

Good afternoon Clare,

Thank you for your email and further comments. Transport and Travel Services (TTS) provide the following response and clarifications:

The ticket cost quoted is the trentbarton adult 28-day cap value i.e. it is the maximum a passenger will pay in the charging period, not the actual ticket cost, and will reflect travel on their network, including on other services. Travel, work and lifestyle patterns have changed significantly over the past couple of years and the bus industry is in a Covid recovery phase, seeking to adapt to the significant changes in demand profiles.

It should be noted that the yield per passenger is significantly lower than the quoted trentbarton Adult pass cap value. The yield is formed of a basket of ticket types and a range of services, which in this case also includes the Nottsbus Connect Sutton Town Service operated by the Council Fleet, which may offer a more appropriate solution for any future service diversion. The yield accounts for child and young person fares, statutory school passes, and ENCTS Concessionary Fares reimbursement in respect of statutory 'free' travel. This is significantly lower than the prevailing trentbarton commercial rates, and must reflect the Department for Transport reimbursement guidance, including offsetting trip generation /revenue. Concessionary travel typically represents 30% of the market. The shortfall figures referred to in your email are therefore not representative of the yield per passenger.

The TTS response referred to the walk distances to the closest existing bus stops on Sotheby Avenue, denoted Searby Road and located approximately 450 metres from the centre of the site. So, residents within the site will potentially reside more than the Highway Design walk distance to the stops, which accounts for the proposed pedestrian link onto Searby Road.

Our proposals are guided by Policy, including the Highway Design Guide, NPPF and the government National Bus Strategy referred to in my previous response. This includes reference to the role of Local Authorities to secure socially necessary services, which is to be expanded to include economically necessary services, including those which improve people's access to employment at all times of the day and night. A significant proportion of this site does not meet the Highway Design Guide walk distance to the closest bus stops. Section 3.16 of the **Transport Statement** states "... a bus service would not be routed through the development, and instead improvements would be made to the existing off-site bus stops and services. However, should the land to the south-west of the development be developed in the future, meaning that the road connection detailed in Section 3.12 is then provided, a bus service would then be routed through the site." This is supported by Section 3.21 which states "It is therefore proposed to provide funding contributions towards the provision of the diverted bus service via Searby Road, and improvements to the bus stops closest to the site, with this secured via the S106 Agreement."

In respect of the comments about the SHLAA site allocations and the local plan, we have sought to reflect what we understand will be the future SHLAA allocations, and refer this to Trevor/LPA as regards the status of the emerging Local Plan, and whether the assumptions used are acceptable at this time, as part of their assessment of the application. The level of contribution requested would apply regardless of any SHLAA allocation; rather the use of the contribution and the routing of the bus would be guided by any future development arising from any future allocations. The Council reserves the right to re-assess its contribution requirements if, after six months, a decision on the application is still awaited or the s106 agreement has not been completed.

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