



RESULTS OF COMMUNITY CONSULTATION

Part 2: Other Sustainable Transport Measures

INTRODUCTION

Part 2 of the Consultation on a possible 20 MPH Zone for Steyning included a series of questions to test the appetite for other future sustainable transport measures. These covered five areas:

- Further road traffic calming measures
- Reducing speed limits on the Steyning Bypass
- Encouraging walking and cycling
- Encouraging public transport
- Installing electric vehicle charging points.

This part of the survey was carried out entirely online using the survey tool, Survey Monkey. A total of 1276 online responses were received. 72% were from Steyning, 12% from Bramber, 8% from Upper Beeding, and 7% from elsewhere.

The online survey provided space for comments and suggestions, and a large number were received. These have been read and analysed carefully, and are presented alongside the quantitative results in the sections below. The points made are clustered by broad theme, and ranked according to the number of times each point was raised. Those that received more than 25 mentions are highlighted in blue.

The Working Party would like to thank everyone for their input.

A. FURTHER TRAFFIC CALMING MEASURES

Going beyond the idea of a 20 MPH Zone, two potential options were suggested as ways to calm traffic, shift the balance in favour of walking and cycling, and make Steyning High Street more of a social space:

Option 1: Closing the High Street on more Bank Holidays & special occasions: like happens now for the Summer Fair, but more often.

Option 2: Making Steyning High Street a 'Shared Space': pedestrians, cyclists and vehicles would share the whole road, like in New Road outside Brighton's Theatre Royal. Street parking would be discouraged, and there would be more room for outdoor seating and planters. 'Pinch points' might be helpful to slow down traffic. Cars and buses could still come down the High Street they would do so at much reduced speeds.

The charts below show that while views are mixed, both options had significant backing. Option 1 got slightly higher approval ratings - 56% were in favour and think it is a 'good' or 'great' idea. This compares to 29% who think it is a 'bad' or 'doubtful idea'. This means a majority of nearly two-to-one in favour.

For the more ambitious option of making the High Street a 'shared space', 48% were in favour and 39% against.

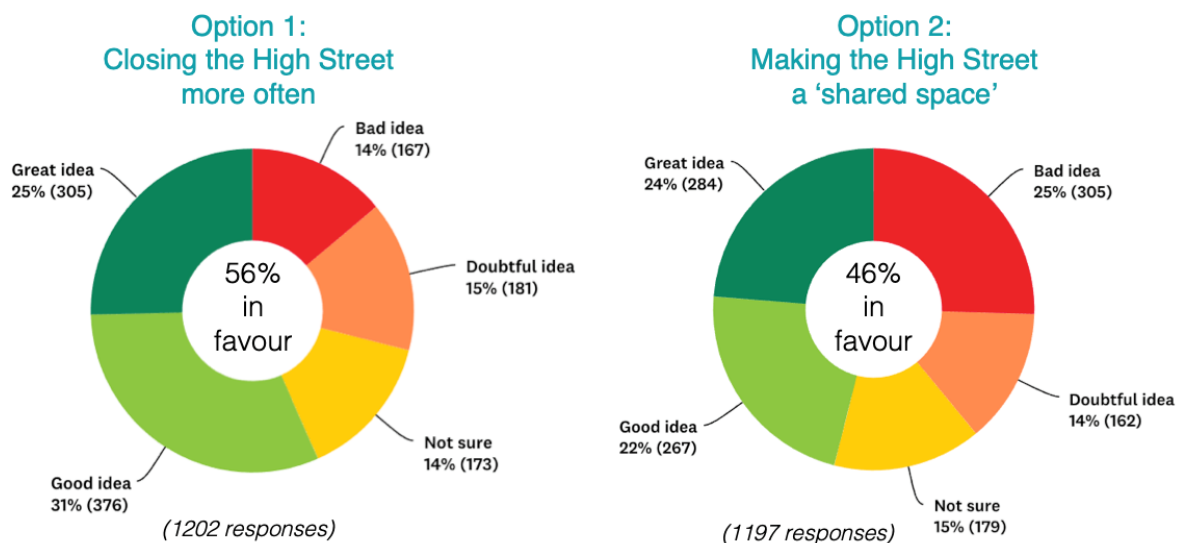


Figure 3: Views on further traffic calming measures

There were 500 comments on these two traffic calming options. The most frequent points raised were as follows:

Theme	Points raised	No. of mentions
Overall comments in favour	Love the idea of shared space - let's do it	28
	Good idea in principle but practical challenges	21
	Needs careful planning & more evidence	20
	Would attract visitors	11
	Shared space could work	10
	Would make town more welcoming and encourage community feel	9
	Cars should not be allowed to dominate our streets	8
	Like idea of closing High St for more communal events	7
Overall comments against	Not realistic	30
	This is crazy, idiotic, anti-driver	22
	Already nice place to be, why change, leave it as it is	18
	High St. already very slow	12
	Waste of money, likely to be short-lived	7
Suggestions	Restricting parking in High St would improve safety. Ban parking on Truffles side.	45
	Full pedestrianisation better than shared space possibly at weekends	11
	One way system in High St (and other streets?) a better idea	8
	Pinch points are a good idea	8
	Wider pavements would help	7
Concerns	Bad for business	60
	Alternative traffic routes (Tanyard Lane, Charlton St, etc.) problematic	40
	Street parking needed for disabled/older people	34
	Current parking rules not enforced	32
	Would increase risk of injury/shared spaces unsafe	23
	Not enough parking/need a better parking strategy	23
	Knock on effect on parking in other streets	20
	Hasn't worked in Brighton & elsewhere, New Rd a bad comparator	19
	Parking charges encourage street parking and are part of the problem	18
	Pinch points are a bad idea	17
	Inconsiderate cyclists cause problems for cyclists & pedestrians	14
	Inconsiderate parking is a problem	14

B. INTRODUCING A LOWER SPEED LIMIT ON STEYNING BYPASS

The A283 Steyning Bypass is currently 60 MPH for cars and 50 MPH for most other vehicles, in line with national regulations. Turning onto the bypass in a car is quite dangerous, and crossing it on foot or by bike can feel risky, especially at busy times.

This problem will be magnified when the Steyning Grammar moves its junior school to the Towers School, in Beeding, in September 2021, as many students will be needing to get to and from school during busy times. The survey asked if people would you support introducing a lower speed limit on the bypass, and why?

Is introducing a lower speed limit on the bypass a good idea?

A clear majority (55%) think this it is a 'good' or 'great' idea, but 34% are doubtful or against.

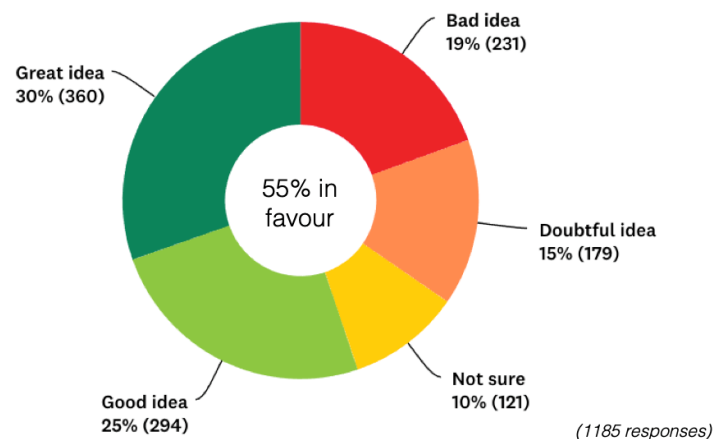


Figure 4: Introducing a speed limit on the Bypass

What are the main factors influencing your thoughts?

Safety was the biggest factor mentioned. Over 90% rated this as 'important' or 'very important'. Air quality and noise are also concerns for over 75% of respondents.

