

219-227 High Street, Sutton
Residential Travel Plan

For Reid Homes

Date: 28 January 2021

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Executive Summary

This residential travel plan has been prepared to support a full planning application for the redevelopment of 219-227 High Street, Sutton to provide 36 car free residential apartments and 335 sqm of retail at ground floor level.

The site is in a highly sustainable location in Sutton town centre. The site fronts onto High Street and benefits from very good walking, cycling and public transport accessibility (PTAL 6a). The development does not include any car parking.

This Residential Travel Plan aims to ensure the success of the 'car-free' nature of the site by encouraging the use of sustainable modes of transport through implementing a range of measures to facilitate travel by walking, cycling, bus and rail links.

A Travel Plan Coordinator will be appointed to manage the Travel Plan, including the issuing of travel information, coordination of monitoring surveys and reporting to Sutton Council (SC).

Key measures identified within this Residential Travel Plan are the provision of Travel Information Packs and promotion of sustainable travel modes through publicising travel information on noticeboards on site and by email newsletter. Secure cycle parking will be provided.

The Residential Travel Plan sets out responsibilities and timescales for the implementation of measures, along with a monitoring schedule.

1. INTRODUCTION

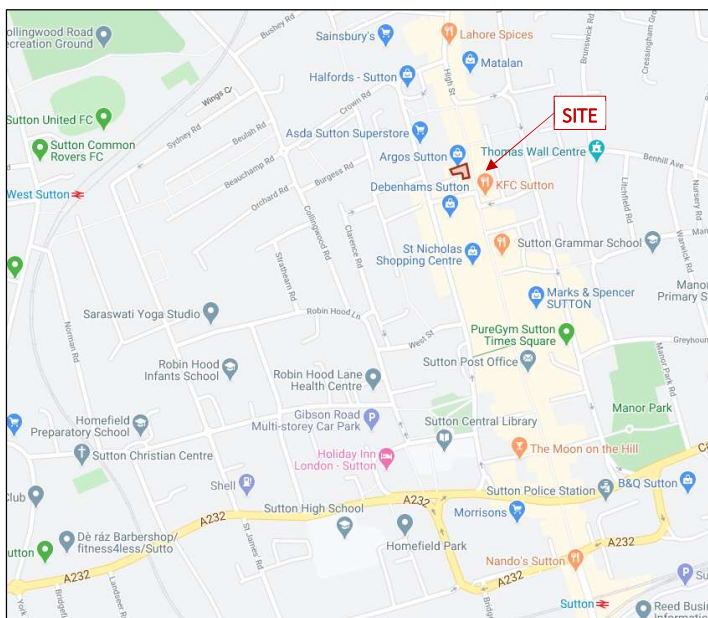
1.1 Background

- 1.1.1 Reid Homes proposes to redevelop 219-227 High Street, Sutton to provide 36 car free residential apartments and 335 sqm of retail use at ground floor level. This residential Travel Plan (TP) has been prepared for submission with the full planning application.
- 1.1.2 The site is a car free development and a key aim of this TP is to facilitate the day to day journey needs of residents by non-car modes.
- 1.1.3 The TP has been prepared with reference to relevant local and national transport policy, including the National Planning Policy Framework (NPPF) and Sutton Council's Supplementary Planning Documents (SPDs).

1.2 Site Location

- 1.2.1 The site is located on High Street in Sutton, within the London Borough of Sutton. The site is approximately 16km south of central London, with Croydon to the east (6.5km) and Epsom to the south west (6km). The site location is shown in [Figure 1-1](#) and a detailed site location plan is provided in Appendix A.
- 1.2.1 The site was formerly an Argos store and is directly adjacent to an Asda Superstore to the north. High Street provides a range of everyday facilities and services such as supermarket and non-food shopping, numerous restaurants/takeaways, and parking, banks and ATMs.

Figure 1-1: Site Location



1.3 Proposed Development

Overview

1.3.1 The proposal is for car free development and will consist of 335 sqm of retail at ground floor level and 36 residential apartments above. The proposed site layout is provided in Appendix A. The dwelling mix comprises:

- 17 one-bed apartments;
- 16 two-bed apartments; and
- 3 three-bed apartments

Pedestrian and Cycle Access

1.3.2 Pedestrian and cycle access to the apartments will be from High Street.

1.3.3 The retail unit will be accessed directly from High Street for pedestrians and cyclists.

Car Parking

1.3.4 This is a car-free development and therefore there will be no vehicular access or car parking provided. On-street parking within the surrounding area is restricted to permit holders only or pay and display with a maximum stay of 2 hours, and High Street is pedestrianised.

1.3.5 Dedicated disabled parking bays are available on-street at the following locations:

- Elm Grove (1 bay) - 90m from the site via the cut between High Street and Elm Grove
- Manor Place (2 bays) - Approximately 125m south of the site
- Benhill Avenue (4 bays) - Approximately 130m south east of the site
- Marshall's Road (2 bays) - Approximately 150m north of the site

1.3.6 Additionally, both the Asda and St Nicholas Shopping Centre car parks nearby provide disabled car parking for mobility impaired users.

1.3.7 The locations of these parking spaces have been provided in Figure 1-2

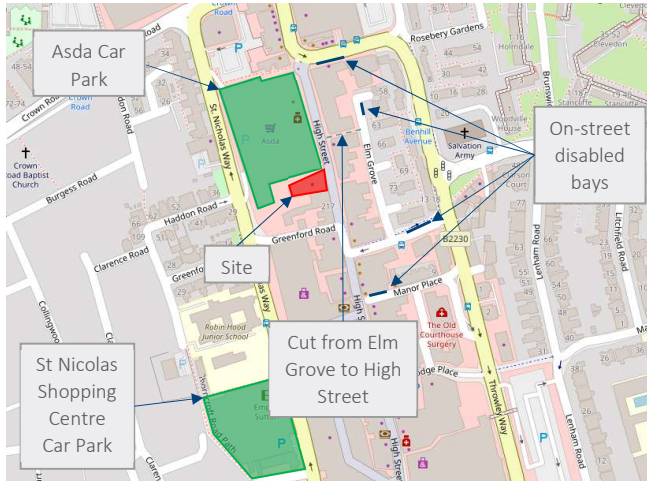


Figure 1-2: Disabled parking locations

1.3.8 Disabled parking is therefore catered for in multiple on-street bays around 2 to 3 minutes walk away, with further provision in local off-street car parks within a 5-minutes walk.

Cycle Parking

1.3.9 SC's cycle parking standard as set out in Appendix 11 of the Local Plan requires the following cycle parking:

- Residential use:
 - » 1 space per studio / 1-bed apartment;
 - » 2 spaces per 2-bed / 3-bed apartment;
 - » 1 space per 40 dwellings, subject to a minimum of 2-spaces.
- Non-food retail use:
 - » 1 space per 250m long stay and 1 space per 125m short stay; or
 - » A contribution towards funding further public cycle parking.

1.3.10 On the basis of the above, standards require and total of 54-62 cycle parking spaces calculated as follows:

- 17 x 1-bed @ 1 space per dwelling = 17 spaces
- 16 x 2-bed @ 2 spaces per dwelling = 32 spaces
- 3 x 3-bed @ 2-spaces per dwelling = 9-6 spaces
- Additional short stay = 2 spaces
- 335sqm Retail:
 - » 1 space per 250sqm long stay = + 2 long stay
 - 1 space per 125sqm long-short stay = 2 long stay + 3 short stay

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- Total: **63-62** spaces

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1.3.11 A secure bicycle store is proposed on the ground floor of the building to accommodate this cycle parking.

Servicing and Emergency Access

1.3.12 A bin store with separate service access is provided to the rear of the building for both the residential and retail uses. Delivery access is to the rear of the building, using the shared service yard to the rear. The site has a legal, right of access enabling the use of this service area and management procedures will be put in place to give access for refuse vehicles.

1.3.13 While High Street is pedestrianised, access to this area is available to emergency vehicles. There is further access to the rear of the building from St Nicholas Road for emergency vehicles.

2. ACCESSIBILITY

2.1 Walking and Cycling

- 2.1.1 The High Street, onto which the site fronts, is well lit and pedestrianised along its length. The pedestrianised area terminates to the north of the site where Marshall's Road merges into High Street (approximately 110m north of the site) and at the crossing point on the A232 to the south. Dropped kerbs and tactile paving provide level access to the pedestrianised area for mobility impaired users at both ends of this area.
- 2.1.2 The application site is located within a town centre environment, characterised by a number of shops, restaurants/fast food, supermarkets and a variety of independent stores. In the wider vicinity of the site, residential areas surround the site with schools in close proximity.
- 2.1.3 Both formal and informal cycle routes surround the site, providing an attractive, safe cycling environment for non-motorised users. This is shown in Figure 2-1 and Figure 2-2.

Figure 2-1: Cycle Network

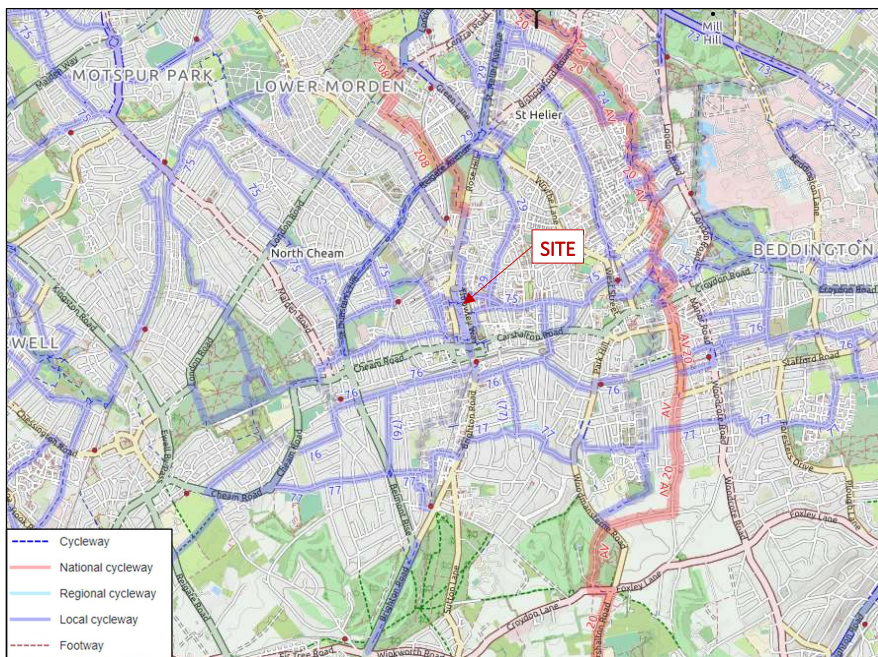
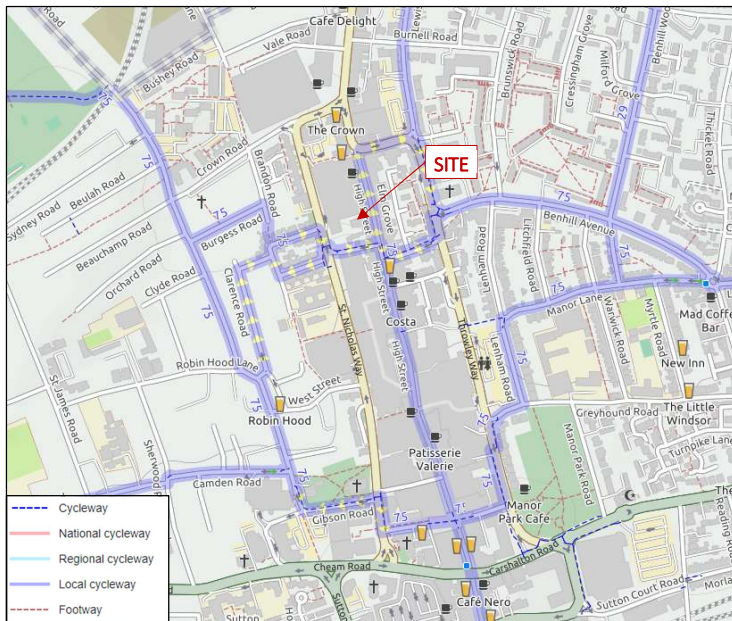


Figure 2-2: Local Cycle Network



2.1.4 National Cycle Network (NCN) Route 208 is a south London route and runs from Raynes Park to Morden; this can be accessed via the local cycleways that connect directly to the site. Additionally, NCN route 20 is a 12-mile trail along the River Wandle in South London and NCN Route 22 links London with Portsmouth.

