

**Provisional West Sussex
Transport Plan 2011-2026
Public Consultation Key Issues
Report**

**Local Development Division -
West Sussex County Council**



November 2010

Provisional West Sussex Transport Plan 2011-2026 public consultation report

Summary – key response themes

The 12-week consultation on the West Sussex Transport Plan 3 (LTP3) was held from July to September 2010. A large number of comments were received during the consultation and the key response themes included:

- many comments about the need to focus on improvements to the strategic road network, particularly the A27 at around Worthing, Arundel and Chichester;
- many contrasting comments about the need to focus on cycling and walking improvements to get people out of their cars and help the local environment and transport emissions;
- a large number of comments calling for the introduction of 20mph speed limits in urban areas;
- comments raising concerns about rural accessibility and highlighting the importance of the rural bus network; and
- comments raising concerns about the urban bias of the implementation plans focusing on the larger towns, and a feeling that rural areas have been overlooked.

Contents		Page
1.	Provisional West Sussex Transport Plan 2011-2026 consultation background	5
1.1	Introduction	5
1.2	Consultation process	5
1.3	Responses to the consultation	6
1.4	Approach to analysis	7
2.	Common themes by mode	7
2.1	Cycling	7
2.2	Walking and rights of way	8
2.3	Road traffic and cars	8
2.4	Traffic volumes, speed and parking	9
2.5	Freight	9
2.6	Public transport	9
2.7	Rail	10
2.8	Bus and community transport	10
2.9	Equestrianism	11
2.10	Motorcycles/powerd two-wheelers	11
2.11	Air travel	12
3.	Local Transport Plan vision	12
4.	Transport issues facing West Sussex	13
5.	Focus for the strategic “packages” or aims of the plan	14
5.1	Overall mix of packages	15
5.2	Improving quality of life	15
5.3	Equality of opportunity and accessibility	15
5.4	Safety, security and health	15
5.5	Tackling climate change	16
5.6	Economic growth	16
5.7	Other packages	16
6.	Place specific comments, implementation plans and future development	16
6.1	Overall common place themes	17
6.2	Future development	17
6.3	Countywide and rural comments	18
6.4	Bognor Regis	18
6.5	Burgess Hill	18
6.6	Chichester	19
6.7	Crawley	20
6.8	East Grinstead	20
6.9	Haywards Heath	20
6.10	Horsham	21
6.11	Littlehampton	21
6.12	Shoreham	21
6.13	Worthing	22
7.	Sustainability Appraisal comments	22
7.1	Strategic objectives	22

7.2	Environment theme	22
7.3	Social theme	23
7.4	Economic theme	23
7.5	Other comments	24
8.	Comments on monitoring the plan	24
8.1	Traffic monitoring	24
8.2	Modal shift and sustainable mode use	24
8.3	Safety monitoring	24
8.4	Environment and community	25
8.5	Other comments	25
9.	Other key issues	25
9.1	Approach to the Local Transport Plan	25
9.2	School travel	26
9.3	South Downs National Park	26
10.	Conclusion	26
	Appendices	27
1	Main online survey consultation questions	27
2	Stakeholder consultation events list	37
3	Consultation plan	37
4	Main survey respondent's socio-demographic information	39

1. Provisional West Sussex Transport Plan 2011-2026 consultation background

1.1 Introduction

This report details the results of the summer 2010 consultation on the Provisional West Sussex Transport Plan 2011-2026, and the accompanying Sustainability Appraisal.

There were 470 separate responses to the consultation from a variety of stakeholders, transport operators, local access groups and members of the public. There was a great deal of detailed considered comment within the responses and we are grateful to all those who took the time to consider the consultation.

West Sussex County Council undertook a full public consultation on the plan (or Local Transport Plan 3 (LTP3), as it is otherwise known), from 1st July to 23rd September 2010. It is a statutory duty for local highway authorities to produce a LTP and to have it in place by 1st April 2011.

Further information on the plan can be viewed at www.westsussex.gov.uk/ltp

1.2 Consultation process

The focus of the consultation was an on-line survey (please see Appendix 1), which was publicised to key stakeholders¹ by email.

The consultation was also publicised through the West Sussex Have Your Say website – www.westsussex.gov.uk/haveyoursay and also through the West Sussex Local Transport Plan website – www.westsussex.gov.uk/ltp.

A series of stakeholder events were also carried out in the larger towns across West Sussex (see Appendix 2), and these were advertised through media press releases, which were picked up in local newspaper and radio coverage.

Electronic versions of the survey were also sent out by email to stakeholders to promote the consultation.

Aside from the main public exhibition events, a series of other events and contacts were followed up with specific target audiences, including young people at university and college 'freshers fairs', as well as travellers groups (see Appendix 3 consultation grid).

Close monitoring of responses to the consultation was undertaken to review who responded, and to ensure that minority groups who had not responded were given a sufficient opportunity to respond. Details on the profile of respondents to the consultation are given below and in Appendix 4. A separate West Sussex Local Transport Plan 3 Customer Focus Appraisal discusses attempts to follow-up engagement with minority groups in more detail.

¹ Preparation of the Provisional West Sussex Transport Plan 2011-2026 was informed by an initial phase of consultation considering strategic transport priorities. This was carried out with key stakeholders, including district, borough, town and parish councils, the Highways Agency, Natural England, English Heritage, the Environment Agency and transport providers across West Sussex.

1.3 Responses to the consultation

There were 420 responses to the main consultation survey and an additional 70 separate email or letter comments submitted as detailed in the tables below.

Where did responses come from?	
	Responses
Online survey responses	375
Electronic responses to survey submitted as email attachments	28
Written survey responses completed at the LTP3 exhibition events or received by post	17
Separate email comments received	70
Total responses*	490

**Approx 10 respondents submitted separate main survey and email attachment responses*

Which groups responded to the consultation?		
Response groupings for organisations and individuals	Main survey responses	Additional email attachments/ letters
Town or parish council	33	19
Local community or campaign group (e.g. CPRE, residents associations)	16	4
Local community partnership	0	1
Access forum/action group for specific mode (including a large number of cycle action groups, as well as equestrian and motorcycle groups)	12	6
Disability or age action group or partnership	5	2
County, district or parish councillor	5	0
Non-governmental organisation/environment group	0	1
Economic partnership or local economic forum	2	3
Transport operator or partnership (bus, rail and airport)	2	2
WSCC internal champion	2	4
Government, statutory, local authority, health and service provider	4	11
Other group (including local businesses)	7	2
<i>Sub-total stakeholder group responses</i>	<i>88</i>	<i>55</i>
Member of public		15
Name given - assumed member of public	91	
No detail given	234	
Total responses*	420	70

**Approx 10 respondents submitted separate main survey and email attachment responses*

Appendix 4 shows the breakdown of respondents to the main consultation survey. It does not include the profile of responses received from the additional letters and emails received about the consultation, or the profile of respondents met at the university and college 'freshers fairs' or travellers group meetings. Common trends in the profile of respondents were:

- a high representation for older age groups, particularly those aged 55 to 74, and a low response from those respondents aged under 35;
- a slightly higher representation from male respondents;
- a high representation from retired respondents; and
- representation almost entirely from respondents with white ethnic backgrounds, and reporting either non-religious or Christian beliefs;

1.4 Approach to analysis

The consultation generated a huge amount of comment and diversity of views on a wide variety of issues. The analysis of responses below considers responses about specific modes, and then around the main questions within the consultation survey (see Appendix 1) on:

- the vision;
- the transport issues facing West Sussex;
- the focus for the strategic “packages” or aims of the plan;
- place specific comments and comments on the implementation plans for the strategic places and for the countywide plan;
- the Sustainability Appraisal; and
- comments on monitoring the plan.

The content of each response was analysed and placed into categories for each of the elements above. This included all the comments made through the main survey, the additional letters and emails, and through the stakeholder events. Various categories were formed for the comments depending on the specific nature of the question; for example around specific modes, the aims of the plan, places, and issues with the presentation of the plan.

A frequency system was used to consider recurring issues, and these recurring issues are presented below. Due to the weight of responses to the consultation it has not been possible to provide feedback on every single issue raised. The categorisation process was complex and subjective, but we made efforts to ensure that the influence of subjectivity was minimised.

2. Common themes by mode

This section describes the common themes raised about individual modes of travel through the main survey responses, the additional emails and letters, and the stakeholder events.