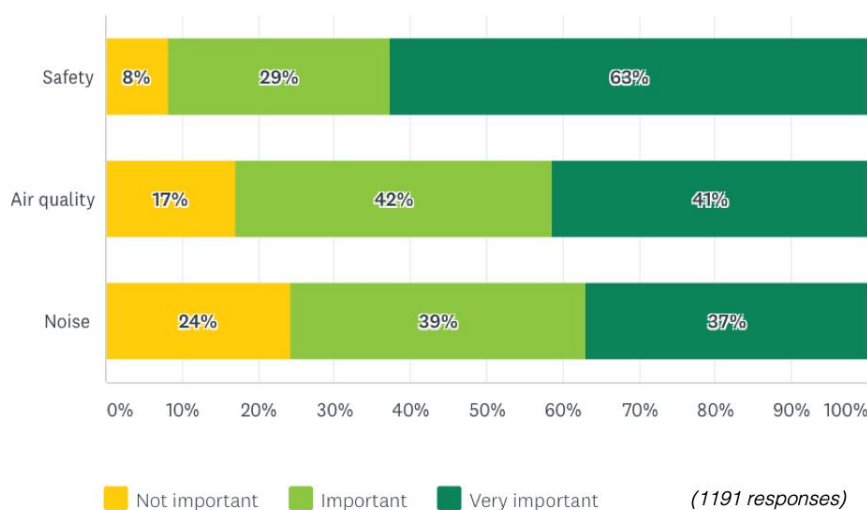


Figure 5: Influencing factors

Comments

There were 550 comments in total on the idea of reducing speed limits on the bypass. The main points raised were as follows:

Theme	Points raised	No. of mentions
Overall comments in favour	Broadly welcome proposal for benefits in terms of safety, noise reduction	124
	Speeding motorbikes the main problem	48
	Improve crossings for pedestrians	39
	Improve enforcement	22
	Improve safety at Bramber roundabout & Canons Way, add traffic lights	10
Overall comments against	Speed reduction makes no difference, or increases danger, or increases pollution, or increases congestion, or increases noise	123
	Build/improve/use footbridges, tunnels, crossings instead	37
	Enforcement the key issue	34
	Speeding motorbikes the main problem	14
	Complaining about perceived poorly worded/leading questions in survey	14
Concerns	Speed limits will cause congestion	
	Speed limits will increase pollution	
	Speed limits will increase traffic through village	
	Towers school will make no difference (Beeding children no longer making reverse journey)	
	Drivers will ignore speed limits	
	Speeding motorbikes on Sunday mornings and general noise pollution	
Suggestions	Build additional crossing points (bridges, tunnels, pedestrian refuges) instead	
	Add roundabouts to Canons Way and Horsham Road exits	
	Reduce speed limits at key points (at crossings/junctions)	
	50mph most favoured among participants who supported change	
	Keep verges cut back to ensure clear visibility at crossing points	

C. ENCOURAGING CYCLING AND WALKING

Supporting more 'active travel' should cut down on car use and be beneficial for people's health and wellbeing. The survey asked what would encourage people to walk and cycle more, rather than taking the car.

Would any of these measures encourage you to walk more?

The results suggest that better-maintained public footpaths would make the biggest difference, with over 75% of respondents saying this would help. Wider and better maintained pavements, more manageable gates and stiles, and more benches would also help, according to more than half the people who responded.

