

Scaynes Hill Sustainability Group

**RESULTS & ANALYSIS OF  
A SURVEY ON THE NEED FOR  
AND POTENTIAL USE OF  
A SAFE CYCLE/WALKWAY  
FROM SCAYNES HILL TO LINDFIELD**



**REVISED & UPDATED**

**June 2021**

## 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 CO<sub>2</sub> 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 CO<sub>2</sub> 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 CO<sub>2</sub> 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.

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## 1. Background

For decades the residents of Scaynes Hill have expressed both a desire and need for a safe cycling and walking route from the village to Lindfield or Haywards Heath, particularly for children attending schools in those locations. West Sussex County Council (WSCC) deem the current route along the A272 and B2111 to Lindfield to be a safe cycling and walking route. However, the speed of traffic on the A272, which has a rough and sometimes narrow verge without any walkway, and the narrowness of the B2111, with no verge or walkway along part of it, have always made this an impractical route and with the ever increasing volume of traffic it has become even more unsafe.

In 2010 a 46 point questionnaire distributed to 500 households in Scaynes Hill formed the basis for the 2011 Village Plan<sup>1</sup>, a process which was initiated by Lindfield Rural Parish Council (LRPC). There were about 300 responses received of which 79% felt that a safe cycling route to Haywards Heath via Lindfield was needed and 82% were in favour of a safe footpath to Haywards Heath. During the consultation for the joint Lindfield and Lindfield Rural Neighbourhood Plan (LLRNP) in 2013 one of the weaknesses identified was " Scaynes Hill (is) isolated from Lindfield due to lack of direct bus service and unsafe cycling route".<sup>2</sup> There was clearly considerable support for a safe cycling and walking route between the two villages and this was included in the LLRNP vision<sup>3</sup> and proposals. One of the Vision's Objectives was that "both settlements are better connected to each other and to the wider area by dedicated cycle routes" with the measure of this being "the miles length of new cycle routes coming forward". Both Parish Councils undertook to support proposals to establish a dedicated safe cycle route from Scaynes Hill through to the Lewes Road in Lindfield<sup>4</sup>.

Various routes have been suggested by different parties but there is not an agreed solution. Two potential routes were included in the West Sussex Walking & Cycling Strategy<sup>5</sup> (ID186 & 213). It is not in the remit of this survey to favour any particular route but it is considered helpful to document the alternatives, which are briefly described and shown on the map in Appendix C. There could be potential synergy with cycling and walking provisions in the proposed Walstead Park development<sup>6</sup> but it seems that this may have been overlooked.

As part of the Barn Cottage/Swallows development for 55 new dwellings in Scaynes Hill in 2017 the entire Section 106 contribution for Total Access Demand, a sum of about £135,000, was specifically designated for a safe cycleway to Lindfield<sup>7</sup>. This would be insufficient for the whole project and additional funds would still be required. However, it is understood that the Section 106 money cannot be used for a feasibility study to consider the various options and select an optimum route. In effect this money is frozen until such a study is undertaken to identify the best route.

In February 2021 the Scaynes Hill Sustainability Group<sup>8</sup> discussed potential ways to raise funds for a professional assessment of possible routes. Paul Brown, Councillor for the High Weald ward at Mid Sussex District Council (MSDC), suggested that a survey of Scaynes Hill residents' views about a safe cycling and walking route would be helpful in demonstrating the residents' continuing support and could encourage Councillors and Councils at all levels to get behind advancing proposals for a dedicated cycleway and footway between Scaynes Hill and Lindfield. The survey, which was designed to quantify both the demand for and potential benefits of a safe cycle/walkway between the two villages, was carried out in March/April 2021.

There were 434 responses to this survey with 98% in favour of the scheme and a previous version<sup>9</sup> of this report was drafted and distributed to Councillors and Officers at WSCC, MSDC, LRPC and

Lindfield Parish Council (LPC). Although the survey had been intended principally for Scaynes Hill residents over a third of responses were from outside the village. As a result of that and the comments received it was realised that there might be a similar desire for this scheme from residents of Lindfield, in order to reach Scaynes Hill and the countryside beyond. Therefore it was decided to carry out a second similar survey more specifically targeted at residents of Lindfield.

## **2. Survey structure**

This second survey was devised to be as similar to the previous one as possible so that data from the two surveys could readily be combined. All 6 questions from the previous survey were used identically with the exception of the first question which asked if the responder was a resident of Lindfield (rather than Scaynes Hill). Three additional questions were included to refine the data capture. These were:-

- If responding as non-resident of Lindfield they were asked to give a postcode. This was added to give a better idea of the geographic distribution of respondents.
- If responding that they would use the cycle/walkway several times a week they were asked how many times this would be. In analysing the previous survey it was noted that this was a critical assumption in forecasting the frequency of use and it was felt to be helpful to gather some actual data on this aspect.
- If responding that they would use the cycleway they were asked to say whether this would be either predominantly for cycling or walking (incl mobility vehicle). Following correspondence with WSCC about the results of the first survey it was noted that the Department for Transport cost/benefit model for assessing Active Travel projects rates the benefits from cycling and walking rather differently.

Finally responders were asked if they had taken part in the previous survey, to avoid any double counting of the same data.

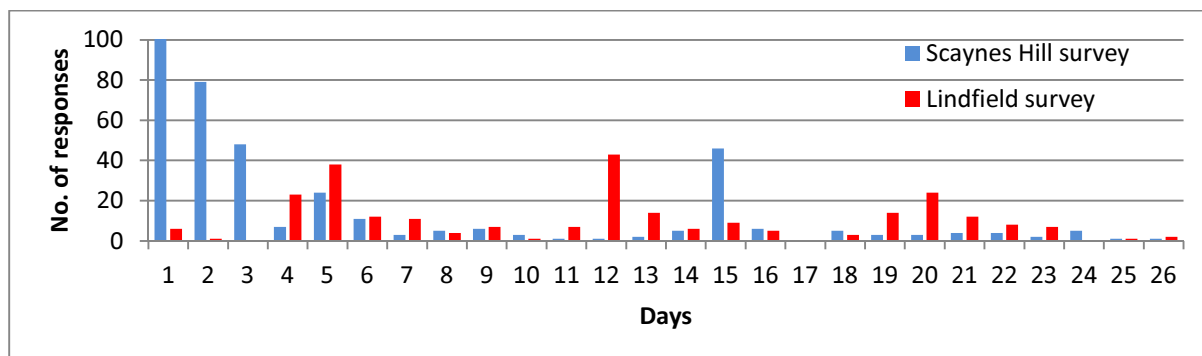
## **3. Survey process**

The original survey, which ran from 24th March to 18th April 2021, had been conducted by distributing survey forms to about 460 households in Scaynes Hill referring them to an alternative online survey, which was also advertised on the village website and Facebook page. Since the distribution of physical survey forms around the whole of Lindfield would have been a much larger task than that already done for the Scaynes Hill survey, an online only survey was created on Google Forms, which was publicised in various ways. These included an article in the June issue of the local magazine Lindfield Life, followed later by e-mails to various local groups and schools and posts on a number of Lindfield based Facebook pages. The survey was opened on 22nd May with a deadline of 16th June, giving a period of just more than 3 weeks to gather responses.

As it was felt that answers to the additional questions could be helpful in extending the data from the original survey it was made clear that even those who had completed the original survey could do so again. However, one of the questions was to indicate whether they had responded to the first survey, in order to avoid double counting. Since no personal information was requested responses would be anonymous as for the original survey.

#### 4. Survey response

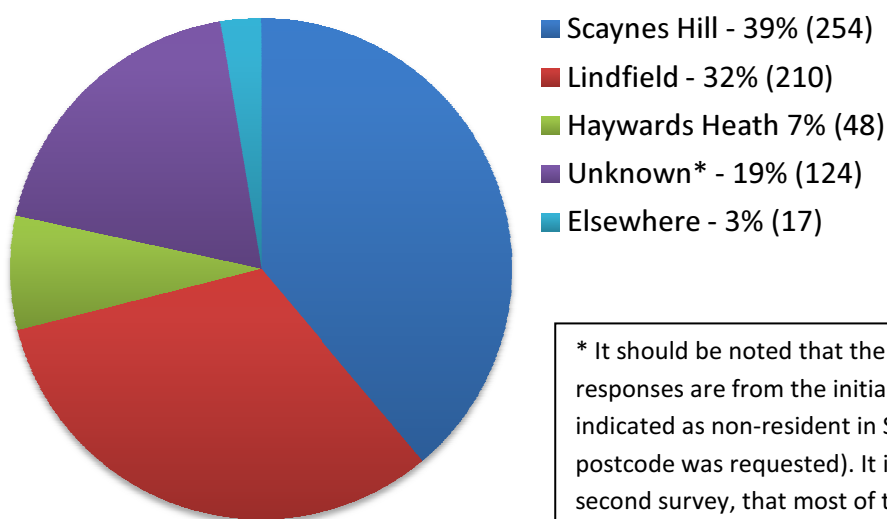
The response to the original survey had been immediate and in great numbers, the spike of numbers on day 15 being the manual entry of paper survey responses received by that date. The response to the Lindfield based survey was less immediate and more sporadic than that done in Scaynes Hill. There was a spike of responses immediately after the official publication date of Lindfield Life on 25th May (day 4) and another spike following posts of the Facebook groups made on 2nd June (day 12). By the closing date a total of 258 responses had been received, of which 38 indicated that they had also completed the previous survey, meaning that there were 220 new responses that could be added to the 434 received previously, making a total response of 654.



#### 5. Combined results from both surveys

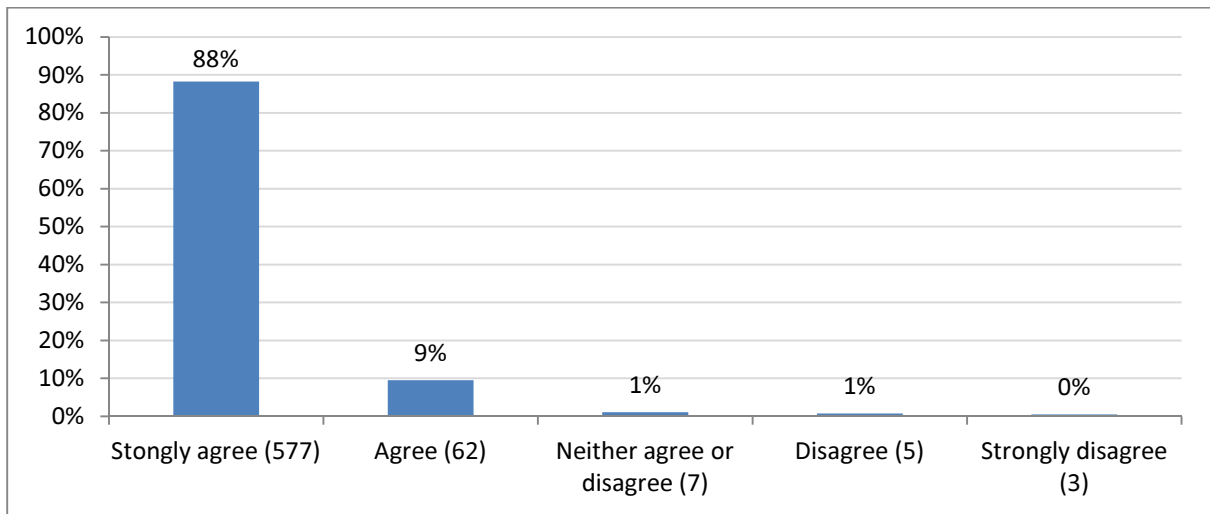
The data obtained by combining the two surveys, after removing any duplicate data, is given in graphical form below for the 6 original questions, which were identical in the two surveys. Percentage figures are given as well as actual numbers in brackets. The individual survey results and the comparison between the two surveys is given in Appendix A.

Q1. Where are you resident?

