



## West Sussex Transport Plan Review Survey, Autumn 2020 Feedback Summary, March 2021 Planning Services, West Sussex County Council

### Summary

This report details the results of the Autumn 2020 on-line survey launched to inform the West Sussex Transport Plan Review. There were 514 responses to the survey, with a great deal of detailed comments provided across a wide range of transport, environmental and access issues, including some opposing views.

The highest scoring issues of importance reported in the survey were impacts of the transport network on the local and natural built environment, and greenhouse gas emissions from transport. The lowest scoring issues of importance were impacts of Covid-19 on the economy and travel behaviour, and digital connectivity.

The analysis also reports on the highest-ranking interventions across the different objective themes as summarised below:

- For **Tackling Climate Change**, the measure related to encouraging use of sustainable modes of transport stood out as the top scoring intervention.
- For **Supporting the Local Economy**, measures related to improving the quality of bus services to town centres and employment locations, improving rail service connectivity, and improving walking and cycling connections ranked highest.
- For **Providing Access for All**, a number of the interventions were similarly ranked, with the measures related to improving bus service coverage and improving the provision of services locally scoring most highly.
- For **Improving Safety, Security and Health**, giving higher priority to cycling and walking facilities ranked most highly.
- For **Protecting the Environment and Quality of Life**, the intervention related to protecting the landscape, biodiversity and green infrastructure, was the top scoring measure.

With regard to the open text comments submitted in response to the survey, the key themes in responses were:

- Frequent comments about cycling and walking investment, including comments for and against pop-up cycle lanes.

- Many comments about public transport investment, including comments about the cost of public transport, rural accessibility concerns and comments about use of public transport in relation to the COVID19 pandemic.
- Comments in support of road capacity improvements, including improved road links and improvements to the A27.
- Contrasting comments, which outweighed supportive comments, opposed to the construction of more road capacity, with many comments received requesting that West Sussex County Council oppose Highways England's A27 Arundel Bypass 'grey route'.
- Various comments on other themes, including lorry routing and traffic 'rat running' concerns, congestion comments linked to air pollution, road safety, electric vehicles and school run traffic.
- Many comments about decarbonisation, protecting the environment, the scale of development, and some comments about boldness in the vision for the transport plan.

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## 1. Introduction

- 1.1 This report details the results of the Autumn 2020 survey launched to inform the West Sussex Transport Plan Review.
- 1.2 There were 514 separate responses to the invitation to participate in the survey, including from Councillors and council officers, transport operators, local access and environment groups and members of the public. We are grateful to all those who responded to the survey and for all the considered comment that was submitted.
- 1.3 The on-line survey was launched on Thursday 5th November 2020 and ran for 6 weeks closing on Thursday 17th December.
- 1.4 Further information about the [West Sussex Transport Plan](#) can be viewed on our website.

## 2. Survey approach

- 2.1 The focus of the consultation was an on-line survey targeted at key stakeholders, including District and Borough, and Town and Parish Councils, the South Downs National Park Authority, transport operators and representative groups, and environmental and local interest groups. The survey was publicised to key stakeholders on the West Sussex Transport Plan consultation database by email.
- 2.2 The survey was hosted on the West Sussex Have Your Say<sup>1</sup> website and also publicised via a press release and the following weblink – [www.westsussex.gov.uk/wstpsurvey](http://www.westsussex.gov.uk/wstpsurvey) to invite interested members of the public to respond.
- 2.3 Questions were included in the survey seeking views on the key transport issues and challenges facing West Sussex, including climate change, the local economy, accessibility, safety and health, and the environment. Questions also invited respondents to rank potential transport interventions in priority order, and allowed responses to submit additional text comments. A copy of the survey questions used in the online survey is included in Appendix A.
- 2.4 The survey was also sent to contacts representing groups with protected characteristics, while questions were also included within the survey regarding these protected characteristics<sup>2</sup> to help us ensure we are seeking views from a range of people, as well as help us meet our duties and legal obligation under the Equality Act 2010.
- 2.5 It should be noted that this initial survey was intended to inform the preparation of the revised West Sussex Transport Plan expected to be published as a draft for consultation in summer 2021, and to inform the equality impact assessment in relation to the revised plan.

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<sup>1</sup> The West Sussex Have Your Say consultation system has recently been replaced by the new [West Sussex "Your Voice" Engagement Hub](#).

<sup>2</sup> age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion and belief, sex and sexual orientation.

### 3. Who responded to the survey?

- 3.1 There were 514 separate responses to the invitation to complete the survey, with 511 responses to the main survey, and 3 additional email responses.
- 3.2 Responses were comprised of the groups shown in Table 1. There were a significant number of responses from school staff with the invitation to participate in the survey also sent to a dedicated West Sussex County Council (WSCC) school contacts database.

**Table 1: Groups represented in response to the survey**

<b>Response group</b>	<b>Responses</b>
Individual	368
County, District, City or Parish Councillor	39
Town or Parish Council clerk	11
West Sussex Local Planning Authority (includes different officer responses from the same Local Planning Authority)	7
South Downs National Park Authority or AONB partnership	2
Neighbouring highway or local planning authority	7
Business representative group	2
Transport for the South East (TfSE)	1
Transport operator, including airport and maritime port	2
Transport representative group or community organisation	23
School	38
University or higher education college	1
Community access or disability access group	2
Other community, environment or neighbourhood group	8
Other organisation	3
<b>Total</b>	<b>514</b>

- 3.3 Appendix B contains information on the socio-demographic breakdown of respondents who completed the survey. It should be noted that respondents were asked in what capacity they were responding to the survey, as an individual (389 responses), as a representative of an organisation (86 responses) or as a County, District, Borough or Parish Councillor (36 responses)<sup>3</sup>. Only individual respondents were asked to complete the socio-demographic questions so the tally of responses in Appendix B is based on a smaller sample of respondents.

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<sup>3</sup> A small number of responses from known organisation representatives or Councillors incorrectly responded to this question and some manual amendments to the tallies have been incorporated into Table 1 to reflect this, so some totals may differ.

- 3.4 Key summary points from the profile of respondents shown in Appendix B are:
- There is a higher representation of older age groups, in particular from the 65-74 age group, and very low representation from age groups under the age of 35.
  - There is a higher representation from male respondents as opposed to female respondents.
  - Respondents were almost entirely white and held Christian or non-religious beliefs.
  - There were a small number of responses from respondents reporting disabilities.
  - There were a mix of respondents reporting different relationship status', and a small number of responses from respondents reporting their sexual orientation as gay or lesbian, bisexual or other.
- 3.5 The socio-demographic distribution of responses to the survey will need to be taken into account in terms of the strategy for consultation on the draft West Sussex Transport Plan expected in summer 2021, in order to encourage responses from groups under-represented through responses to this survey.

## 4. Most important transport issues in West Sussex

4.1 The survey asked respondents to rank what they perceived to be the most important transport issues in West Sussex for the themes and issues/challenges in Table 2.

**Table 2: Question 4 survey themes and issues/challenges**

<b>Theme</b>	<b>Issues/challenges</b>
Tackling Climate Change	Greenhouse gas emissions from transport
	Resilience of the transport network to the impacts of climate change
Supporting the Local Economy	Network performance and connectivity (e.g. congestion, journey times)
	Accommodating planned development and regeneration
	Impacts of COVID-19 on the economy and travel behaviour
Providing Access for All	Transport options and interchange facilities (e.g. bus stops and stations) are limited or not available
	Employment, education, healthcare and services are not available locally (i.e. within walking and cycling distance)
	Cost of using the transport system
	Digital connectivity is limited or not available
Improving Safety, Security and Health	Road safety is no longer improving
	Transport network impacts on public health and well-being
	Healthy travel choices are not available
	The perception of risk means that walking, cycling and public transport are not viable options
Protecting the Environment and Quality of Life	The impacts of the transport network on the local natural and built environment

4.2 The issues/challenges have been abridged in Figure 1 so that they can be more easily displayed. They show that the highest-ranking issues of importance were related to concerns about impacts of the transport network on the local and natural built environment, and greenhouse gas emissions from transport. The lowest scoring issues were in relation to the impacts of Covid-19 on the economy and travel behaviour, and in relation to digital connectivity. Table 3 also contains information on the breakdown of responses to the question regarding the importance of transport issues in West Sussex.

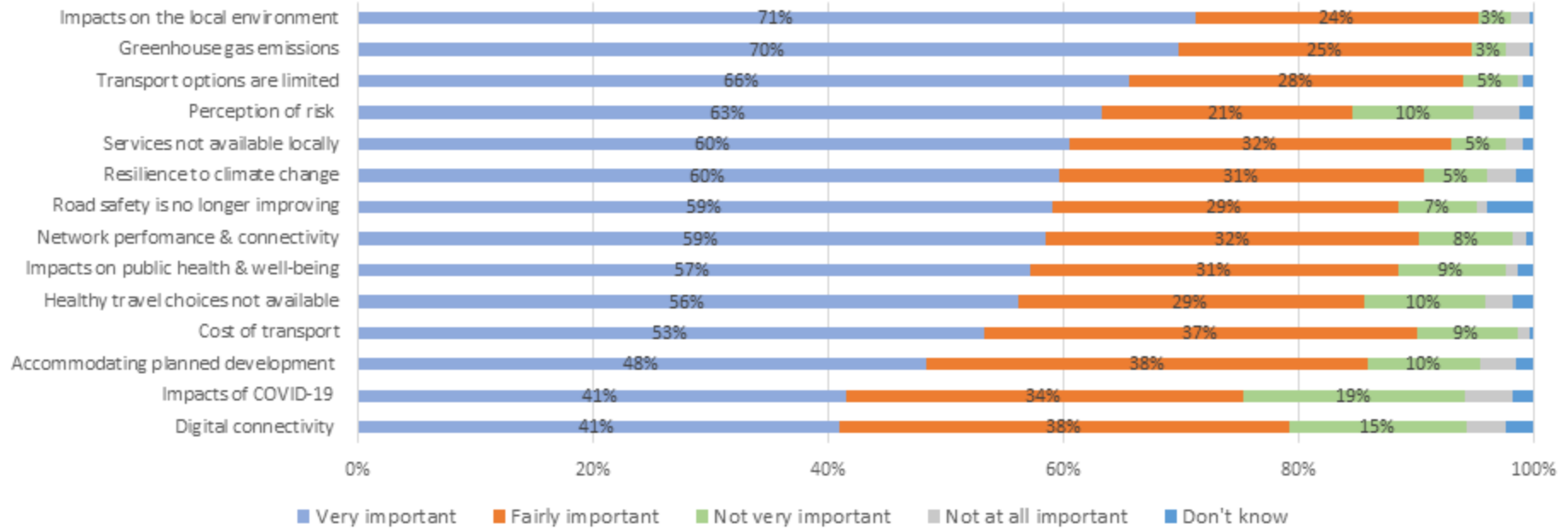
4.3 Appendix C.1 also contains information on the proportion of responses split by gender reporting the issues/challenges as very important. This shows that female respondents tended to rank all issues more important

than male respondents, except for digital connectivity where male respondents reported a high level of concern about this issue.

