

# TRANSITION HASLEMERE

*Our Community - Our Environment*

## Local Transport Survey – Nov 2011





# Background

- ❖ The questionnaire was developed by the Transition Haslemere Transport & Energy Group to gather input for future strategy.
- ❖ Administered on-line to TH supporters and face-to-face (at the Farmers' Market) to the general public during Summer 2011.
- ❖ 131 local people responded; 112 on-line (9 failed to fully complete the full questionnaire), 19 F2F.
- ❖ It should be recognised that this is not a representative sample of Haslemere residents but the majority are representative of those residents who care enough about Haslemere and its environment to support the ideals and aims of Transition Haslemere.



# Summary (i)

- ❖ This questionnaire was voluntarily completed by residents of the Haslemere area, while this sample does not purport to represent the whole community (particularly those who commute and with young families).
- ❖ It is likely to be a fair representation of those who are active within the Haslemere community and as such should provide useful guidance to projects such as the Haslemere Design Statement and Transition Haslemere transport priorities.
- ❖ It is recognised that the nature of Haslemere - its terrain, road history and location - make sustainable transport a challenging issue. Cars are currently seen as essential by many who live in the area, particularly given the perceived weakness of local bus services for both those in town and in local villages.

# Summary (ii)

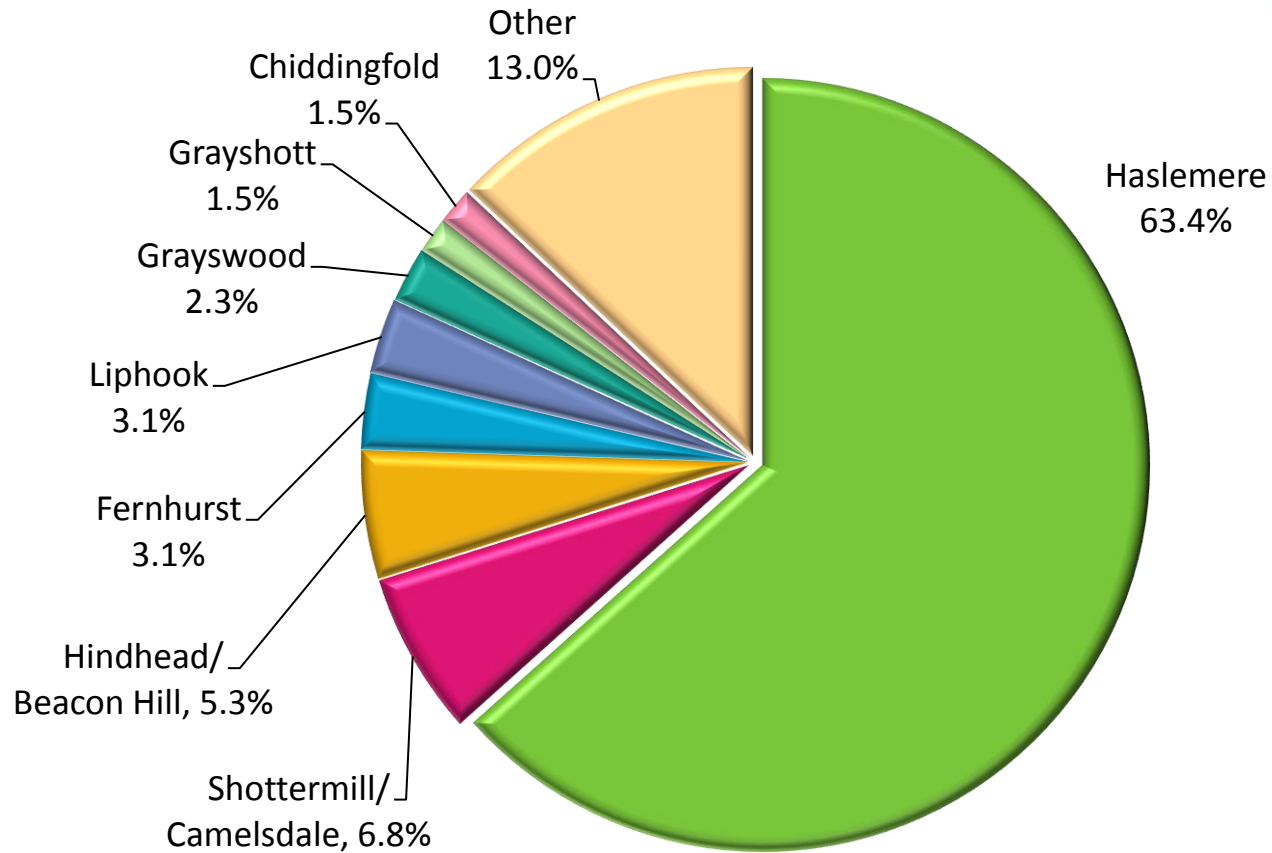
- ❖ There is, notwithstanding the geography, strong support for the introduction of measures to increase the sustainability of our transport.
  - Promotion of cycling through the introduction of cycle lanes and the increasing safety of cyclists. This is likely to be of great value given the relatively high level of cycle ownership.
  - Provision of more and more frequent bus services, particularly small local lower cost services such as shuttle buses, commuter buses, local short journey buses, park and ride, as well as better use of Hoppa bus services.
  - Measures to calm traffic and increase pedestrian safety. Suggestions include 20 mph zone, reduced speed limits and increased pedestrianisation of central areas.



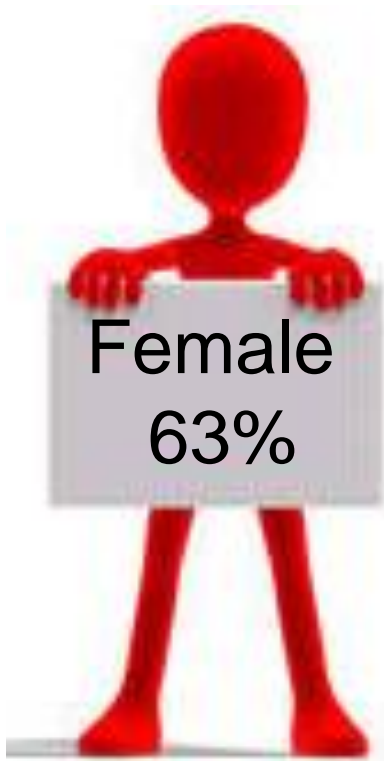
# Summary (iii)

- ❖ Recognition that sustainability is not necessarily uppermost in peoples minds - through ignorance, indifference or lack of thought.
- ❖ Continuing focus on education, highlighting the need for sustainability and its benefits should be a priority for the appropriate bodies including voluntary groups such as Transition Haslemere and both local and borough councils.

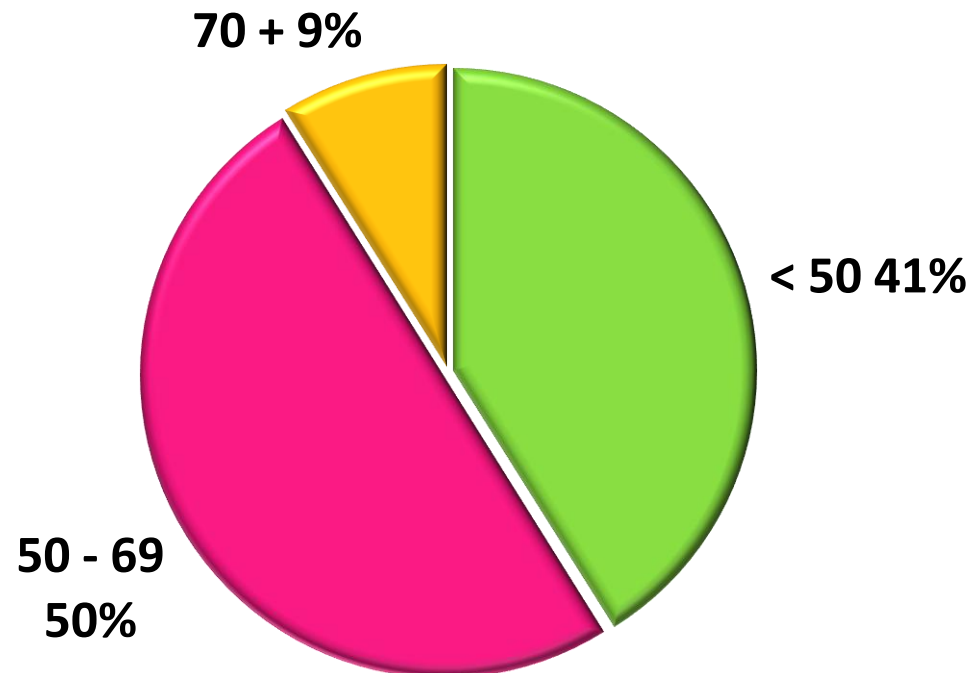
# Where do you live?



