



WIVELSFIELD PARISH

NEIGHBOURHOOD PLAN 2014

Closing report for the Transport and Travel Steering Group

Members of the Steering Group

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Vision Statement

Improving and maintaining accessibility and transport facilities for all modes of transport throughout the Parish.

Objectives

- To ensure that the impact of any future development doesn't dominate the Parish or generate unnecessary additional traffic and safety concerns
- Maintain and improve pedestrian access and rights of ways to actively promote a safe and healthy lifestyle
- To ensure that any future development provides adequate parking and any additional parking needed for the safe access of local amenities
- To minimise and increase safety of heavy traffic through the parish.
- To ensure that all development in the Parish is enhanced and supported by the various modes of public and private transportation, pedestrian and cycle movements as appropriate.
- To ensure that off road facilities, footpaths and bridleways, are well maintained for the use and benefit of the community in a rural area.

Results of SWOT Analysis - Transport & Travel

<p>STRENGTHS</p> <ul style="list-style-type: none"> • Moderate road speeds • Many of the roads have pavements • Provide good accessibility in and out of the village • Main roads in fairly good state of repair • Planned road calming • Roundabout • Zebra crossing • Bus shelters 	<p>WEAKNESSES</p> <ul style="list-style-type: none"> • Church Lane has a ‘short stay’ car park which residents use overnight so it’s not available for users of the Church who then park outside residents’ houses and get told off! • Lack of public transport • Parking of lorries on road outside Travis Perkins – especially at school times • We need to stop Downsview Drive being used as a ‘cut-through’ especially for farm and commercial traffic! • Speeding – especially on South Road & Green Road • What is the situation regarding roadside lighting on the ‘main’ roads – do we need any more – are we allowed any more? • Blind corners and on street parking • Many of the village homes built along busy main roads – making village stretched/linear and spoilt by heavy and fast through-traffic (no village centre) • Narrow pavement and on some roads no footpaths/pavements – dangerous with speeding traffic • No village centre with quiet roads or pedestrianised areas • Poor or dangerous parking on the main roads (Green Road/Hundred Acre Lane) • Some cars pull onto pavement for parking making things difficult for pedestrians • Limited street parking for school traffic and insufficient parking in school grounds • Limited street parking for shop • Two parts of village cut by main road • Heavy traffic using main road (coaches, lorries from Travis Perkins etc) • Some heavy traffic over weight limit – Travis Perkins • Dog poo on pavements • Dangerous corner – Green Road/Eastern Road • Slugwash Lane Dangerous and no safe pedestrian access • No footpath (Eastern Road) • Bus times
<p>THREATS</p> <ul style="list-style-type: none"> • Overweight vehicles coming through village as a shortcut • ESCC • Downsview Drive has become a dangerous road for children and pedestrians due to the nature of traffic using it as a cut-through • Increased traffic due to housing development • Pedestrian or cyclist death or serious injury due to dangerous roads • Housing developments outside village may increase traffic passing through village 	
<p>OPPORTUNITIES</p> <ul style="list-style-type: none"> • Traffic calming • Pavements where needed • Widening of footpaths where needed • Off road footpath to school • More dog poo bins • Create village centre • Safer crossing/pedestrian crossing over Ditchling/Wivelsfield Road • Good manners required! • Car park near shop & school 	

CONTRIBUTIONS FROM COMMUNITY OPEN DAY EVENT THURS 13 MARCH 2014

Text in **Bold** shows responses from community members. Points in black were focus group contributions.

Safety of Pedestrians

Current Issues & concerns

Following the community open day some of the key concerns that have been raised by the residents of the Wivelsfield Parish are:

Pavements

the lack of them, some of the roads throughout the parish have narrow pavements and with speeding traffic and larger vehicles using roads this can make them dangerous and hazardous for all but especially our young people.

No pavements in key areas such as towards the village hall which is used by a variety of clubs catering for all age groups and interests but also the Wivelsfield Play Group.

Ref photo no 1,2,3 & 4

Maintenance

Although the results from the recent Neighbourhood Plan survey had a relatively high result in regards to the maintained of the pavements and footpaths around the parish there is much room for improvement, **Ref photo 5& 6** you will see that there are some very poorly maintained pavements in the village and these are in areas that are used daily by Chailey pupils to get to the coach and a main pavement towards the Primary school. There is much over growth from shrubs, hedges and weeds which when wet can make for a slippery surface. Excrement is a continuing problem again not only on our footpaths but some key pavements to local amenities. Young children walking to school could tread in this not only causing an unpleasant mess and smell but it also has a health concern.