- 4.4 Appendix C.2 shows the proportion of responses split by age reporting the issues/challenges as very important. As stated above, it should be noted that there were a low number of responses from respondents aged under 35 – just 13 responses. Nevertheless, the analysis suggests that there was a greater tendency for younger respondents to rank concerns about greenhouse gas emissions and climate change, and the perception of risk in relation to walking, cycling and use of public transport. In contrast, older respondents were most likely to highlight concerns about transport network performance and connectivity (including congestion and journey times), the challenges of accommodating development, transport options being limited or not available, digital connectivity, and road safety no longer improving as the most transport issues.



**Figure 1 - How important do you think the following transport issues are in West Sussex?**



**Table 3: Importance of transport issues in West Sussex**

<b>Transport Issue</b>	<b>Very important</b>	<b>Fairly important</b>	<b>Not very important</b>	<b>Not at all important</b>	<b>Don't know</b>
The impacts of the transport network on the local natural and built environment	71%	24%	3%	2%	0%
Greenhouse gas emissions from transport	70%	25%	3%	2%	0%
Transport options and interchange facilities (e.g. bus stops and stations) are limited or not available	66%	28%	5%	0%	1%
The perception of risk means that walking, cycling and public transport are not viable options	63%	21%	10%	4%	1%
Employment, education, healthcare and services are not available locally (i.e. within walking and cycling distance)	60%	32%	5%	1%	1%
Resilience of the transport network to the impacts of climate change	60%	31%	5%	2%	2%
Road safety is no longer improving	59%	29%	7%	1%	4%
Network performance and connectivity (e.g. congestion, journey times)	59%	32%	8%	1%	1%
Transport network impacts on public health and well-being	57%	31%	9%	1%	1%
Healthy travel choices are not available	56%	29%	10%	2%	2%
Cost of using the transport system	53%	37%	9%	1%	0%
Accommodating planned development and regeneration	48%	38%	10%	3%	2%
Impacts of COVID-19 on the economy and travel behaviour	41%	34%	19%	4%	2%
Digital connectivity is limited or not available	41%	38%	15%	3%	2%

## 5. Ranking of potential interventions

- 5.1 Respondents were asked to rank interventions to tackle the various issues across the following themes:
- Tackling Climate Change;
  - Supporting the Local Economy;
  - Providing Access for All;
  - Improving Safety, Security and Health; and
  - Protecting the Environment and Quality of Life.
- 5.2 Respondents were asked to rank interventions in priority order, with 1 being the most important. The online survey did not allow respondents to provide equal ranking respondents, although some respondents responded that they would have liked to rank some interventions evenly. The online survey software has provided automatic analysis of the intervention rankings across the themes in the form of a ranking score<sup>4</sup> as presented in Tables 4-8 and Figures 2-6 below.
- 5.3 Respondents were also given the option to rank an 'other' intervention option and asked to specify this intervention in text comments. The comments provided in relation to potential other options have been reviewed in Section 6 as part of the analysis of the text comments provided in response to an open question asking for any other comments about transport priorities for the review of the West Sussex Transport Plan.
- 5.4 With regard to **Tackling Climate Change** (Figure 2, Table 4), the measure related to encouraging use of sustainable modes of transport stood out as the top scoring intervention, while the reducing car ownership through car clubs/shared ownership measure was the lowest ranking intervention.
- 5.5 For **Supporting the Local Economy** (Figure 3, Table 5), four interventions stood out as the top-ranking measures; the measure for improving the quality of bus services to town centres and employment locations (1st ranking), the measure relating to improving rail services between towns in West Sussex and other regional economic centres (2nd ranking), the measure related to improving walking and cycling connections (3rd ranking) and the measure related to improving rail services between West Sussex and London (4th ranking). Increasing highway capacity in towns was the lowest ranking intervention.
- 5.6 For **Providing Access for All** (Figure 4, Table 6), a number of the interventions were similarly ranked, with the measures related to improving bus service coverage (1st rank) and improving the provision of services locally (2nd rank) scoring most highly. Improving access to

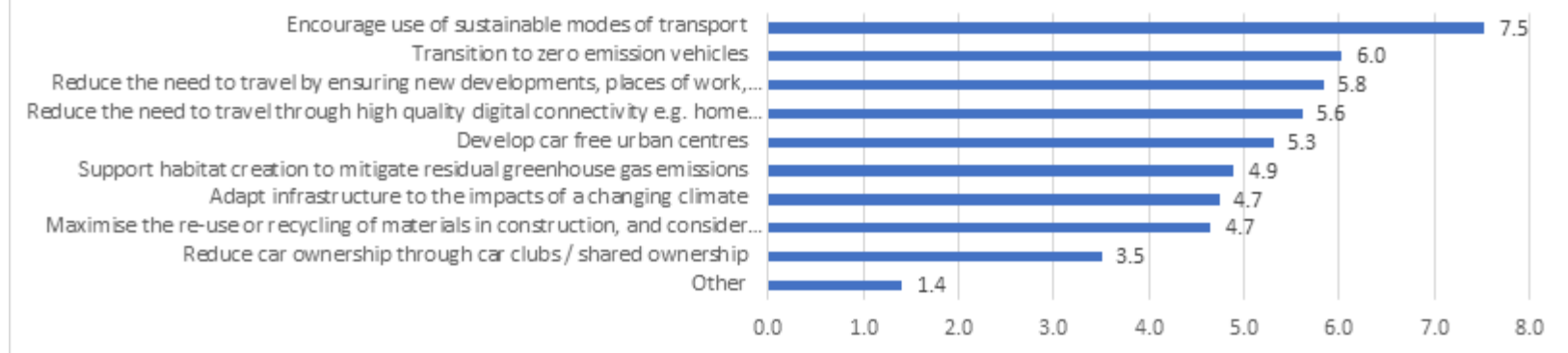
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<sup>4</sup> It should be noted that the score rankings for interventions should only be compared within the set of interventions within that theme set, and not between interventions across themes, due to the different number of interventions in each theme set.

car clubs and mobility solutions (e.g. ride-hailing, ride-sharing) ranked lowest.

- 5.7 For **Improving Safety, Security and Health** (Figure 5, Table 7), giving higher priority to cycling and walking facilities ranked most highly, while ensuring ample space for social distancing on pavements and cycleways to mitigate the risks from COVID19 was the lowest ranking intervention.
- 5.8 For **Protecting the Environment and Quality of Life** (Figure 6, Table 8), the intervention related to protecting the landscape, biodiversity and green infrastructure, was the top scoring measure, while protecting dark skies and minimising light pollution was the lowest ranking intervention.

**Figure 2 - Tackling Climate Change interventions ranking scores**



**Table 4: Tackling Climate Change interventions ranking scores**

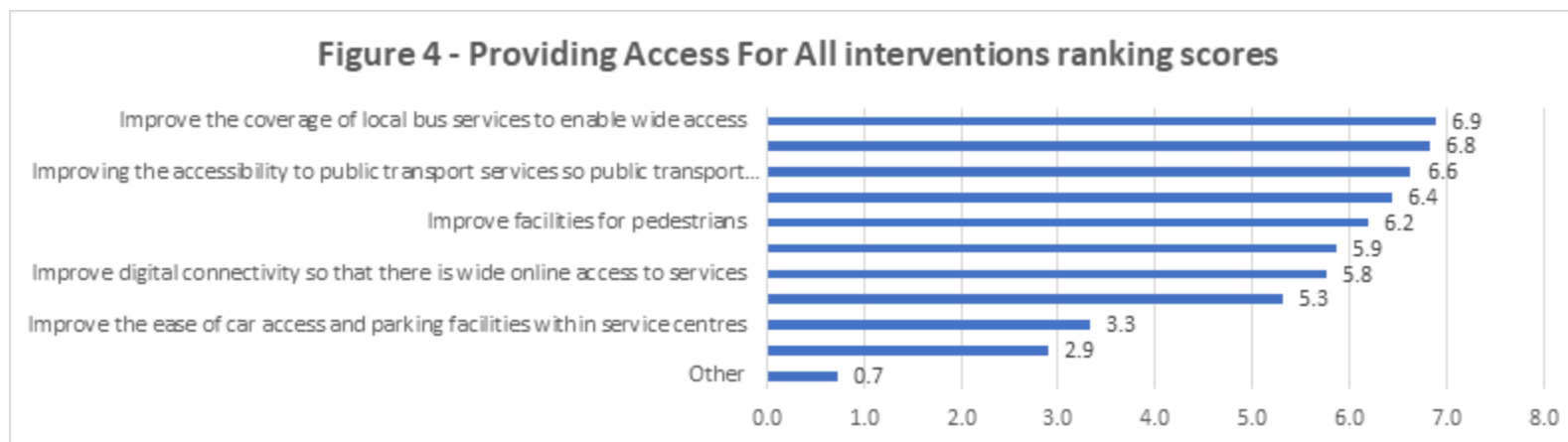
<b>Tackling Climate Change Intervention</b>	<b>Ranking Score</b>
Encourage use of sustainable modes of transport	7.5
Transition to zero emission vehicles	6.0
Reduce the need to travel by ensuring new developments, places of work, education, facilities and services are located close together	5.8
Reduce the need to travel through high quality digital connectivity e.g. home working and online service access	5.6
Develop car free urban centres	5.3
Support habitat creation to mitigate residual greenhouse gas emissions	4.9
Maximise the re-use or recycling of materials in construction, and consider the carbon impacts of new materials for construction	4.7
Adapt infrastructure to the impacts of a changing climate	4.7
Reduce car ownership through car clubs / shared ownership	3.5
Other	1.4

