

# Active Travel Fund - Changes to travel and transport in Brighton and Hove

## Consultation report June 2021

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# 1 INTRODUCTION

In May 2020, the council was successful in receiving £663,000 from the government's Emergency Active Travel Fund (Tranche 1) which was used to install a number of temporary schemes in the city in response to the Covid-19 pandemic. The aim of these schemes was to maintain social distancing and support and increase active travel. Types of schemes included pavement widening in busy areas, closure of Madeira Drive (seafront) to motor vehicles and the installation of two temporary cycle lanes on main thoroughfares.

In late 2020 the council was awarded a further £2,376,000, 100% of our allocation, under Tranche 2 of the Active Travel Fund. This was awarded to further develop some of the existing temporary schemes and to design new permanent schemes to complement these. Funding was awarded to design proposals to create a safer, more attractive environment for all users of Western Road in the city centre and Preston Circus to Patcham Roundabout (A23) to the north of the city. In addition, funds were awarded to extend the temporary cycle lanes along the Seafront (A259) and Old Shoreham Road. Funding was also awarded for some complementary measures to be delivered in the Old Shoreham Road area.

It was decided at the Environment, Transport and Sustainability Committee in December 2020 to consult on these schemes, together with a public opinion survey to ask general questions on active travel across the city and barriers to walking and cycling. In addition, the survey also asked questions on pre and post pandemic modes of travel, changes in working patterns and levels of satisfaction in local areas, for example, air quality and conditions of pavements. A fifth Active Travel Fund scheme, Madeira Drive, was not consulted on with the other schemes as this is under a separate Experimental Traffic Order (ETRO) process.

## 2 HEADLINE RESULTS

The public consultation ran from 1 February to 14 March 2021 during a period of COVID-19 national lockdown with associated restrictions on travel and social interactions. Results may have been influenced by this as non-essential travel was severely limited. Post lockdown travel mode could have been in a state of change for many respondents. Any references to pre-pandemic travel and current (at the time of the survey) travel or behaviour are therefore indicative only.

### Public Opinion Survey

- 53.2% of respondents are working from home or working from home more
- 75% are receiving more home deliveries
- Regular travelling in the city<sup>1</sup> has decreased, reflecting successive lockdowns and the need to work from home where possible. Highest decreases are for car as driver 51.4% to 39.2% and bus 19.2% to 4.3%. Levels of walking and cycling have also decreased but at a much lower level.
- Almost a third of respondents have switched some of their journeys from car or van to walking and cycling (31.7%)
- Respondents rated the condition of pavements poor or very poor, in their local area, across all areas of the city
- 50.2% of respondents support or strongly support reallocating road space to walking or cycling in their local area

### Western Road

- Almost three quarters of respondents (73.2%) said they feel safe walking during the day in Western Road; however, this fell to under a third of respondents (31.8%) after dark. This is supported by respondents' comments, which tend to focus on wider issues in the city centre environment, rather than travelling in / through the area
- There is a large discrepancy between car drivers and cyclists as to how favourable they think the cycling conditions are in Western Road. Cyclists score conditions an average of 3.8 out of 10 compared to a score of 6.1 from drivers

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<sup>1</sup> 2-5 days a week or more

- Comments on early proposals for Western Road were generally positive, this was true for those with disabilities and those without, and across respondents using a variety of modes in the area

### **Preston Circus to Patcham Roundabout (A23)**

- Perceived safety of walking and cycling conditions in the area varies depending on how people travel. Car driver perception of walking and cycling conditions is more favourable than the pedestrians and cyclists themselves report
- Around 50% of respondents said they were likely or highly likely to use the new proposed sections of cycle lane; for the separate sections of route this is as follows - Preston Road and Stanford Avenue (52.7%), Stanford Avenue to Preston Drove (52.5%) and Preston Drove to Patcham Roundabout (47.1%)
- Around 25% of respondents who drive a car as their main mode of transport in the area said they were likely or highly likely to use the new lanes, and this increased to over 35% for respondents who use the bus as their main mode of travel in the area
- Comments on the existing cycling network which runs along Argyle Road, Campbell Road, Elder Place and Providence Place, were mostly negative across respondents using all modes in the area

### **Old Shoreham Road temporary cycle lanes and area proposals**

- Over 75% of respondents who have used the Old Shoreham Road temporary cycle lane since its installation said they felt safe or very safe while using it during the day
- Of those who said they felt unsafe or very unsafe, danger to cyclists featured as the top two comments here, with comments citing inadequate segregation of the cycle lane as well as issues with junctions, signage and the need for more protection for cyclists on the lane.
- Opinions on the existing temporary cycle lane from The Drive to Hangleton Road varied considerably depending on how people travel in the area. Cyclists who have used the lane commented positively on it whereas non-users were more likely to be negative. Cyclists and pedestrians in the area also gave higher levels of positive comments compared to car drivers

- When asked how their most recent journey in the temporary cycle lane would have been made before the lanes were installed, 33.2% said they would have driven, 32.2% would have cycled on the road and 14.1% would have opted to take a different cycling route away from this area
- 25% of pedestrians, over 10% of car users and over 20% of bus users in the area said they would be likely or highly likely to use the extension to the temporary cycle lane if it were to be introduced
- Comments on the proposed extension were generally negative but also cited specific issues such as possible traffic congestion in this area should the proposals go ahead
- Alongside general negative and positive comments, access to the Weald Avenue allotments was a specific concern for those commenting on proposals to change access here
- Support for changes to junctions were evenly balanced 245 general negative and 232 positive comments
- Both respondents living in the Stapley Road area and those living elsewhere made negative comments about proposed changes to the Stapley Road junction, particularly about access to Stapley Road and the Knoll Estate and to congestion that could be caused by these changes.
- Residents who live on Nevill Road were generally unsupportive of the proposal to implement a permanent cycle lane on this road

### **Seafront (A259) temporary cycle lanes**

- Close to 75% (73.4%) of respondents who have used the temporary cycle lane since its installation in August 2020 say they feel safe or very safe using it during the day
- Along the route of the proposed extension, less than 50% of respondents feel safe or very safe cycling on each of the current sections mentioned; Fourth Avenue to Glendor Road via A259 Kingsway (31.2%), Fourth Avenue to Hove Street via Kings Esplanade and the promenade (47.0%) and Hove Street to Glendor Road via the existing pavement cycle lane (49.2%)
- The main comments from respondents commenting on the existing route for cyclists on the promenade/ King's Esplanade were related to the need for improvements to the existing layout whilst also commenting on the current dangers, particularly pedestrian / cycle conflict (including children wandering into the lane).

- Respondents who have used the existing temporary cycle lane were asked how they would have made the last journey before the lane was in place. 7.1% said that they would have driven. A further 71.5% previously used the promenade cycle lane and 7.7% cycled on the road, equating to 1312 cyclists switching to the new lane. This will have improved congestion and safety for cyclists on the eastbound lane and for those who previously cycled on the road, as well as reducing conflict between cyclists and pedestrians on the promenade
- Over 45% of respondents said they would use the proposed extension to the existing lane, this included 10% of respondents who primarily drive in the area and almost 40% of respondents who would travel mostly on foot
- 4.7% of respondents who do not currently cycle say they would be likely or highly likely to use the extension to this route

### 3 METHODOLOGY

The public consultation ran from 1 February to 14 March 2021 during a period of COVID-19 national lockdown with associated restrictions on travel and social mixing. Results may have been influenced by this as non-essential travel was severely limited. Post lockdown travel mode could have been in a state of change for many respondents. Any references to pre-pandemic travel and current (at the time of the survey) travel or behaviour are therefore indicative only.

Information packs were posted to 7189 addresses in roads immediately surrounding each of the four schemes. In addition, 18,091 postcards were sent to wider areas as follows:

Scheme	Number of information packs sent	Number of Postcards sent
Western Road	574	2150
Preston Circus to Patcham Roundabout (A23)	3012	4204
Old Shoreham Road temporary cycle lanes	998	5679
Seafront (A259) temporary cycle lanes	2605	6058

Table 3.1: Materials posted to local residents

In both cases, respondents were invited to complete a survey online. An email address and an answerphone message were available to request paper copies

of the questionnaire (also in large print) and to enquire about a translation service. The consultation was also promoted by the council’s communications team using the council website, local print press, and social media campaigns. In addition, the consultation was promoted to local interest groups via email. Focus groups / workshops were also held with both interested groups and stakeholder groups.

Scheme	Households receiving information packs		Households receiving postcards		All households who received information by post	
	Responses	Response rate %	Responses	Response rate %	Responses	Response rate %
Western Road	16	2.8	62	2.9	78	2.9
Preston Circus to Patcham Roundabout (A23)	138	4.6	223	5.3	361	5.0
Old Shoreham Road temporary cycle lanes	153	15.3	544	9.6	697	10.4
Seafront (A259) temporary cycle lanes	199	7.6	283	4.7	482	5.6
<b>Total</b>	<b>506</b>	<b>7.0</b>	<b>1112</b>	<b>6.1</b>	<b>1618</b>	<b>6.4</b>

Table 3.2: Responses from mail out areas

Overall, the response rate from households who received promotional materials by post was 6.4%. For a recent city-wide consultation for the Valley Gardens area, 25 (4.9%) had heard about the consultation through information received by post. Households near to Old Shoreham Road who were contacted by post had the highest response rate and the lowest was from the Western Road area. Response rates in Table 3.2 are calculated using the number of individual valid responses received. In total, 4695 responses came from 4405 individual households, with multiple members of many households making individual submissions. As context in relation to other consultations, for the Valley Gardens phase 3 project the number of public consultation responses received was 463.

Of the 1618 respondents within the mail out areas, 1022 (63.2%) said that they heard about the consultation via the information leaflet or postcard that they had received. Overall, the highest single response was that 37% of respondents became aware of the consultation via social media. Social media is fast becoming the most popular way of hearing about consultations as details are easily shared and promoted.

How did you hear about this survey?	No.
I received an information leaflet	726
I received a postcard	362
I read about it on the council's website	259
I read about it on social media	1832
I heard about it by word of mouth	672
I read about it in the local press	534
Other includes: Email / Email from local organisation, From child's school, Through my employer, Through my local councillor, Directly from BHCC staff, Through friends or family, From my local resident / community / leisure / sport group, From a local neighbourhood chat, Online / other website, Through my MP	432

Table 3.3: Consultation promotion

Several stakeholder organisations also responded to the consultation and their responses were combined with those from individuals.

How are you responding to this survey?	No.	%
As an individual	4584	98.0
As a representative of a business, organisation or group	93	2.0
<b>Total</b>	<b>4677</b>	<b>100</b>

Table 3.4: Type of respondent

Feedback from representatives, businesses, organisations or groups were either included where they had answered questions online through the council's consultation portal or where we had received correspondence eg emails directly from them, text was added to relevant comments boxes manually. The results are therefore included in the overall summary results presented in this report.

Business, organisation or group	Number
Businesses	26
Organisations	36
Local councillors	15
Schools	3
University	1

Table 3.5 Types of respondents in detail



The first section of the consultation survey was a general public opinion survey, featuring a range of questions selected from the Department for Transport (DfT) guidance document for Local Authorities carrying out Active Travel Fund surveys. Following this initial section, respondents were given the opportunity to see and comment on each scheme-specific section. Respondents who were only interested in commenting on particular scheme/s were able to do this.

Consultation sections	Number of respondents	%
Overall	4695	100
Section 2: Western Road area	2680	57.1
Section 3: Preston Circus to Patcham Roundabout (A23)	1977	42.1
Section 4: Old Shoreham Road	3168	67.5
Section 5: Seafront (A259)	3332	71.0

Table 3.6: Number of responses to each section of the consultation

250 invalid responses were removed from the final results: 71 were duplicate responses from the same person and 179 were removed as they provided an incomplete or incorrect name and/or address which was stated as a requirement within the survey.

Responses were received from across the city:

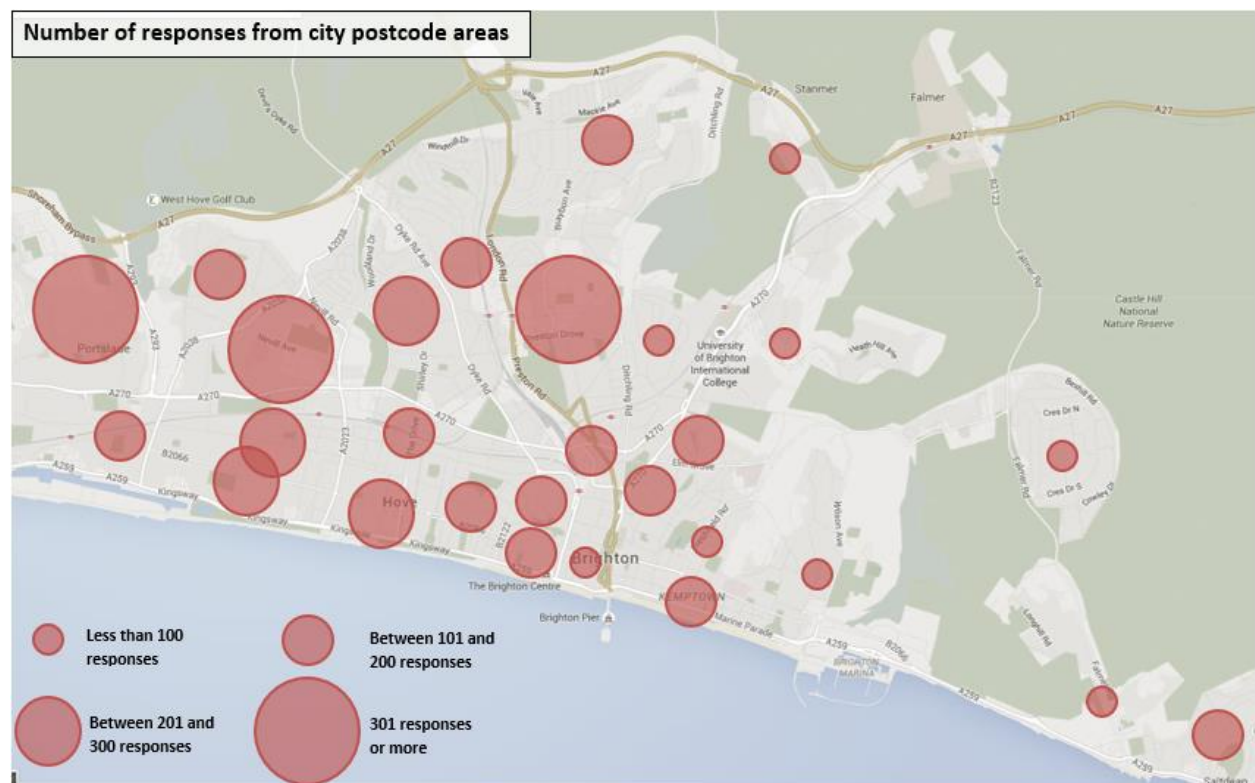


Figure 3.7: Postcode map of all respondents

As well as responses from within the city boundary, there were also 185 responses from respondents in neighbouring local authorities with BN postcodes, and 25 responses from further afield, although some of these were stakeholder addresses not based in the city.

Respondents over 45 (but under 75) and those with disabilities are over-represented when compared to 2011 census data whereas younger people are under-represented. Schools were in lockdown and largely closed to pupils during the consultation period so opportunities to engage directly with schools/ pupils were unfortunately limited. The above needs to be taken into account when reviewing the findings of the survey.

What is your age group?	No.	%	Citywide %
16 and under	4	0.1	17.2
17-24	110	2.5	15.0
25-34	384	8.7	16.4
35-44	771	17.6	16.0
45-54	1214	27.6	13.1
55-64	1058	24.1	9.3
65-74	665	15.1	6.4
75+	184	4.2	6.7
<b>Total</b>	<b>4390</b>	<b>100</b>	<b>100.0</b>

Table 3.8 Age

Are your day-to-day activities limited because of a health issue or disability which has lasted, or is expected to last at least 12 months? <sup>2</sup>	No.	%	Citywide %
Yes, a little	469	10.7	7.5
Yes, a lot	663	15.1	8.8
No	3268	74.3	83.7
<b>Total</b>	<b>4400</b>	<b>100</b>	<b>100</b>

Table 3.9 Disability

## 4 PUBLIC OPINION SURVEY RESULTS

The survey included a large number of open comments boxes, responses for each of these were grouped to highlight emerging common themes. In some instances, respondents left general negative (eg not needed/ waste of money) or positive (eg looks good) comments and these have been themed as such.

<sup>2</sup> Disability questions are as used by ONS for the census. Respondents self-select whether their condition affects them a lot or a little

Scheme specific comment themes are separate and not a proportion of the general positive / negative comments eg where a respondent commented that they felt the scheme would make things safer this was coded under the category ‘this will make it safer’ rather than as a general positive comment. Some respondents made both positive and negative comments eg really liking the proposals but thought that they may cause congestion.

## 4.1 How you travel

Respondents were asked about their travel habits both pre pandemic and currently (February - March 2021). Responses suggested how things may have shifted over the course of the last year, though as suggested above are indicative, as travel behaviour is in a state of change due to the national lockdown and post-lockdown recovery.

Do you currently own, or have regular use of, any of the following	Number	%	Citywide <sup>3</sup>
Car <sup>4</sup>	3679	78.4	62.8
Cycle <sup>5</sup>	2746	58.6	
Van	283	6.0	
Wheelchair	66	1.4	
Motorbike, scooter or moped	228	4.9	
Mobility Scooter	32	0.7	

Table 4.1.1: Vehicle Ownership

When compared to car and van ownership levels for the city from the 2011 census, there was an over representation of car owners responding to this consultation.

Regular travelling in the city<sup>6</sup> has decreased when comparing responses between pre pandemic travel and current travel, reflecting lockdowns and the need to work from home where possible. The highest decreases are for journeys made by car as driver 51.4% to 39.2% and bus 19.2% to 4.3%. Levels of walking and cycling have decreased but at a much lower level (See tables 4.1.2 and 4.1.3).

<sup>3</sup> ONS Census 2011 % of households with at least one car or van

<sup>4</sup> Includes electric or hybrid vehicles

<sup>5</sup> Includes e-bike, cargo bike, e-cargo bike, adapted bike, tricycle

<sup>6</sup> 2-5 days a week or more

Before the pandemic, approximately how often did you use each of the following methods to travel into the city?	Every day or nearly every day		2-5 days a week		Once a week		Less often but at least once a month		Less than once a month		Never	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
	Walk	2107	48.1	999	22.8	491	11.2	263	6.0	188	4.3	333
Cycle <sup>7</sup>	497	11.9	819	19.5	454	10.8	437	10.4	505	12.0	1479	35.3
Bus	156	3.6	672	15.6	672	15.6	907	21.1	1152	26.8	739	17.2
Car/ van as driver <sup>8</sup>	896	21.0	1295	30.4	669	15.7	317	7.4	319	7.5	764	17.9
Car/ van as passenger	156	4.1	436	11.5	642	16.9	600	15.8	797	21.0	1169	30.8
Motorcycle/ Moped	35	1.0	61	1.7	47	1.3	48	1.3	51	1.4	3377	93.3
Wheelchair/ Mobility Scooter	24	0.7	18	0.5	12	0.3	13	0.4	15	0.4	3518	97.7
Taxi/ Private Hire	23	0.6	47	1.2	210	5.4	659	17.0	1664	42.9	1274	32.9
Train	100	2.5	306	7.6	293	7.3	813	20.2	1584	39.3	930	23.1
Community transport (eg Dial-a-Ride, volunteer car scheme)	2	0.1	5	0.1	5	0.1	4	0.1	23	0.6	3614	98.9
Other, includes: Skateboard / longboard / roller skates non-motorised scooter, Running / Jogging, E-scooter, Coach, Walk with buggy / pushchair / trolley, Combination of modes, Lorry / HGV	6	0.2	16	0.6	10	0.3	9	0.3	17	0.6	2830	98.0

Table 4.1.2: Pre Pandemic mode of travel and frequency of use

<sup>7</sup> Includes BTN Bikeshare, e-bike, cargo bike, e-cargo bike, adapted bike, tricycle

<sup>8</sup> Includes Car Club

How often do you CURRENTLY use each of the following methods to travel into the city (approximately)	Every day or nearly every day		2-5 days a week		Once a week		Less often but at least once a month		Less than once a month		Never	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Walk	2095	47.7	923	21.0	420	9.6	217	4.9	250	5.7	486	11.1
Cycle <sup>9</sup>	390	9.3	817	19.4	461	10.9	418	9.9	439	10.4	1686	40.0
Bus	42	1.0	137	3.3	224	5.4	382	9.2	1036	24.8	2352	56.4
Car/ van as driver <sup>10</sup>	580	13.5	1107	25.7	823	19.1	391	9.1	396	9.2	1006	23.4
Car/ van as passenger	103	2.7	346	8.9	534	13.7	480	12.4	606	15.6	1816	46.7
Motorcycle/ Moped	19	0.5	44	1.2	36	1.0	36	1.0	50	1.3	3559	95.1
Wheelchair/ Mobility Scooter	17	0.5	10	0.3	8	0.2	15	0.4	18	0.5	3646	98.2
Taxi/ Private Hire	18	0.5	14	0.4	53	1.4	173	4.5	812	21.2	2781	72.2
Train	14	0.4	34	0.9	52	1.3	179	4.5	978	24.7	2697	68.2
Community transport (eg Dial-a-Ride, volunteer car scheme)	3	0.1	3	0.1	1	0.0	0	0.0	12	0.3	3701	99.5
Other, includes: Skateboard / longboard / roller skates non-motorised scooter, Running / Jogging, E-scooter, Coach, Walk with buggy / pushchair / trolley, Combination of modes, Lorry / HGV	14	0.5	13	0.4	12	0.4	8	0.3	8	0.3	2951	98.2

Table 4.1.3: Current mode of travel and frequency of use

<sup>9</sup> Includes BTN Bikeshare, e-bike, cargo bike, e-cargo bike, adapted bike, tricycle

<sup>10</sup> Includes Car Club

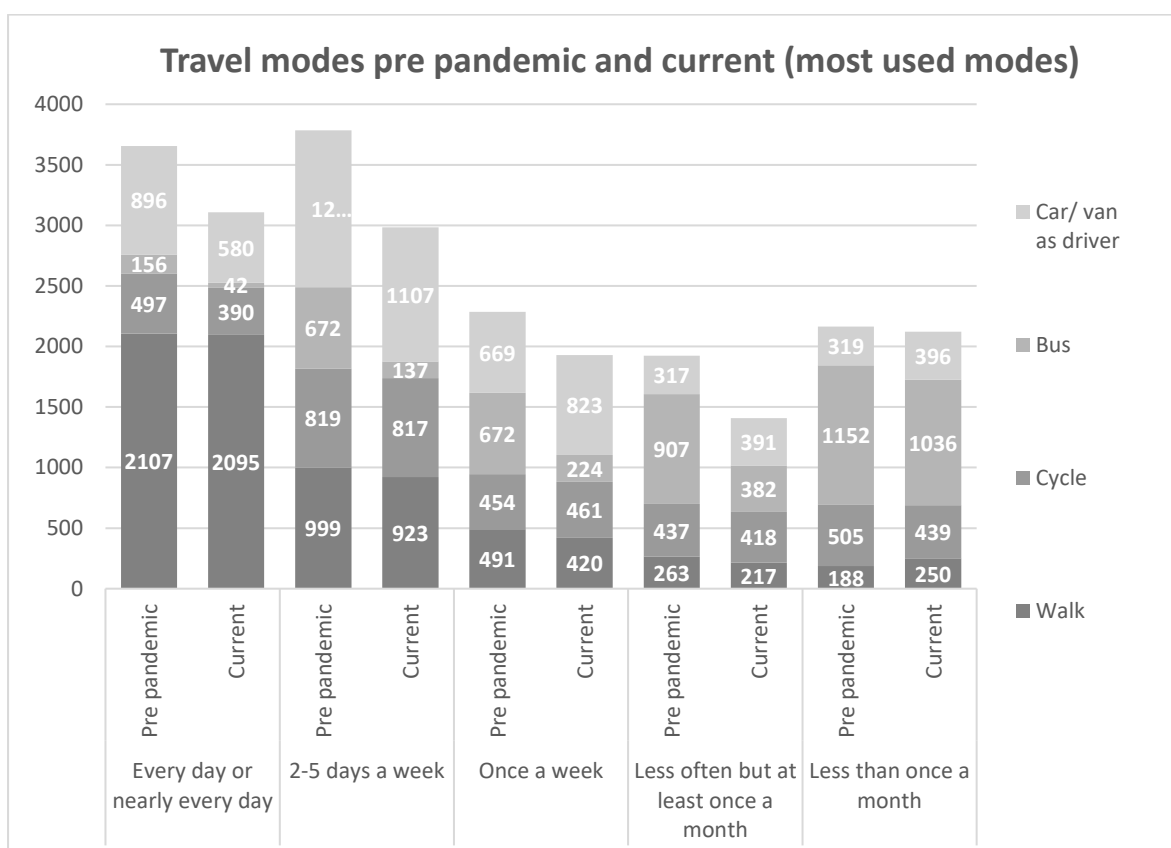


Figure 4.1.4:<sup>11</sup> Change in travel mode pre pandemic to current mode

Figure 4.1.4 above shows changes in the four travel modes that are used the most for both pre pandemic and current travel. Numbers for 2-5 days a week are likely to include travel to a workplace as overall numbers have dropped the most during the Covid-19 pandemic as people were asked to work from home where possible. This needs to be taken in context with figures in Table 4.1.5 below which shows that 53% of respondents are working from home or working from home more than a year ago.

Compared to a year ago, are you now working from home or working from home more?	No.	%
Yes	2463	53.2
No	1035	22.4
Not sure	43	0.9
Not applicable	1088	23.5
<b>Total</b>	<b>4629</b>	<b>100</b>

Table 4.1.5: Levels of home working

<sup>11</sup> All graphs throughout this report are a quick-glance visual representation of detailed data appearing in preceding tables

The home has become both workplace and place to shop from. Tables 4.1.6 and 4.1.7 show that 75.4% of respondents are receiving more home deliveries and of these 44% received more grocery deliveries compared to only 2.5% of respondents who received less. Highest overall increases were for ‘Other goods’ at 62.2% reflecting closures of shops solely selling non-essential items. This will have impacted on the road network in the city.

Are you, or anyone in your household, currently receiving home deliveries?	No.	%
Yes	3492	75.4
No	1138	24.6
<b>Total</b>	<b>4630</b>	<b>100</b>

Table 4.1.6: Levels of home deliveries

If you answered yes, please tell us whether this is more, or less than a year ago?	More than I used to		About the same		Less than I used to		I don't receive this type of delivery	
	No.	%	No.	%	No.	%	No.	%
Groceries	1612	44.4	770	21.2	90	2.5	1156	31.9
Subscription boxes (eg fruit and veg, flowers)	709	20.5	442	12.8	24	0.7	2290	66.1
Prescriptions	288	8.3	357	10.3	12	0.3	2806	81.0
Takeaway food	1140	31.5	1183	32.7	369	10.2	927	25.6
Other goods (eg clothes, homeware)	2300	62.2	1077	29.1	93	2.5	225	6.1

Table 4.1.7: Types of home deliveries

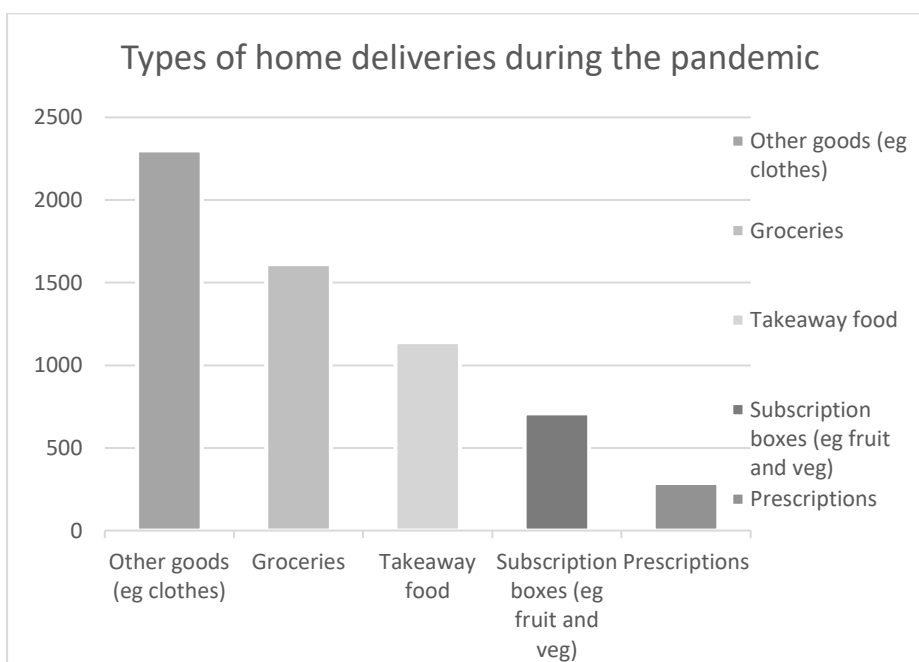


Figure 4.1.8: Types of home deliveries

## 4.2 Active Travel

Respondents were asked not only about their current active travel habits, but also about what would help them to increase their active travel, particularly for short journeys (up to 5 miles). The table below shows that almost a third of respondents have switched some of their short journeys from car or van to walking and cycling.

Do you walk, or cycle, for some short journeys (up to 5 miles) that you previously would have made by car or van?		
	No.	%
Yes	1466	31.7
No	3015	65.2
Not sure	142	3.1
<b>Total</b>	<b>4623</b>	<b>100</b>

Table 4.2.1: Switch from private car to active travel

Which of the following journeys do you walk or cycle for?	Walking No.	Cycling No.
To or from work	889	913
To or from school, college, university or adult education	315	206
To or from the shops	3170	1115
To accompany children or other people	1296	413
To or from a leisure/ sports activity	1580	1125
To pick up or deliver something	2007	1502
Simply for pleasure	3369	1878
As exercise for health reasons, not to anywhere in particular	3350	1808
Not applicable/ I do not cycle or walk	148	241
Other includes: Dog Walking, visiting friends or family, volunteering, to health facilities / appointments, to the bus stop or train station, I don't make these journeys due to lockdown	97	25

Table 4.2.2: Purpose of active travel journeys

Table 4.2.2 shows how large numbers of respondents are using active travel for exercise/health or simply for pleasure. This reflects changes over the last year as journeys to destinations are being made less, eg to work. The large number of cycling and walking trips for recreational purposes are likely to be a factor in walking and cycling levels having fallen less than other modes over the course of the pandemic.



If you currently cycle, what sort of cyclist are you?	No.	%
I am new to cycling	57	1.4
I am starting to cycle again	247	5.9
I am an experienced, regular cyclist	1202	28.6
I am an experienced, occasional cyclist	735	17.5
I am an occasional cyclist	618	14.7
Not applicable/ I do not cycle	1299	31.0
Other includes: Have cycled but don't currently, I want to cycle, off road only, I recently stopped due to lack of storage, I recently stopped due to bike theft, I am a fair weather cyclist, I am about to start cycling again, I recently stopped due to lockdown	39	0.9

Table 4.2.3: Types of cyclist

Almost 70% of respondents indicated they did some form of cycling, with 7.3% saying they were brand new to cycling or had recently started to cycle again.

	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly Disagree		Not applicable	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Many of the short journeys I make by car I could walk instead	558	12.1	459	9.9	500	10.8	1009	21.8	112	24.4	973	21.0
Many of the short journeys I make by car I could do by bus instead	317	6.9	395	8.6	499	10.8	1087	23.5	1326	28.7	993	21.5
Many of the short journeys I make by car I could cycle instead	591	12.8	474	10.3	357	7.7	699	15.2	1305	28.3	1184	25.7

Table 4.2.4: Perception of switching mode of travel

Table 4.2.4 shows that respondents are more inclined to agree that they could switch to cycling instead of using the car for short journeys (23.1%), than they are to agree they could use the bus (15.5%). A large proportion, however, strongly disagree that their short journeys could be made in any other way than by car.

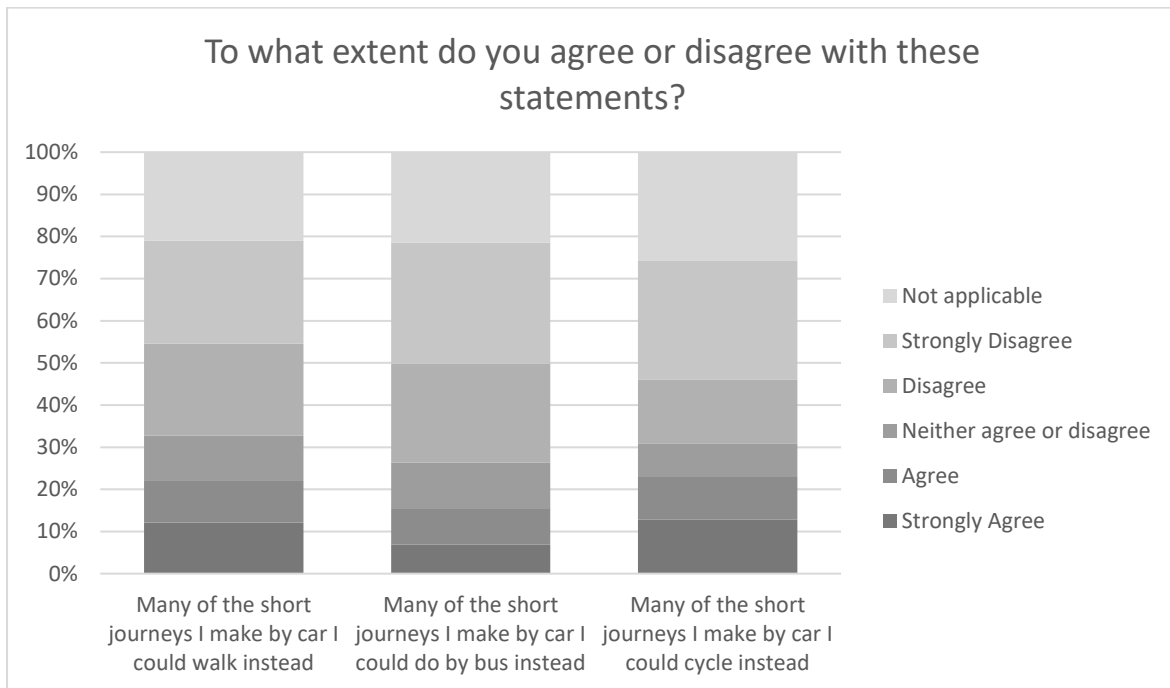


Figure 4.2.5: Perception of switching mode of travel

Respondents who have already switched to walking or cycling for some of their short journeys are more likely to agree that there are still further journeys they could make via other modes rather than car use. Respondents who have not switched to walking and cycling for any journeys are unlikely to agree they could do so in future, they also similarly disagree they could use the bus.

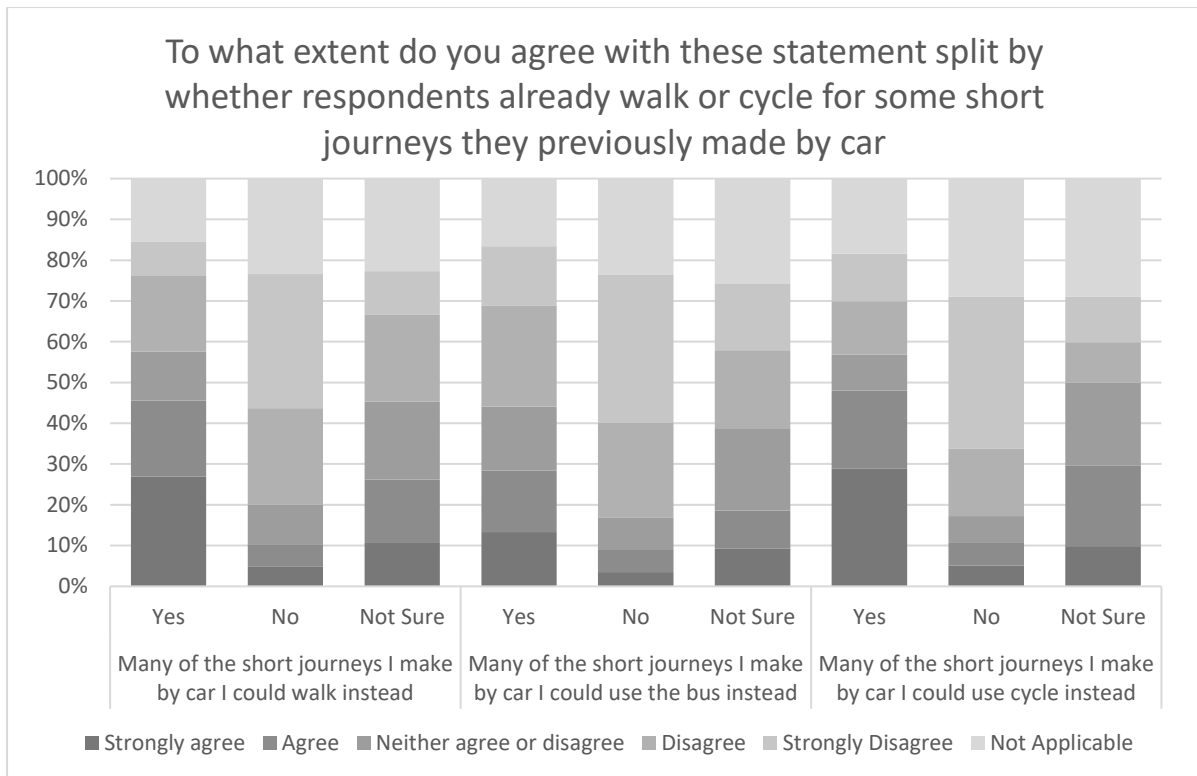


Figure 4.2.6: Perception of switching mode of travel compared to if a switch has already been made

The following set of tables (4.2.7 to 4.2.13) show what would encourage respondents to walk or cycle more for some of their shorter journeys.

