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TECHNICAL TRANSPORT NOTE #13 (BUS STRATEGY)

REPORT REF.
2207280-R33

April 2025

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2. Bus Strategy

Introduction

- 2.1. This note has been prepared prior to the granting of planning permission for the proposed development. As such, details within this strategy should be considered preliminary and are provided with the purpose of summarising and clarifying the proposed bus strategy for agreement with WSCC. This TTN summarises the various post-submission discussions that have taken place in regards to the bus strategy and sets out the agreed position to date, and to be suitably referenced by WSCC in their response to MSDC.
- 2.2. A bus consultant (MCL) was engaged to provide a report on potential buses services for the development, upon the bus strategy outlined in this note is based. The MCL report on potential bus services for the development is provided at **Appendix A**.

Destinations and Frequencies

- 2.3. As requested by WSCC, the final bus provision will include a minimum of the following:
- Minimum of an hourly bus connection to Burgess Hill during the weekday peak periods.
 - Minimum of a half-hourly bus connection to Haywards Heath during the weekday peak periods.
- 2.4. The precise routing, timetable and frequency of the final bus provision for the development is subject to discussions with WSCC as well as the prospective bus operator for the scheme.
- 2.5. Likewise, the initial bus service (ie during the overlap between construction and occupation) may vary from the final bus service, however this will be discussed and agreed with WSCC and bus operators as needed.
- 2.6. While the development application remains in outline with all matters reserved excluding access, an indicative phasing plan is provided at **Appendix B**. The indicative phasing dates are necessarily outdated, however the principles of phasing and buildout rates remain valid and will be updated following the same principles once permission has been granted.

Funding

- 2.7. The proposed bus strategy will be subsidised by the developer for the initial period of development, for a fixed period of 10 years (through a direct contract with the bus operator, as requested by WSCC), or until alternative arrangements are agreed with the Local Highways Authority to meet the demand for public transport users from the development.
- 2.8. As requested by WSCC, the commercial viability of the bus strategy will be reviewed at the conclusion of the initial 10-year period, with additional measures to promote bus travel or an extension of the developer subsidy (for a maximum of an additional 3 years) considered, if necessary.
- 2.9. The commercial viability of the proposed bus service has been calculated based on the expected modeshare of the proposed development, as agreed with WSCC, combined with the following assumptions:
- A build-out rate of 150 homes per year (a conservative assumption relative to the indicative phasing plan).
 - The annual number of public transport trips is a product of the typical weekday number of public transport trips, multiplied by 260 working days (ie excludes revenue from a potential weekend service).
 - Fares of £3 per single ticket, uplifted by the yearly inflation rates predicted by the Office for National Statistics.
 - A yearly cost based on the provision of two buses for the route, uplifted by the yearly inflation rates predicted by the Office for National Statistics.
- 2.10. Notably, the above does not include fares from bus users who do not originate from within the proposed development. For example students visiting the proposed on-site school or shoppers visiting the proposed local centre and so the commercial viability calculations should be considered highly robust.
- 2.11. Based on the assumptions above, the service would become commercially self-sufficient in year 4 of construction based on the public transport modeshare agreed with WSCC.
- 2.12. Notwithstanding the above, a viability assessment sensitivity test has been undertaken based on a significant reduction in public transport modeshare. The minimum public transport modeshare for the proposed bus service to be

commercially self-sufficient within the initial 10-year subsidy period has been calculated to be approximately half of the public transport modeshare agreed with WSCC.

2.13. On this basis, it is considered reasonable to conclude that the proposed bus service will become commercial self-sufficient within the initial 10-year subsidy period.

Trip Monitoring Strategy

2.14. As part of separate discussions with WSCC regarding the proposed development, a Outline Trip Monitoring Strategy has been prepared. Full details of this strategy are provided in **ACE Report 2207280-R23B**, however the indicative thresholds and mitigation has been replicated in **Table 2.1** below, for information.

2.15. It should be noted that that the mitigation measures contained within the trip monitoring strategy are separate and in addition to the measures within the Travel Plan for the proposed development. As such, there are significant and overlapping measures proposed to support a high sustainable travel modeshare for the proposed development.

