

# 20mph Phase 2 Consultation Report

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# 1 Background

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

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

## 2 Methodology

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



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

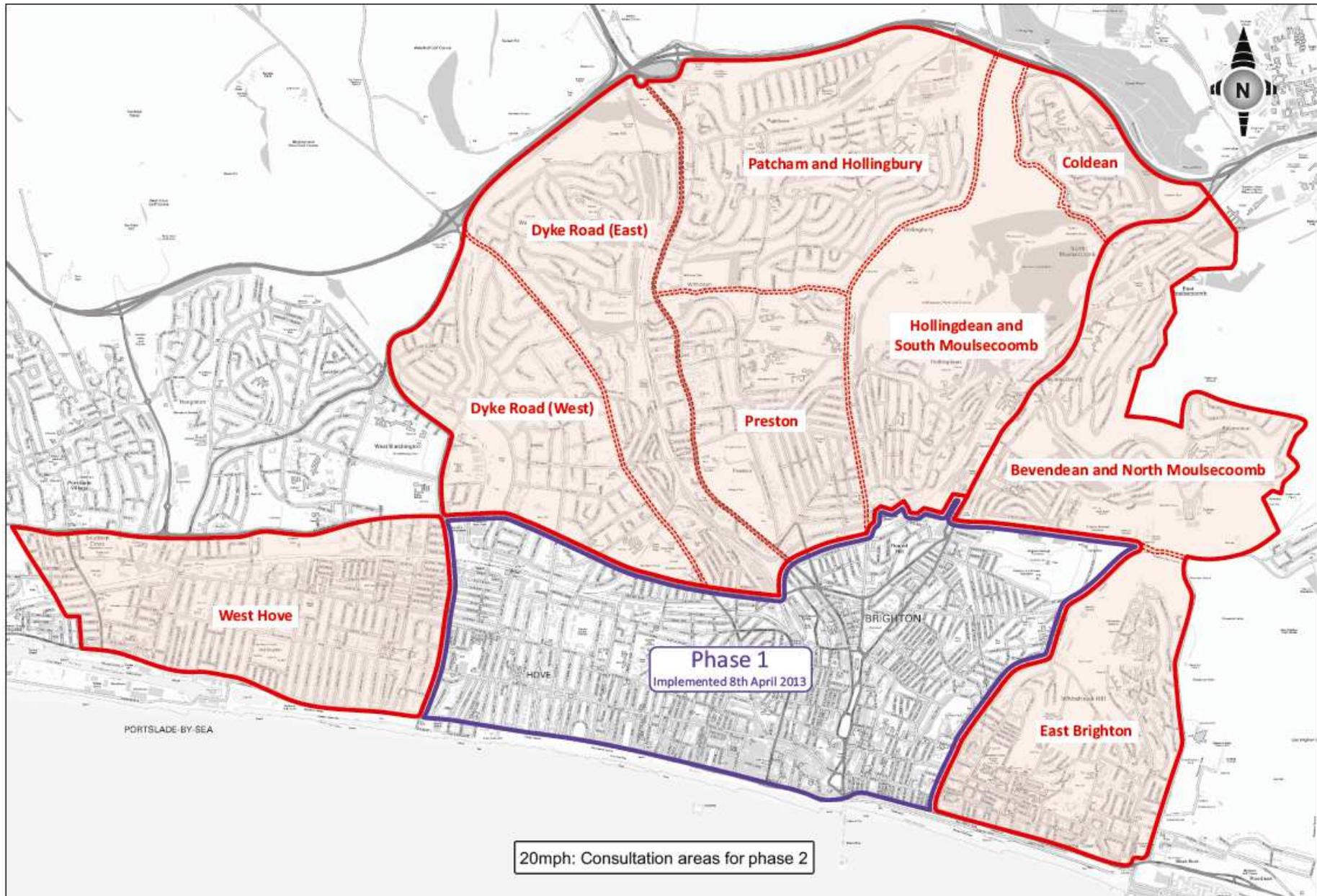
The questionnaires for each area asked the same questions, apart from one question which asked whether certain key roads within that particular area should become 20mph or remain at 30mph.

The map over the page shows the Phase 2 area and the nine neighbourhood areas.

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

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

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



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

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

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

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

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

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

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

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

### 3 Findings

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

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

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

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

#### Street identification

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

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

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

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

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

Responses for each area are shown in the following table:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Responses for each area are shown in the following table:

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

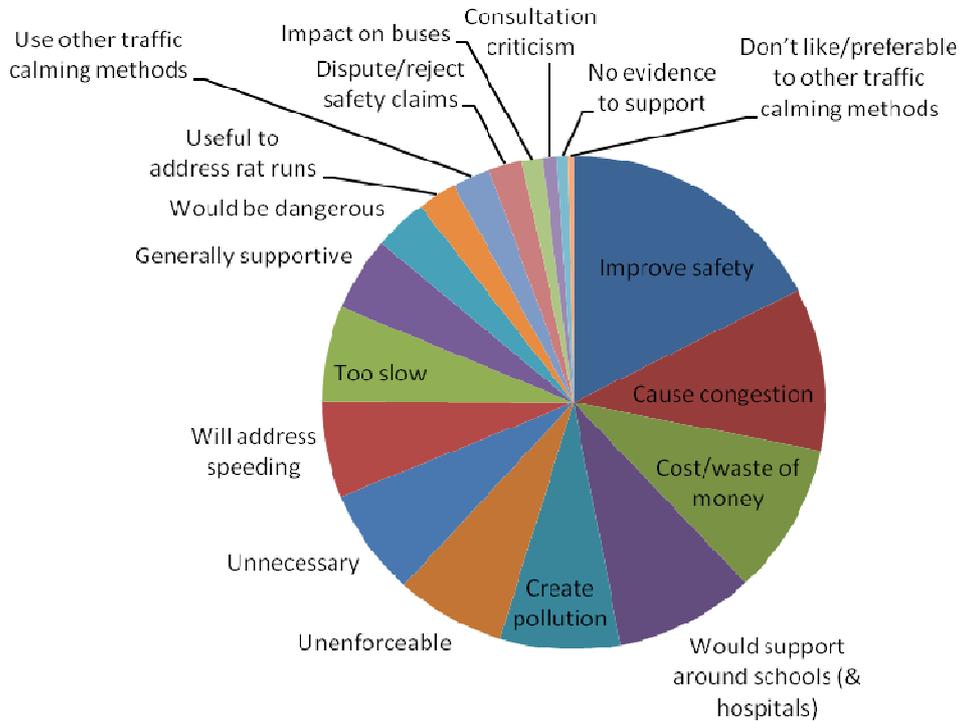
	Total respondents from area	Yes								No							
		All respondents from the Area		Respondents living within each proposed 20mph Phase 2 area <sup>3</sup>		Respondents not living within the proposed 20mph Phase 2 area <sup>4</sup>		Respondents with no address details given <sup>5</sup>		All respondents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

