

NORTH MUNDHAM NEIGHBOURHOOD DEVELOPMENT PLAN

PARISH SURVEY REPORT

NOVEMBER 2019



1.	INTRODUCTION.....	3
2.	SURVEY METHODOLOGY AND RESPONSE RATE.....	4
2.1	METHODOLOGY.....	4
2.2	RESPONSE RATE.....	4
2.3	PRESENTATION OF THE RESPONSES.....	4
3.	KEY FINDINGS.....	6
3.1	GENERAL HIGHLIGHTS	6
3.2	HOUSING AND ECONOMIC DEVELOPMENT.....	7
3.3	COMMUNITY SERVICES AND INFRASTRUCTURE	7
3.4	NATURAL ENVIRONMENT AND HERITAGE.....	8
4.	SURVEY RESPONSES.....	9
4.1	SECTION STRUCTURE.....	9
4.2	HOW OLD ARE THE INDIVIDUALS LIVING AT YOUR ADDRESS?.....	9
4.3	HOW MANY CARS ARE OWNED IN YOUR HOUSEHOLD?	10
4.4	DO YOU THINK THAT THE PARISH HAS IMPROVED OR GOT WORSE OVER THE LAST TWO YEARS?.....	10
4.5	LOOKING FORWARD 10 YEARS, WHICH OF THE FOLLOWING STATEMENTS MOST CLOSELY REPRESENTS YOUR PREFERRED VISION OF THE PARISH? 11	
4.6	WHAT IS IMPORTANT TO YOUR HOUSEHOLD?	11
4.7	IS ANY MEMBER OF YOUR HOUSEHOLD CURRENTLY ON THE HOUSING REGISTER (I.E. THE WAITING LIST FOR SOCIAL-RENTED HOUSING)?	12
4.8	DOES ANY MEMBER OF YOUR HOUSEHOLD WANT OR NEED TO MOVE OUT OF THE PROPERTY?.....	13
4.9	IF YOU ANSWERED 'YES' OR 'POSSIBLY IN THE NEXT 5 YEARS' TO QUESTION 7, WHICH OF THE FOLLOWING BEST DESCRIBES THOSE INTENDING TO MOVE? 13	
4.10	IF YOU OR A HOUSEHOLD MEMBER INTENDS TO MOVE, PLEASE STATE IF THE PREFERENCE IS TO REMAIN IN THE PARISH.....	14
4.11	WHY IS THE CURRENT PROPERTY UNSUITABLE FOR THE HOUSEHOLD MEMBER(S) MOVING? PLEASE SELECT ALL THAT APPLY.	14
4.12	WHICH OF THE FOLLOWING SHOULD THE NEIGHBOURHOOD PLAN SUPPORT OR PROMOTE TO ENSURE HOMES ARE MORE AFFORDABLE?	15
4.13	WHAT TYPE OF PROPERTY WOULD BE MOST SUITABLE FOR THE HOUSEHOLD MEMBER(S) PLANNING OR NEEDING TO MOVE?	16
4.14	HOW MANY BEDROOMS WOULD BE REQUIRED?.....	18
4.15	FROM THE FOLLOWING LIST WHAT TYPE OF EMPLOYMENT OPPORTUNITIES SHOULD THE NEIGHBOURHOOD PLAN SUPPORT OR PROMOTE?	19
4.16	IF YOU RUN A BUSINESS IN THE PARISH (INCLUDING WORKING FROM HOME) WHAT FACILITIES WOULD BETTER SUPPORT AND HELP YOUR BUSINESS?	21
4.17	HOW SIGNIFICANT IS THE PROBLEM OF ROAD SAFETY FOR PEDESTRIANS AND CYCLISTS IN THE PARISH?.....	22
4.18	WHAT SHOULD BE DONE TO HELP IMPROVE ROAD SAFETY?	23
4.19	IN YOUR VIEW DOES TRAFFIC CONGESTION REPRESENT A PROBLEM IN THE PARISH?	23
4.20	WHAT SHOULD BE DONE TO HELP IMPROVE TRAFFIC ISSUES?.....	24
4.21	HOW SATISFIED ARE YOU WITH THE PLAYING FIELD, COMMONS OR OTHER GREEN SPACES IN THE PARISH?.....	25
4.22	GENERALLY, HOW SATISFIED ARE YOU WITH THE FOLLOWING?.....	26
4.23	IN YOUR OPINION, FOR WHICH OF THE FOLLOWING TYPES OF COMMUNITY FACILITY DO YOU THINK THERE IS THE GREATEST NEED IN THE PARISH? 27	
4.24	HOW MANY PEOPLE IN YOUR HOUSEHOLD USE THE LOCAL BUS SERVICES THAT RUN THROUGH THE PARISH?.....	28
4.25	IF YES HOW MANY OF THOSE USERS HAVE A BUS PASS?	29
4.26	WHERE ARE YOUR CHILDREN EDUCATED?.....	30
4.27	HOW DO THEY TRAVEL TO SCHOOL?	31
4.28	WITHIN THE TIMESCALE OF THE PLAN (15 YEARS) WE SHOULD SEEK TO:	32
4.29	SUGGESTED OBJECTIVES FOR THE PARISH	33
5.	APPENDICES	35
5.1	APPENDIX 1.....	35
5.2	APPENDIX 2.....	38
5.3	APPENDIX 3.....	38
5.4	APPENDIX 4.....	40
5.5	APPENDIX 5.....	49

1. INTRODUCTION

This document sets out the results of the Parish survey carried out in August 2019 using survey forms distributed to all households in the Parish of North Mundham being the settlements of North Mundham, South Mundham, Runcton, Fisher, Banwell, Bowley and Honer. In this document reference to 'the Parish' means all settlements and households specified above.

This survey was developed and undertaken by the Neighbourhood Plan Steering Group with support from Action in Rural Sussex. The purpose was to provide every household an opportunity to contribute to the evidence gathering of issues and concerns to guide and inform the development of policies for the North Mundham Neighbourhood Plan.

The Neighbourhood Plan can be used to:

- **Develop a shared vision for the Parish;**
- **Influence the type, design and layout of new developments;**
- **Help to protect and enhance the natural environment and encourage sustainability; and**
- **Identify important amenities/services to protect and improve.**

Neighbourhood Plans provide communities with the opportunity to shape the future of their locality. A neighbourhood plan takes account of both current development needs and those likely to happen in the future.

Obtaining views of the local community is key when preparing a neighbourhood plan. Responses to the survey as set out below will be used by the Steering Group and the Focus Groups to help form part of the building blocks of the Neighbourhood Plan. The evidence gathered will be used to enhance the objectives and set policies for the Parish over the next fifteen years.

To ensure that the Parish Neighbourhood Plan accurately reflects the needs and views of the community, evidence must be gathered on a wide range of issues, including community facilities, local businesses, green and open spaces, housing needs, sustainable transport and other services provision. This information will contribute to the assessment of how the issues identified throughout the launch of the plan may be addressed within the context of the development needs of the community. A fundamental part of the process is ensuring that all residents of the Parish have the opportunity to play a full and detailed part in determining what is important currently, what will be important moving forwards and what form any changes should take.

The results of the survey will be used to inform the work of focus groups in the next steps of the plan development process.

2. SURVEY METHODOLOGY AND RESPONSE RATE

2.1 METHODOLOGY

The survey was conducted using a questionnaire consisting of both closed and open questions. This mix allows questions to focus on obtaining data on specific issues or themes (closed questions), whilst allowing a degree of freedom in the responses which people provide (open questions).

The survey including pre-paid envelopes for returns was delivered to every household within the Parish. Additional copies were made available if household members wanted to complete a separate survey. There was also the opportunity to complete the survey online via a link on the Neighbourhood Plan website.

It is important to support objective information with contextual and subjective reasoning in order to fully understand certain issues and to allow people to explain their reasoning or preferences.

2.2 RESPONSE RATE

A total of 596 survey forms were delivered to households in the Parish in late July and early August 2019. Residents were asked to complete and return their forms by 31st August 2019.

A total of 210 responses were received to the survey of which 175 were returned by post and 35 completed online. The total responses (210) in relation to number of households (596) is 35.2%.

2.3 PRESENTATION OF THE RESPONSES

Actual response figures and percentage breakdowns are provided for each question. These represent the number of responses received in relation to each answer as a proportion of all those responding to that particular question. This may not reflect the total number of responses received for the entire survey.

Not all the respondents provided answers to all of the questions therefore the numbers of responses for each question will not necessarily match the total number of respondents. Similarly, some questions allowed more than one answer to be provided (i.e. tick all that apply) and might again not tally with the total number of respondents to the survey. In addition, not all percentages may add up to 100% due to rounding.

Many respondents did not answer each option within a question, so the percentage is of the total for the specific option and not for the whole question. An example of this is question number 5 in Section 3.3 'What is important to your household?' There were 55 responses of 'very important' to 'Maintain separate identities of the settlements within the Parish', which is 30% of the responses to that option (182 responses in total), not the total responses for the question which was 209.

Open-ended responses are provided in individual appendices at the end of the report. These comments are taken unaltered from the survey forms. Please note that due to illegible or

indecipherable handwriting, these are on occasion best guess interpretations. Question marks denote comments as being 'unreadable'.

All percentages in this report have been rounded up or down to the nearest whole number.

3. KEY FINDINGS

3.1 GENERAL HIGHLIGHTS

- The age range of those responding to the survey was quite broad. Those typically in full-time education (0-19) represented 17% of respondents; people typically of employment age (20-60) made up 45% of respondents, and those aged over 60 represented 37% of responses.
- A total of 360 cars are owned by 195 households; an average of 1.7 vehicles for all households that responded or 1.8 for all households that own at least one car. This would suggest approximately 1,000 motor vehicles are owned by all households across the Parish.
- Ninety-four percent of responding households own at least one car. Sixty-three percent of car-owning households have two or more cars
- Forty-one percent of respondents think the Parish has not changed much in the last two years, but thirty-five percent (72 respondents) believe the Parish has changed. The reasons for change are shown in are shown in Appendix 1.
- Of those citing changes for the worse, fifty-one (71%) stated reasons to do with traffic in the Parish.
- On the question of suggested objectives for the Parish the results were ranked as follows:
 1. Protect and enhance the natural environment (94%)
 2. Support and retain good transport links (91%)
 3. Retain and improve existing community facilities (90%)
 4. Encourage sensitive design standards (86%)
 5. Provide more parking facilities with new developments (85%)
 6. Support provision of mixed dwellings (78%)
 7. Support and promote growth of the Parish with new business start-up premises (56%)

Note: respondents were able to cast a vote of support for more than one option.

3.2 HOUSING AND ECONOMIC DEVELOPMENT

Of those planning to move within the next five years approximately fifty percent would prefer to stay in the Parish.

- There was an emphasis on the need for small properties of no more than three bedrooms. Of those seeking to move in the next five-years almost eighty percent would prefer a two- or three-bedroom house or bungalow. Ninety-two percent of those seeking an apartment would want one or two bedrooms.
- In terms of affordable housing seventy percent of respondents considered starter homes as a medium or high priority, with fifty-four percent supporting social rented homes, forty-five percent in favour of shared equity properties, thirty-seven percent preferring self-build and thirty-four percent considering cooperative schemes a priority.

The majority of respondents, eighty-five percent, would like the Neighbourhood Plan to support or promote horticulture and agriculture employment opportunities, with forty-nine percent in support of health and social service occupations and thirty-eight percent in favour of holiday and leisure employment.

On this question respondents could cast a vote for more than one option.

3.3 COMMUNITY SERVICES AND INFRASTRUCTURE

The highest ranked responses in terms of importance were for GP surgery fifty-seven percent, local shop fifty-three percent, public transport fifty percent and quality broadband forty-nine percent. Schools, youth services and community centre all scored thirty-four percent.

Fifty-three households responded to the question on schools

- Sixteen (30%) indicated their children were educated away from the Parish and Chichester;
- Seventeen (32%) are educated in North Mundham;
- Eighteen (34%) indicated Chichester schools or colleges; and
- Two (1%) indicated Chichester Free School.

Thirty-eight percent travel to school by car, twenty-five percent by bus, twenty percent walk and fourteen percent cycle.

Broadband service attracted the highest level of dissatisfaction with community services (40%), although an equal percentage also considered the broadband service satisfactory. This is likely to be a reflection of distance from the street cabinet.

Out of 205 respondents in the Parish who use the bus services 146 (71 percent) people have bus passes.

3.4 NATURAL ENVIRONMENT AND HERITAGE

- Overall there was very strong support for the natural environment. Ninety-one percent of respondents considered it important or extremely important to preserve publicly accessed open space and protect and enhance local wildlife and biodiversity
- Eighty-eight percent considered it important or extremely important to protect agricultural land.
- Ninety-seven percent of respondents considered that protecting the rural environment was either important or very important, and ninety-four percent thought that improved traffic management in the Parish was either important or very important.

4. SURVEY RESPONSES

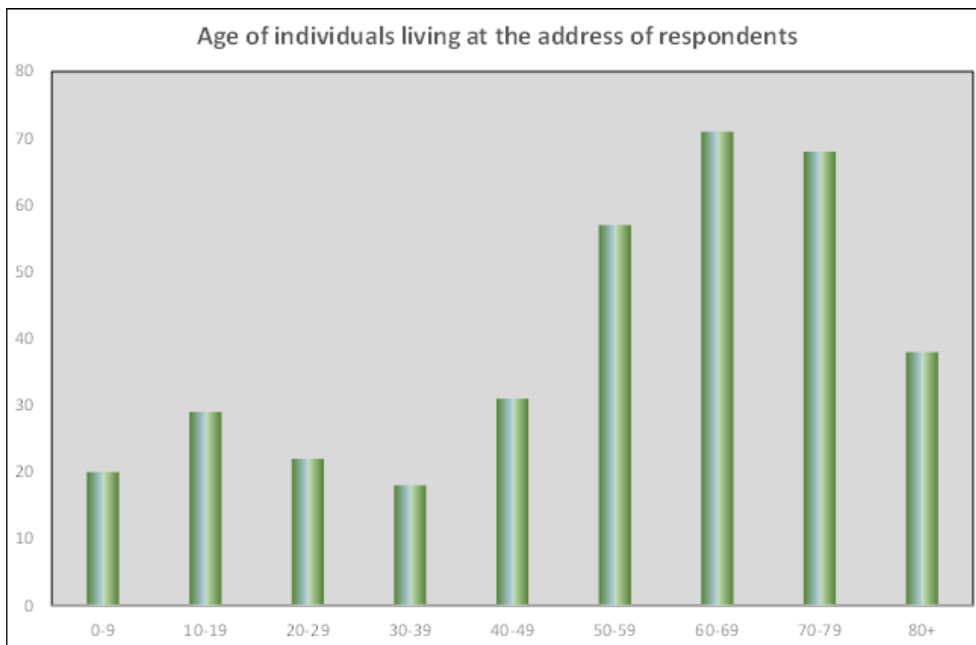
4.1 SECTION STRUCTURE

In this section the subsection number corresponds directly to the number of the question in the survey so that section 4.2 refers to Question 2 in the Parish Survey which is actually the first question to which residents were asked to respond.

