



RIDGE

LAND WEST OF BURGESS HILL
Mobility Strategy

October 2024

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1 INTRODUCTION

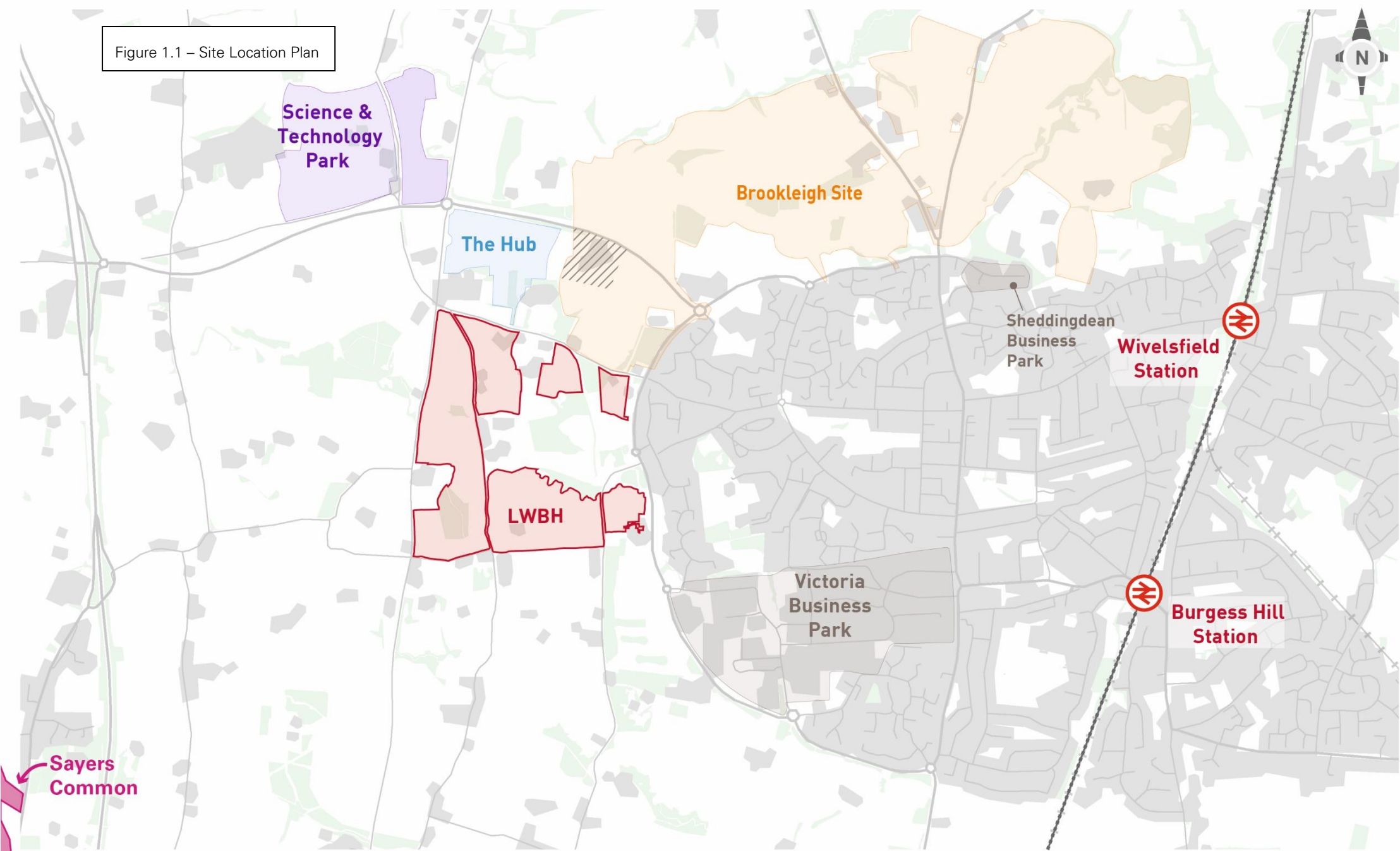
1.1 Overview

- 1.1.1 This report has been prepared by Ridge & Partners LLP on behalf of Thakeham Homes Limited to support the allocation of Land West of Burgess Hill for a residential development of approximately 1,350 homes within the emerging Mid Sussex District Plan (MSDP) 2021 -2039.
- 1.1.2 The MSDP 2021 – 2039 was formally submitted to the Planning Inspectorate in July 2024. The appointed inspector has indicated that the examination will be carried out in two stages, with the first stage starting in early October.
- 1.1.3 Policy 'DPSC1: Land to West of Burgess Hill/ North of Hurstpierpoint' identifies the site as an "area that is suitable for further sustainable growth, being well connected to existing and planned sustainable transport networks." The draft policy identifies the following at the site:
- 1,350 residential dwellings
 - Land for education provision and associated 2FE Primary School with Early years and
 - Support Centre Provision
 - Space for the provision of full-day care nursery
 - Self-service Library
 - Neighbourhood centre – retail, leisure and workspace
 - Local Community Infrastructure including allotments, public realm, public rights of way, cycle tracks
 - Extra Care housing provision
 - Play area
 - Other outdoor provision including a MUGA
 - Informal outdoor space including community orchards

1.2 Site Context

- 1.2.1 The proposed development site is located to the west of Burgess Hill, between Cuckfield Road and the A273 Jane Murray Way and just south of the A2300 and the Hub and Brookleigh (previously known as Northern Arc) developments. The proposals currently being considered are for approximately 1,350 residential dwellings, a primary school, and other on-site facilities including shops and community spaces. A plan showing the location of the site is presented in **Figure 1.1**.
- 1.2.2 The site offers an excellent opportunity to deliver a smart, connected, sustainable and attractive new community given its proximity to the adjacent town, facilities and planned employment ('The Hub' and 'Science and Technology Park' on the A2300) and community sports area (The Triangle Leisure Centre and the community sports facility planned at Brookleigh, previously known as Brookleigh (previously known as Northern Arc)).

Figure 1.1 – Site Location Plan



Legend

- Land West of Burgess Hill (LWBH)
- Science & Technology Park Proposed Development
- Employment Zone
- The Hub Committed Development
- Railway Stations
- Brookleigh Site Committed Development

1.3 Land West of Burgess Hill Transport Vision (WBTv)

1.3.1 Thakeham Homes aspire to create a sustainable community, implementing the NHS Healthy New Towns principles:

- **Healthy Living**, by providing:
 - A 5km “Health Route” for running and walking as well as community allotments and orchards where residents can grow their own food and engage with others and nature.
 - New flexible community-run facilities, including shops and a café along with new recreational facilities.
- **Sustainable Transport**, by delivering:
 - ‘Burgess Bike’ cycle hire scheme
 - Improved and extended pedestrian and cycle links, connecting the development to local jobs and transport hubs, including local bus stops and Burgess Hill and Wivelsfield railway stations.
 - Enhanced bus services providing connections to Burgess Hill, Hurstpierpoint, Crawley, Horsham and Brighton.
- **Homes for All**, by providing:
 - A minimum of two housing brands offering a traditional and contemporary style of living.
 - “Tenure blind” affordable housing to policy compliant levels.
- **Supporting Economic Growth**, the location of the site represents an important regional location in proximity to key employment areas.
- **Infrastructure Led**, by delivering education and community facilities alongside early infrastructure so that all services are at hand to establish the community from the outset.
- **Carbon Neutrality**, with all homes being carbon neutral and net-zero in lifetime operation from 2025.
- **Biodiversity**, by providing at least 10% Net Biodiversity Gain and year-round variation for wildlife, as well as green and blue infrastructure.
- **Education**, by providing a new primary school and promoting the importance of ecology and biodiversity through Thakeham’s award-winning ‘Eddie & Ellie Wild Adventures’.

1.4 Report Purpose

1.4.1 This report has been prepared to set out the potential mobility strategy for the site. Further details are also set out in the Preliminary Transport Strategy and Assessment PTS&A, (September 2024).

1.4.2 The proposed mobility strategy for Land West of Burgess Hill has been developed taking into account the proximity of the site to Burgess Hill and availability of active travel links and public transport services. The proposed sustainable transport strategy takes into account the following:

- Review of potential travel demand to /from the development (see **PTS&A chapter 5**)

- Publication of the MSDC Local Cycle & Walking Infrastructure Plan (LCWIP) in March 2023 (routes A, E, F shown in **PTS&A Figure 2.2**).
- Discussions and information sharing with the Science & Technology Park
- Discussions with the promoter of Sayers Common draft allocated site (draft policy DPSC3) and their transport consultants.
- Conversations with local bike share and cycle hire operators - see **PTS&A section 4.3**.
- Conversations with bus operators Metrobus and Compass Travel between 2022 and 2024 – see **PTS&A section 4.4**.
- Conversations with car club operators – see **PTS&A section 4.5**.
- Ongoing discussions with MSDC and WSCC.

1.5 Report Structure

1.5.1 The remainder of this report has been structured as follows:

- **Section 2:** Local Living
- **Section 3:** Active Travel
- **Section 4:** Burgess Bikes
- **Section 5:** Bus Services
- **Section 6:** Car Club
- **Section 7:** Supporting Measures
- **Section 8:** Vehicle Access
- **Section 9:** Summary

2 LOCAL LIVING

2.1.1 Land West of Burgess Hill is located at Burgess Hill, which is a category 1 settlement with a comprehensive range of employment, retail, health, education leisure services and facilities. These settlements will also benefit from good public transport provision and will act as a main service centre for the smaller settlements.

2.1.2 There is significant opportunity to support the principles of a 20-minute neighbourhood at 'Land West of Burgess Hill.

2.1.3 Internal to the development will be a range of facilities:

- 1,350 residential dwellings
- Land for education provision and associated 2FE Primary School with Early years and
- Support Centre Provision
- Space for the provision of full-day care nursery
- Self-service Library
- Neighbourhood centre – retail, leisure and workspace
- Local Community Infrastructure including allotments, public realm, public rights of way, cycle tracks
- Extra Care housing provision
- Play area
- Other outdoor provision including a MUGA
- Informal outdoor space including community orchards

2.1.4 Nearby, within walking, cycle and/or via bus services, are a wider choice of jobs and facilities:

- Employment:
 - The Hub located 450m north of the site, which will deliver 1,500 jobs when completed, is located approximately 400m north of the site access.
 - The proposed Business Park at the Brookleigh (previously known as Northern Arc), approximately 1.7km northeast of the site and
 - Science and Technology Park, located 1.0km north of the site on the A2300, immediately northwest of the A2300/ Cuckfield Road roundabout to provide 2,500 jobs
 - Sheddingdean Business Park located 2.9km east of the site
 - Victoria Business Park located 3.0km southeast of the site
- Tesco Superstore: a large food store is located at the south-west of Burgess Hill just 1.7km from the site, as well various smaller stores within the town centre and suburbs.
- The Triangle leisure centre is located North-West of Burgess Hill only 900m from the site.
- The town centre located 2.5km east of the site,
- Three secondary schools are located in Burgess Hill:
 - St Paul's Catholic College on the A2300 north of site;

- Downlands Community School
 - Burgess Hill Girls to the south west of Burgess Hill town centre.
 - There are a number of GP surgeries within Burgess Hill. Princess Royal Hospital at Hayward Heath has an A&E department.
 - Railway Stations - Burgess Hill benefits from two railway stations:
 - Burgess Hill (adjacent to the town centre)
 - Wivelsfield.
 - Brookleigh (previously known as Northern Arc): will deliver approximately 3,500 homes, two primary schools, a secondary school, three mixed use neighbourhood centres with two standalone community facilities, leisure and community uses, health provision, significant formal and informal recreational space, and landscaped areas, a Centre for Community Sports, employment opportunities including an employment site and within mixed-use neighbourhood centres, a network of pedestrian and cycling routes, a public transport corridor.
- 2.1.5 A map showing the local facilities available within a 10 and 20 minute walking and cycling distance (walking and cycling isochrones) from the site (Local Living Map) is presented in **Figure 2.1**. A table setting out the number of facilities within each isochrone is presented in **Table 2.1**.