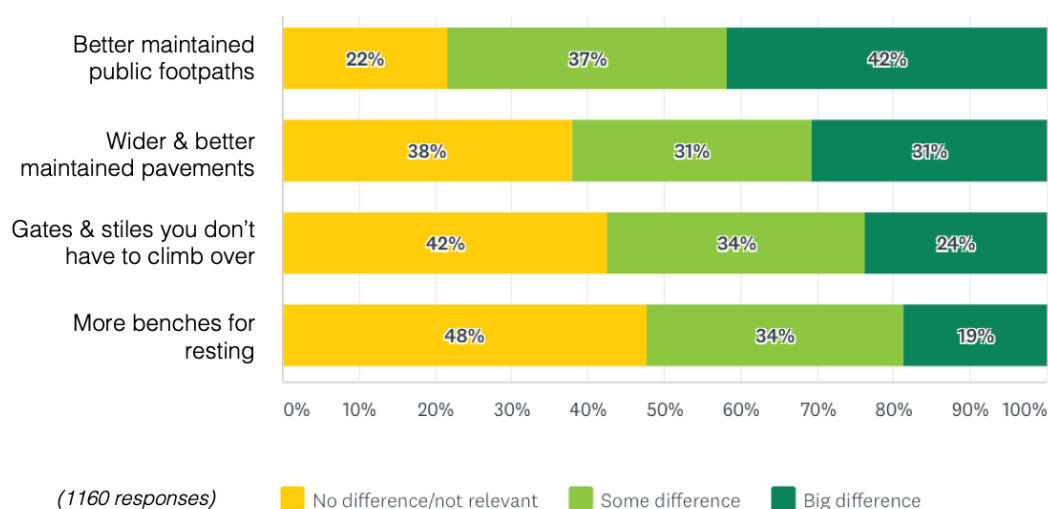


Figure 6: What would encourage more walking?

Comments

There were 313 comments in total on how to encourage walking. The main points raised were as follows:

Theme	Points raised	No. of mentions
Overall comments	I already walk a lot	33
	Facilities are fine as they are	24
	Suggestions too vague, not relevant or needed	17
	I have mobility problems so measures unlikely to help me	7
Suggestions	Improve bypass crossings	18
	Footpaths need improving, better maintenance	18
	Improve disabled access	16
	Better signage, public information, walking trails	15
	Better/wider pavements on some streets	13

	More segregated walking & cycle paths	13
	Better lighting, especially on twittens	10
	More benches	10
	Stiles & gates you don't have to climb over	9
	Cut back overgrown hedges	9
	Promote health benefits of walking	6
	Free parking so people can park and walk	6
Concerns	Litter & dog poo a problem	18
	Silent & speeding cyclists a danger	17
	Specific danger hot spots - Clays Hill (6 mentions), Castle Lane (3), Church St (2), Cripps Lane, Tanyard Lane, Towers School, Horsham Rd, Bramber Street	11
	Muddy paths in winter	11
	Safety around schools	10
	People parking on pavements	6

Would any of these measures encourage you to cycle more?

Having cycle paths that link up better came out as the top suggestion. Nearly two thirds said this would a difference to them. Having more and better cycle paths came a close second. Half would find more bike racks helpful, and over 30% would appreciate electric bike charging points.

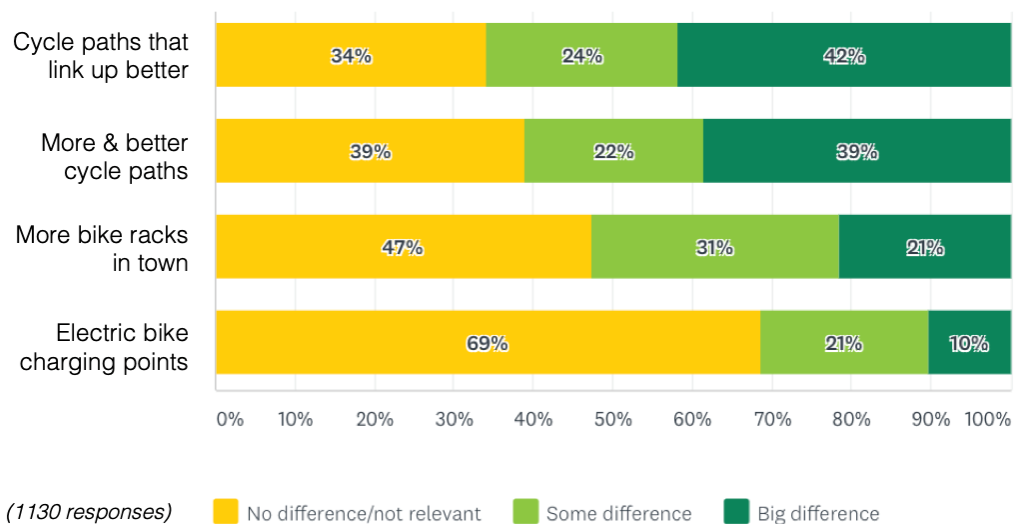


Figure 7: What would encourage more cycling?

Comments

There were 298 comments in total on how to encourage cycling. The main points raised were as follows:

Theme	Points raised	No. of mentions
Overall comments in favour	In favour and extend current provision	89
	Improve behaviours of other road and shared-space users	30
	More bike parking/facilities/signage	23
	Repair/maintain roads better	8
	Create electric bike charging points	8
	Safer crossing points	8
Overall comments against	Improve attitudes and behaviours of cyclists (speed, riding abreast/Lycra-clad racers)	39
	Can't/won't/don't cycle; prioritise cars and pedestrians	26
	Reduce cycling numbers	17
	Waste of money/resources	13
	Electric bike concerns (practicality, too expensive, environmental)	8
Concerns	Cyclists not obeying highway code	
	Too many cyclists already	
	Not everyone can cycle	
	Not enough space for cycle paths	
	e-bike charging points favour small minority	
	e-bike charging point compatibility issues	
Suggestions	Drivers not obeying law/highway code – enforcement, education, signage	
	Negative attitudes of other road/shared-space users – education, signage	
	Make crossing points safer – particularly on school run-routes	
	Better maintenance of existing infrastructure – surfaces, potholes	
	More cycle parking with security features	

D. ENCOURAGING USE OF PUBLIC TRANSPORT

Steyning and Bramber have some bus connections, but are not very well served by public transport. The survey asked if people think improving public transport is a priority and what measures would encourage them to use it more. This is looking at the medium and long term here, once the current Covid crisis is behind us.

Is developing better public transport for our area a priority?

'Yes' was the emphatic answer to this question; 86% felt it was a medium or high priority.

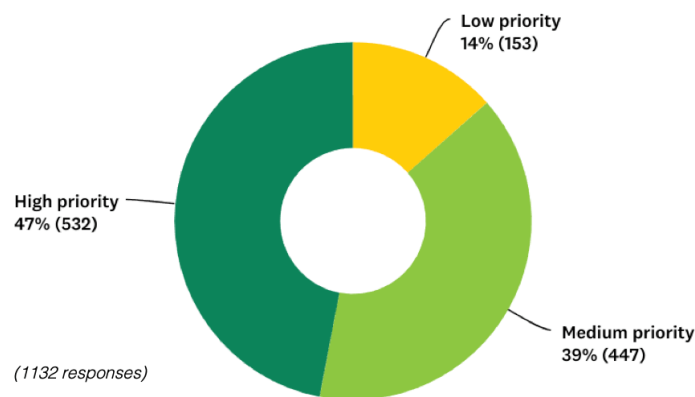


Figure 8: Is improving public transport a priority?

Would any of these measures encourage you to use public transport more?

Better timetable connections in Shoreham and more frequent bus service would be the most effective measures, according to the survey, with over 70% saying these measures would make a difference to them. Combined ticketing and lower fares would also encourage public transport use by more than half the respondents.

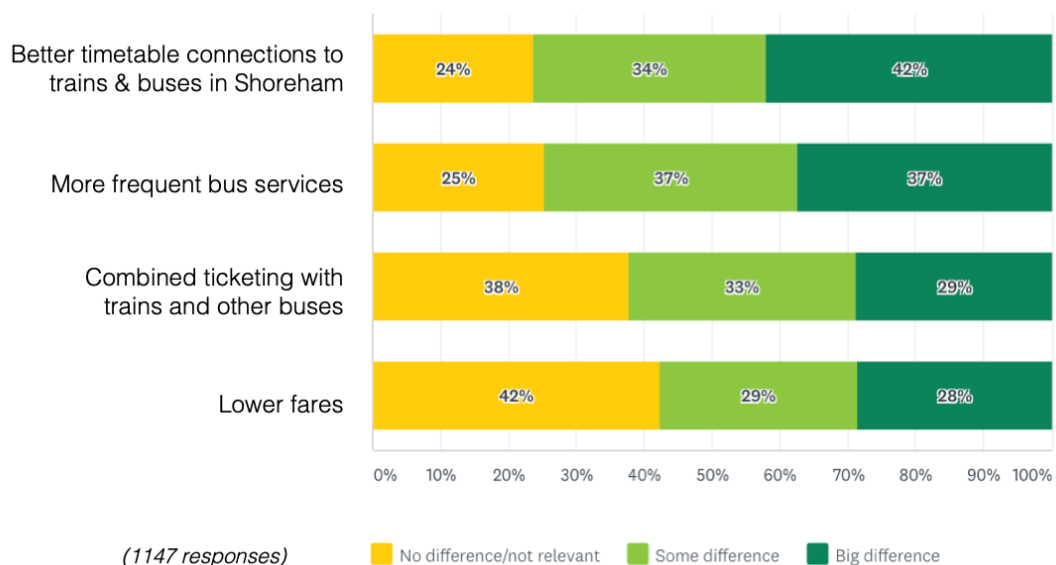


Figure 9: What would encourage public transport use?

Where would you like to go to by bus?

The survey asked which destinations people would use buses to get to, assuming services were improved, and how often they would use them. Shoreham, Brighton and Worthing came out as the top destinations, with over 50% of people saying they would use the bus to get there at least once a month. It was notable, however, that relatively few indicated they would be travelling on a daily basis; most said they would be more occasional users.

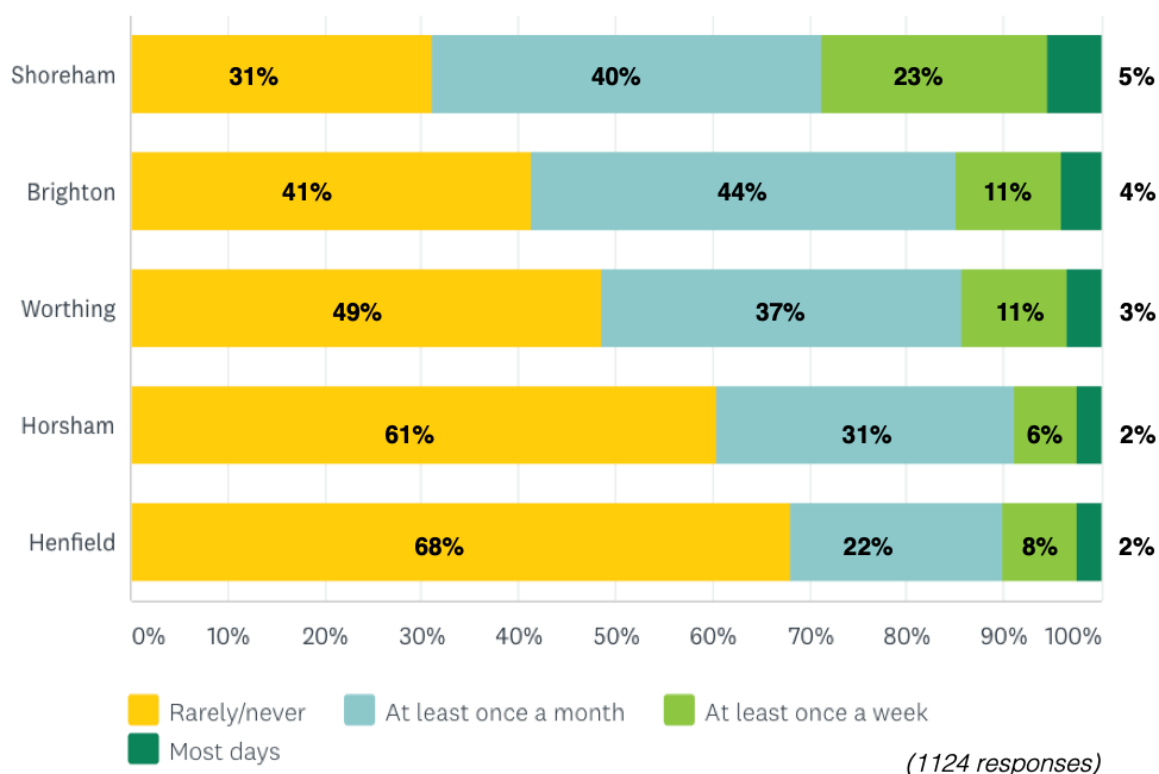


Figure 10: Where would you like to go by bus?

Comments

There were 232 comments and suggestions in relation to improving public transport. The most frequent points raised were as follows:

Theme	Points raised	No. of mentions
Suggestions	Need lower fares	29
	Bring in express buses to Brighton, Worthing	29
	Need easier ways to pay/combined ticketing	29
	Need more frequent/reliable service	25
	Introduce a shuttle bus to Shoreham	24
	Better bus & train connections needed	22
	Expand rural routes	11
	Reinstate late night services/ later Sunday service	11

	Accessible timetables/bus shelters/electronic displays	11
	Better school connections needed	9
	Reopen the railway line	6
	Should move to an on-demand service	5
	Need cleaner buses, better Wi-Fi, more disabled seats	5
Overall comments against	Buses are too slow and inconvenient	9
	Rural buses not profitable/ affordable	9
	Need to tackle negative attitude to buses	8
	Prefer to drive and be independent	7
	Bus service is OK as it is	5

E. INSTALLING ELECTRIC VEHICLE CHARGING POINTS

The shift towards electric vehicles (EVs) is being actively promoted by the Government but hinges on the availability of EV charging points. At present there are no public charging points in Steyning.

Is installing some easily accessible public EV charging facilities in Steyning and Bamber a priority?

Nearly three quarters of people do see this as priority, with over a third considering it is a 'High Priority'.

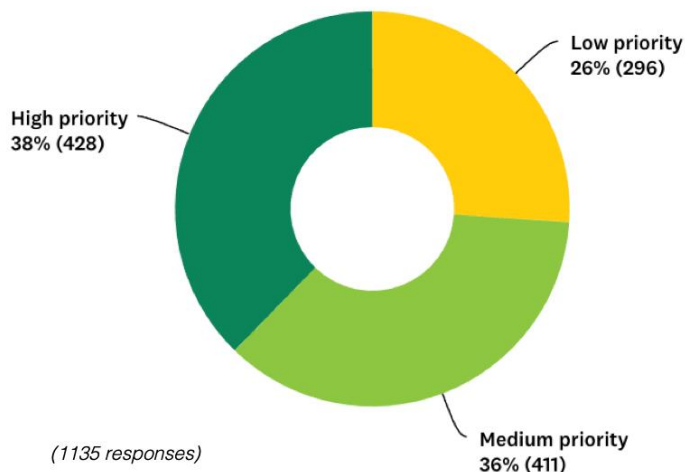


Figure 11: Installing EV charging points

Could you charge an electric car at home?

The survey asked if people have space in a driveway or garage to do this. While 71% said they do, 23% said they do not have a suitable spot to do this, so would be dependent on public charging points. This underlines the need for accessible public charging facilities.

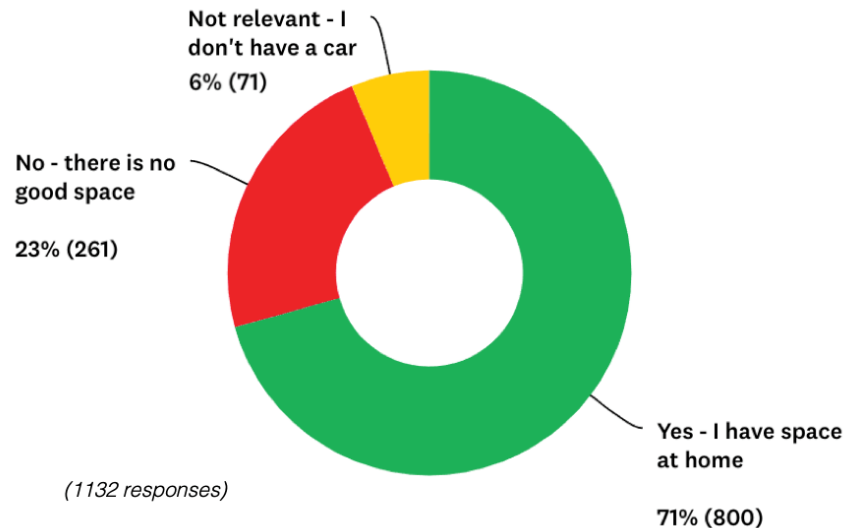


Figure 12: Could you charge an EV at home?

Do you own an EV or are thinking of getting one?

The survey asked if and how soon people were thinking of getting an EV, either an all-electric vehicle or a plug-in hybrid.

The result showed the transition to EVs is well underway locally. 5% already own an EV and a further 18% expect to get one within the next two years. A further 14% said they would be much more likely to get one if there were handy public charging points.

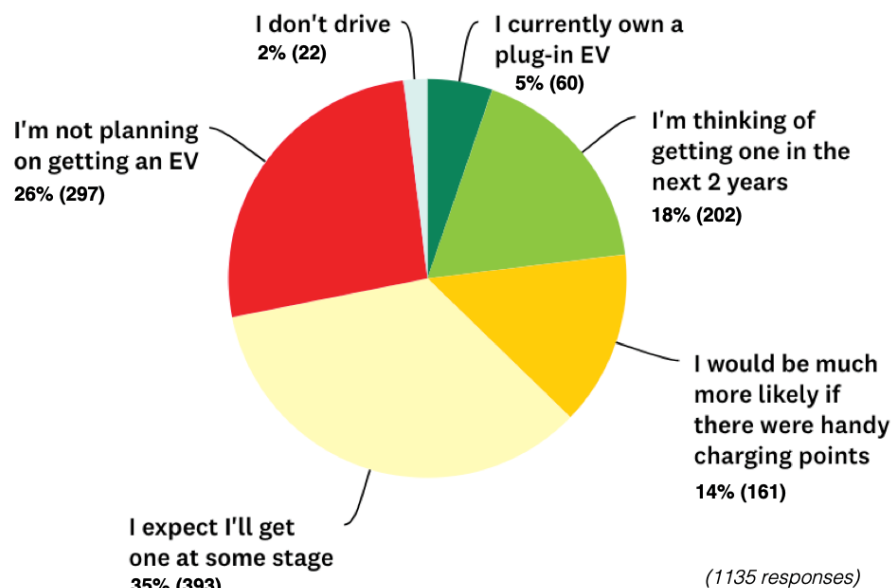


Figure 13: EV ownership intentions

Comments

There were 216 comments relating to EVs and EV charging. The most frequent points raised were as follows:

Theme	Points raised	No. of mentions
Overall comments in favour	Would encourage visitors to Steyning	13
	This is a top priority/fantastic move forward/let's get ahead of the curve	9
	Can't wait/I'm getting one	6
	Charging points will encourage people to buy EVs	4
Overall comments against	I'm sceptical about EVs – limited range, cost of batteries, manufacturing footprint, hydrogen better option	20
	Not needed. Spend money elsewhere. Charging points becoming less relevant as range improves.	13
	Am squeezing the life out of my current car	8
	Thinking of giving up driving altogether	4
Suggestions	Lack of fast charging facilities a major problem, needs to improve in Steyning & nationwide.	39
	There's space in the car parks. Should have put them in Fletchers Croft during recent renovation.	12
Concerns	High cost of EVs a deterrent for me	39
	I can't easily charge at home. Need workable alternatives.	20
	More incentives needed e.g. taxing petrol, free parking for EVs	5
	Don't take space from other parkers	4

CONCLUSIONS AND NEXT STEPS

The purpose of Part 2 of the 20 MPH Consultation was to test the appetite of local residents for introducing further traffic calming and sustainable transport measures in future.

While views are not unanimous, the results show there is significant support for all the ideas raised. Picking out the headline numbers:

- A clear majority (55%) are in favour of closing the High Street more often, and many back the idea of making the High Street a 'shared space'
- 55% think introducing a speed limit on the bypass is a good or great idea
- 75% say better maintained footpaths would encourage them to walk more, alongside other measures
- 66% said that linking up cycle paths would encourage more cycling, with other measures also helping
- 86% feel that developing better public transport is a priority
- 74% think that installing public EV charging points is a priority.

No specific plans are in place as yet to pursue any of these ideas. Some would be major undertakings requiring careful planning, financial resources, and liaison with the District and County Councils and other stakeholders. So they should best be seen as longer-term ambitions, rather than short-term options.

However, it is hoped that the results of the survey will be useful in sparking and informing discussions around these possibilities, and building the momentum for change.

Report prepared by the 20 MPH Community Working Party

May 2021