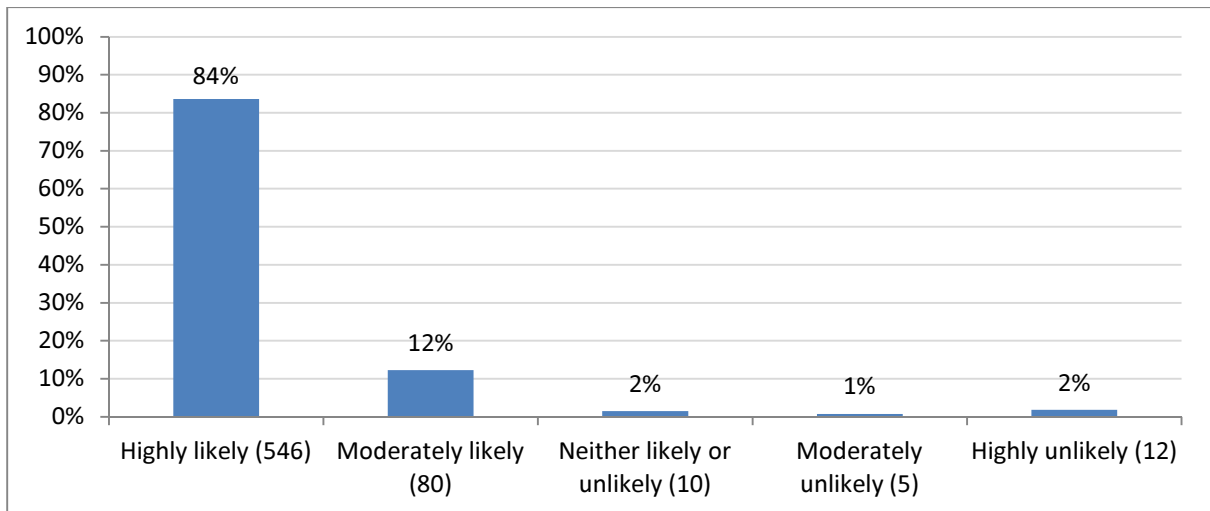


\* It should be noted that the 124 'Unknown' responses are from the initial Scaynes Hill survey, indicated as non-resident in Scaynes Hill (when no postcode was requested). It is likely, based on the second survey, that most of these people live either in Lindfield or Haywards Heath.

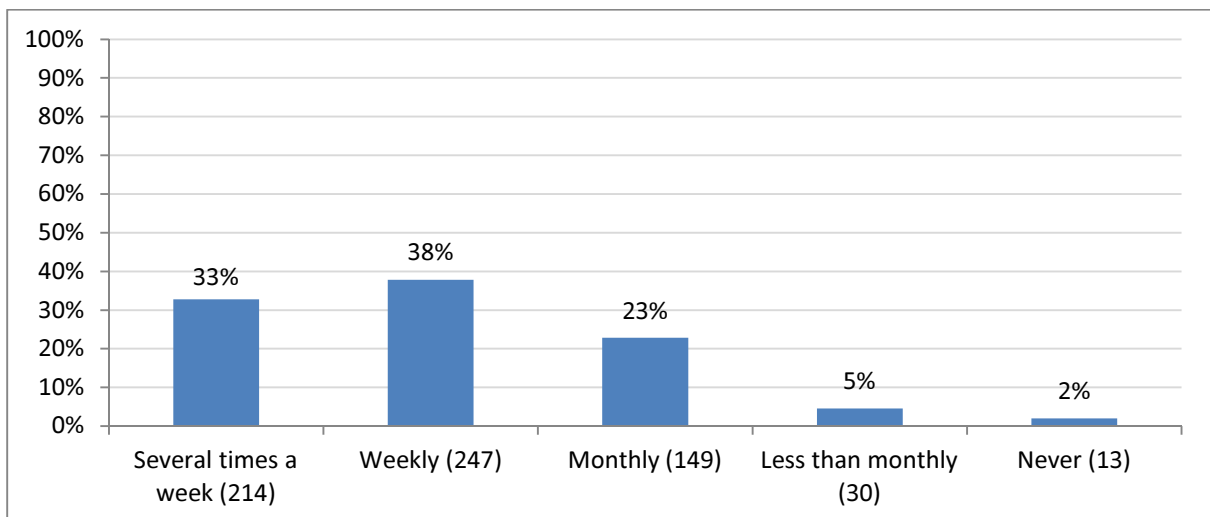
Q2. Do you agree there is a need for a safe cycle/walkway from Scaynes Hill to Lindfield?



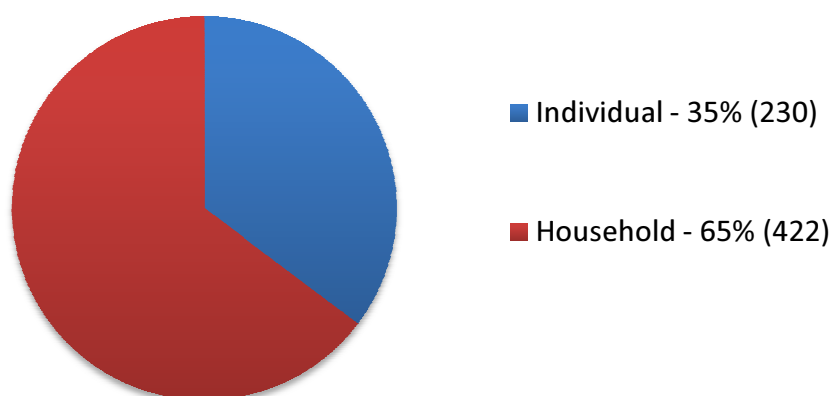
Q3. How likely would you be to use such a cycle/walkway?



Q4. How frequently on average would you use such a cycle/walkway?



## Q5. Are you answering as an individual or on behalf of your household?



The sixth common question was about household size for those responding on behalf of a household. From the responses the average total number of potential users in households who would also be likely to use the cycle/walkway was 3.4.

In addition to the 219 comments received from the first survey an additional 53 comments were made by those in the second survey who had not participated in the first one, making a total of 272, which equates to 42% commenting. There were also comments from 12 people who had done the previous survey. An attempt has been made to categorise the comments into groups with an indication of how many in each group. As several comments fall into more than one group the sum of the percentages for all the groups is greater than 100%.

As the comments powerfully illustrate the strength of feeling of the respondents a record of all comments has been made. The 272 comments from the combined survey results together with the 12 additional comments from those who completed both surveys are given in Appendix D to this report. They have been listed in terms of their response to Q2 'Do you agree there is a need for a safe cycle/walkway from Scaynes Hill to Lindfield?' in order to give some context.

## 6. Results from additional questions only in second survey

As these questions had not been included in the first survey all responses have been considered below (ie including those who stated they had already done the first survey).

### *Q1a. If you are not a Lindfield resident please give your postcode*

The postcodes of the 78 respondents who were not resident in Lindfield are plotted geographically in Appendix A. The distribution was as follows:-

- Haywards Heath - 43 (55%)
- Scaynes Hill - 25 (32%)
- Elsewhere - 10 (13%)



*Q4a. If you answered 'Several times a week' above please indicate how many times a week that would be?*

The distribution of responses is given in Appendix A. From the 66 responses to this question the weighted average was 4.3 times per week.

*Q7. What would you principally use it for?*

The only alternatives given were either Cycling or Walking (incl mobility vehicle). Since this question was mandatory one of these alternatives had to be entered. As one of the comments pointed out there should have been an alternative for those who said they would never use it. For this reason only the responses to this question given by those who said they were either likely or highly likely to use it were considered. For those categories the split was:

- Walking (incl mobility vehicle) - 132 (54%)
- Cycling - 112 (46%)

## **7. Analysis**

### ***Number of people represented***

As nearly two thirds of the responses received were from households, with the other third from individuals an estimate of the number of individuals whose views this survey represented was thought to be useful. The average household was 3.4 people in total who would potentially use a safe cycle/walkway. The total number of people represented in the survey was thus:

$$(230 \text{ individuals}) + (422 \text{ households} \times 3.4) = 1,665 \text{ individuals}$$

### ***Number of Scaynes Hill/Lindfield residents represented***

As 61% of respondents were not resident in Scaynes Hill, a similar analysis of only those resident in Scaynes Hill was done. The data showed that of those living in Scaynes Hill there were 94 individual responses and 164 household responses, with an average number per household of 3.1. Therefore the total number of Scaynes Hill residents represented in the survey was:

$$(94 \text{ individuals}) + (164 \text{ households} \times 3.1) = 602 \text{ individuals}$$

The current actual population of the village is not known but in the 2011 Village Plan it was estimated to be about 800 residents. In the last ten years there will have been some growth particularly with the number of new houses being built. If one were to assume the village population was now 900 then the survey results represent the views of 67% of all residents of Scaynes Hill.

For Lindfield (55 individuals and 130 households of average number of 3.4 per household) a similar calculation indicates the survey representing 497 residents of Lindfield. This is almost certainly an underestimate as it is probable that many of the 124 responses of unknown location come from Lindfield. It would therefore seem likely that the cycle/walkway is equally supported in both villages.

### ***Number of potential journeys***

In order to quantify the benefits of a safe cycle/walkway it was thought important to try and estimate the number of potential journeys that might be made.

The responses were analysed by populating a matrix of the likelihood and frequency of using the cycle/walkway with the numbers of responses in each category as follows:

	Highly likely	Moderately likely	Neither likely or unlikely	Moderately unlikely	Highly unlikely
Several times a week	212	2	0	0	0
Weekly	225	22	0	0	0
Monthly	104	45	1	0	0
Less than monthly	5	11	9	5	0
Never	0	0	0	1	12

Using the following assumptions, which are considered conservative, the number of potential journeys was estimated:

- Several times a week = 4 times a week for 50 weeks/year or 200 journeys /year
- Weekly means 50 journeys/year
- Monthly means 10 journeys/year
- Less than monthly means 4 journeys/year
- For Moderately Likely a reduction factor of 50% was applied
- For neither likely/unlikely, unlikely and highly unlikely no journeys were assumed
- For other household members an additional 20% of journeys was added to the total.

Further details about the assumptions and the calculations are given in Appendix B. Based on the above the number of potential journeys was estimated to be about 67,000 journeys per year.

Using the less conservative assumption that journeys by other household members would be an additional 50% (rather than 20%) the number of journeys would be about 84,000 journeys/year.

### ***Reduction in CO<sub>2</sub> emissions***

Based on the number of journeys that would replace journeys by motorised transport it is possible to estimate the potential reduction of CO<sub>2</sub> emissions that would result. As not all journeys would necessarily replace vehicle journeys a reduction factor of 50% was applied. The justification for this reduction factor and the calculation of the potential reduction in CO<sub>2</sub> emissions is given in Appendix B. The potential CO<sub>2</sub> reductions were estimated as:

- 38 tonnes/year for the base case
- 48 tonnes/year for the higher estimate case

## 8. Comments

All comments are included in Appendix D. To protect confidentiality any names or contact details given have been removed but typos have not been corrected. Of the total 284 comments:

- 166 (58%) refer to the danger of the existing alternatives and need for something safer
- 75 (26%) refer to reducing car journeys and/or benefit to the environment and health
- 55 (19%) mention only cycling
- 50 (18%) refer to the need for children to access schooling safely
- 37 (13%) mention only walking
- 21 (7%) refer to some aspects of potential routes
- 20 (7%) indicate using it for recreational or other purpose not replacing car journeys
- 9 (3%) refer to the need to accommodate mobility scooters, wheelchairs or prams
- 4 (1%) refer to using the proposed route due to having no car.

Of the 284 comments received, 137 (48%) were from Scaynes Hill residents and 71 (25%) were from Lindfield, 13 (5%) were from Haywards Heath, 6 (2%) were from Walstead and 57 (20%) were from elsewhere or unknown.

Of the 137 comments from residents of Scaynes Hill, 31 comments (23%) referred to the cycle/walkway being needed for children going to school/college in Lindfield or Haywards Heath.

Other reasons mentioned for using the cycle/walkway were for work, visiting friends/relatives or the pub in Scaynes Hill or shopping in Lindfield.

## 9. Conclusions

Historically there has been a desire for a safe cycling and walking path between Scaynes Hill and Lindfield as the current alternatives are unsafe or impracticable. This need for a safe route between the two villages has been recorded in the Scaynes Hill Village Plan in 2011 and the subsequent joint Lindfield and Lindfield Rural Neighbourhood Plan in 2014. In the terminology of the Mid Sussex District Plan<sup>10</sup>, the overarching conclusion that these documents support is that Scaynes Hill is a small (Category 3) village isolated from its natural larger (Category 2) village centre of Lindfield and from the nearest (Category 1) settlement of Haywards Heath.

This survey further supports this conclusion and has clearly demonstrated a continuing and increasing suppressed demand for such a cycle/walkway. It has attempted to quantify the needs and benefits in an evidence based manner. The principal findings from the survey are:

- the survey represents the views of over 1600 people, of whom over 600 are residents of Scaynes Hill (67% of the entire village population) and at least 500 from Lindfield
- 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 (on average over 4 times a week) with a further 38% saying they would use it weekly.
- use of the cycle/walkway would be split about equally between cycling and walking
- the estimated number of potential return journeys is about 67,000 per year
- the estimated potential reduction in CO<sub>2</sub> emissions is about 38 tonnes per year

Some initial funding (£135,000) for such a scheme is available in the form of Section 106 monies from The Swallows housing development, which is just being completed. However, there are various potential routes for a cycling and walking path and all these routes have issues to be resolved. There is potential synergy with cycling and walking provisions to be made in the Walstead Park development, but these seem to have been overlooked or ignored. As there is no obvious preferred route it is necessary as a first step to carry out a feasibility study to determine the optimum route. As the Section 106 monies cannot be used for such a feasibility study and are insufficient for a complete solution, they are effectively frozen and are in danger of being used elsewhere.