What would encourage you to walk, or walk more, for these shorter journeys?	No.
The weather	1554
Better maintained pavements	1519
Nothing, I already walk as much as I can	1412
More public toilets	1200
If I had more time available	1194
Less traffic on the roads	1166
Less pollution	1006
More local shops and other facilities	921
More direct walking routes	901
Better street lighting	880
Feeling safe	806
Lower speed limits	773
More pedestrian crossings	747
Having a better level of fitness	652
Nothing would encourage me to walk for some of these journeys	461
More accessible public toilets	380
More congestion meaning my car journey took longer	348

What would encourage you to walk, or walk more, for these shorter journeys?	No.
More seating	318
More CCTV cameras	293
An increase in the cost of parking	274
An increase in the cost of motoring	223
Higher public transport fares	136
More information about the benefits walking has on health, the environment and congestion	100
More disabled parking near my destination	96
Other	367

Table 4.2.7: Barriers to walking

Of the 367 'other' comments the top suggestions of what would encourage walking or walking more were as follows:

Encourage Walking - Other Comments – additional suggestions (Top ten comments)	No.
If there were fewer cyclists on the pavements	82
A reduction in pavement parking	23
Cleaner streets, less litter, dog fouling, graffiti	21
Wider pavements	16
Less street clutter, A boards, bins on pavements	16
If there were less traffic / more space allocated to pedestrians / traffic free areas	12
Flatter terrain	11
More greenery	11
A reduction in anti-social behaviour / less homelessness / aggressive begging on street	9
More walking networks, easier routes between destinations	8

Table 4.2.8: Additional barriers to walking

Some of those who left 'other' comments gave more general comments or reasons why walking was not appropriate for the short journeys they make.

Encourage Walking - Other Comments – General comments	No.
Walking is not possible or suitable for these journeys due to the need to carry heavy shopping or equipment	69
Disability or health prevents me from walking or walking more	43
Many of these journeys are not suitable for walking as I am travelling with children and have to go to multiple destinations /would take too long to walk with them	15
I live too far from my destinations to be able to walk	9
Walking is not appropriate for my work journeys	8

Encourage Walking - Other Comments – General comments	No.
Buses are too expensive	7
People can choose how they travel / don't want to be told how we should be making journeys	5
Parking charges should be lower	2

Table 4.2.9: Barriers to walking other comments

When asked to indicate what would encourage more cycling or more cycling, respondents were most inclined to say an increased number of cycle lanes both on road and away from roads.

What would encourage you to cycle, or cycle more, for these shorter journeys?	No.
More cycle tracks away from roads	1793
More protected cycle lanes on road	1725
Better driver attitudes towards cyclists	1668
Better maintained road/ cycle lane/ cycle track surfaces	1587
Less traffic on the roads	1573
Nothing would encourage me to cycle for some of these journeys	1328
Feeling safe	1261
If there were more secure/ convenient cycle parking facilities at my destination or work	1068
Lower speed limits	1008
The weather	999
More cycle crossings	856
Less pollution	741
If there were more secure/ convenient cycle parking facilities at my home	678
Better street lighting	456
Nothing, I already cycle as much as I can	454
If I had more time	423
Showers/ changing area in the workplace	415
Having a better level of health or fitness	382
Access to an e-bike	381
A cycle mileage allowance for business journeys	274
A fixed bike pump at my destination or work	264
If I didn't have access to a car	264
Having cycle training/ feeling more confident	257
Charging facilities for electric bikes	242
More local shops and other facilities	235
Access to a bicycle	215
A more convenient BikeShare hub	213
More CCTV cameras	187
If traffic congestion increases	160
Access to an e-cargo	147
If motoring costs increase	140

What would encourage you to cycle, or cycle more, for these shorter journeys?	No.
Access to a cargo bike	91
High public transport fares	86
More information about health benefits, the environment and congestion	70
Access to an adapted bike	26
Other	382

Table 4.2.10: Barriers to cycling

Of the 366 ‘other’ comments, the top suggestions of what would encourage cycling or cycling more were as follows:

Encourage Cycling - Other Comments – additional suggestions (Top ten suggestions)	No.
Flatter terrain	43
Less concern about bike theft in the city / more to tackle bike theft	38
Increase in joined up or continuous cycle lanes / a cycle network	22
Better attitudes of other cyclists	18
Less cyclist and pedestrian conflict	11
More measures to prevent or punish parking in cycle lanes	9
Wider cycle lanes	6
If BTN Bikeshare had children’s bikes or seats / bikes in different sizes	5
Better options for or availability of bike maintenance	5
If there were less traffic or traffic free areas	5
If BTN Bikeshare bikes were lighter	5

Table 4.2.11: Additional barriers to cycling

As shown in Table 4.2.10, a number of respondents gave suggestions of where they would like to see additional BTN Bikeshare hubs.

Encourage Cycling - Other Comments – BTN Bikeshare hub suggestions	
Davigdor Road	Preston Park (North-East)
Aldrington Station	Bevendean
Queens Park Road	Carden Avenue
Outskirts / suburbs of the city	Fiveways
Patcham Village	

Table 4.2.12: Suggestions for BTN Bikeshare hub locations

Some of those who left an ‘other’ answer, made more general comments or reasons why cycling was not appropriate for the short journeys they make as follows:

Encourage cycling - Other Comments – General comments	No.
Disability or health prevents me from cycling or cycling more	82
Cycling is not possible or suitable for these journeys due to the need to carry heavy shopping or equipment	29
Cycling is not appropriate for my work journeys	11
Many of these journeys are not suitable for cycling as I am travelling with children and have to go to multiple destinations /would take too long to cycle with them	10
I cannot ride a bike	9
New cycle lanes of road are dangerous / would not use	9
People can choose how they travel / don't want to be told how we should be making journeys	9
If e-scooters were permitted I would use them	6
I live too far from my destinations to be able to cycle	4

Table 4.2.13: Encouraging cycling - other comments



### 4.3 Your Local Area

Respondents were asked a range of questions about the facilities and condition in their area.

Thinking about your local area, please rate each of the following:	Very good		Good		Neither good or poor		Poor		Very Poor		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Ease of getting around your local area by car or van	736	16.4	1533	34.2	987	22.0	568	12.7	297	6.6	356	8.0
The accessibility for disabled people or people with mobility issues	174	3.9	533	11.9	588	13.2	760	17.0	379	8.5	2029	45.5
The quality of the air	356	8.0	1393	31.5	1259	28.4	739	16.7	298	6.7	383	8.6
The level of noise from traffic	265	6.0	1089	24.7	1467	33.3	1042	23.6	471	10.7	75	1.7
The conditions of the pavements	51	1.1	628	14.1	990	22.2	1739	39.0	1021	22.9	28	0.6
The ease of crossing roads as a pedestrian	286	6.5	1643	37.2	1219	27.6	839	19.0	395	8.9	40	0.9
The provision of cycle lanes / tracks	360	8.2	861	19.6	1128	25.7	892	20.3	697	15.9	454	10.3

Table 4.3.1: Perception of facilities in local area

Table 4.3.1 shows that over half of respondents rate the ease of getting around their local area by car or van as good or very good. Respondents are mostly critical of the conditions of pavements in their local area. For both of these, a similar pattern was seen across all areas of the city, indicating that pavements are an issue for residents across the city and the ease of getting around by car or van is not greatly different in one area than another.

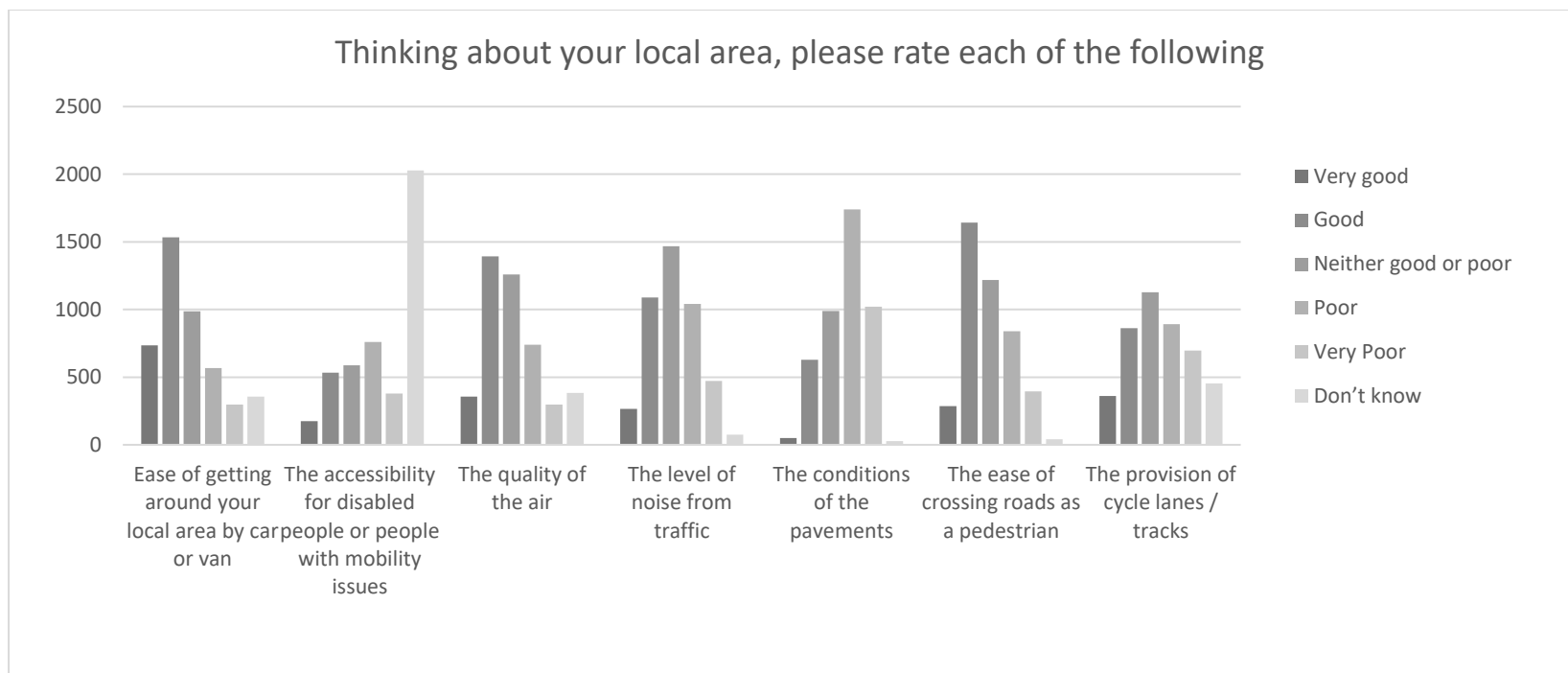


Figure 4.3.2: Perception of facilities in local area

The rating for ease of accessibility for disabled people of people with mobility issues had a large number of people answering “don’t know” therefore table 4.3.3 looks at the rating of this from just those respondents who stated they had a disability to get a more accurate result.

When looking at just those who identify as disabled, 13.1% rate accessibility as very poor, compared to 8.5% in the general result.

	The accessibility for disabled people or people with mobility issues											
	Very good		Good		Neither good or poor		Poor		Very poor		Don't know	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Yes, a little	18	4.1	63	14.2	73	16.4	109	24.5	54	12.2	127	28.6
Yes, a lot	25	3.9	75	11.8	102	16.0	128	20.1	88	13.8	220	34.5
All disability	43	4.0	138	12.7	175	16.2	237	21.9	142	13.1	347	32.1
<b>Total</b>	<b>174</b>	<b>3.9</b>	<b>533</b>	<b>11.9</b>	<b>588</b>	<b>13.2</b>	<b>760</b>	<b>17.0</b>	<b>379</b>	<b>8.5</b>	<b>2029</b>	<b>45.5</b>

Table 4.3.3: Attitudes of those with disabilities on disabled access in local area

Respondents were also asked which of the following categories they agree the council should be taking action to tackle.

To what extent do you agree or disagree that the council should act in local neighbourhoods to:	Strongly Agree		Agree		Neither agree or disagree		Disagree		Strongly Disagree		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
	Improve air quality	1950	42.5	1321	28.8	904	19.7	206	4.5	149	3.3	53
Reduce traffic noise	1418	31.1	1142	25.0	1365	29.9	360	7.9	217	4.8	59	1.3
Reduce traffic congestion	1983	43.2	1376	30.0	792	17.3	207	4.5	189	4.1	43	0.9
Improve road safety	2049	44.7	1537	33.5	743	16.2	120	2.6	101	2.2	34	0.7

Table 4.3.4: Opinion on council action to tackle local issues

Across all four categories, over 50% of respondents agree or strongly agree that the council should act. The area which most respondents agree with is to improve road safety (78.2%). Respondents were less concerned with action to reduce traffic noise (56.1%).

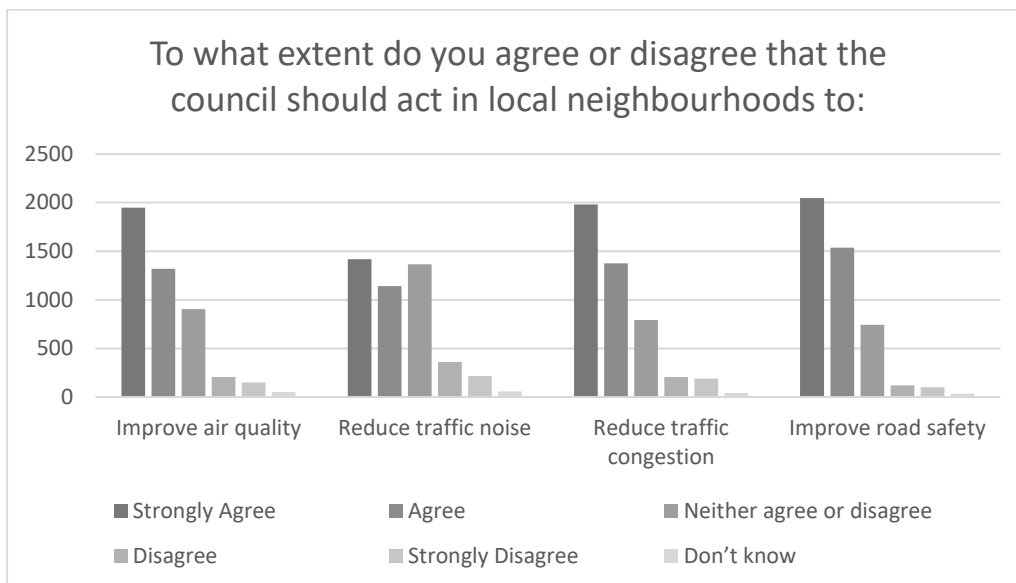


Figure: 4.3.5: Opinion on council action to tackle local issues

Respondents are polarised in their opinion on road reallocation to walking and cycling shown in the table below:

To what extent do you support or oppose reallocating road space to walking and cycling in your local area/ neighbourhood	No.	%
I strongly support this	1833	39.9
I support this	474	10.3
I neither support or oppose this	238	5.2
I oppose this	404	8.8
I strongly oppose this	1633	35.6
I don't know/ not sure	10	0.2
<b>Total</b>	<b>4592</b>	<b>100</b>

Table 4.3.6: Levels of support for reallocating road space

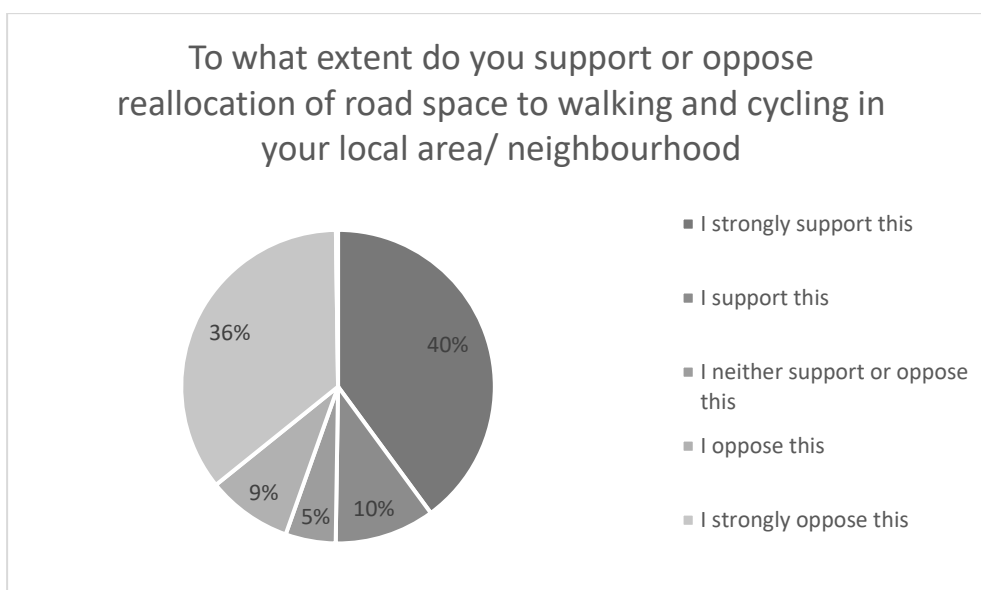


Figure 4.3.7: Levels of support for reallocating road space

Distribution of levels of support for reallocating road space by postcode are as follows:



Figure 4.3.8 Levels of support for reallocation road space by postcode area

Levels of support for road reallocation by mode shows highest levels of support<sup>12</sup> from regular cyclists (once a week or more) at 78.1% compared to only 40% of regular car drivers. Highest levels of opposition<sup>13</sup> comes from those who never walk at 79.5% and for those who never cycle at 69.2% (see Table 4.3.8 and Figure 4.3.9).

<sup>12</sup> Support or strongly support reallocating road space for walking and cycling

<sup>13</sup> Oppose or strongly oppose reallocating road space for walking and cycling

Mode	Frequency	I strongly support this		I support this		I neither support or oppose		I oppose this		I strongly oppose this		Don't know/ Not sure	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Walk	Once a week or more	1615	45.7	409	11.6	193	5.5	299	8.4	1012	28.6	6	0.2
	Less often	118	26.6	31	7.0	18	4.0	51	11.5	224	50.5	2	0.4
	Never	38	11.6	15	4.6	14	4.3	26	7.9	235	71.6	0	0.0
Cycle	Once a week or more	1157	66.0	212	12.1	49	2.8	72	4.1	262	14.9	1	0.1
	Less often	363	39.2	104	11.2	59	6.4	93	10.0	303	32.7	4	0.4
	Never	228	15.7	111	7.7	106	7.3	172	11.9	831	57.3	2	0.1
Car (as driver)	Once a week or more	851	30.3	272	9.7	166	5.9	287	10.2	1231	43.8	5	0.2
	Less often	338	53.9	83	13.2	9	1.4	50	8.0	135	21.5	2	0.3
	Never	467	61.9	82	10.9	36	4.8	30	4.0	139	18.4	1	0.1
Bus	Once a week or more	609	44.4	181	13.2	93	6.8	150	10.9	431	31.4	7	0.5
	Less often	895	44.1	208	10.3	99	4.9	159	7.8	665	32.8	2	0.1
	Never	216	29.7	60	8.2	36	4.9	58	8.0	357	49.0	1	0.1
<b>Total</b>		<b>1833</b>	<b>39.0</b>	<b>474</b>	<b>10.1</b>	<b>238</b>	<b>5.1</b>	<b>404</b>	<b>8.6</b>	<b>1633</b>	<b>34.8</b>	<b>10</b>	<b>0.2</b>

Table 4.3.9: Levels of support for reallocating road space compared to frequency of use of mode travel

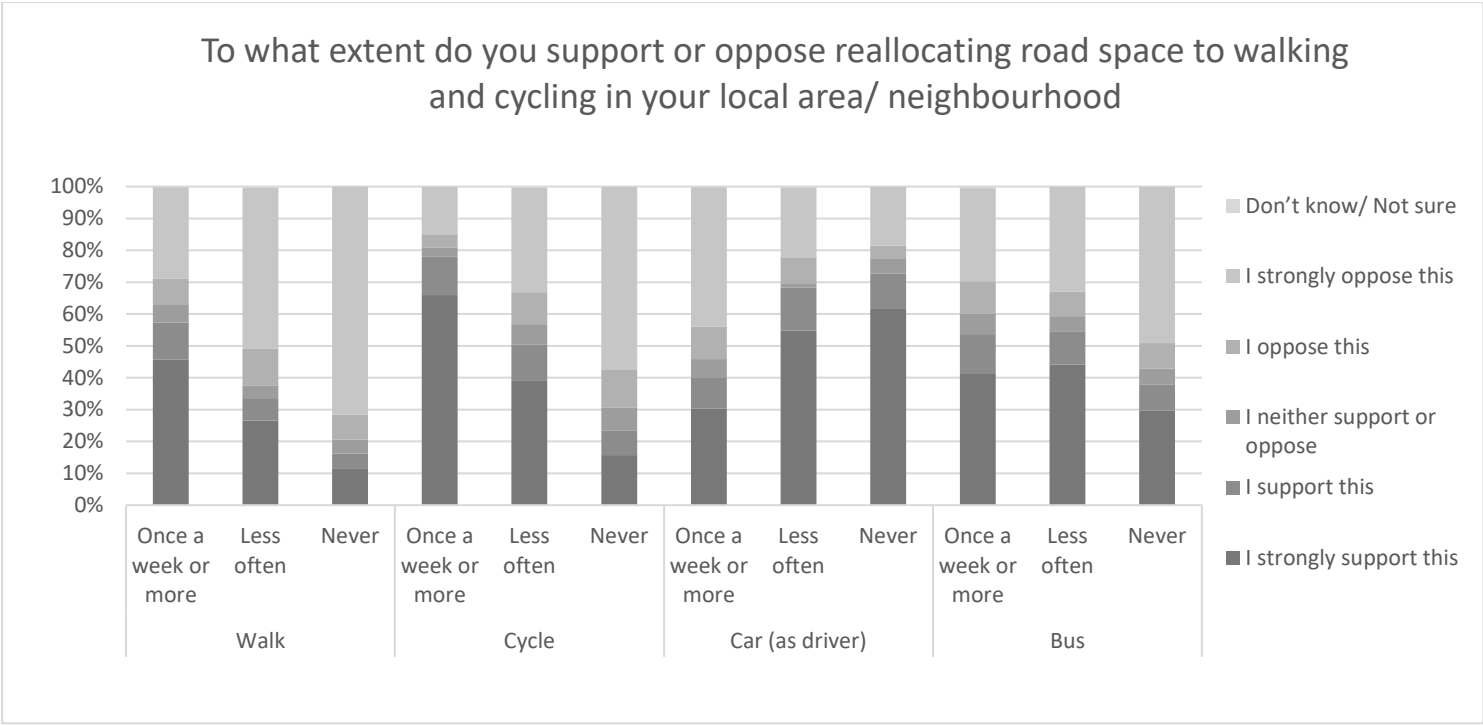


Figure 4.3.10: Levels of support for reallocating road space compared to frequency of use of mode travel

Respondents were asked to say more about their answer. 2801 respondents left comments: 1858 of these related to road reallocation. These have been themed as follows:

To what extent do you support or oppose reallocating road space to walking and cycling in your local area/ neighbourhood? (number of comments)			
	Positive	Neutral	Negative
General comments	259	92	250
Cycling related	492	122	607
Walking Related	300	24	157

Table 4.3.11: Additional comments on reallocating road space

And of these, Table 4.3.11 below shows comments related to specific schemes. Levels of negative comments are considerably higher where schemes are already on the ground.

To what extent do you support or oppose reallocating road space to walking and cycling in your local area/ neighbourhood? (Scheme related comments)		
	Positive	Negative
Old Shoreham Road	49	510
A259 (Seafront)	31	239
A23 Preston Circus to Patcham Roundabout	12	19
Western Road	1	2

Table 4.3.12: Scheme specific comments on reallocating road space



## 5 WESTERN ROAD RESULTS

2680 respondents answered questions about, and saw proposals for, Western Road. Responses came from all postcode areas of the city, as shown in Figure 5.1.

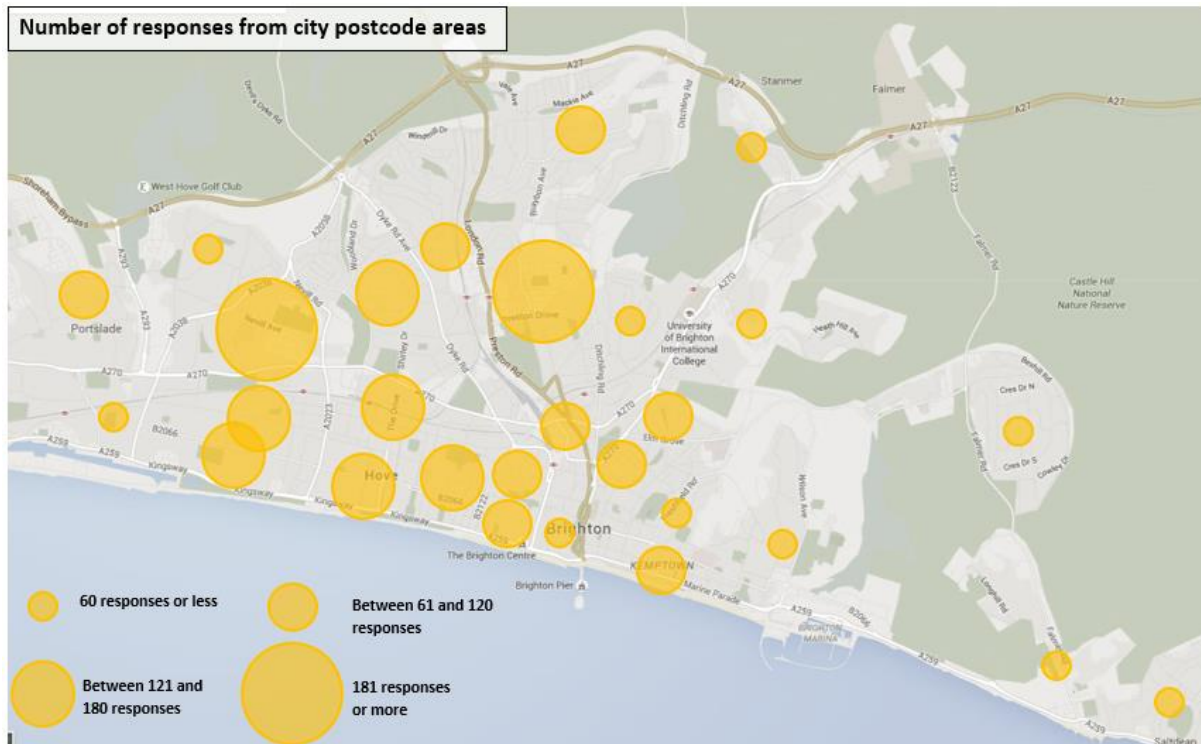


Figure 5.1: Postcode map of respondents who answered questions on Western Road

### 5.1 Your current experience

Respondents were asked about how they currently use and travel through this space and any issues they experience.

Table 5.1.1 below shows that walking was the most common main mode of travel in this area, followed by cycling and bus use. Western Road is a main bus route in the city but does not have any dedicated cycling infrastructure. Car use in the area is low but much of Western Road is restricted for private vehicle traffic.

What form of transport do you use most in the area?	No.	%
Walk	1254	47.1
Cycle <sup>14</sup>	598	22.4
Bus	485	18.3
Car/ van as driver <sup>15</sup>	211	7.9
Car/ van as passenger	43	1.6
Motorcycle/ Moped	11	0.4
Wheelchair/ Mobility Scooter	5	0.2
Taxi/ Private Hire	19	0.7
Community transport (eg Dial-a-Ride, volunteer car scheme)	1	0.0
I don't travel in this area	21	0.8
Other includes: Combination of modes, Skateboard / longboard / roller skate / scooter, E-scooter, Lorry / HGV	17	0.6
<b>Total</b>	<b>2665</b>	<b>100</b>

Table 5.1.1: Main mode of travel in Western Road

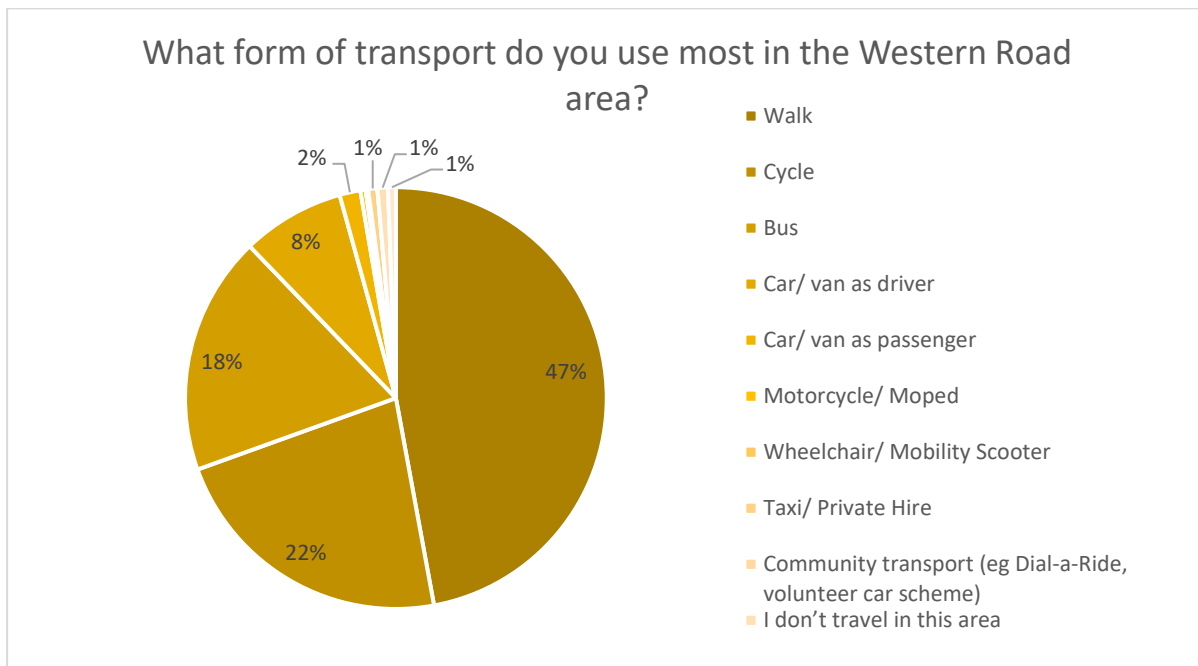


Figure 5.1.2: Main mode of travel in Western Road

Western Road is situated in the city centre and, together with being a major bus thoroughfare, is also close to a number of bars, businesses and shops, including the city's main shopping centre. Table 5.1.3 shows most respondents indicated shopping was their main purpose for visiting Western Road.

Why do you visit this area?	No.
To shop	2277
To get from A to B/ passing through to another location	1598

<sup>14</sup> Includes BTN Bikeshare, e-bike, cargo bike, e-cargo bike, adapted bike, tricycle

<sup>15</sup> Includes Car Club

Why do you visit this area?	No.
To visit pubs/ nightclubs/ restaurants	957
To meet friends	734
To take a bus or change bus	679
To attend events	543
To visit local businesses	541
To visit friends or relatives who live in the area	294
To visit doctors' surgeries/ health facilities	237
I live here	166
I work here	130
To take children to school or nursery	33
I don't visit this area	17
To get to college or university	16
To get myself to school	2
Other includes: Occasional work / visiting clients / meetings, to deliver something, Exercise / just to walk or cycle, Visiting places of worship, Volunteering, Recycling	25

Table 5.1.3: Purpose of visiting Western Road

Are there any problems or issues with getting around in the Western Road area?	No.
There are not enough cycle lanes or routes	959
It's not safe to cycle	875
It's difficult to cross the road	867
Bus journeys are expensive	741
Vehicles are inconsiderately / illegally parked	738
There is not enough cycle parking	735
There is too much traffic congestion	725
There is too much pollution	674
There is too much street clutter	631
The road condition is poor	574
The condition of the pavements is poor	565
Bus journeys are slow	526
The pavements are too narrow	513
There are not enough seating or resting points	351
There is a fear of crime/ not enough security	324
The traffic speed is too high / the roads are unsafe	315
There are too many barriers when walking around (eg fences, guard rails)	300
There is not enough parking	263
It's confusing for drivers to navigate	183
There are not enough dropped kerbs	154
There are not enough BTN Bikeshare hubs	141
There is not enough disabled parking	134
There are not enough direct bus routes	109
Buses don't go where I want them to go	106

Are there any problems or issues with getting around in the Western Road area?	No.
Buses aren't frequent enough	73
There are not enough taxi ranks	62
There are not enough bus real-time information signs	60
There is not enough travel information or maps on street	48
Other	321

Table 5.1.4: Problems with travel in Western Road

Issues with cycling in the area were mentioned most frequently as problems with getting around, this was particularly true amongst cyclists although pedestrians and bus drivers also noted cycling safety as an issue.

Main mode	Top 5 problems or issues	No.
Walk	It's difficult to cross the road	471
	It's not safe to cycle	410
	There are not enough cycle lanes or routes	396
	There is too much street clutter	361
	Vehicles are inconsiderately / illegally parked	357
Cycle	There are not enough cycle lanes or routes	405
	There is not enough cycle parking	325
	It's not safe to cycle	301
	The road condition is poor	250
	Vehicles are inconsiderately / illegally parked	216
Car as driver	There is not enough parking	83
	Bus journeys are expensive	60
	The condition of pavements is poor	46
	The road condition is poor	43
	There is too much street clutter	43
Bus	Bus journeys are expensive	184
	It's difficult to cross the road	176
	Bus journeys are slow	175
	It's not safe to cycle	129
	There are not enough cycle lanes or routes	125

Table 5.1.5: Problems with travel in the Western Road area by main mode used

321 respondents left an 'other' comment further to the list of problems and issues offered. Of these, 38 people stated there were no problems in this area. Some respondents expanded on their answers above, eg explained where they found it difficult to cross the road, and others identified additional problems in the area.

Problems in the area - Other Comments (Top ten comments)	No.
It feels unsafe to cycle in the area due to the conflict and proximity to buses	43
There is a large amount of homelessness / begging in the area	41
Cyclists are a hazard in the area	35
Too many buses use this area	32
It's run down / scruffy / not desirable to visit	27
Pedestrian awareness is poor / people step into the road without looking	18
The pavements are too crowded / it's too busy	15
Too many delivery mopeds blocking pavements / speeding / dangerous	14
It's difficult to cross the road at Churchill Square / near Marks & Spencer	14
Parking is too expensive	12

Table 5.1.6: Additional problems with travel in the Western Road area

Alongside problems, respondents were also given the opportunity to suggest key improvements they felt the area would benefit from.

If you could make any improvements to travel and transport in the Western Road area, what would you like to see?	No.
More trees and vegetation	1269
Better/safer crossing points – Churchill Square area	1246
Improve cycle safety	1135
New cycle lanes or routes in the area	1042
Better/ safer crossing points – Dyke Road/ Clock Tower	930
Reduce anti-social behaviour	916
Reduce waiting time for pedestrians at traffic lights – Clock Tower	878
Reduce cost of bus fares	869
Improve air quality or reduce pollution	857
Increase the amount of cycle parking	843
Wider pavements	805
Limit street clutter (eg communal bins)	768
Improve pavement surfaces	729
Reduce waiting time for pedestrians at traffic lights Dyke Road	675
Improve the condition of the road surface	650
Better bus flow through the area	642
Remove unnecessary signage	565
Reduce traffic congestion or improve traffic flow	564
Better/ safer crossing points – other locations	533
More direct walking routes (eg remove fences or guard rails)	523
More seating or resting areas	501
Improve road safety	484
Improve the feeling of personal safety	459
Better parking enforcement	401
Reduce traffic speed	360
Increase the number of dropped kerbs	322
Fewer buses in the area	316
Improve the road layout to make it less confusing	295

If you could make any improvements to travel and transport in the Western Road area, what would you like to see?	No.
More parking in the area	293
More BTN Bikeshare hubs	267
More disabled parking in the area	165
More bus routes/ more direct bus routes	124
Improve travel information/ maps on street	112
More bus real-time information signs	106
More frequent buses	99
Better/ more bus stops	88
More taxi ranks	71

Table 5.1.7: Suggested improvements in the Western Road area

Suggested improvements around walking and cycling conditions were common however the most popular suggested improvements was a request for more trees and vegetation in the area. This featured in the top 5 for pedestrians, cyclists and bus users. Improvements suggested often reflected the mode most used by the respondent.

