

A259 Hove to Portslade Active Travel Scheme

Consultation Report

Background

The A259 is a priority strategic route in the Local Cycling and Walking Infrastructure Plan (LCWIP) and also forms part of the National Cycle Network (NCN route 2). In Hove and Portslade, this route is currently disjointed, confusing and below current design standards.

The council was awarded £4.3 million of funding by Active Travel England to make improvements along the road to support active travel. £2.7 million has also been allocated from the council's Local Transport Plan funding (spread over 3 years).

The plans include

- A separated two-way cycle lane
- New pavements and bus stops
- Safer, better aligned crossings and junctions
- New loading and disabled bays

The plans have been split into two phases:

- **Phase one** From Fourth Avenue to Wharf Road
- **Phase two** From Wharf Road to the city's western boundary

A public consultation on proposals took place between Monday 16 June and Sunday 27 July 2025.

Methodology

Information leaflets were sent to an area of 8,561 addresses (both business and residential) along the proposed route that could be directly affected by the proposals. This area also included properties just across the boundary into West Sussex and all the businesses in Shoreham Port. All people written to were invited to visit the council's digital engagement platform 'Your Voice' where they could access more information and be able to comment on the proposals.

In addition, emails inviting comments on the scheme were sent to relevant stakeholders from our external and internal stakeholder list. This included all of the West and Central Hove businesses located on the promenade and beach park area, West and Central Hove beach hut owners and relevant stakeholders in West Sussex.

The consultation was also promoted via the council's social media channels. West Sussex County Council (WSCC) assisted by including information on their consultation portal and on their Your Voice e-newsletter.

Visualisations and a fly-through video of the entire scheme were developed to support the consultation. The video received 4,500 views on YouTube, 164,000 views on Facebook and 1,500 on X.

Three in-person events were held at Hove Lagoon (Saturday 28 June, 10:30-3:30pm), King Alfred Leisure Centre (Thursday 03 July, 4-7pm) and South Portslade Community Centre (Thursday 10 July, 2-5pm). At Hove Lagoon, flyers were distributed to those passing by and using the Hove Beach Park facilities.

In addition, an online briefing was given for all Elected Members, a site visit took place with Bricycles and the designs were presented at a West Hove Forum meeting.

A disability group workshop was held in conjunction with two local disability stakeholder organisations: Possability People and BADGE, to discuss key design elements and take on board their feedback.

Directly affected businesses were also visited where we discussed the design, their business needs and adjustments we could make to ensure it works for them.

Properties in Wellington Road, where the shared use area is proposed, were sent a letter containing further information on the plans affecting them and inviting them to contact us directly or attend a drop-in event if they had concerns.

An article was also published in the July 2025 issue of the Hovarian magazine whilst The Argus published three articles and BBC and Brighton & Hove News published one each.

Headlines

910 responses were received to the consultation (once any duplicates had been merged).

The highest number of respondents were Brighton & Hove City residents (87%) with 65% located in Hove and Portslade (identified by BN3 and BN41 postcodes).

A majority of respondents showed support for most proposals (strongly agree/agree). For those questions where these numbers appear lower, there are higher numbers of 'neither agree/disagree' responses due to the specificity of question asked (disabled bays and loading bays for example).

A majority of respondents agreed that both Phases 1 and 2 would improve safety for pedestrians and cyclists. Numbers are lower for whether the proposals will improve safety for disabled people, however there are a higher number of those responding 'not sure' to this question.

A majority of Hove (BN3) respondents support the Phase 1 proposals and a majority of Portslade (BN41) respondents support the Phase 2 proposals.

585 respondents commented on Phase 1 and/or Phase 2 and/or the whole scheme. These comments have informed changes to the proposals as outlined below. 325 people did not leave any comments.

Key design changes following consultation and stakeholder feedback

Phase 1

- Re-design new crossing point near St Aubyns South to remove need for right turn vehicle ban

Phase 2

- New pedestrian crossing near St Keyna Avenue, Hove
- Move the relocated Tandridge Road bus stop from outside the Vega building, Kingsway, Hove
- Parking retained outside The Gather Inn, Kingsway, Hove
- Work with WSCC to identify if scheme can be made 2-way sooner between Church Road junction and the city boundary
- More parking mitigation where possible near St Leonard's Road / St Leonard's Avenue, Hove

Whole Scheme

- Widen buffer separator as much as possible next to parking
- Additional safety measures on shared use sections
- Ensure toucan crossing design suits needs of pedestrians and cyclists
- Review bus stop positioning for single lane areas to ensure free-flow of traffic
- Additional green spaces / planting where possible

Online survey results

910 valid responses were received¹. People were asked whether they lived in, worked in or visited the city. Some people fitted into more than one category:

	Number of respondents	% of respondents
Resident	792	87.0
Work or study here	69	7.6
Visitor	44	4.8
Business owner	12	1.3
Stakeholder	24	2.6

¹ 23 duplicate responses were removed from the analysis. Comments from these respondents were merged into the primary response to ensure all comments were captured.

The following table shows distribution of responses². 27 respondents gave no address meaning they couldn't be categorised and included in the table below, although their comments were included in the analysis.

Postcode / area	Number of respondents	% of respondents
BN1 & 2 (Brighton)	174	19.2
BN3 (Hove)	466	51.2
BN41 (Portslade)	126	13.8
West of BN41 (West Sussex)	81	8.9
Others (Outside the area)	36	4.0

Highest number of respondents live or work in the BN3 area, reflecting that most of the proposed scheme is in this area. The highest number of non-Brighton & Hove respondents came from areas west of the city boundary, reflecting the west-east commuting route.

News of the consultation reached the respondents as follows:

	Number of respondents	% of respondents
Social media	315	34.6
Information leaflet	158	17.4
Word of mouth	118	13.0
Local News	118	13.0
By email	63	6.9
The council's website	49	5.4
Other	45	4.9
I attended an event	14	1.5