The implementation of a safe cycling and walking route would meet all the objectives of the Government's Walking & Cycling Investment Strategy<sup>11</sup> which are to increase cycling and walking, reduce the number of serious injuries and deaths to cyclists and increase the percentage of children walking to school.

The purpose of this survey and report is to quantify the need for and benefits of a safe cycling and walking path between Scaynes Hill and Lindfield in order to provide a sound basis for finding a way forward with this scheme. The next stage will need to be finding the funding for a feasibility study to determine the optimum feasible route.

## References

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- <sup>1</sup> Scaynes Hill Village Plan 2011
- <sup>2</sup> Lindfield & Lindfield Rural Neighbourhood Plan 2014-2031 'Made Version' Section 2 State of the Parishes, Community views
- <sup>3</sup> Lindfield & Lindfield Rural Neighbourhood Plan 2014-2031 'Made Version' Section 3 Vision & Objectives
- <sup>4</sup> Lindfield & Lindfield Rural Neighbourhood Plan 2014-2031 'Made Version' Appendix C Proposal 2
- <sup>5</sup> West Sussex Walking & Cycling Strategy 2016-2026
- <sup>6</sup> Planning Application DM/15/4457 Development of land to the south of Scamps Hill, related appeal and subsequent approval
- <sup>7</sup> Planning Obligation by way of Agreement pursuant to Section 106 relating to land at Barn Cottage, Scaynes Hill, signed 7th Feb 2017
- <sup>8</sup> Scaynes Hill Sustainability Group - see <https://scayneshillvillage.co.uk/sustainability.html>
- <sup>9</sup> Results & analysis of a survey on the need for and potential use of a safe cycle/walkway from Scaynes Hill to Lindfield. April 2021
- <sup>10</sup> Mid Sussex District Plan 2014-2031
- <sup>11</sup> Walking and Cycling Investment Strategy 2017

## Appendix A - Comparison and combination of the two surveys

It was thought useful to document the two separate surveys to see how they compared and could be combined. The first section deals with the responses to the questions common to both surveys after removing the duplicates from the second survey (ie those who said they had also done the first survey). The results of the first survey in Scaynes Hill are indicated by the column '1st (SH)' and of the second survey by the column '2nd (L)'. Responses are given both as numbers and percentages.

The second section covers only the responses from the second survey to those additional questions which were intended to gather more detail on geographic location, frequency and type of use.

### A1. SUMMARY OF COMMON QUESTIONS (both surveys excluding duplicates)

Q1. Are you a resident of Scaynes Hill/Lindfield?

Response	Numbers			Percentages		
	1st (SH)	2nd (L)	Total	1st (SH)	2nd (L)	Total
Scaynes Hill	245	9	254	57%	4%	39%
Lindfield	49	161	210	11%	73%	32%
Haywards Heath	8	40	48	2%	18%	7%
Unknown*	124*	0	124*	29%	0%	19%
Elsewhere	7	10	17	2%	5%	3%
TOTAL	433	220	653	100%	100%	100%

\* It should be noted that the 124 'Unknown' responses are from the initial Scaynes Hill survey, indicated as non-resident in Scaynes Hill, when no postcode was requested. It is likely, based on the second survey, that most of these people live either in Lindfield or Haywards Heath. This number has been reduced (and reallocated) from that given in the previous report by a more detailed reading of the comments given.

Q2. Do you agree there is a need for a safe cycle/walkway from Scaynes Hill to Lindfield?

Response	Numbers			Percentages		
	1st (SH)	2nd (L)	Total	1st (SH)	2nd (L)	Total
Strongly agree	400	177	577	92%	80%	88%
Agree	28	34	62	6%	15%	9%
Neither agree/disagree	4	3	7	1%	1%	1%
Disagree	1	4	5	0%	2%	1%
Strongly disagree	1	2	3	0%	1%	0%
TOTAL	434	220	654	100%	100%	100%

Q3. How likely you to use such a cycle/walkway?

Response	Numbers			Percentages		
	1st (SH)	2nd (L)	Total	1st (SH)	2nd (L)	Total
Highly likely	370	176	546	85%	80%	84%
Moderately likely	48	32	80	11%	15%	12%
Neither likely/unlikely	6	4	10	1%	2%	2%
Moderately unlikely	1	4	5	0%	2%	1%
Highly unlikely	8	4	12	2%	2%	2%
TOTAL	433	220	653	100%	100%	100%

## Appendix A - Comparison and combination of the two surveys

Q4. How frequently on average would you use such a cycle/walkway?

Response	Numbers			Percentages		
	1st (SH)	2nd (L)	Total	1st (SH)	2nd (L)	Total
Several times a week	166	48	214	38%	22%	33%
Weekly	158	89	247	36%	40%	38%
Monthly	85	64	149	20%	29%	23%
Less than monthly	16	14	30	4%	6%	5%
Never	8	5	13	2%	2%	2%
TOTAL	433	220	653	100%	100%	100%

Q5. Are you answering as an individual or on behalf of your household?

Response	Numbers			Percentages		
	1st (SH)	2nd (L)	Total	1st (SH)	2nd (L)	Total
Household	270	152	422	63%	69%	65%
Individual	162	68	230	38%	31%	35%
TOTAL	432	217	652	100%	100%	100%

Q6. If answering Q5 as a household, how many potential users in your household in total?

Response	1st (SH)	2nd (L)	Weighted average
Average no. from above	3.3	3.4	3.4

Any further comments?

Response	Numbers			Percentages		
	1st (SH)	2nd (L)	Total	1st (SH)	2nd (L)	Total
Comments received	219	53	272	50%	24%	42%
TOTAL responses	434	220	654			

In addition there were another 12 comments in the second survey from those who had participated in the first survey.

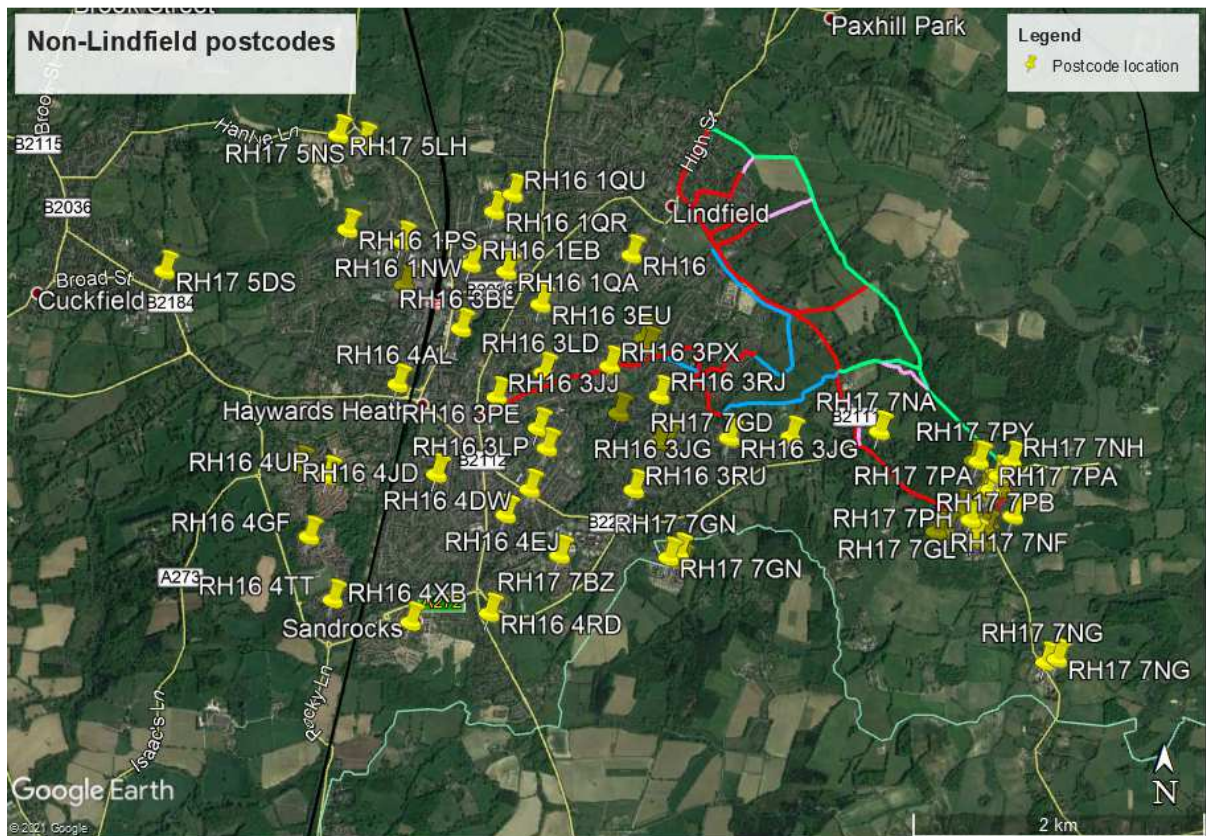
## Appendix A - Comparison and combination of the two surveys

### 2. SUMMARY OF ADDITIONAL QUESTIONS (Lindfield survey only)

Q1a - If you are not a Lindfield resident please enter postcode.

There were a total of 78 responses to this question, of which 19 had done the previous survey. The postcodes given are plotted on the map below and were distributed as follows:

- Haywards Heath - 43 (of which 3 had done the previous survey)
- Scaynes Hill - 25 (of which 16 had done the previous survey)
- Elsewhere - 10 (Cuckfield, Danehill, Ardingly, Fletching, Crawley, Brighton)



Q4a. If you answered 'Several times a week' above please indicate how many times a week that would be.

There were a total of 66 responses to this question, including 20 that had done the previous survey, and their responses are summarised below.

Times	2	2-3	3	3-4	4	4-5	5	6	7	8	10	14	Weighted average
No. of responses	1	5	20	8	11	2	11	2	1	1	3	1	4.3



## Appendix A - Comparison and combination of the two surveys

Q. What would you principally use it for?

Response	Numbers			Percentages		
	1st (SH)	2nd (L)	Total	1st (SH)	2nd (L)	Total
Walking (incl mobility veh)	18	126	144	47%	57%	56%
Cycling	20	94	114	53%	43%	44%
TOTAL	38	220	258	100%	100%	100%

The only alternatives given were either Cycling or Walking (incl mobility vehicle). Since this question was mandatory one of these alternatives had to be entered. As one of the comments pointed out there should have been an alternative for those who said they would never use it. For this reason only the responses to this question given by those who said they were either likely or highly likely to use it were considered. For those categories the split was:

- Walking (incl mobility vehicle) - 132 (54%)
- Cycling - 112 (46%)

However, if one does an analysis for the number of journeys by each method (as done for the total number of journeys, which only considers those likely or highly likely to use it) the percentage of journeys comes out as:-

- Walking 51%
- Cycling 49%

As the above sample of 244 responses is about 37% of the total 654 responses it can be deemed representative. For future estimates for the benefits of the scheme it would seem appropriate to allocate these equally (ie 50/50) between cycling and walking.

## Appendix B - Estimating journeys and CO<sub>2</sub> emissions

The potential journeys of each respondent were estimated taking account of the responses to the questions on likelihood and frequency of using the cycle/walkway using the following base case assumptions, which were regarded as conservative or realistic.

### Frequency

In the original survey report it was assumed that for those stating they would use the cycle/walkway several times a week this would represent 3 times a week over 50 weeks of the year (ie 150 journeys per year). The reasoning was that for those responding in this way it was likely that they might be commuters or school children who would regularly use it 5 times a week. However, there are school holidays and work holidays to take into account, which would reduce the average over the year, and others may not be using it 5 times a week. Furthermore the word 'several' implies more than 2 times a week so it was considered that assuming 3 times a week would be conservative.

From the second survey 66 respondents (including 20 who had also completed the original survey) answered 'several times a week' and the average from this group was 4.3 times/week. This group represents 31% of all those who responded 'several times a week' and can therefore be regarded as representative of the whole group. Consequently it has been assumed that the average for the whole group would be 4 times a week (ie representing 200 journeys per year).