## Comments

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

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

## Comments from respondents living within the Phase 2 Area



### Children and/or young people in households

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

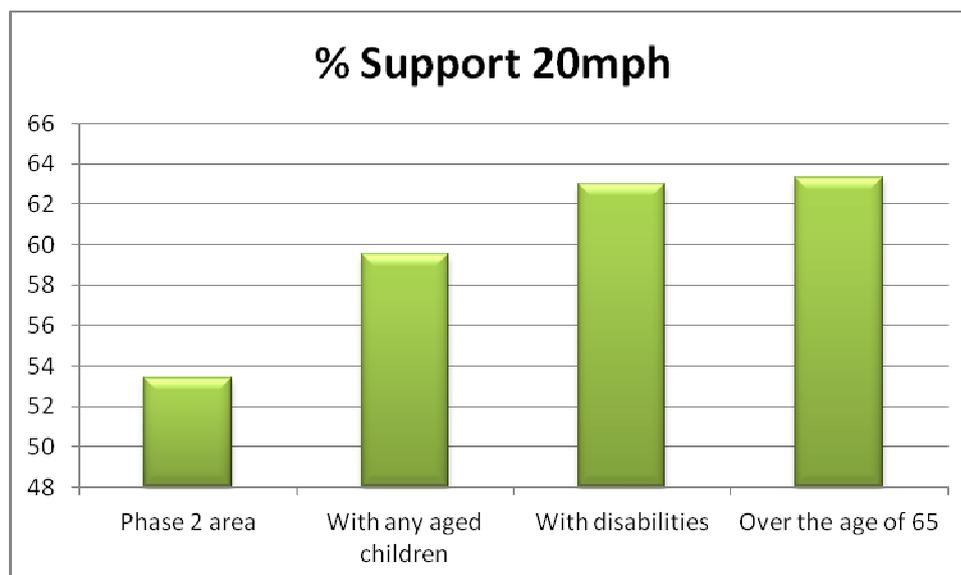
## Work/ live or own or manage a business in the area

Respondents could tick more than one option:

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

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

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



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

#### 4 Demographic Information

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Area 1 – West Hove

### Response Rate

3116 responses were received for the West Hove Area.

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

### Street identification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

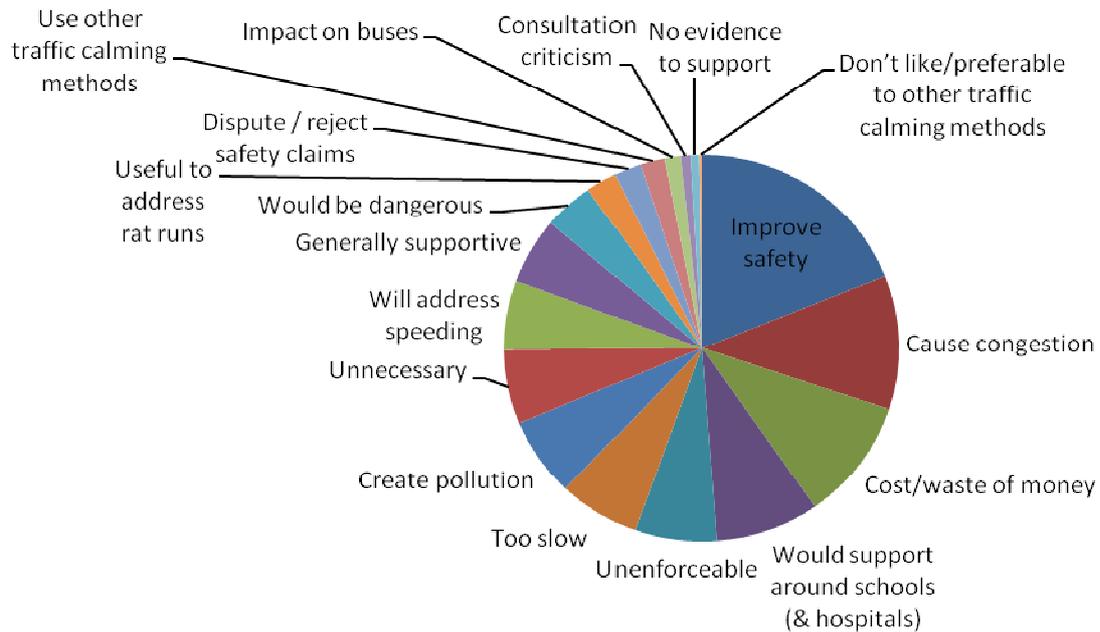
Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons.

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

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

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

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



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

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

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

### Additional Roads to stay at 30mph

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

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

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

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

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

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

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

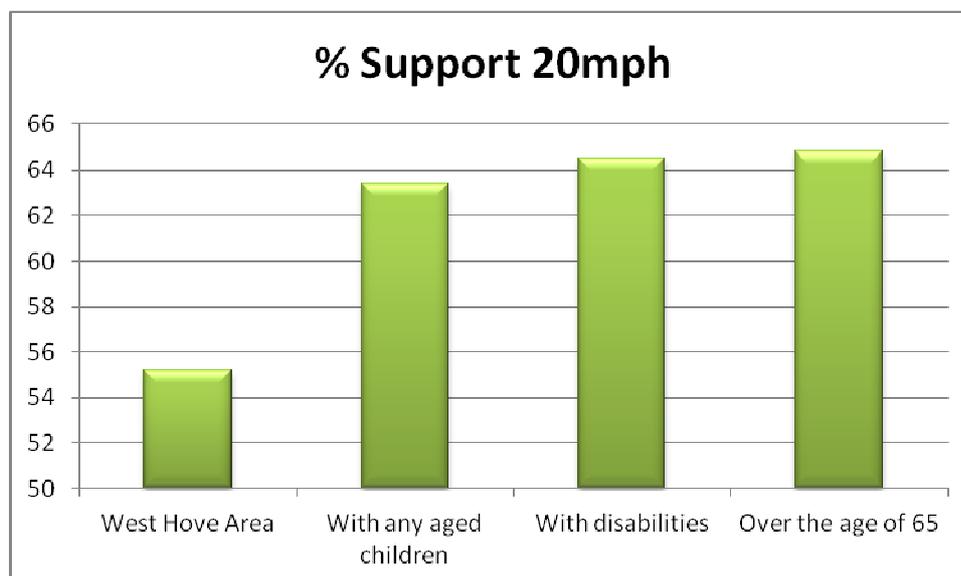
Respondents could tick more than one option:

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

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

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

Levels of support are shown in graph format below:



## Area 2 – Dyke Road West

### Response Rate

1292 responses were received for the Dyke Road West Area.

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

### Street identification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

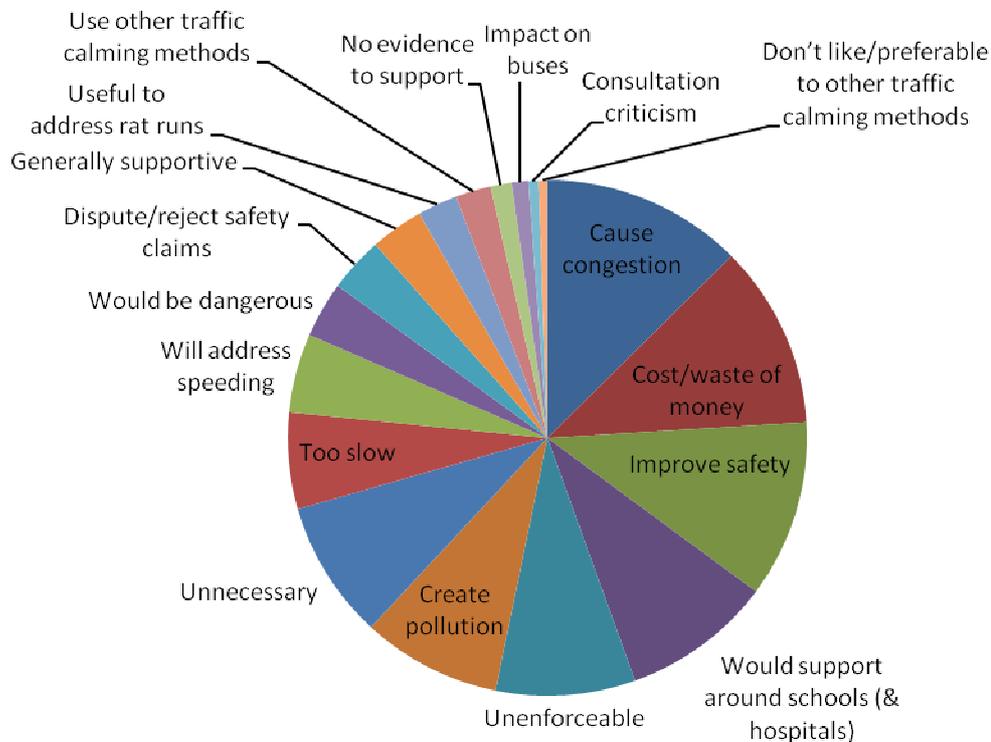
	All Respondents		Respondents living within Area 2: Dyke Road West <sup>3</sup>		Respondents not living within Area 2: Dyke Road West <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	408	32.7	330	32.9	60	34.9	18	24.7
No	839	67.3	672	67.1	112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

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

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

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

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



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

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

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

### Additional Roads to stay at 30mph

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

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

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

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

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

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

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

Respondents could tick more than one option:

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

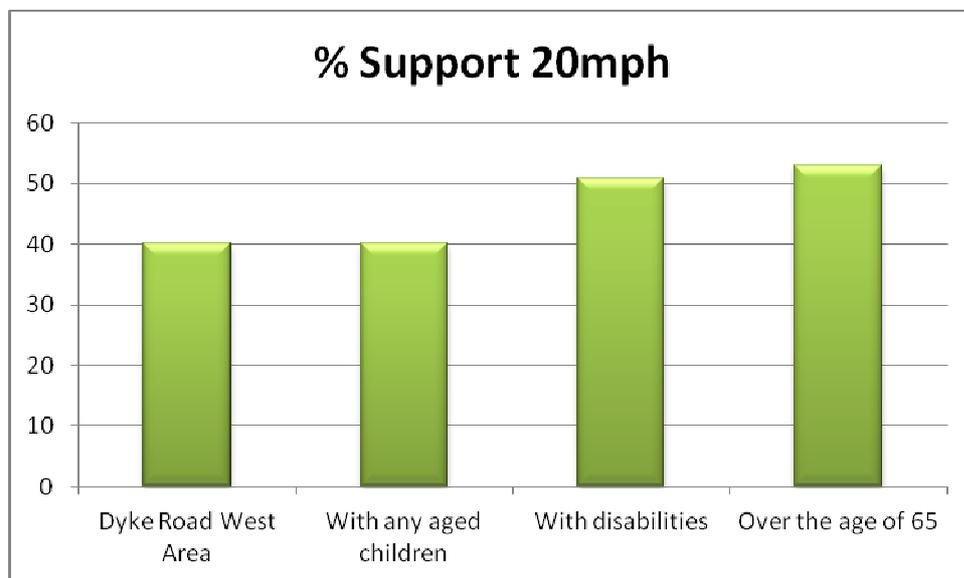
## Levels of support for 20mph for your street: respondents with children, respondents with disabilities and respondents over 65

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

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

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

Levels of support are shown in graph format below:



## Area 3 – Dyke Road East

### Response Rate

1947 responses were received for the Dyke Road East Area.

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

### Street identification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

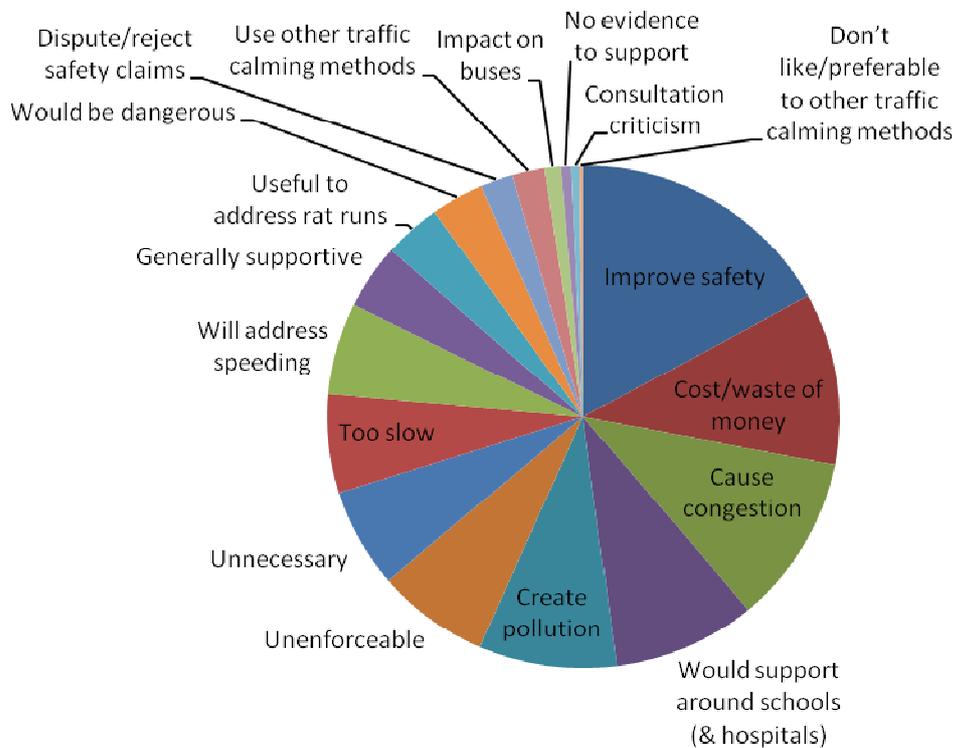
Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons

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

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

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

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



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

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

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

### Additional Roads to stay at 30mph

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

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

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

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

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

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

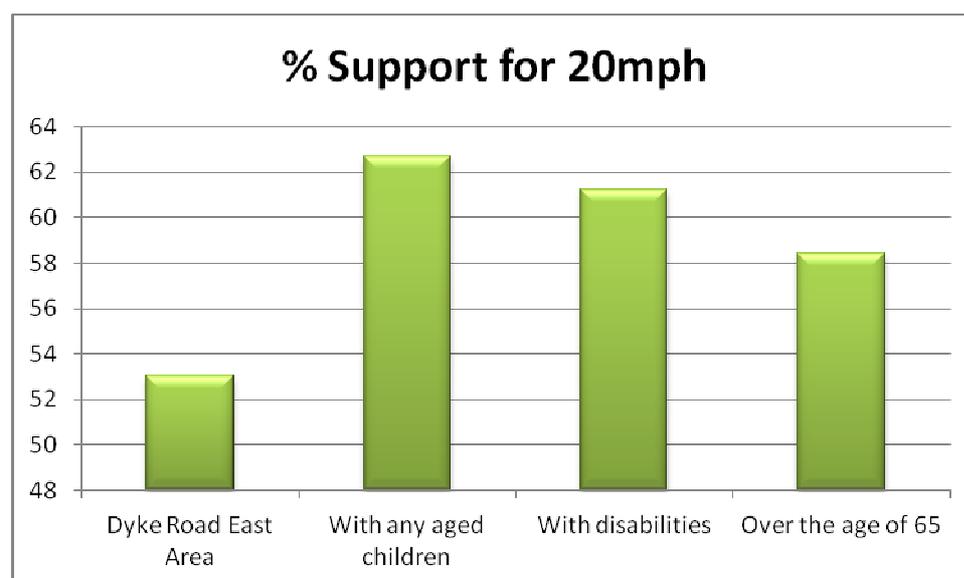
### Work/ live or own or manage a business in the Dyke Road East Area

Respondents could tick more than one option:

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

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

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



Levels of support are shown here in graph format:

## Area 4 – Preston

### Response Rate

1912 responses were received for the Preston Area.

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

### Street identification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

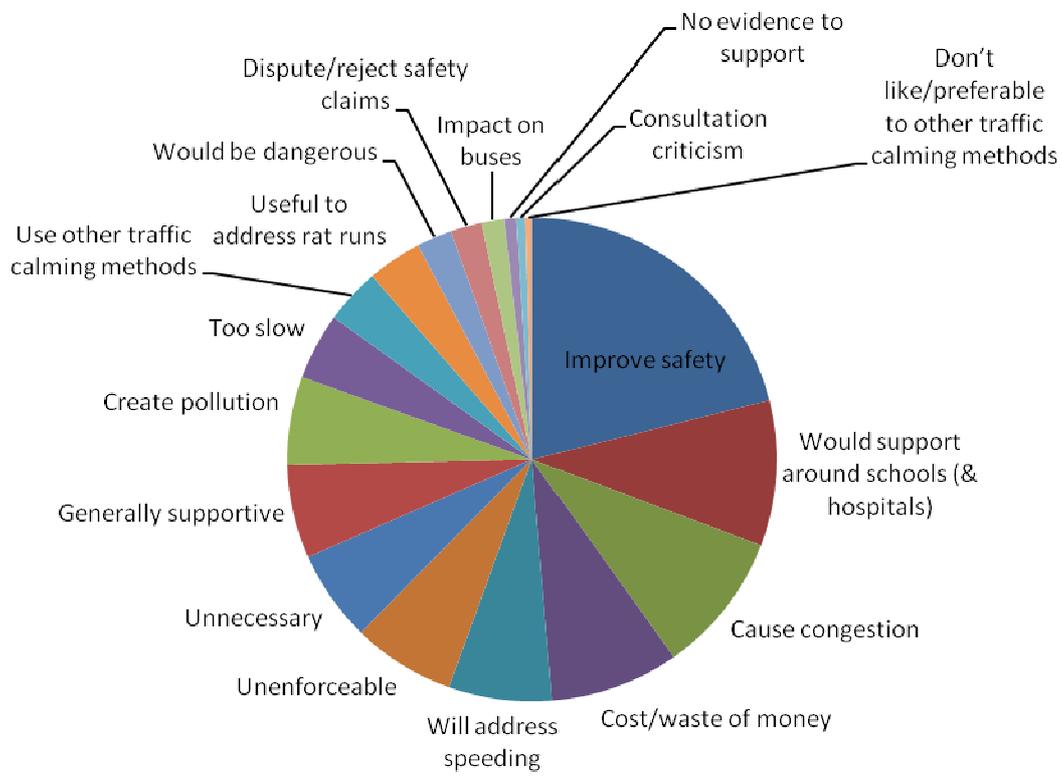
Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons

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

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

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

## Comments from respondents living within Area 4 Preston



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

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

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

### Additional Roads to stay at 30mph

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

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

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

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

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

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

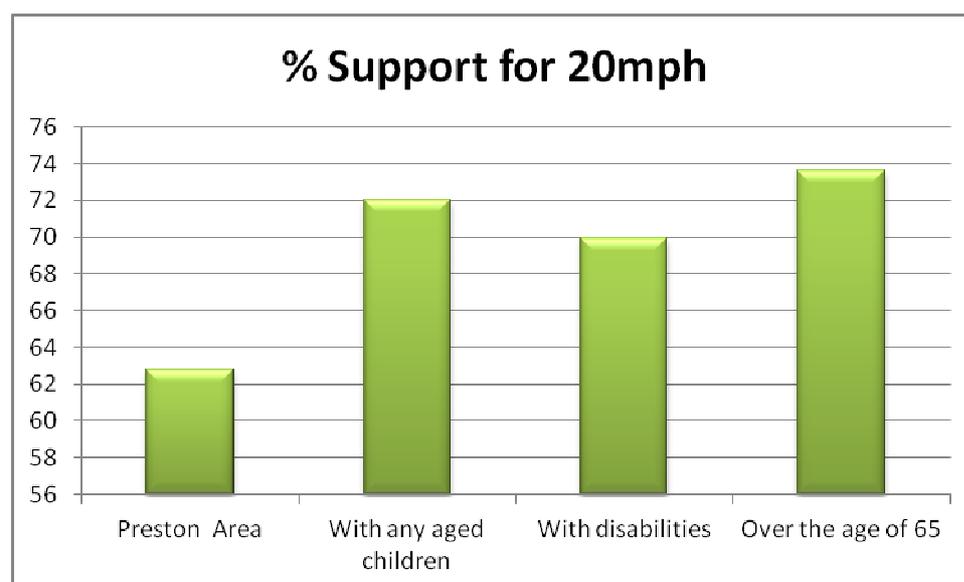
### Work/ live or own or manage a business in the Preston Area

Respondents could tick more than one option:

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

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

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



## Area 5 – Patcham and Hollingbury

### Response Rate

1996 responses were received for the Patcham & Hollingbury Area.

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

### Street identification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

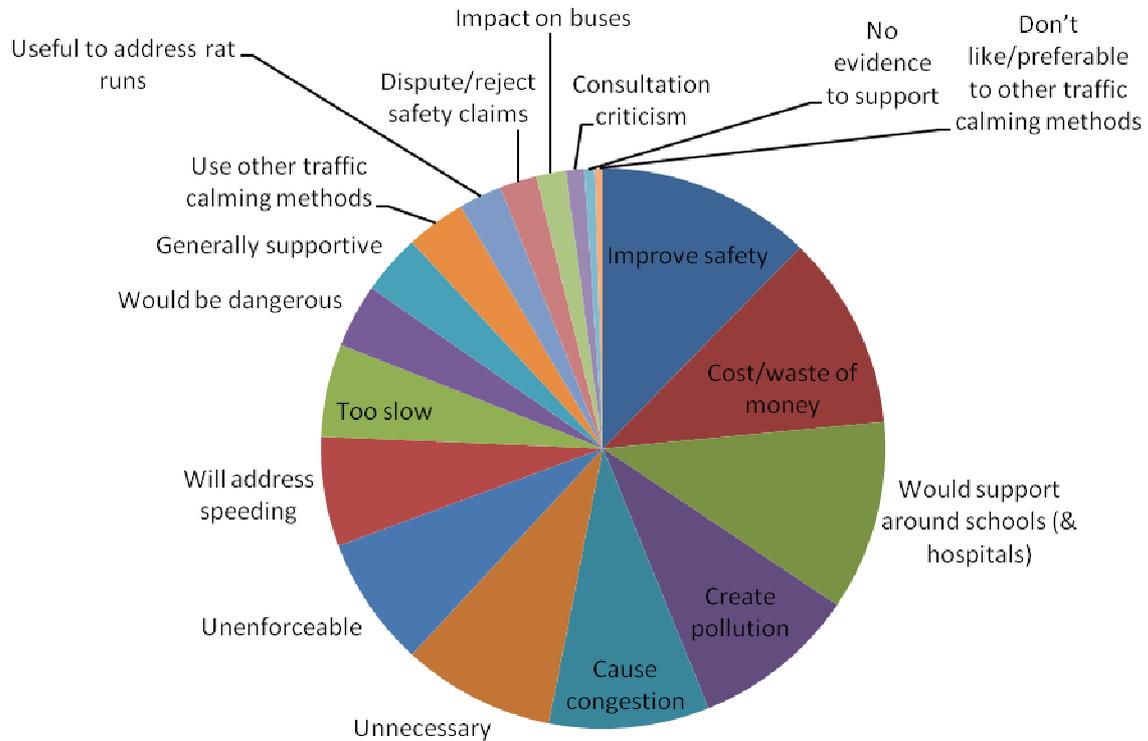
<sup>39</sup> Other includes ambulance driver, client visits, chartered surveyor, funeral director.

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

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

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

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



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

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

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

### Additional Roads to stay at 30mph

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

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

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

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

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

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

Respondents could tick more than one option:

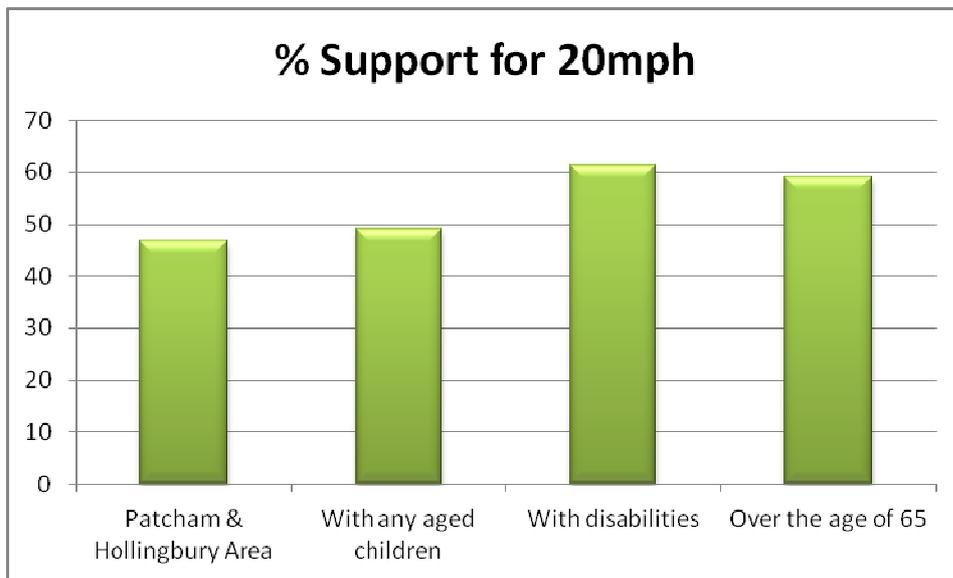
	Respondents living within Area 5: Patcham & Hollingbury <sup>3</sup>
	Number
A resident	1715
A business owner/ or manager in the area	63
A person who works in the area	142
Other (please state)	16
Total	1936

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

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

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

Levels of support are shown in graph format below:



## Area 6 – Hollingdean and South Moulsecoombe

### Response Rate

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

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

### Street identification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

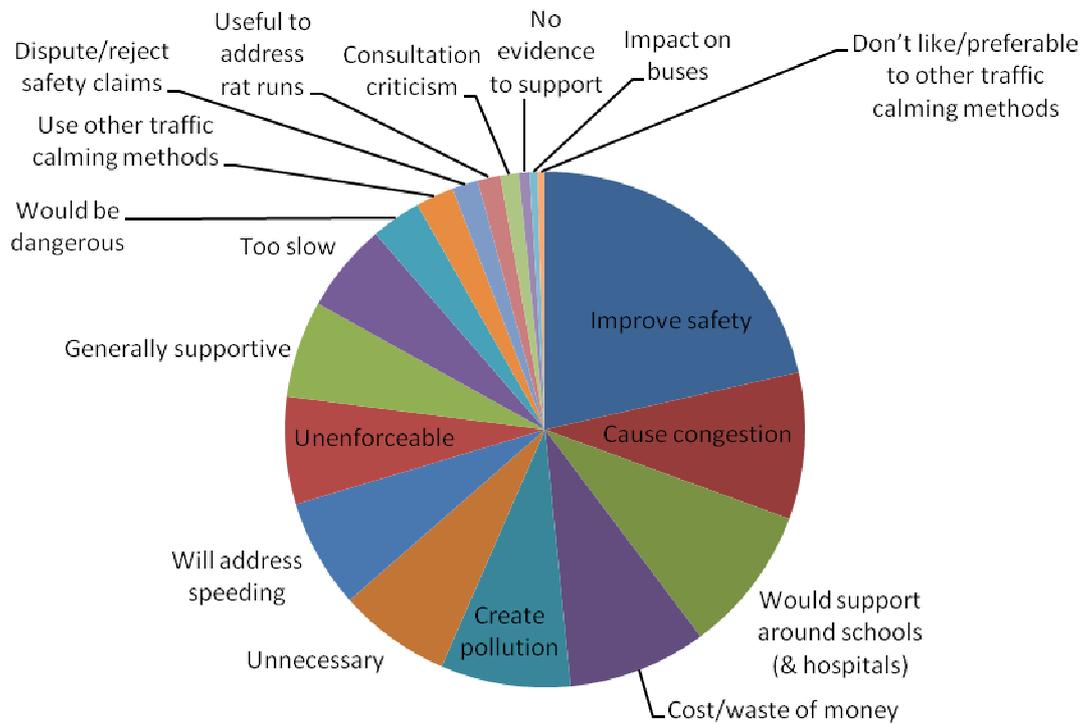
<sup>45</sup> Other includes ambulance driver, client visits, chartered surveyor, funeral director.

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

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

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

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



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

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

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

## Additional Roads to stay at 30mph

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

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

## Children and/or young people in households

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

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

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

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

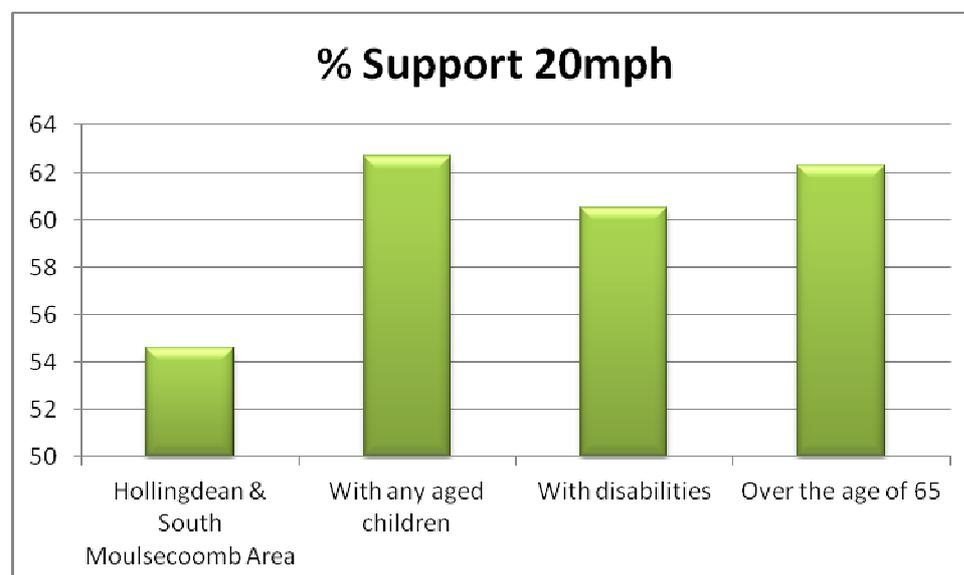
Respondents could tick more than one option:

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

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

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

Levels of support are shown in graph format below:



## Area 7 – Coldean Response Rate

490 responses were received for the Coldean Area.