Main mode	Top 5 improvements in the area	No.
Walk	More trees or vegetation	653
	Better / safer crossing points at Churchill Square	629
	Reduce anti-social behaviour	495
	Improve cycle safety	491
	Wider pavements	484
Cycle	Improve cycle safety	455
	New cycle lanes or routes in the area	445
	Increase the amount of cycle parking	358
	More trees or vegetation	323
	Better / safer crossing points at Churchill Square	276
Car as driver	More parking in the area	91
	Reduce anti-social behaviour	74
	Reduce the cost of bus fares	55
	Improve the condition of the road surface	52
	Limit street clutter	52
Bus	Better / safer crossing points at Churchill Square	256
	Reduce the cost of bus fares	207
	More trees or vegetation	207
	Better bus flow through the area	203
	Reduce anti-social behaviour	177

Table 5.1.8: Suggested improvements in the Western Road area by main mode of travel

182 respondents gave further suggestions for where what improvements they would like to see in the area:

Improvements in the area - Other Comments (Top 10)	No.
Cleaner streets, less litter, dog fouling, graffiti	22
Pedestrianise all areas of Western Road	14
Stop cyclists from riding on pavements	13
Lower parking charges	12
Improve or change crossings / want diagonal or countdown / remove puffin crossings	12
Make access only or buses only	11
Stop delivery riders / mopeds parking on pavements or speeding	11
Restrict or ban cyclists from the area	10
Widen roads / remove pinch points / remove chicanes	9
Enforcement of dangerous cycling / cyclist jump lights	7
Make side roads safer / close off side roads or improve crossing facilities	7
Introduce more electric buses	7

Table 5.1.9: Additional suggested improvements in the Western Road area

Respondents were asked to score walking conditions from 1 to 10 (where 1 is poor and 10 is excellent)

How would you score the overall quality of WALKING conditions in the Western Road area?		
	No.	%
1	58	2.3
2	110	4.5
3	230	9.3
4	279	11.3
5	590	23.9
6	420	17.0
7	393	15.9
8	261	10.6
9	58	2.3
10	54	2.2
Don't know	16	0.6
<b>Total</b>	<b>2469</b>	<b>100</b>

Table 5.1.10: Western Road walking score

The average satisfaction score for walking conditions in Western Road was 5.5. Figure 5.1.11 shows the distribution of scores.

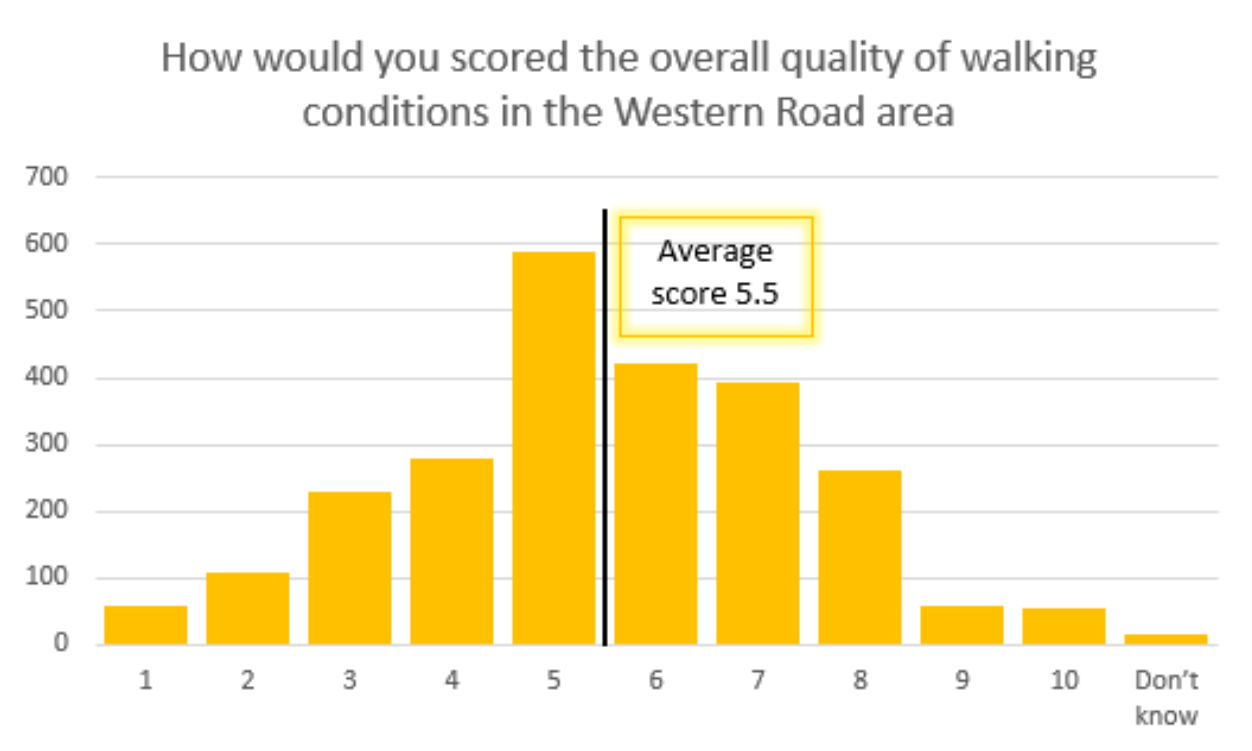


Figure 5.1.11: Distribution of Western Road walking scores

Scores given to walking conditions were fairly similar across the most popular modes of travel with car drivers scoring, on average, more favourably (6.3) compared to cyclists (5.3) and bus users (5.7). Respondents who said they travelled mostly on foot in the area scored the walking conditions 5.4, which was just below the overall average score.



If you walk in the Western Road area, how safe do you feel?	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
During the day	664	25.2	1265	48.0	514	19.5	147	5.6	26	1.0	17	0.6
After dark	129	5.0	691	26.8	801	31.0	595	23.1	211	8.2	153	5.9

Table 5.1.12: Perceptions of walking safety in Western Road

Perceptions of safety drop significantly between the day and after dark. Only 1% of respondents feel very unsafe during the day in the Western Road area compared to 8.2% of respondents after dark. Darker colours in figure 5.1.13 represent higher levels of safety.

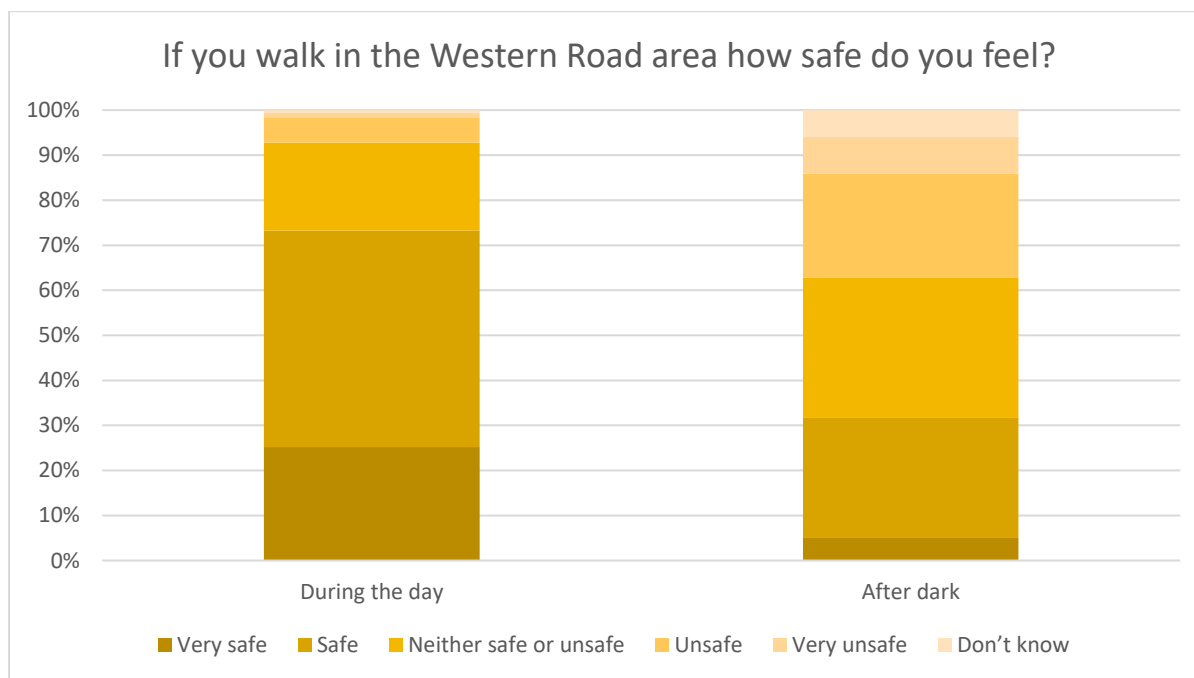


Figure 5.1.13: Perceptions of walking safety in Western Road

There were slight differences in how safe men and women felt walking in the area, but both reflected the overall perception that they felt less safe after dark. This pattern was also true when looking at different age categories. Those with disabilities, however, felt more unsafe or very unsafe at both times of the day.

If you walk in the Western Road area, how safe do you feel?	Disability	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
During the day	Yes, a little	58	22.4	121	46.7	53	20.5	23	8.9	2	0.8	2	0.8
	Yes, a lot	90	24.9	148	40.9	77	21.3	35	9.7	9	2.5	3	0.8
	No	480	25.7	938	50.3	350	18.8	76	4.1	12	0.6	10	0.5
After dark	Yes, a little	5	2.0	57	22.4	71	28.0	80	31.5	21	8.3	20	7.9
	Yes, a lot	11	3.1	81	22.9	113	31.9	72	20.3	46	13.0	31	8.8
	No	90	4.9	524	28.7	588	32.2	413	22.6	121	6.6	92	5.0

Table 5.1.14: Perceptions of walking safety in Western Road by disability

Those who indicated their day to day activities were limited a lot were also more inclined to feel very unsafe with the quality of walking conditions in the area.

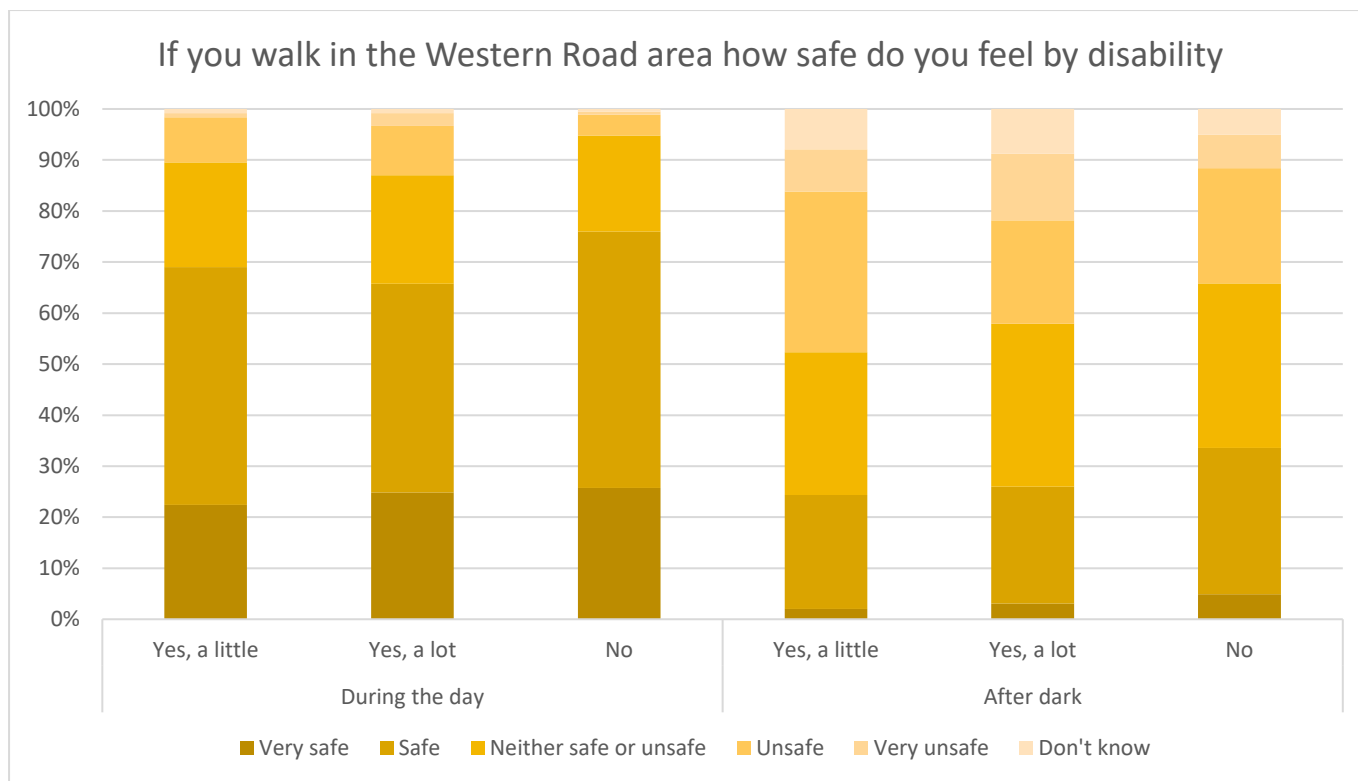


Table 5.1.15: Perceptions of walking safety in Western Road - by disability

The decrease in safety after dark compared to during the day as seen across all respondents was reflected again in those with disabilities. 506 respondents gave additional comments as to why they felt unsafe or very unsafe walking in the area. The issue of anti-social behaviour in the area was the biggest worry for many, and this was particularly true after dark.

If you have answered either very unsafe or unsafe, walking in the Western Road area, please tell us more about this (Top ten)	No. of times mentioned
Too much anti-social behaviour / drunken behaviour / drug taking / homelessness / aggressive begging / unsafe for women / no police presence	426
Too dark / lighting is poor or insufficient	47
There are too many cyclists / cycling on pavements	15
There are not enough people around / it's deserted / shops and businesses are empty / feel vulnerable	14
Crossing the road is dangerous	13
Behaviour of drivers / taxi drivers	9
Traffic goes too fast	9
Too many people / pavements are too crowded	8
Not enough CCTV	8
Too much pollution	6

Table 5.1.16: Reasons for feeling unsafe walking

In total 173 respondents said they felt unsafe or very unsafe walking here during the day compared to 806 after dark. The issue of anti-social behaviour in the area was the biggest concern, and this was particularly true after dark.<sup>16</sup>

If you have answered either very unsafe or unsafe, walking in Western Road, please tell us more about this (Top ten)	No. of times mentioned	
	During the day	After Dark
Too much anti-social behaviour / drunken behaviour / drug taking / homelessness / aggressive begging / unsafe for women / no police presence	78	397
Too dark / lighting is poor or insufficient	2	49
There are too many cyclists / cycling on pavements	11	11
There are not enough people around / it's deserted / shops and businesses are empty / feel vulnerable	0	12
Crossing the road is dangerous	10	9
Behaviour of drivers / taxi drivers	5	8
Traffic goes too fast	6	6
Too many people / pavements are too crowded	4	6
Not enough CCTV	2	8
Too much pollution	5	5

Table 5.1.17: Reasons for feeling unsafe walking by time of the day

Respondents were also asked to score the overall quality of cycling conditions in the area (where 1 is poor and 10 is excellent).

<sup>16</sup> Comments from respondents who felt unsafe or very unsafe both during the day and after dark will appear twice. The content of their comments may refer to either time of day.

How would you score the overall quality of CYCLING conditions in the Western Road area?		
	No.	%
1	269	11.5
2	245	10.5
3	359	15.4
4	294	12.6
5	273	11.7
6	139	6.0
7	117	5.0
8	70	3.0
9	30	1.3
10	106	4.5
Don't know	432	18.5
<b>Total</b>	<b>2334</b>	<b>100</b>

Table 5.1.18: Western Road cycling score

Across all respondents the average satisfaction score for cycling conditions in the Western Road area was 4.1. The distribution of satisfaction scores is shown below in figure 5.1.19.

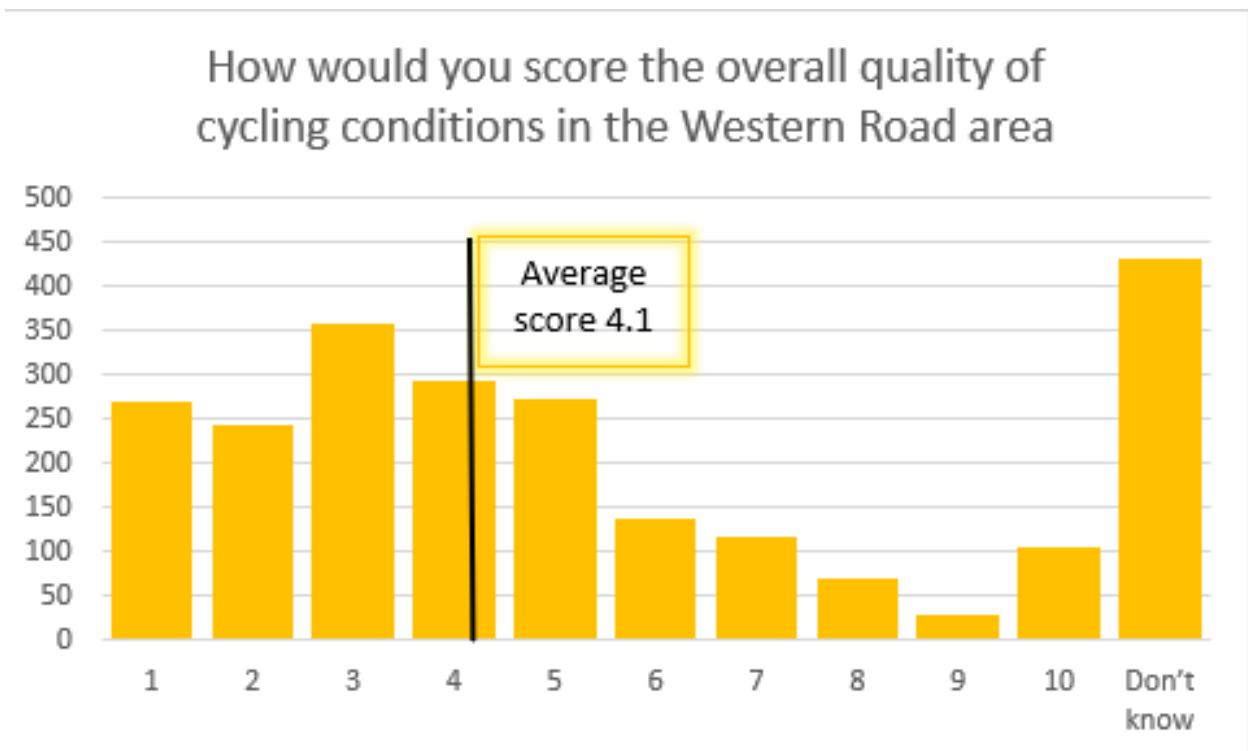


Figure 5.1.19: Distribution of Western Road cycling scores

Differences in scoring of cycling conditions in the area depended on the main mode of travel used by respondents. Figure 5.1.20 shows 18.9% of car drivers gave a score of 10 for cycling conditions compared to less than 1% of cyclists.

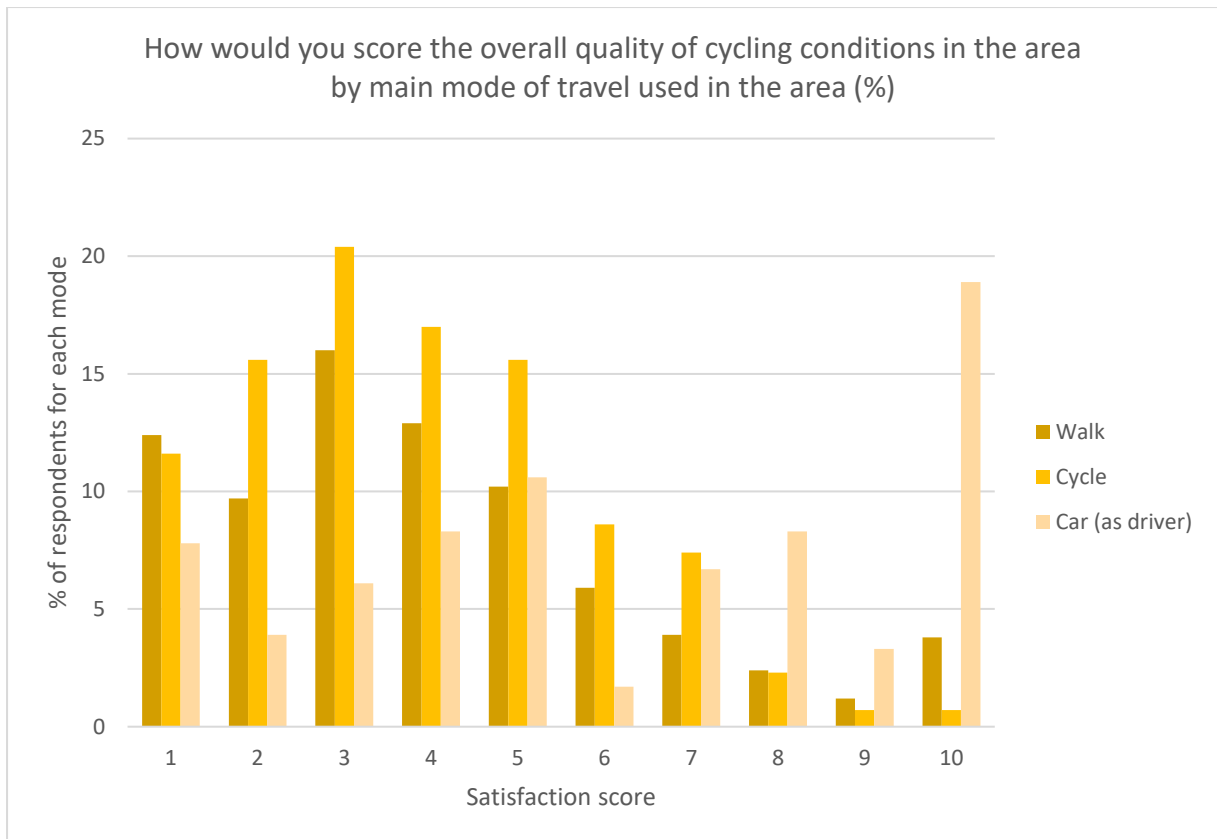


Figure 5.1.20: Cycling safety score in the Western Road area by main mode used

Cyclists only scored the conditions at an average of 3.8, bus users also scored cycling conditions lower than the overall average at 3.9. However, car drivers gave an average score of 6.1, which suggests they perceive cyclists to have better conditions and facilities in this area than cyclists state they experience. Those who walk mostly in the area scored cycling conditions 5.3 which is above the overall average.

If you cycle in the Western Road area how safe do you feel?	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
During the day	128	6.0	334	15.7	392	18.4	658	31.0	182	8.6	432	20.3
After dark	85	4.1	297	14.2	418	19.9	510	24.3	276	13.2	512	24.4

Table 5.1.21: Perceptions of cycling safety in Western Road

Perceptions of safety for cycling are much lower than those for walking in the area with close to 40% of respondents feeling unsafe or very unsafe cycling during the day and after dark.

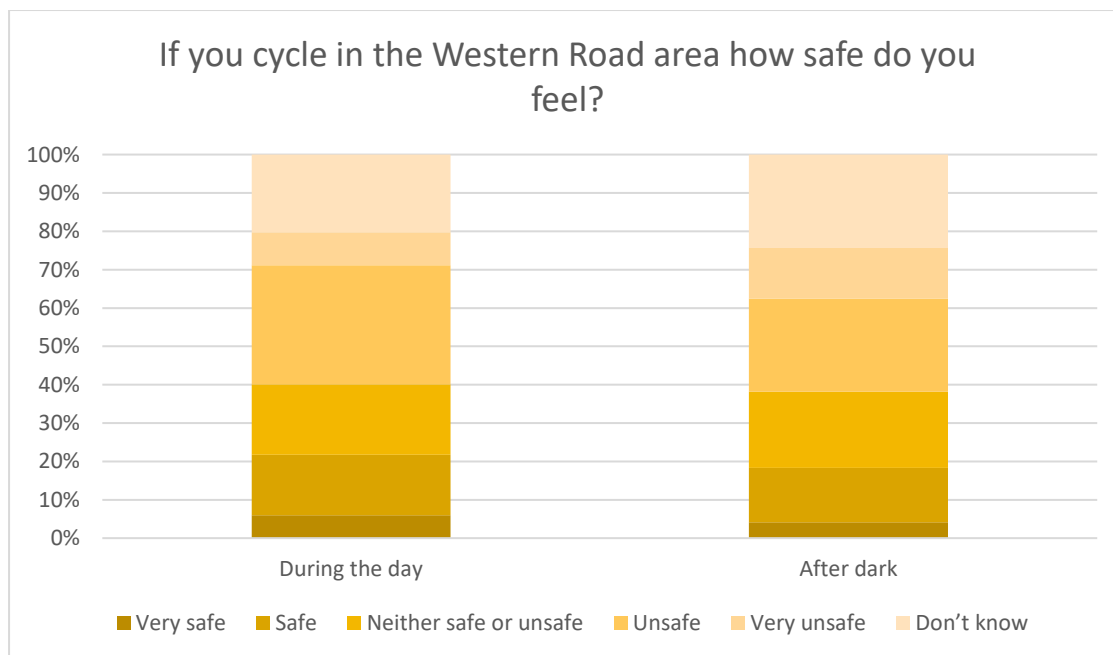


Figure 5.1.22: Perceived cycling safety in Western Road

The difference between the day and after dark levels of safety of cycling was less pronounced than for safety of walking, this is supported by the further comments below indicating that the levels of traffic in Western Road make cycling during the day feel just as unsafe as after dark, a number of respondents stated that they felt safer at night because of the reduced traffic levels.

599 respondents added additional comments as to why they felt unsafe or very unsafe cycling in the Western Road area. The main issues were around sharing the space with other road users, without any protection or enough space. Buses were a particular area of concern, especially during the day.

If you have answered either very unsafe or unsafe, cycling in Western Road, please tell us more about this (Top ten)	No. of times mentioned
Bus and cycle conflict / buses drive too close / aggressive towards cyclists / pull in and out of stops / difficult to navigate past	254
Too busy / too much traffic / congestion / drivers are inconsiderate of cyclists / would avoid the area / not suitable	194
Pedestrians step out into other road / don't look for cyclists	96
The road condition is poor	86
There is no provision for cyclists / no cycle lanes / no protection	86
Illegal or inconsiderately parked vehicles block cycle routes / threat of 'dooring'	64
Taxis drive too fast / make U-turns / taxi drivers inconsiderate of cyclists	57
Junctions and side roads are dangerous	29
Road is too narrow / pinch points	28
Speed of traffic is too high	28

Table 5.1.23: Reasons for feeling unsafe cycling

There is not such a pronounced variation in perceptions of safety for cycling in the area as there is for walking. In total 840 respondents said they felt unsafe or very unsafe cycling in Western Road during the day, and 786 said they felt this way after dark. The additional comments above are split between the two times of day below.<sup>17</sup>

<sup>17</sup> Comments from respondents who felt unsafe or very unsafe both during the day and after dark will appear twice. The content of their comments may refer to either time of day.



If you have answered either very unsafe or unsafe, cycling in Western Road, please tell us more about this (Top ten)	No. of times mentioned	
	During the day	After Dark
Bus and cycle conflict / buses drive too close / aggressive towards cyclists / pull in and out of stops / difficult to navigate past	239	174
Too busy / too much traffic / congestion / drivers are inconsiderate of cyclists / would avoid the area / not suitable	180	152
Pedestrians step out into other road / don't look for cyclists	87	67
The road condition is poor	74	64
There is no provision for cyclists / no cycle lanes / no protection	71	67
Illegal or inconsiderately parked vehicles block cycle routes / threat of 'dooring'	61	56
Taxis drive too fast / make U-turns / taxi drivers inconsiderate of cyclists	51	46
Road is too narrow / pinch points	25	12
Junctions and side roads are dangerous	25	23
Speed of traffic is too high	21	24

Table 5.1.24: Reasons for feeling unsafe cycling by time of the day

## 5.2 Proposals for Western Road

Respondents were given a summary of early proposals for the area, including road resurfacing and widening, and improved crossing points.

Do you have any comments about these proposals? (1592 people left comments, top ten comments)	No. of times mentioned
General positive comments	581
Cycling: prioritise/ unsafe/ need segregated/ wide cycle lane	204
Buses: too many/ at Churchill Square/ cause congestion/ re-route/ ban/ cause danger/ too many bus stops/ don't use regent hill/ too many taxis	118
Not needed/ waste of money/ negative	100
Anti-social behaviour/ homelessness/ run down/ graffiti/ litter/ street clutter	81
Crossings: more/ safer/ raised tables/ zebra crossings	61
No improvements for cyclists	59
Ban/ reduce cars/ private vehicles	57
Don't widen road	49
Pedestrianise/ Churchill Square/ like New Road/ town centre/ Preston Street/ During the day	49

Table 5.2.1: Overall comments on the proposals for Western Road

Comments about the plans were largely positive. The proposals did not include any dedicated cycling infrastructure which was noted frequently in the comments section. Comments remained positive across genders and age groups.

Comments were also similar from those with disabilities and those without.

Disability	Top 5 comments	No.
Yes, a little	General positive comments	56
	Cycling: prioritise/ unsafe/ need segregated/ wide cycle lane	12
	Not needed/ waste of money/ negative	10
	Crossings: more/ safer/ raised tables/ zebra crossings	7
	Buses: too many/ at C Square/ cause congestion/ re-route/ ban/ cause danger/ too many bus stops/ don't use regent hill/ too many taxis	6
Yes, a lot	General positive comments	78
	Cycling: prioritise/ unsafe/ need segregated/ wide cycle lane	25
	Buses: too many/ at C Square/ cause congestion/ re-route/ ban/ cause danger/ too many bus stops/ don't use regent hill/ too many taxis	21
	Cycling need to obey the Highway Code/ have insurance/ pay tax	15
	Anti-social behaviour/ homelessness/ run down/ graffiti/ litter/ street clutter	14
No	General positive comments	429
	Cycling: prioritise/ unsafe/ need segregated/ wide cycle lane	158
	Buses: too many/ at C Square/ cause congestion/ re-route/ ban/ cause danger/ too many bus stops/ don't use regent hill/ too many taxis	79
	Not needed/ waste of money/ negative	63
	Anti-social behaviour/ homelessness/ run down/ graffiti/ litter/ street clutter	55

Table 5.2.2: Overall comments on the proposals for Western Road by disability

Comments were also broadly similar for all modes of travel in the area, with car drivers slightly less positive in general, but recognising the need for improved pedestrian conditions.

Main mode	Top 5 Comments	No.
Walk	General positive comments	277
	Cycling: prioritise/ unsafe/ need segregated/ wide cycle lane	79
	Anti-social behaviour/ homelessness/ run down/ graffiti/ litter/ street clutter	52
	Buses: too many/ at C Square/ cause congestion/ re-route/ ban/ cause danger/ too many bus stops/ don't use regent hill/ too many taxis	50

Main mode	Top 5 Comments	No.
	Crossings: more/ safer/ raised tables/ zebra crossings	39
Cycle	General positive comments	170
	Cycling: prioritise/ unsafe/ need segregated/ wide cycle lane	94
	Buses: too many/ at C Square/ cause congestion/ re-route/ ban/ cause danger/ too many bus stops/ don't use regent hill/ too many taxis	36
	No cycling improvements/ nothing for cyclists	29
	Needs more secure cycling parking	21
Car as driver	Crossings: more/ safer/ raised tables/ zebra crossings	24
	General positive comments	15
	Car: anti/need or improve access, more/ cheaper parking	14
	Cycling need to obey the Highway Code/ have insurance/ pay tax	7
	No cycle lane/ remove others	6
	Buses: too many/ at C Square/ cause congestion/ re-route/ ban/ cause danger/ too many bus stops/ don't use regent hill/ too many taxis	
Bus	General positive comments	99
	Cycling: prioritise/ unsafe/ need segregated/ wide cycle lane	25
	Buses: too many/ at C Square/ cause congestion/ re-route/ ban/ cause danger/ too many bus stops/ don't use regent hill/ too many taxis	24
	Crossings: more/ safer/ raised tables/ zebra crossings	20
	Anti-social behaviour/ homelessness/ run down/ graffiti/ litter/ street clutter	17
	Buses/ vehicles: don't impede/ better flow/ traffic management/ widen road/ allow to pull in	

Table 5.2.3: Overall comments on the proposals for Western Road by main mode of travel

## 6 PRESTON CIRCUS TO PATCHAM ROUNDABOUT (A23) RESULTS

1977 respondents answered questions about and saw proposals for Preston Circus to Patcham Roundabout (A23). Responses came from all postcode areas of the city.

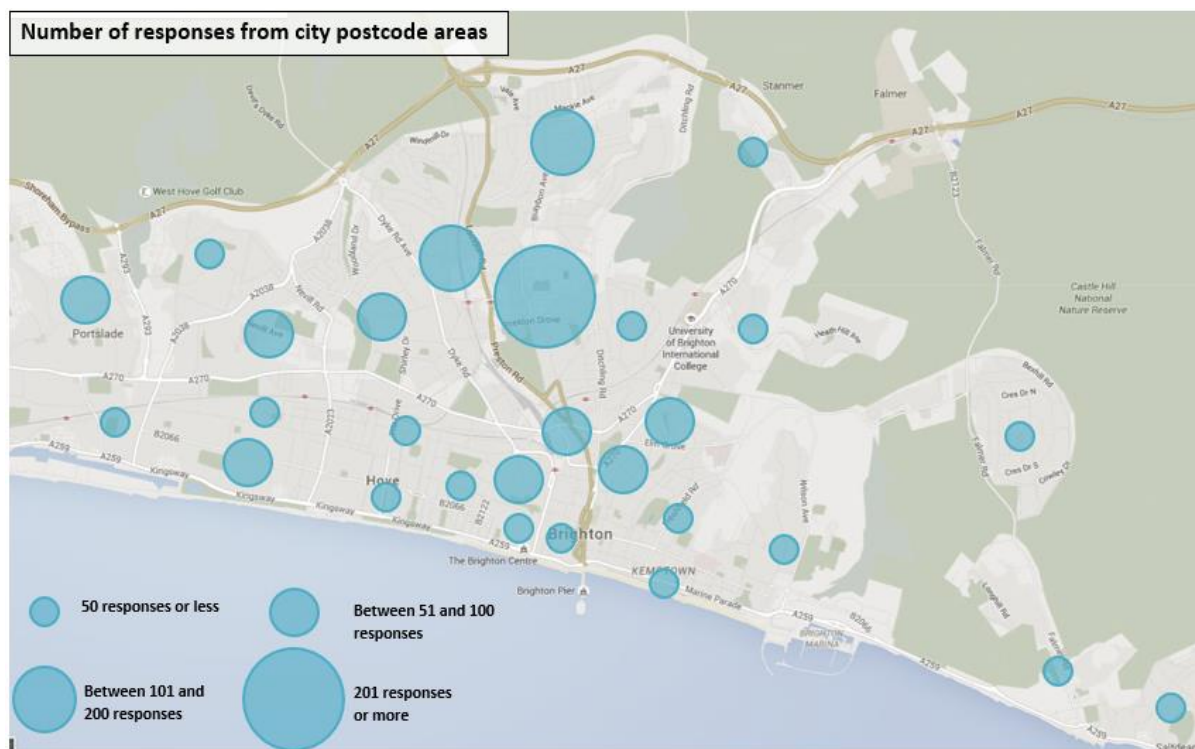


Figure 6.1: Postcode map of respondents who answered questions on Preston Circus to Patcham Roundabout (A23)

### 6.1 Your current experience

Respondents were first asked about how they currently used the area and specific problems they encountered.

Driving a car or van was the most common main mode of travel in this area, followed by cycling and walking. The A23 is a main artery into the city from the north. There are bus priority lanes and cycle lanes already in-situ but it is proposed that these are extended and improved in line with new national cycle infrastructure design standards.

What form of transport do you use most in the area?	No.	%
Walk	329	16.7
Cycle <sup>18</sup>	546	27.8
Bus	101	5.1
Car/ van as driver <sup>19</sup>	817	41.6
Car/ van as passenger	98	5.0
Motorcycle/ Moped	24	1.2
Wheelchair/ Mobility Scooter	1	0.1
Taxi/ Private Hire	12	0.6
Community transport (eg Dial-a-Ride, volunteer car scheme)	1	0.1
I don't travel in this area	22	1.1
Other includes: Combination of modes, Running / jogging, Lorry / HGV	14	0.1

Table 6.1.1: Main mode of travel in the A23 area

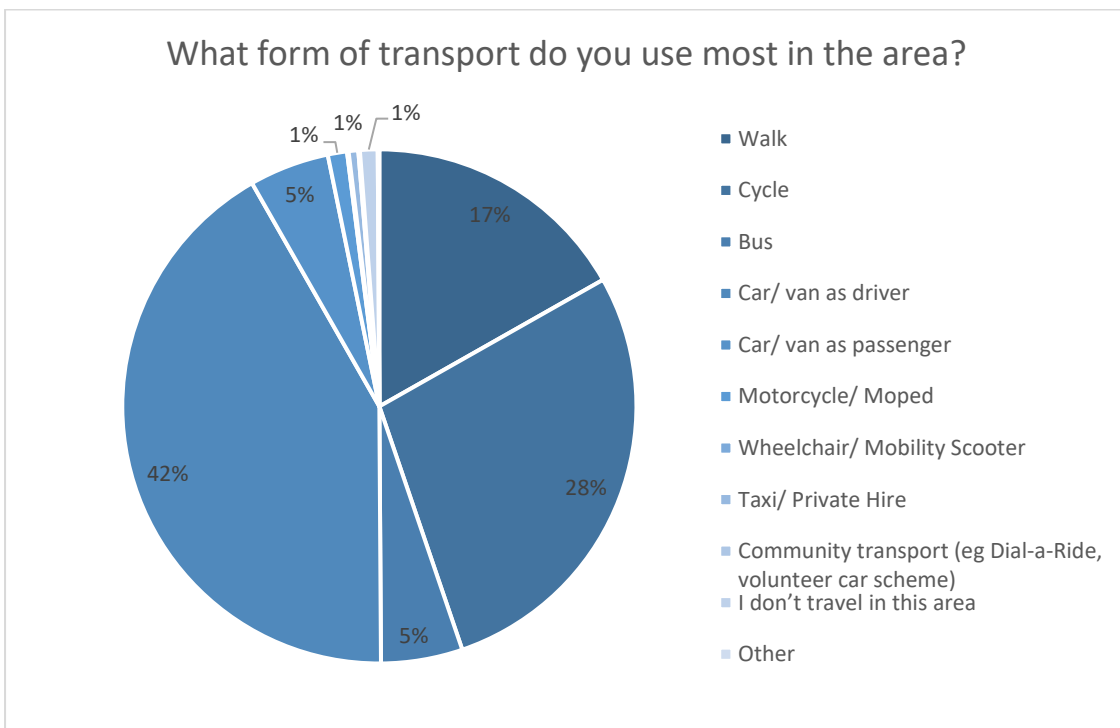


Figure 6.1.2: Main mode of travel in the A23 area

Reflecting the fact that the A23 is a main artery into and out of the city, a large number of respondents said that they mostly used this route to get to other destinations. It should also be noted, however, there are popular destinations in the area, in particular the many parks and green spaces along this route.