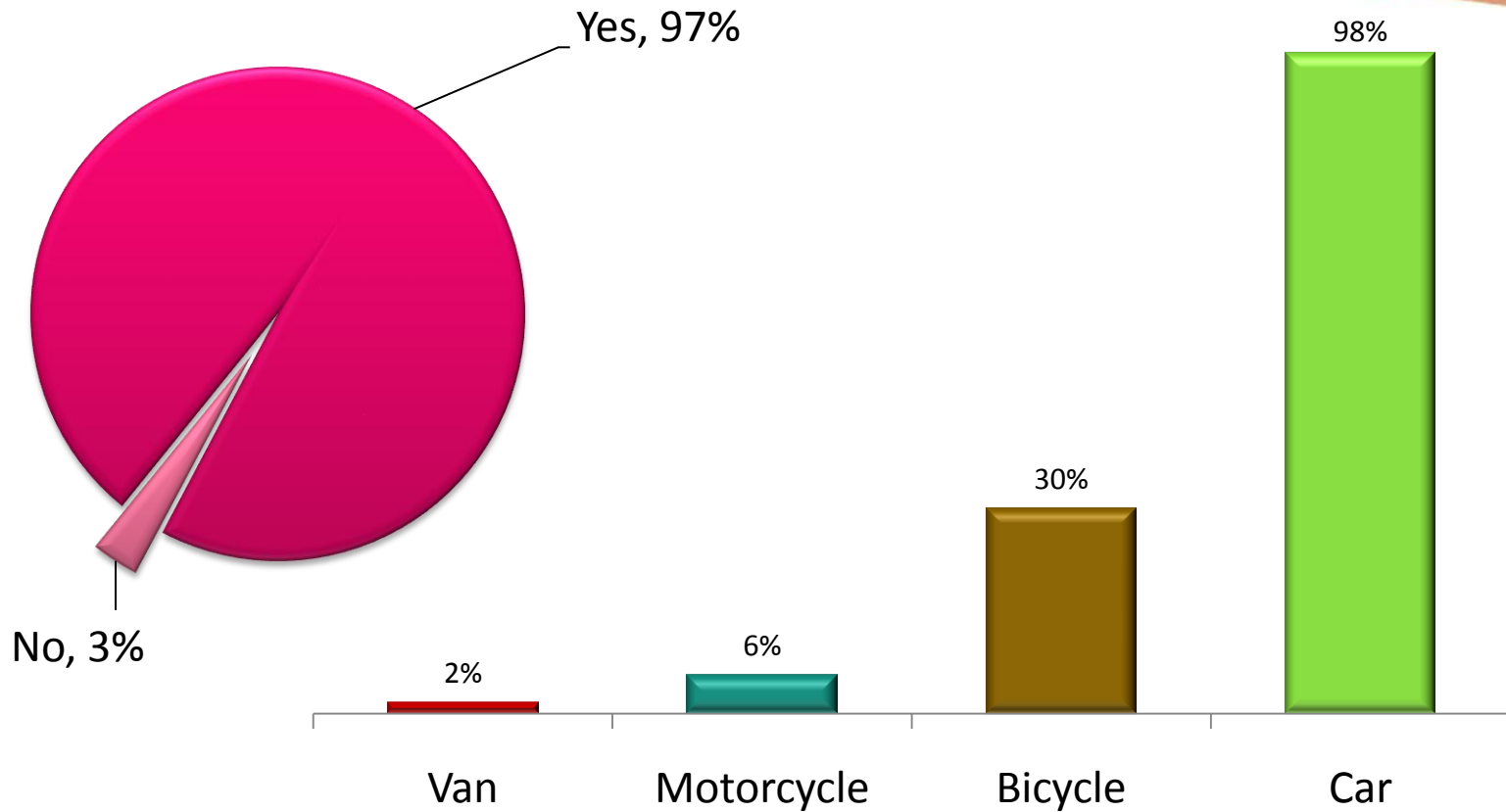
## GENDER



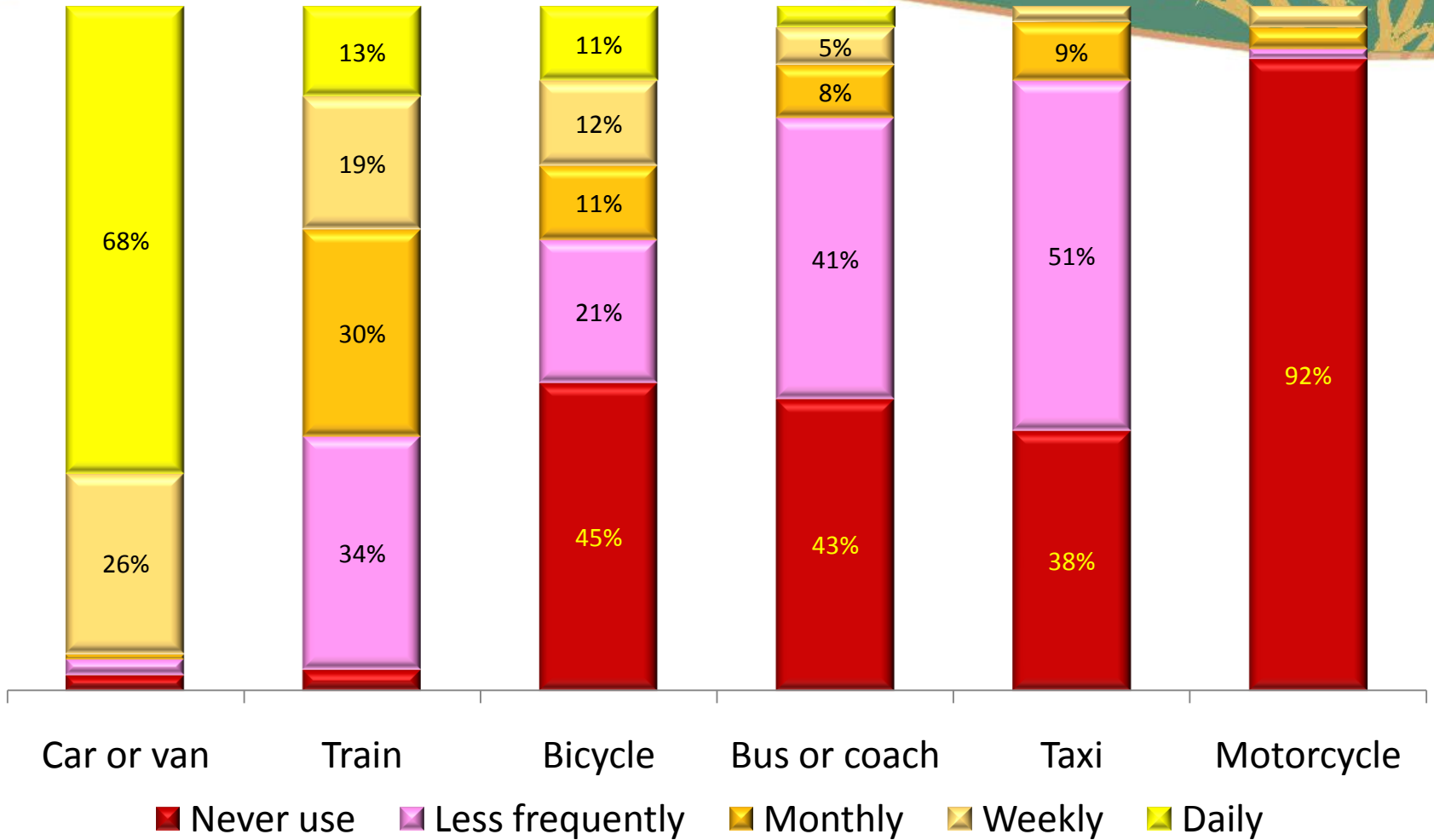
## AGE



# Do you personally own or have use of a car, van, motorcycle or bicycle?



# How often do you use the following types of transport?

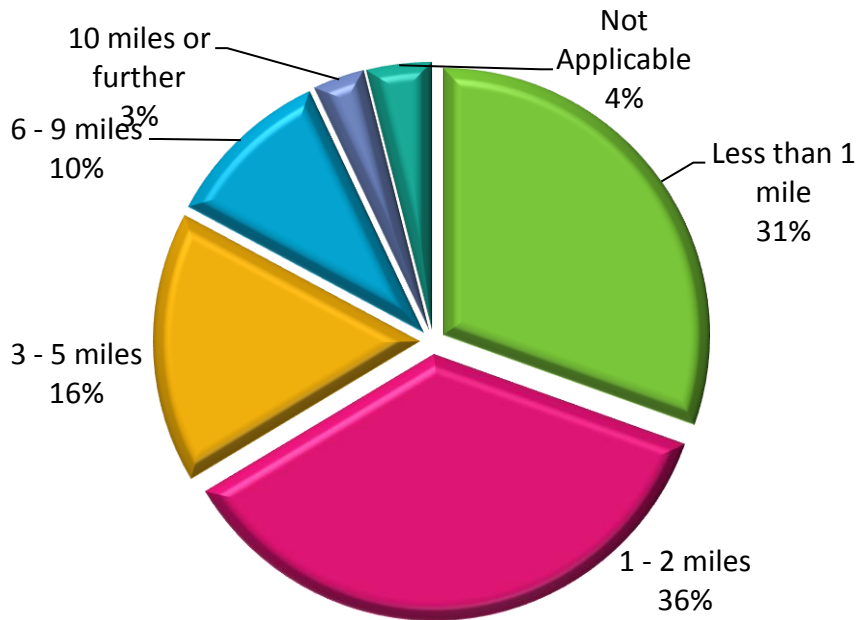




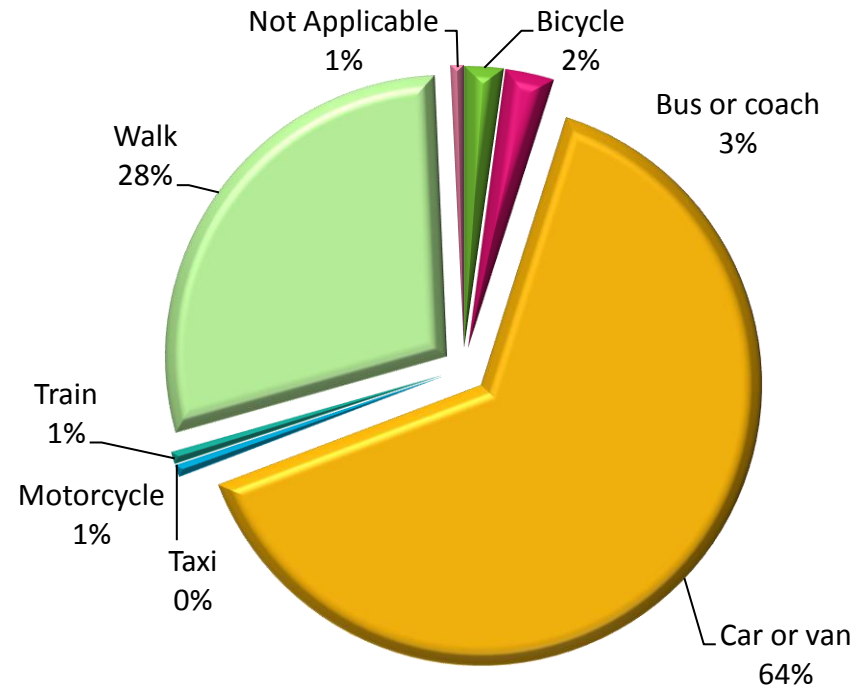
# How far do you most frequently travel for the following journeys and which method or methods of transport do you most frequently use?

