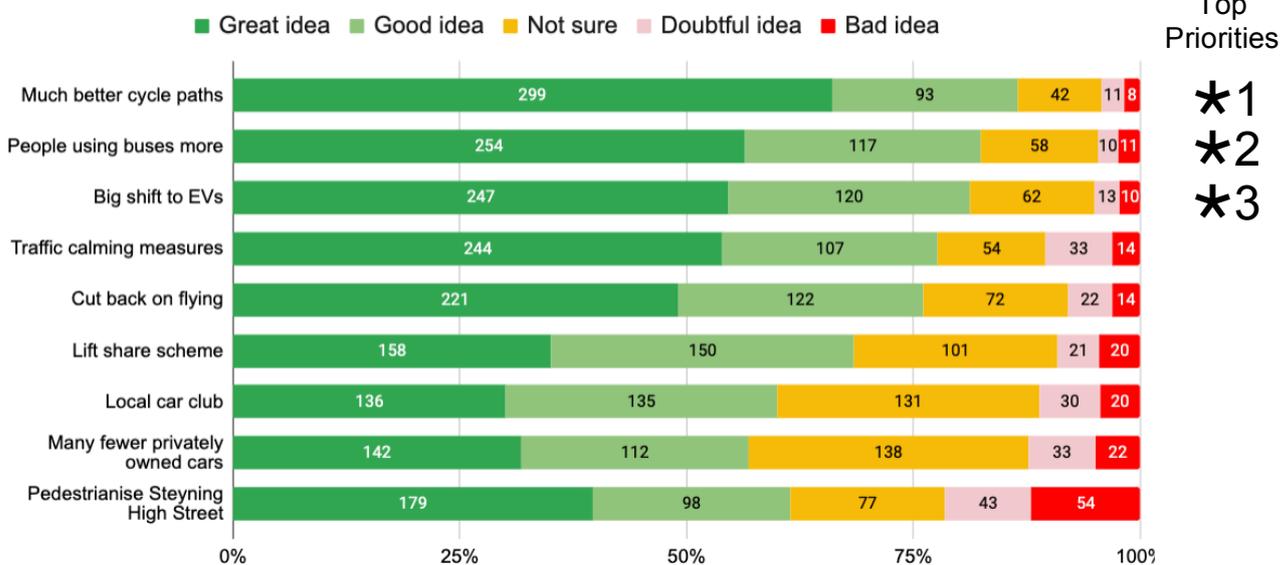


A. Transport

Headlines

HOW WE GET AROUND



- There were more contrasting views on this topic than on any of the others, as shown by the size of the red and pink bars.
- Support for cycle paths, buses and switching to electric vehicles is very widespread (over 80% thought these were great or a good ideas).
- 77% support traffic calming measures, but there were more mixed views on the merits of pedestrianizing Steyning High Street, either partially or in full. While 61% were in favour, 21% were against the idea. This is clearly an option that would need talking through, especially with shop owners.
- 76% agreed with the need to cut back on flying, but there was more uncertainty on the feasibility of cutting down on privately owned cars. 57% agreed with this, but 31% were unsure, and 12% opposed.



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Raw data

Idea	Great idea	Good idea	Not sure	Doubtful idea	Bad idea	Good or great idea	Doubtful or bad idea	Average Score	Number who consider priority
There are much better cycle paths throughout the area	66%	21%	9%	2%	2%	86.7%	4.0%	4.47	249
People are using local buses much more	57%	26%	13%	2%	2%	82.6%	4.7%	4.32	235
There has been big shift to electric cars and vans	55%	27%	14%	3%	2%	81.4%	4.9%	4.29	223
Traffic calming measures encourage people to walk and cycle more	54%	24%	12%	7%	3%	77.8%	10.2%	4.19	116
Most people have cut back considerably on flying	49%	27%	16%	5%	3%	76.2%	7.8%	4.15	190
A lift share scheme means people can sign up online to share a ride	35%	33%	22%	5%	4%	68.6%	8.9%	3.91	55
A local car club scheme allows people to rent a car or van by the hour	30%	30%	29%	7%	4%	60.1%	10.9%	3.75	48
There are many fewer privately owned cars	32%	25%	31%	7%	5%	57.0%	12.1%	3.72	72
Steyning High Street has been partially or completely pedestrianised	40%	22%	17%	10%	12%	61.6%	21.6%	3.68	126

What else would you like to see?

A change in Government policy from profit orientated public transport to service orientated. Significant subsidies for all members of the community to engage in greener transport habits - not just those who are able to afford them e.g. moving away from fossil fuelled vehicles.
A continuation of people selling their produce and giving stuff away outside their homes
A cycle route through Wiston House park
A environmentally friendly skatepark and social space
A facility to enter and exit the river Adur in Bramber / Beeding for kayaks, paddle boards etc.
A lake or big pond

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a lane for horse riding and people with buggies or wheel chairs so wider and a little more safer
A local campaign demonizing big SUVs.
A skatepark in steyning (x 4 comments)
A solar panel bulk discount scheme for all households
A walking bus for children to get to school
Action to improve public transport links for those local towns and villages who are not close to train stations. Direct, affordable and regular buses to main towns and cities (eg not an hour plus ride to Brighton from Steyning). In Britain, we take more air flights per head than any other world nation!
An new larger supermarket in Steyning to avoid driving to adjacent towns.
As a family - I plan to share my car with all the drivers so we have 1 car between 5 of the drivers.
As mentioned before, speed restrictions enforced on the bypass and through traffic from the A24 and A27 discouraged from using the bypass with a proper Worthing bypass created, possibly tunnelling under the Downs.
being able to use skateboards on a walking lane
Better and more affordable electric or hydrogen powered cars with decent range and quick refuelling
Better bus links to other towns
Better infrastructure for walkers
Better maintenance of roads and verges, control of roadside rubbish & flytipping
Better pavements
Better protection of local green space to ensure no future mass house building
Better public transport links. Open up the railway line to Steyning.
Better road surfaces, only pass new housing when roads can take the traffic
Better roads
Better signposting of footpaths and replacement of stiles by gates
Better solutions to charging electric cars so that I can tick that box. Building on local delivery solutions as we have recently seen. Keeping the shopping local. Big one consider the sale of SGS ch street as a new venue for community use. Build a purpose built arts centre.
Better support for local businesses to thrive, so there is less need to travel for shopping. Better financial support for local producers and growers
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Better transport connections
BRT Curitiba Brazil style bus systems that are affordable, comprehensive and have largely replaced the need for personal transport.
Bus lanes so buses are not stuck in traffic
Buses should be smaller, more frequent and electric - not diesel

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buses to Worthing
Campaign to get school children walking and locals.
Cancel Proposed Nuclear power plans that cost £96 perMWh and replace by Wind Power currently costing £40 per MWh All new homes to be zero carbon Conversion of all existing homes from gas & Oil to Hydrogen powered boilers.
car conversion kits to electric rather than buying new cars.
Cheaper and more reliable train services. More bus routes.
Children given access to cycles for school travel with cycle routes throughout town. No through vehicles in high street. Electric recharge points installed in town car parks.
Children walking to school. Everyone walking much more to get to places.
Community office hub locally to reduce travel to work and reduce isolation and home working costs.
Composting facilities
Concerted effort to educate cyclists!!
Cycle access from Small Dole to Downslink
Cycle hire scheme.
cycle lane, more places to lock up bikes, no illegal parking on the high street
Cycle rental
Dedicated EV route to the train station.
District and Parish Council involvement in such issues.
Do not focus on electric cars until all the generation of electricity is renewable. Otherwise it just moves the problem and does not save carbon at all.
Don't discourage private vehicles, but give priority to pedestrians, cyclists, riders in town centre and lanes with inadequate footways
Electric bicycles and proper bicycle lanes on all roads
Electric bike hire scheme
Electric buses. Train station in Steyning.
electric car charging points
Electric car race track
Electric cars are not the answer. Too heavy on infrastructure and inconvenient. Invest in hydrogen cell power instead.
electric charging points much more widely available
electric hired bikes
Electric points in residential streets
Encourage more car use and more free parking to encourage tourism, and trade to local businesses, and to enable disabled visitors to visit the area easily.
Encouraging electric bikes (possibly subsidised as they're so expensive), legalising electric scooters for short commutes, discouraging through traffic in Bramber and Upper Beeding
enforcement of existing speed limits

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Enforcement of local 20mph limits. They are currently useless.
Enforcement of speed limits
Essentially free parking brought back to tie in to pedestrianised high street
even if the high street is not pedestrianised at least NO parking in the high street.
Faster and more reliable broadband to allow more working from home.
Feel in Steyning we have to rely on a car. Would like to use more public transport but it needs to be often, to the right places and not really expensive for everyone to use it.
fewer bicycles on A and B roads
Fewer SUV and other gas guzzling vehicles on the road
Footpaths cleared of overhanging bushes, footpaths across fields cleared.
For pedestrians and drivers to stop having a negative view of cyclists.
Free bus and train travel for all and more expensive air fare
Free bus/train passes for public workers under a certain salary
Free public transport
Free public transport for all, using greener buses. People walking more.
Fully pedestrianised higher street every weekend with tables outside on the pavements for cafes/pubs and space for market stalls
GPS speed tracking, for cars as mandatory. Limit on amount of off road type vehicles per household.
High Street parking regulations enforced. Illegal parking adds to congestion and subsequent higher pollution levels.
I am very concerned about demonising cars my son has learning difficulties and public transport is not an option. Please do not do what Brighton has done. Blue badges are not easy to get we can't all get them.
I think just to add to better cycle paths, the more we can do to make cycling/walking more accessible and much MUCH safer the more people will do it. Of course this will only be for short distances but perhaps now there is less need to go as far afield. And then for longer journeys if buses and car shares become the norm then there will be a healthier planet and maybe also a healthier population.
I would like to include above pedestrianising Steyning High Street if I had more than 3 options
I would like to see packaging reduced and recycling increased. Composting encouraged. Tax on meat. Carbon taxes on everything actually.
I would like to see Steyning High Street pedestrianised or partially so, but am not sure this is in the national interest. However if it were to be adopted, out of town car parks would be needed and park and ride schemes developed if the commercial side of Steyning - which is already in a parlous state - is not to fizzle out altogether.
I'd like to see less parents driving their kids to and from school daily. Perhaps a walk to school scheme or incentive.
I'd like to see more emphasis on climate activism and more awareness around how people can get involved in saving the planet.
Improved access to other transport e.g. horse, scooter paths, wheelchair suitable pathways

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<p>Improved roads for cars - pot holes filled and fewer obstacles such as traffic islands</p> <p>Free car parks near Steyning shops - supporting local businesses</p> <p>A petrol station in the area</p>
<p>Improved train network</p>
<p>Improvements in the resurfacing of the roads, some around Steyning and Beeding are Awful and bad enough to Drive down in a car let alone risk yourself on roller skates, a bicycle or other non-petrol powered locomotion!</p> <p>St Cuthmans Rd, all of Shooting Field, Steyning high st from 'steyndent' to clays field, over the bypass bridge leading to kings barn lane, and many others are terrible and have been for a Long time.. where is that road tax money going? Hmm.</p> <p>We need a better cycle link to Henfield behind the waterworks along the old railway track, the farm track is hideously bumpy, uneven/unstable and it is the only way to avoid using the busy main roads.</p> <p>Smugglers lane in Upper Beeding has been left to almost disappear.</p>
<p>Incentives to purchase EV</p>
<p>Increase the parking fees especially on the High Street to encourage people to walk or cycle more.</p>
<p>Increased provision for secure cycle parking in towns and cities.</p>
<p>Investigation of hydrogen powered vehicles refilling station at local petrol station.</p>
<p>Less availability of parking on busy high streets except for disabled.</p>
<p>Less imperative to travel so often and more appreciation of where we are</p>
<p>less pollution for normal cars</p>
<p>Less reliance on ownership models for transport & more flexible models to make it realistic for people to access convenient transport to suit their changing daily needs (no one really needs their own 4 seater car sitting on their driveway unused for most of it's lifetime). Let's share resources more.</p>
<p>Less unnecessary street lighting</p>
<p>Lift share scheme if buses don't improve or while they are improving!</p>
<p>low emission carbon fuelled or hybrid vehicles</p>
<p>Main thing is bus routes and frequency . I recently passed my driving test and I wouldn't consider taking the bus simply because they're so infrequent and it takes so long to get to brighton.</p>
<p>Make a new football Stadium</p>
<p>Make Steyning High Street a shared space</p>
<p>many of us destroy the environment unintentionally. Running a few campaigns say once a quarter on particle measures how to help[the environment</p>
<p>Massive public investment in electric charging points, incentives to ditch polluting vehicles and purchase electric, bring forward date to end sales of petrol and diesel vehicles. Government to nationalise railways and bus companies and subsidise tickets.</p>
<p>More affordable electric cars. More charging points.</p>
<p>More boats as a form of transport.</p> <p>Stimulating cargo bikes for transporting small loads and small children.</p>
<p>More car sharing is a good idea -- too many single journeys.</p>

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More direct bus routes that are as quick as using the car
More direct bus. If the Bus to Brighton had fewer stops it would be much quicker and i'd be more likely to take the bus rather than drive.
more electric buses and more passenger uptake
More electric car charge points in Steyning and Bramber
More electric charging points in the community
More EV charging points in car parks
More facilities for equestrians. More bridleways and areas for horses riders to go
More focus on controlling street parking properly.
More frequent bus service.
more frequent bus services. More community buses
More frequent buses.
More home working to avoid having to commute
More investment/awareness of the south downs scheme and other projects that will help teach children and young people to respect and protect the environment. Better recycling bins and bins in general to stop people littering at popular sites on the downs, and schemes to encourage people to pick up litter on walks. More community projects/events (maybe associated with Steyning festival/may fair/late night shopping) to encourage people in the community to bond as well as protecting the countryside.
More kids walking to school
More maintained planting. Trees in the High Street.
More people walking for local journeys
more people working from home
more trees being grown by roads and car parks.
More use of natural energy sources. Solar/Wind etc.
More working from home will mean fewer journeys. Local exercise to be encouraged via increase cycling and walking routes. Improved small buses to link local centres
Mote speed cameras
Much more tele commuting
Narrow section of castle lane to become one way
Need space to lock up bicycles in Steyning. Need a crossing point for the busy road to join up the Downs Link paths just east of the roundabout
No parking on pavements! also a park and ride for commuters or public . Cleaner air from cars would be amazing.
None of the above. Need to support car drivers in the uk climate and where people travel to work
Not sure
Open up more walking routes locally. Consider greater use of solar farms, or communal solar panel areas.
Pedal cyclists being banned from using A classified roads.

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Pedestrianisation of Upper Beeding Bridge
People staying connected as to how to approach the issues communally
Pop up bicycle maintenance clinics and repair cafes - to help upskill people to maintain and repair their bikes. Information about e-bikes and local discount schemes/offers. Promotion with schools about cycling and walking to school. Promotion of bus routes and provision of accurate clear information to residents/visitors on greener travel options. Working with bus companies for more efficient/quicker routes. Possible loyalty scheme/discount vouchers for people travelling to Steyning via bus rather than driving? Electric charge points in Steyning are vital, with free parking to incentivise. Education boards around town on greener travel options and reasons why - creative and inspiring messages, eg. using school children's pictures and messages on signs.
priority to get existing walking routes and footpaths registered for posterity
Proper hard path from Beeding to Steyning via the river as it is a much shorter walk with less busy roads. Especially for the students who walk to and from Beeding to the Grammar School daily.
More affordable bus transport. It is sadly nearly always cheaper to drive and park as a family. As it is also more convenient to drive and much quicker it will be hard to lure people away from driving unless there is a motive.
Proper shops in the area so people can buy what they need locally. We don't need more shops selling baskets, candles, antiques and other vanity projects. We need real services and products designed for modern family life.
Public areas to be sanitised, cleaned and the return of regular street cleaning
Public transport of no use if you have a lot to carry
Re-design The Street, Bramber to make it more cycle friendly
Re-wilding of Public areas such as verges and parts of the Memorial Field to encourage insects which will also cut the maintenance bill for the councils. Cooperation between the PC, HDC and SGS to get a skate park near the Leisure Centre.
Reduced speed limit on bypass from Bramber roundabout to Ashurst turn off
Reduction in speeding and noisy traffic on Steyning bypass. Needs a lower speed limit and speed cameras.
Regular Bus links to railway stations at Shoreham or Horsham to facilitate rail travel
Reopening of the local railway
roundabout at Horsham Rd end of Steyning to make it easier for people to avoid High Street. 20. Mph speed restrictions throughout Steyning with pinch points like Bramber to continually slow people down. Goring Rd in particular a fast rat run at peak times of the day
Safe pedestrian and cycle access between Steyning and Upper Beeding, to improve school access
Schemes to help people put in electric charging stations at home - maybe a dedicated contractor recommended by Steyning 2020 or discount rates for similar equipment and work or deals with council to make such work more likely to be viable (e.g. we'd love to do it but need right of easement to access our own land - haven't applied due to cost for RoE but if we did it we'd take 2 diesel cars off of road)
shared space. one way systems should be avoided as traffic speeds increase so a BAD IDEA
Shopping minibuses for older people to big supermarkets once a month

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Shuttle bus service from Steyning to Shoreham with rail & more bus services
shuttle minibus to shoreham station
Shuttle service to train station
Smaller buses - if there are more perhaps they don't need to be so huge
Smaller busses other than the school ones. I have never seen a full bus in Steyning. Quite often they are empty.
Smaller more frequent shuttle buses linking Shoreham to Steyning, Steyning to Storrington and Henfield.
Smaller, more frequent electric buses with increased variety of routes.
Solar powered street lighting.
Some clear, trustworthy source of environmental impact advice.
Fully co-ordinated, enthusiastic response to climate change by government, as it's the only way we can properly address the problem.
Speed restrictions on the A283, A281 and B2135
speed signs, speed bumps, pedestrianised areas, efficient traffic wardens 7 days a week speed cameras, heavy fines for illegal parking on pavements and zig-zags, road markings etc. Noisy cars, trucks, tractors, discourage more people coming here.
Sponsorship for our young people
Steyning High Street as a traffic calmed shared space
Steyning should follow the 20 mph speed limit for the entire town and not just certain areas as the survey indicates, this I believe should be the top priority of your survey, this is because during the lockdown I have been furloughed which has enabled me to walk around Steyning extensively, due to the reduced traffic driving on our roads, it has been apparent how fast cars and especially delivery vans and lorries are driving in excess of 30 mph, including Shooting Field approaching the schools. Speed cameras should be installed in both directions on Clays Hill, the illuminated speed sign is no deterrent to cars, vans, motorbikes and buses.
I notice that when I drive up or down Clays Hill, that vehicles accelerate at greater than 30 mph to catch me up or accelerate away from me, hopefully speeding fines could be claimed by our local community for traffic calming measures.
Stricter enforcement of speed limits
Stronger penalties for cyclists not obeying traffic rules. More drop pavements and stronger penalties for those who park across them.
Tanyards lane would need to be wider and resurfaced and able to take 2-way traffic
That when considerable expenditure is made for the provision of cycle lanes that cyclists are obliged to use them.
The above answer said "pedestrian-free" and may have meant "pedestrianised" Pedestrianised maybe a good idea but I'm not sure if Charlton Terrace and Milk Is d would cope with excess traffic but double yellow lines on one side of the High St would be brilliant
The above tick-box is great (but incorrect). YES let's get rid of all the people, and hopefully go for a pedestrian free High Street!! :-)
The principle of equality applied to transport ie cheap fares
The village is good as it is re the traffic, a big no to cycle lanes, that would make even more

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arrogant that they already are. More shops or attractions to bring visitors in to help the local economy.
Trams
Trams maybe
True cost of flying reflected in the cost of a ticket.
Using public transport such a buses is only viable to cut carbon emissions if all buses are made electric. This should be a nationwide objective, championed by communities, and this can only happen realistically when batteries are made that do not damage the environment in their creation and can actually be recycled. All highly unlikely in the next decade.
We need a coordinated and sustainable plan to reinvigorate our High Street and other local retailers and other enterprises.
Wider pavements in the High Street, car parking restricted to only those with blue badges but with a limited number of marked spaces
Would love to see better public transport that is more affordable with prices based on length of journey not a flat fee for a short hop. Increased frequency of buses & timetables matching time train times.

Any comments or concerns to share?

A one way system in any part of Steyning would be impossible until car parking on the proposed streets is totally eliminated and rigorously enforced.
Apathy and selfishness amongst well off people (most of Steyning) are huge barriers to achieving any of this. We have owned electric vehicles for 2.5 years and only one of our many friends and family has since made the transition. Recycling bins are not currently being emptied at the local school where I volunteer so I gather the cardboard and paper waste just goes into ordinary bin!!!! I recently saw local farmer on huge tractor cutting roadside hedge in full nesting season!!!
As above, my main concern is people disrespecting village life by racing around in cars and delivery vehicles. The rise in on-line shopping has made this worse, with drivers having impossible targets to meet, hence the speeding.
As deliveries by very large articulated lorries are made to the back of the shops in Charlton street
As soon as covid19 vaccine is produced, all will return as before!
As we're a rural community, schemes such as car share & improved public transport links will need additional funding to be viable.
At the moment it seems like cyclists are exempt from rules and parking across a drop pavement is not really an issue. I am disabled so it is.
Bad behaviour of delivery drivers who ignore all traffic/parking rules.
Be aware of the impact on local shops if the high st is fully pedestrianised. How would visitors access Steyning? What % of people wouldn't come to the high st if no cars were allowed?
beware of compulsion and paper schemes for issues of limiting or sharing
Bin collection times is unsanitary
Bumpy rough pavements, its easier to walk on the road.

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Buses are great if they are clean emissions , the big double deckers are v tricky to manoeuvre around tanyard lane , they cause traffic problems.
Can we work as a priority with the Wiston Estate to allow safe cycle access out of Steyning to the west?
Carbon reduction is great but don't replace the problem with the horrendous goings on when it comes to battery disposal , rare metal and open cast mining .electric cars are not a cure all.
Clays Hill is used as a race track as is the by-pass generally, particularly by motorcycles
Clearly cutting back on flying is the most significant in terms of cc but this is a personal decision whereas the other things are practical things that could be done.
CO2 will not reduce fast enough to save the world for our grandchildren
Concern about recent refurb of local car park and no electric charging points being put in - county, district and parish councils need to come together to discuss and agree climate and wider environmental issues as a priority and think more long term.
Concern over losing our bus services because they haven't been used enough.
Concerned closing High Street would have negative impact on roads taking High St traffic
Concerns about cyclists as often ride on pavements & behave in a dangerous manor.
Consider the ideas of the 'Possible' sustainable transport group and their 'Stride and Ride' scheme. (wearepossible.org and climateperks.com)
Did you mean 'Pedestrian free Steyning High Street'?
Disabled car spaces to be maintained for those in need of parking in high street or they risk being isolated from buying local.
During lockdown seen many more non-cyclists out on the streets, so there seems to be evidence of people cycling more if road conditions are made more favourable.
Electric cars are great but the infrastructure needs to be put in place quicker.
Electric vehicles aren't necessarily that much greener, we still need to move away from car ownership
Encourage more car use and more free parking to encourage tourism, and trade to local businesses, and to enable disabled visitors to visit the area easily. Trade dropped massively when parking charges were implemented.
Encouraging cycling is a great idea, but not to the detriment of pedestrians. Somehow we must prevent cyclists from illegally using public footpaths and pavements. I believe that many cyclists have no idea of the Highway Code, or if they do, then it's ignored.
Environmental education to be a core subject in primary and secondary schools.
For those of us living in Tanyard Lane or Charlton St I don't think pedestrianizing the High St is a brilliant idea other than for certain days as currently. The transport solutions need to suit where people continue to need to get to (work/family etc) - even assuming they will travel less overall.
Hopefully local will become less selfish about their own needs and instead see the bigger picture.
I don't live in Charlton Street or Tanyard Lane but I'd have concerns about diverting High Street traffic down these narrow roads
I have heard of several plans for housing developments in Steyning. Not sure if any are going ahead, but it saddens me to think of it. Not only would new developments in greenfield sites reduce local biodiversity, but also drive up traffic and emissions of the village. On top of that, being in the countryside in the south, the housing is likely to be unaffordable to many

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<p>people and therefore do very little to aid those most affected by the current housing crisis. The local community in and around Steyning should be involved in the decision making for any such projects, so that any developments benefit not just private developers but also the community they are being built in.</p>
<p>I have teenage children with friends in Worthing, Storrington and Henfield. Buses from Steyning to these areas are either not available (Worthing) or very scarce. Buses need to cover routes as well as be affordable please.</p>
<p>I have ticked 'Cut back on flying', but that's not a local issue as the others are</p>
<p>I like the idea of pedestrianised high street, but we need to bring back free parking first to remove street parking.</p>
<p>I REALLY DONT LIKE THE BONFIRES SO I HOPE THEY STOP</p>
<p>I strongly oppose the pedestrianisation of the High Street. If traffic were diverted to Charlton Street it would have an extremely negative impact on a very picturesque street. What is currently a pleasant street to stroll along would become an uncomfortable route for pedestrians and destroy the atmosphere of an important part of the heritage of the Town. Charlton Street is not suitable for any increased volume of traffic and difficulties already exist with access to the loading bay at the rear of the Co-op store. It is not feasible for the Co-op store to receive deliveries in smaller vans, more frequently, or from the alternative access at the front of the store. Tanyard Lane would experience even more difficulties for pedestrians crossing the lane if traffic were increased. Church Street is currently very difficult to cross at the Tanyard Lane end and any increase in traffic would further these problems. The visibility splay at the end of Elm Grove Lane leading onto Tanyard Lane is poor and would become more dangerous with any increase in traffic.</p>
<p>I think it is very important to cut back on flying and so many cars to stop pollution</p>
<p>I think it's important to have a joined up plan with the SDNP authority to ensure our community makes the most of the inherent benefits and accessibility to the National Park, ensuring we are a popular gateway for visitors.</p>
<p>I think you mean car free not pedestrian free! I support this but not every day of the week.</p>
<p>I think you'll get lots of 5's from all sorts of folk, but I don't think it'll reflect likely changes in behaviour, especially given the age demographic of the area.</p>
<p>I'm concerned about people re-booking all the missed flights and holidays.</p>
<p>I'm strongly against pedestrianising the high street. It would create congestion elsewhere and push the congestion towards the school. It's not necessary. We have a bypass.</p>
<p>I'd love to think electric vehicles would solve our problems but really worried that batteries may not be the solution, being toxic, involving mining and hard to dispose of. Developing new industries around the batteries may help? Also do we know what damage we are doing with mining for these special ingredients for touch screens etc that we are all so addicted to now?</p>
<p>Idea... One way system around high St, Tanyard Lane and church St. I think Charlton St may raise problems with access,coop delivery etc. With traffic calming down high St.</p>
<p>If more people worked from home no need for two cars per household</p>
<p>Impact of parking fees has been totally negative to surrounding areas ..needs to be stopped .</p>
<p>Improved cycle routes alongside main roads, ie A283 and A24, to allow for travel north to south and between Storrington and Steyning.</p>
<p>Innovation can make flying the top priority for future transport.</p>

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It is an utterly ridiculous proposal to completely pedestrianise Steyning High St. and send traffic round Charlton St. and Mill Rd.

1. This would complete the slow death of Steyning High St. - the restaurants, pubs and shops - if people cannot easily load their heavy shopping into their car they will shop elsewhere.

2. It would particularly discriminate against older people and the disabled, who cannot walk more than a few yards carrying their shopping.

3. Charlton St. and Mill Rd. are not equipped to carry all the normal High St. traffic on a permanent basis.

For the residents of these roads, it is bad enough to cope with now, when this is only imposed two or three times a year, but we put up with the inconvenience as it's for a good cause.

These roads are full of potholes and very narrow with sharp bends.

Co-op delivery lorries need to skilfully access the rear of the supermarket on a daily (or more) basis via Mill Rd. and Charlton St.

The only route for them is to turn in at Sir Georges Place - the opposite way to the proposed one-way route - because they physically cannot swing in at the White Horse turning.

Where do the idiots proposing this idea expect the residents to park their cars?

At present they can park, with some difficulty, near to their homes.

Many are older or disabled and need their cars nearby.

All the other roads in Steyning are already parked up to capacity, so where should these poor people park their cars if they have no front garden, drive or garage?

To sum up:

To create a one-way system along Tanyard Lane and Charlton Street would

1. Discriminate against older people and the disabled.
2. Cause a permanent nightmare to residents for their existence.
3. Kill the High Street.

BE CAREFUL WHAT YOU WISH FOR !

It will be difficult to get people to give up their cars. Maybe a target of getting down to one car per household?

Joining with other local villages for cycle /walking/ car club and bus campaigns

Let's think big, but come up with practical steps

Limits on international travel and more opportunities to work from home.

Local downs train line re introduced

lower speed limit means longer time in car so more pollution

Massive unconditional government handouts to airlines who have sacked huge numbers of staff and without any commitments to 'green up' the industry.

Measures affecting local car usage should take into account the needs of older and less mobile people

more control over illegal parking in high street - more traffic wardens, more parking in Fletchers Croft car park and walk (Church street school is closing) - reduction of traffic in High street but not at the expense of Tanyard lane and Charlton street congestion education

More frequent buses.

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More police patrolling the A283 which is used as a race track by bikers.
Most people will still need access to cars as they work or visit out of area. Existing bus links focus on coast or Brighton not good to Storrington. Horsham. Chichester.
Need to ensure any changes have a positive impact on the shops and small businesses in Steyning
no mention on how private electric cars can be owned without private car parking space
Not convinced electric cars are the answer and what about driverless cars? They could be potentially cut back on emissions
Not enough electricity for electric cars.
Not enough Green influence at parish council and county council level
Not everyone will have facilities for home electric car charging
Not sure that Charlton Street could cope with increased traffic, although I do like the idea of less traffic in the High Street.
One-way systems, traffic calming etc risk suburbanizing our historic town
Organic farming practices implemented in the fields close to Steyning.
Our climate and hills are not good for increasing cycling
Over population is behind ALL our issues
Parking charges, high rents and the internet are killing high streets, not vehicles. Vehicles are essential for elderly and less abled-bodied people to shop locally. People already drive to supermarkets for free parking and more choice. Pedestrianising the high street will only served to increase this and internet shopping. Anyone who thinks otherwise, has not studied current trends and is, quite frankly, utterly deluded.
Pedestrianising steyning highstreet has too many knock on effects in my opinion. It affects those who are elderly and less able-bodied. Additionally the streets mentioned already have a traffic and parking problem it's unfair on the residents on that street. Measures should be taken to make people consider whether to drive to the highstreet carefully- but not rule it off completely.
Pedestrianising the High Street will kill it. A cafe culture is a nice idea but on a wet and windy day no one will be sitting outside drinking coffee and no one will be able to park in the high street so other shops will suffer. Buses cannot navigate Charlton street and lanyard lane on an ongoing basis. The roads are too narrow. There is massive congestion in those streets on xmas late night shopping and country fair days. It doesn't really work but it's only for a couple of hours so we manage. There are insufficient committee members and too much red tape to get through to put on continuous events in the high street to make it 'buzzy' like Horsham and Shoreham- they have dedicated market teams. Old people who rely on the bus to get into town won't get to the high street. People are too lazy to walk from car parks further away than the high street.
Pedestrians should not be bullied by cars or cyclists.
People are still unaware of the threats we face and the changes we have to make.
People still need the right to choose to use cars if they want or need to. Easier and better use of electric vehicles is the answer.
Possibly cycleways that are just for cycles?
Rather concerned about the idea of traffic flowing along Charlton Street with the Large Coop lorries and more traffic- the road would not be suitable- also Tanyard Lane has the Buses to contend with -not so easy to divert there either ?

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Reduce no. Of vehicles through the villages
Reducing speed and illicit parking are needed urgently. These two moves will improve the environment locally and increase awareness of their importance to everybody.
Removing parked cars from congested areas will impact on safety of residential areas. Safe car parking on outskirts for work vans and excess cars per household with mini electric float as park and ride. Would do nicely for visitors too
seeing huge double decker buses in our lanes virtually empty
Shaming or targeted question is not appropriate
Since hdc brought in parking charges cars are being parked irresponsibly. Eg opposite the co-op blocking the buses. Pavement parking which restricts access for buggies, disabled etc.
Since I live in Charlton Street, I would be concerned if parking was restricted here. Turning the street into a on-way system would be fine as long as I can still park my car. Alternatively let us but a yearly permit to park in the High Street car park.
Some are really difficult in terms of local action. Nice idea about the High Street but alternatives are inadequate.
Speeding cyclists when out walking on the footpaths
Still need for local low cost/public sector housing
Tanyard lane and castle lane becoming dangerous, time to consider one way system
That the government will go back to encouraging people to spend and therefore not consider and prioritise the more ecological responsible options
That things may return to the previous stressful life and that this time could soon be forgotten or fade as economics take over.
That when the roads are quieter those using the roads travel faster eg motorbikes
The first part of King's Barn Lane, nearest to King's Stone Avenue and which is part of the Downs Link, is very narrow with no passing places. One can become trapped if a lorry from the sewage farm or other large vehicle passes. It is particularly difficult if one has children or dogs and also for the many cyclists using the Downs Link. At least three passing places should be created in this stretch to make it safer.
The focus on cycling is unrealistic given the weather in this country and dangerous given the accident rate cycling even when there are no cars to consider. Similarly bus routes can never be sufficiently convenient to enable them to be used for work, given that people in the area work miles away - eg my trip to east of Brighton would involve two walks and at least two buses
The idea of pushing traffic from High Street to other streets is terrible. Causing worse problems on roads less able to cope.
The loss of jobs in aviation has been staggering. This is blamed currently on covid-19. If this recovers then the motivation will be greater to develop "greener" aircraft and better power sources. We must become more "tech" savvy as a nation and no diminish employment opportunities. Our headcount is growing that that needs houses and jobs. It is important we do not become "nimbies". We must play our part.
The main problem with Steyning is the High Street and traffic, and drivers flouting all the traffic rules.
The public transport system is dire. There not only needs to be bus routes run more regularly, but there needs to be fast routes into major destinations. Ie a direct bus that only stops at hove and brighton stations. Everyone drives here, and this is a massive reason. We also need schemes for installing renewable energy and insulating homes here.

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<p>The traffic flow and congestion could be improved by no parking in the high St, especially on the single and double yellow lines during the daytime. If no parking were brought in the pavements could be widened and a designated raised road surface 20mph section created.</p>
<p>The volume of air traffic over us is too much, could it be spread out a bit more?</p>
<p>There needs to be a more effective clamp-down on the noisy weekend motor cycles on the by-pass!</p>
<p>There needs to be electric charging stations but not at the detriment of short term parking (less than 30 mins)/disabled spaces</p>
<p>There should be a skatepark for the kids and the reluctance to doing this is woeful and the town should be ashamed of itself.</p>
<p>Think beyond buses and bikes</p>
<p>to make buses effective they need to be reliable and joined up</p>
<p>Traffic calming measures and speed limits would need to be enforced.</p>
<p>UK has done well on wind power because the cost/ MWh is good!</p>
<p>Using Charlton Street and Tanyard Lane to pedestrianize Steyning would not work. Think again.</p>
<p>Vehicles travelling at 20 mph or less are far less likely to kill pedestrians , cyclists and other road users if they are travelling at 30 mph or higher.</p>
<p>We don't have to reinvent the wheel, but can look at best practices from other countries.</p>
<p>We live at Dacre gardens, poor buses mean lots of cars here - bus links and cycle paths would need to improve considerably before people here gave up their cars. There is no room here for on street charging points - we'd honestly be happy with better buses and a one way system with more parking bays created on the grass area opposite houses where everyone parks anyway.</p>
<p>We need to be realistic - cycling is not appropriate in our climate or for the work journeys we now have</p>
<p>While encouraging cyclists is to be applauded for environmental and fitness reasons - the former maybe offset by a long line of cars on busy roads travelling along in second gear behind one or more cyclists.</p>
<p>Whilst more use of pedal cycles is to be welcomed both from a fitness and carbon reducing measure, more and more hold ups on major roads are caused by lone cyclists which disrupt the flow of traffic and result in an increase in carbon admissions.</p>
<p>Without more cycle paths our roads are becoming far more dangerous as lorries, cars etc queue up to pass on our bendy roads. It should be compulsory for cyclists to wear helmets, wear high vis jackets or similar, lights that work and children under, say, 16 not allowed on most roads unless with an adult.</p>
<p>Would like to know more about how batteries powering electric vehicles are produced and what happens to them at the end of their life. Recycled? Dumped?</p>
<p>Yes, 5G! It's no joke, and a massive contributing factor to reduced immune system function and brain development and it utterly decimates wildlife & nature so if that's your bag; get clued up because no amount of conservation nor good will nor volunteer work will stop That military-grade evil technology.</p> <p>I don't even have children and I am severely concerned so those With a vested interest in the future should really be shouting about this but no doubt the ignorant, naive, breeding masses will continue to sneer foolishly and snigger at such "outlandish" suggestions as our very own elected officials not knowing or possibly worse not caring about the health of us corporate slaves. hhh.</p>

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The information is out there, it's provable but no, you won't see it mentioned nor reported and if anything it will likely be utterly denied by the good old BBC a.k.a. political propaganda arm of the permanent government.

Whilst I'm certain that conservation groups have the best of intentions especially on an individual level, I feel the Real impactful issues are completely overlooked and ultimately only superficial gestures are carried out.. energy saving light bulbs anyone.

Isn't carbon dioxide what plants & trees need to grow?! There are Far far more dangerous everyday chemicals to be concerned about but they never get a mention. Hmm.

Your questionnaire isn't clear whether the area affected spreads to surrounding rural villages (as it does in some classifications). Those who live away from effective bus routes eg in Ashurst are likely always to need some kind of private transport.

Youth taken into account, their ideas are valid and needed