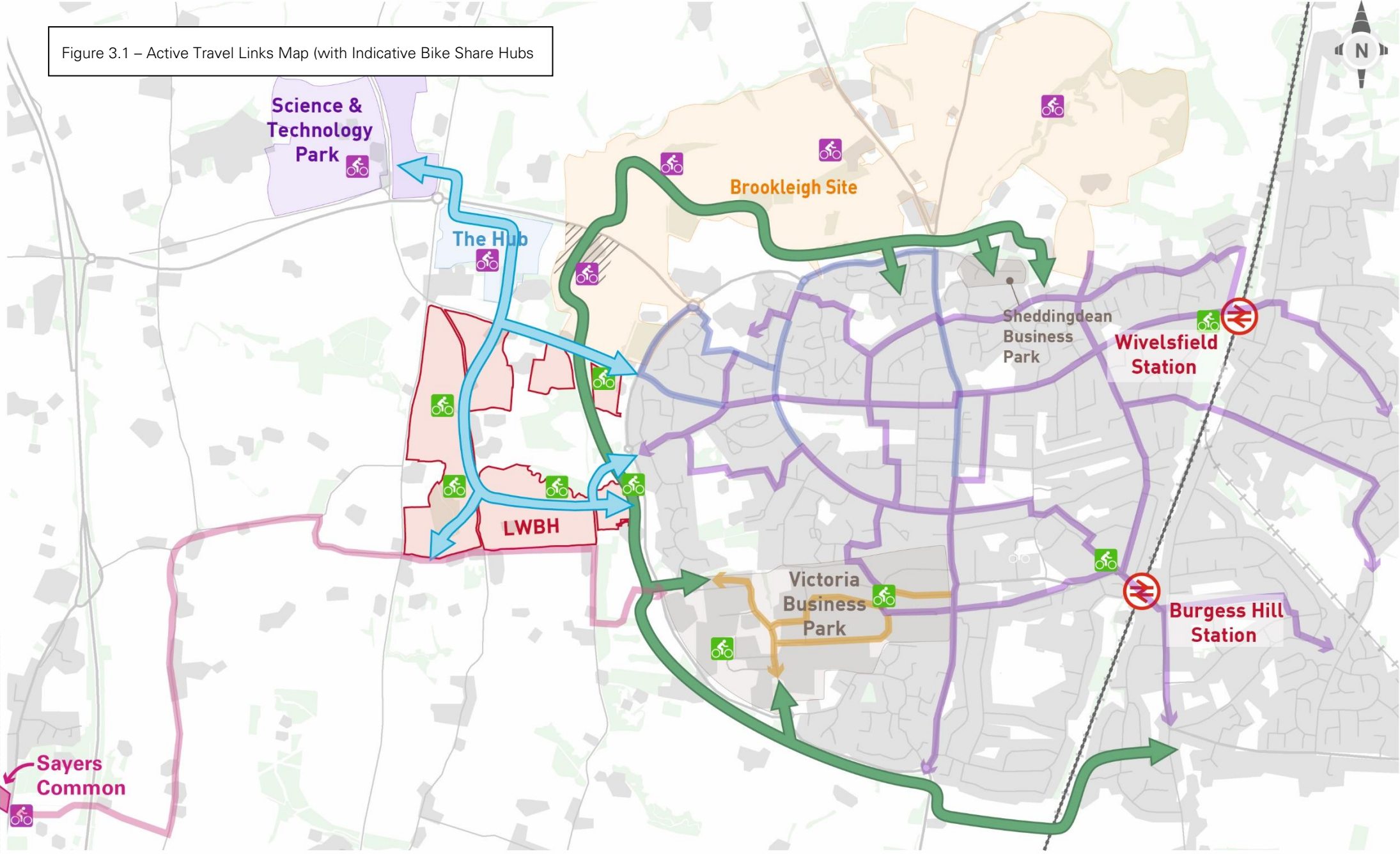
Table 2.1 – Local Living Facilities within 10 - 20 minute Walk and 10 - 20 minute Cycle

Social Function	Facility	10min walk	20min walk	10min cycle	20min cycle
Learning	Nursery/ Pre-School	1	1	2	2
	Primary School	1	2	2	14
	Secondary School	0	0	1	5
	All Through School	0	0	2	6
Working	Employment	0	2	5	5
Caring	Care Homes	1	2	2	3
	Sports and Leisure Centres	0	1	6	10
	Doctors	0	1	3	3
	Pharmacies	0	1	3	4
Living	Play and Outdoor Areas	1	1	2	3
	Community Centres	1	2	5	17
	Vets	0	1	3	4
	Parks	0	0	29	62
Supplying	Shops	1	1	1	2
	Supermarkets	0	1	2	5
	Convenience stores	0	0	6	21
	Post offices	0	0	2	6
Enjoying	Pubs, cafes and restaurants	0	1	10	45
	Libraries	1	1	1	4

3 ACTIVE TRAVEL

- 3.1.1 **Figure 3.1** shows existing and proposed active travel links connecting the site with Burgess Hill Town Centre, The Hub, the Science & Technology Park, Sayers Common (draft allocation) development, as well as the Green Circle (which connects with the Brookleigh Site, to the north, and employment and shopping facilities to the south of Burgess Hill).
- 3.1.2 The development will be designed to be compact and walkable with a comprehensive network of high-quality segregated walk and cycle links.
- 3.1.3 Green travel corridors within the site will exploit the potential for High Hatch Lane as a pedestrian/cycle priority Quiet Lane and will integrate and enhance the existing PRow, which cross the site. There is the potential to retain and enhance the historic routeways of High Hatch Lane and Pangdean Lane.

Figure 3.1 – Active Travel Links Map (with Indicative Bike Share Hubs)

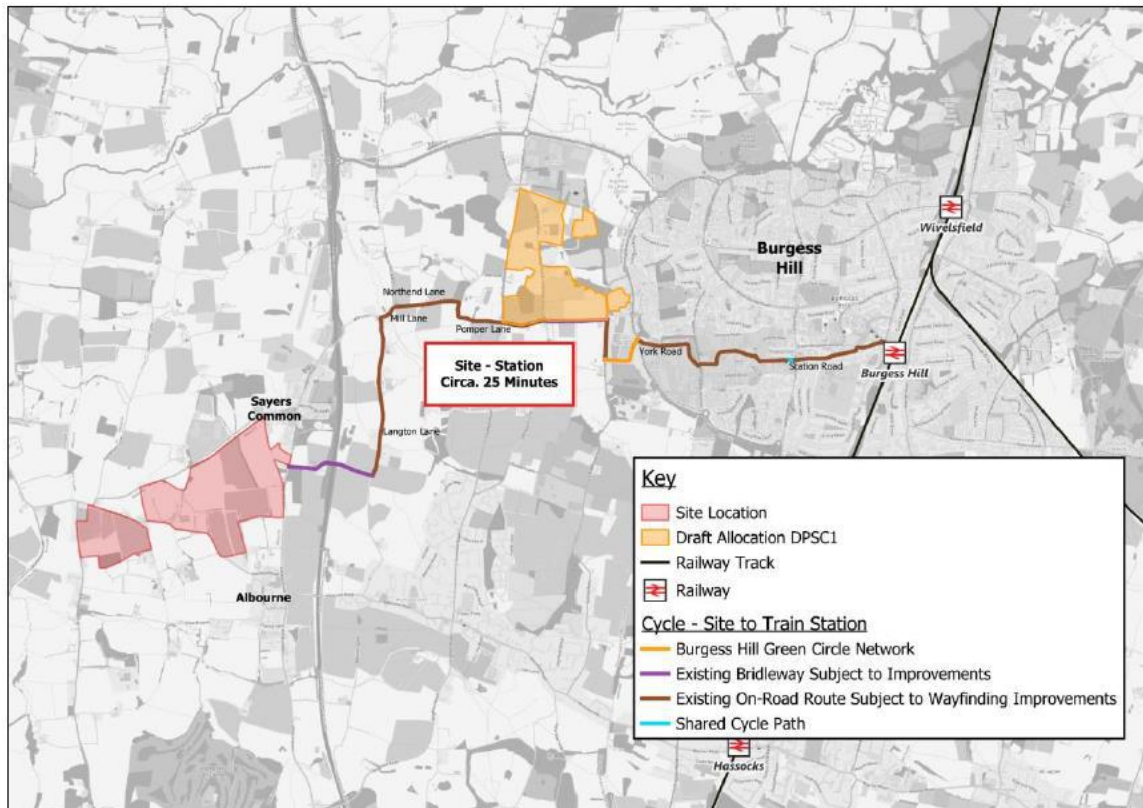


Legend

- Land West of Burgess Hill (LWBH)
- Employment Zone
- ⊘ Railway Stations
- Active Travel Links
- 🚲 Indicative 'Burgess Bike' Hubs
- 🚲 Additional 'Burgess Bike' Hubs
(to be delivered by developers of planned and emerging sites)
- Green Circle
- LCWIP Network
- MSDP Identified Sayers Common - Burgess Hill Route
- Brookleigh Site Active Travel Routes
- Victoria Business Park Active Travel Routes

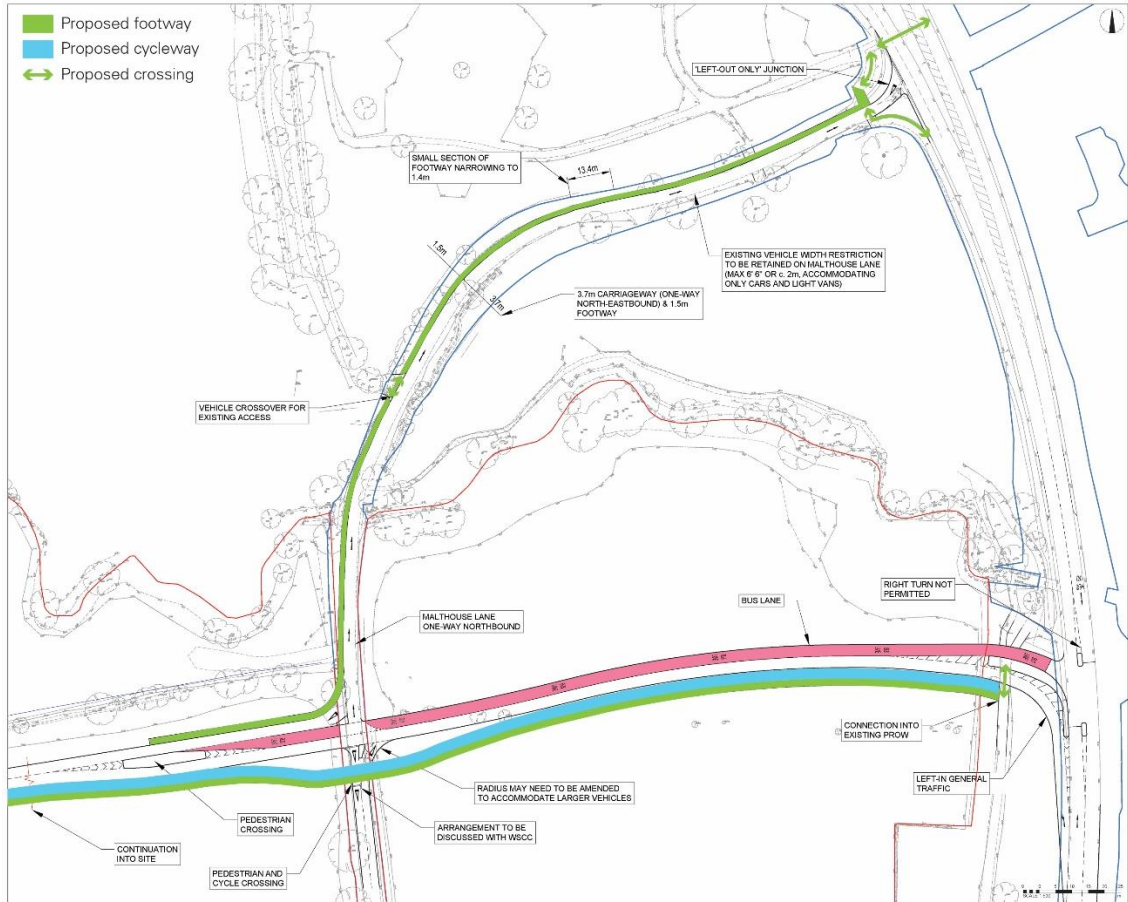
3.1.4 **Figure 3.2** shows Mid Sussex Cycle Route Proposal from Sayers Common to Town Centre, which could be routed through the Land West of Burgess Hill.

Figure 3.2 - Mid Sussex Cycle Route Proposal from Sayers Common to Town Centre



3.1.5 Discussions with the promoter of Sayers Common draft allocated site (draft policy DPSC3) and their transport consultants has identified that the Sayers Common allocation would deliver enhancements to the route between Sayers Common and Land West of Burgess Hill, which would connect to the new active travel links through Land West of Burgess Hill to Jane Murray Way and the Green Circle Network. The eastern connection to Jane Murray Way and the Green Circle Network is shown in **Figure 3.3**.

Figure 3.3 – Footway On Malthouse Lane and Cycleway to Green Circle Network



3.1.6 Active travel links connect to the shared cycleway through The Hub off Gatehouse Lane and to the recently delivered crossing over Jane Murray Way into the town from Gatehouse Lane. The improvements are shown in **Figure 3.4**.

4 'BURGESS BIKES' SCHEME

Introduction

- 4.1.1 The implementation of a 'Burgess Bikes' cycle hire scheme at LWBH and other key destinations in Burgess Hill is being promoted by Thakeham. It is expected that this would operate as part of a wider mobility hub where different and connected transport modes would be available for residents of the development.

Options

- 4.1.2 Ridge has engaged with Brompton Bike Hire, and Bike Share operators Beryl Bikes and Donkey Republic to seek their advice in developing a commercially viable scheme. The following options have been considered:
- Option 1: Provision of:
 - c. 24 Brompton Bike Hire bikes and 16 lockers at LWBH, and
 - 100 Bike Share eBikes across Burgess Hill (including LWBH, railway stations, large employment sites)
 - Option 2: Provision of:
 - c. 24 Brompton Hire bikes and 16 lockers at LWBH,
 - 12 Brompton Hire bikes and 8 bike lockers at each railway station, and
 - 8 bike lockers at Victoria Business Park.
- 4.1.3 The cycle hire/ bike share scheme would need to be operated by MSDC or WSCC either as a partner with Thakeham from set up or after completion of LWBH (anticipated 10 years), whichever is preferred. A bike share scheme generally requires higher levels of ongoing operational funding than a bike hire scheme. The level of funding will depend upon growth in demand and revenue over the 10 years, as there are a greater number of bikes and management of these. Brompton Bike Hire generally only require funding for replacement of cycles every five or six years, lockers are very robust and those installed 14 years ago remain in operation. Brompton Bike Hire measures its success on increasing cycling, as it is funded by Brompton, therefore its business model differs from bike share operators who need to make some profit.
- 4.1.4 Brompton has close to 80 docks nationwide and 49 in the south east. A number of case studies were discussed with Brompton with regards to different aspects of their service:
- Brompton worked with Enterprise, Stagecoach on the first Mobility Hub near the O2. They saw 50% uplift in utilisation by integrating the services. Funded by BP (they had their EV charging at that location), unfortunately BP's success metric was based upon how many coffees they were selling, so they closed the scheme.
 - Brompton is operating a successful scheme (4 lockers) at Newark, which a town with similar population to Burgess Hill, business park, two railway stations.
 - Manchester Piccadilly and Woking were implemented 14 years ago and are still operating successfully with the same lockers.

- The mobility hub at Newham was planned by Newham Council, capital provided by Hadley and marketed by Enterprise and Brompton.
- Lockers can be relocated. Brompton is happy to teach a competent contractor to move the lockers successfully to help with development phasing. An example at Bell hammer in Bristol was given – this was used by construction workers first and then by new residents

Option 2 Implementation

- 4.1.5 At this stage, it is expected that Option 2 will be taken forward due to uncertainty regarding whether MSDC or WSCC would wish to take on the responsibility of the long-term operation of a bike share scheme and associated costs with Option 1. Option 1 would be considered subject to further discussions with MSDC and WSCC regarding long term strategy for funding bike share through ongoing developer S106 contributions or other funding stream/mechanism.
- 4.1.6 Promoter of Sayers Common draft allocated site (draft policy DPSC3) has agreed that collaboration to deliver a comprehensive scheme would be beneficial.

Indicative Programme of Implementation (Option 2)

- 4.1.7 The indicative programme of implementation of the Brompton Bike Hire scheme on site and off site (without a separate bike share scheme) is provided below:

Table 4.1 – Brompton Bike Hire Indicative Programme of Implementation (on Site) - Lockers

Year	Occupations	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	New Services
1	0																	
2	50																	8 bike lockers and 12 bikes
3	150																	
4	320																	
5	500																	
6	750																	
7	1,000																	Replace first 12 bikes and introduce 8 additional bike lockers, if demand requires
8	1,250																	
9	1,350																	
10	1,350																	

Table 4.2 – Brompton Bike Hire Indicative Programme of Implementation (Off Site, without Bike Share) - Lockers

Year	Occ	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	NS	
1	0																										
2	50																										1.
3	150																										
4	320																										
5	500																										
6	750																										
7	1,000																										2.
8	1,250																										
9	1,350																										
10	1,350																										

Note 1: 8 bike lockers and 12 bikes at both Railway Stations (total 16 lockers and 24 bikes)

Note 2: Replace first 24 bikes and introduce additional 8 bike lockers at Victoria Business Park

Funding (Option 2)

- 4.1.8 It is expected that Thakeham would fund Phase 1 and Phase 2 bikes and lockers, as well as the marketing costs to promote the scheme during first implementation, and maintenance and replacement of bikes during the LWBH construction period (anticipated 10-year programme).

5 BUS SERVICES

5.1 Background

5.1.1 A Statement of Common Ground between Mid Sussex District Council, West Sussex County Council, National Highways and the Site Promoter (Reference: SA9.10) was prepared for the preparation and adoption of Mid Sussex District Council Site Allocations DPD (June 2022) for the overall mobility and access to and from the site, as a result of the Science & Technology Park allocation. A Project Newton Mobility Strategy (November 2020) was agreed by all signatories and identified a new 'Fastway' service between Crawley and the Science & Technology Park, on the basis of two options: 1. four buses per hour in the peak periods, and 2. three buses per hours in peak periods.

5.1.2 Additionally, discussions have been held with local bus operators Metrobus and Compass Travel with regards to the following public transport opportunities:

- Extension of Metrobus service 20 (Fastway) to run south of Pease Pottage in Crawley to the Science & Technology Park, with a possible extension into proposed Land West of Burgess Hill site and potentially through the extension to Burgess Hill railway station.
- Diversion of Compass Travel service 100 via LWBH, with the exception of bus services supporting St Paul's Catholic College, and provision of an Express service 100A between Sayers Common and Burgess Hill Town centre via LWBH.
- Diversion of Metrobus service 273 via the A2300 and Cuckfield Road (along the proposed Land West of Burgess Hill site), if Fastway extension is undeliverable.

5.2 Metrobus Service Fastway 20

Fastway 20 Options

5.2.1 The options and phases for delivery for the service discussed were:

- If the core service continues to operate a 20-minute frequency service:
 - Initial operation - Two additional vehicles to operate from Pease Pottage to Land West of Burgess Hill
 - Later operation - Three additional vehicles (one additional to the initial stage) to operate to Land West of Burgess Hill extending into Burgess Hill town centre via Victoria Business Park, when the primary road connecting the development to the A273 is completed and if demand is identified.
- If the core service operates a 15-minute frequency service in the future:
 - Initial operation - Three additional buses to operate from Pease Pottage to Land West of Burgess Hill
 - Later operation – Four additional buses (one additional to the initial stage) to operate to Land West of Burgess Hill extending into Burgess Hill town centre via Victoria Business Park, when the primary road connecting the development to the A273 is completed and if demand is identified.

Fastway 20 Requirements

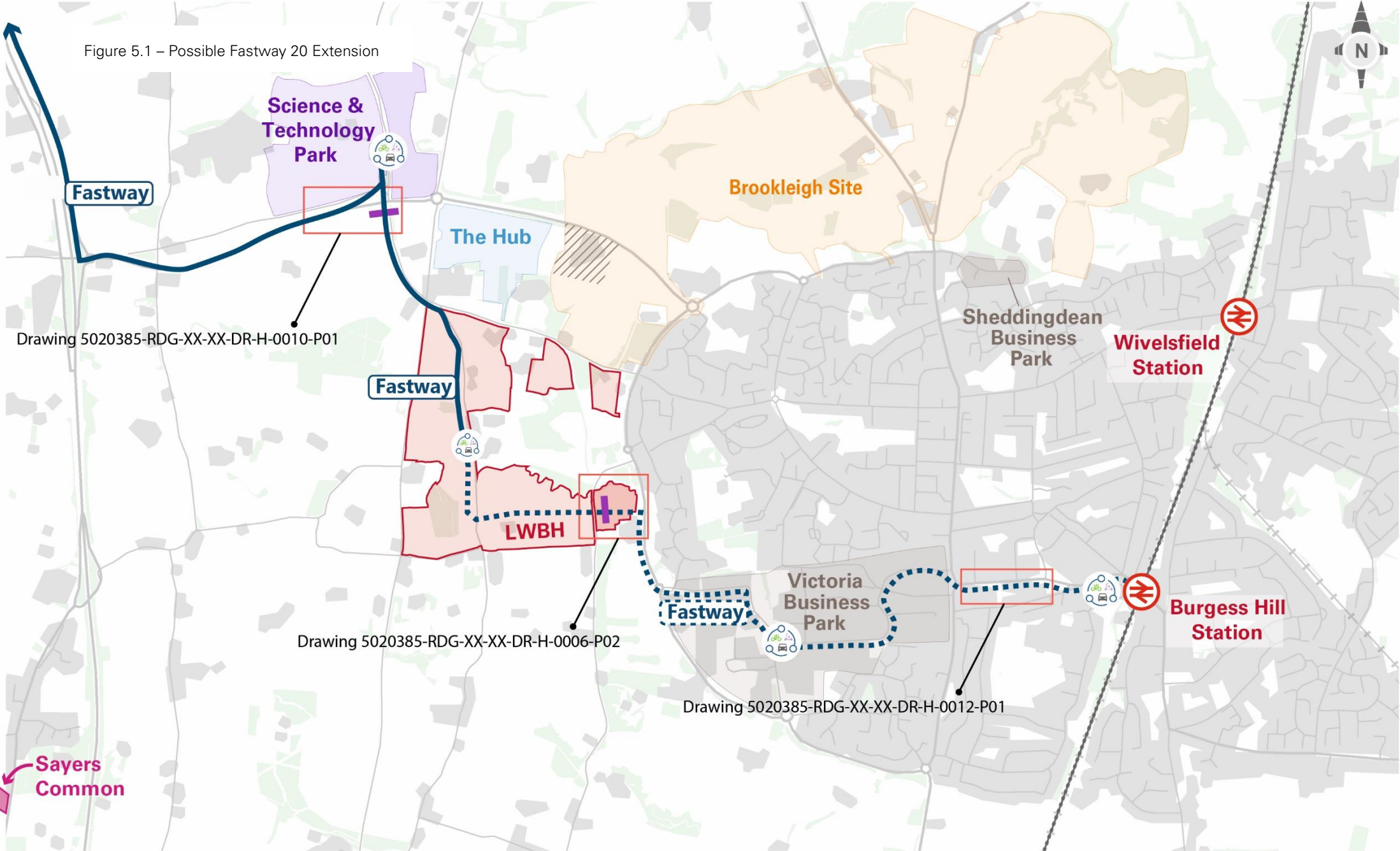
5.2.2 The services would require:

- Hydrogen buses.
- Bus priority to make the service reliable enough to meet the 'Fastway' brand requirements.
- A commercial viability assessment is to be undertaken to support a future planning application, All Metrobus services are commercially sustainable in the long term (generally 5-7 years), but will require pump priming initially. It is expected that initial investment will be within a budget of £1M - £2.3M (but up to £4.5M if extended into the town centre and 15min frequency). This could be carried out on the basis of the following phasing:
 - Extension of Fastway between Pease Pottage and Land West of Burgess Hill, 30-minute or 20-minute frequency (depending on core service frequency) – expected at around Year 2 or 3 of Land West of Burgess Hill build-out programme, when there are c. 100 homes at the development.
 - Extension of Fastway between Pease Pottage and Burgess Hill Town Centre, 30-minute or 20-minute frequency (depending on core service frequency) – expected at around Year 4 or 5 of Land West of Burgess Hill build-out programme, when the primary road connecting the site with the A273 is built.
 - Extension of Fastway between Pease Pottage and Burgess Hill Town Centre, 15-minute frequency – subject to sufficient demand.

Opportunities for Bus Priority

5.2.3 There are a number of opportunities for bus priority being investigated for Land West of Burgess Hill and for wider development growth at Burgess Hill. **Figure 5.1** shows the three possible locations for bus priority


Figure 5.1 – Possible Fastway 20 Extension



 Land West of Burgess Hill (LWBH)

 Employment Zone

 Railway Stations

 Potential Super Hub

 Potential Bus Gate

 Potential Bus Priority

 Fastway Extension - Phase 1 - 30-min frequency (initially)/ 15-min frequency (in the future, if demand identified)

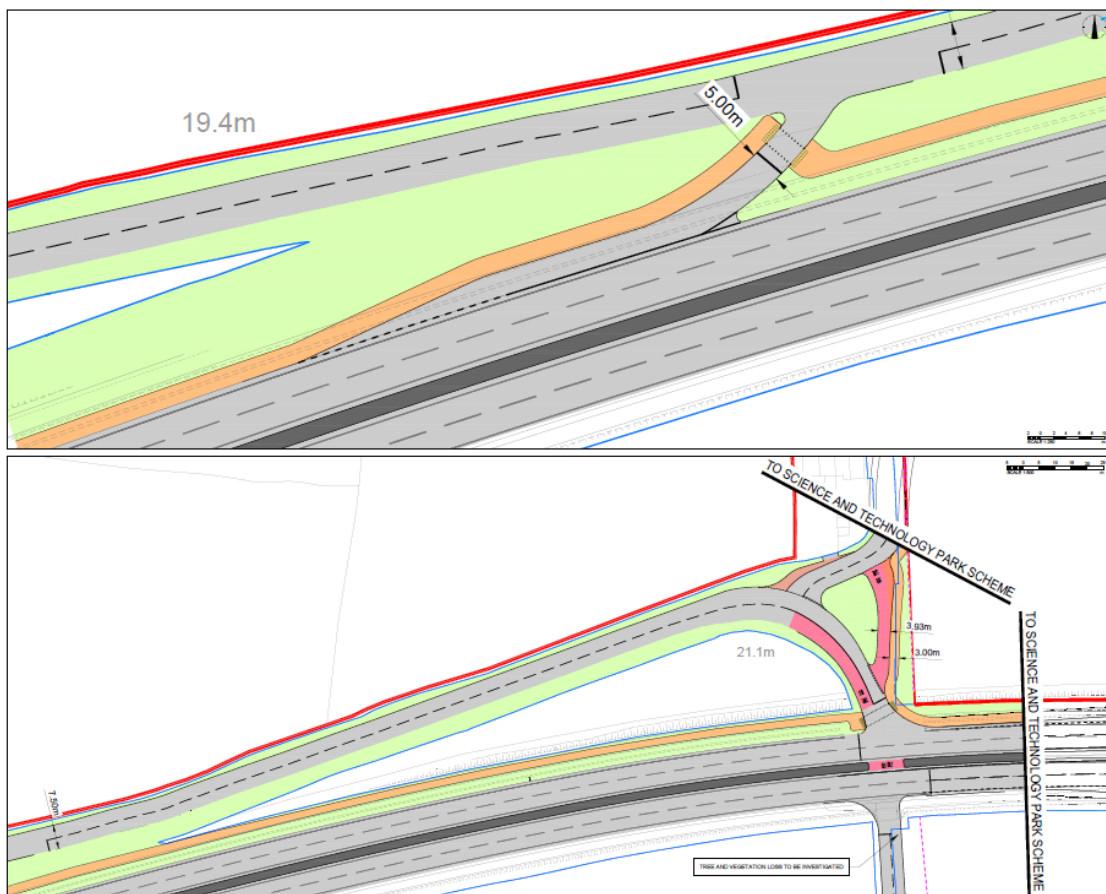
 Fastway Extension - Phase 2 - 30-min frequency (initially)/ 15-min frequency (in the future, if demand identified)

Possible Connections between the Science & Technology Park and Land West of Burgess Hill

5.2.4 Thakeham/Ridge will need to continue to work with the Science & Technology Park and WSCC to consider options to improve access and reliability for a possible future Fastway 20 extension. The service could either route via:

- the A2300/Cuckfield Road roundabout or future Science & Technology Park signalised gyratory with general traffic, or
- a new bus gate on Bishopstone Lane to the west of Cuckfield Road across the A2300, as shown in **Figure 5.2**. Further investigation into public highway extents, utilities, trees and ecology impacts will be required.

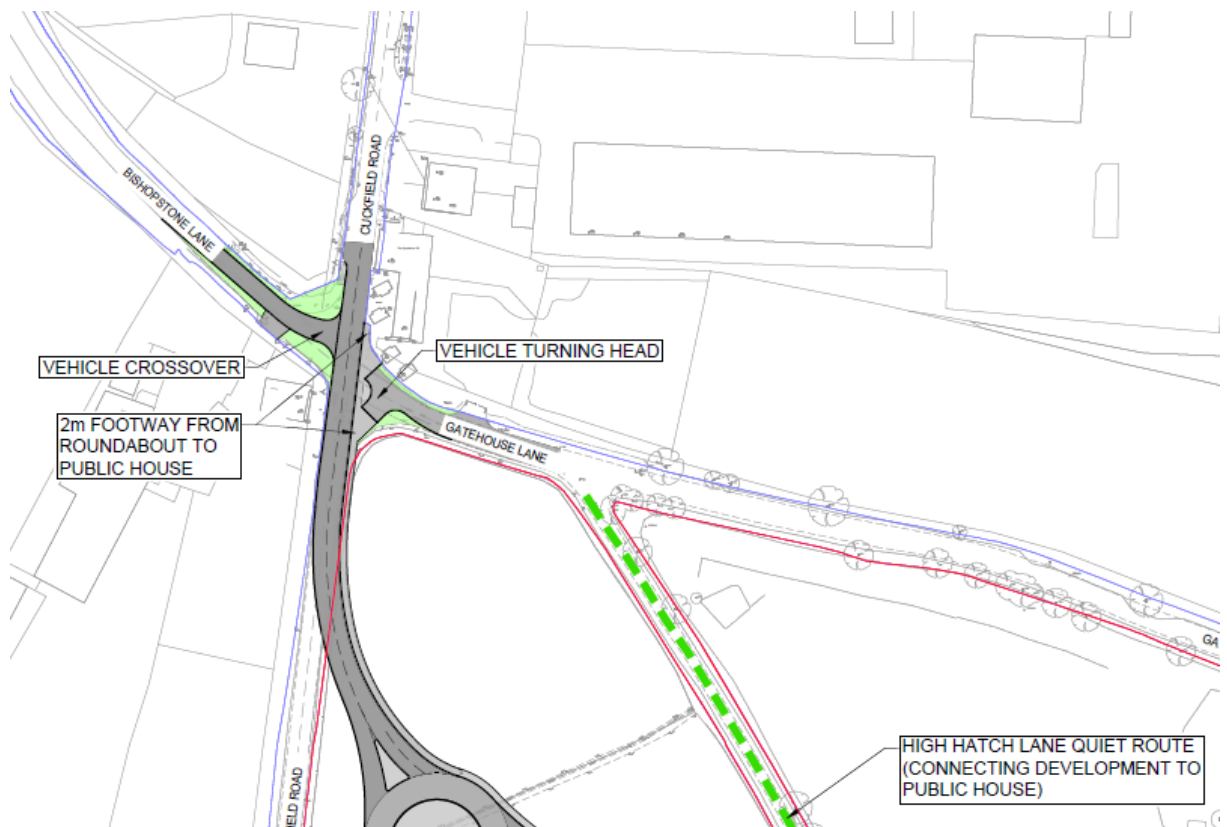
Figure 5.2 – Possible Bus Gate Across A2300 via Gatehouse Lane



Land West of Burgess Hill Northern Access

5.2.5 There is opportunity to simplify the Gatehouse Lane/Bishopstone Lane/Cuckfield Road junction to reduce delays for bus services either operating to/from the Land West of Burgess Hill (or along Cuckfield Road). This is shown in **Figure 5.3**.

Figure 5.3 – Cuckfield Road Access



Land West of Burgess Hill Eastern Secondary Access

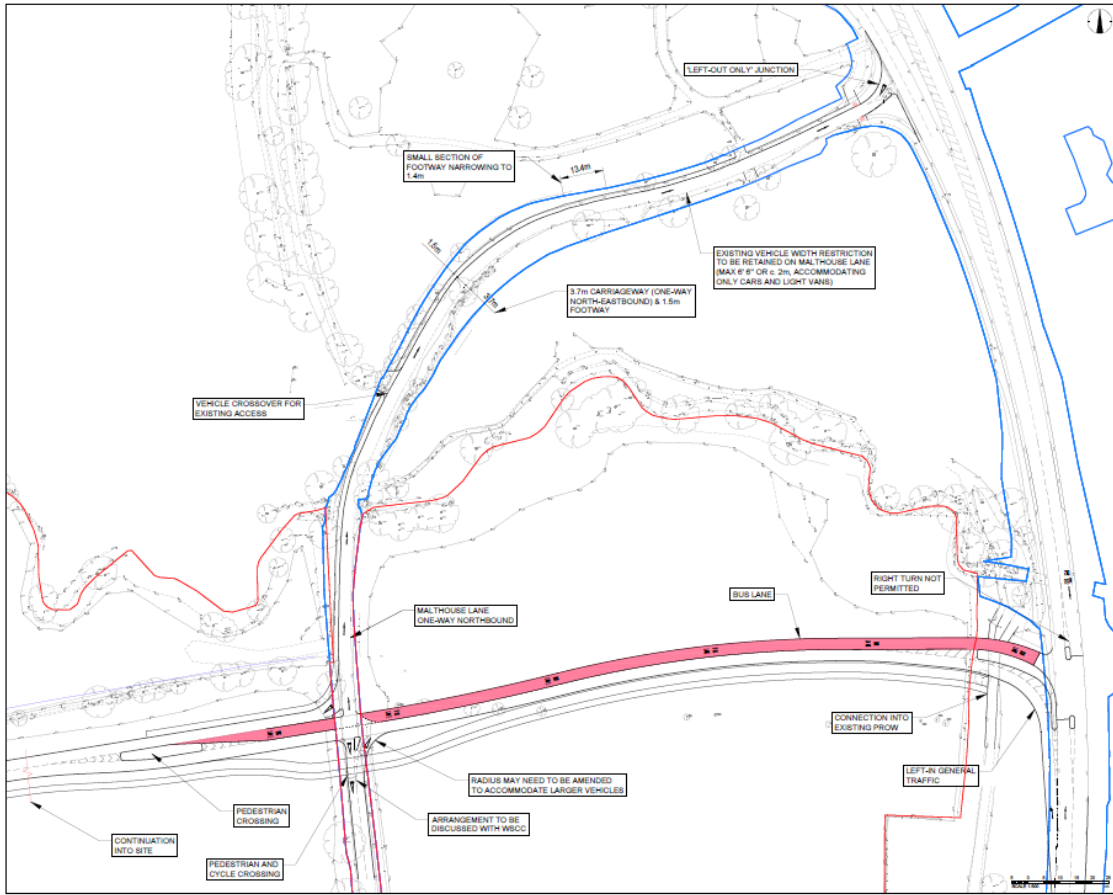
5.2.6 The proposed secondary access for land West of Burgess Hill to the east on to the A273 Jane Murray Way is as follows and as shown in **Figure 5.4**:

- Left-in / Bus-only exit junction at the A273 junction east of the eastern parcel.
- The road connecting Malthouse Lane and the A273 across the eastern parcel would comprise a bus lane in eastbound direction, and general traffic lane in westbound direction.
- Conversion of the northern section of Malthouse Lane to one-way northeast bound and the delivery of a new footway,

5.2.7 This proposed arrangement (which maintains a left-in left-out general traffic arrangement) has not been designed to increase capacity for vehicles, but seeks to:

- Deliver a footway link to both the green circular route and to Jane Murray Way and into Burgess Hill;
- Deliver bus priority;
- Improve safety on Malthouse Lane, which is currently narrow with low visibility;
- Help with resilience of the highway with regards to flood occurrence at the Pook Bourne Stream.

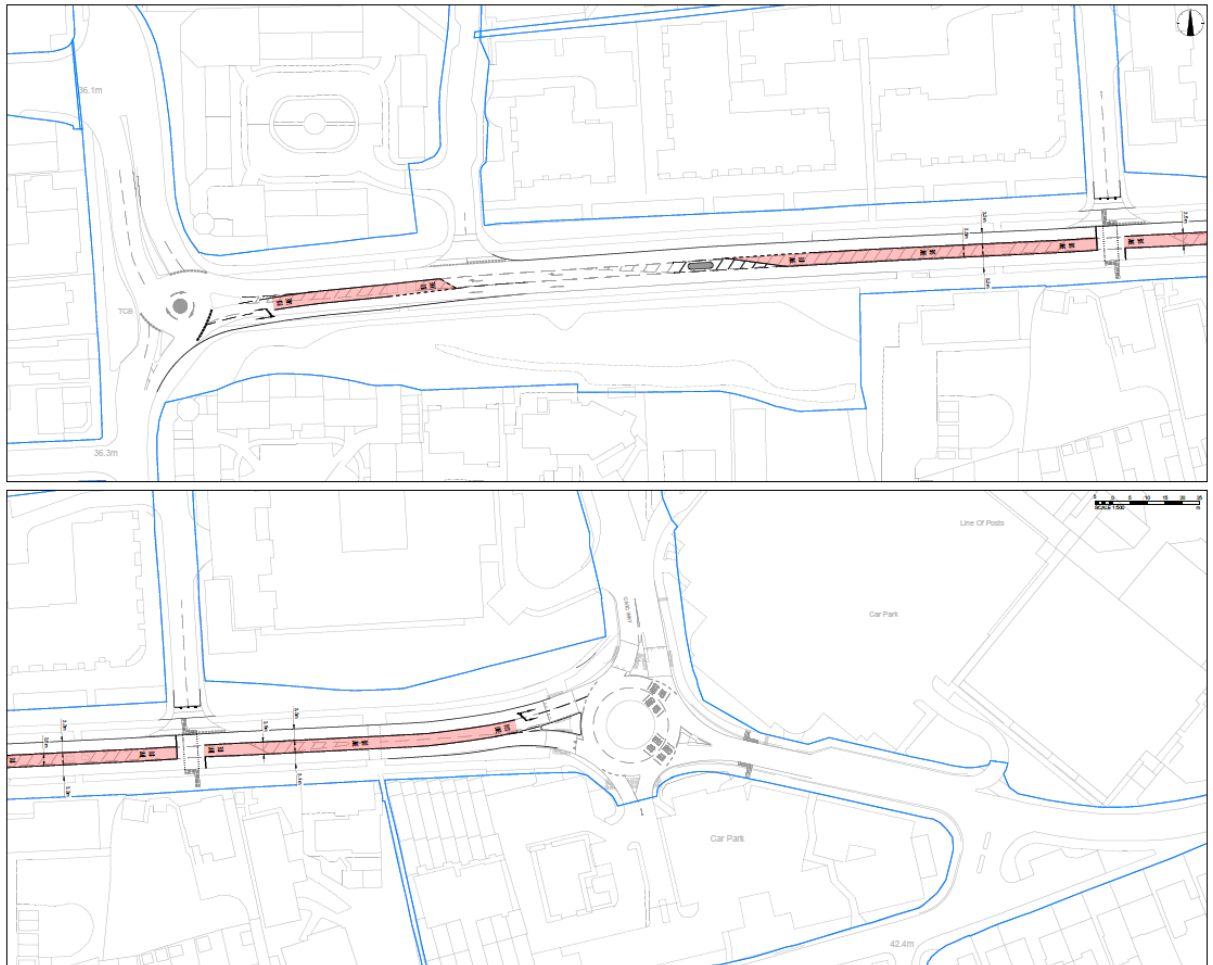
Figure 5.4 – Secondary Access and Bus Priority on A273 Jane Murray



Possible Bus Priority on Queen Elizabeth Avenue

5.2.8 Thakeham and Ridge will continue to work with the Science & Technology Park and other developments to investigate the delivery of bus priority improvements along Queen Elizabeth Avenue if Fastway 20 was to be extended to Burgess Hill town centre. This would also deliver improvements to potential bus services operating to/from Sayers Common. **Figure 5.5** and the drawing included in **Appendix E** shows a possible scheme design.

Figure 5.5 – Possible Bus Priority Along Queen Elizabeth Avenue



Funding

5.2.9 Funding of the Fastway extension is expected be shared between Thakeham Homes and wider benefiting allocations, including the already allocated Science & Technology Park. Further engagement between all parties will be required for the next stage of work.

5.3 Metrobus Service 273

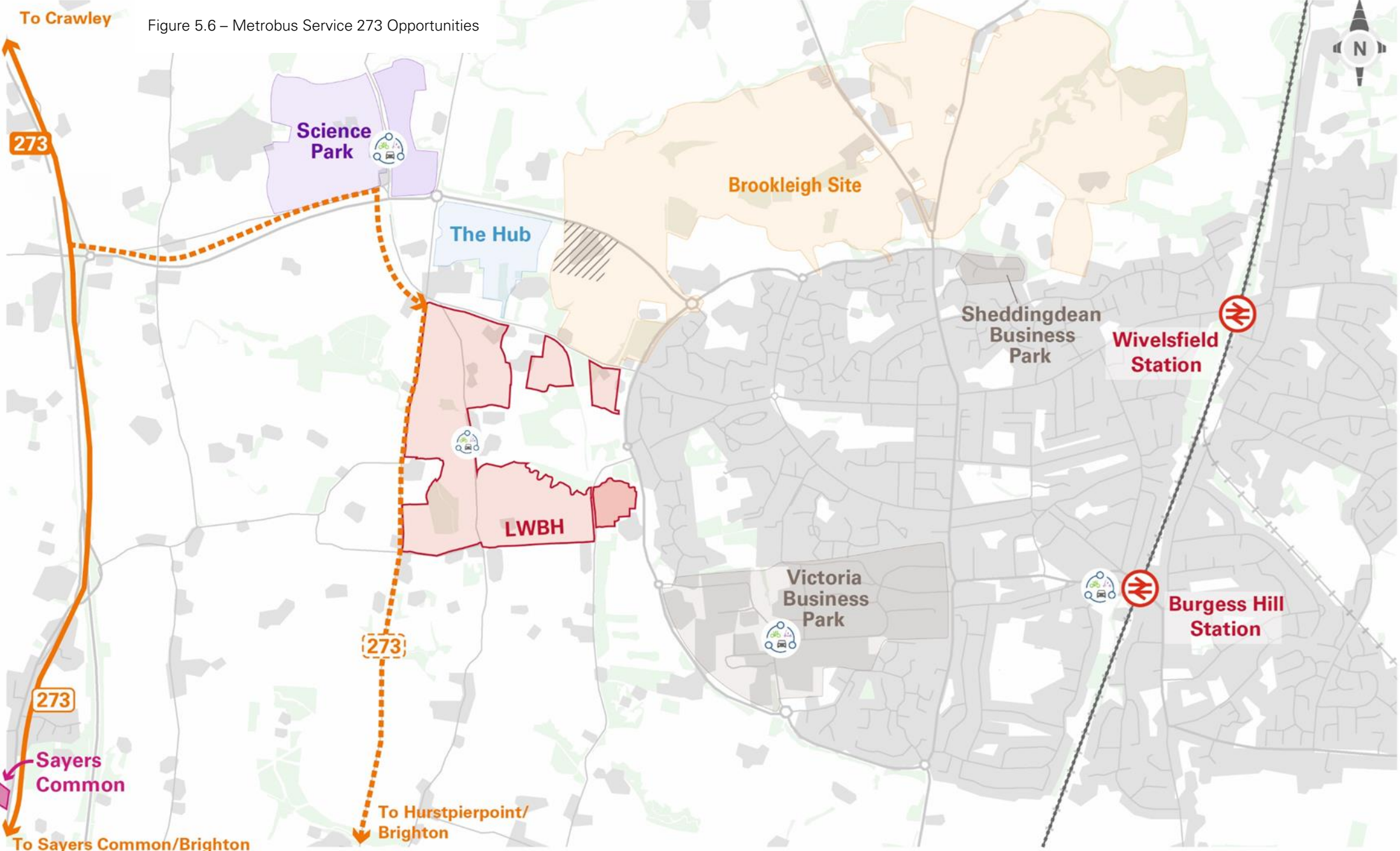
Service 273 Options

5.3.1 Metrobus agreed that they would be supportive of the improvement of bus service 273 from hourly service (understood in place since 11th May 2024) to half hourly services as follows (see **Figure 5.6**):

- Hourly via Sayers Common (no changes to current route)
- Hourly via Land West of Burgess Hill (new service)

5.3.2 At this stage, it is expected that the additional service 273 (diverted via Land West of Burgess Hill) would only be considered if the proposals to extend Fastway to Land West of Burgess Hill development are considered commercially unviable e.g. due to lower potential passenger levels related to delays to other development or competing bus services. In that event, the additional service 273 would be introduced at an early stage of development (Years 1 or 2, c. 100 homes).

Figure 5.6 – Metrobus Service 273 Opportunities



KEY

- Land West of Burgess Hill (LWBH)
- Employment Zone

- Railway Stations
- Potential Super Hub

- Existing Route 273 - Hourly Mon - Sat
- Route 273 Diversion - Hourly Mon - Sat
- Additional Route 273 Diversion - Hourly, if Fastway not delivered

Metrobus Indicative Programme of Implementation

- 5.3.3 The indicative programme of implementation of the Metrobus services is provided in **Table 5.1**, on the basis of two options for Fastway (Option 1: current frequency, Option 2: frequency improved to 15 minutes around Year 6), and Service 273 indicative programme implementation (in the event that Fastway cannot be extended):

Table 5.1– Metrobus Indicative Programme of Implementation

Service 10 Fastway (Option 1)- Bus Per Hour

Year	Occupations	1	2	3	4	New Services
Year 1	0					
Year 2	50					
Year 3	150					20min - to site access (18 hour a day) - 2 vehicles
Year 4	320					
Year 5	500					
Year 6	750					
Year 7	1000					20min - town centre (18 hour a day) - 3 vehicles
Year 8	1250					
Year 9	1350					
Year 10	1350					

Service 10 Fastway (Option 2 - core service increases to 15mins) – Bus per Hour

Year	Occupations	1	2	3	4	New Services
Year 1	0					
Year 2	50					
Year 3	150					30min - to site access (18 hour a day) - 2 vehicles
Year 4	320					
Year 5	500					
Year 6	750					
Year 7	1000					15min - to site (18 hour a day) - 3 vehicles
Year 8	1250					
Year 9	1350					
Year 10	1350					15min - town centre - 4 vehicles (18 hour a day)

Service 273 (Crawley - Brighton) - If Fastway not Delivered – Bus per Hour

Year	Occupations	1	2	3	4	New Services
Year 1	0					
Year 2	50					
Year 3	150					
Year 4	320					
Year 5	500					
Year 6	750					
Year 7	1000					
Year 8	1250					
Year 9	1350					
Year 10	1350					

5.4 Compass Travel

Background

5.4.1 A meeting between Ridge and Compass Travel on 29th April 2024 investigated options to divert and improve service 100 which currently runs between Horsham and Burgess Hill. Compass Travel is supportive of (see **Figure 5.7**):

- Diverting Bus Service 100 via Land West of Burgess Hill development, with the exception of bus services supporting the St Paul's Catholic College at start and finish times. The current route would be followed at these times to pick-up/ drop-off at The Triangle bus stops. Compass Travel has indicated that a detailed survey would be required to understand the effects at these bus stops.
- Provision of an Express service 100A between Sayers Common and Burgess Hill Town Centre and Land West of Burgess Hill.

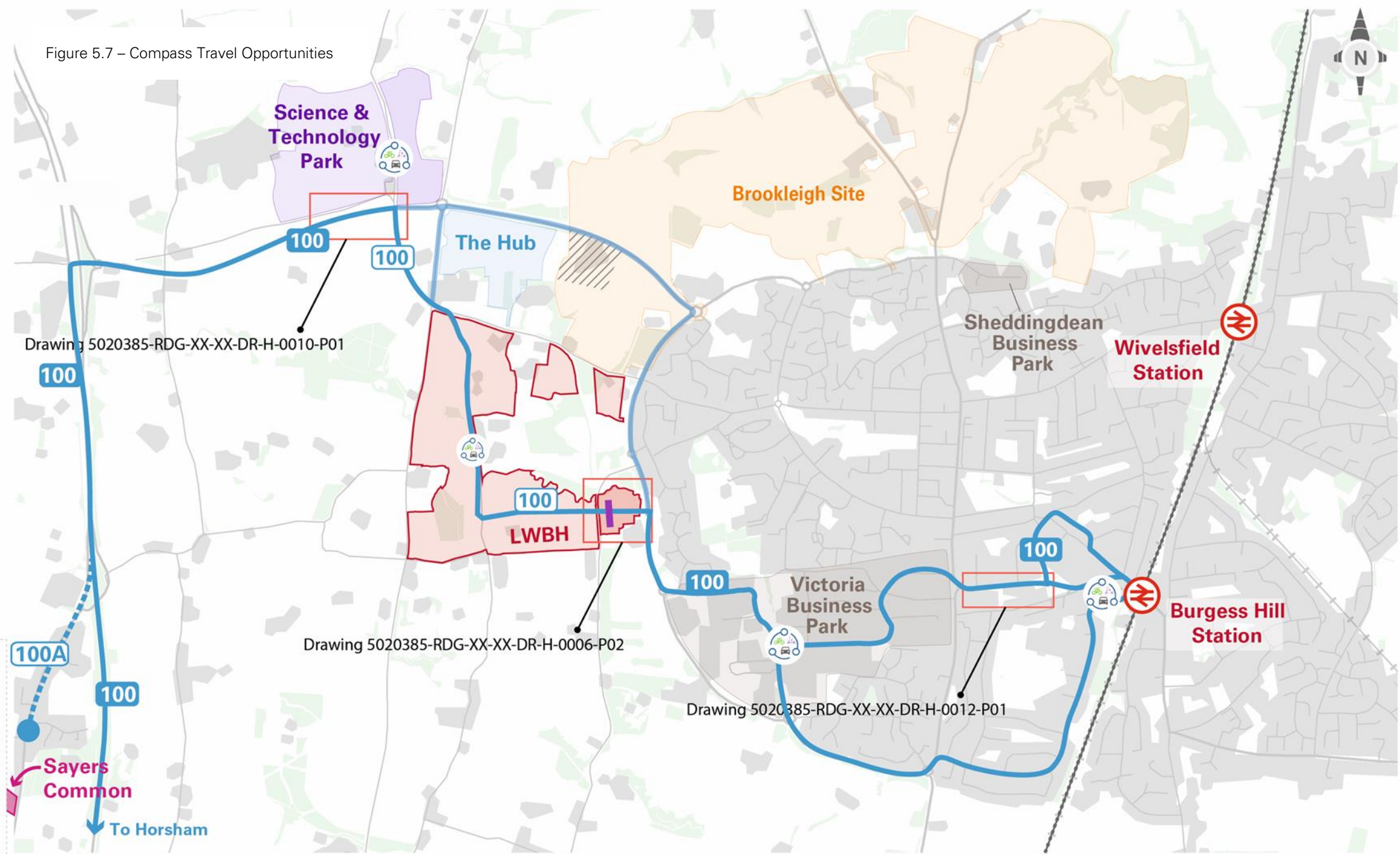
Route 100 Requirements

5.4.2 The route through Land West of Burgess Hill would be subject to:

- Bus priority, to maintain (or improve, where possible) current journey times. Bus priority improvements are being investigated at the eastern access of Land West of Burgess Hill (and at the Bishopstone/A2300 junction) as identified above.
- Applying the following principles within development sites where diversions are proposed:
 - Higher density along the spine road
 - Reduced parking along the spine road
 - Bus link/priority to speed up buses
 - Advanced agreement on the location of bus stops.

- WSCC approval, as they tender this service and the routes may change.
- 5.4.3 The diversion of service 100 via Land West of Burgess Hill could be introduced at around Year 4 or 5 of the construction programme, when the primary development road connecting to Cuckfield Road to the A273 Jane Murray Way expected to be completed. No costs are anticipated as a result of the diversion of 100.
- 5.4.4 The introduction of an express service 100A would be funded by the Sayers Common development.

Figure 5.7 – Compass Travel Opportunities



Land West of Burgess Hill (LWBH)

Employment Zone

Railway Stations

Potential Super Hub

Potential Bus Gate

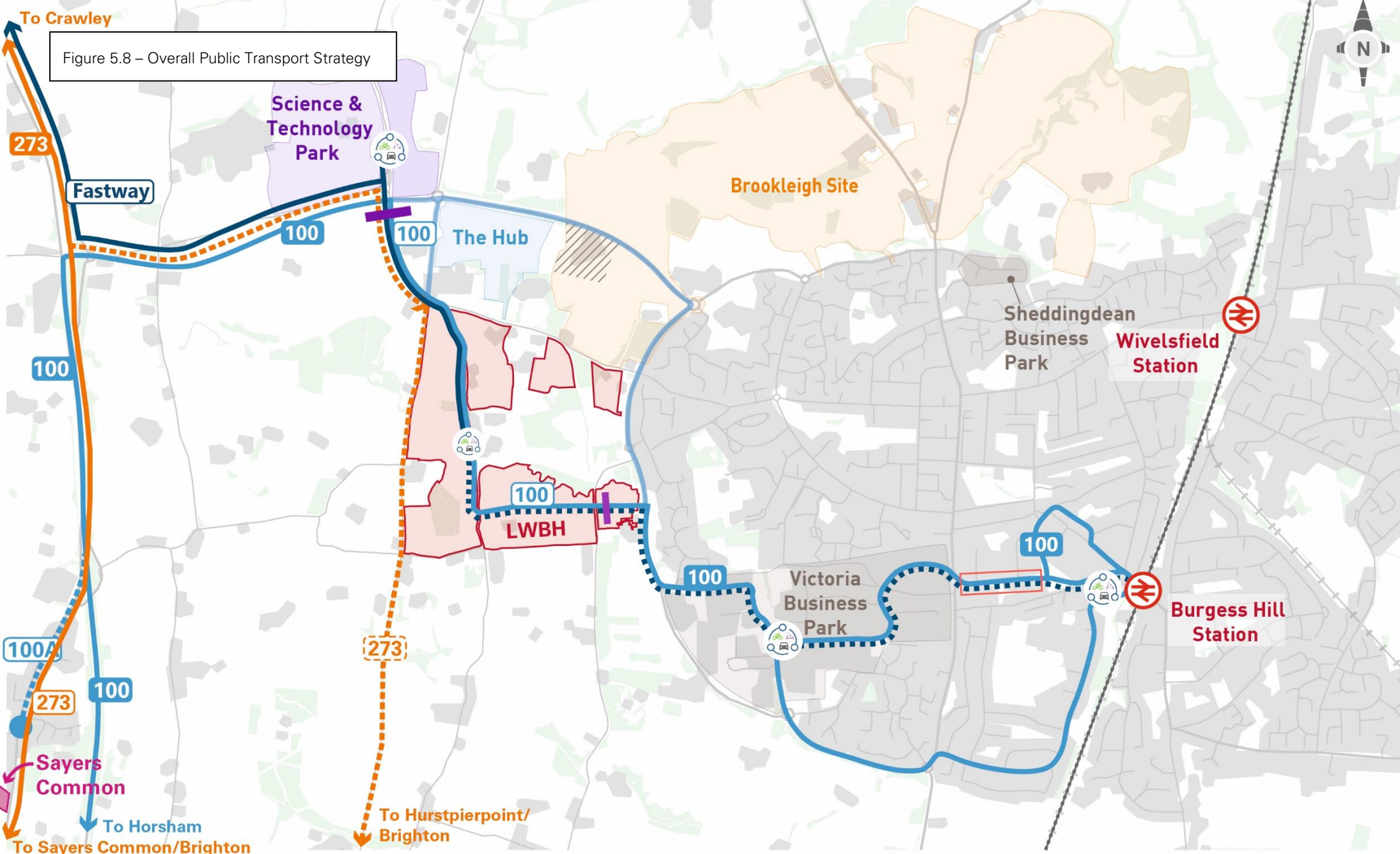
100 Existing Route 100 (Horsham - Burgess Hill via A2300/ A273) - Hourly Mon - Fri

100 Proposed Route 100 Diversion (Horsham - Burgess Hill via Land West of Burgess Hill) - Hourly Mon - Fri

100A Express Route 100A (Sayers Common - Burgess Hill via Land West of Burgess Hill) - Hourly Mon - Fri

100 Proposed Route 100 School Services (via A230/A273)

Figure 5.8 – Overall Public Transport Strategy



- Land West of Burgess Hill (LWBH)
- Employment Zone
- 🚆 Railway Stations
- 🚌 Potential Super Hub
- A bus lane along Elizabeth Avenue would potentially attract an extension of the service to Burgess Hill Railway station
- Potential Bus Gate
- Fastway** Fastway Extension - Phase 1 - 30-min frequency (initially)/ 15-min frequency (in the future, if demand identified)
- Fastway** Fastway Extension - Phase 2 - 30-min frequency (initially)/ 15-min frequency (in the future, if demand identified)
- 100 Existing Route 100 Hourly Mon - Fri
- 100 Proposed Route 100 Diversion Hourly Mon - Fri
- 100A Express Route 100A Hourly Mon - Fri
- 273 Existing Route 273 Hourly Mon - Sat
- 273 Route 273 Diversion Hourly Mon - Sat
- 273 Additional Route 273 Diversion Hourly - If Fastway not delivered

Compass Travel Indicative Programme of Implementation

5.4.5 The indicative programme of implementation of service 100 diversion, and potential provision of express service 100A, is presented below:

Table 5.2 – Compass Travel Indicative Programme of Implementation

Service 100 (Horsham - Burgess Hill)

Year	Occupations	1	2	3	4	New Services
Year 1	0					
Year 2	50					Walk/cycle connections to existing bus stops
Year 3	150					
Year 4	320					
Year 5	500					
Year 6	750					
Year 7	1000					Diverted through site
Year 8	1250					
Year 9	1350					Sayers Common Express Service diverted through site
Year 10	1350					

5.4.6 The combined bus service improvement options are presented in **Figure 5.8** and include:

- Extension of Metrobus service 20 (Fastway) to run south of Pease Pottage in Crawley to the Science & Technology Park, with a possible extension into proposed Land West of Burgess Hill site and potentially through the extension to Burgess Hill railway station.
- Diversion of Compass Travel service 100 via Land West of Burgess Hill, with the exception of bus services supporting St Paul’s Catholic College, and provision of an Express service 100A between Sayers Common and Burgess Hill Town centre via Land West of Burgess Hill.
- If Fastway extension is undeliverable, the diversion of Metrobus service 273 via the A2300 and Cuckfield Road (along the proposed Land West of Burgess Hill site).

6 CAR CLUB

Background

- 6.1.1 Enterprise and Co-Wheels car club operators have advised that three car club vehicles should be provided for the early occupations on the site, with additional vehicles to align with demand, up to approximately 13 vehicles.
- 6.1.2 Operators have advised that it would be expected that the scheme would operate commercially within two or three years. During the initial two years, the scheme would be marketed to raise awareness and encourage uptake. Marketing initiatives will include a information on the car club within a welcome pack to all new residents, including registration information and discounts, as well as educational programmes and incentives i.e. free trials, discounts etc.
- 6.1.3 The promoter of Sayers Common draft allocated site (draft policy DPSC3) has agreed that collaboration to deliver a comprehensive scheme would be beneficial.

Indicative Programme of Implementation

- 6.1.4 The indicative programme of implementation of a car club scheme at LWBH, on the basis of introduction of up to 13 car club vehicles (1 car club vehicle per 100 units), is presented below:

Table 6.1 – Enterprise Indicative Programme of Implementation

Year	Occupations	1	2	3	4	5	6	7	8	9	10	11	12	13	14	New Services
Year 1	0															
Year 2	50															1 vehicle
Year 3	150															1 vehicle
Year 4	320															1 vehicle
Year 5	500															*
Year 6	750															*
Year 7	1000															*
Year 8	1250															*
Year 9	1350															*
Year 10	1350															*

*If demand requires additional vehicles (although these could be located in other developments)

7 SUPPORTING MEASURES

7.1.1 The proposed strategy could be supported by a package of measures and initiatives to encourage residents to make more sustainable travel choices when leaving the development, these are likely to include:

- **Integration of Mobility Services:** shared transport services offered at Land West of Burgess Hill (Burgess Bikes, bus services, car club vehicles, and other shared transport facilities) could be integrated within mobility hubs at Land West of Burgess Hill 's neighbourhood centre (and potentially at other key locations within Burgess Hill and emerging developments) to support a wider sustainable transport strategy at Burgess Hill, in line with MSDC and WSCC ambition to decarbonise transport and tackle key issues set out in the 'WSCC Local Transport Plan 2022 to 2036' such as climate change, local environmental impacts, development and regeneration pressure and opportunities, public health and well-being, access to services and transport network performance issues. Ongoing discussions are being held with developers of other emerging sites, including the Science & Technology Park committed development and Sayers Common draft allocated site.
- **Shared mobility app/ MaaS:** Mobility as a Service (MaaS) is a term used to describe digital transport service platforms that enable users to access, pay for and get real-time information on a range of public and private transport options. As technology evolves and allows wider generation and sharing of data, there is an opportunity to deliver a shared mobility app or MaaS system for residents of Land West of Burgess Hill and wider Burgess Hill area. This could act as:
 - an intermodal journey planner, combining different modes of transport such as a 'Burgess Bikes' scheme, public transport (bus and rail services), car club and car sharing;
 - a single payment portal, whereby users can pay as they go or buy a 'service bundle' in advance; and
 - a booking system incorporating the entire end-to-end journey stages.

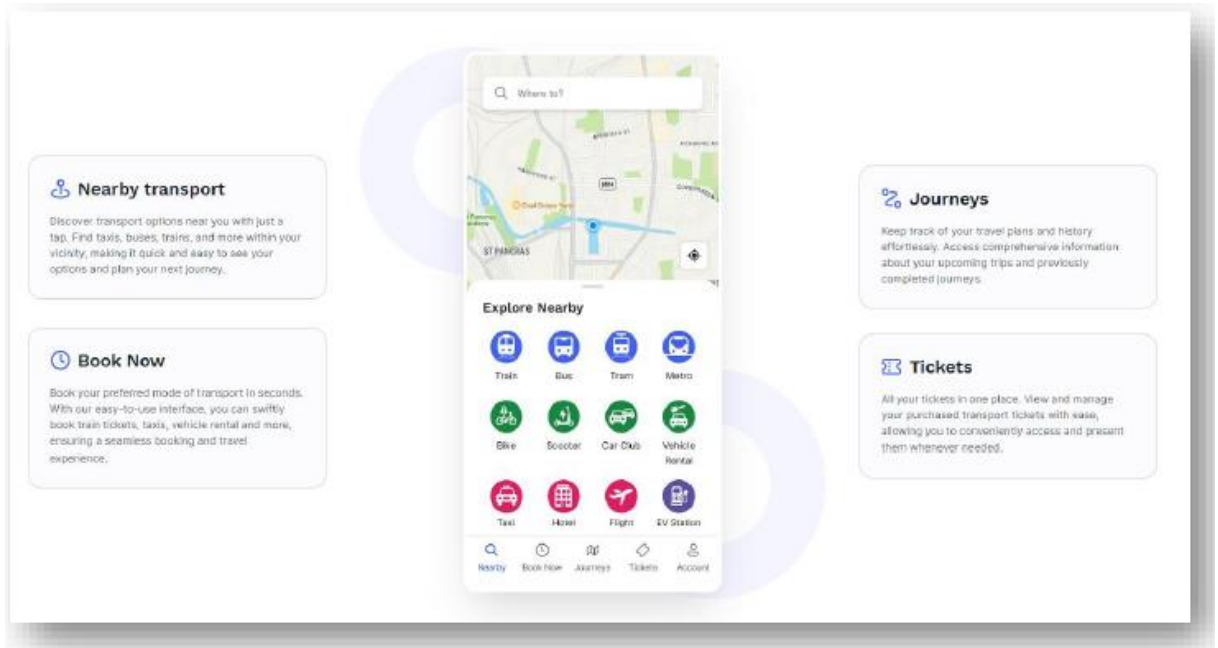
Current UK examples of MaaS include Solent Transport (which includes Portsmouth, Southampton, South Hampshire and the Isle of Wight) is partnering with Trafi, Unicard and Behavioural Insights Team to deliver a multi city MaaS scheme. The app Whim in the West Midlands, and MaaS Scotland. Whim has been designed by Helsinki-based MaaS Global and offers a range of monthly plans, bringing in National Express, Transport for West Midlands, Gett, Nextbike and Enterprise, as transport providers. In 2019 Scotland embarked on the development of a National programme for MaaS, funded through the Scottish Government and supported by Transport Scotland.

Discussions with Enterprise Mobility in 2024 have led to a better understanding of their MaaS current offer, and how this could be introduced to Land West of Burgess Hill. Known as 'Mobility as a Service and Ride sharing services', Enterprise Mobility offer:

- A white labelled, customisable Mobility as a Service (MaaS) software application which covers all forms of transport (see **Figure 7.1** as example provided by Enterprise Mobility)
- Offering the most relevant mobility solutions in the area.

- Booking through mobile app.
- Mobility Credits can be loaded onto the MaaS platform for residents.
- Discounted preferential rates on all modes for residents available.
- Price to be provided on Application

Figure 7.1 - Enterprise Example Native App for MaaS Package



- **Travel Plan management and monitoring:** Travel Plans provide a long-term management strategy for integrating proposed sustainable travel measures into the planning process, identifying:
 - Long-term aims, objectives and targets
 - Means and timescales for implementation
 - Strategies for monitoring and reviewing the effectiveness of the Travel Plan

It is expected that, through the planning application process, Thakeham would enter into a Section 106 Agreement with MSDC for the Travel Plan to be implemented and monitored.

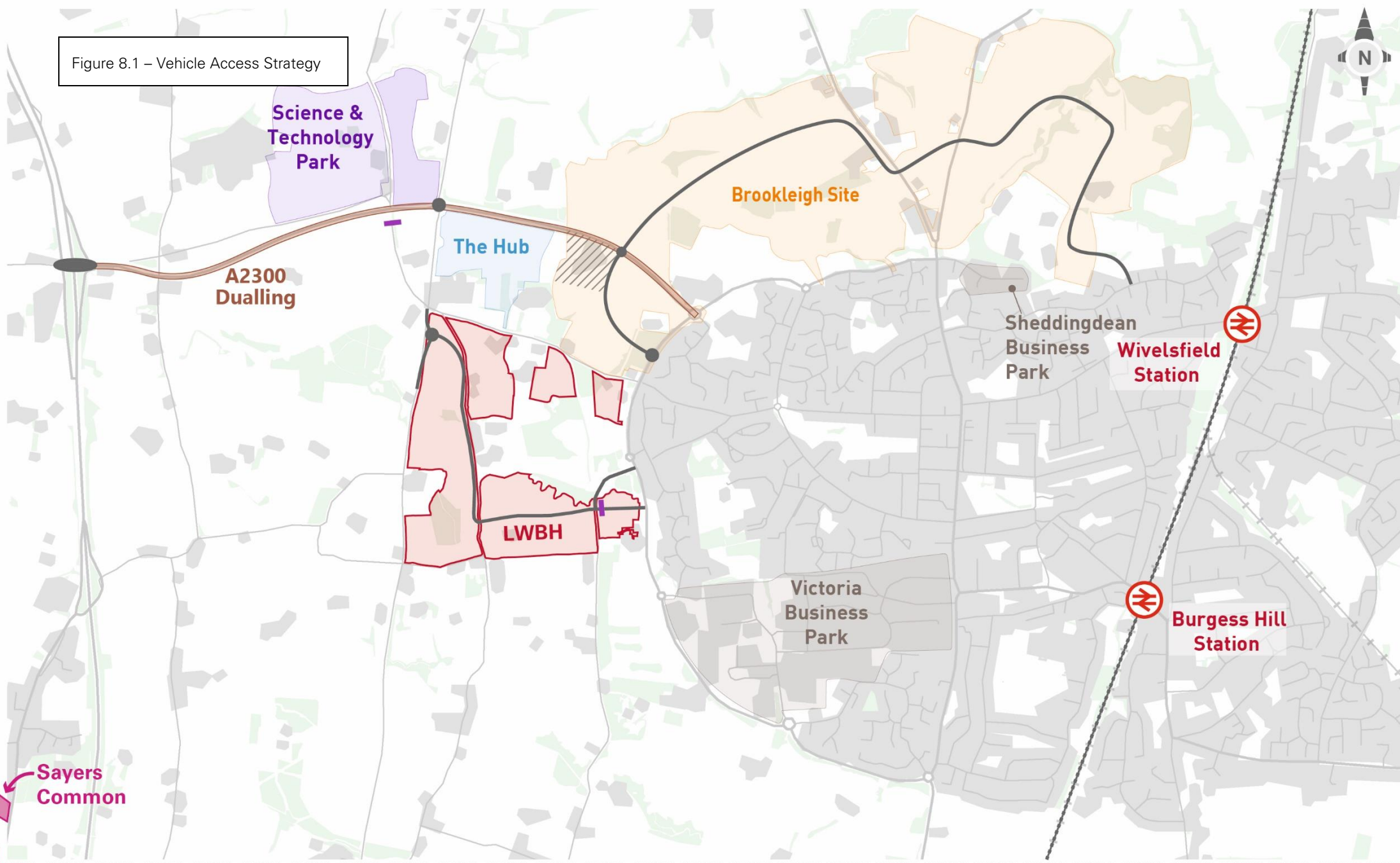
- Travel Plan Coordinator (TPC): a TPC would be appointed to act as point of contact for residents of the development in terms of sustainable travel measures, and carry out monitoring and review on a regular basis. The TPC would be responsible for communicating with the site's community, promoting sustainable transport measures and initiatives and administering the travel incentives (see below).
- Informed traveller package: a bespoke document could be available to all residents of the development, including travel information/ planning/ booking payment tools (including shared mobility app/ MaaS) and other information with regard to sustainable travel options.

- Incentives: sustainable travel incentives could include the provision of vouchers that residents could use towards 'Burgess Bikes', cycle and walking equipment, public transport fares and/or homeworking equipment.
- **Monitor and Evaluation Plan (MEP):** to incentivise the delivery of the Land West of Burgess Hill Transport Vision (WBTV, see **Section 3**) and maximise active travel and public transport improvements (instead of highway mitigation), a MEP could be included in the S106 Agreement. It is expected that the MEP will cover:
 - Appropriate transport infrastructure to be provided at the site at each stage of development, including earliest and latest delivery (or contribution) to transport infrastructure;
 - Locations and triggers for mitigation measures and target peak hour trip generation for each stage of development; and
 - Timing of the surveys and monitoring and evaluation reports, setting out the mechanisms to deal with any divergence from the targeted trip scenario (i.e. WBTV scenario) and associated transport infrastructure.

8 VEHICLE ACCESS

8.1.1 The vehicle access strategy is presented in **Figure 8.1** and described below.

Figure 8.1 – Vehicle Access Strategy

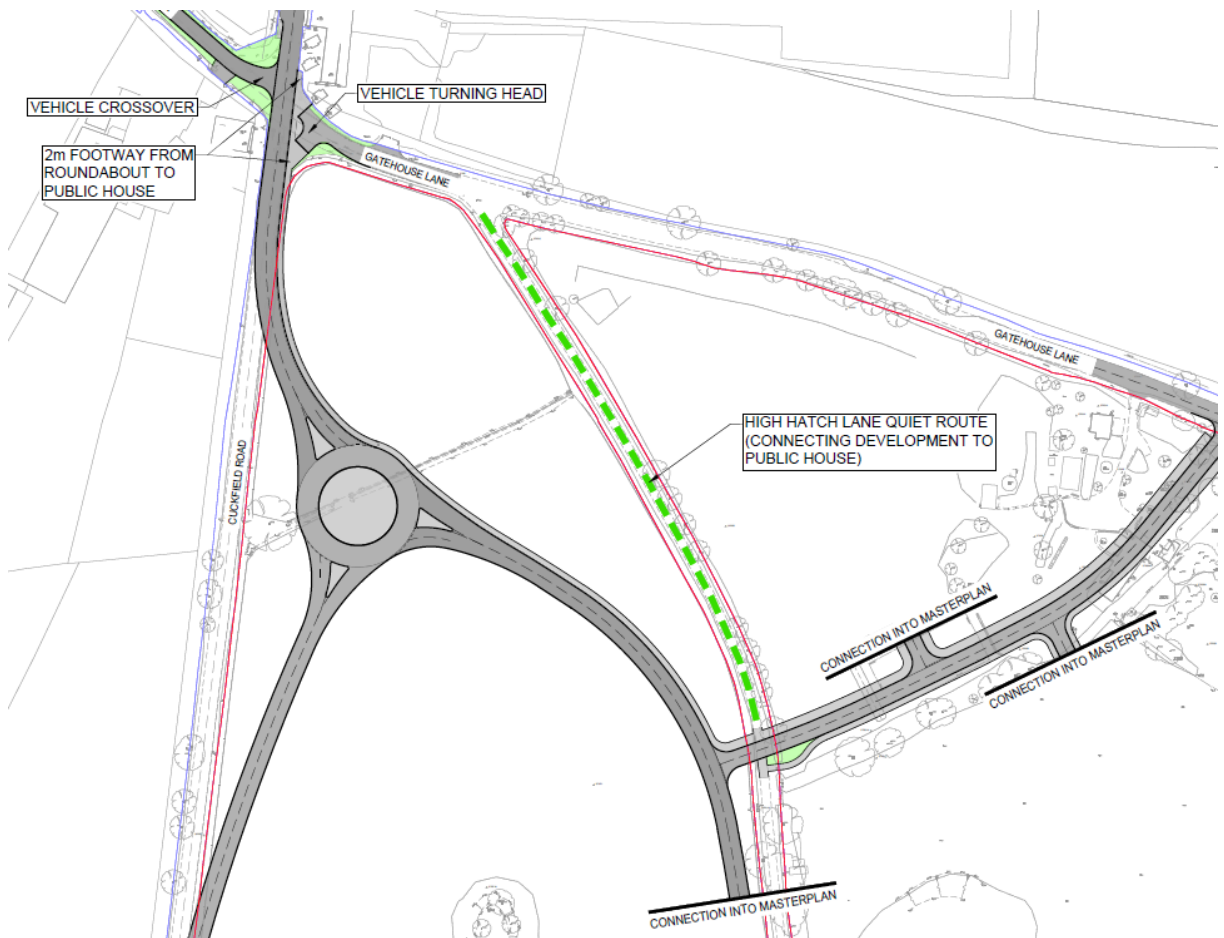


Legend

- Land West of Burgess Hill (LWBH)
- Employment Zone
- Railway Stations
- Potential Road Network
- Potential Bus Gate
- Potential Roundabout

- 8.1.2 The Primary access for vehicles is proposed via a new access roundabout located to the south of the existing A2300/ Cuckfield Road roundabout and south of the Gatehouse Lane/ Bishopstone Lane. A new roundabout will connect with the existing Cuckfield Road to the north and south, with an eastern arm of the roundabout providing access to the site forming the primary street through the development.
- 8.1.3 The aspiration is that Gatehouse Lane is connected into the development road, in order to simplify the Cuckfield Road/Gatehouse Lane junction. Opportunities to use the northern section of the existing Gatehouse Lane north of this junction as a bus route direct into the Science & Technology Park will be investigated (See previous **Figure 8.2**).

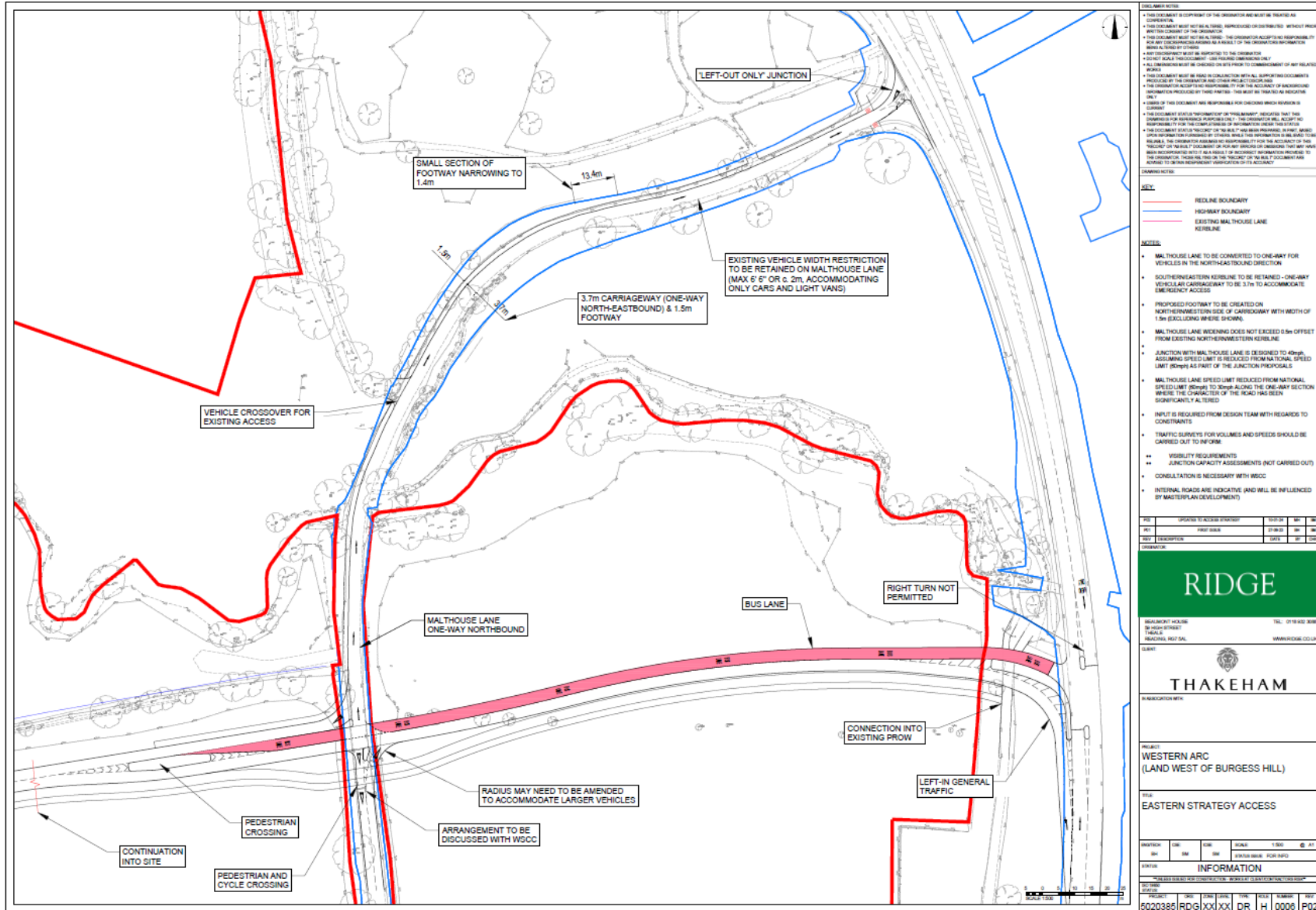
Figure 8.2 – Proposed Main Access



- 8.1.4 Secondary Access to the east on to the A273 will be as follows:
- Left-in / Bus-only exit junction at the A273 junction east of the eastern parcel, as shown in **Figure 8.3**. The road connecting Malthouse Lane and the A273 across the eastern parcel would comprise a bus lane in eastbound direction, and general traffic lane in westbound direction.
 - Conversion of the northern section of Malthouse Lane to one-way northeast bound and the delivery of a new footway, as shown in **Figure 8.3**.
- 8.1.5 This proposed arrangement (which maintains a left-in left-out general traffic arrangement) has not been designed to increase capacity for vehicles, but seeks to:

- deliver a footway link to both the green circular route and to Jane Murray Way and into Burgess Hill;
- deliver bus priority;
- improve safety on Malthouse Lane, which is currently narrow with low visibility;
- help with resilience of the highway with regards to flood occurrence at the Pook Bourne Stream.

Figure 8.3 – Conversion of the Northern Section of Malthouse Lane to One-Way and a New Footway and Proposed Secondary A273 Left-In/ Bus Exit



9 SUMMARY

- 9.1.1 This report has been prepared to support the allocation of the Land West of Burgess Hill residential development at Land West of Burgess Hill within the new Mid Sussex District Plan.
- 9.1.2 The proposed development site is located to the west of Burgess Hill, between Cuckfield Road and the A273 Jane Murray Way and just south of the A2300 and the Hub and Brookleigh (previously known as Northern Arc) developments. The proposals currently being considered are for approximately 1,350 residential dwellings, a primary school, and other on-site facilities including shops and community spaces.
- 9.1.3 The site offers excellent opportunity to deliver a smart, connected, sustainable and attractive new community given its proximity to the adjacent town, facilities and planned employment ('The Hub' and 'Science and Technology Park' on the A2300).
- 9.1.4 The proposed mobility strategy includes a potential package of measures and initiatives to encourage residents to make the most sustainable choice when travelling outside of the development, which include:
- High-quality pedestrian and cycle infrastructure, including a comprehensive network of walk and cycle links connecting the site with:
 - Burgess Hill Town Centre
 - Key employment: The Hub, the Science & Technology Park
 - Sayers Common draft allocated development (and proposed secondary school).
 - The Green Circle, which connects with the Brookleigh site, to the north, and employment and shopping facilities to the south of Burgess Hill.
 - 'Burgess Bikes' cycle hire scheme;
 - Public transport service improvements, including:
 - extension of Fastway to Burgess Hill or diversion of Metrobus service 273 (if Fastway is not delivered); and
 - diversion of Compass Travel bus service 100.
 - Possible bus priority improvements at:
 - Bishopstone Lane to the west of Cuckfield Road across the A2300, to connect with the Science & Technology Park for a possible future Fastway 20 extension.
 - Gatehouse Lane/Bishopstone Lane/Cuckfield Road junction, by simplifying the current arrangement to reduce delays for bus services.
 - Left-in / Bus-only exit junction at the A273 junction east of the eastern parcel
 - Car Club scheme, and
 - Supporting measures, including:
 - Mobility hub,
 - Shared mobility app/ MaaS,

- Travel Plan management and monitoring, and
 - Monitoring and Evaluation Plan.
- 9.1.5 Primary access for vehicles is proposed via a new access roundabout to be located to the south of the existing A2300/ Cuckfield Road roundabout and south of the Gatehouse Lane/ Bishopstone Lane. A new roundabout will connect with the existing Cuckfield Road to the north and south, with an eastern arm of the roundabout providing access to the site forming the primary street through the development.