## Regular Shopping

### DISTANCE



### METHOD OF TRAVEL



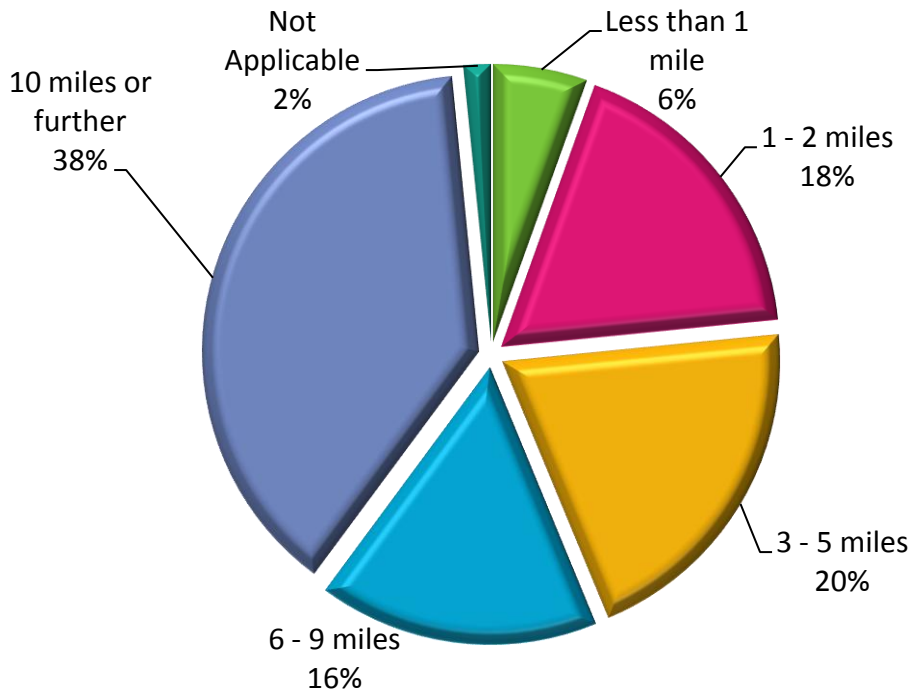
Sample size: 128



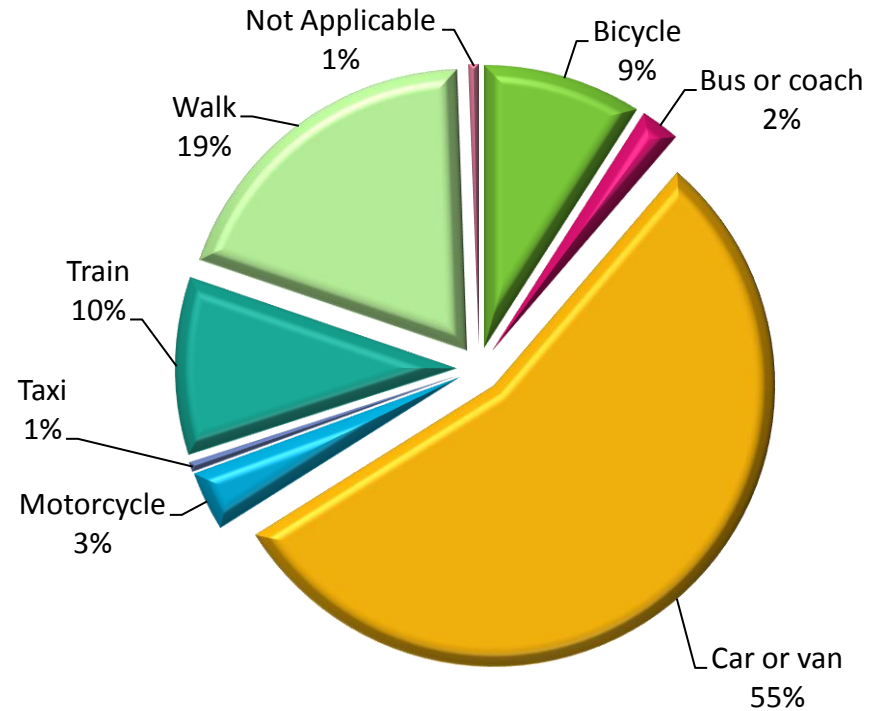
# How far do you most frequently travel for the following journeys and which method or methods of transport do you most frequently use?

## Leisure Activities

### DISTANCE



### METHOD OF TRAVEL



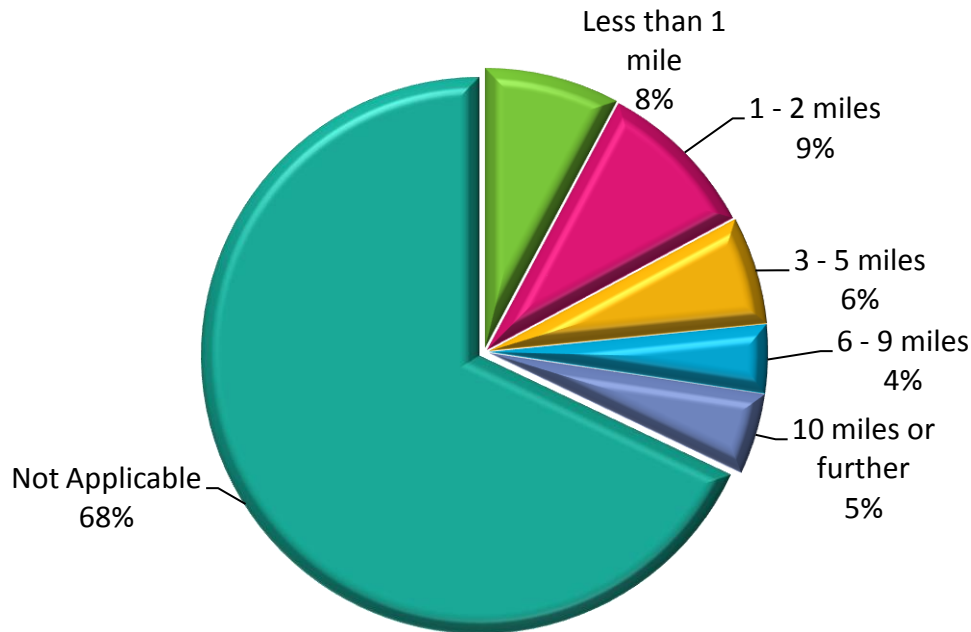
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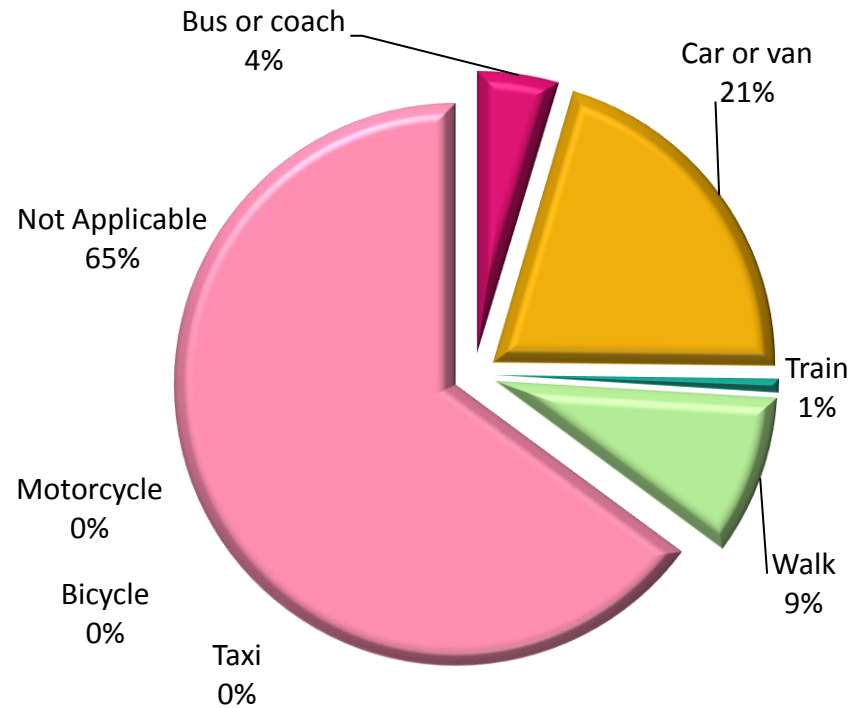
# How far do you most frequently travel for the following journeys and which method or methods of transport do you most frequently use?

## School Run

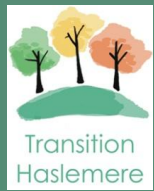
### DISTANCE



### METHOD OF TRAVEL



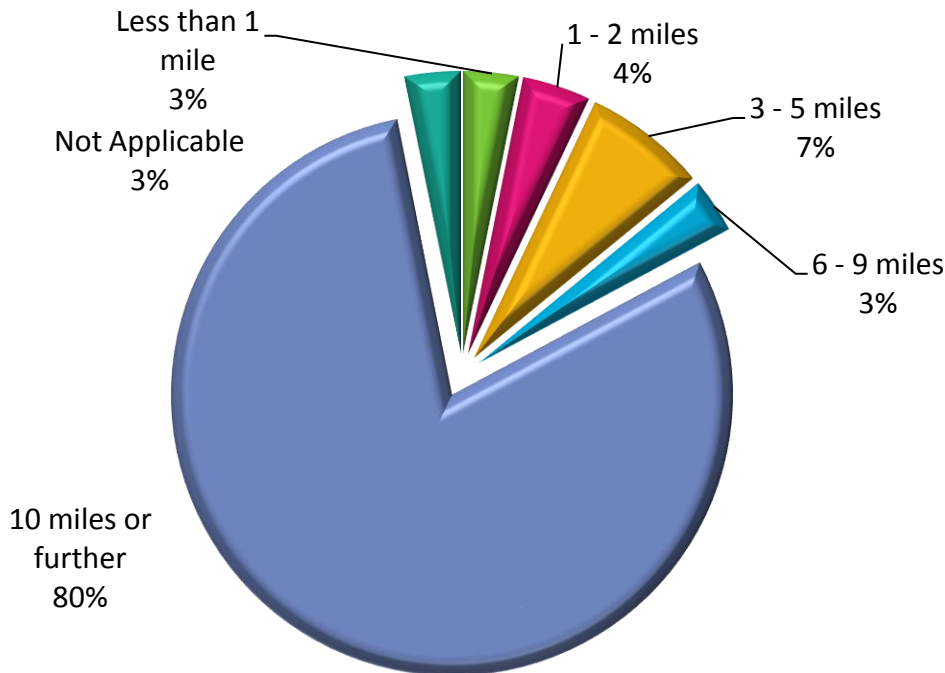
Sample size: 128



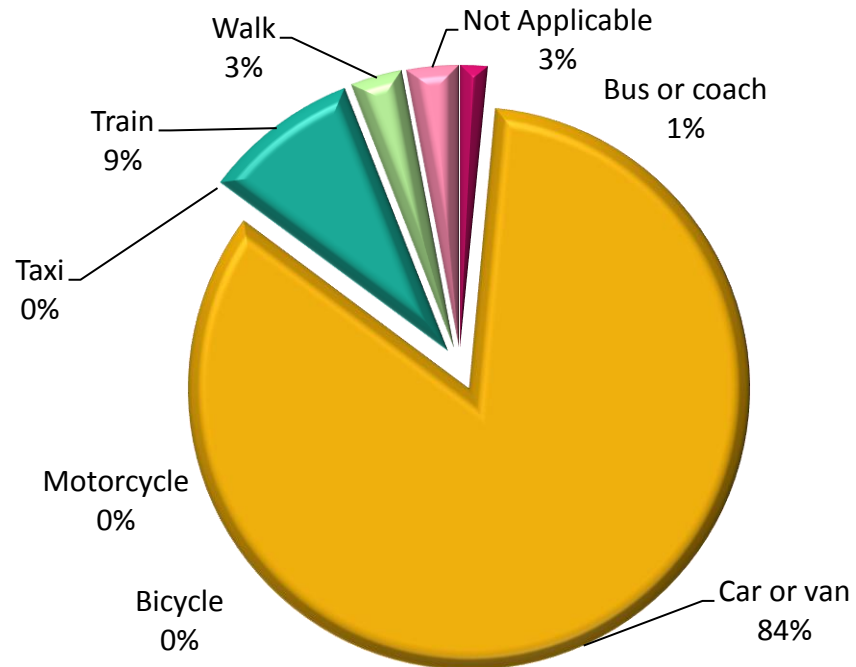
# How far do you most frequently travel for the following journeys and which method or methods of transport do you most frequently use?

