



## **Draft West Sussex Transport Plan 2022-2036 Consultation, Summer 2021 Feedback Summary, February 2022 Planning Services, West Sussex County Council**

### **Summary**

This report details the feedback received as a result of consultation undertaken on the Draft West Sussex Transport Plan (WSTP) 2022-2036, which was published for consultation for 12 weeks from 16th July to 8th October 2021.

There were 633 separate responses received to the main consultation, 558 of which completed the online consultation survey while there were 75 additional email only responses. In addition, over 1500 responses were also received from young people in response to a shorter targeted consultation survey.

In responding to the draft key issues, vision, and objectives, around or just over a third of main survey respondents expressed 'full support', while around half of respondents expressed 'partial support', and around a tenth of respondents expressed 'no support at all'. Across these three elements, the vision received the highest level of 'full support' (38%), but also the highest proportion of respondents that were 'not at all' supportive (12%).

In responding to the thematic strategies and priorities, the Rail Strategy received the highest levels of 'full support' (41%), followed by the Active Travel Strategy (38%) and the Shared Transport Strategy (35%). The Access to Gatwick Airport Strategy (28%) and Road Network Strategy (21%) received the lowest levels of 'full support'.

Across the eight area transport strategies, the level of 'full support' was relatively similar at between 19% and 24% of respondents. The Arun (23%) and Chichester (23%) area transport strategies received the highest levels of responses stating that they were 'not at all' supportive, compared to a range of 12%-17% across the other area transport strategies.

A large volume of individual comments were received on a wide range of issues. The recurring issues raised have been summarised as:

- Many comments highlighting concerns that the Draft Plan did not appear to place enough ambition or commitment to active travel interventions, in particular to generate more cycling but also that the Plan overlooks walking and future mobility solutions such as e-bikes and e-scooters.
- Many comments stating that the Plan should reference and implement active travel infrastructure in line with the Department for Transport's cycling and walking vision "Gear Change" and the accompanying cycle design guidance; Local Traffic Note 1/20.

- Many comments supportive of improvements in public transport including the reliability, frequency, and coverage of services (both geographically and at off-peak times), better public transport hubs, timetable and ticketing integration between bus and rail services, bus priority measures, and reduced cost fares, with a number of comments of the view that the public transport plans should be more ambitious.
- Many comments of the view that the Draft Plan was too focused on road-based interventions, and funding should be redirected to support sustainable transport interventions.
- A number of comments questioning the practicalities of widespread active transport and public transport use, due to the cost of provision in a large rural county, the impacts of road space reallocation on traffic congestion with mixed views on economic impacts on high streets, and also the convenience and practicalities for users including journey times and luggage.
- A number of comments supportive of road capacity improvements and wanting these to go further, in particular expressing frustration at the lack of progress in bringing forward A27 improvements and the impacts of congestion on the West Sussex economy. However, these comments were outweighed by those opposed to building further road capacity.
- Many comments concerned about the draft objective to improve the efficiency of the County Strategic Road Network because of impacts in inducing additional road traffic and concerns about impacts on the local environment and net zero climate change targets. Many comments were also received opposing A27 improvements, including at Arundel.
- A number of contrasting comments of the view that they thought the Draft Plan was demonising car use, highlighting that the car was the only realistic option for many, particularly those in rural areas.
- Many comments concerned about the impacts of traffic volumes and 'rat running' in particular on communities along rural roads in West Sussex, including from lorries, and also many comments concerned about traffic speeds and road safety issues on communities and vulnerable road users.
- Many comments that the Plan should focus on road maintenance issues, and that this was important for drivers and also other road users including cyclists.
- Many comments supportive of greater investment in Electric Vehicle (EV) charging infrastructure, but other contrasting comments concerned about an over-reliance on EVs and whether this will reduce carbon emissions enough to meet net zero targets.
- Many comments concerned about the scale of new development that is being planned due to impacts on the transport network, with many comments wanting to see much greater emphasis on sustainable transport infrastructure to mitigate the impacts of this development.
- Many comments supportive of the key issues and vision, but there was scepticism about the likelihood of measures being brought forward successfully to address these issues. Other comments were of the view that the vision did not go far enough and thought the objectives and

action plan lacked specific actions on steps to bring interventions forward, including measurable milestones and targets to measure success.

- Many comments concerned about the wording in Objective 7 of the Plan and misinterpretation of the wording about being on a pathway to net zero carbon by 2050, and not still on this pathway in 2050.
- Many comments concerned that transport decarbonisation was not being taken seriously enough in the Draft Plan, including requests for more information on the balance between objectives in the Draft Plan and how these would help to achieve net zero carbon.
- Various other comments concerned about air and noise pollution and other transport impacts on the local environment, and seeking prioritisation of the objectives.
- A number of comments supportive of the concept of local living, but others concerned about what exactly this means and the practicalities, including for rural areas.
- A number of comments about transport accessibility challenges and the design and provision of infrastructure and services for different people including, people with disabilities, young people travelling to school or college, older people, the unemployed and people or families on low incomes.

A shorter targeted consultation survey was also conducted in a small number of schools and focused on the draft objectives. The most important objectives were; 'reducing pollution from the transport system' (1<sup>st</sup>), 'adapting transport infrastructure to cope with climate change' (2<sup>nd</sup>), 'improving active travel infrastructure' (3<sup>rd</sup>), and 'improving main road routes' (4<sup>th</sup>).

The least important objectives were; 'managing impacts of transport to Gatwick Airport' (17<sup>th</sup>), 'accommodating the needs of an aging population' (16<sup>th</sup>), and 'reducing the need to travel by car' (15<sup>th</sup>).

With regard to the written comments submitted in response to the survey the key themes were:

- Young people thought bus services needed the most investment, followed in order of priority by train services, car travel/roads and active travel.
- Bus and cycling were most frequently highlighted as the best alternatives to car use.
- There were frequently mentioned comments about the need to build/upgrade cycling and walking routes.
- Pollution from transport was most frequently highlighted as the most important transport issue, followed by the quality of bus and train services, with specific concerns about fare prices, reliability, and cleanliness.
- Other comments were concerned about congestion and road safety, supportive of electric vehicles, and specifically concerned about climate change.

## Contents

Summary .....	i
1. Introduction .....	1
2. Consultation approach .....	1
2.1 Consultation survey .....	1
2.2 Consultation webinars and Frequently Asked Questions .....	2
2.3 Consultation promotion channels .....	2
2.4 Young people engagement .....	2
2.5 Protected characteristics representatives .....	3
2.6 Who responded to the consultation? .....	3
3. Consultation survey responses numeric analysis .....	5
3.1 Introduction .....	5
3.2 Key issues, vision, and objectives .....	5
3.3 Transport thematic strategies .....	7
3.4 Area Transport Strategies .....	10
4. Written consultation comments .....	12
4.1 Introduction .....	12
4.2 Active travel general comments .....	13
4.3 Cycling .....	16
4.4 Walking and public realm .....	18
4.5 Equestrians .....	18
4.6 E-bikes and e-scooters .....	19
4.7 Motorcycling .....	19
4.8 Public transport .....	19
4.9 Bus travel .....	20
4.10 Rail .....	21
4.11 Road vehicles .....	23
4.12 Taxis .....	27
4.13 Freight .....	27
4.14 Water-based transport .....	28
4.15 Road safety considerations .....	28
4.16 Electric and low emission vehicles .....	29
4.17 Gatwick Airport and air travel .....	31
4.18 Development .....	32
4.19 Key issues .....	33
4.20 WSTP vision .....	34
4.21 WSTP objectives .....	35
4.22 WSTP action plan .....	37
4.23 Monitoring and targets .....	37
4.24 WSTP Sustainability Appraisal .....	38

4.25	General Plan layout and delivery comments.....	39
4.26	Approach to consultation .....	39
4.27	Decarbonisation.....	40
4.28	Air, noise, water, and light pollution .....	41
4.29	Natural environment impacts.....	42
4.30	Economy issues.....	43
4.31	Social issues .....	44
4.32	Transport accessibility, rural areas, and local living.....	45
4.33	Behaviour change and soft measures.....	46
5.	Young people’s transport views through school engagement .....	47
6.	Conclusion .....	47
Appendix A – Draft West Sussex Transport Plan 2022-2036 Consultation Survey .....		51
Appendix B – Socio-demographic profile of respondents to the consultation survey .....		61
Appendix C – Gender and age analysis of consultation survey responses .....		65
Appendix D – Young Persons’ Survey Report.....		67

## **1. Introduction**

- 1.1 This report details the feedback received as a result of consultation undertaken on the Draft West Sussex Transport Plan (WSTP) 2022-2036, which was published for consultation for 12 weeks from 16<sup>th</sup> July to 8<sup>th</sup> October 2021.
- 1.2 There were 633 separate responses received to the main consultation, including from Councillors and council officers, transport operators, local access and environmental groups and members of the public. Over 1500 responses were also received from young people in response to a shorter targeted consultation survey.
- 1.3 Further information about the Plan can be viewed at the [West Sussex Transport Plan](#) website.
- 1.4 The report initially sets out the approach to undertaking the consultation and details who responded to the consultation. The report then presents the numeric analyses of the responses received to the consultation, before presenting the analyses of the written comments received. The report then also summarises the feedback received from a survey of young people in schools.

## **2. Consultation approach**

### **2.1 Consultation survey**

- 2.1.1 The focus of the consultation was an on-line consultation survey targeted at key stakeholders, including District and Borough, and Town and Parish Councils as well as neighbouring councils, the South Downs National Park Authority, transport operators and representative groups, and environmental and local interest groups. The consultation was publicised to key stakeholders and other individuals who had previously registered their interest in the WSTP consultation by responding to the Autumn 2020 West Sussex Transport Plan Review Survey.
- 2.1.2 The consultation survey was hosted on the West Sussex “Your Voice” Engagement Hub with the Draft WSTP and supporting documents and promoted via the weblink [www.westsussex.gov.uk/wstpconsultation](http://www.westsussex.gov.uk/wstpconsultation). The supporting documents included a short 14-page snapshot of the Draft WSTP, an accompanying Sustainability Appraisal and associated Scoping Report, a Habitats Regulation Assessment report, and an Evidence Base Document. Information was also made available via the main WSTP website at: [www.westsussex.gov.uk/ltp](http://www.westsussex.gov.uk/ltp).
- 2.1.3 Consultees were also invited to get in touch to request additional assistance with accessing the consultation materials in different formats. There were a number of requests for access to an ‘off-line’ electronic version of the consultation questions and two requests for hard copies of the consultation documents.
- 2.1.4 Questions were included in the consultation survey seeking views on levels of agreement with the key issues identified within the Draft WSTP, as well as the vision, objectives, thematic strategies, and area transport strategies. Respondents were also invited to submit any written comments in relation to these parts of the Plan, as well as to

provide comments on the implementation and monitoring and short-term action plan sections of the Plan. Respondents could also submit any other comments including about the background documents such as the Sustainability Appraisal. A copy of the consultation survey questions used in the online survey is included in Appendix A.

## **2.2 Consultation webinars and Frequently Asked Questions**

2.2.1 Two online webinars were hosted via Microsoft Teams during the consultation to introduce the Draft WSTP where officers were available to answer questions about the Plan, and for interested parties to ask questions. These took place on the morning of Thursday 22<sup>nd</sup> July and the afternoon of Wednesday 8<sup>th</sup> September and were attended by 151 people in total. A [pre-recorded version of the presentation](#) was also made available on YouTube during the consultation period for those unable to attend the main webinars.

2.2.2 A Frequently Asked Questions document was also published and updated during the consultation to provide answers to common questions asked during the webinars.

## **2.3 Consultation promotion channels**

2.3.1 The consultation was also publicised via the following direct channels:

- Press release at the launch of the consultation;
- Social media adverts and organic posts throughout including Facebook adverts, Twitter and Nextdoor;
- The Your Voice and Highways, Transport and Planning eNewsletters,
- The Bulletin (Member Information);
- West Sussex County Council 'Your latest news' email mailing list;
- Internal County Council staff news intranet updates; and
- Chichester University & College contacts – social channels, poster sites.

2.3.2 Follow-up contact was made to Town and Parish Councils in West Sussex with leaflets enabling local promotion of the consultation, while reference hard copy consultation documents and posters/leaflets were also sent to West Sussex libraries. Information on the availability of these reference documents was publicised through various channels.

2.3.3 Towards the end of the consultation a Cabinet Member Question and Answer feature was also published by JPI Media to address some key questions about the WSTP. It was included in online press articles within the Chichester, Bognor Regis and Midhurst and Petworth Observers, Littlehampton Gazette, Worthing and Shoreham Heralds, Crawley Observer, Mid Sussex Times, and the County Times.

## **2.4 Young people engagement**

2.4.1 Information about the consultation was also sent directly to schools including through the school headteachers' newsletter with schools encouraged to publicise the consultation to parents and pupils at the start of the new school year in September. This was followed up

through a bespoke shorter version of the consultation survey intended to gather the views of young people about the most important issues and objectives for the WSTP.

2.4.2 This survey was sent directly to West Sussex schools who were invited to use the survey in class discussions and workshops to talk about transport issues, and 5 schools across Crawley, East Grinstead, Horsham, and Worthing participated. Many of the schools used a digitised version of the survey to gather the insights of children. 1512 individual responses were received from young people and the results of this are summarised in Section 5, whereas the detailed consultation report is included in Appendix D.

## 2.5 Protected characteristics representatives

2.5.1 Representatives of groups with protected characteristics were sent information about the consultation by email. Questions about these protected characteristics<sup>1</sup> were also included in the consultation survey to help ensure the views from a range of people are being sought, as well as to help meet duties and legal obligations under the Equality Act 2010.

## 2.6 Who responded to the consultation?

2.6.1 There were 633 separate responses received to the consultation through the online survey or email as summarised in Table 1, with 488 responses (77%) of these from individuals.

**Table 1: Consultation respondent types**

Respondent type	All responses		Online consultation survey responses		Email only responses	
	Count	%	Count	%	Count	%
Organisation	122	19%	62	11%	56	75%
County, District or Borough or Town or Parish Councillor	23	4%	25	4%	2	3%
Individual	488	77%	471	84%	17	23%
<b>Total<sup>2</sup></b>	633	100%	558	100%	75	100%

2.6.2 Of the 633 total responses there were 558 responses submitted through the online survey, however 17 of these responses also followed up with duplicate or additional comments submitted directly by email, with a further 75 responses received solely by direct emails. Table 1 also shows that email responses were most likely to be from organisations (75% of these responses). Responses were comprised of the groups shown in Table 2.

<sup>1</sup> age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion and belief, sex, and sexual orientation.

<sup>2</sup> 20 responses were manually amended who were believed to be individuals (15), representative of organisations (4) or a Parish Councillor (1).

**Table 2: Groups represented in response to the consultation**

<b>Response group</b>	<b>Responses</b>
Individual	488
County, District, City or Parish Councillor	21
West Sussex Parish, Town, or City Council	41
West Sussex Local Planning Authority (includes different officer responses from the same Local Planning Authority)	5
South Downs National Park Authority	1
Neighbouring highway or local planning authority	7
Neighbouring Parish Council	1
Business representative group	3
Transport for the South East (TfSE)	1
Transport operator, including airport	3
Transport representative group or community organisation	25
School or college	7
Health related organisation	3
Community access or disability access group	1
Other community, environment, or neighbourhood group	20
Local business representative	3
Landowner interest representative	1
Other strategic transport partnership organisation	1
Other statutory stakeholder (Historic England, Natural England, or Environment Agency)	1
<b>Total</b>	<b>633</b>

2.6.3 Appendix B contains information on the socio-demographic breakdown of respondents who completed the online consultation survey. It should be noted that the 558 respondents completing the online survey were asked in what capacity they were responding to the survey, as an individual (471 responses), as a representative of an organisation (66 responses) or as a County, District, Borough or Parish Councillor (21 responses). 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.