In general, percentages are rounded to the nearest whole number.

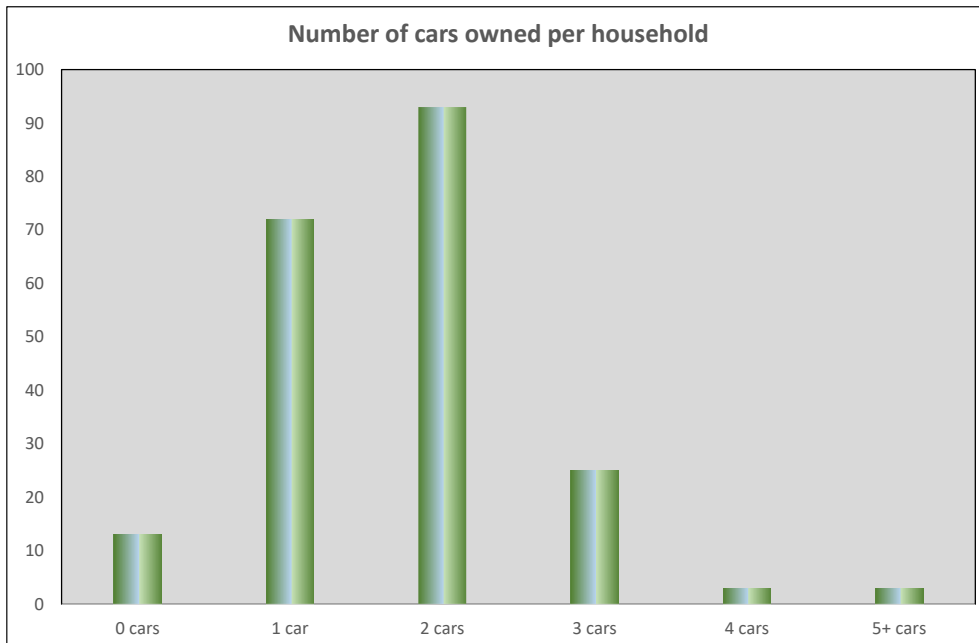
4.2 HOW OLD ARE THE INDIVIDUALS LIVNG AT YOUR ADDRESS?

0-9	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80+
20	29	22	18	31	57	71	68	38



4.3 HOW MANY CARS ARE OWNED IN YOUR HOUSEHOLD?

0 cars	1 car	2 cars	3 cars	4 cars	5+ cars
13	72	93	25	3	3



4.4 DO YOU THINK THAT THE PARISH HAS IMPROVED OR GOT WORSE OVER THE LAST TWO YEARS?

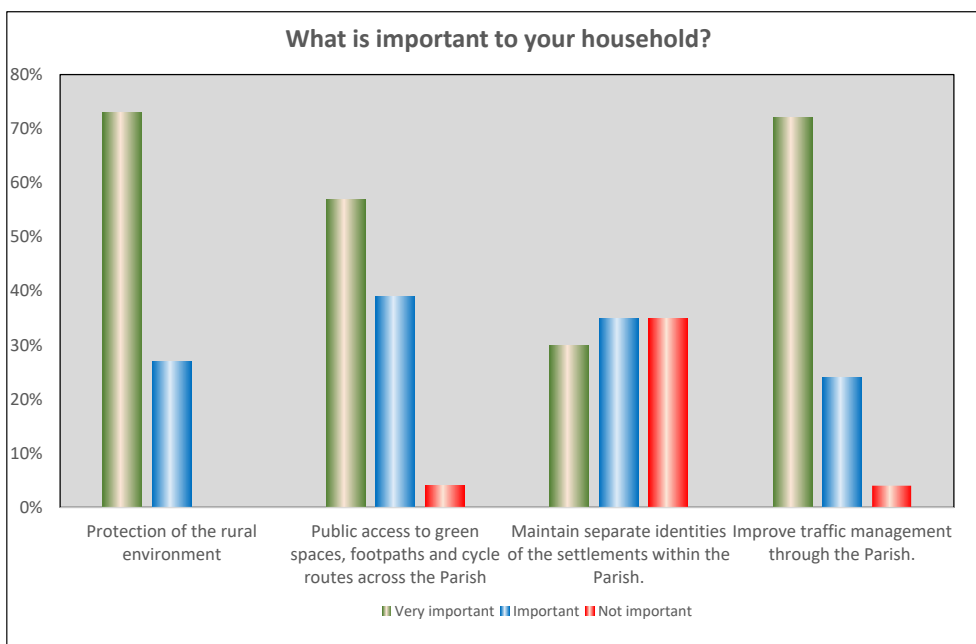
Answer Choices	Responses	
The Parish has got better	3%	6
Uncertain	6%	13
The Parish has got worse	4%	8
Don't know	8%	16
The Parish has not changed much	41%	83
If you think the area has changed, please briefly state in what way.	38%	78
	Answered	204
	Skipped	6

4.5 LOOKING FORWARD 10 YEARS, WHICH OF THE FOLLOWING STATEMENTS MOST CLOSELY REPRESENTS YOUR PREFERRED VISION OF THE PARISH?

Answer choices	Responses	
It is a peaceful, thriving and diverse rural community with excellent connections to nearby places of employment and entertainment. The Parish has state of the art service and infrastructure and is a plastic-free and carbon-neutral environment. There is easy and safe access to enjoy the local amenities, countryside and wildlife.	34%	75
The Parish is a vibrant inclusive community where people will feel safe. There is a good school and a mix of small businesses. The Parish has a good quality environment, including wonderful well-designed homes and an abundance of wildlife.	32%	72
Rural roads are safe for walkers and cyclists giving access to village hub, church and school. Heavy traffic for commercial units, nurseries and farms have separate access to the main roads.	34%	75

4.6 WHAT IS IMPORTANT TO YOUR HOUSEHOLD?

	Very important		Important		Not important		Total
Protection of the rural environment	73%	147	27%	55	0%	0	202
Public access to green spaces, footpaths and cycle routes across the Parish	57%	116	39%	78	4%	8	202
Maintain separate identities of the settlements within the Parish.	30%	55	35%	64	35%	63	182
Improve traffic management through the Parish.	72%	147	24%	49	4%	8	204
				Answered			209
				Skipped			1



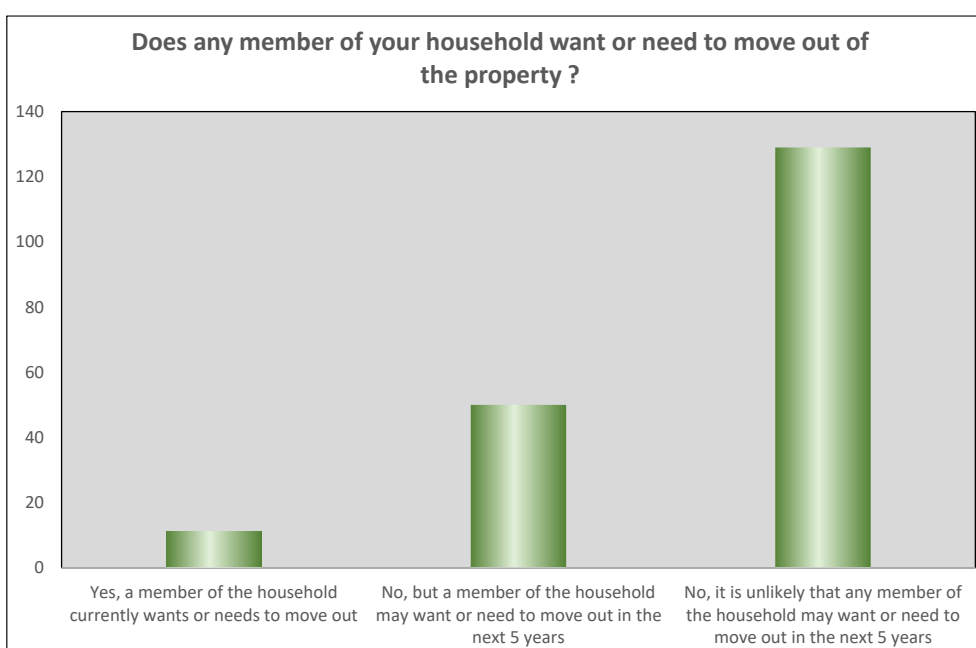
4.7 IS ANY MEMBER OF YOUR HOUSEHOLD CURRENTLY ON THE HOUSING REGISTER (I.E. THE WAITING LIST FOR SOCIAL-RENTED HOUSING)?

(This question aims to capture parish-specific trends in housing demand. These trends include the levels of unmet demand.)

Answer Choices	Responses	
Yes	2%	4
No	98%	201
If you answered yes, please state how many years they have been on the list	2 responses were made	
	Answered	205
	Skipped	5

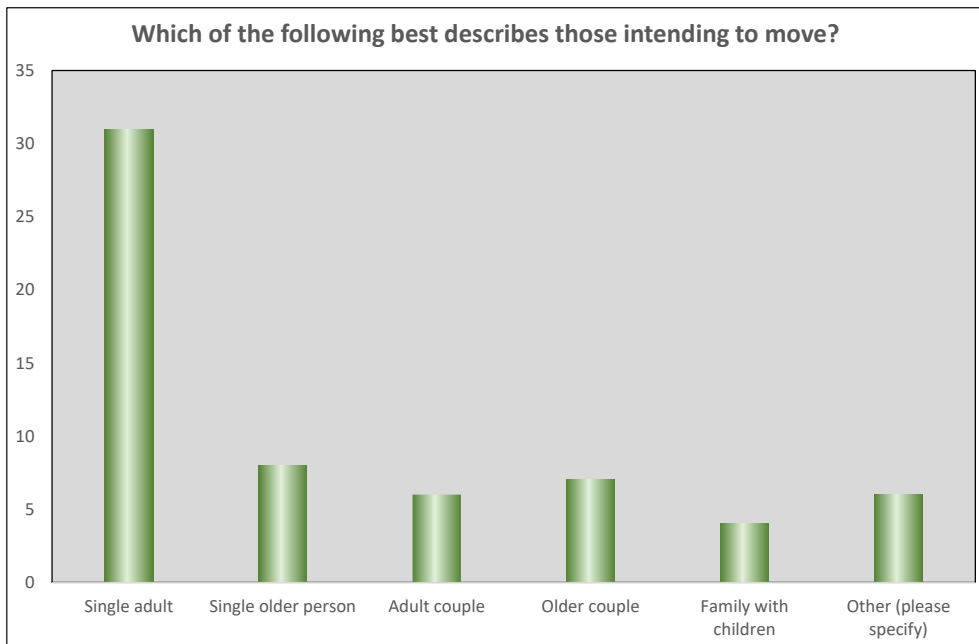
4.8 DOES ANY MEMBER OF YOUR HOUSEHOLD WANT OR NEED TO MOVE OUT OF THE PROPERTY?

Answer Choices	Responses	
Yes, a member of the household currently wants or needs to move out	6%	11
No, but a member of the household may want or need to move out in the next 5 years	26%	50
No, it is unlikely that any member of the household may want or need to move out in the next 5 years	68%	129
	Answered	190
	Skipped	22



4.9 IF YOU ANSWERED 'YES' OR 'POSSIBLY IN THE NEXT 5 YEARS' TO QUESTION 7, WHICH OF THE FOLLOWING BEST DESCRIBES THOSE INTENDING TO MOVE?

Answer Choices	Responses	
Single adult	50%	31
Single older person	13%	8
Adult couple	10%	6
Older couple	11%	7
Family with children	6%	4
Other (please specify)	10%	6
	Answered	62
	Skipped	152