As before weekly responses were taken to mean 50 journeys per year, while monthly was assumed to be 10 times a year. Less than monthly was taken as 4 times a year.

### Likelihood

The answer to the likelihood question was used to modify the above number of journeys as follows:

- Highly likely - no reduction factor was applied
- Moderately likely - a reduction factor of 0.50 was applied (ie half the number of journeys)
- Neither likely or unlikely - assumed no journeys
- Moderately unlikely or Never - assumed no journeys

### Households

About two thirds of responses were from households which stated that there were other members of the household likely to use the cycle/walkway. The average number of additional people in these households who were likely to also use the cycle/walkway was 2.4. If each of the other two members of the household were to use the cycle/walkway half as often as the respondent this would mean that the number of journeys accountable by that household would be more than twice the number accounted for by the respondent alone (ie increasing the number of journeys from that household by over 100%). As a conservative assumption it has been assumed that each other member of the household would contribute only 15% additional journeys, so the number of journeys for a household has been increased by 30% only. Since those representing households

## Appendix B - Estimating journeys and CO<sub>2</sub> emissions

were about two thirds of the total responses, the additional journeys have been taken as 20% (ie  $\frac{2}{3} \times 30\%$ ) of the total journeys of individuals and households.

### Distance

The distance of a journey was taken as the distance from the centre of Scaynes Hill (junction of the A272 and Church Road - opposite the Farmers pub) to the centre of Lindfield (junction of the B2111 and Lindfield High Street). Measured on Google Earth this is 3.3 km. It has also been assumed that each journey would be a return journey, which would certainly be the case for a bicycle. Although it is possible a walker could return by other means the likelihood of this seems fairly small so has been discounted. Therefore each journey has been taken as 6.6km.

The total distance of journeys has therefore been estimated by multiplying the total number of journeys by 6.6km.

### CO<sub>2</sub> emissions

One could assume that all journeys replace similar journeys that would have been taken by a motorised vehicle. However, some of the comments (7% - see Section 8 of main report) suggest that a few uses would be purely recreational and therefore not replacing a vehicle journey. On the other hand a larger proportion of comments (18%) refer to school trips, which would involve twice as many return journeys by car (drop off and pick up). Also 26% of comments refer to the use of a new cycle/walkway replacing car journeys or improving the environment and health, which also suggests replacing vehicle journeys. For these reasons it was initially thought reasonable to assume that 75% of all estimated journeys represents the reduction of vehicle travel for the purposes of calculating CO<sub>2</sub> emissions. However, following a more careful reading of the comments, which give some further perspective, it has been considered more realistic to reduce this to 50%.

Using a leading carbon footprint calculator<sup>1</sup> on the internet it can be seen that the emissions from the average petrol car is 174.3 g/km. Thus the total emissions saved has been estimated by taking 50% of the total distance of all journeys, multiplying 174.3 and dividing by 1,000,000 to convert grams to tonnes of CO<sub>2</sub>.

### Higher estimate

The above assumptions are considered fairly realistic or conservative. A critical assumption, for which there is no hard evidence, is the additional number of journeys to be attributed to other members of a household. It is felt that the 20% addition may be particularly conservative, so a higher estimate has also been considered.

Therefore the two cases considered are:

- Base case - an additional 20%
- Higher estimate - an additional 50%

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<sup>1</sup> Carbon Footprint Calculator developed by RADsite  
<https://calculator.carbonfootprint.com/calculator.aspx?tab=4>

## Appendix B - Estimating journeys and CO<sub>2</sub> emissions

### Data analysis

The numbers of respondents answering each of the questions on likelihood and frequency of use were tabulated into the following matrix in order to estimate the number of journeys:

	Highly likely	Moderately likely	Neither likely or unlikely	Moderately unlikely	Highly unlikely
Several times a week	212	2	0	0	0
Weekly	225	22	0	0	0
Monthly	104	45	1	0	0
Less than monthly	5	11	9	5	0
Never	0	0	0	1	12

Therefore the numbers of journeys for each frequency are estimated as:

Several times a week:	$(212 \times 200) + (2 \times 200 \times 0.5)$	= 42,600
Weekly	$(225 \times 50) + (22 \times 50 \times 0.5)$	= 11,800
Monthly	$(104 \times 10) + (45 \times 10 \times 0.5)$	= 1,265
Less than monthly	$(5 \times 4) + (11 \times 4 \times 0.5)$	= 42
Estimated journeys (individuals)		= 55,707
Estimated journeys (household add 20%)		= 11,141
<b>TOTAL ESTIMATED JOURNEYS</b>		<b>= 66,848</b>

Repeating the above calculations on a less conservative basis by adding an additional 50% for journeys attributable to other members of the household (rather than 20%) the total number of journeys would be 83,561.

The reduction in CO<sub>2</sub> emissions for the base case has been estimated as:-

$$\frac{66,848 \text{ (journeys)} \times 6.6 \text{ km} \times 50\% \text{ (reduction factor)} \times 174.3 \text{ (emissions gm/km)}}{1,000,000} = 38.5 \text{ tonnes/year}$$

For the higher estimate of 83,561 journeys the calculation gives:

48.1 tonnes/year

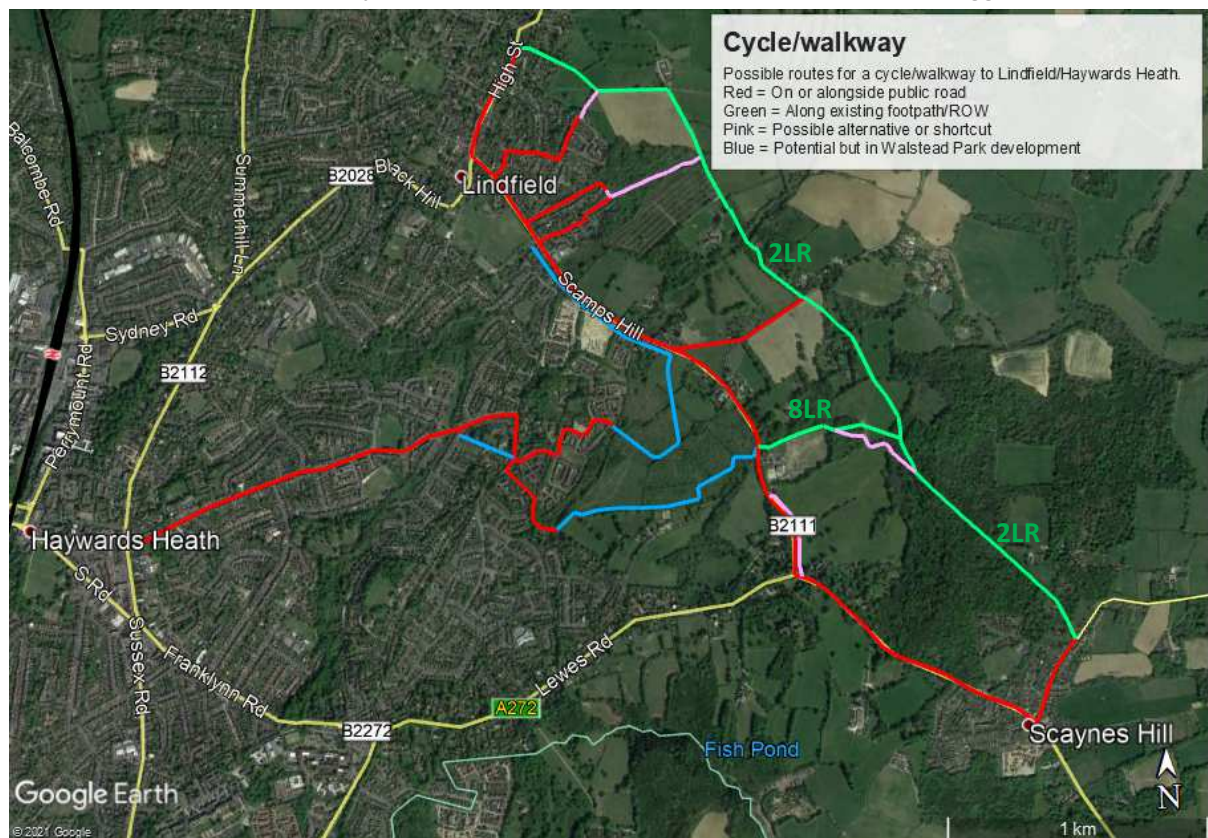
## Appendix C - Alternative routes

It is not in the remit of this survey to favour any particular route but it is considered helpful to document and show on a map the various routes that have at one time been suggested.

The West Sussex Walking & Cycling Strategy (WSWCS), which was designed to complement the Government's Walking & Cycling Investment Strategy (WCIS), included a list of routes suggested by stakeholders and this included two relevant routes:

- ID 213 Route connecting Scaynes Hill and Lindfield. This is the route along the A272 and B2111, the description of which was "There is no pavement on this route currently making it very unsafe for cyclists and pedestrians". The Walstead Park development by Southern Homes, which already has planning permission, is due to improve the footway from Walstead to Lindfield but does not include a cycleway.
- ID186 America Lane to Scaynes Hill with no further description. The part of this route from Scaynes Hill to the crossing of the B2111, which follows the existing footpaths 2LR & 8LR, is relevant as this would avoid the most hazardous part of route ID 213, which is the busy A272 and Bedales Hill (the southern-most part of the B2111). The other part of the route east of the B2111 to Lyoth Lane falls in the area to be developed as a Country Park as part of the Walstead Park development, and does not appear to be included in their plans.

There is also a third potential route that has been suggested by others which follows the same route as ID186 from Scaynes Hill through Costells Wood, but at the stream crossing, instead of going west along footpath 8LR towards Walstead Stud and the B2111 it continues north along footpath 2LR to Lindfield. There are variants of this route, for example where it crosses East Mascalls Lane, it could run along the lane to re-join the B2111 route, or alternatively instead of going all the way to Lindfield Church short-cuts to join Noah's Ark Lane or Eastern Road have been suggested.



## APPENDIX D Comments

The comments below are listed under the response to the question "Do you agree there is a need for a safe cycle/walkway from Scaynes Hill to Lindfield?" The prefix to the ID represents whether the comment was received in the first survey targeted at Scaynes Hill (SH) or in the second targeted at Lindfield (L). The ID numbers are sequential in the order received and an asterisk \* indicates someone who also did the first survey. The location column (Loc) indicates the location where the respondent lives, where SH = Scaynes Hill, L = Lindfield, HH = Haywards Heath and E = Elsewhere.

The comments are reproduced as entered into the online survey form and are unedited for typos.

### Strongly agree

ID	Loc	Any further comments?
SH001	SH	The lack of connectivity in many areas is a sad reality of living in Scaynes Hill. For some reason, we always seem to end up bottom of any list of priorities, despite the fact that we all pay taxes both local and national. It's about time the village was recognised by LRPC in particular, and given some much needed attention. A cycle/walking path would make a huge difference, not least in encouraging walking for those who might not be physically able to wander through muddy woodlands for their exercise. Money is available for the project, so it seems ludicrous to miss the opportunity to do something positive for our health, mental-well-being, and the environment, all in one hit.
SH002	SH	This is a brilliant idea but would be even better to be able to cycle/walk to Haywards Heath as well.
SH003	SH	We strongly agree with the proposal for a cycle/walkway between Scaynes Hill and Lindfield and would definitely use this on a regular basis. A safe means of getting to Lindfield from Scaynes Hill is an excellent idea and would be hugely beneficial to the community as a whole.
SH006	SH	We are a family of walkers and cyclists and as cyclists have to unfortunately use the A272 to start any journey
SH007	SH	Completely support this. Cycling to Lindfield is possible but dangerous. My children used to do it but I was very uneasy. I'd walk or run to Lindfield if I could. We are very cut off in Scaynes Hill and I would love to use the car less. It's probably been the biggest frustration about living here for the last 20 yrs!
SH008	SH	Given our limited shopping options in Scaynes Hill this is a great initiative and provides more options to Scaynes Hill residents to do local shopping in Lindfield rather than driving to Lindfield where parking is a problem.
SH009	SH	I used to cycle to Oathall until my parents decided that the A272 was far from safe. A safe route round would have meant I could have kept cycling to school. I now walk to Lindfield weekly to meet friends and a safe way to do this would be brilliant.
SH011	SH	This is a brilliant idea, 1000% behind it
SH012	SH	I am wholeheartedly in support of this. It is a great initiative and I am extremely grateful to those making the effort to make such worthwhile things happen in our community. This is needed more than ever. The traffic through the village on the A272 continues to increase (I think I heard Chris Boardman say recently that in the last decade alone, in the UK there are a billion more road journeys. This is unsustainable and is turning residential areas into having traffic levels at motorway levels of 20 years ago. This inexorable increase has to be halted. Our village is being severed by the A272. To say nothing of the air and noise pollution we are subjected to. New settlements are springing up all over this area to further compound these blights on our lives. Let's start to build a better environment for us all.

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SH013	SH	Very much supportive of a safer and greener way to get to Lindfield. Presently I will not cycle because the road from Bedales is so dangerous.
SH014	SH	My children will eventually go to school in Lindfield and if there was a safe cycle route then I would not need to drive into Lindfield twice a day.
SH015	SH	Given that Oathall Community College is an option for young people living in Scaynes Hill, it makes perfect sense to provide a safe cycling route to the school.
SH017	SH	The A272 is a fast and busy road. It's not safe for anyone, particularly my children, when trying to cycle between Scaynes Hill and Lindfield. A safer link between the two villages would be of enormous benefit to the local community and mean we can safely cycle or walk, which has never been more important than just now. Please, please, please take this idea forward!
SH019	SH	Essential for safe access to schools in Lindfield by children. A miracle that no children have been injured cycling to school. Many parents will not allow them to cycle as it is not currently safe
SH020	SH	We desperately need this to make our carbon impact lower as we have to drive everywhere!
SH021	SH	I am having a baby and it would be fantastic to be able to walk safely around the area with a pram.
SH024	SH	Is it really ideal that the cycle route / path is in to Lindfield rather than the top of HH by the PRH? There are pros/cons to both I am sure but at the current time there are regularly people walking/running/riding on the road/verge from HH and less so from the Lindfield direction. As i said just a thought and either would be a huge benefit.
SH026	SH	I walk everyday on walks around Scaynes Hill and Lindfield and during the winter months it is too muddy to walk through Costello's woods into Walstead to continue walking on footpaths .Many Scaynes Hill residents walk this way everyday and it would be so nice to feel safe underfoot going to Lindfield shops/Gp
SH031	SH	I have three children that attend school in Lindfield. A safe route for them to walk or cycle would greatly reduce the need for vehicle use and make their journeys much safer.
SH033	SH	Wr have 2 little ones and would love to be able to have a safe route to walk preferably smooth enough for a pram as so many of us have small children in our neighbourhood.
SH038	SH	We agree wholeheartedly with this initiative. A safe route has been needed for decades. It is too late for my children who attended Oathall and had to battle the horrific traffic on the A272 and the narrow Scaynes Hill Road on their bikes or walk through knee high grass which when wet meant they arrived at school with soaking shoes, socks, feet, trousers etc. Very muddy in winter too for walking. This meant that as often as possible they were driven by car which for many reasons is highly undesirable. Although we wouldn't use this route for school journeys any more we would definitely use it for access to Haywards Heath, in particular to the station for commuting and pleasure trips (post Covid).We would also use it frequently for leisure exercise purposes. Having an all-weather surface to use would also relieve the impact on local footpaths through the countryside which are suffering through excessive use in wet conditions. Thank you for taking this forward.
SH039	L	The connecting road is a busy A & B class with 50 & 40 limits, as more housing (walstead) goes up the traffic is only going to get worse. My children attended school In Scaynes Hill and we live in Lindfield but there is no way we would have dreamt of cycling as the traffic is too fast on the journey. Where there is a footpath between walstead and Lindfield it is in poor condition. Having previously lived in an area with national cycleways I found the area around Haywards Heath severely

## APPENDIX D Comments

		lacking in safe routes and my bike has barely been out in 5 years rather than daily usage as I used to other places I've lived eg central Manchester, and Hampshire. I have often seen pedestrians on A272 trying to walk, taking their life in their hands due to lack of footpath and am amazed there has not been a serious injury.
SH042	SH	Currently the A272 (and surrounding roads) are very unsafe, with cars/lorry's consistently breaking the speed limit and driving dangerously around cyclists. It's only a matter of time before a serious accident will occur with a pushbike. A
SH045	SH	I think this is an amazing idea, to have a safe route from here to Lindfield will make the village feel less isolated and reduces the need to drive just to go down the road. We love going to Lindfield for lunch and drinks but we always have to get a taxi even though it is within our walking distance.
SH046	SH	Simply put this is needed there is no direct safe no road walking link to anywhere from scaynes hill. I walk to haywards heath or cycle normaly to get the train to work ( in on COVID times) the roads are fast leathal and not suited for any form of safe walking. This has been needed for years and is only getting worse as traffic increases year on year and does not decrease. It should be noted the link to lyndfield also then links to Haywards heath and is essential.
SH049	SH	This would be so welcomed! Not having this route makes you feel quite cut off in Scaynes Hill. I have done the cycle a couple of times and it is terrifying and definitely would never walk it. In the winter months it also especially meant that outdoor exercise was cut off as soon as it's dark which is really horrible. It would be great to be able to cycle or walk to Lindfield village where there is more on offer to do with family and friends.
SH052	SH	I am 8 and I would like to see my grandma and friends with out getting in the car.
SH058	?	We live in
SH059	SH	This is so important! Its been wanted for years and years!! Safer, greener, healthier, and neccessary!!
SH060	?	If it is complete please ensure it is wide enough to maintain speed otherwise serious cyclists, and I count myself in that bracket, will remain on the road.
SH061	?	We would use this on family walks, walks to school and also when exercising (jogging).
SH062	SH	Strongly support. A safe route is desperately needed. Cycling along A272 and then B2111 is very dangerous with drivers impatient and overtaking irresponsibly. Leads to more unnecessary car journeys as just not safe walking or cycling.
SH064	SH	Scaynes Hill is really cut off unless you have a car/motor cycle as is way to dangerous to walk to Linfield or Haywards Heath
SH065	?	Would be better to get the cycle path off the busy road and have dual pedestrian and cycle
SH066	SH	I would be using it as a runner (and sometimes cyclist) as there are precious few mud-free paths/roads (besides the very busy A272) to run/cycle on in winter. (another issue which can part-solved by this).
SH067	SH	I think it's vital for the health of everyone that we can walk and cycle safely to the nearest village, and that the children are encouraged to use a healthy way to get to secondary school. Since we are within the 3 mile limit there is no school bus provided and it currently isn't safe for youngsters to walk along the 272 and down Bedales Hill.
SH072	L	Fast, busy roads with no pavement means a close village is very hard to get to, especially with children. Not just valuable to schools but sports clubs too.
SH073	?	My daughter goes to nursery in SH and it would be lovely to walk there. Plus I'm a runner and my husband a cyclist. I'd love to explore further out that way but never been able to as the A272 is too dangerous.



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SH074	SH	Working in Lindfield I would love the opportunity to leave the car behind & walk ! Currently would have to dice with death on the country lanes (with no pavement or even grass verge for safety) or traipse through muddy/confusing woods & fields which is not practical or safe during winter.
SH078	SH	Desperately needed. Our children are at risk on scamps hill. Please go ahead with the proposal! It could save lives.
SH079	L	We would love to cycle to scaynes Hill and back as a family, husband cycles once a week that way with his friend from haywards heath also.
SH081	SH	Villagers have been desperate for this for so many years. It keeps being talked about, but nothing is ever done!
SH085	L	We live in Lindfield and frequently walk walk scaynes hill. At the moment this part of the road always feels dangerous to walk with children and dogs
SH090	L	I regularly visit friends in SH, it would be amazing to have a safe walk/cycle route from my house in Lindfield.
SH094	SH	At a time when public health bodies and central government are promoting active travel for health and environmental reasons, it saddens me that it is so difficult for Scaynes Hill residents to walk and cycle to Lindfield to use local services.
SH097	SH	Not having a safe walkway to Lindfield has been an issue for a long time. It unreasonable to expect children age 10 or 11 to walk to Oathall school alongside the very busy A272 or across muddy fields., especially in the winter when rainwater collects at the side of the road. To walk in the winter to school would mean a change of clothes as well as all the other kit the children are expected to take to school on a daily basis.
SH103	?	this would be a great for kids to get to and from school and for adults too
SH104	E	Live in Walstead and there is no footpath nor cycle path into Lindfield. Why not?
SH105	SH	There are many people who have taken up walking as a form of exercise as a result of Coronavirus. If this is to be maintained we need places to talk and, in truth, there are precious few footpaths around Scaynes Hill to be able to keep up the good work. A new footpath between the two villages has obviously been thought about and we now have the opportunity to get it done. So let's get it done!!
SH106	?	A cycle track to Scaynes Hill opens up the potential to cycle through the quieter smaller roads from Scaynes Hill encouraging more people to cycle
SH108	HH	My husband plays for a Scaynes Hill cricket club and it be useful to be able to get there from Haywards Heath (via Lindfield) without driving.
SH111	L	Lindfield resident
SH113	SH	I have three young children who will eventually go to school in lindfield and will eventually make use of this. and
SH114	SH	As a parent who had a child attending Oathall Community college. It was essential that as parents we had to arrange our own transport as the bus service was unreliable and apparently we were close enough to not warrant school transport. Very unhelpful to working parents and children wanting independence.
SH117	L	I am part of the leadership team at St augustines church and cycle from my home in Lindfield several times a week via the A 272 which is a death trap. Alternative forms of transport are essential
SH118	?	The existing path is not fit for purpose. I walk, run and cycle and would definitely appreciate a path which allowed safe passage and the ability to pass others in a socially distanced manner without stepping into the road.
SH122	SH	This is an in desperate need, as my children get older it has always been a concern that there isn't a good path along the main road
SH124	?	Great idea. Brilliant addition to the community and would benefit local businesses in

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		both areas, especially considering the lack of cycle/footpaths between them at present.
SH125	L	We frequently go to scaynes hill. A cycle route would be awesome
SH128	?	Desperately needed as this road is so dangerous and it's a school route with no bus
SH131	SH	I have to drive my child to school, where he could walk, as there is no safe way for him to get to Lindfield.
SH132	?	It should be also for mobility scooters as we also need a safe way to travel
SH133	?	We need this so children have a safe and Independent route to cycle to secondary school. We should be actively encouraging healthier modes of transport which benefit the climate crisis as well. Thank you
SH134	?	would love a cycle path and would frequently use it
SH140	SH	This is very much needed for safety and less use of the car and also when it's winter there is only a very very muddy path to Lindfield.
SH142	SH	Great idea for linking Scaynes Hill to Lindfield!
SH144	HH	We live in Haywards Heath (close to Lindfield) and would love to be able to walk out to Scaynes Hill safely, at the moment we can only do so in the summer months via field and woodland footpaths through Walstead
SH145	?	I used to live in Scaynes Hill and the lack of footpath or safe cycle route to lindfield for school was debilitating. It is vital for young people and those without a car!
SH148	SH	A cycle/walking route is essential. It's far too dangerous to do either along the road, due to speed and volume of traffic.
SH149	SH	Bed ales Hill is very dangerous. It puts us off cycling anywhere where west of Scaynes Hill.
SH150	?	In these days when we are trying to get active, a safe local cycle route would be a huge bonus to both Lindfield and Scaynes Hill.
SH154	?	I would join the path along Lewis road.
SH158	SH	There is an urgent need for such a cycleway. At the moment, it is very dangerous to cycle from Scaynes Hill to Lindfield.
SH159	?	The current walking route is only suitable for hikers and the route by road is narrow and dangerous for cyclists. We would fully support a new cycleway which we would be delighted to use on a recreational basis.
SH160	SH	Cannot stress enough how much this is needed and what amazing access this would provide. It is ludicrous on resident and environmentally that we are forced to drive to the neighbouring village. Connection is absolutely paramount.
SH163	L	Trying to walk safely between Scaynes Hill and Lindfield is currently impossible. For children and pedestrians, providing a footpath ends the need to use our cars (greener) and provides a facility that will also improve health and well being for everyone inclined to cycle or walk. Why would this NOT be provided?
SH164	E	We live at Bedales (RH17 7TE) and the B2111 is perilous for persons on foot or bicycle. It is our direct route to Lindfield (via Walstead) but the junction with the A272 is dangerous, the road is so narrow and there's no way I would let my children cycle on it. Which is a huge shame, because from where we live we should be able to walk or cycle to Lindfield and it's local services very easily, taking traffic pressure off the B2111 which is really overloaded. Someone will be seriously injured or worse on that road one day and there should be a safe and environmentally friendly alternative, especially as the new housing development by Walstead is only going to make the situation worse. People want to cycle and walk here, the lockdown has proven that, but being "landlocked" by dangerous fast narrow roads prevents people from doing so. This should absolutely be implemented as a priority.
SH166	HH	Having moved from Partridge Green we are most disappointed at the lack of cycle

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		paths around Haywards Heath. As we don't have the Southdown way pathway, we believe there should be a directive to improve and add to the current number of footpaths and bridleways with permeable surfacing allowing safe use all year. We have been disappointed to find that the current footpaths are not maintained and become a muddy dangerous path during late autumn, winter and early spring.
SH169	?	Any cycling facility in the area is to be encouraged. More options for families to cycle safely the better.
SH171	L	I live in Lindfield and my brother lives in Scaynes hill, would be a much safer and environmentally friendly firm of travel between us
SH174	E	Even better -from Newick to HH
SH177	L	I live in Lindfield and am unable to cycle safely to Scaynes Hill with my family
SH178	?	Very difficult that there are stretches of road without even pavement between the two villages. Makes it difficult to walk / cycle as a family, and practically prevents visiting on foot / by bike.
SH181	?	This would make such a difference to the safety of local residents and help maintain local businesses
SH182	L	This is a really commendable initiative to run. Cycling provision in rural areas in Sussex is really poor and subservient to cars everywhere. If you are able to make positive changes here hopefully it will start something. I'm the head of the Lindfield warriors cycling club and all our members are very excited to see what happens. Let me know if you need any further support.
SH183	?	Would be great if it was to link up and continue further
SH187	L	We would have weekend family cycle trips from Lindfield to Scaynes Hill to have lunch at the the Farmer's Arms.
SH188	?	With an increasing housing density in the area being able to travel safely without using a car is critical. This would promote an active lifestyle and reduce unnecessary trips using motor transport. Having this 'facility' should be an integral part of infrastructure planning rather than having to make a special case for why pedestrians and cyclists need safe spaces.
SH190	L	I am a resident of Lindfield and regularly walk up to scaynes hill the path Itgere now is very irregular, muddy and hard to navigate. Certainly not suitable for commuting to school. A path would encourage use of bikes, keeping people away from the busy traffic on the road and protect the land around the woods around as people would not wander to avoid the mud.
SH191	SH	Hi - I am a keen cyclist who cycles to and from HH train station daily. Cycling on the Lewes road to Haywards Heath or Lindfield is treacherous. I have experienced many close misses from distracted drivers, abuse from frustrated drivers (having to slow down for me) and nearly fell off with littered pot holes. Its annoying but as a regular cyclist i am road confident. For anyone who is not confident I would not recommend cycling to Haywards Heath or Lindfield. As I understand there are more houses planned for Scaynes Hill which is only going to increase the traffic towards the two town centres. The bus service is almost entirely useless and very expensive and with no pavement it is vital that a scheme of this nature is implemented, and soon. I have three children, two are now nearing the age of wanting to be able to cycle into town to visit friends but until they can safely do that we have to drive..Adding more pressure to the roads, more pollution and more cost. As a keen environmentalist It is disappointing to read that there are elected councillors who are not prioritising schemes of this nature. Please let me know if i can help in any ways.
SH195	SH	Further accessibility routes for Scaynes Hill would be vitally important, and a safe cycle/walking route would be highly beneficial - particularly for younger Scaynes Hill residents.

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SH196	SH	This cycle/walkway has been talked about for so long and would be so beneficial for the residents of Scaynes Hill. When my children attended Oathall College they were driven and collected by car because there was no safe cycle route. They are now in their thirties and we are still waiting for the safe route. I am now retired and would love to be able to cycle in to Lindfield. To lose the funding would be dreadful.
SH198	SH	many thanks for your efforts
SH199	?	In the past, I have cycled from Lindfield to Scaynes Hill with my children. But I only did it once - from Lindfield, Lewis Road is fast and busy, Bedales hill is fast, busy, twisty and narrow, Lewis Road to Scaynes Hill is very fast and busy. It's a big contrast with the lovely walk through Walstead to get between Lindfield and Scaynes Hill. Any cycle route should be suitable for all year round use - i.e. it shouldn't be a muddy, rutted dirt track. Perhaps something like Blunts Wood would be appropriate?
SH203	?	Super idea, thank you
SH204	?	The whole area is whole fully short of infrastructure and facilities considering how much housing has been built in midsussex no real improvement for cycling or walking
SH206	L	I live in Lindfield, and travel into Scaynes Hill regularly. Currently we drive due to the dangers cycling - a cycleway would change this completely.
SH215	?	I would use this as a cyclist and walker but it would equally make me feel safer as a driver. This stretch of road is often used by unfeasibly large trucks, so it terrifies me when I see cyclists using it now.
SH218	?	Great idea. There should be an ever expanding network of such routes in the locality and beyond.
SH219	?	if it were put in, i could finally visit my family in scaynes hill on a regular basis. i dont have a car!
SH220	SH	Presently the only safe route between Scaynes Hill and Lindfield is cross country which becomes virtually impossible bordering dangerous when the muddy fields become too slippery to tackle. As a single walker this is particularly perilous. I would really be thrilled to see a safe foot/cycle path and I would definitely invest in a bicycle. The only reason I do not currently have a bike is because the roads between Scaynes Hill and Lindfield are too narrow to feel safe. Indeed there are long stretches where not even a footpath exists.
SH222	SH	It's a good idea and about time too!
SH225	?	The existing path from Langmore lane to Lindfield could be used ,if the paths were maintained and the hedges tidied back.
SH227	SH	A cycle/walkway connecting Scaynes Hill and Lindfield would bring huge benefit to the village as it is currently cut off other than for the busy A272 which does not provide for a safe walk/cycle path between the two villages.
SH231	SH	This would be great for entire family and reduce dependency on cars massively
SH232	SH	I have been asking for a safe cycle way and safe walk way to Lindfield for over 20 years. The Parish council should recognise that it is supposed to represent Scaynes Hill, as well as Lindfield. In 2011 Scaynes Hill published a village action plan. In that document it states that 79% of residents supported a safe cycle path, and 82% supported a safe walking route between Scaynes Hill and Lindfield/ Haywards Heath. That's 10 years ago, and it's a shame that LRPC and WSCC have not taken this forward in any way.
SH233	SH	There is a huge need for this for school children, commuters and families exercising to name a few!
SH236	L	Live in Lindfield so would definitely use as the A272 is too busy and the rural roads

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		are in poor condition and vehicles generally don't allow enough room for cycling safely especially as a family
SH239	L	As a family, we routinely run, walk and cycle and pop to Scaynes Hill's pub. Although there are cross country routes, they are not always suitable as they're indirect and can become water logged, so hard work for the little ones. The roads that pass through Scaynes Hill are so dangerously busy it would make a huge difference and make Scaynes Hill far more accessible. Which would not only benefit residence but help their local pub, church groups and shops. After all teenage suicide has almost doubled in the past 7 years, loneliness and feelings of isolation are killers in this modern world. A cycle path would also help the mental wellbeing of those less mobile and that of its kids. Being able to travel safely and meet up with friends or shop in either Haywards Heath or Lindfield would provide a degree of independence. Also almost 1 in 5 children are overweight or obese when they start primary school, rising to 1 in 3 when they start secondary school. This pandemic has terrifyingly shown, those with underlying health problems, such as diabetes and other weight related problems were at much greater risk. So this isn't just about a cycle path, it's much, much more. It's an essential piece of infrastructure that will help to reduce the rise in obesity, suicide and poor mental wellbeing. It will improve the local economy of Scaynes Hill.
SH240	SH	A link between lindfield and scaynes Hill has been talked about for ages. With community infrastructure funding available it would be be shocking for that money not to be used.
SH241	SH	I do not cycle but walk often into Lindfield & Haywards Heath & although a route to Lindfield would be good I would worry that there is not enough space to create a cycle lane/walkway via the Bedales Hill route, especially the part nearer Lewes Road. It isn't very wide now with a few houses and bends in the road and cars do travel very fast along this stretch. I think many people would appreciate a footpath from the village on the left handside towards Haywards Heath that links up with the pavement just beyond Slugwash Lane. I personally think this would get greater use. However on the narrower stretches of verge some sort of barrier would also be good considering this is a main A road again with very fast traffic. Personally I love a walk through the woods in Scaynes Hil to get to Walstead and then Lindfield but this is not often possible during the winter months when the woods and footpaths are too muddy and slippery.
SH242	SH	I would love to walk to Lindfield rather than drive. My family all cycle, and would appreciate the opportunity to cycle safely to Lindfield.
SH243	L	We live in Lindfield and like to walk to/from church at Scaynes Hill. The existing footpath means that we can only really do this in good weather. We would also value the chance to cycle between the two villages. Additionally we sometimes go to Walstead School and a good path would help us with that too.
SH244	HH	I live in eastern Haywards Heath, so the Scaynes Hill side and would use a path for recreation and exercise.
SH245	SH	In supporting a proposed cycle/walkway, this should not open the way to, or in anyway suggest, an increase in urban development either along the route or at the Scaynes Hill end.
SH246	?	There is an urgent need to provide a safe cycle route to nearest transport hub in Haywards Heath
SH249	SH	Having spent 10 years in the village with small children this link with lindfield needs to happen. Walking and cycling has been so restricted and dangerous due to the busy A272.
SH250	?	Having lived in scaynes hill for 18 years this pathway/cycle path would have made

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		mine and my children's life so much easier and less stressful. Having my teenage children cycle to school along the A272 was terrifying at times.
SH251	?	Modifying existing roads would not encourage people to use their bikes. Instead it needs to be separate like a bridleway for it to be safe for kids and adults.
SH252	E	As a resident of Walstead I find walking the footpath to Lindfield tricky. The surface is uneven and narrow and dangerous as it is so close to the road. I would welcome a footpath / cycle lane which would make walking with children safer and therefore more enjoyable. Thanks
SH253	?	Cycleways important to segregate cyclists from road users.
SH256	?	Great idea as more people especially school children should be able to cycle to school safely rather than being reliant on their parents driving them or a bus service. This logic should be extended throughout Mid Sussex e.g. there is no safe cycle route between Haywards Heath and Burgess Hill.
SH263	L	We live in Lindfield but our twins go to scaynes hill primary school as Lindfield is oversubscribed so if there will be a safe way to walk/cycle to school from our house we would use it for sure
SH267	?	It's great idea as the roads are busy with traffic . Will encourage kids to cycle safely. Well done.
SH269	?	Anything to encourage using bikes over cars must be a step in the right direction for our community, for the environment and for the health of individuals who alter their behaviour. Please please do it!
SH273	?	Opening a safe route from Lind field to Scaynes hill would be hugely beneficial to all residents
SH274	SH	Anything that would make cycling/walking along the A272 would be a bonus. Most children in scynes Hill do go to oathall as it is the catchment school and few get places at warden Park so for school users a route to libdfieldxwould be preferable. Also can get to hsywards heath via lindfield so that would be better. A path to thd garden centre and generally paths where there aren't any would make it safer for all. alingvt
SH277	SH	This cycle path is so long overdue, the connectivity between Scaynes hill and Lindfield is important for all local residents who don't want to rely on public transport or use car. This enables anyone from the village to be connected via a safe route to another village. It enables students to use their bikes to cycle to college as well as commuters using it. I'm still perplexed why there isn't one already.
SH282	?	I think it is a good idea - as a cyclist I have grave concerns over some motorised vehicle drivers regard for cyclists
SH284	?	We want to encourage our young people to cycle and walk as much as possible to help their fitness, their love of nature age to help our planet. However, it has to be safe for them to do so. A cycle path/walkway would help immensely and would help their independence too. It will also benefit the community too.
SH285	SH	My daughter attends pre school in Lindfield, so a path would be amazing for us to use, particularly on days when I dont have access to a car.
SH286	L	It would be very useful to have this as a family living in lindfield and going to school in Scaynes hill this would give us the option to walk or cycle to school
SH290	L	Am in Lindfield and would use it
SH291	SH	Crossing the road at Bedales corner has always been a deathtrap for cyclists and children cycling to Oathall school have to do this twice a day.
SH293	L	As Lindfield residents and contributors to 2013 Lindfield Village Plan we are extemely naxious that this should be implemented as soon as possible before child on a bike is killed.

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SH298	E	I Live on Scaynes Hill Road. I walk into Lindfield and Scaynes Hill Village on a daily basis either to walk dogs, corner shop or walk my child to school (in Lindfield). There isn't a designated foot path from where I live (opposite Walstead Place Nursing Home) to both villages. Often my daughter and I have to walk on the road which is a 40mph limit road. Most cars obey this rule but some do not which makes travelling by foot/cycling/scootering very stressful which is not a good way to start your day with your child. I also have foster children in my care that use a school bus and their pick up is on Gravelye Lane. Often they have to walk on the road or the wet and muddy path during the busy hour of the morning. This cause them distress (due to school-run cars) and embarrassment turning up at school with dirty shoes. I believe that we should walk where possible for our physical/mental/emotional health and contribute to the well being of our environment. This should be encouraged with our younger residents in our beautiful community. There is also a safety aspect of this as sometimes, especially in the winter, we have to walk in the dark.
SH299	E	We have young residents at the house and having safe passage to town from scaynes hill road would positively impact our living experience as our main form of transformation is walking, especially in covid times. Accessibility to walking would also encourage us to do it more and help contribute to keeping the environment healthy.
SH300	SH	right now, you have to walk alongside a busy road In the mud. it is unsafe and nearly impossible for those with pushchairs and young children, it is a narrow muddy lane which is often covered in bushes and shrubs. a clear pathway would be a social and environmental benefit. the use of cars and their emissions would decrease as people would be able to walk to their destination rather than take a car.
SH301	SH	This is essential for active travel and moving away from cars!
SH303	SH	It would be safer to walk to bus stop which I have to do every weekday, it's better for the environment as there would less usage of cars which means less emissions there for less contribution to climate change, there is also the fact that there are little children who would have to walk right next to the road on mud where it can be slippery
SH309	SH	I would love safe access to Lindfield and I think the community would benefit. In addition I like the possibility of less cars on the road with this new connection from scaynes hill to Lindfield
SH310	SH	Think it will be brilliant to be able to walk to Lindfield. There are lovely shops and cafes in Lindfield sadly nothing really in Scaynes Hill.
SH312	SH	a cycle/walkway to Lindfield is well overdue but the village also needs walk/cycleways to Haywards heat as well. At this time there is no pavement between the village and Haywards Heath but it would not take much to extend the paving along the A272..
SH316	?	This would be of great benefit for my family as we could cycle to visit family in Scaynes Hill and not need to use the car.
SH317	L	Safe passage between these villages would be wonderful and amazing for us as a family, and could increase the chances of commuters using the path. I am hoping it will work
SH321	SH	The roadway from scaynes hill and lindfield is far from safe for children and adults alike. Travel needs to be made safer, both bike and walking. Bus services are very limited and therefore it is so important that this is developed to ensure safe, active and independent travel for all.
SH322	L	I live in Lindfield and work in Scaynes Hill, so would use a safe pathway to keep fit.
SH324	SH	it would be useful to see a comparison of the costs of providing the cycleway along

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		the A272, versus the Bedales Hill to Lindfield route
SH326	SH	There must be a way to fund a feasibility study to select the best route, otherwise the S106 monies from the Barns Cottage/Swallows development will get squandered on some much less important project. Come on LRPC and LPC it's time to step up and put your money where your mouth is. In the joint Neighbourhood Plan both parish councils committed to support proposals to establish a dedicated safe cycle route from Scaynes Hill through to the Lewes Road in Lindfield.
SH327	SH	It is a travesty to be cut off from Lindfield. The A272 is too dangerous for walking along. Needless car journeys could be avoided with a viable cycle/walkway
SH329	?	Walking links to Lindfield and Haywards Heath would have been brilliant when I was living in Scaynes Hill, as I was for 20-odd years until last summer. The bus service is useful but far from convenient or comprehensive, and simple pathways that people can actually use (rather than clambering over grass verges or winding round blind corners on busy roads) are long overdue for the village.
SH330	E	We live in Bedales Hill which at the moment is completely cut off from pavements on either side and it is highly dangerous to try and walk or cycle down Bedales Hill into Lindfield.
SH335	SH	This is an exceptional and essential plan.
SH337	SH	This is long overdue. A cycle path connecting Scaynes Hill to Lindfield would greatly enhance life in Scaynes Hill for those who enjoy cycling and want a safe and reliable way of travelling into Lindfield without the need for a car.
SH338	?	A fantastic idea for health promotion and safety.
SH342	SH	This is a must!!
SH344	SH	Grateful for progress on this issued to be circulated please
SH347	SH	More people are walking and cycling. We need safe routes. It makes sense.
SH348	SH	* I am a keen cyclist and would very much value a cycle path to Lindfield as the A272 is an exceptionally dangerous road on a bike. Have been told by a police officer it is the most dangerous road in Sussex. *I have lived in the village 40 years and only cycled once to Lindfield cars come past you at over 60mph. Crossing Bedales Corner is horrendous. * We were told 10 years ago according to the Scaynes Hill Village plan 2011 that we would get a walk/ cycle path. We still have nothing.
SH351	?	Even if all the year round connectivity cannot be provided there are several things LRPC could and should do; such as include a small sum into its forthcoming precept to get professional advice on practicalities and estimated cost of alternative schemes i.e along the A272 and along rights of way 2LR and 8LR from Scaynes Hill Common. Even if these earmarked s.106 funds are insufficient for an ideal scheme getting infrastructure and surface improvements done on part of the routes would be preferable to doing nothing and losing the funding.
SH352	?	This is a horrible stretch of road for cycling and walking - especially for families with young children
SH353	?	As a rural resident we are afraid for the safety of our children cycling on the road, we fully support this initiative
SH354	SH	I have always felt quite passionately about the need for a safe cycling route. The corner at Bedales Hill is dangerous for cars let alone cyclists and as a cyclist myself, I always avoid using this junction by bike. I did not permit my teenage children to use it when they wanted to cycle to school and made them instead cycle the 'long way' (it made them very fit!). My strong preference is for a cycle route to go cross country down through the Bunny Walk and think the private landowners should be contacted to ascertain if this is a possibility. Lack of funds within s106 allocation,



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		should not be a deterrent to proceeding with a feasibility study - I believe funds should be found for this as a priority (whether council or private contributions).
SH355	SH	We are a family of cyclists and runners so this would be great to see without being detrimental to the wildlife, I hope.
SH357	SH	If this proposal fails would an alternative such as an electric mini bus to ferry school children to Oathall be worth consideration?
SH359	SH	It would be good to have a cycle/walkway from Scaynes Hill to Lewes Road where there is a pavement to Haywards Heath also.
SH361	SH	Excellent proposal: Two options - a. Lewes Rd/Bedales Hill needs expensive junction safety and cycleway along A272 & Bedales Hill: b. A cycleway from SH Common on footpath route to East Mascalls Lane (between cemetery and Walstead School). Option b is probably cheaper and would also bring recreational benefits, but should be separated from footpath.
SH362	SH	It is needed for children getting to school - esp Oathall - too close to qualify for free bus. Seen kids with rucksacks etc trying to turn right down Bedales with 50 mile per hour traffic.
SH364	SH	Long overdue facility for Scaynes Hill residents.
SH365	SH	Very much needed as the main road is too busy to walk or cycle along.
SH368	SH	An excellent idea which will reduce traffic flow and improve safety.
SH371	SH	This would be an amazing thing to happen. It would help so many people keep safe both young and old.
SH373	SH	Other places for improvement in the village .... The foot path along (behind) Old Nash Farm needs to be raised - on a wooden platform as its up to your knees in water during winter. In the summer I would use the cycle path to Lindfield EVERY DAY! It would be AMAZING!
SH377	SH	The road from the A272 to Lindfield has long been dangerous with lots of 'potholes' not easily seen under the shady trees. I cycle on an electric bike and several of my nephews & grandsons go that way (cycling) to school. One older nephew came off his bike when a bramble caught in his wheel and I nearly came off last year when my wheel caught in a pothole (with a car right behind me). Walking is totally dangerous and out of the question (the bendy road making it impossible to see far ahead).
SH379	SH	The monies for the cycle/walk path seem very small? I do hope you are successful in this venture. Thank you!
SH380	SH	So dangerous walking, cycling down B2111 from A272 towards Lindfield, a walk/cycleway would be amazing.
SH382	SH	More and more people are running, walking, cycling (as encouraged by the Government!). A safe route is vital - not just necessary but vital.
SH383	SH	This is a very dangerous road with cars regularly speeding. Also there are lots of blind spots. A footpath is urgently needed before someone is killed.
SH384	SH	Would like room to walk without having to jump out of the way of cyclists. Thank you.
SH385	SH	I sometimes walk to Lindfield for lightweight shopping rather than use the car (healthier and more environmentally friendly). I would do this more often but the route across the woods and fields is muddy for much of the year, and walking on the road is lethal. I believe there are still children these days who cycle through Lindfield to attend school. I'm amazed they are still alive.
SH387	SH	The only cycle/walway was to be through the woods from Scaynes Hill Common, following the power lines. To that end, as 'Power Networks' need access to their overhead lines, get them to sponsor the path. Also get local companies to sponsor -

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		ie KPS, BSW, Bluebell Vineyard etc - easy! Do not use the A272 & B2111. Down across Walstead, north of the cemetery, out of Noah's Ark Lane opposite Lindfield Common.
SH388	SH	Without a cycle/walkway from Scaynes Hill to Lindfield the road from Bedales corner to Walstead is increasingly dangerous for all cyclists but especially children going to Oathall school and is impossible to walk that road to Lindfield of along the A272 to Haywards Heath with the increasing volume of traffic the walkway is of increasing importance.
SH390	SH	We need a safe pathway to Lindfield, especially for local children going to Oathall. It is ludicrous all this new development but no provision being given for safe walking and pathways for wheelchairs and parents with prams who want to walk and not use cars.
SH391	SH	Our children are pre-school age at the moment but the point you make about a safe route to secondary school resonates. This would make a big difference to our family in the future.
SH392	SH	Be brilliant if this happened. Lovely shops etc in Lindfield.
SH393	SH	Great idea, we often do long family walks and it would be fantastic to safely be able to walk to Lindfield. When we first moved to the area last year we found ourselves in Walstead having to walk along the main road (very dangerous) to get home with a young child. It is ludicrous there isn't a safe walkway/path currently.
SH396	SH	I am in my early 70s also have a son of 39 who has Autism. He can not go out on his own where it isn't safe. Together we could walk if there is a safe path.
SH397	SH	Bedales Hill - Lewes Road - down to Walstead from Bedales corner is very dangerous for pedestrians/cyclists. I have no car and either walk, cycle or catch the No.31 bus. The bus driver/passengers often comment on how dangerous it is where I get on and off the bus (near the top of Bedales Hill)
SH399	SH	We have lived in the village for 35 years and have always thought that there should be a safe walking and cycling route. The short stretch of road from Bedales to Walstead has always been too dangerous for us to walk or cycle or to allow our children to cycle to school at Oathall. They have now grown and moved from the village to more easily accessible areas.
SH400	SH	There is a long felt need in Scaynes Hill for such a cycleway (in particular) and I feel very strongly that our young people should have a safe route to schools and college in Lindfield and Haywards Heath that not only helps them maintain their health and wellbeing but also supports an eco friendly lifestyle that will benefit people and planet in the longer term
SH401	SH	As residents of Scaynes Hill for almost 40 years we have over many years sought for this, having children who cycled to Oathall - often very hazardous. Walking to Lindfield is more so especially between Bedales corner & Walstead. More protection for pedestrians is vital here.
SH402	SH	Around 1997 when our daughter began attending Oathall we tried to persuade WSCC that something like this was required. Our approach was safety but even though one of their safety officers agreed walking along the A272 wasn't safe in his opinion. He was moved into another job and they insisted it was in fact safe, saying it was the parents responsibility to walk with them. I agree prompt action must be taken to stop this money being used elsewhere. Don't underestimate how devious they can be though. Even when you think you're getting somewhere they have their own agenda. GOOD LUCK.
SH404	SH	I use my bike a lot to travel between Scaynes Hill and Lindfield/Haywards Heath but the road is very dangerous and inefficient so it would be nice to have a safe and freshly paved bike lane

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SH407	SH	This would make such a difference. We wouldn't need to use our car, and find a parking space in Lindfield.
SH411	SH	I have lived on this route for 39 years. Due to my age (over 90) I would not be physically able to use it now but have always felt there is a need for one.
SH412	SH	We have lived in the village since 1986 and a cycle path was being considered when we came to live here. Now is the time for action on this project which would benefit the community.
SH415	SH	Lockdown has highlighted the fact that if you are a wheelchair user and need someone to push you, you are limited to where you can actually venture safely to in an around Scaynes Hill.
SH418	?	Avoiding the Bedales Hill junction on A272 where fast and careless vehicle driving creates a hazard for cyclists would be excellent. Cycling apart from vehicle fumes and in a straighter route will make a big difference.
SH420	?	I frequently ride from Lindfield through Scaynes Hill and find the existing road options poor and unenjoyable on a bicycle. The combination of fast traffic approaching the A272, narrow lanes with poor surfaces in places and sharp bends makes this section among the least enjoyable of my route. I fully support a new cycle route between the 2 villages provided it is constructed sensitively with regards to the local nature and habitats.
SH423	?	Badly needed
SH425	SH	As a new mother it has been very isolating have no real paths that I can take the pram on. A path to lindfield would be ideal for this
SH426	SH	The A272 is a very busy road and lacks footpaths for much of the route between the plant nursery and Lindfield. it makes no sense that we have to take a car to get to local shops.
SH428	SH	The roads are so busy and dangerous for anyone not in a car. I fear for my life when on foot or bike
SH430	SH	If a safe cycle/walkway was available between Scaynes Hill and Lindfield it would remove my need to drive to work during the week entirely. With the current situation I do not feel safe to cycle in-between due to the DANGER posed by the terrible road quality and numerous potholes.
SH432	SH	A cycle path will be of great benefit to both the communities of Scaynes Hill and Lindfield. It will improve quality of life by making walking to Lindfield much easier especially for older residents. Also Lindfield retail and hospitality will benefit by more frequent visits by Scaynes Hill residents without the additional cars invading Lindfield. It's a great initiative and I hope it proceeds.
SH433	SH	As a new mum it would be really beneficial to have a safe walkway into Lindfield to enable me not to always rely on a car. Also my husband is a cyclist and in the future we would love a safe pathway to access Lindfield with our daughter
SH434	SH	I think this would be a fantastic asset and benefit to the people of Scaynes Hill!
L005*	SH	Have always wanted to walk between the 2 villages but find the main route too dangerous due to lack of pavements. A direct & safe walking route would mean I can leave the car behind for local trips for work & exercise. Not currently possible due to no safe routes out of Scaynes Hill without using a car.
L011	L	Currently use the route from Walstead to Scaynes Hill as a safe running route on a regular basis
L013	HH	I would use it for walking & cycling with the family and for running myself
L017	L	We look forward to this idea become a reality as cycling along current routes is unsafe and unrealistic.
L018	L	Would be totally amazing to have this

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L029	L	My 2 children have friends in Scaynes Hill that they would like to meet up with. Creating an off-road route would mean they can be more independent and not have to rely on me (Mum) to have to take them. I will not allow them to cycle on the main road as it is too busy and too fast. We also cycle frequently as a family in the surrounding area and try as much as possible to stay off road as it is much safer and a much more pleasant experience. It's a no-brainer!!!
L030	L	More walking paths are needed that won't get muddy and swamped in the winter!
L032	L	I believe it is absolutely essential to have a safe and useable walkway between the two villages. This will encourage people to stop using their cars for the shorter journeys.
L034	L	It would be brilliant. The road to Scaynes Hill is far too busy for my kids to cycle on, a bike route would be a game changer.
L035	L	I am a runner. Running on roads is dangerous. Running to Scaynes Hill via road is dangerous. Running to Scaynes Hill or beyond cross-country is tricky. A pathway free of traffic would be very welcome.
L039	L	Although our household use of this cycle/footpath would primarily be as pedestrians, we both have cycles which we are currently loth to use because of safety considerations in and around Lindfield. A safe and secure cycle way would encourage us both to use our bicycles more.
L050	L	The Lewes road is so busy at the moment and the little footpath runs out, making walking to Scaynes Hill very dangerous. It would be lovely to see safe cycleway, especially as the new developments, would be able to use it. As well as children going to the schools, being able to walk or cycle safely would take more traffic off the roads.
L051*	SH	Please make this happen it us desperately needed.
L055	L	The road between Lindfield and Scaynes Hill is particularly busy and dangerous for all cyclists alike. Moreover, a cycle way would provide beautiful natural scenery between the two villages.
L058	E	We would like to see this as a permitted bridleway not just for cyclists as the road between the two is unsafe for horse riding
L061	L	Please provide a sustainable travel route between Lindfield and Scaynes Hill. It will greatly improve the quality of lifestyle for local residents
L076	L	A designated path would encourage foot/cycle traffic, increasing prosperity in Lindfield and Scaynes Hill.
L077	L	Great idea and in this age of ever increasing road traffic this initiative is crucial for safety and enjoyment of the countryside.
L082	L	As a resident of Lyoth lane Lindfield I would like to propose that Lyoth lane be considered as part of this route. There is support from others locally who wish to improve the safety of this lane for non vehicular traffic
L085	L	If this route is going to be all weather, it will increase our usage especially, in the Winter.
L091	L	Being able to travel to visit friends in Scayes Hill safely on my mobility scooter rather than having to use the car would be really useful.
L094	L	I do already walk to Scaynes Hill through the woods from time to time but it does get extremely muddy in winter.
L102	L	excellent initiative to promote walking/cycling in a safe environment
L107	L	Have to drive there for work, have to be a very competent cyclist to brave those roads.
L111	L	The aggressive attitude of so many drivers deters cyclists from using the roads in this area. A cycle route would be both enjoyable and safe

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L113	L	This would greatly enhance the safety of cyclists and pedestrians currently using the Lewes road and also provide an excellent recreational facility for Lindfield and Scaynes Hill.
L119	HH	It would be fantastic for runners as we have to spend a lot of time on the main road when trying to go longer distances so a safe loop would be fantastic.
L121	HH	Mis Sussex is behind the rest of the country in its provision of cycle ways this would be a very welcome step in the right direction.
L127*	L	This is essential to avoid loss of life on busy road
L132	HH	We have previously backed out of a move to scaynes hill due to concerns around getting (safely) both to lindfield high street and Hayward's Heath station for commuting. This really is needed.
L160	L	Could it be upgraded to a bridle path? There are very few in the area.
L162	L	This cycle/walkway would be essential for children's safety going to school an open up opportunities for those to access open space who are disabled. We need to use our space for those cycling and walking to enjoy our countryside and for our health.
L164	L	This would be such a safe and highly used path, long overdue!
L173*	L	Ensuring a safe cycle and walk route to connect the two villages is an essential requirement for healthy and environmentally friendly transports options for residents of all ages to travel between the two villages and also to access the quieter roads beyond Scaynes Hill for cycling as an exercise and enjoyment.
L174	L	Due to continued development, more and more children are playing and walking along this route. I feel the council should introduce traffic calming measures as soon as possible. No child or adult would survive being hit at the speeds the cars, vans and lorries reach along this road.
L180*	SH	As a new mother and new to Scaynes hill I have found it in extremely isolating not being able to walk safely to lindfield. Especially as there are very few pavements in Scaynes hill to walk and the cars drive very quickly through the village.
L181	L	30mph or traffic calming desperately needed through Walstead. Accident waiting to happen.
L186*	L	We live in Lindfield and one of us works in Scaynes Hill. Would be particularly helpful if this allowed for a safer route to Great Walstead School as well. Would be great to have alternative safe access to the school from the village.
L192	HH	Applies to all of Mid Sussex not just Lindfield - Scaynes Hill
L196	HH	We would use this in the summer months, two of us walking, the other is a cyclist.
L211	L	Also think there should be a pathway along East Mascalls Lane to Great Walstead School
L221	SH	The road is so dangerous, especially at night and there should be a safe route
L222	SH	This is very much needed as it would provide a vital option to the younger generation and the people that don't drive in both villages. The traffic is already bad enough in both villages and this would help
L225*	SH	There are a number of children travelling from Scaynes Hill to Lindfield and back to school along the very busy and dangerous Lewes Road. An alternative is desperately needed to prevent an accident, and to promote greener methods of travel as an alternative to travelling by car.
L228*	SH	This would benefit so many people. The A272 is such a fast and busy road. The road from Beadales Corner to Lindfield is also hazardous for cyclists and pedestrians
L235*	SH	This is absolutely crucial for the community and I really hope for people mental and physical health this is implemented. It is such a shame that we have no access now that is safe enough for mother and child. Completely alienates so many of us from more amenities and family/friends.

## APPENDIX D Comments

L244	L	So necessary now that roads are so busy and fast, with more to come as further big housing developments are completed, eg in Walstead. If there were a way to connect to a safe cycle route into Haywards Heath that would be great
L245*	SH	This cycle path is 20 years overdue.
L256	L	I believe this would be well used by residents of Lindfield and Scaynes Hill
L258	L	I regularly cycle between Lindfield and Scaynes Hill and the roads are busy and dangerous.

## Agree

ID	Loc	Comment
SH076	?	If there could be a route out to Great Walstead school too that would be amazing.
SH207	?	My grandchildren live in Scaynes Hill and it would be nice to cycle in safety whoever visits the other.
SH226	?	It would be great to have more access to cycle paths around the whole area. Especially a cycle play area.
SH261	SH	Restrict traffic speed bring down from 50 to 30/40
SH262	?	This would provide an excellent safe place to cycle and access across this route by environmentally friendly means.
SH325	SH	I agree in principle that a cycle way would be good , especially for young people attending school in Lindfield. I would , however, be totally against this being part of the road into Lindfield running from the A272 , through Walstead, to Lindfield common. The road is clearly too narrow to incorporate a cycle lane. I can't think where else you would put a cycle track other than cross country and that would surely be very expensive.
SH336	SH	the road to Lindfield is narrow and dangerous
SH369	SH	Good luck.
SH395	SH	I'm not sure there is a lot in Lindfield for me to walk/bicycle to. For me a path to Haywards Heath would be more useful.
SH419	?	Provision of a safe route for young people to cycle between the villages would be very beneficial
L001	L	Great idea.
L028	L	I would only be interested if it was safe to walk dogs off lead (fenced) however if it were a cycle way as well I would be reluctant to use it in case the bikes injure to my dogs. I would be more likely to continue to use the existing route (footpath) and would be disappointed if this was taken over by the new plan. Would it be usable all year?
L059	L	The route and proximity to very fast traffic would affect the frequency of using the path as I would not want to be walking next to traffic on the A272 at high speeds with my dog or in a group. I would also be concerned to ensure that any environmental impact is considered and provision made to offset the carbon cost of the project by using sustainable materials and adding the correct planting to sequester carbon to counter both the new materials and loss of soft landscape. I would also want to see habitat protected and restored - old hedgerows are vital habitat that are extremely difficult to reproduce so paths on the field-side of a hedge rather than the road-side (eg when travelling up the hill from Lindfield towards the A272 junction) would be preferable for me to retain that habitat and continue to absorb emissions from passing traffic. Recommend the highway planners and landscape architects calculate the environmental cost using the

## APPENDIX D Comments

		ClimatePositiveDesign.com website when specifying the materials, routes and path widths. Any path should also have a waste bin for litter and dog waste (ideally separated into sections to also allow recycling) in order to reduce other environmental impacts of the route being more popular.
L067	HH	I already walk from northlands wood HH to Scaynes Hill regularly but the path is very muddy at points in the year. I avoid cycling because I do not like to cycle far on the A272. I would cycle more if there was a cycle route like the one on the other side of HH round blunts wood, Bolnore and the towards the hospital
L069	L	I really support this path for walkers
L129	L	I think this is a brilliant idea. I really hope it is able to progress .
L137*	L	Speed cameras needed around Lindfield. Sussex police provided residents group in some villages and speeding motorists get warning letter from police if caught speeding.
L147	L	Who will pay for it?
L193	L	I run to Scaynes Hill from Lindfield via Walstead Forge and Costells Wood. An all year path would be great as it can get very wet.
L210	HH	I would use this as part of my daily exercise routine which already takes in part of this route.
L217	L	It would provide a safer route for running, walking and cycling for all, and especially for under-18s and older members of the community. Having done a lot more walking and cycling as a family over the last year, we never felt safe on the stretch of road between East Mascalls Lane and the junction with the Lewes road.

### Disagree

ID	Loc	Comment
SH102	?	There is already a footpath through Costells Wood
L135	L	Since there is already a public footpath between Lindfield & Scaynes Hill I don't really see the need for another walk way. My concern is that a designated cyclyway/pathway will be built on the existing footpath through Costells Wood, which I am opposed to. Too much of our country side is being built on or tarmaced over. We need to preserve what countryside we have.
L213	L	This is a highly biased questionnaire. Do you agree! Who wrote this rubbish I wouldn't use it yet I can't submit the questionnaire without choosing to walk or cycle. There is no option for none. I am forwarding my comments to msdc

### Strongly disagree

ID	Loc	Comment
SH168	?	Any improvement on the roads around here, or the addition of specific cycle routes, would be warmly welcomed as there's no way I'm getting in a bike at the moment on these roads!...
L087	L	Where does it end? Cycle lane between Hayward's Heath and Lindfield? What about Lindfield and danehill? Let's use funds more wisely.
L201	L	There is already a footpath and a road