2.6.4 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 (31% of responses), and very low representation from age groups under the age of 35 (only 4% of responses).
- There is a higher representation from male respondents (60% of responses) as opposed to female respondents (40%).
- Respondents were almost entirely white and held Christian or non-religious beliefs.
- 14% of respondents considered themselves to have a disability.

- There were a mix of respondents reporting different relationship statuses, and a small number of responses from respondents reporting their sexual orientation as gay or lesbian, bisexual or other.
  - 2 respondents reported that they were either pregnant or had given birth within the last 26 weeks.
- 2.6.5 The profile of respondents to the survey was similar to the profile of respondents to the Autumn 2020 West Sussex Transport Plan Review Survey. Attempts to increase representation from different response groups during the consultation included producing the WSTP snapshot to make the Draft Plan content more accessible, targeted social media adverts, following up with organisations or representatives of groups representing people with protected characteristics, and the bespoke young person survey. As highlighted in section 2.4.2 above, the young person survey generated over 1500 responses from young people, and these are considered in further detail in Section 5 and Appendix D.

### **3. Consultation survey responses numeric analysis**

#### **3.1 Introduction**

- 3.1.1 This section of the report details the numeric analysis undertaken on responses to the consultation survey.

#### **3.2 Key issues, vision, and objectives**

- 3.2.1 The consultation survey asked respondents to indicate their level of agreement with the key issues, and their level of support for the vision and objectives identified within the Draft Plan.
- 3.2.2 Table 3 shows that across the key issues, the vision and objectives, the vision received the highest level of full support at 38% of responses, but this falls to 33% for the draft objectives. Around half of all respondents reported partial support for the key issues, vision, and objectives, while 12% and 10% of respondents respectively stated that they were 'not at all' supportive of the vision or objectives.

**Table 3: Level of agreement with the WSTP key issues, vision, and objectives**

<b>Agreement</b>	<b>How much do you agree with the list of key issues highlighted within the Draft Plan?</b>		<b>How much do you support this vision?</b>		<b>How much do you support the Draft West Sussex Transport Plan objectives?</b>	
	<b>Count</b>	<b>Percentage</b>	<b>Count</b>	<b>Percentage</b>	<b>Count</b>	<b>Percentage</b>
Fully	187	36%	206	38%	172	33%
Partially	275	53%	252	47%	271	52%
Not at all	31	6%	65	12%	51	10%
Not sure	22	4%	18	3%	23	4%
<b>Total answered</b>	515	100%	541	100%	517	100%
Cannot say as I have not seen the issues	25		N/A		18	
Not answered	18		17		23	
<b>Total</b>	558		558		558	

- 3.2.3 Appendix C also contains information on the proportion of responses split by gender and age across the key issues, the vision, and objectives. The level of agreement with the key issues was fairly consistent across male and female respondents although a higher proportion of male respondents reported that they were 'not at all' in agreement (7%), compared to female respondents (2%). For the vision, more male respondents than female respondents reported that they were 'not at all' in agreement (14%), compared to female respondents (7%). A higher proportion of female respondents than male respondents indicated that they fully support the objectives (37% female respondents were fully supportive, compared to 34% of male respondents). A higher proportion of male respondents than female respondents reported that they were 'not at all' supportive of the objectives (12% of male respondents compared to 4% of female respondents).
- 3.2.4 Appendix C also contains information on the proportion of responses split by gender and age. For the key issues, a higher proportion of respondents aged under 45 reported full support (around half of respondents across individual age groups) than other age groups. A higher proportion of respondents aged over 45 reported partial support (between a half and a third of responses across individual age groups) for the key issues.
- 3.2.5 For the vision, a higher proportion of respondents aged under 45 reported full support (between two-fifths and a half of respondents), while this support dropped for respondents between 45 and 64 with around a half of respondents across the age groups reporting only partial support. A higher proportion of respondents aged 65-74 reported full support for the vision (45% of respondents in this age group, whereas this dropped again for the over 75 age group where 46% of respondents reported partial support).
- 3.2.6 For the objectives, support showed a mixed picture across the younger age groups, with around an even 40%/40% split of respondents across the under 55 age groups either recording full or partial support for objectives, but this changed significantly for aged groups over 55 with only partial support rising to around a half to two-thirds of responses across these age groups.

### **3.3 Transport thematic strategies**

- 3.3.1 Table 4 shows that the thematic strategies receiving most support (full support) were those for rail (41%), active travel (38%) and shared transport (35%), whereas the road strategy (21%) and access to Gatwick Airport (28%) strategies were those receiving least support (full support).
- 3.3.2 It is also important to note that there appeared to be various reasons why respondents reported different levels of support for the thematic strategies. As an example, in cross referring the text comments of the individuals or organisations who stated that they did not support the active travel strategy at all, comments included those that did not consider the active travel strategy was ambitious enough to those that disagreed with an emphasis on active travel.

- 3.3.3 Appendix C also contains information on the proportion of responses split by gender and age across support for the transport theme strategies. This shows that a higher proportion of female respondents reported full support for the strategies compared to male respondents, and a higher proportion of male respondents reported that they were not at all supportive of the transport theme strategies compared to female respondents.
- 3.3.4 For the active travel strategy, a higher proportion of younger respondents reported full support for this strategy compared to older respondents (over half of respondents aged under 45), but only 31% of 55–64-year-olds expressed full support, although this increased to 39% of 65–74-year-olds, before dropping to 30% of those aged over 75.
- 3.3.5 For the shared transport strategy, the pattern of support by age groups was similar to that for the active travel strategy, although overall support was lower.
- 3.3.6 For the rail strategy, the 65-74 (53%) and under 35 year (58%) old age groups reported the highest level of full support, although it should be noted that the under 35-year-old responses were based on only 15 responses from this group.
- 3.3.7 The pattern of support for the access to Gatwick Airport strategy was also similar to the active travel and shared transport strategies, although the overall level of support was lower for this strategy.
- 3.3.8 For the road network strategy, the level of full support was lowest amongst the 55-64-year-old age category was lowest at 13%, but this group reported the highest level of partial support (61%), and the joint lowest level of age groups stating that they were 'not at all' supportive.

**Table 4: Level of support for the WSTP transport theme strategies and priorities**

How much do you support the transport theme strategies and priorities?	Active Travel Strategy		Shared Transport Strategy		Rail Strategy		Access to Gatwick Airport Strategy		Road Network Strategy	
	Count	%	Count	%	Count	%	Count	%	Count	%
Fully	186	38%	166	35%	195	41%	127	28%	99	21%
Partially	218	44%	190	40%	193	41%	195	42%	216	46%
Not at all	61	12%	80	17%	48	10%	70	15%	114	24%
Not sure	26	5%	39	8%	36	8%	67	15%	40	9%
<b>Total answered</b>	491	100%	475	100%	472	100%	459	100%	469	100%
Cannot say as I have not seen the strategy	33		41		40		53		42	
Not answered	34		42		46		46		47	
<b>Total</b>	558		558		558		558		558	

### **3.4 Area Transport Strategies**

- 3.4.1 Table 5 shows that each of the area transport strategies received a similar amount of support between 19-24% full support with Worthing (24%) and South Downs National Park (23%) area transport strategies receiving the most support, while the Arun (23%) and Chichester (23%) area transport strategies received the least support (support level of "not at all"). Given the relatively similar pattern of responses across the area transport strategies as a whole, the differences in levels of support were not analysed by age and gender.

**Table 5: Level of support for the WSTP area transport strategies and priorities**

<b>Area Strategy</b>		<b>Fully</b>	<b>Partially</b>	<b>Not at all</b>	<b>Not sure</b>	<b>Total answered</b>	<b>Cannot say as I have not seen the strategy</b>	<b>Not answered</b>	<b>Total</b>
Adur	Count %	56 21%	121 45%	42 16%	50 19%	269 100%	171	118	558
Arun	Count %	59 20%	124 42%	68 23%	46 15%	297 100%	149	112	558
Chichester	Count %	60 20%	123 40%	71 23%	53 17%	307 100%	150	101	558
Crawley	Count %	47 19%	101 42%	30 12%	64 26%	242 100%	178	138	558
Horsham	Count %	47 19%	108 43%	36 14%	63 25%	254 100%	173	131	558
Mid Sussex	Count %	51 20%	113 44%	39 15%	55 21%	258 100%	169	131	558
South Downs National Park	Count %	65 23%	125 44%	48 17%	48 17%	286 100%	145	127	558
Worthing	Count %	63 24%	108 40%	44 16%	53 20%	268 100%	155	135	558

## **4. Written consultation comments**

### **4.1 Introduction**

- 4.1.1 This section of the report provides a summary of the specific text comments submitted by respondents and organisations in response to the consultation. The analysis combines written comments from the open questions in the consultation survey with analysis of the written email correspondence that was received in response to the consultation. It has not been possible to report on every single issue raised due to the weight of responses, but this report has attempted to detail the key issues raised.
- 4.1.2 The content analysis undertaking involved grouping responses into similar themes, which also enabled some broad tallying of response themes to be undertaken. The volume of comments is described using the following approximate categories:
- A small number of responses – less than 5 comments;
  - A number of comments – 5-20 responses;
  - A large number of comments/many comments – more than 20 responses.
- 4.1.3 It should be noted that the content analysis undertaking has involved subjective interpretation of the meaning of comments. The content analysis undertaken has been undertaken by a single person to allow consistency in categorisation of responses into themes.
- 4.1.4 The comments below have been grouped under the following themes:
- Active travel general comments
  - Cycling
  - Walking and public realm
  - Equestrians
  - E-bikes and e-scooters
  - Motorcycling
  - Public transport
  - Bus travel
  - Rail
  - Road vehicles
  - Taxis
  - Freight
  - Water based transport
  - Road safety considerations
  - Electric and low emission vehicles
  - Gatwick Airport and air travel
  - Development

- WSTP key issues
- WSTP vision
- WSTP objectives
- WSTP action plan
- Monitoring and targets
- WSTP Sustainability Appraisal
- General Plan layout and delivery comments
- Approach to consultation
- Decarbonisation
- Air, noise, water, and light pollution
- Natural environment impacts
- Economy issues
- Social issues
- Transport accessibility, rural areas, and local living
- Behaviour change and soft measures

## **4.2 Active travel general comments**

4.2.1 There were many general comments about active travel which applied across individual active travel modes, with the following key themes highlighted:

- Many comments from respondents highlighted that that they do not believe the Plan contains any real commitment to prioritising active travel and that they believe the Plan is nowhere near ambitious enough. A smaller number of comments highlighted that active travel should be the natural first choice, not just attractive, including some comments that the Plan wording should be stronger to say 'introduce' not just 'consider' active travel infrastructure.
- Many comments were received about the perceived poor and disjointed current provision of active travel facilities across the County.
- A number of comments requested that road infrastructure investment should be redirected to active travel investment.
- A smaller number of contrasting comments stated that the approach to active travel investment much be realistic believing that journey distance, time and convenience factors means that regular active travel will not be realistic for most journeys. Other active travel issues highlighted included British weather conditions especially during winter when daylight is also shorter, and the impracticalities of carrying lots of luggage.
- Many comments highlighted general concerns about the safety of cycling, walking and other active travel modes due to the dominance of motor vehicle traffic on roads.

- A number of comments were concerned about the lack of priority being given to delivery of active travel and Local Cycling and Walking Infrastructure Plans (LCWIPs), including highlighting that more cycle schemes should be identified as short-term priorities within the Area Transport Strategies. Specific suggestions or requests were also received for additional or expanded LCWIPs or for more focus on LCWIPs, for example across the Manhood Peninsula.
- Many comments were concerned about the criteria used in the Active Travel Strategy to manage conflicts with other thematic strategies; i.e., feasibility, deliverability, impacts on verge space/trees and support from stakeholders which are not stated in respect of road infrastructure investment. This included a small number of specific comments highlighting that the Plan seems to be set to revert to 'Plan B' road-based interventions without fully following 'Plan A' measures for sustainable travel interventions.
- Many comments were concerned that there was a lack of mention about active travel routes to enable safe walking, cycling, and scooting to schools, and a small number of comments were supportive of more measures such as school streets, and continued support for Bikeability programmes and expanding this more to adults. A small number of responses from individual schools raised site specific issues about active travel access.
- Many comments highlighted requests for new or better provision of walking, cycling and active travel infrastructure at specific locations throughout the County, both within urban areas and to connect rural areas and towns.
- A number of comments were received about active travel crossing provision of main roads and railways at specific locations, including at locations on the Strategic Road Network (SRN) and Major Road Network (MRN) such as the A27 and A24, crossings in relation to the South Downs Way and Downs Link, and crossings of the rail network including along the Arun Valley and at East Grinstead station.
- A number of specific comments were received about Public Rights of Way (PRoW) and active travel network crossing facilities. These included comments stating the view that the extent of issues caused by severance is under-estimated in the Plan, that grade separated crossings such as bridges may not always be the best solution as inclines can make routes less direct and less attractive as opposed to traffic signal crossings (although separate concerns were also raised about the impacts of traffic signals on traffic flows), and concerns about any rail level crossing closures resulting in reduced provision for active travel. Specific comments were also received about the design of rail bridges not being suitable for non-standard bikes, and also supportive of wheel gutter ramps for railway overbridges.
- A number of comments were received about improved rural active travel provision with respect to leisure travel specifically, highlighting a number of longer distance active travel route infrastructure requests. These included requests for improved access to the Downs Link from settlements along the route, and comments about new

long-distance routes cutting across the county, for example opportunities for a new active travel route related to the routing of Rampion 2 cabling infrastructure. A small number of other comments highlighted that cycle facilities should be provided alongside all main road routes across West Sussex.

- A number of comments highlighted specific support for traffic management measures to encourage active travel including low traffic neighbourhoods, home zones, and filtered streets in urban and residential areas. A small number of other comments requested greater clarity on what is meant by traffic management measures which could mean very different things to active travel, or road traffic-based schemes.
- A large number of comments highlighted specific support for dedicating quiet lanes in specific locations in rural areas, with Denmans Lane and Level Mare Lane adjacent to the A27 in Aldingbourne Parish mentioned in a number of responses.
- A number of comments highlighted concerns about the maintenance of active travel infrastructure. These included comments highlighting that this can result in cyclists using the road instead of dedicated paths and holding up general traffic flows, concerns about Public Rights of Way (PRoW) maintenance during wet/winter weather, the need to consider specific surface treatments including in relation to multi-use bridleways on the PRoW network including the Downs Link, and the need for increased maintenance resources as active travel facilities increase.
- A number of comments supportive of upgrades of PRoW footpaths to multi-use bridleways were also received, including a small number of comments about the absence of bridleways on the West Sussex coastal plain including which restrict equestrianism, and highlighting the importance of the PRoW network for leisure journeys.
- A small number of comments were received about conflicts between cyclists and pedestrians including concerns about cyclists riding on pavements. In contrast a small number of comments gave support for quieter footpaths, particularly in rural areas, being converted to shared paths to enable cycling, while a concern that segregated paths may cause greater user conflicts between cyclists and pedestrians than shared paths was also raised.
- A small number of comments were received about better promotion and signing of active travel, including cycling routes and the PRoW network, and working more closely with tourism attractions to promote and improve sustainable travel access.
- A small number of comments were received about personal safety and active travel, including about anti-social behaviour on some locations on the active travel network.
- A small number of comments requested better training for officers involved in the design of active travel infrastructure and cycle facilities specifically, and the establishment of a WSCC active travel Cabinet Member.