Analysis of questions

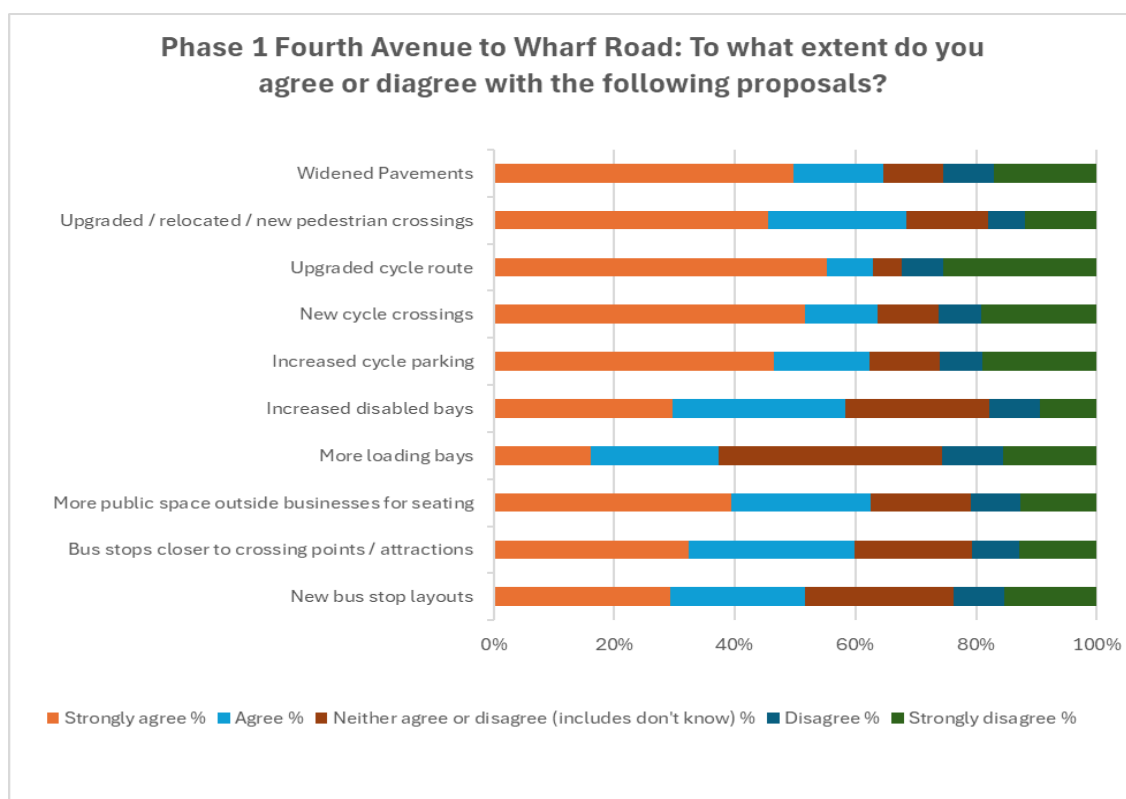
Proposals

Results are generally reported for Phase 1 and Phase 2 separately throughout the report. Differences between the two areas are highlighted where appropriate.

Respondents were presented with a list of design proposals contained within the scheme and asked to indicate the extent to which they agreed/disagreed with those proposals. The overall results are as follows (broken down into phase 1 and phase 2) and shown separately.

² Address details given were used to categorise responses into these areas.

For Phase 1, highest levels of support³ were shown for upgraded/ relocated/ new pedestrian crossing points at 68.2%, whilst lowest levels of support were shown for more loading bays at 36.4%. Support for all proposals are also shown in the graph and table below:

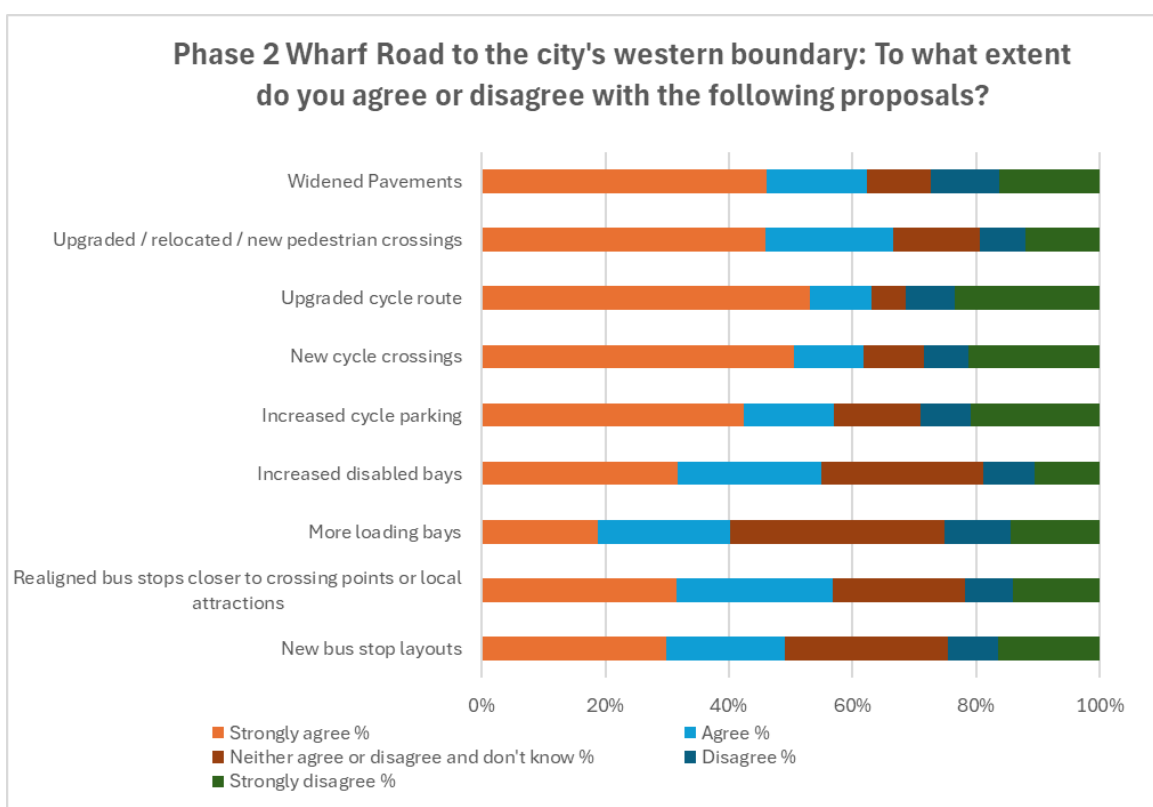


PHASE 1					Don't know / Neither agree or disagree (%)
Agree or disagree with the following proposals?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	
Widened pavements	49.8	14.8	8.3	17.0	10.0
Upgraded /relocated / new pedestrian crossing points	45.3	22.9	6.1	11.8	13.8
Upgraded cycle route	55.2	7.6	6.8	25.5	5.0
New cycle crossing points	51.6	11.9	6.9	19.2	10.3
Increased cycle parking	46.4	15.9	7.0	19.0	11.8
Increased provision of disabled parking bays	29.4	28.4	8.2	9.4	24.6
More loading bays	15.7	20.7	9.9	15.2	38.6
More public space outside businesses for seating	39.2	22.9	8.2	12.5	17.1
Realigned bus stops closer to crossing points or local attractions	32.0	27.3	7.8	12.7	20.2

³ Where levels of support are mentioned, this is defined as strongly agree % plus agree %.

PHASE 1					Don't know / Neither agree or disagree (%)
Agree or disagree with the following proposals?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	
New bus stop layouts	29.0	22.0	8.2	15.2	25.6

For Phase 2, highest levels of support⁴ were also shown for upgraded/ relocated/ new pedestrian crossing points at 66.5%, whilst lowest levels of support were shown for more loading bays at 40.2%. Support for all proposals are also shown in the graph and table below:



PHASE 2					Don't know / Neither agree or disagree (%)
Agree or disagree with the following proposals?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	
Widened pavements	46.1	16.3	11.2	16.2	10.3
Upgraded /relocated / new pedestrian crossing points	45.8	20.7	7.4	12.0	14.0
Upgraded cycle route	53.1	9.9	7.9	23.5	5.5
New cycle crossing points	50.5	11.2	7.1	21.3	9.9
Increased cycle parking	42.3	14.7	8.1	20.8	14.0

⁴ Where levels of support are mentioned, this is defined as strongly agree % plus agree %.

PHASE 2					Don't know / Neither agree or disagree (%)
Agree or disagree with the following proposals?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	
Increased provision of disabled parking bays	31.6	23.3	8.4	10.5	26.1
More loading bays	18.8	21.4	10.7	14.4	34.6
Realigned bus stops closer to crossing points or local attractions	31.5	25.2	7.6	14.1	21.6
New bus stop layouts	29.8	19.3	8	16.5	26.4

Safety

Respondents were asked to indicate whether they believed each scheme would improve safety for pedestrians, cyclists and/or disabled people. A majority of respondents agreed that both Phases 1 and 2 would improve safety for pedestrians and cyclists. Numbers are lower for whether the proposals will improve safety for disabled people, however there are a higher number of those responding 'not sure' to this question.

PHASE 1			
Will proposals improve safety for:	Yes (%)	No (%)	Not Sure (%)
Pedestrians	61.8	31.2	7.0
Cyclists	63.6	29.1	7.3
Disabled people	54.1	26.5	19.4

PHASE 2			
Will proposals improve safety for:	Yes (%)	No (%)	Not Sure (%)
Pedestrians	58.5	33.9	7.6
Cyclists	63.7	29.1	7.2
Disabled people	49.1	31.0	20.0

More likely to:

Respondents were asked to indicate whether the scheme would mean they would be more likely to use the infrastructure and/or access certain areas/amenities.

It is clear that respondents do not think they are more likely to take a bus in either area but more than half of respondents feel they would be more likely to use the cycle lane, visit the seafront or use the route to get from A to B.

PHASE 1			
More likely to:	Yes (%)	No (%)	Not Sure (%)

Use the cycle lane	59.5	37.0	3.4
Visit seafront	59.2	35.4	5.4
Visit businesses / amenities	53.5	37.6	8.9
Get from A to B	60.0	35.3	4.7
Visit friends / family	47.6	44.2	8.2
Take a bus	34.3	51.6	14.1

PHASE 2			
More likely to:	Yes (%)	No (%)	Not Sure (%)
Use the cycle lane	58.3	38.8	2.9
Visit seafront	52.8	41.4	5.8
Visit businesses / amenities	48.8	42.3	8.9
Get from A to B	57.6	37.6	4.8
Visit friends / family	43.1	49.2	7.7
Take a bus	34.3	51.1	14.6

Frequent travel in the Phase 1 area⁵

Frequent travel has been defined as once a week or more for the purposes of this report.

Driving through the area and walking are the most common forms of transport used in the Phase 1 area closely followed by cycling.

PHASE 1	Number responded
Mode frequently travelled	
Car / van as driver	334
Walk	334
Cycle	315
Car / van as passenger	115
Bus	119
Motorcycle	15
Wheelchair/ mobility scooter	12
Taxi / private hire	34
Community transport	5
Other	20

Regular cyclists show highest levels of support for all proposals in phase 1, whilst regular car/ van as driver or as a passenger are less likely to strongly agree or agree with the proposals.

⁵ More than one choice could be selected.

Levels of support from those using the top 5 modes of transport are shown in the table below:

PHASE 1						
Agree or disagree with the following proposals?	Mode frequently travelled (top 5)	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
Widened pavements	<i>Car/van as driver</i>	36.4	15.2	11.9	26.2	10.3
	<i>Walk</i>	50.2	15.8	6.7	13.8	13.5
	<i>Cycle</i>	67.6	14.3	3.5	5.6	9.1
	<i>Bus</i>	52.8	12.3	14.2	16.0	4.7
	<i>Car/van as passenger</i>	35.8	22.0	9.2	22.9	10.1
Upgraded /relocated / new pedestrian crossing points	<i>Car/van as driver</i>	32.9	24.5	9.1	18.1	15.4
	<i>Walk</i>	47.3	21.8	6.1	10.2	14.6
	<i>Cycle</i>	62.4	19.5	3.9	4.6	9.6
	<i>Bus</i>	45.2	19.2	5.8	12.5	17.3
	<i>Car/van as passenger</i>	36.9	26.1	5.4	15.3	16.2
Upgraded cycle route	<i>Car/van as driver</i>	38.7	6.9	10.5	38.4	5.6
	<i>Walk</i>	54.6	9.2	5.1	24.7	6.4
	<i>Cycle</i>	78.5	8.3	3.5	8.7	1.0
	<i>Bus</i>	56.2	4.8	8.6	21.9	8.6
	<i>Car/van as passenger</i>	37.6	12.8	11.0	33.9	4.6
New cycle crossing points	<i>Car/van as driver</i>	38.3	11.7	11.0	29.3	9.7
	<i>Walk</i>	53.9	11.9	5.5	16.7	11.9
	<i>Cycle</i>	71.6	13.1	2.8	5.5	6.9
	<i>Bus</i>	52.8	14.2	7.5	14.2	11.3
	<i>Car/van as passenger</i>	38.5	19.3	9.2	25.7	7.3
Increased cycle parking	<i>Car/van as driver</i>	33.1	12.6	9.9	29.5	14.9
	<i>Walk</i>	45.1	17	7.6	16.3	13.9

PHASE 1 Agree or disagree with the following proposals?	Mode frequently travelled (top 5)	Strongly agree (%)				Don't know / Neither agree or disagree (%)
		Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	
	<i>Cycle</i>	68.0	15.5	3.5	4.6	8.5
	<i>Bus</i>	49.5	11.7	7.8	16.5	14.6
	<i>Car/van as passenger</i>	34.3	13.0	8.3	30.6	13.9
Increased provision of disabled parking bays	<i>Car/van as driver</i>	20.6	28.2	11.6	14	25.6
	<i>Walk</i>	27.6	27.3	8.4	8.4	28.3
	<i>Cycle</i>	36	29.9	8.3	4.3	21.6
	<i>Bus</i>	42	18	6	9	25
	<i>Car/van as passenger</i>	29.1	23.6	10	13.6	23.6
More loading bays	<i>Car/van as driver</i>	12.3	18.5	14.4	19.5	35.3
	<i>Walk</i>	15.4	20	11.1	16.1	37.5
	<i>Cycle</i>	19.9	25.5	9.6	9.2	35.8
	<i>Bus</i>	20.2	17.2	12.1	17.2	33.3
	<i>Car/van as passenger</i>	13.8	21.1	10.1	26.6	28.4
More public space outside businesses for seating	<i>Car/van as driver</i>	31.0	20.5	11.8	18.2	18.5
	<i>Walk</i>	43.0	21.3	7.3	11.9	16.4
	<i>Cycle</i>	53.6	22.1	4.3	6.2	13.8
	<i>Bus</i>	46.5	18.8	9.9	13.9	10.9
	<i>Car/van as passenger</i>	33.6	18.2	8.2	20.0	20.0
Realigned bus stops closer to crossing points or local attractions	<i>Car/van as driver</i>	23.3	22.6	9.1	19.3	25.7
	<i>Walk</i>	31.0	25.4	8.1	13.7	21.8
	<i>Cycle</i>	43.3	28.7	4.4	5.1	18.5
	<i>Bus</i>	37.0	22.0	12.0	14.0	15.0
	<i>Car/van as passenger</i>	21.1	28.4	9.2	18.3	22.9
New bus stop layouts	<i>Car/van as driver</i>	21.4	20.4	9.5	22.1	26.5

PHASE 1						
Agree or disagree with the following proposals?	Mode frequently travelled (top 5)	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
	<i>Walk</i>	27.0	22.1	7.5	15.7	27.8
	<i>Cycle</i>	38.6	27.6	4.0	7.0	22.8
	<i>Bus</i>	36.4	23.2	10.1	14.1	16.2
	<i>Car/van as passenger</i>	21.1	24.8	11	20.2	22.9

Frequent travel in the Phase 2 area⁶

Frequent travel has been defined as once a week or more for the purposes of this report.

PHASE 2	Number responded
Mode frequently travelled	
Car / van as driver	414
Walk	331
Cycle	286
Car / van as passenger	172
Bus	140
Motorcycle	19
Wheelchair/ mobility scooter	8
Taxi / private hire	33
Community transport	7
Other	16

For the Phase 1 area, the top 3 frequently used transport modes (cycling, walking and driving) were almost the same but in the Phase 2 area there is more divergence between them which could be reflected by the outlying nature of the area leading to more reliance on driving, a less developed cycle route and for less places to walk to, being away from the seafront attractions and central areas of the city where there historically shows low levels of car ownership.

Regular cyclists show highest levels of support for all proposals in phase 2. Whilst regular car/ van as driver are less likely to strongly agree or agree with the proposals, 50% have still strongly agreed/agreed with the upgraded cycle route for phase 2.

⁶ More than one choice could be selected.

Levels of support for each of the proposals are shown in the table below:

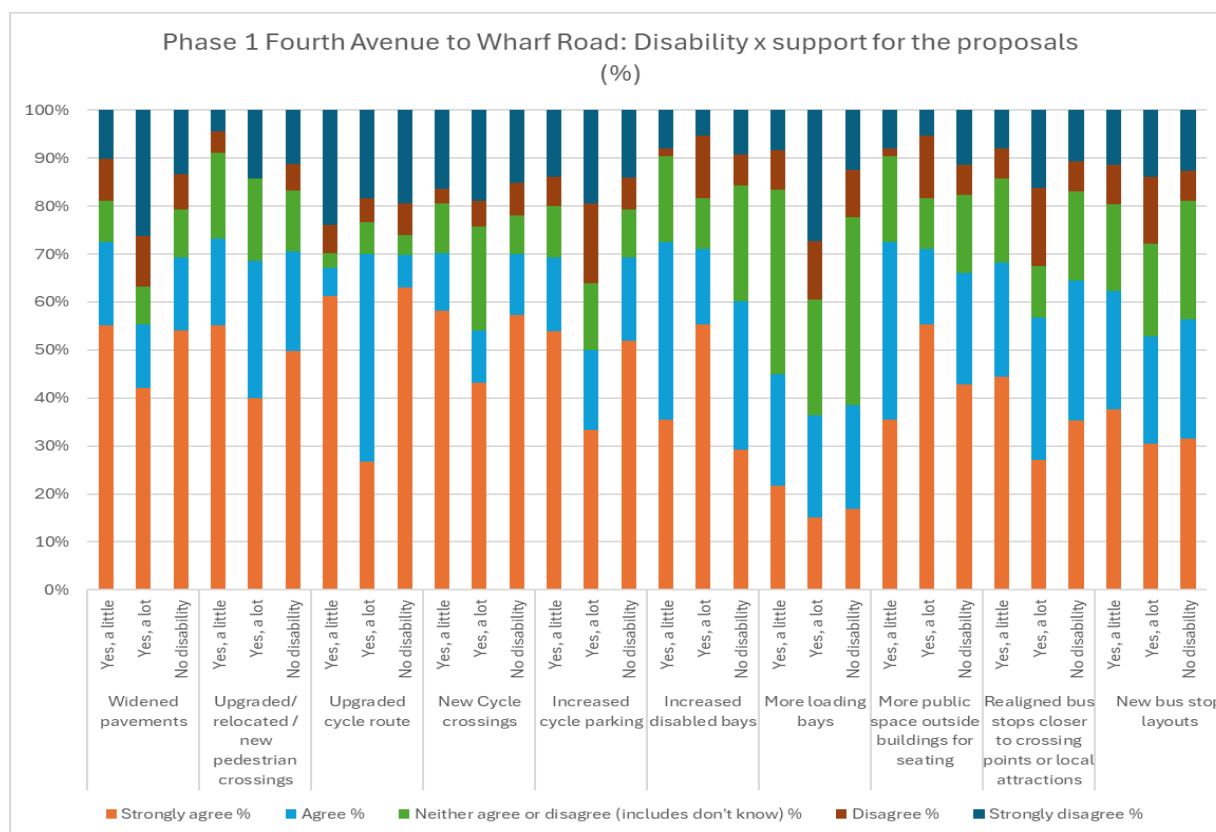
PHASE 2 Agree or disagree with the following proposals?	Mode frequently travelled (top 5)	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
Widened pavements	<i>Car/van as driver</i>	32.3	18.0	14.8	22.0	13.0
	<i>Walk</i>	46.9	14.8	13.1	14.8	10.3
	<i>Cycle</i>	63.5	15.8	4.6	8.1	8.1
	<i>Bus</i>	46.9	14.8	13.1	14.8	10.3
	<i>Car/van as passenger</i>	34.8	18.1	12.9	23.2	11.0
Upgraded /relocated / new pedestrian crossing points	<i>Car/van as driver</i>	32.9	24.9	10.7	16.4	15.1
	<i>Walk</i>	47.3	21.0	7.8	11.7	12.1
	<i>Cycle</i>	64.5	18.5	2.7	5.8	8.5
	<i>Bus</i>	47.3	21.0	7.8	11.7	12.1
	<i>Car/van as passenger</i>	34.4	22.7	9.1	18.8	14.9
Upgraded cycle route	<i>Car/van as driver</i>	40.8	9.2	11.1	31.6	7.3
	<i>Walk</i>	53.4	8.8	7.1	25.8	4.9
	<i>Cycle</i>	80.7	5.8	2.7	8.5	2.3
	<i>Bus</i>	53.4	8.8	7.1	25.8	4.9
	<i>Car/van as passenger</i>	38.4	11.3	11.3	33.1	6.0
New cycle crossing points	<i>Car/van as driver</i>	39.0	10.4	11.7	27.8	11.2
	<i>Walk</i>	50.9	10.3	7.5	22.1	9.3
	<i>Cycle</i>	73.8	10.8	3.5	6.9	5.0
	<i>Bus</i>	50.9	10.3	7.5	22.1	9.3
	<i>Car/van as passenger</i>	34.4	12.6	12.6	29.8	10.6
Increased cycle parking	<i>Car/van as driver</i>	28.9	14.0	11.6	28.1	17.4
	<i>Walk</i>	40.4	14.5	7.3	21.8	16.0
	<i>Cycle</i>	61.0	18.5	2.8	8.7	9.1
	<i>Bus</i>	40.4	14.5	7.3	21.8	16.0

PHASE 2 Agree or disagree with the following proposals?	Mode frequently travelled (top 5)	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
	<i>Car/van as passenger</i>	29.8	12.6	12.6	31.8	13.2
Increased provision of disabled parking bays	<i>Car/van as driver</i>	21.7	22.6	13.1	13.6	29.0
	<i>Walk</i>	50.9	10.3	7.5	22.1	9.3
	<i>Cycle</i>	37.9	26.6	6.5	4.8	24.2
	<i>Bus</i>	30.1	22.1	8.8	11.0	27.9
	<i>Car/van as passenger</i>	23.3	23.3	10.0	16.0	27.3
More loading bays	<i>Car/van as driver</i>	13.2	18.3	16.0	18.0	34.6
	<i>Walk</i>	18.6	20.8	12.0	17.9	30.7
	<i>Cycle</i>	23.2	22.8	8.1	9.8	36.2
	<i>Bus</i>	18.6	20.8	12.0	17.9	30.7
	<i>Car/van as passenger</i>	14.0	21.3	14.0	20.7	30.0
Realigned bus stops closer to crossing points or local attractions	<i>Car/van as driver</i>	23.0	23.3	11.6	19.7	22.4
	<i>Walk</i>	30.5	24.4	9.1	14.9	21.1
	<i>Cycle</i>	42.4	25.6	3.2	8.8	20.0
	<i>Bus</i>	30.5	24.4	9.1	14.9	21.1
	<i>Car/van as passenger</i>	23.3	27.3	8.7	20.0	20.7
New bus stop layouts	<i>Car/van as driver</i>	20.9	17.0	11.7	22.1	28.2
	<i>Walk</i>	30.9	16.7	9.1	17.1	26.2
	<i>Cycle</i>	41.4	22.9	3.2	8.8	23.7
	<i>Bus</i>	30.9	16.7	9.1	17.1	26.2
	<i>Car/van as passenger</i>	22.8	17.4	10.7	22.8	26.2

Levels of support for the proposals by disabled respondents

Disability	Number	%
Yes, a little	103	14.6
Yes, a lot	60	8.5
No	544	76.9
Total	707	100

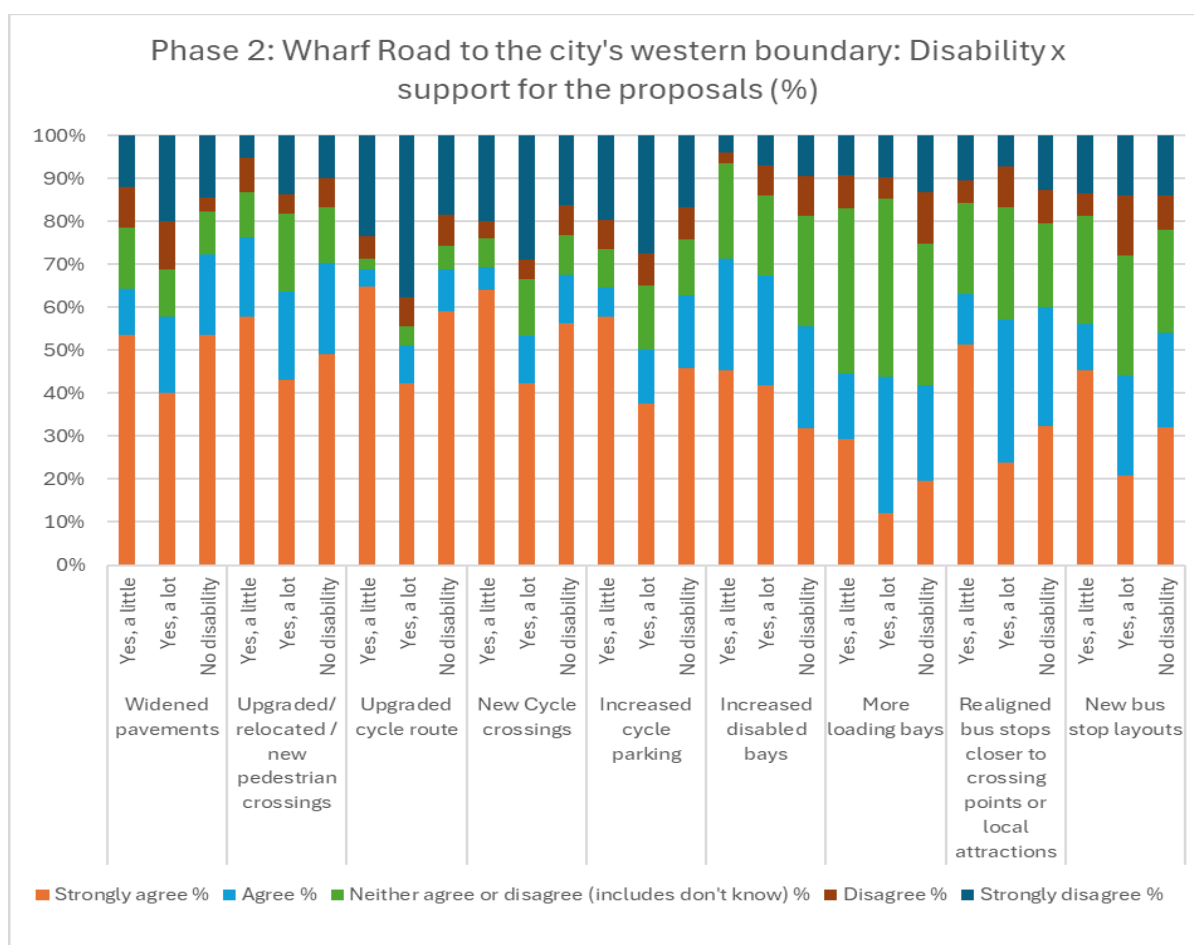
The graph below unsurprisingly shows higher levels of support for increases in disabled bays, widened pavements and upgraded / relocated or new pedestrian crossings. Increased loading bays has the lowest levels of support. There is a difference shown between those who say they are disabled a little or disabled a lot for levels of support for the upgraded cycle route. Far less support is shown by those who are disabled a lot. New bus stop layouts are supported more, or less, equally between disabled and non-disabled respondents. Similar levels of support are also shown for Phase 2 with increased loading bays and new bus stop layouts being the most unsupported.



PHASE 1		Agree or disagree with the following proposals?					Don't know / Neither agree or disagree (%)
		Disability?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	
Widened pavements		Yes, a little	55.1	17.4	8.7	10.1	8.7

PHASE 1						
Agree or disagree with the following proposals?	Disability?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
	<i>Yes, a lot</i>	42.1	13.2	10.5	26.3	7.9
	<i>No disability</i>	54.1	15.2	7.3	13.4	10.0
Upgraded /relocated / new pedestrian crossing points	<i>Yes, a little</i>	55.2	17.9	4.5	4.5	17.9
	<i>Yes, a lot</i>	40.0	28.6	0.0	14.3	17.1
	<i>No disability</i>	49.7	20.9	5.6	11.2	12.6
Upgraded cycle route	<i>Yes, a little</i>	61.2	6.0	6.0	23.9	3.0
	<i>Yes, a lot</i>	26.7	43.3	5.0	18.3	6.7
	<i>No disability</i>	63.0	6.8	6.6	19.4	4.2
New cycle crossing points	<i>Yes, a little</i>	58.2	11.9	3.0	16.4	10.4
	<i>Yes, a lot</i>	43.2	10.8	5.4	18.9	21.6
	<i>No disability</i>	57.3	12.7	6.9	15.1	8.0
Increased cycle parking	<i>Yes, a little</i>	53.8	15.4	6.2	13.8	10.8
	<i>Yes, a lot</i>	33.3	16.7	16.7	19.4	13.9
	<i>No disability</i>	51.9	17.5	6.6	14.0	10.1
Increased provision of disabled parking bays	<i>Yes, a little</i>	35.5	37.1	1.6	8.1	17.7
	<i>Yes, a lot</i>	55.3	15.8	13.2	5.3	10.5
	<i>No disability</i>	29.3	30.9	6.5	9.2	24.1
More loading bays	<i>Yes, a little</i>	21.7	23.3	8.3	8.3	38.3
	<i>Yes, a lot</i>	15.2	21.2	12.1	27.3	24.2
	<i>No disability</i>	16.8	21.8	9.9	12.4	39.1
More public space outside businesses for seating	<i>Yes, a little</i>	35.5	37.1	1.6	8.1	17.7
	<i>Yes, a lot</i>	55.3	15.8	13.2	5.3	10.5
	<i>No disability</i>	42.8	23.3	6.2	11.4	16.3
Realigned bus stops closer to crossing	<i>Yes, a little</i>	44.4	23.8	6.3	7.9	17.5
	<i>Yes, a lot</i>	27.0	29.7	16.2	16.2	10.8

PHASE 1						
Agree or disagree with the following proposals?	Disability?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
points or local attractions	No disability	35.2	29.2	6.3	10.7	18.6
New bus stop layouts	Yes, a little	37.7	24.6	8.2	11.5	18.0
	Yes, a lot	30.6	22.2	13.9	13.9	19.4
	No disability	31.5	24.9	6.3	12.6	24.7



PHASE 2						
Agree or disagree with the following proposals?	Disability?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
Widened pavements	Yes, a little	53.6	10.7	9.5	11.9	14.3
	Yes, a lot	40.0	17.8	11.1	20.0	11.1
	No disability	49.6	17.3	3.0	13.3	9.3

PHASE 2						
Agree or disagree with the following proposals?	Disability?	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
Upgraded /relocated / new pedestrian crossing points	<i>Yes, a little</i>	57.9	18.4	7.9	5.3	10.5
	<i>Yes, a lot</i>	43.2	20.5	4.5	13.6	18.2
	<i>No disability</i>	49.1	21.1	6.7	9.9	13.1
Upgraded cycle route	<i>Yes, a little</i>	64.9	3.9	5.2	23.4	2.6
	<i>Yes, a lot</i>	42.2	8.9	6.7	37.8	4.4
	<i>No disability</i>	59.0	9.9	7.4	18.4	5.3
New cycle crossing points	<i>Yes, a little</i>	64.0	5.3	4.0	20.0	6.7
	<i>Yes, a lot</i>	42.2	11.1	4.4	28.9	13.3
	<i>No disability</i>	56.4	11.2	6.9	16.2	9.3
Increased cycle parking	<i>Yes, a little</i>	57.9	6.6	6.6	19.7	9.2
	<i>Yes, a lot</i>	37.5	12.5	7.5	27.5	15.0
	<i>No disability</i>	45.9	17.0	7.5	16.6	12.9
Increased provision of disabled parking bays	<i>Yes, a little</i>	45.5	26.0	2.6	3.9	22.1
	<i>Yes, a lot</i>	41.9	25.6	7.0	7.0	18.6
	<i>No disability</i>	31.9	23.7	9.1	9.5	25.7
More loading bays	<i>Yes, a little</i>	25.0	13.0	6.6	7.9	32.9
	<i>Yes, a lot</i>	12.2	31.7	4.9	9.8	41.5
	<i>No disability</i>	19.7	22.1	11.9	13.2	33.1
Realigned bus stops closer to crossing points or local attractions	<i>Yes, a little</i>	51.3	11.8	5.3	10.5	21.1
	<i>Yes, a lot</i>	23.8	33.3	9.5	7.1	26.2
	<i>No disability</i>	32.5	27.6	7.9	12.6	19.4
New bus stop layouts	<i>Yes, a little</i>	45.3	10.7	5.3	13.3	25.3
	<i>Yes, a lot</i>	20.9	23.3	14.0	14.0	27.9
	<i>No disability</i>	32.0	22.0	8.0	14.0	24.0

Responses to the questions by location of respondents

The highest number of respondents were Brighton & Hove City residents (87%) with 65% located in Hove and Portslade (identified by BN3 and BN41 postcodes).

A majority of Hove (BN3) respondents support the Phase 1 proposals and a majority of Portslade (BN41) respondents support the Phase 2 proposals.

Postcode / area	Number of respondents	% of respondents
BN1&2 (Brighton)	174	19.2
BN3 (Hove)	466	51.2
BN41 (Portslade)	126	13.8
West of BN41 (West Sussex)	81	8.9
Others (Outside the area)	36	4.0

Levels of support for Phase 1 proposals from BN3 and BN41 respondents:

For Phase 1 proposals: more than 50% of respondents from BN3 and BN41 postcodes strongly agree or agree on most of the proposals apart from increased loading bays at 23.5% for BN3 respondents and 36.9% for BN41 respondents and also for new bus stops at 48.5 for BN3 respondents and 46.5% for those with BN41 postcodes.

PHASE 1						
Agree or disagree with the following proposals?	Location	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
Widened pavements	BN1&2 (Brighton)	59.7	10.8	7.2	14.4	7.9
	BN3 (Hove)	46.3	15.9	10.9	15.3	11.5
	BN41 (Portslade)	45.0	11.7	5.0	31.7	6.7
	West of BN41 (West Sussex)	47.9	12.5	6.3	22.9	10.4
	Others (Outside the area)	53.8	26.9	0.0	3.8	19.2
Upgraded /relocated / new pedestrian crossing points	BN1&2 (Brighton)	51.1	22.7	4.3	10.6	11.3
	BN3 (Hove)	44.0	22.8	6.9	11.4	15.0
	BN41 (Portslade)	39.0	28.8	5.1	18.6	8.5
	West of BN41 (West Sussex)	44.4	17.8	4.4	13.3	20.0
	Others (Outside the area)	47.8	26.1	8.7	4.3	13.0

PHASE 1						
Agree or disagree with the following proposals?	Location	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
Upgraded cycle route	BN1&2 (Brighton)	62.4	4.3	6.4	23.4	4.9
	BN3 (Hove)	49.7	9.8	7.7	26.2	7.1
	BN41 (Portslade)	52.3	3.1	7.7	33.8	3.5
	West of BN41 (West Sussex)	66.7	4.2	4.2	22.9	4.2
	Others (Outside the area)	83.3	4.2	0.0	12.5	0.0
New cycle crossing points	BN1&2 (Brighton)	57.6	9.4	5.8	20.9	6.5
	BN3 (Hove)	47.8	14.3	8.7	17.6	11.6
	BN41 (Portslade)	48.4	3.2	4.8	29.0	14.5
	West of BN41 (West Sussex)	59.1	15.9	2.3	15.9	6.8
	Others (Outside the area)	70.8	8.3	4.2	12.5	4.2
Increased cycle parking	BN1&2 (Brighton)	55.4	12.9	7.2	17.3	7.2
	BN3 (Hove)	41.0	17.5	8.7	18.1	14.8
	BN41 (Portslade)	41.3	15.9	3.2	31.7	7.9
	West of BN41 (West Sussex)	61.4	13.6	4.5	13.6	6.8
	Others (Outside the area)	60.9	13.0	0.0	17.4	8.7
Increased provision of disabled parking bays	BN1&2 (Brighton)	36.7	30.2	4.3	8.6	20.1
	BN3 (Hove)	27.0	27.6	10.4	8.3	26.7
	BN41 (Portslade)	23.0	27.9	8.2	16.4	24.6
	West of BN41 (West Sussex)	32.6	27.9	9.3	9.3	20.9
	Others (Outside the area)	29.2	29.2	0.0	8.3	33.3
More loading bays	BN1&2 (Brighton)	18.5	23.7	10.4	10.4	37.0
	BN3 (Hove)	13.1	20.2	12.5	14.0	40.2
	BN41 (Portslade)	12.1	17.2	5.2	34.5	31.0

PHASE 1						
Agree or disagree with the following proposals?	Location	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)	Don't know / Neither agree or disagree (%)
	<i>West of BN41 (West Sussex)</i>	24.4	17.1	4.9	14.6	39.0
	<i>Others (Outside the area)</i>	21.7	17.4	0.0	8.7	52.2
More public space outside businesses for seating	<i>BN1&2 (Brighton)</i>	44.9	21.0	8.7	12.3	13.0
	<i>BN3 (Hove)</i>	38.7	21.8	8.6	11.0	19.9
	<i>BN41 (Portslade)</i>	29.5	29.5	6.6	23.0	11.5
	<i>West of BN41 (West Sussex)</i>	35.7	28.6	7.1	14.3	14.3
	<i>Others (Outside the area)</i>	50.0	20.8	0.0	4.2	25.0
Realigned bus stops closer to crossing points or local attractions	<i>BN1&2 (Brighton)</i>	35.5	33.3	5.8	8.7	16.7
	<i>BN3 (Hove)</i>	31.0	23.9	8.9	12.6	23.6
	<i>BN41 (Portslade)</i>	25.4	30.5	6.8	23.7	13.6
	<i>West of BN41 (West Sussex)</i>	35.7	31.0	7.1	14.3	11.9
	<i>Others (Outside the area)</i>	37.5	29.2	0.0	8.3	25.0
New bus stop layouts	<i>BN1&2 (Brighton)</i>	34.1	22.5	7.2	12.3	23.9
	<i>BN3 (Hove)</i>	27.2	21.3	7.7	14.2	29.6
	<i>BN41 (Portslade)</i>	24.1	22.4	10.3	32.8	10.3
	<i>West of BN41 (West Sussex)</i>	35.7	8.0	6.0	14.3	3.0
	<i>Others (Outside the area)</i>	31.8	22.7	4.5	4.5	36.4

Levels of support for Phase 2 proposals from BN3 and BN41 respondents:

For Phase 2 proposals, 50% or more of respondents from BN3 and BN41 postcodes strongly agree or agree on most proposals apart from increased loading bays at 34.5% for BN3 respondents and 36.9% for BN41 respondents.

PHASE 2		Agree or disagree with the following proposals?					Don't know / Neither agree or disagree (%)
	Location	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)		
Widened pavements	BN1&2 (Brighton)	60.9	0.8	11.3	15.0	12.0	
	BN3 (Hove)	42.2	16.7	12.5	17.0	11.7	
	BN41 (Portslade)	42.2	18.3	12.8	20.2	6.4	
	West of BN41 (West Sussex)	48.6	20.3	8.1	14.9	8.1	
	Others (Outside the area)	55.2	20.7	3.4	13.8	6.9	
Upgraded /relocated / new pedestrian crossing points	BN1&2 (Brighton)	49.3	17.6	6.8	13.5	12.8	
	BN3 (Hove)	43.0	21.6	9.0	11.2	15.1	
	BN41 (Portslade)	45.9	22.9	4.6	14.7	11.9	
	West of BN41 (West Sussex)	50.0	17.6	7.4	11.8	13.2	
	Others (Outside the area)	55.6	22.2	3.7	7.4	11.1	
Upgraded cycle route	BN1&2 (Brighton)	57.4	6.8	6.8	24.3	4.7	
	BN3 (Hove)	48.5	12.7	10.0	22.5	6.2	
	BN41 (Portslade)	48.6	4.6	8.3	33.0	5.5	
	West of BN41 (West Sussex)	64.9	10.8	4.1	17.6	2.7	
	Others (Outside the area)	75.0	3.6	0.0	17.9	3.6	
New cycle crossing points	BN1&2 (Brighton)	55.1	9.5	4.1	22.4	8.8	
	BN3 (Hove)	46.2	12.9	9.1	20.9	11.0	
	BN41 (Portslade)	48.1	6.5	7.4	26.9	11.1	
	West of BN41 (West Sussex)	58.8	16.2	5.9	14.7	4.4	
	Others (Outside the area)	71.4	3.6	0.0	21.4	3.6	
Increased cycle parking	BN1&2 (Brighton)	49.3	14.6	6.3	21.5	8.3	
	BN3 (Hove)	36.8	14.7	11.1	19.4	18.0	
	BN41 (Portslade)	39.8	13.0	6.5	27.8	13.0	
	West of BN41 (West Sussex)	53.6	15.9	4.3	17.4	8.7	
	Others (Outside the area)	57.1	10.7	0.0	21.4	10.7	

PHASE 2						
Agree or disagree with the following proposals?		Location	Strongly agree (%)	Agree (%)	Disagree (%)	Strongly disagree (%)
						Don't know / Neither agree or disagree (%)
Increased provision of disabled parking bays	<i>BN1&2 (Brighton)</i>	37.1	27.3	6.3	8.4	21.0
	<i>BN3 (Hove)</i>	29.5	20.5	9.8	9.6	30.6
	<i>BN41 (Portslade)</i>	29.8	22.1	6.7	14.4	26.9
	<i>West of BN41 (West Sussex)</i>	30.8	29.2	10.8	12.3	16.9
	<i>Others (Outside the area)</i>	35.7	28.6	3.6	14.3	17.9
More loading bays	<i>BN1&2 (Brighton)</i>	25.9	23.8	8.4	10.5	31.5
	<i>BN3 (Hove)</i>	14.0	20.5	14.3	13.2	37.9
	<i>BN41 (Portslade)</i>	19.4	17.5	6.8	23.3	33.0
	<i>West of BN41 (West Sussex)</i>	22.6	25.8	6.5	14.5	30.6
	<i>Others (Outside the area)</i>	25.9	22.2	3.7	14.8	33.3
Realigned bus stops closer to crossing points or local attractions	<i>BN1&2 (Brighton)</i>	34.9	28.3	7.2	9.9	19.7
	<i>BN3 (Hove)</i>	29.3	24.8	9.3	14.1	22.5
	<i>BN41 (Portslade)</i>	28.7	23.1	5.6	19.4	23.1
	<i>West of BN41 (West Sussex)</i>	33.3	33.3	3.0	13.6	16.7
	<i>Others (Outside the area)</i>	33.3	33.3	0.0	14.8	18.5
New bus stop layouts	<i>BN1&2 (Brighton)</i>	40.0	18.6	5.7	15.0	20.7
	<i>BN3 (Hove)</i>	26.5	18.0	10.4	15.8	29.3
	<i>BN41 (Portslade)</i>	25.7	19.0	4.8	22.9	27.6
	<i>West of BN41 (West Sussex)</i>	30.3	28.8	7.6	15.2	18.2
	<i>Others (Outside the area)</i>	29.6	22.2	0.0	18.5	29.6

Analysis of comments

325 (35.7%) respondents made no comment.

475 (52.2%) respondents commented on phase 1 proposals. Many of the comments follow general themes and are either already addressed or are not relevant to the proposals. Where comments relate to site specific suggestions, we have included these in the design changes where appropriate. These changes are listed in the main

headlines section on page 3. The following table presents results of the most popular comments, grouped by theme:

Phase 1 Comment Themes		Number of comments received
1	Cycle lane needs physical barrier / good delineation / kerb / large buffer from cars/ concerned about dooring, unloading people near cycles or cars / set cycle lane slightly lower / dangerous for east bound cyclists/ swap position of pedestrian and cycle lanes / remove central reservation to create more room/ separate pedestrians and cyclists	50
2	Leave it as it is / put it on the prom / cycle lane doesn't need to be changed / maintain / improve existing infrastructure instead/ stop building cycle lanes / there's already a cycle lane / put on New Church Road / extend Phase 1 to Hove Street instead	43
3	Traffic congestion: will increase/ loss of traffic lanes / could drive away tourists / e-w travel will be impossible by car / more congestion at Victoria Terrace shops / remove cycle lanes altogether/ will need passing places for emergency services / anti-car too focussed on cycling/ pedestrians	40
4	Concerned about removal of parking / unclear about loss of parking Zone N / Zone L / outside Berriedale House / St Keyna-Boundary Road / at Victoria Terrace/ at Gather Inn / on Kingsway/ Zone W needs to be full-scheme since Hove Beach Park / need parking to access the beach/ don't support moving parking to N Side of Kingsway	21
5	Needs clear signage: for cycles/ all vehicles / stop signs at crossings / at western end /speed bumps for cyclists /indicate pedestrian priority / to stop pedestrians wandering into cycle lane / universal colour for cycle lanes	18
6	Safer for cycling / support for wider cycle lanes / HGV's can be intimidating	16
7	Spend money elsewhere: Improve road condition / maintain existing infrastructure	15
8	Confusion about access: Hove Street Junctions for cars and cycles/ King Alfred car park	13
9	Bus stops will cause congestion: on single traffic lane/ on south side / opposite each other/ Brittany Road-Roman Road East Bound	11
10	Enforcement / fines for cyclists: to stop cycling on prom / to stop at crossings/ to stay in cycle lanes/ speeding courier cycles / illegal e-bikes-e-scooters/ not adhering to Highway Code / wear helmet	10

404 (44.4%) respondents commented on phase 2 proposals. Many of the comments follow general themes and are either already addressed or are not relevant to the proposals. Where comments relate to site specific suggestions, we have included these in the design changes where appropriate. These changes are listed in the main headlines section on page 3. The following table presents results of the most popular comments, grouped by theme:

Phase 2 Comment Themes		Number of comments received
1	Traffic congestion: will increase/ loss of traffic lanes / could drive away tourists / e-w travel will be impossible by car / more congestion at Victoria Terrace shops / remove cycle lanes altogether/ will need passing places for emergency services / anti-car too focussed on cycling/ pedestrians	38
2	Leave it as it is / put it on the prom / cycle lane doesn't need to be changed / maintain / improve existing infrastructure instead/ stop building cycle lanes / there's already a cycle lane / put on New Church Road / extend Phase 1 to Hove Street instead	24
3	Concerned about removal of parking / unclear about loss of parking Zone N / Zone L / outside Berriedale House / St Keyna-Boundary Road / at Victoria Terrace/ at Gather Inn / on Kingsway/ Zone W needs to be full-scheme since Hove Beach Park / need parking to access the beach/ don't support moving parking to N Side of Kingsway	24
4	Extend west: to Worthing / Shoreham/ Adur. Work with West Sussex to extend route	22
5	Westbound after Church Road: concerns / where can cycles rejoin the traffic?	21
6	Cycle lane needs physical barrier / good delineation / kerb / large buffer from cars/ concerned about dooring, unloading people near cycles or cars / set cycle lane slightly lower / dangerous for east bound cyclists/ swap position of pedestrian and cycle lanes / remove central reservation to create more room/ separate pedestrians and cyclists	19
7	Spend money elsewhere: Improve road condition / maintain existing infrastructure	19
8	Bus stops will cause congestion: on single traffic lane/ on south side / opposite each other/ Brittany Road-Roman Road East Bound	18
9	Add crossings at St Keyna bus stop / St Leonard's Gardens-St Keyna Ave / St Leonard's-St Albans/ St Leonard's Rd-Kingsway/ St Leonard's Avenue	18
10	Port route: keep / use / improve / make safer / open up seafront route south of Hove Lagoon and link to this route	14

585 (64.3%) respondents commented on the whole scheme. Many of the comments follow general themes and are either already addressed or are not relevant to the proposals. Where comments relate to site specific suggestions, we have included these in the design changes where appropriate. These changes are listed in the main headlines section on page 3. The following table presents results of the most popular comments, grouped by theme:

Whole Scheme Comment Themes		Number of comments received
1	Traffic congestion: will increase/ loss of traffic lanes / could drive away tourists / e-w travel will be impossible by car / more congestion at	76

Whole Scheme Comment Themes		Number of comments received
	Victoria Terrace shops / remove cycle lanes altogether/ will need passing places for emergency services / anti-car too focussed on cycling/ pedestrians	
2	Spend money elsewhere: Improve road condition / maintain existing infrastructure	44
3	Leave it as it is / put it on the prom / cycle lane doesn't need to be changed / maintain / improve existing infrastructure instead/ stop building cycle lanes / there's already a cycle lane / put on New Church Road / extend Phase 1 to Hove Street instead	40
4	Cycle lane needs physical barrier / good delineation / kerb / large buffer from cars/ concerned about dooring, unloading people near cycles or cars / set cycle lane slightly lower / dangerous for east bound cyclists/ swap position of pedestrian and cycle lanes / remove central reservation to create more room/ separate pedestrians and cyclists	24
5	Extend west: to Worthing / Shoreham/ Adur. Work with West Sussex to extend route	22
6	Enforcement / fines for cyclists: to stop cycling on prom / to stop at crossings/ to stay in cycle lanes/ speeding courier cycles / illegal e-bikes-e-scooters/ not adhering to Highway Code / wear helmets	22
7	Concerned about removal of parking / unclear about loss of parking Zone N / Zone L / outside Berriedale House / St Keyna-Boundary Road / at Victoria Terrace/ at Gather Inn / on Kingsway/ Zone W needs to be full-scheme since Hove Beach Park / need parking to access the beach/ don't support moving parking to N Side of Kingsway	20
8	Needs clear signage: for cycles/ all vehicles / stop signs at crossings / at western end /speed bumps for cyclists /indicate pedestrian priority / to stop pedestrians wandering into cycle lane / universal colour for cycle lanes	19
9	Concerns about shared space in general	15
10	Safer for cycling / support for wider cycle lanes / HGVs can be intimidating	12

Stakeholder and local businesses comments

12 responses were received from local businesses and 24 responses from stakeholders. General comments have been fed into the tables above. Specific comments or issues raised by businesses and organisations are also summarised here.

Cycling related – Cycling stakeholder groups are supportive of the scheme but raised concerns about the separation buffer not being wide enough adjacent to parking. They also asked how safety can be improved at locations where vehicles turn across the cycle lane. In addition, they asked for the toucan crossing point design to be reviewed to see if they could be made ‘straight across’ crossings to make them more accessible to cyclists.

Bus – Both bus operators gave feedback before the public consultation and were supportive but wanted reassurance that at certain locations buses would not be negatively impacted by the scheme. A bus stakeholder group also gave similar feedback - supportive but concerned a couple of locations could see buses holding up traffic. They also raised concerns about the potential impact on the bus services during construction of the scheme.

Parking – A guest house raised concerns about loss of parking outside their business. The designs have been reviewed and parking has now been retained at that location.

Accessibility – A disability stakeholder group is supportive of phase 1; however, they have concerns about phase 2. Specifically, the safety of the shared use area for pedestrians and the potential for buses to block traffic when at the bus stops.

Local resident groups – Supportive, especially of additional green space and crossing points.

Adjacent local authorities - Both Adur & Worthing District Council and West Sussex County Council are supportive of the proposals. They confirm the scheme supports the objectives of The Shoreham Harbour Joint Area Action Plan (JAAP) which was adopted by all three local authorities in 2019, and forms part of a long-term strategy to revitalise the area. They want to ensure work continues to align with West Sussex County Council's proposals to continue the separated cycle lane through to Shoreham-by-Sea. Reassurance was sought on junction modelling to ensure traffic levels will not be impacted, and for consideration to be given on how future maintenance and utility works would be carried out and not be too disruptive to the wider network.

Public events, workshops and meeting feedback

Three in-person events were held at Hove Lagoon (Saturday 28 June, 10:30-3:30pm), King Alfred Leisure Centre (Thursday 03 July, 4-7pm) and South Portslade Community Centre (Thursday 10 July, 2-5pm). At Hove Lagoon, flyers were distributed to those passing by and using the Hove Beach Park facilities.

In addition, an online briefing was given for all Members, a site visit took place with Bricycles and the designs were presented at a West Hove Forum meeting.

A disability group workshop was held in conjunction with Possability People and BADGE to discuss key design elements and take on board their feedback.

Headline summary below of themes raised:

- Concerns there will be a loss of parking spaces
- Concerns at speed of cyclists and not slowing to allow pedestrians to cross
- Wider buffer requested adjacent to parking
- Concerns about emergency vehicles being able to travel westbound at Victoria Terrace
- Concerns about the St Aubyns South right turn ban

- How residents can safely access driveways adjoining the cycle track
- New pedestrian crossings requested
- Concerns about pedestrian safety in the shared use area
- Concerns buses may hold up traffic on the sections of the scheme with one westbound lane.

Demographic Information

Age	Number	%
18-24	18	2.4
25-34	73	9.8
35-44	137	18.4
45-54	186	25.0
55-64	187	25.2
65-74	100	13.5
75+	42	5.7
Total	743	100

What gender are you?	Number	%
Male	409	55.5
Female	314	42.6
Non-binary	9	1.2
Other	5	0.7
Total	737	100

Do you identify as the gender you were assigned at birth?	Number	%
Yes	709	98.9
No	8	1.1
Total	717	100

How would you describe your ethnic background?	Number	%
White	653	92.8
Black/African/Caribbean/Black British	5	0.7
Mixed/Multiple Ethnic Groups	24	3.4
Other ethnic group	15	2.1
Asian/Asian British	7	1.0
Total	704	100

Disability	Number	%
Yes, a little	103	14.6
Yes, a lot	60	8.5

No	544	76.9
Total	707	100

Of those who answered “yes”, disabilities were as follows:

Please state the type of impairment which applies to you	Number
Physical impairment	78
Sensory impairment	15
Learning disability / difficulty	7
Long-standing illness	42
Mental health condition	21
Development condition	8
Autistic spectrum	14
Other	18