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1. Do you support this vision?

Not sure

The vision needs to be specifically about more sustainable modes of transport rather than just a sustainable vision. That way West Sussex can remain a 'beautiful and unique county'. Without this focus, the Vision is just flowery words that will mean nothing to more vulnerable road users.

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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:

Speeding and driver behaviour are big issues in West Sussex. This in turn has an extremely negative impact on walking and cycling figures as these activities are increasingly perceived as dangerous because of fast and irresponsible driving. There has to be improved access to West Sussex 'assets' for cyclists; most notably the coastal towns, the South Downs National Park and nature reserves. Access into Worthing is very limited by bicycle as the A24 is a dangerous dual carriageway (a parallel two way cycle path could provide a link to the South Downs Way and towns & villages north of the Downs). The A27 & A259 also have high traffic volumes which will put people off cycling and the infrastructure provided is often woeful with no continuity and little consultation. There is a failure to appreciate that sustainable transport provides a massive boost to local economies and tourism. Cycling provision is always seen as an afterthought with nothing being conceded from car space – a cycle route is generally a converted pavement that makes cycling slower and more circuitous than it should be. There needs to be FAR better design of streetscapes.

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3. What is your preferred focus for transport measures in LTP3?

Mix of these

We believe that cycling would have a positive impact on each focus point; 1 Cycling is zero emissions transport so easily tackles climate change 2 Cycling promotes sustainable economic growth as local money stays local. Better connections to neighbouring coastal towns and the South Downs National Park would boost tourism. 3 Cycling is egalitarian, promoting greater accessibility, particularly for those that don't have access to a car. 4 Greater cycling numbers promotes safety, security and health as people actively engage their neighbourhoods 5 Reduced pollution, improved health and reduced noise pollution improves the quality of life for cyclists and non-cyclists alike. The draft plan refers (2.13) to the Active Travel Strategy published by the Department of Health and Department for Transport. The claim that "the Local Transport Plan takes on board the challenges this sets" is not sustained. None of the five investment packages "put walking and cycling at the heart of local transport and public health strategies over the next decade". We should support the Active Travel Strategy fully and ask that an investment package is put together that does put cycling and walking at the heart of local transport. Taking into account all the benefits, the evidence suggests that this would represent best value for money.

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

Worthing (pages 97-100)

There has to be 20mph zones across all residential streets. School Safety Zones would be better served as part of a blanket 20mph scheme to protect the residential streets around the schools that the children will also be using. We object to the potential closure of Goring level crossing as it is supposedly on an existing cycle route. Worthing has already taken the bold step of extending NCN2 along the promenade to King George V Avenue. We would like to see this extended to Rustington & Littlehampton. There should be increased cycle parking throughout Worthing Town Centre. Particularly Brighton Road (Outside 'Browns' shop) and South Street (outside WH Smith) Contra-flow cycling should be permitted on the southern part of Portland Road (south of Shelley Road). This would allow cyclist access to the existing cycle parking at the end close to Montague Street and connect with the [sporadic] on-road cycle lanes along Shelley Road. Reworking/renewing the bridge over the railway at West Tarring allotments to allow people to be able to cycle over it/improved wheelchair/pushchair access. A27 Sompting: Cycle / pedestrian crossing at Church Lane. Sompting Village is effectively cut off from houses and the church to the north of the A27 Worthing Pier roundabout (Marine Parade). Widen eastbound exit. Build a cycle path connecting Worthing to destinations north of the Downs. A24 is now too hostile for the majority of cyclists with no decent alternate provision. Cycle/walkway (shared use) starting at the junction of Palantine Road and Littlehampton Road ('Sussex Yeoman' public house & Pelican Crossing) along the South side of the Littlehampton Road (A2032) inside the 'safety fence', alongside the Rife, all the way to

Goring Street. This would make the connection from Durrington/Salvington areas to the cycle/walkway on the Littlehampton Road on the A259 which eventually joins up with the south coast cycle route at Ferring. Shaftesbury Avenue, south of Durrington Bridge. Remodel the junction to allow easy cycle access between Barrington Road and West Park. Goring – Worthing cycle route A259 between Mulberry Lane and Wallace Avenue. This needs to be brought up to DfT minimum standards (or better!). It should be continuous, the speed limit should be reduced from 40mph to 30mph, the on-road cycle lanes need to be widened in places, in particular the westbound stretch leading to George V Avenue, which is less than 1m wide. Decent cycle parking and cycle access/egress to the new 'Aquarena' development. Particularly as NCN2 runs along the South of the proposed development. A new cycle route linking Ferring & Worthing utilising off road sections. This would provide less exposure to traffic and coastal wind. It would also be a pleasant alternative to the current signed South Coast Cycle Route. A tentative suggestion has been put forward by Worthing Revolutions Cycle Campaign Group 'Safety Engineering' generally means build outs which can create conflict between cyclists and motorists. We would like to see a combination of 20mph speed limits in residential areas, removal of road markings and narrowing of carriageway space on the many wide roads that Worthing has offering scope for better segregated conditions for pedestrians, cyclists and even better parking for residents. The cycle routes in Worthing are generally of a very poor standard. Often cyclists and pedestrians have to share pavement space that has been declared a 'Shared Use facility', yet no space is ceded by motorists (which would help in speed reduction throughout the town). The most recent cycle paths (Broadwater – Town Centre & Findon Town Centre) are largely on converted pavements that have only been marginally widened in places. These routes stop frequently and have obscured driveways and entrances to properties increasing the scope for collision.

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:

20's Plenty. This should be introduced in all urban residential areas with 30mph 'arterial routes'. Speed reduction measures on rural roads. People would walk and cycle more if they didn't have such a perception of danger on Sussex rural lanes. Average speed cameras introduced to A27 to prevent speeding and create a steadier traffic flow. Promoting cycling and walking will do more to help West Sussex Air Quality/Climate Change Management than any of the other proposals. There has to be improved infrastructure design and delivery. Adult cycle training Bike-it Officer for Worthing/Adur 'Traffic free' [closed route] cycle events in Worthing

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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:

There doesn't seem to be any urgency with regards sustainable transport options. People can still drive to all points of West Sussex and often people do this too quickly. Roads have been upgraded to dual carriageways with pitiful infrastructure in place for any other mode of transport to be considered other than the private car. Promoting sustainable transport is good for congestion, air & noise pollution, local economies, health and wellbeing. West Sussex only seems to be concerned about the bottleneck at the A27 without realising the alternate ways of combating the problem of congestion on this and other trunk roads. There needs to be more consultation with local cycle groups. They normally don't get to hear of WSCC cycle 'infrastructure' plans until its too late and what's put in place is generally always awful. There is a feeling that engineers don't want to hear what could be constructive comments. The very real potential for large rises in fuel prices has not been assessed or considered at all.

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

More cycle counters to help build a more accurate picture. There has to be greater encouragement of sustainable transport. There also needs to be continuous feedback encouraged from all groups, particularly where sustainable transport infrastructure is concerned. A modal shift away from private cars is the best performance indicator

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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

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

Name: - Jim Davis

Organisation: - Worthing Revolutions Cycle Campaign Group

Address Line 1: - 4 Penfold Road

City/Town: - Worthing

County: - West Sussex

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Email Address: - thecyclingjim@gmail.com

Phone Number: - 07545 598998

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10. Which of the following age groups are you in? (Please click 1 button only)

35-44

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11. 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.

BN14 8PH

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12. Are you male or female? (Please click 1 button only)

Male

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13. What is your sexual orientation? (Please click 1 button only)

Heterosexual

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14. Are you male or female? (Please click 1 button only)

No Response

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15. Which of the following best describes you? (Please click 1 button only)

White - British

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16. Do you have a religion or belief? (Please click 1 button only)

Yes, Christianity

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17. Do you have a long term illness, disability or infirmity? (Please click one button only)

No

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18. Which of the following best describes you? (Please click 1 button only)

Employed for 30 hours or more per week