- Other comments by a small number of respondents included comments about consistency of the Plan with amendments to priority given for active travel within the Highway Code and the 'hierarchy of road users', and the active travel benefit of reliable journey times.
- Some respondent groups, in particular local cycle forums, noted endorsement of responses from other organisations, including responses from the West Sussex Cycle Forum, the Campaign to Protect Rural England, Transport Action Network, ChiCycle and the Chichester and Arun Green Party.

## **4.3 Cycling**

4.3.1 There were a larger volume of comments about cycling specifically with requests for a much greater focus on delivering high quality cycle facilities in accordance with latest design standards. The key themes highlighted are described below:

- A large number of comments wanted to see significantly more investment in joined up and direct cycling infrastructure, including many comments which highlighted the need for infrastructure to be segregated and designed in accordance with the Department for Transport's Vision: Gear Change and LTN 1/20 cycle design guidance and who were concerned about the absence of reference to this within the Draft Plan. A number of comments also stated specifically that cyclists should have priority at road junctions, including better priority at traffic signal junctions, as well as supported road space reallocation for cycling.
- A contrasting smaller group of respondents were opposed to investment in cycling infrastructure. These comments questioned the value for money of schemes perceiving it as little used, and highlighted concerns about reallocation or road space for cycling infrastructure causing traffic congestion, rat running and air pollution. These comments also stated that they believed cycling can never be convenient enough to encourage widespread use, although the comments under this theme were far outweighed by comments supportive of investment in cycling.
- A small number of comments highlighted the high value for money of investment in cycling infrastructure, and a small number of comments stated that West Sussex should aim for world leading levels of ambition in the provision of infrastructure.
- A number of comments highlighted the lack of current cycle facilities across the county and deficiencies in its design, including concerns about narrow shared paths and the lack of priority given to cyclists at junctions.
- The potential of the flat coastal plain to encourage cycling in a large area of West Sussex was also highlighted by a small number of responses.
- A number of comments were specifically concerned about compliance with LTN1/20 cycle infrastructure design guidance and the design of schemes being implemented or proposed including as examples: National Highways proposals for the Chichester-Emsworth A259

'CHEMROUTE'; Findon Valley proposals; and the A2300 major highway scheme between Burgess Hill and the A23 at Hickstead.

- A small number of comments specifically highlighted support for the completion of National Cycle Network routes in West Sussex, and a concern about the downgrading of the NCN20 route between Brighton and Crawley through parts of West Sussex. This included comments about extension of the NCN2 route to the west of Worthing to East Preston, with a small number of comments expressing support for this, but with responses from a local resident's association and a Parish Council expressing overall opposition to this.
- A number of comments were received about the temporary pop-up cycle lanes introduced in parts of West Sussex in 2020 in response to the COVID-19 pandemic, including a small number of comments opposed to the reallocation of road space for these facilities as they were little used and deemed a waste of money. In contrast a number of other comments were concerned about their designs not meeting cyclists needs and concerned about the reputational impact on West Sussex for future active travel funding and future relationships with Active Travel England and other funding bodies. A small number of specific comments stated that pop-up cycle lanes in specific areas should have been kept, with the scheme along Upper Shoreham Road, Shoreham most frequently mentioned.<sup>3</sup>
- Many comments highlighted concerns about cycle route maintenance including about: roads in poor condition affecting cyclists; cycle paths in poor condition causing cyclists to cycle in the road; more resources being required to maintain the existing and growing cycle network; inappropriate surfacing being used; the perceived need for a specific cycle maintenance budget; and vegetation control/cleansing/resurfacing and winter de-icing.
- A number of comments highlighted the need for greater cycle infrastructure provision in rural areas, including a small number of comments supporting wider rural lanes to accommodate cycle infrastructure. Contrasting comments highlighted the view that providing for and encouraging significant levels of cycling from rural areas is not realistic.
- A small number of comments were received about conflicts between cyclists and drivers. These included concerns about cyclists disobeying road traffic laws and concerns about leisure road cyclists holding up traffic on rural roads with specific comments about London-Brighton charity bike rides, and the need for better respect between different road users.
- Specific comments highlighted concerns about cycling infrastructure impacting on emergency vehicle access and the need to ensure cycle

---

<sup>3</sup> A small number of comments were received about permanent infrastructure provision on Upper Shoreham Road and Middle Road Shoreham, with supportive comments outweighing opposed comments amongst the small number of responses.

route designs consider freight/parcel parking for deliveries to homes and businesses along routes.

- A number of comments were received about the need for improved secure cycle parking facilities including for new housing without garages and about reviewing WSCC development cycle parking standards.
- Other comments by a small number of respondents included comments about the following issues: bus lanes being open to cyclists (specifically Crawley Fastway), ideas on alternative approaches to funding cycling infrastructure, support for more hike hire schemes, and comments about more schemes to help with the purchase and maintenance of bikes.

#### **4.4 Walking and public realm**

4.4.1 There were also many comments about walking including covering the themes highlighted below:

- A large number of comments supported general improvements in walking infrastructure with a number of comments of the view that walking was being overlooked in the Plan as a common mode of transport.
- A number of comments were also received about the maintenance condition of many pavements and the difficulties this can present including for wheelchair users, with a number of comments also received about the absence of pavements in specific areas in particular in rural towns and villages.
- A number of comments highlighted concerns about the absence of suitable pedestrian crossing facilities in particular in urban centres, while a small number of comments in contrast were concerned about the impact of signal-controlled crossing facilities on congestion.
- A number of comments were supportive of pedestrianisation of urban centres and more car free areas, and supportive of general public realm improvements to make places more attractive to visitors, for example in Chichester, East Grinstead, Haywards Heath, Steyning and Worthing. In contrast a small number of responses were concerned about the impacts on high streets of restrictions on vehicle access.

#### **4.5 Equestrians**

4.5.1 There were a number of comments requesting that equestrianism should be given greater consideration within the Plan, and that equestrians are often overlooked in schemes designed for cyclists.

4.5.2 The role of equestrianism in supporting the local economy was recognised in a small number of responses. These responses also highlighted the need for a better joined up off-road network of PRoW to support equestrians, and the need for improved facilities such as parking for trailers, better crossings and refuges, and better/increased road signage to raise awareness of equestrians.

- 4.5.3 A request was also made that future iterations of the West Sussex Walking and Cycling Strategy should also consider equestrians. Priority locations for equestrian PRow crossing issues were also identified for the British Horse Society at various locations along the A27, A24, A29, A273, A281 and A283.

## **4.6 E-bikes and e-scooters**

- 4.6.1 There were a large number of comments highlighting the important future role for e-bikes and e-scooters in promoting travel mode shift, that they were particularly relevant for facilitating longer distance journeys from rural areas, and which requested a greater focus on e-bikes within the Plan.
- 4.6.2 With respect to e-scooters specifically there were a small number of contrasting comments concerned about their safety and use on the highway, and of the view that they were not encouraging active travel, while there was also a request for segregated infrastructure for e-bikes.

## **4.7 Motorcycling**

- 4.7.1 There were a small number of comments stating that they thought motorcycling has been overlooked in the Plan in terms of them being less polluting and a more affordable transport option which was better for congestion. Specific comments included the need for consideration of better motorbike parking and a request for motorbikes to be given access to bus lanes.

## **4.8 Public transport**

- 4.8.1 There were also many comments about public transport including covering the themes highlighted below:
- A large volume of comments were supportive of improvements to public transport provision, including service frequency, geographic coverage, and the expansion of off-peak/evening/Sunday services. A small number of comments questioned descriptions of bus services in the Plan in certain areas of the County as 'fairly comprehensive'.
  - A number of comments highlighted that: together with active travel, public transport should be a natural first choice for travel, not just an attractive option; there should be more subsidy for and investment in public transport, rather than for roads; and public transport plans should be much more ambitious.
  - Many comments raised concerns about the cost of public transport, both rail and bus, with specific comments raised about this being unaffordable for some, and not comparable to car travel once the fixed costs of purchasing and owning a car had been paid for. A small number of comments stated that they thought local public transport should be free. There were a small number of specific comments about bus fare zones, through fares and pricing on specific routes, e.g., Chichester-Manhood Peninsula fare zones, and about cross-county boundary fares.
  - Many comments highlighted the need for improved public transport interchanges such as mobility hubs, particularly in rural areas with

good quality cycling and walking links, integrated bus and rail timetable connections, and smart ticketing, to improve last-mile door-to-door connectivity. A small number of specific comments were received about the need for earlier or later bus services to connect with rail services. There were also a small number of comments supportive of more park-and-ride facilities, including for Chichester, and for Worthing and access to the rail station; and also for improved parkway type facilities at Three Bridges rail station.

- There were a number of comments concerned about the reliability of public transport including in relation to the need for connections, and also critical of public transport journey times.
- A small number of comments highlighted issues with the extent of influence WSCC can have over private operators with some comments concerned about profit making operators and supporting renationalisation of public transport.
- A number of comments highlighted concerns about: the practicalities of public transport provision with the view that it is not a realistic option for many people to compete with the car; public transport ever being widespread enough across rural areas to generate widespread take-up; and the practicalities of carrying large luggage/shopping. A small number of comments gave the view that public subsidy should be of a proportionate scale to levels of usage.
- A number of comments were received about the need for improved public transport promotion and information such as Real Time Passenger Information (RTPI) at stops and on-board, and improved route maps.
- Only one comment mentioned concerns about COVID infection risks on public transport.
- Other comments by a small number of respondents including the following issues: support for consideration of future mobility solutions including other forms of mass transit such as trams at various locations in West Sussex; the related active travel/health benefits of using public transport; and public transport personal safety concerns, including for women.

## **4.9 Bus travel**

4.9.1 Specific bus travel and services comments included the themes described below:

- There were many comments about bus service improvements on specific routes throughout the County including within urban areas, express services to connect key towns, and services to connect rural settlements with larger settlements.
- There were many comments supportive of considering more bus priority lanes to improve the flow of services in urban areas. This included comments about Chichester A27 junctions, wider prioritised services along the south coast, and improvements and extension of Crawley Fastway bus priority infrastructure.

- There were a small number of comments concerned about conditions in the Plan about bus priority with regard to considering impacts on all road users and deliverability etc as a way out of implementing any substantial measures. In contrast there were also a small number of comments concerned about bus priority impacts on congestion or pollution by holding up general traffic flow.
- There were a small number of comments about the quality of some bus stops, about reinstating bus stops previously removed from the A24 and A264 dual carriageways on safety grounds, and also about safe pedestrian crossing access to bus stops on these dual carriageways.
- A small number of comments highlighted that the Government's Bus Back Better national bus strategy should be covered in the Plan, and requested clearer and stronger actions to be set out around Bus Service Improvement Plans (BSIPs) and Enhanced Bus Partnerships, with a view that buses should be a greater focus of the Plan.
- A number of comments were supportive of Dynamic Demand Responsive Transport (DDRT) proposals, but highlighted the importance of funding required given the fragility of rural service operations. A number of other comments requested more detail on what this is likely to mean beyond a new digital platform, while there was also a request to consider digital inclusivity.
- A small number of comments were received about free bus passes including whether these should also cover rail and should apply for people aged 60+. In contrast there were a small number of comments about whether they are fair in only benefitting older people, and about their impacts on operational finances and overcrowding on specific services.
- A small number of other comments highlighted the following themes: opportunities for development to help fund services to grow patronage; the view that buses can offer better value for money and be less costly to implement than road, rail or cycle schemes; concerns about the design of housing estates, manual for streets and bus access; suggestions that smaller sized cheaper to run but more frequent services should be provided in rural areas; comments about ageing bus fleets; designing buses to carry bicycles; and some confusion about the definition of shared transport, including whether this includes rail.

## **4.10 Rail**

4.10.1 Specific rail travel and services comments included the themes described below:

- A number of comments were received of the view that there should be more focus on rail within the Plan, including a number of comments about investment in new lines and passing loops to increase service coverage and frequencies; and a suggestion that West Sussex should have a dedicated rail strategy to influence change. There were also a small number of comments highlighting the lack of infrastructure capacity to accommodate a significantly

improved services and which questioned the likelihood that this would change given the levels of investment required to significantly expand infrastructure.

- There were a small number of comments questioning the degree of influence WSCC can have over rail services and the rail industry.
- There were a number of comments wanting to see improved services along the West Coastway line in particular, including which were supportive of faster services, including to link with London. Specific individual comments wanted to see a wider upgrade and fast services along the wider coastal route between Ashford and Southampton, while contrasting comments were supportive of a more frequent but slower metro style service serving all stations. A small number of other comments requested more capacity on peak services and others sought clarification of what was meant by a 'reconfigured' West Coastway service.
- A number of comments wanted to see investment in an Arundel Chord to enable direct service provision between some additional stations on the West Coastway and Arun Valley lines, with a small number of comments also received about other linking chord lines, for example a Barnham chord to enable direct services between Bognor Regis and Chichester.
- Various other largely individual comments were received about improved services and infrastructure including: on the Brighton Main Line; east-west connectivity to Crawley-Gatwick Airport; direct rail connectivity to the north beyond London; Mole Valley Line Horsham-Dorking and North Downs Line improvements; and concerns that the East Grinstead line is overlooked by the Plan, including its capacity issues.
- A small number of comments wanted to see more earlier morning, later evening and Sunday services including for Gatwick Airport access and late evening leisure trips to London, and a review of line maintenance approaches to enable this.
- A small number of comments were received about reopening various rail lines including: the Shoreham-Guildford 'Downs Link' route; the Chichester-Midhurst-Pulborough route; re-opening of the Chichester-Selsey tramway; as well as comments supporting a new Brighton Main Line route.
- A small number of varying comments were received about new rail stations in West Sussex, some supportive of new stations, for example between Horsham and Crawley, but others questioning the need for new stations given surrounding stations, e.g., Faygate.
- A number of specific comments about rail stations included comments about: making them more attractive; parking issues around stations including in relation to parking costs; using station travel plans to think about door-to-door journeys and prioritising non-car-based travel mode access to stations; and overcoming barriers to access such as step free access issues.

- A small number of comments wanted to see improved quality rolling stock, in particular replacement of 'class 313' trains on the West Coastway route.
- There were a number of comments received about level crossing road delay related issues, in particular along the West Coastway line. There were various comments about related issues and possible interventions including: provision of overbridges or underpasses or rail tunnelling; improved signalling technology to reduce crossing barrier downtimes; comments about business cases for interventions and the different rail and road related benefit; a view that level crossing road delays could be a good thing in some locations if it helps allow pedestrians to cross the road more easily nearby and also if they help to temper traffic levels; the provision of "switch off engine" signs at level crossings; and the need to lengthen platforms where stopped trains overrun level crossings – e.g. at Angmering.
- A number of comments wanted to see better provision for carrying bikes on trains, and a small number of comments wanted to see better and more visible secure bike storage at stations.
- A small number of other comments highlighted the following themes: views on the relative importance of service frequency and reliability against faster journey times; some support for considering reorienting London services given COVID-19 impacts on passenger numbers to better serve leisure journeys; the need to mention the West Sussex Continuous Modular Strategic Study and the London and South Coast Rail Study in the Plan; the impact of improved rail services on generating road trips particularly if good quality sustainable transport access to rail stations is not provided; the complexities of rail fares; the point that rail journey time can be productive for people working and journey times can be more competitive than car when traffic congestion is considered; and comments about energy generation and usage, including the use of solar energy to power trains but concerns about faster services using more energy.

## **4.11 Road vehicles**

4.11.1 There were also many consultation comments received about road infrastructure and road traffic. There were comments both supportive and opposed to road infrastructure-based interventions in the Plan, but comments in opposition far outweighed those in support. The themes covered are described below:

- A large number of comments stated the view that we should not plan for more traffic, that the Plan appears to be based on a continuing 'predict and provide' approach, and that private car use should be discouraged. A small number of comments highlighted that the Plan should be based on an alternative 'decide and provide' approach to deliver mode shift.
- There were many comments opposed to road building because of impacts on inducing more traffic growth, climate change and the local environment, and a small number of comments questioned the

Plan's focus on road-based interventions in the short-term, and use of the value laden term road 'improvements'.

- In contrast, although not to the same scale as the comments opposed to road-based interventions, there was also many comments concerned that the Plan was demonising car use and that car use is important for people's freedoms and the only realistic option for many people, particularly in rural areas. A small number of comments also highlighted the political challenges of restricting car use, and said that people should not be forced into walking, cycling or public transport.
- There were also many comments supportive of improvements to road infrastructure to address congestion, and a small number of comments about road-based interventions not going far enough.
- There were also a number of responses that supported targeted improvements to existing roads rather than the construction of new roads, and a small number of comments about use of other interventions to improve the flow of traffic on existing roads such as the use of variable speed limits.

4.11.2 There were many comments about interventions for the A27 Strategic Road Network route managed by National Highways. The themes covered are described below with a mix of responses both supportive or opposed to interventions:

- Comments ranged from those opposed to A27 interventions which were believed to induce more traffic demand, impact climate change and the local environment, and be against objectives to reduce car travel; through to comments frustrated by the lack of progress on resolving issues with the A27 with a number of comments wanting to see motorway style interventions for the A27, including tunnelling of routes to smooth traffic and address congestion concerns.
- There were a number of comments supportive of improvements at Chichester either to the southern bypass, or specifically highlighting the northern bypass option and the need to address landownership issues, but some comments were also opposed to significant interventions.
- Specific deficiencies in the operation of the current A27 Chichester bypass were highlighted in individual comments, including the impacts of north-south crossing movements on the main flow of traffic and in hindering bus movements, and safety concerns. Specific intervention ideas were also highlighted including: flyovers for north-south crossing movements across the A27, including to support sustainable travel movements; and support for traffic light interventions at specific roundabouts such as Fishbourne; whilst concerns were also raised about plans to restrict traffic movements at the Oving Road crossroads and impacts on local access. There were also a small number of comments requesting better planning coordination with Chichester District Council about A27 interventions and development related funding of interventions.

- There were a number of comments opposed to National Highways A27 Arundel bypass proposals due to the impact on the local environment, local community and on carbon emissions, although a small number of comments were also supportive of interventions. A number of comments highlighted the A27 Arundel Alternative scheme which would make use of more of the existing A27 and which was viewed as less disruptive.
- Other specific individual comments about the A27 Arundel bypass proposals included a concern about the lack of a Ford Road junction, and the mitigations required to address altered traffic movements/rat running on adjoining roads as a result of the scheme.
- There were a number of comments frustrated by the lack of progress on a solution for the A27 at Worthing and Lancing and a request for a substantial intervention such as tunnelling to address long-standing issues, but also a small number of comments specifically opposed to significant interventions for the A27 through Worthing and Lancing.

4.11.3 There were a large volume of comments raising comments about other roads across the County noting support for, or opposition to, recently implemented, new proposed or additional road improvement schemes, with comments summarised below:

- There were a range of individual or small numbers of responses making comments about road interventions at locations along the following routes: the A259 from Chichester through Arun, Worthing, and Adur; access improvements to the Manhood Peninsula; north-south road access improvements through Arun, Chichester and Horsham Districts and towards the Guildford/Dorking area including the A24; comments about east-west routes including the A272, A23/A2300, A283 and A264 including with the A22 through East Grinstead; as well as comments about the Crawley Western Relief Road.
- In relation to specific road traffic related schemes across the County, mixed comments were received about: the focus of improvements on road vehicle traffic or sustainable modes and clarification of the definition of multi-modal improvements; the prioritisation given to improvements given Local Plan growth around the County; future proofing the capacity of schemes questioning whether enough capacity was being provided; the incorporation and design of crossing facilities for active travel; specific comments about junction designs; comments about the phasing of highway improvements not resulting in optimised improvements in particular for Arun schemes; and comments expressing frustration at the lack of progress on some longstanding schemes.
- There were also a small number of comments received about the proposal to remove the section of the A272 to the west of the A24 to the county border from the Primary Route Network. This included comments seeking further clarification on the implications, comments about the expectations around which routes traffic expected to be displaced will use, and a small number of comments wanted to see a contrasting different approach with substantial

improvements to this east-west route through the middle of the County.

4.11.4 The other comments received on road related issues or interventions are described below:

- There were a small number of other comments concerned that a focus on the County Strategic Road Network (CSRN) improvements overlooked issues and improvements to other roads, in particular across rural areas, and that improvements to the CSRN would also increase traffic volumes on adjoining roads that may need to be addressed, as well as which highlighted potential impacts on neighbouring highway authority roads.
- There were many various comments concerned about the impacts of rat running on local communities for example, on the B2139 through Houghton and Amberley, and issues in the north-east of the County being highlighted through Sharpthorne, West Hoathly and Turners Hill specifically in relation to traffic movements to Gatwick Airport and due to congestion issues on the A22/A264 in the East Grinstead area.
- There were a small number of comments requesting specific interventions to address rat running including traffic management interventions within villages, Traffic Regulation Orders such as weight or speed restrictions, amendments to Sat Nav route mapping systems, Automatic Number Plate Recognition camera use, and greater enforcement measures.
- There were also a small number of comments concerned about the use of traffic lights at roundabouts perceived to cause more congestion, and that traffic lights should link together better along stretches of road, e.g. A27 Lyons Farm in Worthing.
- There were many comments requesting that the Plan focuses on road maintenance, filling potholes. This also included comments about the impacts on cycling of road surface conditions, as well as a small number of comments concerned about the lack of reference to maintenance within the Plan, and a comment about the need for maintenance of previously installed measures such as anti-skid surfacing.
- There were a small number of comments about other maintenance issues, including sign maintenance, maintenance of roadside gullies to address flooding, white line maintenance, rutted verges, litter, vegetation overgrowth, and contrasting comments about letting grass verges grow for wildlife or cutting verges for road safety/visibility reasons. There were also a small number of comments requesting better coordination of road works, including to avoid peak visitor seasons; concerns about the absence of a specific maintenance strategy within the Plan; and misunderstanding that the reference to a lane rental scheme within the Plan incorrectly means road user charging.
- A number of comments highlighted that road user charging should be considered.

- There were a number of comments about parking issues, including comments that parking was too easily available discouraging active travel and using up highway space that should be reallocated to provide for active travel. In contrast a small number of comments were concerned about the cost of car parking or removal of parking on the High Street. There were a small number of mixed views on the presence or absence of parking contributing to congestion issues.
- There were a number of comments raising concerns about pavement and verge parking. These included concerns about: impacts on space for pedestrians including people with wheelchairs and the visually impaired, and people with prams and pushchairs; and calls for greater enforcement to address these parking problems.
- There were a small number of various other parking comments including about: a perceived lack of adequate parking facilities in specific villages; concerns about the ease of parking in out of town shopping centres and the impact on high streets; support for workplace parking levies; support for controlled parking zones; concerns about on-street parking availability for residents without off-street parking; concerns about parking outside of schools; the lack of ease of parking at hospitals; and place specific parking issues including long-stay parking of motor homes along Marine Parade/West Parade Worthing, and parking issues at Manor Royal Crawley/around Gatwick Airport.
- There were a number of comments highlighting that major road projects should not be labelled as multi-modal schemes within the Action Plan section as this implies equal priority across all modes of transport and it is perceived that the facilities for active travel and public transport will be inadequate. A number of comments highlighted that these schemes appeared to be the focus of active travel schemes within the Plan.

## **4.12 Taxis**

- 4.12.1 There were a small number of comments requesting greater consideration of taxis as part of the transport solution, and requesting better taxi links with rail services.

## **4.13 Freight**

- 4.13.1 There were a number of comments about freight movement including covering the issues described below:

- Many comments received requesting greater consideration of opportunities for rail freight throughout the County to reduce freight lorries on West Sussex roads, including more use of freight terminals near Crawley, and terminal facilities to connect Shoreham Port and quarries in West Sussex.
- Many comments supportive of freight consolidation centres and the potential of cargo bikes/e-cargo bikes in urban centres.
- Many comments concerned about lorry impacts on communities, in particular comments about rat running on rural areas, and also

impacts of lorries on historic urban centres with narrow streets across West Sussex.

- There were a number of comments stating that: they thought the lorry route network was being ignored in places, for example in Petworth; routes should be mandatory and not advisory; more weight restrictions should be used to discourage lorry traffic from inappropriate routes; and enforcement should be used such as through ANPR (Automatic Number Plate Recognition) to enforce routes, with a small number of comments concerned about 'local access' exemptions for restricted routes.
- A small number of comments were concerned about the issues related to freight being overlooked by the Plan, including impacts on carbon emissions, air pollution, noise, and urban centres, with views that freight lorries and delivery vans are the principal cause of congestion issues.
- Contrasting comments highlighted that road freight transport should not be demonised because it is critical to support the functioning of the economy and for people to access goods, it is cars that are the predominant cause of congestion, and highlighting potential interventions that could support more efficient freight deliveries. These interventions included allowing low emission freight vehicles to use bus lanes, allowing night-time deliveries to avoid peak time congestion issues, protecting logistics land, and providing for more/improved lorry driver stopping facilities.
- A small number of other comments were received including about: the impacts of COVID19 on increasing home deliveries and whether there are opportunities to better coordinate deliveries, for example through more local pick-up points for deliveries; and the uncertain impact of Brexit on future freight flows.

#### **4.14 Water-based transport**

- 4.14.1 There were a small number of comments highlighting that water-based transport should be considered more by the Plan, including port transport such as at Shoreham, canal-based transport, and comments about leisure boat usage in relation to public slipways.

#### **4.15 Road safety considerations**

- 4.15.1 There were many comments about road safety issues which included the themes described below.
- Many comments were concerned about road safety for vulnerable road users, in particular cyclists and pedestrians, but also a small number of comments were received about equestrians. A small number of comments were concerned about cycle-road vehicle close passes.
  - A number of comments were concerned generally about road safety, including a small number of comments specifically supportive of "Vision Zero" which is the belief that no road death or serious injury is acceptable, but a contrasting view questioned whether this is realistic.

- Many comments were specifically concerned about speeding traffic and the need for lower speed limits for safety and pollution reasons such as: 20mph speed limits across residential areas, requests for speed limit reductions from 40mph to 30mph, rural speed limit reductions e.g., 40mph on the Manhood Peninsula, and lower speed limits on bypasses adjacent to settlements e.g., Chichester, Angmering and Steyning, and on arterial roads e.g., within Crawley.
- A small number of other comments were received about speed limit issues including concerns about the complexities for communities wishing to implement lower speed limits; the view that 20mph limits would help cycling as much as expensive dedicated cycle lanes; a concern about speeding motorbikes; as well as a small number of comments opposed to 20mph speed limits, unrealistic speed limits, or speed bumps.
- A number of comments were received about traffic speed enforcement measures including: support for Sussex Police speed enforcement measures; the use of ANPR (Automatic Number Plate Recognition) and cameras including average speed cameras; and behavioural change initiatives to address rural speeding, but comments also wishing for this to be applied in urban areas.
- A small number of other various road safety comments were received including about: the need for more engineering measures to address issues; concerns about the need for proactive as opposed to reactive interventions to address safety issues; and concerns about traffic speeds and safety in specific locations in the county, including the M23 Smart Motorway, the A27, and other County Strategic Road Network and rural routes across the County.
- A small number of other comments were received including about: use of the word 'accident' which implies no-one was at fault, as opposed to 'collision', and referring to 'road danger reduction' rather than 'road safety'; concerns about the priority being given to safety interventions; concerns for scheme road safety auditing to give greater consideration to active travel; concerns about the national increase in cycle deaths on rural A roads; comments about sight lines and vulnerable road user safety, including for people with disabilities; the need for a more detailed analysis of road safety issues within the Plan; a concern about young driver road safety; and a concern about disruption caused by accidents and the management of this.

## **4.16 Electric and low emission vehicles**

4.16.1 There were a large number of comments about electric and low carbon vehicles in the responses including the themes described below:

- A large number of comments were received supportive of the shift to Electric Vehicles (EVs), and more charging infrastructure to support this shift, including a small number of comments that it is unrealistic to think that people will stop using cars, so it was important to address their emissions. There were a number of comments that the

Plan needed to be more ambitious about the roll-out of this infrastructure and the shift to EVs, including across rural areas.

- In contrast there were also many comments received that there was believed to be too much reliance on EVs in the Plan, and that this reliance will not reduce carbon emissions quickly enough in line with the pace of change needed to reach net zero carbon emissions by 2050, and stating that a focus was also needed on shifting travel use to active and public transport.
- Many comments highlighted that they thought EVs were not the answer to everything in that they will not address issues with congestion, road safety and sedentary lifestyles. A number of comments were of the view that they should not be promoted as the guilt-free option, while a small number of comments were concerned about the increase in sales of heavier SUVs (Sport Utility Vehicles) outweighing lower emission benefits of EVs.
- Many comments stated that they were not convinced that EVs significantly reduced carbon emissions due to the embodied carbon from making them, and questioned the source of electricity used to power them. A number of comments also pointed to the environmental issues in making vehicles, including with lithium batteries. A small number of comments pointed to the particulate matter emissions from heavier EVs including from brakes and tyres, as well as the impact of heavier vehicles on road maintenance.
- There were a number of comments concerned about whether there will be enough power generated to cope with mass electric vehicle charging.
- A small number of comments questioned whether EVs were necessarily the answer for all, for example those undertaking low mileage, and what the environmental cost of not making the full use of vehicles not yet at the end of their usable life was, while a small number of comments highlighted that Euro VI vehicles are relatively clean.
- There were a number of comments concerned about the cost of EVs to replace petrol or diesel vehicle for most people.
- There were many comments stating the view that other zero emission energy technology should not be forgotten, in particular hydrogen.
- There were many comments that low emission buses, trains and lorries should also be a priority, including a comment that the support of the planning system was needed for the recharging infrastructure needed to support charging of commercial vehicle fleets. A small number of other comments questioned the current viability of EVs as an option for heavier commercial vehicles, such as farm vehicles.
- There were a small number of comments about the provision of EV charging for households without off-street parking, including frustration about the lack of response to residents requesting on-street charging points outside their house; the need for landlords of

rented properties to be incentivised to provide charging infrastructure; and concerns about trailing cables over payments.

- There were comments about the need for a broader geographic focus of charging point infrastructure than the priorities stated in the Plan, including requests for charging infrastructure in specific locations, and queries about the rationale behind the priority locations identified within the Plan.
- There were a small number of comments requesting better alignment with local planning authority decisions on development site EV charging provision, and the potential role of S106/Community Infrastructure Levy (CIL) development funding to fund community EV charging infrastructure.
- Other specific comments were received from a small number of individual responses which included the following: that WSCC should incentivise businesses to build charging infrastructure; the need for more grants/incentivise to support the roll-out of EVs/exchange of old vehicles; that e-bike roll-out should also be prioritised; the need for taxi fleets to be electrified; the need for more EV charging at railway stations; the need for more consideration of rapid chargers; the need to work more closely with businesses such as shopping centres and workplaces to improve off-street charging provision; concerns about EV charging parking spaces using up communal parking spaces or space for active travel road space reallocation; range anxiety concerns; the need to allow low emission vehicles to use bus lanes; concerns about interoperability of charging infrastructure; future proofing road design to include smart charging; lamp post charging; a concern about fuel duty loss; and concerns about the safety implications of noiseless vehicles.

#### **4.17 Gatwick Airport and air travel**

4.17.1 There were a small number of comments about travel issues in relation to Gatwick Airport including covering the themes described below.

- A number of comments were opposed to Northern Runway proposals and encouragement of any further flights at Gatwick Airport this being seen as opposed to climate change objectives, with a small number of comments predicting that Gatwick demand will decrease with increasing awareness of climate change impacts of flying.
- A small number of comments thought that the Plan should more directly address aviation issues and WSCC's position on the Northern Runway, while a small number of other comments suggested the Plan was too focused on Gatwick. A small number of comments also questioned WSCC's degree of influence over Gatwick issues.
- A number of comments were concerned about more focus being needed to support sustainable mode access to Gatwick. This included a number of concerns about east-west corridor access to Gatwick, in particular via the A264/A22 corridor through East Grinstead. A small number of comments were also received concerned that although sustainable mode share is targeted to increase with expansion plans, there is still understood to be an

overall increase in cars accessing the airport compared to pre-expansion as a result of the increase in airport passengers.

- A small number of comments highlighted but also questioned the role of airport expansion on the economy and supporting jobs.
- A small number of specific comments were received about the need to manage parking issues at on site at the airport.
- Other specific comments received from a small number of largely individual responses included the following themes: concerns about the statement in the Plan that the uncertainty around COVID19 could potentially affect sustainable access mitigation measures at the airport; a request for better integration between bus service improvement plans, active travel strategies, potential rail service re-orientation proposals and access issues at the airport; the need to provide better earlier morning/late evening/24-hour public transport services from wider areas of West Sussex and to support shift worker access to the airport e.g. from East Grinstead; a concern that there is too much economic reliance on Gatwick; a concern about the capacity of the Gatwick Airport Station scheme; a concern about the £5 drop off charge on parking issues elsewhere; a view that Gatwick Airport should make a greater contribution to addressing its access needs; a concern that Brighton Main Line rail capacity needs to be significantly expanded before expansion is approved; a concern about how realistic sustainable mode access is for passengers with lots of luggage or for workers travelling from rural areas further away from public transport hubs; the role of emission friendly aircraft; and about making better use of smaller airfields such as Shoreham and Goodwood.

## **4.18 Development**

4.18.1 There were many frequent comments about the scale of development expected to come forward in West Sussex including covering the themes described below:

- A large volume of comments were concerned about the large volume of development expected to come forward in West Sussex and the impacts on traffic congestion in particular. Many concerns were raised about rat running, road safety and traffic impacts on local communities, while many comments expressed general opposition to building more homes due to the general impact on communities, the natural environment, local air pollution, and reaching net zero carbon targets. There were also many concerns about the other impacts of development on other services including schools and hospitals, and a small number of comments that WSCC should lobby the Government to reduce levels of planned development.
- There were many comments stating that development should not be car based and stating that WSCC should be stronger in stipulating sustainable transport requirements in responding to planning applications. This included a number of comments expressing the view that transport and land-use planning must be better integrated, a concern about the loss of Structure Plans/Regional Spatial

Strategies, and a number of comments that WSCC appears reactionary and not proactive in guiding development to be in close proximity to sustainable transport hubs.

- There were a number of comments concerned about development of large housing estates in rural areas without adequate local infrastructure which were believed to likely result in an intensification of car usage. There were a number of comments that jobs, local services and recreation facilities and homes need to be planned closer together to reduce the need to travel.
- There were many comments highlighting concerns that transport infrastructure is not provided up front, and that this is needed to embed sustainable travel behaviour from the outset. There were a small number of comments stating the view that most 'improvements' look like they will only be delivered by development which will just bring more traffic and add to pre-existing problems, and substantially more funding is required to address issues.
- There were a number of comments about developments needing to safeguard opportunities to develop sustainable travel improvements and directly provide infrastructure improvements, such as space for cycle facilities, PRow (Public Rights of Way) and equestrian facilities; and the need for stronger safeguarding of green corridors through local plans and Supplementary Planning Documents (SPDs), for example Manhood Corridor green links.
- A number of specific comments were concerned about the pressures of development on the transport network throughout all District and Boroughs across the County. This included as an example transport mitigation of Ford Airfield development plans, including in relation to bridges of the railway line, and active travel links to, and improvements at, Ford station.
- Other specific comments from a small number of individual responses included the following themes: support for prioritising infrastructure investment where this supports local plan development; cross-county boundary transport considerations for local plans; concerns that cumulative impacts of development are not taken into account; the need for adequate parking provision within developments; flexibility to amend the Plan to reflect emerging local plans; the need for car clubs in developments; and the need for development to play its role in mitigating transport infrastructure related climate change impacts.

#### **4.19 Key issues**

4.19.1 With regard to the specific question in the consultation survey about key issues, there were a large number of various comments received in response which included highlighting the issues described below:

- Climate change and decarbonisation was the most frequently highlighted key issue.
- Public health issues and the need for better active travel and public transport provision were also highlighted across a number of responses as key issues.

- Transport impacts on use of land, the local natural environment and biodiversity, including severance of wildlife corridors by transport infrastructure was also highlighted in a number of responses as key issues.
- There were a small number of other comments about the key issues including: ordering key issues to reflect sustainable travel priorities; querying whether the Plan sufficiently sets out the scale of issues faced; highlighting that issues have been known for a long time, but not effectively addressed; the need to prioritise or weight the key issues; and views that key issues are too high level or looked at in isolation rather than across modes.
- There were a variety of comments highlighting a wide range of other key issues including: the need to identify travel cost issues including public transport and car ownership costs; the lack of EV (Electric Vehicle) charging infrastructure; rural accessibility and fragile bus funding; the lack of transport choice for many and transport access barriers/inclusion issues including for young people; overdevelopment; transport connectivity issues; transport network performance and congestion issues, and impacts on the economy; road safety including for vulnerable road users; the importance of educating people on transport issues and the environment; rat running and impacts of lorries; the transport demands of an ageing population; quality of life and transport impacts; the challenge of changing travel habits and views on transport modes; and climate change mitigation.

## **4.20 WSTP vision**

4.20.1 Comments in response to the consultation survey question about the draft Vision included the themes described below:

- A large number of comments stated that they believed the essence of the vision was laudable, but highlighted concerns or scepticism about whether the words would be converted into actions.
- There were a large number of comments stating that: they thought the vision was too vague or lacking concrete plans, or lacking ambition; the vision and Plan does not go far enough, quick enough, in addressing climate change; and concerns about the likely pace of change and that this would be too little and too late.
- There were a number of comments stating that they thought the vision was not viable or realistic because WSCC does not have enough influence over the issues, because of affordability issues, and because the dependency that people have for cars, including a view that expectations around take-up of active travel are unrealistic.
- A number of comments were received that the vision is too focused on road infrastructure, and that there was a need for a greater focus on active travel and improved public transport, with a small number of responses providing alternative vision wording.
- There were a variety of comments highlighting a wide range of other comments about the vision including: the need for funding to back up the vision; the need to set out priorities through the vision; the

need for the vision to be clearer on what was meant by 'good access', to be more people focused, and to focus on an accessible and inclusive transport network including for rural areas; expectations in the vision for sustainable transport provision and uptake in relation to development; requests for safety and traffic speeding issues to be emphasised, including safer active travel routes to school and for equestrians; that the vision should oppose road building; that the vision should be about reducing congestion; that there should be a bigger focus on nature protection; that there should be a clearer reference to climate change mitigation; the need for more explicit references to transport related health issues; varying comments that the vision was too focused on the economy, including that economic issues across West Sussex are more nuanced than labelling 3 economic sub-areas; that the vision should be about access to green and blue spaces across West Sussex rather than just protected areas and the West Sussex coast; that the vision should be about direct infrastructure improvements; and about the vision missing references to Future Urban Air Mobility.

## **4.21 WSTP objectives**

4.21.1 There were specific responses about the Draft Plan objectives in response to the consultation which included comments covering the themes described below:

- A number of comments stated they thought the objectives lacked detail on how they would be achieved, and that they were aspirations rather than objectives, and questioned the ability of WSCC to deliver against the objectives including because of a lack of influence over the issues. A small number of comments suggested that the objectives needed to be prioritised or weighted to inform resourcing, or highlighted concerns about the ordering of objectives such as prosperous at the top of the list rather than quality of life.
- A variety of largely individual comments included raising the following themes: that specific measurable actions are needed alongside the objectives; concern that some objectives conflict with each other; that objectives should use more committed 'we will' wording; missing references to disability needs; that transport network personal safety issues should be mentioned; that the objectives are not achievable due to too much development; that objectives should be set from the 'bottom up' to address local concerns; and about missing an objective around active travel routes to school.

4.21.2 There were a small number of largely individual comments about specific individual objectives including the comments detailed below:

- Objective 2 (Development and regeneration) – Views that this should reflect prioritising local living and sustainable travel.
- Objectives 3 – 6 (Healthy West Sussex) – Views that this should be broader to reflect wider benefits to society of more active travel/less car travel.

- Objective 4 (Minimising air/noise/light impacts) – Views that this should use stronger wording such as reduce/avoid/eliminate impacts rather than ‘minimise’ and reflect these impacts on the natural environment as opposed to just public health and well-being.
- Objective 5 (Healthy lifestyles) – Views that this should: specifically mention access by active modes including walking, cycling and horse riding; apply to access across the County not just to protected areas and the West Sussex coast; mention visitors; and reflect road safety issues.
- Objective 6 (Rural communities access) – Concerns that this appears to be promoting access to nearby towns, rather than local services which would be more consistent with local living, and views that it should refer to local services that people need, and mention sustainable mode access to nearby towns.
- Objective 7 (Net zero carbon by 2050) – Misinterpretation of the meaning of wording that will be on a pathway through Plan period to net zero by 2050, not still on the pathway in 2050; and requests for details on where we are expected to be on this pathway during the Plan period; views that this should refer to the climate emergency; but also a concern that meeting this objective should not be all encompassing.
- Objectives 8 (Minimising transport impacts on protecting areas) and 9 (Improving the transport network while minimising impacts) – Views that this should be about avoiding rather than minimising impacts and comments about whether objective 9 about improving the transport network conflicts with this; and comments about this mentioning net gain for the environment, the credibility of this given the road focus of the Plan, and duplication in the two objectives.
- Objective 10 (Adapting to climate change) – Views that this should be proactive to minimise climate change rather than reactive.
- Objective 11 (Reduce the need to travel by car) – Comments about whether this is realistic; views that this should reference 15/20-minute neighbourhoods and active travel; and comments about conflicts with EV (electric vehicle) emphasis of the Plan which will promote car use.
- Objective 12 (Improving the efficiency of the County Strategic Road Network) – Many comments concerned that this will just encourage more car use and undermine other objectives.
- Objective 13 (Gatwick surface access) – Concern that this is too weak and it should be about decarbonising surface access.
- Objective 14 (Rail network) – Concern about the lack of influence over rail and need to refer to integrated public transport networks.
- Objective 15 (Bus network efficiency) – Comments that this should also refer to buses linking towns.
- Objective 16 (Customer focused bus network) – A view that customer focused services should be the normality, not requiring a specific objective.

- Objective 17 (Active travel) – Views that this should refer to longer trips, leisure trips, equestrians, healthy lifestyles, and infrastructure quality standards and LTN 1/20 design guidance; that this should refer to creating a comprehensive network of facilities; and that this should have criteria requiring stakeholder support etc removed.

## **4.22 WSTP action plan**

4.22.1 Action plan comments in response to the consultation survey question included the themes described below:

- A large number of comments were received about the action plan lacking dates and milestones, and highlighting that there was insufficient detail about specific actions to progress specific schemes, with comments that 'to be confirmed' references provided little encouragement to the pace or likelihood of delivery.
- A large number of comments raised concerns about the lack of details on funding of schemes, obstacles with respect to acquiring third party land, and highlighted concerns about the high costs of infrastructure and constrained local authority finances and resources to deliver.
- A number of comments questioned the viability of plans given third-party dependencies.
- A variety of largely individual comments included the following themes: the need for the action plan to be prioritised; contrasting comments about whether the action plan should focus on short-term priorities or be more forward looking; concerns about a lack of detail on quick win active travel measures; the need to consider generating environmental improvements from the existing transport network within the action plan; concern for a need to prioritise use of development related funding received; the need for a risk register; the need for a Plan business case; the need for the plan to focus on decarbonisation given future Government funding is likely to be closely tied to this; the need for action plan to also address road noise issues; the absence of an action plan for the Gatwick Surface Access Strategy; and the need for reference to a broader range of delivery partners including the Department for Transport and other transport organisations, as well local landowners and environmental groups and organisations.

## **4.23 Monitoring and targets**

4.23.1 There were many comments in response to the question about monitoring in the consultation survey including covering the themes described below.

- Many comments were concerned about the absence of and need for specific plans for monitoring and targets for decarbonisation in the Plan.
- Many comments requested monitoring and targets on sustainable travel mode share and reducing car mode share, including a number of comments about the Transport Decarbonisation Plan aim of 50%

of all urban journeys being undertaken by walking and cycling by 2030.

- A number of comments stated that cycle route implementation monitoring should consider the quality of infrastructure delivered, and that WSCC corporate targets for the delivery of cycling infrastructure are too low.
- A small number of comments queried the Plan monitoring section reference to traffic volumes remaining static and the need to reduce traffic volumes to meet objectives, while comments questioned whether increasing average traffic speed is a good congestion measure in the context of wanting to improve active travel. A small number of other comments requested publishing of an evaluation of the pre-existing West Sussex Transport Plan and monitoring indicators.
- A small number of comments were received about the need for monitoring biodiversity net gain from schemes and particulate matter air pollution.
- A variety of largely individual comments included the following monitoring issues: the time lag in BEIS (Department for Business, Energy and Industrial Strategy) transport sector emissions data; trends in volume of cycle trips over recent years remaining static; the potential to use pedestrian counters; the need to monitor the Plan's influence over planning decisions; comments that there should be a substantial review of the Plan after 3 years, then every 5 years; the monitoring of scheme implementation in particular of active travel schemes; scepticism that data will be manipulated or hidden to disguise delivery problems, and the need to be transparent in publishing monitoring and notifying stakeholders; the need for a senior accountable person for monitoring targets being met; the need for bespoke targets for specific areas of the county; a comment that it is possible to measure carbon reduction at the local level contrary to comments in the monitoring section of the Plan; and a comment that a focus on indirect measures is not worthwhile due to the limited ability to draw meaningful conclusions about the Plan measure interventions.
- Additional specific largely individual comments were received about the need for measures/targets in relation to a wide range of other issues including: low traffic neighbourhood/traffic management measures introduction, cycling/vulnerable road user collisions, EV charging infrastructure roll-out, low emission buses, rat running, and road noise monitoring.

## **4.24 WSTP Sustainability Appraisal**

- 4.24.1 There were a small number of specific comments about the Sustainability Appraisal (SA) including concerns that the comments in the SA about the roads strategy, in particular in Arun, were being ignored, and concerns that the SA had not been used effectively to consider alternatives to road-based interventions.

- 4.24.2 Other largely individual comments highlighted concerns that the SA underplays the threat of climate change and does not quantify through modelling the scale of change required to address this and the implications in relation to the Plan interventions. A small number of comments also highlighted that they thought the SA was too weak in terms of analysis of biodiversity impacts, and highlighted concerns that the Health Impact Assessment does not mention the social and economic determinants of public health.

## **4.25 General Plan layout and delivery comments**

- 4.25.1 There were many other general comments about the Plan layout and Plan delivery including the themes described below.
- Many comments highlighted the need for stronger political leadership from WSCC to deliver required infrastructure, even in the face of local objection, and the need for joined-up thinking and integrated transport delivery.
  - Many comments were sceptical about the ability of WSCC to deliver the change required through the Plan, and a small number of comments stated that they thought COVID-19 should not be used to hide behind long-standing deficiencies in the West Sussex transport system.
  - A number of comments pointed to successful delivery of infrastructure in other European countries, including The Netherlands, Denmark, etc.
  - A number of comments were concerned that there was too much jargon used in the Plan.
  - Various specific largely individual comments were concerned that specific areas of the county and places had been overlooked, while comments were also received about cross-boundary transport movements for example from Mid Sussex to Surrey and Kent, and east-west movements to Hampshire.
  - A small number of comments were received concerned that specific Area Transport Strategies are unambitious, and that these strategies are not specific enough to resolve local issues.
  - A small number of comments were received concerned that the Plan overlooks future technology changes such as autonomous vehicles, personal rapid transport, and the roll of Future Urban Air Mobility solutions such as drones in providing sustainable mobility solutions.

## **4.26 Approach to consultation**

- 4.26.1 There were a number of comments about the approach to the consultation on the Draft Plan including covering the issues described below:
- A number of comments were received about the importance of consulting communities and local stakeholder groups, but a number of comments in particular from members of the public expressed the view that WSCC does not listen to or act on the views of its residents.

- A number of comments in contrast stated that there is too much consultation and WSCC should get on and deliver things.
- A number of comments pointed to the feedback from the Autumn 2020 survey to inform preparation of the Draft Plan which highlighted support for active travel and public transport interventions.
- A number of comments highlighted that WSCC should lead and explain the need for interventions such as road space reallocation rather than use local consultations as referendums on whether infrastructure should be delivered, or be swayed by vocal minorities, including a concern that emphasis on 'wide-support' for schemes ups the challenge further.
- A number of comments requested that the Plan should be substantially rewritten and reconsulted to address decarbonisation and the priority focus seen to be needed on sustainable travel interventions.
- A small number of contrasting comments stated that the Plan is too biased towards cycling, and others stated there had been a lack of consultation with cycle forums regarding the Plan.
- A number of comments were received about the accessibility of consultation material including the length and complexity of the Plan documents and the accompanying Sustainability Appraisal, the length of consultation survey questions, comments about the breadth of promotion of the consultation and the engagement undertaken on the Plan, in particular with young people.

## **4.27 Decarbonisation**

4.27.1 There were a large number of comments about transport decarbonisation within the consultation feedback including covering the themes described below:

- Many comments were concerned that transport decarbonisation was not being taken seriously enough in the Plan, and the Plan contained insufficient detail on how this will be achieved, including what the balance between different measures will be to achieve net zero carbon.
- Many comments highlighted confusion in the Plan objective wording about being 'on a pathway to net zero by 2050' and that we should be at net zero by this date, not still on this pathway in 2050. A number of other comments stated the view that we should be aiming to be at net zero earlier than 2050 to avoid the worse impacts of climate change, while a small number of other comments were confused about consistency with the West Sussex Climate Change Strategy highlighting net zero operations for County Council services by 2030.
- Many comments highlighted scepticism about the likelihood of net zero carbon being achieved by 2050.

- A number of comments were received about the Plan needing to be reworked to reflect the Department for Transport's Transport Decarbonisation Plan published in July 2021.
- A number of comments were received about transport emissions not reducing quickly enough, including disagreeing with comments in the Plan evidence base document about transport emission reduction, and commenting that transport is the biggest contributor to climate change emissions.
- A small number of comments were received which in contrast stated the view that a big focus on reducing emissions could be futile due to West Sussex's small overall contribution and until the biggest polluting countries of China and USA address their emissions. There were also a small number of comments of the view that the impacts of climate change are overblown, that global warming is just a natural cycle seen throughout Earth's history, and that transport is not the only cause of climate change and we should not have a disproportionate response given the importance of transport to people's lives.
- Many comments were concerned about a bigger focus being needed on safeguarding transport infrastructure from the impacts of climate change including: the need to work closely with National Highways and Network Rail to improve infrastructure resilience; comments about specific areas of the County at risk including the Manhood Peninsula and transport infrastructure along the Rother and Arun Valleys subject to increased flooding; but also a view that the Plan should be focusing on preventing climate change to avoid the most severe adaptation requirements.
- A number of largely individual comments were received including commenting: that the Plan should refer to carbon budgets rather than net zero by 2050; about the need for scenario planning modelling to demonstrate the level of interventions required; about the need for a specific decarbonisation strategy; about the different challenges of addressing transport decarbonisation in rural as opposed to urban areas; about the need for road schemes to have their full carbon impacts assessed; with queries about whether there were other transport related greenhouse gases that should be considered than carbon dioxide; and with a view that Gatwick Airport flight emissions should be included in the overall carbon footprint of transport emissions of West Sussex.

## **4.28 Air, noise, water, and light pollution**

4.28.1 There were a number of comments about air, noise, water, and light pollution from transport submitted in response to the consultation, including covering the themes described below:

- A large number of comments were concerned about road traffic related air pollution.
- A number of comments were of the view that inactivity to address road congestion hotspots and improve the flow of traffic was resulting in ongoing air quality problems, whereas a number of other

comments received were about the need to invest in active travel and public transport to resolve air quality problems.

- A small number of specific concerns were raised about ongoing air quality problems within individual Air Quality Management Areas (AQMAs) in West Sussex as well as concerns about specific air quality issues in other areas, for example Petworth.
- A small number of specific largely individual comments were received covering the following air pollution issues: a request for a specific air quality strategy to be included in the Plan; concern about pollution from older buses including on routes serving school children; concerns about specific highway schemes contributing to local air pollution, for example the A27 Arundel bypass; the need for Clean Air Zones being introduced in West Sussex; concerns about removal of trees along the highway verge contributing to air pollution; concerns about particulate matter pollution including from Gatwick Airport; and some contrasting comments of the view that the air pollution impact from transport is being overstated.
- A number of general concerns were received about traffic related noise pollution.
- A small number of specific largely individual comments were received covering the following noise pollution issues: concerns about speeding and rural rat running and impacts on specific areas, for example the A283 through Northchapel; a concern about the visual impact of road noise barriers; concerns about a lack of detail in the Plan about how noise pollution will be addressed; concerns about poor maintenance of road surfaces contributing to noise issues and the need for more low noise surfacing; concerns about noise pollution from motorbikes; and concerns about noise pollution from Gatwick Airport.
- A small number of comments were concerned about water pollution runoff from roads, for example vehicle tyre debris and fuels leaking into water bodies in Chichester Harbour.
- A small number of comments were received about the role of street lighting in making streets feel safe, but also about streetlights being too bright disrupting sleep, for example along Worthing Promenade. A small number of comments were received about light pollution from Gatwick Airport.

## **4.29 Natural environment impacts**

4.29.1 There were a number of comments about natural environmental issues in response to the consultation including covering the themes described below:

- Many comments were received about the need for strong protections for the natural environment and biodiversity, including wildlife habitats and corridors, trees, carbon sinks, and flood plain protections.
- Many comments stated that the Plan should be focusing on the environment and sustainable living rather than economic growth.

- A small number of comments were received in relation to the South Downs National Park (SDNP) and the need to ensure any new transport infrastructure is sensitive to the SDNP, and also for sustainable transport gateways to the park to be given greater consideration, for example at Haslemere, and also the need to consider SDNP park and ride facilities.
- Specific largely individual comments were received including: about environmental protections that should apply to more areas than just the protected areas of the South Downs National Park and the Chichester Harbour and High Weald AONBs (Areas of Outstanding Natural Beauty); applying Biodiversity Net Gain (BNG) to all transport schemes; scepticism about whether road schemes can really provide for BNG; concerns that the Plan does not respond to the current ecological emergency; views that we should accept the challenges of rural accessibility in West Sussex and not try to build our way out of this through more and more transport infrastructure because this will also impact the rural environment and appeal of the County; and a contrasting view that we should get on with building necessary infrastructure and not let perceived minor environmental or habitat issues hold things up.

### **4.30 Economy issues**

4.30.1 There were a number of comments on economy issues including covering the themes described below:

- A number of comments were received of the view that economic growth should be the focus of the Plan through transport infrastructure investment, in particular given the impacts of COVID-19, and a small number of comments stated that business growth is stifled by congestion around West Sussex.
- A small number of varying comments were received about high streets either concerned about policies that restrict vehicle access, or in contrast wanting to see more active travel and less vehicle access to high streets and the role of good active/sustainable travel links in attracting employees to work in places.
- A small number of comments challenged the economic benefits of road schemes and stated that a focus should be on supporting green industries.
- A small number of various comments were received about the transport network and tourism/leisure access including: transport pressure on visitor 'honeypots' such as West Wittering beach; the need to improve public realm to enhance visitor appeal, for example along Worthing Promenade; and comments concerned about the congestion of Goodwood events, as well as event track pollution impacts such as noise.
- A small number of largely individual comments were received which included highlighting support for levelling up of the economy, and the need for the Plan to highlight more detail on economic growth areas and plans aimed to support local jobs, such as the Enterprise

Bognor Regis employment area and the Burgess Hill Growth Programme.

### **4.31 Social issues**

4.31.1 There were a number of comments about social issues, including health and wellbeing, and accessibility impacts for young people, older people and for people with disabilities including covering the themes described below:

- A large number of comments highlighted the view that promoting good public health and wellbeing through an attractive active travel and public transport network was more important than striving for economic growth as a top priority.

4.31.2 A number of different largely individual comments were received about the transport challenges faced by people with disabilities including about:

- inaccessible public transport vehicles, taxis or rail stations and platforms, including the lack of capacity for wheelchairs on buses, and the absence of bus stop audio announcements at stops and on buses;
- autism and hidden disability needs in relation to public transport;
- pavements and active travel infrastructure needing to be designed to meet people's needs including with regard to dropped kerbs, pavement obstructions, accessible crossing facilities, benches, toilet facilities, and cycle facilities providing for tricycles or hand bikes;
- the need for accessible PRoW (Public Rights of Way);
- the concerns with shared paths for people with sight or hearing problems;
- the need for adequate disabled parking provision;
- the design of electric vehicles and charging infrastructure to meet needs including vehicles designed for storing mobility aids; and
- the need for green and blue spaces access to be inclusive.

4.31.3 A small number of comments highlighted concerns that the Plan and its supporting evidence base overlooks needs of people with disabilities and should include reference to the National Disability Strategy and National Autism Strategy both published in July 2021. A small number of comments suggested that there should be a West Sussex specific transport/disability strategy, noted that public health/disability needs are not just about obesity; and thought that the Plan appeared to be written from an ableist perspective.

4.31.4 A number of other comments were received under the theme of transport access considerations as described below:

- A small number of comments highlighted the challenges faced by young people; including for those without a car in accessing education, employment, and leisure facilities in particular from rural areas, including concerns about public transport costs for them; and

the need for the Plan to be focused more on the needs of future generations.

- A small number of comments were concerned that the Plan overlooks issues with school transport provision and the need to work closely with schools, colleges, and universities on transport access issues.
- A small number of comments were received about the transport needs of young families, including those who need access to a car, and those on low incomes facing high public transport costs.
- A small number of comments were received about transport costs for unemployed people and those on low incomes, the costs of owning a car and the need for more support for people, such as access to free public transport fares for job seekers.
- A small number of comments were received about older people who cannot easily access public transport due to lack of service provision or frailty, including highlighting that the elderly is our largest demographic. A number of comments stated the view that we need to be realistic about the need for cars to meet the needs of ageing populations because active travel and public transport will not be realistic for many. Other comments from a small number of responses included highlighting the need for dementia friendly public transport services, and the need for more disabled parking provision.
- A small number of comments were received about transport planning needing to be inclusive for all, including noting the transport issues facing women specifically, and highlighting that the majority of households in West Sussex have only 1 car or less so access to non-car mobility is of widespread importance.
- A small number of largely individual comments were received including covering the following themes: the need for the Plan to reference WSCC's own 'Creating Healthy and Sustainable Places' public health and sustainability framework; concerns about sedentary lifestyles associated with too much car use and the potential for more active travel to address poor public health costs to society; and also contrasting comments questioning the criticism of over-reliance of car transport on public health given the importance that access to cars brings to people personal mobility and freedoms to get about.

## **4.32 Transport accessibility, rural areas, and local living**

4.32.1 There were a number of comments received about accessibility to the transport network, rural areas in particular, and the principle of 'local living' including covering the themes described below:

- Many comments were concerned that rural areas had been overlooked by the Plan and highlighted the challenges they face in terms of limited public transport provision and its related low usage, the limited facilities for active travel, and stated that the car is considered to be a necessity.
- Many comments supported the concept of 'local living' but a number of comments also requested more detail about what this will mean in

practice. Comments questioned whether this will be realistic for many people particularly those in rural areas, whereas there were a small number of other views highlighting that most people do live in urban areas so there could be a high degree of gain from a local living approach for a lot of areas.

- A number of comments highlighted the need to plan for 15/20-minute neighbourhoods with the regular services people need accessible locally by walking and cycling, and concerns were raised that the concept of local living was modified in the Plan to also include improvements to strategic transport infrastructure which will promote local distance trips contrary to a local living approach.
- A number of responses highlighted the need to safeguard and improve service provision in rural settlements, including measures to protect shops and banking services, in order to support local living.
- A small number of comments included also highlighting a concern that a local living approach could damage the economy, e.g., the visitor economy, and that house prices are a constraint to local living.

### **4.33 Behaviour change and soft measures**

4.33.1 There were a number of other comments about behaviour change and softer measures to address transport issues, including covering the themes described below:

- A number of comments supported wider promotion of car share initiatives, car clubs/hire schemes, but a small number of comments highlighted the view that car sharing is not realistic for many.
- Many comments were received about the need to focus on home working infrastructure such as good quality digital connectivity, including in new developments to reduce the demand for travel to work building on the change brought about by COVID-19. A small number of comments were received about further enhancing online service access such as doctors' appointments and blended online learning to reduce the need to travel.
- Many comments stated that radical change is needed in travel behaviour and there is a need to focus on education and raising awareness of environmental issues to highlight the changes needed, including a focus on young people through schools.
- A small number of comments were received about the need for better respect between different road users, e.g., between cyclists and drivers.
- A number of comments supported increasing behaviour change 'soft measures' such as Living Streets 'Walk To' programmes, but a small number of comments were of the view that 'Travelwise' initiatives have not been that successful and that people cannot be forced to change.
- A small number of comments supported of working with businesses on travel plans.

## **5. Young people's transport views through school engagement**

- 5.1 With regard to the young person's school feedback, Appendix D provides a detailed breakdown of the feedback received, with the results also summarised below.
- 5.2 The highest scoring objectives of importance reported in the survey were in relation to reducing pollution from the transport system (1<sup>st</sup>), protecting transport infrastructure from the impacts of climate change (2<sup>nd</sup>), improving active travel infrastructure (3<sup>rd</sup>), and improving main road routes (4<sup>th</sup>).
- 5.3 The lowest scoring objectives of importance were those related to minimising the impacts of transport access to Gatwick Airport (17<sup>th</sup>), accommodating the needs of the ageing population of West Sussex (16<sup>th</sup>), reducing the need to travel by car (15<sup>th</sup>), and ensuring the bus network provides an attractive travel option to nearby towns (14<sup>th</sup>).
- 5.4 With regard to the written comments submitted in response to the survey questions the key themes are summarised below:
- Young people thought bus services needed the most investment, followed by train services.
  - Bus and cycling were most frequently highlighted as the best alternatives to car use.
  - There were frequently mentioned comments about the need to build/upgrade cycling and walking routes.
  - Pollution from transport was most frequently highlighted as the most important transport issue, followed by the quality of bus and train services, with specific concerns about fare prices, reliability, and cleanliness.
  - Other comments were concerned about congestion and road safety, supportive of electric vehicles, and specifically concerned about climate change.

## **6. Conclusion**

- 6.1 There were 633 separate responses received to the consultation (excluding responses to the young person's survey), 558 of which completed the online consultation survey while there were 75 additional email only responses.
- 6.2 Responses to the survey were skewed towards older age groups with very low representation from age groups under 35. There were also a higher representation from male as opposed to female respondents, and respondents were almost entirely white and held Christian or non-religious views. Efforts were undertaken to increase representation from different response groups during the consultation and included producing the WSTP snapshot to make the Plan content more accessible, targeted social media adverts, following up with organisations or representative group contacts representing people with protected characteristics, and the shorter bespoke survey to encourage

responses from young people through schools. The latter generated over 1500 responses from young people.

- 6.3 This report has summarised the responses to questions about levels of support for the Draft Plan key issues, vision, and objectives, as well as the transport theme strategies and priorities, and area transport strategies.
- 6.4 In responding to the draft key issues, vision, and objectives, around or just over a third of main survey respondents expressed 'full support', while around half of respondents expressed 'partial support', and around a tenth of respondents expressed 'no support at all'. Across these three elements, the vision received the highest level of 'full support' (38%), but also the highest proportion of respondents that were 'not at all' supportive (12%).
- 6.5 In responding to the transport thematic strategies and priorities, the Rail Strategy received the highest levels of 'full support' (41%), followed by the Active Travel Strategy (38%) and the Shared Transport Strategy (35%). The Access to Gatwick Airport Strategy (28%) and Road Network Strategy (21%) received the lowest levels of 'full support'.
- 6.6 Across the eight area transport strategies, the level of 'full support' was relatively similar at between 19% and 24% of respondents. The Arun (23%) and Chichester (23%) area transport strategies received the highest levels of responses stating that they were 'not at all' supportive, compared to a range of 12%-17% across the other area transport strategies.
- 6.7 A large volume of individual comments were received on a wide range of issues. The recurring issues raised have been summarised as:
- Many comments highlighting concerns that the Draft Plan did not appear to place enough ambition or commitment to active travel interventions, in particular to generate more cycling but also that the Plan overlooks walking and future mobility solutions such as e-bikes and e-scooters.
  - Many comments stating that the Plan should reference and implement active travel infrastructure in line with the Department for Transport's cycling and walking vision "Gear Change" and the accompanying cycle design guidance; Local Transport Note 1/20.
  - Many comments supportive of improvements in public transport including the reliability, frequency, and coverage of services (both geographically and at off-peak times), better public transport hubs, timetable and ticketing integration between bus and rail services, bus priority measures, and reduced cost fares, with a number of comments of the view that the public transport plans should be more ambitious.
  - Many comments of the view that the Draft Plan was too focused on road-based interventions, and funding should be redirected to support sustainable transport interventions.
  - A number of comments questioning the practicalities of widespread active transport and public transport use, due to the cost of provision

in a large rural county, the impacts of road space reallocation on traffic congestion with mixed views on economic impacts on high streets, and also the convenience and practicalities for users including journey times and luggage.

- A number of comments supportive of road capacity improvements and wanting these to go further, in particular expressing frustration at the lack of progress in bringing forward A27 improvements and the impacts of congestion on the West Sussex economy. However, these comments were outweighed by those opposed to building further road capacity.
- Many comments concerned about the draft objective to improve the efficiency of the County Strategic Road Network because of impacts in inducing additional road traffic and concerns about impacts on the local environment and net zero climate change targets. Many comments were also received opposing A27 improvements, including at Arundel.
- A number of contrasting comments of the view that they thought the Draft Plan was demonising car use, highlighting that the car was the only realistic option for many, particularly those in rural areas.
- Many comments concerned about the impacts of traffic volumes and 'rat running' in particular on communities along rural roads in West Sussex, including from lorries, and also many comments concerned about traffic speeds and road safety issues on communities and vulnerable road users.
- Many comments that the Plan should focus on road maintenance issues, and that this was important for drivers and also other road users including cyclists.
- Many comments supportive of greater investment in Electric Vehicle (EV) charging infrastructure, but other contrasting comments concerned about an over-reliance on EVs and whether this will reduce carbon emissions enough to meet net zero targets.
- Many comments concerned about the scale of new development that is being planned due to impacts on the transport network, with many comments wanting to see much greater emphasis on sustainable transport infrastructure to mitigate the impacts of this development.
- Many comments supportive of the key issues and vision, but there was scepticism about the likelihood of measures being brought forward successfully to address these issues. Other comments were of the view that the vision did not go far enough and thought the objectives and action plan lacked specific actions on steps to bring interventions forward, including measurable milestones and targets to measure success.
- Many comments concerned about the wording in Objective 7 of the Plan and misinterpretation of the wording about being on a pathway to net zero carbon by 2050, and not still on this pathway in 2050.
- Many comments concerned that transport decarbonisation was not being taken seriously enough in the Draft Plan, including requests for

more information on the balance between objectives in the Draft Plan and how these would help to achieve net zero carbon.

- Various other comments concerned about air and noise pollution and other transport impacts on the local environment, and seeking prioritisation of the objectives.
- A number of comments supportive of the concept of local living, but others concerned about what exactly this means and the practicalities, including for rural areas.
- A number of comments about transport accessibility challenges and the design and provision of infrastructure and services for different people including, people with disabilities, young people travelling to school or college, older people, the unemployed and people or families on low incomes.

6.8 A shorter targeted consultation survey was also conducted in a small number of schools and focused on the draft objectives. The most important objectives were; 'reducing pollution from the transport system' (1<sup>st</sup>), 'adapting transport infrastructure to cope with climate change' (2<sup>nd</sup>), 'improving active travel infrastructure' (3<sup>rd</sup>), and 'improving main road routes' (4<sup>th</sup>). The least important objectives were: 'managing impacts of transport to Gatwick Airport' (17<sup>th</sup>), 'accommodating the needs of an aging population' (16<sup>th</sup>), and 'reducing the need to travel by car' (15<sup>th</sup>).

6.9 With regard to the written comments submitted in response to the survey the key themes were:

- Young people thought bus services needed the most investment, followed in order of priority by train services, car travel/roads and active travel.
- Bus and cycling were most frequently highlighted as the best alternatives to car use.
- There were frequently mentioned comments about the need to build/upgrade cycling and walking routes.
- Pollution from transport was most frequently highlighted as the most important transport issue, followed by the quality of bus and train services, with specific concerns about fare prices, reliability, and cleanliness.
- Other comments were concerned about congestion and road safety, supportive of electric vehicles, and specifically concerned about climate change.

## **Appendix A – Draft West Sussex Transport Plan 2022-2036 Consultation Survey**

(This appendix includes details of the Draft West Sussex Transport Plan 2022-2036 Consultation Survey questions hosted on the online West Sussex “Your Voice” Engagement Hub 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. We are consulting on this draft version of the [Plan](#) to get feedback on its content and the strategies that it sets out. Subject to the consultation feedback it is expected that the plan will be adopted in early 2022. Our pre-existing West Sussex Transport Plan 2011-2026 is available to view at: [www.westsussex.gov.uk/ltp](http://www.westsussex.gov.uk/ltp)

We have also published a [snapshot](#) of the draft Plan as well as some background documents including a [Sustainability Appraisal](#) and associates [Scoping Report](#), [Habitats Regulation Assessment](#) report, an [evidence base document](#) and a [Frequently Asked Questions](#) document.

We are hosting two webinars on Microsoft Teams to introduce the draft plan and officers will be available to respond to questions:

- Thursday 22 July 2021 - 10.00am to 11.30am.
- Wednesday 8 September 2021 - 2.00pm to 3.30pm.

If you would like to attend one of these webinars, please email [ltp@westsussex.gov.uk](mailto:ltp@westsussex.gov.uk).

If you are unable to attend, you can watch a pre-recorded [webinar presentation online](#).

Hard reference copies of the Draft West Sussex Transport Plan 2022-2036, the accompanying Sustainability Appraisal and Evidence Base Document are also available to view in [libraries](#) across West Sussex.

### **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 [ltp@westsussex.gov.uk](mailto:ltp@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

Pre-existing documents: [West Sussex Transport Plan 2011-2026](#), and [Sustainability Appraisal](#) for LTP3.

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).

## Survey web browser compatibility

Please use one of the browsers below when completing the survey to ensure it looks and works as it should. These are:

- Microsoft Edge version 86 and above
- Chrome version 86 and above
- Firefox version 78 and above
- Safari version 14 and above

## Draft West Sussex Transport Plan 2022-2036 consultation survey

This consultation survey should take approximately 10-20 minutes to complete.

The survey is structured into questions covering the sections of the plan including the transport theme strategies and area transport strategies. Our [snapshot](#) also provides a summary of the plan content.

If you do not wish to answer questions on each section of the plan, we would still be grateful to receive comments on any specific parts of the plan you would like to comment on.

Please note that there are cross cutting elements within the transport theme strategies which are not repeated within each area transport strategy.

## Respondent details

**Privacy statement:** West Sussex County Council will use this survey to collect some personal data in order to comply with a statutory duty. 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 updates or 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 [ltip@westsussex.gov.uk](mailto:ltip@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).

## Contact information questions

- 1 Name .....
- 2 Job title (where relevant) .....

3 Organisation (where relevant) .....

**What are your contact details?**

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

4 Email .....

5 Telephone number .....

**Postal Address Details**

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

6 Address Line 1 .....

7 Address Line 2 .....

8 Address Line 3 .....

9 Address Line 4 .....

10 Postcode .....

**Key issues**

The draft plan identifies key issues including pressures, challenges and opportunities for the environment, economy, people, and the transport network that have influenced the development of the vision and objectives of the draft plan. Please click on the link to view an extract of the [key issues](#) section of the draft plan in a new window.

Climate Change (sections 4.2 - 4.4)

Local Environmental Impacts (sections 4.5 - 4.6)

Variable Economic Performance (sections 4.7 - 4.11)

Development and Regeneration Pressures and Opportunities (sections 4.12 - 4.14)

Growing and Ageing Population (section 4.15)

Public Health and Wellbeing (sections 4.16 - 4.20)

Access to Services (sections 4.21 - 4.22)

Transport Network Performance Issues (sections 4.23 - 4.62)

**11 How much do you agree with the list of key issues highlighted within the draft plan?**

(Respondents were asked to select one answer.)

- Fully
- Partially
- Not at all
- Not sure
- Cannot say as I have not seen the issues

**12 Do you have any comments on these key issues? Are there any other key issues you think that are missing? Please provide your comments in the box below.**

(Respondents were given space to write their comments.)

**Vision**

**Our vision for the West Sussex Transport Plan 2022-2036**

The vision sets out what we want the transport network to look like in 2036. It is intended to be ambitious but achievable if the plan is implemented as intended.

**Vision**

Our vision is:

"A West Sussex transport network in 2036 that works for communities in the Coastal West Sussex, Gatwick Diamond and Rural West Sussex economic areas by helping to address the spatial economic challenges of the County, level up the coastal economy and provide access to employment and services countywide.

The transport network will be on a pathway to net zero carbon by 2050 through mass electrification, reduced use of fossil-fuels and local living. It will also be safer and more efficient overall with more walking, cycling and use of public or shared transport and less congestion on major routes that connect West Sussex towns with Gatwick Airport, London, and nearby cities.

The transport network will connect communities and allow residents to live healthy lifestyles with good access to the West Sussex coast and the protected South Downs, High Weald and Chichester Harbour.

Active travel modes, public or shared transport will be attractive options in built up areas and between towns, and rural communities will have access to the services they need.

Transport impacts such as air pollution, noise and rat-running on adjacent communities and the environment will be minimised to protect a quality of life that reflects the characteristics of the County."

**13 How much do you support this vision?**

(Respondents were asked to select one answer.)

- Fully
- Partially
- Not at all
- Not sure

**14 Do you have any comments on the content of the vision? Please provide your comments in the box below.**

(Respondents were given space to write their comments.)

## Objectives

The draft plan identifies a series of objectives relating to economic, social, environmental and transport issues. Please click on the link to view an extract of the [objectives](#) section of the draft plan in a new window.

Prosperous West Sussex (sections 5.9 - 5.12)

Healthy West Sussex (sections 5.13 - 5.16)

Protected West Sussex (sections 5.17 - 5.20)

Connected West Sussex (sections 5.21 - 5.26)

### **15 How much do you support the draft West Sussex Transport Plan objectives?**

(Respondents were asked to select one answer.)

- Fully
- Partially
- Not at all
- Not sure
- Cannot say as I have not seen the issues

### **16 Do you have any comments on the objectives? Please provide any specific comments in the box below and refer to the specific objective number.**

(Respondents were given space to write their comments.)

## Transport Theme Strategies

The draft plan contains transport theme strategies and priorities for the following (to view extracts of the specific strategies in a new window please click on the links):

- [Active Travel Strategy](#)
- [Shared Transport Strategy](#)
- [Rail Strategy](#)
- [Access to Gatwick Airport Strategy](#)
- [Road Network Strategy](#)

### **17 How much do you support the transport theme strategies and priorities?**

(Respondents were asked to select a response for the following transport theme strategies. The option choices were: fully, partially, not at all, not sure, cannot say as I have not seen the strategy.)

- Active Travel Strategy
- Shared Transport Strategy
- Rail Strategy
- Access to Gatwick Airport Strategy
- Road Network Strategy

**18 Do you have any comments on the specific transport strategies? Please provide any specific comments in the box below and refer to the specific transport strategy.**

(Respondents were given space to write their comments.)

**Area Transport Strategies**

The draft plan includes area transport strategies for each of the eight local planning authority areas in West Sussex (to view extracts of the specific strategies in a new window please click on the links):

- [Area Transport Strategy for Adur](#)
- [Area Transport Strategy for Arun](#)
- [Area Transport Strategy for Chichester](#)
- [Area Transport Strategy for Crawley](#)
- [Area Transport Strategy for Horsham](#)
- [Area Transport Strategy for Mid Sussex](#)
- [Area Transport Strategy for South Downs National Park](#)
- [Area Transport Strategy for Worthing](#)

**19 How much do you support the area transport strategies and priorities?**

(Respondents were asked to select a response for the following transport theme strategies. The option choices were: fully, partially, not at all, not sure, cannot say as I have not seen the strategy.)

- Area Transport Strategy for Adur
- Area Transport Strategy for Arun
- Area Transport Strategy for Chichester
- Area Transport Strategy for Crawley
- Area Transport Strategy for Horsham
- Area Transport Strategy for Mid Sussex
- Area Transport Strategy for South Downs National Park
- Area Transport Strategy for Worthing

**20 Do you have any comments on the area transport strategies? Please provide any specific comments in the box below and refer to the specific area transport strategy.**

(Respondents were given space to write their comments.)

**Implementation and monitoring**

The draft plan contains details about the intended [implementation \(Chapter 8\)](#) and [monitoring \(Chapter 9\)](#) approaches to the plan (to view extracts of the specific sections in a new window please click on the links).

**21 Do you have any comments on the implementation and monitoring sections of the draft plan? Please provide any specific comments in the box below and refer to the specific section of the draft plan.**

(Respondents were given space to write their comments.)

### **Short Term Action Plan**

The draft plan contains an [Action Plan](#) to bring forward priority measures that will cover the first five years of the plan period (to view an extract of the action plan in a new window please click on the link).

**22 Do you have any comments on the Action Plan measures in Appendix A of the draft plan? Please provide any comments in the box below and refer to the specific actions.**

(Respondents were given space to write their comments.)

### **Other issues**

**23 Do you have any other comments you would like to make about the draft plan, or any comments on the background documents published with the draft plan, including the Sustainability Appraisal? Please provide any specific comments in the box below.**

(Respondents were given space to write their comments.)

### **Other information**

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

Options:

- Yes
- No

**25 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

**26 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 Town or Parish Councillor
- I am responding as an individual (only these respondents are asked to complete the 'About You' questions via the survey skip logic)

### **About You**

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.

### **27 Age**

Options:

- Under 13 (respondents under 13 are 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

### **28 Sex**

Options:

- Male
- Female
- Prefer not to say

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

Options:

- Yes
- No
- Prefer not to say

### **30 Ethnic origin**

Options:

- White English, Welsh, Scottish, Northern Irish or British
- White Irish

- Gypsy or Irish Traveller
- Any other White background\*
- Mixed White and Black African
- Mixed White and Black Caribbean
- Mixed White and Asian
- Any other Mixed or Multiple ethnic background\*
- Asian or Asian British Indian
- Asian or Asian British Pakistani
- Asian or Asian British Bangladeshi
- Asian or Asian British Chinese
- Any other Asian background\*
- Black or Black British African
- Black or Black British Caribbean
- Any other Black, African, or Caribbean background\*
- Arab
- Prefer not to say
- \*Other - if your ethnic group is not specified on the list, please describe it below. (Respondents were given space to write their other entry.)

### **31 Religion**

Options:

- Buddhist
- Christian (all denominations)
- Hindu
- Jewish
- Muslim
- Sikh
- Any other religion
- Unknown
- Prefer not to say
- No religion

### **32 What is your sexual orientation?**

Options:

- Heterosexual
- Bisexual
- Gay or Lesbian
- Other

- Prefer not to say

### **33 Are you...**

Options:

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

### **34 Are you pregnant at this time?**

Options:

- Yes
- No
- Prefer not to say

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

Options:

- Yes
- No
- Prefer not to say

### **36 Do you consider yourself to have a disability\*?**

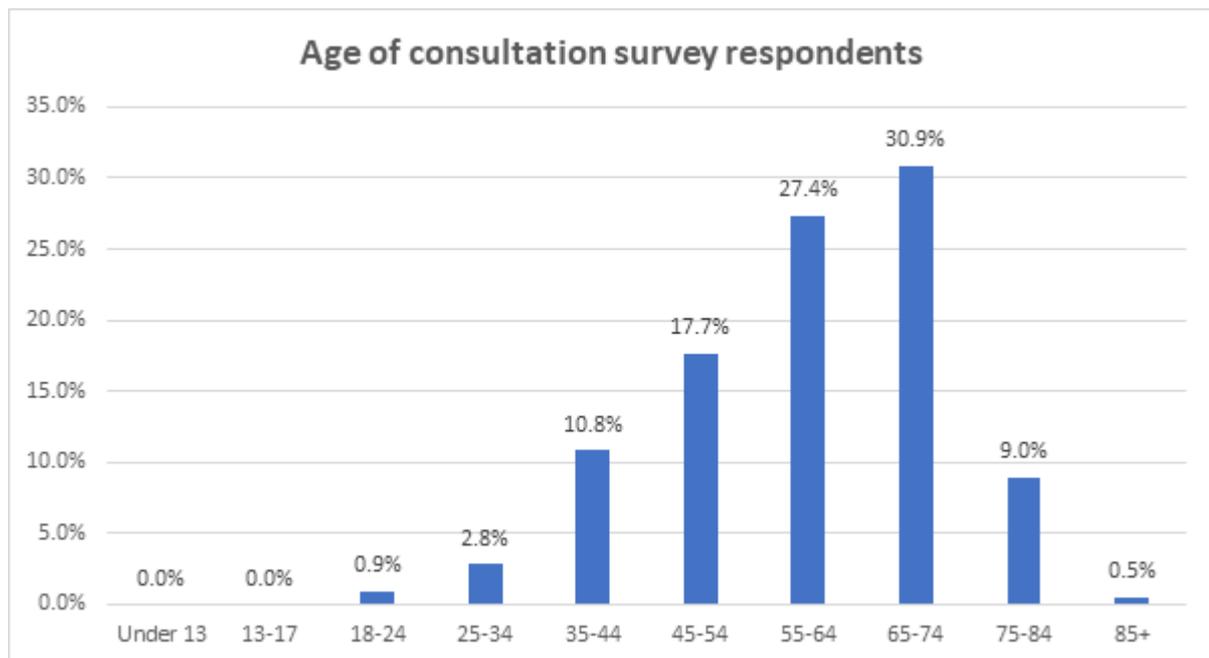
Options:

- 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.

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

Age	Count	Percentage
Under 13	0	0.0%
13-17	0	0.0%
18-24	4	0.9%
25-34	12	2.8%
35-44	46	10.8%
45-54	75	17.7%
55-64	116	27.4%
65-74	131	30.9%
75-84	38	9.0%
85+	2	0.5%
Total answered	424	100.0%
Prefer not to say	30	
Not answered	17	
<b>Total</b>	<b>471</b>	



<b>Gender</b>	<b>Count</b>	<b>Percentage</b>
Male	242	59.6%
Female	164	40.4%
Total answered	406	100%
Prefer not to say	35	
Not answered	30	
<b>Total</b>	<b>471</b>	

<b>Is your gender the same as the one assigned to you at birth?</b>	<b>Count</b>	<b>Percentage</b>
Yes	388	99.7%
No	1	0.3%
Total answered	389	100.0%
Prefer not to say	45	
Not answered	37	
<b>Total</b>	<b>471</b>	

<b>Ethnic origin</b>	<b>Count</b>	<b>Percentage</b>
White English, Welsh, Scottish, Northern Irish or British	364	91.9%
White Irish	6	1.5%
Gypsy or Irish Traveller	0	0.0%
Any other White background	18	4.5%
Mixed White and Black African	0	0.0%
Mixed White and Black Caribbean	0	0.0%
Mixed White and Asian	1	0.3%
Any other Mixed or Multiple ethnic background	3	0.8%
Asian or Asian British Indian	0	0.0%
Asian or Asian British Pakistani	0	0.0%
Asian or Asian British Bangladeshi	0	0.0%
Asian or Asian British Chinese	0	0.0%
Any other Asian background	1	0.3%
Black or Black British African	0	0.0%
Black or Black British Caribbean	0	0.0%
Any other Black, African, or Caribbean background	0	0.0%
Arab	0	0.0%
Other	3	0.8%
Total answered	396	100.0%
Prefer not to say	47	
Not answered	28	
<b>Total</b>	<b>471</b>	

<b>Religion</b>	<b>Count</b>	<b>Percentage</b>
Buddhist	4	1.1%
Christian (all denominations)	159	43.1%
Hindu	0	0.0%
Jewish	1	0.3%
Muslim	0	0.0%
Sikh	0	0.0%
Any other religion	11	3.0%
Unknown	4	1.1%
No religion	190	51.5%
Total answered	369	100.0%
Prefer not to say	66	
Not answered	36	
<b>Total</b>	<b>471</b>	

<b>Sexual orientation</b>	<b>Count</b>	<b>Percentage</b>
Heterosexual	313	93.4%
Bisexual	6	1.8%
Gay or Lesbian	12	3.6%
Other	4	1.2%
Total answered	335	100.0%
Prefer not to say	95	
Not answered	41	
<b>Total</b>	<b>471</b>	

<b>Marital status</b>	<b>Count</b>	<b>Percentage</b>
Single	49	12.8%
Cohabiting	39	10.2%
Married	251	65.4%
Civil Partnership	2	0.5%
Separated/Divorced/Partnership dissolved	20	5.2%
Widowed	20	5.2%
Other	3	0.8%
Total answered	384	100.0%
Prefer not to say	54	
Not answered	33	
<b>Total</b>	<b>471</b>	

<b>Are you pregnant at this time?</b>	<b>Count</b>	<b>Percentage</b>
Yes	1	0.3%
No	358	99.7%
Total answered	359	100.0%
Prefer not to say	62	
Not answered	50	
<b>Total</b>	<b>471</b>	

<b>Have you recently given birth (within the last 26-week period)?</b>	<b>Count</b>	<b>Percentage</b>
Yes	1	0.3%
No	363	99.7%
Total answered	364	100.0%
Prefer not to say	59	
Not answered	48	
<b>Total</b>	<b>471</b>	

<b>Do you consider yourself to have a disability?</b>	<b>Count</b>	<b>Percentage</b>
Yes	54	14.2%
No	325	85.8%
Total answered	379	100.0%
Prefer not to say	54	
Not answered	38	
<b>Total</b>	<b>471</b>	

## Appendix C – Gender and age analysis of consultation survey responses

<b>Gender</b>	<b>Fully</b>	<b>Partially</b>	<b>Not at all</b>	<b>Not sure</b>
Key issues - Male	39%	52%	7%	3%
Key issues - Female	38%	53%	2%	7%
Vision - Male	42%	41%	14%	3%
Vision - Female	44%	45%	7%	4%
Objectives - Male	34%	51%	12%	4%
Objectives - Female	37%	53%	4%	6%

<b>Age</b>	<b>Fully</b>	<b>Partially</b>	<b>Not at all</b>	<b>Not sure</b>
Key issues - Under 35	53%	40%	7%	0%
Key issues - 35-44	48%	40%	7%	5%
Key issues - 45-54	38%	48%	11%	3%
Key issues - 55-64	30%	64%	2%	5%
Key issues - 65-74	43%	47%	5%	6%
Key issues - 75+	27%	62%	5%	5%
Vision - Under 35	38%	31%	25%	6%
Vision - 35-44	51%	33%	11%	4%
Vision - 45-54	42%	46%	12%	0%
Vision - 55-64	34%	53%	9%	4%
Vision - 65-74	45%	41%	12%	3%
Vision - 75+	41%	46%	8%	5%
Objectives - Under 35	31%	38%	15%	15%
Objectives - 35-44	43%	36%	9%	11%
Objectives - 45-54	38%	46%	13%	3%
Objectives - 55-64	27%	62%	8%	3%
Objectives - 65-74	39%	51%	7%	3%
Objectives - 75+	35%	59%	3%	3%

<b>Gender</b>	<b>Fully</b>	<b>Partially</b>	<b>Not at all</b>	<b>Not sure</b>
Active travel strategy - Male	38%	45%	13%	4%
Active travel strategy - Female	44%	43%	5%	8%
Shared transport strategy - Male	34%	39%	20%	7%
Shared transport strategy - Female	40%	42%	9%	9%
Rail strategy - Male	39%	43%	11%	7%
Rail strategy - Female	51%	36%	6%	6%
Access to Gatwick Airport strategy - Male	28%	43%	16%	13%
Access to Gatwick Airport strategy - Female	30%	42%	12%	16%
Road network strategy - Male	20%	49%	24%	7%
Road network strategy - Female	26%	46%	18%	11%

<b>Age</b>	<b>Fully</b>	<b>Partially</b>	<b>Not at all</b>	<b>Not sure</b>
Active travel strategy - Under 35	53%	40%	7%	0%
Active travel strategy - 35-44	50%	34%	14%	2%
Active travel strategy - 45-54	42%	39%	14%	4%
Active travel strategy - 55-64	31%	51%	9%	9%
Active travel strategy - 65-74	39%	49%	9%	3%
Active travel strategy - 75+	30%	43%	20%	7%
Shared transport strategy - Under 35	45%	36%	18%	0%
Shared transport strategy - 35-44	42%	44%	12%	2%
Shared transport strategy - 45-54	34%	42%	15%	9%
Shared transport strategy - 55-64	27%	49%	15%	9%
Shared transport strategy - 65-74	39%	36%	16%	8%
Shared transport strategy - 75+	31%	38%	25%	6%
Rail strategy - Under 35	58%	42%	0%	0%
Rail strategy - 35-44	37%	47%	12%	5%
Rail strategy - 45-54	34%	47%	13%	6%
Rail strategy - 55-64	39%	43%	12%	6%
Rail strategy - 65-74	53%	31%	7%	9%
Rail strategy - 75+	32%	47%	6%	15%
Access to Gatwick Airport strategy - Under 35	33%	50%	8%	8%
Access to Gatwick Airport strategy - 35-44	28%	37%	19%	16%
Access to Gatwick Airport strategy - 45-54	22%	44%	23%	11%
Access to Gatwick Airport strategy - 55-64	22%	53%	14%	11%
Access to Gatwick Airport strategy - 65-74	37%	33%	11%	18%
Access to Gatwick Airport strategy - 75+	23%	47%	13%	17%
Road network strategy - Under 35	23%	46%	23%	8%
Road network strategy - 35-44	26%	42%	23%	9%
Road network strategy - 45-54	20%	37%	32%	11%
Road network strategy - 55-64	13%	61%	19%	7%
Road network strategy - 65-74	27%	45%	21%	6%
Road network strategy - 75+	22%	47%	19%	13%

## **Appendix D – Young Persons’ Survey Report**

Please see separate document.