

Bus Usage Survey Results (160 Responses)

160 People said the new timetable will adversely affect them, many of whom said they would no longer travel by bus in the direction of Horsham. Some indicated that they would **use their car again**, for journeys where they would previously have used the bus. Others said they have no choice as they do not drive, and would have to continue using the bus.

Very few people see the walk to Shermanbury as viable, in order to take advantage of the extra buses in the evenings or on Sundays. The road is very busy, narrow if you have a pushchair or mobility scooter, and unlit which makes it difficult to walk in evenings and especially in winter. The shortest journey time from the KGV Bus stop is 23 minutes, from Mill Lane it is 47 minutes.

Comments and Concerns:

No direct bus to and from Horsham at the **right time of day**.

Time – **increase journey time**, to wait for two buses each way, with no guaranteed connection. Several reports of buses not stopping to pick them up, cancelled buses resulting in expensive taxi fares from the station.

Waiting – some stops have **no seat or shelter**, others have a seat outside the shelter, meaning a choice of being wet/cold or seated.

Busy Roads – **no safe crossing points** except in Henfield, which has the shortest gap between connecting buses, increasing the chance of missing the onward connection

Train connection in Horsham seen as much more difficult – increased journey time to station, waiting for two buses and carrying bags across the road for the connecting service.

Most frequent comment, **people saying they can't use the bus any more**, and will therefore be isolated. They also feel that their independence has been taken away.

Several people said they can **no longer get to work or college** as easily.

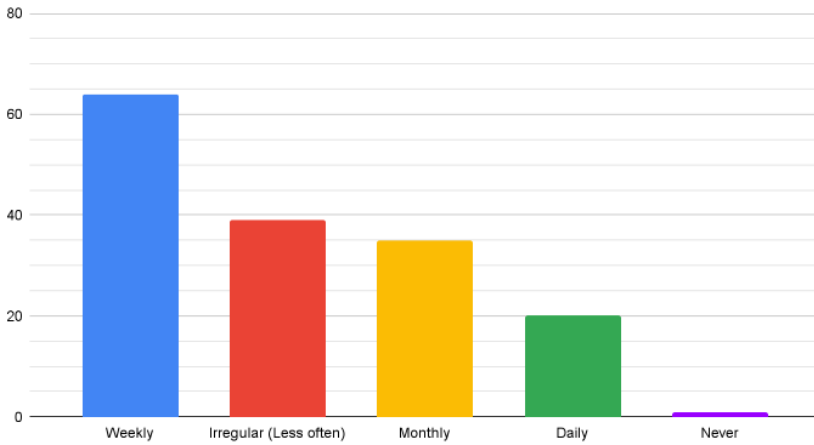
Friends and family will have a more difficult journey visiting.

Some people said that they might have to move out of the village as there are no drivers in their family and do not see this revised service as a viable option.

Many comments about the aim of funding from central government and local authorities is to **increase bus use and reduce car dependence, and now the opposite will happen in PG**.

Timetable efficiency – why is the route still going to Churchill Square, when the major hold ups are always in Brighton. Ending at Old Steine would save more time than the PG loop. Also, why is Mannings Heath still in? Only one stop, and a very short walk to the one on the main road?

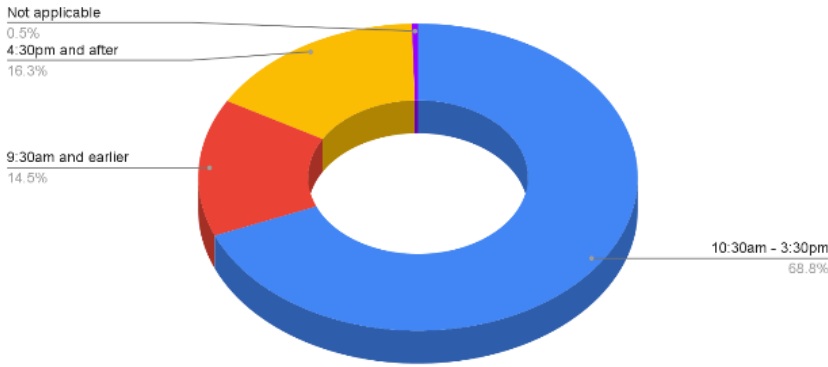
Usage of the 17 bus towards Cowfold & Horsham



The most frequent trips are regular, weekly journeys.

