR0403
wsxawgaw	Shermanbury, Cornerhouse (W-bound)	Partridge Green Road	4400HR0374
wsxgawgm	Partridge Green, adj North Lodge	Shermanbury Road	4400HR1042
wsxawgam	Partridge Green, opp Littleworth Lane	High Street	4400HR0370
wsxawgag	Partridge Green, High Street (W-bound)	High Street	4400HR0368
wsxdtawj	Partridge Green, opp The Partridge	Church Road	4400HR1117
wsxawjta	Partridge Green, o/s The Green Man	Jolesfield	4400HR0452
wsxtwtma	Littleworth, adj Pound Cottage	Mill Lane	4400HR1262
wsxgawpm	Littleworth, adj Little Mill	Mill Lane	4400HR1050
wsxdtwd	Littleworth, Mill Lane (E-bound)	Mill Lane	4400HR1121
wsxtwjwg	Partridge Green, opp Jolesfield Primary School	Littleworth Lane	4400HR1247
wsxawgap	Partridge Green, adj Littleworth Lane	High Street	4400HR0371
wsxawgda	Shermanbury, Cornerhouse (E-bound)	Partridge Green Road	4400HR0375
wsxawgdg	Cornerhouse, adj Hazeldene	A281 London Road	4400HR0376
wsxawgdm	Cornerhouse, opp Wychwood	A281 London Road	4400HR0378
wsxawgdw	Cornerhouse, opp The Bull Inn	A281	4400HR0381
wsxawgjg	Henfield, adj Wantley Hill Estate	A281 London Road	4400HR0384
wsxawgjp	Henfield, adj Manor Way	London Road	4400HR0386
wsxawgpt	Henfield, adj Furners Lane	London Road	4400HR0401
wsxawgmt	Henfield, opp Bus Garage	Station Road	4400HR0394
wsxawgmj	Henfield, adj Fabians Way	Upper Station Road	4400HR0392
wsxawgmd	Henfield, opp Broomfield Road	Upper Station Road	4400HR0390
wsxawgpj	Henfield, High Street (S-bound)	High Street	4400HR0399
wsxawgpg	Henfield, opp Golden Square	A281 High Street	4400HR0398
wsxawdtm	Henfield, opp Mill Drive	Brighton Road A281	4400HR0357
wsxawdtw	Henfield, opp East House	A281	4400HR0359
wsxgmpgp	Woodmancote, adj Lime Kiln Cottages	A281 Brighton Road	4400HR1156
wsxawdwd	Woodmancote, opp Terry's Cross	A281 Brighton Road	4400HR0361
wsxawdwj	Woodmancote, adj Blackstone Lane	A281 Brighton Road	4400HR0363
wsxdtjtm	Woodmancote, opp Dragons	A281 Brighton Road	4400HR0560
wsxdtagw	Woodmancote, opp Holmbush Farm	A281 Brighton Road	4400MS0406
wsxdmgdg	Shaves Wood, adj The Ginger Fox	Brighton Road	4400MS0244
wsxgdgtg	Newtimber, adj Scout Activity Centre	A281	4400MS0323
wsxgdgtm	Newtimber, opp Grange Farm Cottage	A281	4400MS0325
wsxgpapt	Newtimber, adj Rushfield Garden Centre	A281 Brighton Road	4400MS0418
wsxdmgdj	Newtimber, opp Crossways Cottages	A281	4400MS0245
wsxtwjwp	Newtimber, opp Beggar's Lane	A281 West Road	4400MS0470
wsxdmgdp	Newtimber, adj Redhouse Farm	A281 West Road	4400MS0247
wsxdmdtw	Pyecombe, Saddlery (E-bound)	A23 London Road	4400MS0227
bridtp	Patcham, o/s Black Lion	London Road	14900006052
brilagwm	Patcham, opp Brangwyn Crescent	Patcham By-Pass	14900006051
bridwpj	Patcham, Ridgeside Avenue (S-bound)	Patcham By-Pass	14900006050
brijmgd	Brighton, opp The Deneway East	London Road	14900006048
brijmwp	Brighton, opp Tongdean Lane East	London Road	14900006046
briamat	Brighton, opp Cedars Gardens	London Road	14900006044
brijpwp	Brighton, adj Varndean Road	London Road	14900006042
bridawa	Brighton, adj Harrington Road	London Road	14900006041

Continued on next page.

**Continued from previous page.**

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgttd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
bridwgm	Brighton, adj Preston Drove	Preston Road	149000006039
bridpma	Brighton, opp Nestor Court	Preston Road	149000006038
bridmpa	Brighton, opp Lover's Walk	Preston Road	149000006037
brijwjd	Brighton, Stanford Avenue (NE-bound)	Stanford Avenue	149000006033
brijdpm	Brighton, adj Springfield Road	Beaconsfield Road	149000006034
bridwgd	Brighton, Preston Circus (Stop H)	London Road	149000006035
briapg	Brighton, Baker Street (Stop K)	London Road	149000006031
brijdmg	Brighton, London Road Shops (Stop S)	London Road	149000006029
brimdmd	Brighton, St Peter's Church (Stop L)	York Place	149000006937
brimdma	Brighton, opp North Road East	Gloucester Place Bus Lane	149000006920
brimdgm	Brighton, Old Steine (Stop H)	Old Steine	149000006817
brimjgj	Brighton, North Street (Stop Y)	North Street	149000007834
brijapw	Brighton, Imperial Arcade (Stop J)	Dyke Road	149000007355

Burgess Hill - Henfield - Steyning - Storrington - Pulborough Pulborough - Billingshurst - Slinfold - Horsham

100

Mondays to Fridays (except Public Holidays)

Burgess Hill, Church Road	0641	0741	0911	1011	1111	1211	1311	1426	1526	1626	1726	1806	
Burgess Hill, London Road	▼	▼	0914	1014	1114	1214	1314	1429	1529	▼	▼	▼	
Burgess Hill, Victoria Way	0644	0744	▼	▼	▼	▼	▼	▼	▼	1629	1729	1809	
Burgess Hill, Tesco	0646	0746	0916	1016	1116	1216	1316	1431	1531	1631	1731	1811	
Burgess Hill, York Road	0648	0748	0918	1018	1118	1218	1318	1433	1533	1633	1733	1813	
Burgess Hill, The Triangle	0650	0750	0920	1020	1120	1220	1320	1435	1535	1635	1735	1815	
Hickstead Services	0653	0753	0923	1023	1123	1223	1323	1438	1538	1638	1738	1818	
Sayers Common, School	0655	0755	0925	1025	1125	1225	1325	1440	1540	1640	1740	1820	
Albourne, Henfield Road	0657	0757	0927	1027	1127	1227	1327	1442	1542	1642	1742	1822	
Muddleswood	0700	0800	0930	1030	1130	1230	1330	1445	1545	1645	1745	1825	
Woodmancote, Village Hall	0704	0804	0934	1034	1134	1234	1334	1449	1549	1649	1749	1829	
Henfield, High Street	0708	0808	0938	1038	1138	1238	1338	1453	1553	1653	1753	1833	
Henfield, Wantley Hill	0712	0812	0942	1042	1142	1242	1342	1457	1557	1657	1757	1837	
Henfield, High Street	0714	0814	0944	1044	1144	1244	1344	1459	1559	1659	1759	1839	
Small Dole, Post Office	0719	0819	0949	1049	1149	1249	1349	1504	1604	1704	1804	1843	
Upper Beeding, Rising Sun	0723	0823	0953	1053	1153	1253	1353	1508	1608	1708	1808	1847	
Bramber, Castle Hotel	0726	0826	0955	1055	1155	1255	1355	1511	1611	1711	1811	1850	
Steyning, Clock Tower	0730	0830	1000	1100	1200	1300	1400	1515	1615	1715	1815	1854	
Steyning, Leisure Centre	0733	0833	1003	1103	1203	1303	1403	1518C	1618	1718	1818	1856	
Buncton, Crossroads	0737	0837	1007	1107	1207	1307	1407	1522D	1622	1722	1822	1900	
Washington, Rec. Ground	0700	0742	0842	1012	1112	1212	1312	1412	1527D	1627	1727	1827	1904
Storrington, Bus Stand	0707	0750	0850	1020	1120	1220	1320	1420	1535D	1635	1735	1835	
Cootham, Village Hall	0712	0755	0855	1025	1125	1225	1325	1425	1540D	1640	1739R		
Pulborough Brooks RSPB	0715	0758	0858	1028	1128	1228	1328	1428	1543D	1643	1741R		
Pulborough, Station (arr)	0720	0803	0903	1033	1133	1233	1333	1433	1548D	1648	1746R		
Pulborough, Station (dep)	0722	0808	0908	1038	1138	1238	1338	1438	1551	1651			
Pulborough, Spinney North	0727	0813	0913	1043	1143	1243	1343	1443	1556	1656			
Brinsbury Campus, entrance	0732	0819	0919	1049	1149	1249	1349	1449	1602	1702			
Adversane, Blacksmiths Arms	0734	0821	0921	1051	1151	1251	1351	1451	1604	1704			
Billingshurst, Parbrook	0737	0824	0924	1054	1154	1254	1354	1454	1607	1707			
Billingshurst, Station	0741	0828	0928	1058	1158	1258	1358	1458	1611	1711			
Billingshurst, Forge Way	0744	0831	0931	1101	1201	1301	1401	1501	1614	1714			
Billingshurst, Jengers Mead	0747	0834	0934	1104	1204	1304	1404	1504	1617	1717			
Five Oaks, Roundabout	0751	0838	0938	1108	1208	1308	1408	1508	1621	1721			
Slinfold, Post Office	0757	0844	0944	1114	1214	1314	1414	1514	1627	1727			
Broadbridge Hth, Shelley Arms	0803	0850	0950	1120	1220	1320	1420	1520	1632	1732			
Needles Est, Hills Farm Lane	0809	0856	0956	1126	1226	1326	1426	1526	1638	1738			
Horsham, Bus Stn (arr)	0816	0903	1003	1133	1233	1333	1433	1533	1645	1745			
Horsham, Bus Stn (dep)	0820	0905	1005	1138	1238	1338	1438	1538	1650	1750			
Horsham, Carfax	0823	0907R	1007R	1140	1240	1340	1440	1540	1652	1752			
Horsham, Station	0826	0909R	1009R	1143	1243	1343	1443	1543	1657	1757			
Horsham, Hospital	0827	0910R	1010R	1144	1244	1344	1444	1544	1659	1759			

A A

Additional journeys operate schooldays only from Pulborough Station to Brinsbury Campus at 0900 & 0905

A - Service continues back to Horsham Bus Station

C - Picks up in the school coach park on schooldays and then operates 3 minutes later

R - Serves this point at request of passengers already onboard

D - Operates 3 minutes later on schooldays

100

			Sch	H												
Horsham, Bus Station			0716	0725	0820	0938	1038	1138	1238	1338	1438	1538	1650	1750		
Horsham, Carfax			0718	0727	0823	0940	1040	1140	1240	1340	1440	1540	1652	1752		
Horsham, Station			0721	0730	0826	0943	1043	1143	1243	1343	1443	1543	1657	1757		
Horsham, Hospital			0723	0731	0827	0944	1044	1144	1244	1344	1444	1544	1659	1759		
Needles Est. Hills Farm Lane			▼	▼	0834	0951	1051	1151	1251	1351	1451	1551	1706	1806		
Broadbridge Hth, Shelley Arms			0731	0739	0839	0955	1055	1155	1255	1355	1455	1555	1711	1811		
Slinfold, Post Office			0737	0744	0844	1000	1100	1200	1300	1400	1500	1600	1717	1817		
Five Oaks, Roundabout			0741	0748	0848	1005	1105	1205	1305	1405	1505	1605	1723	1823		
Billingshurst, High St			0746	0752	0852	1010	1110	1210	1310	1410	1510	1610	1729	1829		
Billingshurst, Forge Way			0748	0754	0854	1013	1113	1213	1313	1413	1513	1613	1732	1832		
Billingshurst, Station			0750	0756	0856	1015	1115	1215	1315	1415	1515	1615	1734	1834		
Billingshurst, Parbrook			0753	0759	0859	1018	1118	1218	1318	1418	1518	1618	1737	1837		
Adversane, Blacksmiths Arms			0757	0802	0902	1022	1122	1222	1322	1422	1522	1622	1740	1840		
Brinsbury Campus, entrance			0758	0803	0903	1023	1123	1223	1323	1423	1523	1623	1741	1841		
Pulborough, Spinney North			▼	▼	0910	1030	1130	1230	1330	1430	1530	1630	1746	1846		
Pulborough, Station (arr)			0805	0810	0915	1035	1135	1235	1335	1435	1535	1635	1750	1850		
Pulborough, Station (dep)			0806	0811	0920	1040	1140	1240	1340	1440	1540	1640	1750	1850		
Pulborough Brooks RSPB			0811	0815	0924	1044	1144	1244	1344	1444	1544	1644	1754	1854		
Cootham, Village Hall			0814	0818	0927	1047	1147	1247	1347	1447	1547	1647	1757	1857		
Storrington, Bus Stand			0821	0823	0932	1052	1152	1252	1352	1507a	1552	1652	1802	1902		
Washington, Rec. Ground			0632	0727	0830	0832	0941	1101	1201	1301	1401	1516	1601	1701	1810	1910
Bunton, Crossroads			0635	0730	0833	0835	0944	1104	1204	1304	1404	1519	1604	1704	1813	
Steyning, Leisure Centre			0639	0734	0837	0839	0948	1108	1208	1308	1408	1523	1608	1708	1817	
Steyning, Clock Tower			0642	0737	0842	0842	0951	1111	1211	1311	1411	1526	1611	1711	1820	
Bramber, Castle Hotel			0646	0741	0846	0846	0955	1115	1215	1315	1415	1530	1615	1715	1824	
Upper Beeding, Rising Sun			0649	0744	0849	0849	0958	1118	1218	1318	1418	1533	1618	1718	1827	
Small Dole, Post Office			0654	0749	0854	0854	1002	1122	1222	1322	1422	1537	1622	1722	1831	
Henfield, High Street			0658	0753	0858	0858	1007	1127	1227	1327	1427	1542	1627	1727	1836	
Henfield, Wantley Hill			0702	0757	0902	0902	1011	1131	1231	1331	1431	1546	1631	1731	1840	
Henfield, High Street			0704	0759	0904	0904	1013	1133	1233	1333	1433	1548	1633	1733	1842	
Woodmancote, Village Hall			0707	0802	0907	0907	1016	1136	1236	1336	1436	1551	1636	1736	1845	
Muddleswood			07													

Burgess Hill - Henfield - Steyning - Storrington - Pulborough Pulborough - Billingshurst - Slinfold - Horsham

100

Saturdays

Burgess Hill , Church Road	0741	0911	1011	1111	1211	1311	1426	1526	1626	1726	1806
Burgess Hill, London Road	0744	0914	1014	1114	1214	1314	1429	1529	1629	1729	1809
Burgess Hill, Tesco	0746	0916	1016	1116	1216	1316	1431	1531	1631	1731	1811
Burgess Hill, York Road	0748	0918	1018	1118	1218	1318	1433	1533	1633	1733	1813
Burgess Hill, The Triangle	0750	0920	1020	1120	1220	1320	1435	1535	1635	1735	1815
Hickstead Services	0753	0923	1023	1123	1223	1323	1438	1538	1638	1738	1818
Sayers Common, School	0755	0925	1025	1125	1225	1325	1440	1540	1640	1740	1820
Albourne, Henfield Road	0757	0927	1027	1127	1227	1327	1442	1542	1642	1742	1822
Muddleswood	0800	0930	1030	1130	1230	1330	1445	1545	1645	1745	1825
Woodmancote, Village Hall	0804	0934	1034	1134	1234	1334	1449	1549	1649	1749	1829
Henfield, High Street	0808	0938	1038	1138	1238	1338	1453	1553	1653	1753	1833
Henfield, Wantley Hill	0812	0942	1042	1142	1242	1342	1457	1557	1657	1757	1837
Henfield, High Street	0814	0944	1044	1144	1244	1344	1459	1559	1659	1759	1839
Small Dole, Post Office	0819	0949	1049	1149	1249	1349	1504	1604	1704	1804	1843
Upper Beeding, Rising Sun	0823	0953	1053	1153	1253	1353	1508	1608	1708	1808	1847
Bramber, Castle Hotel	0826	0955	1055	1155	1255	1355	1511	1611	1711	1811	1850
Steyning, Clock Tower	0830	1000	1100	1200	1300	1400	1515	1615	1715	1815	1854
Steyning, Leisure Centre	0833	1003	1103	1203	1303	1403	1518	1618	1718	1818	1856
Bunton, Crossroads	0837	1007	1107	1207	1307	1407	1522	1622	1722	1822	1900
Washington, Rec. Ground	0700	0742	0842	1012	1112	1212	1312	1412	1527	1627	1727 1827 1904
Storrington, Bus Stand	0707	0750	0850	1020	1120	1220	1320	1420	1535	1635	1735 1835
Cootham, Village Hall	0712	0755	0855	1025	1125	1225	1325	1425	1540	1640	1740
Pulborough Brooks RSPB	0715	0758	0858	1028	1128	1228	1328	1428	1543	1643	1743
Pulborough , Station (arr)	0720	0803	0903	1033	1133	1233	1333	1433	1548	1648	1748
Pulborough , Station (dep)	0722	0808	0908	1038	1138	1238	1338	1438	1551	1651	
Pulborough, Spinney North	0727	0813	0913	1043	1143	1243	1343	1443	1556	1656	
Brinsbury Campus, entrance	0732	0819	0919	1049	1149	1249	1349	1449	1602	1702	
Adversane, Blacksmiths Arms	0734	0821	0921	1051	1151	1251	1351	1451	1604	1704	
Billingshurst, Parbrook	0737	0824	0924	1054	1154	1254	1354	1454	1607	1707	
Billingshurst, Station	0741	0828	0928	1058	1158	1258	1358	1458	1611	1711	
Billingshurst, Forge Way	0744	0831	0931	1101	1201	1301	1401	1501	1614	1714	
Billingshurst, Jengers Mead	0747	0834	0934	1104	1204	1304	1404	1504	1617	1717	
Five Oaks, Roundabout	0751	0838	0938	1108	1208	1308	1408	1508	1621	1721	
Slinfold, Post Office	0757	0844	0944	1114	1214	1314	1414	1514	1627	1727	
Broadbridge Hth, Shelley Arms	0803	0850	0950	1120	1220	1320	1420	1520	1632	1732	
Needles Est, Hills Farm Lane	0809	0856	0956	1126	1226	1326	1426	1526	1638	1738	
Horsham , Bus Stn (arr)	0816	0903	1003	1133	1233	1333	1433	1533	1645	1745	
Horsham , Bus Stn (dep)	0820	0905	1005	1138	1238	1338	1438	1538	1650	1750	
Horsham, Carfax	0823	0907 R	1007 R	1140	1240	1340	1440	1540	1652	1752	
Horsham, Station	0826	0909 R	1009 R	1143	1243	1343	1443	1543	1655	1755	
Horsham , Hospital	0827	0910 R	1010 R	1144	1244	1344	1444	1544	1656	1756	

A A

A - Service continues back to Horsham Bus Station

R - Serves this point if requested by passengers already on the bus

Saturdays

Horsham , Bus Station	0820	0938	1038	1138	1238	1338	1438	1538	1650	1750		
Horsham, Carfax	0823	0940	1040	1140	1240	1340	1440	1540	1652	1752		
Horsham, Station	0826	0943	1043	1143	1243	1343	1443	1543	1655	1755		
Horsham, Hospital	0827	0944	1044	1144	1244	1344	1444	1544	1656	1756		
Needles Est. Hills Farm Lane	0834	0951	1051	1151	1251	1351	1451	1551	1703	1803		
Broadbridge Hth, Shelley Arms	0839	0955	1055	1155	1255	1355	1455	1555	1707	1807		
Slinfold, Post Office	0844	1000	1100	1200	1300	1400	1500	1600	1712	1812		
Five Oaks, Roundabout	0848	1005	1105	1205	1305	1405	1505	1605	1718	1818		
Billingshurst, High St	0852	1010	1110	1210	1310	1410	1510	1610	1724	1824		
Billingshurst, Forge Way	0854	1013	1113	1213	1313	1413	1513	1613	1727	1827		
Billingshurst, Station	0856	1015	1115	1215	1315	1415	1515	1615	1729	1829		
Billingshurst, Parbrook	0859	1018	1118	1218	1318	1418	1518	1618	1732	1832		
Adversane, Blacksmiths Arms	0902	1022	1122	1222	1322	1422	1522	1622	1735	1835		
Brinsbury Campus, entrance	0903	1023	1123	1223	1323	1423	1523	1623	1736	1836		
Pulborough, Spinney North	0910	1030	1130	1230	1330	1430	1530	1630	1741	1841		
Pulborough , Station (arr)	0915	1035	1135	1235	1335	1435	1535	1635	1745	1845		
Pulborough , Station (dep)	0811	0920	1040	1140	1240	1340	1440	1540	1640	1745	1845	
Pulborough Brooks RSPB	0815	0924	1044	1144	1244	1344	1444	1544	1644	1749	1849	
Cootham, Village Hall	0818	0927	1047	1147	1247	1347	1447	1547	1647	1752	1852	
Storrington, Bus Stand	0823	0932	1052	1152	1252	1352	1452	1552	1652	1757	1857	
Washington, Rec. Ground	0732	0832	0941	1101	1201	1301	1401	1501	1601	1701	1805	1905
Buncton, Crossroads	0735	0835	0944	1104	1204	1304	1404	1504	1604	1704	1808	
Steyning, Leisure Centre	0739	0839	0948	1108	1208	1308	1408	1508	1608	1708	1812	
Steyning, Clock Tower	0742	0842	0951	1111	1211	1311	1411	1511	1611	1711	1815	
Bramber, Castle Hotel	0746	0846	0955	1115	1215	1315	1415	1515	1615	1715	1819	
Upper Beeding, Rising Sun	0749	0849	0958	1118	1218	1318	1418	1518	1618	1718	1822	
Small Dole, Post Office	0754	0854	1002	1122	1222	1322	1422	1522	1622	1722	1826	
Henfield, High Street	0758	0858	1007	1127	1227	1327	1427	1527	1627	1727	1831	
Henfield, Wantley Hill	0802	0902	1011	1131	1231	1331	1431	1531	1631	1731	1835	
Henfield, High Street	0804	0904	1013	1133	1233	1333	1433	1533	1633	1733	1837	
Woodmancote, Village Hall	0807	0907	1016	1136	1236	1336	1436	1536	1636	1736	1840	
Muddleswood	0811	0911	1020	1140	1240	1340	1440	1540	1640	1740	1844	
Albourne, Traffic Lights	0814	0914	1023	1143	1243	1343	1443	1543	1643	1743	1847	
Sayers Common, School	0816	0916	1025	1145	1245	1345	1445	1545	1645	1745	1849	
Hickstead, opp Shell Garage	0818	0918	1027	1147	1247	1347	1447	1547	1647	1747	1851	
Burgess Hill, The Triangle	0821	0921	1030	1150	1250	1350	1450	1550	1650	1750	1854	
Burgess Hill, York Road	0823	0923	1032	1152	1252	1352	1452	1552	1652	1752	1856	
Burgess Hill, Tesco	0825	0925	1034	1154	1254	1354	1454	1554	1654	1754	1858	
Burgess Hill, London Road	0828	0928	1037	1157	1257	1357	1457	1557	1657	1757	1901	
Burgess Hill, Station Road	0831	0931	1040	1200	1300	1400	1500	1600	1700	1800	1904	
Burgess Hill , Church Road	0832	0932	1041	1201	1301	1401	1501	1601	1701	1801	1905	

Tuesdays, Wednesdays & Fridays (except Public Holidays)

Henfield , High Street	0930	Worthing Pier, stop F	1300
Henfield, Station Road	0934	Worthing Hospital	1304
Henfield, Wantley Hill	0939	South Lancing, South Street	1313
Henfield, High Street	0942	Lancing, North Road, Post Office	1316
Small Dole, Post Office	0948	North Lancing, Firle Road	1323
Upper Beeding, Rising Sun	0953	Lancing Manor Leisure Centre	1327
Bramber, Castle Hotel	0956	Beeding, Dacre Gardens	1334
Steyning, Middle Mead	0959	Steyning, Middle Mead	1338
Steyning, Clock Tower	1003	Steyning, Clock Tower	1342
Beeding, Dacre Gardens	1009	Bramber, Castle Hotel	1346
Lancing Manor Leisure Centre	1016	Upper Beeding, Rising Sun	1349
North Lancing, Firle Road	1020	Small Dole, Post Office	1353
Lancing, North Road, Post Office	1027	Henfield , High Street	1400 R
South Lancing, South Street	1029	Henfield, Station Road	1404 R
Worthing Hospital	1038	Henfield, Wantley Hill	1408 R
Worthing , Pier stop E	1042		

R - serves these points only if requested by passengers already on the bus

People who sleep rough are cold, hungry and scared. Can you give them warmth and safety?



CHARITY NO: 1027832

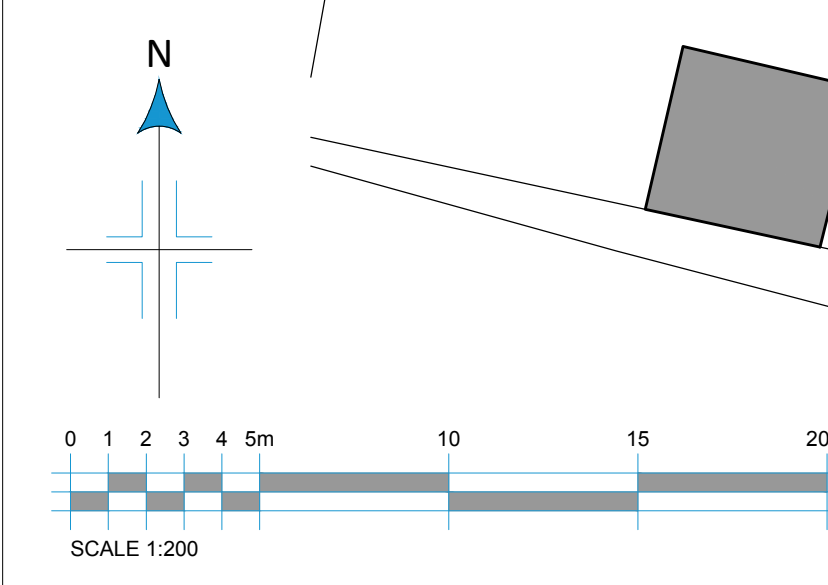
Your donation could provide a hot breakfast, warm shower, advice and support to someone in the local community without a safe place to call home. Please use the QR code, or phone 01903 680748, to start someone on their pathway out of homelessness.

WWW.TURNING-TIDES.ORG.UK



TURNINGTIDES
ENDING LOCAL HOMELESSNESS

Appendix B



PLANNING APPLICATION DRAWING

REV	DATE	REVISIONS	REV	DATE	REVISIONS

CLIENT: BRUCKLAND DEVELOPMENTS		PROJECT: LAND SOUTH OF THE BOWLING CLUB, THE DAISEY CROFT, HENFIELD, BNS SRN	
SCALE: 1:200 (A1 ORIGINAL)		DRAWING: PROPOSED SITE PLAN	
DRAWN: CdeO		JOB NO: 25 - P0315	
DATE: AUG '25		DRAWING NO: 001	
		REVISION: G	

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TWENTY-20

Architecture

TECHNICAL

VISION

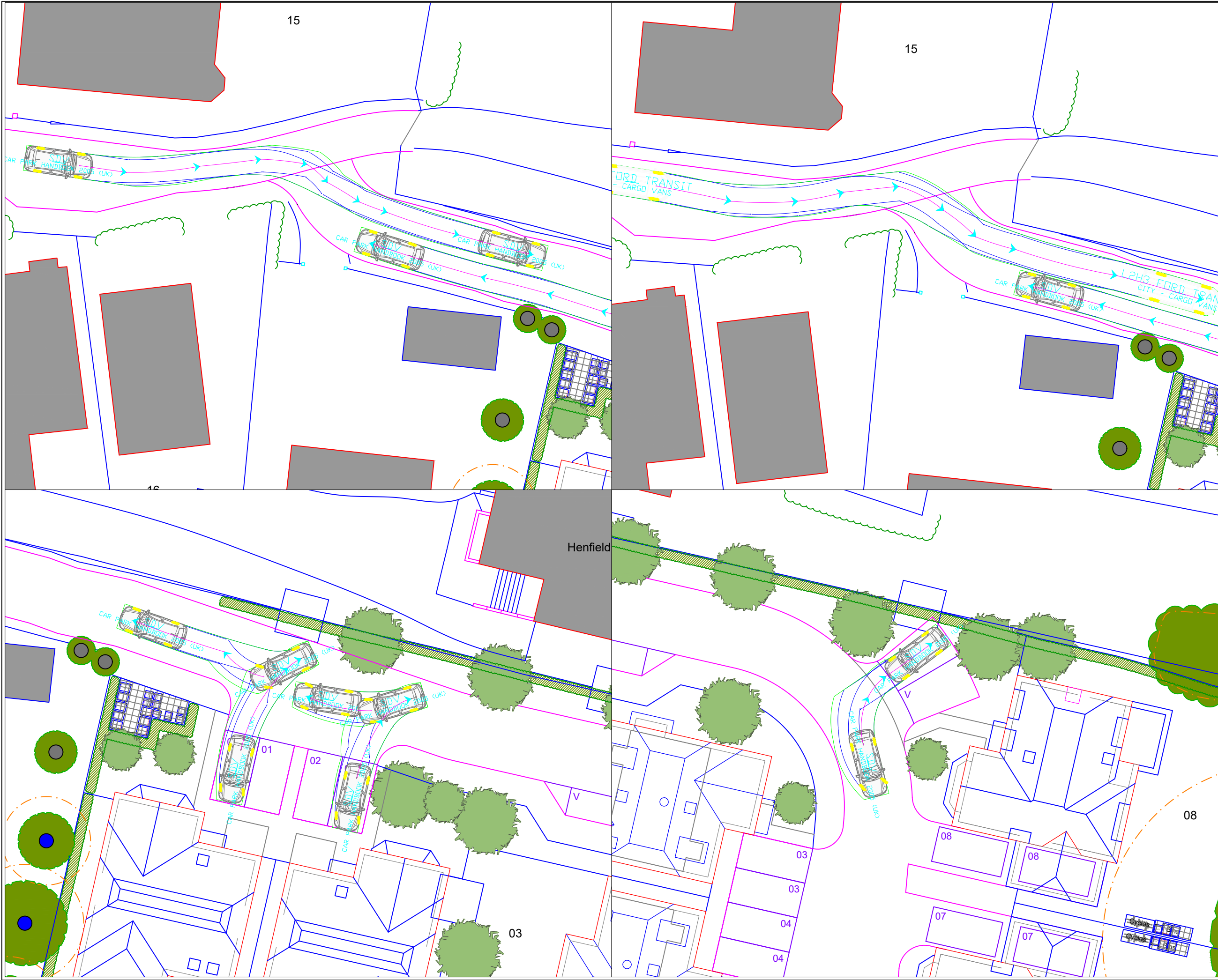
+44 (0) 1344 913514

admin@twenty20architecture.co.uk

www.twenty20architecture.co.uk

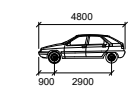
Old Boundary House, London Road, Sunningdale, Berkshire, SL5 8UJ

Appendix C



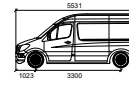
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- References to left or right when identifying elevations, are made assuming facing the front elevation



SDV


Width	: 1800
Track	: 1800
Lock to Lock Time	: 6.0
Steering Angle	: 37.8



L2H3 FORD TRANSIT

Width	: 2059
Track	: 2059
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

Rev.	Description	Date	Chk'd



Sarnlea
Consulting Engineers

128 City Road
London
EC1V 2NX

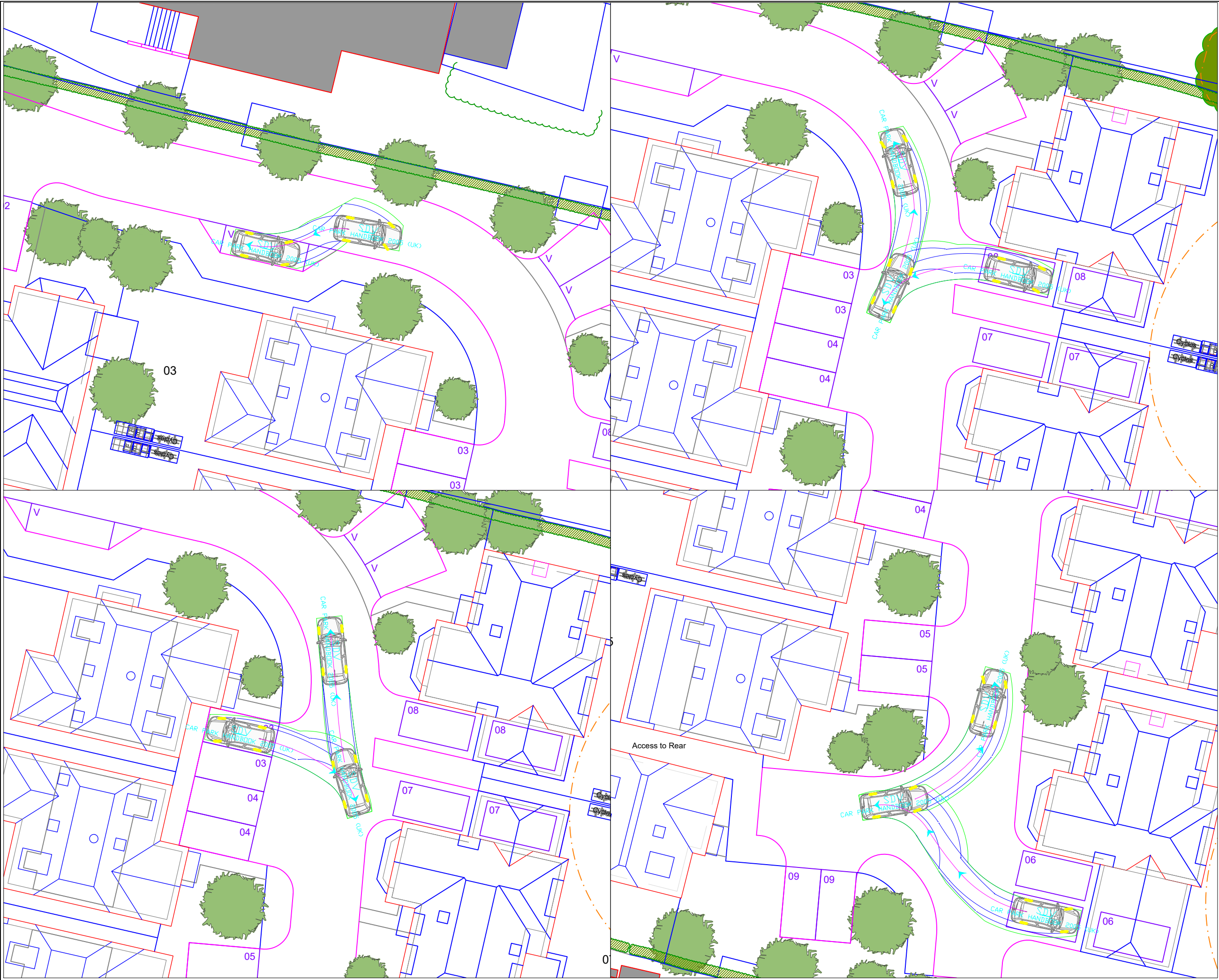
Job

Henfield

Drawing

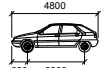
Vehicle Tracking

Scales	Date	Drawn	Checked
1:250 @ A3	Dec 2025	AM	AM
Number			Revision



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SDV

Width : 1800
Track : 1800
Lock to Lock Time : 6.0
Steering Angle : 37.8

4800

900 2900

Rev.	Description	Date	Chk'd



128 City Road
London
EC1V 2NX

Job

Henfield

Drawing

Vehicle Tracking

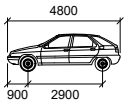
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1:250 @ A3	Dec 2025	AM	AM

Number	Revision



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SDV

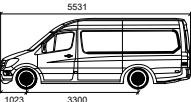
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Width : 1800

Track : 1800

Lock to Lock Time : 6.0

Steering Angle : 37.8



L2H3 FORD TRANSIT

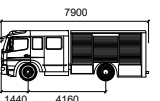
mm

Width : 2059

Track : 2059

Lock to Lock Time : 6.0

Steering Angle : 40.0



Mercedes Atego 1325F FRU

mm


Width : 2300

Track : 2300

Lock to Lock Time : 6.0

Steering Angle : 36.3

Rev.	Description	Date	Chk'd



Sarnlea Consulting Engineers

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Job

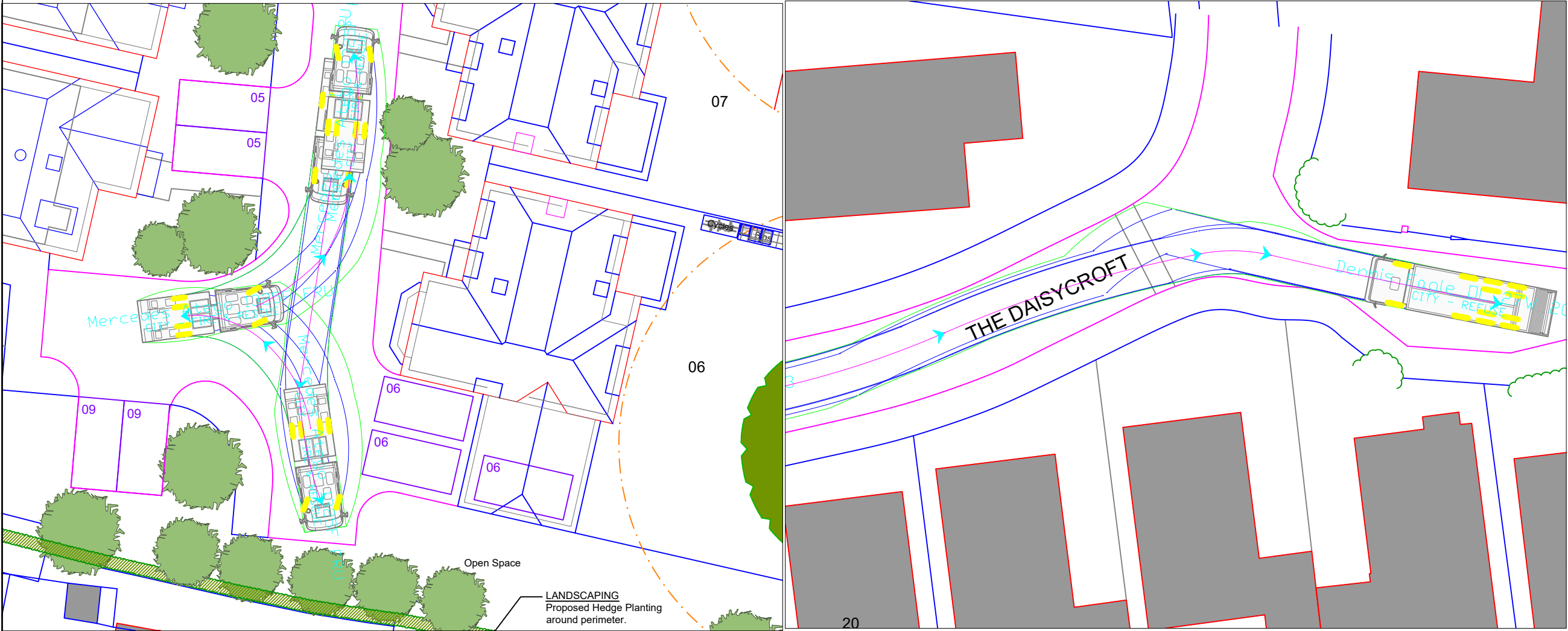
Henfield

Drawing

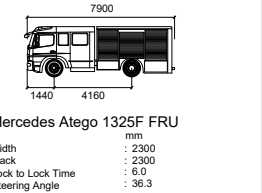
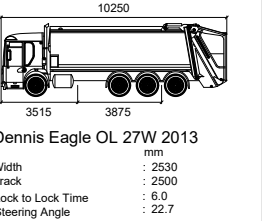
Vehicle Tracking

Scales	Date	Drawn	Checked
1:250 @ A3	Dec 2025	AM	AM

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Drawing
Vehicle Tracking

Scales	Date	Drawn	Checked
1:250 @ A3	Dec 2025	AM	AM
Number	Revision		