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

### Street identification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

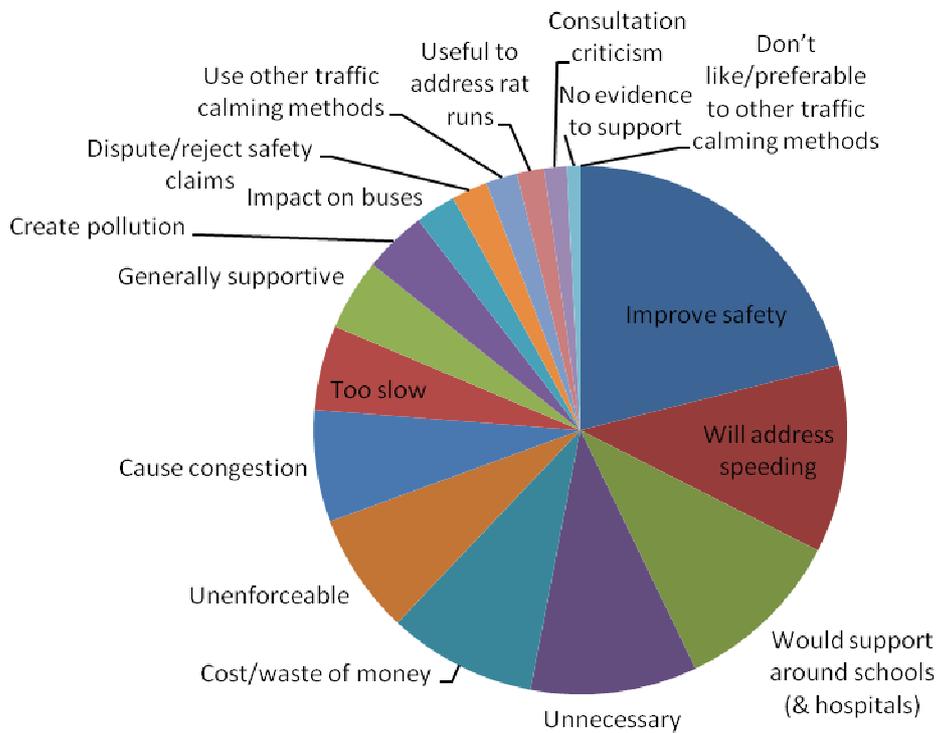
The information this provided is illustrated below.

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

(figures in red = most mentioned)

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

## Comments from respondents living within Area 7 Coldean



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

### Additional Roads to stay at 30mph

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

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

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

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

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

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

Respondents could tick more than one option:

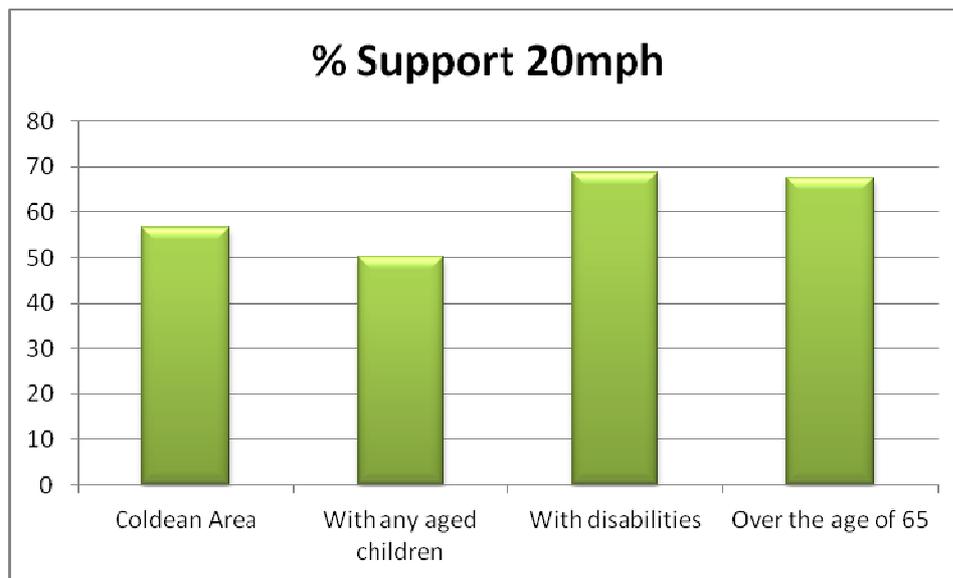
	Respondents living within Area 7: Coldean <sup>3</sup>
	Number
A resident	279
A business owner/ or manager in the area	8
A person who works in the area	9
Other (please state)	2
Total	298

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

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

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

Levels of support are shown in graph format below:



## Area 8 – Bevendean and North Moulsecoomb Response Rate

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

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

### Street identification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

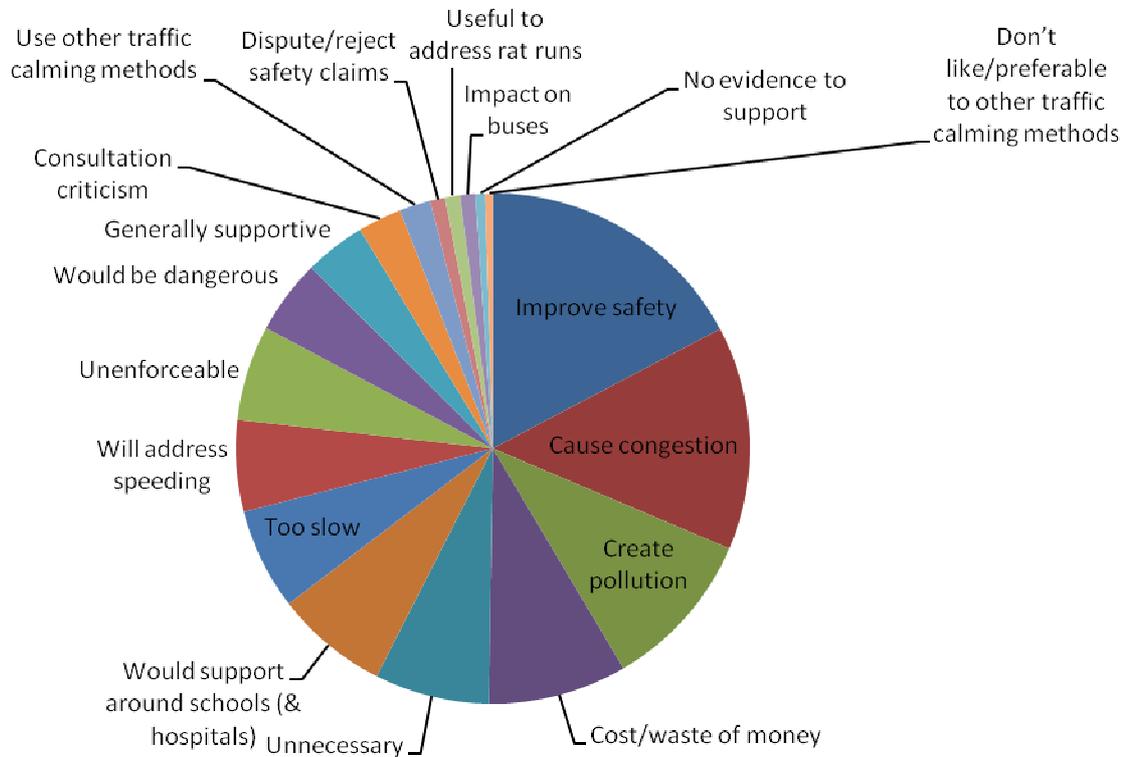
	All Respondents		Respondents living within Area 8: Bevendean & N Moulsecoomb <sup>3</sup>		Respondents not living within Area 8: Bevendean & N Moulsecoomb <sup>4</sup>		Respondents with no address details given <sup>5</sup>	
	Number	%	Number	%	Number	%	Number	%
Yes	447	42.2	384	44.3	39	32.2	24	32.9
No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