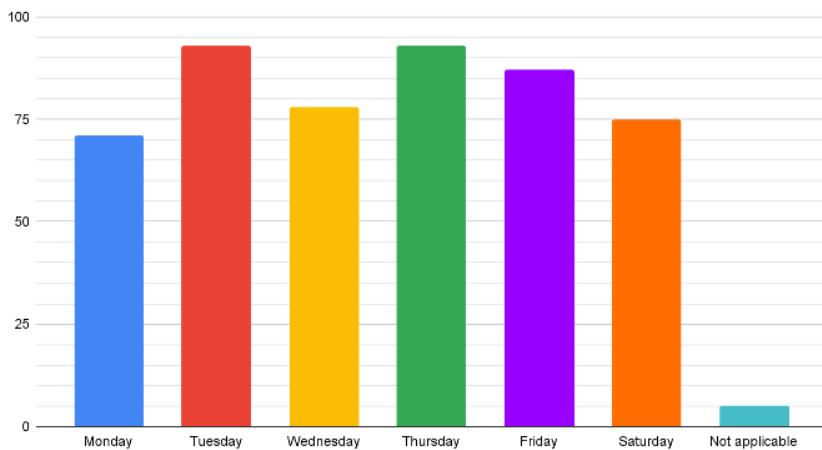
The route north was more popular than south to Brighton.

Times users travel on the 17 bus towards Cowfold & Horsham



The overwhelming majority of passengers used the time period (10:30am-3:30pm) that no longer has a direct service.

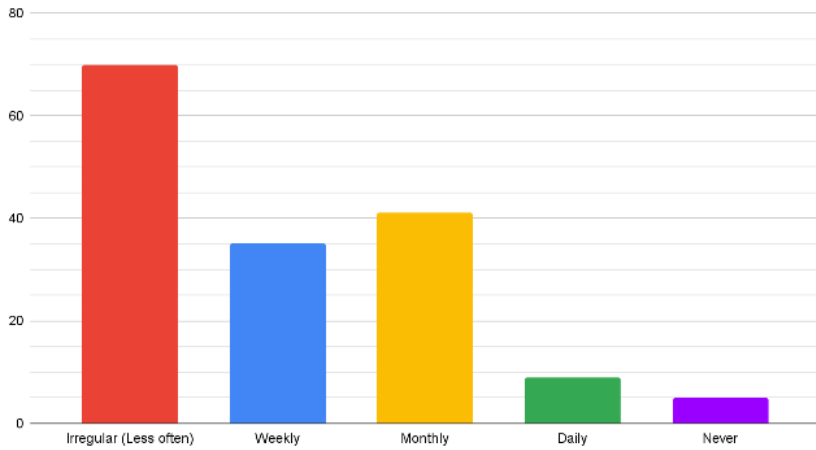
Days users of the 17 bus travel towards Cowfold & Horsham



Usage was pretty even, across the work week and Saturday.

Not applicable passengers were those who only travel south toward Brighton.

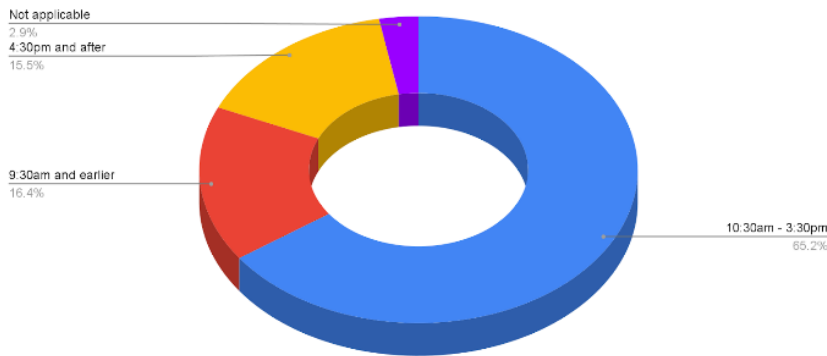
Usage of the 17 bus towards Henfield & Brighton



Most common journeys are irregular or infrequent.

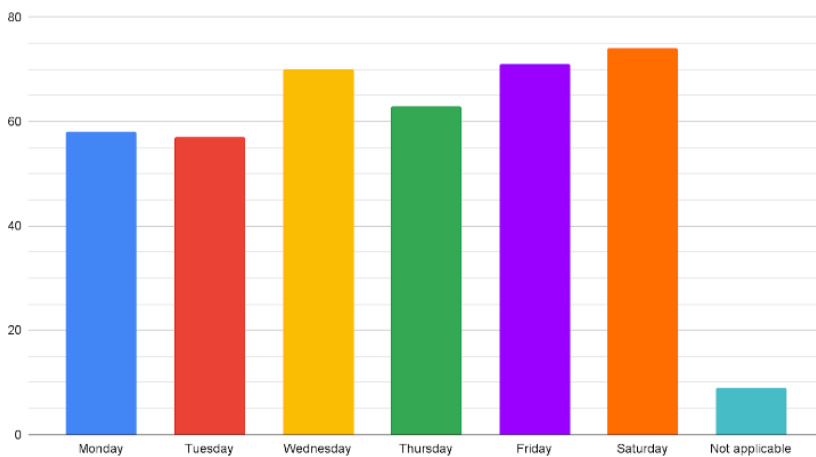
Less usage than north towards Horsham.

Times users travel on the 17 bus towards Henfield & Brighton



Majority in between 10:30am and 3:30pm like the north bound travellers.

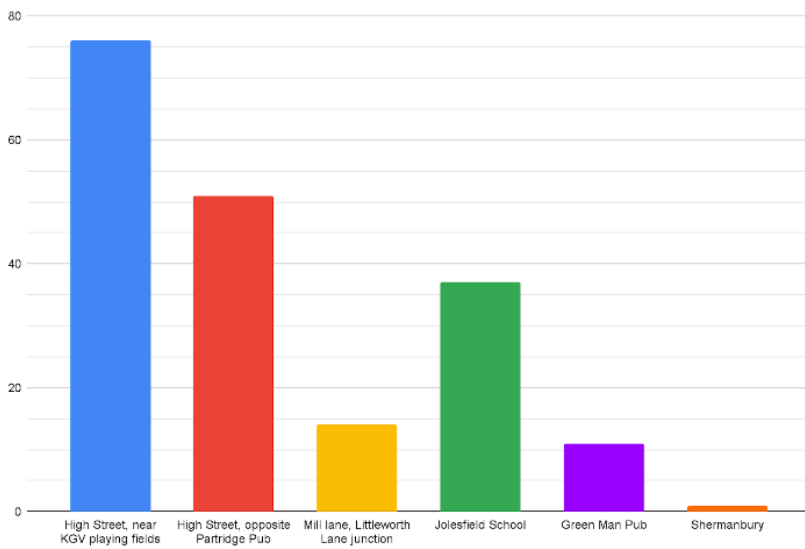
Days users of the 17 bus travel towards Henfield & Brighton



Travel was still relatively balanced, but skewed towards Friday and Saturday.

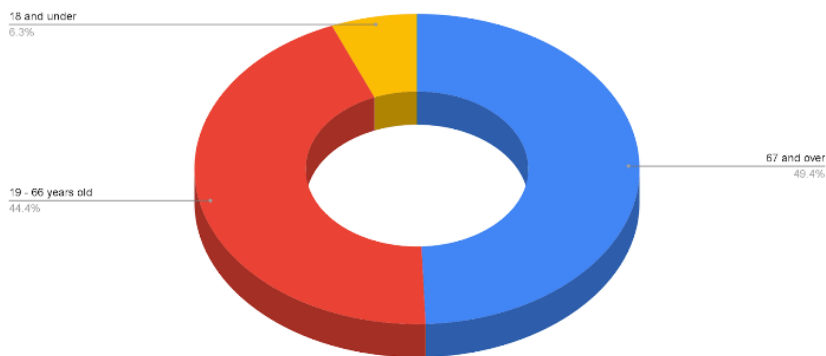
Not applicable passengers were those who only travel north towards Horsham.

Bus stops that users get on the 17 bus at



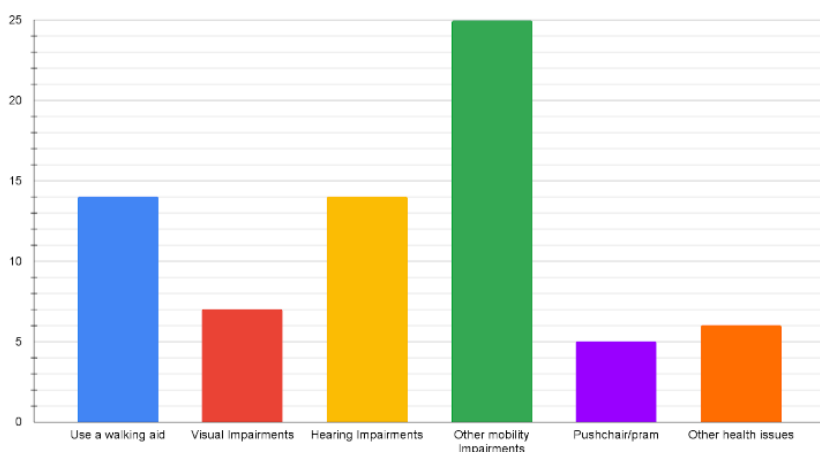
The majority use the bus stops in Partridge Green High St or Jolesfield School.

Age ranges of users of the 17 bus



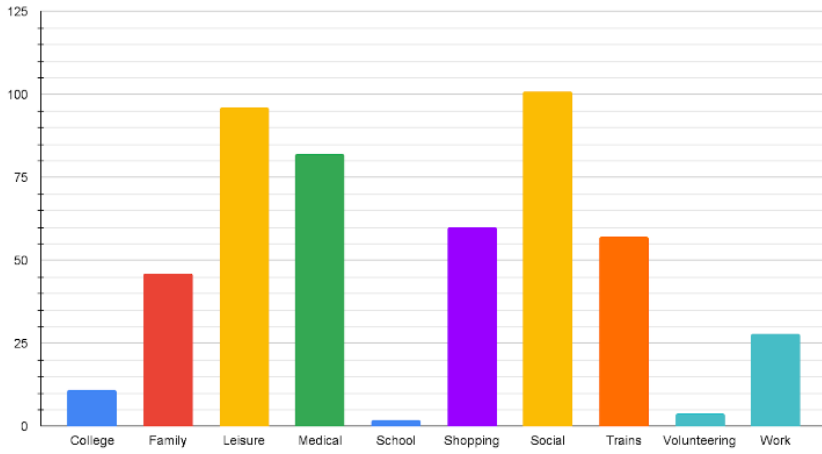
Age of travellers was almost evenly split, between those using a bus pass and those paying the £2 fare.

Issues users have that could affect getting to Shermanbury or cross roads to access 17 bus



38% of respondents had one or more issues with mobility, affecting their ability to change buses to go to and return from Horsham.

Purposes of users travelling on the 17 bus



Shopping and Leisure were the most popular reasons for travelling, followed by medical related appointments, shopping, connection with train services and family responsibilities. Work, school and college were also mentioned.