**Figure 3 - Supporting the Local Economy interventions ranking scores**



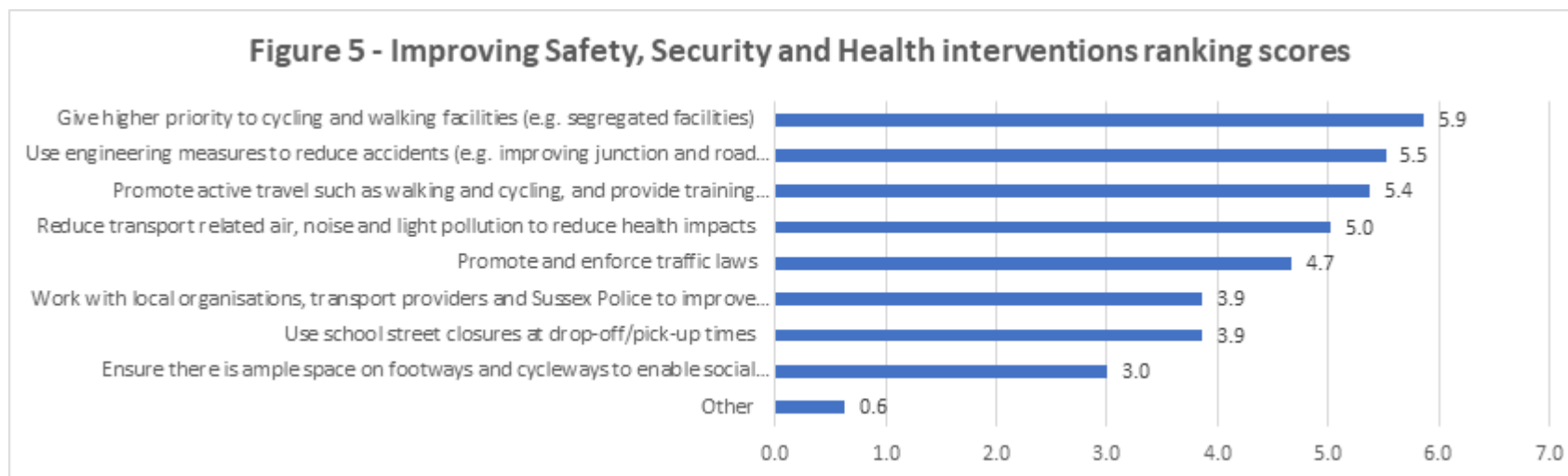
**Table 5: Supporting the Local Economy interventions ranking scores**

<b>Supporting the Local Economy Intervention</b>	<b>Ranking Score</b>
Improve the quality of bus services to town centres and employment locations	6.0
Improve the connectivity, quality and reliability of rail services between towns in West Sussex and other regional economic centres such as Southampton, Guildford or destinations in Kent	5.9
Improve the quality and connectivity of cycling and walking connections to increase ease of access to town centres and employment locations	5.7
Improve the capacity, speed, quality and reliability of rail services between West Sussex and London	5.6
Increase highway capacity on the main road links between economic centres along the West Sussex coast e.g. the A27 and A259	4.3
Develop a more efficient freight transport infrastructure (including collection centres) to reduce costs to businesses	4.3
Increase highway capacity on the main road links between economic centres in the north and south of the county i.e. the A23 and A24	3.8
Increase highway capacity in towns	2.1
Other	1.2



**Table 6: Providing Access for All interventions ranking scores**

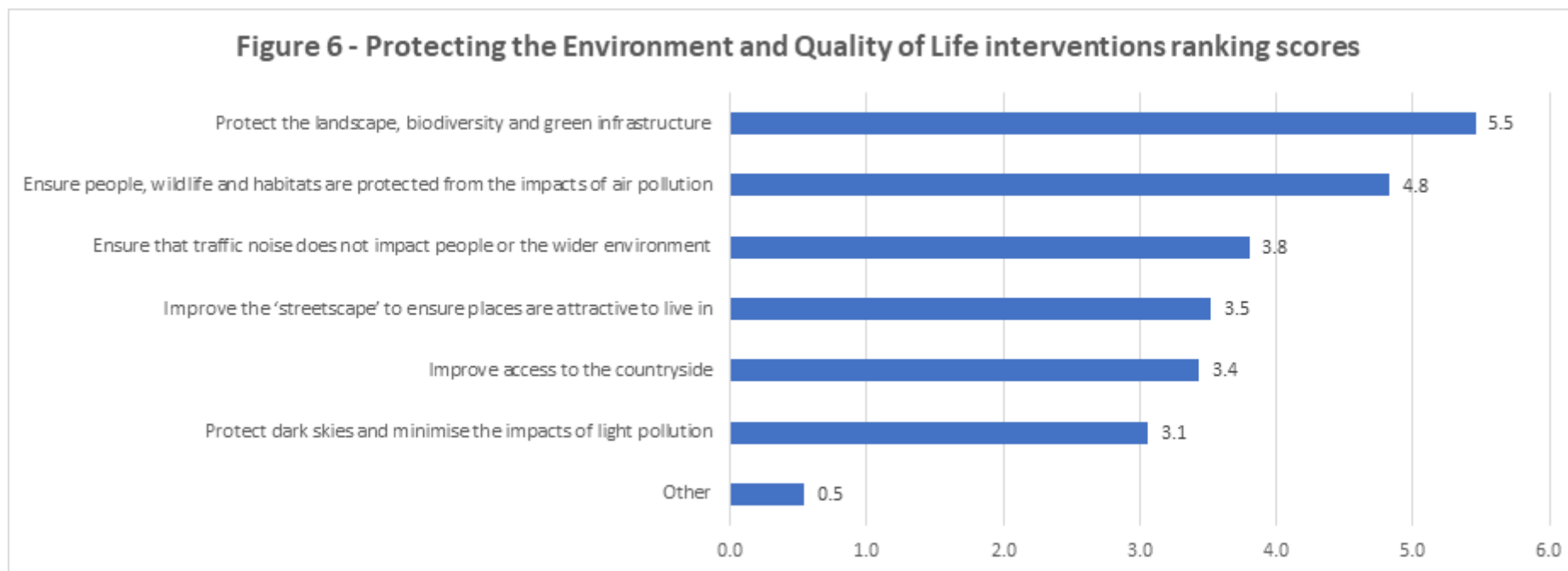
<b>Providing Access for All Intervention</b>	<b>Ranking Score</b>
Improve the coverage of local bus services to enable wide access	6.9
Improve the provision of services locally (e.g. local libraries, health care facilities, shops and jobs) to enable physical access	6.8
Improving the accessibility to public transport services so public transport is accessible to all	6.6
Reduce the cost of public transport	6.4
Improve facilities for pedestrians	6.2
Improve facilities for cyclists	5.9
Improve digital connectivity so that there is wide online access to services	5.8
Improve the coverage of community transport services to enable wide access	5.3
Improve the ease of car access and parking facilities within service centres	3.3
Improve access to car clubs and mobility solutions (e.g. ride-hailing, ride-sharing)	2.9
Other	0.7



**Table 7: Improving Safety, Security and Health interventions ranking scores**

<b>Improving Safety, Security and Health Intervention</b>	<b>Ranking Score</b>
Give higher priority to cycling and walking facilities (e.g. segregated facilities)	5.9
Use engineering measures to reduce accidents (e.g. improving junction and road layouts, traffic calming)	5.5
Promote active travel such as walking and cycling, and provide training opportunities	5.4
Reduce transport related air, noise and light pollution to reduce health impacts	5.0
Promote and enforce traffic laws	4.7
Use school street closures at drop-off/pick-up times	3.9
Work with local organisations, transport providers and Sussex Police to improve safety by tackling crime and the fear of crime in relation to travel	3.9
Ensure there is ample space on footways and cycleways to enable social distancing to mitigate the risk from COVID-19	3.0
Other	0.6





**Table 8: Protecting the Environment and Quality of Life interventions ranking scores**

<b>Protecting the Environment and Quality of Life Intervention</b>	<b>Ranking Score</b>
Protect the landscape, biodiversity and green infrastructure	5.5
Ensure people, wildlife and habitats are protected from the impacts of air pollution	4.8
Ensure that traffic noise does not impact people or the wider environment	3.8
Improve the 'streetscape' to ensure places are attractive to live in	3.5
Improve access to the countryside	3.4
Protect dark skies and minimise the impacts of light pollution	3.1
Other	0.5

## **6. Comments about other priorities and interventions**

### **6.1 Introduction**

6.1.1 This section of the report provides a summary of the additional text comments submitted by respondents. Respondents were asked to specify any other specific interventions they would like to see considered within the West Sussex Transport Plan review across the intervention themes, as well as asked to provide any other comments on transport priorities for the review. Comments below have been grouped under the following themes:

- Cycling
- Walking
- Public transport
- Road vehicles
- Development and planning
- School travel
- Road safety and traffic speed concerns
- Road maintenance and road works
- Rural traffic
- Access to services and digital infrastructure
- Decarbonisation and general environment related comments
- Air, noise and light pollution, and heritage impacts
- COVID19
- Electric vehicles
- Taxis
- Powered Two Wheelers
- Equestrians
- Freight issues
- Gatwick Airport
- Demand management and travel planning
- Behaviour change, soft measures, promotions and car clubs/car share
- Future technologies
- The overall approach to the West Sussex Transport Plan Review
- Community engagement, inclusivity and consultation
- Comments about the survey and other comments

## 6.2 Cycling

6.2.1 The most frequent comments submitted in the response to the survey related to requests for improvements to cycling infrastructure provision. Cycling related comments covered the following themes:

- A large number of comments highlighted gaps in the current provision of safe, joined-up cycling infrastructure and supporting significant enhancements in the provision of infrastructure and the promotion of cycling. This included comments requesting a step change in the design and provision of infrastructure in accordance with new national cycle design standards (LTN1/20) and the Government's 'Gear Change' plan for walking and cycling, and requesting greater priority, funding and resources for the design and implementation of infrastructure.
- Many comments highlighted the benefits of cycling in supporting decarbonisation, and in promoting health and wellbeing as an active mode.
- There were detailed comments about provision of new or improved cycle infrastructure across the county, including relating to upgrading sections of the National Cycle Network (NCN) in West Sussex, and a large number of comments received requesting provision of cycle infrastructure to connect Arundel, Ford and Climping via Ford Road.
- Comments highlighted the high value for money of cycling and active travel schemes as well as potential of cycling leisure and tourism and 'slow travel' to support local economies.
- Comments highlighted specific design issues in relation to cycling, including ensuring infrastructure is accessible to all types of user; junction priority for cyclists; addressing low cost quick wins and issues that could improve on-road cycling on quieter streets including parking, use of low traffic neighbourhoods, filtered streets and contraflow cycle lanes; the need to provide for all-weather cycle paths; maintenance and street cleaning/cycle path cleaning issues; and requesting improvements to existing cycle infrastructure to bring this up to latest standards.
- There were some comments in support of the pop-up cycle lanes introduced in West Sussex during summer 2020 in response to the COVID19 pandemic, and critical of the decision to withdraw these having not given enough time for them to bed-in and promote the facilities more positively. In contrast there were comments, including from regular cyclists, critical of the pop-up cycle lanes, in particular in relation to their design, the lack of consultation undertaken prior to their installation, and in relation to their impacts on general traffic congestion and air quality.
- Some comments also stated that cycling is not for everyone, highlighted the challenges of cycling and British weather, stated that cycling lanes are often underused and therefore will not solve decarbonisation problems, and highlighted objections to cycle schemes that take away road space and result in congestion.

- Some comments highlighted the occurrence of lack of respect and conflicts between drivers, cyclists and pedestrians using the same space, and enforcement issues.
- Other comment themes included comments about the expected increased role for of cycling as part of improved local transport provision following the COVID19 pandemic, upgrades of public rights of way to bridleways accessible for cycling including for leisure access to the South Downs National Park, bike hire, e-bikes and issues around the growth of e-scooters and use of pavements.

## **6.3 Walking**

6.3.1 The second most frequent theme raised in the survey comments, after and often linked to comments about cycling, were about improving walking infrastructure. Comments included:

- Many comments requesting improvements to pedestrian facilities and the space available, and highlighting the importance of walking as an active travel mode in addressing health and wellbeing issues.
- Some comments requesting the prioritisation of walking and cycling in town centres e.g. including car free town centres, and support for low traffic neighbourhoods and filtered streets.
- Other specific comments highlighting inadequate pedestrian facilities in rural areas, particularly within villages; requests to ban pavement parking; comments about the need to review pavement obstructions and dropped kerbs to make them more accessible; and comments about providing more pavement seating.
- Comments also requesting improvements to the quality of public realm and reducing streetscape impacts of traffic, highlighting the value of green infrastructure such as verges and trees in making walking a more attractive experience, but also highlighting that improving pedestrian facilities was about more than just town centre public realm schemes.
- Comments requesting improvements to address fragmentation in the public rights of way (PROW) network, e.g. caused by road or rail network severance, and requests for the accessibility of parts of the PROW network to be reviewed, for example the use of accessible 'kissing gates'.
- Concerns highlighting pedestrian, cyclist and equestrian crossing severance issues in specific locations across West Sussex, including along the A27, as well as place specific requests for pedestrian facility improvements.

## **6.4 Public transport**

6.4.1 The third most frequent set of comments related to improving bus and rail public transport provision. Comments included:

- Many general comments supporting improvements in the quality and coverage of public transport (bus and rail) services, including some comments about public transport reliability and punctuality, for

access to education, work and services, but also for leisure access, including to the South Downs National Park.

- Many comments concerned about the costs of public transport fares, including rail season tickets to London, the cost of bus group travel, and requesting increasing free or subsidised fares in particular for young people.
- Many comments about the need to improve rural public transport coverage and subsidies, opportunities in relation to demand responsive and community run transport services, and the challenges in relation to car and multi-car ownership often being a necessity when living in rural areas.
- Other comments by a small number of respondents related to the role of local authorities in coordinating public transport coverage, crime and anti-social behaviour on public transport and the importance of staffing presence.
- There were a small number of comments about COVID19 and public transport, including concerns about social distancing on public transport, the challenges of encouraging passengers back to public transport, and the important role for rail services for domestic leisure travel during the recovery from COVID19.

#### 6.4.2 Specific comments about rail services and infrastructure included:

- A number of comments supporting specific rail service or infrastructure improvements, including journey times on West Coastway services, the potential of an Arundel Chord, reopening former rail lines such as the Downs Link, and the opening of new rail stations, including to support strategic developments such as those along the Arun Valley Line.
- A number of comments about improvements at rail station/public transport hubs, including concerns about the cost and adequacy of parking, walking and cycling connections, provision of step free access and accessibility improvements including improved toilet facilities, as well as the need to improve some trains and buses to support passengers with accessibility needs.
- Other comments included concerns about better capacity for carrying bikes on trains, level crossing traffic congestion, low rail bridges and road vehicle bridge strikes.
- A number of comments concerned about ticket integration between bus and rail services, timetable integration and concerns about the lack of early morning/evening bus services to provide connections with rail services, e.g. Arun Valley connections, and requests for improved bus links between stations and employment hubs and schools.

#### 6.4.3 Specific comments about bus services included:

- A number of comments supporting park and ride provision, e.g. to serve Chichester.

- A small number of comments expressing support for but also objections to bus lanes/bus priority measures that reallocate road space/priority from general traffic, while the need to address traffic congestion to enable bus services to be improved was also highlighted.
- A small number of comments about improvements to bus stops including real time passenger information provision.
- Comments about bus service enhancements in specific areas of the county.

## **6.5 Road vehicles**

6.5.1 Comments related to road infrastructure and vehicle traffic were also a key focus of survey responses. These ranged from comments both supportive and opposed to road infrastructure improvements and covered the following themes:

- There were many comments supportive of improvements in road infrastructure to address concerns about congestion and impacts on the local economy, impacts on local air quality, and the impacts of 'rat running' on local communities.
- Some other comments supported a focus of targeted improvements to the existing road network to improve traffic flows, rather than the construction of whole new road links.
- Other comments included the following themes; road links between business parks/industrial estates and the main road network; ensuring road space changes do not impede blue light emergency vehicles; concerns that there is an anti-car campaign, and comments about the improved fuel efficiency and lower emission credentials of modern vehicles.
- There were also many comments opposed to the construction of new roads or expanded road capacity, which outweighed the volume of supportive comments. These comments were concerned about the impacts in inducing more traffic onto to the road network, that evidence challenging the ethos of 'predict and provide' was not being taken more seriously, and that the economic benefits of road schemes on the economy are not clear. Concerns also highlighted environmental impacts including on habitat, biodiversity and landscape, and that road expansion was inconsistent with the decarbonisation agenda.
- Comments about parking including a number of comments seeking improvements in parking provision and lower charges to support local businesses, but also contrasting comments concerned about the ease of and land-take associated with parking, including calls for increased parking charges to subsidise public transport. There were also concerns about parking problems in specific areas, and the need for improved parking in the countryside to support leisure access.
- Specific comments were made about congestion and/or requested improvements to individual road links across the county and on the

strategic road network, including a number of comments supportive of general improvements to the A27 and specifically at Chichester, Arundel, Worthing and Lancing, but also comments opposed to such improvements.

- While some comments were supportive of Arundel A27 bypass improvements, many comments were opposed specifically to the “grey route” proposal, due to concerns about impacts of this on the local community and the local environment near to the South Downs National Park. Many of the comments requested WSCC to oppose the grey route proposal from Highways England.
- A small number of comments also requested more substantial improvements to east-west routes including making the A272 an additional strategic route through the centre of the county, and upgrading the A27 to motorway standard, as well as the A23 between Brighton and Crawley.

## **6.6 Development and planning**

6.6.1 There were many comments raising concerns about the impacts of development on the transport network, including related to the following themes:

- Many comments about the pressures from development on the road network and congestion, and concerns that development is not adequately mitigating its impact.
- Many comments concerned that development is not adequately planning for public transport and walking and cycling infrastructure, including comments that infrastructure should be in place up front to serve new residents so that car use does not become imbedded.
- Some comments also highlighted the need for development planning to be realistic about the need for car access, and the need to provide for adequate parking access within developments.
- A small number of comments were also raised about the perceived lack of joined up planning between highway and local planning authorities and concerns that there is a lack of consideration of cumulative transport impacts in development planning.
- Comments were also made about the impacts of significant housing development in specific areas of the county, while concerns were also highlighted about the lack of local employment opportunities at development sites increasing travel demands, the need for housing development to be better located to schools, and the impacts of lorry movements to specific minerals and waste sites across the county.

## **6.7 School travel**

6.7.1 There were many comments about school transport and the impacts of school run traffic. This included many comments about the safety of children walking and cycling to/from or outside schools, including in relation to traffic pollution and the absence of infrastructure such as paths and crossings.

- 6.7.2 Site specific concerns about school access were highlighted for specific schools across the county, while a small number of comments were made about vehicles mounting kerbs and illegal parking at school drop-offs and pick-ups. A small number of comments also highlighted the need for an increase in provision of and enforcement of 20mph zones around schools and nurseries, the potential role of school street closures at drop-off/pick-up times, and the role of walk to school and park and stride initiatives.
- 6.7.3 The challenge of providing for access for children with special educational needs, and in areas where local school capacity is stretched were also highlighted in a small number of comments, as well as the need for a review of plans in relation to school bus travel.

## **6.8 Road safety and traffic speed concerns**

- 6.8.1 There were many comments raising concerns about road safety, with many comments specifically linked to walking and cycling. There were many comments related to traffic speeds and speeding traffic, and calls for the introduction of lower speed limits. This included calls for increased traffic calming (e.g. speed cushions) and use of 20mph limits, calls for reductions in rural speed limits to 50mph and 40mph, and various place specific speed limit reductions across the county, including on the A27 around Chichester and through Worthing.
- 6.8.2 In contrast there were a small number of comments opposed to 20mph speed limits and traffic calming due to concerns about impacts on traffic congestion, vehicle wear and tear and pollution.
- 6.8.3 There were a range of other road safety related comments highlighted by a small number of respondents, including related to the number of rural road and cycle collisions; how the case for safety interventions are made and misunderstandings in relation to speed limit policies; contrasting comments about hedge cutting, habitats and junction visibility; and support for more community speedwatch schemes.

## **6.9 Road maintenance and road works**

- 6.9.1 There were many comments raising concerns about road maintenance, including across rural areas, and on footways/cycleways, in relation to drainage/flooding, and missing or not enough early warning traffic manoeuvre signs. There were a small number of comments suggesting road works needed to be managed more effectively to avoid prolonged disruption including suggestions for the use of fines for overrunning works, comments concerned about inefficient traffic management and diversions during roadworks, and comments calling for greater consideration of the positioning of utilities to avoid the need to dig up traffic lanes.

## **6.10 Rural traffic**

- 6.10.1 There were many comments concerned about rural 'rat running' and speeding traffic in rural lanes and in specific places, as well as impacts on pedestrians, cyclists and equestrians using quiet lanes. There were



many comments also highlighting concerns about HGV routing through rural areas, issues with 'sat nav' directions, improving signing, and promotion and/or enforcement of lorry routes, or lorry bans at peak times.

## **6.11 Access to services and digital infrastructure**

6.11.1 There were many comments raising concerns about the increasing centralisation of services resulting in the need to travel longer distances, and service access challenges for rural areas including in relation to health and banking facilities. There were calls to reverse this trend including to plan for '20-minute access' neighbourhoods. There were many comments referencing digital infrastructure improvements, in particular in rural areas, and specific comments about the design of homes for home working. There were also a small number of comments highlighting that digital connectivity was not the answer to everything and it is important to recognise the needs of those who need to travel for their work.

## **6.12 Decarbonisation and general environment related comments**

6.12.1 There were many decarbonisation and general environment related comments in the responses which covered the following themes:

- There were many comments about the need to prioritise addressing decarbonisation and the climate change emergency, the importance of sustainability issues, and protecting and enhancing the environment. This included a small number of comments suggesting that WSCC is too road focused.
- Other specific comments covered the following themes: climate change impacts of aviation at Gatwick, and requests for climate change targets and carbon budgets to be considered in relation to local transport.
- Contrasting comments were also received questioning the likelihood that the transport plan initiatives would make a difference to climate change, and that tackling decarbonisation and environmental issues while laudable intentions, should not undermine the economy and therefore the wider ability to tackle social and environmental issues.
- A small number of comments were made about transport infrastructure resilience to climate change.

## **6.13 Air, noise and light pollution, and heritage impacts**

6.13.1 There were many comments highlighting concerns about air pollution in relation to traffic congestion. Air pollution was highlighted by regular car drivers wanting to see traffic flow or capacity improvements, or who were concerned about road space reallocation to cycle or bus lanes resulting in increased congestion, but was also by respondents wanting to see a reduction in car use and a switch to sustainable modes.

6.13.2 There was a variety of other specific comments related to air pollution raised by a small number of respondents, including in relation to particulate matter pollution from brakes and tyres (air, soil and marine),

air quality within vehicles in queuing traffic, using street planting to address air pollution, and anti-idling campaigns outside schools and at rail level crossing gates. There were a small number of comments about specific Air Quality Management Areas across the county, and a range of specific traffic flow interventions were suggested to reduce air pollution.

- 6.13.3 A number of comments highlighted concerns about traffic noise, including from noise enhanced vehicles and motorbikes, as well as air traffic and night flight noise concerns at Gatwick Airport.
- 6.13.4 A small number of comments also highlighted light pollution impacts on dark skies in rural areas. This included concerns about light pollution at Gatwick, and from road traffic and streets lights. Street lighting comments contrasted with some comments raising concerns about inadequate street lighting in some rural areas in particular affecting cyclists and pedestrians.
- 6.13.5 A small number of comments highlighted impacts of transport on built heritage and also highlighted support for restoring historical transport assets such as former canals.

## **6.14 COVID19**

- 6.14.1 Aside from specific comments about the impacts of COVID19 on public transport use and walking and cycling, there were a number of general comments made about the impacts of the COVID19 pandemic highlighting the difficulties in predicting and planning for future impacts on travel behaviour at this time.

## **6.15 Electric vehicles**

- 6.15.1 There were many comments supporting the increased uptake of electric vehicles, provision of electric vehicle charging points, and development of low emission public transport, including through the provision of supporting subsidies. A small number of comments also highlighted the uptake of ebikes and need for ebike charging, and the role of hydrogen technologies.
- 6.15.2 Some contrasting comments also highlighted concerns that the expected growth of electric vehicles is unrealistic, that there are also environmental consequences of electric vehicles in relation to battery production and electricity generation, and potential unintended consequences in relation to particulate matter pollution from heavier electric vehicles.

## **6.16 Taxis**

- 6.16.1 There were a small number of comments about taxi services, including requesting more taxi rank space including at rail stations, and the need to better promote the availability of taxi services, including wheelchair accessible services.

## **6.17 Powered two wheelers (PTWs)**

- 6.17.1 There were a small number of comments suggesting the role of motorbikes or scooters had been overlooked as a greener form of travel for people without a car, including the need to consider secure parking for PTWs, and the fact that PTWs should also be recognised as vulnerable road users.

## **6.18 Equestrians**

- 6.18.1 There were a small number of comments highlighting concerns about equestrian safety on the highway network, and a view that the needs of equestrians have been ignored. There were comments about severance issues in relation to the bridleway network crossing main roads, the need for improved parking facilities for equestrian access, and about the role of equestrianism in supporting the rural economy.

## **6.19 Freight issues**

- 6.19.1 There were a small number of comments requesting a greater focus on freight strategy across a number of themes. This included better coordination to reduce empty return lorry running, the need to co-locate similar businesses in the supply chain to reduce freight movement, consideration of local distribution centres to promote zero emission last mile deliveries, and the suggestion to consider opportunities to carry more freight by waterways and rail. There were a small number of comments about delivery vans, the increase in internet shopping and related parking issues. There were a small number of contrasting comments supporting and opposing the use of flights for carrying freight.

## **6.20 Gatwick Airport**

- 6.20.1 Aside from a number of comments about environmental issues in relation to Gatwick described elsewhere in this summary, there were comments concerned about the impacts of COVID19 on the airport and the local economy, and the need to improve surface access connectivity to the airport, including early in the morning and late at night.

## **6.21 Demand management and travel planning**

- 6.21.1 Many comments highlighted the need to reduce car dependence, and some comments highlighted more direct interventions to actively discourage car ownership, such as targets for reductions in car use, vehicle road user charging including for lorries on congested roads, and reductions in incentives encouraging car ownership.
- 6.21.2 There were also a small number of comments about using demand management principles to reduce congestion, for example through encouraging staggered start/finish times for schools, and through using more sophisticated peak time public transport differential pricing controls.

## **6.22 Behaviour change, soft measures, promotions and car clubs/car share**

- 6.22.1 There were many comments related to education and promotion around the impacts of travel on the environment and encouraging travel behaviour change. Some comments specifically highlighted support for softer measures such as behaviour change initiatives, as opposed to hard engineering solutions. Some comments referenced skills training including 'Bikeability' cycle training, the role of green travel plans, the need to improve wayfinding to better promote walking opportunities, and the potential of car free days or other incentives to promote travel behaviour change. In contrast, a small number of contrasting comments highlighted that 'travel training' sounded paternalistic.
- 6.22.2 A small number of comments were made in support of car share initiatives and car clubs, as well as bike share, as well as highlighted employee human resource policies that need to not just prioritise support for car drivers.

## **6.23 Future technologies**

- 6.23.1 A small number of comments also highlighted the role of technology in addressing future transport planning issues, including about intelligent and automated vehicles, the use of drones, Mobility-as-a-Service (MAAS) apps, and intelligent traffic monitoring and enforcement.

## **6.24 The overall approach to the West Sussex Transport Plan Review**

- 6.24.1 A number of comments related to the overall approach to the WSTP and covered the following themes:
- There were a number of comments requesting a greater vision and higher level of ambition in the WSTP, including calling for bold leadership to support change.
  - A small number of comments also highlighted the role of Transport for the South East and the importance of cross-boundary working including to attract scheme funding.
  - A small number of varying comments highlighted concerns about a perceived imbalance in attention from WSCC to different parts of the county, while there were also concerns raised about rural areas being overlooked.
  - A small number of comments suggested District and Borough Councils should be given increased powers with regard to local highway project responsibilities.
  - Other comments noted that improvements need to be affordable, and WSCC need to be realistic about its sphere of influence and ability to influence change through the WSTP, while other comments requested WSCC to lobby for more local control to develop solutions.

## **6.25 Community engagement, inclusivity and consultation**

- 6.25.1 Some comments highlighted the importance of transport planning that supports community cohesion, and that engages widely with local communities in an open and collaborative way.
- 6.25.1 A small number of comments also requested a greater consideration of the needs of all in decision making about transport infrastructure investment and spending, in line with the Equalities Act. This is to understand and cater for the needs of all, for example those dependant on public transport who cannot drive, those from no or single car households, or those excluded from cycling. A small number of comments also requested a mandatory requirement for all highways schemes to consider the needs of pedestrians, cyclists and equestrians.

## **6.26 Comments about the survey and other comments**

- 6.26.1 There were a number of comments about the survey itself, including comments suggesting there was not enough detail provided about potential interventions for the new plan within the survey, and suggesting wording of some of the questions was too complicated. Some comments also highlighted that all issues were important, or that they would like to rank a number of interventions as equally important, but the online survey prevented them from doing so.
- 6.26.2 There were also a variety of comments made about other issues which were not specific to the transport plan, for example around over development, the cost of local housing, pollution and supporting the local economy.

## **7. Conclusion**

- 7.1 There were 514 responses submitted in response to the survey, with a great deal of detailed comments provided across a wide range of transport, environmental and access issues, some views which were in opposition to each other.
- 7.2 Responses to the survey were skewed significantly towards older age groups with low representation from age groups under the age of 35. There was also a higher representation from male as opposed to female respondents, and respondents were also almost entirely white and held Christian or non-religious beliefs. The socio-demographic distribution of responses to the survey needs to be taken into account in terms of the strategy for consultation on the draft West Sussex Transport Plan expected in summer 2021, in order to encourage responses from groups under-represented through responses to this survey.
- 7.3 This report has summarised the response scores to the transport issue priorities and potential intervention questions. The highest-ranking issues of importance were related to concerns about impacts of the transport network on the local and natural built environment, and greenhouse gas emissions from transport. The lowest scoring issues were in relation to the impacts of Covid-19 on the economy and travel behaviour and in relation to digital connectivity.

- 7.4 The survey found that female respondents tended to rank all transport issues with a higher degree of importance than male respondents, except for digital connectivity where male respondents reported a high level of concern about this issue.
- 7.5 Although it should be noted that there was a low representation from younger age groups, the analysis suggests that there was a greater tendency for younger respondents to rank concerns about greenhouse gas emissions and climate change, and the perception of risk in relation to walking, cycling and use of public transport. In contrast, older respondents were most likely to highlight concerns about transport network performance and connectivity (including congestion and journey times), the challenges of accommodating development, transport options being limited or not available, digital connectivity, and road safety no longer improving as the most transport issues.
- 7.6 The analysis also reported on the highest-ranking interventions across the different objective themes as summarised below:
- For **Tackling Climate Change**, the measure related to encouraging use of sustainable modes of transport stood out as the top scoring intervention.
  - For **Supporting the Local Economy**, measures related to improving the quality of bus services to town centres and employment locations, improving rail service connectivity and improving walking and cycling connections ranked highest.
  - For **Providing Access for All**, a number of the interventions were similarly ranked, with the measures related to improving bus service coverage and improving the provision of services locally scoring most highly.
  - For **Improving Safety, Security and Health**, giving higher priority to cycling and walking facilities ranked most highly.
  - For **Protecting the Environment and Quality of Life**, the intervention related to protecting the landscape, biodiversity and green infrastructure, was the top scoring measure.
- 7.7 With regard to the open text comments submitted in response to the survey, it has not been possible to report on every single issue raised due to the weight of response, but this report has attempted to detail the recurring issues raised which in summary were:
- Frequent comments about cycling and walking investment, including comments for and against pop-up cycle lanes.
  - Many comments about public transport investment, including comments about the cost of public transport, rural accessibility concerns and comments about use of public transport in relation to the COVID19 pandemic.
  - Comments in support of road capacity improvements, including improved road links and improvements to the A27.
  - Contrasting comments, which outweighed supportive comments, opposed to the construction of more road capacity, with many

comments received requesting that WSCC oppose Highways England's A27 Arundel Bypass 'grey route'.

- Various comments on other themes, including lorry routing and traffic 'rat running' concerns, congestion comments linked to air pollution, road safety, electric vehicles and school run traffic.
- Many comments about decarbonisation, protecting the environment, the scale of development, and some comments about boldness in the vision for the transport plan.

## **Appendix A – West Sussex Transport Plan Review Survey**

(This appendix includes details of the West Sussex Transport Plan Review Survey questions hosted on the online West Sussex Have Your Say consultation system.)

### **Introduction**

The West Sussex Transport Plan (WSTP) is being reviewed to update the County Council's strategic approach to investment in, and management of, the transport network. This is an initial survey to gather information that will help to prepare the draft plan. The draft plan is expected to be published for consultation in summer 2021.

If you have any questions, or would like to get in touch with the team, please contact [ltip@westsussex.gov.uk](mailto:ltip@westsussex.gov.uk); 01243 642105.

If you would like to view our existing West Sussex Transport Plan 2011-2026, please visit: [www.westsussex.gov.uk/ltip](http://www.westsussex.gov.uk/ltip)

This survey should take 10-20 minutes to complete.

### **Accessibility Statement**

If you require any of the information for this project in an alternative format, please contact us on 01243 642105 or via email at [ltip@westsussex.gov.uk](mailto:ltip@westsussex.gov.uk) and we will do our best to assist you. If you are deaf or hard of hearing and have an NGT texting app installed on your computer, laptop or smartphone, you can contact us on 18001 03302 226709.

We are committed to making this website accessible, in accordance with the Public Sector Bodies (Websites and Mobile Applications) (No. 2) Accessibility Regulations 2018. Please view the West Sussex County Council Accessibility Statement, for further details. Information about the accessibility of the Have Your Say Consultation Hub can be found by clicking on the 'Accessibility tab' which can be found right at the bottom of this page.

Where it exists, we will provide details of any project related content which is not fully accessible under a heading of 'Non-accessible content' below.

### **Non-accessible content**

[West Sussex Transport Plan 2011-2026](#), [Sustainability Appraisal for LTP3](#) and [West Sussex Provisional LTP 2011-26 consultation report](#).

We are always looking to improve the accessibility of this website. If you find any problems not listed on this page or think we're not meeting accessibility requirements, please contact us at [haveyoursay@westsussex.gov.uk](mailto:haveyoursay@westsussex.gov.uk).

### **Privacy statement**

West Sussex County Council will use this survey to collect some personal data in order to carry out a task in the public interest. The personal data will be processed in accordance with the General Data Protection Regulations, the 2018 Data Protection Act and any subsequent legislation. The personal data we collect will be held securely on West Sussex County Council computers for a period of up to 2 years before being appropriately destroyed. Personal contact information will not be destroyed if you give your consent in this survey for your



details to be held for the purposes of contacting you about future transport scheme consultations related to the West Sussex Transport Plan review. If you would like your personal data to be removed from our stakeholder database at any time, please contact us at [ltplib@westsussex.gov.uk](mailto:ltplib@westsussex.gov.uk) or on 01243 642105. West Sussex County Council is registered as Data Controller (Reg. No. Z6413427). For further details and information about our Data Controller, please see [www.westsussex.gov.uk/privacy-policy](http://www.westsussex.gov.uk/privacy-policy).

### 1. Respondent details

Name (Required) .....  
Job title (where relevant) .....  
Organisation (where relevant) .....

### 2. What are your contact details?

If you enter your email address then you will automatically receive an acknowledgement email when you submit your response.

Email .....  
Telephone number .....

### 3. Postal Address Details

You only need to complete these address details if it is not possible to contact you by email.

Address Line 1 .....  
Address Line 2 .....  
Address Line 3 .....  
Address Line 4 .....  
Postcode .....

### Key issues affecting the West Sussex Transport Plan

We consider the [West Sussex Transport Plan 2011-2026](#) identifies issues that are still very relevant today. However, the importance of these issues and potential transport strategies and interventions to address them may have changed. We have summarised some potentially important challenges below. Please click on the headings to read further information.

#### Tackling Climate Change

In 2019, the UK Government committed to a legally binding target to achieve net zero emissions of all greenhouse gases by 2050. UK domestic greenhouse gas emissions have reduced by 43% since 1990, but transport is now the largest sector contributing 28% of UK domestic greenhouse gas emissions in 2018 ([Department for Business, Energy & Industrial Strategy statistics](#)). In order to tackle climate change, the WSTP review needs to respond to the challenge of transport emissions.

#### Supporting the Local Economy

The performance of the West Sussex economy is spatially variable; in the north east (Crawley, Horsham and Mid Sussex) the economy performs above the

regional and the national average, and the performance gap to the south and west (Adur, Arun, Chichester and Worthing) has been widening ([West Sussex Life: A Prosperous Place](#)). The COVID-19 pandemic is having a major impact on the national, regional and local economy and some business sectors will be more affected than others. The performance and connectivity of the transport network is intrinsically linked to the performance of the economy as problems can affect business productivity, access to employees and customers. In order to support the local economy, the WSTP review needs to respond to the challenge of network performance and connectivity.

### **Providing Access for All**

The transport network is a means by which people go about their daily lives, accessing employment, education, health care, shopping, services, leisure and recreation. Access to services and facilities can involve using physical transport infrastructure, but also digital infrastructure to find out information about transport services, to order deliveries or to access services online or work from home. Some parts of West Sussex are very well connected to the transport network but others, particularly rural areas where there are fewer public transport options, are less so. In order to provide access for all, the WSTP review needs to respond to the challenge of barriers to accessibility.

### **Improving Safety, Security and Health**

Lower physical activity levels are thought to contribute to health conditions such as obesity and poor mental health - childhood obesity levels in the UK have been identified as amongst the highest in Western Europe (Prevention is better than cure, Department of Health & Social Care 2018). The impacts of transport in the form of air, noise and light pollution have also been identified to have significant impacts on public health.

The long term trend of reducing road traffic accidents has not continued ([West Sussex Life: Strong, Safe and Sustainable Place](#)). Actual and perceived risk can discourage walking, cycling and use of public transport. In order to improve safety, security and health, the WSTP review needs to respond to a range of challenges of public health, pollution, road safety and the perception of risk.

### **Protecting the Environment and Quality of Life**

West Sussex is a desirable place to live and work, with an attractive coastline, and protected landscapes of the South Downs National Park and the High Weald and Chichester Harbour Areas of Outstanding Natural Beauty. Its urban areas offer attractive centres, and a wide range of facilities, attractions and cultural assets, whereas rural settlements can be susceptible to poor access to the transport network. There are pressures on the natural and built environment from population growth and increased transport movements. Careful planning is needed to ensure that the environment and quality of life in West Sussex is protected and where possible enhanced.

## **4. How important do you think each of the following transport issues are in West Sussex?**

(Respondents were asked to select a response under five main themes for the following issues and challenges. The option choices were: very important, fairly important, not very important, not at all important, and don't know.)

#### Tackling Climate Change:

- Greenhouse gas emissions from transport;
- Resilience of the transport network to the impacts of climate change.

#### Supporting the Local Economy:

- Network performance and connectivity (e.g. congestion, journey times);
- Accommodating planned development and regeneration;
- Impacts of COVID-19 on the economy and travel behaviour.

#### Providing Access for All:

- Transport options and interchange facilities (e.g. bus stops and stations) are limited or not available;
- Employment, education, healthcare and services are not available locally (i.e. within walking and cycling distance);
- Cost of using the transport system;
- Digital connectivity is limited or not available.

#### Improving Safety, Security and Health:

- Road safety is no longer improving;
- Transport network impacts on public health and well-being;
- Healthy travel choices are not available;
- The perception of risk means that walking, cycling and public transport are not viable options.

#### Protecting the Environment and Quality of Life:

- The impacts of the transport network on the local natural and built environment.

### **5. Are there any other key issues that you think are missing from the list above? Please provide comments below.**

(Respondents were given space to write their comments.)

### **6. Please rank the following interventions for Tackling Climate Change in order of priority.**

(For the following possible interventions, respondents were asked to rank as many interventions as they wished, with the highest priority being given 1.)

- Encourage use of sustainable modes of transport
- Transition to zero emission vehicles
- Reduce car ownership through car clubs/shared ownership
- Develop car free urban centres
- Reduce the need to travel through high quality digital connectivity e.g. home working and online service access
- Reduce the need to travel by ensuring new developments, places of work, education, facilities and services are located close together

- Adapt infrastructure to the impacts of a changing climate
- Support habitat creation to mitigate residual greenhouse gas emissions
- Maximise the re-use or recycling of materials in construction, and consider the carbon impacts of new materials for construction
- Other (provide detail)

**7. Please rank the following interventions for Supporting the Local Economy in order of priority.**

(For the following possible interventions, respondents were asked to rank as many interventions as they wished, with the highest priority being given 1.)

- Increase highway capacity in towns
- Increase highway capacity on the main road links between economic centres along the West Sussex coast e.g. the A27 and A259
- Increase highway capacity on the main road links between economic centres in the north and south of the county i.e. the A23 and A24
- Improve the capacity, speed, quality and reliability of rail services between West Sussex and London
- Improve the connectivity, quality and reliability of rail services between towns in West Sussex and other regional economic centres such as Southampton, Guildford or destinations in Kent
- Improve the quality of bus services to town centres and employment locations
- Improve the quality and connectivity of cycling and walking connections to increase ease of access to town centres and employment locations;
- Develop a more efficient freight transport infrastructure (including collection centres) to reduce costs to businesses
- Other (provide detail)

**8. Please rank the following interventions for Providing Access for All in order of priority.**

(For the following possible interventions, respondents were asked to rank as many interventions as they wished, with the highest priority being given 1.)

- Improve digital connectivity so that there is wide online access to services
- Improve the provision of services locally (e.g. local libraries, health care facilities, shops and jobs) to enable physical access
- Improve the coverage of local bus services to enable wide access
- Improve the coverage of community transport services to enable wide access
- Reduce the cost of public transport
- Improving the accessibility to public transport services so public transport is accessible to all
- Improve facilities for pedestrians

- Improve facilities for cyclists
- Improve access to car clubs and mobility solutions (e.g. ride-hailing, ride-sharing)
- Improve the ease of car access and parking facilities within service centres
- Other (provide detail)

**9. Please rank the following interventions for Improving Safety, Security and Health in order of priority.**

(For the following possible interventions, respondents were asked to rank as many interventions as they wished, with the highest priority being given 1.)

- Use engineering measures to reduce accidents (e.g. improving junction and road layouts, traffic calming)
- Promote and enforce traffic laws
- Give higher priority to cycling and walking facilities (e.g. segregated facilities)
- Promote active travel such as walking and cycling, and provide training opportunities
- Use school street closures at drop-off/pick-up times
- Ensure there is ample space on footways and cycleways to enable social distancing to mitigate the risk from COVID-19
- Work with local organisations, transport providers and Sussex Police to improve safety by tackling crime and the fear of crime in relation to travel
- Reduce transport related air, noise and light pollution to reduce health impacts
- Other (provide detail)

**10. Please rank the following interventions for Protecting the Environment and Quality of Life in order of priority.**

(For the following possible interventions, respondents were asked to rank as many interventions as they wished, with the highest priority being given 1.)

- Protect the landscape, biodiversity and green infrastructure
- Improve access to the countryside
- Ensure people, wildlife and habitats are protected from the impacts of air pollution
- Ensure that traffic noise does not impact people or the wider environment
- Protect dark skies and minimise the impacts of light pollution
- Improve the 'streetscape' to ensure places are attractive to live in
- Other (provide detail)

**11. Are there any other comments you would like to make about transport priorities for the review of the West Sussex Transport Plan? Please provide your comments below.**

(Respondents were given space to write their comments.)

**12. Are you happy to be included on our stakeholder database to receive further information about the West Sussex Transport Plan review?**

Options:

- Yes
- No

**13. Are you happy to be included on our stakeholder database for further information about future transport scheme consultations related to the West Sussex Transport Plan?**

Options:

- Yes
- No

**14. Which statement below best describes your response?**

Options:

- I am responding as a representative of an organisation
- I am responding as a County, District or Borough or Parish Councillor
- I am responding as an individual (only these respondents were asked to complete the 'About You' questions via the survey skip logic)

**About You (for individual respondents only)**

We collect this data as part of our day to day business to:

- help us improve our services
- to help us check we are seeking views from a range of people
- to help us meet our duties and legal obligation under the Equality Act 2010

You do not have to give us this information if you do not wish to do so. Each question also has an option to select "prefer not to say".

If you are **aged under 13** you will be directed away from answering the questions in this section. If you are aged between 13 and 17, you might like to seek the advice of your parents/carer to help you complete this section.

**15. Age**

Options:

- Under 13 (respondents under 13 were not asked to complete the subsequent questions)
- 13-17
- 18-24

- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- 85+
- Prefer not to say

### **16. Sex**

Options:

- Male
- Female
- Prefer not to say

### **17 Is your gender the same as the one assigned to you at birth?**

Options:

- Yes
- No
- Prefer not to say

### **18. Ethnic origin**

Options:

- White – British
- White – Other
- Mixed
- Black
- Asian
- Chinese
- Gypsy/Irish Traveller
- Other
- Prefer not to say

### **19. Religion**

Options:

- Buddhist
- Christian (all denominations)
- Hindu
- Jewish

- Muslim
- Sikh
- Any other religion
- Unknown
- Prefer not to say
- No religion

**20. What is your sexual orientation?**

Options:

- Heterosexual
- Bisexual
- Gay or Lesbian
- Other
- Prefer not to say

**21. Are you...**

Options:

- Single
- Cohabiting
- Married
- Civil Partnership
- Separated/Divorced/Partnership dissolved
- Widowed
- Other
- Prefer not to say

**22. Are you pregnant at this time?**

Options:

- Yes
- No
- Prefer not to say

**23. Have you recently given birth (within the last 26-week period)?**

Options:

- Yes
- No
- Prefer not to say



**24. Do you consider yourself to have a disability\*?**

Options:

- Yes
- No
- Prefer not to say

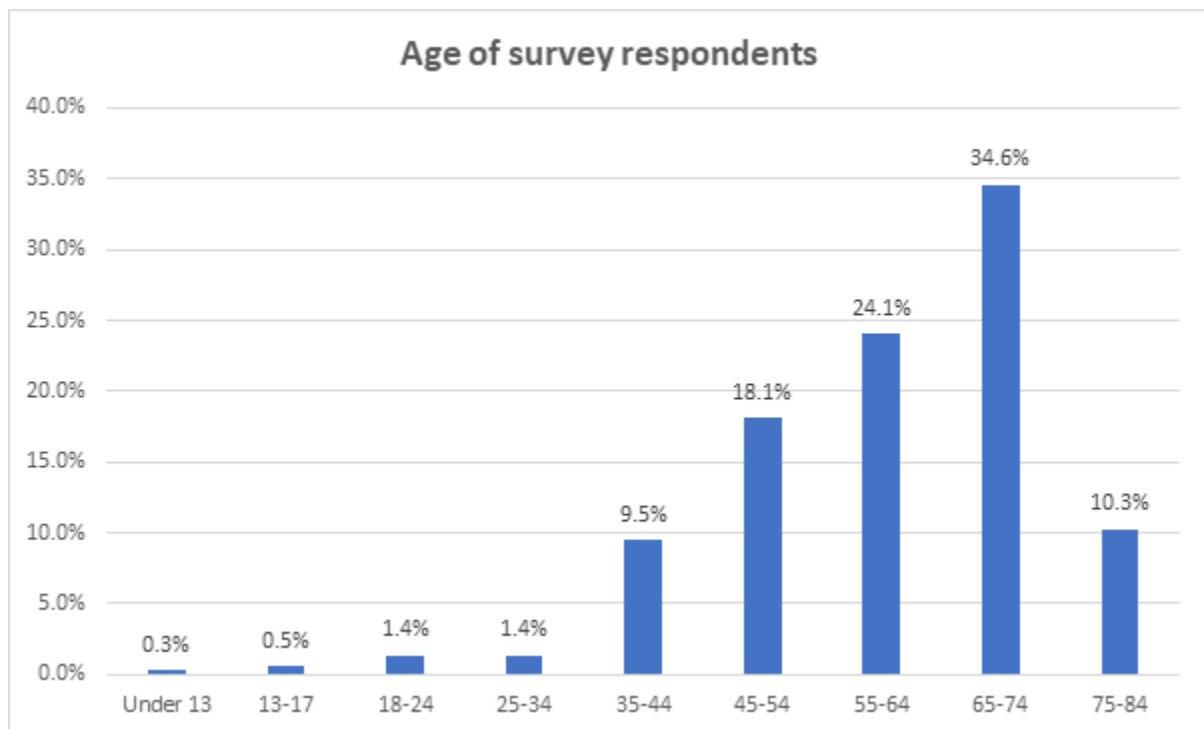
\*The Equality Act 2010 describes a person as disabled if s/he has a physical or mental impairment (including illness) which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.

If you have any questions, or would like to get in touch with the team, please contact [ltip@westsussex.gov.uk](mailto:ltip@westsussex.gov.uk); 01243 642105.

[www.westsussex.gov.uk/ltip](http://www.westsussex.gov.uk/ltip)

## Appendix B – Socio-demographic profile of respondents to the survey

Age group	Count	Percentage
Under 13	1	0.3%
13-17	2	0.5%
18-24	5	1.4%
25-34	5	1.4%
35-44	35	9.5%
45-54	67	18.1%
55-64	89	24.1%
65-74	128	34.6%
75-84	38	10.3%
Total Answered	370	100.0%
Not Answered	125	-
Prefer not to say	16	-
<b>Total</b>	<b>511</b>	<b>-</b>



<b>Sex</b>	<b>Count</b>	<b>%</b>
Female	149	41.2%
Male	213	58.8%
Total Answered	362	100.0%
Not Answered	126	-
Prefer not to say	23	-
<b>Total</b>	<b>511</b>	<b>-</b>

<b>Is your gender the same as the one assigned to you at birth?</b>	<b>Count</b>	<b>%</b>
Yes	354	99.7%
No	1	0.3%
Total Answered	355	100.0%
Not Answered	131	-
Prefer not to say	25	-
<b>Total</b>	<b>511</b>	<b>-</b>

<b>Ethnic origin</b>	<b>Count</b>	<b>%</b>
White - British	329	94.0%
White - Other	17	4.9%
Mixed	1	0.3%
Black	0	0.0%
Asian	0	0.0%
Chinese	0	0.0%
Gypsy/Irish Traveller	0	0.0%
Other	3	0.9%
Total Answered	350	100.0%
Not Answered	128	-
Prefer not to say	33	-
<b>Total</b>	<b>511</b>	<b>-</b>

<b>Religion</b>	<b>Count</b>	<b>%</b>
Buddhist	4	1.2%
Christian (all denominations)	154	45.6%
Hindu	0	0.0%
Jewish	1	0.3%
Muslim	0	0.0%
Sikh	0	0.0%
Any other religion	13	3.8%
No religion	166	49.1%
Total Answered	338	100.0%
Unknown	1	-
Not Answered	129	-
Prefer not to say	43	-
<b>Total</b>	<b>511</b>	<b>-</b>

<b>Sexual orientation</b>	<b>Count</b>	<b>%</b>
Heterosexual	289	95.1%
Bisexual	2	0.7%
Gay or Lesbian	11	3.6%
Other	2	0.7%
Total Answered	304	100.0%
Not Answered	134	-
Prefer not to say	73	-
<b>Total</b>	<b>511</b>	<b>-</b>

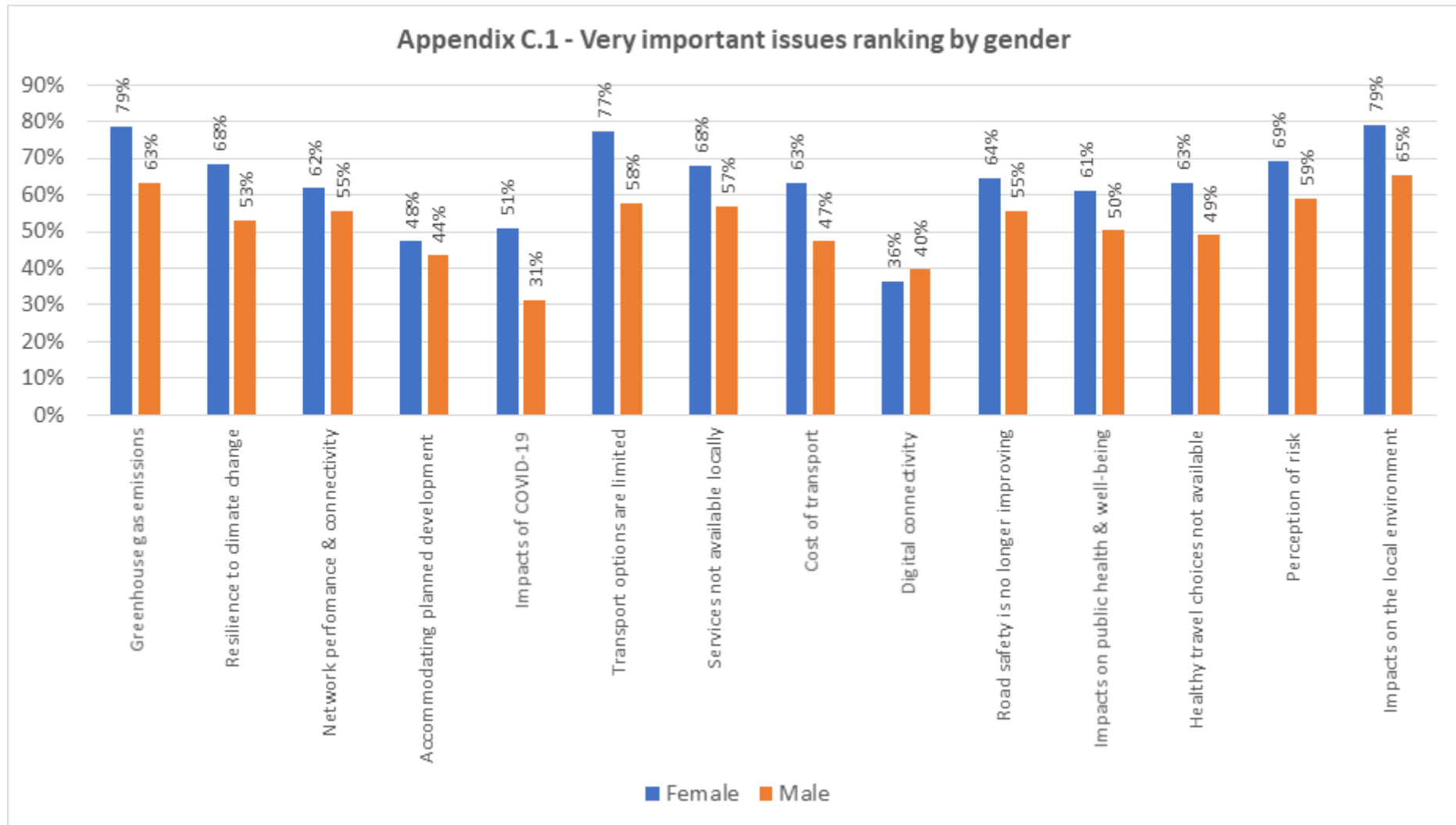
<b>Marriage/civil partnership</b>	<b>Count</b>	<b>%</b>
Single	38	11.0%
Cohabiting	25	7.2%
Married	240	69.4%
Civil Partnership	1	0.3%
Separated/Divorced/Partnership dissolved	24	6.9%
Widowed	10	2.9%
Other	8	2.3%
Total Answered	346	100.0%
Not Answered	129	-
Prefer not to say	36	-
<b>Total</b>	<b>511</b>	<b>-</b>

<b>Are you pregnant at this time?</b>	<b>Count</b>	<b>%</b>
Yes	0	0.0%
No	344	100.0%
Total Answered	344	100.0%
Not Answered	135	-
Prefer not to say	32	-
<b>Total</b>	<b>511</b>	<b>-</b>

<b>Have you recently given birth (within the last 26-weeks)?</b>	<b>Count</b>	<b>%</b>
Yes	1	0.3%
No	336	99.7%
Total Answered	337	100.0%
Not Answered	139	-
Prefer not to say	35	-
<b>Total</b>	<b>511</b>	<b>-</b>

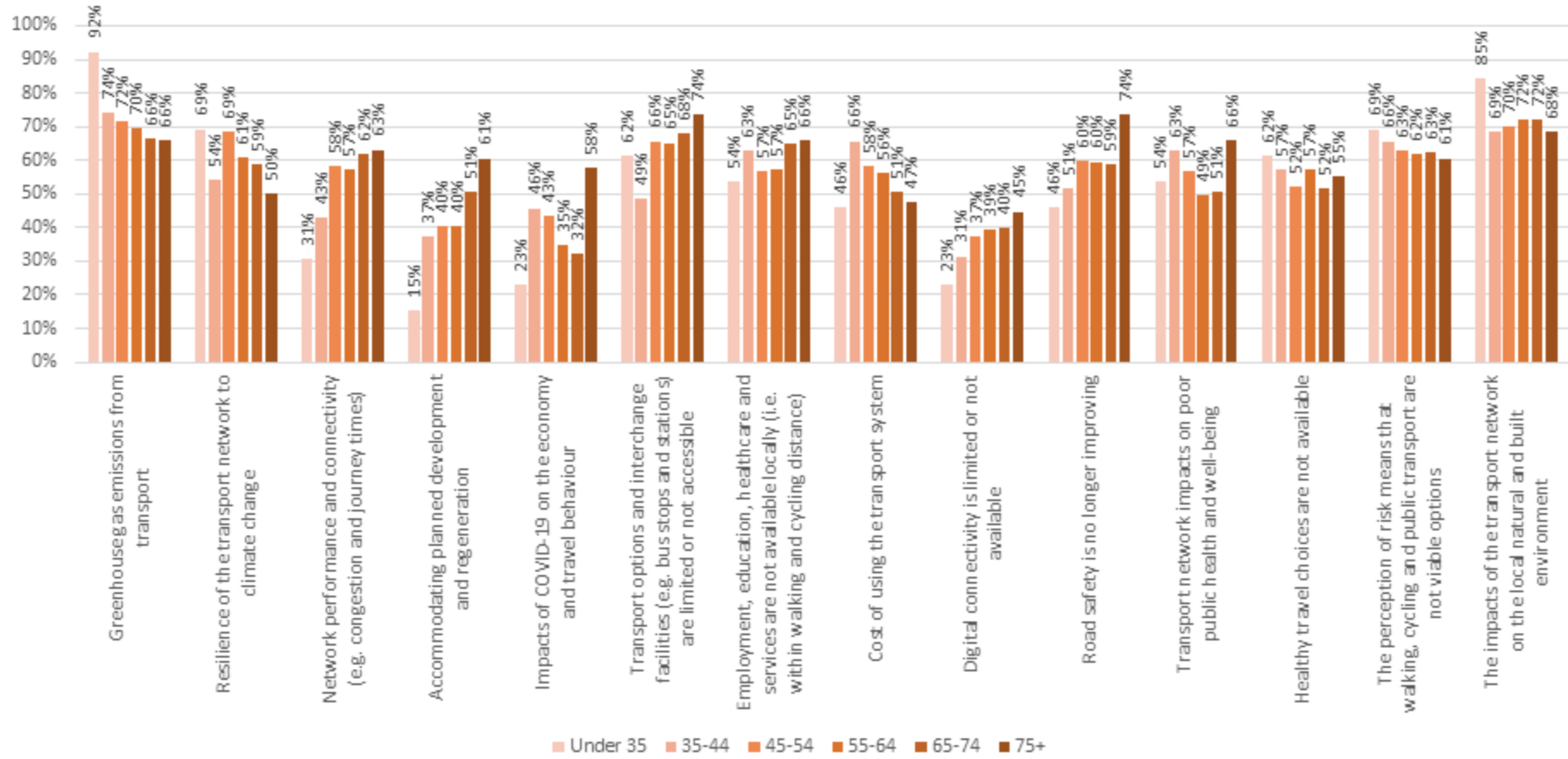
<b>Do you consider yourself to have a disability?</b>	<b>Count</b>	<b>%</b>
Yes	27	7.8%
No	320	92.2%
Total Answered	347	100.0%
Not Answered	130	-
Prefer not to say	34	-
<b>Total</b>	<b>511</b>	<b>-</b>

## Appendix C – Very important transport issues ranked by gender and age group



<b>Transport Issue</b>	<b>Female</b>	<b>Male</b>
Greenhouse gas emissions from transport	79%	63%
Resilience of the transport network to climate change	68%	53%
Network performance and connectivity (e.g. congestion and journey times)	62%	55%
Accommodating planned development and regeneration	48%	44%
Impacts of COVID-19 on the economy and travel behaviour	51%	31%
Transport options and interchange facilities (e.g. bus stops and stations) are limited or not accessible	77%	58%
Employment, education, healthcare and services are not available locally (i.e. within walking and cycling distance)	68%	57%
Cost of using the transport system	63%	47%
Digital connectivity is limited or not available	36%	40%
Road safety is no longer improving	64%	55%
Transport network impacts on poor public health and well-being	61%	50%
Healthy travel choices are not available	63%	49%
The perception of risk means that walking, cycling and public transport are not viable options	69%	59%
The impacts of the transport network on the local natural and built environment	79%	65%

Appendix C.2 - Very important issues ranking by age group





<b>Transport Issue</b>	<b>Under 35</b>	<b>35-44</b>	<b>45-54</b>	<b>55-64</b>	<b>65-74</b>	<b>75+</b>
Greenhouse gas emissions from transport	92%	74%	72%	70%	66%	66%
Resilience of the transport network to climate change	69%	54%	69%	61%	59%	50%
Network performance and connectivity (e.g. congestion and journey times)	31%	43%	58%	57%	62%	63%
Accommodating planned development and regeneration	15%	37%	40%	40%	51%	61%
Impacts of COVID-19 on the economy and travel behaviour	23%	46%	43%	35%	32%	58%
Transport options and interchange facilities (e.g. bus stops and stations) are limited or not accessible	62%	49%	66%	65%	68%	74%
Employment, education, healthcare and services are not available locally (i.e. within walking and cycling distance)	54%	63%	57%	57%	65%	66%
Cost of using the transport system	46%	66%	58%	56%	51%	47%
Digital connectivity is limited or not available	23%	31%	37%	39%	40%	45%
Road safety is no longer improving	46%	51%	60%	60%	59%	74%
Transport network impacts on poor public health and well-being	54%	63%	57%	49%	51%	66%
Healthy travel choices are not available	62%	57%	52%	57%	52%	55%
The perception of risk means that walking, cycling and public transport are not viable options	69%	66%	63%	62%	63%	61%
The impacts of the transport network on the local natural and built environment	85%	69%	70%	72%	72%	68%