## Family Visits

### DISTANCE



### METHOD OF TRAVEL



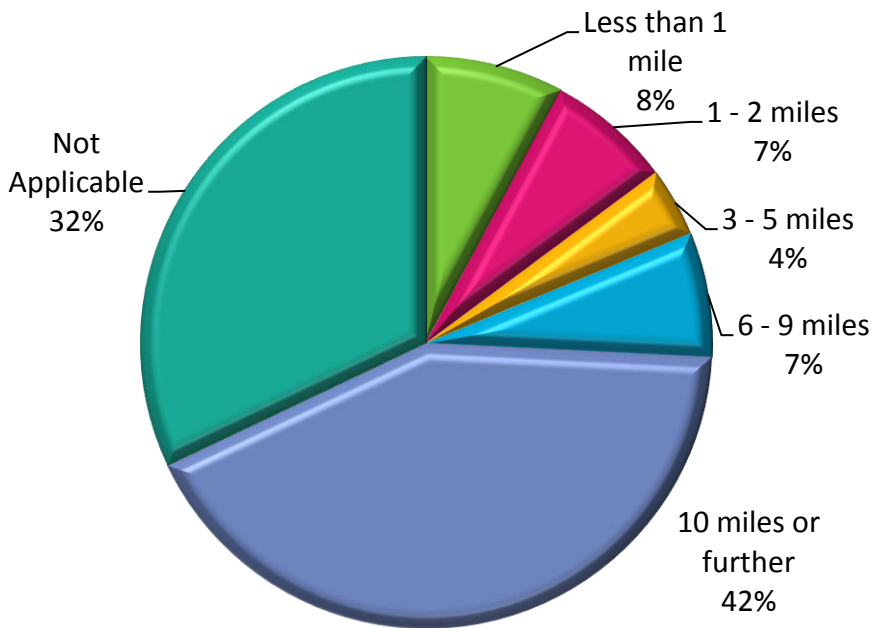
Sample size: 128



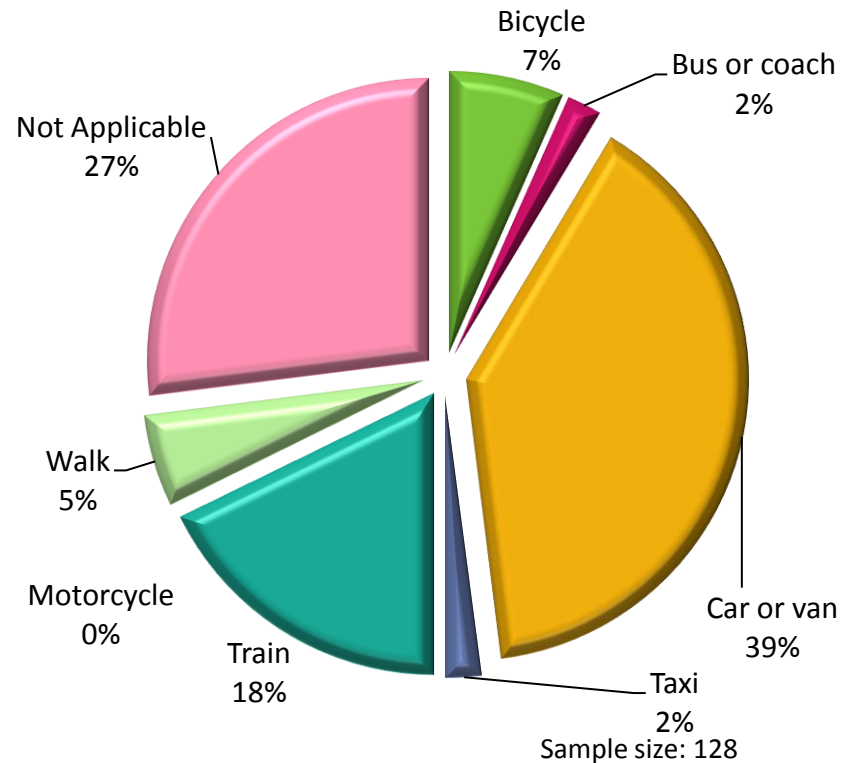
# How far do you most frequently travel for the following journeys and which method or methods of transport do you most frequently use?

## Work

### DISTANCE



### METHOD OF TRAVEL





# Travel Usage Summary (i)

- ❖ Car usage is predominant with 97% owning or having use of a car and two thirds use it on a daily basis.
- ❖ Just under 1/3<sup>rd</sup> have access to a bicycle, the majority of whom use it on a monthly basis.
- ❖ Around 60% of the sample use buses, albeit infrequently.
- ❖ Most regular shopping is done either on foot (28%) or by car (64%) as, for the majority, it is done within a couple of miles of their homes.
- ❖ Leisure activities are more distant with 38% travelling 10 miles or further. Of those taking place nearby (24%) a large proportion walk, otherwise the car (or van) is used.

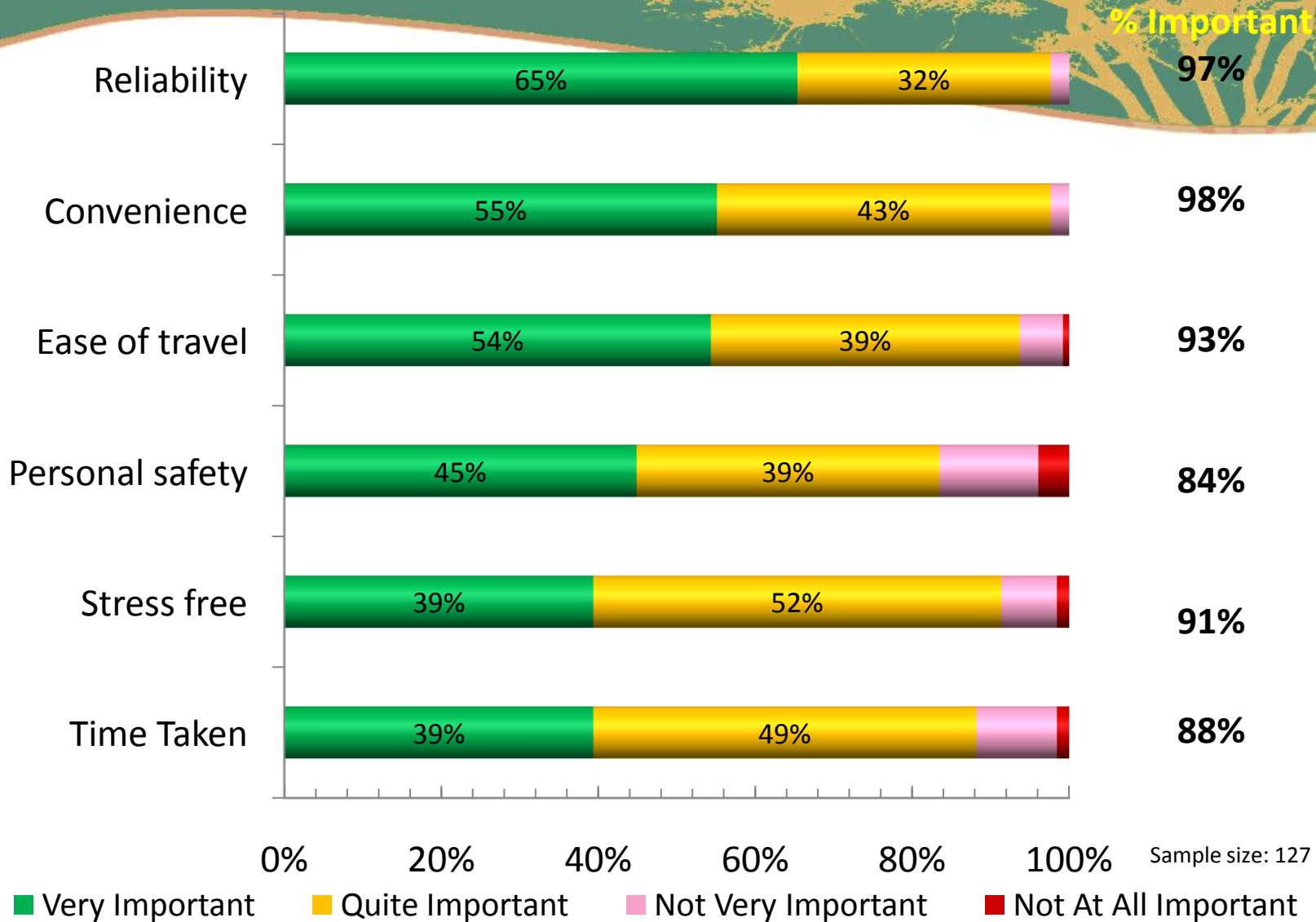


# Travel Usage Summary (ii)

- ❖ For those doing a school run, the car is most likely to be used (21%) followed by walking (9%). Bus, coach or train are only used by 4%.
- ❖ Families tend to live further afield with 4 in 5 families being over 10 miles away. Consequently the vast majority (84%) use the car. Less than 1 in 10 using the train.
- ❖ The train (18%) is used most for getting to and from work, but it is still used less than a car or van (39%).



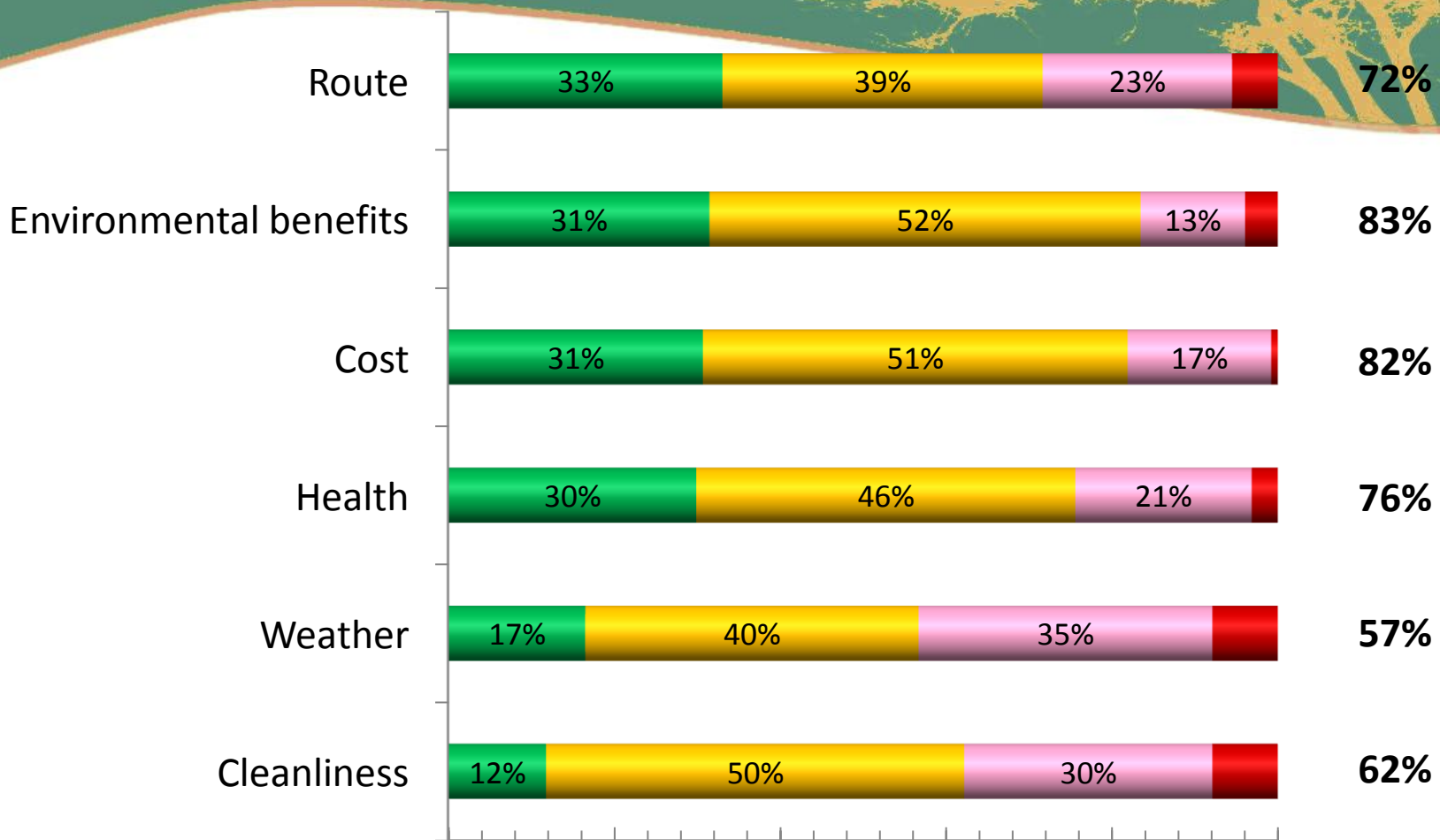
# How important are each of the following factors when you choose how to travel?





# How important are each of the following factors when you choose how to travel?

% Important



0% 20% 40% 60% 80% 100% Sample size: 127

Very Important    Quite Important    Not Very Important    Not At All Important

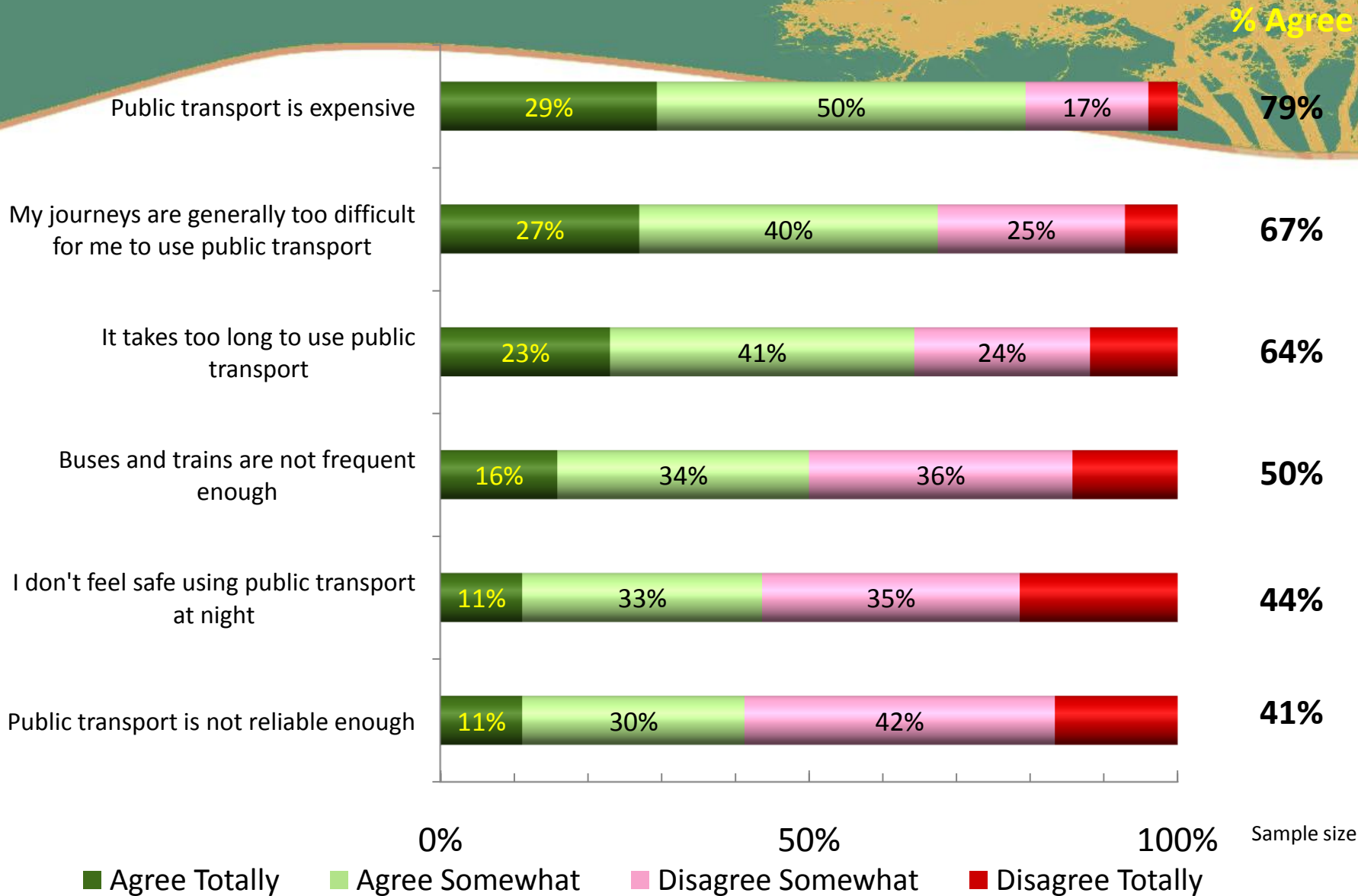


# Travel Choices Summary

- ❖ Travel is generally done for a purpose and therefore it is not surprising to see factors that fulfil that purpose as being the most important reasons when making travel choices.
- ❖ Reliability, convenience and ease of travel are (virtually) universally the most important factors when choosing how to travel.
- ❖ Personal safety, having a stress-free experience and the actual time taken are the next most important factors.
- ❖ The actual route taken, environmental benefits and cost are important, but less so.
- ❖ Cleanliness, the weather and personal health are the least important factors when deciding how to travel on any given journey.



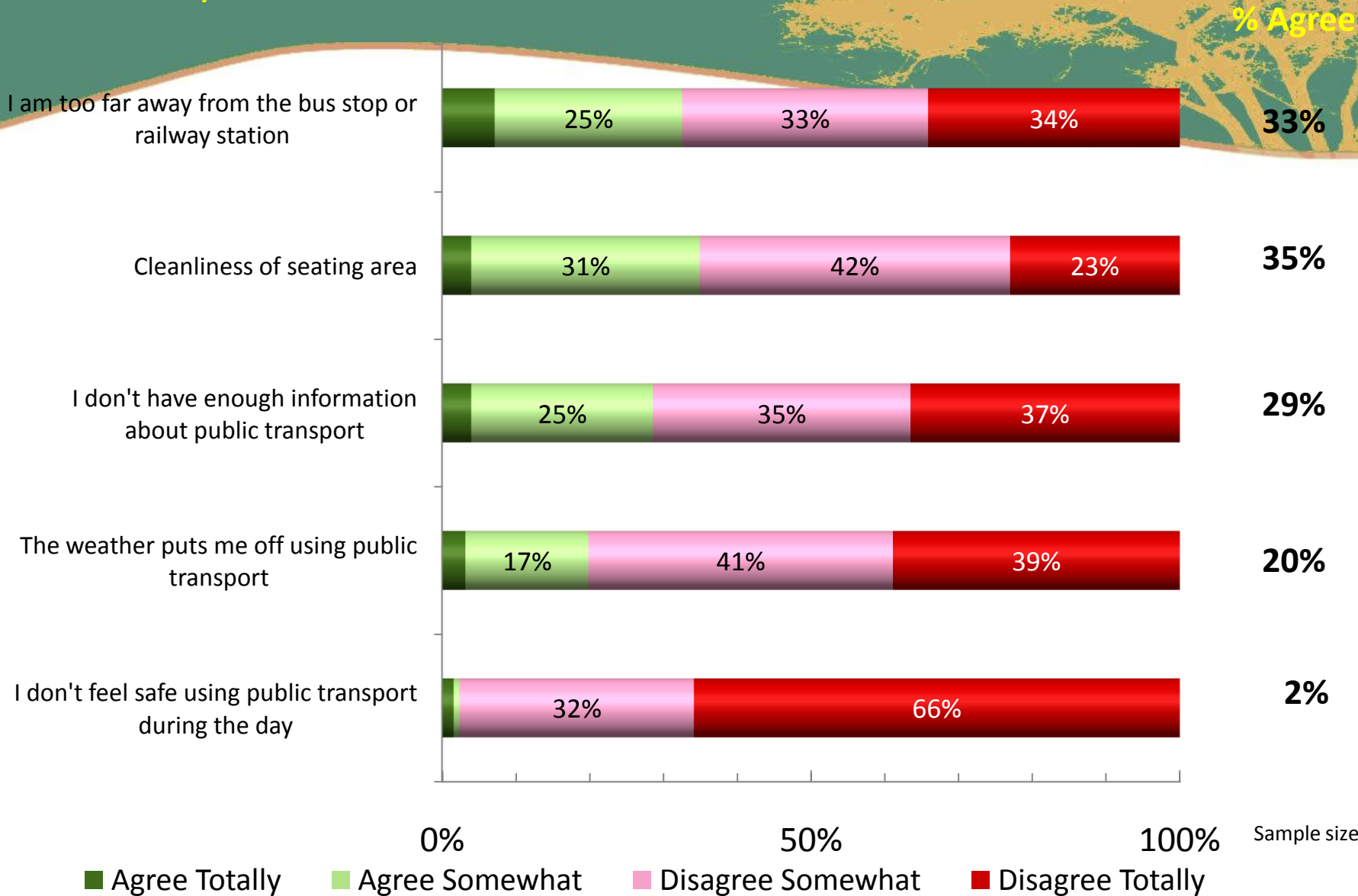
# How much do you agree or disagree with each of the following reasons which people give for not using public transport?



Sample size: 126



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Sample size: 126

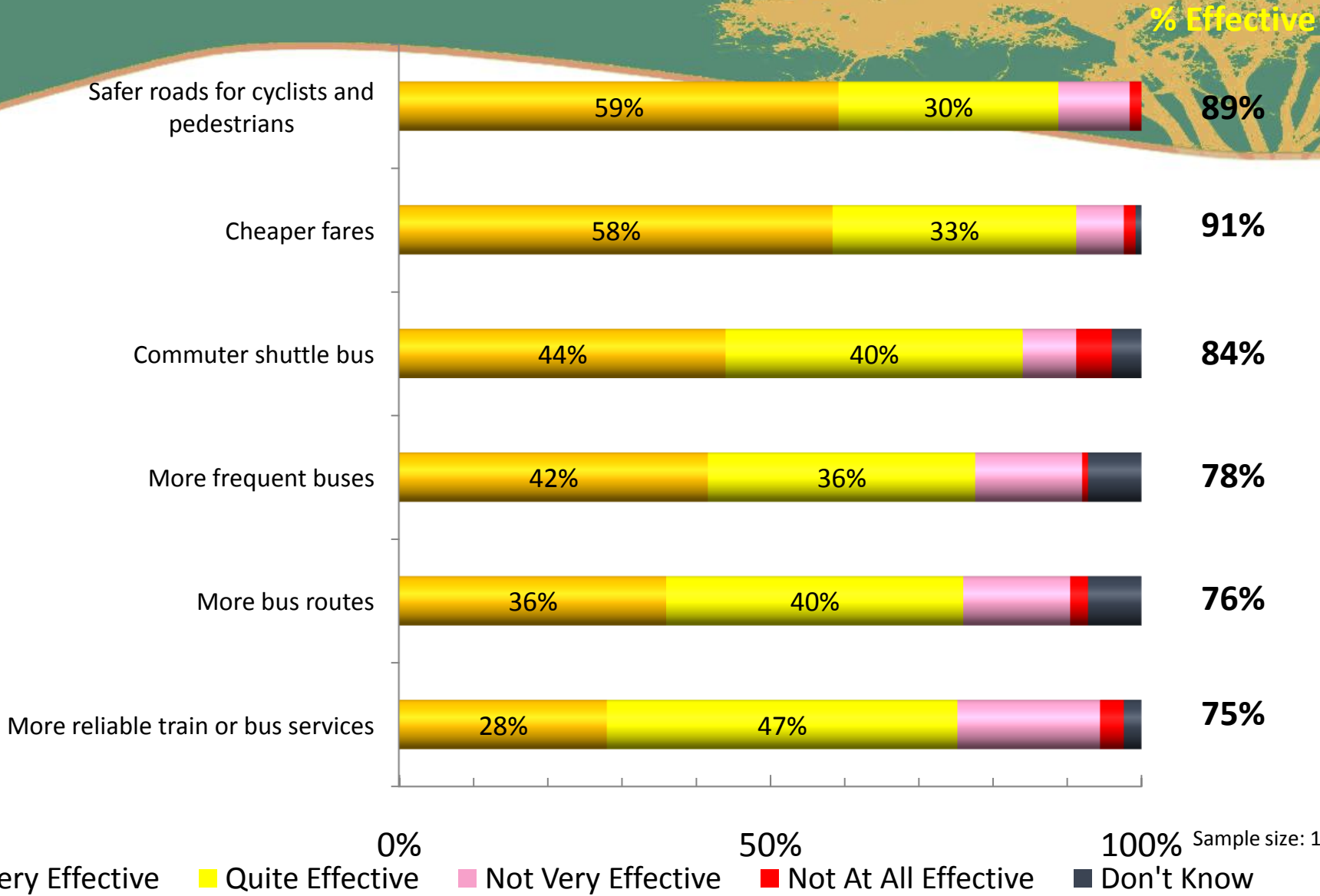


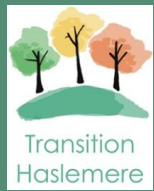
# Public Transport Attitude Summary

- ❖ Among reasons for not using public transport, cost is the most significant with over 3 in 4 agreeing with the statement.
- ❖ Frequency, journey complexity and the length of journey time are also significant barriers to using public transport for over half of respondents.
- ❖ While there are only minority concerns about personal safety on public transport during daytime these concerns increase significantly at night to nearly half the sample.
- ❖ The weather is not a significant dissuader for using public transport, nor are concerns about cleanliness.

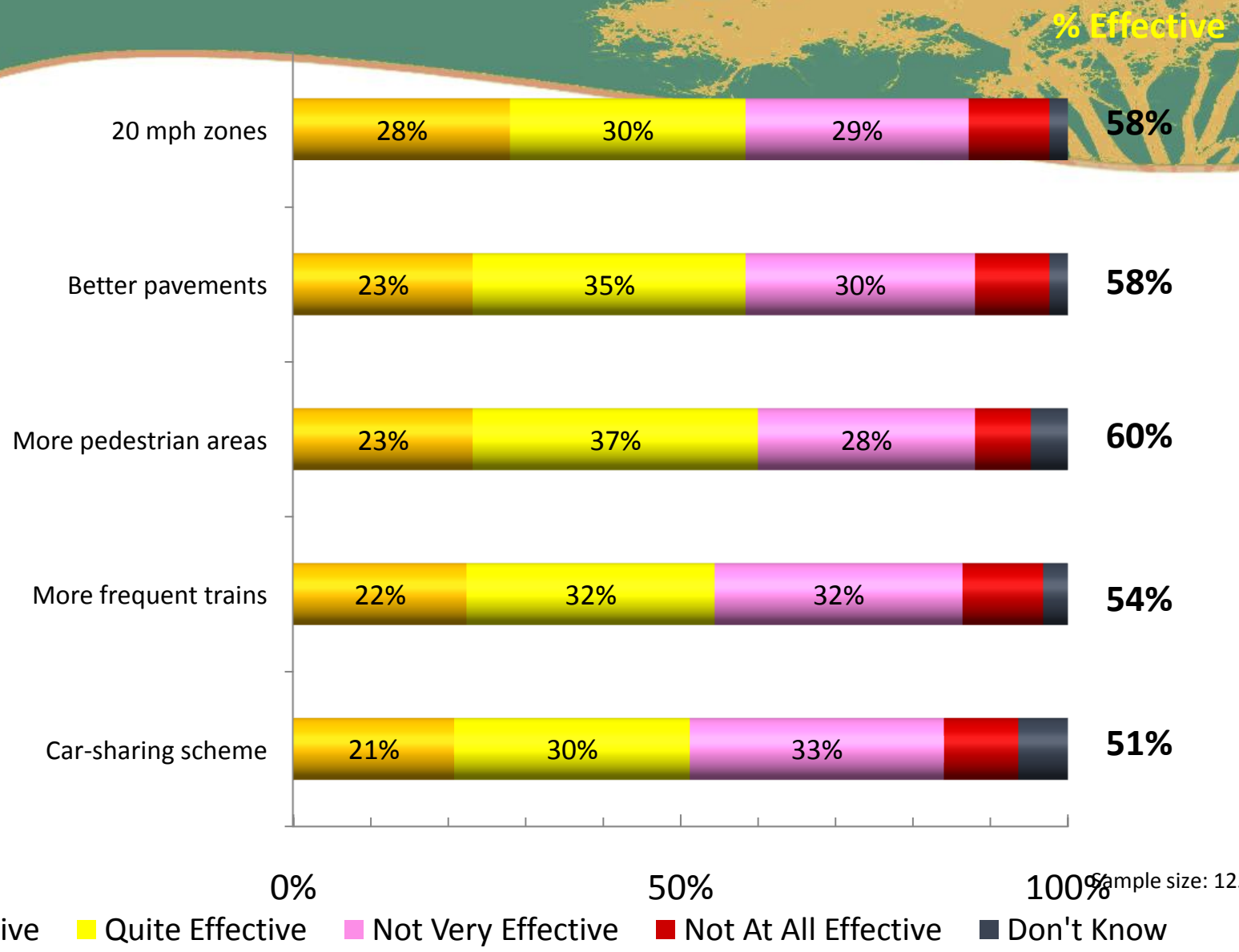


# How effective do you think the following initiatives would be to encourage sustainable transport use in Haslemere and the surrounding area?





# How effective do you think the following initiatives would be to encourage sustainable transport use in Haslemere and the surrounding area?



Sample size: 125



# Initiatives Summary

- ❖ Haslemere residents were generally very responsive to suggestions to encourage the use of sustainable transport within our area.
- ❖ Virtually 9 out of 10 thought that making our roads safer for both cyclists and pedestrians would be effective.
- ❖ Buses were seen as an obviously effective way of becoming more sustainable but they need to offer cheaper fares, more frequent and reliable services, with more routes including commuter shuttle buses.
- ❖ Car sharing schemes were not seen as being particularly effective and neither was a more frequent train service.
- ❖ Over half those questioned supported a 20 mph speed limit with better pavements for pedestrians and more pedestrian areas.



# What do you think are the main barriers to sustainable transport (walking, cycling, public transport) in the Haslemere area?

- This is a summary of the verbatim comments with regards to the major barriers to sustainable transport in Haslemere.

In order of frequency of mention:

- ✗ The hilly terrain and geographic nature of Haslemere's location
- ✗ Frequency and availability of public transport (particularly buses)
- ✗ The traffic density, speed and danger to other road users (cyclists, walkers)
- ✗ Lack of cycle routes, cycle safety and lack of cycle facilities
- ✗ Cost of public transport (particularly bus fares)
- ✗ Road network; narrow, poor
- ✗ Public indifference, ignorance and attitude to sustainability
- ✗ Lack of pavements, pedestrian crossings
- ✗ Plus other less frequently mentioned concerns



## *What suggestions do you have for improving sustainable transport in the Haslemere area?*

- ☐ This is a summary of the verbatim comments with suggestions for improving sustainable transport in Haslemere.

In order of frequency of mention:

- ✓ Cycle Lanes and cycling routes
- ✓ Shuttle buses, commuter buses, local short journey buses, better use of Hoppa bus service (including Park & Ride)
- ✓ Cheaper public transport
- ✓ Better bus services
- ✓ 20 mph zone and traffic calming
- ✓ Pedestrianised areas
- ✓ Plus other less frequently mentioned suggestions



## What do you think are the main barriers to sustainable transport (walking, cycling, public transport) in the Haslemere area?

- 1 dangerous roads for cyclists perceived ignorance re public transport
- 2 money
- 4 no adequate cycle paths, less traffic
- 5 dangerous roads intimidating for cyclists bendy roads, fast drivers
- 6 Roads too dangerous for children
- 7 location
- 8 location of Haslemere
- 9 convenience, dangerous/fast roads
- 10 poor bus service, only good N-S train routes, hilly terrain, no bike lanes
- 11 The geographic difficulty of the area. Rural and very hilly too. These plus the level of traffic make walking & cycling less attractive at least for the over 60s. Frequency of public transport is a further major issue but, above all, the sheer comfort and flexibility of cars is simply unbeatable.
- 12 Not enough public transport Dangerous of cycling
- 13 Easier to rent bikes, more encouragement. Bicycle training
- 14 Attitude of car drivers Hilliness
- 15 People in 4 wheel drive cars Human laziness
- 16 Potholes, Busy narrow roads; dark - particularly in winter, lack of maintenance of existing lighting
- 17 Traffic lane for cyclists Roundabout in Weyhill
- 18 Geography. Increased housing. Laziness.
- 19 Inertia Lack of commitment
- 20 time and money
- 21 Hills and narrow roads
- 22 No safe routes for cycling, personal safety is an issue, too many cars driving too fast.
- 23 The cost of public transport, especially train is so expensive. Cycling and walking along narrow country lanes can be dangerous.
- 24 selfishness! drivers getting more and more rude and less and less patient.... also lorries delivering whenever it suits them and blocking the road with no regard for other people's passage.



## What do you think are the main barriers to sustainable transport (walking, cycling, public transport) in the Haslemere area?

- 25 the infrequency and unreliability of public transport. it would cost me a lot more and take a lot longer to get to and from work if I used public transport.
- 26 Not enough convenient cycle racks to park & lock up a bike. Pavements that run out so you have to keep stopping to cross the road when walking.
- 27 Roads are too dangerous for cycling. Buses are much too expensive.
- 28 Un reliable, cost, access with pram or for wheelchair users
- 29 Distances between towns are quite far and often mean lots of changes making bus travel complicated. Toads outside towns are too fast. WOULD REALLY APPRECIATE SOME CYCLE PATHS
- 30 Convenience of use & frequency.
- 32 No significant barriers to walking within Haslemere. Traffic and lack of cycle paths/lanes are a barrier for cycling for less experienced and casual cyclists.
- 34 Roads too narrow and congested for comfortable cycling. Public transport expensive and getting more so
- 35 Too much traffic and speed of traffic, not enough consideration given to pedestrians.
- 36 Walking - loads of roads without pavements
- 38 fast cars on narrow roads make cycling hazardous. Steep hills make walking/cycling to/from nearby villages not feasible
- 39 more frequent buses - public transport with good connecting links in the Haslemere area.
- 40 Too much acceptance of the overriding importance of the car - especially by 4x4 drivers in Haslemere! On-road parking should be severely reduced and people encouraged to pay for parking in car parks. The High St and West St are now especially bad; at the latter location drivers regularly mount the pavement even when pedestrians are clearly using it! West St. should be "pedestrianised" from junction with High St to exit from car park behind Waitrose, access only for deliveries and disabled drivers.
- 41 The ONLY buses to and from Petworth/Haslemere run during CC school term dates and school hours. They are expensive and take literally hours longer than the 15 min car journey (they go via Midhurst). It is impossible to get home from Haslemere by bus after about 4 pm which is useless when one has to work or children finish school later. Cycling the distance would be realistic but for the fact that it is terrifying cycling with children on our local roads. The train is very expensive, crowded and unreliable.
- 42 My main reason for not using the trains is the cost.
- 43 Too many hills in the area to make cycling an attractive option for many of us.
- 44 I think a lot of people today are time-pressured so we tend to favour the quickest, most reliable and most convenient method to minimise wasting valuable time.



## What do you think are the main barriers to sustainable transport (walking, cycling, public transport) in the Haslemere area?

- 47 Busses to infrequent and too costly. Bus services to Grayshott finish at 6:30 pm !! Crazy Commuter bus service that runs regularly with better hours. Should do a survey of car users at Haslemere station and see what they would use
- 48 The distance people live from where they work. The hectic nature of our lives which doesn't leave enough time to use public transport.
- 49 fear of roads for cycling, lack of pavements in some places. Tons of car parking available
- 50 need dedicated cycle paths as most roads far too narrow and dangerous: ditto to a certain extent for pavements
- 51 The hills, traffic and lack of cycle lanes put me off using a bicycle. The Buses tend to take to long to travel any distance. The Rail service is great apart from the cost is too high
- 53 Cost, frequency and reliability of the public transport system. I can walk from home to Haslemere town and do so, but to go to Godalming or Guildford or further afield I use the car because it is quicker, easier and I don't have to time my journeys to the train times. I think I would be more inclined to try if the cost of local journeys was much cheaper - then it would be an incentive to try and use the train more. My 16 year old uses the train a lot - but not the buses because he says he has no idea where they stop or when to push the button to ask them to stop, I'm not sure what you can do about that - but I wonder how many other youngsters feel the same? Certainly his group do.
- 54 the cost and frequency are very expensive & not reliable enough
- 55 There are too many hills, therefore walking, particularly with bags of shopping is not possible for anyone other than in the flush of youth!
- 56 local terrain and busy narrow roads not cycle friendly for inexperienced and children. not enough secure cycle storage at stations. public transport only serves main hubs with any useful frequency - many destinations not served well. I may be ill informed but have never seen any buses at the supermarkets.
- 58 The train services are excellent so there is no barrier. Bus fares are VERY expensive and I never use them. The roads are often narrow and busy for cycling (my son is a very keen cyclist). Cycle lanes are imperative if we want to encourage more people to cycle. I walk by choice anyway except for my weekly shop but do live in a convenient location.
- 59 Though I'd like to, I don't cycle as I live on the Hindhead Road which is steep and very dangerous for cyclists. Buses are unpredictable.
- 60 Poor roads & footpaths, no cycle paths
- 61 Hilly locality, amenities too far apart Haslemere town and shottermill right down to the Edge for sports etc., distance to a useful public places too spread out for public transport, commuters come from miles around to use the station and most local commuters use the A3 to get to better paid jobs in or near London if they don't use the train. Expensive private school buses cause parents to drive their kids to school plus those driving into Haslemere to drop kids off to school buses going to private schools out of Haslemere amongst other things.
- 62 traffic conditions until tunnel open
- 63 The geography, hill, windy roads. Fast roads into Haslemere from every direction, with speeding drivers. Roads too busy



## What do you think are the main barriers to sustainable transport (walking, cycling, public transport) in the Haslemere area?

- 64 People attached to their cars, not enough bus routes, volume of traffic and the hills!
- 65 I would walk and cycle to Haslemere from Fernhurst if there was an alternative route to the main road which I feel is too dangerous. The bus (we used in the snow) is prohibitively expensive for regular use. My husband and I are looking into replacing our low CO2 Clio with an EV (Nissan LEAF) but would be more encouraged if there were more plug in points available. I try to use Haslemere shops as much as possible, particularly if en route from work (Godalming). I would like to advocate a sliding scale for local parking charges based on CO2 emissions (except agricultural vehicles).
- 66 practical barriers: public transport: high cost walking: cycling: not enough cycle paths people often don't get their bikes repaired. what about a voluntary bike hospital - get your bike repaired for a nominal cost and maybe opportunity to sell or swap bike if no longer required
- 67 Semi rural area needs more public transport and need to feel safe doing so.
- 68 Road users drive too fast throughout Haslemere, poor facilities for cyclists, infrequent buses
- 69 Almost non-existent bus services in some areas. Poor relationship between cyclists and other road users.
- 70 Breaking the inertia needed to change ones habits... not having had an actual "alternative transportation" experience like looking up the bus schedules, walking from your house to a bus stop, waiting for the bus, riding in the bus to your destination and then doing the same in reverse.
- 71 Distance of journeys and very hilly round here
- 72 Not enough bus routes for people living in surrounding villages. Cost of train journeys.
- 73 Infrequent and limited bus services. Busy roads with fast traffic. Very few crossing places on busy roads
- 74 Hilly, unsafe, not enough safe crossings or pavements for children of walking age, Great train service not enough carriages.
- 75 The hills! (not much you can do about them) Convenience - ease of use
- 76 General public indifference to environmental issues - people just give excuses for not using public transport - it is quite possible to manage without a car if you want to.
- 77 Cars going to fast
- 78 Safety - as a mother of 3 young children I do not think there are enough pedestrian crossing. It is unsafe to walk/cycle with the kids, even to the park that is very close by. Speed restrictions and more pedestrian crossings/cycle routes will make my family walk and cycle more
- 79 I work at home (just) but faster broadband would help What about food deliveries - is this part of the solution?
- 81 car ownership being a justification for using cars.
- 82 my age and the hills



## What do you think are the main barriers to sustainable transport (walking, cycling, public transport) in the Haslemere area?

83 surrey' car culture and mindset. It appears that sustainable transport is always for the other person

84 Walking - people have become lazy and feel they are time short, if carrying large loads cannot carry the weight. Cycling: roads are narrow and hilly, not safe for children, Public transport: buses are infrequent so people have got out of the habit of using them - need more smaller Hoppa type buses, trains are excellent, but commuters are finding it increasingly difficult to park and there is an urgent need for increased parking or Park and ride service, many live in rural areas so could not walk.

85 Trains are expensive and overcrowded. Cycling can be dangerous on busy roads.

86 Local people being lazy and using the car for very short journeys such as to shops/ take children to school when they could easily walk.

87 We do not have evening or Sunday bus service which means young people end up driving or parents double the journey by driving twice as far on occasions

88 This is a commuter town

89 Hills. Distance needed to get to places. Typical age of population (older than cities). Difficulty of cross county (East-West) travel. it will never be cost effective to run London frequency buses in rural areas.

90 Car drivers to be more aware of cyclists and take more care with them

91 It is very dangerous to cycle on the roads around Haslemere, a lot of the roads are windy and narrow and it is dangerous for cars to overtake. I would love to cycle around where I live. The bus stops around some of the roads are in dangerous places and I have 3 children which makes it difficult to wait safely.

92 Traffic speed and poor footpaths on Linchmere Road.

93 We are too used to just jumping in the car

94 Inconvenience, Cost, Safety

97 Hilly for cycling and no cycle lanes. Train service is a monopoly and very expensive. Train fares are very confusing.

98 access in more rural areas cars given preference

100 Not enough cycle routes

101 It's far too hilly to go to Haslemere by bicycle (from Beacon Hill) and the road is lethal unless you go on the pavement. The buses are only one an hour before 4 pm and none on Sundays. Besides they are expensive. I used to go on them more when they were more frequent.

102 In Chiddingfold the issue is about safety for walkers on country roads without pavements and for cyclists, the speed of traffic on the route to the station.



## What do you think are the main barriers to sustainable transport (walking, cycling, public transport) in the Haslemere area?

- 103 From Hindhead the bus service is too infrequent to Farnham or Haslemere to be useful. Parking in Haslemere is impossible to use the train. The area is too hilly for cycling and distances are too far for walking.
- 104 Any journey made carrying goods makes walking/cycling difficult; difficulty parking bicycle safely; roads are dangerous for cyclists, public transport is very limited. Difficult for public transport to stop and start safely.
- 105 a)Roads are dangerous for cyclists b)Very few buses on Sundays. Those that run go in the wrong direction i.e. to Bordon
- 106 Scattered, low density population in the 'Surrey Hills', an area of narrow winding hilly lanes unsuitable for walking or cycling safely. Talk of a 20 mph limit is ridiculous without discovering just how safe the existing 30 mph would be if only it were enforced! (Perhaps speed limits are only there for other people to observe?) The buses to Alton College and back during term-time were always full but we don't all leave home at 7.30 in us shawls and clogs to clock in at t'factory at 8.00 so buses without a well-defined purpose would usually be 90% empty. Even shuttle buses for commuters to avoid wives blocking the station forecourt every evening with obese 4x4s might be impractical considering the times, locations and distances involved. Tiny, basic, short-range, communal electric vehicles (borrowed from charging ranks in car parks using a universal key or delivered/collected by otherwise unemployed people?) might one day be a possibility, but I'm not holding my breath.
- 107 1. spread of population 2. hills
- 108 Not enough parking at the station if people live too far from the station to walk. Tickets are too expensive.
- 109 the topography of Haslemere has in past ruled against the cyclist but not the walker
- 110 Traffic density limits cycling. Insufficient frequency and coverage of public transport options, especially buses - to be honest, train frequency is good
- 112 Hills, narrow roads, fast cars make cycling less attractive to me.
- 113 walking and cycling are more dangerous on country roads
- 116 Hopefully when the Hindhead tunnel is open the traffic will diminish. No action before then
- 117 willpower, class issues, bad cycle routes, infrequent buses, expensive fares buses and trains
- 119 relatively rural roads, position of train station and cost of parking at station
- 120 Disabled transport not easily available A lot of the places from the town are either not on bus routes or pet friendly. Nothing available for some of the country places for walks etc As have a health problem, having the independence and privacy of my car is invaluable



## *What do you think are the main barriers to sustainable transport (walking, cycling, public transport) in the Haslemere area?*

122 the road system is not built for modern transport e.g. Kings road/town hall roundabout/west street

123 Disability

124 Cycling in this part of Surrey is difficult (very hilly) and dangerous (heavy traffic, narrow roads, lack of dual pavements). Buses are expensive, infrequent and poorly routed. Trains are expensive and parking at Haslemere station is problematic.

125 Hills for cycling to the train station for work. Secure storage for cycles.

126 People are always in a hurry and don't allow enough time to walk. Hills deter less fit cyclists. many people live too far from the train station and must use their cars to get there. People are quite self centred and want to do things in their own time.

127 I think people would use more buses if they were more frequent. It is very hilly for cyclists.

128 cost of public transport

130 Cars

131 People's attitude and laziness



# What suggestions do you have for improving sustainable transport in the Haslemere area?

1 cycling initiatives, better promotion of public transport timetables - particularly buses e.g. haslemere.com

2 more buses, cycle routes, park & ride

3 more senior railcards, bus passes

4 extending trains to later at night, night bus

5 cycle paths

6 Bike lanes

8 More taxis

9 slower traffic

10 bicycle lanes, more buses

If looking uniquely at Haslemere, it is a waste of time. If looking at the big towns/cities there are real opportunities for pedestrian and cycling increases.

12 Bus service, more buses

13 Cycle training schemes, charity rides, treasure hunt

14 Cycle proficiency Driver awareness

15 Local bus service, e.g. Haslemere to Godalming for e.g. B&Q Subsidised bus service

16 improvements in all of above (potholes, lighting, busy narrow roads)

17 Reduce commuter traffic

18 20 mph zones which are enforced

19 Late night buses Making parking more difficult/expensive

20 cycling and car sharing

22 Car sharing scheme, cycle lanes, walking school buses.

23 Smaller and more frequent buses. Better footpaths for walking.

schools should have centralized pickup from town, and/or bicycle convoys, so that children CAN ride bikes safely. Bicycle routes should be maintained to provide safe passages, instead of just consisting of minimal investment in a sign that says "bicycle route"... some form of credit for

24 taking other people to/from town... a token of gratitude/reward?



## What suggestions do you have for improving sustainable transport in the Haslemere area?

25 cheap bus to and from Haslemere station from 7.00 to 9.00 am and 4.00- 6.00 pm. or free parking at the station.

26 Encourage cycling by providing more cycle racks & where possible, cycle lanes & safe routes into the town.

27 A cycle track between Beacon Hill, Hindhead and Grayshott. Smaller "shuttle" buses running more frequently and cheaply with more stops around Beacon Hill residential areas.

29 Shuttle buses, more frequent buses. However the best way to get around is by bike...CYCLE ROUTES BETWEEN POPULATED AREAS e.g. between Haslemere and Grayshott then I'd cycle much more.

30 I think a locally owned & run shuttle bus system could be set up just for school runs & or local traffic. Maybe a rota of voluntary parent "marshals" could be used to help give parents confidence in sending their young children to school on the shuttle during school run hours. During school hours, it could be used by local people to do errands for which they would normally take their cars. It would also be a help to the elderly and those who don't drive. It might run from Liphook to Haslemere and on to Grayswood. A frequent service would save a lot of repetitious traffic and save parents time & money.

32 Investigate options for cycle lanes/paths and promote more cycling.

34 More cycle routes, cheaper train fares

35 Lower speed limit, traffic calming, more bicycle facilities, more bus routes, more buses and cheaper fares.

38 school run needs to be made more sustainable

39 frequency, links, more shelter in wet weather. more bus stops for the elderly and children.

40 See answer to previous question. Aim should be to reduce on-road parking (esp by 4x4s), encourage car drivers to use and pay for car parks, and convert West St to pedestrian only use.

41 If there is demand, a commuter bus from Petworth to Haslemere and back at sensible times and at a reasonable cost.

44 I don't think this issue can be tackled effectively without re-educating people to change their style of living in all areas. We all need to achieve a simpler, less materialistic, less frenetic, more community focused lifestyle.

48 Slow traffic down so it isn't so scary to cycle/walk, esp. near schools.

49 proper cycle routes, 20 mph zones, improved payments. Shuttle bus to town and no more parking built

50 car park is essential for all roads near station - better car parking facilities perhaps even out of town but these would have to have very regular bus service to station/town centre especially at peak times of day to ensure they are used..

51 Express buses between major towns and villages or reinstate the rail service to Chichester and the other lines removed by Beaching

53 Cheaper fares on trains for local journeys. Keep the times of stopping trains to no more than a 20 minute wait. Improve the road surface or make cycle lanes where possible - I don't cycle because the traffic passing so close scares me and I think I'll wobble into it. Equally as a driver I fear cyclists in case they wobble into me, I'd hate to injure someone regardless of who is in the right or wrong.



# What suggestions do you have for improving sustainable transport in the Haslemere area?

54 cheaper fares - & perhaps park & ride

55 Haslemere is one of the most difficult towns to put this into practice, due to its rural nature and the hills.

58 More cycle lanes/dedicated routes. Cheaper bus fares. More integration between bus and train. Encouraging people to walk when possible!

59 I'm not sure whether some form of car sharing, or minibus service may be possible?

60 More cycle lanes, more priority for pedestrians at pedestrian crossings/traffic lights.

61 Shuttle buses which are very expensive to run but very useful. Working with local private schools to look at funding for cheaper school buses to reduce reliance on school run mums. Community buses to bus in commuters to Haslemere station to reduce commuter traffic from surrounding villages 6.45 train is the fourth most overcrowded in the country and would save wives doing the husband run. Work with taxi firms to make taxi share an option, unusual approaches and commuter questionnaires or forums would help to map out the patterns of travel - the "stick" will be double yellow lines for two miles around the station, well enforced and a hike in care parking fees in all car parks.

62 more pedestrian areas

63 Much more encouragement of cycling. Commuter shuttle bus, walk to school, more school buses. Much better bus service generally, more frequent and more routes. Slower roads. More crossings

64 Frequent shuttle buses serving housing estates, more incentive from government to use car less

65 One more to add from previous, a car club would be a good idea. As previously stated, we're looking into an EV but when we need a long-range vehicle e.g. holidays, Christmas family visits, an EV just isn't practical in the immediate future despite it meeting most of our other requirements. So a car that you could just hire for a week at a time for example would be ideal.

66 frequent cheap buses to station and town (flat rate fare of 50p)

67 More family friendly public transport.

68 Introduce lower speed limits in Haslemere on Lower Street, Wey Hill, Kings Road and the High Street More bike racks in Wey Hill and the High Street/ West Street

69 Better (more appropriate) bus services. Better provision for cyclists.

71 more pedestrian crossings in town and 20 mph zones in towns and villages.

72 More buses from villages. Buses from Haslemere later in the evening.

73 Lower speed limits through the town. More crossing places. More frequent bus services to more destinations

74 pavements, walking bus, crossing at top of Shepherd's Hill. More carriages on trains.

75 Awareness raising about bus routes Car sharing for school runs? Walking buses/stewarded cycling for school runs?



# What suggestions do you have for improving sustainable transport in the Haslemere area?

76 Reducing car parking space and more taxation of cars is essential - people will not give up cars until forced to.

77 20 mph speed limit

78 Same as before - speed restrictions and more pedestrian crossings. Cheaper train fares for trains, specially family tickets

79 see 10.

81 put a cycle lane both ways along Lower Street.

82 better road crossings better pavements

83 More encouragement in the form of education and promotion emphasising the benefits, both personal and communal

More small buses, cycle lanes, school children encouraged to walk so parents also decide they will do it. (A greater culture of non-rushing) Trains

84 might need to be increased at certain times.

86 Sorry but none at the moment.

Better or changed use of Hoppa bus service - accessible for all, buses every half hour during peak times. More cycle and pedestrian routes so that

87 people are safer in towns and rural areas.

88 20 mph in Haslemere

89 Provide more car-parking at stations at Liphook etc so that people don't have to drive to Haslemere. Support for Hoppa. Electric cars.

90 Help to educate people to WANT to be sustainable

91 Make Haslemere town centre pedestrianised to encourage people to walk to the shops and the cars use the periphery roads.

92 Traffic calming on the busier roads, better pavements, and a bus to Liphook

93 make driving more expensive and public transport a lot cheaper

Focus on getting children onto the roads & the reasons why they're not on the roads (i.e., cut mum's taxi shuttles). Cycle Paths, 15 MPH zones,

94 Zebra crossings

97 Shuttle buses between town and Weyhill could ease parking and traffic on Saturdays. More guided walks for school runs.

98 a once a week 'shopping bus' from each area with enough pick up points to cover rural areas too giving you say 2 hours in town

100 Local mini-bus pickup service to the railway station in morning and evening rush hours.

101 More frequent and cheaper buses. Why don't we have mini buses say every quarter of an hour?

102 Establish a safe route to Chiddingfold station Encourage car sharing Provide more bus services at reasonable prices



## What suggestions do you have for improving sustainable transport in the Haslemere area?

- 103 More frequent busses to the train station and more suitable parking facilities so that one can use the train outside commuter hours.
- 104 commuters/school children/shoppers etc could join a Hoppa bus type scheme wearing identity arm band. Communicate leaving home or wherever. Walk towards station (etc) and be picked up within 5 mins from 7 - 8 am. On same basis bus could be used for school journeys from 8 - 9 am and 9 for shoppers from 9 - 11 am. Cycling paths would be terrific, but can't see where....
- 105 a)improved town service incorporating Midhurst Road and Scotlands Lane. b) a Sunday bus link towards Milford and Godalming
- 106 Find out the 'start', 'finish' and 'time' of all REGULAR journeys (ignore the rest for now) to see if a bus is feasible at all. The trouble is if we were all struggling with inadequate, inconvenient public transport and someone invented the car we would desert the buses and trains immediately. Where I grew up in the suburbs a bus passed the door each way every twenty minutes and the station was a ten minute walk away. I spent four years in London without a car... quicker to travel on foot and no parking problems. ... but Haslemere is in a rural area and people couldn't live away from the town centre without a car. If you can't beat the convenience of the car... try removing the need for the journey. I do not have such a sad lifestyle that I "ABSOLUTELY MUST HAVE" three foreign holidays a year. Improving the efficiency of aircraft won't reduce my carbon footprint at all... I haven't been near a plane for fifteen years!
- 107 More parking restrictions with higher parking charges
- 108 Financial incentives to use public transport.
- 109 better bus service particularly on Sundays
- 110 Improve bus network. If feasible, investigate park and ride options - for commuters but also, potentially, for shoppers wanting to access the town centre
- 112 20 mph limit throughout Haslemere would help pedestrians and cyclists.
- 116 Await the tunnel
- 117 well maintained cycle lanes, more pedestrian areas, real time bus times with up to date information
- 119 improve pavements, increase reasonable parking spaces at station NOT on surrounding roads
- 120 Something more for disabilities and pets
- 121 free shuttle buses to the centre to shop and to school from the outskirts.
- 123 None
- 124 Haslemere would be much more pleasant if it could be pedestrianised to some extent. Cycle lanes and dual pavements would help. Reinstate the plan for a multi-storey car park at Haslemere station.



## *What suggestions do you have for improving sustainable transport in the Haslemere area?*

- 125 The Christmas market shuts down the high street and not many people seem bothered. Perhaps it could be closed to traffic one Sunday a month to encourage cycling in?
- 126 I've given this some thought over years and haven't come up with any really workable ideas. I think I am almost as green as possible, and I wouldn't feel able to ask others to give as much time and effort and money to travel green as I do.
- 127 Better Bus service
- 128 cheaper, frequent and reliable public transport
- 130 Cycle friendly and pedestrian zones. Hop on and off shuttle bus service.
- 131 Increase the parking restrictions, increase the price of fuel