2.1.5 Along the High Street, Sheffield style cycle standards are in place for visitor cycle parking.

2.2 Taxis and Car Clubs

2.2.1 The nearest taxi rank is located outside Sutton Station on High Street approximately 805m, equating to a 10-minute walk from the site.

2.2.2 Zipcar is the UK's biggest and most popular car sharing club and there is a Zipcar hub within 6 minutes walking distance from the site. Members of the service can rent cars by the hour or day, accessing the vehicles using a special card (called a "Zipcard") or the company's mobile app. The membership includes fuel, parking, congestion charge and insurance.

2.2.3 Therefore, this is considered a good alternative to car ownership for future residents of the car-free development. Zipcar is a good addition to the extensive public transport options in the area.

2.3 Public Transport

Bus

2.3.1 The site is well supported by a comprehensive high frequency bus network which is shown in Appendix B and summarised in Table 2-2. It is located in PTAL Zone 6a. The nearest bus stops are located to the

north of the site on High Street, and to the south west on St Nicholas Way. Both bus stops are provided with covered, seated bus shelters.

Table 2.1: Bus Service Provision

Service	Operator	Route Summary	Frequency
80	TfL	Downview – Reynolds Close	Mon – Fri: 04:57 – 01:06 at least every 14 mins Sat: 04:47 – 01:06 every 10 mins Sun: 06:43 – 01:06 every 15 mins
151	TfL	Shotfield – Worcester Park Station	Mon – Fri: 05:17 – 00:22 every 9-13 mins Sat: 05:17 – 00:23 every 8-10 mins between 09:00 to 18:00 Sun: 06:27 – 00:22 every 20 mins
164	TfL	Sutton Station – Francis Grove	Mon – Fri: 04:47 – 01:08 every 9-11 mins Sat: 04:47 – 01:09 every 8-10 mins between 08:00 to 18:00 Sun: 04:47 – 01:08 every 15 mins
280	TfL	St George’s Hospital – Belmont Station / Brighton Road	Mon – Fri: 05:11 – 00:28 every 12-13 mins Sat: 05:11 – 00:28 every 12-13 mins between 11:00 to 19:00 Sun: 05:11 – 00:28 at least every 20 mins
413	TfL	Sutton Bus Garage – Morden Station	Mon – Fri: 06:11 – 01:43 every 20 mins Sat: 06:11 – 01:43 every 15 mins Sat: 07:39 – 01:43 every 30 mins
470	TfL	Colliers Wood Station – Epsom High Street	Mon – Fri: 06:45 – 20:55 every 30 mins Sat: 06:45 – 20:55 every 30 mins
S1	TfL	Banstead / Marks & Spencer – Victoria Road / Lavender Fields	Mon – Fri: 05:42 – 00:06 every 15/20 mins Sat: 05:41 – 00:06 every 15/20 mins Sun: 07:01 – 00:06 every 20 mins
S3	TfL	Belmont Station – Malden Manor Station	Mon – Fri: 06:27 – 21:37 every 20 mins Sat: 06:27 – 21:37 every 20/30 mins

Rail

2.3.2 The nearest railway station to the site is Sutton Station which is located 805m away (10 minute walk). This station provides frequent services to St Albans City (Thameslink), Epsom and Epsom Downs (Southern), and London Victoria (Southern), amongst others. Rail therefore offers a viable option for residents of the sit travelling to and from work and for other day to day activities that require further distances.

2.4 Access to Facilities

2.4.1 The site is in a town centre location, with a range of everyday facilities provided within close proximity to the site. An Asda foodstore, including a pharmacy is directly adjacent to the site and there is access to primary and secondary education, a GP Surgery and other retail and leisure uses within a short walking distance of the site. The site is therefore in a highly sustainable location offering opportunities for residents of the development to make essential trips comprising short distances via sustainable modes of travel.

2.5 Summary

2.5.1 The site is in a highly sustainable central location and is well suited to provide opportunities for travel on foot, by cycle and by public transport. There are a good range of facilities and services within a short walking distance for residents to access.

2.5.2 The location of the development will enable active and sustainable travel to and from the site for the daily journey needs of residents.

3. POLICY

3.1.1 Developments should accord with national and local transport policies and government advice. Therefore, this section identifies the transport and highway policies and guidance that are relevant in this case, namely:

National Policy

- National Planning Policy Framework (2019)
- National Planning Practice Guidance (2014)
- DfT's Essential guide to travel planning (2007)

Local Policy

- Sutton Local Plan (2018)
- Local Borough of Sutton Local Development Framework - Transport Assessments and Travel Plans SPD (2008)
- SC COVID-19 Safer, Active, Greener Streets (2020)
- TfL Travel Plans (2013)

Other

- Manual for Streets (2007)
- Manual for Streets 2 (2010)

4. AIMS, OBJECTIVES AND OUTCOMES

4.1 Objectives and Aims

4.1.1 The objective of this Travel Plan is to achieve the following 'outcomes':

- Maximise the use of active and sustainable travel to and from the development
- Identify which measures are needed to maximise the use of active travel
- Lead to a change in the travel behaviour of individuals to a sustainable mode of travel and then maintain that change
- Identify ways of reducing the need to travel to and from the development

4.1.2 The core aim of this Travel Plan is to ensure the success of the 'car-free' nature of the site by encouraging the use of sustainable modes of transport for daily travel between residential development and workplaces and other day to day activities such as shopping, leisure and health needs.

5. MANAGEMENT AND DELIVERY STRUCTURE

5.1 Management

- 5.1.1 The successful introduction of the Travel Plan will be dependent upon buy-in from the future residents, and the processes put in place to support, implement and develop the measures outlined.
- 5.1.2 This process will be managed and supervised by a nominated Travel Plan Coordinator (TPC), who will be appointed by the developer prior to first occupation of the building, and for the agreed monitoring period. The TPC plays a vital role in the success of the Travel Plan and is responsible for the day-to-day management, co-ordination, promotion and implementation of the Travel Plan.
- 5.1.3 The TPC will also be a point of contact for Sutton Council (SC), and for any occupants who have queries about their travel. Contact details will be supplied to SC on appointment.
- 5.1.4 Prior to the appointment of the TPC, any correspondence associated with the TP should, in the first instance, be sent to:

Hydrock Consultants
White Building
1-4 Cumberland Place
Southampton
SO15 2NP

Or alternatively, travelplancoordinator@hydrock.com.

5.2 Marketing and Communication Strategy

- 5.2.1 The following marketing and communication tools will ensure that the residents are fully engaged in the Travel Plan:
- Travel Information Pack
 - Noticeboard provision
 - Periodic newsletters/coverage of the Travel Plan within existing newsletters.
 - Email communication including mentioned newsletters
- 5.2.2 The newsletter and noticeboards will promote periodic events such as:
- National Bike Week
 - National Walking Month
 - [The Big Pedal](#)
 - [Green Transport Week](#)
 - [European Mobility Week](#)
 - [Autumn Step Count Challenge](#)
 - [Sustainable Travel Conference London](#)

6. MEASURES AND INITIATIVES

6.1 Introduction

6.1.1 This section of the Travel Plan describes the measures that are proposed in order for the Travel Plan to meet the Aims and Objectives detailed in Section 4 and the Targets proposed in Section 7.

6.1.2 All Travel Plans should include a consideration of the following measures, appropriate and proportional to the size and impact of the proposed development, with those selected determined by the specific locality and nature of the site.

1. Marketing the Travel Plan
2. Promotion of public transport use
3. Promotion of cycling
4. Promotion of walking

6.1.3 These measures are linked back to the stated objectives and address site-specific transport issues, with the aim of improving accessibility and offering viable sustainable travel choices.

6.2 Marketing the Travel Plan

6.2.1 The promotion of the TP to future residents will be undertaken through the provision of travel information packs and the displaying of promotional material/information on noticeboards within the communal area on the ground floor of the development. Together, these sources will provide information on a range of travel options and modes.

Travel Information Pack (TIP)

6.2.2 The TIP will contain information on the alternatives to single-occupancy car use available to residents of the proposed apartments and will include for example, the following:

- Cycling and walking maps for the local area and the contact details of local and national cycling organisations - see Section 6.4;
- Details of the on-site cycle parking and how to access this. Details of other local cycle parking for visitors - see Section 6.4;
- Timetables, route maps and weblinks for public transport - see Section 6.3;
- Details of how to access the Zipcar car share scheme and the location of the local taxi rank;
- Details of local facilities and services including online food shopping services.

6.2.3 Residents will be provided with the travel information packs upon first occupation.

Pre-Sale Information

6.2.4 Potential residents will be provided with sustainable travel information as part of the marketing sales pack for the apartments.

Noticeboards and Newsletters

6.2.5 A travel information board will be installed in the communal area on the ground floor and will be kept up to date by the TPC.

6.2.6 An annual travel plan newsletter will be issued to residents by email (subject to sign up) during the life of the travel plan.

6.3 Promotion of Public Transport Use

6.3.1 Travel information packs and noticeboards will include promotional material covering public transport options for residents. This will include the promotion of the following apps and websites which provide access to network maps and timetable information:

- [Transport for London https://tfl.gov.uk/](https://tfl.gov.uk/)
- Google Maps App <https://www.google.com/maps>
- Metrobus <https://www.metrobus.co.uk/>
- Traveline <https://www.traveline.info/>
- Southern Railway <http://www.southernrailway.com/>
- Thames Link Railway <http://www.thameslinkrailway.com/>
- National Express <https://www.nationalexpress.com/en>

6.3.2 Information will also be provided within the travel information pack relating to nearby bus stops and the routes served.

6.4 Promotion of Walking and Cycling

6.4.1 Travel information packs and noticeboards will include promotional material covering the health benefits of walking for residents and links to information on local walking routes.

6.4.2 The Travel Plan Coordinator will investigate the potential for discounts at local cycle shops.

6.4.3 Travel information packs and noticeboards will also include promotional material covering cycling advice for residents. This will include the promotion of:

- Cycling routes in the vicinity of the site
- On and off-site cycle parking provision
- Health benefits associated with cycling
- Hire a Santander Cycle in London - <https://tfl.gov.uk/modes/cycling/santander-cycles>

6.5 Car Parking Management

6.5.1 No car-parking management strategy is required for this development as it is car-free, which is a key measure to encourage the use of sustainable development.

7. TARGETS, MONITORING AND REVIEW

7.1 Targets

7.1.1 This residential travel plan focuses on the day to day journeys and is for car free residential development. Therefore, in line with the car-free nature of this development, the following targets are appropriate to be achieved over a 5-year monitoring period from first occupation of the development. The targets relate to regular daily journeys to and from the site:

- 100% of journeys for employment purposes to be made by modes other than single occupancy private car; and
- 100% of journeys for the purpose of travel to school to be made by modes other than single occupancy private car.

7.2 Baseline Travel Data

7.2.1 An initial survey will be undertaken within the first three months of 50% occupation in order to establish a baseline from which the targets for the travel plan can be confirmed.

7.3 Monitoring

7.3.1 Travel Plans are 'active' documents that must be reviewed on a regular basis so as to demonstrate that the measures implemented have, over time, met the agreed targets.

7.3.2 It is the responsibility of the TPC to ensure that monitoring takes place and that the outputs are reported to SC. A monitoring report is to be submitted over a 5-year period to the Council as follows:

- Year 1: Baseline travel survey undertaken within 3 months of 50% occupation;
- Year 2: No survey;
- Year 3: Follow up travel survey;
- Year 4: No survey;
- Year 5: Final Travel Survey

7.3.3 It is proposed that following the initial baseline survey in year 1, monitoring surveys will be undertaken bi-annually for five years. The TPC will be responsible for the coordination of the survey work which is envisaged would take the form of a questionnaire to be completed by residents either in electronic or hard copy form.

7.4 Reporting and Review

7.4.1 Following the completion of each travel survey, the TPC will compile a report of the surveys for submission to SC. Where necessary, the Travel Plan target and measures will be reviewed. Assuming that the travel plan targets are being met at the end of year 5, no further monitoring will be required. If targets are not met at the end of the 5-year period, a further Action Plan will be agreed with SC and monitoring will continue for a further year.

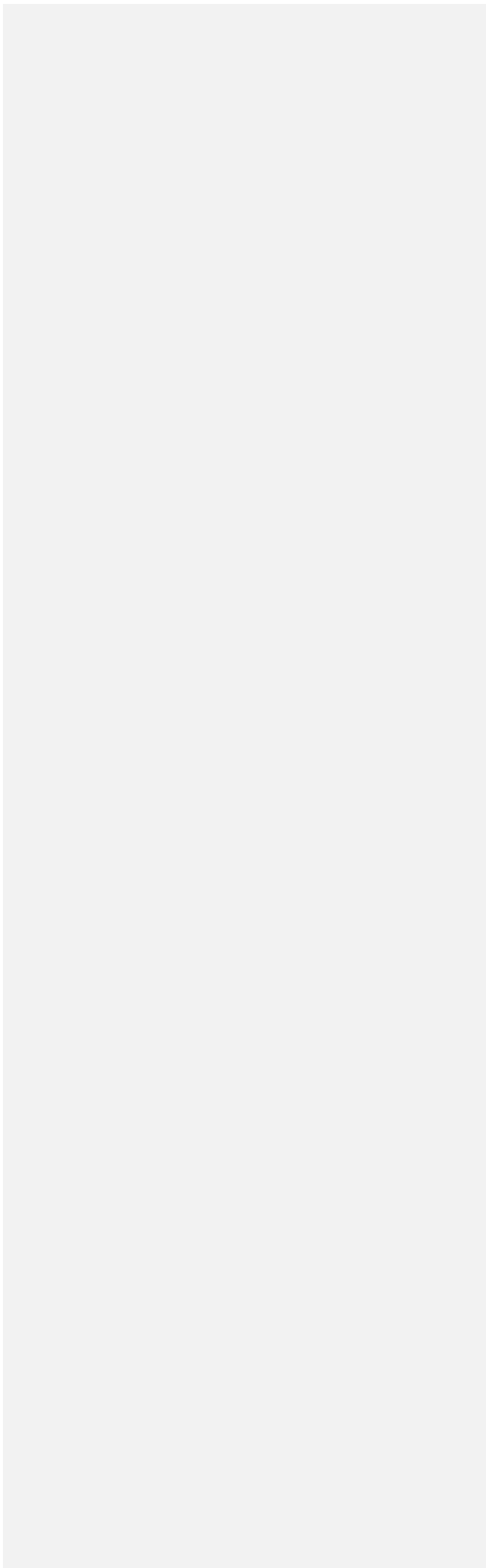
8. ACTION PLAN

- 8.1.1 This section draws together the proposed measures, monitoring and review proposals into a costed Action Plan that identifies who will be responsible for the delivery of each element.
- 8.1.2 This Action Plan will be updated to reflect the outcome of each annual survey so as to take into account any changes necessary in the measures proposed, in order to meet the targets specified in Section 7. An updated Action Plan will be submitted to SC with the biannual travel survey report.

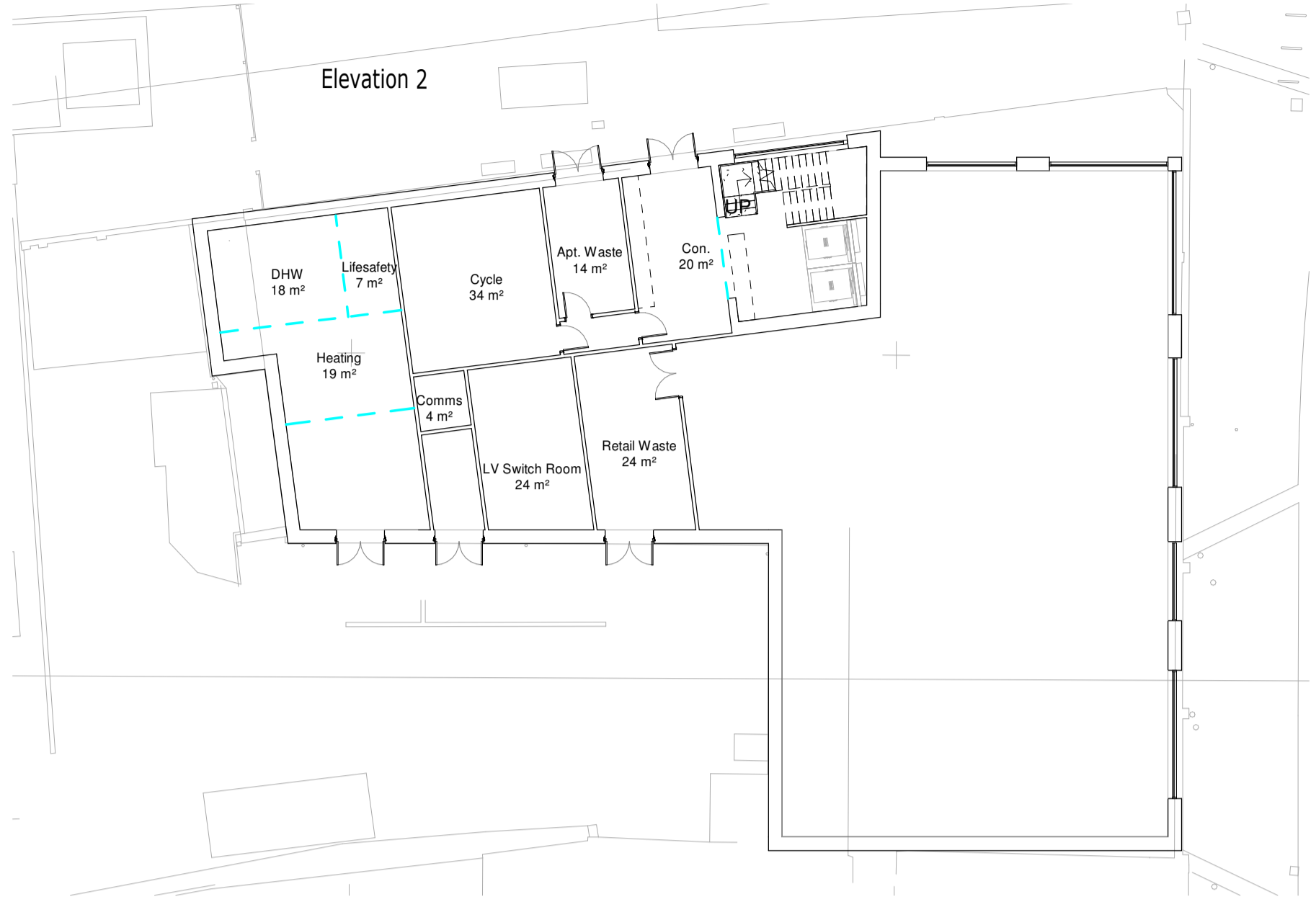
Table 8-1: Action Plan

Measure	Delivery Agent	Timescale	Monitoring Indicator	Notes
Management and Coordination				
Appoint TPC	Developer	3 months Prior to occupation	-	Nominated TPC to be in position 3 months prior to occupation
Travel Plan Launch	Developer/TPC	Prior to first occupation of development	-	
Promotion and Marketing				
Travel Information Pack - Design and email TIP - Distribute	TPC	Upon first occupation.	Provided within 3 months of occupation	
Noticeboards - Installation of boards - Updating information	Developer/TPC	Installation prior to occupation, updates periodically	Provided within 3 months of occupation	TPC to be responsible for updating information displayed on noticeboards within communal areas
Newsletter email	TPC	Annually	Provided within 3 months of occupation	
Public Transport				
Information provision through methods outlined above				
Cycling				
Provision of secure cycle parking	Developer	During construction	Completion of proposed works	
Potential cycle and outdoor shop discounts	TPC	Prior to occupation of development	-	Options to be investigated by TPC
Information provision through methods outlined above				
Walking				
Information provision through methods outlined above				
Monitoring and Review				
Baseline Survey	TPC	Minimum at 50% occupation	Provide report of survey to SC following completion of survey work in year 1.	
Follow Up Survey	TPC	Year 3	Provide monitoring report to SC.	

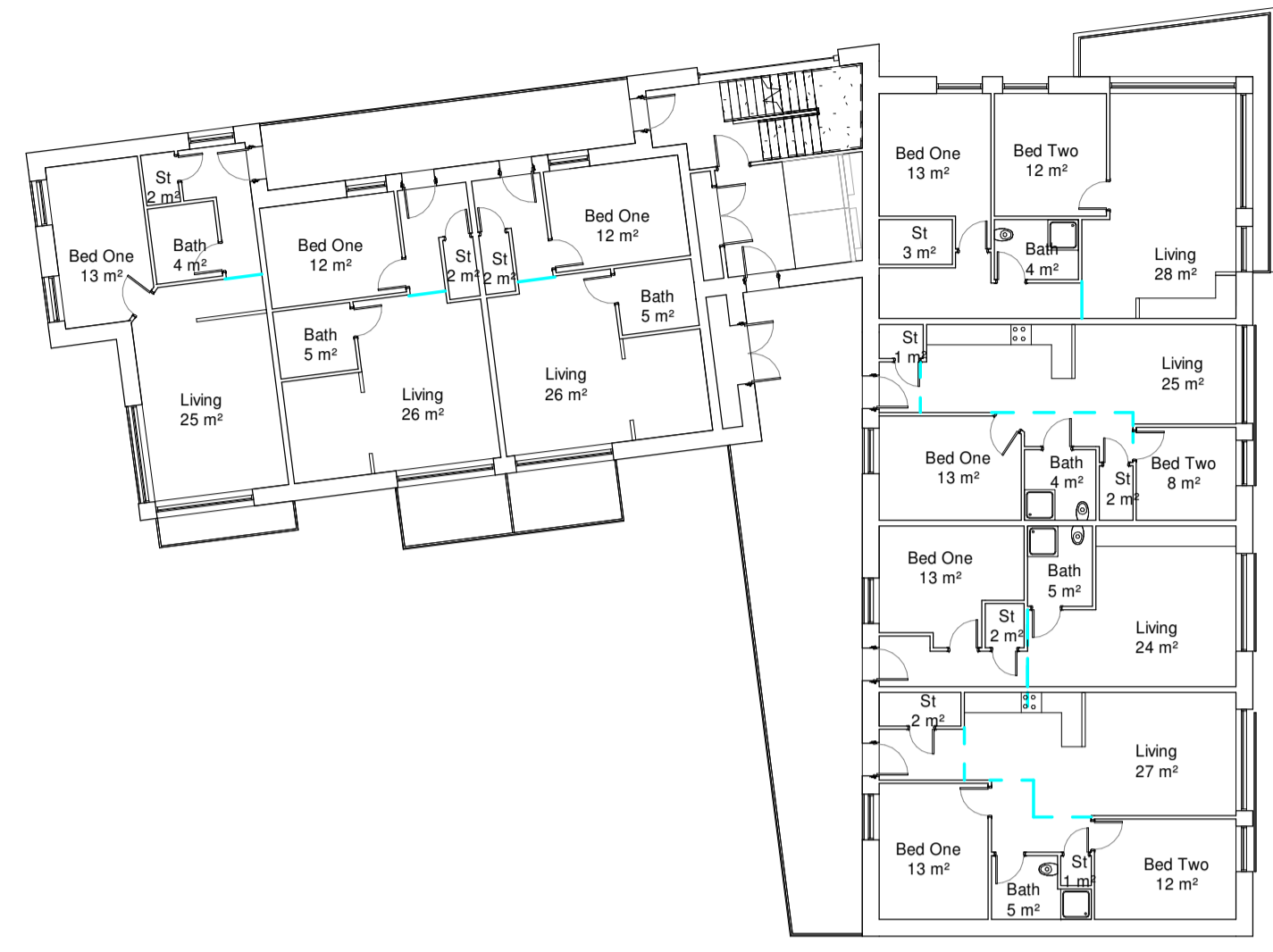
Final Report	TPC	Year 5	Provide final report to SC following monitoring survey in year 5.	
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Appendix A Proposed Site Layout



00-GF Floor GA - Option 03



03-Third Floor GA - Option 03



06-Sixth Floor GA - Option 03



01-First Floor GA - Option 03



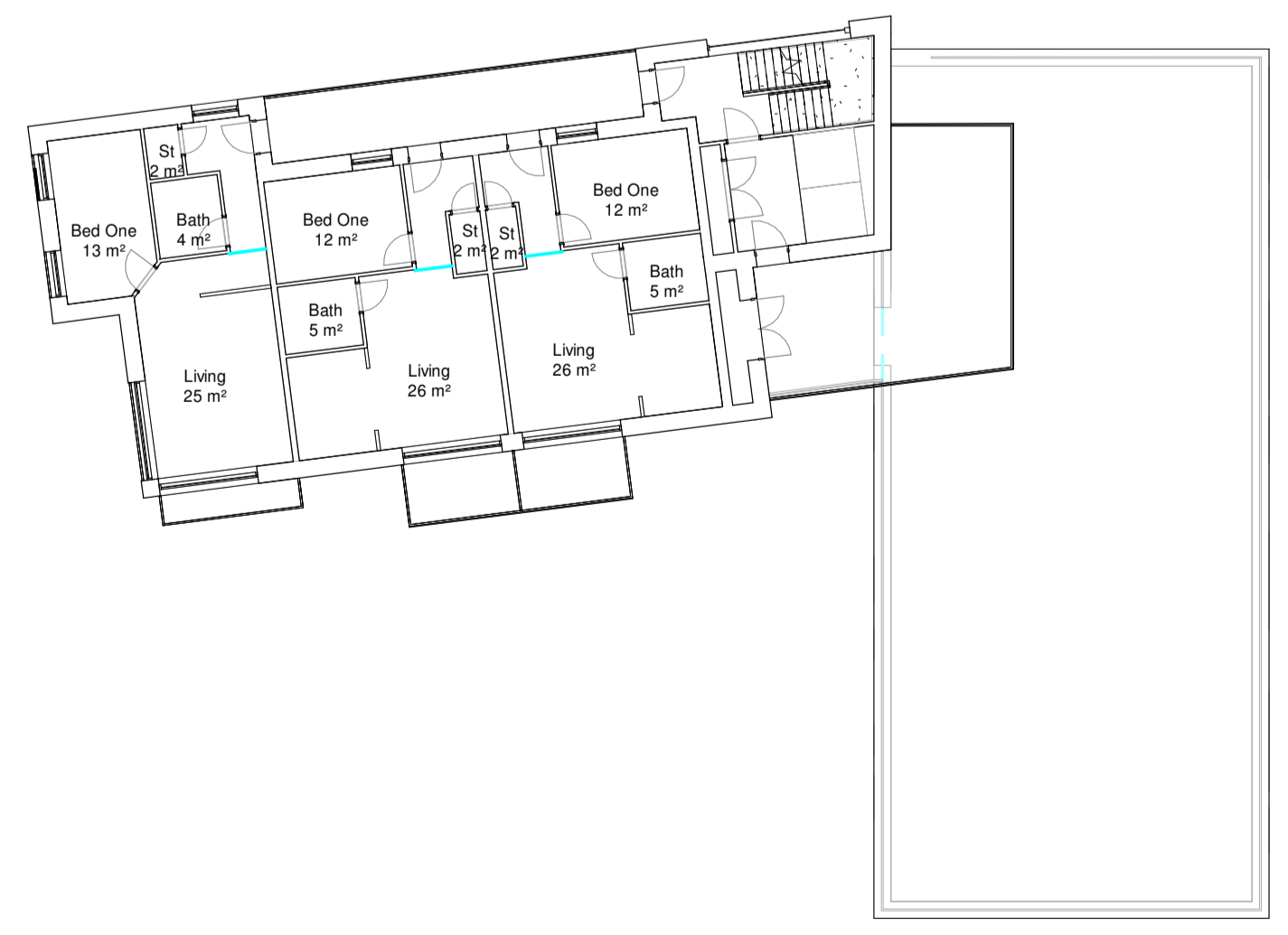
04-Fourth Floor GA - Option 03



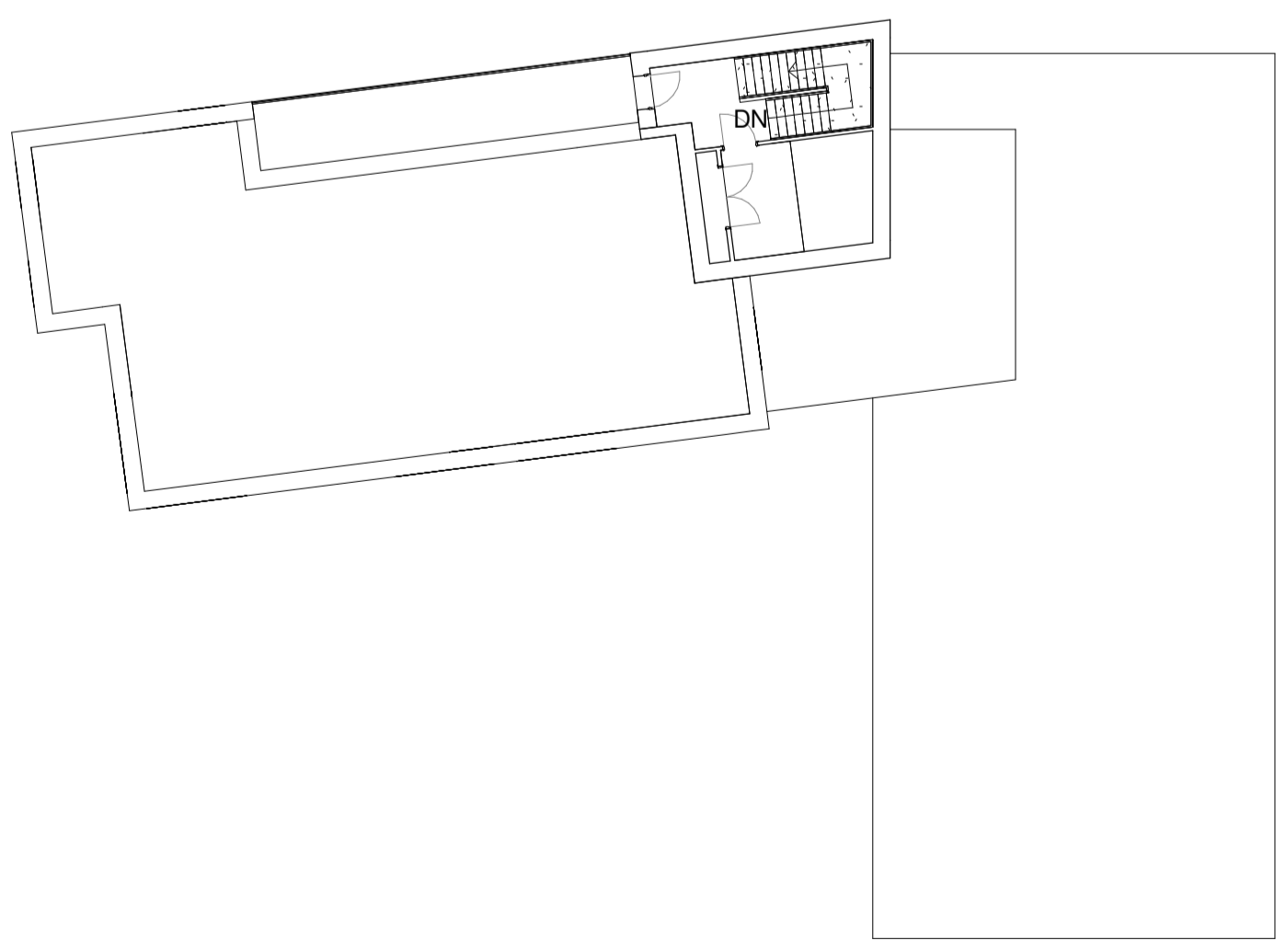
07-Seventh Floor GA - Option 03



02-Second Floor GA - Option 03



05-Fifth Floor GA - Option 03



08-Roof GA - Option 03

P1	Revised Plan Layout	PD	17/09/20
Rev	Description	By	Date
 Architecture + Building Surveying + Town Planning			
7 East Cliff, Preston, Lancashire, PR1 3JE T: 01772 258 356 10 Hunters Walk, Canal Street, Chester, CH1 4EB T: 01244 402 900 St Andrews Business Centre, Mold, Flintshire, CH7 1XB T: 01352 706 245			
Client			
REID CAPITAL			
Project			
RESIDENTIAL DEVELOPMENT SUTTON			
Drawing Title			
PROPOSED OPTION THREE_ GENERAL ARRANGMENT PLANS			
Drawn by	PD	Checked by	SB
Substability		Scale @ A1	1 : 200
10197	RCS-CAA-DR-A-2008	P1	
C-A JOB NO.	PROJECT - ORIGINATOR - VOL. - LEVEL - TYPE - ROLE - NUMBER	REV.	



Appendix B Local Bus Network

Buses from Sutton

Route finder

Bus route	Towards	Bus stops
80	Belmont	B C E I J K O
151	Hackbridge	P R V W Y
154 24hr Weekend	Worcester Park	U V W Y
164	Worcester Park	B C E I J K S T
213 24hr Daily	Morden	G H Y
280	West Croydon	B F X
407	Wimbledon	P Q R V W Y
413	Kingston	B C E I J K S T
470	Belmont	B C E I J K O
S1	Tooting	P R V W Y
S3	Caterham	D I J K
S4	Morden	B C E I J K S T
X26 Express	Colliers Wood +	A C R V W Y
	Epsom +	M B C E I J K
	Banstead	B C E I J K O
	Lavender Fields	P R V W Y
	Malden Manor +	P R V W Y
	Sutton Hospital +	B C E I J K O
	Roundshaw *	A B G I J K
	St. Helier *	A C F R V W X
	Heathrow Airport ♦	S
	Croydon ♦	L

Night buses

Bus route	Towards	Bus stops
N44	Aldwych	P O R V W Y

Other buses

Bus route	Towards	Bus stops
420	Redhill (Whitebuses) ⊕	B C E I J K O
A3 24hr Daily	Gatwick Airport	A B I

Key

- 80 Day buses in black
- N44 Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Connections with Tramlink
- Connections with river boats
- ★ Mondays to Saturdays
- + Mondays to Saturdays, not evenings
- ⊕ Except evenings. Some buses continue to Gatwick Airport and also on Sundays to Crawley
- ♦ Limited stop service
- Operates daily with 24-hour service Friday and Saturday nights
- Tube station with 24-hour service Friday and Saturday nights when Night Tube services operate

Ways to pay

- Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
- Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
- Sign up for an online account to top up online and see your travel history and spending

