





Brighton & Hove  
City Council

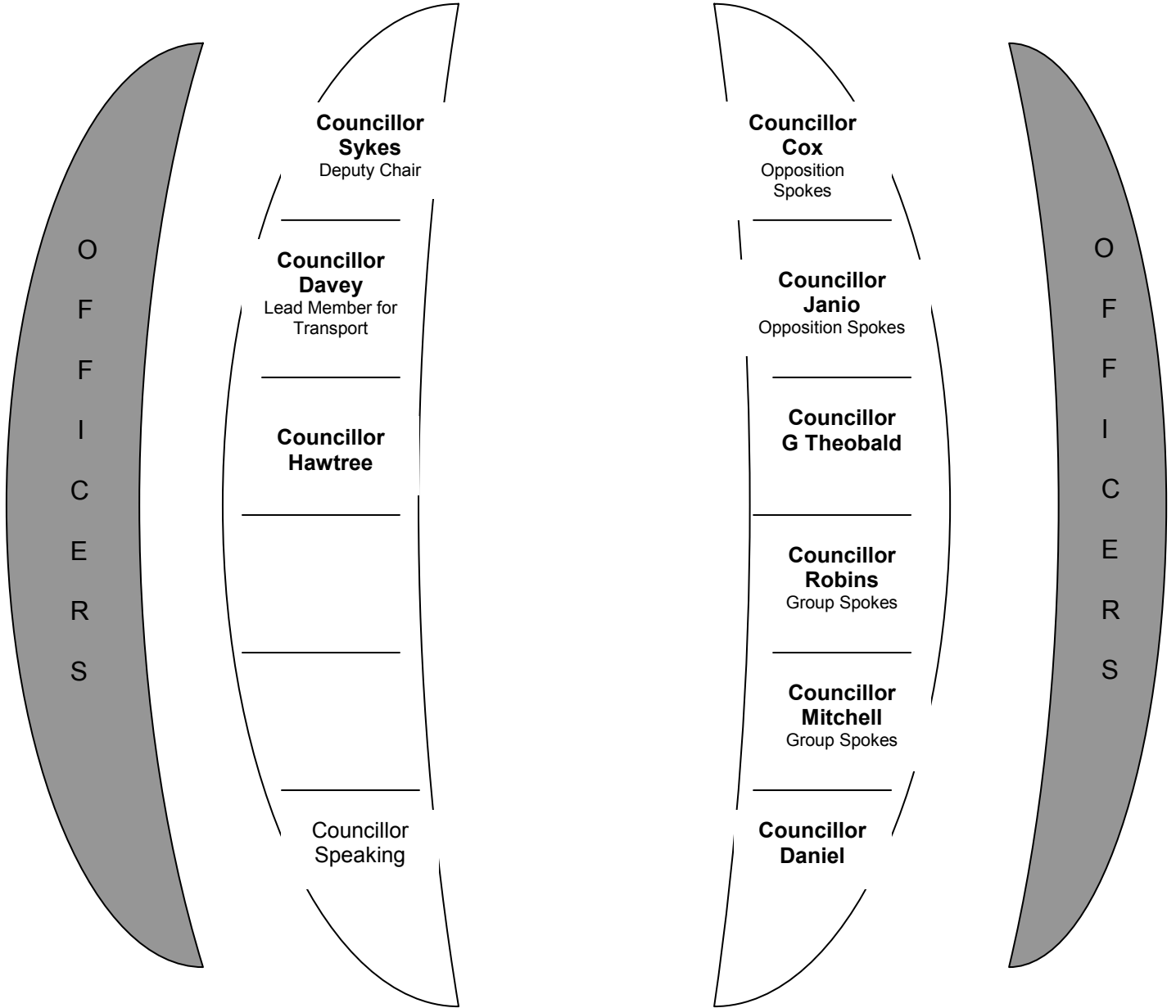
# Environment, Transport & Sustainability Committee

Title:	<b>Environment, Transport &amp; Sustainability Committee-Special Meeting</b>
Date:	<b>11 December 2013</b>
Time:	<b>11.00am</b>
Venue	<b>Banqueting Room, Hove Town Hall</b>
Members:	<b>Councillors:</b> West (Chair), Sykes (Deputy Chair), Cox (Opposition Spokesperson), Janio (Opposition Spokesperson), Mitchell (Group Spokesperson), Robins (Group Spokesperson), Daniel, Davey, Hawtree and G Theobald
Contact:	<b>John Peel</b> Democratic Services Officer 01273 29-1058 john.peel@brighton-hove.gov.uk

	<b>The Town Hall has facilities for wheelchair users, including lifts and toilets</b>
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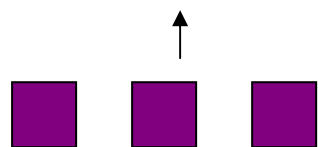
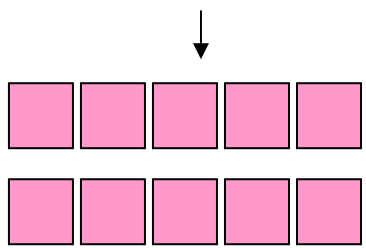
# Democratic Services: Environment, Transport & Sustainability Committee

Legal Officer	Executive Director Environment, Development & Housing	<b>Councillor West</b> Chair	Democratic Services Officer
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Public Speaker	Public Speaker
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Public Seating



Press

AGENDA

PART ONE

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**53. PROCEDURAL BUSINESS**

- (a) **Declarations of Substitutes:** Where councillors are unable to attend a meeting, a substitute Member from the same political group may attend, speak and vote in their place for that meeting.
- (b) **Declarations of Interest:**
  - (a) Disclosable pecuniary interests not registered on the register of interests;
  - (b) Any other interests required to be registered under the local code;
  - (c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare

- (i) the item on the agenda the interest relates to;
- (ii) the nature of the interest; and
- (iii) whether it is a disclosable pecuniary interest or some other interest.

If unsure, Members should seek advice from the committee lawyer or administrator preferably before the meeting.

- (c) **Exclusion of Press and Public:** To consider whether, in view of the nature of the business to be transacted or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

*Note: Any item appearing in Part Two of the agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the press and public.*

*A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls and on-line in the Constitution at part 7.1.*

**54. CHAIRS COMMUNICATIONS**

**55. PUBLIC INVOLVEMENT**

To consider the following matters raised by members of the public:

## ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

- (a) **Petitions:** To receive any petitions presented by members of the public to the full Council or at the meeting itself.
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 4 December 2013.
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 4 December 2013.

### 56. MEMBER INVOLVEMENT

To consider the following matters raised by Members:

- (d) **Petitions:** To receive any petitions referred from Full Council or submitted directly to the Committee;
- (e) **Written Questions:** To consider any written questions;
- (f) **Letters:** To consider any letters;
- (g) **Notices of Motion:** to consider any Notices of Motion referred from Full Council or submitted directly to the Committee.

### TRANSPORT & PUBLIC REALM MATTERS

#### 57. BRIGHTON AND HOVE 20MPH LIMIT PHASE 2 - RESULTS OF PUBLIC CONSULTATION

1 - 96

Report of the Executive Director of Environment, Development & Housing (copy attached).

Contact Officer: Emma Sheridan  
Ward Affected: All Wards

Tel: 293862

### 58. ITEMS REFERRED FOR FULL COUNCIL

To consider items to be submitted to the 5 December 2013 Council meeting for information.

*In accordance with Procedure Rule 24.3a, the Committee may determine that any item is to be included in its report to Council. In addition, any Group may specify one further item to be included by notifying the Chief Executive no later than 10am on the eighth working day before the Council meeting at which the report is to be made, or if the Committee meeting take place after this deadline, immediately at the conclusion of the Committee meeting*

## ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

The City Council actively welcomes members of the public and the press to attend its meetings and holds as many of its meetings as possible in public. Provision is also made on the agendas for public questions to committees and details of how questions can be raised can be found on the website and/or on agendas for the meetings.

The closing date for receipt of public questions and deputations for the next meeting is 12 noon on the fifth working day before the meeting.

Agendas and minutes are published on the council's website [www.brighton-hove.gov.uk](http://www.brighton-hove.gov.uk). Agendas are available to view five working days prior to the meeting date.

Meeting papers can be provided, on request, in large print, in Braille, on audio tape or on disc, or translated into any other language as requested.

For further details and general enquiries about this meeting contact John Peel, (01273 29-1058, email [john.peel@brighton-hove.gov.uk](mailto:john.peel@brighton-hove.gov.uk)) or email [democratic.services@brighton-hove.gov.uk](mailto:democratic.services@brighton-hove.gov.uk)

Date of Publication – Friday 22 November 2013



<b>Subject:</b>	<b>Brighton &amp; Hove 20mph Limit Phase 2 – Results of Public Consultation</b>		
<b>Date of Meeting:</b>	<b>11 December 2013</b>		
<b>Report of:</b>	<b>Executive Director Environment, Development &amp; Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Emma Sheridan</b>	<b>Tel:</b> 29-
	<b>Email:</b>	<b>Emma.sheridan@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE**

**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The purpose of this report is to outline the results of recent public consultation on proposals for Phase 2 of the 20mph programme, to present the revised proposals for Phase 2 informed by the findings of the consultation and to seek approval to progress to the next stage of consultation namely the advertising of Speed Limit Orders.
- 1.2. The aims of the 20mph programme in Brighton & Hove are:
- To reduce risk (perceived and actual) of the number and severity of road collisions casualties
  - To help create pleasant, people-centred, streets and public space
  - To encourage and enable more active travel
  - To encourage and enable independent mobility for children, older and other vulnerable people in the City

**2. RECOMMENDATIONS:**

- 2.1 That the Committee notes the results of the public consultation on proposals to implement a City-wide 20mph scheme.
- 2.2 That the Committee authorises officers to proceed with advertising the formal Speed Limit Orders (SLO) for the changes in speed limit as described in the revised Phase 2 proposals outlined in this report and presented in map format in Appendix 1.

**3 CONTEXT/ BACKGROUND INFORMATION**

- 3.1 In May 2010, following an investigation into 20mph speed limits and zones by the Environment and Community Safety Overview and Scrutiny Committee (ECSOSC), the panel produced a report containing 15 recommendations (see Background Document 1). In broad terms, the main recommendation was the wider implementation of 20mph speed limits in residential areas and on the

roads outside schools, routes to schools, roads outside parks and playgrounds, sports and leisure facilities, community buildings, older people's care homes, local shops and on roads in busy shopping areas.

- 3.2 In October 2011, the Department for Transport (DfT) set out a new policy framework for the country's traffic sign systems. Included in this were provisions making it easier for councils to introduce 20mph schemes. This takes the form of a reduction in the need for physical traffic calming measures in 20mph zones by expanding the list of permitted traffic calming measures to include repeater signs and reducing the need for road humps and chicanes.
- 3.3 An outline proposal for the phased introduction of 20mph speed restrictions across the City was considered at the Environment Transport and Sustainability Cabinet Member Meeting in May 2012 where the principles of the proposed outline implementation programme (see Background Document 4) were agreed. Permission was granted to undertake city wide stakeholder and public consultation, preparatory research, surveys and street character assessments.
- 3.4 On 15<sup>th</sup> January 2013 the Brighton & Hove City Council Transport Committee granted approval for the first phase of implementation of 20mph speed limit programme in central Brighton and Hove (see Background Document 6). The limit came into force on 8th April 2013.

## **4 COMMUNITY ENGAGEMENT & CONSULTATION**

### **Public Consultation**

- 4.1 Initial city wide public consultation took place between 17th June and 10th August 2012. A total of 3689 people responded as part of the consultation with 55 % in favour and 44.5% against the proposal to introduce 20mph limits. Detailed results from this consultation are reported in Background Document 5.
- 4.2 Speed Limit Orders for the Phase 1 area were advertised between 13<sup>th</sup> December 2012 and 3rd January 2013. Responses to the advertisement and officers responses to the issues raised are reported in Background Document 6.
- 4.3 Public consultation on the Phase 2 proposals took place between 13th August and 4th October 2013 with the full results shown in Appendix 2. The consultation was carried out utilising 57,989 surveys which were sent across nine neighbourhood consultation areas. Area specific consultation materials and surveys were sent to every address, residential and commercial, within the Phase 2 area.
- 4.4 A total of 28 staffed exhibitions and residents groups meetings were held and/or attended by officers at 18 locations across the city where the public could discuss the proposals with officers and survey forms were available to those who had not received them in the post.
- 4.5 The surveys for all nine consultation areas were available on-line via the Council's website consultation portal. The public consultation was widespread, well publicised, reported via local media, social media and by direct mail and email and open to all.



## Headline Results

- 4.6 A total of 14,952 people responded as part of the consultation. 11,670 responses were printed questionnaires and 1906 respondents completed surveys via the councils' online consultation portal. With regards to the portal, 328 people completed a questionnaire for more than one area such that 1906 respondents online completed 3282 online questionnaires.
- 4.7 A majority (51%) of people responded that they supported 20mph on their own street. This increased to 53% when only the responses from those living within the Phase 2 area were considered.
- 4.8 When asked if they supported the proposals for Phase 2 as set out in the consultation materials only 44% indicated that they supported the proposals as they stood. Further analysis of the responses found that there were a number of reasons cited for this including specific objections to the inclusion or exclusion of a particular road (i.e. they did not support a specific road being proposed to reduce to 20mph or they did not support a specific road being proposed to retain its existing limit), or simply an objection to the whole scheme under a wide range of themes which are explored in this report.
- 4.9 The results of the consultation suggest a clear majority of respondents in most individual areas support the introduction of 20mph limits on the street that they live on. There are, however, some identifiable areas where the majority of residents do not support lower speed limits.

Consultation Area	Residents supporting 20mph on the street that they lived
West Hove	55%
Dyke Road West	40%
Dyke Road East	53%
Preston	63%
Patcham & Hollingbury	47%
Hollingdean & S. Moulsecoomb	55%
Coldean	57%
Bevendean & N. Mouslecoomb	55%
East Brighton	55%

## Petitions

- 4.10 A petition signed by 236 people was received by the Transport Planning Team, stating that "We the undersigned hereby object to the proposals to introduce 20mph Blanket Speed Limits in Phase 2." No named contact person or covering letter accompanied the petition to enable officers to contact the petition organisers.

- 4.11 In response to the petition, it is confirmed that there are no plans, either in the Consultation proposals or in the revised plans for Phase 2 for a blanket speed limit. The proposed speed limits for roads within the Phase 2 area have been determined in accordance with evidence and the consultation results as set out below.

### **Stakeholder Meetings/Correspondence**

- 4.12 A meeting was held with Sussex Police and Sussex Safer Roads Partnership to discuss the detailed proposals for the phase 2 area on 8th August 2013. No objections have been received from the Police or the Partnership regarding the proposals for Phase 2 of the 20mph scheme.
- 4.13 A meeting was held with the Brighton and Hove Bus Company to discuss the detailed proposals for the Phase 2 area on 16th July 2013. At the meeting and by subsequent letter the Bus Company requested the removal of a number of bus routes from Phase 2 implementation over concerns that increased journey times would impact on the commercial viability of bus services. These roads were Portland Road, Eastern Road, Whitehawk Road and Whitehawk Way, Shirley Drive, Surrenden Road, Braybon Avenue, Carden Avenue, Crowhurst Road, Winfield Avenue, Patchdean, and Carden Hill between Carden Avenue and Woodbourne Avenue.
- 4.14 In their written response to the consultation the Bus Company expressed support for 20mph on a number of roads and sections of road. These were: Freshfield Road (south of Manor Hill), Ditchling Road (from the Phase 1 boundary as far as Upper Hollingdean Road) and Preston Road (from the Phase 1 boundary as far as Stanford Avenue).
- 4.15 A written response was received from Brighton Area Buswatch. The group, whilst understanding the reasons for the proposed 20mph limits, expressed concerns about negative impact lower speed limits might have on bus services, particularly on supported services. The group support the bus company requests that the following roads retain their existing limits; Portland Road, Shirley Drive, Surrenden Road, Braybon Avenue, Carden Avenue, Winfield Avenue, Crowhurst Road, Carden Hill (north of Keymer Road), Eastern Road, Whitehawk Way (except between Whitehawk Road and Piltdown Road where the group support 20mph) and Roedean Road.
- 4.16 The Buswatch Group also used their written response to express support for requests made also by Friends of the Earth for 20mph on a number of roads and sections of road. These were: Freshfield Road (between Manor Hill/Firle Road and Queens Park Terrace), Ditchling Road (from the Phase 1 boundary as far as Fiveways) and Preston Road (from the Phase 1 boundary to just north of the zebra crossing by the southern end of Preston Park).
- 4.17 In addition the Buswatch group requested that the potential of variable speed limits be considered if possible.
- 4.18 A written response was received from Brighton & Hove Friends of the Earth (BHFOE). The group welcomed and supported the second phase of the 20mph programme citing the programme aims to reduce traffic speeds and improve

safety on the roads by reducing the number and severity of casualties. They commented that the lower limits would help smooth traffic flow and if combined with more people being encouraged to leave their cars at home, this could reduce air pollution, resulting in a healthier population and reduced employee absenteeism.

- 4.19 BHFOE did however express concerns about the impact of lower speed limits on evening and early morning bus services and taxi journeys which might be caused by increased journey times and the potential of this to encourage existing bus users back into their cars and to isolate outlying estates reliant on bus services. Consequently they supported the bus company requests for the following roads to be excluded from the 20mph limit; Portland Road, Shirley Drive, Surrenden Road, Braybon Avenue, Carden Avenue, Winfield Avenue, Carden Hill (north of Keymer Road), Eastern Road, Whitehawk Way (except between Whitehawk Road and Piltdown Road where the group support 20mph), Roedean Road and Arundel Road north of Eastern Road.
- 4.20 BHFOE also used their written response to express support for 20mph on a number of roads and sections of road identified in the consultation materials. These were: Freshfield Road, Upper Bedford St and Bedford St (south of Manor Hill), Ditchling Road (from the Phase 1 boundary as far as Fiveways), Preston Road (from the Phase 1 boundary to just north of the zebra crossing by the southern end of Preston Park), Hollingdean Road, Peacock Lane, Bear Road (south of Bevendean Rd), Madeira Drive and Dukes Mound. They also expressed a desire to see Mill Road (which was outside the Phase 2 consultation area) to be reduced from 60mph to 40mph.
- 4.21 A written response was received from the Woodland Drive Action Committee which supported the 20mph proposals for the Dyke Road West consultation Area, supported 20mph for Shirley Drive and requested 20mph for Woodland drive, a road with existing traffic calming measures.
- 4.22 A total of 40 letters were received via MP Simon Kirby which he had received relating to Freshfield Road in the East Brighton Consultation area. A total of 40 letters were received of which 9 opposed reducing the limit to 20mph and 31 were in favour.
- 4.23 A small number of written consultation responses in the form of letters (6) and emails (16) were received from individual residents directly by the Transport Planning Team expressing both support (14) and opposition (8) to the Phase 2 proposals. Specific roads on which the limit was supported were Barn Rise, Church Road, roads around Patcham Schools, Freshfield Road, Ditchling Road, Friar Road, Dyke Road Avenue and the whole of the Preston Area. Only one specific road was opposed (Surrenden Road) with the remaining communications being general opposition to the programme as a whole.
- 4.24 A meeting was held between officers and representatives of the Taxi Trade to discuss the detailed proposals of the phase 2 area on, 11th September 2013 . In addition the programme Manager attended the Taxi Forum on 5th September 2013 and on 17th October 2013, where the Phase 2 proposals were discussed in detail and issues raised by members of the forum were considered and noted for investigation. At these meetings officers discussed in detail with taxi

representatives the concerns and objections to the scheme from the trade. This focused on concerns about increased journey times and negative impacts on drivers in terms of income and their personal safety as well as identification of specific roads that the trade would like to see excluded from the scheme and are detailed in paragraph 4.28.

- 4.25 Written responses from the taxi trade were received from Howlet Clarke Solicitors (representing Southern Taxi -Brighton & Hove City Cabs, Brighton & Hove Streamline and Brighton & Hove Radio Cabs) and the GMB Brighton & Hove Taxi Section.
- 4.26 The GMB Brighton & Hove Taxi Section declined to participate in meetings with officers to discuss the consultation proposal on the grounds that the consultation was "flawed", the consultation materials misleading and that the Council had already announced what it planned to do without having the necessary monitoring information. The GMB BH taxi section reported their belief that a blanket 20mph limit was dangerous, that drivers were ignoring the limit in the Phase 1 area to the detriment of areas around schools and hospitals and that the programme was a waste of money.
- 4.27 Issues raised by the Taxi trade in their correspondence focused on
- Concerns about increased journey times which it is claimed would lead to
  - negative impact on drivers in terms of income and their personal safety
  - increased costs for social and education services where taxis transport vulnerable people
  - impacts on the city centre should taxi not be able to quickly remove people late in the evenings
  - Claims that the consultation on Phase 2 was premature as there was inadequate evidence of the benefits of a lower speed limit
  - Claims that the limits would increase collisions on arterial roads
  - Claims that 20mph limits would increase air pollution and fuel consumption
  - Claims that 20mph limits would have a negative impact on the local economy
  - Claims that the Council had not properly taken into account the practicalities of police enforcement which was leading to "widespread disregard" for the limit
  - Claims that the consultation has not been legally undertaken by the Council and that it had been undertaken in a biased manner
  - Opposition to a "blanket" 20mph limit with requests for smaller 20mph zones around schools and hospitals
- 4.28 It is noted that in the correspondence from Howlet Clarke Solicitors, Streamline are specifically stated to oppose Phase 2 of the 20mph programme in its entirety and in particular are opposed to 20mph on all the roads that the consultation proposed to retain their existing limits, all the roads that were specifically marked for comment in the consultation, with the exception of Shirley Drive which is not listed in the letter and the following additional roads; Roedean, Goldstone Crescent, Carden Hill, Valley Drive, Eldred Avenue, Ladies Mile Road, Mackie Avenue, Stanford Avenue, Preston Drive, Preston Park Avenue and The Upper Drive.
- 4.29 In addition to the correspondence described above, Brighton & Hove Streamline Ltd submitted responses to a questionnaire they had devised themselves,

completed by 100 people and which, the covering letter states, is being submitted as a petition. The questionnaire responses do not follow the proper format or processes for a petition they are nevertheless considered here as part of the consultation responses. All 100 people provided the same response to 5 questions stating that they were 1) not in favour of any 20mph limits in Brighton & Hove, that 2) they were not in favour of widespread 20mph limits, that 3) they were not in favour of 20mph on all except arterial roads, that 4) they were in favour of 30mph limits on the roads which the consultation proposed to retain their existing limits at 30mph or which were marked for specific comment in the consultation and that 5) they were in favour of “a number of major routes” being reclassified as 30mph. Questions 3, 4, and 5 referred to a map which was not provided with the question responses so officers have been unable to identify which roads are specifically being referred to.

- 4.30 In addition to the above meetings and communications, at the request of their teacher, 3 workshops were hosted for A level Geography students of BHASVIC to explain the consultation proposals and answer questions. It is understood that the students responded online to the consultation as part of their classroom activities.

## **Summary & Discussion**

- 4.31 The majority of reasons provided for supporting and opposing the proposals were the same as those raised with regards to the Phase 1 area. These issues were addressed at length in the Committee report presented to and debated by the Transport Committee in January 2013 (Background Document 6). As such this report does not repeat the information provided previously but rather addresses only those issues which are new, those that are specific to the Phase 2 consultation and those where new evidence has become available.