2.1 Cycling

By far the highest number of comments to the consultation were received about the need to develop coherent and safe cycling networks across the county and particularly within the main towns. Responses covered the following issues:

- a perceived lack of overall ambition in the plan for developing cycling infrastructure and the need for increased levels of investment in safe cycling (and walking) infrastructure;
- the priorities of traffic in highway design with a feeling that cycling and walking infrastructure is designed around the car, with the car being the priority;
- associated problems with regular dismounting needed along routes for cyclists discouraging some cyclists from using the infrastructure;
- safety concerns for cycling particularly for on-road routes discouraging cycling or leading to cyclists using pavements when they are not supposed to;
- the need for more dedicated off-road cycle routes;
- the poor standard of maintenance of existing cycling route infrastructure and some concerns about pot holes and the impact on safety;
- the need for better secure cycle storage facilities;
- poor cycling infrastructure in rural areas;

- errors and inconsistencies on the maps presented in the implementation plan;
- mixed feelings about whether cyclists should be allowed to share pedestrian facilities in specific places, including promenade facilities along the coast; and
- the need for more specific promotional measures to encourage cycling and its health benefits, particularly for short distance trips, including provision of dedicated cycling officers, better route guide information on web sites, and extended cycle training for adults, as well as children.

2.2 Walking and rights of way

Responses about walking were often linked in with cycling, and responses covered the following issues:

- a large number of comments about the need to provide more safe and attractive walking routes, including additional footways and additional safe crossing facilities, particularly around schools and in rural areas;
- some comments about the need to reduce traffic speeds as a means of improving pedestrian safety;
- some comments about developing more traffic free zones, and extending pedestrianised areas within the centre of towns;
- a small number of comments about the need to increase the promotion of walking to help build healthier communities;
- some comments about improving the Rights of Way network in rural areas, including increasing walking (and cycling) route linkages and recreational access to the countryside by upgrading footpaths and converting some paths to bridleways;
- a small number of contrasting comments about the Downlink, some wishing to see hard surfacing of the route, but others wishing to see the nature of the route preserved; and
- a comment from a travellers group about the need to provide safe, well lit footpaths and pavements, as well as manage local road speeds to improve safety in the vicinity of this traveller group site.

2.3 Road traffic and cars

There were a diverse range of comments about road traffic and car use in particular. These ranged from comments in support of improving the road network to resolve congestion issues, and help the economy, as opposed to comments concerned about the impact of rising traffic levels and traffic speeds on communities. Responses included:

- a large number of comments about the need for improvements to the A27 along the coast around Chichester, Arundel and Worthing, particularly to tackle congestion problems and support economic growth;
- some other comments made about the A23 and A24, particularly focusing on safety concerns with junction layouts;
- some comments about the problems of high traffic flows on east-west road links through the middle of the county, for example on the A272, and the need to resolve transport 'bottlenecks' in other specific locations;
- some comments about the negative impacts of congestion on the local economy;
- a small number of comments highlighting the importance of cars for people in rural areas where there are limited public transport alternatives;

- some comments about poor road maintenance condition, in particular following the severe weather conditions of recent winters, and the need to emphasise road surface maintenance improvements within LTP3;
- a small number of comments about drainage problems on specific sections of road; and
- a large number of contrasting comments against development of major road improvements, favouring an LTP approach addressing the dominance of the car by using demand management approaches and investing in sustainable transport alternatives.

2.4 Traffic volumes, speed and parking

Responses about traffic volumes and parking specifically included:

- some concerns about the impacts of high traffic volumes on local communities, particularly urban residential neighbourhoods and rural villages as well as concerns about rat running;
- frequent comments about road safety issues, including traffic speeds and the need for extra traffic calming in residential areas with frequent comments made in support of 20mph speed limits across urban areas, particularly in residential neighbourhoods;
- frequent comments requesting reductions in rural traffic speeds;
- frequent concerns about congestion and parking provision in larger towns, with mixed responses on how to tackle this, by providing improved road infrastructure to cope with more vehicles, or to discourage further car access and significantly increase sustainable transport provision;
- some comments about parking facilities, largely related to perceived inadequate provision of residential and on road parking facilities, including a small number of comments about Controlled Parking Zones suggesting that they could be a useful way of highlighting parking issues;
- some concerns about the cost of commuter and town centre parking in some locations, particularly in relation to hindering local businesses, and particularly where public transport alternatives are poor; and
- a small number of comments supporting more car sharing and car club initiatives.

2.5 Freight

In terms of freight, comments mainly focused on lorry routing, including:

- some concerns raised about the routing of heavy goods vehicles through rural towns and villages, for example through Storrington; and
- a small number of comments requesting that SatNav routing information for large vehicles be changed to guide them away from inappropriate rural routes.

There were also a small number of other comments about the need to explore moving freight by more sustainable means, including by rail and sea.

2.6 Public transport

There were a wide range of general comments about public transport. Responses included:

- a large number of comments about the need to invest and improve public transport infrastructure, for example by providing greater coverage, and more frequent and reliable services;

- frequent comments about the importance of public transport in terms of accessibility, particular for those living in rural areas, young people, those with mobility impairments, the elderly and those who do not drive;
- frequent comments raising concerns about the affordability and cost of public transport which was a particular concern amongst young people who made a number of comments calling for cheaper or free bus and rail transport for young people, and about the importance of the 3-in-1 discounts, some also requesting that this be extended to cover rail travel;
- some comments about the need to promote or encourage public transport use as a means to help reduce emissions and congestion;
- a large number of comments about the need to better integrate public transport service timetables and ticketing;
- some comments about the need to provide public transport services accessible to all across the county; and
- a small number of comments about the need to provide better facilities for mobility impaired and disabled passengers, including audible announcements for blind passengers, level access routes to some rail station platforms, and better training for public transport staff in how to help disabled passengers.

2.7 Rail

Responses about rail services specifically covered a variety of issues:

- a small number of comments about the slow speed of services along the West Coastway route, and on routes from the south coast to London via the Arun Valley and Hove, including a small number of comments suggesting the provision of extra passing loops and the Arundel Chord;
- a small number of comments about future capacity constraints along the Brighton Main Line;
- some comments about the need for additional parking at stations, particularly at rural stations to prevent 'rail heading' or driving to other stations;
- some general concerns about affordability of public transport;
- frequent comments about the need to 'sort out' level crossing delays for motorists;
- a small number of comments about late running trains stop-skipping, for example Bognor Regis trains being turned around at Barnham;
- a small number of comments about the need for general upgrades to stations;
- a small number of comments requesting clarification on the links between Southern Rail's Station Travel Plans and the implementation plans; and
- a small number of comments requesting improved provision for cycle access to rail stations, including removing restrictions on taking bikes on trains at peak times.

2.8 Bus and community transport

Responses about buses and community transport specifically included:

- frequent comments about the importance of bus service coverage for rural areas, the need to maintain the services that currently operate and the need to provide additional services, both later in the evening and at weekends;
- some concerns about the affordability of bus travel, with specific comments about fares within towns;

- some comments about the concessionary fares scheme for over 60s, including some valuing their role in encouraging public transport use, but others questioning the impacts in terms of creating over-crowding on some routes and suggesting that resources might be better spent to support specific vulnerable groups and not just everyone over 60;
- some specific comments about poor bus service coverage on routes in the north west of the county, for example the lack of direct services on routes between Haslemere and Chichester;
- a small number of comments about the need to improve bus transport for school journeys;
- some comments about the need to better integrate bus services with rail services, particularly in terms of timings, but also by providing later evening service connections for routes around the Arun Valley specifically;
- a small number of general comments about park and ride, some in support of the provision of more sites to help reduce road congestion in towns, but a small number of other comments raising concerns about impacts in generating traffic around park and ride sites;
- a small number of general comments about the poor reliability of some services;
- some general support for extending Real Time Passenger Information (RTPI) coverage into rural areas, although ensuring this is done sensitively in terms of visual landscape impacts;
- some comments highlighting the importance of community transport for rural areas due to lack of alternative transport options, for mobility impaired, the elderly and the vulnerable in particular, as well as concerns that financial subsidy for community transport will disappear;
- a small number of comments about the need to better integrate community transport provision, to fill in public transport service gaps; and
- a comment from a travellers group about the need to provide better bus service provision to serve the travellers group community.

2.9 Equestrianism

There were a small number of responses received about equestrianism including:

- a small number of comments raising concerns about the impacts of increasing traffic in rural areas on equestrians;
- a small number of comments about the poor maintenance of some bridleways forcing horses to use alternative routes along roads, and also a small number of comments from cyclists concerned about the damage caused to bridleways by horses; and
- a response detailing safety issues associated with horse riding in terms of interactions with traffic, and the holistic view needed of planning for a well maintained safe network of bridleways and linking rural roads for use by equestrians.

2.10 Motorcycles/powered two-wheelers

There was one main response received about motorcycles. This response included:

- highlighting of the positive role of motorcycles as a less polluting mode of transport;
- comments about the lack of targeted consultation on LTP3 with motorcycling groups, and the need for better appreciation amongst highway engineers of the needs of motorcyclists;

- comments about the need for design and maintenance of road surfaces for safe use by motorcycles;
- comments about the need for the adequate provision of well designed storage facilities for use by motorcyclists, in particular giving careful consideration to security and visibility, and positioning near to key locations including employment buildings and rail stations; and
- requests for the provision of more information on the locations of motorcycle storage facilities.

