

HAA Transport Focus Group

A realistic vision for transport in Hassocks

Aim

The transport infrastructure for Hassocks should meet the following criteria.

1. To enable residents to make journeys easily within the village.
2. To enable residents to make journeys easily to outside destinations.
3. To make Hassocks a safe place for residents to move about on foot.
4. To make Hassocks a safe place for cyclists.
5. To enable cars and other vehicles to pass through or by the village.
6. To reduce pollution due to vehicle exhausts.
7. To reduce congestion caused by 'the school run'.

Suggested solutions (some may work against each other). All will require cooperation from statutory and commercial partners.

1. Keymer Road between Woodland Road and Adastra Park together with the entrance sections of side roads in this area should be a shared space (see for example Exhibition Road, South Kensington) for pedestrians, cyclists and motor vehicles with a 20 mph limit (unsure whether this will increase or decrease pollution -this needs to be tackled by other measures).
2. Surface quality of pavements/footpaths needs to be improved to encourage walking.
3. Promote off road cycle link to the Downs and safe cycle paths to Hurstpierpoint, Ditchling and Burgess Hill - [also in Footpath and Cycleways Focus Group]
4. Railways: to incorporate the priorities of the HAA Rail Group (a) to maintain frequency of rail services towards London and Brighton (b) to identify improvements that can be made in the stopping patterns of trains (c) to continue to press for direct services to Coastway West.
5. Buses: (a) to maintain and improve services from the centre of the village to Brighton and Lewes, in particular to enable residents to travel to Ditchling/ Lewes at all times of the day (b) to provide a better service at Keymer possibly by diverting a Brighton service via Lodge Lane (c) to provide some bus services in the evening (d) to provide a direct connection from Hassocks to Henfield/ Horsham (e) to introduce the Plus Bus rail-bus ticket to Hassocks (already in Burgess Hill) (f) to provide real-time information displays of bus services as a

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minimum at the station and in the centre of the village (g) to make bus stops more visible and to ensure timetable information is displayed.

6. Cars: to reduce the need for car use in the centre of the village (a) by encouraging safer walking, safer cycling and provision of buses (see 1 and 5) (b) provision of more cycle racks (some covered).
7. Cars: to reduce the need for cars to commute to the station by provision of alternative transport modes such as commuter buses and to build on Southern Rail's development of more cycle parking and proposals for commuter hire of folding bikes.
8. Cars: to reduce congestion (a) by promoting alternatives to the 'school run' for children to safely access school (b) by diverting through traffic east-west via Clayton and New Road to Ditchling (need to liaise with Ditchling PC and ESCC) (c) to encourage alternative modes of car ownership to reduce numbers e.g. shared ownerships, car pools (d) to reduce pollution and carbon footprint by encouraging electric cars both communally owned and individually owned [communal requires charging points and investigation of a business plan].

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