## **Monitoring of Phase 1**

- 4.32 A small number of respondents to the consultation (2%) and the taxi trade representatives objected to the Phase 2 proposals on the grounds that a second phase should not be considered until evidence was available to show that the first phase has worked. Views were expressed that drivers were ignoring the limits and that speeds had not reduced.
- 4.33 There is significant and growing evidence from other cities of the success of 20mph speed limits in reducing the number and severity of collisions and there is no reason to assume that the same will not prove to be true in Brighton & Hove. Recent data from Oxford quoted by the taxi trade as evidence of an increase in accidents as a result of 20mph refers to a news report highlighting an 18% decrease in the total number of collisions. Officers are aware that in this report figures were provided showing small increases in the numbers of collisions on 3 specific Oxford roads but no indication is given as to the specific reasons for these increases which saw an additional 6 collisions occur across all three cited roads. Officers have been monitoring the Phase 1 area both before (to establish baselines) and after its implementation in April 2013.
- 4.34 Interim results from the first comprehensive speed surveys that were undertaken across the area in September 2013 have shown a decrease in speeds on 74% of roads. Whilst the average reduction across the area has been 1.2mph (which is

in line with DfT expectations and estimated by them to result in a 6% decrease in casualties) some individual roads have decreased by more than this for example speeds on Edward Street have decreased by 2mph, on Upper Rock Gardens by 9mph, on First Avenue by 4mph and on Upper Lewes Road by 5mph.

- 4.35 With only 6 months having passed since the implementation there is limited collision and casualty data available as yet for monitoring, however figures for this year show that in the city speed related collisions are significantly below the numbers predicted for this year. Within the Phase 1 area there have been no fatal collisions since the implementation of the 20mph limit and overall there has been a 20% decrease in the number of collisions and a 19% decrease in the number of casualties based on 5 months of 2013 data compared with the 3 year average for the same 5 months in the previous three years.
- 4.36 It should be noted that the figures presented here can only be considered indicative at this stage and in order to have truly statistically robust data it is preferable to have 3 full years worth of monitoring data and this will ensure that findings are not skewed by seasonal variations or unique/one off events. It remains the intention to prepare and publish detailed monitoring reports at 18 months and 3 years after implementation of the new limit as these time periods will allow statistically robust claims to be made, however, the interim results to date are in line with the positive results seen by other cities and provide an indication of success even at this very early stage.

#### **Air Quality**

- 4.37 A significant number (12%) of those who responded to the consultation, including the representatives of the taxi trade, voiced their concerns as to the impact that driving at slower speeds in the city would have on air quality and air pollution. Whilst it remains the case that evidence is limited on this topic, with much of the evidence quoted in the consultation responses dating from 2000 and based on track tests, studies at motorway level or relating to 20mph zones (featuring vertical deflection measures – i.e. road humps) as opposed to limits, a new study was this year undertaken by Imperial College London (commissioned by the City of London) entitled “An evaluation of the estimated impacts on vehicle emissions of a 20mph speed restriction in central London.” Whilst the study was clearly focused on the London street environment it is considered that the findings are relevant to other cities and large urban areas such as Brighton & Hove.
- 4.38 The study found that:
- There was a greater range of vehicle speeds on 30mph roads compared to 20mph roads
  - That a greater proportion of time was spent accelerating and decelerating on 30mph roads than at 20mph and that “it is therefore to be expected that the less dynamic drive cycles associated with 20mph roads would lead to reduced levels of particulate matter (PM) emissions from non exhaust sources”
  - “It would be incorrect to assume that 20mph speed restrictions would be detrimental to ambient local air quality... [or that] air quality is unlikely to be made worse as a result of 20mph speed limits”
- 4.39 The World Health Organisation factsheet on air pollution states that by reducing PM10 pollution from 70 to 20 micrograms per cubic metre, we can cut air quality related deaths by around 15%. Given that PM affects more people than any other

pollutant, the potential for lower speed limits to see a reduction in this specific air pollutant is regarded as a benefit.

#### **Legality and enforceability of a 20mph limit**

- 4.40 The consultation period has highlighted a perception by many drivers in the city that the 20mph limits, where they are in place, are advisory, not legal and consequently not enforceable.
- 4.41 Under Section 84 of the Road Traffic Act 1984, local Authorities have the power to set speed limits on their roads, including limits of 20mph. Where such limits are signed and have been made under the correct Speed Limit Orders, they are legal and they are enforceable.
- 4.42 Sussex Police and the Safer Roads Partnership have stated publically that they are able to enforce the 20mph limit. Recently updated guidance from the Association of Chief Police Officers (ACPO) has confirmed that speed equipment is approved for 20mph enforcement and introduced guidelines on fixed penalty notices and speed awareness courses for speeding offences in 20mph limit area. Sussex police have been involved in the design stages of the Phase 2 proposals just as they were with Phase 1.
- 4.43 It is recognised that police resources are limited. However, the proposals for the Phase 2 area comply with the Department for Transport guidance for self enforcing schemes, just as those for the Phase 1 area did. Officers will continue to work in partnership with the Police on driver education initiatives to seek increased compliance and through the monitoring of the 20mph limit area, will seek to provide the Police with intelligence to enable targeted enforcement activity should that be deemed appropriate.
- 4.44 Officers will work to run a communications exercise to promote the message that “Where it’s the limit – it’s the law” to educate drivers and reinforce the message that the 20mph limit is legally enforceable.

#### **Revised proposals**

- 4.45 Taking into consideration the results of the consultation officers have produced revised proposals for the Phase 2 area which are now recommended to proceed to the next stage of consultation, namely the advertising of Speed Limit Orders.
- 4.46 Officer recommendations on revised proposals for each area are detailed below and provided in map format as appendix 1 of this report:
- 4.47 **West Hove**  
Roads to retain their existing limits: Kingsway, Old Shoreham Road, New Church Road, Sackville Road and all pre-existing 20mph limit roads. All other roads in this area, including Portland Road, to be reduced to 20mph.
- 4.48 It is acknowledged that Portland Road was a road specifically requested by stakeholders, most notably the bus company, to remain at 30mph. In addition, it is noted that the results of the public consultation showed a majority in favour of retaining the existing limit on this road including amongst those who live on the road. It remains, however, the officers recommendation that the speed limit on Portland Road be reduced to 20mph on the grounds that this road has a

particularly poor road safety record over the last three years. More collisions (44) and casualties (50) have occurred on Portland Road than on any other road in the entire Phase 2 area. Of the seven identified collision clusters (a single point where 5 or more collisions have occurred in the last three years), three of these are located on Portland Road. In addition the road is the location of a large Primary school and at the eastern end is a busy shopping street with high numbers of pedestrians.

#### 4.49 **Dyke Road West**

All roads to retain their existing limits with the exception of a small number of roads surrounding school locations, which are east of (but not including) Shirley Drive and south of (and including the eastern section of) The Droveaway.

4.50 It is clear from the consultation that the majority of respondents, including the majority of those resident in the area are opposed to 20mph in the Dyke Road West Area. Whilst the Woodland Drive Action Group expressed their support for 20mph on their road this was not supported by the responses received by residents from this road, 54% of whom opposed lowering the limit. The area as a whole has a relatively small number of collisions and casualties, however the southern tip of this area is the location of a number of schools. It is therefore recommended that limits in a small area east of Shirley Drive and south of (and including the eastern section of) The Droveaway are reduced to create a 20mph limit around the schools located in this area. Residential support for 20mph on these roads was in the majority at 58% and the road network allows a coherent 20mph limit area to be created.

#### 4.51 **Dyke Road East**

It is recommended that Dyke Road, Dyke Road Avenue and the A23 ( London Road) retain their existing speed limits. In addition it is recommended that all roads in the northern (Westdene) area of this consultation area retain their current speed limits with the exception Bankside, Barn Rise, Dene Vale and the southern section of Mill Rise which are recommended to be reduced to 20mph in order to create a lower speed limit in the area around Westdene Primary School .

4.52 It is recommended that the western end of Tongdean Lane, Wayland Avenue, and all roads south of Wayland Avenue in this area are reduced to 20mph.

4.53 Whilst the overall consultation results for the Dyke Road East area showed a majority in support of 20mph limit, more detailed analysis of the responses showed a distinct north/south divide in that support whereby there was very little support in Westdene (just 38%) in the north than the overall figures would suggest and significantly greater support (66%) in the south than the overall figures would suggest. As such it is considered practical to offer separate recommendations for each area.

#### 4.54 **Preston**

It is recommended that the A23 (Preston Road) retain its existing limit and that, on the basis that the consultation proposals had a clear majority (63%) in favour, within the Preston area be reduced to 20mph. It is noted that infrastructure works to improve pedestrian crossings are already planned for Surrenden Road and should be implemented prior to the implementation of the lower limit. It is



considered that this will, together with appropriate signage and road marking, ensure the limit can be self enforcing on this road.

**4.55 Patcham and Hollingbury**

It is recommended that the roads to the north of Ladies Miles Road (namely the Mackie estate, Vale Avenue and Church Hill) together with Carden Avenue, Crowhurst Road, Patchdean, Winfield Avenue and Overhill Gardens all retain their existing limits. This is in response to the fact that the majority of residents in this area stated that they did not support 20mph on their roads. That all roads south of Carden Avenue be reduced to 20mph and that roads north of Carden Avenue, with the exception of those already indicated, up to and including Ladies Mile Road be reduced to 20mph to provide slower speeds in the roads around the Patcham Schools, Library and Community Centre.

4.56 It is also recommended that officers investigate options for infrastructure works that could improve safety for pedestrians on both Winfield Avenue and Carden Avenue. Carden Avenue in particular, whilst being a principle road which it is not considered appropriate to reduce to 20mph, has a high number of collisions (24) and casualties (31) in the past three years and as such any safety improvements that can be made should be investigated.

**4.57 Coldean**

On the basis that the consultation proposals had a clear majority (57%) in favour, it is recommended that all roads within the Coldean area be reduced to 20mph and that Coldean Lane be reduced from 40mph to 30mph as outlined in the consultation proposals.

**4.58 Hollingdean and South Moulsecoomb**

It is recommended that Lewes Road retain its existing limit and that the 20mph limit on Ditchling Road be extended north to Fiveways thus bringing the Downs Infant School within the lower limit area and creating a clear gateway to the central area and Downs Junior School which has an entrance on Ditchling Road. On the basis that the consultation proposals had a clear majority support (55%) in favour it is recommended that all other roads within this area be reduced to 20mph.

**4.59 Bevendean and north Moulsecoomb**

On the basis that the majority of the roads in Bevendean have a pre-existing 20mph, traffic calmed, speed limit and that the consultation proposals had a clear majority (55%) in favour, it is recommended that all roads within the Bevendean and Moulsecoomb area (East of Lewes Road) be reduced to 20mph

**4.60 East Brighton**

It is recommended that the following roads retain their existing speed limits: Marine Parade, Roedean Road, Royal Crescent, Marine Square, Warren Road and Wilson Avenue and that all other roads in the area be reduced to 20mph.

4.61 A number of roads within this area were marked for specific comment in the consultation and are considered below:

- 4.62 It is recommended that Freshfield Road, Upper Bedford St and Bedford St be reduced to 20mph. The consultation showed that there was significant support for lowering the speed limits on these roads with 78% of residents on Freshfield Road supporting 20mph on this road. It is however, given the current speeds on Freshfield Road, recommended that officers investigate options for infrastructure works that could assist with making 20mph self enforcing on this road, for example improved pedestrian crossing facilities.
- 4.63 It is recommended that Eastern Road be reduced to 20mph. It is acknowledged that Eastern Road was a road specifically requested by stakeholders, most notably the bus company, to remain at 30mph, however, this road is second only to Portland Road in the Phase 2 area in the number of collisions (31) and casualties (39) that have occurred in the last three years. It is also the location of a large hospital and a college making it a destination for vulnerable people. In addition the majority (55%) of residents of Eastern Road who responded to the consultation stated that they supported 20mph for their road.
- 4.64 It is recommended that Whitehawk Road and Whitehawk Way be reduced to 20mph. These roads, whilst a bus route, run through a heavily populated residential estate. Together they have experienced high numbers of collisions (21) and casualties (18) in the last three years. The area is in the 5% most deprived areas in England. Given that road safety provides evidence that there is an increased risk of road traffic injury amongst people and particularly children, in disadvantaged communities it is recommended that the speed limit be reduced to 20mph. It is recommended that officers investigate options for infrastructure works that could assist with making 20mph self enforcing on this road, particularly at its northern most sections.
- 4.65 Officers appreciate and have considered fully the concerns raised by the bus company with regards to cross city services which travel along Eastern Road and Whitehawk Way/Whitehawk Road. It is considered that the benefits that will be provided to bus services in the area by the works which have recently commenced under the Better Bus Areas programme, with the introduction of bus priority signals and bus lanes, will more than compensate for any small amount of time lost by the lower speed limit in this area.

## **5 ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

### **Part time limits**

- 5.1 Officers have investigated the possibility of variable speed limits at length as was outlined in the Committee report of January 2013 (Background Document 6). Further advice has been sought from the Department for Transport (DfT) on this matter and they have confirmed that authorisation to use part-time advisory 20 mph speed limits signage is specific to areas outside schools, where there is an obvious hazard at certain times of day and that DfT would not authorise the use of speed limit roundels with sub plates displaying times. Whilst variable messaging signage would be legally possible it would require a significant number of signs for each stretch of road concerned – a minimum of 8 for a discreet section of road assuming no side roads. DfT have confirmed that whilst, in theory this is possible, it would add significantly to street clutter and be incredibly expensive. They have confirmed Council officers views also that such an approach may not be safe in that it could cause confusion for drivers. They

have also questioned the safety implications of this due to the potential for driver confusion. For the reasons provided part time limits are not considered a viable option.

## 6. CONCLUSION

- 6.1 The majority of those who responded to the Phase 2 consultation supported the introduction of 20mph on the street on which they lived.
- 6.2 Differences within areas in terms of local community support have resulted in officers developing revised proposals for the Phase 2 area to retain existing speed limits not only along arterial routes into, out of and across the city as previously proposed but also in certain residential areas where the proposals did not have the support of the majority of the community.
- 6.3 The benefits of 20mph limits are recognised nationally and internationally and interim monitoring of the Phase 1 area of central Brighton & Hove indicates that they are starting to be realised in the city after just 6 months.
- 6.4 Under the revised proposals for phase 2 as outlined above, 59% of people living in the Phase 2 area would have the speed limit they want for the street on which they live.

Consultation Area	% people getting the speed limit they want on the road that they live
West Hove	59%
Dyke Road West	60%
Dyke Road East	62%
Preston	64%
Patcham & Hollingbury	52%
Hollingdean & S. Moulsecoomb	56%
Coldean	60%
Bevendean & N. Mouslecoomb	55%
East Brighton	59%
All of Phase 2 Consultation Area	59%

- 6.5 No final decision will be taken on the revised proposals for Phase 2 until the responses to the advertisement of the Speed Limit Orders have been reviewed and reported back to the Environment, Transport and Sustainability Committee. It is expected that this could happen in March 2014, should approval be granted to advertise.

## 7. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 7.1 Capital: The sum of £0.350million has been allocated for the introduction of 20mph speed reductions in the city, as part of the Local Transport Plan Capital Budget for 2013-14.
- 7.2 Ongoing maintenance of the scheme will be funded from within existing Transport budgets.

*Finance Officer Consulted: Jeff Coates*

*Date: 22/11/2013*

### Legal Implications:

- 7.3 The Council's powers and duties under the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic including cyclists and pedestrians. As far as is practicable, the Council should have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles; securing the safety and convenience of users; any other matters that appear relevant to the Council.
- 7.4 The Council has to follow the rules on consultation set out by the government and the courts. The Council must ensure that the consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time must be given to allow intelligent consideration and responses and that results are properly taken into account in finalising the proposals.
- 7.5 After the proposals are formally advertised, the Council can, in the light of objections / representations received, decide to re-consult either widely or specifically when it believes that it would be appropriate before deciding the final composition of any associated orders. Where there are unresolved objections to the Speed Limit Orders, then the matter is required to return to Transport Committee for a decision.

*Lawyer Consulted:*

*Carl Hearsum*

*Date: 22/11/13*

### Equalities Implications:

- 7.6 The scheme should improve conditions for vulnerable road users and has the potential to ease community severance by aiding the development of healthy and sustainable places and communities. In reducing the perception of road danger the scheme should enable children, young people and adults to make more and better use of their local streets.

### Sustainability Implications:

- 7.7 The proposed scheme should assist the Council in encouraging more sustainable transport use such as walking and cycling by reducing vehicle

speeds and improving safety and the perception that the streets are safer and more user friendly. Any modal shift to more sustainable transport achieved as a result of the wider implementation of 20mph speed limits will also assist in improving air quality and reducing carbon emissions contributing to the Council's 'One Planet Living' programme.

#### Crime & Disorder Implications:

- 7.8 Issues relating to the prevention of crime and disorder were raised once again through consultation with the taxi trade. In particular the issues of personal attacks on drivers and the implications of the lower speed limit on the ability of taxi services to "clear" ranks in the evening, particularly on weekend nights.
- 7.9 Officers have continued to investigate these issues and whilst continuing to understand the concerns and the reasons behind them remain unable to find any evidence that suggests these concerns have or will be realised. Officers produced some in cab stickers with the message "Where it's the limit It's the law" for taxi drivers to display in their cars to inform customers that new limits had been introduced by the Council and that where they were in place drivers, including taxi drivers, should drive within it. Whilst a number of independent taxi drivers accepted the stickers, the trade representatives from the taxi unions and taxi companies in the city refused to accept the resources. Officers stated that they were willing to produce alternative resources or communication campaigns and invited the trade to provide suggestions. To date no requests or suggestions have been made. Officers will continue to liaise with the taxi trade and the Police to monitor this issue.

#### Risk and Opportunity Management Implications:

- 7.10 There is a risk that the desired outcomes of the scheme will not be fully realised. Interim monitoring, however, suggests that this risk is very low and comprehensive monitoring will continue both in the Phase 1 area and in the Phase 2 area should it progress to ensure that any issues are identified, addresses and where necessary remedial action taken.

#### Public Health Implications:

- 7.11 Road casualty reduction is a Public Health priority and an indicator for Domain 1 of the Public Health Outcomes Framework 2013-2016. It is anticipated that the reduction in speed limits to 20mph in residential and commercial areas will help to reduce collisions and the severity of the outcome of some collisions. It is estimated that over 95% of pedestrians involved in a collision at 20mph survive, compared with only 80% at 30mph. A review of the impact of introducing 20mph zones in London over a twenty year period (Grundy et al 2009) demonstrated a reduction in road casualties particularly amongst young children.
- 7.12 It is likely that the scheme will support people to choose more physically active lifestyles by opting to make healthier active travel choices such as walking and cycling. Physically active adults have less risk of premature death and of chronic diseases with the direct cost of physical inactivity to the NHS across the UK is

estimated to be £1.06 billion. For Brighton & Hove this cost is estimated to be **£3,077,340**

- 7.13 Promoting active travel can bring important health benefits but also contributes to objectives in relation to sustainability & congestion & air pollution, especially to reduction in particulate matter. This is discussed above in paragraph 4.40.
- 7.14 NICE guidance PH 8, PH 25 and PH 31 all recommend speed restrictions and the prioritisation of pedestrian and cyclists as means to improve public health

Corporate / Citywide Implications:

- 7.15 The proposed scheme will assist the Council to meet its strategic objectives and will contribute to the Council's and partners' wider objectives including those set out in the Corporate Plan and the Sustainable Community Strategy.
- 7.16 Brighton and Hove Bus Company have raised concerns about the impact of the 20mph speed limits in the off peak hours on a number of cross city bus routes. Research carried out whilst preparing the proposals, together with the growing evidence base of actual impacts of such schemes in other areas and in the Phase 1 area, indicate that such concerns are unlikely to be realised as a result of the revised Phase 2 proposals. A significant number of roads have been excluded from the scheme, many of them requested by the bus company. In addition bus priority works being undertaken in a number of roads in the city and in the phase 2 area will provide time savings for buses that officers consider will more than compensate for any minor journey delays that could be caused by lower speed limits. Monitoring will however continue to be undertaken on this issue.

**SUPPORTING DOCUMENTATION**

**Appendices:**

- 1. Plan showing revised Phase 2 area
- 2. 20mph Phase 2 Public Consultation Report

**Documents in Members' Rooms**

- 1. Copies of the written consultation responses received from -
  - GMB
  - Woodland Drive Action Committee
  - Mr Chapman
  - Streamline
  - JustFlights
  - Swift Ceilings

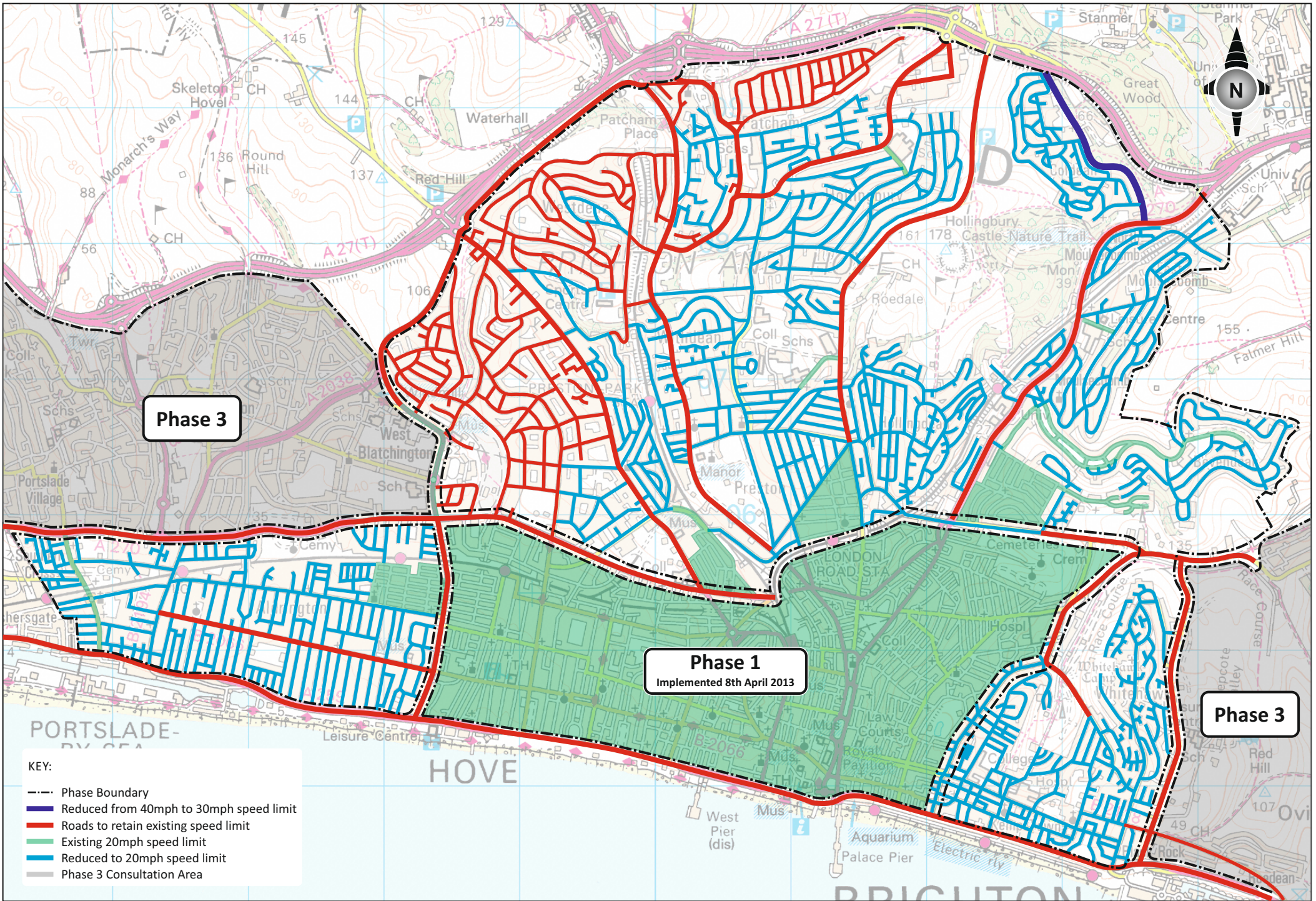
Petition  
Friends of the Earth  
Brighton & Hove Bus and Coach Company  
Bus Users UK  
Southern Taxi's, Brighton Streamline, Brighton & Hove Radio Cabs

### **Background Documents**

1. Environment and Community Safety Overview and Scrutiny Committee (ECSOSC) report on 20mph (2010)
2. Speed Limit Review – A & B Class Roads (September 2010)
3. Speed Limit review – 20mph Pilot Schemes (June 2011)
4. Environment and Transport Sustainability Cabinet Member Meeting – “Brighton & Hove – A 20mph City” report (May 2012)
5. Item 32 – Transport Committee Report - “Brighton & Hove – A 20mph City?” (November 2012)
6. Item 52 – Transport Committee report – “Brighton and Hove 20mph limit - Formal SLO Consultation









# 20mph Phase 2 Consultation Report

## Contents

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# 1 Background

In April 2013, a 20mph speed limit was introduced in central Brighton & Hove. This was the first phase of a city-wide programme to improve safety in residential and shopping streets across the city. Following public consultation in 2012, and a growing number of petitions from local communities, residents across the city have told us they are in favour of reducing speed limits for residential and local shopping areas.