Safety

Cars parking on pavements is now a considerable problem throughout the parish. This is especially noticeable around the local school when it is a daily occurrence to find a car parked either half on the road and pavement or completely on the pavement, **Ref photo no 7**. When walking the children to school this can be especially hazardous due to the traffic at this peak time. It is bad enough trying to navigate yourself and your child/children around these but if you have a buggy you are taking your life into your hands trying to go around these vehicles

Recommendation

Installing pavements where necessary to allow safe use by pedestrian to access key areas and amenities , widening narrow pavements to help us feel safer when walking and not worrying people that they are going to get clipped by a large vehicles mirrors when they whizz by

Off road paths/cycle paths to the school and other key areas

Aims

Cycle paths to be introduced so that we can link up to existing cycle routes which will enable and encourage the use of alternative modes of transport. This will allow us to gain access to the local towns of Burgess Hill and Haywards Heath. Additionally it will allow access to local railways stations at Wivelsfield, Burgess Hill and Haywards Heath, which have direct lines to Brighton, Lewes, Gatwick and London, to help with the daily commute to either work or education. This would cut down on the amount of cars using the local area, reducing the parking which hopefully in turn would stop the inconsiderate parking in side roads and on pavements. This is not only a cause for safety concerns to the public but also the annoying habit of not be able to gain access to your driveway or making the exit of your driveway or allocated parking space difficult. The addition of cycle paths throughout the parish and further afield would encourage a more active lifestyle, not only allowing access to get to work, school etc. but also allowing us to use this in our spare time as a family, promoting healthy living and also offering a free activity that can be enjoyed by a variety of age groups. This will also teach our younger generation that you don't have to be reliant on a car. This was also highlighted in the recent NP survey where 38.4% indicated that the NP should treat the reduction of our carbon footprint as very important.

Parking

Current issues and concerns

While 51% of questionnaires suggested that the parking was adequate in the parish there were several areas that were raised repeatedly as a concern:

School, Village shop, Green road near Barnard and Brough, Church car park, Valebridge road area, Village Hall.

Possible solutions/recommendations:

School Parking: Further parking in the school grounds, car park in field to right of school property, parking bays up 100 acre lane. New Parking in field on 100 acre lane.

Village shop: Parking bays across road from shop, parking at Travis Perkins, parking on cross roads.

There were several suggestions that one of the fields between Travis Perkins and the school could be turned in to a car park for use by the school, Shop, Travis Perkins and the hair dressers.

Church parking: expand current car park either to side or behind.

Valebridge road: any new housing to have adequate parking any new houses to have space for two cars parking, double yellow lines.

Barnard and Brough: Introduce double yellow lines.

Village Hall: Improve entrance to car park, Increase car park to verge of Eastern Road.

Aims

To look at the all the different ways we can improve the parking across the parish.

Parish Traffic

Current issues and concerns

From the information gathered through the SWOT analysis and NP questionnaire the key issues in regards to traffic flowing through the parish are:

The volume and speed of Lorries and Coaches coming through the parish

Speed of traffic in General

Volume of traffic in general

Bus timetables

Possible solutions/recommendations:

Speak to coach company to ask if they can ensure sure the coach drivers take due care while travelling through the parish and slow down through built up areas.

New traffic calming measures on Green road to be implemented in September these include widening the pavement and reducing the speed limit to 30 miles per hour.

Ask Travis Perkins to make sure they agree to stay at agreed time limits.

Parish council to monitor lorries going through village and take picture of any over 18 ton and try to take down company name/registration.

The results of the survey suggest that most people with in the parish are satisfied with the bus service running through the parish, however there could be some improvements between 7 am and 2pm. This could be discussed with relevant bus companies / council.

Aims

To decrease the volume of traffic and improve the safety of the roads throughout the parish.

New Road Scheme

Current issues and concerns

From the information gathered through the SWOT analysis and NP questionnaire the key issues in regards to traffic flowing through the parish are:

The volume and speed of Lorries and Coaches coming through the parish & speed of traffic in general.

Wivelsfield is due to have a new proposed road scheme which will reduce the speed limit along Green road and South road to 30 MPH and 20 mph outside the school.

In addition it also has a variety of measures being taken to visually reduce the width of the carriage way to aid in the reduction of speed especially for larger vehicles. The scheme will widen a large section of pavement between south road and Eastern road.

The works are due to start Summer 2014 and are being paid for by ESCC highways under their rural speed reduction program.

The scheme has taken many years to get approved.

Recommendations

To ensure all future development follows similar proposals for speed reduction.

Information gathered through the Wivelsfield Neighbourhood plan survey

- Just over a third of those responding 51 (34.7%) indicated that they felt that the maintenance and servicing of cycle paths was poor, whilst 45 (30.6%) indicated that they felt that it was adequate, 37 (25.2%) below average, 12 (8.2%) good and 2 (1.4%) excellent.
- Just under half of those responding 92 (42.0%) indicated that they felt that the maintenance and servicing of pavements was adequate, whilst 62 (28.3%) indicated that it was below average, 29 (16.4%) good, 26 (11.9%) poor and 3 (1.4%) excellent.
- Approaching two thirds of those responding (114 or 62.6%) indicated that they were not aware of footpaths, bridleways and cycle routes in the Parish that need improvement, whilst 68 (37.4%) were.
- With regard to the frequency of the current bus services, just over half of those responding 115 (51.8%) indicated that they did not use it, whilst 67 (30.2%) indicated that they did not think that it was sufficiently frequent and 40 (18.0%) confirmed that they felt that it was sufficiently frequent.
- Of the 200 respondents that completed the question about using the bus service that met their needs:
 - o 75 (37.5%) highlighted that they would use it occasionally
 - o 51 (25.5%) that they would never use it

- o 36 (18.0%) that they would use it weekly
- o 32 (16.0%) that they would use it daily
- o 8 (4.0%) use it monthly
- o 1 (0.5%) use it fortnightly
- Of the 155 respondents that completed the question about their preferred destination by bus:
 - o 108 (69.7%) would go to Haywards Heath
 - o 87 (56.1%) to Burgess Hill
 - o 77 (49.7%) to Haywards Heath Station
 - o 62 (40.0%) to Lewes
 - o 45 (29.0%) to Wivelsfield Station
 - o 38 (24.5%) to Burgess Hill Station
 - o 36 (23.2%) to other destinations
- Of the 136 respondents that indicated the times at which they require a bus service:
 - o 85 (62.5%) indicated between 9am and 2pm
 - o 54 (39.7%) between 7am and 9am
 - o 50 (36.8%) between 5pm and 7pm
 - o 43 (31.6%) between 3pm and 5pm
 - o 32 (23.5%) between 12pm and 3pm
 - o 27 (19.9%) between 7pm and 10pm
- Just over half of those responding 121 (57.4%) indicated that they felt safe on the roads in the parish, whilst 90 (42.7%) did not.

Current information about transport in the Parish

The below information is based on the 2011 census.

Wivelsfield has 1408 cars or vans in the parish with an average of 1.9 per household, the highest ratio of cars to households with in East Sussex and above the 1.4 average for the south of England.

Wivelsfield had 998 people in employment in 2011 see the below break down of their mode of transport to work:

Mode of travel to work	All people aged 16-74 in employment	Work mainly at or from home	Public transport	Private vehicle	Foot or cycle	Other method of travel to work
Wivelsfield	998	82 (8%)	137(14%)	714 (72%)	58 (6%)	7 (1%)

Wivelsfield had the highest percentage (72%) of employed people travelling to work by private vehicle across East Sussex (67%).

Car Ownership:

Car ownership	All households	Households with no cars	%	Households with 1 car	%	Households with 2 cars	%
Geography							
England and Wales	23366044	5989770	26	9861642	42	5777662	25
South East	3555463	660430	19	1483911	42	1059380	30
East Sussex	231905	50674	22	100340	43	60173	26
Wivelsfield	758	49	6	253	33	309	41

Car ownership	All households	Households with 3 cars	%	Households with 4+ cars	%

Geography					
England and Wales	23366044	1283780	5	453190	2
South East	3555463	253552	7	98190	3
East Sussex	231905	14750	6	5968	3
Wivelsfield	758	103	14	44	6

Summary

In summary the Parishioners would like to see an improvement in the safety of the roads of the Parish making sure pedestrians especially children, cyclists, horse riders and motorists are able to move without concern throughout the parish. It is key that any developments within the parish can provide adequate parking and that where ever possible we can improve parking at local amenities.

Evidence

Neighbourhood plan survey contributed to this report:-

- percentage results
- comments from Q20, Q26, Q27, Q32 & feedback in regard to cycle paths

Neighbourhood Plan SWOT Analysis

2011 census

Appendix 1 – Drawing of new speed limits being introduced

Appendix 2 – Drawing 1 of new road scheme

Appendix 3 – Drawing 2 of new road scheme

Appendix 4 –Drawing 3 of new road scheme

Appendix 5 – Public consultation for new road scheme September 2013

Neighbourhood Plan SWOT Analysis

2011 census

Photos 1 – view of Eastern Road towards Village Hall with no pavements on either side of the road



Photo 2 – shows where the pavement ends at the top of Eastern Road



Photo 3 – no pavements – Slugwash Lane



Photo 4 – no pavements – Hundred Acre Lane



Photo 5 – pot hole in -Downsview Drive pavement



Photo 6 – uneven and broken pavement in South Road



Photo 7 – car parked on pavement



Photo 8 – Cars parked outside village shop 7.30am