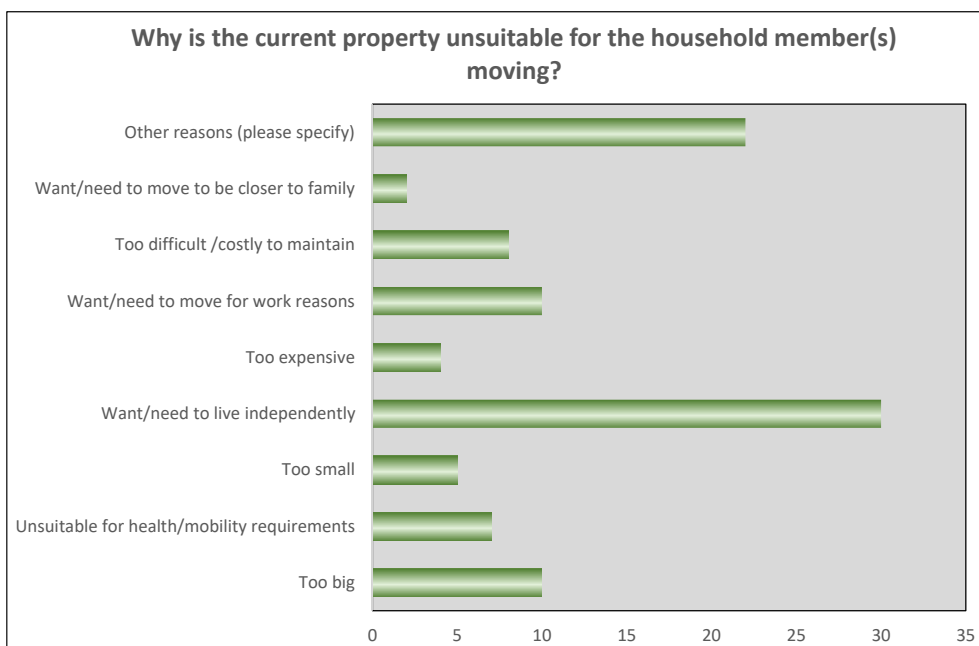


4.10 IF YOU OR A HOUSEHOLD MEMBER INTENDS TO MOVE, PLEASE STATE IF THE PREFERENCE IS TO REMAIN IN THE PARISH

Answer Choices	Responses	
Yes	47%	34
No	54%	39
	Answered	73
	Skipped	137

4.11 WHY IS THE CURRENT PROPERTY UNSUITABLE FOR THE HOUSEHOLD MEMBER(S) MOVING? PLEASE SELECT ALL THAT APPLY.

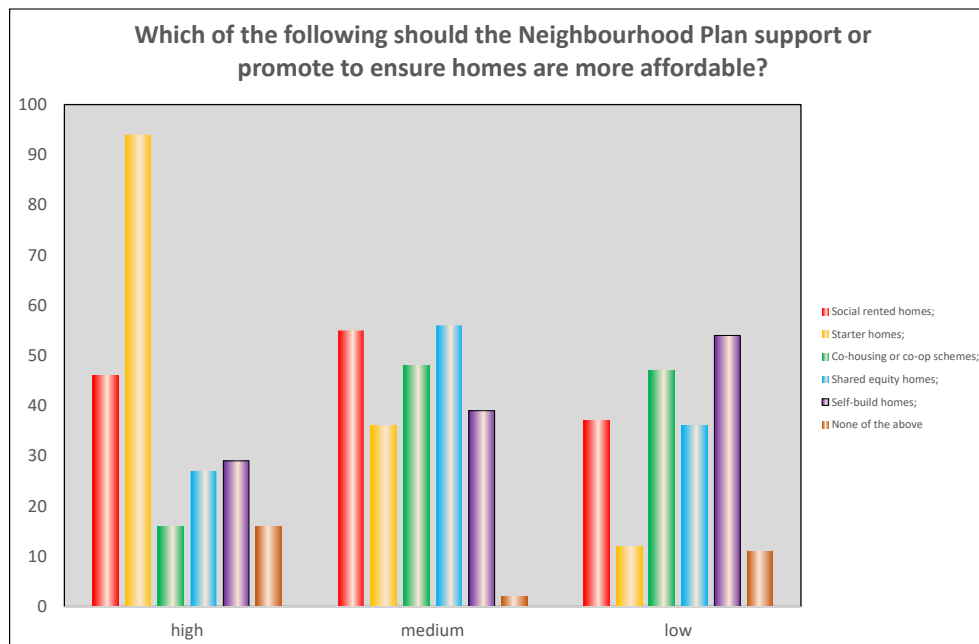
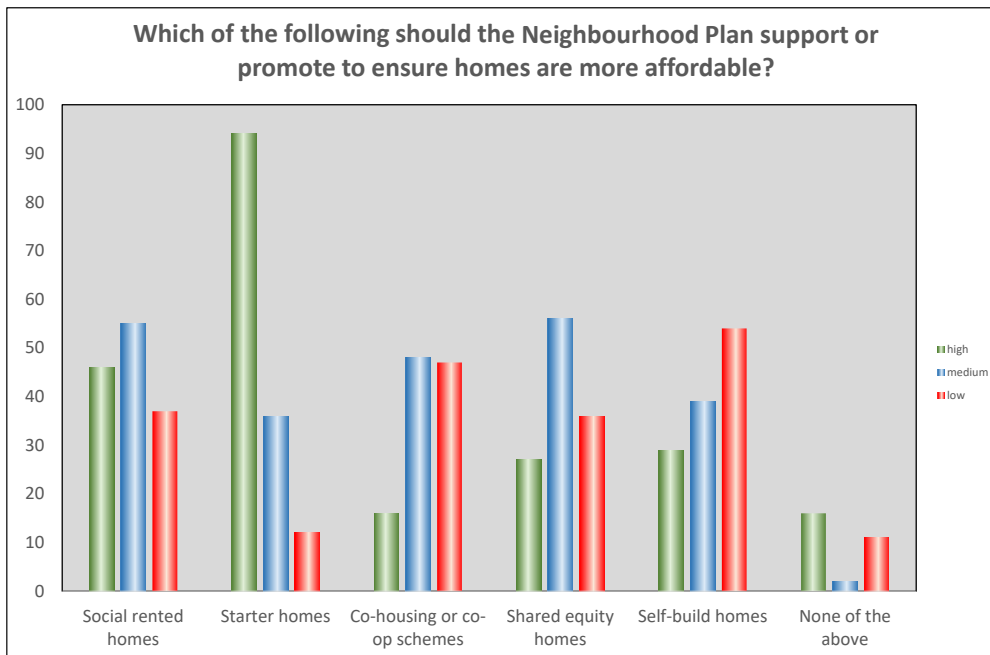
Answer Choices	Responses	
Too big	14%	10
Unsuitable for health/mobility requirements	10%	7
Too small	7%	5
Want/need to live independently	43%	30
Too expensive	6%	4
Want/need to move for work reasons	14%	10
Too difficult /costly to maintain	11%	8
Want/need to move to be closer to family	3%	2
Other reasons (please specify)	31%	22
	Answered	70
	Skipped	140



Thirteen respondents specified other reasons. These have been summarised in Appendix 2.

4.12 WHICH OF THE FOLLOWING SHOULD THE NEIGHBOURHOOD PLAN SUPPORT OR PROMOTE TO ENSURE HOMES ARE MORE AFFORDABLE?

	1 (high)		2 (medium)		3 (low)		Total
Social rented homes	33%	46	40%	55	27%	37	138
Starter homes	66%	94	25%	36	8%	12	142
Co-housing or co-op schemes	14%	16	43%	48	42%	47	111
Shared equity homes	23%	27	47%	56	30%	36	119
Self-build homes	24%	29	32%	39	44%	54	122
None of the above	55%	16	7%	2	38%	11	29
					Answered		186
					Skipped		24

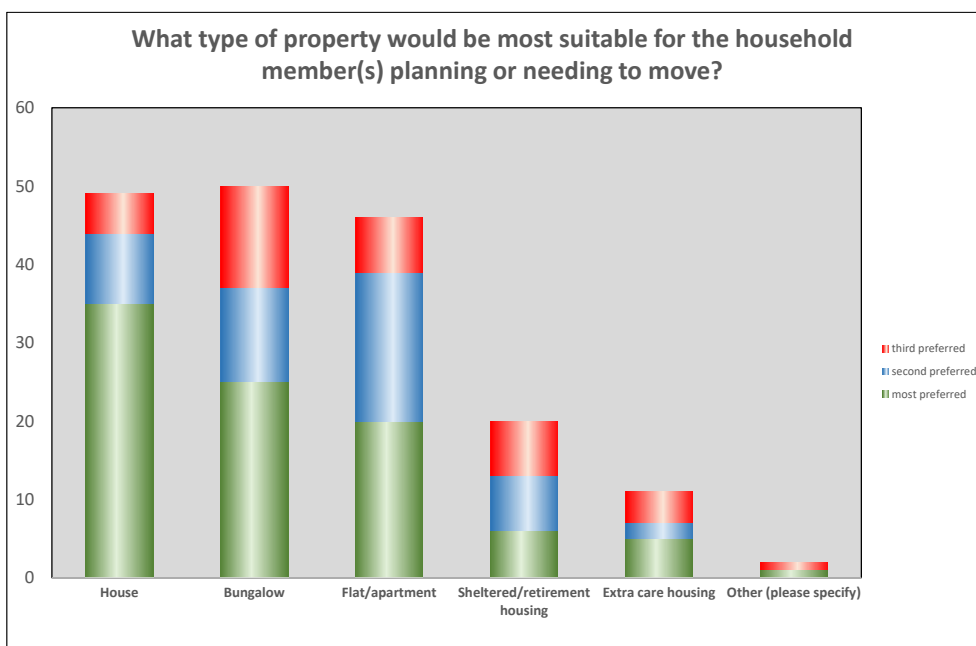


4.13 WHAT TYPE OF PROPERTY WOULD BE MOST SUITABLE FOR THE HOUSEHOLD MEMBER(S) PLANNING OR NEEDING TO MOVE?

Respondents were asked to select up to three options in order of preference.

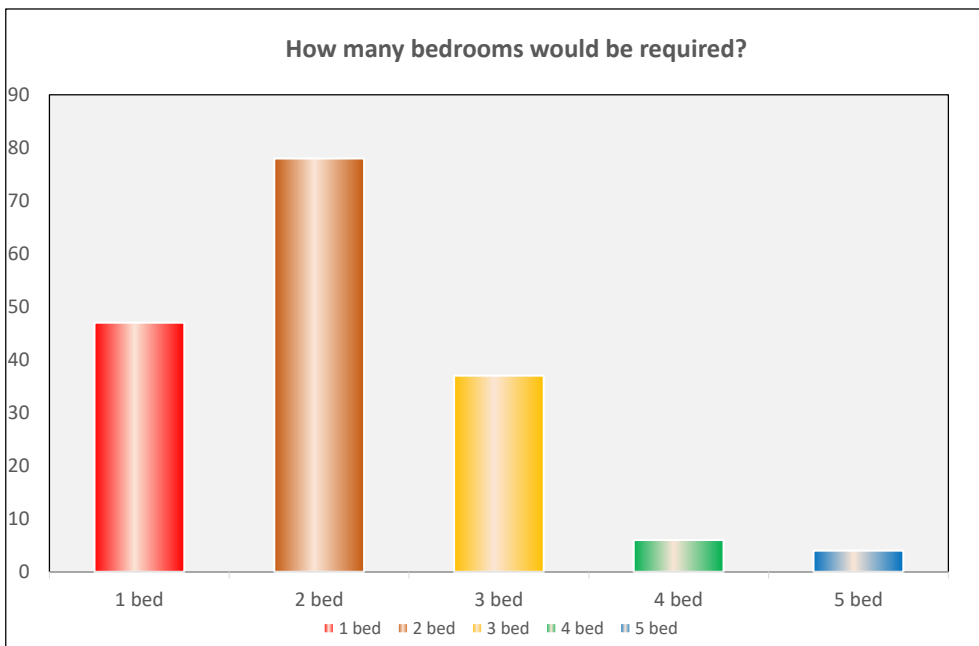
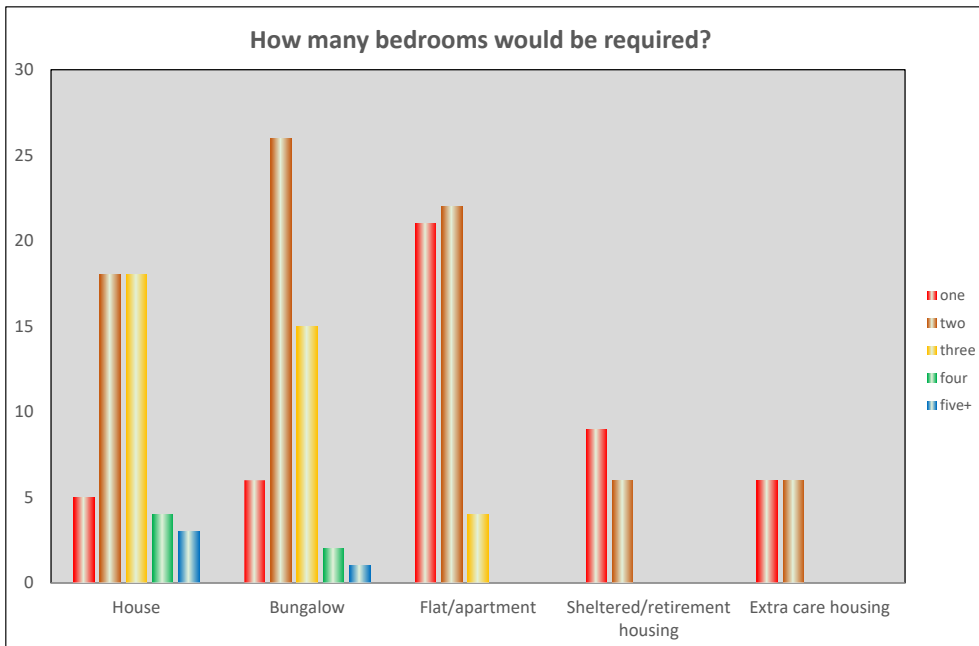
	Most preferred		Second preferred		Third preferred		Total
House	71%	35	18%	9	10%	5	49
Bungalow	50%	25	24%	12	26%	13	50
Flat/apartment	43%	20	41%	19	15%	7	46
Sheltered/retirement housing	30%	6	35%	7	35%	7	20
Extra care housing	45%	5	18%	2	36%	4	11
Other (please specify)	50%	1	0%	0	50%	1	2
					Answered		79
					Skipped		131

Eleven other comments were made. Nine were not applicable. Of the remaining two, one specified 'small holding' and the other indicated 'None - removal on death only.'



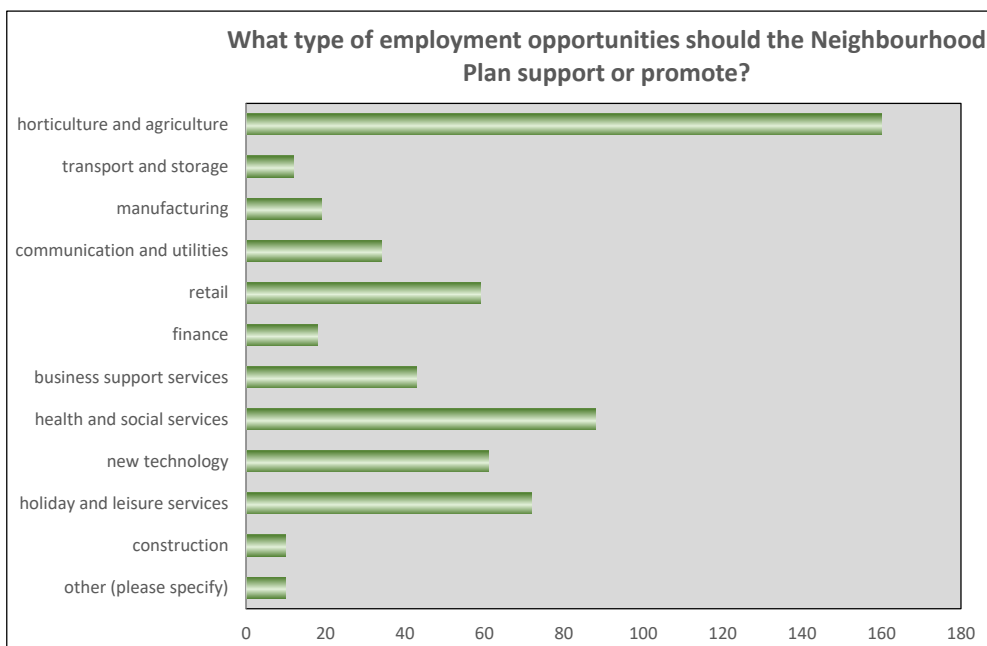
4.14 HOW MANY BEDROOMS WOULD BE REQUIRED?

	One		Two		Three		Four		Five		Total
House	10%	5	38%	18	38%	18	8%	4	6%	3	48
Bungalow	12%	6	52%	26	30%	15	4%	2	2%	1	50
Flat/apartment	45%	21	47%	22	9%	4	0%	0	0%	0	47
Sheltered/retirement housing	60%	9	40%	6	0%	0	0%	0	0%	0	15
Extra care housing	50%	6	50%	6	0%	0	0%	0	0%	0	12
Other (please specify)											8
All 8 other responses were N/A											8
									Answered		79
									Skipped		133



4.15 FROM THE FOLLOWING LIST WHAT TYPE OF EMPLOYMENT OPPORTUNITIES SHOULD THE NEIGHBOURHOOD PLAN SUPPORT OR PROMOTE?

Answer Choices	Responses	
horticulture and agriculture	85%	160
transport and storage	6%	12
manufacturing	10%	19
communication and utilities	18%	34
retail	31%	59
finance	10%	18
business support services	23%	43
health and social services	47%	88
new technology	32%	61
holiday and leisure services	38%	72
construction	6%	10
other (please specify)	5%	10
	Answered	188
	Skipped	22



There were ten other responses as shown here:

- All
- Better bus service - community transport
- Craft industries

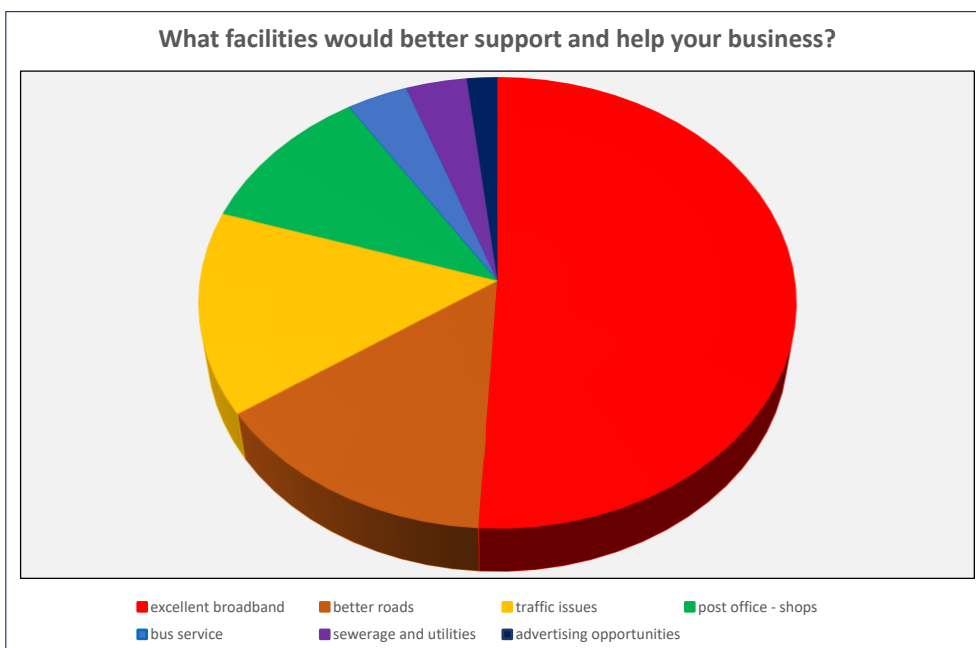
- Don't know
- Mundham needs a village store (again).
- Nature Conservation & Countryside Management
- Small, start-up enterprises.
- Solar power
- Start Up businesses
- Sustainable green technologies in all areas and sustainable carbon reducing farming initiatives

4.16 IF YOU RUN A BUSINESS IN THE PARISH (INCLUDING WORKING FROM HOME) WHAT FACILITIES WOULD BETTER SUPPORT AND HELP YOUR BUSINESS?

Fifty-three respondents answered this question. One hundred and fifty-seven skipped it. Thirteen responses were not applicable.

A summary of these responses is shown below with detailed comments in Appendix 3.

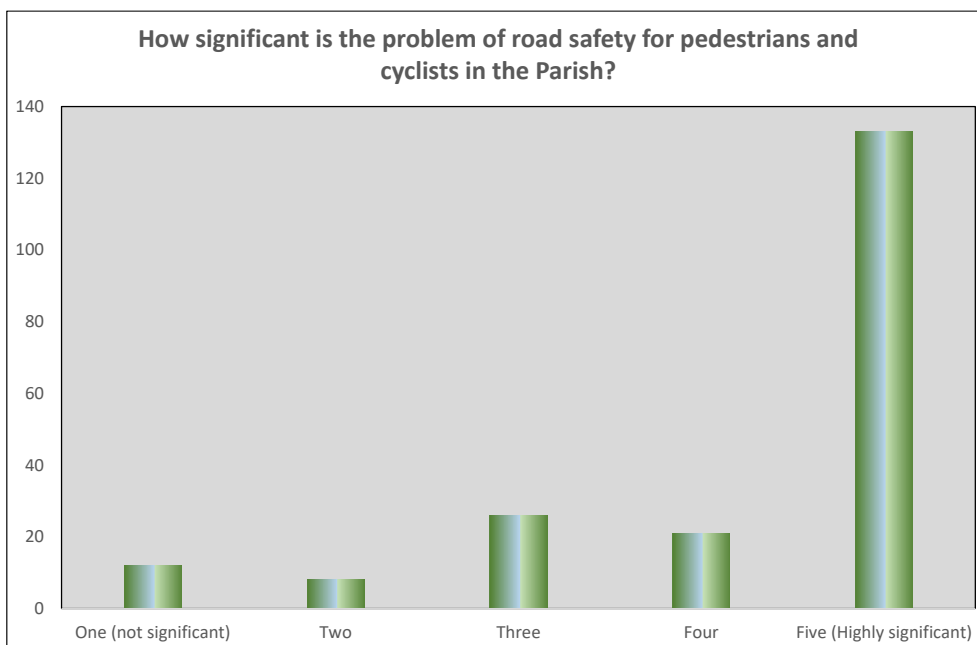
	Number of times mentioned
Excellent broadband and good communication services	28
Better roads, maintenance and repairs including pedestrian access	8
Traffic issues	8
Post office and local shops	6
Reliable and frequent bus services	2
Sewerage and utilities	2
Advertising opportunities	1



4.17 HOW SIGNIFICANT IS THE PROBLEM OF ROAD SAFETY FOR PEDESTRIANS AND CYCLISTS IN THE PARISH?

On a scale of 1-5 where 1 being not significant and 5 very significant.

Answer Choices	Responses	
One (not significant)	6%	12
Two	4%	8
Three	13%	26
Four	11%	21
Five (Highly significant)	67%	133
	Answered	200
	Skipped	12



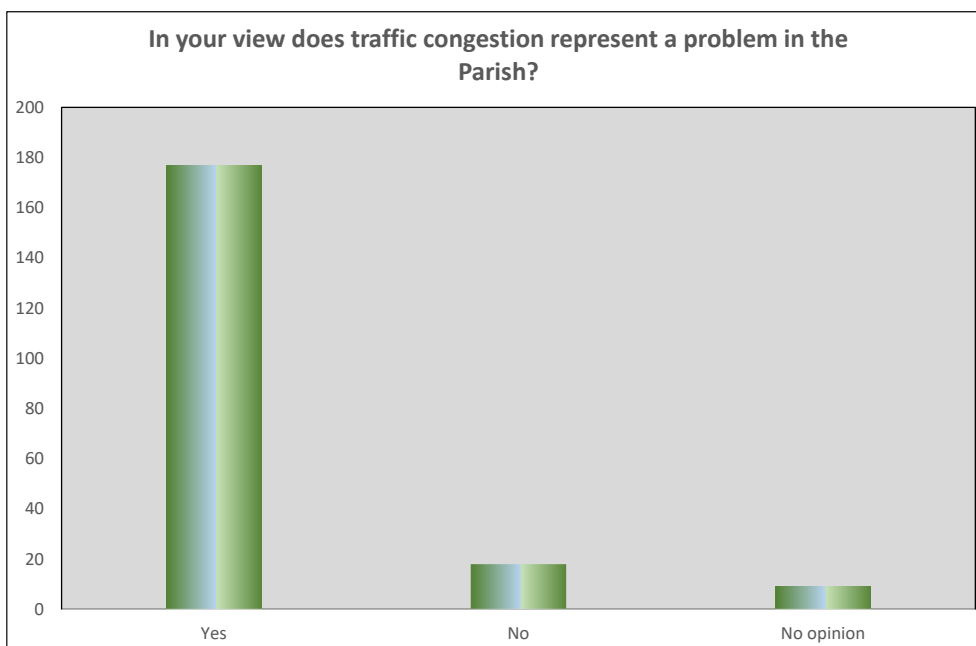
4.18 WHAT SHOULD BE DONE TO HELP IMPROVE ROAD SAFETY?

One hundred and eighty respondents answered this question. Thirty skipped it. A summary of these responses is shown below with detailed comments Appendix 4.

Issues Raised	Number of times mentioned
Footpath, cycleways, and associated issues	63
Restricting HGV's and bigger lorries	30
Lighting	2
Maintenance	15
Cycle paths, footpath, pedestrian access and pavements	31
Public transport	1
Speeding, speed restrictions and traffic calming measures	58
Maintaining hedgerows and verges	13
Signage	2
Other comments	6

4.19 IN YOUR VIEW DOES TRAFFIC CONGESTION REPRESENT A PROBLEM IN THE PARISH?

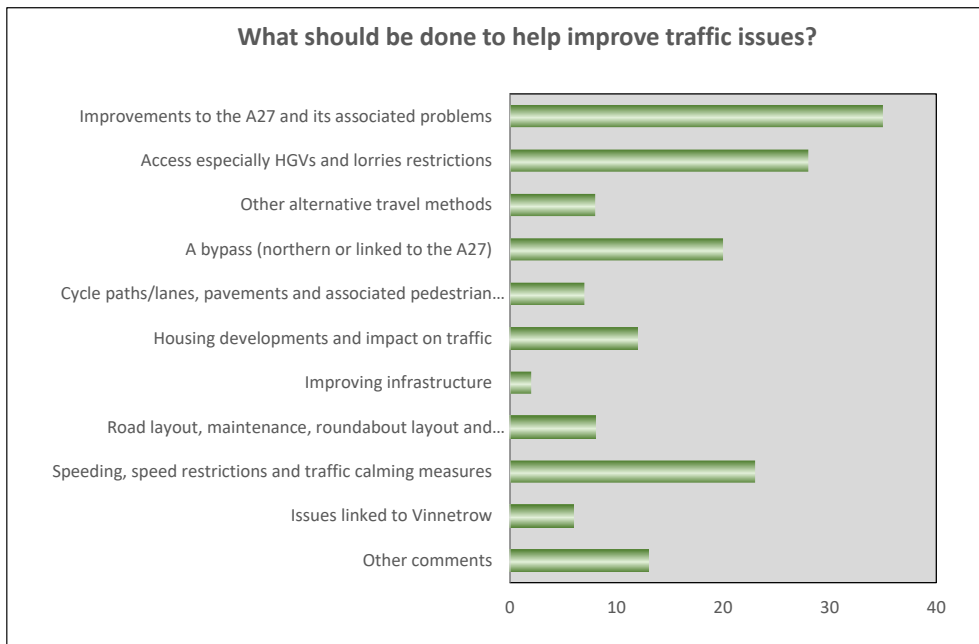
Answer Choices	Responses	
Yes	87%	177
No	9%	18
No opinion	4%	9
	Answered	204
	Skipped	10



4.20 WHAT SHOULD BE DONE TO HELP IMPROVE TRAFFIC ISSUES?

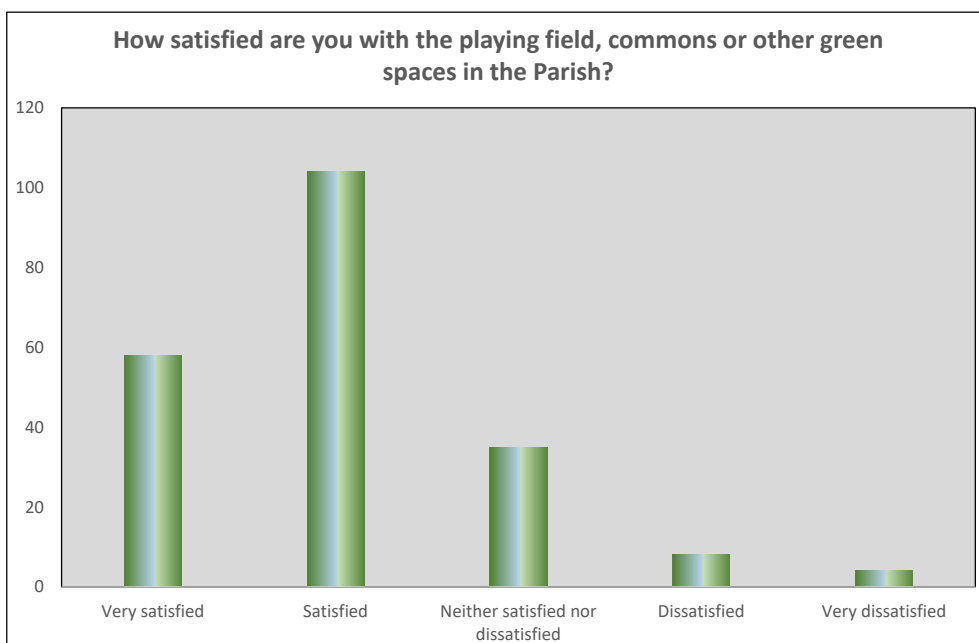
One hundred and seventy-one respondents answered this question. Thirty-nine skipped it. A summary of these responses is below with detailed comments in Appendix 5.

Proposed Remedial Action	Number of times mentioned
Improvements to the A27 and its associated problems	35
Access especially HGVs and lorries restrictions	28
Other alternative travel methods	8
A bypass (northern or linked to the A27)	20
Cycle paths/lanes, pavements and associated pedestrian access	7
Housing developments and impact on traffic	12
Improving infrastructure	2
Road layout, maintenance, roundabout layout and improvements	8
Speeding, speed restrictions and traffic calming measures	23
Issues linked to Vinnetrow	6
Other comments	13



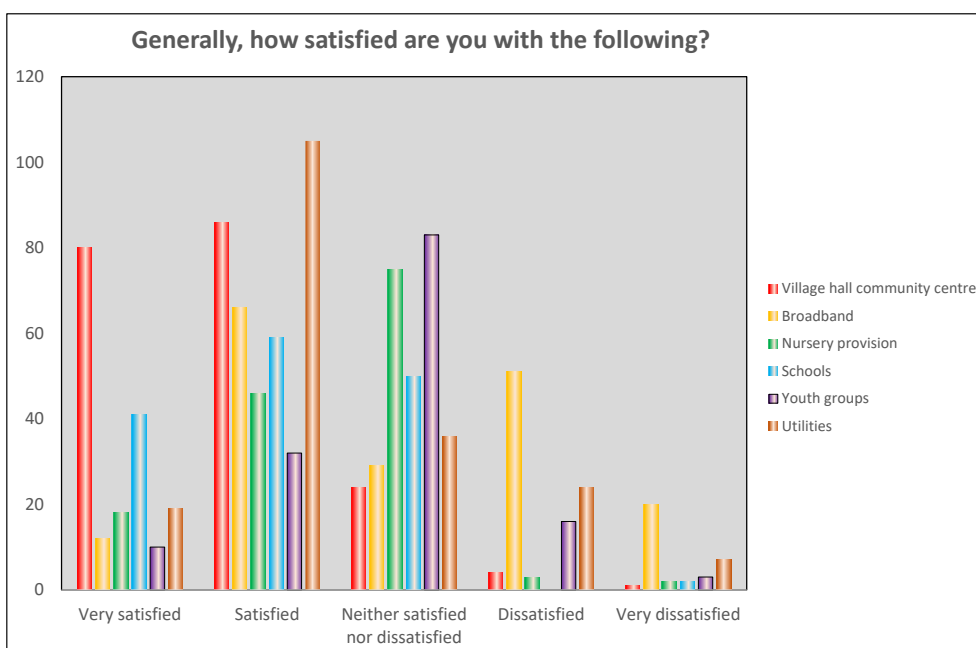
4.21 HOW SATISFIED ARE YOU WITH THE PLAYING FIELD, COMMONS OR OTHER GREEN SPACES IN THE PARISH?

Answer Choices	Responses	
Very satisfied	28%	58
Satisfied	50%	104
Neither satisfied nor dissatisfied	17%	35
Dissatisfied	4%	8
Very dissatisfied	2%	4
	Answered	209
	Skipped	10



4.22 GENERALLY, HOW SATISFIED ARE YOU WITH THE FOLLOWING?

	Very satisfied		Satisfied		Neither satisfied nor dissatisfied		Dissatisfied		Very dissatisfied		Total
Village hall community centre	41%	80	44%	86	12%	24	2%	4	1%	1	195
Broadband	7%	12	37%	66	16%	29	29%	51	11%	20	178
Nursery provision	13%	18	32%	46	52%	75	2%	3	1%	2	144
Schools	27%	41	39%	59	33%	50	0%	0	1%	2	152
Youth groups	7%	10	22%	32	58%	83	11%	16	2%	3	144
Utility infrastructure (electricity, gas, water supply, sewerage)	10%	19	55%	105	19%	36	13%	24	4%	7	191
										Answered	209
										Skipped	10

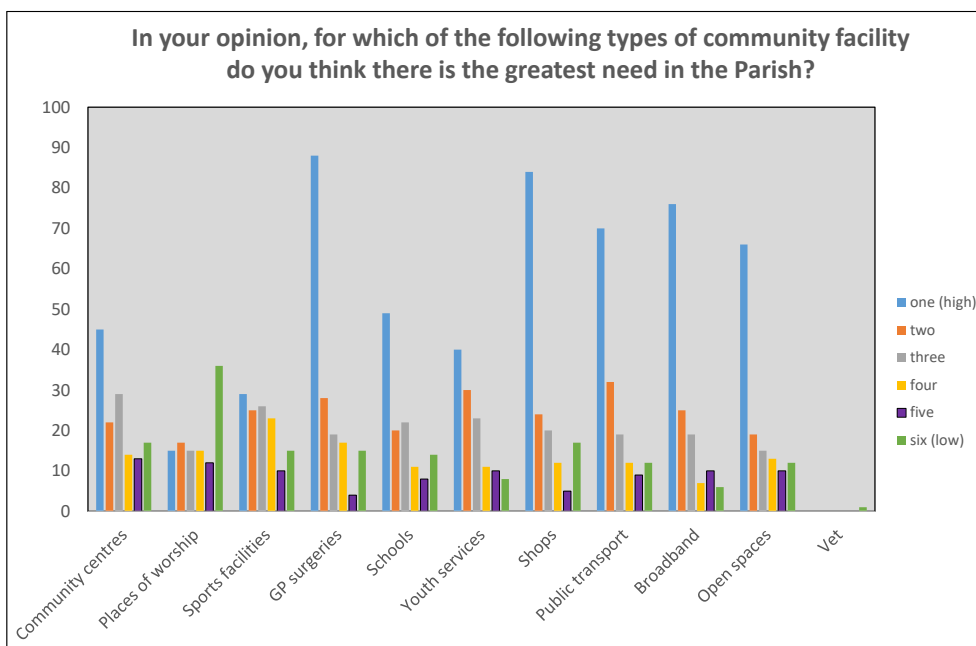


Notice that the response for broadband satisfaction has peaks at both 'satisfied' and 'dissatisfied'. This bimodal distribution indicates a split of the respondents into two almost equal groups, one of which is broadly satisfied and the other of which is dissatisfied.

4.23 IN YOUR OPINION, FOR WHICH OF THE FOLLOWING TYPES OF COMMUNITY FACILITY DO YOU THINK THERE IS THE GREATEST NEED IN THE PARISH?

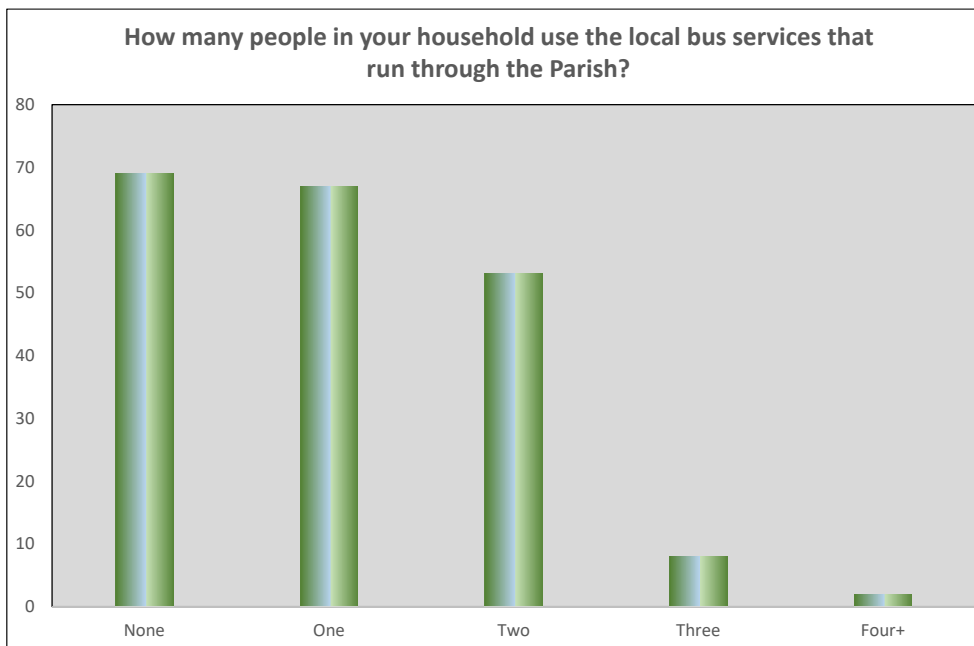
Please rank your choice from 1-6 in order of priority, 1 being the facility for which there is the greatest need.

	One		Two		Three		Four		Five		Six		Total
Community centres	32%	45	16%	22	21%	29	10%	14	9%	13	12%	17	140
Places of worship	14%	15	15%	17	14%	15	14%	15	11%	12	33%	36	110
Sports facilities	23%	29	20%	25	20%	26	18%	23	8%	10	12%	15	128
GP surgeries	51%	88	16%	28	11%	19	10%	17	2%	4	9%	15	171
Schools	40%	49	16%	20	18%	22	9%	11	6%	8	11%	14	124
Youth services	33%	40	25%	30	19%	23	9%	11	8%	10	7%	8	122
Shops	52%	84	15%	24	12%	20	7%	12	3%	5	10%	17	162
Public transport	45%	70	21%	32	12%	19	8%	12	6%	9	8%	12	154
Broadband	53%	76	17%	25	13%	19	5%	7	7%	10	4%	6	143
Open spaces	49%	66	14%	19	11%	15	10%	13	7%	10	9%	12	135
Vet	0%	0	0%	0	0%	0	0%	0	0%	0	100%	1	1
											Answered	205	
											Skipped	16	



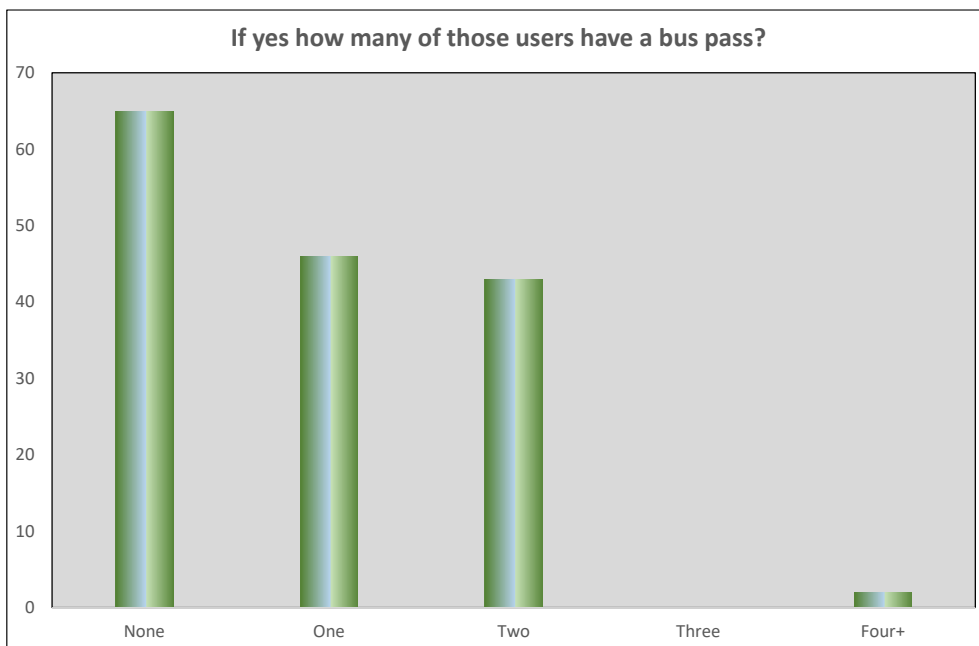
4.24 HOW MANY PEOPLE IN YOUR HOUSEHOLD USE THE LOCAL BUS SERVICES THAT RUN THROUGH THE PARISH?

Answer Choices	Responses	
None	35%	69
One	34%	67
Two	27%	53
Three	4%	8
Four+	1%	2
	Answered	199
	Skipped	12



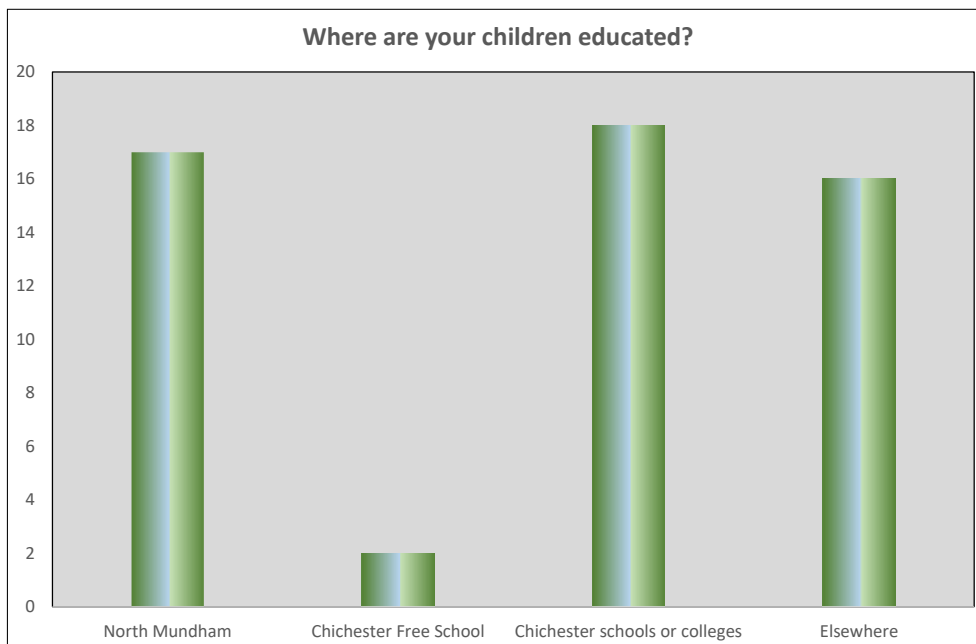
4.25 IF YES HOW MANY OF THOSE USERS HAVE A BUS PASS?

Answer Choices	Responses	
None	42%	65
One	29%	46
Two	28%	43
Three	0%	0
Four+	1%	2
	Answered	156
	Skipped	54



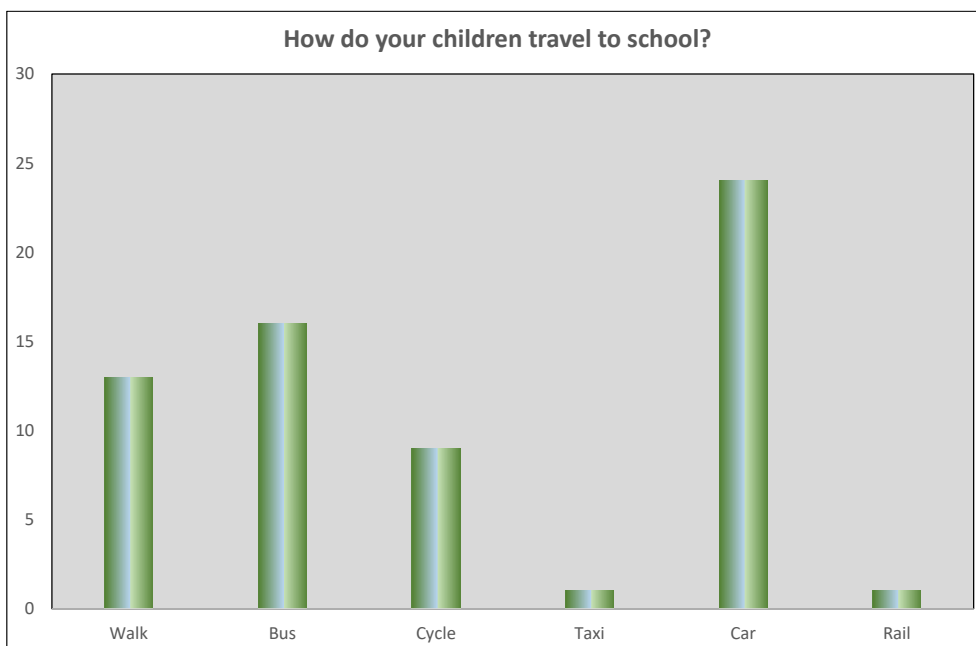
4.26 WHERE ARE YOUR CHILDREN EDUCATED?

Answer Choices	Responses	
North Mundham	32%	17
Chichester Free School	4%	2
Chichester schools or colleges	34%	18
Elsewhere	30%	16
Total Answered		53
Skipped or Not Applicable		168



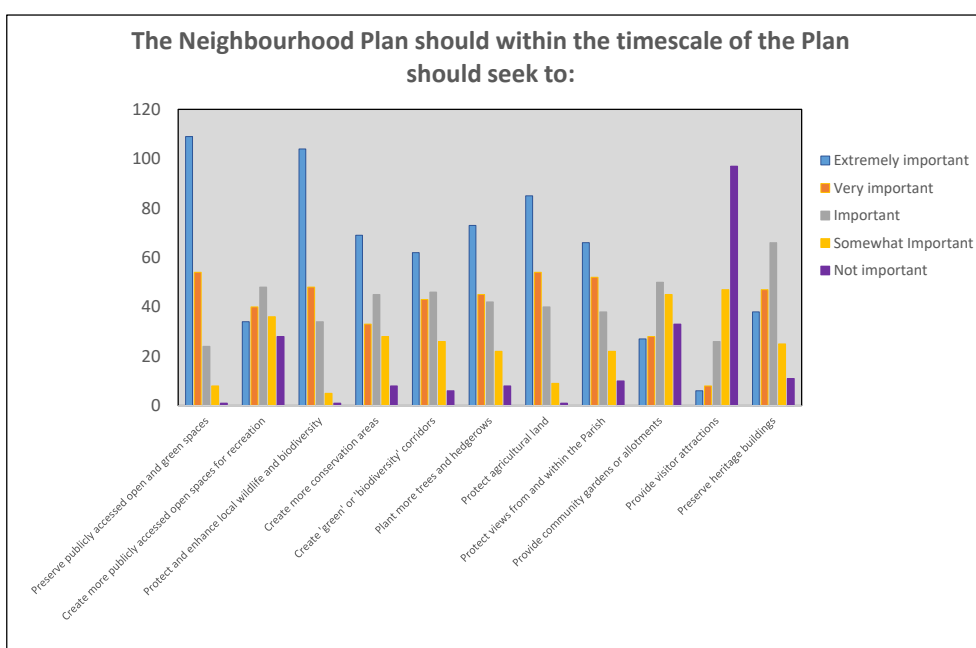
4.27 HOW DO THEY TRAVEL TO SCHOOL?

Answer Choices	Responses	
Walk	20%	13
Bus	25%	16
Cycle	14%	9
Taxi	2%	1
Car	38%	24
Rail	2%	1
Total Answered		64
Skipped or Not Applicable		184



4.28 WITHIN THE TIMESCALE OF THE PLAN (15 YEARS) WE SHOULD SEEK TO:

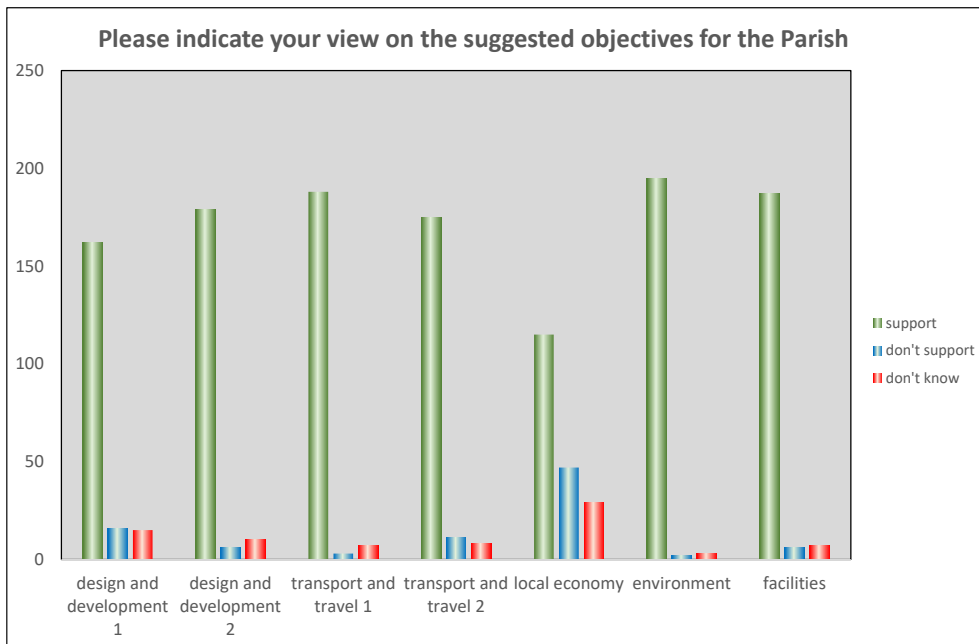
	Extremely important		Very important		Important		Somewhat Important		Not important		Total
Preserve publicly accessed open and green spaces	56%	109	28%	54	12%	24	4%	8	1%	1	196
Create more publicly accessed open spaces for recreation	18%	34	22%	40	26%	48	19%	36	15%	28	186
Protect and enhance local wildlife and biodiversity	54%	104	25%	48	18%	34	3%	5	1%	1	192
Create more conservation areas	38%	69	18%	33	25%	45	15%	28	4%	8	183
Create 'green' or 'biodiversity' corridors	34%	62	23%	43	25%	46	14%	26	3%	6	183
Plant more trees and hedgerows	38%	73	24%	45	22%	42	12%	22	4%	8	190
Protect agricultural land	45%	85	29%	54	21%	40	5%	9	1%	1	189
Protect views from and within the Parish	35%	66	28%	52	20%	38	12%	22	5%	10	188
Provide community gardens or allotments	15%	27	15%	28	27%	50	25%	45	18%	33	183
Provide visitor attractions	3%	6	4%	8	14%	26	26%	47	53%	97	184
Preserve heritage buildings	20%	38	25%	47	35%	66	13%	25	6%	11	187
									Answered		204
									Skipped		10



4.29 SUGGESTED OBJECTIVES FOR THE PARISH

Please indicate your view against each statement. Tick only one per row.

Objectives	Support	Do not Support	Don't know	Total			
Design and Development - support the provision of a mix of dwelling types including in particular, smaller dwellings for young families or those downsizing and encourage a proportion of development which enables people to live independently within their home	84%	162	8%	16	8%	15	193
Design and Development - encourage and support sensitive design standards that reflect the rural character of the Parish	92%	179	3%	6	5%	10	195
Transport and Travel - Support and retain good transport links and create measures to promote and improve access for pedestrians and cyclists	95%	188	2%	3	4%	7	198
Transport and Travel - Provide more parking facilities (preferably on-drive/off road) within all new developments and reduce traffic speed and congestion on our roads	90%	175	6%	11	4%	8	194
Local Economy - Support and promote the growth of our Parish and encourage new business start-up premises and facilities within the Parish	60%	115	25%	47	15%	29	191
Environment - Protect and enhance the natural and built environment in particular our 'blue' (lakes, rivers, ponds etc.) and 'green' (areas of hedgerow, trees, and other vegetation preserved to enable movement of wildlife across the area) corridors	98%	195	1%	2	2%	3	200
Facilities - Retain and improve existing community facilities and support initiatives that meet the changing needs of the parish	94%	187	3%	6	4%	7	200
					Answered		207
					Skipped		3



5. APPENDICES

5.1 APPENDIX 1

If you think the area has changed, please briefly state in what way.

Summary

- Better 6
- Don't know 3
- No change 8
- Worse 65 of which 51 cite traffic.

Better - It may be that we are taking more interest in it. Litter picking etc.
Better - more houses.
Better - I think some areas have improved some not lots of development in Mundham has changed the village and community.
Better - though there is more traffic, hazardous when walking.
Better - due to new households and their involvement Selsey in the parish.
Less litter.

Don't know. We have only lived here for 18 months.
Just moved in to live but visitor often from so can't speak as a resident.
Uncertain - too many new houses etc. Too many people. Let's get back to 1960s level.

Not changed much - But the new housing has created a dangerous junction. The canal is very neglected.
Not changed much - too many juggernauts. Roads bad, limited street lighting, no shops.
Not changed much - Traffic on B2166 has increased at peak times. Large increase in large tractors and trailers /agricultural equipment, also large lorries on roads through settlement areas in North Mundham, Runcton etc.
Not changed much - The extra housing built over the last few years has made the village even more of a 'dormitory' area but we still do not have a doctor's surgery or village shop!
Not changed much: Congestion
More housing
Feels busier - less spacious due to new builds, not to say that's a bad thing. The playing field has developed.
More housing

WORSE

Increased traffic (and at times near gridlock). Too many lorries. Bus service hopped from every 15 mins to every 20 mins (when they are on time)

Worse - Increase of traffic along B2166 long delays at times. An increase in heavy goods vehicles.

Potholes, fly tipping. Generally, more traffic.

Worse - Additional traffic travelling through.

Worse - Traffic much worse, particularly farm-related vehicles.

Worse - increase in through traffic.

Worse - the volume of traffic on Lagness Road due to Free School more housing construction in Pagham increases congestion and a huge increase in articulated lorries using Lagness Road.

Worse - 1. Much more traffic even on cul de sac roads,

Worse - the traffic is very much worse.

Worse - excess traffic at speed through the village and small lanes.

Worse - The number of tractors and heavy goods vehicles have increased. Most are too big for the main road (Church Road) and are responsible for the very poor state of the road. Worst in parish. The speed limit through the village should be 20mph and be extended to Fisher Lane

More traffic on. B2166 adversely affects parish: difficulty for those having to cross it whether on foot, bicycle or car, noise levels and pollution.

More traffic.

More HGVs on small roads.

Worse - Areas for walking are more overgrown. Traffic - more of it and faster - even on country lanes. Unsafe - cycling and walking to school.

Worse - traffic travelling through his increased by a large amount and the speed of traffic.

Worse - Too much traffic, especially large vehicles.

Traffic seems to be getting worse and worse.

Greatly increased traffic on the B2166

Worse - far too much traffic.

Traffic much heavier both in terms of volume and vehicle size.

Worse - more traffic, more congestion, more light pollution, no shops, poorer bus service, more farmyard shows.

Increase in heavy-duty vehicles

Worse - lots more traffic and less cleaning of roads and foliage on pavements. Some roads in bad condition.

Too much traffic.

Worse - overbuilt, and urbanised. Traffic increasing, potholes not repaired.

More traffic

Worse – more houses, busier roads.

Worse - Increased traffic through the village especially on B2166.

Worse - we lost our village shop, post office. The traffic has got so bad through the village. There's trouble trying to get out especially since the new school was opened. It's like a rat run here now several times while the weather's been hot, we have been isolated.

Worse - although need the new housing that has been erected in the last five years has caused a lot more traffic flow, and with more housing being approved for Hook Lane in Pagham, it will be dramatically worsened.

Worse - Huge increase in traffic along B2166 and B2145. Most avoiding the A27, for which a northern relief road is urgently needed.

Worse - The increase in numbers of people and cars.

Worse - the state of the main roads is much worse, especially with the lorries flying down them. It has made me nervous walking sometimes as they come so close. Recently moved in social housing tenants at the rear of our property have been allowed to dig up gardens and take down their fences and keep a boat in the parking area. Another tenant has knocked a wall out of his outhouse which doesn't make the area very appealing.

WORSE (Continued)

Traffic has gotten worse.
Too many cars, not enough places to park. Palmer place needs one of the grass verges taken away and the road is full of potholes.
More traffic.
The traffic has increased and there are a lot heavier lorries as well as cars.
Traffic flow increased through Parish.
More traffic
Too many cars, not enough parking! Miss not having a shop in village.
There is more traffic congestion and it seems more flooding.
The amount of traffic is spoiling our village.
Too much traffic using our vintage road coming from North Bersted new housing estate also from Bognor as a rat run to get onto by-pass at B2143 turning left to go to Portsmouth. It takes us times of 40min to go 3.5 miles into Chichester. We can't cross A27 it's also congested. We need a Northern by-pass to get rid of through traffic. Stop all this house building Mundham: 50 houses Hunston, 200 houses Pacham, 700 houses total. 950 houses, 2 cars per house, 1,900 cars. We can't get out of our village now.
The traffic noise is now constant from Pagham Road. The increase in traffic now makes us delay shopping or visits to Chichester unless absolutely necessary.
Much busier roads
More traffic on the B2166
North Mundham now a potentially dangerous rat run for drivers avoiding A27. Infant school at North Mundham dangerous for young mothers and very young children.
Vehicles speed down Vinnetrow Rd which is far too narrow for the traffic it carries which continues to increase.
Access onto Bognor roundabout is dangerous. Pedestrians walking along Vinnetrow Rd walk along the actual road as there's no proper pavement and the verges weren't even cut till late summer for them to use. Seen several near misses (and for cyclists too!).
Does not support the younger generation! Lots of investment into the elderly age bracket
Worse - the parish is losing the sense of community. No spirit left, often stamped on in past!
Worse - with no shop or post office and all the new houses.
2. Less maintenance of roads/verges, 3. More fly-tipping., 4. Loss of trees, 5. Intensive farming is turning the landscape into an ugly mess, 6. Increased light pollution.
Worse - Hedgerows not maintained, pushing into road potholes not filled. Too many houses being crammed in.
Worse - Closure of Post Office and Shop destroyed the health of the village. 200 people 'protested' in the village hall.
Worse - too many additional houses.
Worse - too many new houses.
Less rural. Decrease in green areas / open spaces unmanaged areas for children to play.
Worse - too many people moved into the area.
Worse - on-street parking is forcing people to park dangerously on grass verges. Suggest taking away the grass verges and put in more proper parking bays.
1. Local school - pick up by parents with cars chaotic, total disregard for local residents. 2. Totally inadequate cycle route. Cycling from NM - Hunston unsafe.
Too much housing being introduced
More houses built and poor maintenance of roads
The villagers of Kirdford and Amberley both in West Sussex and smaller than us created a community shop - we did not!!

5.2 APPENDIX 2

1. As I get even older, I may not be able to maintain the house and garden as I would like to.
2. Council tax is extortionate, near £600 a month - get nothing in return.
3. Divorce
4. Fancy a change
5. Fed up with queues to get to A27
6. It is not suitable
7. Location is insufficiently rural and surrounded by Horticulture that is allowed to cause degradation to the environment by means of very significant light pollution, noise and heavy goods vehicles without the economic benefit to the local community in the provision of high-grade employment.
8. May get harder to maintain as we get older
9. No public transport South Mundham.
10. The worry of available care needs.
11. Time to leave home
12. Tired? cottage at present
13. When we are dead - three children will have a share of the property.

5.3 APPENDIX 3

Community services open question responses.

Advertising opportunities

More advertising opportunities as people drive through the parish

Broadband

Better broadband

Better Broadband - currently on 2mbs in South Mundham!

Better broadband.

Better internet provision.

Better internet service

Better telecommunications - broadband.
Better Wi-Fi
Broadband
Broadband
Communication/Broadband/TV/Media
Communication: constant good broadband
Excellent broadband
Faster broadband
Faster broadband
Good Wi-Fi___33 and phone networks.
High speed broadband. Community hub where home workers could meet.
High speed broadband.
High speed broadband.
High Speed Broadband. Reliable Mobile phone coverage.
Improve broadband
Improved Broadband
Improved broadband
Improved technology.
Internet connection and infrastructure
More Fibre Optic cables underground for internet access makes it quicker.
More reliable internet service
Reliable telecommunications
Reliable Wi-Fi

Public transport

Bus through the village - pick up South Mundham /Fisher
More frequent buses.
Improve public transport and make it affordable FOR ALL.
Better cheaper public transport.
Allow buses to be 'hailed' like rural Scotland.
Invite UBER to Chichester to drive down taxi prices.
Better bus service, cheaper eco buses, frequent service for Pagham to Chichester.
Encourage school runs to be shared or use a school bus
Maybe a properly instructed 'Park and Ride'
Chichester district needs a planned coherent traffic strategy involving park and ride and cheaper public transport links into Chichester to assist commuters and schoolchildren to travel.

Sewerage and drainage

Keep culverts and ditches clean to avoid flooding

Post office and local shops

A Post Office
Local post office/shop
Post office (within the Parish)
Local shop

Local shop
Shop within the Parish

Road maintenance and pedestrian access

Safer walking/cycling routes
And horse riders – don't forget the many people who ride horses in the area with few bridle ways.
All new rights of way should be multi-use paths just no motorised traffic.
Footpath/cycle path network between village roads are death traps.
Walking and cycling is suicide in Parish. Would if we could.
Better maintenance of existing roads.
Walking space/green area/access from the business park.
Better maintenance of verges and hedges of minor roads.
Better road repairs.
Pavement/cycle path on Vinnetrow Road.
More parking spaces in Palmer Place.
Tutoring: parking available to visit clients

5.4 APPENDIX 4

What should be done to help improve road safety?

Summary

- support for more/better footpaths and cycle tracks;
- support for segregating large/heavy vehicles;
- support for speed restrictions.

Footpath, cycleways, and associated issues

CYCLES

Build cycle paths.
Designated cycleway from the school to Huston roundabout.
Proper cycle tracks
Cycle lanes especially down Lagness Road or towards Farm Shop and the length of Vinnetrow Road.
Improve or put in off-road cycle routes.
Cycle Lane (using new not existing road) between the Walnut Tree and the Royal Oak to aid cyclist's morning and evening to and from work.
All-weather/year-round cycle track surface i.e. tarmac/hard surface through the lakes.
More bikes.
Plus put in a cycle path.
More cycle routes to key destinations i.e. local farm shop.

More cycle paths.
 Cycle lanes
 Cycle paths to get into Chichester.
 Cycle lanes.
 Upgrade of cycle track or ensure it is kept clear from the route from Mundham to Hunston and track made better into town.
 Cycle paths
 Cycle route along B2166
 A separate cycle path to Runcton Farm shop.
 More and separate cycle paths.
 Improved cycle way to Chichester, maintained well.
 Lagness/Houston roads not safe for cyclists despite being a designated route.
 Mundham/Houston footpath is downright dangerous- too narrow, overgrown, big lorries rushing past and route needed for parent/children going to and coming from the school
 Cycle paths
 Cycle tracks.
 Cycle path.
 Cycle paths and cycle lanes. Improved footpaths to local businesses (Runcton Farm Shop).
 The road from the Hunston roundabout to the Runcton roundabout needs a safe/wide/cycle and walking path.
 Segregation of large vehicles, Cycle tracks, better footpaths.
 Develop cycle/footpath to shops/farm shop and manor nurseries and into Hunston.
 Seek to create cycleway along B2166 and footpath from Brookside and Manor Nursery/Farm Shop.
 On some 'A' roads, there are no footpaths. Narrow footpaths - narrow roads with very large lorries and farm vehicles. Detour large commercial vehicles. More footpaths/cycle paths (but where?!)
 Pavements for people to walk or cycle e.g. Runcton to Runcton Farm Shop, Hunston roundabout to Whyke Roundabout.
 Better cycle paths, road crossing especially near the Walnut Tree.
 Widen roadside pavements and introduce cycle paths and lanes
 Wider footpaths, Cycle tracks
 Footpaths along the Pagham road should be converted to shared use cycle paths
 Separate cycle and pathways to access school, church, farm shops.
 Adequate maintenance of public footpaths/cycle paths i.e. overgrown.
 Footpaths/cycle paths expended to include Vinnetrow Road and Hunston Road.
 Designated cycleway and separate pavement from Walnut Tree to Runcton Farm Shop.
 Wider footpaths along main roads. More linked-up cycle routes.
 Cycle pathways - pedestrian footpaths away from main roads.
 More official footpaths and cycle routes.
 Better cycle paths/footpaths to Chichester and Bognor. Perhaps using existing public footpaths but tarmacking them, or a new path that runs along the back of Vinnetrow Road so there is a safe link to the main road.
 Better pathways and cycle lanes
 All minor roads should have dedicated cycle/pedestrian shared-use paths.
 Designated cycle paths - wider and protected footpaths - protection by the width of the buffer from traffic.

Pavements/cycle lanes.
More cycle and footpaths. Mini roundabout at School Lane/Church Road.
Improve pedestrian or cycle paths.
More cycle paths/footpaths.
Footpaths, cycle paths, safe road crossings from bus stops.
Improve the footpath network for pedestrians and cyclists so there are options to avoid the lanes when moving around.
Footpaths and Cycle paths
More footpaths and cycle paths. Speed cameras.
Better links with more cycle paths or lane (shared with pedestrians?)
Create more footpaths and cycle routes
More pavements/footpaths.
Separate cycle paths and pedestrian paths on all roads
Crossing at Walnut Tree roundabout provision of cycleways through Parish. Safe links to Hunston/Chichester/Bognor Regis.
More paths/safe cycle routes
Signage to allow use - pedestrians and cyclists from Walnut Tree to School Lane.
Better paths walking/cycling police patrols at night.

PEDESTRIANS

Create footpaths and keep them clear.
Clear existing footpaths of overhanging bushes, nettles etc.
Better footpaths and crossings.
More footpaths especially up into Chichester.
Footpath between Walnut Tree and farm shop/manor nursery.
Wider footpath between Church Lane and Hunston roundabout.
Footpath from Hunston roundabout to the new Free School.
More footpaths - PO Lane and Church Road.
Footpath from Runcton crossroad to farm shop.
Crossing at Walnut Tree and Runcton Farm Shop to Mano Nursery.
Better footpaths from Mundham to Runcton.
Footpaths in Vinnetrow Road - it is impossible to walk in this area and cycling is very risky.
Pavements.
Footpaths that are suitable for wheelchair users and mobility scooters.
Better footpath from Church Road to the Hunston Roundabout
Roadside pavements.
Better footpaths - street lighting.
More safe crossing areas i.e. Runcton Crossroads.
Pavement running along B2166 towards Hunston is too narrow.
Safer crossing near Runcton Farm Shop.
Paths alongside roads or clearer alternative walking routes to Pagham
The path to Hunston along the main road is so dangerous and unpleasant. It's bad enough for adults, let alone school children.
Wider pavements for Hunston/Mundham Road. Pavements on Vinnetrow Road.
The pavement along Vinnetrow and Hunston Road to the roundabout.
Pelican crossing by the Walnut Tree Road.
Pedestrian crossing at Walnut Tree area.

Improve space on some of the pavements.
Wider pavements that are kept clear of overgrowing greenery.
Pavement on Vinnetrov road and from Hunston to Chichester Free School
Widened pavements
Wider pavements.
Canvass WSCC to provide signalled pedestrian crossing facility across B2166 in the vicinity of the Walnut Tree public house.
Properly constructed crash barriers protecting the footpaths.
Widening of path between Hunston and N Mundham along B2166 2) path/cycle access to farm shop 3) pedestrian crossing from south of B2166 from Runcton to facilitate walking to school/village hall facilities
Walnut Tree Roundabout still await improvements for pedestrians crossing from bus stop into Mill Lane.
Footbridges near school and pub
New bus shelter and enlarged standing area at the end of Green Lane (for the safety of bus passengers to Bognor (promised five years ago - never implemented)).

ROAD TRAFFIC

Roads are overused, too fast, too busy and not fit for purpose.
Try to reduce traffic.
Too many industrial vehicles up and down this road all day and nights.
Road widening at Walnut Tree roundabout - Bridge Cottages.
Give priority to cyclists, a roundabout at top of Church Road or some way to help cars exiting turning right towards Bognor!
Cyclists should wear high-vis clothes.
The B2166 from North Mundham towards Hunston needs to be safer for pedestrians
Existing above and roads much better maintained.
Improve junction of B2166 and Church Road. Almost impossible to turn right at times
Crossing at bus stops.
Access from Church Road/School Lane at busy periods.
Widen the main road through North Mundham.
Small roundabout at the crossroad by the school.
Better parking bays in the housing estates.

Restricting HGVs and large vehicles

Reduce the large lorries that use Runcton Lane/Bowley Lane and reduce the speed of all traffic.
Also, ensure that the 30+ caravans at Bowley Farm are legally used!!
Remove the large HGVs from the Lanes - they are far too big for the country lane network. Safe places for walkers and cyclists. Reduce speed limits/have speed cameras. Introduce traffic controls. Introduce vehicle weight and size restrictions.
Remove large HGVs or only allow them at non-peak times.
Reduce the number of HGVs using local routes.
Stop the big lorries coming through the village.
Use of articulated lorries on minor roads.
Limiting the use of lorries and tractors on single track roads and enforcing/promoting road etiquette by these vehicles/drivers.

Restrict large articulated lorries using the small lanes around the parish.
 Redirect large transport lorries away from minor roads.
 Remove/reduce HGV and agricultural vehicles through settlement areas.
 Renewed road surface torn up by tractors and heavy lorries. Church Road and Fisher Lane prime examples.
 More bike paths, deterring large lorries more from going down unsuitable lanes
 Stop large lorries using the country roads, divert them onto the A259. Cycle paths particularly along the Paghams Road.
 Lorries and traffic should be directed away from back roads onto A27.
 Limit size/weight of commercial traffic around country lanes.
 HGV Ban.
 Slow down the lorries enforced speed restrictions.
 Restrict large vehicles.
 Prohibit heavy goods vehicles linked to horticultural / agricultural businesses.
 Alternative route for heavy goods vehicles.
 Get rid of the lorries.
 More restrictions.
 Put lorry parks in Chichester and convey produce from villages to town by smaller vehicles.
 Weight restrictions on heavy traffic.
 Redirect heavy vehicles away from village schools.
 A new road should be built purely for the Lorries direct to the A27.
 Reduce the speed limit and restrict heavy vehicles. They are eroding the grass verges and damaging the road surface. Obviously, they are hazardous to pedestrians and cyclists and often mean cars have to go onto grassed areas to avoid collision.
 Stop increasing the need for more cars.
 Stop large lorries on small lanes.
 Stop the large lorries using village roads
 Reduce the number of large lorries.
 Reduce speed the lorries are driving at.
 Improve the quality of roads.
 Ban the lorries
 Ban big lorries from narrow roads.
 Remove heavy lorries that cut the corners using most of the pavement.
 Divert lorries away from bus route.
 Divert large commercial vehicles.
 Summer visitors - caravans, campervans keep to major roads.
 Re-route heavy vehicles movement.
 Better alternative routes for through-traffic.
 Reduction and alternative routes for HGVs.
 No through-traffic of commercial vehicles other than farming.
 A few passing areas.
 More passing places on the narrowest of lanes on the more major roads we don't know!!!
 Restrict lorry weights. Address A27 congestion leading to problems on the B2166.
 more bike paths, deterring large lorries more from going down unsuitable lanes, more speed / lower speed restrictions, encourage electric vehicles,
 Divert the large lorries from the Selsey/Paghams road.
 Large lorries not on village roads.

Weight restrictions on commercial vehicles entering.
Minor roads in the village.
Improvement of main roads.
Divert through-traffic of huge vehicles.
HGV diverted
Farm traffic better managed/diverted - tractor and trailers travel far too fast down lanes not wide enough. Cars damaged.
Restrict lorries.
Avoid the parish roads becoming short cuts to avoid congestion on the highways.
Restrict large lorry traffic.
Redirect heavy vehicles away from smaller lanes and improve signage to inform road users of 'no route to sea' etc.
Access only perhaps?
Large lorries should be prohibited from driving through the village on Bb2166. Businesses should be acquired to provide access to the main roads - A259 etc.
To have more signs to slow down the traffic. Some of the vehicles are so large. There is nowhere for oncoming traffic and walkers.
Lorries should not be using the roads as a cut-through to Bognor.
Large lorries (40T+) are numerous along the B2166, which cannot cope with this type of traffic.
Not sure of the solution other than reclaiming land and widening the road.
Somehow get rid of the lorries and make better exits on to the A27.
Try and persuade Nature's Way to use their land as direct access for lorries to their facility.
Large AFTK (Available Freight Tonne Kilometres: the measure of a flight's freight carrying capacity) should be banned from the road from and along B2166 and Vinnetrow Road to access A27 and by-pass and avoid the S Bend by the school.
Limit the size of lorries on the rural lanes.
Tractors to slow down on rural lanes.
BAN horseback riding on the road between Hunston & N. Mundham

Lighting

Light up Church Road
Streetlights around Palmer Place as there are none and better parking. Take the green verges away.
Slower speeds and lighting around St Stevens Church and mid Fisher Lane.

Maintenance

Paths
Wider road and fill potholes
Proper pothole repairs
Better road maintenance.
Road repair - especially potholes.
Repair road edges which have eroded to allow walking, cycling, and passing space.
Clear road signs
Potholes mended
Road repairs are urgent.

Repairing road surfaces to eliminate potholes etc.
Better maintenance of roads to reduce potholes, especially lanes/minor roads.
Widen Roads
Constant upkeep of painting the white road lines especially 'give way' markers
Mend the potholes and verges
Maintenance of footpaths and hedgerows on a regular basis.
Pothole and verge repair
Better maintenance of the highway - not just fill potholes, also maintain the road edge and trim verges.
Cut hedges / fill potholes.
Reduce grass verges to enable bikes/pedestrians access.
Keeping hedges and verges trimmed. Keeping ditches clear and free running. Regular repair of potholes and road edges.
Ensure verges are maintained and repaired
Over-hanging trees/bushes cut back regularly
Hedgerows cut back to improve visibility
Cycle paths and pavements along B2166 and improved trimming of hedges along pavements.
Overhanging foliage in village - pushes traffic over centre of road. Parking outside church horrendous. Road often blocked.
Cut back hedgerows.
Verges to be kept clear for pedestrians.
Footpaths cut back on a regular basis so they can be walked safely.
Ensure that all hedgerows that overhang roads are kept trimmed back - i.e. on Church Road and Fisher Lane
More hedging trimming and gutter cleaning.
Keep footpaths clear of foliage and brambles.
Keep verge cut back
Keep hedges trimmed.
Better maintenance of verges on minor roads so that pedestrians can move safely off the road.
Hedges cut more frequently.

Improving road safety

Enforce speed limits.
Speed limit for cars enforced
Enforcement of speed limits!
Speed bumps
Speed bumps
Speed cameras.
Speed limits.
Speed limits
Speed limits
Speed limit
30mph limit
Reduce speed limits
Lower speed limits.

Reduce speed limits.
 Lower speed limits.
 Lower speed limits.
 Lower speed
 Traffic calming.
 Reduce speed limits.
 Lower speed limit
 20mph limit.
 20mph limit in villages.
 A 20mph limit through the village.
 Reduce the speed limit to 20mph on back roads.
 Reduce speed limits to 20mph.
 Lowering the speed limit to 20mph.
 Traffic calming - reduce speed limit to 20mph in built-up areas. Mirrors on blind bends.
 20mph limit on rural roads; speed limiters to 20mph on large tractors; cycle paths/lanes.
 A 20mph speed limit- especially in Runcton Road, that is, Runcton /Mill Lane
 Traffic calming machine
 Lower speed limit, Digital speed signs
 The tractors speeding round the roads of Mundham
 Make road restrictions - humps to slow traffic down. It's an accident waiting to happen with the excessive speed! We have two schools with extremely poorly/unsafe access
 Slower speeds and lighting around St Stephen's Church and mid Fisher Lane - wider road and fill potholes
 Erect more flashing speed signs at entry and exit of villages
 Make drivers aware of being careful and slower on country lanes.
 More speed / lower speed restrictions
 Speed cameras / calming system in place.
 Imposed speed restriction on tractors using the main roads.
 Lower speed limits on roads through the village.
 Traffic calming to reduce speed.
 Lower speed limits on lanes. Farmworkers drive too fast, size of farm vehicles should be limited verges
 Reduce speed through village speed humps.
 Slower traffic through the main road.
 Reduce speed limits, plan in designated cycle routes, cut verges and fill potholes. Widen some of the rural roads as there is such an increase in traffic using them, they are too narrow and unsafe.
 Lower speed limit where houses are present.
 Increase the 30mph limit around the main roads in the village.
 Reduced speeds - maybe S.I.D so drivers can see how fast, in reality, they are driving?
 Neighbourhood traffic calming scheme worth looking into? Cyclists to wear helmets.
 Road calming system.
 Speed camera near school
 Speed is dangerous! Traffic lights get ignored! The path to Hunston is scary and unmanaged! No safe cycle lane especially with lots of young adults wanting to cycle more.
 Speed bumps within parish and support schemes that divert through traffic and 'rat run' traffic away from the village.

Speed bumps, one-way roads.
Reduce the speed of vehicles.
More speed enforcement, although no fatalities for several years now.
Post Office lane needs 30mph sign ALL the way, right round to join up with 30mph sign by Church car park.
Large signs to slow down.
30mph limit between Mundham and Mini roundabout on Houston Road
Make whole Runcton 30mph.

Ensure foreign drivers are aware of local road conditions and signage
Roundabout or second lights - box junction at School Lane. Bus stop creates jam the above would help that.
Control of farm/nursery related traffic. The A27 needs fixing!!
Put a Zebra crossing on Runcton roundabout joining the islands in the road. Get rid of all the lorries, maintain the footpath from Brookside Close along Lagness Road to Mill Lane. Make whole village 30mph in all directions. Put a speed camera between school and pub.
North about-A27 route freeing up A27 for local traffic, therefore alleviating rat run at North Mundham/Pagham Road.
Traffic lights for a pedestrian crossing at Brookside Close.
Less traffic
The main congestion in the village is caused by the Free School. Parents should not be allowed to cross over the road in their cars, causing delay to through traffic. The two roundabouts should allow only travel in one direction.
Less housing means less transport. Roads are not wide enough to handle large lorries.
Reduce through traffic.
No more development on narrow village lanes because the infrastructure can't cope with the traffic at the moment. Drivers driving too fast as well with no consideration e.g. Post Office Lane.
Get rid of through traffic.
Pulling onto the main road from both sides of North Mundham is quite dangerous. It requires some thought on how to improve this.
Less traffic
The blind corner on Pagham Road at top of Church Road by North Mundham bus stop needs a mini roundabout to get traffic to slow down. At present, the traffic speed around the corner is an accident waiting to happen.
Significant road improvements to accommodate high volumes of traffic.
Install pedestrian controlled crossings.
Width restriction on Marsh Lane
Traffic bollards to limit heavy vehicles in Marsh Lane (short cut to Merston). No places to pull into to allow very large vehicles or tractors to pass in the other direction. A new road to farms or industrial or agricultural sites should be considered.
Reduce through traffic/large lorries.
Widen roads in places.
More traffic lights
Several near misses cars coming out of school lane, coming into the village from Selsey roundabout need a large sign slow down on bend plus a sign for the left turn.
Traffic lights at roundabouts.

B2166 between Walnut Tree and Hunston roundabout needs major refurbishment (large lorries are causing severe wear and tear). Access from Mill Lane to B2166 left corner needs upgrading (large lorries are often across centre lane as they transit roundabout).

Well displayed signage as there is a school just off a nasty bend.
Clear road markings.

Other comments

Farmworkers can be reckless drivers.
Require nurseries to build dwell access to bypass.

5.5 APPENDIX 5

What should be done to help improve traffic issues?

Summary:

- Support for A27 improvement – northern route in particular;

A27 Problems and solutions

Hatched Lines on the A27 roundabouts so they are not blocked by through traffic

Traffic controls/traffic lights instead of roundabouts on A27 at peak times.

Traffic monitoring/control of beach traffic using the back-lane networks as cut-through. Car park/park ride south of the A27.

Encourage car share schemes.

Flyover at A27 roundabouts in Donnington and Hunston and Bognor (roundabouts).

Make all Pagham traffic use A259. Improve A27. Put a speed camera on Lagness Road between school and pub. Ban lorries.

Used as 'cut through' when A27 is blocked or congested.

Create a feeder lane onto the A27 westbound from Vinnetrov Road.

A27 congestion. Much discussion has been had with no solution from the council or government.

Dual carriageway ALL of A259 from Chichester to Bognor. Do something to improve access to Chichester across A27.

Banning overlarge and unsuitable lorries from narrow lanes.

Congestion on the A27 affects the Parish causing lengthy queues at peak times.

Cyclists and farm traffic to access a different route to keep traffic flow steady through the villages.

New link road to Bognor Road to take traffic away from small local roads.

The roundabout on the A27 to Pagham is deadly. Traffic lights are needed.

Better options for public transport but the main problem is the A27 through Chichester.

Speed restrictions should be implemented but effective ones - road signs are inadequate.

Build a better road structure to take Pagham traffic on to the A27. Pie in the sky, I know!

Widen rural roads to help cope with increased traffic.

Since the new housing development in the Bognor area, the A27 links are more congested. It is absolutely ridiculous not to be doing something to ease this. We desperately need a new by-

pass so that villages around can stay rural enough to feel comfortable. It used to take me 20 mins to get from N. Mundham daily to Midhurst. Now more like 40 mins!!!!
Dedicated access where possible for HGVs to avoid using minor roads.

Priority is the building of the A27 north of Chichester to help relieve present traffic problems and future ones.

Chichester Bypass should be routed north of city to avoid the problem of traffic from Selsey & Pagham having to queue to cross bypass or join seriously congested A27 to travel east or west and hence causing serious backing up through village of North Mundham. Ensure that any planning permissions given for housing estates or horticultural businesses etc. includes provisions for facilitating / ensuring traffic flow onto A259 which should in turn be upgraded to dual carriageway for its entirety.

A27 northern route

A bypass (northern or linked to the A27)

A27 Northern by-pass.

Northern by-pass

Build a new northern bypass.

A27 Northern bypass; review 'residential' planning permissions at Lakeside Holiday Park - it has become a large village; improve liaison with Arun as most traffic on B roads comes to and from Pagham/Bognor/Aldwick.

A27 northern bypass!

Build the A27 northern by-pass urgently.

Build a northern by-pass - cut pollution.

Northern by-pass is a must.

A27 Northern by-pass - would reduce traffic south of Chichester and ease congestion on 'feeder' roads to the south of Chichester.

A northern by-pass.

Better access to the A27. A northern by-pass to cut congestion.

Northern by-pass.

Northern A27 by-pass.

A northern by-pass.

A northern bypass to the A27

Northern bypass

Better road system (A27 Northern Bypass).

A27 Northern route is a major answer to ALL of Chichester District's problems.

Build a northern by-pass.

Build northern route A27 by-pass.

Upgrade bypass - north and south.

Sort out the A27 issue. Stop further developments using huge lorries which have to drive through. Extend

A27 by-pass

Improvements to A27 and A259

Need a solution to A27 problem - northern bypass and improvement of Bognor Road (A259) to reduce the use of B2166 by traffic from Bognor Regis.

Major improvements to A27.

Send traffic to A27

A27 sorted to remove all through traffic

Improvements to the A27 to avoid long tailbacks of traffic right back through the village at peak times

Improved junctions on A27.

Sort A27

Improve the A27 so that traffic keeps flowing.

Until A27 is sorted, there is NO way. They need flyovers along A27, that's the only way. They have done it in other places.

Improve A27 and all access roads onto it.

Alleviate traffic problems on A27 and then village would not be used as an alternative route. The free school has caused traffic issues.

The B2166 is being used as a way to avoid the A27 more and more. This will only get worse until we get a new A27 North of Chichester. Fill in the old canal along B2166 and make a cycle route.

Better route Pagham/Bognor to A27, improvement of A27 southern route.

A27 problem being solved would be a start and build less houses until the infrastructure can cope.

A27 should be upgraded and sent north of the City

A27 Improvements

Sort out the by-pass

Have a bypass and avoid a rat-run from Bognor where cars try to avoid congestion at Bognor roundabout on A27.

Improve the Chichester bypass to ease traffic congestion.

Development and impact on traffic

Stop all house building south of A27 until the Chichester bypass problems are resolved.

Stop building so many houses on adjacent roads without the local infrastructure / roads / buses etc.

Stop building more houses in Pagham.

Less houses - less cars.

Fewer houses to be put up. The more houses put up, the more traffic. How will our roads cope!

The problem is the building of houses in other parishes passing through the village.

With all the new Pagham Houses being built an already busy and lorry laden road will suffer.

No additional housing south of A27 without significant improvements to existing roads, including the A27, or construction of new roads.

Stop building more houses.

More footpaths constructed.

Stop building so many houses and large lorries using our roads.

Less houses - less cars.

Reduce the number of houses being built!

Reducing housing being built 'Pagham', 'Bognor'; that then pushes more traffic onto roads.

Stop building more houses

Stop building houses.

No further increase of housing on the manhood peninsula until improvement of all aspect of supporting infrastructure has been completed - roads, drainage

Better thought and planning on infrastructure issues such as schools, businesses, trading estates etc. affecting traffic.

Also, better road planning (A27 debacle).

More accurate forecasting of future transport needs.

Issues linked to Vinnetrow

Ease off lane going left on Vinnetrow from the layby.

Vinnetrow Road exit is unsafe and causes congestion at other exits.

Outside of village by-pass issues need to be sorted.

Bognor roundabout should have traffic lights as it involves taking your life into your hands to turn out of/or into Vinnetrow Road.

Plan to reduce through traffic on 'B' road. Access only or one way.

Improvement of Bognor Road roundabout so through traffic would go along Vinnetrow Road, e.g. hamburger/doughnut roundabout.

Better organisation at pick-up time for the Free School.

Better access to A27 from Vinnetrow Road to reduce queues and take traffic away from North Mundham.

Traffic coming through the village, morning and evening, is appalling. Access towards Chichester via Vinnetrow Road is impossible due to congestion at the Bognor Bridge roundabout.

Sidewalk/improvement needed along Vinnetrow Road and also along the road by the New Free School B2145. I have seen pedestrians almost hit by cars on both these and in particular, am concerned for school children's safety. Also, reduce speed limit or place speed bumps along Vinnetrow Road as there is lots of speeding and it is very unsafe. Also, the Bognor roundabout!
- A death trap!

Other comments

Homeowners getting out and clearing the front of their properties. Would help just a little thinking of others on their part!

No idea how it can be improved! Usually not an issue but when it gets blocked up it's very busy. It's not usually an issue except now the Free School needs two lanes so that those queuing to turn left can have their own lane.

Too many cars on the road

Top road

I actually don't have an answer as traffic is congested everywhere and already impacts on North Mundham.

Less agriculture machinery movement on this road and better access to town.

Due to summer traffic heading to Witterings, this has now pushed more traffic onto local roads.

To remove unnecessary car journeys, promote car ride share.

Probably out of your hands in reality? May be worth looking into a neighbourhood traffic calming scheme (Boxgrove's one has been very effective). Talk to Chris Dyer at WSCC?

Have no answer to that

Poor access into Chichester huge traffic tail backs.

Most congestion is in the summer months or when there is an accident.