Stage of Development	Traffic Threshold Exceedance (indicative)	Fallback Mitigation Measure	Delivery Mechanism
50% Occupation	>5% but <10%	Additional £200 per dwelling travel voucher and personal travel planning	Delivered by the developer through the Travel Plan Process
	>10%	Off-site active travel enhancements to local cycle enhancements up to the value of £X*	Delivered by the developer through S106 / S278 process
75% Occupation	>5% but <10%	Additional £200 per dwelling travel voucher and personal travel planning	Delivered by the developer through the Travel Plan Process
	>10%	Off-site active travel enhancements to local cycle enhancements up to the value of £X*	Delivered by the developer through S106 / S278 process
Complete Development	>5% but <10%	Additional £200 per dwelling travel voucher and personal travel planning	Delivered by the developer through the Travel Plan Process
	>10% but <20%	Off-site active travel enhancements to local cycle enhancements up to the value of £X*	Delivered by the developer through S106 / S278 process
	>20%	Provision of active and sustainable travel fund to WSCC up the value of £X*	Delivered via the S106 Agreement
2 Years Post Completion	>5% but <10%	Additional £200 per dwelling travel voucher and personal travel planning	Delivered by the developer through the Travel Plan Process
	>10% but <20%	Off-site active travel enhancements to local cycle enhancements up to the value of £X*	Delivered by the developer through S106 / S278 process
	>20%	Provision of active and sustainable travel fund to WSCC up to the value of £X*	Delivered via the S106 Agreement

Table 2.1: Indicative Trip Monitoring Strategy Thresholds and Mitigation
(Replicated from Table 2.5 of ACE Report 2207280-R23B)

Securing

2.16. It is understood that the WSCC preference for securing the bus service is via an obligation within the Section 106 legal agreement for the proposed development. As such, the applicant accepts that the proposed bus strategy outlined within this note will be secured either by a suitably worded condition and / or suitably worded obligation within the Section 106 legal agreement for the proposed development, or a combination thereof. The wording of the condition / obligation will be agreed between the applicant and WSCC.

3. Summary & Conclusion

3.1. This note is summarised as follows:

- The proposed bus strategy for the development includes a commitment to the minimum provision requested by WSCC, with precise routing to be confirmed as part of future discussions.
- The proposed bus service has been tested for viability based on reasonable assumptions and parameters agreed with WSCC.
- The proposed bus service is to be secured via suitably worded condition and / or Section 106 obligation, or combination thereof.

3.2. To conclude, the proposed bus service is considered to meet all requirements set out by WSCC and be otherwise suitable for the proposed development.

Appendices

Appendix A



**Potential Bus Service to Ansty Garden Community
Development**

28 September 2023

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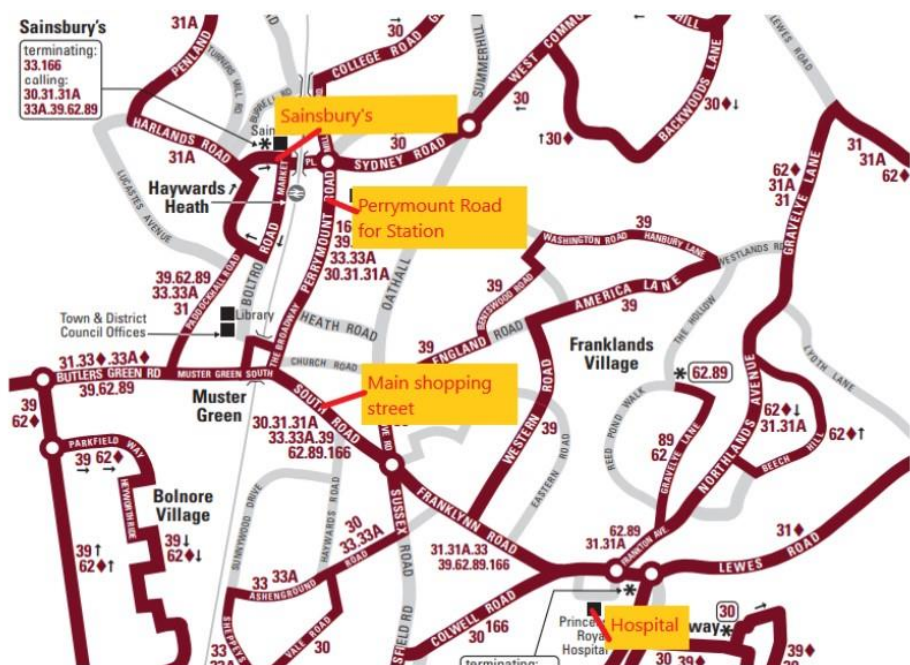
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1. Introduction

- 1.1 We have been engaged by Ardent Consulting Engineers to produce potential costed options for a bus service to the proposed development site adjacent to the village of Ansty.
- 1.2 We are working on behalf of Compass Bus, who provide existing local bus services between Anstey, Cuckfield and Haywards Heath. Compass are based in Worthing and operate some 75 vehicles in Sussex and Surrey.
- 1.3 The new development is proposed to include 1450 homes, a primary school, a sport facility and a retirement village. However, the site is fairly remote from local facilities and a bus service will offer a green transport option to allow a choice away from private car usage.
- 1.4 This report outlines potential bus services to the town of Haywards Heath, with its main line station, and further options consider travel to the expanding town of Burgess Hill, which is also convenient for rail links to Brighton.
- 1.5 We have selected the options that appear to be the most promising in offering efficient services and have developed guideline costs of operation at current prices.

2. The Destinations

- 2.1 **Haywards Heath** is the significant local destination. It is 4 miles away from the development site but is too far for most people to walk or cycle. The key destinations in the town are shown on the map below:



- 2.2 The railway station is close to a Sainsbury store which is popular with existing bus users. After serving these two destinations, the main shopping street is South Road and this road leads on to the area's hospital. Most existing bus routes serve three or four of these points as a core route through the town.

- 2.3 The railway station has a small, congested forecourt which is only served by a few early morning buses that set down only. The stops in Perrymount Road are the nearest to the station, just over 100 metres away from the station entrance. The station has frequent trains to London.
- 2.4 The Sainsbury store has a bus layby close to the entrance and away from any car park congestion. However, it is sited on a one-way loop, so takes longer to serve in one direction.
- 2.5 South Road has reasonable passenger shelters right outside the shops. Buses can turn at the roundabout at the end of this road.
- 2.6 Princess Royal Hospital has bus stops in laybys on the main road with reasonable walk routes to the entrance. It again avoids conflict with cars in the hospital grounds and provides another convenient turning point for buses.
- 2.7 The closest shopping facilities to the site are in **Cuckfield Village**, just over a mile away but along a narrow footpath. The pleasant village centre has a grocery, post office, small shops and restaurants. A route via the village would also serve Warden Park Academy, the local secondary school.
- 2.8 We have therefore considered options for including the village as a destination in combination with Haywards Heath. In addition, there is an opportunity to generate more usage for the route from village residents instead of relying on just generation from the development.
- 2.9 **Burgess Hill** is a similar distance away from the site as Haywards Heath. It features another main line station which is closer to Brighton for easy travel in that direction. The town is undergoing substantial regeneration with redevelopment of the northern part of the town centre and a huge amount of housing to the north of the town.
- 2.10 The town would best be served by a loop working running firstly to the rail station and then via the main town centre stop in Church Road.

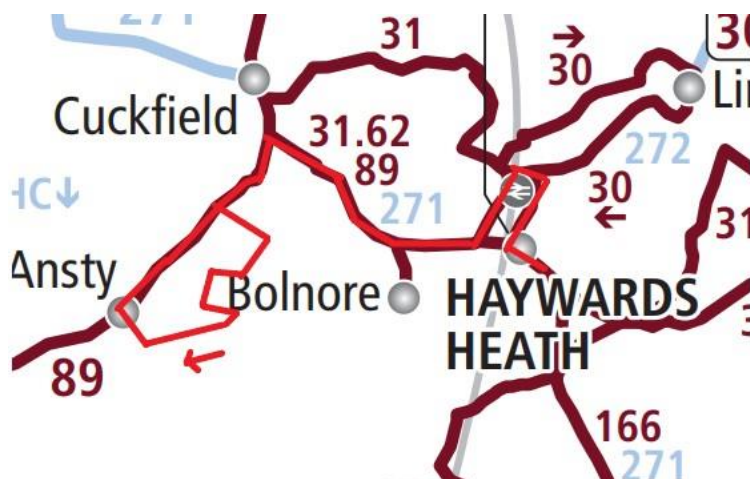


3 Buses to Haywards Heath

- 3.1 This report firstly considers bus links between the Garden Community and Haywards Heath at three frequencies of hourly, half hourly and every 20 minutes, with an aim of serving the Station together with as many of the other destinations as is possible within effective resource levels.
- 3.2 For an **hourly** service, one bus will cycle easily between these points and there is time within the schedule to include Cuckfield Village. There is also time to include South Road and the Hospital. An outline timetable and route diagram is shown below:

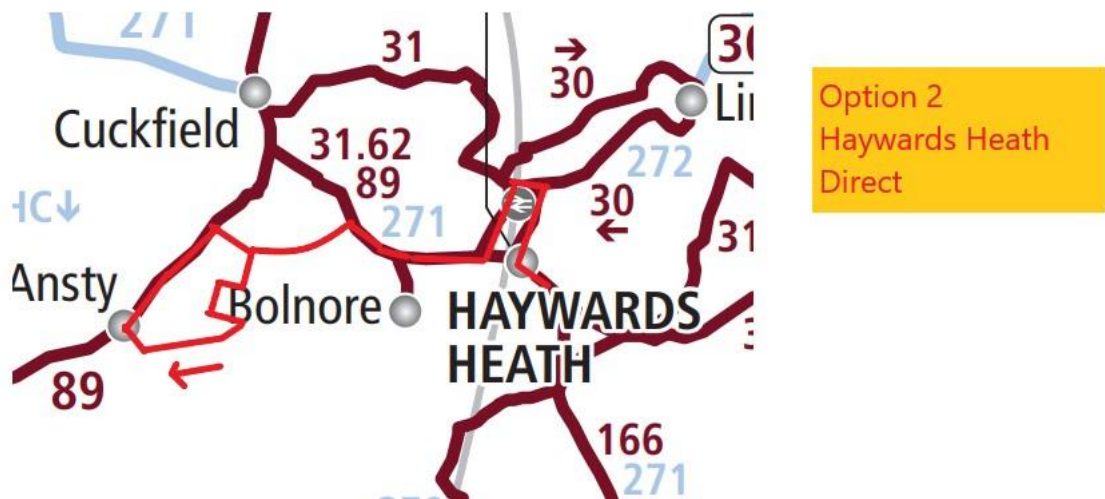
Hourly Service

Garden Community Mobility Hub	0700		1900
Cuckfield Post Office	0706	Then	1906
H Heath Sainsburys	0713	every	1913
Perrymount Rd for Station	0715	60 mins	1915
H Heath South Road	0719	until	1919
Princess Royal Hospital	0722		1922
Princess Royal Hospital	0730		1930
H Heath South Road	0733	Then	1933
Perrymount Rd for Station	0737	every	1937
H Heath Sainsburys	0739	60 mins	1939
Cuckfield High Street	0746	until	1946
Garden Community Mobility Hub	0750		1950



Option 1
Haywards Heath via
Cuckfield Village

- 3.3 If the more direct route omitting Cuckfield is desired, the driver and vehicle resource required would be the same but there would be a marginal cost saving by operating a little less mileage. Buses would operate direct from Tylers Green via the A272:



- 3.4 On all of the Haywards Heath proposals, a one-way loop serving the development and then leaving by the south exit to the site, running through **Ansty village** to return to the A272 has been assumed. This offers an opportunity to serve the existing community if a bus stop can safely be located close to the Ansty Cross junction. At present, the village only has a limited bus service on three days of the week.
- 3.5 For a **half-hourly** service, a similar route would require the use of two buses but could still serve South Road and the Hospital:

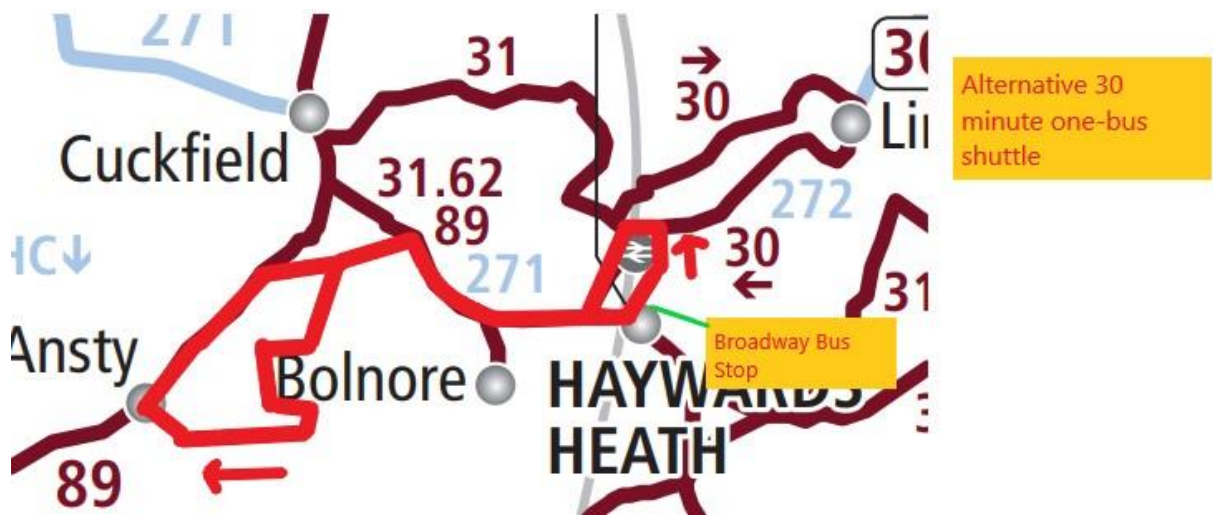
Half-Hourly Service

Garden Community Mobility Hub	0700		1900
Cuckfield Post Office	0706	Then	1906
H Heath Sainsburys	0713	every	1913
Perrymount Rd for Station	0715	30 mins	1915
H Heath South Road	0719	until	1919
Princess Royal Hospital	0722		1922
Princess Royal Hospital	0730		1930
H Heath South Road	0733	Then	1933
Perrymount Rd for Station	0737	every	1937
H Heath Sainsburys	0739	30mins	1939
Cuckfield High Street	0746	until	1946
Garden Community Mobility Hub	0750		1950

- 3.6 Omitting Cuckfield Village would again reduce some of the mileage related costs but would still require a 2-bus operation. An alternative, particularly in the early years of development, could therefore be to operate a **30-minute shuttle bus** using one vehicle. This would only serve the Station and Sainsbury's but by reversing the direction of the loop in Haywards Heath, the northbound bus stop in the Broadway could be served as the closest available stop for the town centre.

Alternative half hourly service

Garden Community Mobility Hub	0700		1900
H Heath Broadway	0710	Then	1910
Perrymount Rd for Station	0711	every	1911
Perrymount Rd for Station	0713	30 mins	1913
H Heath Sainsburys	0715	until	1915
Garden Community Mobility Hub	0724		1924



3.7 For a **20-minute service**, an efficient two-bus operation on the Anstey – Cuckfield – Haywards Heath route could achieve this but would not be able to serve the hospital within its cycle time:

20 minute Service

Garden Community Mobility Hub	0700		1900
Cuckfield Post Office	0706	Then	1906
H Heath Sainsburys	0713	every	1913
Perrymount Rd for Station	0715	20 mins	1915
H Heath South Road	0719	until	1919
H Heath South Road	0721	Then	1921
Perrymount Rd for Station	0725	every	1925
H Heath Sainsburys	0727	20mins	1927
Cuckfield High Street	0734	until	1934
Garden Community Mobility Hub	0738		1938

3.8 There would not be much recovery time, so unless the route within the development was direct, alternatives would be to either omit Cuckfield Village or to build on the shuttle service with a two-bus option as shown below. This would again operate anti-clockwise around Haywards Heath and serve the Broadway instead of South Road.

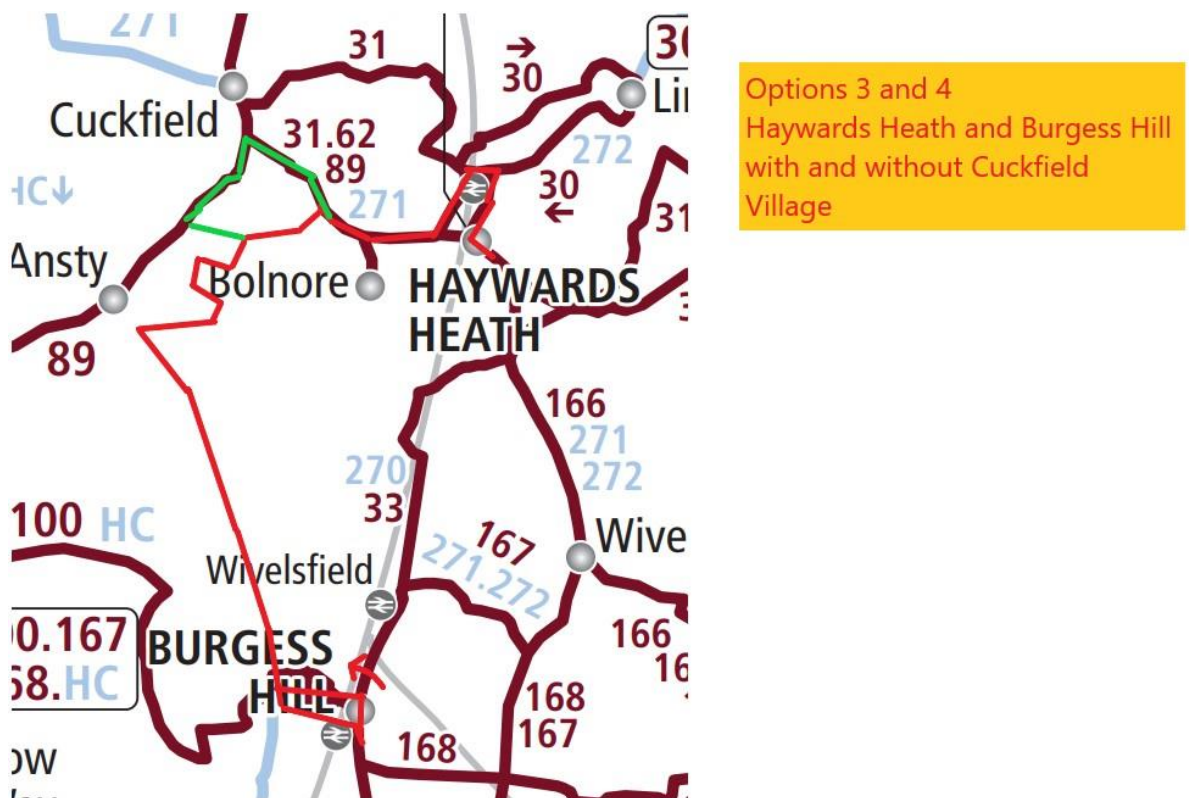
Alternative 20 minute Service

Garden Community Mobility Hub	0700		1900
Cuckfield Post Office	0706	Then	1906
H Heath Broadway	0712		1912
Perrymount Rd for Station	arr 0713	every	1913
Perrymount Rd for Station	dep 0715	20 mins	1915
H Heath Sainsburys	0717	until	1917
Cuckfield High Street	0724		1924
Garden Community Mobility Hub	0728		1928

3.9 Current costs for the options outlined above have been calculated and are summarised in Section 5 of this report.

4 Buses to Burgess Hill

4.1 We have also considered the operation of buses to link the site to both Haywards Heath and Burgess Hill. This would operate a linear route through the development as shown in the map below:



4.2 However, points to note are as follows:

- Buses would operate a linear route in both directions through the site.
- Under this proposal, Anstey village would not be able to be served.
- A one-way loop in Burgess Hill would serve both the rail station and the town centre.
- There would be an option to serve Cuckfield Village, but this would preclude serving South Road in Haywards Heath if a cost-effective use of resources is maintained.
- There is an opportunity to develop inter-urban passenger usage between the two towns and from Cuckfield to Burgess Hill.
- Further opportunities may arise from the Northern Arc developments at Burgess Hill.

4.3 Two sets of timetable options are shown below, for operating via Cuckfield and then running direct, for each of the three frequencies:

Direct Service	Hourly Service	Half-Hourly Service	20 minute Service
H Heath South Road	0700 Then 1900	0700 Then 1900	0700 Then 1900
Perrymount Rd for Station	0704 every 1904	0704 every 1904	0704 every 1904
H Heath Sainsburys	0706 60 mins 1906	0706 30mins 1906	0706 20mins 1906
Garden Community Mobility Hub	0713 until 1913	0713 until 1913	0713 until 1913
Burgess Hill Station	0725 1925	0725 1925	0725 1925
Burgess Hill Station	0730 1930	0730 1930	0730 1930
Burgess Hill Church Street	0731 Then 1931	0731 Then 1931	0731 Then 1931
Garden Community Mobility Hub	0741 every 1941	0741 every 1941	0741 every 1941
H Heath Sainsburys	0748 60 mins 1948	0748 30 mins 1948	0748 20 mins 1948
Perrymount Rd for Station	0750 until 1950	0750 until 1950	0750 until 1950
H Heath South Road	0754 1954	0754 1954	0754 1954
via Cuckfield Village	Hourly Service	Half-Hourly Service	20 minute Service
Perrymount Rd for Station	0656 Then 1856	0656 Then 1856	0656 Then 1856
H Heath Sainsburys	0658 every 1858	0658 every 1858	0658 every 1858
Cuckfield High Street	0705 60 mins 1905	0705 30mins 1905	0705 20 mins 1905
Garden Community Mobility Hub	0709 until 1909	0709 until 1909	0709 until 1909
Burgess Hill Station	0721 1921	0721 1921	0721 1921
Burgess Hill Station	0730 1930	0730 1930	0730 1930
Burgess Hill Church Street	0732 Then 1932	0732 Then 1932	0732 Then 1932
Garden Community Mobility Hub	0742 every 1942	0742 every 1942	0742 every 1942
Cuckfield Post Office	0745 60 mins 1945	0745 30mins 1945	0745 20 mins 1945
H Heath Broadway	0752 until 1952	0752 until 1952	0752 until 1952
Perrymount Rd for Station	0753 1953	0753 1953	0753 1953

4.4 Both options have similar operating costs and the resources required for each frequency are one, two and three buses respectively.

5 Operating Costs

- 5.1 The most cost-effective options have been costed at current prices (as at September 2023) and are summarised in the table below:

Haywards Heath Options

Option	Buses	Total per annum	Per bus per annum
Hourly	1	£230,362	£230,362
30 Minutes	2	£444,724	£222,362
20 minutes	2	£464,095	£232,048
Alt 30 Min Shuttle	1	£232,350	£232,350

Burgess Hill Options

Option	Buses	Total per annum	Per bus per annum
Hourly	1	£240,968	£240,968
30 Minutes	2	£470,024	£235,012
20 minutes	3	£697,447	£232,482

- 5.2 The economy is currently in a trend of high inflation, with bus operation having seen sharp increases in costs in the last two years. This is notably for fuel, staff rates of pay, insurance and bus parts. It would therefore be wise to build in annual inflation to any proposals as the build out of any development will be some years away.
- 5.3 The costs quoted do not reflect revenue that would be taken both on and off the bus and this revenue would reduce these costs. As well as normal fares, the service would also be able to join the National Concessionary Fares scheme and any other local fares scheme, such as for young persons, that might be in operation when the service commences.

Kevin Hawkins

MCL Transport Consultants

28 September 2023

Appendix B

C2 INDICATIVE PHASING & DELIVERY

PHASING

An indicative phasing strategy has been developed for the site, illustrated in the adjacent plan. This splits the site up into three phases, each with three plots. The key components of each phase are identified in the table below.

DELIVERY

Land East of Ansty is ideally placed geographically to make a significant contribution to the housing need in Mid Sussex District, which is heavily constrained by national landscape designations. Ansty sits within the central part of the district, and is neither within the High Weald AONB nor the South Downs National Park. Furthermore, Ansty village is well placed in terms of easy access to the strategic road network (A23) and the services and facilities available in both Haywards Heath and Burgess Hill, notably London to Brighton mainline train access.

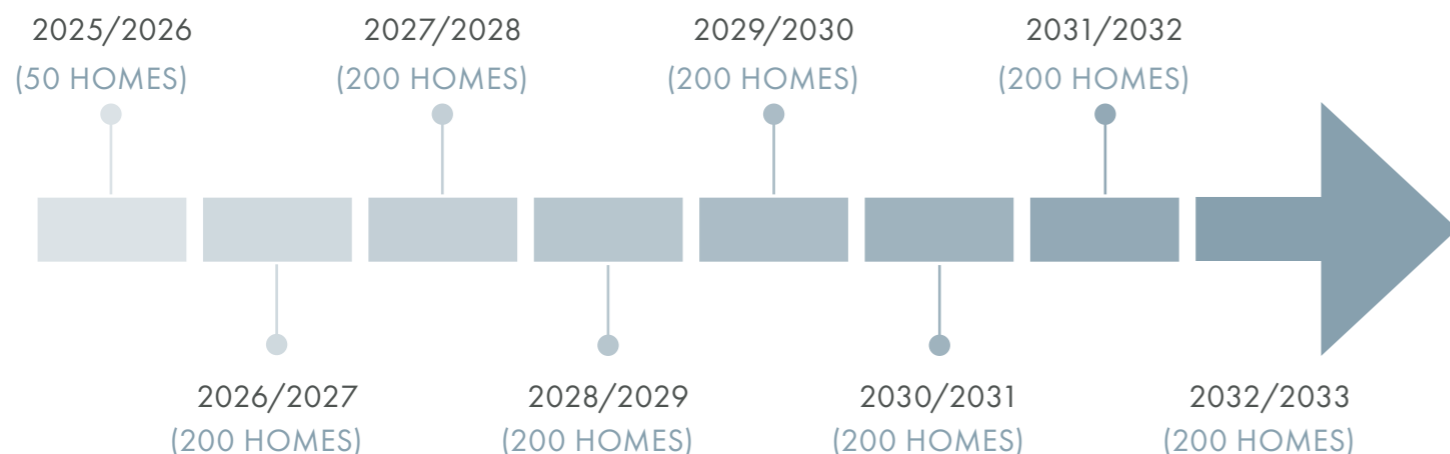
The delivery of the proposed 1,450 dwellings at Ansty can be readily achieved during the Plan period. The fact that the site is within a single ownership enables land sales to developers to be arranged efficiently after outline permission has been granted.

The development will be phased, with the delivery of some of the community facilities and housing early in the period, before the remainder is delivered through the rest of the plan period with two developer outputs anticipated to be operating concurrently. With a delivery rate of circa 200 homes per year, it is estimated that the entire site will be built out over the course of approximately 8 years.

INDICATIVE PHASING COMPONENTS

PHASE	NO. DWELLINGS	OTHER USES
PHASE 1	460	LOCAL CENTRE, SCHOOLS
PHASE 2	470	SPORTS HUB
PHASE 3	520	N/A
TOTAL NO. DWELLINGS	1,450	

- SITE BOUNDARY
- PARKLAND RESERVE BOUNDARY
- PHASE 1
- PHASE 2
- PHASE 3



INDICATIVE PHASING STRATEGY