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

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

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

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



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

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

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

### Additional Roads to stay at 30mph

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

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

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

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

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

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

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

Respondents could tick more than one option:

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

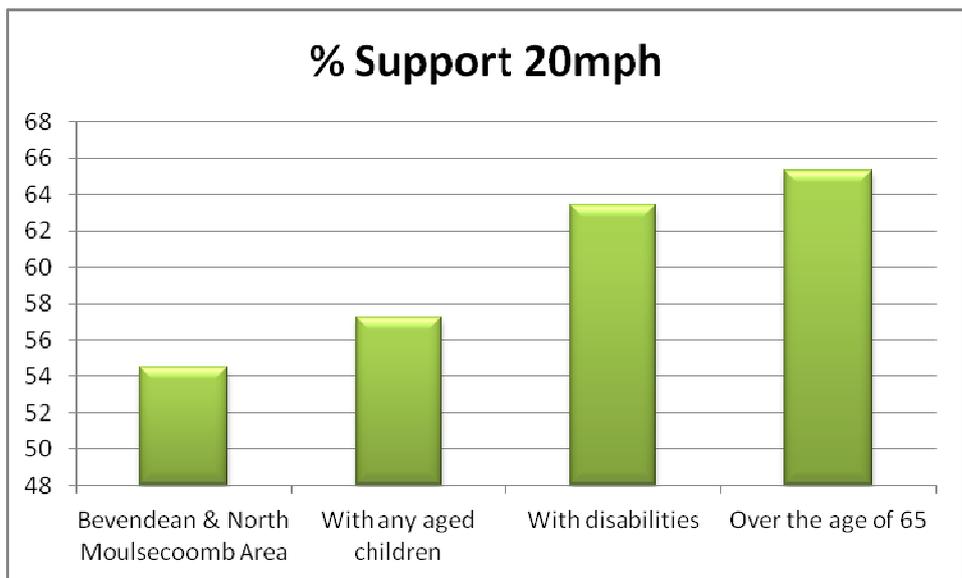
### Levels of support for 20mph for your street: respondents with children, respondents with disabilities and respondents over 65

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

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

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

Levels of support are shown in graph format below:



## Area 9 – East Brighton Response Rate

2055 responses were received for the East Brighton Area.

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

### Street identification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

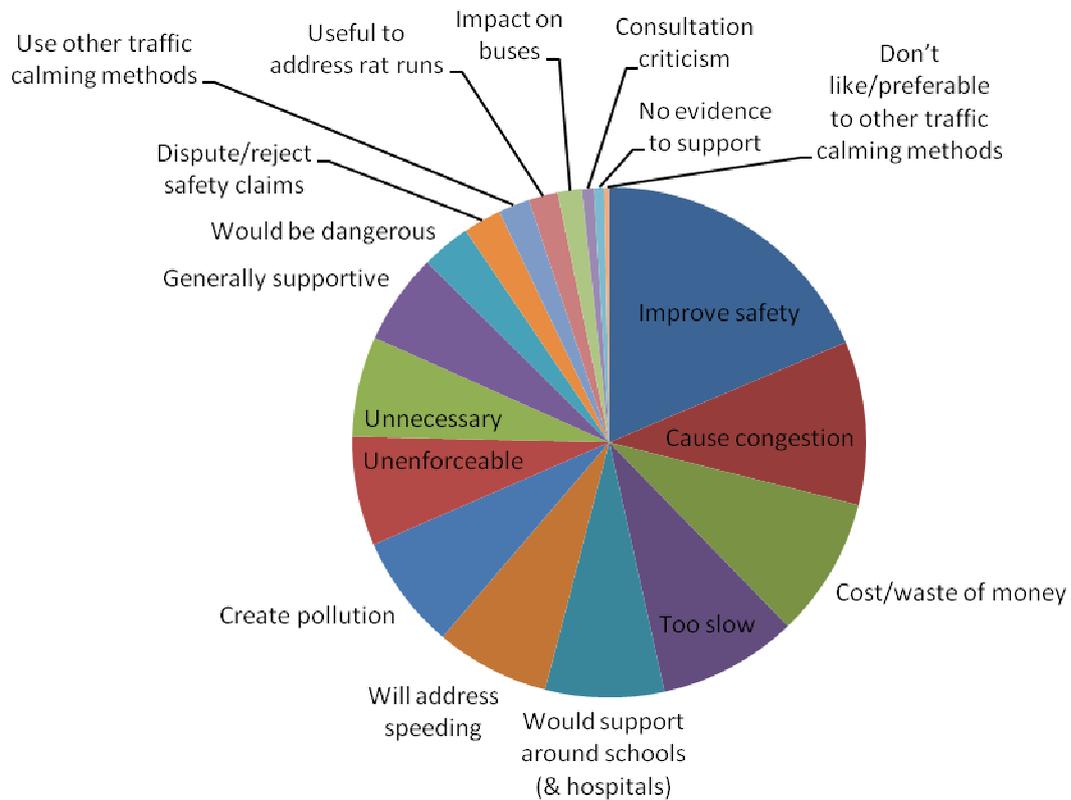
Respondents were asked to say why they did or didn't support the proposal. Not all respondents replied and those who did were able to give multiple reasons

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

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

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

## Comments from respondents living within Area 9 East Brighton



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

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

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

### Additional Roads to stay at 30mph

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

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

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

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

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

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

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

Respondents could tick more than one option:

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

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

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

Levels of support are shown in graph format below:

