

Bus Strategy Delivery Package

The vision of the Bus Service Delivery Strategy is to ensure that the Site is well connected by sustainable transport modes and would enable future residents to access higher-order services and facilities, mainly located within Haywards Heath and Burgess Hill, without reliance on the private car.

The Bus Strategy Delivery Package secures regular frequency bus services connecting the Site with the main settlements and transport hubs of Haywards Heath and Burgess Hill, with connections locally in regard of improved services for Ansty and Cuckfield villages.

The Bus Strategy Delivery Package will be supported for a minimum of two years post the final residential occupation on the Site.

The Bus Strategy Delivery Package will provide a minimum of a half-hourly service between the Site and Haywards Heath and a minimum of an hourly service between the Site and Burgess Hill during weekday daytime hours. The Bus Strategy Delivery Package will also deliver the same frequency of service on a Saturday as well as a minimum hourly service to both destinations during evening hours and on Sundays.

The Route 1 service (to / from Haywards Heath via Cuckfield) will be operational prior to the occupation of 50 dwellings.

The Route 2 service (to / from Burgess Hill) will be operational prior to 30% occupation of dwellings.

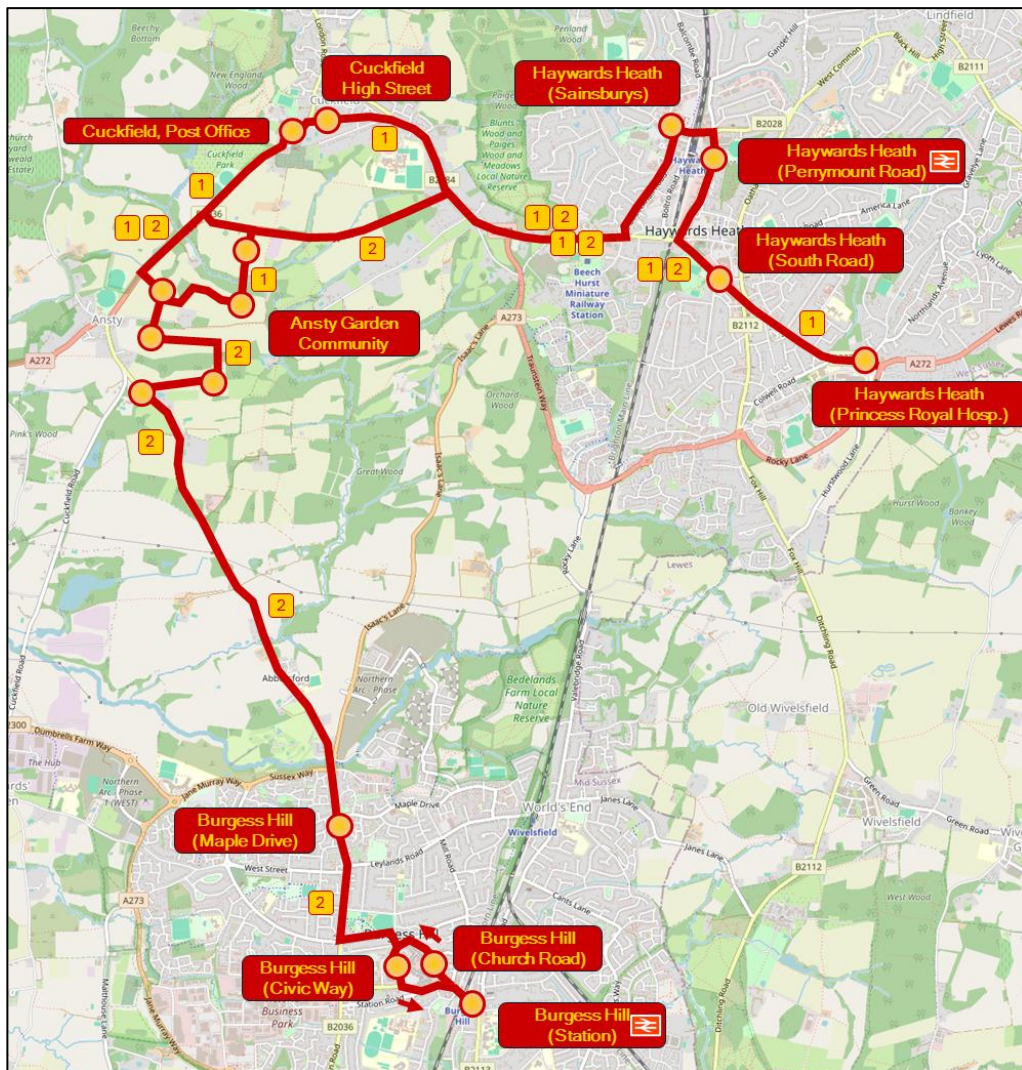
Figure 1 shows mapping of the extent of both Route 1 and Route 2 bus services and the principal stops served in Haywards Heath and Burgess Hill which include direct connections with the rail stations in both settlements as well as retail, employment and other town centre uses, including the hospital.

New bus stop infrastructure, both within the Site and on the A272 and B2036 corridors in vicinity of the Site, will be delivered in conjunction with the Bus Service Delivery Strategy. All residential dwellings within the Site will be within a 400m radius of bus stops.

Bus stops within the Appeal Site will be linked to the Mobility Hub network. The bus stop infrastructure will include waiting shelters with seating, flags, timetable information, accessible kerbing and bus cages, alongside safe crossing facilities for passengers to access active travel links.

The early delivery of the Bus Service Delivery Strategy aligns with the vision-led approach and meets the agreed objectives of influencing travel behaviour, reducing reliance on the private car and thereby realising modal shift targets. Throughout the phased development of the Site, these objectives will be continuously monitored through the Trip Monitoring Strategy.

Figure 1 Bus Service Routing



Long-Term Viability of Bus Service Strategy

The sustainability of the Bus Service Delivery Strategy has been rigorously assessed and agreed through pre-application discussions with the Highway Authority, WSCC. The Bus Service Delivery Strategy will be viable by full occupation of the Site with an interim level of financial support which is capable of supporting its introduction during the build-out period when, typically, the costs of providing the service outweighs the patronage and revenue.

The objective of supporting the Bus Service Delivery Strategy early on within the build-out of the development is to make travel choices available for residents as early as possible.

The independent commercial sustainability assessment which has supported the Bus Service Delivery Strategy demonstrates that it is expected to achieve commercial sustainability between year 5 and year 10 of the construction period, depending on bus uptake rates.

Compellingly, the independent commercial sustainability assessment indicates that there is a clear path to commercial sustainability for the Bus Service Delivery Strategy, utilising robust assumptions in a number of aspects.