A second phase for 20mph proposals has been developed and divided into nine neighbourhood areas.

## 2 Methodology

Phase 2 proposals for 20mph consists of nine neighbourhood areas. Information leaflets and questionnaires were mailed to all 58,489 addresses across the Phase 2 area. Each was identifiable eg:



Addresses were downloaded from ArcGIS which draws down addresses from the Land and Property Gazetteer (a property-based database). Both residential and commercial properties were included. Specific consultation packs were produced for the nine areas: containing a consultation leaflet, a questionnaire and a prepaid envelope for a reply. The neighbourhood area questionnaires and leaflets used three different colour palettes and featured the area name on the top right corner of the questionnaires (see Appendix). The consultation leaflet contained a map of each area, information about proposals, a list of Frequently Asked Questions plus gave details about public exhibitions where information would be on display and officers available to answer questions.

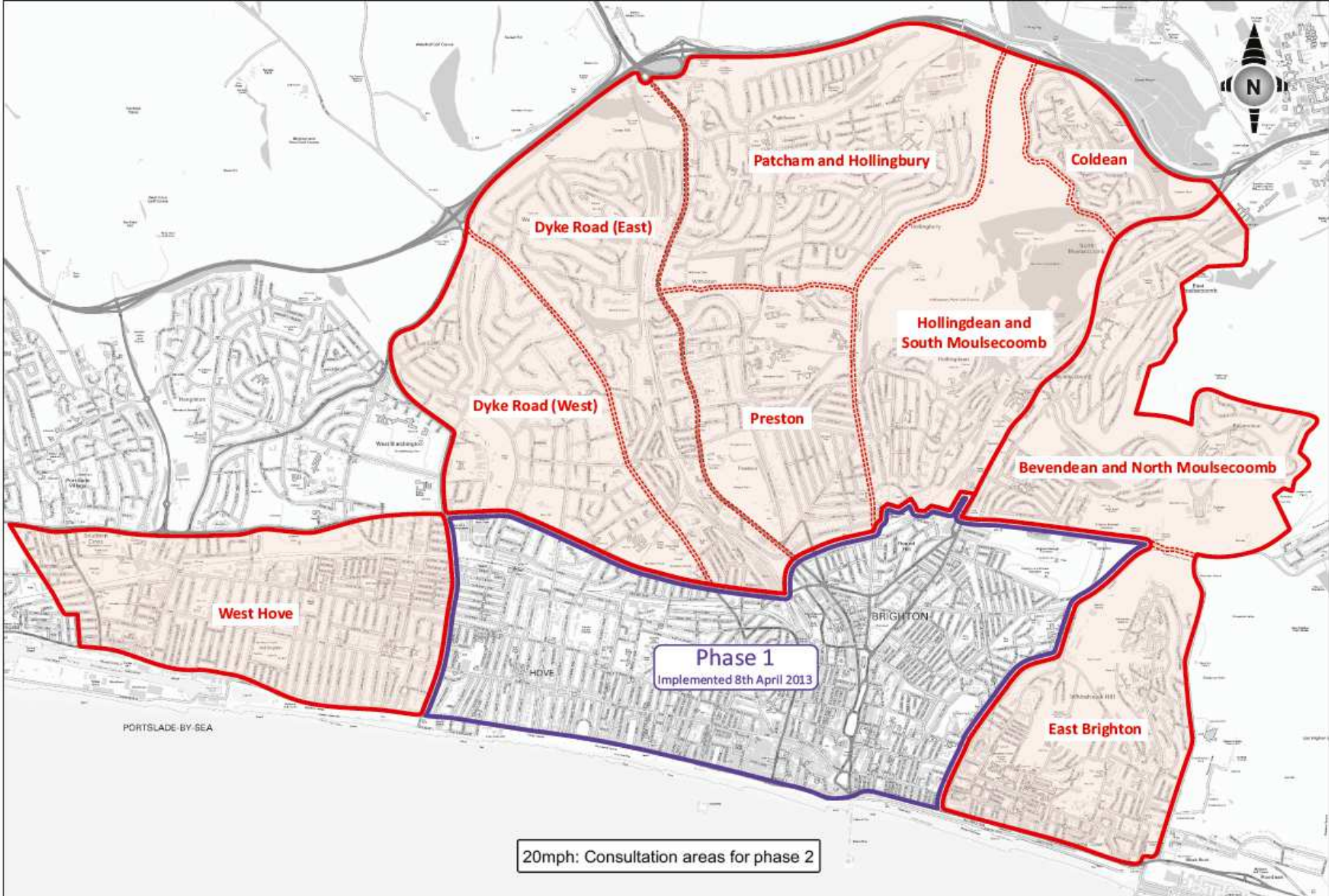
The questionnaires for each area asked the same questions, apart from one question which asked whether certain key roads within that particular area should become 20mph or remain at 30mph.

The map [over the page](#) shows the Phase 2 area and the nine neighbourhood areas.

The consultation was also made publicly available on-line on the council's Consultation Portal. Respondents choosing this method could give their views on any of the nine neighbourhood areas or make general comments.

A total of 28 attended exhibitions and residents groups meetings were held and/or attended by officers at 18 locations across the city where the public could discuss the proposals with officers and survey forms were available to those who had not received them in the post.

As the online questionnaire allowed respondents to comment on all nine areas or leave general comments about the proposals, it is acknowledged that multi-area submissions were easier to complete on line. Out of 1906 online submissions, 328 people commented on more than one area.



20mph: Consultation areas for phase 2

Exhibitions were also held in the nine neighbourhood areas as follows:

Area 1: West Hove	Portslade Library	Friday 20 September Saturday 21 September	10am to 1pm 10am to 1pm
Area 2: Dyke Road West	Westdene Library	Friday 13 September Saturday 14 September	2pm to 5pm 10am to 1pm
Area 3: Dyke Road East	Westdene Library	Friday 13 September Saturday 14 September	2pm to 5pm 10am to 1pm
Area 4: Preston	Varndean College	Monday 16 September	6pm to 8pm
Area 5: Patcham & Hollingbury	Patcham Library	Friday 6 September Saturday 7 September	2pm to 5pm 10am to 1pm
	Hollingbury Library	Thursday 12 September	10am to 1pm
Area 6: Hollingdean & S Moulsecoomb	Varndean College	Monday 16 September	6pm to 8pm
	Mouslecoomb Library	Thursday 19 September Saturday 21 September	2pm to 6pm 10am to 1pm
Area 7: Coldean	Coldean Library	Saturday 31 August Monday 2 September	10am to 1pm 10am to 1pm
Area 8: Bevendean & N Moulsecoomb	Mouslecoomb Library	Thursday 19 September Saturday 21 September	2pm to 6pm 10am to 1pm
Area 9: East Brighton	Whitehawk Library	Friday 27 September Saturday 28 September	2pm to 5pm 10am to 1pm

There were also smaller scale events held within the neighbourhood areas which stimulated responses eg at smaller scale events, LAT meetings, local resident and tenants group meetings and working with students in 6<sup>th</sup> form colleges.

The consultation was also advertised on the council's web-site and in the local press.

To give a greater understanding of who said what, a question was included in the questionnaire to determine whether people were responding as a resident, a person who works in the area, a business owner or manager in the area or “other”.

The question order varied slightly between the paper questionnaires and on the Consultation Portal in order to make best use of layout space on the printed version of the questionnaire.

At the start of September a one page advertisement appeared in the Evening Argus under the headline “Unchain the Brighton Motorist”. The online responses were monitored to see if this stimulated responses, which it didn’t.

The structure of this report will present an overview for the Phase 2 area and then each of the nine neighbourhoods.



### 3 Findings

#### Overall results for the 20mph Phase 2 Area

57989 consultation packs were sent to property addresses within the 20mph Phase 2 Area. 14952 responses were received giving an approximate 26% response rate. 11670 were printed questionnaires and, of these, 15 were collected at exhibitions.

1906 people responded online and of these, 328 people completed a questionnaire for more than one area (1906 respondents online completed 3282 online questionnaires).

A very small number of duplicate submissions were identified and removed from the online<sup>1</sup> responses (18).

#### Street identification

There were 14902 responses to this question: most of these (95%) responses came from streets within the proposed 20mph Phase 2 area.

#### Support for 20mph for your street<sup>2</sup>

There were 14321 responses to this question. The table below shows levels of support from all responses, from those who can be identified as:

- living within the proposed 20mph Phase 2 area
- not living in the area
- who completed questionnaires but did not give address details:

	All Respondents		Respondents living within the proposed 20mph Phase 2 area <sup>3</sup>		Respondents not living within the proposed 20mph Phase 2 area <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	7256	50.7	6623	53.4	502	35.3	131	26.4
No	7065	49.3	5781	46.6	919	64.7	365	73.6
<b>Total</b>	<b>14321</b>	<b>100</b>	<b>12404</b>	<b>100</b>	<b>1421</b>	<b>100</b>	<b>496</b>	<b>100</b>

Responses for each area are shown in the following table:

<sup>1</sup> Duplicate submissions were identified by cross-referencing IP address, areas responded to and demographic information. Duplicates were only removed where there was certainty that the same respondent had submitted two or more identical responses.

<sup>2</sup> Some streets are already 20mph.

<sup>3</sup> These respondents are identified using the answers given in Q1 and Q2 which is cross-referenced with a list of addresses within the area boundary

<sup>4</sup> These respondents have completed a questionnaire for the Area but the address given is not within the area boundary.

<sup>5</sup> These respondents have completed a questionnaire for the Area but have given no address

**Support 20mph for the street that you live on (in areas)**

	Total respondents from area	Yes								No							
		All respondents from the Area		Respondents living within each proposed 20mph Phase 2 area <sup>3</sup>		Respondents not living within the proposed 20mph Phase 2 area <sup>4</sup>		Respondents with no address details given <sup>5</sup>		All respondents from the Area		Respondents living within each proposed 20mph Phase 2 area <sup>3</sup>		Respondents not living within the proposed 20mph Phase 2 area <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
		Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Area 1	3039	1613	53.1	1520	55.2	72	34.8	21	27.6	1426	46.9	1236	44.8	135	65.2	55	72.4
Area 2	1229	478	38.9	408	40.2	57	35.8	13	23.2	751	61.1	606	59.8	102	64.2	43	76.8
Area 3	1866	951	51.0	868	53.0	66	39.0	17	28.3	915	49.0	769	47.0	103	61.0	43	71.7
Area 4	1844	1094	59.3	1020	62.7	61	35.7	13	27.1	750	40.7	605	37.2	110	64.3	35	72.9
Area 5	1928	865	44.9	807	46.8	45	29.8	13	25.0	1063	55.1	918	53.2	106	70.2	39	75.0
Area 6	970	490	50.5	431	54.6	48	35.3	12	25.5	480	49.5	359	45.4	86	64.7	35	74.5
Area 7	448	204	45.5	160	56.5	32	26.2	12	27.9	244	54.5	123	43.5	90	73.8	31	72.1
Area 8	1048	531	50.7	482	54.7	35	31.5	14	25.0	517	49.3	399	45.3	76	68.5	42	75.0
Area 9	1949	1030	52.8	940	54.7	74	43.3	16	27.1	919	47.2	779	45.3	97	56.7	43	72.9
<b>All areas</b>	<b>14321</b>	<b>7256</b>	<b>50.7</b>	<b>6636</b>	<b>53.4</b>	<b>490</b>	<b>35.1</b>	<b>131</b>	<b>26.4</b>	<b>7065</b>	<b>49.3</b>	<b>5794</b>	<b>46.6</b>	<b>905</b>	<b>64.9</b>	<b>366</b>	<b>73.6</b>

## Respondents who drive as part of their job (not including commuting to/from work)

	All respondents		Respondents living within the proposed 20mph Phase 2 area <sup>3</sup>		Respondents not living within the proposed 20mph Phase 2 area <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Drive	3189	21.8	2401	19.2	542	35.2	246	42.3
Don't drive	11421	78.2	10087	80.8	998	64.8	336	57.7
<b>Total</b>	<b>14610</b>	<b>100</b>	<b>12488</b>	<b>100</b>	<b>1540</b>	<b>100</b>	<b>582</b>	<b>100</b>

3189 respondents said they drive as part of their job, these are the types of jobs they do:

	All respondents		Respondents living within the proposed 20mph Phase 2 area <sup>3</sup>		Respondents not living within the proposed 20mph Phase 2 area <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Taxi driver	280	9.0	109	4.7	108	19.9	65	27.0
Delivery driver	193	6.2	140	6.0	43	7.9	10	4.1
Bus driver	57	1.8	40	1.7	8	1.5	9	3.7
Tradesperson	594	19.1	499	21.4	66	12.1	33	13.7
Health visitor/ district nurse/ care worker	469	15.1	346	14.8	108	19.9	15	6.2
Other <sup>6</sup> :	1513	48.7	1200	51.4	211	38.8	109	45.2
<b>Total</b>	<b>3106</b>	<b>100</b>	<b>2334</b>	<b>100</b>	<b>531</b>	<b>100</b>	<b>241</b>	<b>100</b>

People who drive as part of their job show lower levels of support for 20mph for the street that they live on 33.1% than the overall figure of 50.7%, with taxi drivers showing the lowest level of support at 17.5%.

All respondents	Support 20mph for the street you live on		Don't support 20mph for the street you live on	
	Number	%	Number	%
Taxi driver	42	17.5	198	82.5
Delivery driver	56	32.2	118	67.8
Bus driver	14	24.6	43	75.4
Tradesperson	176	30.2	406	69.8
Health visitor/ district nurse/ care worker	179	39.2	278	60.8
Other <sup>8</sup> :	509	35.5	926	64.5
<b>Total</b>	<b>976</b>	<b>33.1</b>	<b>1969</b>	<b>66.9</b>

## Support for 20mph speed limits as proposed in the consultation for the whole Phase 2 area (Q5)

<sup>6</sup> Other includes Ambulance, client visits, chartered surveyor, funeral director.

	All respondents		Respondents living within the proposed 20mph Phase 2 area <sup>3</sup>		Respondents not living within the proposed 20mph Phase 2 area <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	6317	43.7	5623	45.7	483	32.8	211	31.4
No	8122	56.3	6670	54.3	991	67.2	461	68.6
<b>Total</b>	<b>14439</b>	<b>100</b>	<b>12293</b>	<b>100</b>	<b>1474</b>	<b>100</b>	<b>672</b>	<b>100</b>

Responses for each area are shown in the following table:

## Support for 20mph speed limits for your area (in areas)

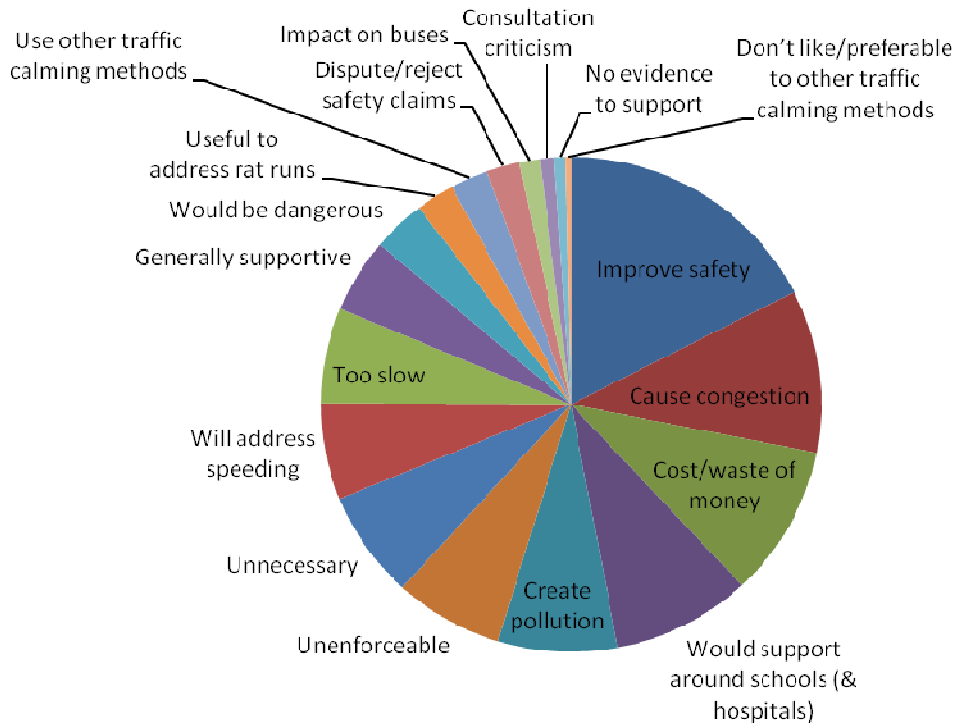
	Total respondents from area	Yes								No							
		All respondents from the Area		Respondents living within each proposed 20mph Phase 2 area <sup>3</sup>		Respondents not living within the proposed 20mph Phase 2 area <sup>4</sup>		Respondents with no address details given <sup>5</sup>		All respondents from the Area		Respondents living within each proposed 20mph Phase 2 area <sup>3</sup>		Respondents not living within the proposed 20mph Phase 2 area <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
		Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Area 1	3037	1355	44.6	1261	46.2	56	29.0	38	34.0	1682	55.4	1471	53.8	137	71.0	74	66.1
Area 2	1247	408	32.7	330	32.9	60	34.9	18	24.7	839	67.3	672	67.1	112	65.1	55	75.3
Area 3	1893	896	47.3	796	48.8	70	39.5	30	35.7	997	52.7	836	51.2	107	60.5	54	64.3
Area 4	1845	956	51.8	875	54.6	59	32.8	22	34.9	889	48.2	727	45.4	121	67.2	41	65.1
Area 5	1936	706	36.5	645	37.8	42	26.3	19	26.4	1230	63.5	1059	62.2	118	73.7	53	73.6
Area 6	985	463	47.0	396	51.0	50	33.6	17	28.8	522	53.0	381	49.0	99	66.4	42	71.2
Area 7	469	212	45.2	158	55.4	37	27.8	17	33.3	257	54.8	127	44.6	96	72.2	34	66.7
Area 8	1059	447	42.2	384	44.4	39	32.2	24	32.9	612	57.8	481	55.6	82	67.8	49	67.1
Area 9	1968	874	44.4	778	46.0	70	37.0	26	30.6	1094	55.6	916	54.0	119	63.0	59	69.4
<b>All Areas</b>	<b>14439</b>	<b>6317</b>	<b>43.7</b>	<b>5623</b>	<b>45.7</b>	<b>483</b>	<b>32.8</b>	<b>211</b>	<b>31.4</b>	<b>8122</b>	<b>56.3</b>	<b>6670</b>	<b>54.3</b>	<b>991</b>	<b>67.2</b>	<b>461</b>	<b>68.6</b>

## Comments

Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons. The information this provided is illustrated below (figures in red = most mentioned).

Comment	Respondents living within the proposed 20mph Phase 2 area <sup>3</sup>	Respondents not living within the proposed 20mph Phase 2 area <sup>4</sup>
	Number	Number
Improve safety	2973	280
Cause congestion/main thoroughfare/ not residential/ wide road	1805	175
Cost/waste of money/better spent elsewhere	1681	283
Would support around schools (& hospitals)/ during school drop off/ pick up times/ children's playground/ residential areas/ during day	1523	177
Create pollution/ stuck in 2nd or 3rd gear pollutes/ hard on hills/ uses too much petrol/ not environmentally friendly/ modern cars not designed for 20mph driving/ impractical	1313	349
Unenforceable/police have stated 20mph not enforceable/ worried about enforcement/ no-one keeps to it/ even 30 mph not enforced/ get tailgated	1196	189
Unnecessary/pointless/ already impossible to go over 30mph	1189	236
Will address speeding	1072	6
Too slow/ will increase journey time	1059	135
Generally supportive	825	265
Would be dangerous/ keep having to look at speedometer/ drivers get frustrated	584	86
Useful to address rat runs in residential areas/ needs to address rat runs	423	7
Use other traffic calming methods. crossings needed / speed cameras needed/ traffic lights needed	416	36
Dispute/ reject safety claims/ not proven to be safe/ no evidence for its safety yet/ need evaluation of present 20mph	365	135
Impact on buses/ will increase bus/ taxi journey times/ bus routes shouldn't be 20mph/ impact on emergency services	220	38
Consultation criticism/ already decided/ ill-conceived questions	157	70
No evidence to support	123	168
Don't like/ preferable to other traffic calming methods/ additional signage/ limit traffic calming. don't like speed bumps	60	18

## Comments from respondents living within the Phase 2 Area



### Children and/or young people in households

There were 2713 respondents living within the Phase 2 area who identified as having children aged between 0 and 11 (18.2%) and 1902 respondents (12.8%) who identified as having children aged between 12 and 18. Respondents living in the Phase 2 area with children (aged 0 to 18) showed higher levels of support for 20mph on their street (59.5%) than for all respondents living within the Phase 2 area (53.4%).