2.11 Air travel

Comments about air travel mainly focused on Gatwick Airport and included:

- a small number of comments about the need to provide efficient sustainable transport linkages to the airport for passengers and for employees, including comments about rail services and the Gatwick Express in particular;
- a comment stating that the LTP should more specifically highlight the role of the airport in supporting the local economy of West Sussex; and
- a comment about the need to clarify the LTP long-term strategy for Gatwick Airport.

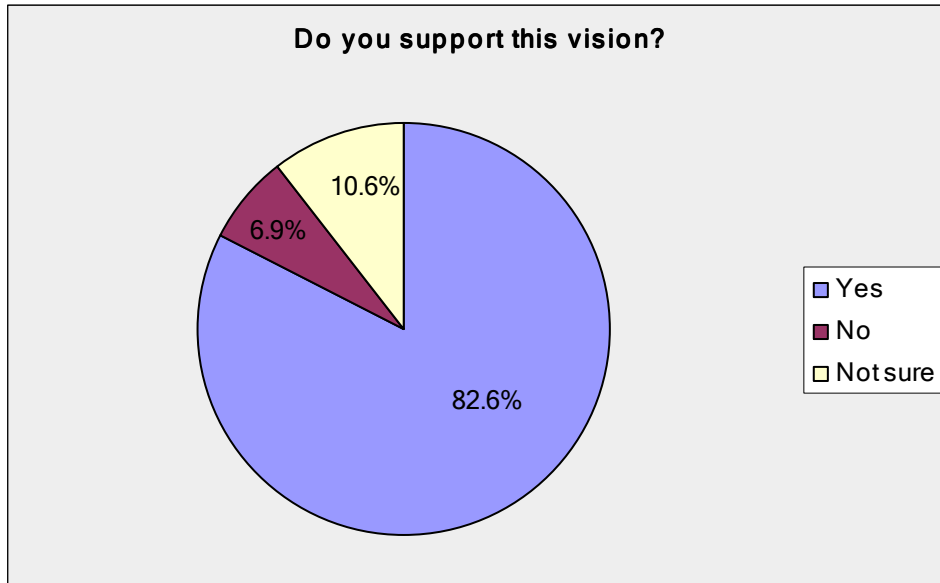
3. Local Transport Plan vision

This section details common issues raised under Question 1 of the consultation survey on the question 'Do you support this vision?' The comments in this section refer to responses from the main survey, as there were no specific references to the vision from the additional comments received by email, letter, and through the stakeholder events. The vision text around this question read:

Our vision below describes our aspiration for transport in West Sussex. It will not be easy to deliver, particularly because of current funding pressures, but it is what we would like to work towards:

'Our overall transport vision is to achieve efficient, safe and less congested transport networks, which contribute towards: a more competitive and thriving economy; reductions in emissions; improved access to services, jobs and housing, especially for those in need; and improved quality of life for all those who live and work within our beautiful and unique county.'

Question 1 - Do you support this vision?		
Answer Options	Response Percent	Response Count
Yes	82.6%	336
No	6.9%	28
Not sure	10.6%	43
	answered question	407
	skipped question	13



There was a significant level of overall support for the vision, however there were a large number of comments about the vision, including from respondents responding an overall 'yes' for supporting the vision. In summary:

- general support for the vision was found in many of the qualitative comments made and a number of respondents stated they felt the vision was clear; however,
- others found the vision to be too broad or lacking in focus, too wordy, unrealistically visionary, unclear or confused, and to contain conflicting objectives;
- the largest number of comments about the vision related either to a need to focus on developing a more sustainable transport system, or suggested that the vision was not sustainable enough;
- there were also a number of 'place specific' comments, many of which related to the A27 improvements through Shoreham, Worthing , Arundel and Chichester; and
- a number of other comments were made about the vision (which have been incorporated into the relevant sections of this document) on particular modes of travel, comments on particular plan packages and goals (including the environment and transport emissions, safety and health, and the economy), the lack of focus on rural areas specifically, and the lack of specific consultation with particular access groups.

4. Transport issues facing West Sussex

This section considers responses to Question 2 of the consultation survey 'What transport issues do you feel we are facing in West Sussex? Do you agree with the list? Are there other issues that we are missing?' Again comments in this section are largely related to what was said specifically in response to this question in the main survey. Issues raised through the additional emails, letters and stakeholder events have been incorporated elsewhere in the report. Text associated with this question read:

Transport is an important part of life in West Sussex. Here are some transport issues that we think are important:

- 1) Managing transport pollution which contributes to climate change and local air pollution*
- 2) Transport impacts on the economy*
- 3) Access to services for all, particularly from rural areas*
- 4) Making road safety improvements*
- 5) Transport impacts on the local environment*
- 6) The impacts of new development on transport*
- 7) Making public transport improvements*

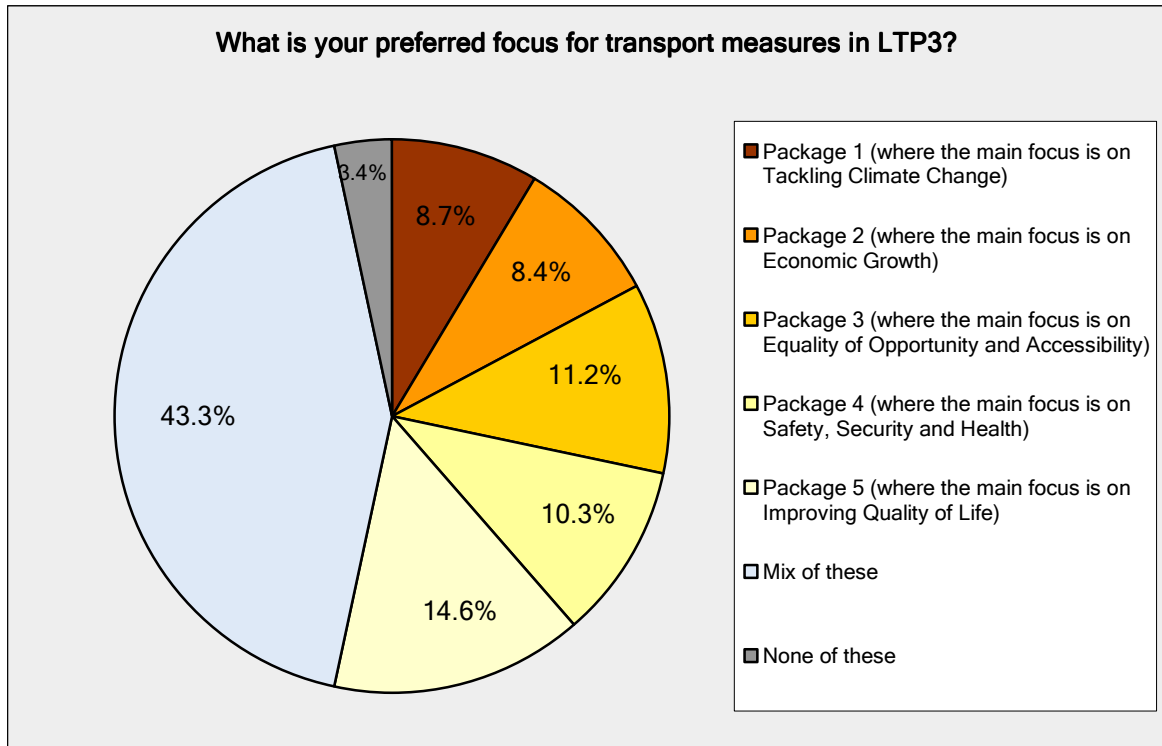
There was a significant level of overall agreement with the transport issues listed with just a small number of respondents stating that they disagreed with the list. In summary:

- of those respondents indicating any sort of priority from the list provided, the top 3 indicated most often were 'making public transport improvements', 'making road safety improvements' and 'access to services for all, particularly from rural areas';
- in this question climate change and pollution was mentioned on the least number of occasions, compared to the other issues; and
- a number of specific comments were made in response to this question in particular on specific modes, on road safety concerns, on pollution issues and on the impacts of new developments. These comments have been incorporated into the relevant sections elsewhere in this report.

5. Focus for the strategic “packages” or aims of the plan

This section considers responses to Question 3 of the survey on the preferred focus for transport measures in West Sussex. Again response comments described below focus on responses to the main consultation survey, although there were a mix of comments received within the additional consultation letters and emails about issues related to all of the packages. Comments are summarised under the specific packages as detailed in the table below.

What is your preferred focus for transport measures in LTP3?		
Answer Options	Response Percent	Response Count
Package 1 (where the main focus is on Tackling Climate Change)	8.7%	28
Package 2 (where the main focus is on Economic Growth)	8.4%	27
Package 3 (where the main focus is on Equality of Opportunity and Accessibility)	11.2%	36
Package 4 (where the main focus is on Safety, Security and Health)	10.3%	33
Package 5 (where the main focus is on Improving Quality of Life)	14.6%	47
Mix of these	43.3%	139
None of these	3.4%	11
	<i>answered question</i>	321
	<i>skipped question</i>	99



5.1 Overall mix of packages

The most popular response to question 3 was a mix of packages. Several comments were received noting that the various issues within each of the packages were all important and interrelated, and that it would be difficult to prioritise one package over another. Package 5 (Improving Quality of Life) was the most popular choice of the individual packages.

5.2 Improving quality of life

This was the most popular choice, of all the individual packages, with a number of responses referring to its strong links in encompassing all the other packages. Consideration of the impacts of transport on local and rural communities was mentioned as a common theme under this package, including traffic volumes and speeds. The links to providing better walking and cycling for communities was also mentioned under this package.

5.3 Equality of opportunity and accessibility

The next two most popular packages were 'Equality of Opportunity and Accessibility' and 'Safety, Security and Health'. The most popular themes raised under the Equality of Opportunity and Accessibility package were rural access concerns, and the need to maintain and improve bus services in rural areas; the need for high quality and affordable public transport, and also the need to cater for the mobility impaired, including disabled, frail and elderly persons. Access to employment and job opportunities was a general theme that was also raised in responses to other questions in the survey.

5.4 Safety, security and health

Key themes raised in comments under this theme were a recognition that safety and health should always be a basic high priority even when there is limited

funding available. A common theme was support for reducing the impacts of traffic on local and rural communities in particular, for example by introducing 20mph speed limits and managing rat running of traffic. The need to reduce traffic speeds for safety reasons was also a general theme highlighted from responses to other questions in the survey. This package was also seen as having strong links to providing improved safe cycling and walking routes.

5.5 Tackling climate change

The 4th and 5th most popular packages were Tackling Climate Change and Economic Growth. The most frequent comment about Tackling Climate Change was with regard to the perceived urgency that this needs to be addressed in order to not make all the other issues irrelevant. However there were a smaller number of comments questioning the impact that LTP3 can really have over climate change, and cynical about climate change itself. Other comments mentioned that an approach focused on tackling climate change would lead to positive benefits for other package issues. Requests were also made for improved sustainable transport including walking and cycling routes to help achieve climate change goals.

5.6 Economic growth

There were some comments stating this to be the key issue for the Plan to focus on, and highlighting the importance of improving the strategic road network to facilitate this. It was recognised that a focus on economic growth should lead to the generation of more resources to tackle issues in the other packages. In contrast there were several comments questioning whether or not a continued focus on economic growth was unsustainable and that this would be to the detriment of issues in other packages. There were also a small number of comments questioning the approach to economic growth and the fact that sustainability policies and approaches do not have to be seen as hindering economic growth, but as a potential way of fostering alternative forms of economic growth.

5.7 Other packages

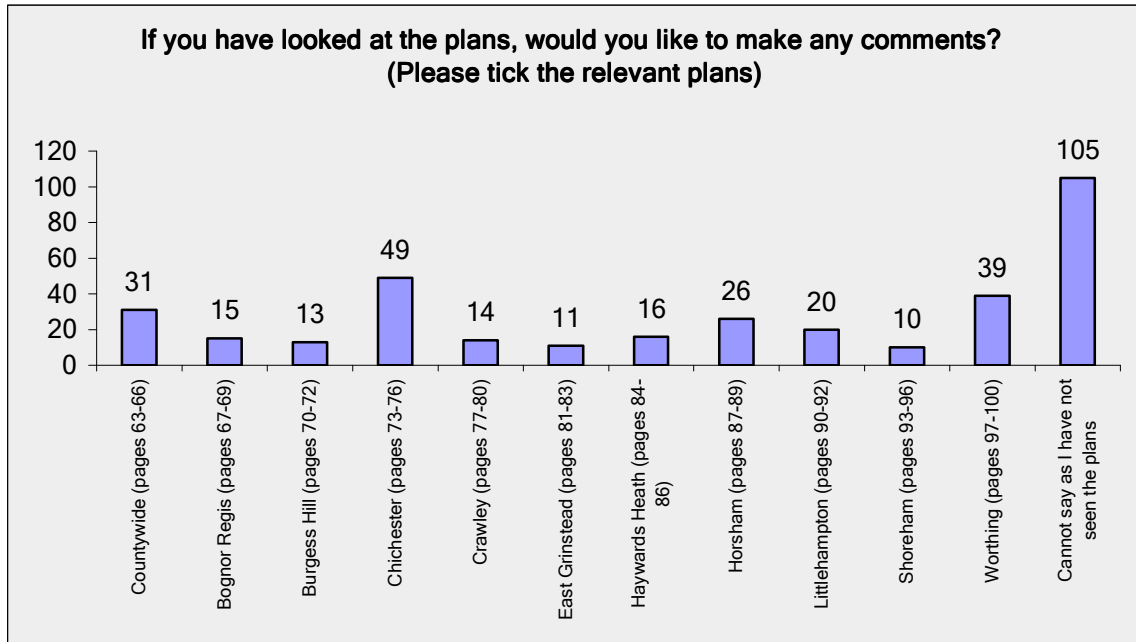
There were also a number of responses suggesting other focus areas for transport packages. The two main themes for this were:

- comments about a package of measures specifically focused on walking and cycling improvements; and
- a contrasting package of measures specifically on road network and capacity improvements.

6. Place specific comments, implementation plans and future development

This section considers responses to Questions 4 and 5 of the consultation survey about the implementation plans. Responses are summarised under each strategic place, starting with comments about the countywide implementation plan. The text comments also include analysis of the place specific comments made within the additional emails and letters, as well as at the stakeholder events. Some general comments raised about the impacts of future development are also included.

6.1 Overall common place themes



<i>answered question</i>	349
<i>skipped question</i>	71

Chichester received the highest overall number of comments to the main survey², followed by Worthing. There were a significant number of comments regarding the urban bias to the infrastructure plans, and a feeling that rural villages and smaller market towns were overlooked. A small number of respondents wanted more detail to be included on the costs of the implementation plan schemes. Other comments questioned if there would be money available to deliver schemes, and if money was not forthcoming, how this would affect prioritisation of schemes. Other comments were received about errors in the implementation plan maps, whilst a small number of comments questioned how well the maps linked to the text in the implementation plans.

6.2 Future development

Many response comments referred to the transport impacts of new developments. Responses included:

- some requests to restrict new developments that would add to traffic problems;
- a smaller number of comments about the need to 'health check' new developments to ensure the highest quality sustainable transport measures and promotion are provided, to minimise the impacts of new developments on general traffic growth as well as rat running through rural areas;
- a small number of requests to ensure new transport infrastructure is in place for when the first new residents move in; and
- a small number of comments requesting that implementation plan measures go beyond what is planned to be funded through new development, as well as a small number of other contrasting comments

² The table does not include additional comments received by letter and email, although these do not appear to change the overall pattern.

highlighting that more development should be encouraged at this time of financial constraints, if this is the means by which new infrastructure can be funded.

6.3 Countywide and rural comments

There were frequent concerns raised that the implementation plans overlook rural areas of the county including villages and smaller market towns. Responses included:

- some comments about heavy traffic, rat running, heavy goods vehicles and speeding traffic, in particular through Storrington along the A283/B2139 and the B2145 from Chichester to Selsey;
- some requests for junction safety improvements through a number of villages;
- a small number of comments about the poor maintenance condition of roads in certain areas, following the recent winter maintenance backlog, as well as a small number of comments calling for closer working with parish councils over gritting for rural roads and pavements;
- some comments about the importance of specific existing bus routes, but also the need to extend them to provide additional later evening and weekend services;
- some comments about improving the integration of buses with train services and extending and improving bus routes through the South Downs National Park;
- some comments about providing better and safer cycling linkages between rural villages and their nearest town, with comments about the extension of specific National Cycle Network and other routes, including the route to Selsey, the Centurion Way to Midhurst and beyond to Petersfield and Pulborough, and providing an improved cycle link that passes directly along the whole West Sussex coastline; and
- some comments about schemes to improve and provide additional pedestrian footways in and around villages, as well as a small number of comments requesting additional routes to be added to the Rights of Way Improvement Plan schemes.

6.4 Bognor Regis

Responses included:

- some comments raising concern about the impacts of future development on traffic levels, particularly to the north of Bognor Regis;
- a small number of separate comments raising concerns about the A259 northern relief road delay, and concern about its routing along Rowan Way, as well as the need for improvements to the A29 in and out of Bognor Regis;
- a concern raised about highway issues holding back regeneration within the town;
- a small number of concerns raised about the negative impacts of new development on the A27 at Chichester;
- some comments about cycling improvements needed for Bognor Regis including improvements to links along the coast to Littlehampton and beyond, and also to Chichester via the A259 (particularly concerning the number of dismount/junction points); and
- a small number of comments in support of allowing cycling on the promenade.

6.5 Burgess Hill

Responses included:

- similar to a number of the other strategic places, there were some concerns raised about the negative impacts of future development on traffic levels around the town, particularly with regard to east-west traffic;
- a small number of comments concerning the need to plan holistically for the future;
- some comments about cycling and walking issues, particularly the lack of reference within LTP3 to the work being undertaken around the Burgess Hill Green Circle;
- some comments supporting the proposed Burgess Hill to Haywards Heath cycling route, but also comments calling for a number of other route improvements around the town;
- some comments referring to the need for the modernisation of Burgess Hill and Wivelsfield stations, particularly the provision of level access at Wivelsfield station for mobility impaired passengers; and
- enthusiasm in a small number of responses for the development of Community Access Planning at Burgess Hill.

6.6 Chichester

As discussed above, Chichester received the greatest number of responses from the consultation under a number of different themes. Responses about congestion and park and ride included:

- frequent comments about congestion problems in and around Chichester and the need for improvements to the A27, including a small number of comments made suggesting a northern Chichester bypass;
- comments about other solutions to congestion problems with park and ride scheme proposals receiving some supportive comments, although there were a small number of comments questioning the impact of park and ride on other sustainable transport modes, and in generating traffic to park and ride sites;
- some comments about the need for improved bus links around the town, with a small number of concerns raised about the cost of fares, and a mix of comments about the design of the Chichester rail-bus interchange project;
- some comments again for Chichester concerning the negative impacts of future development on traffic flows, and;
- some comments about the congestion impacts of level crossing down time in Chichester.

Responses also included:

- some comments about air quality problems around Chichester; and;
- a small number of comments about the need to reduce the amount of street clutter including signage, within the conservation areas of the city.

There were many concerns raised about residential road speeds, and also the need for cycling and pedestrian improvements around Chichester. Responses included:

- frequent requests to introduce 20mph speed limits around the residential areas of the city;

- a large number of comments about the need for improvements to cycling and walking routes around Chichester, to provide safer and more continuous routes;
- a small number of comments about extending the pedestrianised areas within the city walls;
- a small number of comments about Northgate and Eastgate gyratories with regard to the need to make traffic flows safer, and to provide safer crossings and routes for walking and cycling;
- in terms of schools, some comments made about the need for traffic safety projects and walking and cycling improvements outside more schools in Chichester; and
- a small number of comments opposed to the Network Rail led scheme to replace the crossing at Fishbourne Road East with a pedestrian and cycle overbridge, due to the impacts on extending walking and cycling distances.

6.7 Crawley

Responses included:

- as in other locations, a small number of concerns raised about traffic levels from future development;
- a small number of comments about the need for improvements to the Three Bridges rail station-bus interchange, including Fastway links and walking and cycling route access;
- a small number of comments about the need for improvements to Crawley rail and bus stations;
- a small number of contrasting comments about the West of Bewbush development new Holmbush rail station proposal, including some positive about the need for a new park and ride station, however others questioning the impact on the existing rail service;
- some comments about the need to invest more in cycling route development across Crawley, including providing better off road arterial cycle routes into the town;
- a small number of comments supporting extension of the Crawley Fastway network eastwards to East Grinstead to help tackle congestion issues along the A264 corridor; and
- a small number of comments about the need for further sustainable transport improvements to link Gatwick Airport.

6.8 East Grinstead

East Grinstead received fewer comments compared to the other strategic places.

Responses included:

- a small number of comments focused around the need for improvements to the A22 through the town and the impacts of congestion in hindering local economic growth;
- a small number of comments about congestion problems on the A264 East Grinstead-Crawley/Gatwick corridor including support for sustainable transport link improvements along this corridor;
- a small number of comments about the need for better coordination of bus services in and around the town, both in terms of links to rail services, but also in terms of cross-working between the different counties that have a role in providing services to East Grinstead; and
- a small number of comments highlighting the need for an holistic plan for cycling, as no proposals were identified on the provisional implementation

plan map, with links between the Worth and Forest Ways highlighted in particular.

6.9 Haywards Heath

There were only a limited range of comments received about Haywards Heath. Responses included:

- a number of comments about the need for cycling route improvements, including support for the proposed route to Burgess Hill, but also provision of a route towards Horsham and improvements to links to other nearby villages; and
- a small number of other comments, including comments about the need for bus service improvements, station improvements and coordinated master planning for the town.

6.10 Horsham

Responses included:

- some comments about the need to make improvements to the cycling network and the fact that the Horsham plans do not reflect Horsham and Southwater cycling review priorities;
- some concerns about inaccuracies in the provisional implementation plan map cycling routes, concerns about lack of detail in the plans, and concerns that the wider implementation plan proposals do not extend beyond what will be delivered by the West of Horsham development;
- some comments calling for the introduction of residential 20mph speed limits;
- a small number of comments about the need to provide more parking and better integrated bus services to Horsham rail station, as well as support for a new park and ride rail station to the south of Horsham; and
- a small number of comments received about traffic problems, and walking and cycling safety improvements needed at some specific schools around Horsham.

6.11 Littlehampton

Responses included:

- some comments focused on cycling improvements needed around the town, including support for the proposed cycling route along the River Arun to Arundel, as well as support for other coastal and A259 cycle link improvements to the east and west;
- a small number of comments about improvements being needed to the A259 Angmering/Roundstone bypass as well as delays at the Roundstone and East Preston/Angmering level crossings needing to be tackled;
- a small number of comments about the need to review sea front area traffic routing, and provide traffic calming and pedestrian improvements; and
- a large number of comments largely supporting A27 bypass improvements at nearby Arundel.

6.12 Shoreham

Shoreham received the fewest number of consultation comments of all the strategic places. Responses included:

- a small number of comments about cycling route improvements needed, including improvements to the Downslink to Steyning for cycling and the Shoreham 'Connect 2' bridge;
- a small number of comments highlighting of congestion issues, including problems with the A27 at Lancing Manor and concern about future development impacts on the A27;
- a small number of comments about the potential for increased sea and rail freight to and from Shoreham; and
- a small number of other comments about air quality action points needing to be clarified and support for the provision of electric vehicle charging points.

6.13 Worthing

Worthing received the second largest number of consultation comments.

Responses included:

- frequent comments about the A27 around Worthing, with almost all of the consultation response comments in favour of bypass improvements;
- a large number of contrasting comments from respondents with a strong interest in cycling improvements and reducing traffic speeds within Worthing by introducing 20mph speed limits; and
- a small number of comments about the need to review parking arrangements due to parking problems around Worthing.

Responses about cycling and sustainable transport improvements included:

- some comments about the imbalance of junction priorities for cars, cyclists and pedestrians and the need for improved cycling route provision across junctions;
- some mixed comments received about the introduction of cycling on the promenade, some feeling that this has been very successful, others calling for cycle/pedestrian route segregation;
- a wide range of comments about other specific routes, including concerns about lack of detail about alternative provision for cyclists with the proposal to close the Goring Level Crossing; and
- some contrasting comments about sustainable transport measures, a small number questioning whether small scale 'soft measures' were being successful, but a small number of others highlighting the importance of 'health checking' all new developments to ensure that they provide the best possible sustainable transport links, and minimise traffic journeys from new development.

7. Sustainability Appraisal comments

This section considers responses to Question 6 of the consultation (see Appendix 1), which was framed around the accompanying Sustainability Appraisal document. It is largely based on the main survey responses to this specific question, but also includes the specific comments about the Sustainability Appraisal provided in the separate emails and letter responses.

7.1 Strategic objectives

There were 25 strategic LTP3 Sustainability Appraisal objectives (see accompanying Sustainability Appraisal). Response comments were grouped under

these 25 strategic objectives and are reported in this section under the core environmental, social and economic sub-themes of sustainability.

7.2 Environment theme

Responses under the environment theme from this question included the following:

- frequent comments (the most common under this theme) about the need to tackle problems associated with peak oil being reached, resultant rising fuel prices and the need to provide alternative forms of transport and access;
- a number of comments (the second most common under this theme) expressing the view that the LTP overlooks the potential catastrophic implications of climate change and the need to reduce transport emissions;
- a number of other comments mentioning the need to provide highway infrastructure resilient to the impacts of flooding;
- a small number of comments stating that the transport implications of the new South Downs National Park have not been fully considered within the plan; and
- a smaller number of other comments about the critical importance of protecting the environment and biodiversity.

A number of other common themes concerning the environment were raised more frequently in responses to other questions in the survey and through other email, letter and stakeholder event comments, including:

- some comments about air quality issues caused by traffic volumes and need for measures to address these issues;
- some comments about the need to reduce street clutter and the visual impacts of signs and highway infrastructure on the landscape; and
- some comments generally in support of better provision for electric vehicles, such as more charging points, in order to reduce transport emissions.

7.3 Social theme

The most common issues raised under the social theme included:

- frequent comments about the need to improve accessibility to all services, through making significant improvements in cycling infrastructure provision, ensuring that the needs of mobility impaired groups including disabled and elderly people are fully recognised, addressing rural access concerns and recognising the importance of bus accessibility, and addressing concerns about the cost of public transport fares;
- frequent comments about the need to review traffic speeds, particularly the impacts of traffic on rural areas, and introduce 20mph speed limits in residential areas to improve safety and encourage increased walking and cycling;
- some comments about the need to improve safety outside of schools by reducing traffic speeds and improving pedestrian and cycling links;
- a small number of comments about the need to recognise the role of promoting walking and cycling in encouraging more active lifestyles and improving health; and
- some comments about the need to recognise and reduce the impact of traffic on local communities to make quality of life improvements.

7.4 Economic theme

Responses under the economic theme from this question included the following:

- frequent comments focused around making improvements to the efficiency of the transport system, particularly with regard to congestion issues including a desire to resist further development that adds to traffic congestion; the need to reduce level crossing delays; the need to provide better parking provision; the need to make Strategic Road Network improvements, in particular for the A27, and contrasting reviews about the need to provide sustainable transport alternatives to reduce road congestion;
- some comments about the need for LTP3 to more highly recognise the strong linkages between transport improvements and the economy; and
- a small number of comments about the need to make services and good employment opportunities accessible locally to maintain and increase the vitality of local places and town centres.

7.5 Other comments

Other comments under this question of the consultation included:

- a small number of comments about the Sustainability Appraisal process itself, particularly the extent to which issues identified will have an influence over the final plan, along with comments about the document being too long;
- a small number of comments about the challenges of balancing the range of issues to be incorporated in decisions about highways and transport infrastructure provision; and
- a small number of comments calling for sustainability issues to be given a higher consideration within the document, however with a small number of other comments questioning the additional cost associated with the Sustainability appraisal process in delivering transport schemes.

8. Comments on monitoring the plan

This section summarises responses to Question 7 of the consultation on monitoring the plan and the core themes that arose. Most of the comments about specific plan monitoring were made through the main survey.

8.1 Traffic monitoring

There were a large number of comments made about the need to monitor traffic volumes, with some specific mention of flows through villages, and also the need to monitor heavy goods vehicle routing through rural areas. Congestion and vehicle delays monitoring was also mentioned. Some comments were also made about the need to monitor traffic speeds both on main routes, and through local residential areas.

8.2 Modal shift and sustainable mode use

There were a large number of comments about the need to monitor modal shift, including the number of cycling and walking trips, and bus journeys, as well as publish more details about cycle counter data online. There were also a small number of comments about the need to monitor the condition of walking and cycling routes as well as the number of new routes or restored routes provided.

8.3 Safety monitoring

In terms of road safety there were some comments made about monitoring the number of road accidents and those people killed and seriously injured in road traffic accidents. A small number of comments were also made about the need to monitor perception of safety on roads, and also the number and cause of pedestrian and cycle accidents. Other individual comments were received about the need to monitor accident rates per trip, and also the negative impact of accidents and resultant road closures on the local economy.

8.4 Environment and community

There were some comments made about monitoring local air pollution due to the impact of high traffic volumes. Although comments about local environmental impacts of traffic were greater in number, there were also a smaller number of comments made about the need to monitor carbon emissions from transport.

8.5 Other comments

Other themes raised under monitoring included some comments about the need to consult more with local communities, parish councils and stakeholder groups on local concerns about transport provision. There were some comments made about the need to carry out more perception surveys with transport users and to talk more directly with people, for example by travelling on buses to hear concerns. Some comments were also received about monitoring accessibility, both by mobility impaired groups, but also by monitoring access for rural communities. There were also some contrasting comments questioning the value of measuring, monitoring and target setting with perceptions reported that this can be over-bureaucratic and a waste of resources. Some other comments focused on the need to set ambitious targets for modal shift, and scheme completion, and report back regularly to local communities.

9. Other key issues

This section includes some other core theme issues raised through the consultation not covered elsewhere in the document. It includes comments from the main survey, as well as the additional email, letter and stakeholder event comments.

9.1 Approach to the Local Transport Plan

There were a number of comments about the Local Transport Plan process itself including:

- a small number of comments suggesting that the plan should be delayed due to the lack of clarity over the national and regional policy framework due to the change in national government in 2010 and the abolishment of the South East Plan;
- a small number of comments about the plan reflecting transport policy of the previous government and the fact that the plan did not reflect the new localism agenda;
- a small number of positive comments in support of the vision and aims of the LTP, but also a small number of more critical comments about the lack of vision in the document, and also referring to the plan being strong on rhetoric but not being perceived to be likely to result in meaningful change;

- some comments about the lack of specific engagement with district councils in developing the document and with other specific parish councils, access forums including cycling and motorcycling groups, and specific groups representing older people and those with mobility and disability concerns;
- a small number of comments querying the difficulty in balancing local views on priorities against the need to make strategic decisions in wider public interest;
- a small number of comments questioning the worth of the document given the lack of funding available to deliver implementation plan schemes; and
- some comments about the consultation process itself and the lack of publicity for some consultation events.

9.2 School travel

There were a large number of comments related to travel to schools in particular, including:

- comments about undertaking further school travel planning initiatives to improve school bus transport and safe walking and cycling routes to school; and
- comments about the need to reduce traffic speeds out side of more schools to improve safety and encourage more walking and cycling.

9.3 South Downs National Park

There were several references to the newly designated South Downs National Park including some comments about:

- the need for the LTP to more fully describe the approach to managing the transport impacts associated with the new National Park and partnership working that must take place;
- managing the impacts of additional visitors on the transport network without adding to traffic pressures and impacting on the local environment; and
- the need to provide sufficient sustainable transport options for those visiting the park, including using rail stations as public transport hubs for the park with interlinked cycle hire and cycle links.

10. Conclusion

The consultation generated a significant level of detailed response on a wide range of transport and access issues from a wide variety of stakeholder groups and respondents, some views which opposed one another.

It has not been possible to report on every single issue raised due to the weight of response, but this report has attempted to detail the recurring issues raised. The separate Customer Focus Appraisal describes in more detail attempts to ensure an opportunity was available for a wide range of people and stakeholder groups to respond, including specific minority groups.

Comments are being used to influence the final version of the plan which is expected to be published on 1st April 2010. In summary the key themes raised were:

- many comments made about the need to focus on improvements to the strategic road network, particularly the A27 at around Worthing, Arundel and Chichester;
- many contrasting comments about the need to focus on cycling and walking improvements to get people out of their cars and help the local environment and transport emissions;
- a large number of comments calling for the introduction of 20mph speed limits in urban areas;
- comments raising concerns about rural accessibility and highlighting the importance of the rural bus network;
- comments raising concerns about the urban bias of the implementation plans focusing on the larger towns, and a feeling that rural areas have been overlooked.

Appendix 1 Main online survey consultation questions

A skip-logic was included within the online questionnaire (SurveyMonkey was used for this) meaning that those respondents aged under 16, or who preferred not to give their age, were not asked the question about sexual orientation or the gender 'other' question which were included for equality monitoring purposes. These questions were also not included in the email or paper hard copy versions of the survey.

Each separate blue question block was included on a separate webpage for the survey.

West Sussex Local Transport Plan Consultation

Part 1: The West Sussex Local Transport Plan for 2011-2026

Your views will help us to understand the kind of transport priorities people living in and travelling through West Sussex have, and will be used to help write the new West Sussex Local Transport Plan.

The plan is being developed by West Sussex County Council and will be from 2011-2026. The third Local Transport Plan (LTP3) will be for the whole of West Sussex and will include economic, social and environmental issues. It will also consider transport associated with new development.

Summary background information is given at the beginning of some of the questions to help with completing the questionnaire. Copies of the Provisional LTP3, and the accompanying Sustainability Appraisal are available to view in local libraries or on the Local Transport Plan website - www.westsussex.gov.uk/ltp

How to fill in this survey

There are 7 specific questions about the transport plan, then some shorter questions about you. To fill in the questionnaire, please follow the instructions. We are interested in your opinion - there are no 'right' or 'wrong' answers and you don't have to answer a question if you don't want to.

You can come out of the Questionnaire at any time but your answers will not be saved if you exit before finishing the Survey.

Move on to the next page by clicking the 'Next' button, or go backwards by clicking the 'Previous' button.

NB: You will not be able to save a final copy of your submitted survey. However there is an option to have an electronic version of your response sent to you for your records. Please tick the box in the contact details section of the survey.

Our vision for transport in West Sussex

Our vision below describes our aspiration for transport in West Sussex. It will not be easy to deliver, particularly because of current funding pressures, but it is what we would like to work towards:

'Our overall transport vision is to achieve efficient, safe and less congested transport networks, which contribute towards: a more competitive and thriving economy; reductions in emissions; improved access to services, jobs and housing, especially for those in need; and improved quality of life for all those who live and work within our beautiful and unique county.'

1. Do you support this vision?

- Yes
- No
- Not sure

Is the vision clear? Is there too much in the vision? Is there anything missing from the vision? Please write any comments in the box below:

Key transport issues in West Sussex

Transport is an important part of life in West Sussex. Here are some transport issues that we think are important:

- 1) Managing transport pollution which contributes to climate change and local air pollution
- 2) Transport impacts on the economy
- 3) Access to services for all, particularly from rural areas
- 4) Making road safety improvements
- 5) Transport impacts on the local environment
- 6) The impacts of new development on transport
- 7) Making public transport improvements

2. What transport issues do you feel we are facing in West Sussex? Do you agree with the list above? Are there other issues that we are missing? Please use the box below to explain:

What we are aiming to do

We have developed a series of "packages" for transport in West Sussex – which set out what we are aiming to do. These are discussed in more detail in the full version of the Provisional LTP3 (pages 30-61).

Elements of all of these packages will be included in LTP3, within the constraints of the funds that are available. However responses to this question below will guide the emphasis of future County Council spending on transport.

3. What is your preferred focus for transport measures in LTP3? (please tick 1 circle only)

- Package 1** (where the main focus is on Tackling Climate Change)
- Package 2** (where the main focus is on Economic Growth)
- Package 3** (where the main focus is on Equality of Opportunity and Accessibility - particularly in terms of access to services)
- Package 4** (where the main focus is on Safety, Security and Health – in relation to transport)
- Package 5** (where the main focus is on Improving Quality of Life for different transport users and non-users)
- Mix of these**
- None of these**

If you have chosen a specific package, why is this? Would you like LTP3 to include a different kind of package? Please use the box below to describe your choice above, or to explain any different kind of package:

How we will do it

The Provisional LTP3 contains Implementation Plans for the first phase up to 2016 – these explain which transport projects we will aim to deliver. Plans have been produced for the whole county, and for the main West Sussex towns (see below).

This information is detailed within the full version of the Provisional LTP3 (pages 62-100).

These proposals need to be delivered within the current funding constraints, and in the best overall interests of all residents.

4. If you have looked at the plans, would you like to make any comments? (Please tick the relevant plans)

- Countywide (pages 63-66)**
- Bognor Regis (pages 67-69)**
- Burgess Hill (pages 70-72)**
- Chichester (pages 73-76)**
- Crawley (pages 77-80)**
- East Grinstead (pages 81-83)**
- Haywards Heath (pages 84-86)**
- Horsham (pages 87-89)**
- Littlehampton (pages 90-92)**

- Shoreham (pages 93-96)
- Worthing (pages 97-100)

Cannot say as I have not seen the plans

Please write any specific comments in the box below and refer to the specific plan where relevant:

5. Are there any other specific transport measures or schemes that you would like to see in your locality, or across West Sussex? Please use the box below to describe any specific measures or schemes:

Other issues

A separate document has also been produced alongside LTP3 to consider sustainability issues – the Sustainability Appraisal. This is available to view alongside the Provisional LTP3.

This is a document which looks at the wider implications of LTP3 on the environment, wildlife, flooding, the economy, health and equality issues.

6. Are there any specific wider environmental, social or economic issues that you feel should be taken into account in our LTP3?

Please use the box below to describe any specific issues:

Range of measures

There are a range of measures that West Sussex is required to monitor in relation to the LTP3. Further information on these range of measures is detailed within the full version of the Provisional LTP3 (pages 101-102).

Specific annual targets for these measures will be set following this consultation and when further clarification on the statutory indicators that will need to be monitored is available. Therefore, at this stage no specific annual targets for the measures are included in the Provisional LTP3.

**7. What kind of measures do you think we should be using to monitor our LTP3?
Please write any comments in the box below:**

Part 2: Contact Details and More About You

Consultation responses may be quoted in future reports, but will not identify individuals or organisations. Personal information will only be used by West Sussex County Council staff in connection with processing the consultation results, or for forwarding information on future consultations where this is option is selected. You do not have to complete this information below. Data will be held securely on behalf of West Sussex County Council by Survey Monkey server providers Sungard - www.sungard.com

8. Please note that you will not be able to automatically save a copy of your response. If you would like to be sent a copy of your submitted response by email, be kept up to date on the consultation results and preparation of the final LTP3, or receive information on other West Sussex County Council consultations, please tick the relevant box and complete your contact details below.

- I/we would like to receive an electronic version of our/my response for our/my Records (this will be sent over the next few days).**
- I/we would like to be kept informed of the results of this consultation and receive updates on the preparation of the final LTP3**
- I/we would like to be kept informed of other West Sussex County Council consultations**

I would be interested in finding out more information about joining the West Sussex residents' consultation e-panel

If you have ticked any of the boxes above, please complete your relevant contact details below:

Name:

Organisation:

Address Line 1:

Address Line 2:

City/Town:

County:

Post Code:

Email Address:

Phone Number:

More About You

The purpose of this section of the Survey is to collect some more information about you.

The Office of the Deputy Prime Minister recommends that all local government authorities ask certain questions for equality monitoring purposes - such as your age, faith, ethnicity and sexual orientation (only those aged 16 or over are asked a question about sexual orientation).

Equalities monitoring also forms part of the West Sussex County Strategy to create a fair County in which to live and work, and to make sure that no-one is excluded or discriminated against by any of our services or practices.

You do not have to answer any of these questions, but it would greatly help us if you do, as this information will help us to make sure that we try to include views from all the different groups of people living in, or passing through West Sussex.

9. Which of the following age groups are you in? (please tick 1 circle only)

0-15

16-24

25-34

35-44

45-54

55-64

65-74

75+

Prefer not to say

Your Postcode

10. We would like to make sure we have collected the views of people living in different areas across the whole of West Sussex. To help us do this, please provide the postcode of your main home address in the box below:

Your gender

11. Are you male or female? (please tick 1 circle only)

- Male
- Female
- Other

- Prefer not to say

More about you

12. What is your sexual orientation? (please tick 1 circle only)

- Heterosexual
- Gay
- Lesbian
- Bisexual
- Transgender
- Unsure
- Prefer not to say

Your gender

13. Are you male or female? (please tick 1 circle only)

- Male
- Female

- Prefer not to say

Your ethnic origin

14. Which of the following best describes you? (Please tick 1 circle only)

- White – British
- White – Irish
- White - Traveller or Irish heritage
- White - Romany or Gypsy
- White - any other background
- Mixed - White and Black Caribbean
- Mixed - White and Black African
- Mixed - White and Asian
- Mixed - any other mixed race background
- Asian or Asian British – Indian
- Asian or Asian British - Pakistani
- Asian or Asian British – Bangladeshi
- Asian or Asian British - any other Asian background
- Black or Black British – Caribbean
- Black or Black British - African
- Black or Black British - any other Black background
- Chinese
- I don't know
- Prefer not to say
- Any other ethnic background (please explain in the box provided below)

Faith or belief

15. Do you have a religion or belief? (Please tick 1 circle only)

- No
- Yes, Baha'i
- Yes, Buddhism
- Yes, Christianity
- Yes, Hinduism
- Yes, Islam (Muslim)
- Yes, Jainism
- Yes, Judaism
- Yes, Parsi, (Zoroastrianism)
- Yes, Rastafarianism
- Yes, Sikhism

Prefer not to say

A different religion or belief. Please specify in the box below:

Illness Disability and Infirmity

**16. Do you have a long-term illness, disability or infirmity?
(please tick 1 circle only)**

- Yes
- No
- I don't know

- Prefer not to say

More about you

17. Which of the following best describes you? (Please tick 1 circle only)

- In full-time education at school, college or university
- Employed for 30 hours a week or more
- Employed part-time (less than 30 hours a week)
- Self employed
- On a Government Training Scheme (e.g. Modern Apprenticeship)
- Unemployed and available for work
- Permanently sick or disabled
- Retired from work
- Looking after the home
- The main carer for children or someone else at home
- Prefer not to say
- Other - please specify:

Thank you for taking part

Thank you for taking part in the West Sussex third Local Transport Plan consultation.

You will now be redirected back to the Local Transport Plan website where you can find out more information about LTP3.

If you have any further comments or questions about LTP3, please email ltplib@westsussex.gov.uk or contact 01243 642105.

Appendix 2 Stakeholder consultation events list

Main consultation events list

Bognor Regis	Bognor Regis Town Hall	Tues 31 st Aug 2010, 9am-5pm
Burgess Hill	Burgess Hill Town Council	Thurs 19 th Aug 2010, 10am-4pm
Chichester	County Hall	Thurs 29 th July 2010, 2pm-6pm
Crawley	County Mall	Tues 24 th Aug 2010, 9am-5pm
East Grinstead	Chequer Mead	Friday 6 th Aug 2010, 10am-6pm
Haywards Heath	Sainsbury's	Wed 27 th July 2010, 9.30am-3pm
	Orchards Shopping Centre	Sat 11 th Sept 2010, 10am-4:30pm
Horsham	County Hall North	Wed 4 th Aug 2010, 10am-6pm
Littlehampton	SureStart, Wickbourne Centre	Thurs 1 st July 2010, 9.30am-3pm
Midhurst	The Grange Day Centre	Friday 23 rd July 2010, 9.30am-3:30pm
Shoreham	The Shoreham Centre	Thurs 8 th July 2010, 9.30am-3pm
Worthing	Richmond Room	Thurs 2 nd Sept 2010, 9am-5pm

Others consultation events

Chichester College	Freshers fair	Tues 7 th & Wed 8 th Sept 2010, 9:30am-3pm
Central Sussex College Haywards Heath	Freshers fair	Tues 21 st Sept 2010, 12:30am-2:30pm
Northbrook College, Worthing	Freshers fair	Weds 22 nd Sept 2010, 11:00am-3:00pm
Central Sussex College Crawley	Freshers fair	Thurs 23 rd Sept 2010, 10:30am-2:30pm
Travellers consultation Burgess Hill	Travellers consultation	Fri 17 th Sept, 2010, 11am-1pm

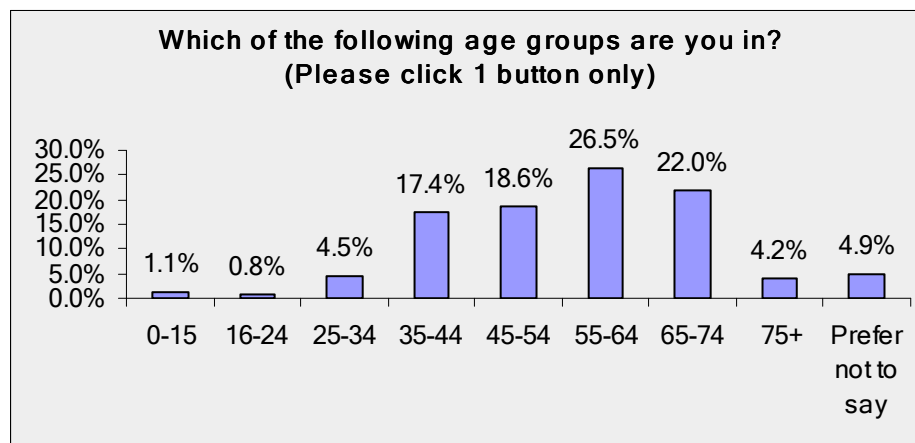
Appendix 3 Consultation grid/consultation plan

Group	Method of communication and publicity
General public	<ul style="list-style-type: none"> - Road show stakeholder events held (see Appendix 2) with display boards, maps, paper copy surveys, and postcards advertising links to the LTP website information at www.westsussex.gov.uk/ltp and www.westsussex.gov.uk/haveyoursay - West Sussex Connections article - Press releases - Postcards and posters to promote consultation
Full-time employees	- Contacted major employers in West Sussex by email

First round key stakeholder consultees including representative stakeholder and community groups	<ul style="list-style-type: none"> - Email/postal contact and dissemination of 1st round results (power point slides) - Requests made to email/post details on to wider membership represented by groups - Follow-up reminder emails sent
Parents with young children, older people, and other community groups	<ul style="list-style-type: none"> - Consultation 'drop-ins' held at some community centres, including the SureStart centre in Littlehampton - Posters and postcards sent out to community centres
Children and young people	<ul style="list-style-type: none"> - News article included on West Sussex Grid for Learning wsgfl.westsussex.gov.uk and email sent to all WSCC schools to promote and encourage participation amongst schools - Email contact made with Youth Cabinet and findings from West Sussex Youth Cabinet Elections 2009 Online Questionnaire Report incorporated
Students	<ul style="list-style-type: none"> - Contacted further education colleges and the University of Chichester and series of freshers fair events held (see Appendix 2)
Library users	<ul style="list-style-type: none"> - Copies of the document held in each West Sussex library - Posters and postcards sent out to libraries
Tourists	<ul style="list-style-type: none"> - Email and telephone contact made with Tourist Information Centres and some key local leisure establishments with posters and postcards sent out
Gypsies and Travellers	<ul style="list-style-type: none"> - Postcards distributed at all managed sites - Meeting held with group in Burgess Hill (see Appendix 2)
Unemployed	<ul style="list-style-type: none"> - Telephone and written contact with various West Sussex Job Centres who were asked to display postcards and posters advertising consultation and events
Faith groups	<ul style="list-style-type: none"> - Telephone and email contact made with various faith group, including Crawley and Horsham Interfaith Forums, Worthing E&D Group, Worthing Humanist Society and Worthing Mosque
Disability groups	<ul style="list-style-type: none"> - Telephone and email contact with various internal WSCC groups, Outreach 3 Way and Headway
LGBTU (lesbian, gay, bi, trans, unsure) groups	<ul style="list-style-type: none"> - Telephone and email contact with various internal WSCC groups, Stonewall, Worthing Pride and TAGS (The Arun Gay Society)
Equalities groups	<ul style="list-style-type: none"> - Telephone and email contact with internal WSCC groups, Horsham Equality Forum, Arun and Worthing Cohesion and Mid Sussex Diversity Forum

Appendix 4 - Main survey respondent's socio-demographic information

Which of the following age groups are you in? (Please click 1 button only)		
Answer Options	Response Percent	Response Count
0-15	1.1%	3
16-24	0.8%	2
25-34	4.5%	12
35-44	17.4%	46
45-54	18.6%	49
55-59	10.2%	27
60-64	16.3%	43
65-74	22.0%	58
75+	4.2%	11
Prefer not to say	4.9%	13
<i>answered question</i>		264
<i>skipped question</i>		156



Are you male or female? (Please click 1 button only)		
Answer Options	Response Percent	Response Count
Male	53.1%	132
Female	45.3%	114
Prefer not to say	1.6%	16
<i>answered question</i>		262
<i>skipped question</i>		158

What is your sexual orientation? (Please click 1 button only)		
Answer Options	Response Percent	Response Count
Heterosexual	77.6%	156
Gay	1.5%	3
Lesbian	0.0%	0
Bisexual	1.0%	2
Transgender	0.0%	0
Unsure	1.0%	2
Prefer not to say	18.9%	38
<i>answered question</i>		201
<i>skipped question*</i>		2

* Question not asked on email or paper version of the survey, to those aged under 16, and to those who preferred not to give their age in Q10.

Which of the following best describes you? (Please click 1 button only)		
Answer Options	Response Percent	Response Count
White - British	81.6%	204
White - Irish	0.8%	2
White - Traveller or Irish heritage	0.0%	0
White - Romany or Gypsy	0.0%	0
White - any other background	1.6%	4
Mixed - White and Black Caribbean	0.0%	0
Mixed - White and Black African	0.0%	0
Mixed - White and Asian	0.0%	0
Mixed - any other mixed race background	0.0%	0
Asian or Asian British - Indian	0.4%	1
Asian or Adian British - Pakistani	0.0%	0
Asian or Asian British - Bangladeshi	0.0%	0
Asian or Asian British - any other Asian background	0.0%	0
Black or Black British - Caribbean	0.0%	0
Black or Black British - African	0.8%	2
Black or Black British - any other Black background	0.0%	0
Chinese	0.0%	0
I don't know	1.2%	3
Prefer not to say	13.6%	34
Any other ethnic background (please write your ethnic background here).	0.0%	0
answered question		250
skipped question		170

Do you have a religion or belief? (Please click 1 button only)		
Answer Options	Response Percent	Response Count
No	35.8%	82
Yes, Baha'i	0.0%	0
Yes, Buddhism	1.3%	3
Yes, Christianity	45.0%	103
Yes, Hinduism	0.4%	1
Yes, Islam (Muslim)	0.4%	1
Yes, Jainism	0.0%	0
Yes, Judaism	0.0%	0
Yes, Parsi (Zoroastrianism)	0.0%	0
Yes, Rastafarianism	0.4%	1
Yes, Sikhism	0.9%	2
Prefer not to say	15.7%	36
Other	0.0%	0
answered question		229
skipped question		191

Do you have a long term illness, disability or infirmity? (Please click one button only)		
Answer Options	Response Percent	Response Count
Yes	16.1%	41
No	71.7%	182
I don't know	0.8%	2
Prefer not to say	11.4%	29
answered question		254
skipped question		166

Which of the following best describes you? (Please click 1 button only)		
Answer Options	Response Percent	Response Count
In full-time education at school, college or university	3.3%	8
Employed for 30 hours or more per week	29.2%	71
Employed part-time (less than 30 hours per week)	14.0%	34
Self-employed	11.9%	29
On a Government Training Scheme (e.g Modern Apprenticeship)	0.0%	0
Unemployed and available for work	0.4%	1
Permanently sick or disabled	1.2%	3
Retired from work	27.2%	66
Looking after the home	2.1%	5
The main carer for children or someone at home	0.4%	1
Prefer not to say	10.3%	25
Other (please specify)	0.0%	0
Other (please specify)		
<i>answered question</i>		243
<i>skipped question</i>		177