<sup>18</sup> Includes BTN Bikeshare, e-bike, cargo bike, e-cargo bike, adapted bike, tricycle

<sup>19</sup> Includes Car Club

Why do you visit this area?	No.
To get from A to B/ passing through to another location	1531
To visit Preston Park/ Withdean Park	825
To shop	528
To meet friends	513
I live here	448
To visit friends or relatives who live in the area	439
To visit to the doctors' surgeries/ health facilities	406
To attend events in Preston Park	347
To visit local businesses	337
To visit pubs/ nightclubs/ restaurants	314
To use the sports facilities in Preston Park	294
To attend events	279
To use Preston Park Station	265
To visit Preston Manor	163
To take a bus or change bus	161
To use London Road Station	156
I work here	137
To take children to school or nursery	75
I don't visit this area	20
To get college or university	19
To use the Park & Ride	9
To get myself to school	6
Other includes: Exercise / to walk or cycle, to leave the city or access the countryside, occasional work / meetings in the area, to deliver something, visit Withdean Stadium, visit other local green spaces	58

Table 6.1.3: Purpose of visiting the A23 area

Problems or issues in the area were raised about cycling infrastructure, walking conditions and road conditions.

Are there any problems or issues with getting around in the area?	No.
There are not enough cycle lanes or routes	594
There is too much traffic congestion	557
It's not safe to cycle	555
The road condition is poor	516
The condition of the pavements is poor	510
It's difficult to cross the road	481
The traffic speed is too high/ the roads are unsafe	443
There is too much pollution	417
Vehicles are inconsiderately/ illegally parked	413
The pavements are too narrow	400

Are there any problems or issues with getting around in the area?	No.
Bus journeys are expensive	332
There is not enough cycle parking	328
There is too much street clutter (eg communal bins on pavements)	255
There is not enough parking	195
It's confusing for drivers to navigate	194
There are not enough seating or resting points	160
Bus journeys are slow	160
There are not enough dropped kerbs	136
There are too many barriers when walking around (eg fences, guard rails)	132
There is not enough parking at the train stations	128
There are not enough bus real-time information signs	127
Buses don't go where I want them to go	108
There is a fear of crime/ not enough security	104
There is not enough disabled parking	98
There are not enough Bikeshare hubs	94
There are not enough buses/ or enough direct bus routes	75
There is not enough travel information or maps on street	49
Other	217

Table 6.1.4: Problems with travel Preston Circus to Patcham Roundabout (A23)

Problems faced in this area vary depending on the main travel mode used. Cyclists are mostly concerned with lack of routes, pedestrians with various elements of the pavement quality and car drivers, elements including road condition and congestion. People travelling by bus also made several comments about difficulties moving around the area as a pedestrian.

Main mode	Top 5 Problems or issues	No.
Walk	The condition of pavements is poor	146
	The pavements are too narrow	141
	It's difficult to cross the road	134
	There is too much pollution	120
	There are not enough cycle lanes or routes	117
Cycle	There are not enough cycle lanes or routes	309
	It's not safe to cycle	267
	The traffic speed is too high / roads are unsafe	222
	The road condition is poor	190
	Vehicles are inconsiderately / illegally parked	178
Car as driver	There is too much traffic congestion	204
	The road condition is poor	198
	Bus journeys are expensive	149

Main mode	Top 5 Problems or issues	No.
	The condition of pavements is poor	143
	There is not enough parking	140
BUS	It's difficult to cross the road	38
	There is too much traffic congestion	33
	The condition of pavements is poor	29
	It's not safe to cycle	28
	The pavements are too narrow	25

Table 6.1.5: Problems with travel in the A23 area by main mode used

217 respondents left an 'other' comment. Of these, 21 people stated there were no problems in this area. Some respondents gave more detail on their answers above, eg they explained which locations had the most problems.

Problems or issues – Other Comments A23 (Top ten)	No.
Cycle lanes are stop start / on and off pavements	35
Main issues in the area are between Preston Circus and Preston Park	32
Too much pavement cycling in the area	25
Difficult to access properties / business / traffic has to cross bus and cycle lanes	20
Condition of the current cycle lanes is poor	18
Cycle lanes are obstructed with trees / parked vehicles	16
Cycle lanes are too narrow	13
Bus lanes are unnecessary / cause congestion	12
Dyke Road Drive junction is dangerous for cycling	7
Streets are unclean / litter / dog fouling / graffiti	5

Table 6.1.6: Additional problems with travel in A23 area

The most common suggested improvements were around improving conditions for cyclists or improving the route for drivers. The need to reduce pollution was also mentioned several times for this route.

If you could make any improvements to travel and transport in the area what would you like to see?	No.
Improve cycle safety	826
Improve existing cycle route on the A23	824
New/ more cycle lanes or routes in the area	742
More trees and vegetation	670
Improve air quality or reduce pollution	591
Improve the condition of the road	523
Reduce traffic congestion/ improve traffic flow	511
Reduce cost of bus fares	465
Increase the amount of cycle parking	390



If you could make any improvements to travel and transport in the area what would you like to see?	No.
Reduce traffic speed	353
Better facilities at Preston Park Station (eg cycle parking, pick up and drop off)	329
Remove unnecessary signage	313
Improve the road layout to make it less confusing	272
Better parking enforcement	217
Better facilities at London Road Station (eg cycle parking, pick up and drop off)	209
Improve the feeling of personal safety	192
More parking in the area	180
Better bus flow through the area	169
Increase the number of dropped kerbs	155
More BikeShare hubs	136
More bus routes/ more direct bus routes	102
More disabled parking bays	95
More frequent buses	88
More bus real-time information signs	81
Provide better/ more bus stops	63
Improve travel information/ maps on street	60
Fewer buses in the area	46
Other	150

Table 6.1.7: Suggested improvements in A23 area

When looking at the top 5 improvements by each mode, the introduction of more trees and vegetation is common across them all, despite much of this route running alongside parkland and wide grass verges.

Main mode	Top 5 improvements	No.
Walk	Widen pavements	182
	Better / safer crossing points	176
	Improve air quality or reduce pollution	168
	Improve cycle safety	166
	More trees and vegetation	165
Cycle	Improve cycle safety	423
	Improve the existing cycle route on the A23	383
	More trees and vegetation	221
	Improve air quality or reduce pollution	217
	Increase the amount of cycle parking	204
Car as driver	Reduce traffic congestion or improve traffic flow	231
	Improve the condition of the road	213
	More trees and vegetation	200
	Reduce the cost of bus fares	199
	Improve the existing cycle route on the A23	188
Bus	Better / safer crossing points	46
	More trees and vegetation	39

Main mode	Top 5 improvements	No.
	Improve the quality of the pavements	39
	Improve air quality or reduce pollution	35
	Reduce the cost of bus fares	32

Table 6.1.8: Suggested improvements in A23 area by main mode used

150 respondents gave details of other improvements they wanted to see in the area:

Improvements in the A23 area - Other Comments (Top ten comments)	No.
Measures to keep cyclists off pavements	17
Remove the existing bus lanes	15
Remove the existing cycle lanes	15
Preston Circus to Preston Park should be the focus for improvements	15
Widen the road / allow two-way traffic movement to flow	11
Prioritise traffic movement / this is a main arterial route that needs to flow	10
Need a Park & Ride scheme in the area	8
Cleaner streets, less litter / dog fouling / graffiti	7
Lower speed limits or enforce the current speed limits	7
Make the cycle lanes continuous / joined up	6

Table 6.1.9 Additional suggested improvements in A23 area

Respondents were asked to score walking conditions from 1 to 10 (where 1 is poor and 10 is excellent)

How would you score the overall quality of WALKING conditions in the Preston Circus to Patcham Roundabout area?		
	No.	%
1	42	2.4
2	85	4.9
3	127	7.3
4	183	10.5
5	316	18.1
6	258	14.8
7	254	14.6
8	177	10.1
9	69	4.0
10	114	6.5
Don't know	119	6.8
<b>Total</b>	<b>1744</b>	<b>100</b>

Table 6.1.10 A23 area walking score

The average satisfaction score across all respondents for walking conditions in the area is 5.8. Distribution of walking scores is shown below in Figure 6.1.11.

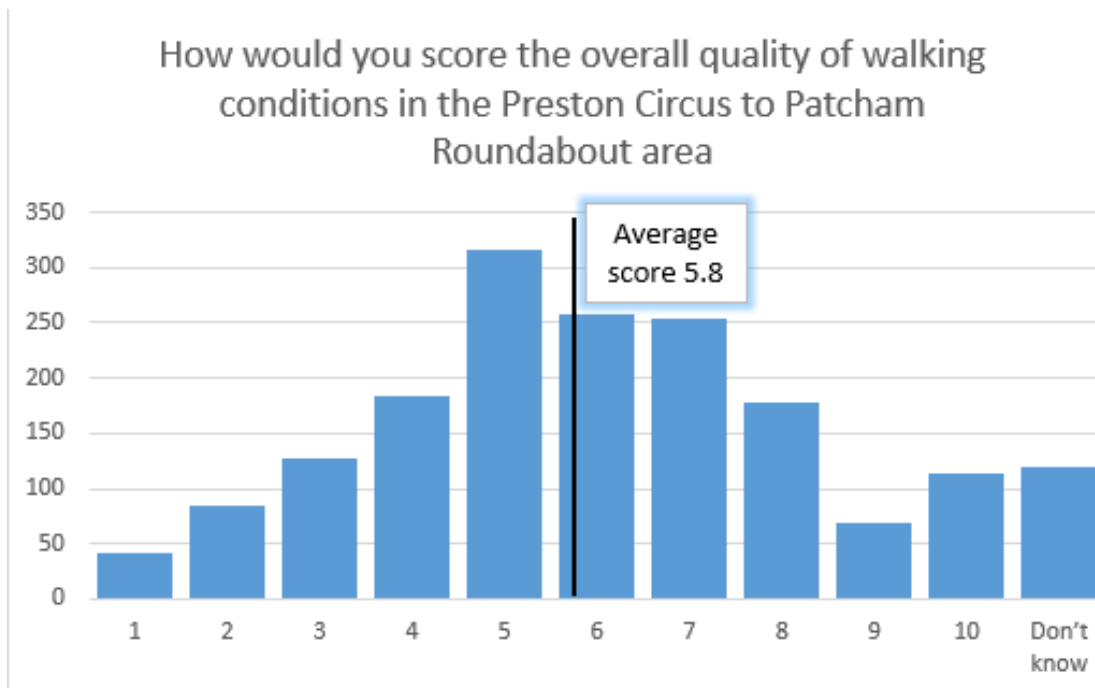


Figure 6.1.11: Distribution of A23 area walking scores

Car drivers and bus users gave walking conditions higher scores (6.4 and 5.7 respectively) than those who walk and cycle in the area (both gave an average of 5.2).

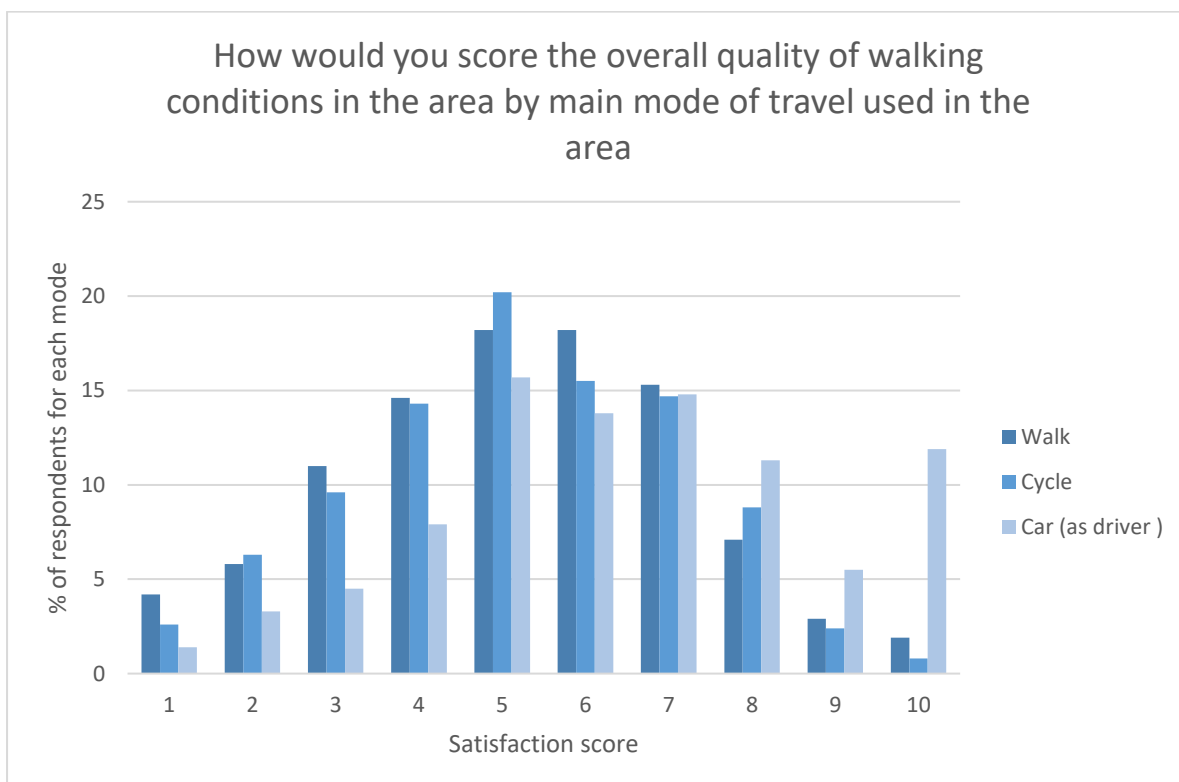


Figure 6.1.12: Distribution of walking scores in the A23 area by main mode of travel

If you walk in the area, how safe do you feel?	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
During the day	491	27.3	778	43.2	313	17.4	81	4.5	14	0.8	122	6.8
After dark	148	8.3	546	30.7	505	28.4	283	15.9	74	4.2	223	12.5

Table 6.1.13 Perceptions of walking safety in the A23 Area

As shown in Table 6.1.13, 70.5% of respondents felt safe or very safe walking in this area during the day, falling to just 39% after dark. However, from the additional comments provided, it is clear that respondents feel less safe walking after dark due to the environment in this area, rather than specific travel related issues.

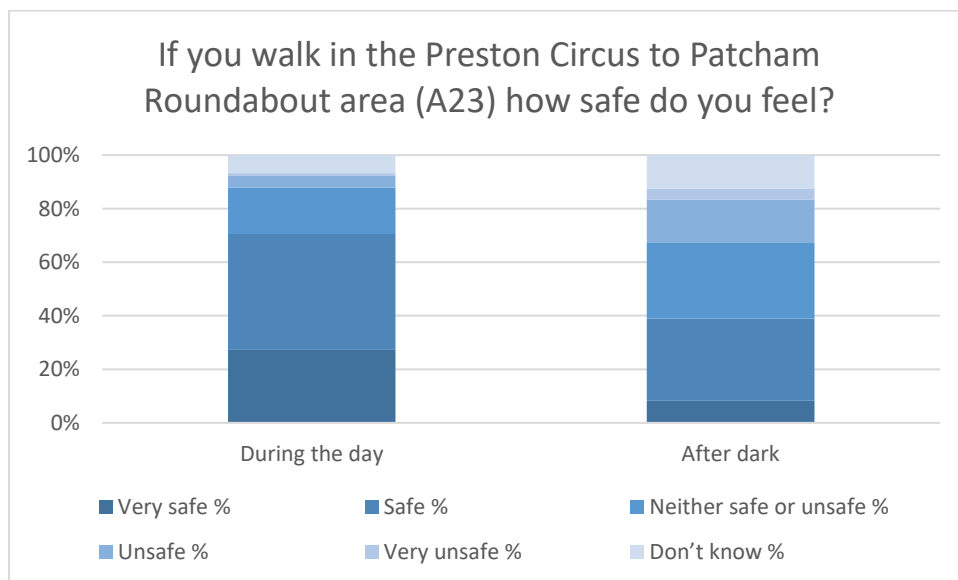


Figure 6.1.14 Perceptions of walking safety in A23 area

Only 3.9% of female respondents felt safe walking in the area after dark compared to 10.7% of male respondents. Levels of safety were much more similar between the two genders during the day.

Table 6.1.15 below shows that respondents who identified as having a disability were slightly less likely to feel safe or very safe at all times of the day.

If you walk in the Preston Circus to Patcham Roundabout area, how safe do you feel?	Disability	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
During the day	Yes, a little	39	25.0	67	42.9	29	18.6	10	6.4	0	0	11	7.1
	Yes, a lot	50	22.0	95	41.9	42	18.5	11	4.8	6	2.6	23	10.1
	No	376	28.7	581	44.3	220	16.8	52	4.0	5	0.4	78	5.9
After dark	Yes, a little	10	6.5	45	29.2	33	21.4	36	23.4	6	3.9	24	15.6
	Yes, a lot	15	6.7	64	28.6	64	28.6	33	14.7	17	7.6	31	13.8
	No	109	8.4	412	31.8	385	29.7	197	15.2	40	3.1	154	11.9

Table 6.1.15: Perceptions of walking safety in A23 area - by disability

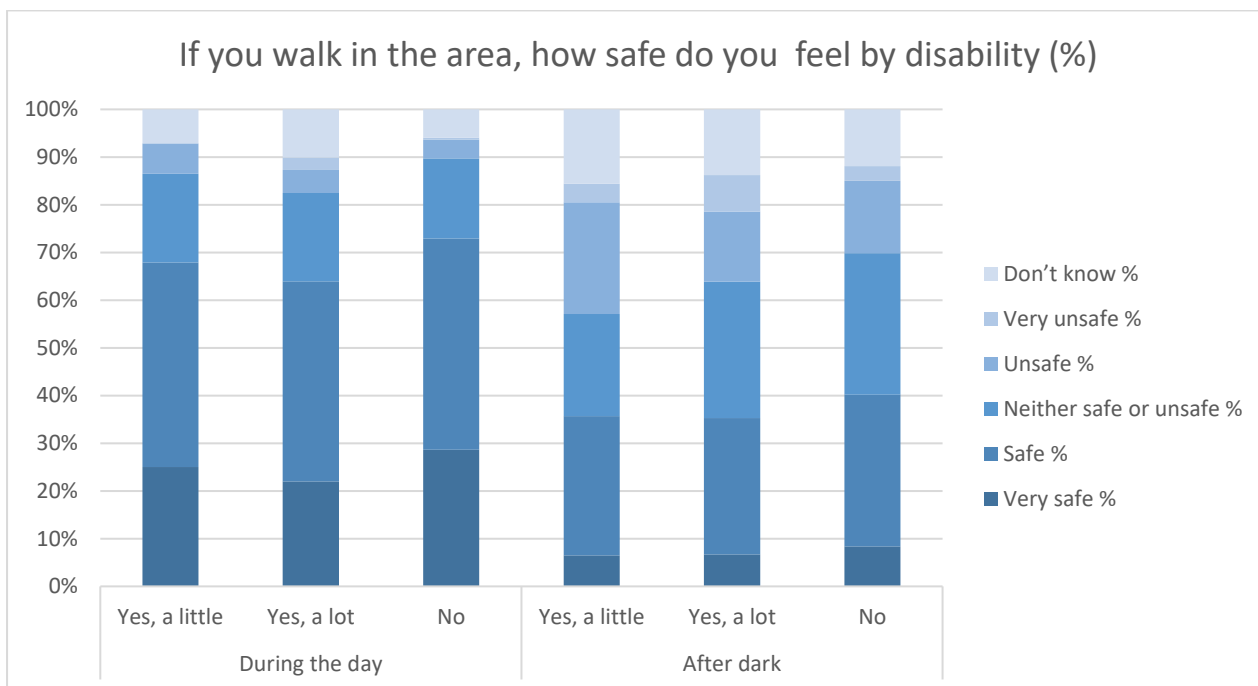


Figure 6.1.16: Perceptions of walking safety in A23 area - by disability

235 respondents added additional comments as to why they felt unsafe or very unsafe walking in the A23 Area. Their responses were themed as below.

If you have answered either very unsafe or unsafe walking in the A23 area, please tell us more about this (Top ten comments)	No. of times mentioned
It's too dark / no lighting / current lighting insufficient	84
Anti – social behaviour / fear of crime / no police presence / drug taking / large groups of people in the area	63
It's too quiet / no other people around / no buildings / don't want to walk near parks or open spaces	37
I don't walk after dark anywhere in the city / unsafe after dark for women / generally feel unsafe	25
Too many cycles, scooters etc. using the pavements	22
Narrow or non-existent pavements	19
Traffic is too fast / speeding is a problem	15
Car dominated area / too much traffic or congestion / aggressive driving	14
Difficult to cross the roads/ side roads are dangerous to cross	11
The area is run-down, unclean or unwelcoming	8

Table 6.1.17: Reasons for feeling unsafe walking A23

In total, 95 respondents said they felt unsafe or very unsafe walking in the area during the day and 357 said they felt this way after dark. The additional comments above are split between the two times of day below.<sup>20</sup>

<sup>20</sup> Comments from respondents who felt unsafe or very unsafe both during the day and after dark will appear twice. The content of their comments may refer to either time of day.

If you have answered either very unsafe or unsafe, please tell us more about this (Top ten comments)	Number of times mentioned	
	During the day	After Dark
It's too dark / no lighting / current lighting insufficient	5	77
Anti – social behaviour / fear of crime / no police presence / drug taking / large groups of people in the area	15	58
It's too quiet / no other people around / no buildings / don't want to walk near parks or open spaces	0	34
I don't walk after dark anywhere in the city / unsafe after dark for women / generally feel unsafe	1	23
Too many cycles, scooters etc. using the pavements	16	18
Narrow or non-existent pavements	9	14
Traffic is too fast / speeding is a problem	5	13
Car dominated area / too much traffic or congestion / aggressive driving	8	12
Difficult to cross the roads/ side roads are dangerous to cross	8	7
The area is run-down, unclean or unwelcoming	3	6

Table 6.1.18: Reasons for feeling unsafe walking A23 - by time of day

Respondents were asked to score cycling conditions from 1 to 10 (where 1 is poor and 10 is excellent)

How would you score the overall quality of CYCLING conditions in the Preston Circus to Patcham Roundabout area?		
	No.	%
1	106	6.3
2	131	7.8
3	187	11.1
4	199	11.8
5	245	14.5
6	194	11.5
7	137	8.1
8	83	4.9
9	25	1.5
10	120	7.1
Don't know	262	15.5
<b>Total</b>	<b>1689</b>	<b>100</b>

Table 6.1.19: Cycling score in A23

The average score of cycling conditions in the area is 5.0. Figure 6.1.20 below shows the distribution of scores given for cycling conditions in the area.

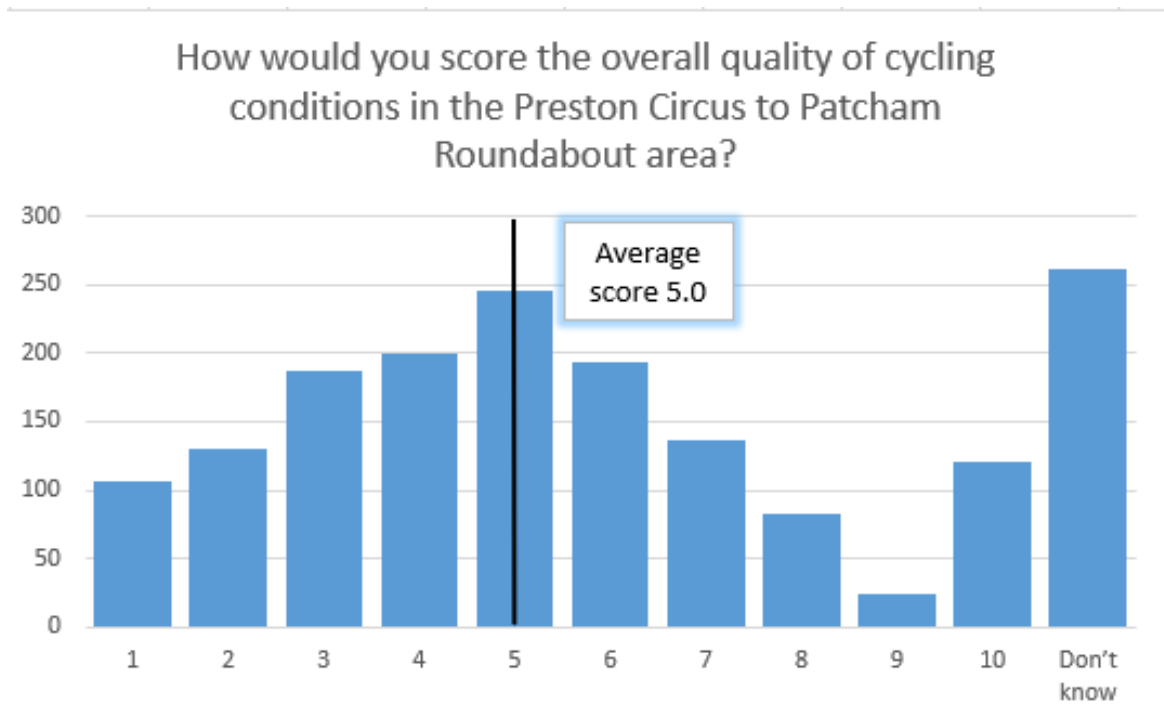


Table 6.1.20: Distribution of A23 area cycling scores

In a similar pattern to the scores for walking conditions in this area, car drivers rated cycling conditions as 5.9, above the overall average score. Cyclists had much lower average score of 4.3 for conditions in the area, with walkers and bus users scoring in between the two extremes (5.1 and 4.9 respectively). This suggests car drivers perceive cyclists to have better conditions and facilities in this area than cyclists state they experience.

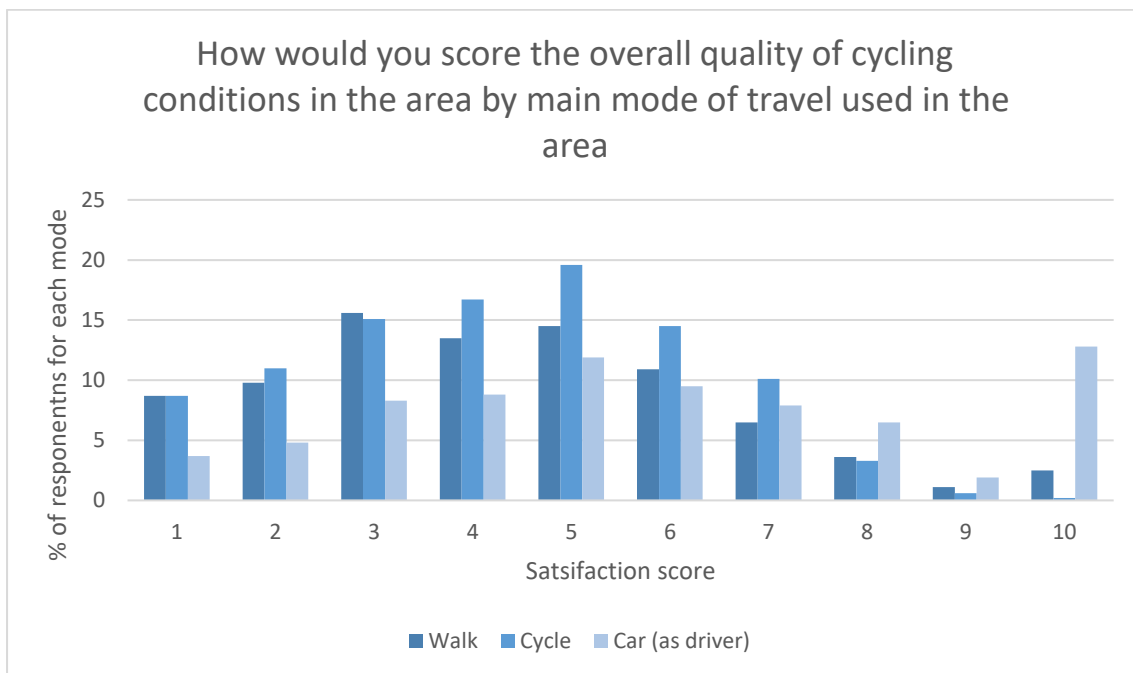


Figure 6.1.21: Distribution of A23 area cycling scores - by main mode of travel



If you cycle in the area how safe do you feel?	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
During the day	152	9.8	354	22.8	336	21.6	350	22.5	79	5.1	285	18.3
After dark	88	5.7	263	17.1	338	21.9	338	21.9	153	9.9	362	23.5

Table 6.1.22: Perceptions of cycling safety in the A23 area

Respondents deemed cycling less safe than walking with only 32.6% indicating they felt safe or very safe cycling here during the day, falling to 22.8% after dark. Comments relating to heavy traffic, inconsistent lanes and traffic speed were mentioned by those feeling unsafe.

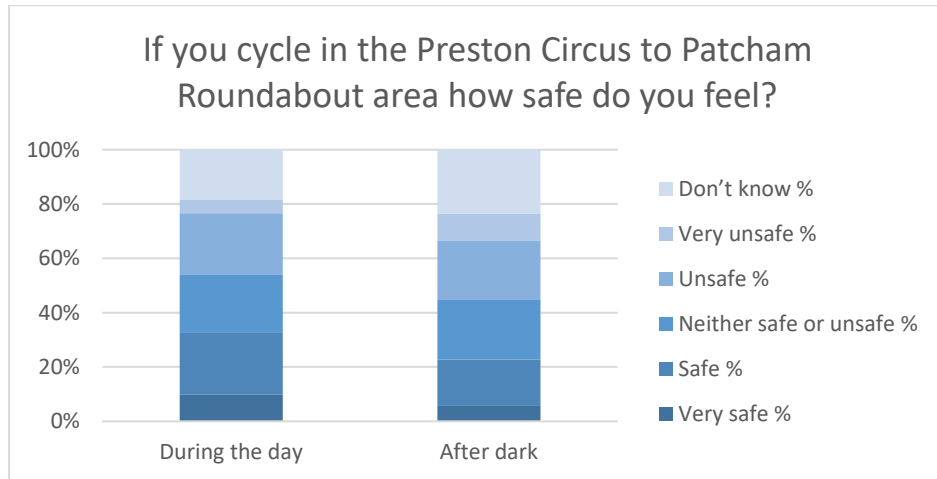


Figure 6.1.23: Perceptions of cycling safety in the A23 area

Both male and female respondents reported similar levels of feeling unsafe or very unsafe, but female respondents were less likely to state the safe or very safe. A high proportion of female respondents also answered “don't know” indicating there may be less females cycling in the area generally.

365 respondents added additional comments on safety in this A23 area. Their responses were themed as follows:

If you have answered either very unsafe or unsafe, cycling in the A23 area, please tell us more about this (Top ten comments)	No. of times mentioned
The road is too busy / too much traffic / traffic is too close	100
Current cycle lanes not continuous or consistent / leave and join pavements and roads / end abruptly	75
Traffic here travels too fast / speeding	62
Current cycle lanes are too narrow	61
It's dangerous at junctions and side roads / driveways and turnings	50
Illegal or inconsiderate vehicles parked in cycle lanes or blocking routes / forcing cycles into traffic	41
Not enough protection or segregation from traffic	41
The condition of cycle lanes / roads and pavement surfaces is poor	40
Too much pedestrian and cycle conflict / forced together	40
Dangerous driver attitudes / behaviour	39

Table 6.1.24: Reasons for feeling unsafe cycling in the A23 area

Amongst the reasons for feeling unsafe given above, several respondents identified specific areas of the route as follows:

If you have answered either very unsafe or unsafe cycling in the A23 area, please tell us more about this	No. of times mentioned
Preston Park to Preston Circus / One-way system / Stanford Avenue / Junction south of Preston Park	58
Preston Circus junction	17
Dyke Road Drive junction	11
Section immediately North of Preston Drove	11
Section adjacent to Preston Park	6
Carden Avenue roundabout / approach to Carden Avenue junction	5

Table 6.1.25: Additional reasons for feeling unsafe cycling in the A23 area

In total 429 respondents said they felt unsafe or very unsafe cycling in the area during the day, and 491 said they felt this way after dark. The additional comments above are split between the two times of day below.<sup>21</sup>

If you have answered either very unsafe or unsafe cycling in the A23 area, please tell us more about this (Top ten comments)	Number of times mentioned	
	During the day	After Dark
The road is too busy / too much traffic / traffic is too close	81	87
Current cycle lanes not continuous or consistent / leave and join pavements and roads / end abruptly	60	66

<sup>21</sup> Comments from respondents who felt unsafe or very unsafe both during the day and after dark will appear twice. The content of their comments may refer to either time of day.

If you have answered either very unsafe or unsafe cycling in the A23 area, please tell us more about this (Top ten comments)	Number of times mentioned	
	During the day	After Dark
Traffic here travels too fast / speeding	53	60
Current cycle lanes are too narrow	51	49
It's dangerous at junctions and side roads / driveways and turnings	35	45
Illegal or inconsiderate vehicles parked in cycle lanes or blocking routes / forcing cycles into traffic	34	35
Not enough protection or segregation from traffic	34	34
The condition of cycle lanes / roads and pavement surfaces is poor	28	35
Too much pedestrian and cycle conflict / forced together	30	30
Dangerous driver attitudes / behaviour	33	29

Table 6.1.26: Reasons for feeling unsafe cycling in the A23 area by time of the day

## 6.2 Proposals for Preston Circus to Patcham Roundabout (A23)

The route from Preston Circus to Patcham Roundabout is long and varied and therefore when asking specific questions about usage, the questions split the route into three distinct sections.

Which of these sections of the A23 do you currently walk or cycle along?	Walk No.	Cycle No.
Preston Road and Stanford Avenue	974	864
Stanford Avenue to Preston Drove	854	813
Preston Drove to Patcham Roundabout	557	736
None of these sections	365	397

Table 6.2.1: Current use of A23 sections

The more southerly end of the route was more likely to be used by pedestrians, but further north and away on the section furthest away from the city centre cycling is more common than walking as shown in Figure 6.2.2.

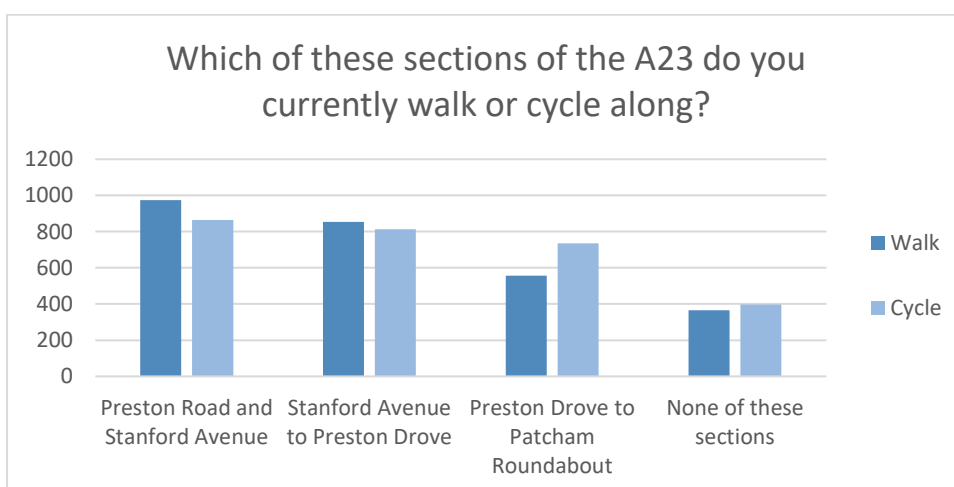


Figure 6.2.2: Current use of A23 sections

Early proposals for this area included new and updated cycle lanes and improved junctions at several points along the route, respondents were asked to give their views on the plans.

How likely are you to use the new and improved cycle lanes?	Highly likely		Likely		Neither likely or unlikely		Unlikely		Very unlikely		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Preston Road and Stanford Avenue	701	38.3	264	14.4	87	4.7	80	4.4	646	35.3	54	2.9
Stanford Avenue to Preston Drove	660	36.5	289	16.0	81	4.5	86	4.8	642	35.5	52	2.9
Preston Drove to Patcham Roundabout	592	32.9	256	14.2	133	7.4	105	5.8	652	36.3	59	3.3

Table 6.2.3: Likelihood of using new cycle lanes in the A23 area

Over 50% of respondents said they were either likely or highly likely to use the new cycle lanes on the two most southernly sections (Preston Road and Stanford Avenue; Stanford Avenue to Preston Drove), and this only fell to just under 50% for the most northernly section (Preston Drove to Patcham Roundabout).

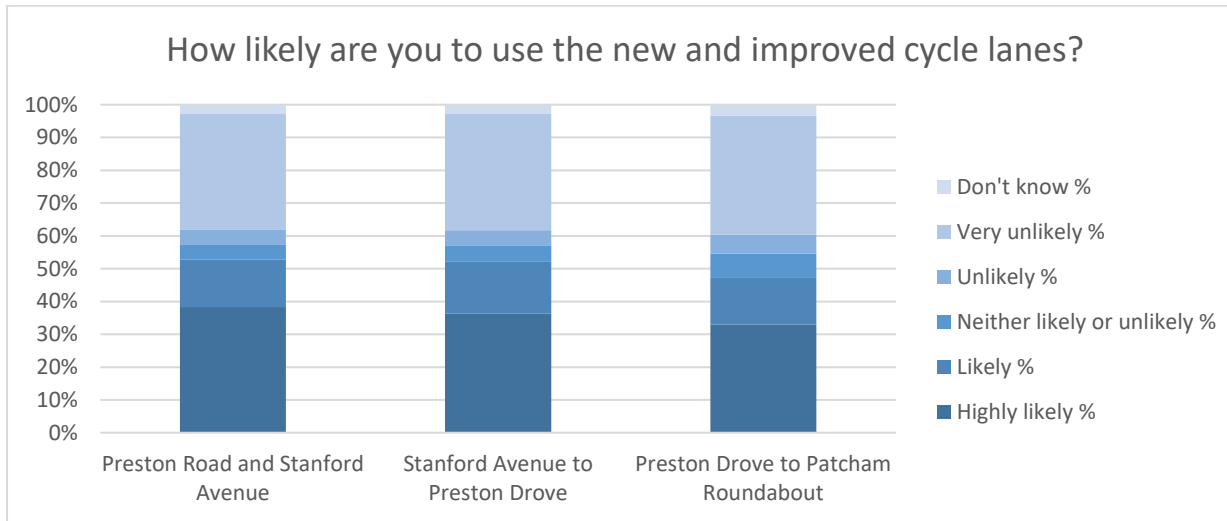


Figure 6.2.4 Likelihood of using new cycle lanes A23

Around 35% of respondents said they were very unlikely to cycle on these new and improved lanes, this reflects the finding from the public opinion section of the consultation that 30% of respondents do not cycle.

	Main mode in the area	Highly Likely		Likely		Neither likely or unlikely		Unlikely		Very Unlikely		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Preston Road and Stanford Avenue	Walk	131	42.8	70	22.9	13	4.2	18	5.9	60	19.6	14	4.6
	Cycle	420	79.5	73	13.8	18	3.4	7	1.3	6	1.1	4	0.8
	Car (as driver)	118	15.6	85	11.2	49	6.5	34	4.5	447	59.0	24	3.2
	Bus	18	21.4	14	16.7	3	3.6	6	7.1	37	44.0	6	7.1
Stanford Avenue to Preston Drove	Walk	117	38.7	73	24.2	17	5.6	22	7.3	59	19.5	14	4.6
	Cycle	405	77.4	88	16.8	13	2.5	8	1.5	6	1.1	3	0.6
	Car (as driver)	109	14.6	89	11.9	43	5.8	37	5.0	444	59.6	23	3.1
	Bus	18	21.2	15	17.6	3	3.5	6	7.1	37	43.5	6	7.1
Preston Drove to Patcham Roundabout	Walk	99	33.6	59	20.0	35	11.9	24	8.1	60	20.3	18	6.1
	Cycle	367	70.8	96	18.5	28	5.4	11	2.1	9	1.7	7	1.4
	Car (as driver)	98	13.2	68	9.1	59	7.9	48	6.5	449	60.3	22	3.0
	Bus	17	20.5	12	14.5	5	6.0	6	7.2	37	44.6	6	7.2

Table 6.2.5: Likelihood of using new cycle lanes A23 by main mode of travel

6% of those who do not currently cycle in this area also say they are likely or highly likely to use the new cycle lanes along the whole stretch of the A23 scheme.

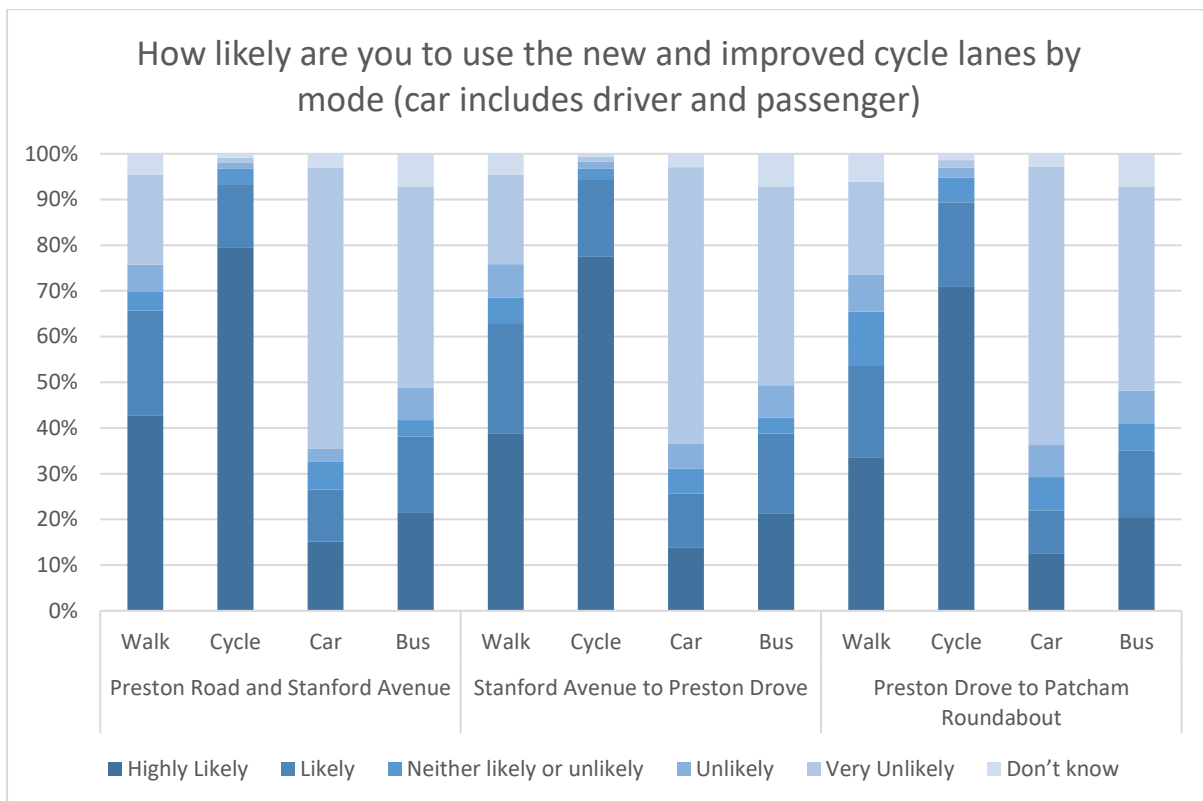


Figure 6.2.6: Likelihood of using new cycle lanes in the A23 area by main mode of travel

Respondents were asked to give comments on various aspects of the proposals.

Do you have any comments about these proposed changes to walking and cycling in this area? (Top ten comments, 1,111 respondents left comments)	Number of times mentioned
General positive comments	310
Not needed/ Waste of money/ negative general	223
It will cause congestion/ pollution/ noise	190
Stanford Ave/ Argyle Road/ Beaconsfield/ Preston Circus/ New England Road stretch: improve/ dangerous	95
Unsuitable route/ major arterial route/ too busy	70
Extend/ join up	59
Don't reduce the road width	53
Businesses/ tourism/ deliveries will be affected	42
Segregate lane/with kerb	41
Consultation: Proposals unclear	36

Table 6.2.7: Comments on walking and cycling proposals in the A23 area

Those with disabilities left slightly less positive comments overall, however number of respondents were small.

Disability	Top 5 comments (proposed changes to walking and cycling in the area)	Number
Yes, a little	Not needed/ Waste of money/ negative general	23
	Congestion/ pollution/ noise	20
	General positive comments	20
	Stanford Ave/ Argyle Road/ Beaconsfield/ Preston Circus/ New England Road: improve/ dangerous	9
	Don't reduce the road width	7
	Unsuitable route/ major arterial route/ too busy	
Yes, a lot	Not needed/ Waste of money/ negative general	38
	General positive comments	29
	Congestion/ pollution/ noise	27
	Unsuitable route/ major arterial route/ too busy	12
	Stanford Ave/ Argyle Road/ Beaconsfield/ Preston Circus/ New England Road: improve/ dangerous	11
No	General positive comments	249
	Not needed/ Waste of money/ negative general	133
	Congestion/ pollution/ noise	122
	Stanford Ave/ Argyle Road/ Beaconsfield/ Preston Circus/ New England Road: improve/ dangerous	70
	Unsuitable route/ major arterial route/ too busy	43

Table 6.2.8: Comments on walking and cycling proposals in the A23 area by disability

Comments were positive across pedestrians, cyclists and bus users. A number of car drivers made some positive comments although most were generally negative or concerned about possible impact on the road network the changes might have.

Main mode	Top 5 comment (walking and cycling)	Number
Walk	General positive comments	63
	Stanford Ave/ Argyle Road/ Beaconsfield/ Preston Circus/ New England Road: improve/ dangerous	27
	Congestion/ pollution/ noise	20
	Not needed/ Waste of money/ negative general	12
	Prioritise Walking	11
Cycle	General positive comments	162
	Stanford Ave/ Argyle Road/ Beaconsfield/ Preston Circus/ New England Road: improve/ dangerous	48
	Extend/ join up	30
	Segregate lane/with kerb	20

Main mode	Top 5 comment (walking and cycling)	Number
Car as driver or passenger	Not needed/ Waste of money/ negative general	12
	Not needed/ Waste of money/ negative general	160
	Congestion/ pollution/ noise	126
	General positive comments	62
	Unsuitable route/ major arterial route/ too busy	46
	Don't reduce the road width	32
Bus	General positive comments	12
	Not needed/ Waste of money/ negative general	9
	Congestion/ pollution/ noise	7
	Prioritise Walking	5
	Stanford Ave/ Argyle Road/ Beaconsfield/ Preston Circus/ New England Road: improve/ dangerous	
	Consultation: Proposals unclear	

Table 6.2.9: Comments on walking and cycling proposals A23 by main mode of travel

Respondents were asked to highlight any issues with three key junctions in the area. Preston Drove junction was the one which most mentioned.

Do you experience any specific issues at any of these key junctions: Preston Drove, Tongdean Lane and Carden Avenue? (Top ten comments, 876 respondents left comments)	No. of times mentioned
Preston Drove: dangerous/ lane funnelling/ cycle lane switches pavement to road/ rephase lights/ difficult to cross	65
Congestion/ pollution	57
Cycling/ Cycle lanes: dangerous/ disjointed/ on and off roads/ pavements/ cycle crossing points/ shared space	52
Carden Avenue junction cycling: difficult to get in right hand lane/ lane stops abruptly/ not cycle friendly	46
Preston Circus-Argyle Rd-Preston Road is dangerous	45
Carden Avenue junction general: dangerous/ needs clearer markings/ traffic lights/ signage/ narrow	44
Not needed/ waste of money/ junctions are okay	44
Preston Road- Stanford Avenue-Beaconsfield Villas loop is dangerous/confusing	43
A23: turns/ junctions/ difficult/ dangerous/ bus & cycle lanes affect	43
Tongdean Lane: Difficult to join/ leave A23	42

Table 6.2.10: Comments on junctions A23

There were slight differences in which junctions people commented on depending on whether they identified as having a disability or not, and the severity of their disability.



Disability	Top 5 comments (junctions)	No.
Yes, a little	Preston Road- Stanford Avenue-Beaconsfield Villas loop is dangerous/confusing	9
	Preston Drove: dangerous/ lane funnelling/ cycle lane switches pavement to road/ rephase lights/ difficult to cross	7
	Congestion/ pollution	6
	Carden Avenue junction general: dangerous/ needs clearer markings/ traffic lights/ signage/ narrow	5
	Cycling/ Cycle lanes: dangerous/ disjointed/ on and off roads/ pavements/ cycle crossing points/ shared space	4
	Dyke Road Drive-Preston Road junction: dangerous/ ambiguous	
Yes, a lot	Not needed/ waste of money/ junctions are okay	13
	A23: turns/ junctions/ difficult/ dangerous/ bus & cycle lanes affect	13
	Congestion/ pollution	8
	Preston Circus-Argyle Rd-Preston Road section is dangerous	6
	Crossings: dangerous/ in wrong place/ not enough time to cross/ difficult to cross side	5
No	Preston Drove: dangerous/ lane funnelling/ cycle lane switches pavement to road/ rephase lights/ difficult to cross	55
	Cycling/ Cycle lanes: dangerous/ disjointed/ on and off roads/ pavements/ cycle crossing points/ shared space	42
	Carden Ave junction cycling: difficult to get in right hand lane/ lane stops abruptly/ not cycle friendly	40
	Preston Road- Stanford Avenue-Beaconsfield Villas loop is dangerous/confusing	38
	Preston Circus-Argyle Rd-Preston Road is dangerous	37

Table 6.2.11 Comments on junctions A23 by disability

Main mode	Top 5 comment (junctions)	No.
Walk	Preston Drove: dangerous/ lane funnelling/ cycle lane switches pavement to road/ rephase lights/ difficult to cross	16
	Preston Circus-Argyle Rd-Preston Road is dangerous	10
	Tongdean Lane: Difficult to join/ leave A23	8
	The Deneway-Tongdean Lane: crossing difficult/ pavements narrow	7
	Dyke Road Drive-Preston Road junction is dangerous/ ambiguous	
Cycle	Carden Ave junction cycling: difficult to get in right hand lane/ lane stops abruptly/ not cycle friendly	37
	Carden Ave junction cycling: difficult to get in right hand lane/ lane stops abruptly/ not cycle friendly	33
	Preston Drove: dangerous/ lane funnelling/ cycle lane switches pavement to road/ rephase lights/ difficult to cross	
	Preston Road- Stanford Avenue-Beaconsfield Villas loop is dangerous/confusing	27

Main mode	Top 5 comment (junctions)	No.
Car as driver	Preston Circus-Argyle Rd-Preston Road is dangerous	24
	Congestion/ pollution	38
	Not needed/ waste of money/ junctions are okay	30
	A23: turns/ junctions/ difficult/ dangerous/ bus & cycle lanes affect	13
	Tongdean Lane: Difficult to join/ leave A23	13
	Carden Avenue junction general: dangerous/ needs clearer markings/ traffic lights/ signage/ narrow	12

Table 6.2.12: Comments on junctions A23 - by main mode of travel

Respondents could make any additional comments on the proposals they had seen.

A23 Do you have any other comments? (Top 10 comments, 639 respondents left comments)	No. of times mentioned
Not needed/ waste of money/ negative / no more lanes	136
General positive comments	108
Congestion / noise/ pollution	71
Bus lane: extension not needed/ remove/ shorten / will cause congestion	30
Consultation: Proposals unclear/ need detail	28
Preston Circus- Argyle Road- Dyke Road Drive-Stanford Avenue- stretch needs improving	23
Segregated cycle lanes needed/ with kerb	21
Don't reduce road space	19
Extend/ Join up	19
Unsuitable route/ major arterial route/ tourist route into city/ use quieter roads for cycle routes	15

Table 6.2.13: Other comments A23

Top comments were fairly similar for those with disabilities and those without.

Disability	Top 5 comments (Other comments)	No.
Yes, a little	General positive comments	15
	Not needed/ waste of money/ negative / no more lanes	13
	Consultation: Proposals unclear/ need detail	6
	Congestion / noise/ pollution	5
	Extend/ Join up	4
Yes, a lot	Not needed/ waste of money/ negative / no more lanes	26
	General positive comments	14
	Congestion / noise/ pollution	12
	Unsuitable route/ major arterial route/ tourist route into city/ use quieter roads for cycle routes	5
	Don't reduce road space	5

Disability	Top 5 comments (Other comments)	No.
No	Not needed/ waste of money/ negative / no more lanes	87
	General positive comments	75
	Congestion / noise/ pollution	49
	Bus lane: extension not needed/ remove/ shorten / will cause congestion	24
	Consultation: Proposals unclear/ need detail, Preston Circus- Argyle Road- Dyke Road Drive-Stanford Avenue- stretch needs improving	17

Table 6.2.14: Other comments A23 by disability

There was less discrepancy between comments left by car drivers and pedestrians or cyclists than in other areas of the city, although car drivers remained slightly more negative about the proposals.

Main mode	Top 5 comment (Other Comments)	Number
Walk	General positive comments	14
	Not needed/ waste of money/ negative / no more lanes	10
	Consultation: Proposals unclear/ need detail	7
	Parking: Enforce/ Review / bus lane extension will reduce	3
	Bus lane: extension not needed/ remove/ shorten / will cause congestion	
	Congestion / noise/ pollution	
Cycle	General positive comments	23
	Not needed/ waste of money/ negative / no more lanes	12
	Congestion / noise/ pollution	10
	Preston Circus- Argyle Road- Dyke Road Drive-Stanford Avenue- stretch needs improving	6
	Segregated cycle lanes needed/ with kerb	5
Car as driver	Not needed/ waste of money/ negative / no more lanes	38
	Congestion / noise/ pollution	22
	General positive comments	20
	Bus lane: extension not needed/ remove/ shorten / will cause congestion	9
	Don't reduce road space	8

Table 6.2.15: Other comments A23 - by main mode of travel

Alongside new proposals for the area, respondents were asked for their views on some of the existing cycling infrastructure to the south of the proposed scheme boundary.

We are interested in hearing your comments on the existing cycle network (NCN20) south of these proposals. The current route runs along Argyle Road, Campbell Road, Elder Place and Providence Place. Do you have any comments about this route? (Top ten comments, 771 respondents left comments)	No. of times mentioned
Confusing/ convoluted/ contraflow/ stop start route	239
Dangerous: for cyclists/ children/ area too busy/ Elder Place/ at night	158
Negative comments / not needed/ waste of money	84
Clearer markings/ signage needed	76
Extend/ join up cycle lanes	59
Improve/ clean: road/ cycle lane/ pavement surface	53
Cycle Lane too narrow/ entrance to Elder Place/ Argyle Road	51
Argyle Rd/ New England Rd/ Preston Circus stretch is difficult/ needs cycle priority lights	46
Dangerous for pedestrians/ shared space	44
Parking: enforce/ garage on Campbell Road	40

Table 6.2.16: Comments on existing southern cycle network A23

Comments about this section were negative, regardless of main mode of travel in the area or disability, with particular mention of it being confusing.

Disability	Top 5 comments (Existing network)	No.
Yes, a little	Confusing/ convoluted/ contraflow/ stop start route	15
	Dangerous: for cyclists/ children/ area too busy/ Elder Place/ at night	9
	Negative comments / not needed/ waste of money	8
	Positive	6
	Extend/ join up cycle lanes	4
	Cycle Lane too narrow/ entrance to Elder Place/ Argyle Road	
Yes, a lot	Confusing/ convoluted/ contraflow/ stop start route	27
	Dangerous: for cyclists/ children/ area too busy/ Elder Place/ at night	16
	Negative comments / not needed/ waste of money	13
	Dangerous for pedestrians/ shared space	9
	Improve/ clean: road/ cycle lane/ pavement surface	7
No	Confusing/ convoluted/ contraflow/ stop start route	186
	Dangerous: for cyclists/ children/ area too busy/ Elder Place/ at night	124
	Clearer markings/ signage needed	62
	Negative comments / not needed/ waste of money	55
	Extend/ join up cycle lanes	48

Table 6.2.17: Comments on existing southern cycle network A23 - by disability

Main mode	Top 5 comment (Existing network)	No.
Walk	Confusing/ convoluted/ contraflow/ stop start route	49
	Dangerous: for cyclists/ children/ area too busy/ Elder Place/ at night	32
	Dangerous for pedestrians/ shared space	14
	Clearer markings/ signage needed	14
	Extend/ join up cycle lanes	12
Cycle	Confusing/ convoluted/ contraflow/ stop start route	127
	Dangerous: for cyclists/ children/ area too busy/ Elder Place/ at night	71
	Clearer markings/ signage needed	38
	Argyle Rd/ New England Rd/ Preston Circus stretch is difficult/ needs cycle priority lights	31
	Extend/ join up cycle lanes	30
	Improve/ clean: road/ cycle lane/ pavement surface	
Car as driver	Negative comments / not needed/ waste of money	50
	Confusing/ convoluted/ contraflow/ stop start route	39
	Dangerous: for cyclists/ children/ area too busy/ Elder Place/ at night	38
	Clearer markings/ signage needed	13
	Dangerous for pedestrians/ shared space	10

Table 6.2.18: Comments on existing southern cycle network A23 - by main mode of travel

## 7 OLD SHOREHAM ROAD RESULTS

3168 respondents answered questions about and saw proposals for Old Shoreham Road. Responses came from all postcode areas of the city, as shown in Figure 7.1.

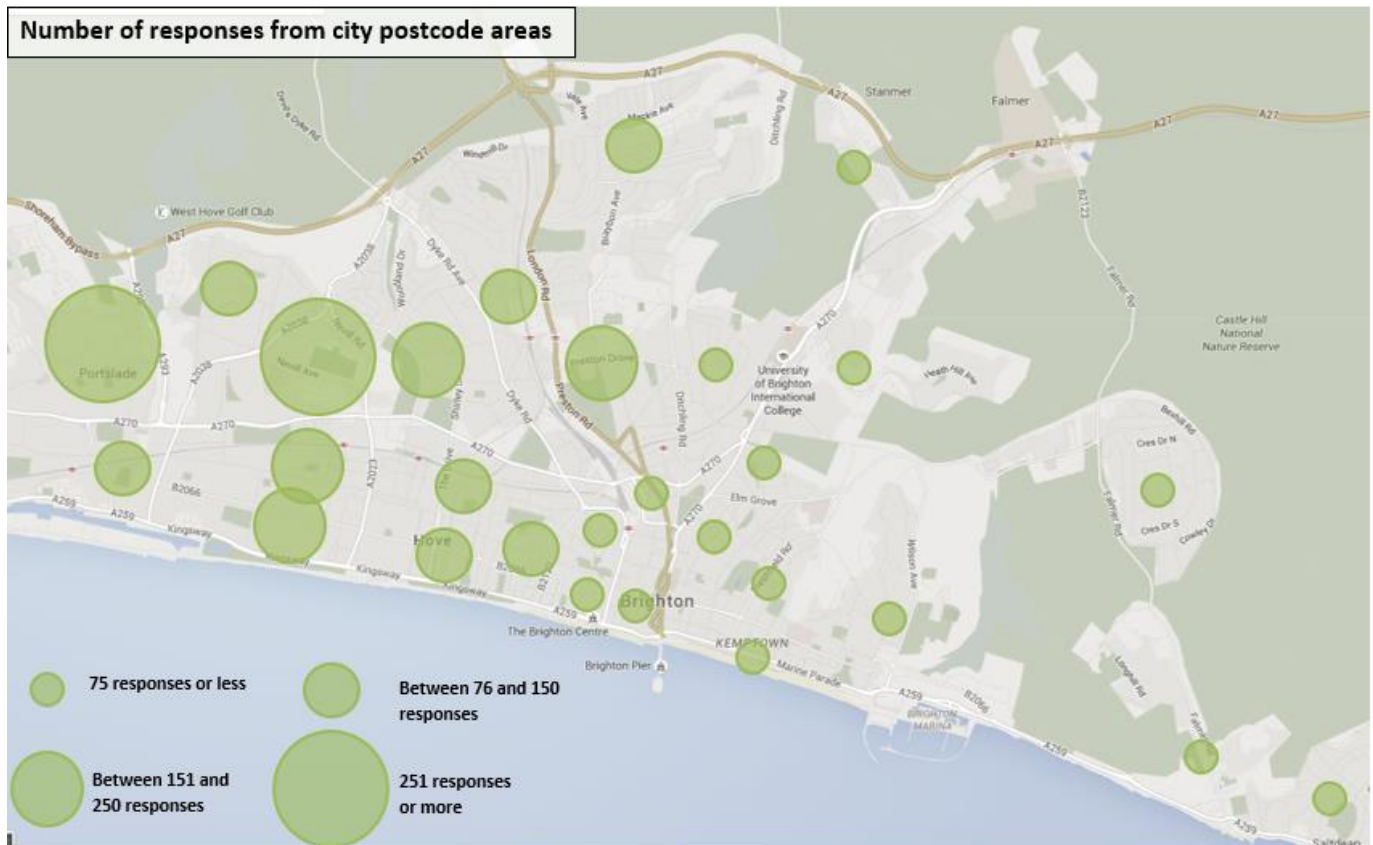


Figure 7.1: Postcode map of respondents who answered questions on Old Shoreham Road

### 7.1 Your current experience

Respondents were first asked about their current use and experience of Old Shoreham Road and the surrounding areas.

How satisfied are you with the following along Old Shoreham Road and surrounding areas?														
	Very satisfied		Satisfied		Neither satisfied or dissatisfied		Dissatisfied		Very dissatisfied		Don't know		Not applicable	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
General safety of cycling	296	9.7	758	24.9	571	18.7	293	9.6	490	16.1	215	7.1	426	14.0
Safety of children travelling to school	201	6.8	502	16.9	501	16.8	276	9.3	255	8.6	530	17.8	710	23.9
Facilities for cycling	263	8.8	671	22.3	644	21.4	348	11.6	342	11.4	246	8.2	491	16.3
Cycle parking	92	3.1	201	6.8	749	25.3	351	11.8	193	6.5	695	23.4	683	23.0
Provision of BTN Bikeshare hubs	82	2.8	236	8.0	657	22.3	156	5.3	104	3.5	887	30.1	822	27.9

Table 7.1.1: General satisfaction Old Shoreham Road

Table 7.1.1 shows that 31.1% of respondents were satisfied or very satisfied with the facilities for cycling along Old Shoreham Road and surrounding areas, however only 9.9% were satisfied with cycle parking provision, and 10.8% were satisfied with BTN Bikeshare provision.

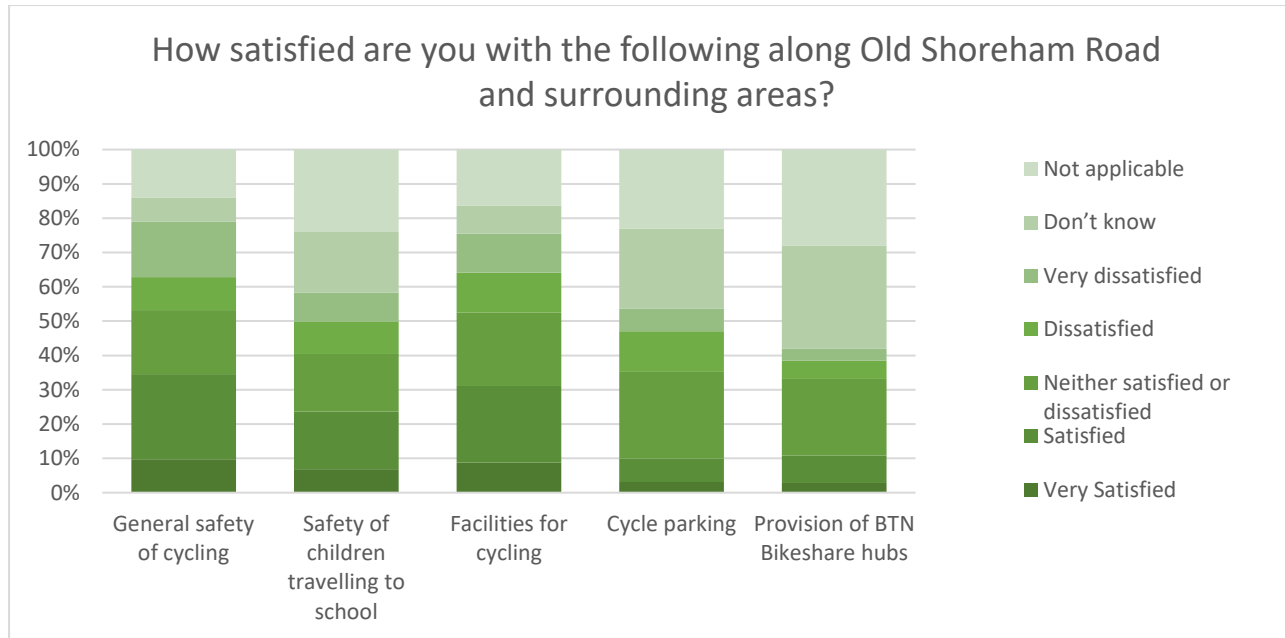


Figure 7.1.2: General satisfaction Old Shoreham Road

Differences in satisfaction levels emerge when looking at the opinions of respondents split by the main mode they use in the area.



How satisfied are you with the following along Old Shoreham Road and surrounding areas?															
	Main Mode	Very Satisfied		Satisfied		Neither satisfied or dissatisfied		Dissatisfied		Very Dissatisfied		Don't know		Not applicable	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
General safety of cycling	Walk	25	8.7	102	35.3	49	17.0	34	11.8	27	9.3	22	7.6	30	10.4
	Cycle	138	20.8	308	46.5	92	13.9	89	13.4	34	5.1	2	0.3	0	0.0
	Car (as driver)	102	6.1	283	16.9	357	21.3	133	7.9	352	21.0	144	8.6	303	18.1
Safety of children travelling to school	Walk	16	5.7	59	20.9	46	16.3	41	14.5	22	7.8	49	17.4	49	17.4
	Cycle	55	8.6	122	19.2	80	12.6	66	10.4	34	5.3	117	18.4	162	25.5
	Car (as driver)	103	6.3	263	16.0	307	18.7	137	8.3	165	10.0	281	17.1	387	23.6
Facilities for cycling	Walk	12	4.2	92	32.5	61	21.6	44	15.5	19	6.7	19	6.7	36	12.7
	Cycle	104	15.8	265	40.3	118	17.9	105	16.0	39	5.9	20	3.0	7	1.1
	Car (as driver)	115	7.0	249	15.1	381	23.0	162	9.8	241	14.6	152	9.2	353	21.4
Cycle parking	Walk	1	0.4	22	7.8	68	24.1	53	8.8	21	7.4	63	22.3	54	19.1
	Cycle	19	2.9	64	9.9	190	29.4	147	22.8	38	5.9	135	20.9	53	8.2
	Car (as driver)	52	3.2	96	5.9	391	24.0	124	7.6	10.7	6.6	400	24.6	458	28.1
Provision of BTN Bikeshare hubs	Walk	7	2.5	37	13.2	65	23.1	23	8.2	14	5.0	66	23.5	69	24.6
	Cycle	13	2.0	46	7.2	150	23.4	53	8.3	13	2.0	225	35.1	141	22.0
	Car (as driver)	48	3.0	131	8.1	356	21.9	62	3.8	59	3.6	479	29.5	488	30.1

Table 7.1.3: General satisfaction Old Shoreham Road by main mode of travel

Over 50% of respondents whose main mode of travel in the area in cycling are satisfied or very satisfied with facilities for cycling, however less than 10% of cyclists feel this way about cycle parking. Drivers are less satisfied with the safety of children travelling to school than walkers and cyclists. In other areas such as Western Road and Preston Circus to Patcham Roundabout, car drivers perceive cycling safety to be better than cyclists themselves report.

For Old Shoreham Road and surrounding areas 67.3% of cyclists are satisfied or very satisfied with the general safety of cycling compared to just 23% of drivers. Darker colours in Figure 7.1.4 below indicate higher levels of satisfaction.

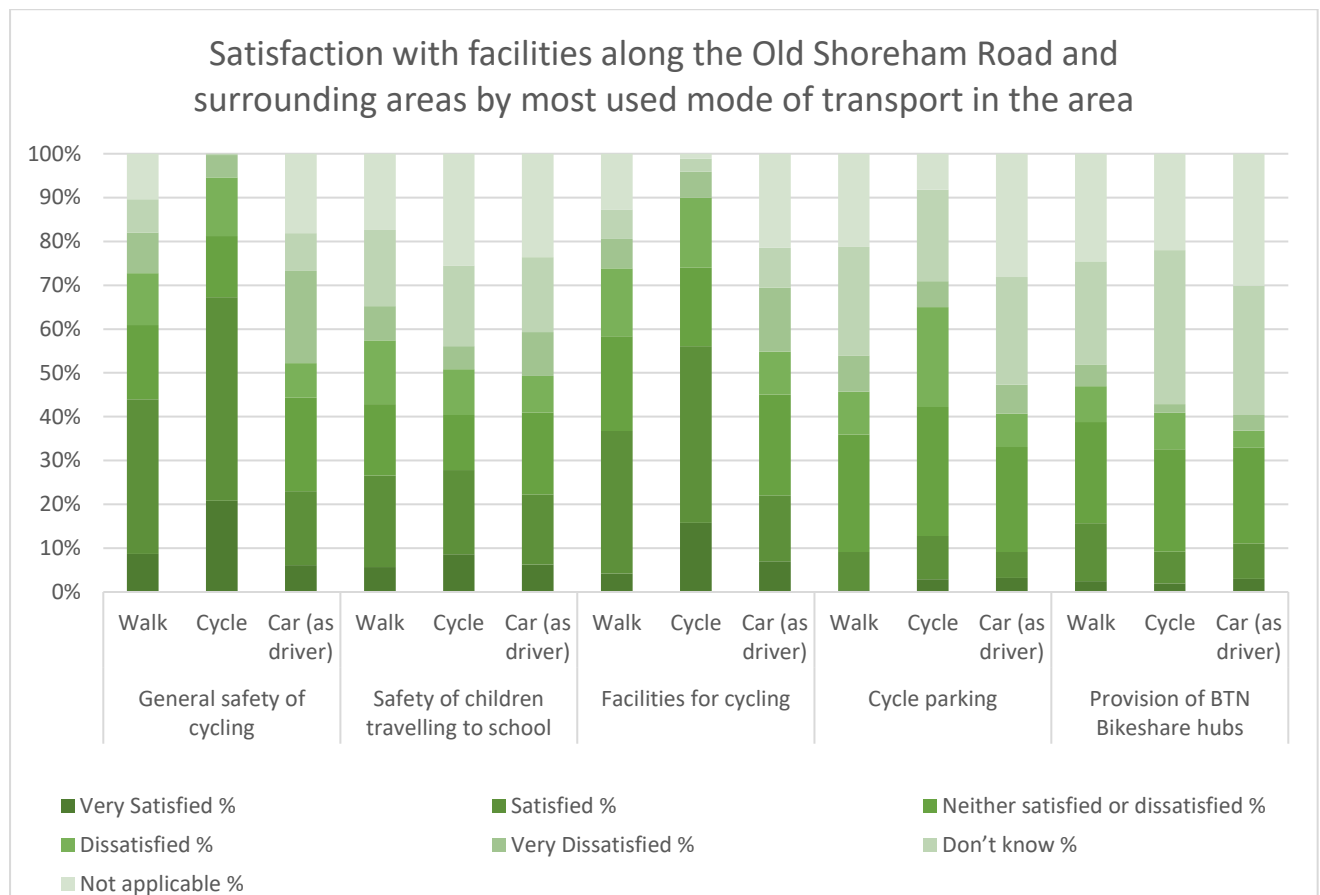


Figure 7.1.4: General satisfaction Old Shoreham Road - by main mode of travel

What form of transport do you use most in the area?	No.	%	No.	%	
Walk	297	9.5	Motorcycle/ Moped	27	0.9
Cycle <sup>22</sup>	668	21.4	Wheelchair/ Mobility Scooter	9	0.3
Bus	48	1.5	Taxi/ Private Hire	17	0.5
Car/ van as driver <sup>23</sup>	1727	55.3	Community transport (eg Dial-a-Ride, volunteer car scheme)	2	0.1
Car/ van as passenger	274	8.8	I don't travel in this area	25	0.8
Other includes: Combination of modes, E-scooter, Running/ jogging, Walk with buggy/ pushchair/ trolley			30	1.0	

Table 7.1.5: Main mode of travel Old Shoreham Road

<sup>22</sup> Includes BTN Bikeshare, e-bike, cargo bike, e-cargo bike, adapted bike, tricycle

<sup>23</sup> Includes Car Club

Car or van (as driver) formed the most common main mode of travel by respondents in this area, followed by cycling. The Old Shoreham Road is a main artery into the city from the west.

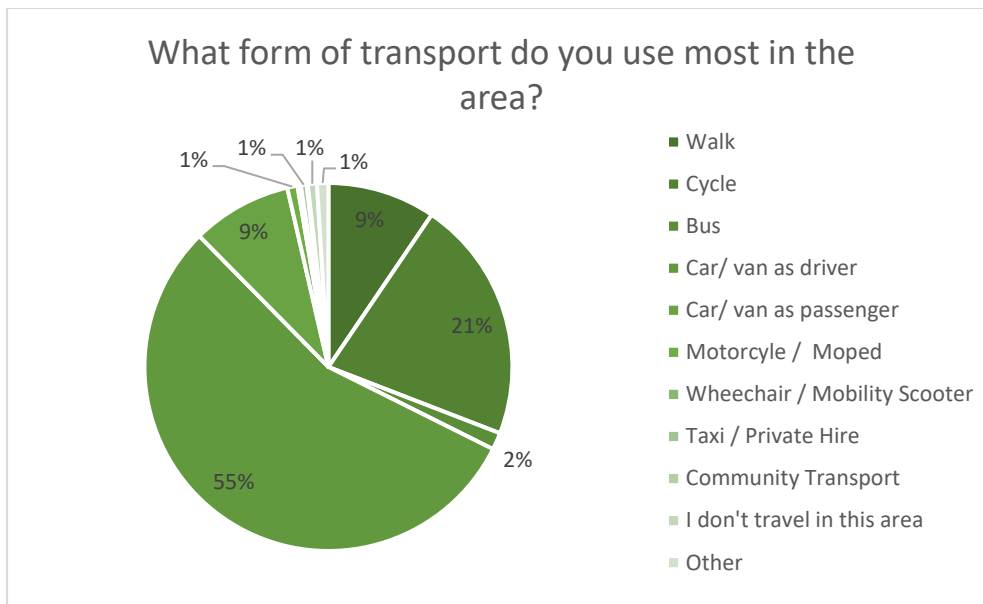


Figure 7.1.6: Main mode of travel Old Shoreham Road

## 7.2 Views on the existing temporary cycle lane

A temporary protected cycle lane was installed on Old Shoreham Road as part of the Tranche 1 measures, this has been in place between The Drive and Hangleton Road since May 2020.

Have you cycled in the temporary cycle lane since it was installed?	No.	%
Yes	1179	37.8
No	1940	62.2

Table 7.2.1: Use of the Old Shoreham Road temporary cycle lane

Respondents who have used the lane were asked some specific questions relating to their experience.

**If you have used the temporary cycle lane, thinking about the last journey you made in the lanes, how would you have travelled before the cycle lanes were installed?**

	No.	%		No.	%
Walk	66	5.6	Car/ van as passenger	32	2.7
Cycle (on road)	382	32.2	Motorcycle/ Moped	4	0.3
Cycle (on pavement)	49	4.1	Wheelchair/ Mobility Scooter	0	0
Cycle (using a different route)	167	14.1	Taxi/ Private Hire	3	0.3
Bus	34	2.9	Community transport (eg Dial-a-Ride, volunteer car scheme)	0	0
Car/ van as driver <sup>24</sup>	394	33.2	Train	5	0.4
Other includes: Multiple modes	9	0.8	I didn't previously make this journey	41	3.5

Table 7.2.2: Previous mode used for cycling journey

Of the cyclists who have used the lane since its installation, 35.9% said that the last journey they made prior its implementation, would have been made by car<sup>25</sup>.

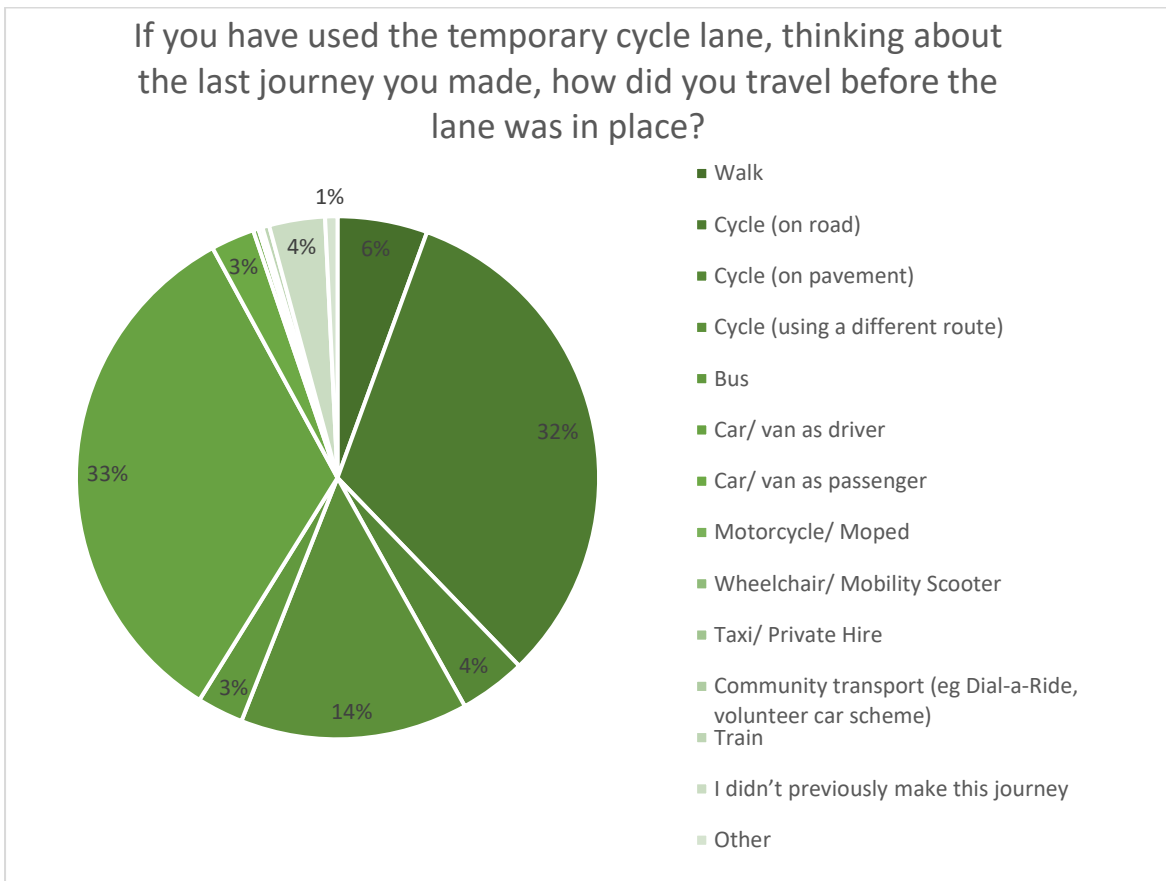


Figure 7.2.3: Previous mode used for cycling journey

<sup>24</sup> Includes Car Club

<sup>25</sup> Either as driver or passenger

431 respondents who used to cycle along this route prior to the installation of the temporary cycle lane are now using the lane rather than the pavement or road (previously unprotected for cyclists). A further 14.1% of users said that, whilst they would have cycled an East to West journey in this area, they would not have chosen Old Shoreham Road as their cycling route without the new cycle lane.

If you have cycled in the temporary cycle lane, how safe do you feel?	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
During the day	318	26.9	578	48.8	142	12.0	98	8.3	31	2.6	17	1.4
After dark	177	15.6	436	38.4	170	15.0	115	10.1	44	3.9	194	17.1

Table 7.2.4: Perceptions of cycling safety in Old Shoreham Road temporary cycle lane

Table 7.2.4 shows that 75.7% of users of the temporary cycle lane felt safe or very safe cycling in the lanes during the day, this fell to 54% after dark. Both results are much higher than current safety of cycling in Western Road and the route of the A23.

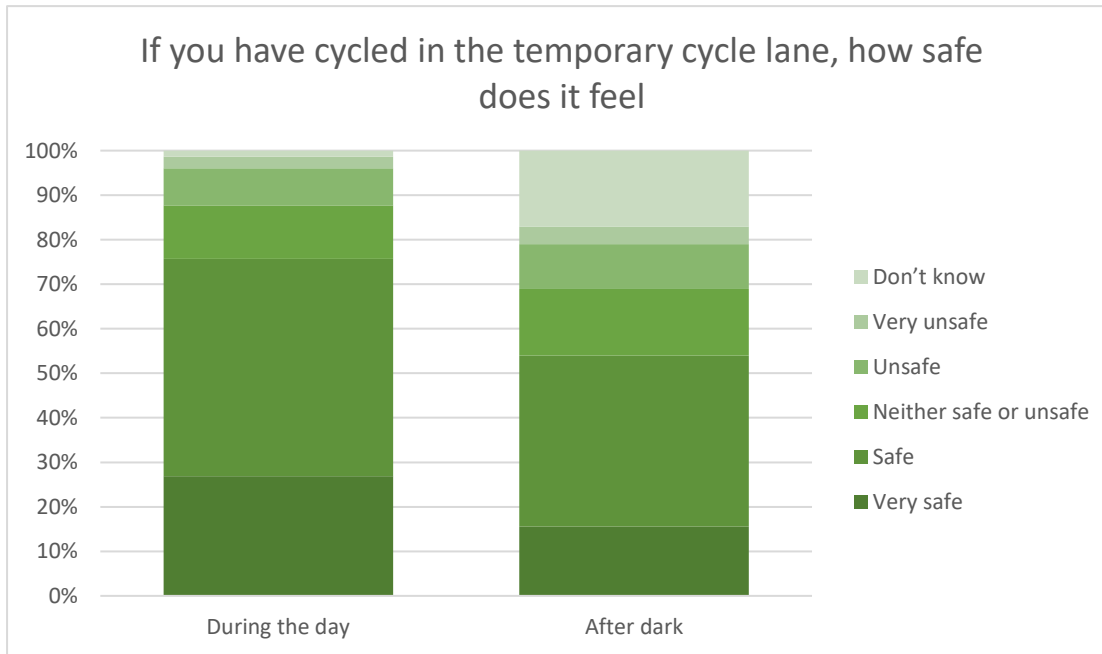


Figure 7.2.5: Perceptions of cycling safety in Old Shoreham Road temporary cycle lane

There was a higher proportion of respondents who answered “don’t know” for safety after dark, suggesting less people use the lanes at this time of day. Additional comments from those who felt unsafe or very unsafe showed that junctions were a big factor in this, proposals put forward in this consultation seek to address some of these specific issues.

197 respondents gave further comments as to why they felt unsafe or very unsafe using the temporary cycle lane.

If you have answered either very unsafe or unsafe using the temporary cycle lane, please tell us more about this (Top ten comments)	No. of times mentioned
Junctions are dangerous / vehicles block or cross the lane when turning / drivers unaware of cyclists at junctions / lanes end abruptly / vehicles dangerous exiting side roads	60
Not enough protection / wands are flimsy /too many breaks in the wands / need more physical segregation	36
The condition of the road surface is poor	21
Poor driver attitudes / dangerous behaviour towards cyclists	21
Vehicle speeds are too high	17
There is too much pollution from traffic	16
The road is too busy/ not appropriate for a cycle lane / prefer other routes	16
Vehicles drive in the cycle lanes	13
It’s confusing for drivers / not enough signage / lane start unexpectedly	12
Poor lighting in the area	11

Table 7.2.6: Reasons for feeling unsafe using Old Shoreham Road temporary cycle lane

In total 129 respondents said they felt unsafe or very unsafe cycling in the temporary cycle lane during the day, and 159 said they felt this way after dark. Comments split between day and night are as follows:<sup>26</sup>

If you have answered either very unsafe or unsafe using the temporary cycle lane (during the day or night), please tell us more about this (Top ten comments)	Number of times mentioned	
	During the day	After Dark
Junctions are dangerous / vehicles block or cross the lane when turning / drivers unaware of cyclists at junctions / lanes end abruptly / vehicles dangerous exiting side roads	33	31
Not enough protection / wands are flimsy /too many breaks in the wands / need more physical segregation	17	23
The condition of the road surface is poor	6	11
Poor driver attitudes / dangerous behaviour towards cyclists	12	13

<sup>26</sup> Comments from respondents who felt unsafe or very unsafe both during the day and after dark will appear twice. The content of their comments may refer to either time of day.

If you have answered either very unsafe or unsafe using the temporary cycle lane (during the day or night), please tell us more about this (Top ten comments)	Number of times mentioned	
	During the day	After Dark
Vehicle speeds are too high	7	15
There is too much pollution from traffic	16	14
The road is too busy/ not appropriate for a cycle lane / prefer other routes	11	9
Vehicles drive in the cycle lanes	7	9
It's confusing for drivers / not enough signage / lane start unexpectedly	6	8
Poor lighting in the area	0	8

Table 7.2.7: Reasons for feeling unsafe using Old Shoreham Road temporary cycle lane by time of day

Of those who said they feel unsafe or very unsafe, danger to cyclists featured in the top two comments here, with comments citing inadequate segregation of the cycle lane as well as issues with junctions, signage and the need for more protection for cyclists on the lane. Similar comments around danger at junctions were also the 3<sup>rd</sup> comment cited in general comments for the existing temporary cycle lane (Table 7.2.8).

All respondents were invited to give their views on the existing temporary cycle lane running from The Drive to Hangleton Road. There were a large number of general negative comments, however this varied greatly depending on the respondents' use of the area.

Do you have any comments about the existing temporary cycle lane? (2596 people left comments, Top ten comments)	No. of times mentioned
It's causing congestion/ pollution/ noise	1205
Cyclists are not using it/ still using pavement	889
It's dangerous/ confusing/ poor signage/ junctions	447
General positive comments	423
General negative comments / not needed/ waste of money	401
Remove Cycle lane/ it's supposed to be temporary	355
Unsuitable route/ put on pavement/ HGVs/ tunnel closures	266
Cycle lane too wide	224
Make Permanent/ Keep it	212
Extend / join up	118

Table 7.2.8: Comments on existing Old Shoreham Road temporary cycle lane

These top ten comments are distributed by the 4 main postcode areas of the city as follows:<sup>27</sup>

<sup>27</sup> Generally: BN1 is Central Brighton, BN2 is East Brighton, BN3 is Hove and BN41 is Portslade



Old Shoreham Road							
Comments on existing lane by postcode area (Top ten comments)	BN						
	All	Other	BN1	BN2	BN3	BN41	Other
Congestion/ Pollution/ Noise	1205	39	162	92	700	211	1
Cyclists not using it/ still using pavement	889	25	123	80	491	169	1
Dangerous/ confusing/ poor signage/ junctions	447	21	45	28	282	69	2
General Positive comments	423	19	105	54	213	31	1
General negative comments / not needed/ waste of money	401	26	76	43	187	69	0
Remove Cycle lane/ it's supposed to be temporary	355	13	56	38	173	74	1
Unsuitable route/ put on pavement/ HGVs/ tunnel closures	266	12	35	21	144	54	0
Cycle lane too wide	224	7	40	19	126	32	0
Make Permanent/ Keep it	212	7	48	42	108	7	0
Extend / join up	118	6	22	15	56	18	1
It will be Safer	117	5	31	13	61	6	1
Consultation: not listening to residents/ biased/ supposed to be temporary	111	3	16	8	58	26	0
Access to tip is difficult	106	1	15	0	62	27	1
Cycle lane is causing frustration/ stress	105	4	22	4	51	24	0

Table 7.2.9: Comments on existing Old Shoreham Road temporary cycle lane by postcode area

Comments varied depending on whether, or not, respondents had cycled in the lane since its installation. Those who had used it responded more positively.

Have you cycled in the lane since it was installed	Top 5 comments (Existing temporary cycle lane)		No.
Yes	General Positive comments		343
	Make Permanent/ Keep it		176
	Congestion/ Pollution/ Noise		165
	Dangerous/ confusing/ poor signage/ junctions		138
	It will be safer		101
No	Congestion/ Pollution/ Noise		1031
	Cyclists not using it/ still using pavement		798
	Negative comments / not needed/ waste of money		355
	Remove Cycle lane/ it's supposed to be temporary		320
	Dangerous/ confusing/ poor signage/ junctions		308

Table 7.2.10: Comments on existing Old Shoreham Road temporary cycle lane by use of the lane

The comments given on the existing lane also changed depending on which mode of travel respondents used in the Old Shoreham Road area. There were not enough responses from us users to show comments (see Table 7.2.11 below).

Mode	Top 5 comments (Existing temporary cycle lane)	No.
Walk	Congestion/ Pollution/ Noise	74
	General positive comments	56
	Cyclists not using it/ still using pavement	56
	Dangerous/ confusing/ poor signage/ junctions	33
	Remove Cycle lane/ it's supposed to be temporary	27
Cycle	General positive comments	241
	Make Permanent/ Keep it	122
	Dangerous/ confusing/ poor signage/ junctions	70
	It will be safer	64
	Extend / join up	62
Car (as driver)	Congestion/ Pollution/ Noise	887
	Cyclists not using it/ still using pavement	672
	Negative comments / not needed/ waste of money	307
	Dangerous/ confusing/ poor signage/ junctions	290
	Remove Cycle lane/ it's supposed to be temporary	249

Table 7.2.11: Comments on existing Old Shoreham Road temporary cycle lane by main mode of travel

There was little difference between the comments left about the existing temporary lane by those with disabilities and those without.

### 7.3 Changes to existing infrastructure

Respondents were also asked about proposed changes to a number of aspects of the existing route. This includes the introduction of priority lights, and improvements at junctions.

Tell us what you think about changes to the existing temporary cycle lane? (2386 people left comments, Top ten comments)	No. of times mentioned
General positive comments	627
Negative comments / not needed/ waste of money	524
Congestion/ pollution/ noise: general	399
Remove cycle lanes/ supposed to be temporary	325
Cyclists not using lane	217
Will cause congestion in the Stapley Road area	130
It will be dangerous	108

Tell us what you think about changes to the existing temporary cycle lane? (2386 people left comments, Top ten comments)	No. of times mentioned
Will cause access problems to Stapley Road	106
Unsuitable route/ major artery/ use pavement	97
Cycle Priority lights needed	83

Table 7.3.1: Comments on proposed changes along the existing temporary cycle lane route

Both respondents living in the Stapley Road area and those living elsewhere made negative comments about proposed changes to the Stapley Road junction. Comments from residents on Stapley Road are compared to comments from all respondents below.

Respondents	Top 10 comments (Changes to existing route including Stapley Road proposals)	No.
Live on Stapley Road/ Knoll Estate	Negative comments / not needed/ waste of money	20
	Congestion/ pollution/ noise: general	17
	Will cause congestion in the Stapley Road area	15
	Will cause access problems in the Stapley Road area	11
	Will cause rat runs/ displacement in the Stapley Road area	9
	It will be dangerous	7
	It will cause problems for buses at Stapley Road	7
	It will affect emergency services	6
	Cyclists are not using the lane	6
	It will make things worse	5
All respondents	General positive comments	627
	Negative comments / not needed/ waste of money	524
	Congestion/ pollution/ noise: general	399
	Remove cycle lanes/ supposed to be temporary	325
	Cyclists not using lane	217
	Will cause congestion in the Stapley Road area	130
	It will be dangerous	108
	Will cause access problems to Stapley Road	106
	Unsuitable route/ major artery/ use pavement	97
	Cycle Priority lights needed	83

Table 7.3.2 Comments on proposed changes along the existing temporary cycle lane route by local residents

Those who have used the temporary cycle lane left mainly positive comments about proposed changes suggested to it, compared to those who haven't.

Have you cycled in the lane since it was installed	Top 5 comments (Changes to existing temporary cycle lane)	No.
Yes	General positive comments	464
	Cycle Priority lights needed	72
	Congestion/ pollution/ noise: general	68
	Negative comments / not needed/ waste of money	56
	Remove cycle lanes/ supposed to be temporary	44
No	Negative comments / not needed/ waste of money	465
	Congestion/ pollution/ noise: general	324
	Remove cycle lanes/ supposed to be temporary	278
	Cyclists not using lane	193
	General positive comments	161

Table 7.3.3: Comments on proposed changes along the existing temporary cycle lane route by use of the lane

Pedestrians also responded positively to the proposed changes. Car drivers remained negative despite proposals to change various aspects.

Mode	Top 5 comments (Changes to existing temporary cycle lane )	No.
Walk	General positive comments	77
	Negative comments / not needed/ waste of money	33
	Congestion/ pollution/ noise: general	31
	Remove cycle lanes/ supposed to be temporary	19
	Cyclists not using lane	16
Cycle	General positive comments	304
	Cycle Priority lights needed	50
	Positive about the island in Hove Park area	31
	It will be safer	29
	Extend / join up cycle lanes	17
Car (as driver)	Negative comments / not needed/ waste of money	389
	Congestion/ pollution/ noise: general	296
	Remove cycle lanes/ supposed to be temporary	242
	General positive comments	192
	Cyclists not using lane	165

Table 7.3.4: Comments on proposed changes along the existing temporary cycle lane route by main mode of travel

Results were fairly similar for those with, and without disabilities, when asked about the proposed changes along the route of the temporary lane.

## 7.4 Proposed temporary cycle lane extension

Respondents were asked about their current use of the route where the extension is proposed.

Do you currently cycle along this section of Old Shoreham Road (Hangleton Road to Applesham Way/ Wolseley Road)		
	No.	%
Yes	633	20.4
No	2470	79.6

Table 7.4.1: Current use of the proposed extension route

Of those who have used the existing temporary cycle lane only 48.2% currently cycle along this unprotected stretch of Old Shoreham Road.

How likely are you to use the extension to the temporary cycle lane?		
	No.	%
Highly Likely	505	16.4
Likely	336	10.9
Neither likely or unlikely	208	6.8
Unlikely	268	8.7
Very unlikely	1713	55.7
Don't know	47	1.5

Table 7.4.2: Likelihood of using the extension

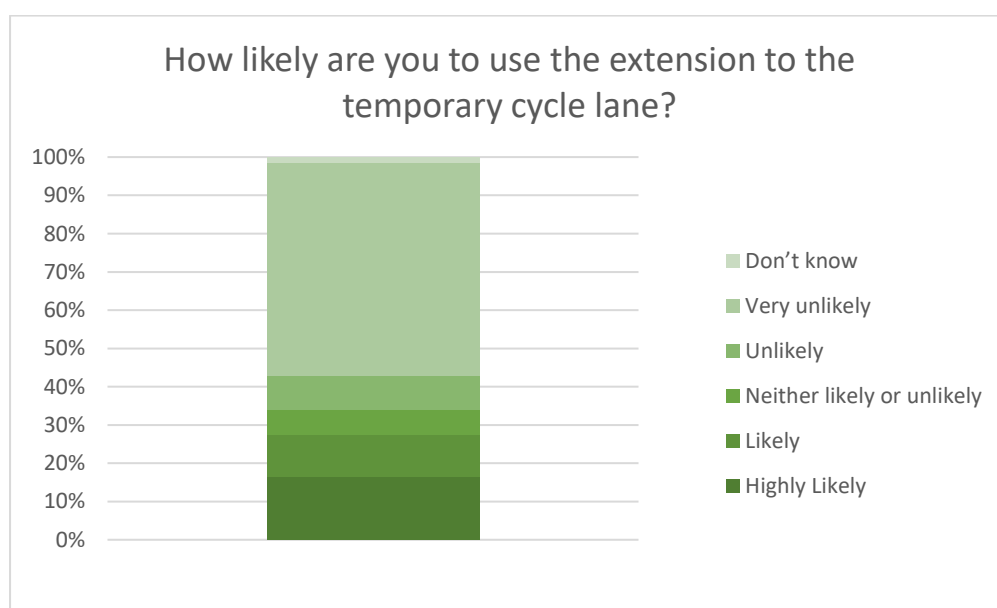


Figure 7.4.3: Likelihood of using the extension

Table 7.4.4 shows whether those who currently cycle along this stretch are likely to use the extension to the temporary cycle lane

Do you currently cycle along this section?	Highly Likely		Likely		Neither likely or unlikely		Unlikely		Very Unlikely		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
	Yes	376	59.7	119	18.9	31	4.9	31	4.9	71	11.3	2
No	125	5.2	215	8.9	175	7.2	233	9.6	1632	67.3	45	1.9

Table 7.4.4: Current use of the extension route by likelihood of using the extension

14.1% of respondents who do not currently use this route to cycle would be likely or highly likely to do so if the extension was in place.

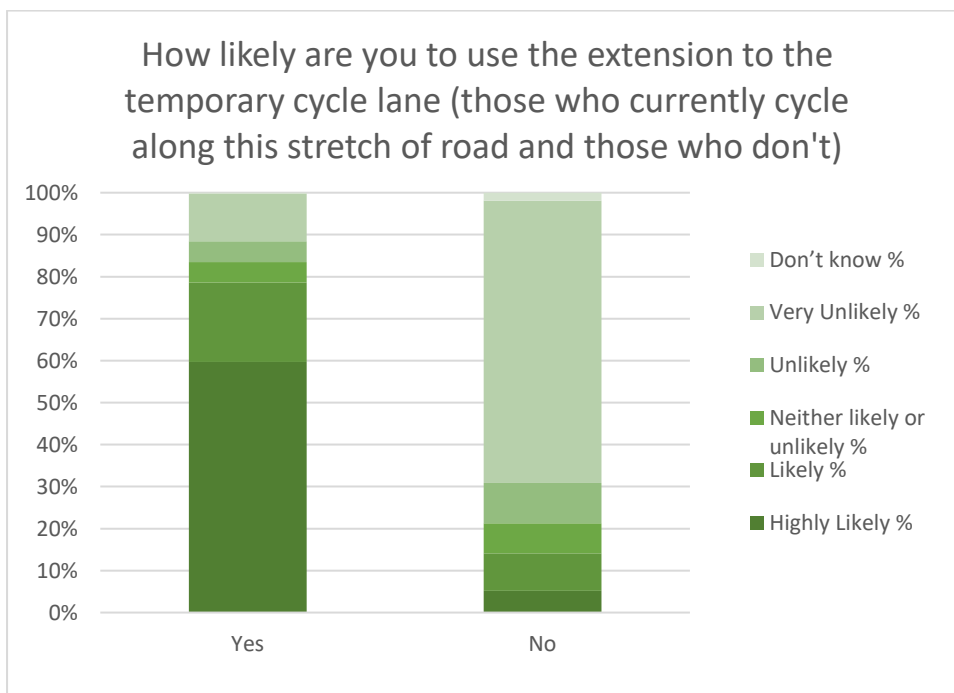


Figure 7.4.5: Current use of the extension route by likelihood of using the extension

Table 7.4.6 below shows current main modes used in the area and how likely these respondents are to use the extension:

Main mode in the area	Highly Likely		Likely		Neither likely or unlikely		Unlikely		Very Unlikely		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
	Walk	40	13.7	35	12.0	36	12.3	49	16.8	117	40.1	15
Cycle	337	51.0	168	25.4	55	8.3	57	8.6	37	5.6	7	1.1

Car as driver or passenger	113	5.8	117	6.0	103	5.3	150	7.7	1458	74.7	18	0.9
Bus	4	8.9	6	13.3	3	6.7	4	8.9	27	60.0	1	2.2

Table 7.4.6: Likelihood of using the extension by main mode of travel

11.8% of respondents whose main mode of travel in the area is car (driver or passenger) would be likely or highly likely to use the cycle lane extension, along with 22.2% of those who mainly travel through the area by bus.

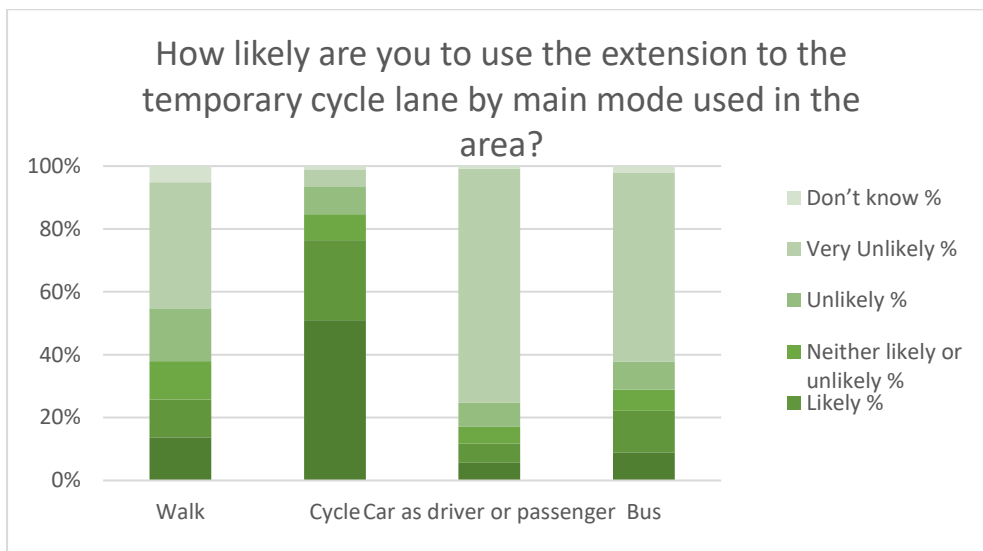


Figure 7.4.7: Likelihood of using the extension - by main mode of travel

Respondents could also leave comments about the proposed extension to the temporary cycle lane.

Do you have any other comments about the extension to the temporary cycle lane? (2042 people left comments, Top ten comments)	No. of times mentioned
Negative comments / not needed/ waste of money	743
Congestion/ pollution/ noise	492
General positive comments	426
Cyclists not using existing lane	295
Remove lanes/ supposed to be temporary	208
Unsuitable route/ put on pavement/ HGVs/ tunnel closures	190
Extend/ join up/ cover more school areas	121
Dangerous/ confusing	117
It will be safer	78
Cycle lane too wide	64

Table 7.4.8: Comments on the proposed extension to the Old Shoreham Road temporary cycle lane

These top ten comments are distributed by the 4 main postcode areas of the city as follows:

Old Shoreham Road Comments on extension by postcode area (Top ten comments)							
	All	BN					
		Other	BN1	BN2	BN3	BN41	Other
Congestion/ Pollution/ Noise	1205	39	162	92	700	211	1
Cyclists not using it/ still using pavement	889	25	123	80	491	169	1
Dangerous/ confusing/ poor signage/ junctions	447	21	45	28	282	69	2
General Positive comments	423	19	105	54	213	31	1
General negative comments / not needed/ waste of money	401	26	76	43	187	69	0
Remove Cycle lane/ it's supposed to be temporary	355	13	56	38	173	74	1
Unsuitable route/ put on pavement/ HGVs/ tunnel closures	266	12	35	21	144	54	0
Cycle lane too wide	224	7	40	19	126	32	0
Make Permanent/ Keep it	212	7	48	42	108	7	0
Extend / join up	118	6	22	15	56	18	1

Table 7.4.9 Comments on the proposed extension to the Old Shoreham Road temporary cycle lane by postcode area

Comments on the proposed extension were similar from both respondents who had used the current temporary lane and those who hadn't.

Do you currently cycle along this route	Proposed extension to the temporary cycle lane (Top 5 comments)	No.
Yes	Negative comments / not needed/ waste of money	105
	Congestion/ pollution/ noise	68
	General positive comments	61
	Cyclists not using existing lane	39
	Remove lanes/ supposed to be temporary	28
No	Negative comments / not needed/ waste of money	396
	Congestion/ pollution/ noise	265
	General positive comments	221
	Cyclists not using existing lane	157
	Remove lanes/ supposed to be temporary	122

Table 7.4.10: Comments on the proposed extension to the Old Shoreham Road temporary cycle lane by current use of the route

Similarly, the main mode of travel used in the area didn't have a big impact on the top 5 comments on the proposed extension.



Mode	Top 5 comments (Extension)	No.
Walk	Negative comments / not needed/ waste of money	34
	Congestion/ pollution/ noise	34
	General positive comments	28
	Unsuitable route/ put on pavement/ HGVs/ tunnel closures	19
	Cyclists not using existing lane	19
Cycle	Negative comments / not needed/ waste of money	108
	Congestion/ pollution/ noise	70
	General positive comments	64
	Cyclists not using existing lane	45
	Unsuitable route/ put on pavement/ HGVs/ tunnel closures	26
	Remove lanes/ supposed to be temporary	
Car (as driver)	Negative comments / not needed/ waste of money	292
	Congestion/ pollution/ noise	190
	General positive comments	157
	Cyclists not using existing lane	106
	Remove lanes/ supposed to be temporary	88

Table 7.4.11: Comments on the proposed extension to the Old Shoreham Road temporary cycle lane by main mode of travel

Whether residents identified as disabled or not also had little impact on the comments given.

Disability	Top 5 comments (Extension)	Number
Yes, a little	Negative comments / not needed/ waste of money	77
	General positive comments	50
	Congestion/ pollution/ noise	47
	Cyclists not using existing lane	28
	Remove lanes/ supposed to be temporary	20
Yes, a lot	Negative comments / not needed/ waste of money	99
	Congestion/ pollution/ noise	62
	General positive comments	55
	Remove lanes/ supposed to be temporary	36
	Cyclists not using existing lane	31
No	Negative comments / not needed/ waste of money	520
	Congestion/ pollution/ noise	351
	General positive comments	299
	Cyclists not using existing lane	217
	Remove lanes/ supposed to be temporary	139

Table 7.4.12: Comments on the proposed extension to the Old Shoreham Road temporary cycle lane by disability

## 7.5 Other proposed changes

There was a proposal to change access arrangements at the junction between Old Shoreham Road and Weald Avenue which respondents were able to comment on.

Do you have any comments on the temporary change to access at Weald Avenue? (1058 people left comments, Top ten comments)	No. of times mentioned
Negative comments / not needed/ waste of money	264
General positive comments	244
Congestion/ pollution/ noise: general	81
Cranmer/ Weald: access to allotments	68
Remove cycle lanes/ supposed to be temporary?	61
Cranmer/ Weald: not wide enough	28
Consultation: not listening/ biased / talk to residents	26
Cranmer/ Weald: access/ to properties	26
Cyclists not using existing lane	24
Cranmer/ Weald: will stop rat runs	21

Table 7.5.1: Comments on proposals at Weald Avenue

Residents likely to be most affected by the temporary access change at Weald Avenue, on the whole, left more positive comments than all respondents.

Respondents	Top 5 comments (Changes to Weald Avenue)	Number
Live in Weald Avenue, Cranmer Avenue or Holmes	General positive comments	20
	Will stop rat runs	15
	Congestion / pollution noise in general	9
	Cranmer Ave / Weald Ave affecting access to allotments	9
	Cranmer Ave / Weald Ave not wide enough	8
All other respondents	Negative comments / not needed/ waste of money	263
	General positive comments	224
	Congestion/ pollution/ noise: general	72
	Remove cycle lanes/ supposed to be temporary?	61
	Cranmer Ave / Weald Ave affecting access to allotments	59

Table 7.5.2: Comments on proposals at Weald Avenue by local residents

As with some of the earlier open comment boxes cyclists and walkers were more likely to respond positively to the Weald Avenue proposals than drivers.

Mode	Top 5 comments (Weald Avenue)	Number
Walk	General positive comments	42
	Cranmer/ Weald: access to allotments	16
	Negative comments / not needed/ waste of money	13
	Cranmer/ Weald/ Holmes: congestion	8
	Cranmer/ Weald: not wide enough	8
Cycle	General positive comments	125
	Cranmer/ Weald: access to allotments	13
	Negative comments / not needed/ waste of money	13
	Cranmer/ Weald: will stop rat runs	8
	Make permanent	8
Car (as driver)	Negative comments / not needed/ waste of money	203
	Congestion/ pollution/ noise: general	64
	General positive comments	54
	Remove cycle lanes/ supposed to be temporary?	44
	Cranmer/ Weald: access to allotments	30

Table 7.5.3: Comments on proposals at Weald Avenue by main mode of travel

Alongside temporary proposals for the area respondents were presented with plans for permanent proposals as several junctions along Old Shoreham Road.

Do you have any comments on the three permanent changes to junctions (Benfield Valley, Windlesham Close, Newtown Road)? (977 people left comments, Top ten comments)	No. of times mentioned
Negative comments: not needed/ waste of money	245
General positive comments	232
Congestion/ pollution/ noise: general	57
Benfield Valley: positive re access/ junction	43
Positive comments about Newtown Road crossing	42
Remove cycle lanes/ supposed to temporary	25
Consultation proposals are unclear	22
Newtown Road crossing negative comments	20
Dangerous: general comments	14
Consultation: not listening to residents/ biased	13
Cyclists are not using existing lane	13
Positive comments about Windlesham Close	13

Table 7.5.4: Comments on permanent changes to junctions

Again, cyclists and pedestrians viewed these proposals more positively.

Mode	Top 5 comments (Junctions)	Number
Walk	General positive comments	27
	Negative feelings: frustration/ stress	17
	Positive comments about Newtown Road crossing	6

Mode	Top 5 comments (Junctions)	Number
	Benfield Valley: positive re access/ junction	4
Cycle	General positive comments	118
	Benfield Valley: positive re access/ junction	21
	Positive comments about Newtown Road crossing	9
	It will be safer	8
	Positive comments about Windlesham Close	
	Negative comments: not needed/ waste of money	
Car (as driver)	Negative comments: not needed/ waste of money	191
	General positive comments	65
	Congestion/ pollution/ noise: general	46
	Positive comments about Newtown Road crossing	20
	Remove cycle lanes/ supposed to temporary	17

Table 7.5.5: Comments on permanent changes to junctions by main mode of travel

A further permanent proposal was to introduce a cycle lane on Nevill Road.

Do you have any comments about the proposed permanent cycle lane on Nevill Road? (1385 people left comments, Top ten comments)	No. of times mentioned
Negative comments / not needed/ waste of money	411
General positive comments	376
Congestion/ noise/ pollution	194
It will be positive for school children	103
Unsuitable route/ put on pavement/ too many HGV's/ tunnel closures/ road not wide enough	71
It will be safer	54
Dangerous	48
Parking: review / enforce	45
Cyclists: not using existing lane/ won't use	39
Remove cycle lane/ temporary?	37

Table 7.5.6: Comments on proposed cycle route on Nevill Road

The residents who responded from Nevill Road mostly left negative comments on the proposed cycle lane on their road.

Respondents	Top 5 comments (Cycle lane on Nevill Road)	Number
Live in Nevill Road	Congestion/ noise/ pollution	12
	Negative comments / not needed/ waste of money	10
	Parking: review / enforce	4
	Unsuitable route/ put on pavement/ too many HGV's/ tunnel closures/ road is not wide enough	4
	General positive comments	3
	It will be positive for school children	
	Disabled: changes affect me/ my family	
	Cyclists: not using existing lane/ won't use	

Respondents	Top 5 comments (Cycle lane on Nevill Road)	Number
All respondents	Negative: comments / not needed/ waste of money	411
	General positive comments	376
	Congestion/ noise/ pollution	194
	It will be positive for school children	103
	Unsuitable route/ put on pavement/ too many HGV's/ tunnel closures/ road not wide enough	71

Table 7.5.7: Comments on proposed cycle route on Nevill Road by local residents

Cyclists and pedestrians were generally supportive of the proposal.

Mode	Top 5 comments (Nevill Road)	Number
Walk	General positive comments	49
	Negative: comments / not needed/ waste of money	31
	Congestion/ noise/ pollution	12
	It will be positive for school children	12
	It will be safer	12
Cycle	General positive comments	195
	It will be positive for school children	59
	It will be safer Safer	28
	Negative: comments / not needed/ waste of money	18
	Extend/ Join up/ cover more school areas	17
Car (as driver)	Negative: comments / not needed/ waste of money	298
	Congestion/ noise/ pollution	149
	General positive comments	97
	Unsuitable route/ put on pavement/ too many HGV's/ tunnel closures/ road not wide enough	47
	Dangerous	32

Table 7.5.8: Comments on proposed cycle route on Nevill Road by main mode of travel

## 8 SEAFRONT (A259) RESULTS

3332 respondents answered questions about and saw proposals for the Seafront (A259). Responses came from all postcode areas of the city, as shown in Figure 8.1.

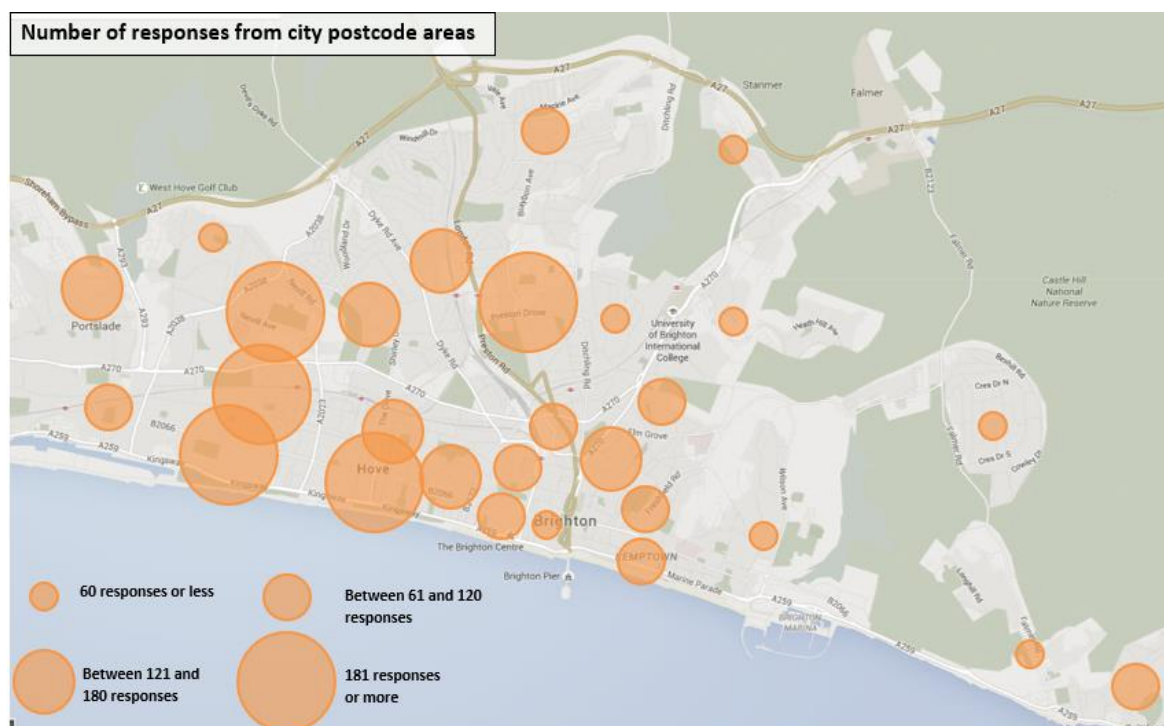


Figure 8.1: Postcode map of respondents who answered questions on Seafront (A259)

### 8.1 Your current experience

Respondents were first asked for their views on general conditions in the area and how they travelled through it.

What form of transport do you use most in the area?	No.	%		No.	%
Walk	1029	31.3	Motorcycle/ Moped	21	0.6
Cycle <sup>28</sup>	1168	35.3	Wheelchair/ Mobility Scooter	5	0.2
Bus	36	1.1	Taxi/ Private Hire	19	0.6
Car/ van as driver <sup>29</sup>	848	25.6	Community transport (eg Dial-a-Ride, volunteer car scheme)	2	0.1
Car/ van as passenger	131	4.0	I don't travel in this area	15	0.5
Other includes: skateboard/ longboard / roller skates / non-motorised scooter / combination of modes				36	1.1

Table 8.1.1: Main mode of travel in seafront (A259)

<sup>28</sup> Includes BTN Bikeshare, e-bike, cargo bike, e-cargo bike, adapted bike, tricycle

<sup>29</sup> Includes Car Club

Cycling was the most common main mode of travel used in the area across all respondents, closely followed by walking. The area is a popular destination in itself due to the seafront, and already had a cycle lane installed on the promenade, but the A259 is also a main artery linking the East and West of the city and beyond, meaning there are a number conflicting modes of travel using this space.

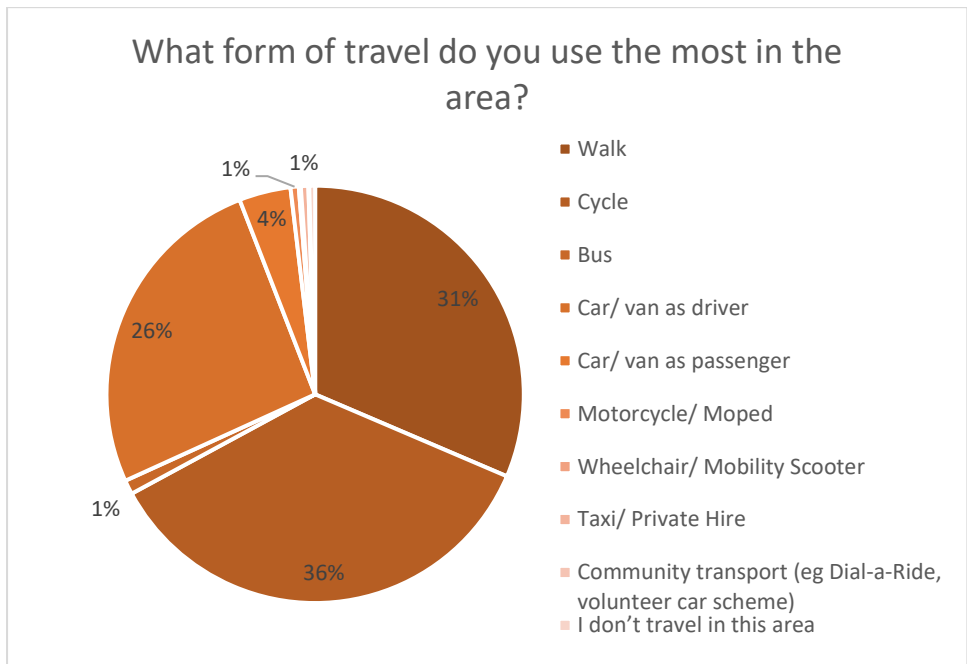


Figure 8.1.2: Main mode of travel in seafront (A259)

Table 8.1.3 shows that 43.3% of respondents were satisfied or very satisfied with the general safety of cycling in the area, and 38.3% also felt this way about the facilities for cycling in the area. However only 23.3% of the respondents felt satisfied or very satisfied with cycle parking in the area.

How satisfied are you with the following along A259 and surrounding areas?	Very Satisfied		Satisfied		Neither satisfied or dissatisfied		Dissatisfied		Very Dissatisfied		Don't know		Not applicable	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
	General safety of cycling	352	11.0	1034	32.3	539	16.9	483	15.1	321	10.0	109	3.4	360
Safety of children travelling to school	185	6.3	393	13.3	418	14.2	163	5.5	130	4.4	564	19.1	1096	37.2
Facilities for cycling	311	10.0	896	28.8	628	20.2	488	15.7	218	7.0	160	5.1	412	13.2
Cycle parking	198	6.5	511	16.8	649	21.4	569	18.7	158	5.2	409	13.5	543	17.9
Provision of BTN Bikeshare hubs	232	7.9	567	19.2	534	18.1	81	2.7	42	1.4	623	21.1	871	29.5

Table 8.1.3: General satisfaction seafront (A259)

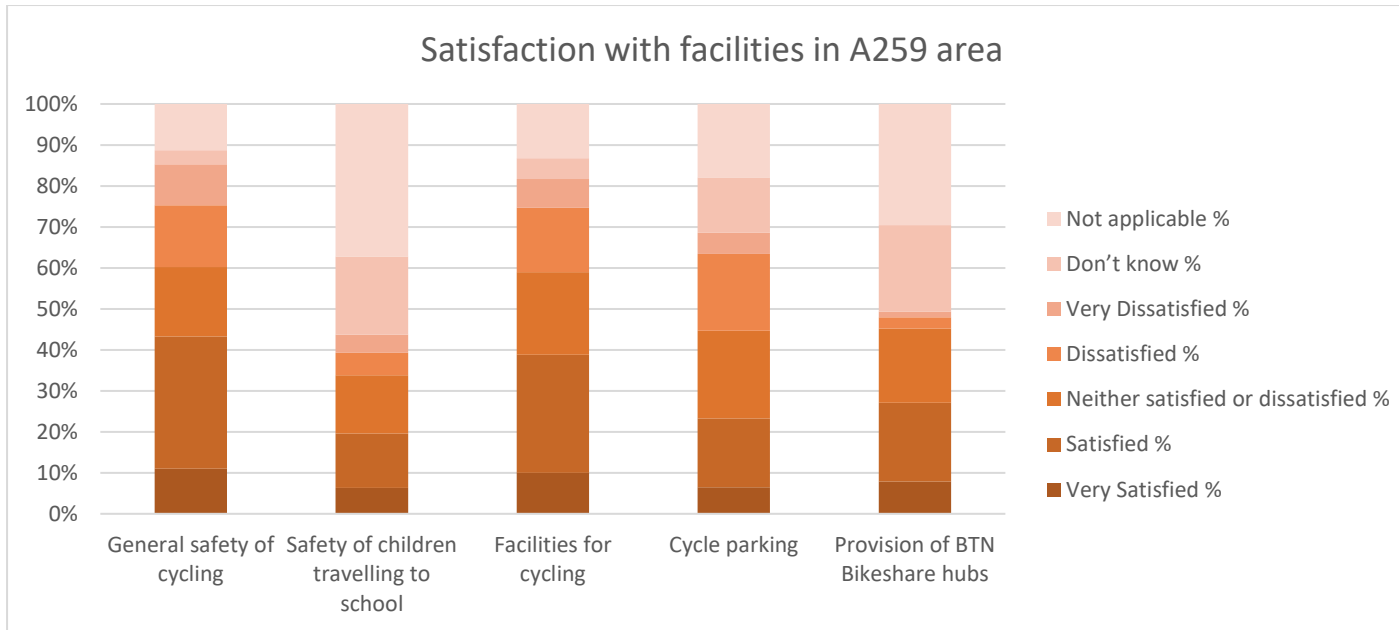


Figure 8.1.4: General satisfaction seafront (A259)



How satisfied are you with the following along A259 and surrounding areas?	Main Mode	Very Satisfied		Satisfied		Neither satisfied or dissatisfied		Dissatisfied		Very Dissatisfied		Don't know		Not applicable	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
General safety of cycling	Walk	76	7.7	288	29.1	159	16.1	174	17.6	96	9.7	55	5.6	141	14.3
	Cycle	156	13.4	538	46.2	185	15.9	220	18.9	65	5.6	0	0.0	1	0.1
	Car (as driver)	96	11.9	164	20.3	161	19.9	61	7.5	129	16.0	38	4.7	159	19.7
Safety of children travelling to school	Walk	34	3.7	99	10.8	118	12.9	51	5.6	40	4.4	186	20.4	386	42.2
	Cycle	48	4.7	136	13.2	128	12.4	69	6.7	32	3.1	234	22.7	384	37.2
	Car (as driver)	83	10.6	136	17.4	136	17.4	28	3.6	41	5.2	113	14.5	244	31.2
Facilities for cycling	Walk	80	8.4	255	26.6	187	19.5	158	16.5	55	5.7	75	7.8	148	15.4
	Cycle	97	8.6	445	39.4	259	22.9	239	21.2	56	5.0	22	1.9	12	1.1
	Car (as driver)	104	13.0	158	19.8	150	18.8	63	7.9	84	7.9	84	10.5	50	6.3
Cycle parking	Walk	54	5.7	146	15.5	182	19.4	151	16.1	47	5.0	165	17.6	195	20.7
	Cycle	49	4.4	251	22.8	269	24.4	340	30.8	69	6.3	75	6.8	50	4.5
	Car (as driver)	71	9.1	93	11.9	154	19.7	55	7.1	37	4.7	142	18.2	228	29.2
Provision of BTN Bikeshare hubs	Walk	63	6.9	213	23.2	156	17.0	38	4.1	12	1.3	190	20.7	246	26.8
	Cycle	78	7.4	222	21.1	185	17.6	23	2.2	9	0.9	240	22.8	294	28.0
	Car (as driver)	69	9.0	103	13.4	155	20.2	14	1.8	19	2.5	159	20.7	250	32.5

Table 8.1.5: General satisfaction seafront (A259) by main mode of travel

A high percentage of cyclists (59.6%) are satisfied or very satisfied with general safety of cycling along the A259 and surrounding areas but only 32.2% of car drivers feel the same. Conversely, car drivers are more likely to feel very satisfied or satisfied (38.0%) with the safety of children traveling to school than pedestrians (14.5%) and cyclists (17.9%).

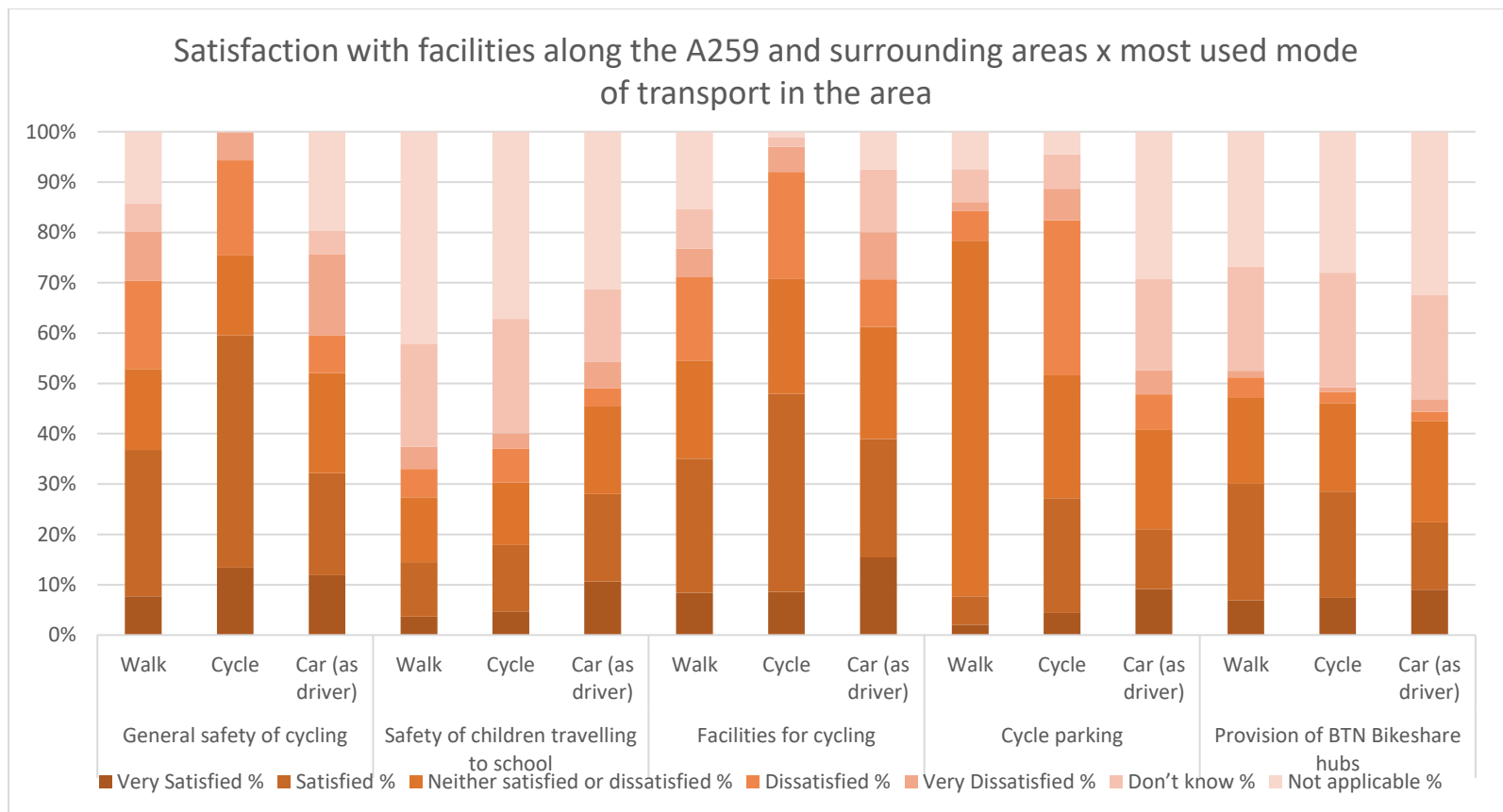


Figure 8.1.6: General satisfaction seafront (A259) by main mode of travel

## 8.2 Views on the existing temporary cycle lane

Half of respondents said they had cycled in the lane since it was installed.

Have you cycled in the temporary cycle lane since it was installed in August 2020?		
	No.	%
Yes	1650	50.0
No	1649	50.0

Table 8.2.1: Use of the existing temporary cycle lane

The 1650 respondents who had used the lane were asked to consider how they would have travelled before the lane was available.

If you have used the temporary cycle lane, thinking about the last journey you made in the lanes, how would you have travelled before the cycle lanes were installed?					
	No.	%		No.	%
Walk	148	8.9	Motorcycle/ Moped	3	0.2
Cycle: using the lane on the promenade	1185	71.5	Wheelchair/ Mobility Scooter	1	0.1
Cycle: on-road on the A259 Kingsway / Kings Road	127	7.7	Taxi/ Private Hire	1	0.1
Cycle (using a different route)	21	1.3	Train	2	0.1
Bus	17	1.0	Community transport (eg Dial-a-Ride, volunteer car scheme)	0	0.0
Car/ van as driver <sup>30</sup>	118	7.1	I didn't previously make this journey	11	0.7
Car/ van as passenger	13	0.8			
Other includes: Skateboard / longboard / roller skate / non-motorised scooter / combination of modes				11	0.7

Table 8.2.2: Previous mode of most recent journey

The majority of users of the cycle lane (71.5%) would have used the promenade lane, now designated for Eastbound cycle traffic. The reduction in cyclists on the promenade lane means there is less congested cycle traffic using this lane (only in one direction of travel) and a reduction in potential for cycle / pedestrian conflict, an issue raised elsewhere in survey responses for this scheme. 7.7% of respondents would have cycled on the road to make their journey, meaning the new protected lane has given them a designated space to use the road, improving safety. 7.9% of respondents said they would have

<sup>30</sup> Includes Car Club

used the car to make their journey (as driver or passenger) prior to the lane being installed.

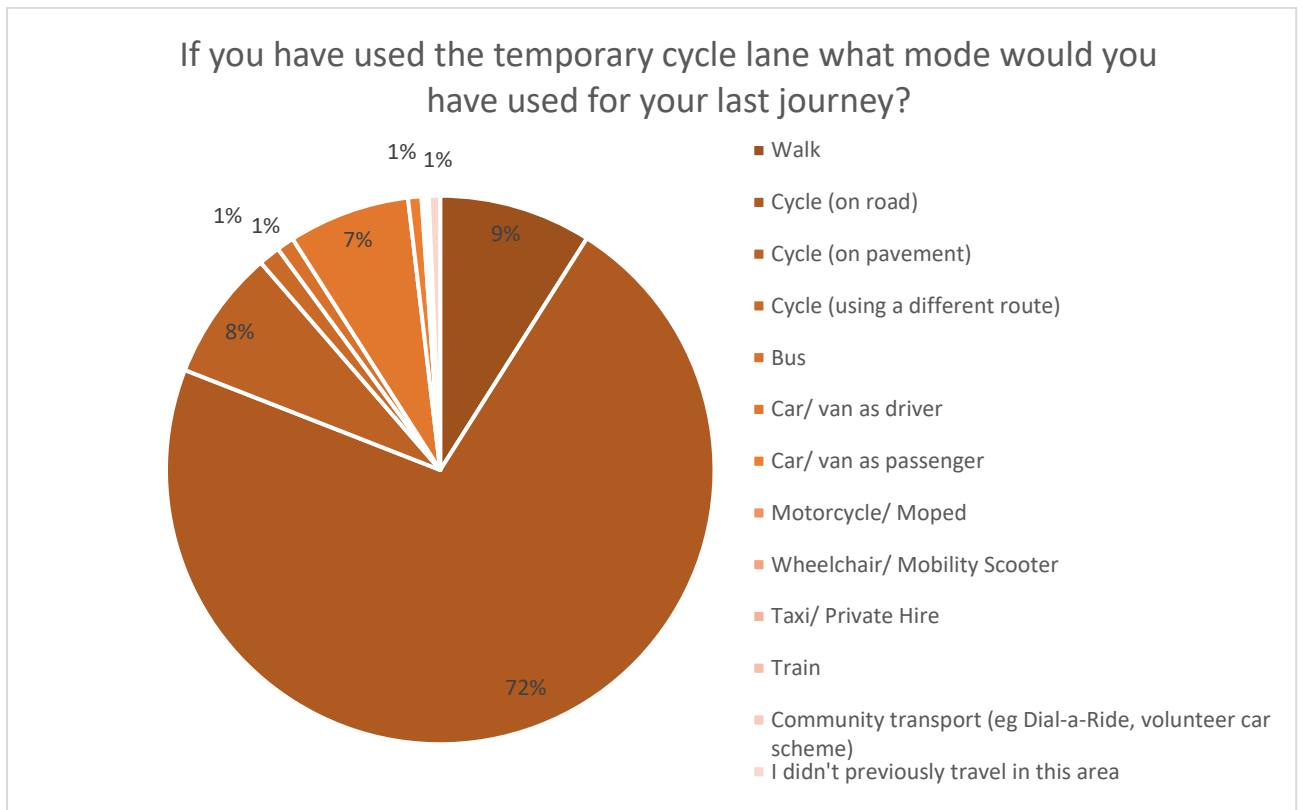


Figure 8.2.3: Previous mode of most recent journey

If you have cycled in the temporary cycle lane, how safe does this feel?	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
During the day	411	25.0	797	48.4	229	13.9	151	9.2	47	2.9	11	0.7
After dark	268	17.1	612	39.1	254	16.2	163	10.4	61	3.9	207	13.2

Table 8.2.4: Perception of safety of cycling in the existing temporary cycle lane

Most users of the cycle lane (75%) feel safe or very safe in it during the day, dropping to 56.2% after dark.

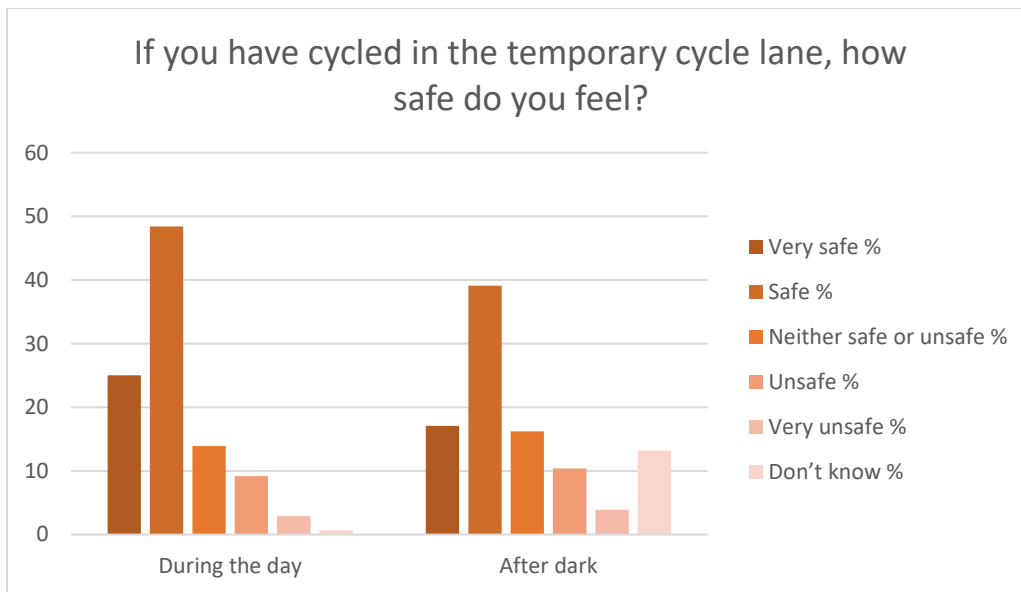


Figure 8.2.5: Perception of safety of cycling in the existing temporary cycle lane

Levels of safety indicated in Figure 8.2.5 show higher perception of safety levels reported in other areas such as Western Road or Preston Circus to Patcham Roundabout. The main issue mentioned by respondents was the risk of pedestrian conflict with the temporary lane.

237 respondents gave additional comments as to why they felt unsafe or very unsafe using the temporary cycle lane.

If you have answered either very unsafe or unsafe cycling in the temporary cycle lane, please tell us more about this (Top ten comments)	No. of times mentioned
Too much pedestrian and cycle conflict / pedestrians walk or cross the lane/ from between parked cars / crossing points unclear / dangerous to pedestrians when traffic signals ignored / confusing for all	66
Cyclists travelling the wrong way / Intended direction of lanes unclear / cyclists still use promenade lane westbound / need more signage or markings to clarify	39
Prefer to use the promenade lane as it's safer / existing route is preferable	32
Too close to traffic	25
Location of parking is dangerous / threat of 'dooring' or people existing vehicles directly into cycle lane	23
Wands do not provide enough protection / not enough physical separation to feel safe	20
Worried that drivers will still use the lane / confusing for vehicles / they are unaware of the lane	18
Increased pollution due to standing traffic	15
Poor lighting in the area	15
Poor driver attitudes or behaviour / dangerous to cyclists	14

Table 8.2.6: Reasons for feeling unsafe in the seafront (A259) temporary cycle lane

In total 198 respondents said they felt unsafe or very unsafe cycling in the temporary cycle lane during the day, and 224 said they felt this way after dark. The additional comments above are split between the two times of day below.<sup>31</sup>

If you have answered either very unsafe or unsafe cycling in the temporary cycle lane, please tell us more about this (Top ten comments)	Number of times mentioned	
	During the day	After Dark
Too much pedestrian and cycle conflict / pedestrians walk or cross the lane/ from between parked cars / crossing points unclear / dangerous to pedestrians when traffic signals ignored / confusing for all	42	42
Cyclists travelling the wrong way / Intended direction of lanes unclear / cyclists still use promenade lane westbound / need more signage or markings to clarify	22	21
Prefer to use the promenade lane as it's safer / existing route is preferable	25	24
Too close to traffic	22	23

<sup>31</sup> Comments from respondents who felt unsafe or very unsafe both during the day and after dark will appear twice. The content of their comments may refer to either time of day.

If you have answered either very unsafe or unsafe cycling in the temporary cycle lane, please tell us more about this (Top ten comments)	Number of times mentioned	
	During the day	After Dark
Location of parking is dangerous / threat of 'dooring' or people existing vehicles directly into cycle lane	20	18
Wands do not provide enough protection / not enough physical separation to feel safe	11	15
Worried that drivers will still use the lane / confusing for vehicles / they are unaware of the lane	8	14
Increased pollution due to standing traffic	14	14
Poor lighting in the area	1	11
Poor driver attitudes or behaviour / dangerous to cyclists	9	10

Table 8.2.7: Reasons for feeling unsafe in the seafront (A259) temporary cycle lane - by time of the day

All respondents were asked for their views on the temporary cycle lane.

Tell us what you think about the existing temporary cycle lane? (Top ten comments, 3357 people made comments)	No. of times mentioned
Not needed/ waste of money/ negative / already existing lane	922
General positive comments	903
Congestion/ pollution/ noise	587
Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	444
Cyclists not using/ still cycling on prom/ road	409
It's confusing/ needs better signage/ markings	400
Keep 2-way on prom / widen / improve / use Hove Lawns	243
Remove Cycle lane	167
Extend / join up/ reinstate removed part	158
Parking: review/ enforce/ keep / Zone M	143

Table 8.2.8: Comments on the existing temporary cycle lane seafront (A259)

These top ten comments are distributed by the 4 main postcode areas of the city as follows:

A259							
Comments on existing lane by postcode area (Top ten comments)	All	BN					
		Other	BN1	BN2	BN3	BN41	Other
Not needed/ waste of money/ negative / already existing lane	922	38	171	170	445	97	1
General positive comments	903	27	288	174	376	36	2
Congestion/ pollution/ noise	587	15	95	146	285	45	1
Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	444	6	116	76	207	39	0
Cyclists not using/ still cycling on prom/ road	409	9	83	89	195	32	1
It's confusing/ needs better signage/ markings	400	5	113	86	180	15	1

A259							
Comments on existing lane by postcode area (Top ten comments)	BN						
	All	Other	BN1	BN2	BN3	BN41	Other
Keep 2-way on prom / widen / improve / use Hove Lawns	243	4	52	37	127	23	0
Remove Cycle lane	167	4	28	39	77	18	1
Extend / join up/ reinstate removed part	158	7	39	36	67	8	1
Parking: review/ enforce/ keep / Zone M	143	3	26	26	75	13	0

Table 8.2.9: Comments on the existing temporary cycle lane seafront (A259) by postcode

Comments varied greatly depending on whether respondents had used the lane. Those who hadn't cycled in the lane gave largely negative views, while those who has used it were positive, although recognised the need for improvements such as clearer signage.

Have you cycled in the lane since it was installed	Top 5 comments (Existing temporary cycle lane)	No.
Yes	General positive comments	738
	It's confusing/ needs better signage/ markings	306
	Not needed/ waste of money/ negative / already existing lane	210
	Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	161
	Extend / join up/ reinstate removed part	138
No	Not needed/ waste of money/ negative / already existing lane	706
	Congestion/ pollution/ noise	464
	Cyclists not using/ still cycling on prom/ road	282
	Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	275
	General positive comments	162

Table 8.2.10: Comment on the existing temporary cycle lane seafront (A259) by use of cycle lane

Cyclists left positive comments towards the lane, while car drivers viewed it more negatively. Pedestrian opinions were largely split.

Mode	Top 5 comments (Existing temporary cycle lane)	No.
Walk	General positive comments	262
	Not needed/ waste of money/ negative / already existing lane	240
	Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	190



Mode	Top 5 comments (Existing temporary cycle lane)	No.
	Congestion/ pollution/ noise	141
	Cyclists not using/ still cycling on prom/ road	139
Cycle	General positive comments	549
	It's confusing/ needs better signage/ markings	224
	Not needed/ waste of money/ negative / already existing lane	135
	Extend / join up/ reinstate removed part	111
	Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	110
Car (as driver)	Not needed/ waste of money/ negative / already existing lane	418
	Congestion/ pollution/ noise	318
	Cyclists not using/ still cycling on prom/ road	141
	Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	110
	Remove Cycle lane	95

Table 8.2.11: Comment on the existing temporary cycle lane seafront (A259) - by main mode of travel

Comments from those with disabilities also differed from those without, although there were still a number of positive comments from those identifying as disabled.

Disability	Top 5 comments (Existing temporary cycle lane)	Number
Yes, a little	Not needed/ waste of money/ negative / already existing lane	109
	General positive comments	75
	Congestion/ pollution/ noise	62
	Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	56
	Cyclists not using/ still cycling on prom/ road	41
Yes, a lot	Not needed/ waste of money/ negative / already existing lane	135
	General positive comments	116
	Congestion/ pollution/ noise	86
	Dangerous: at traffic lights/ right turns/ dooring/ crossing the road/ for pedestrians	64
	Cyclists not using/ still cycling on prom/ road	44
No	General positive comments	682
	Not needed/ waste of money/ negative / already existing lane	599
	Congestion/ pollution/ noise	393
	It's confusing/ needs better signage/ markings	321
	Cyclists not using/ still cycling on prom/ road	297

Table 8.2.12: Comment on the existing temporary cycle lane seafront (A259) - by disability

### 8.3 Proposed temporary cycle lane extension

Respondents were asked about their use of the proposed extension between Fourth Avenue to Glendor Road. There are various options for cycling including existing cycle lanes and the direct route of the A259 and therefore questions were split into different possible sections.

Do you currently cycle along this section of the seafront? (Fourth Avenue to Glendor Road)	Yes		No	
	No.	%	No.	%
Fourth Avenue to Glendor Road: On road on A259 Kingsway	1170	37.3	1966	62.7
Fourth Avenue to Hove Street: via King's Esplanade and promenade	1462	46.4	1689	53.6
Hove Street to Glendor Road: on pavement cycle lane	1458	46.1	1702	53.9

Table 8.3.1: Current use of the proposed extension route

Table 8.3.1 above shows that respondents are currently more likely to use the cycle routes away from the road, however 37.3% of respondents do cycle on the A259 directly despite there being no dedicated cycle infrastructure on this stretch.

If you answered Yes, how safe does it feel to cycle here?	Very safe		Safe		Neither safe or unsafe		Unsafe		Very unsafe		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Fourth Avenue to Glendor Road – on-road on A259 Kingsway	162	9.2	389	22.0	308	17.5	403	22.8	121	6.9	382	21.6
Fourth Avenue to Hove Street: via King's Esplanade and promenade	277	15.3	575	31.7	359	19.8	278	15.3	39	2.1	286	15.8
Hove Street to Glendor Road: on pavement cycle lane	294	16.2	599	33.0	326	18.0	259	14.3	37	2.0	299	16.5

Table 8.3.2: Current perceptions of safety along the route of the extension

Table 8.3.2 shows that respondents cycling on the existing (off-road) cycle lanes along the route of the proposed extension feel very safe or safe, compared to those who are currently cycling on-road. Respondents feel safer cycling on the existing temporary cycle lane than they currently do on any of the proposed areas for improvement.

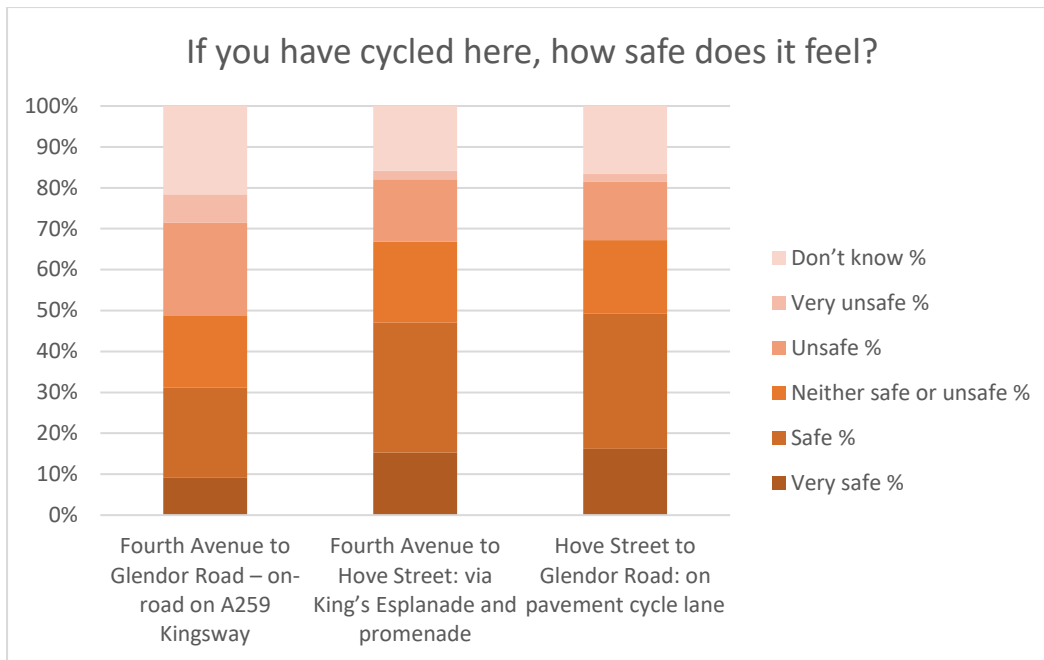


Figure 8.3.3: Perceptions of safety along the current route of the proposed extension on the A259

Respondents were asked to give more information on their answers. 469 people provided further information as to why they felt unsafe or very unsafe using the existing routes to cycle.

If you have answered either very unsafe or unsafe using existing routes to cycle, please tell us more about this (Top ten comments)	No. of times mentioned
Too much cycle and pedestrian conflict / pedestrians cross or walk in the lane / no line of sight of pedestrians emerging from cars or hedges / queue across lanes	198
The road is too busy / too many lanes of traffic / not enough space or cars drive too close / would not cycle on the road	129
The existing cycle lanes are too narrow / the lanes get too busy / can't pass cyclists / doesn't allow for two-way cycling	120
Traffic is too fast / speeding	75
Illegal parking or double parking / parked vehicles blocking cycle lanes or routes	67
It's dangerous as junctions with other cars / exiting or leaving side roads / lots of blind corners	38
Driver attitudes are poor / dangerous driver behaviour towards cyclists	35
There is not enough protection / segregation from traffic	22
Difficult to join or leave the lane / turning right is difficult/ have to cross traffic lanes to access or leave the lane	18
The road / cycle lane surface is in poor condition	12
The behaviour of other cyclists / no lights / too fast / cycling in the wrong direction for the lane	12

Table 8.3.4: Reasons for feeling unsafe along the route of the proposed extension

Overall 524 respondents said they felt unsafe or very unsafe cycling in the on-road section between Fourth Avenue to Glendor Road, 317 on the Kings Esplanade and promenade section Fourth Avenue to Hove Street, and 296 they felt this way using the Hove Street to Glendor Road on-pavement cycle lane. Additional comments from Table 8.3.4 are split between the three areas of the route in the table below.<sup>32</sup>

If you have answered either very unsafe or unsafe, cycling in sections Fourth Avenue to Glendor Road, please tell us more about this (Top ten comments)	No. of times mentioned		
	Fourth Avenue to Glendor Road – on-road on A259 Kingsway	Fourth Avenue to Hove Street: via Kings Esplanade and promenade	Hove Street to Glendor Road: on pavement cycle lane
Too much cycle and pedestrian conflict / pedestrians cross or walk in the lane / no sightline of pedestrians emerging from cars or hedges/ queue across lanes	116	129	110
The road is too busy / too many lanes of traffic / not enough space or cars drive too close / would not cycle on the road	109	51	15
Existing cycle lanes are too narrow / the lanes get too busy / can't pass cyclists / doesn't allow for two-way cycling	74	59	78
Traffic is too fast / speeding	71	30	21
Illegal parking/ double parking / parked vehicles blocking cycle lanes or routes	59	38	13
It's dangerous as junctions with other cars / exiting or leaving side roads / lots of blind corners	29	29	12
Driver attitudes are poor / dangerous driver behaviour towards cyclists	30	15	9
There is not enough protection / segregation from traffic	18	9	3
Difficult to join or leave the lane / turning right is difficult / have to cross traffic lanes to access or leave the lane	16	12	6
The road / cycle lane surface is in poor condition	12	6	2

Table 8.3.5: Reasons for feeling unsafe along the route of the proposed extension by the sections available

<sup>32</sup> Comments from respondents who felt unsafe or very unsafe in multiple sections of the route will appear more than once. The content of their comments may refer to any section.

Unsurprisingly Table 8.3.5 above shows that cyclists currently using the road made more than twice as many comments relating to poor safety on road or high levels of traffic, compared to those using the existing dedicated cycle lanes.

Respondents were also asked about their confidence using these distinct sections.

If you do cycle here, how confident do you feel cycling here?	Very confident		Confident		Neither confident or unconfident		Unconfident		Very unconfident		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Fourth Avenue to Glendor Road – on-road on A259 Kingsway	212	12.1	465	26.5	356	20.3	257	14.6	103	5.9	363	20.7
Fourth Avenue to Hove Street: via Kings Esplanade and promenade	358	19.7	665	36.6	331	18.2	150	8.3	40	2.2	273	15.0
Hove Street to Glendor Road: on pavement cycle lane	378	20.9	661	36.5	305	16.9	140	7.7	34	1.9	292	16.1

Table 8.3.6: Current confidence along the proposed route of the extension seafront (A259)

Overall respondents felt slightly more confident than they did safe using these sections, however the differences between cycling on the road and the dedicated cycle lanes remained.

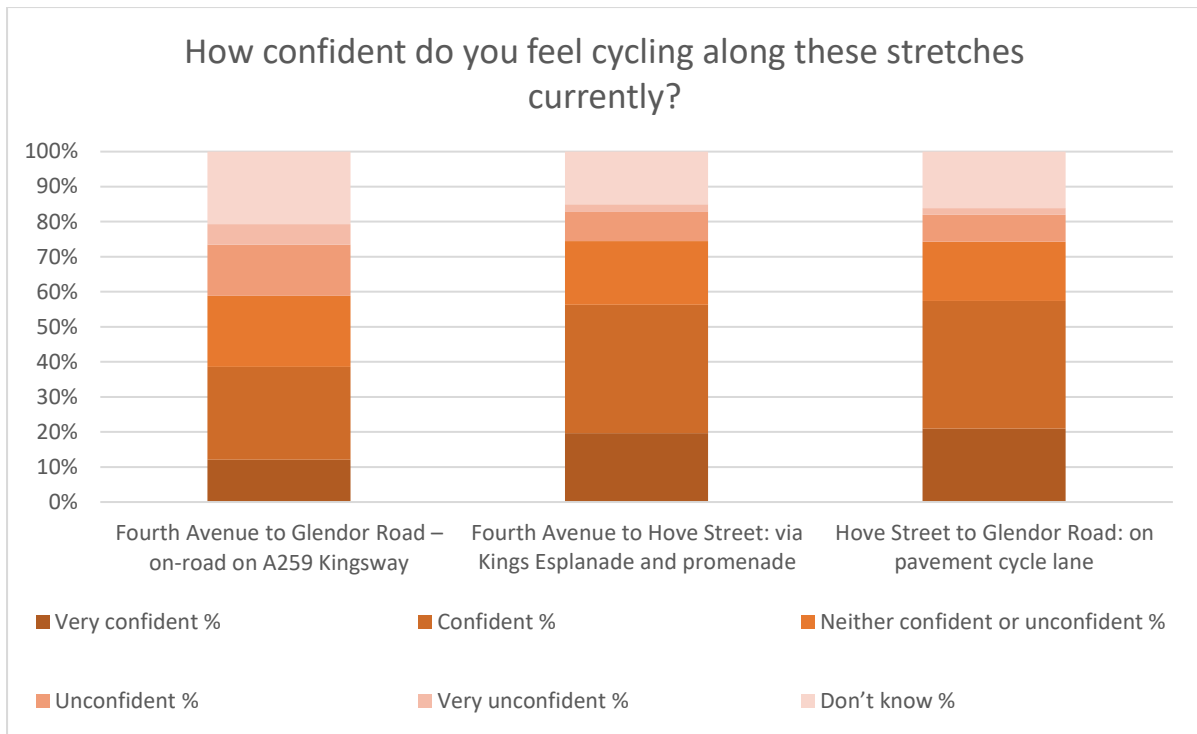


Figure 8.3.7: Current confidence along the proposed route of the extension seafront (A259)

If you have answered either unconfident or very unconfident, please tell us more about this	No. of times mentioned
Too much traffic / roads are too busy / too many lanes / changing lanes / no cycle priority	73
Too much pedestrian and cycle conflict / children and dogs in the lane / queueing across the lane / blind pedestrian crossings	46
Cycle lanes are too narrow or too busy / not enough capacity / can't cycle two-way or overtake	36
Vehicle speeds are too high / speeding	27
Generally feels too dangerous in this area to be confident / too many hazards	26
Illegal or inconsiderate parking / threat of 'dooring' / double parking / cars pulling out from parking spaces	21
Dangerous turns or junctions / forced into the path of vehicles / contraflow / sharp turns or blind corners	13
Poor driver attitudes / aggressive behaviour towards cyclists	12
Confusing lanes / not consistent or continuous	11
Poor condition of road or cycle lanes surface	6
Behaviour of cyclists / speeding / travelling the wrong direction	5
Pollution / poor air quality	4
Not enough protection or segregation from traffic	2

Table 8.3.8: Reasons for feeling unconfident along the current route of the proposed extension

Those who felt unconfident or very unconfident gave similar reasons to those who felt unsafe or very unsafe. Traffic was a large contributing factor to feeling unconfident, particularly for those cycling on the road.

If you have answered either very unconfident or unconfident, please tell us more about this	No. of times mentioned		
	Fourth Avenue to Glendor Road: on-road on A259 Kingsway	Fourth Avenue to Hove Street: via Kings Esplanade and promenade	Hove Street to Glendor Road: on pavement cycle lane
Too much traffic / roads are too busy / too many lanes / changing lanes / no cycle priority	68	22	16
Too much pedestrian and cycle conflict / children and dogs in the lane / queueing across the lane / blind pedestrian crossings	27	27	26
Cycle lanes are too narrow or too busy / not enough capacity / can't cycle two-way or overtake	22	14	24
Vehicle speeds are too high / speeding	26	9	4
Generally feels too dangerous in this area to be confident / too many hazards	22	4	3
Illegal or inconsiderate parking / threat of 'dooring' / double parking / cars pulling out from parking spaces	19	5	2
Dangerous turns or junctions / forced into the path of vehicles / contraflow / sharp turns or blind corners	8	4	2
Poor driver attitudes / aggressive behaviour towards cyclists	9	5	3
Confusing lanes / not consistent or continuous	8	8	5
Poor condition of road or cycle lanes surface	6	2	2
Behaviour of cyclists / speeding / travelling the wrong direction	2	2	3
Pollution / poor air quality	4	2	3
Not enough protection or segregation from traffic	2	0	0

Table 8.3.9: Reasons for feeling unconfident along the current route of the proposed extension by the sections available



Proposals for an extension to the temporary cycle lane include a section of advisory cycle lane (Fourth Avenue to Hove Street) and a protected section similar to the existing temporary cycle lane (Hove Street to Glendor Road). Questions about the extension were split to differentiate answers to highlight these differences.

How likely are you to use the extension to the temporary westbound cycle lane?	Highly likely		Likely		Neither likely or unlikely		Unlikely		Very unlikely		Don't know	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Fourth Avenue to Hove Street via new cycle lane on A259 Kingsway	954	31.4	427	14.1	187	6.2	194	6.4	1152	37.9	125	4.1
Hove Street to Glendor Road via new protected cycle lane on A259 Kingsway	953	31.7	417	13.9	183	6.1	182	6.1	1137	37.8	134	4.5

Table 8.3.10: Likelihood of using new proposed extension

The likelihood of using/ not using either section was similar. Just over 37% of respondents said they would be very unlikely to use the extension, reflecting a result from the public opinion survey that around 30% of respondents do not cycle.

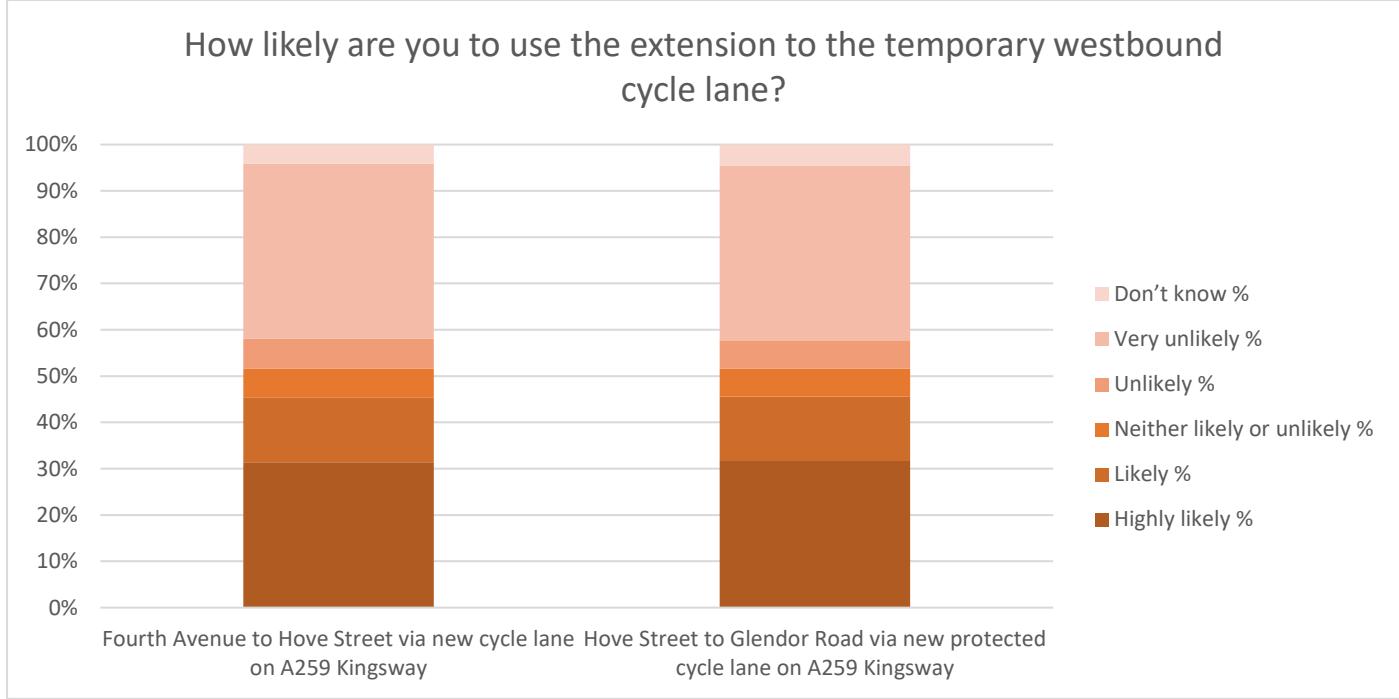


Figure 8.3.11: Likelihood of using new proposed extension

Do you currently cycle along these sections?		Fourth Avenue to Hove Street: via new cycle lane on Kingsway A259											
		Highly Likely		Likely		Neither likely or unlikely		Unlikely		Very Unlikely		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Fourth Avenue to Glendor Road: on-road on A259 Kingsway	Yes	699	60.6	203	17.6	71	6.2	46	4.0	122	10.6	12	1.0
	No	215	12.0	209	11.7	109	6.1	143	8.0	1000	56.0	110	6.2
Fourth Avenue to Hove Street: via Kings Esplanade and promenade	Yes	832	57.7	260	18.0	94	6.5	68	4.7	163	11.3	24	1.7
	No	99	6.5	155	10.2	87	5.7	119	7.9	958	63.3	96	6.3

Table 8.3.12: Likelihood of using proposed extension of those who currently cycle in the area

Respondents are more likely to want to cycle on the extension if they already cycle here. However, 424 respondents who don't currently cycle between Fourth Avenue and Glendor Road and 254 respondents who don't currently cycle between Fourth Avenue to Hove Street (via King's Esplanade) say there are likely or highly likely to use the extension.

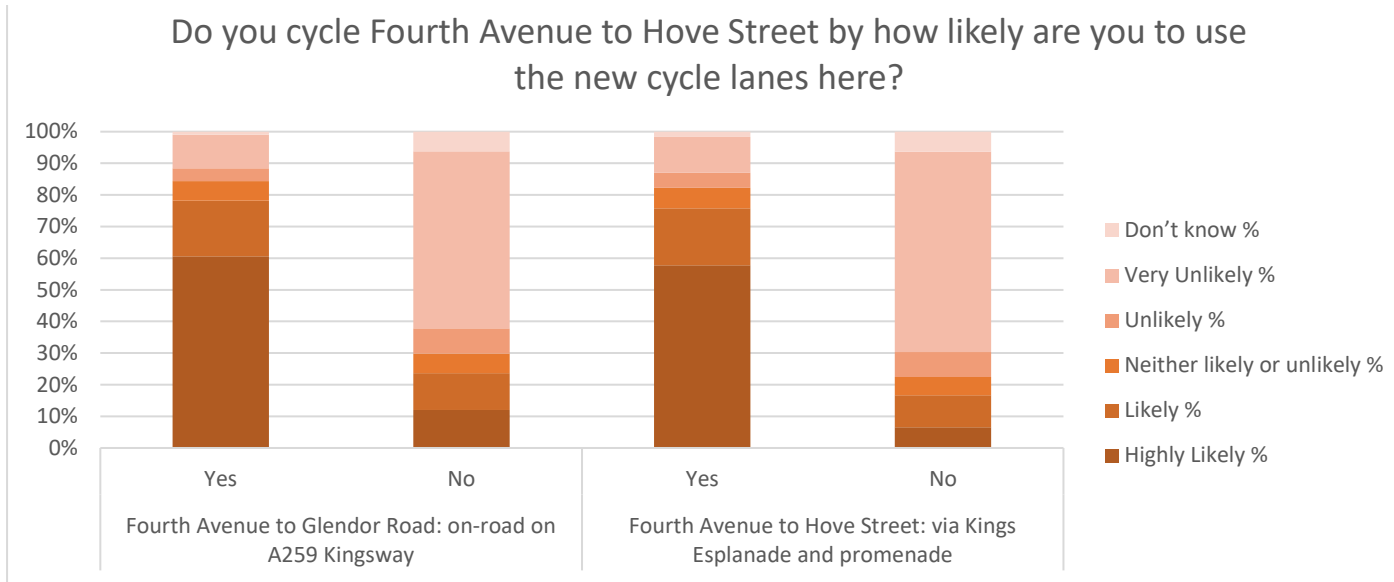


Figure 8.3.13: Likelihood of use of the advisory cycle lane extension - by current use

Hove Street to Glendor Road: via new protected cycle lanes on Kingsway (A259)													
Do you currently cycle along these sections?		Highly Likely		Likely		Neither likely or unlikely		Unlikely		Very Unlikely		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Fourth Avenue to Glendor Road: on-road on A259 Kingsway	Yes	697	60.9	199	17.4	68	5.9	49	4.3	116	10.1	15	1.3
	No	217	12.3	204	11.5	110	6.2	130	7.4	992	56.1	114	6.5

Do you currently cycle along these sections?		Hove Street to Glendor Road: via new protected cycle lanes on Kingsway (A259)											
		Highly Likely		Likely		Neither likely or unlikely		Unlikely		Very Unlikely		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Hove Street to Glendor Road: on pavement cycle lane	Yes	842	58.8	250	17.5	84	5.9	69	4.8	158	11.0	28	2.0
	No	95	6.3	161	10.7	95	6.3	109	7.2	945	62.7	103	6.8

Table 8.3.14: Likelihood of cycling on new protected A259 extension - by currently cycling

Around 75% of cyclists who currently use the road to cycle and/or the pavement lane between Hove Street and Glendor Road would be highly likely to use a new protected cycle lane between Hove Street and Glendor Road on the A259. Just under 25% of respondents who say they do not currently use the road to cycle would be likely or highly likely to do so if a protected lane were to be introduced.

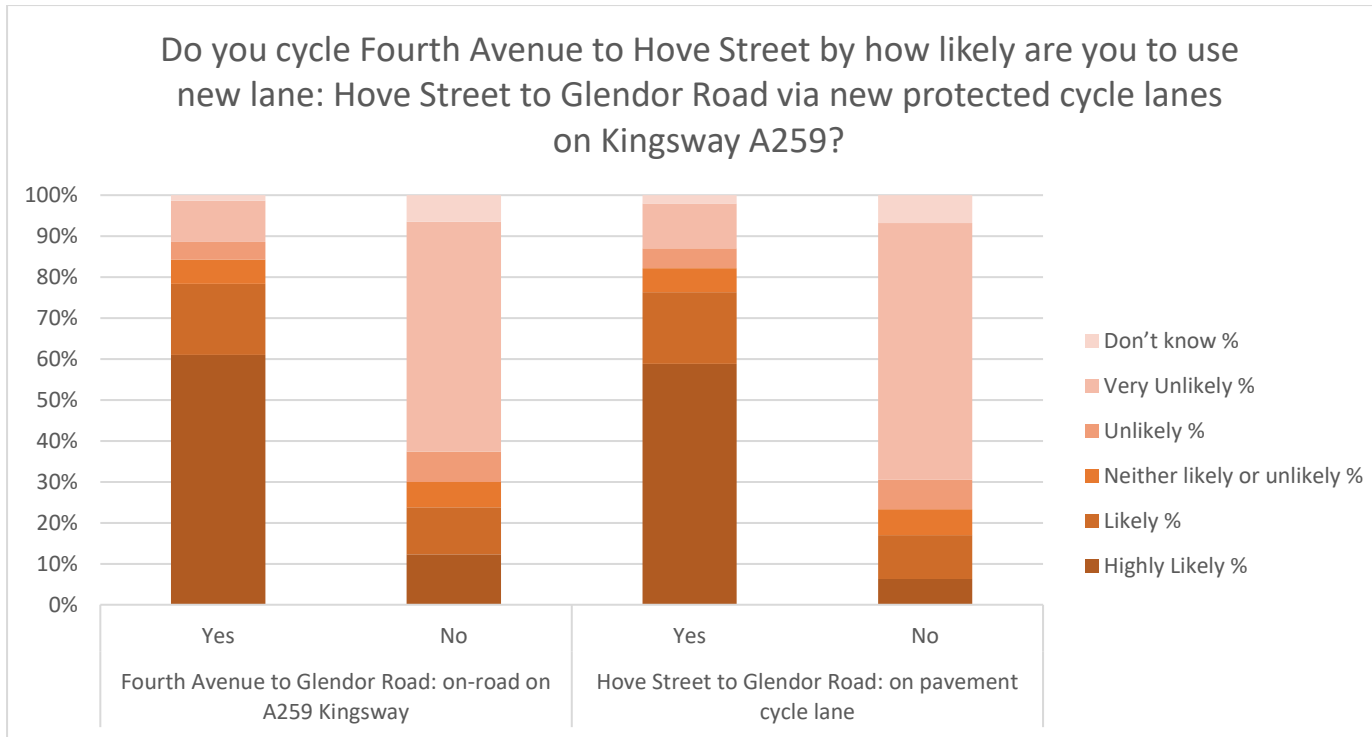


Figure 8.3.15: Likelihood of use of the protected cycle lane extension - by current use

Current cyclists indicated they were likely to use the proposed sections of the extension, along with almost 40% of pedestrians and 10% of car drivers. There were too few bus users answering the survey to add to the table below.

	Main mode in the area	Highly Likely		Likely		Neither likely or unlikely		Unlikely		Very Unlikely		Don't know	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Fourth Avenue to Hove Street: via new cycle lane on Kingsway A259	Walk	189	20.7	166	18.2	80	8.8	70	7.7	350	38.4	56	6.1
	Cycle	712	63.6	208	18.6	57	5.1	48	4.3	75	6.7	19	1.7
	Car as driver	40	5.2	41	5.3	39	5.0	54	7.7	568	73.2	34	4.4

	Main mode in the area	Highly Likely		Likely		Neither likely or unlikely		Unlikely		Very Unlikely		Don't know	
Hove Street to Glendor Road: via new protected cycle lanes on Kingsway (A259)	Walk	184	20.4	164	18.2	79	8.8	65	7.2	346	38.4	62	6.9
	Cycle	712	64.1	204	18.4	55	5.0	44	4.0	72	6.5	23	2.1
	Car as driver	43	5.6	38	5.0	39	5.1	51	6.7	562	73.4	33	4.3

Table 8.3.16: Likelihood of using the extension - by main mode of travel

There was little difference in likelihood of use between the proposed section of advisory lane or the proposed section of protected lane.

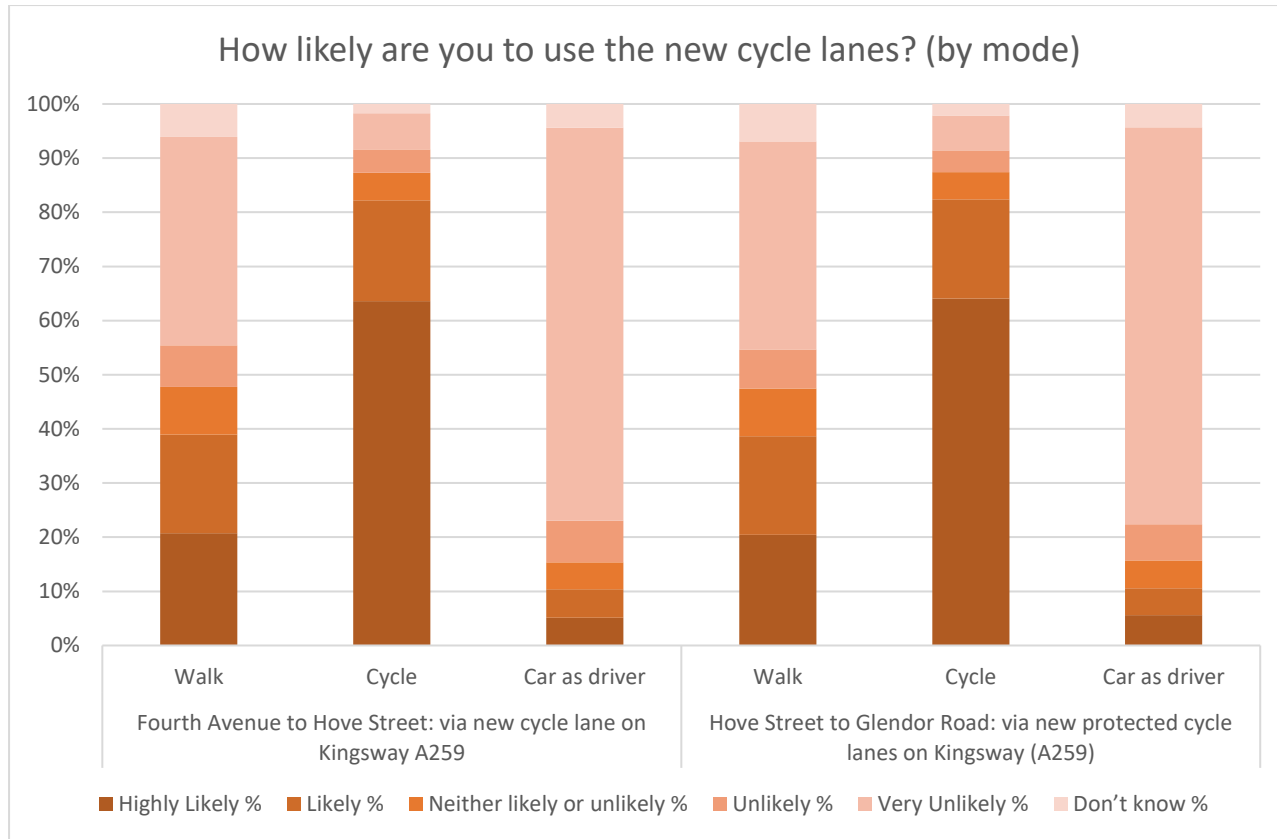


Figure 8.3.17: Likelihood of using the extension - by main mode of travel



Respondents were asked for comments on the proposal to extend the temporary cycle lane to the West

Tell us what you think about the extension to the temporary cycle lane? (Top ten comments, 1531 people left comments)	No. of times mentioned
Not needed/ waste of money/ negative in general	600
General positive comments	320
Congestion / pollution/ noise	170
Dangerous/ confusing/ road markings/ at traffic lights/ right turns/ parking/ dooring	96
Improve/ keep existing lane, put on pavement/ prom/ lawns	96
Remove Cycle lane/ supposed to be temporary	76
Extend / join up	71
Parking: keep/ review/ enforce	70
Cyclists not using lane/ won't be used	61
Separate with a kerb/ segregate the whole route	42

Table 8.3.18 Comments on proposed extension

These top ten comments are distributed by the 4 main postcode areas of the city as follows:

A259 Comments on extension by postcode area	All	BN	BN1	BN2	BN3	BN41	Other
Not needed/ waste of money/ negative in general	600	25	99	94	324	55	3
General Positive comments	320	7	97	55	142	18	1
Congestion / pollution/ noise	170	2	24	35	93	16	0
Dangerous/ confusing/ road markings/ at traffic lights/ right turns/ parking/ dooring	96	2	18	13	58	5	0
Improve/ keep existing lane, put on pavement/ prom/ lawns	96	5	12	15	56	8	0
Remove Cycle lane/ supposed to be temporary	76	6	13	13	33	11	0
Extend / join up	71	5	23	16	22	5	0
Parking: keep/ review/ enforce	70	2	13	10	40	5	0
Cyclists not using lane/ won't be used	61	3	7	12	35	4	0
Separate with a kerb/ segregate the whole route	42	1	16	10	14	1	0

Table 8.3.19 Comments on proposed extension by postcode area

Respondents who identified as having a disability or life limiting condition left similar comments to the those who did not.

Cyclists are more supportive of the proposals for the extension than users of other modes, in particular car drivers.

Mode	Top 5 comments (Extension)	No.
Walk	Not needed/ waste of money/ negative in general	156
	General positive comments	77
	Congestion / pollution/ noise	46
	Dangerous/ confusing/ road markings/ at traffic lights/ right turns/ parking/ dooring	38
	Parking: keep/ review/ enforce	27
Cycle	General positive comments	219
	Not needed/ waste of money/ negative in general	87
	Extend / join up	45
	Improve/ keep existing lane, put on pavement/ prom/ lawns	32
	Separate with a kerb/ segregate the whole route	29
Car (as driver)	Not needed/ waste of money/ negative in general	285
	Congestion / pollution/ noise	90
	Remove Cycle lane/ supposed to be temporary	46
	Improve/ keep existing lane, put on pavement/ prom/ lawns	33
	Cyclists not using lane/ won't be used	26

Table 8.3.20: Comments on proposed extension by main mode of travel in the area

Generally, people who already cycle in the area view the extension more positively than those who don't.

Do you currently use these sections?	Top 5 comments (proposed extension)	No.	
Fourth Avenue to Glendor Road – on-road on A259 Kingsway	General positive comments	186	
	Not needed/ waste of money/ negative in general	161	
	Extend / join up	36	
	Yes	Improve/ keep existing lane, put on pavement/ prom/ lawns	35
		Dangerous/ confusing/ road markings/ at traffic lights/ right turns/ parking/ dooring	
		Congestion / pollution/ noise	
	No	Not needed/ waste of money/ negative in general	417
		Congestion / pollution/ noise	126
		General positive comments	116
		Remove Cycle lane/ supposed to be temporary	63
Improve/ keep existing lane, put on pavement/ prom/ lawns		57	
Fourth Avenue to Hove Street: via King's Esplanade and promenade	General positive comments	231	
	Not needed/ waste of money/ negative in general	195	
	Yes	Improve/ keep existing lane, put on pavement/ prom/ lawns	51
		Dangerous/ confusing/ road markings/ at traffic lights/ right turns/ parking/ dooring	
		Extend / join up	
	No	Not needed/ waste of money/ negative in general	384
		Congestion / pollution/ noise	
		General positive comments	

Do you currently use these sections?		Top 5 comments (proposed extension)	No.
		Remove Cycle lane/ supposed to be temporary	62
		Improve/ keep existing lane, put on pavement/ prom/ lawns	43
		Dangerous/ confusing/ road markings/ at traffic lights/ right turns/ parking/ dooring	
		Parking: keep/ review/ enforce	
Hove Street to Glendor Road: on pavement cycle lane	Yes	General positive comments	228
		Not needed/ waste of money/ negative in general	202
		Congestion / pollution/ noise	53
		Improve/ keep existing lane, put on pavement/ prom/ lawns	52
		Dangerous/ confusing/ road markings/ at traffic lights/ right turns/ parking/ dooring	51
	No	Not needed/ waste of money/ negative in general	378
		Congestion / pollution/ noise	108
		General positive comments	81
		Remove Cycle lane/ supposed to be temporary	62
		Improve/ keep existing lane, put on pavement/ prom/ lawns	43
		Parking: keep/ review/ enforce	

Table 8.3.21: Comments on proposed extension - by routes cycled currently

Respondents were asked for comments on the Eastbound route which would remain in place as currently.

Do you have any comments about the eastbound route for cyclists, which would remain on the promenade/ King's Esplanade? (Top ten comments, 1533 people left comments)	No. of times mentioned
Improve existing/ don't duplicate lanes / keep two-way / is safer/ more attractive	346
Not needed/ keep as it is / waste of money /generally negative	268
Dangerous: Pedestrians / children wandering into lane, crossing roads/ cycling lane	226
General positive comments	197
Needs clear signage / markings	134
Segregate/ segregate more/ with a kerb	112
Cyclists need to obey Highway Code/ give way/ have insurance/ pay tax. They go too fast/ ignore pedestrians	92
Congestion/ pollution / noise	88
Cyclists: won't use/ will still use existing/ prom	78
Remove cycle lane	58

Table 8.3.22: Overall comments on the Eastbound cycle route

Similar problems with the current route were identified by both respondents who currently use it and respondents who don't.

Do you currently use this route	Top 5 comments (Eastbound route)	No.
Yes	Improve existing route	170
	Dangerous: Pedestrians / children wandering into lane, crossing roads/ cycling lane	142
	General positive comments	121
	Needs clear signage / markings	105
	Not needed/ keep as it is / Waste of money /generally negative	103
No	Improve existing route	168
	Not needed/ keep as it is / Waste of money /generally negative	162
	Dangerous: Pedestrians / children wandering into lane, crossing roads/ cycling lane	86
	General positive comments	69
	Don't put cycle lanes on A259	65

Table 8.3.23: Comments on the existing Eastbound route by current use

Across all modes used in the area it was identified this route needed to be improved, with cyclists and pedestrians identifying specific issues.

Mode	Top 5 comments (Eastbound route)	No.
Walk	Improve existing route	87
	Dangerous: Pedestrians / children wandering into lane, crossing roads/ cycling lane	87
	Not needed/ keep as it is / Waste of money /generally negative	68
	Cyclists need to obey Highway Code/ give way/ have insurance/ pay tax. They go too fast/ ignore pedestrians	51
	General positive comments	51
Cycle	Improve existing route	111
	General positive comments	109
	Dangerous: Pedestrians / children wandering into lane, crossing roads/ cycling lane	104
	Needs clear signage / markings	86
	Segregate/ segregate more/ with a kerb	61
Car (as driver)	Not needed/ keep as it is / Waste of money /generally negative	126
	Improve existing route	121
	Don't put cycle lanes on A259	57
	Congestion/ pollution / noise	49
	Remove cycle lane	34

Table 8.3.24: Comments on the existing Eastbound route - by different travel modes

Comments left by those with disabilities did not differ greatly from comments left by other respondents about this route.

## 9 EQUALITIES MONITORING INFORMATION

What is your gender?	No.	%	Citywide % <sup>33</sup>
Male	2255	51.5	49.8
Female	2054	47.0	50.2
Non-Binary	46	1.1	-
Other	19	0.4	-
<b>Total</b>	<b>4374</b>	<b>100</b>	<b>100</b>

Table 9.1: Gender

What is your age group?	No.	%	Citywide %
16 and under	4	0.1	17.2
17-24	110	2.5	15.0
25-34	384	8.7	16.4
35-44	771	17.6	16.0
45-54	1214	27.6	13.1
55-64	1058	24.1	9.3
65-74	665	15.1	6.4
75+	184	4.2	6.7
<b>Total</b>	<b>4390</b>	<b>100</b>	<b>100.0</b>

Table 9.2: Age

Which of the following best describes your ethnic group?		No.	%	Citywide %
	Arab	7	0.2	0.8
Asian/ Asian British	Bangladeshi	4	0.1	0.5
	Chinese	5	0.1	1.1
	Indian	17	0.4	1.1
	Pakistani	2	0.0	0.2
	Any other Asian Background	10	0.2	1.2
Black/ Black British	African	10	0.2	1.1
	Caribbean	10	0.2	0.3
	Any other black background	2	0.0	0.2
Mixed	Asian and white	33	0.8	1.2
	Black African and white	12	0.3	0.7
	Black Caribbean and white	10	0.2	0.8
	Any other mixed background	32	0.8	1.0
White/ White British	English/ Welsh/ Scottish/ Northern Irish	3555	84.9	80.5
	Irish	95	2.3	1.4
	Gypsy or Irish Traveller	0	0.0	0.1
	Any other white background	354	8.5	7.1
	Any other ethnic group	28	0.7	0.7
	<b>Total</b>	<b>4186</b>	<b>100</b>	<b>100</b>

Table 9.3: Ethnicity

<sup>33</sup> Census 2011

Are your day-to-day activities limited because of a health issue or disability which has lasted, or is expected to last at least 12 months?	No.	%	Citywide %
Yes, a little	469	10.7	7.5
Yes, a lot	663	15.1	8.8
No	3268	74.3	83.7
<b>Total</b>	<b>4400</b>	<b>100</b>	<b>100</b>

Table 9.4: Disability

If you answered Yes, a little or Yes, a lot, please tell us the type of your impairment?	No.	%
Physical impairment	437	44.6
Sensory impairment	57	5.8
Learning disability/ difficulty	24	2.5
Long-standing illness	227	23.2
Mental health condition	118	12.1
Developmental condition	13	1.3
Autistic spectrum	35	3.6
Other	68	6.9
<b>Total</b>	<b>979</b>	<b>100</b>

Table 9.5: Type of disability