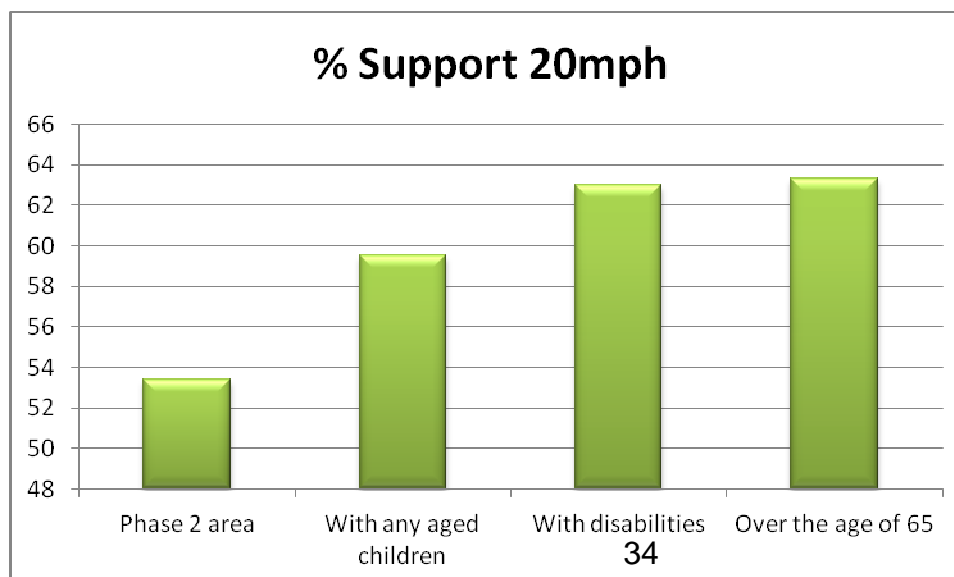
## Work/ live or own or manage a business in the area

Respondents could tick more than one option:

	All responses	Respondents living within the proposed 20mph Phase 2 area <sup>3</sup>	Respondents not living within the proposed 20mph Phase 2 area <sup>4</sup>	Respondents with no address details given <sup>5</sup>
	Number	Number	Number	Number
A resident	13372	12282	1090	315
A business owner/ or manager in the area	837	614	223	62
A person who works in the area	1885	1211	674	207
Other (please state)	815	171	644	152
<b>Total</b>	<b>16909</b>	<b>14278</b>	<b>2631</b>	<b>736</b>

## Levels of support for 20mph for your street: respondents with children, respondents with disabilities and respondents over 65

Respondents:	Respondents living within Phase Two Area			
	Support 20mph		Don't support 20mph	
	Number	%	Number	%
With children aged 0 to 11	1734	64.4	959	35.6
With children aged 12-18	1001	53.0	887	47.0
With any aged children	2373	59.5	1617	40.5
With disabilities	1192	63.0	700	37.0
Over the age of 65	1440	63.3	836	36.7
<b>Phase 2 area</b>	<b>6623</b>	<b>53.4</b>	<b>5781</b>	<b>46.6</b>



Levels of support as in the above table are shown in the graph on the next page.



#### 4 Demographic Information

Respondents were asked the following questions for Equalities monitoring<sup>7</sup>:

Age	All Respondents	
	Number	%
U18	42	.4
18-24	185	1.7
25-34	1078	10.0
35-44	2350	21.9
45-54	2598	24.2
55-64	2069	19.2
65+	2432	22.6
<b>Total</b>	<b>10754</b>	<b>100</b>

Gender	All Respondents	
	Number	%
Male	6344	50.3
Female	6220	49.3
Other	41	0.3
<b>Total</b>	<b>12605</b>	<b>100</b>

Do you identify as the gender you were assigned at birth?	All Respondents	
	Number	%
Yes	11117	99.1
No	99	0.9
<b>Total</b>	<b>11216</b>	<b>100</b>

<sup>7</sup> On the paper questionnaires the equalities monitoring questions were truncated due to available space and limited to those on gender, age, disability and ethnicity)

Ethnicity		All Respondents	
		Number	%
White	English/ Welsh/ Scottish/ Northern Irish/ British	10982	89.1
	Irish	306	2.5
	Gypsy or Irish Traveller	14	0.1
	Any other white background	545	4.4
Asian or Asian British	Bangladeshi	23	0.2
	Indian	58	0.5
	Pakistani	14	0.1
	Chinese	41	0.3
	Any other Asian background	47	0.4
Black or Black British	African	38	0.3
	Caribbean	16	0.1
	Any other Black background	7	0.1
Mixed	Asian & White	76	0.6
	Black African & White	21	0.2
	Black Caribbean & White	12	0.1
	Any other mixed background	34	0.3
Any other ethnic group	Arab	33	0.3
	Any other ethnic group	65	0.5
<b>Total</b>		<b>12332</b>	<b>100</b>

Sexual orientation	All Respondents	
	Number	%
Heterosexual/ straight	1957	89.5
Lesbian/ Gay woman	62	2.8
Gay Man	67	3.1
Bisexual	44	2.0
Other	57	2.6
<b>Total</b>	<b>2187</b>	<b>100</b>

What is your religion or belief?	All Respondents	
	Number	%
I have no particular religion	857	38.3
Buddhist	59	2.6
Christian	668	29.9
Hindu	9	0.4
Jain	1	0
Jewish	37	1.7
Muslim	14	0.6
Pagan	26	1.2
Sikh	0	0
Agnostic	59	2.6
Atheist	354	15.8
Other	87	3.9
Other Philosophical belief	64	2.9
<b>Total</b>	<b>2235</b>	<b>100</b>

Are your day to day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?	All Respondents	
	Number	%
Yes, a little	1172	9.5
Yes, a lot	924	7.5
No	10208	83.0
<b>Total</b>	<b>12304</b>	<b>100</b>

Please state the type of impairment which applies to you.	All Respondents	
	Number	% <sup>8</sup>
Physical impairment	1234	58.9
Sensory impairment	161	7.7
Learning disability/ difficulty	54	2.6
Long-standing illness	715	34.1
Mental health condition	248	11.8
Development condition	31	1.5
Other	230	11.0
<b>Total Responses</b>	<b>2673</b>	<b>-</b>

Are you a carer?	All Respondents	
	Number	%
Yes	299	12.2
No	2149	87.8
<b>Total</b>	<b>2448</b>	<b>100</b>

If yes do you care for?	All Respondents	
	Number	% <sup>9</sup>
Parent	129	43.1
Child with special needs	54	18.0
Other family member	29	9.7
Partner/ spouse	40	1.3
Friend	49	1.6
Other (please state)	17	5.7
<b>Total responses</b>	<b>318</b>	<b>-</b>

<sup>8</sup> Of those respondents who answered yes to disability. Respondents could tick more than one option therefore percentages won't add to 100%

<sup>9</sup> Of those respondents who answered yes to carer. Respondents could tick more than one option therefore percentages won't add to 100%.

Armed Forces Service	All Respondents	
	Number	% <sup>10</sup>
Are you currently serving in the UK Armed Forces (this includes reservists or part-time service eg Territorial Army)	13	5.1
Have you ever served in the UK Armed Forces?	142	5.6
Are you a member of a current or former serviceman or woman's immediate family/ household?	73	2.9

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<sup>10</sup> Of those who answered the question

## Area 1 – West Hove

### Response Rate

3116 responses were received for the West Hove Area.

Not all respondents answered every question, therefore totals may not add up to the total number of respondents for the area.

### Street identification

2805 responses (90%) responses came from streets within the West Hove area.

### Support for 20mph for your street<sup>11</sup>

There were 3039 responses to this question. The table below shows levels of support from all responses, from those who can be identified as those:

- living within the West Hove area
- not living in the West Hove area
- who completed questionnaires (with West Hove label or identified themselves as living in this area online) but then did not give address details to confirm this:

	All Respondents		Respondents living within Area 1: West Hove <sup>12</sup>		Respondents not living within Area 1: West Hove <sup>13</sup>		Respondents with no address details given <sup>14</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	1613	53.1	1532	55.2	60	32.3	21	27.6
No	1426	46.9	1245	44.8	126	67.7	55	72.4
Total	3039	100	2777	100	186	100	76	100

Respondents living within the West Hove Area show a higher level of support for 20mph in their street (55.2%) than for the whole Phase 2 area (53.1%).

<sup>11</sup> Some streets are already 20mph.

<sup>12</sup> These respondents are identified using the answers given in Q1 and Q2 which is cross-referenced with a list of addresses within the area boundary

<sup>13</sup> These respondents have completed a questionnaire for the Area but the address given is not within the area boundary.

<sup>14</sup> These respondents have completed a questionnaire for the Area but have given no address

## Respondents who drive as part of their job (not including commuting to/from work)

	All responses		Respondents within Area 1: West Hove <sup>2</sup>		Respondents not living within Area 1: West Hove <sup>3</sup>		Respondents with no address details given <sup>4</sup>	
	Number	%	Number	%	Number	%	Number	%
Drive	639	21	529	19.0	71	37.4	39	47.5
Don't drive	2408	79	2246	81.0	119	62.6	43	52.5
<b>Total</b>	<b>3047</b>	<b>100</b>	<b>2775</b>	<b>100</b>	<b>190</b>	<b>100</b>	<b>82</b>	<b>100</b>

529 respondents who live within West Hove said they drive as part of their job. They were asked what type of job they did. Respondents indicated their principle driving job as follows:

	Respondents within Area 1: West Hove <sup>2</sup>					
	Principle Driving Job		Support 20mph		Don't support 20mph	
	Number	%	Number	%	Number	%
Taxi driver	28	5.5	5	17.9	23	82.1
Delivery driver	37	7.2	14	37.8	23	62.2
Bus driver	8	1.6	3	37.5	5	62.5
Tradesperson	99	19.4	23.2	23.2	76	76.8
Health visitor/ district nurse/ care worker	78	15.3	39	50.6	38	49.4
Other <sup>15</sup> :	261	51.1	127	48.7	134	51.3
<b>Total</b>	<b>511</b>	<b>100</b>	<b>211</b>	<b>41.4</b>	<b>299</b>	<b>58.6</b>

People who drive as part of their job show lower levels of support for 20mph for the street that they live on (41.4%) than the overall figure for the area of 55.2%.

## Support for 20mph speed limits for the whole of the West Hove Area

	All Respondents		Respondents living within Area 1: West Hove <sup>2</sup>		Respondents not living within Area 1: West Hove <sup>3</sup>		Respondents with no address details given <sup>4</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	1355	44.6	1261	46.2	56	29	38	33.9
No	1682	55.4	1471	53.8	137	71	74	66.1
<b>Total</b>	<b>3037</b>	<b>100</b>	<b>2732</b>	<b>100</b>	<b>193</b>	<b>100</b>	<b>112</b>	<b>100</b>

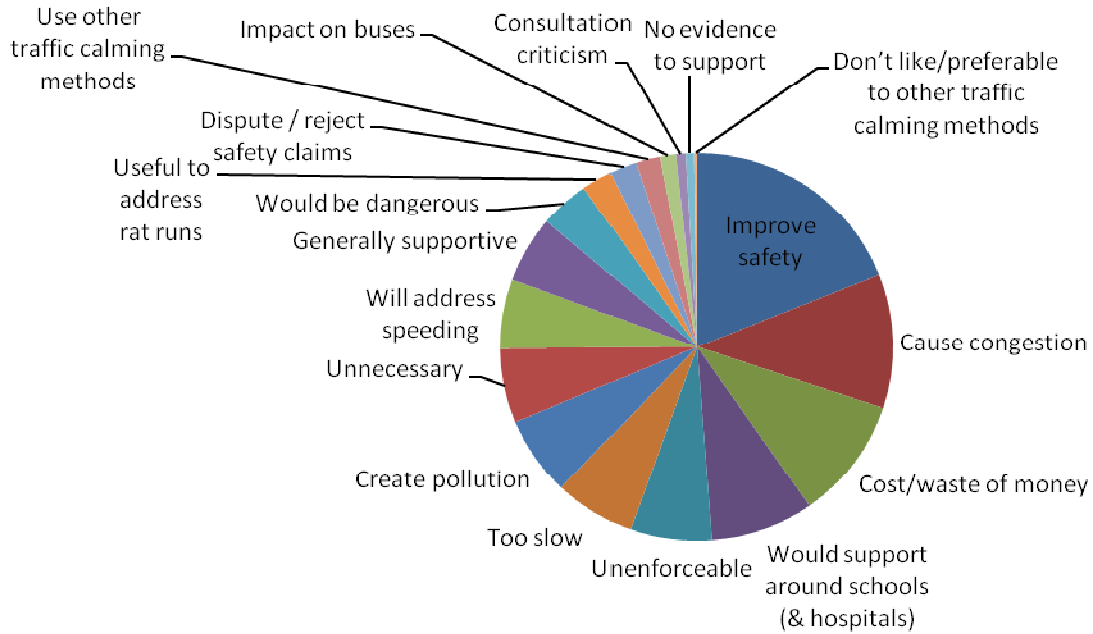
Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons.

<sup>15</sup> Other includes ambulance driver, client visits, chartered surveyor, funeral director.

The information this provided is illustrated below.  
(figures in red = most mentioned)

Comments	Respondents living within Area 1: West Hove <sup>2</sup>	Respondents not living within Area 1: West Hove <sup>3</sup>
	Number	Number
Improve safety	683	34
Cause congestion / main thoroughfare / not residential / wide road	404	25
Cost/waste of money / better spent elsewhere	367	36
Would support around schools (& hospitals)/ during school drop off / pick up times / childrens playground / residential areas / during day	307	18
Unenforceable/police have stated 20mph nor enforceable / worried about enforcement / no-one keeps to it / even 30mph not enforced / get tailgated	242	25
Too slow / will increase journey time	238	15
Create pollution / stuck in 2 <sup>nd</sup> or 3 <sup>rd</sup> gear pollutes / hard on hills / uses too much petrol / not environmentally friendly / modern cars not designed for 20mph driving / impractical	237	37
Unnecessary / pointless / already impossible to go over 30mph	224	35
Will address speeding	209	2
Generally supportive	200	29
Would be dangerous / keep having to look at speedometer / drivers get frustrated	147	12
Useful to address rat runs in residential areas / needs to address rat runs	89	1
Dispute / reject safety claims / not proven to be safe / no evidence for its safety yet / need evaluation of present 20mph	80	14
Use other traffic calming methods / crossings needed / speed cameras needed / traffic lights needed	72	4
Impact on buses / will increase bus / taxi journey times / bus routes shouldn't be 20mph / impact on emergency services	47	6
Consultation criticism / already decided / ill-conceived questions	29	8
No evidence to support	25	15
Don't like / preferable to other traffic calming methods / additional signage / limit traffic calming / don't like speed bumps	9	2

### Comments from respondents living within Area 1 West Hove



### Support for key roads in the West Hove area becoming 20mph

Street or road name	Respondents living within Area 1: West Hove <sup>2</sup>				
	Should become 20mph		Should stay at 30mph		Total responses
Kingsway	340	12.5%	2380	87.5%	
Old Shoreham Road	252	9.3%	2459	90.7%	2711
Sackville Road	711	26.1%	2018	73.9%	2729
New Church Road	582	21.2%	2160	78.8%	2742
Portland Road	974	35.5%	1767	64.5%	2741

Street or road name	Respondents not living within Area 1: West Hove <sup>3</sup>				
	Should become 20mph		Should stay at 30mph		Total responses
	Number	%	Number	%	
Kingsway	30	15.7	161	84.3	191
Old Shoreham Road	27	14.1	164	85.9	191
Sackville Road	47	24.7	143	75.3	190
New Church Road	45	23.3	148	76.7	193
Portland Road	51	26.6	141	73.4	192

### Additional Roads to stay at 30mph



Respondents were asked to name any additional roads they felt should stay at 30mph. There were a total of 794 responses from 745 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. Below are the streets which were mentioned most often (not including those we specifically asked them about in Q6 which are shown in the two tables above, roads only mentioned once or twice, roads from outside the proposed Phase 2 area and roads that didn't exist.)

Additional Roads	Respondents living within Area 1: West Hove <sup>2</sup>
	Number of responses
Church Road	47
Boundary Road	39
Station Road	26
Trafalgar Road	26
Carlton Terrace	11
Nevill Road	11

### Children and/or young people in households in West Hove

	Respondents living within Area 1: West Hove <sup>2</sup>	
	Number	%
All respondents with children aged 0 to 18 <sup>16</sup>	925	33.9
No children	1806	66.1
Total	2731	100

There were 656 respondents who identified as having children aged 0-11 (23.4%). And 371 respondents who identified having children aged 12-18 (13.2%). Households with children (0 – 18) show higher levels of support for their street (63.4%) compared to all respondents from the area (55.2%).

<sup>16</sup> Derived from respondents who identified as having children in either/or the 0-11 age bracket and 12-18 age bracket.

## Work/ live or own or manage a business in the West Hove

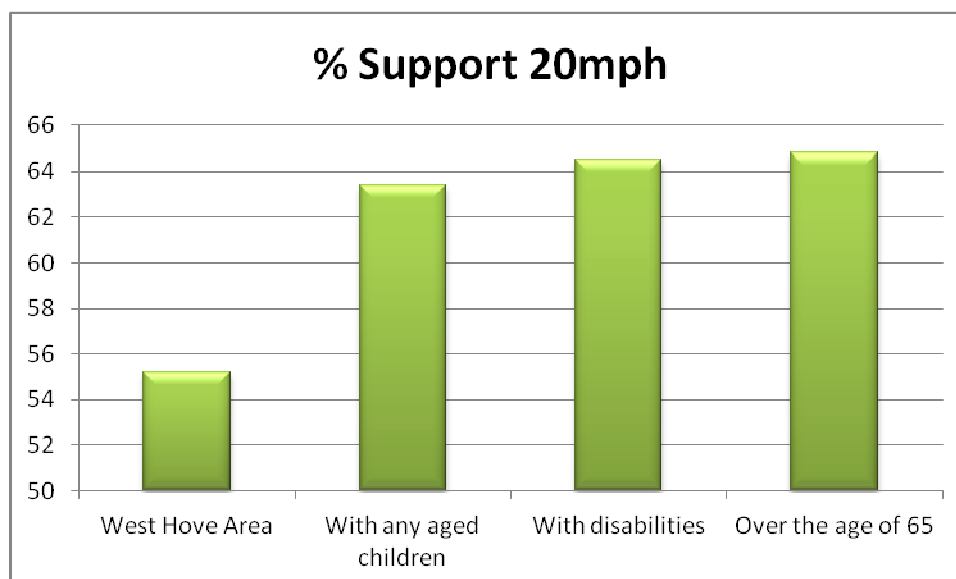
Respondents could tick more than one option:

	Respondents living within Area 1: West Hove <sup>2</sup>
	Number
A resident	2707
A business owner/ or manager in the area	185
A person who works in the area	310
Other (please state)	33
<b>Total</b>	<b>3235</b>

## Levels of support for 20mph for your street: respondents with children, respondents with disabilities and respondents over 65

Respondents:	Respondents living within Area 1: West Hove <sup>2</sup>			
	Support 20mph		Don't support 20mph	
	Number	%	Number	%
With children aged 0 to 11	437	67.1	214	32.9
With children aged 12-18	212	57.1	159	42.9
With any aged children	583	63.4	337	36.6
With disabilities	253	64.5	139	35.5
Over the age of 65	314	64.6	172	35.4
<b>West Hove Area</b>	<b>1532</b>	<b>55.2</b>	<b>1245</b>	<b>44.8</b>

Levels of support are shown in graph format below:



## Area 2 – Dyke Road West

### Response Rate

1292 responses were received for the Dyke Road West Area.

Not all respondents answered every question, therefore totals may not add up to the total number of respondents for the area.

### Street identification

1029 responses (79.6%) responses came from streets within the Dyke Road West area.

### Support for 20mph for your street<sup>17</sup>

There were 1229 responses to this question. The table below shows levels of support from all responses, from those who can be identified as those:

- living within the Dyke Road West area
- not living in the Dyke Road West area
- who completed questionnaires (with Dyke Road West label or identified themselves as living in this area online) but then did not give address details to confirm this:

	All Respondents		Respondents living within Dyke Road West <sup>18</sup>		Respondents not living within Dyke Road West <sup>19</sup>		Respondents with no address details given <sup>20</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	478	38.9	408	40.2	57	35.8	13	23.2
No	751	64.1	606	59.8	102	64.2	43	76.8
Total	1229	100	1014	100	159	100	56	100

Respondents living within the Dyke Road West show a higher level of support for 20mph in their street (40.2%) than for the whole Phase 2 area (38.9%).

<sup>17</sup> Some streets are already 20mph.

<sup>18</sup> These respondents are identified using the answers given in Q1 and Q2 which is cross-referenced with a list of addresses within the area boundary

<sup>19</sup> These respondents have completed a questionnaire for the Area but the address given is not within the area boundary.

<sup>20</sup> These respondents have completed a questionnaire for the Area but have given no address

**Respondents who drive as part of their job (not including commuting to/from work)**

	All responses		Respondents within Area 2: Dyke Road West <sup>3</sup>		Respondents not living within Area 2: Dyke Road West <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Drive	273	21.6	187	18.4	60	34.1	26	38.8
Don't drive	989	78.4	832	81.6	116	65.9	41	61.2
<b>Total</b>	<b>1262</b>	<b>100</b>	<b>1019</b>	<b>100</b>	<b>176</b>	<b>100</b>	<b>67</b>	<b>100</b>

187 respondents who live in Dyke Road West area said they drive as part of their job, They were asked what type of job they did. Respondents indicated their principle driving job:

	Respondents within Area 2: Dyke Road West <sup>3</sup>					
	Principle driving job		Support 20mph		Don't support 20mph	
	Number	%	Number	%	Number	%
Taxi driver	5	2.7	1	20	4	80
Delivery driver	5	2.7	3	60	2	40
Bus driver	2	1.1	1	50	1	50
Tradesperson	40	21.4	9	23.7	29	76.3
Health visitor/ district nurse/ care worker	14	7.5	3	23.1	10	76.9
Other <sup>21</sup> :	116	63.7	32	28.1	82	71.9
<b>Total</b>	<b>182</b>	<b>100</b>	<b>49</b>	<b>27.7</b>	<b>128</b>	<b>72.3</b>

People who drive as part of their job show lower levels of support for 20mph for the street that they live on (27.7%) than the overall figure of 40.2%.

**Support for 20mph speed limits across the whole Dyke Road West area**

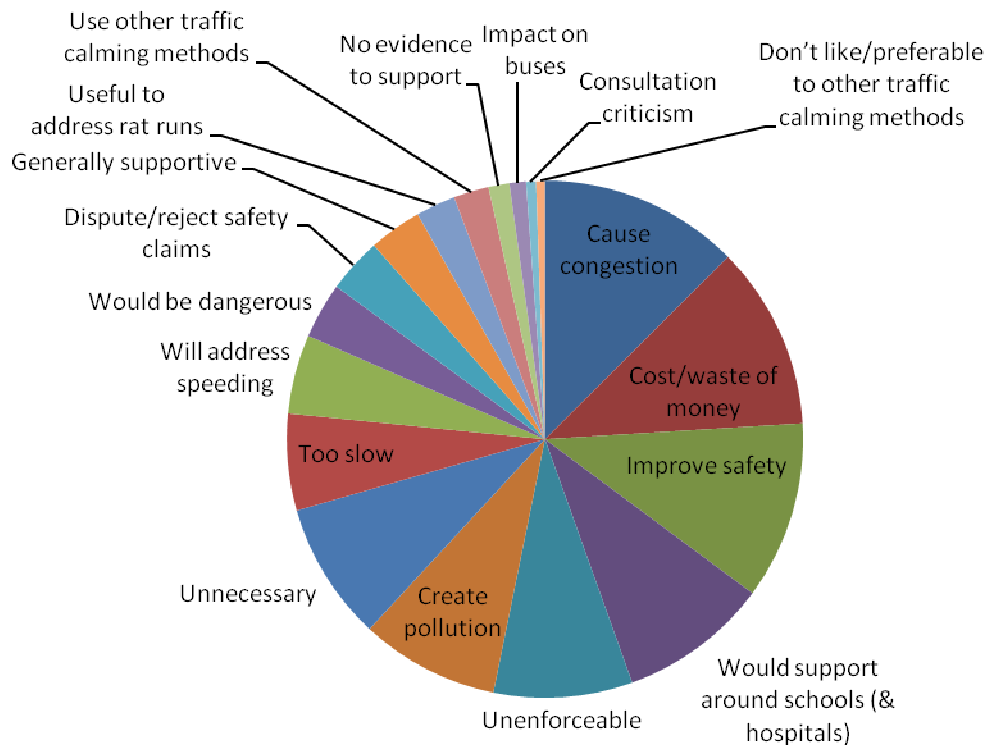
	All Respondents		Respondents living within Area 2: Dyke Road West <sup>3</sup>		Respondents not living within Area 2: Dyke Road West <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	408	32.7	330	32.9	60	34.9	18	24.7
No	839	67.3	672	67.1	112	65.1	55	75.3
<b>Total</b>	<b>1247</b>	<b>100</b>	<b>1002</b>	<b>100</b>	<b>172</b>	<b>100</b>	<b>73</b>	<b>100</b>

<sup>21</sup> Other includes ambulance driver, client visits, chartered surveyor, funeral director.

Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons. The information this provided is illustrated below.  
(figures in red = most mentioned)

Comments	Respondents living within Area 2: Dyke Road West <sup>3</sup>	Respondents not living within Area 2: Dyke Road West <sup>4</sup>
	Number	Number
Cause congestion / main thoroughfare / not residential / wide road	182	6
Cost/waste of money / better spent elsewhere	167	11
Improve safety	162	6
Would support around schools (& hospitals)/ during school drop off / pick up times / childrens playground / residential areas / during day	136	11
Unenforceable/police have stated 20mph nor enforceable / worried about enforcement / no-one keeps to it / even 30mph not enforced / get tailgated	126	4
Create pollution / stuck in 2 <sup>nd</sup> or 3 <sup>rd</sup> gear pollutes / hard on hills / uses too much petrol / not environmentally friendly / modern cars not designed for 20mph driving / impractical	126	9
Unnecessary / pointless / already impossible to go over 30mph	126	13
Too slow / will increase journey time	88	7
Will address speeding	72	1
Would be dangerous / keep having to look at speedometer / drivers get frustrated	51	6
Dispute / reject safety claims / not proven to be safe / no evidence for its safety yet / need evaluation of present 20mph	50	5
Generally supportive	48	6
Useful to address rat runs in residential areas / needs to address rat runs	36	
Use other traffic calming methods / crossings needed / speed cameras needed / traffic lights needed	32	1
No evidence to support	19	7
Impact on buses / will increase bus / taxi journey times / bus routes shouldn't be 20mph / impact on emergency services	15	
Consultation criticism / already decided / ill-conceived questions	9	4
Don't like / preferable to other traffic calming methods / additional signage / limit traffic calming / don't like speed bumps	8	1

## Comments from respondents living within Area 2 Dyke Road West



### Support for key roads in the Dyke Road West area becoming 20mph

Street or road name	Respondents living within Area 2: Dyke Road West <sup>2</sup>			
	Should become 20mph		Should stay at 30mph	
	Number	%	Number	%
Dyke Road	98	9.8	899	90.2
Old Shoreham Road	81	8.1	915	91.9
King George VI Avenue	115	11.6	874	88.4
Nevill Road	258	26.1	729	73.9
Shirley Drive	226	22.6	775	77.4
<b>Dyke Road West Area</b>	<b>408</b>	<b>40.2</b>	<b>606</b>	<b>59.8</b>

Street or road name	Respondents not living within Area 2: Dyke Road West <sup>3</sup>				Total responses
	Should become 20mph		Should stay at 30mph		
	Number	%	Number	%	
Dyke Road	42	24.1	132	75.9	174
Old Shoreham Road	34	19.6	139	80.4	173
King George VI Avenue	39	22.6	133	77.4	172
Nevill Road	52	30.0	121	70.0	173
Shirley Drive	53	30.8	119	69.2	172

### Additional Roads to stay at 30mph

Respondents were asked to name any additional roads they felt should stay at 30mph. There were a total of 392 responses from 380 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. Below are the streets which were mentioned most often (not including those we specifically asked them about in Q6 which are shown in the two tables above, roads only mentioned once or twice, roads from outside the proposed Phase 2 area and roads that didn't exist.)

Additional Roads	Respondents living within Area 2: Dyke Road West <sup>2</sup>
	Number of responses
Goldstone Crescent	37
Woodland Drive	21
Dyke Road Avenue	17
Church Road	6
New Church Road	6

## Children and/or young people in households in Dyke Road West

Respondents could tick Aged 0 to 11 or 12 to 18 or both.

	Respondents living within Area 2: Dyke Road West <sup>3</sup>	
	Number	%
All respondents with children aged 0 to 18 <sup>22</sup>	335	34.0
No children	694	66.0
Total	1029	100.0

There were 191 respondents who identified as having children aged 0-11 (18.6%) and 191 respondents who identified having children aged 12-18 (18.6%). Households with children (0 – 18) show marginally lower levels of support for their street (40.1%) compared to all respondents from the area (40.2%).

## Work/ live or own or manage a business in the Dyke Road West Area

Respondents could tick more than one option:

	Respondents living within Area 2: Dyke Road West <sup>3</sup>
	Number
A resident	1013
A business owner/ or manager in the area	69
A person who works in the area	90
Other (please state)	10
Total	1182

## Levels of support for 20mph for your street: respondents with children, respondents with disabilities and respondents over 65

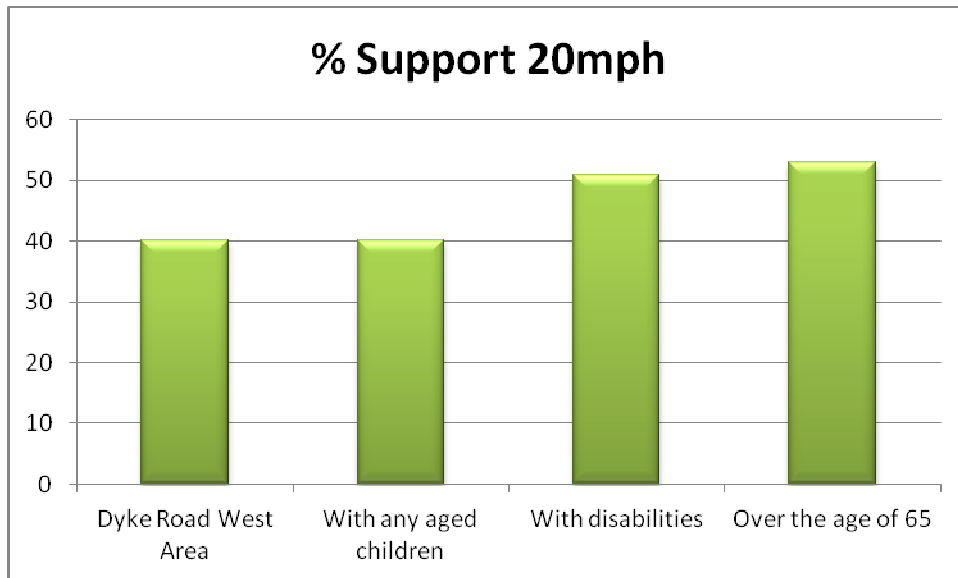
Respondents:	Respondents living within Area 2: Dyke Road West <sup>3</sup>			
	Support 20mph		Don't support 20mph	
	Number	%	Number	%
With children aged 0 to 11	86	45.7	102	54.3
With children aged 12-18	72	37.7	119	62.3
With any aged children	133	40.1	199	59.9

<sup>22</sup> Derived from respondents who identified as having children in either/or the 0-11 age bracket and 12-18 age bracket.



With disabilities	61	50.8	60	49.2
Over the age of 65	114	53.0	101	47.0
<b>Dyke Road West Area</b>	<b>408</b>	<b>40.2</b>	<b>608</b>	<b>59.8</b>

Levels of support are shown in graph format below:



## Area 3 – Dyke Road East

### Response Rate

1947 responses were received for the Dyke Road East Area.

Not all respondents answered every question, therefore totals may not add up to the total number of respondents for the area.

### Street identification

1665 responses (85.5%) responses came from streets within the Dyke Road East area.

### Support for 20mph for your street<sup>23</sup>

There were 1866 responses to this question. The table below shows levels of support from all responses, from those who can be identified as those:

- living within the Dyke Road East area
- not living in the Dyke Road East area
- who completed questionnaires (with Dyke Road East label or identified themselves as living in this area online) but then did not give address details to confirm this:

	All Respondents		Respondents living within Area 3: Dyke Road East <sup>24</sup>		Respondents not living within Area 3: Dyke Road East <sup>25</sup>		Respondents with no address details given <sup>26</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	951	51.0	868	53.0	66	39.0	17	28.3
No	915	49.0	769	47.0	103	61.0	43	71.7
Total	1866	100	1637	100	169	100	60	100

Respondents living within the Dyke Road East Area show a higher level of support for 20mph in their street (53.0%) than for the whole Phase 2 area (51%).

<sup>23</sup> Some streets are already 20mph.

<sup>24</sup> These respondents are identified using the answers given in Q1 and Q2 which is cross-referenced with a list of addresses within the area boundary

<sup>25</sup> These respondents have completed a questionnaire for the Area but the address given is not within the area boundary.

<sup>26</sup> These respondents have completed a questionnaire for the Area but have given no address

## Respondents who drive as part of their job (not including commuting to/from work)

	All responses		Respondents within Area 3: Dyke Road East <sup>2</sup>		Respondents not living within Area 3: Dyke Road East <sup>3</sup>		Respondents with no address details given <sup>4</sup>	
	Number	%	Number	%	Number	%	Number	%
Drive	366	19.3	275	16.7	65	34.9	26	36.6
Don't drive	1535	80.7	1369	83.3	121	65.1	45	63.4
<b>Total</b>	<b>1901</b>	<b>100</b>	<b>1644</b>	<b>100</b>	<b>186</b>	<b>100</b>	<b>71</b>	<b>100</b>

275 respondents who live within the Dyke Road East Area said they drive as part of their job. They were asked what type of job they did. Respondents indicated their principle driving job

	Respondents within Area 3: Dyke Road East <sup>2</sup>					
	Principle Driving Job		Support 20mph		Don't support 20mph	
	Number	%	Number	%	Number	%
Taxi driver	13	4.8	3	27.3	8	72.7
Delivery driver	12	4.4	2	18.2	9	81.8
Bus driver	3	1.1	1	33.3	2	66.7
Tradesperson	58	21.5	16	27.6	42	72.4
Health visitor/ district nurse/ care worker	27	10.0	15	55.6	12	44.4
Other <sup>27</sup> :	157	58.1	65	42.2	89	57.6
<b>Total</b>	<b>270</b>	<b>100</b>	<b>102</b>	<b>38.6</b>	<b>162</b>	<b>61.4</b>

People who drive as part of their job show lower levels of support for 20mph for the street that they live on (37.8%) than the overall figure for the area of 53.0%.

## Support for 20mph speed limits in the Dyke Road East Area

	All Respondents		Respondents living within Area 3: Dyke Road East <sup>2</sup>		Respondents not living within Area 3: Dyke Road East <sup>3</sup>		Respondents with no address details given <sup>4</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	896	47.3	796	48.8	70	39.5	30	35.7
No	997	52.7	836	51.2	107	60.5	54	64.3
<b>Total</b>	<b>1893</b>	<b>100</b>	<b>1632</b>	<b>100</b>	<b>177</b>	<b>100</b>	<b>84</b>	<b>100</b>

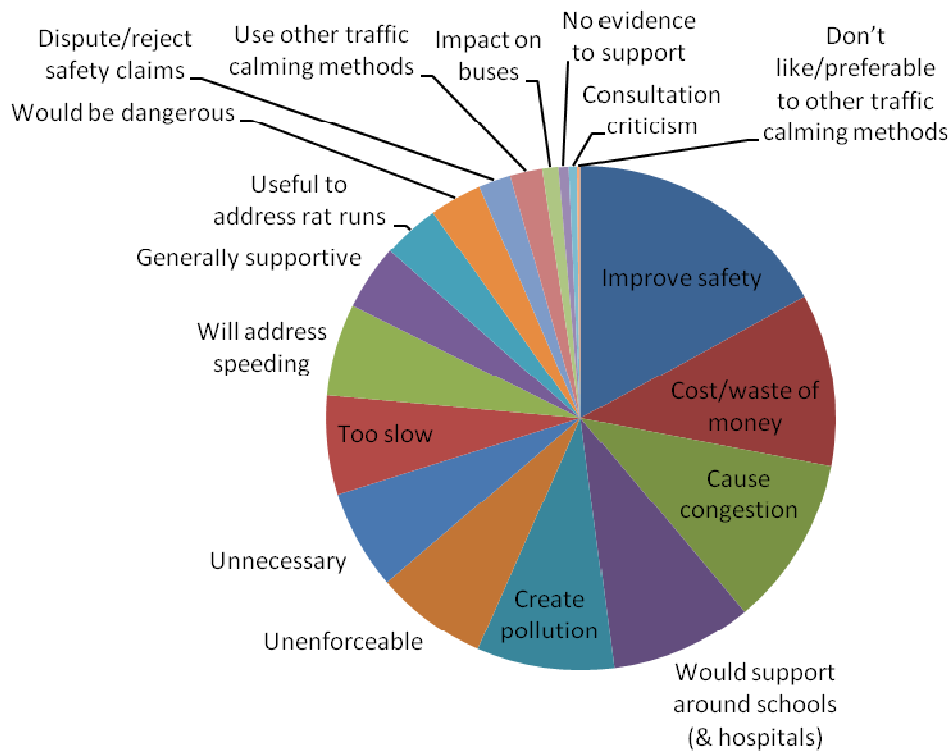
Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons

<sup>27</sup> Other includes ambulance driver, client visits, chartered surveyor, funeral director.

The information this provided is illustrated below.  
(figures in red = most mentioned)

Comments	Responde nts living within Area 3: Dyke Road East <sup>2</sup>	Respondent s not living within Area 3: Dyke Road East <sup>3</sup>
	Number	Number
Improve safety	398	14
Cost/waste of money / better spent elsewhere	259	7
Cause congestion / main thoroughfare / not residential / wide road	255	7
Would support around schools (& hospitals)/ during school drop off / pick up times / childrens playground / residential areas / during day	211	12
Create pollution / stuck in 2 <sup>nd</sup> or 3 <sup>rd</sup> gear pollutes / hard on hills / uses too much petrol / not environmentally friendly / modern cars not designed for 20mph driving / impractical	203	7
Unenforceable/police have stated 20mph nor enforceable / worried about enforcement / no-one keeps to it / even 30mph not enforced / get tailgated	167	6
Unnecessary / pointless / already impossible to go over 30mph	150	11
Too slow / will increase journey time	148	6
Will address speeding	139	0
Generally supportive	98	8
Useful to address rat runs in residential areas / needs to address rat runs	85	0
Would be dangerous / keep having to look at speedometer / drivers get frustrated	78	3
Dispute / reject safety claims / not proven to be safe / no evidence for its safety yet / need evaluation of present 20mph	48	7
Use other traffic calming methods / crossings needed / speed cameras needed / traffic lights needed	48	0
Impact on buses / will increase bus / taxi journey times / bus routes shouldn't be 20mph / impact on emergency services	24	1
No evidence to support	15	7
Consultation criticism / already decided / ill-conceived questions	12	5
Don't like / preferable to other traffic calming methods / additional signage / limit traffic calming / don't like speed bumps	5	0

## Comments from respondents living within Area 3 Dyke Road East



### Support for key roads in the Dyke Road East area becoming 20mph

Street or road name	Respondents living within Area 3: Dyke Road East <sup>2</sup>			
	Should become 20mph		Should stay at 30mph	
	Number	%	Number	%
Dyke Road	232	14.2	1401	85.8
Old Shoreham Road	207	12.7	1418	87.3
A23 (Preston Road and London Road)	195	12.0	1440	88.0

Street or road name	Respondents not living within Area 3: Dyke Road East <sup>3</sup>				
	Should become 20mph		Should stay at 30mph		Total responses
	Number	%	Number	%	
Dyke Road	47	26.5	130	73.5	177
Old Shoreham Road	40	22.8	135	77.2	175
A23 (Preston Road and London Road)	38	21.3	140	78.7	178

### Additional Roads to stay at 30mph

Respondents were asked to name any additional roads they felt should stay at 30mph. There were a total of 536 responses from 513 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. Below are the streets which were mentioned most often (not including those we specifically asked them about in Q6 which are shown in the two tables above, roads only mentioned once or twice, roads from outside the proposed Phase 2 area and roads that didn't exist.)

Additional Roads	Respondents living within Area 2: Dyke Road West <sup>2</sup>
	Number of Responses
Valley Drive	26
Mill Road	19
Millers Road	16
Carden Avenue	13
Dyke Road Avenue	7
Eldred Avenue	7
Shirley Drive	7

### Children and/or young people in households in Dyke Road East

	Respondents living within Area 2: Dyke Road East <sup>3</sup>	
	Number	%
All respondents with children aged 0 to 18 <sup>28</sup>	521	31.8
No children	1115	68.1
Total	1636	100.0

<sup>28</sup> Derived from respondents who identified as having children in either/or the 0-11 age bracket and 12-18 age bracket.

There were 365 respondents who identified as having children aged 0-11 (21/9%) and 223 respondents who identified having children aged 12-18 (13.4%). Households with children (0 – 18) show higher levels of support for their street (62.7%) compared to all respondents from the area (53.0%).

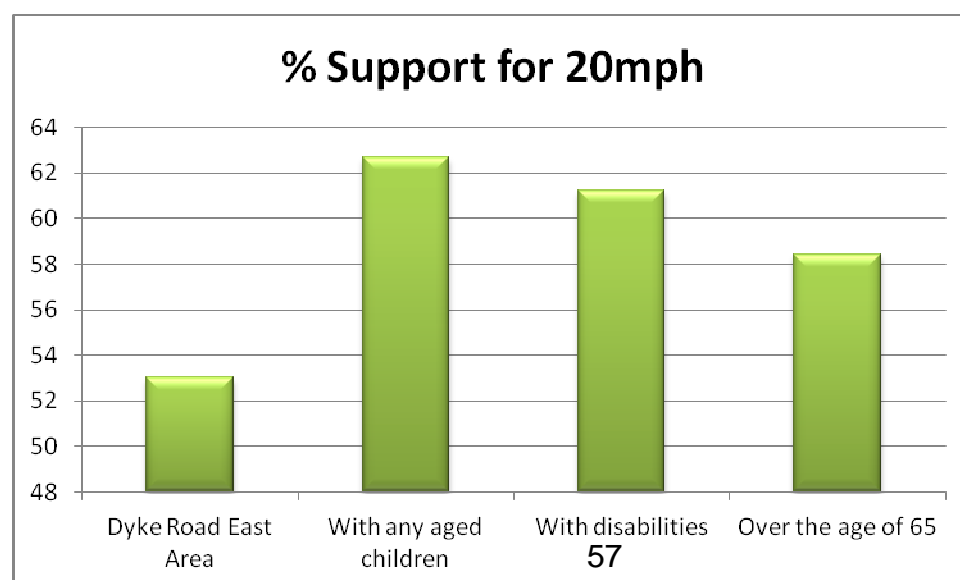
### Work/ live or own or manage a business in the Dyke Road East Area

Respondents could tick more than one option:

	Responses living within Area 3: Dyke Road East <sup>2</sup>
	Number
A resident	1632
A business owner/ or manager in the area	70
A person who works in the area	140
Other (please state)	21
<b>Total</b>	<b>1863</b>

### Levels of support for 20mph for your street: respondents with children, respondents with disabilities and respondents over 65

Respondents:	Respondents living within Area 3: Dyke Road East <sup>3</sup>			
	Support 20mph		Don't support 20mph	
	Number	%	Number	%
With children aged 0 to 11	246	68.7	112	31.3
With children aged 12-18	121	55.0	99	45.0
With any aged children	321	62.7	191	37.3
With disabilities	112	61.2	71	38.8
Over the age of 65	171	58.4	122	41.6
<b>Dyke Road East Area</b>	<b>868</b>	<b>53.0</b>	<b>769</b>	<b>47.0</b>



Levels of support are shown here in graph format:

## Area 4 – Preston

### Response Rate

1912 responses were received for the Preston Area.

Not all respondents answered every question, therefore totals may not add up to the total number of respondents for the area.

### Street identification

1650 responses (86.3%) responses came from streets within the Preston area.

### Support for 20mph for your street<sup>29</sup>

There were 1844 responses to this question. The table below shows levels of support from all responses, from those who can be identified as those:

- living within the Preston area
- not living in the Preston area
- who completed questionnaires (with Preston label or identified themselves as living in this area online) but then did not give address details to confirm this:

	All Respondents		Respondents living within Area 4: Preston <sup>30</sup>		Respondents not living within Area 4: Preston <sup>31</sup>		Respondents with no address details given <sup>32</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	1094	59.3	1020	62.8	61	35.7	13	27.1
No	750	40.7	605	37.2	110	64.3	35	72.9
Total	1844	100	1625	100	171	100	48	100

Respondents living within the Preston Area show a higher level of support for 20mph in their street (62.8%) than for the whole Phase 2 area (59.3%).

<sup>29</sup> Some streets are already 20mph.

<sup>30</sup> These respondents are identified using the answers given in Q1 and Q2 which is cross-referenced with a list of addresses within the area boundary

<sup>31</sup> These respondents have completed a questionnaire for the Area but the address given is not within the area boundary.

<sup>32</sup> These respondents have completed a questionnaire for the Area but have given no address



## Respondents who drive as part of their job (not including commuting to/from work)

	All responses		Respondents within Area 4: Preston <sup>3</sup>		Respondents not living within Area 4: Preston <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Drive	379	20.2	295	18.1	60	32.3	24	40.7
Don't drive	1500	79.8	1339	81.9	126	67.7	35	59.3
<b>Total</b>	<b>1879</b>	<b>100</b>	<b>1634</b>	<b>100</b>	<b>186</b>	<b>100</b>	<b>59</b>	<b>100</b>

295 respondents who live within Preston said they drive as part of their job. They were asked what type of job they did. Respondents indicated their principle driving job

	Respondents within Area 4: Preston <sup>3</sup>					
	Principle driving job		Support 20mph		Don't support 20mph	
	Number	%	Number	%	Number	%
Taxi driver	4	1.4	2	50	2	50
Delivery driver	7	2.5	1	16.7	5	83.3
Bus driver	2	0.7	1	50	1	50
Tradesperson	47	16.6	19	41.4	27	58.7
Health visitor/ district nurse/ care worker	57	20.1	27	47.3	30	52.6
Other <sup>33</sup> :	166	58.7	85	52.8	76	47.2
<b>Total</b>	<b>283</b>	<b>100</b>	<b>135</b>	<b>48.9</b>	<b>141</b>	<b>51.1</b>

People who drive as part of their job show lower levels of support for 20mph for the street that they live on 48.9% than the overall figure of 62.8%.

## Support for 20mph speed limits for the whole of the Preston Area

	All Respondents		Respondents living within Area 4: Preston <sup>3</sup>		Respondents not living within Area 4: Preston <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	956	51.8	875	54.6	59	32.8	22	34.9
No	889	48.2	727	45.4	121	67.2	41	65.1
<b>Total</b>	<b>1845</b>	<b>100</b>	<b>1602</b>	<b>100</b>	<b>180</b>	<b>100</b>	<b>63</b>	<b>100</b>

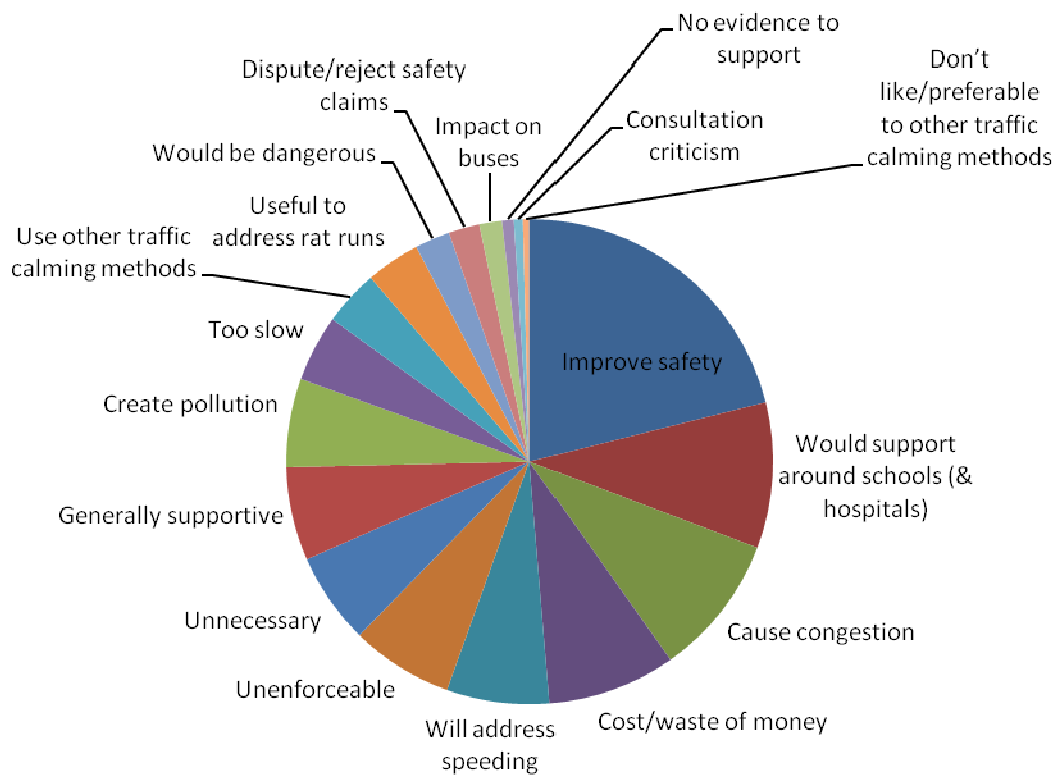
Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons

<sup>33</sup> Other includes ambulance driver, client visits, chartered surveyor, funeral director.

The information this provided is illustrated below.  
(figures in red = most mentioned)

Comments	Respondents living within Area 4: Preston <sup>3</sup>	Respondents not living within Area 4: Preston <sup>4</sup>
	Number	Number
Improve safety	460	9
Would support around schools (& hospitals)/ during school drop off / pick up times / childrens playground / residential areas / during day	212	6
Cause congestion / main thoroughfare / not residential / wide road	206	4
Cost/waste of money / better spent elsewhere	185	5
Will address speeding	149	0
Unenforceable/police have stated 20mph nor enforceable / worried about enforcement / no-one keeps to it / even 30mph not enforced / get tailgated	149	3
Unnecessary / pointless / already impossible to go over 30mph	133	10
Generally supportive	136	6
Create pollution / stuck in 2 <sup>nd</sup> or 3 <sup>rd</sup> gear pollutes / hard on hills / uses too much petrol / not environmentally friendly / modern cars not designed for 20mph driving / impractical	129	8
Too slow / will increase journey time	97	5
Use other traffic calming methods / crossings needed / speed cameras needed / traffic lights needed	81	1
Useful to address rat runs in residential areas / needs to address rat runs	79	0
Would be dangerous / keep having to look at speedometer / drivers get frustrated	51	
Dispute / reject safety claims / not proven to be safe / no evidence for its safety yet / need evaluation of present 20mph	45	3
Impact on buses / will increase bus / taxi journey times / bus routes shouldn't be 20mph / impact on emergency services	33	0
No evidence to support	17	6
Consultation criticism / already decided / ill-conceived questions	13	4
Don't like / preferable to other traffic calming methods / additional signage / limit traffic calming / don't like speed bumps	9	0

## Comments from respondents living within Area 4 Preston



### Support for key roads in the Preston Area becoming 20mph

Street or road name	Respondents living within Area 4: Preston <sup>3</sup>			
	Should become 20mph		Should stay at 30mph	
	Number	%	Number	%
Ditchling Road	467	29.2	1130	70.8
A23 (Preston Road & London Road)	280	17.5	1321	82.5
Peacock Lane	943	60.6	612	39.4
Surrenden Road	660	41.6	927	58.4

Street or road name	Respondents not living within Area 4: Preston				Total responses
	Should become 20mph		Should stay at 30mph		
	Number	%	Number	%	
Ditchling Road	49	27.	132	73.	181
A23 (Preston Road & London Road)	32	18	145	82.	177
Peacock Lane	63	35.3	115	64.7	178
Surrenden Road	50	28.7	124	71.3	174

### Additional Roads to stay at 30mph

Respondents were asked to name any additional roads they felt should stay at 30mph. There were a total of 652 responses from 617 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. Below are the streets which were mentioned most often (not including those we specifically asked them about in Q6 which are shown in the two tables above, roads only mentioned once or twice, roads from outside the proposed Phase 2 area and roads that didn't exist.)

Additional Roads	Respondents living within Area 4: Preston <sup>3</sup>
	Number of responses
Preston Drove	147
Stanford Avenue	112
Beaconsfield Villas	38
Preston Park Avenue	37
Beaconsfield Road	11

### Children and/or young people in households in Preston

	Respondents living within Area 4: Preston <sup>3</sup>	
	Number	%
All respondents with children aged 0 to 18 <sup>34</sup>	609	37.5
No children	1014	62.5
Total	1623	100

<sup>34</sup> Derived from respondents who identified as having children in either/or the 0-11 age bracket and 12-18 age bracket.

There were 401 respondents who identified as having children aged 0-11 (24.3%) and 300 respondents who identified having children aged 12-18 (18.2%). Households with children (0 – 18) show higher levels of support for their street (72.0%) compared to all respondents from the area (62.82%).

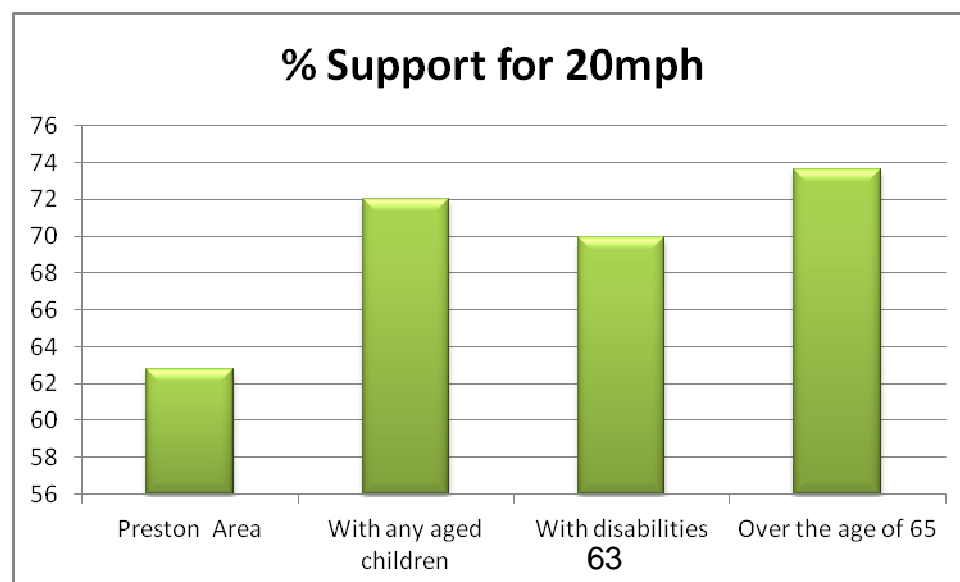
### Work/ live or own or manage a business in the Preston Area

Respondents could tick more than one option:

	Respondents living within Area 4: Preston <sup>3</sup>
	Number
A resident	1626
A business owner/ or manager in the area	68
A person who works in the area	147
Other (please state)	29
<b>Total</b>	<b>1868</b>

### Levels of support for 20mph for your street: respondents with children, respondents with disabilities and respondents over 65

Respondents:	Respondents living within Area 4: Preston <sup>3</sup>			
	Support 20mph		Don't support 20mph	
	Number	%	Number	%
With children aged 0 to 11	303	76.5	93	23.5
With children aged 12-18	201	67.9	95	32.1
With any aged children	433	72.0	168	28.0
With disabilities	123	69.9	53	30.1
Over the age of 65	187	73.6	67	26.4
<b>Preston Area</b>	<b>1020</b>	<b>62.8</b>	<b>605</b>	<b>37.2</b>



## Area 5 – Patcham and Hollingbury

### Response Rate

1996 responses were received for the Patcham & Hollingbury Area.

Not all respondents answered every question, therefore totals may not add up to the total number of respondents for the area.

### Street identification

1751 responses (87.7%) responses came from streets within the Patcham and Hollingbury area.

### Support for 20mph for your street<sup>35</sup>

There were 1928 responses to this question. The table below shows levels of support from all responses, from those who can be identified as those:

- living within the Patcham & Hollingbury area
- not living in the Patcham & Hollingbury area
- who completed questionnaires (with Patcham & Hollingbury label or identified themselves as living in this area online) but then did not give address details to confirm this:

	All Respondents		Respondents living within Area 5: Patcham & Hollingbury <sup>36</sup>		Respondents not living within Area 5: Patcham & Hollingbury <sup>37</sup>		Respondents with no address details given <sup>38</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	865	44.9	807	46.8	45	29.8	13	25.0
No	1063	55.1	918	53.2	106	70.2	39	75.0
Total	1928	100	1725	100	151	100	52	100

Respondents living within the Patcham & Hollingbury Area show a lower level of support for 20mph in their street (46.8%) than for the whole Phase 2 area (44.9%).

<sup>35</sup> Some streets are already 20mph.

<sup>36</sup> These respondents are identified using the answers given in Q1 and Q2 which is cross-referenced with a list of addresses within the area boundary

<sup>37</sup> These respondents have completed a questionnaire for the Area but the address given is not within the area boundary.

<sup>38</sup> These respondents have completed a questionnaire for the Area but have given no address

## Respondents who drive as part of their job (not including commuting to/from work)

	All responses		Respondents within Area 5: Patcham & Hollingbury <sup>3</sup>		Respondents not living within Area 5: Patcham & Hollingbury <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Drive	430	21.9	347	20.0	58	34.7	25	41.0
Don't drive	1531	78.1	1386	80.0	109	65.3	36	59.0
<b>Total</b>	<b>1961</b>	<b>100</b>	<b>1733</b>	<b>100</b>	<b>167</b>	<b>100</b>	<b>61</b>	<b>100</b>

347 respondents who live within Patcham & Hollingbury said they drive as part of their job. They were asked what type of job they did. Respondents indicated their principle driving job.

	Respondents living within Area 5 Patcham & Hollingbury <sup>2</sup>					
	Principle Driving Job		Support 20mph		Don't support 20mph	
	Number	%	Number	%	Number	%
Taxi driver	14	4.2	4	28.6	10	71.4
Delivery driver	25	7.5	8	33.3	16	66.7
Bus driver	4	1.2	0	0	4	100
Tradesperson	85	25.4	25	29.4	60	70.6
Health visitor/ district nurse/ care worker	50	14.9	20	41.7	28	58.3
Other <sup>39</sup> :	157	46.9	60	38.5	96	61.5
<b>Total</b>	<b>335</b>	<b>100</b>	<b>117</b>	<b>35.3</b>	<b>214</b>	<b>64.7</b>

People who drive as part of their job show lower levels of support for 20mph for the street that they live on (35.3%) than the overall figure for the area of 46.8%.

### Support for 20mph speed limits for the whole of the Patcham & Hollingbury Area

	All Respondents		Respondents living within Area 5: Patcham & Hollingbury <sup>3</sup>		Respondents not living within Area 5: Patcham & Hollingbury <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	706	36.5	645	37.9	42	26.3	19	26.4
No	1230	63.5	1059	62.1	118	73.7	53	73.6
<b>Total</b>	<b>1936</b>	<b>100</b>	<b>1704</b>	<b>100</b>	<b>160</b>	<b>100</b>	<b>72</b>	<b>100</b>

<sup>39</sup> Other includes ambulance driver, client visits, chartered surveyor, funeral director.

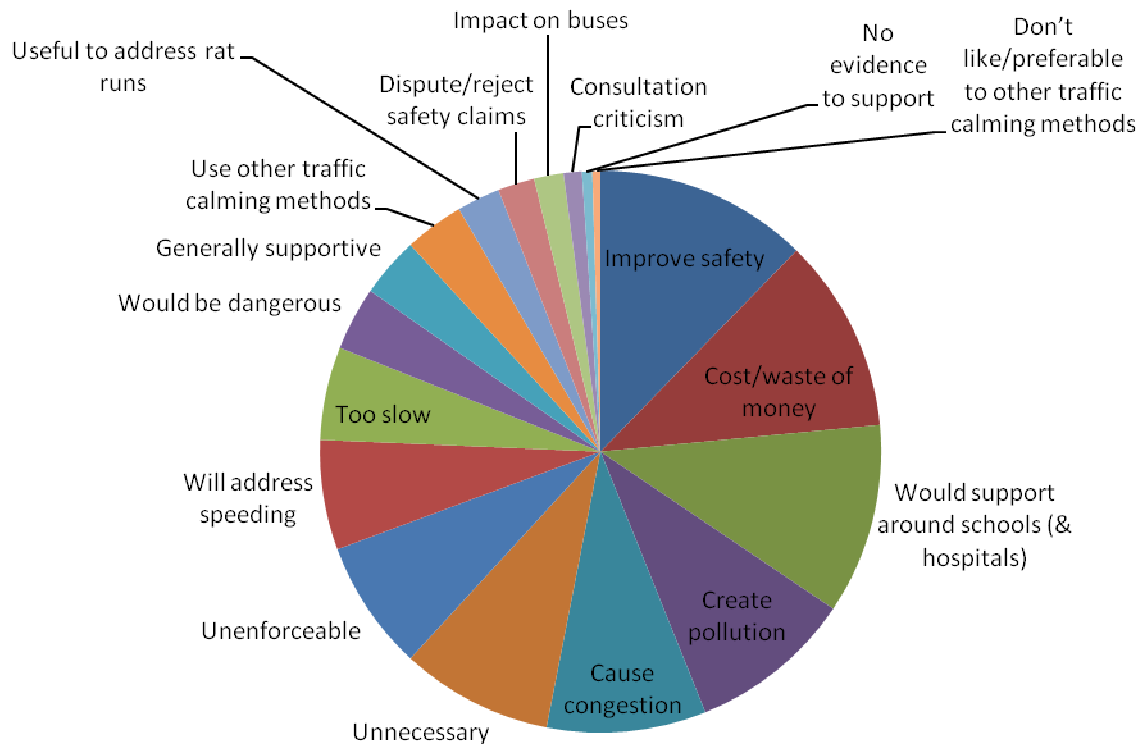
Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons

The information this provided is illustrated below.  
(figures in red = most mentioned)

Comments	Respondents living within Area 5: Patcham & Hollingbury <sup>3</sup>	Respondents not living within Area 5: Patcham & Hollingbury <sup>4</sup>
	Number	Number
Improve safety	291	26
Cost/waste of money / better spent elsewhere	265	34
Would support around schools (& hospitals)/ during school drop off / pick up times / childrens playground / residential areas / during day	260	22
Create pollution / stuck in 2 <sup>nd</sup> or 3 <sup>rd</sup> gear pollutes / hard on hills / uses too much petrol / not environmentally friendly / modern cars not designed for 20mph driving / impractical	224	43
Cause congestion / main thoroughfare / not residential / wide road	217	23
Unnecessary / pointless / already impossible to go over 30mph	207	26
Unenforceable/police have stated 20mph nor enforceable / worried about enforcement / no-one keeps to it / even 30mph not enforced / get tailgated	178	21
Will address speeding	150	1
Too slow / will increase journey time	127	18
Would be dangerous / keep having to look at speedometer / drivers get frustrated	87	10
Generally supportive	82	26
Use other traffic calming methods / crossings needed / speed cameras needed / traffic lights needed	81	4
Useful to address rat runs in residential areas / needs to address rat runs	59	0
Dispute / reject safety claims / not proven to be safe / no evidence for its safety yet / need evaluation of present 20mph	50	16
Impact on buses / will increase bus / taxi journey times / bus routes shouldn't be 20mph / impact on emergency services	40	6
Consultation criticism / already decided / ill-conceived questions	25	7
No evidence to support	14	21
Don't like / preferable to other traffic calming methods / additional signage / limit traffic calming / don't like speed bumps	11	3



## Comments from respondents living within Area 5 Patcham and Hollingbury



### Support for key roads in the Patcham & Hollingbury Area becoming 20mph

Street or road name	Respondents living within Area 5: Patcham & Hollingbury <sup>3</sup>			
	Should become 20mph		Should stay at 30mph	
A23 (London Road)	100	6.0	1577	94.0
Peacock Lane	885	53.7	764	46.3
Ditchling Road	191	11.5	1467	88.5
Carden Avenue	350	20.7	1340	79.3
Braybon Avenue	371	24.0	1176	76.0
Crowhurst Road	531	32.4	1107	67.6

Street or road name	Respondents not living within Area 5: Patcham & Hollingbury				
	Should become 20mph		Should stay at 30mph		Total responses
	Number	%	Number	%	
A23 (London Road)	21	13.2	138	86.7	159
Peacock Lane	51	33.5	101	66.5	152
Ditchling Road	29	18.2	130	81.8	159
Carden Avenue	37	23.5	120	76.5	157
Braybon Avenue	15	16.4	76	83.5	91
Crowhurst Road	38	24.5	117	75.5	155

### Additional Roads to stay at 30mph

Respondents were asked to name any additional roads they felt should stay at 30mph. There were a total of 556 responses from 544 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. Below are the streets which were mentioned most often (not including those we specifically asked them about in Q6 which are shown in the two tables above, roads only mentioned once or twice, roads from outside the proposed Phase 2 area and roads that didn't exist.)

Additional Roads	Respondents living within Area 5: Patcham & Hollingbury <sup>3</sup>
	Number of responses
Carden Hill	32
Mackie Avenue	22
Vale Avenue	20
Winfield Avenue	18
Ladies Miles Road	17
Surrenden Road	16

## Children and/or young people in households in Patcham & Hollingbury

	Respondents living within Area 5: Patcham & Hollingbury <sup>3</sup>	
	Number	%
All respondents with children aged 0 to 18 <sup>40</sup>	565	32.8
No children	1157	67.3
Total	1722	100

There were 377 respondents who identified as having children aged 0-11 (21.6%). And 287 respondents who identified having children aged 12-18 (16.4%).

## Work/ live or own or manage a business in the Patcham & Hollingbury Area

Respondents could tick more than one option:

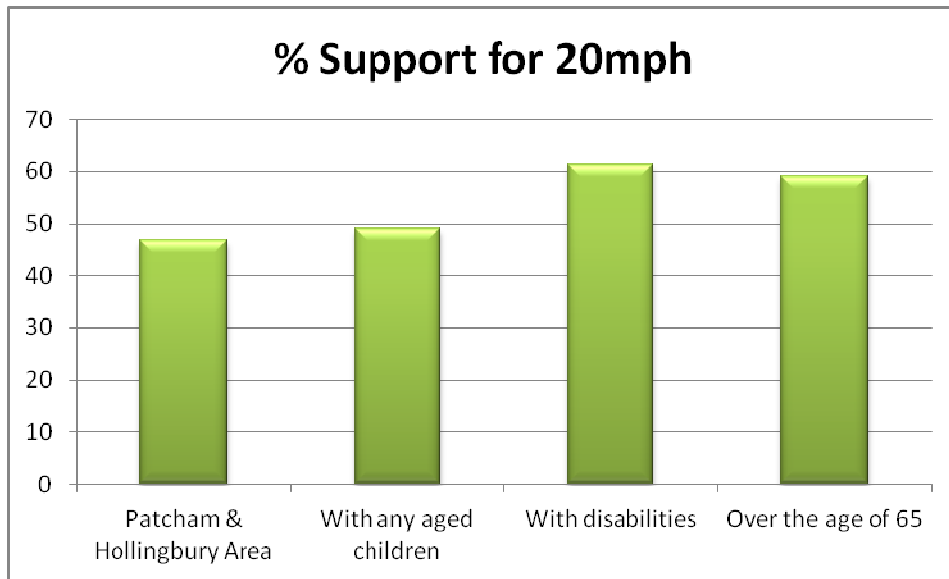
	Respondents living within Area 5: Patcham & Hollingbury <sup>3</sup>
	Number
A resident	1715
A business owner/ or manager in the area	63
A person who works in the area	142
Other (please state)	16
Total	1936

## Levels of support for 20mph for your street: respondents with children, respondents with disabilities and respondents over 65

Respondents:	Respondents living within Area 5: Patcham & Hollingbury <sup>3</sup>			
	Support 20mph		Don't support 20mph	
With children aged 0 to 11	196	52.4	178	47.6
With children aged 12-18	125	44.3	157	55.7
With any aged children	274	49.1	284	50.9
With disabilities	137	61.4	86	38.6
Over the age of 65	214	59.1	148	40.9
<b>Patcham &amp; Hollingbury Area</b>	<b>807</b>	<b>46.8</b>	<b>918</b>	<b>53.2</b>

<sup>40</sup> Derived from respondents who identified as having children in either/or the 0-11 age bracket and 12-18 age bracket.

Levels of support are shown in graph format below:



## Area 6 – Hollingdean and South Moulsecoombe

### Response Rate

1028 responses were received for the Hollingdean & South Moulsecoomb Area.

Not all respondents answered every question, therefore totals may not add up to the total number of respondents for the area.

### Street identification

798 responses (77.6%) responses came from streets within the Hollingdean and South Moulsecoomb area.

### Support for 20mph for your street<sup>41</sup>

There were 970 responses to this question. The table below shows levels of support from all responses, from those who can be identified as those:

- living within the Hollingdean & South Moulsecoomb area
- not living in the Hollingdean & South Moulsecoomb area
- who completed questionnaires (with Hollingdean & South Moulsecoomb label or identified themselves as living in this area online) but then did not give address details to confirm this:

	All Respondents		Respondents living within Area 6: Hollingdean & S Moulsecoomb <sup>42</sup>		Respondents not living within Area 6: Hollingdean & S Moulsecoomb <sup>43</sup>		Respondents with no address details given <sup>44</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	490	50.5	431	54.6	47	35.3	12	25.5
No	480	49.5	359	45.4	86	64.7	35	74.5
Total	970	100	790	100	136	100	47	100

Respondents living within the Hollingdean & South Moulsecoomb Area show a higher level of support for 20mph in their street (54.6%) than for the whole Phase 2 area (50.5%).

<sup>41</sup> Some streets are already 20mph.

<sup>42</sup> These respondents are identified using the answers given in Q1 and Q2 which is cross-referenced with a list of addresses within the area boundary

<sup>43</sup> These respondents have completed a questionnaire for the Area but the address given is not within the area boundary.

<sup>44</sup> These respondents have completed a questionnaire for the Area but have given no address

## Respondents who drive as part of their job (not including commuting to/from work)

	All responses		Respondents within Area 6: Hollingdean & S Moulsecoomb <sup>3</sup>		Respondents not living within Area 6: Hollingdean & S Moulsecoomb <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Drive	262	26.1	178	22.6	59	37.1	25	44.6
Don't drive	741	73.9	610	77.4	100	62.9	31	55.4
Total	1003	100	788	100	159	100	56	100

178 respondents who live within Hollingdean & South Moulsecoomb said they drive as part of their job. They were asked what type of job they did. Respondents indicated their principle driving job

	Respondents living within Area 6 Hollingdean & South Moulsecoomb <sup>2</sup>					
	Principle Driving Job		Support 20mph		Don't support 20mph	
	Number	%	Number	%	Number	%
Taxi driver	11	6.2	1	9.1	10	90.9
Delivery driver	14	7.9	3	21.4	11	78.6
Bus driver	2	1.1	0	0	2	100
Tradesperson	51	28.8	20	39.2	31	60.8
Health visitor/ district nurse/ care worker	24	13.6	10	41.7	14	58.3
Other <sup>45</sup> :	75	42.4	21	28.4	53	71.6
<b>Total</b>	<b>177</b>	<b>100</b>	<b>55</b>	<b>31.3</b>	<b>121</b>	<b>68.8</b>

People who drive as part of their job show lower levels of support for 20mph for the street that they live on (31.3%) than the overall figure for the area of 54.6%.

## Support for 20mph speed limits for the whole of the Hollingdean & South Moulsecoomb Area

	All Respondents		Respondents living within Area 6: Hollingdean & S Moulsecoomb <sup>3</sup>		Respondents not living within Area 6: Hollingdean & S Moulsecoomb <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	463	47.0	396	51.0	50	33.6	17	28.8
No	522	53.0	381	49.0	99	66.4	42	71.2
Total	985	100	777	100	149	100	59	100

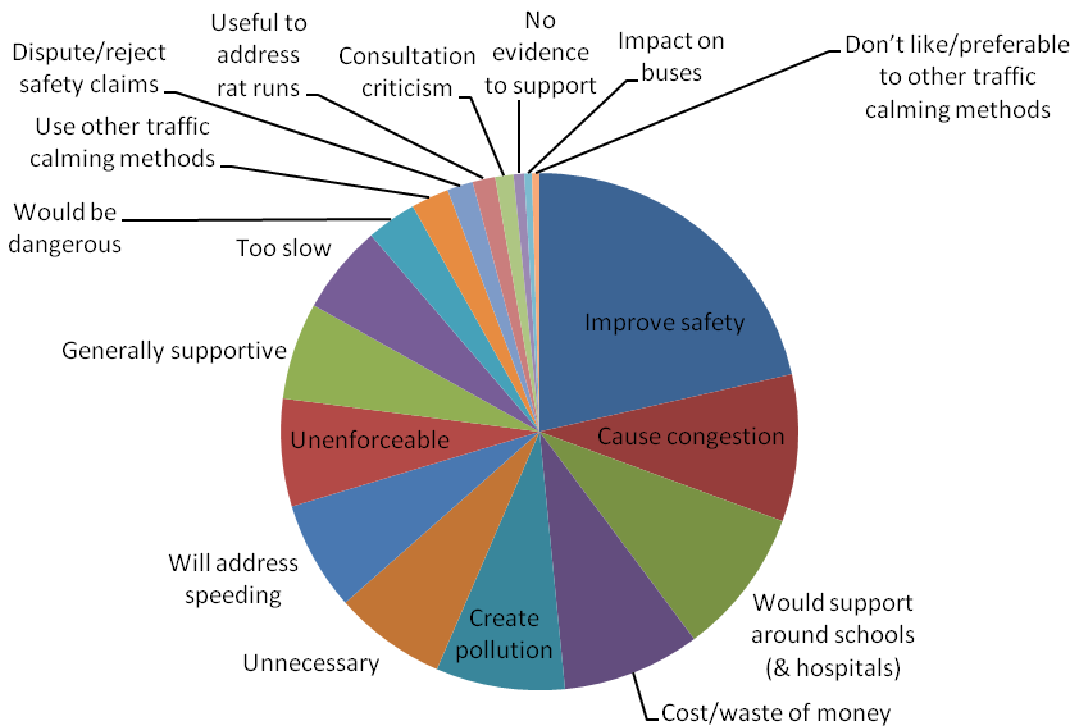
<sup>45</sup> Other includes ambulance driver, client visits, chartered surveyor, funeral director.

Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons

The information this provided is illustrated below.  
(figures in red = most mentioned)

Comments	Respondents living within Area 6: Hollingdean & S Moulsecoomb <sup>3</sup>	Respondents not living within Area 6: Hollingdean & S Moulsecoomb <sup>4</sup>
	Number	Number
Improve safety	226	32
Cause congestion / main thoroughfare / not residential / wide road	97	14
Would support around schools (& hospitals)/ during school drop off / pick up times / childrens playground / residential areas / during day	97	16
Cost/waste of money / better spent elsewhere	91	28
Create pollution / stuck in 2 <sup>nd</sup> or 3 <sup>rd</sup> gear pollutes / hard on hills / uses too much petrol / not environmentally friendly / modern cars not designed for 20mph driving / impractical	85	40
Unnecessary / pointless / already impossible to go over 30mph	74	22
Will address speeding	72	0
Unenforceable/police have stated 20mph nor enforceable / worried about enforcement / no-one keeps to it / even 30mph not enforced / get tailgated	71	22
Generally supportive	64	31
Too slow / will increase journey time	59	13
Would be dangerous / keep having to look at speedometer / drivers get frustrated	33	8
Use other traffic calming methods / crossings needed / speed cameras needed / traffic lights needed	25	3
Dispute / reject safety claims / not proven to be safe / no evidence for its safety yet / need evaluation of present 20mph	17	15
Useful to address rat runs in residential areas / needs to address rat runs	15	0
Consultation criticism / already decided / ill-conceived questions	12	7
No evidence to support	7	16
Impact on buses / will increase bus / taxi journey times / bus routes shouldn't be 20mph / impact on emergency services	5	2
Don't like / preferable to other traffic calming methods / additional signage / limit traffic calming / don't like speed bumps	5	2

## Comments from respondents living within Area 6 Hollingdean and South Moulsecoomb



### Support for key roads in the Hollingdean & South Moulsecoomb Area becoming 20mph

Street or road name	Respondents living within Area 6: Hollingdean & S Moulsecoomb <sup>3</sup>			
	Should become 20mph		Should stay at 30mph	
Ditchling Road (south of Friar Road)	210	27.3	560	72.7
Lewes Road	162	21.0	611	79.0
Hollingdean Road	307	39.5	470	60.5

Street or road name	Respondents not living within Area 6: Hollingdean & S Moulsecoomb				Total responses
	Should become 20mph		Should stay at 30mph		
	Number	%	Number	%	
Ditchling Road (south of Friar Road)	42	28.3	106	71.7	148
Lewes Road	33	22.2	115	77.8	148
Hollingdean Road	49	32.6	101	67.4	150



## Additional Roads to stay at 30mph

Respondents were asked to name any additional roads they felt should stay at 30mph. There were a total of 209 responses from 189 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. Below are the streets which were mentioned most often (not including those we specifically asked them about in Q6 which are shown in the two tables above, roads only mentioned once or twice, roads from outside the proposed Phase 2 area and roads that didn't exist.)

Additional Roads	Respondents living within Area 6: Hollingdean & S Moulsecoomb <sup>3</sup>
	Number of responses
Upper Hollingdean road	8
Preston Drove	5
Roedale Road	5

## Children and/or young people in households

	Respondents living within Area 6: Hollingdean & S Moulsecoomb <sup>3</sup>	
	Number	%
All respondents with children aged 0 to 18 <sup>46</sup>	277	35.5
No children	502	64.5
Total	779	100

There were 199 respondents who identified as having children aged 0-11 (24.9%) and 125 respondents who identified having children aged 12-18 (15.7%). Households with children (0 – 18) show higher levels of support for their street (62.3%) compared to all respondents from the area (54.6%).

<sup>46</sup> Derived from respondents who identified as having children in either/or the 0-11 age bracket and 12-18 age bracket.

## Work/ live or own or manage a business in the Hollingdean & South Moulsecoomb

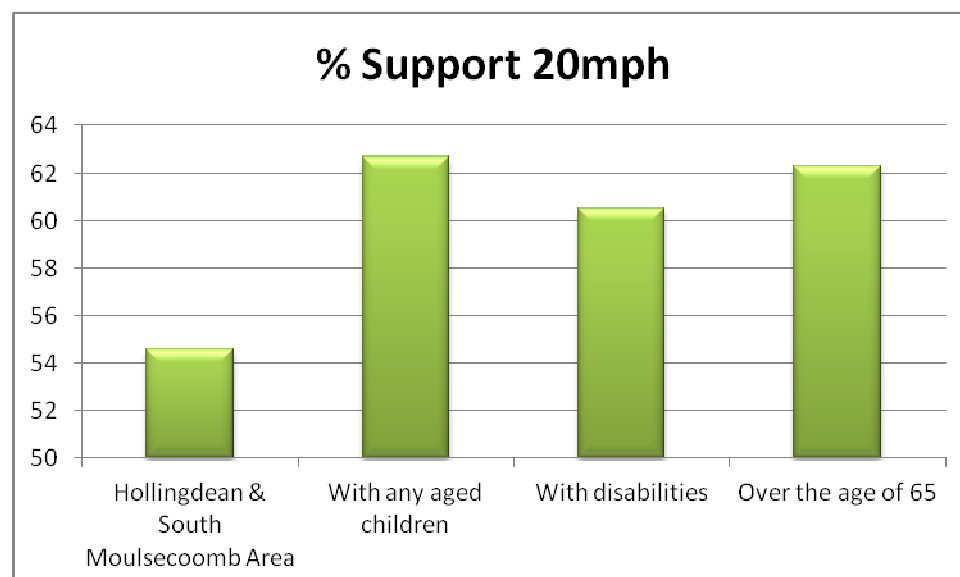
Respondents could tick more than one option:

	Respondents living within Area 6: Hollingdean & S Moulsecoomb <sup>3</sup>
	Number
A resident	773
A business owner/ or manager in the area	36
A person who works in the area	76
Other (please state)	13
<b>Total</b>	<b>898</b>

## Levels of support for 20mph for your street: respondents with children, respondents with disabilities and respondents over 65

Respondents:	Respondents living within Area 6: Hollingdean & S Moulsecoomb <sup>3</sup>			
	Support 20mph		Don't support 20mph	
With children aged 0 to 11	130	65.7	68	34.3
With children aged 12-18	70	56.5	54	43.5
With any aged children	173	62.7	103	37.3
With disabilities	89	60.5	58	39.5
Over the age of 65	81	62.3	49	39.1
<b>Hollingdean &amp; South Moulsecoomb Area</b>	<b>431</b>	<b>54.6</b>	<b>359</b>	<b>45.4</b>

Levels of support are shown in graph format below:



## Area 7 – Coldean Response Rate

490 responses were received for the Coldean Area.

Not all respondents answered every question, therefore totals may not add up to the total number of respondents for the area.

### Street identification

288 responses (58.8%) responses came from streets within the Coldean area.

### Support for 20mph for your street<sup>47</sup>

There were 448 responses to this question. The table below shows levels of support from all responses, from those who can be identified as those:

- living within the Coldean area
- not living in the Coldean area
- who completed questionnaires (with Coldean label or identified themselves as living in this area online) but then did not give address details to confirm this:

	All Respondents		Respondents living within Area 7: Coldean <sup>48</sup>		Respondents not living within Area 7: Coldean <sup>49</sup>		Respondents with no address details given <sup>50</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	204	45.5	160	56.5	32	26.2	12	27.9
No	244	54.5	123	43.5	90	73.8	31	72.1
Total	448	100	283	100	122	100	43	100

Respondents living within the Coldean Area show a higher level of support for 20mph in their street (56.5%) than for the whole Phase 2 area (45.5%).

<sup>47</sup> Some streets are already 20mph.

<sup>48</sup> These respondents are identified using the answers given in Q1 and Q2 which is cross-referenced with a list of addresses within the area boundary

<sup>49</sup> These respondents have completed a questionnaire for the Area but the address given is not within the area boundary.

<sup>50</sup> These respondents have completed a questionnaire for the Area but have given no address

## Respondents who drive as part of their job (not including commuting to/from work)

	All responses		Respondents within Area 7: Coldean <sup>3</sup>		Respondents not living within Area 7: Coldean <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Drive	154	32.5	74	26.2	57	40.1	23	46
Don't drive	320	67.5	208	73.8	85	59.9	27	54
<b>Total</b>	<b>474</b>	<b>100</b>	<b>282</b>	<b>100</b>	<b>142</b>	<b>100</b>	<b>50</b>	<b>100</b>

74 respondents who live within Coldean said they drive as part of their job. They were asked what type of job they did. Respondents indicated their principle driving job

	Respondents living within Area 7 Coldean <sup>2</sup>					
	Principle Driving Job		Support 20mph		Don't support 20mph	
	Number	%	Number	%	Number	%
Taxi driver	7	9.6	1	14.3	6	85.7
Delivery driver	4	5.5	3	75.0	1	25
Bus driver	4	5.5	1	25.0	3	75
Tradesperson	18	24.7	11	61.1	7	38.9
Health visitor/ district nurse/ care worker	9	12.3	5	62.5	3	37.5
Other <sup>51</sup> :	31	42.5	9	29.0	22	71
<b>Total</b>	<b>73</b>	<b>100</b>	<b>30</b>	<b>41.7</b>	<b>42</b>	<b>58.3</b>

People who drive as part of their job show lower levels of support for 20mph for the street that they live on (41.5)% than the overall figure for the area of 56.5%.

## Support for 20mph speed limits for the whole of the Coldean Area

	All Respondents		Respondents living within Area 7: Coldean <sup>3</sup>		Respondents not living within Area 7: Coldean <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	212	45.2	158	55.4	37	27.8	17	33.3
No	257	54.8	127	44.6	96	72.2	34	66.7
<b>Total</b>	<b>469</b>	<b>100</b>	<b>285</b>	<b>100</b>	<b>133</b>	<b>100</b>	<b>51</b>	<b>100</b>

Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons

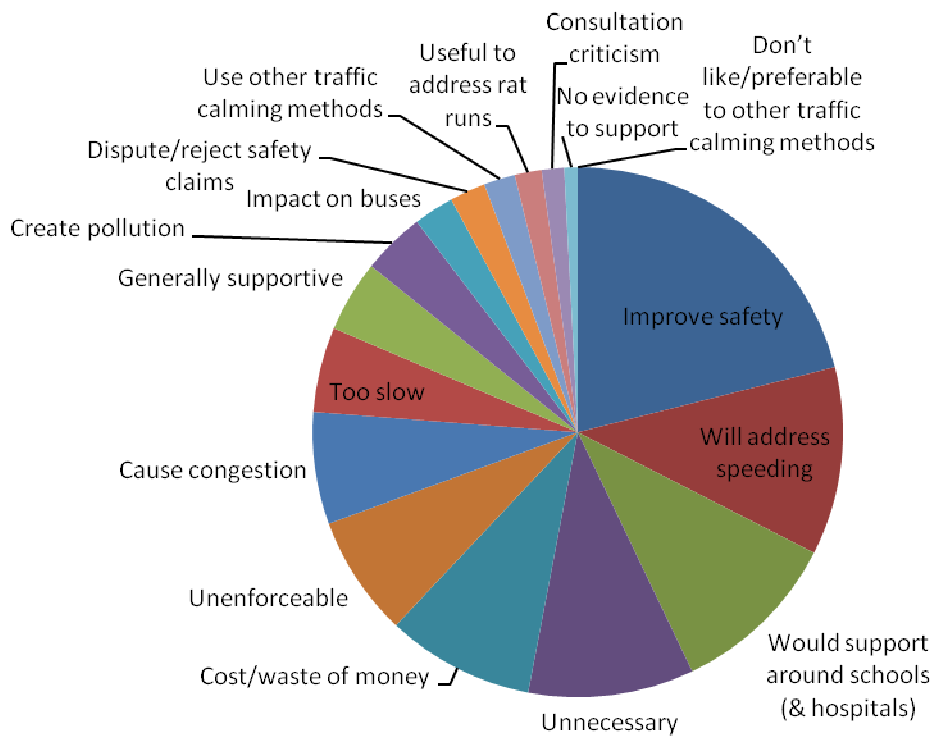
The information this provided is illustrated below.

<sup>51</sup> Other includes ambulance driver, client visits, chartered surveyor, funeral director.

(figures in red = most mentioned)

Comments	Respondents living within Area 7: Coldean <sup>3</sup>	Respondents not living within Area 7: Coldean <sup>4</sup>
	Number	Number
Improve safety	77	23
Will address speeding	42	0
Would support around schools (& hospitals)/ during school drop off / pick up times / childrens playground / residential areas / during day	38	16
Unnecessary / pointless / already impossible to go over 30mph	37	24
Cost/waste of money / better spent elsewhere	33	26
Unenforceable/police have stated 20mph nor enforceable / worried about enforcement / no-one keeps to it / even 30mph not enforced / get tailgated	27	19
Cause congestion / main thoroughfare / not residential / wide road	25	14
Too slow / will increase journey time	19	13
Generally supportive	16	24
Create pollution / stuck in 2 <sup>nd</sup> or 3 <sup>rd</sup> gear pollutes / hard on hills / uses too much petrol / not environmentally friendly / modern cars not designed for 20mph driving / impractical	14	37
Impact on buses / will increase bus / taxi journey times / bus routes shouldn't be 20mph / impact on emergency services	9	3
Dispute / reject safety claims / not proven to be safe / no evidence for its safety yet / need evaluation of present 20mph	8	15
Use other traffic calming methods / crossings needed / speed cameras needed / traffic lights needed	7	3
Useful to address rat runs in residential areas / needs to address rat runs	6	0
Would be dangerous / keep having to look at speedometer / drivers get frustrated		7
Consultation criticism / already decided / ill-conceived questions	5	9
No evidence to support	3	16
Don't like / preferable to other traffic calming methods / additional signage / limit traffic calming / don't like speed bumps	0	2

## Comments from respondents living within Area 7 Coldean



Residents in the Coldean area were asked if they supported a reduction in the speed limit from 40mph to 30mph on a section of the Coldean Lane. 147 people (51%) supported this. People living in this road showed support for 20mph proposals in their street as follows:

### Additional Roads to stay at 30mph

Respondents were asked to name any additional roads they felt should stay at 30mph. There were a total of 118 responses from 103 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. Below are the streets which were mentioned most often (not including those we specifically asked them about in Q6 which are shown in the two tables above, roads only mentioned once or twice, roads from outside the proposed Phase 2 area and roads that didn't exist.)

Additional Roads	Respondents living within Area 7: Coldean <sup>3</sup>
	Number of responses
Hawkhurst Road	22
Lewes Road	10

## Children and/or young people in households in Coldean

	Respondents living within Area 7: Coldean <sup>3</sup>	
	Number	%
All respondents with children aged 0 to 18 <sup>52</sup>	77	27.1
No children	207	72.9
Total	284	100

There were 51 respondents who identified as having children aged 0-11 (17.7%) and 39 respondents who identified having children aged 12-18 (13.5%). Households with children (0 – 18) show marginally lower levels of support for their street (50%) compared to all respondents from the area (43.5%).

## Work/ live or own or manage a business in the Coldean Area

Respondents could tick more than one option:

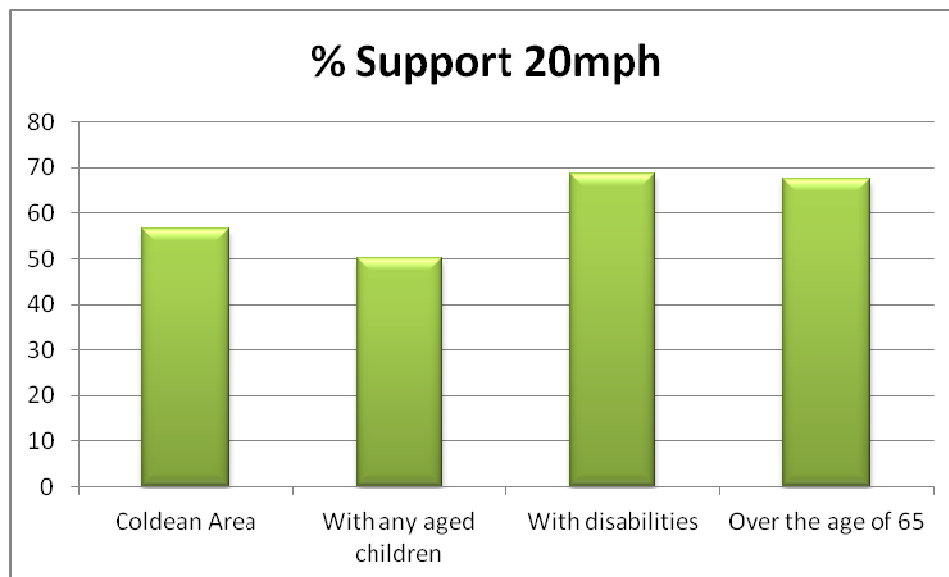
	Respondents living within Area 7: Coldean <sup>3</sup>
	Number
A resident	279
A business owner/ or manager in the area	8
A person who works in the area	9
Other (please state)	2
Total	298

<sup>52</sup> Derived from respondents who identified as having children in either/or the 0-11 age bracket and 12-18 age bracket.

**Levels of support for 20mph for your street: respondents with children, respondents with disabilities and respondents over 65**

Respondents:	Respondents living within Area 7: Coldean <sup>3</sup>			
	Support 20mph		Don't support 20mph	
With children aged 0 to 11	27	55.1	22	44.9
With children aged 12-18	19	50.0	19	50.0
With any aged children	37	50.0	37	50.0
With disabilities	46	68.7	21	31.3
Over the age of 65	46	67.6	22	32.4
<b>Coldean Area</b>	<b>160</b>	<b>56.5</b>	<b>123</b>	<b>43.5</b>

Levels of support are shown in graph format below:





## Area 8 – Bevendean and North Moulsecoomb Response Rate

1116 responses were received for the Bevendean & North Moulsecoomb Area.

Not all respondents answered every question, therefore totals may not add up to the total number of respondents for the area.

### Street identification

902 responses (80.8%) responses came from streets within the Bevendean and North Moulsecoomb area.

### Support for 20mph for your street<sup>53</sup>

There were 1048 responses to this question. The table below shows levels of support from all responses, from those who can be identified as those:

- living within the Bevendean & North Moulsecoomb area
- not living in the Bevendean & North Moulsecoomb area
- who completed questionnaires (with Bevendean & North Moulsecoomb label or identified themselves as living in this area online) but then did not give address details to confirm this:

	All Respondents		Respondents living within Area 8: Bevendean & N Moulsecoomb <sup>54</sup>		Respondents not living within Area 8: Bevendean & N Moulsecoomb <sup>55</sup>		Respondents with no address details given <sup>56</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	531	50.7	482	54.7	35	31.5	14	25
No	517	49.3	399	45.3	76	68.5	42	75
Total	1048	100	881	100	111	100	56	100

Respondents living within the Bevendean & North Moulsecoomb Area show a higher level of support for 20mph in their street (54.7%) than for the whole Phase 2 area (50.6%).

<sup>53</sup> Some streets are already 20mph.

<sup>54</sup> These respondents are identified using the answers given in Q1 and Q2 which is cross-referenced with a list of addresses within the area boundary

<sup>55</sup> These respondents have completed a questionnaire for the Area but the address given is not within the area boundary.

<sup>56</sup> These respondents have completed a questionnaire for the Area but have given no address

## Respondents who drive as part of their job (not including commuting to/from work)

	All responses		Respondents within Area 8: Bevendean & N Moulsecoomb <sup>3</sup>		Respondents not living within Area 8: Bevendean & N Moulsecoomb <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Drive	282	26.0	201	22.7	51	38.9	30	45.5
Don't drive	801	74.0	685	77.3	80	61.1	36	54.5
<b>Total</b>	<b>1083</b>	<b>100</b>	<b>886</b>	<b>100</b>	<b>131</b>	<b>100</b>	<b>66</b>	<b>100</b>

201 respondents who live within Bevendean & North Moulsecoomb said they drive as part of their job. They were asked what type of job they did. Respondents indicated their principle driving job

	Respondents living within Area 8 Bevendean & N. Moulsecoomb <sup>2</sup>					
	Principle Driving Job		Support 20mph		Don't support 20mph	
	Number	%	Number	%	Number	%
Taxi driver	12	6.1	3	25	9	75
Delivery driver	16	8.2	5	31.3	11	68.8
Bus driver	8	4.1	5	62.5	3	37.5
Tradesperson	42	21.4	17	40.5	25	59.5
Health visitor/ district nurse/ care worker	35	17.9	21	60	14	40
Other <sup>57</sup> :	83	42.3	22	26.8	60	73.2
<b>Total</b>	<b>196</b>	<b>100</b>	<b>73</b>	<b>37.4</b>	<b>122</b>	<b>62.6</b>

People who drive as part of their job show lower levels of support for 20mph for the street that they live on (37.4%) than the overall figure for the area of 54.5%.

## Support for 20mph speed limits for the whole of the Bevendean & North Moulsecoomb Area

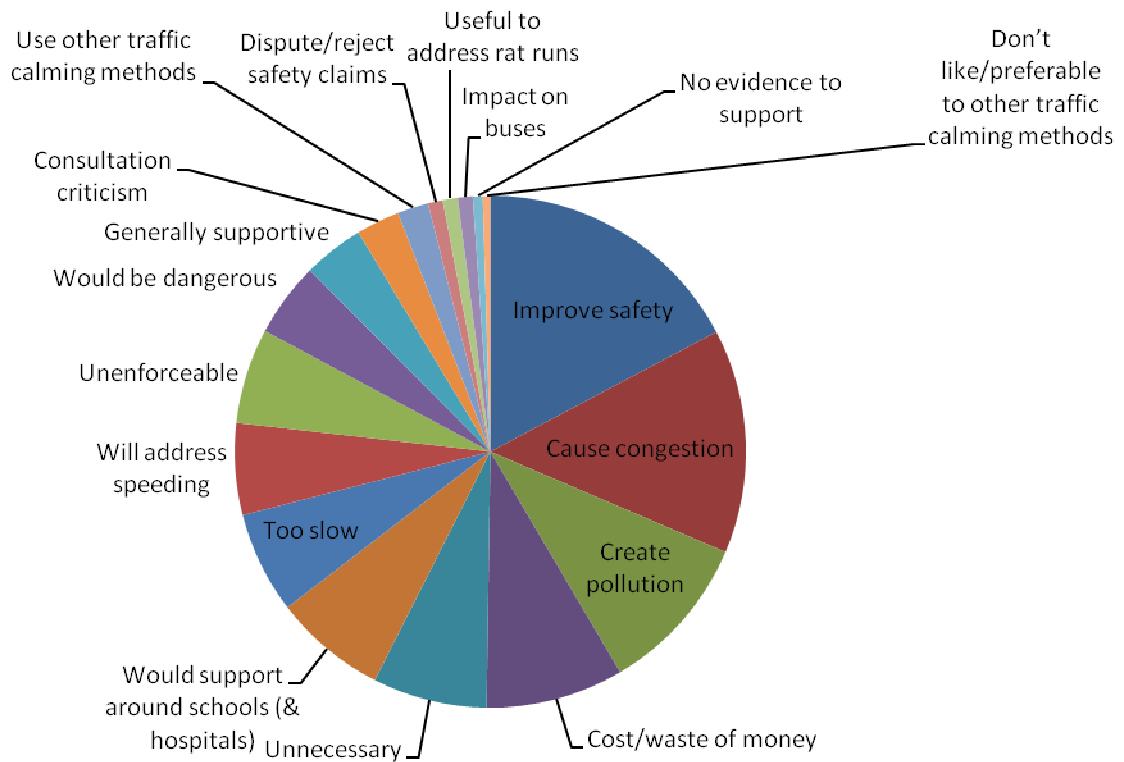
	All Respondents		Respondents living within Area 8: Bevendean & N Moulsecoomb <sup>3</sup>		Respondents not living within Area 8: Bevendean & N Moulsecoomb <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	447	42.2	384	44.3	39	32.2	24	32.9
No	612	57.8	481	55.6	82	67.8	49	67.1
<b>Total</b>	<b>1059</b>	<b>100</b>	<b>865</b>	<b>100</b>	<b>121</b>	<b>100</b>	<b>73</b>	<b>100</b>

<sup>57</sup> Other includes ambulance driver, client visits, chartered surveyor, funeral director.

Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons. The information this provided is illustrated below.  
(figures in red = most mentioned)

Comments	Respondents living within Area 8: Bevendean & N Moulsecoom b <sup>3</sup>	Respondents not living within Area 8: Bevendean & N Moulsecoom b <sup>4</sup>
	Number	Number
Improve safety	220	24
Cause congestion / main thoroughfare / not residential / wide road	181	8
Create pollution / stuck in 2 <sup>nd</sup> or 3 <sup>rd</sup> gear pollutes / hard on hills / uses too much petrol / not environmentally friendly / modern cars not designed for 20mph driving / impractical	129	28
Cost/waste of money / better spent elsewhere	111	24
Unnecessary / pointless / already impossible to go over 30mph	92	21
Would support around schools (& hospitals)/ during school drop off / pick up times / childrens playground / residential areas / during day	91	16
Too slow / will increase journey time	82	10
Will address speeding	74	0
Unenforceable/police have stated 20mph nor enforceable / worried about enforcement / no-one keeps to it / even 30mph not enforced / get tailgated	77	18
Would be dangerous / keep having to look at speedometer / drivers get frustrated	60	8
Generally supportive	49	24
Consultation criticism / already decided / ill-conceived questions	35	6
Use other traffic calming methods / crossings needed / speed cameras needed / traffic lights needed	25	3
Dispute / reject safety claims / not proven to be safe / no evidence for its safety yet / need evaluation of present 20mph	12	14
Useful to address rat runs in residential areas / needs to address rat runs	12	0
Impact on buses / will increase bus / taxi journey times / bus routes shouldn't be 20mph / impact on emergency services	12	3
No evidence to support	8	16
Don't like / preferable to other traffic calming methods / additional signage / limit traffic calming / don't like speed bumps	6	2

## Comments from respondents living within Area 8 Bevendean and North Moulsecoomb



### Support for key roads in the Bevendean & North Moulsecoomb area becoming 20mph

Street or road name	Respondents living within Area 8: Bevendean & N Moulsecoomb <sup>3</sup>			
	Should become 20mph		Should stay at 30mph	
Lewes Road	107	12.3	760	87.7
Warren Road	124	14.6	720	85.3
Bear Road (from Lewes Road up to Bevendean Road)	264	30.4	604	69.6
Bear Road (from Bevendean road to Warren Road)	183	21.3	676	78.7

Street or road name	Respondents not living within Area 8: Bevendean & N Moulsecoomb				
	Should become 20mph		Should stay at 30mph		Total responses
	Number	%	Number	%	
Lewes Road	30	24.7	91	75.3	121
Warren Road	29	24.1	91	75.9	120
Bear Road (from Lewes Road up to Bevendean Road)	36	30.	84	70.	120
Bear Road (from Bevendean road to Warren Road)	29	24.1	91	75.9	120

### Additional Roads to stay at 30mph

Respondents were asked to name any additional roads they felt should stay at 30mph. There were a total of 254 responses from 247 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. Below are the streets which were mentioned most often (not including those we specifically asked them about in Q6 which are shown in the two tables above, roads only mentioned once or twice, roads from outside the proposed Phase 2 area and roads that didn't exist.)

There were 191 respondents who identified as having children aged 0-11 (18.6%) and 191 respondents who identified having children aged 12-18 (18.6%). Households with children (0 – 18) show marginally lower levels of support for their street (40.1%) compared to all respondents from the area (40.2%).

Additional Roads	Respondents living within Area 8: Bevendean & N Moulsecoomb <sup>3</sup>
Moulsecoomb Way	22
The Avenue	10
London Road	9

## Children and/or young people in households in Bevendean & North Moulsecoomb

	Respondents living within Area 8: Bevendean & N Moulsecoomb <sup>3</sup>	
	Number	%
All respondents with children aged 0 to 18 <sup>58</sup>	291	32.9
No children	592	67.0
Total	883	100

There were 179 respondents who identified as having children aged 0-11 (19.9%). And 166 respondents who identified having children aged 12-18 (18.4%).

## Work/ live or own or manage a business in the Bevendean & N Moulsecoomb Area

Respondents could tick more than one option:

	Respondents living within Area 8: Bevendean & N Moulsecoomb <sup>3</sup>
	Number
A resident	875
A business owner/ or manager in the area	40
A person who works in the area	114
Other (please state)	21
Total	1050

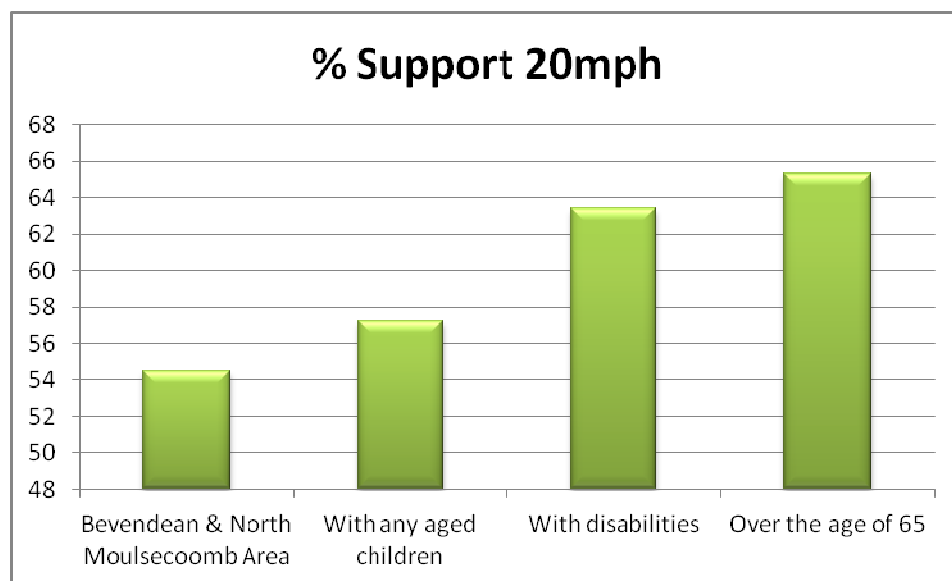
## Levels of support for 20mph for your street: respondents with children, respondents with disabilities and respondents over 65

Respondents:	Respondents living within Area 8: Bevendean & N Moulsecoomb <sup>3</sup>			
	Support 20mph		Don't support 20mph	
	Number	%	Number	%
With children aged 0 to 11	110	62.9	65	37.1
With children aged 12 to 18	80	49.4	82	50.6

<sup>58</sup> Derived from respondents who identified as having children in either/or the 0-11 age bracket and 12-18 age bracket.

With any aged children	162	57.2	121	42.8
With disabilities	123	63.4	71	36.6
Over the age of 65	94	65.3	50	34.7
<b>Bevendean &amp; North Moulsecoomb Area</b>	<b>482</b>	<b>54.7</b>	<b>399</b>	<b>45.3</b>

Levels of support are shown in graph format below:



## Area 9 – East Brighton Response Rate

2055 responses were received for the East Brighton Area.

Not all respondents answered every question, therefore totals may not add up to the total number of respondents for the area.

### Street identification

1756 responses (85.4%) responses came from streets within the East Brighton area.

### Support for 20mph for your street<sup>59</sup>

There were 1949 responses to this question. The table below shows levels of support from all responses, from those who can be identified as those:

- living within the East Brighton area
- not living in the East Brighton area
- who completed questionnaires (with East Brighton label or identified themselves as living in this area online) but then did not give address details to confirm this:

	All Respondents		Respondents living within Area 9: East Brighton <sup>60</sup>		Respondents not living within Area 9: East Brighton <sup>61</sup>		Respondents with no address details given <sup>62</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	1030	52.8	940	54.6	74	43.3	16	27.1
No	919	47.1	779	45.3	97	56.7	43	72.9
Total	1949	100	1719	100	171	100	59	100

Respondents living within the East Brighton Area show a higher level of support for 20mph in their street (54.7%) than for the whole Phase 2 area (52.8%).

<sup>59</sup> Some streets are already 20mph.

<sup>60</sup> These respondents are identified using the answers given in Q1 and Q2 which is cross-referenced with a list of addresses within the area boundary

<sup>61</sup> These respondents have completed a questionnaire for the Area but the address given is not within the area boundary.

<sup>62</sup> These respondents have completed a questionnaire for the Area but have given no address



## Respondents who drive as part of their job (not including commuting to/from work)

	All responses		Respondents within Area 9: East Brighton <sup>3</sup>		Respondents not living within Area 9: East Brighton <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Drive	404	20.2	315	18.2	61	30.0	28	40
Don't drive	1596	79.8	1412	81.8	142	70.0	42	60
<b>Total</b>	<b>2000</b>	<b>100</b>	<b>1727</b>	<b>100</b>	<b>203</b>	<b>100</b>	<b>70</b>	<b>100</b>

315 respondents who live within East Brighton said they drive as part of their job. They were asked what type of job they did. 307 of these respondents indicated their principle driving job.

	Respondents living within Area 9 East Brighton <sup>2</sup>					
	Principle Driving Job		Support 20mph		Don't support 20mph	
	Number	%	Number	%	Number	%
Taxi driver	15	4.8	3	23.1	10	76.9
Delivery driver	20	6.5	9	45	11	55
Bus driver	7	2.3	2	28.6	5	71.4
Tradesperson	59	19.2	21	37.3	37	62.7
Health visitor/ district nurse/ care worker	52	16.9	17	34	33	66
Other <sup>63</sup> :	154	50.2	58	38	93	62
<b>Total</b>	<b>307</b>	<b>100</b>	<b>110</b>	<b>36.8</b>	<b>189</b>	<b>63.2</b>

People who drive as part of their job show lower levels of support for 20mph for the street that they live (36.8%) on than the overall figure for the area of 54.7%.

## Support for 20mph speed limits for the whole of the East Brighton Area

	All Respondents		Respondents living within Area 9: East Brighton <sup>3</sup>		Respondents not living within Area 9: East Brighton <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	874	44.4	778	46.0	70	37	26	30.6
No	1094	55.6	916	54.0	119	63	59	69.4
<b>Total</b>	<b>1968</b>	<b>100</b>	<b>1694</b>	<b>100</b>	<b>189</b>	<b>100</b>	<b>85</b>	<b>100</b>

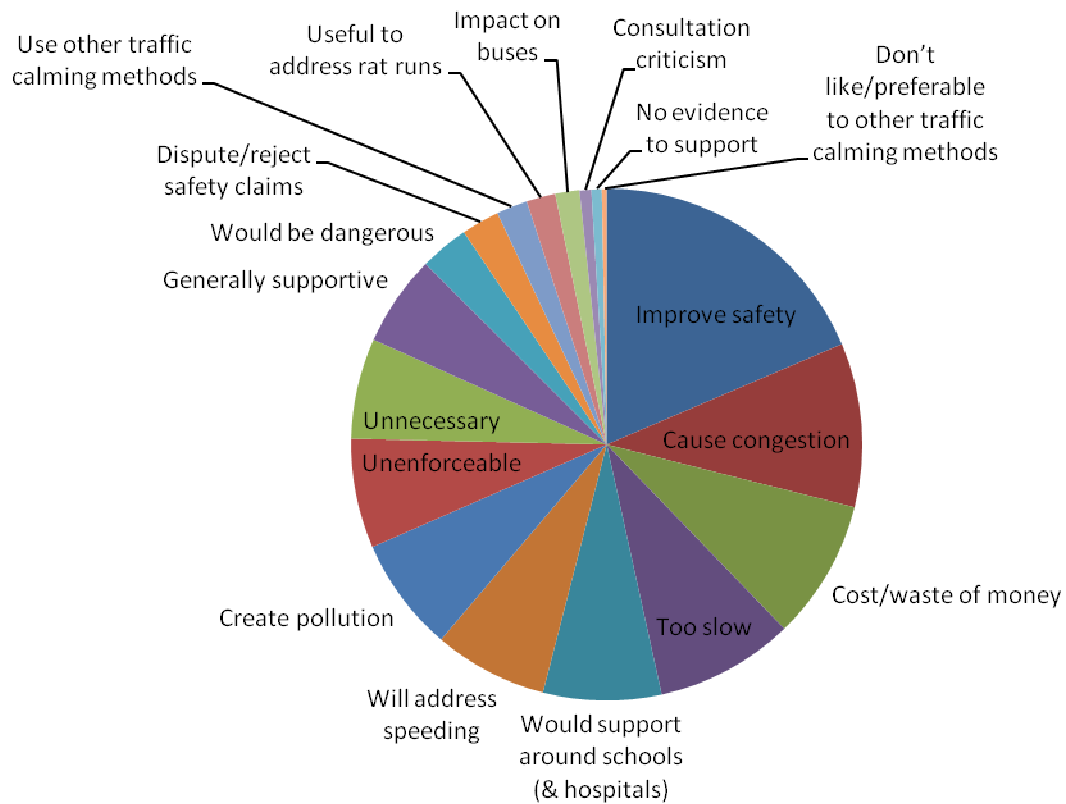
Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons

<sup>63</sup> Other includes ambulance driver, client visits, chartered surveyor, funeral director.

The information this provided is illustrated below.  
(figures in red = most mentioned)

Comments	Respondents living within Area 9: East Brighton <sup>3</sup>	Respondents not living within Area 9: East Brighton <sup>4</sup>
	Number	Number
Improve safety	426	40
Cause congestion / main thoroughfare / not residential / wide road	238	17
Cost/waste of money / better spent elsewhere	203	36
Too slow / will increase journey time	201	18
Would support around schools (& hospitals)/ during school drop off / pick up times / childrens playground / residential areas / during day	171	25
Will address speeding	165	0
Create pollution / stuck in 2 <sup>nd</sup> or 3 <sup>rd</sup> gear pollutes / hard on hills / uses too much petrol / not environmentally friendly / modern cars not designed for 20mph driving / impractical	166	43
Unenforceable/police have stated 20mph nor enforceable / worried about enforcement / no-one keeps to it / even 30mph not enforced / get tailgated	159	23
Unnecessary / pointless / already impossible to go over 30mph	146	30
Generally supportive	132	38
Would be dangerous / keep having to look at speedometer / drivers get frustrated	71	10
Dispute / reject safety claims / not proven to be safe / no evidence for its safety yet / need evaluation of present 20mph	55	24
Use other traffic calming methods / crossings needed / speed cameras needed / traffic lights needed	45	4
Useful to address rat runs in residential areas / needs to address rat runs	42	4
Impact on buses / will increase bus / taxi journey times / bus routes shouldn't be 20mph / impact on emergency services	35	5
Consultation criticism / already decided / ill-conceived questions	17	8
No evidence to support	15	
Don't like / preferable to other traffic calming methods / additional signage / limit traffic calming / don't like speed bumps	7	2

## Comments from respondents living within Area 9 East Brighton



### Support for key roads in the East Brighton area becoming 20mph

Street or road name	Respondents living within Area 9: East Brighton <sup>3</sup>			
	Should become 20mph		Should stay at 30mph	
	Number	%	Number	%
Marine Parade	390	23.4	1276	76.6
Freshfield Road	590	35.8	1058	64.2
Warren Road	373	23.4	1217	76.5
Wilson Avenue	356	22.1	1250	77.8
Eastern Road	625	37.4	1045	62.6
Whitehawk Road	776	47.2	867	52.8

Street or road name	Respondents not living within Area 9: East Brighton				
	Should become 20mph		Should stay at 30mph		Total responses
	Number	%	Number	%	
Marine Parade	53	27.7	138	72.3	191
Freshfield Road	63	33.0	128	67.0	191
Warren Road	47	24.7	143	75.3	190
Wilson Avenue	45	23.6	145	76.4	190
Eastern Road	66	34.5	125	65.5	191
Whitehawk Road	70	37.4	117	62.6	187

### Additional Roads to stay at 30mph

Respondents were asked to name any additional roads they felt should stay at 30mph. There were a total of 442 responses from 398 respondents as some people named more than one road. Very few people gave explanations as to why they had chosen selected roads. Below are the streets which were mentioned most often (not including those we specifically asked them about in Q6 which are shown in the two tables above, roads only mentioned once or twice, roads from outside the proposed Phase 2 area and roads that didn't exist.)

Additional Roads	Respondents living within Area 9: East Brighton <sup>3</sup>
	Number of responses
Manor Hill	14
Lewes Road	13
London Road	11
Sutherland Road	10

### Children and/or young people in households in East Brighton

	Respondents living within Area 9: East Brighton <sup>3</sup>	
	Number	%
All respondents with children aged 0 to 18 <sup>64</sup>	438	25.6
No children	1273	74.4
Total	1711	100

<sup>64</sup> Derived from respondents who identified as having children in either/or the 0-11 age bracket and 12-18 age bracket.

There were 309 respondents who identified as having children aged 0-11 (17.6%) and 207 respondents who identified having children aged 12-18 (11.8%). Households with children (0 – 18) show higher levels of support for their street (59.2%) compared to all respondents from the area (54.6%).

### Work/ live or own or manage a business in the East Brighton

Respondents could tick more than one option:

	Respondents living within Area 9: East Brighton <sup>3</sup>
	Number
A resident	1704
A business owner/ or manager in the area	82
A person who works in the area	186
Other (please state)	27
<b>Total</b>	<b>1999</b>

### Levels of support for 20mph for your street: respondents with children, respondents with disabilities and respondents over 65

Respondents:	Respondents living within Area 9: East Brighton <sup>3</sup>			
	Support 20mph		Don't support 20mph	
With children aged 0 to 11	199	65.5	105	34.5
With children aged 12-18	101	49.5	103	50.5
With any aged children	257	59.2	177	40.8
With disabilities	248	63.5	142	36.5
Over the age of 65	219	67.6	105	32.4
<b>East Brighton Area</b>	<b>940</b>	<b>54.6</b>	<b>779</b>	<b>45.3</b>

Levels of support are shown in graph format below:

