

EXECUTIVE SUMMARY

There has been a clear desire and need for a safe cycling and walking route from Scaynes Hill to Lindfield for decades, particularly for use by children attending schools in Lindfield and Haywards Heath. The only current route along the A272 and B2111 has always been hazardous and has become increasingly impractical with the increasing volume of traffic on those roads. Community consultation for the Village Plan in 2011 and for the Neighbourhood Plan in 2013 confirmed this need. A proposal for creation of a safe route was included in the Final Neighbourhood Plan in 2014. Section 106 community infrastructure funds from the recent Swallows development in Scaynes Hill was specifically allocated to this project in 2017, but is effectively frozen as it cannot be used for the necessary feasibility study to determine the optimum route. As yet there is no funding for a feasibility study and existing Section 106 monies are insufficient to fund the whole route. This survey was created to quantify the need and potential benefits of a safe cycle/walkway, with a view to finding a way to move it forward.

The initial survey was done in March by distributing paper copies to 460 houses in Scaynes Hill asking for either paper or online responses. 434 responses were received, 57% from Scaynes Hill residents and 43% from elsewhere. After analysing the responses and comments it was realised that there might be a similar desire for this scheme from residents of Lindfield. Therefore it was decided to carry out a second similar survey more specifically targeted at residents of Lindfield. The second survey had identical questions so that the results could be combined, but there were also 3 additional questions to obtain some more detailed information about potential usage. For this reason the second survey was open to those who had done the first, and a further mandatory question was also added to indicate whether a response to the previous survey had been submitted.

The second survey had 258 responses, of which 38 were from those who had also done the first, meaning that there were 220 new responses. Therefore together with the 434 responses from the first survey the total number of responses was 654. About a third of all responses were from individuals, while the other two thirds were from households. The average number of members in a household who were also said to be likely to use the cycle/walkway was about 3. Thus the survey represents the views of over 1600 people. For those resident in Scaynes Hill, the survey represents over 600 people (about 67% of the village), while for those in Lindfield it represents about 500 people.

The results indicate that:-

- 88% of all respondents strongly agreed that a safe cycle/walkway was necessary and a further 9% agreed.
- 84% of all respondents would be highly likely to use it with a further 12% moderately likely.
- 33% said they would use it several times a week with a further 38% saying they would use it weekly.

The potential number of journeys was estimated on a conservative basis as about 67,000 annually. Assuming 50% of these journeys replace existing travel by motorised vehicle the reduction in CO₂ emissions would be about 38 tonnes/year. On less conservative assumptions the number of journeys would be 84,000 and the reduction in emissions could be as much as 48 tonnes of CO₂ annually.

The high response rate and the alacrity with which responses were received, particularly in Scaynes Hill, clearly indicates the need for a safe cycle/walkway from Scaynes Hill to Lindfield. The quantifiable data indicates that this could lead to a substantial reduction of CO₂ emissions, which in the context of the current climate crisis and the drive to move to a carbon zero economy, is highly relevant. In addition encouraging more Active Travel will also increase the health and well-being of those using it.