



# **KENT COUNTY COUNCIL SEVENOAKS TOWN-WIDE 20MPH SPEED LIMIT AND TRAFFIC CALMING SCHEME CONSULTATION REPORT**

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# BACKGROUND AND METHODOLOGY

## Background

Kent County Council (KCC) is proposing to introduce a new town-wide 20mph speed limit in Sevenoaks and traffic calming measures to Dartford Road and The Vine. To help develop these proposals, KCC have carried out a number of engagement and information gathering activities, including:

- Meeting local Sevenoaks Town and District councillors
- Traffic speed and vehicle count surveys
- Site meetings with local resident representatives
- Researching the use of active travel design tools
- Reviewing implemented 20mph schemes across Kent

There are two proposed Traffic Regulation Orders as part of this scheme. The effects of the proposed Orders will be to:

- Reduce the existing speed limit to 20mph on the main roads and most of the residential roads in between with the exception of private and unadopted roads in Sevenoaks.
- Introduce one-way traffic flow on the Dartford Road in Sevenoaks between The Vine and St Botolphs Road in a southerly direction.

The Orders are being proposed for the following reasons:

- Avoiding danger to persons or other traffic using the road or any other road for preventing the likelihood of any such danger arising.
- Preserving or improving the amenities of the area through which the road turns.
- Facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

In Autumn 2022, KCC launched a consultation to understand and incorporate the views of the local community, stakeholders and the travelling public into the design of this scheme.

## Consultation process

On the 30 September 2022 a six-week consultation was launched and ran until the 21 November 2022. The consultation provided the opportunity to find out more and provide feedback. Feedback was captured via a consultation questionnaire which was available on the KCC engagement website ([www.kent.gov.uk/sevenoaks20mph](http://www.kent.gov.uk/sevenoaks20mph)). Hard copies of the consultation questionnaire were also available on request.

A consultation stage Equality Impact Assessment (EqIA) was carried out to assess the impact the proposals could have on those with protected characteristics. The EqIA was available as one of the consultation documents and the questionnaire invited respondents to comment on the assessment that had been carried out.

To raise awareness of the consultation and encourage participation, the following was undertaken:

- Traffic Regulation Order public notices displayed along impacted route and advertised in local newspaper.

- Posters and postcards displayed in public buildings, including Sevenoaks Library.
- Postcard drop to households and business in the 20mph zone.
- Email to stakeholder list, including statutory consultees and local schools and nurseries.
- Media release - <https://kccmediahub.net/plans-to-encourage-active-and-safer-journeys-across-sevenoaks-town>
- Article in The Town Crier newsletter.
- Social media via KCC's corporate Facebook, Twitter and Nextdoor accounts and sponsored Facebook posts targeting Sevenoaks and a six-mile radius.
- Invite to 807 [Let's talk Kent](#) registered users who have expressed an interest in roads and transport in Sevenoaks.
- All consultation material included details of how people could contact KCC to ask a question, request hard copies or alternative format.
- A Word version of the questionnaire was provided on the consultation webpage for people who did not wish to complete the online version.
- Large print versions of the consultation material were available from the consultation webpage and on request.

A summary of engagement with the consultation webpage and material can be found below:

- 32,415 page views, 9,847 visits, by 8,655 visitors.
- 4,428 document downloads, including 1,566 downloads of the consultation document.

### Points to note

- Consultees were given the choice of which questions they wanted to answer / provide comments. The number of consultees providing an answer is shown on each chart featured in this report.
- Participation in consultations is self-selecting and this needs to be considered when interpreting responses.
- Response to this consultation does not wholly represent the District's population and is reliant on awareness and propensity to take part based on the topic and interest.
- KCC was responsible for the design, promotion, and collection of the consultation responses. Lake Market Research was appointed to conduct an independent analysis of feedback.

### Profile of consultees responding

The tables below show the profile of consultees responding to the consultation questionnaire. Please note that the demographic questions were only asked of those who indicated they are a resident. The proportion who left these questions blank or indicated they did not want to disclose this information has been included as applicable.

<b>RESPONDING AS...</b>	
A Sevenoaks resident	90%
A resident of somewhere else in Kent or further afield	6%
On behalf of a Parish / Town / Borough / District Councillor	1%
On behalf of an educational establishment, such as a school or college	1%
On behalf of a local business	0.3%
On behalf of a charity, voluntary or community sector organisation (VCS)	0.3%
A representative of a local community group of residents' association	0.1%
Other	1%

<b>SEX (residents only)</b>	
Male	31%
Female	24%
Prefer not to say / blank	45%

<b>AGE (residents only)</b>	
0-15	0.4%
16-24	1%
25-34	3%
35-49	15%
50-59	11%
60-64	7%
65-74	12%
75-84	6%
85 & over	1%
Prefer not to say / blank	44%

<b>DISABILITY (residents only)</b>	
Yes	3%
No	52%
Prefer not to say / blank	45%

<b>CARER (residents only)</b>	
Yes	5%
No	51%
Prefer not to say / blank	44%

<b>POSTCODE AREAS (residents only)</b>	
TN13 3	30%
TN13 1	14%
TN13 2	12%
TN13	1%
TN14 6	6%
TN14 7	2%
TN14	1%
TN15 0	2%
TN15 6	2%
TN15	0.5%
Other postcode provided	21.5%
Prefer not to say / blank	8%

# EXECUTIVE SUMMARY

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## CONSULTATION PROFILE AND USUAL MODE OF TRAVELLING

1,528 took part in the consultation questionnaire. The vast majority of those responding to the consultation are Sevenoaks residents (90%). 6% of those responding are residents of somewhere else in Kent or further afield.

The most common mode of travelling in and around Sevenoaks is by car as the driver (87% of all consultees answering), followed by walking / on foot (73%). 28% travel by car as a passenger and 22% travel by bicycle or adapted cycle.

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## RESPONSE TO CONSULTATION PROPOSALS

### **Reducing the existing speed limit to 20mph on various roads in Sevenoaks**

Just under half of all consultees answering indicated they support the Traffic Regulation Order to reduce the existing speed limit to 20mph on various roads in Sevenoaks (47%). 46% of Sevenoaks residents indicated they support the Order.

The most common reasons for supporting the Order are that it will make the area / crossing safer for pedestrians, generally improve safety, slow down traffic and is needed in residential / built up areas. The most common reasons for objecting to the Order are that it is considered unnecessary, it will cause congestion / increase traffic and a belief that it has not worked in other areas, e.g. Tonbridge.

### **One-way traffic flow on Dartford Road in Sevenoaks**

Just under four in ten of all consultees answering indicated they support the Traffic Regulation Order to introduce a one-way traffic flow on Dartford Road in Sevenoaks (38%). 37% of Sevenoaks residents indicated they support the Order.

The most common reasons for supporting the Order are that it will generally improve safety, will make the area / crossing safer for pedestrians, agreement with using zebra / pedestrian crossings and the Order will improve traffic flow / remove bottlenecks. The most common reasons for objecting to the Order are that it is considered unnecessary, it will cause congestion / increase traffic and a belief that it will lead to a higher risk of accidents / create blind spots / create safety issues.

### **Traffic calming proposals**

Just over four in ten of all consultees answering indicated they support the Traffic Regulation Order to introduce a one-way traffic flow on Dartford Road in Sevenoaks (43%). 42% of Sevenoaks residents indicated they support the proposals.

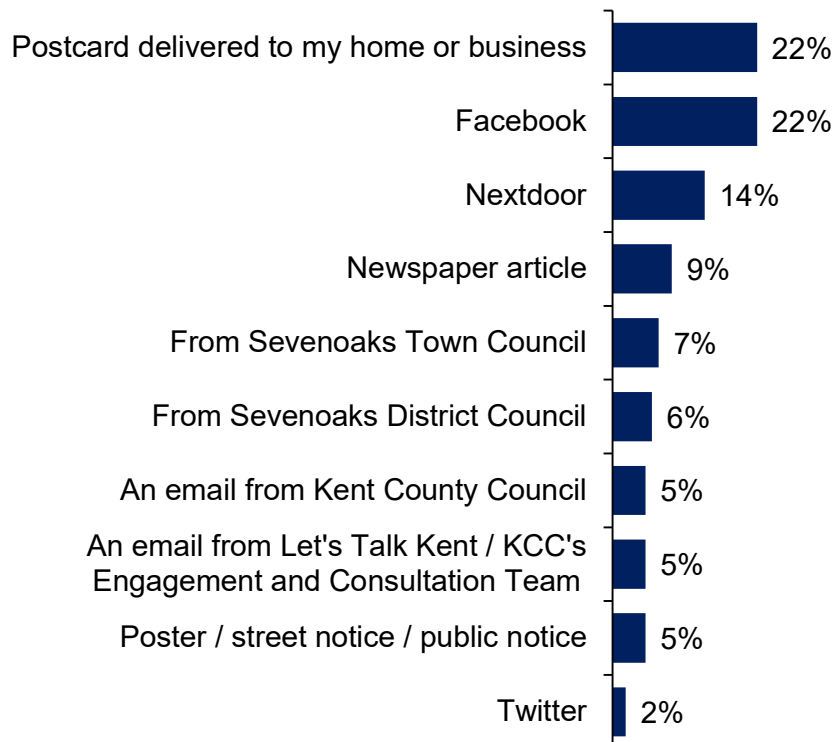
The most common reasons for supporting the proposals are agreement with using zebra / pedestrian crossings, the proposals will make the area / crossing safer for pedestrians and generally improve safety. The most common reasons for objecting to the proposals are that they are considered unnecessary, they will cause congestion / increase traffic and they are a waste of money.

## CONSULTATION AWARENESS

- The most common modes of finding out about the consultation was via a postcard delivered to homes / businesses (22%), Facebook (22%) and Nextdoor (14%).
- 5% indicated they had received an email from Kent County Council and 5% indicated they had received an email from Let's Talk Kent / KCC's Engagement and Consultation Team.

### How did you find out about this consultation?

Base: all answering (1,514), consultees had the option to select more than one response.



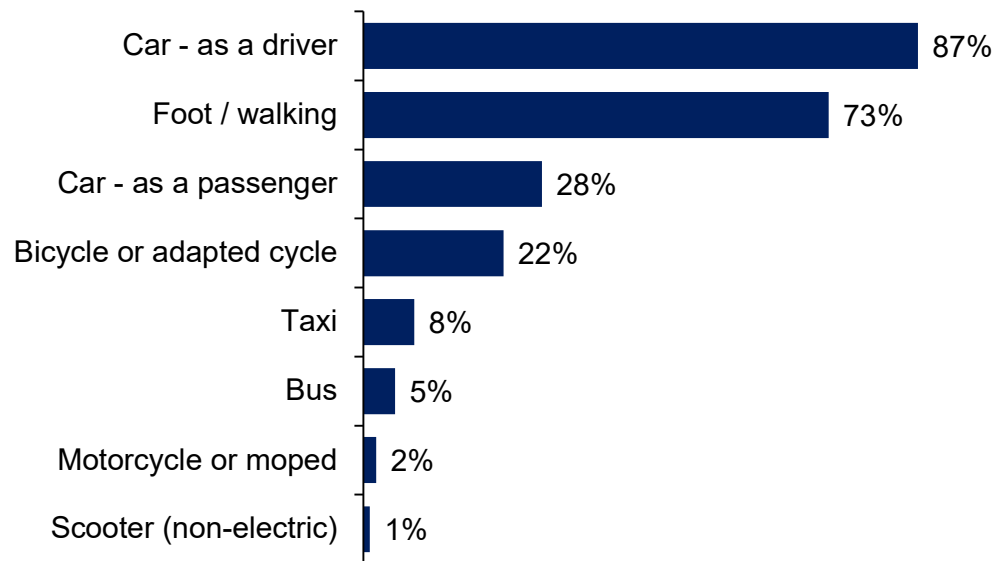
SUPPORTING DATA TABLE	% of total answering 1,514
Postcard delivered to my home or business	22%
Facebook	22%
Nextdoor	14%
Newspaper article	9%
From Sevenoaks Town Council	7%
From Sevenoaks District Council	6%
An email from Kent County Council	5%
An email from Let's Talk Kent / KCC's Engagement and Consultation Team	5%
Poster / street notice / public notice	5%
Twitter	2%



## USUAL MODE OF TRAVELLING IN AND AROUND SEVENOAKS

- The majority of those responding to the consultation travel in and around Sevenoaks by car as the driver (87%) and by foot / walking (73%).
- Around a quarter travel in and around Sevenoaks by car as a passenger (28%) and by bicycle or adapted cycle (22%).

**How do you usually travel in and around Sevenoaks?** Base: all answering (1,517), consultees had the option to select more than one response.



SUPPORTING DATA TABLE	% of total answering 1,517
Car – as a driver	87%
Foot / walking	73%
Car – as a passenger	28%
Bicycle or adapted cycle	22%
Taxi	8%
Bus	5%
Motorcycle or moped	2%
Scooter (non-electric)	1%

There are significant differences in the modes of transport used to travel in and around Sevenoaks:

- Whilst the most common mode of transport is by car as a driver for all age groups (all 82% and above), a significantly higher proportion of residents aged 35-49 and 50-59 (32% and 31%) travel by bicycle or adapted cycle.
  - A significantly higher proportion of 16-34 and 35-49 year old residents also indicated they travel by car as a passenger (49% and 35% respectively).
  - The proportion who travel in and around Sevenoaks on foot / walking is highest amongst residents aged 35-49 (82%).
  - Whilst the most common mode of transport is by car as a driver for both male and female residents (87% and 84% respectively), a significantly higher proportion of male residents travel by bicycle or adapted cycle (30%) or taxi (4%).
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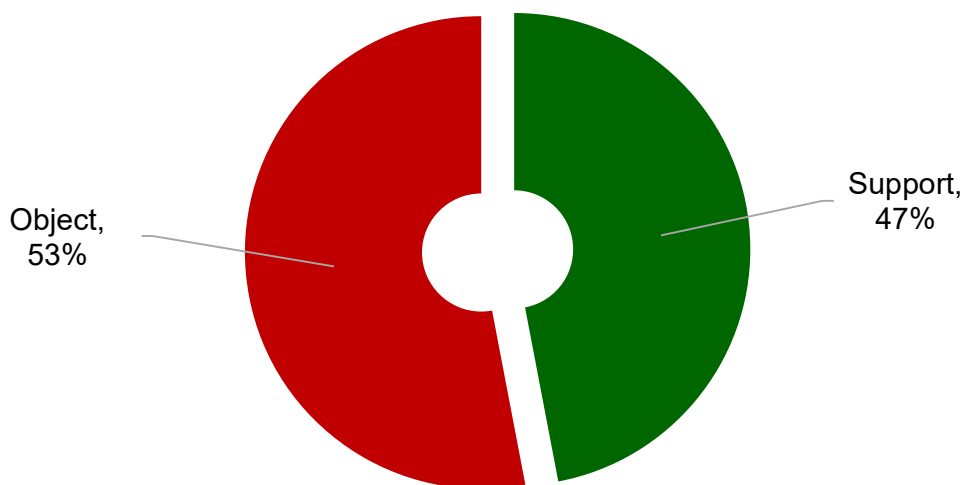
# RESPONSE TO CONSULTATION PROPOSALS

## TRAFFIC REGULATION ORDER TO REDUCE THE EXISTING SPEED LIMIT TO 20MPH ON VARIOUS ROADS IN SEVENOAKS

- Just under half of all consultees answering indicated they support the Traffic Regulation Order to reduce the existing speed limit to 20mph on various roads in Sevenoaks (47%).
- 46% of Sevenoaks residents and 42% of residents of somewhere else in Kent / further afield indicated they support the Order.
- Support amongst Parish/Town/Borough/District/County councillors, educational establishments, VCS organisations and local community group or residents' associations is 50%, 89%, 100% and 100% respectively. Whilst the number answering is relatively low (5), support amongst local businesses is comparatively low (20%).

**Please tell us if you wish to support or object to this Traffic Regulation Order to reduce the existing speed limit to 20mph on various roads in Sevenoaks?**

Base: all providing a response (1,463)



SUPPORTING DATA TABLE	% of total answering 1,463
Support	47%
Object	53%

There are significant differences in the degree of support for the Traffic Regulation Order (TRO):

- 65% of 35-49 year old residents answering support the TRO (the highest of all age groups).
- Comparatively, 42% of 16-34 year old residents, 54% of 50-59 year old residents, 43% of 60-64 year old residents and 46% of residents aged 65 & over support the TRO.
- A significantly higher proportion of female residents answering support the TRO (57%) compared to male residents (47%).
- A significantly higher proportion of residents who do not usually travel in and around Sevenoaks by car as the driver support the Traffic Regulation order (74%) compared to residents who do usually travel by car as the driver (43%).
- Support is higher amongst residents who live in postcodes TN13 1 and TN13 3 (59% and 56%). Support is lower amongst residents who live in postcodes TN13 2 at 39%.

Consultees were given the opportunity to provide their reasons for their support or objection to the Order in their own words. For the purpose of reporting, we have reviewed respondents' comments and have grouped common responses together into themes. These are reported in the table below. 95% of consultees provided a comment at this question

The most common positive mentions are that the Order will make the area / crossing the road safer for pedestrians (17%), generally improve safety (16%), slow down traffic / current traffic is too fast (16%) and is needed in residential / built up areas (13%).

**Please tell us the reason for your support or objection?** Base: all answering (1,459)

#### SUMMARY OF POSITIVE MENTIONS

	% of total answering 1,459
Better / safer for pedestrians / crossing the road	17%
Safer / increases safety (in general)	16%
Slows down traffic / traffic goes too fast / roads used as a rat run	16%
Needed in residential / built up areas / town centre / high footfall / around schools	13%
Better / safer for children / needed around schools	10%
Better for the environment / reduces pollution	10%
Better / safer for cyclists	10%
Limits should be enforced	8%
Less traffic noise / nicer / quieter environment	6%
Good idea / in support / makes sense	5%

	% of total answering 1,459
Helps reduce cars on roads / too much traffic / encourages walking/cycling	5%
Needed in narrow streets / around parked cars / narrow pavements	5%
Causes fewer accidents / injuries / fatalities	5%
Improves traffic flow / doesn't affect journey times / less congestion	3%
Should be extended further	2%

Some example comments from the key themes of support for the Order can be found below:

**“My road is used by many as a rat run to the M20, Maidstone and beyond and the speed limit is simply not observed. The road is narrow with tight curves. There are several schools now open on this road and it is simply not safe. I believe that a 20MPH limit would be more likely to be observed and that a safer environment would result for all road users and pedestrians.”**

**“I am a walker and cyclist with children and I do not feel safe enough doing so in Sevenoaks. I also support the positive environmental effect this reduction and improved access to walking and cycling would have.”**

**“The town has got progressively busier with many flats and apartments being built and lots of young families with children moving into the area. However, the driving has got noticeably much worse over the last 10 years in particular. I witnessed a near miss due to excessive speed almost every week. I fully support this scheme as a way to slow speeding motorists. I would like to see the scheme extended to include Mount Harry Road which is used heavily as it leads to and from the station and is a rat run at peak times with some quite appalling driving, particularly from the endless huge SUV's, high powered cars left in the station car parks and the taxis.”**

**“One of the main reasons that many are reluctant to cycle is that vehicle speed is perceived as dangerous. As segregated facilities for cycling are impractical in most of Sevenoaks, lowering motor vehicle speed to an extent overcomes this problem.”**

**“Narrow roads with narrow/no pavement are common in Sevenoaks. This, in combination with a speed limit of 30 or higher sometimes, makes both walking and cycling unpleasant and potentially dangerous. Tonbridge Road and the town centre are good examples.”**

The most common concerns raised are that a 20mph limit is considered unnecessary / the current 30mph limit is adequate (22%), the limit reduction will cause congestion / increase traffic (13%) and a belief that it has not worked in other towns (12%). 11% commented they felt the Order was a waste of money, drivers ignore the restrictions / limits cannot be enforced and it would generate more emissions / pollution.

### SUMMARY OF CONCERNS

	% of total answering 1,459
20mph is unnecessary / waste of time / things are fine as they are / 30mph is adequate / speed isn't an issue	22%
Causes congestion / increase volume of traffic	13%
Hasn't worked in other towns (e.g. Tonbridge)	12%
Waste of money / money could be better spent elsewhere	11%
Drivers ignore the 20mph restrictions / can't be enforced	11%
Generates more emissions / pollution	11%
Covers too large an area / should be more selective / don't need a blanket restriction / not all roads need it	10%
Lack of evidence / statistics / not proven to improve safety / reduce accidents	9%
Slows traffic down too much / journeys take too long	7%
Causes more accidents / encourages reckless driving / tailgating / it's unsafe	5%
Does not / will not encourage more walking / cycling	4%
Causes anger / frustration	4%
Will discourage people from town / shopping	4%
Difficult to drive at 20mph / not good for modern cars	3%
Drivers lose concentration / focusing on speedometer, not on road	2%
20mph restrictions should only be deployed at certain times of the day	2%

Some example comments from the key themes of concern can be found below:

**“There is no data provided in the consultation paper that indicates there is a significant threat or greater risk posed by the 30 mph in Sevenoaks compared to the average number of recorded accidents to pedestrians, cyclists and vehicles either in Kent or nationally for other 30 mph roads. If the threat level is not above these averages then this TRO is unwarranted as it is addressing a non-existent threat to cyclists and pedestrians and will instead result in lengthier commutes/journeys for vehicular traffic through Sevenoaks.”**

**“There is a 30mph limited which if the police monitor works perfectly well and has done so for years. Don't change just for change sake.”**

**“It will cause complete traffic chaos. People will not cycle because Sevenoaks is too hilly. Better to pedestrianise the high street and route traffic on the bypass or up London road. Waste of money.”**

**“The benefits of 20mph limits do not outweigh the issues that would be created for keeping the flow of traffic moving during peak periods. There are better ways to protect pedestrians including first assessing proper enforcement of existing speed limits and other traffic control measures.”**

**“The 20mph speed limit in Tonbridge didn’t work on main roads and after a lot of expense this was abandoned. I found I was overtaken when abiding by the limit which was extremely dangerous. It still applies on some side roads but definitely didn’t work on main roads. Such a waste of money-implementing it and then abandoning it.”**

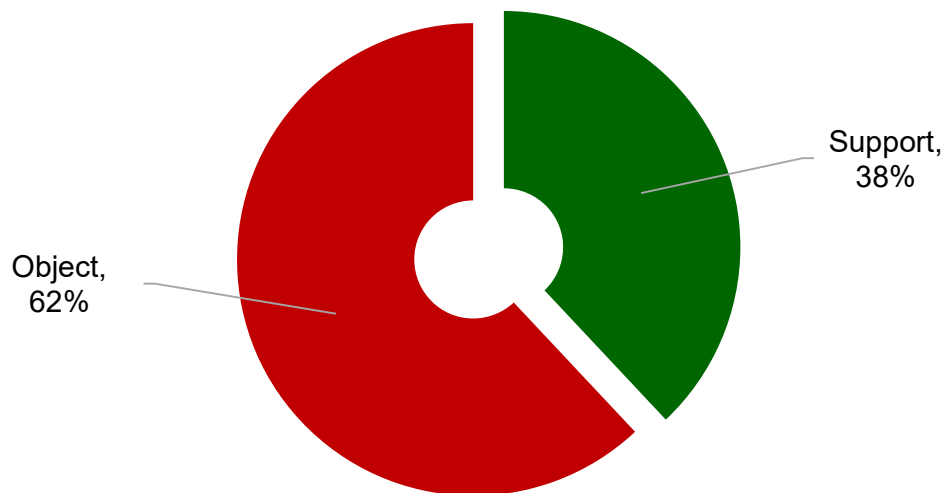
**“The scheme is far too widespread, including major thoroughfares. No one objects to restrictions on residential side roads but including the entire length of both London Road and Dartford Road, and wide connecting streets like St. Botolphs Road is completely nonsensical. For schemes to work and enjoy public support, the right of people to make progress on these larger roads needs to be respected. Do not make the same mistake as Tonbridge!”**

## TRAFFIC REGULATION ORDER TO INTRODUCE A ONE-WAY TRAFFIC FLOW ON DARTFORD ROAD IN SEVENOAKS

- Just under four in ten of all consultees answering indicated they support the TRO to introduce a one-way traffic flow on Dartford Road in Sevenoaks (38%).
- 37% of Sevenoaks residents and 50% of residents of somewhere else in Kent / further afield indicated they support the Order.
- Support amongst Parish/Town/Borough/District/County councillors, educational establishments, VCS organisations and local community group or residents' associations is 44%, 100%, 100% and 88% respectively. All three businesses answering the question indicated their objection to the Order.

### Please tell us if you wish to support or object to this Traffic Regulation Order to introduce a one-way traffic flow on Dartford Road in Sevenoaks?

Base: all providing a response (1,037)



SUPPORTING DATA TABLE		% of total answering 1,037
Support		38%
Object		62%

There are significant differences in the degree of support for the TRO:

- 52% of 35-49 year old residents answering support the TRO (the highest of all age groups).
- Comparatively, 39% of 16-34 year old residents, 49% of 50-59 year old residents, 41% of 60-64 year old residents and 37% of residents aged 65 & over support the TRO.



- A significantly higher proportion of female residents answering support the TRO (47%) compared to male residents (40%).
- A significantly higher proportion of residents who do not usually travel in and around Sevenoaks by car as the driver support the TRO (62%) compared to residents who do usually travel by car as the driver (35%).
- Support is higher amongst residents who live in postcodes TN13 1 and TN13 3 (52% and 43%). Support is lower amongst residents who live in postcodes TN13 2 at 30%.

Consultees were given the opportunity to provide their reasons for their support or objection to the Order in their own words. For the purpose of reporting, we have reviewed respondents' comments and have grouped common responses together into themes. These are reported in the table below. 67% of consultees provided a comment at this question

Looking at the positive mentions first, there is less of a hierarchy observed in the comments made compared to the previous question. However, the most common are generally improving safety (10%), making the area / crossing the road safer for pedestrians (9%), supporting zebra / pedestrian crossings (9%) and improving traffic flow / removing bottlenecks (8%).

**Please tell us the reason for your support or objection?** Base: all answering (1,019)

#### SUMMARY OF POSITIVE MENTIONS

	% of total answering 1,019
Safer / increases safety	10%
Better / safer for pedestrians / crossing the road	9%
Agree with / support zebra crossing / pedestrian crossings	9%
Improves traffic flow / removes bottlenecks	8%
Creation of a cycle lane / encourages cycling	7%
Good idea / in support / makes sense	7%
Better / safer for cyclists	6%
Slows down traffic / traffic goes too fast / roads used as a rat run	6%
Better for the environment / reduces pollution	3%
Better / safer for children	2%

Some example comments from the key themes of support can be found below:

**“Just seems logical! And as mentioned above, a judiciously placed zebra crossing seems to me to be the best way to make crossing the Dartford Road safer for pedestrians - or, even better/safer, a button-operated crossing like the one outside Boots in the High Street.”**

**“The new zebra crossing in this area is vital as the nearest two are near The Drive or at Hollybush. It is incredibly difficult to cross near Hitchen Hatch Lane to Vine Court Road (or Park Lane) across Dartford Road. It enables the creation of a decent cycle lane running alongside. It also allows pedestrians to cross one lane of traffic at a time, around the proposed new pathways at the War Memorial.”**

**“Walking along Dartford Road and past The Vine on a daily basis, I have seen how dangerous it is for children (and adults) trying to cross Dartford Road to get to the various schools in the area, not helped by the speed of cars travelling North in particular. General slower speeds will be of great help, however a crossing by The Vine is critical.”**

**“It would give cyclists a dedicated lane at one of the most congested entry points to Sevenoaks town centre, whilst at the same time allowing northbound and southbound motor vehicles to flow well.”**

**“The Vine and war memorial are important public assets in Sevenoaks. This proposal will significantly improve the experience for people using these areas by calming the traffic that currently splits them from each other.”**

The most common concerns raised are the one-way traffic flow is considered unnecessary / waste of time / no benefit (35%), it will cause congestion / increase traffic (22%) and a belief that it will lead to a higher risk of accidents / create blind spots / cause safety issues (16%). 14% commented they felt the Order was a waste of money and 13% commented that the system would push traffic elsewhere / onto smaller roads.

#### SUMMARY OF CONCERNS

	% of total answering 1,019
Unnecessary / waste of time / things are fine as they are / makes no sense / no benefit	35%
Causes congestion	22%
Safety issues / higher risk of accidents / creates blind spots / particularly St Botolphs	16%
Waste of money / money could be better spent elsewhere	14%
Pushes traffic elsewhere / onto smaller roads	13%
Cycle lane too short / pointless as doesn't continue / should be extended	11%
War memorial becomes a roundabout / doesn't achieve intended outcome / detracts	9%
Lack of evidence / statistics / not proven to improve safety / reduce accidents	6%
Little gain / disadvantages outweigh advantages	5%

	% of total answering 1,019
Will increase pollution	5%
Will cause causes confusion	5%
Impacts on residents	4%
Increase journey times	4%
Accessibility issues: affects trade / discourage people if nowhere to park	4%
Won't encourage me to walk / cycle	3%
Other traffic initiatives required (e.g. stopping cars parking on both sides of the road)	2%

Some example comments from the key themes of concern can be found below:

**“I cannot see what the one way system will achieve as for the cycle lane it only gets you into town not out again . The war memorial should not be touched out of respect.”**

**“The one way system adds nothing other than making it harder to join the Dartford road south bound from St. Botolphs. This will encourage more down other already more congested roads. I can say as a parent who cycles with my child in a seat on the back of my bike that the cycle route would add no significant benefit, nervous cyclists and children can already cycle on the raised pavement without issue.”**

**“No need for it. The one idea that might work is a one-way system just around the town centre triangle itself. The idea above will have unwanted impacts on surrounding roads, especially down at the busy junction heading to Sainsburys etc.”**

**“By putting a one way system in place this will create more traffic in the area as there will be less places for vehicles to go. Currently this system works fine. Why change something that doesn’t need fixing. If anything a speed camera should be implemented on Bradbourne Vale road to prevent speeding.”**

**“The town centre is dying and having a one way system is likely to damage this further. I don’t think this has been thought through enough and side roads outside the one way system will have more traffic with people trying to avoid getting caught in the one way system to get to their destinations, which ultimately could result in more accidents and congestion and more pollution in built up residential areas affecting people’s health more than it is currently. Perhaps considering roundabouts where traffic lights are, would reduce traffic pollution better.”**

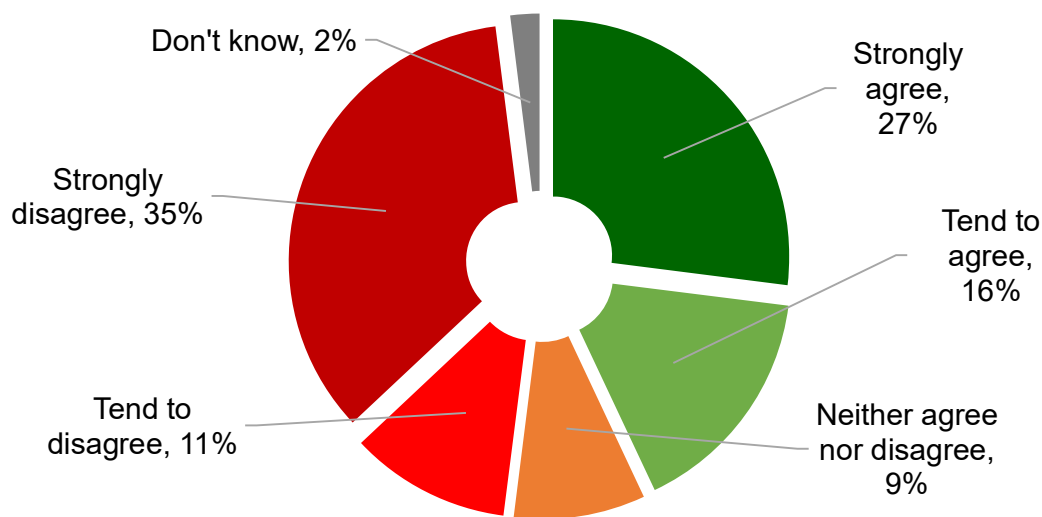
**“Ridiculous to make Dartford road one way. Traffic already congested in this area. Will cause Sevenoaks to grid lock! Twenty is also silly as the 30 limit currently is absolutely fine. 20 zones are appropriate around schools and similar locations but a blanket approach on the town and on such a main thoroughfare like this is completely inappropriate.”**

## TRAFFIC CALMING PROPOSALS FOR DARTFORD ROAD AND THE VINE

- Just over four in ten of all consultees answering indicated they agree with the traffic calming proposals for Dartford Road and The Vine (43%). 46% indicated they disagree with the proposals.
- 42% of Sevenoaks residents and 46% of residents of somewhere else in Kent / further afield indicated they agree with the proposals.
- Agreement amongst Parish/Town/Borough/District/County councillors, educational establishments, VCS organisations and local community group or residents' associations is at 60%, 89%, 100% and 80% respectively. All five businesses answering indicated their objection to the proposals.

### To what extent do you agree or disagree with the traffic calming proposals for Dartford Road and The Vine?

Base: all providing a response (1,506)



SUPPORTING DATA TABLE	% of total answering 1,506
Strongly agree	27%
Tend to agree	16%
Neither agree nor disagree	9%
Tend to disagree	11%
Strongly disagree	35%
Don't know	2%

There are significant differences in the level of agreement with the traffic calming proposals:

- 58% of 35-49 year old residents and 54% of 50-59 year old residents answering agree with the traffic calming proposals (the highest of all age groups).
- Comparatively, 49% of 16-34 year old residents, 44% of 60-64 year old residents and 41% of residents aged 65 & over agree with the traffic calming proposals.
- A significantly higher proportion of female residents answering agree with the proposals (52%) compared to male residents (45%).
- A significantly higher proportion of residents who do not usually travel in and around Sevenoaks by car as the driver agree with the proposals (70%) compared to residents who do usually travel by car as the driver (39%).

Consultees were given the opportunity to provide their reasons for their answer in their own words. For the purpose of reporting, we have reviewed respondents' comments and have grouped common responses together into themes. These are reported in the table below. 82% of consultees provided a comment at this question.

The most common positive mentions are supporting zebra / pedestrian crossings (17%), making the area / crossing the road safer for pedestrians (11%), generally improving safety (9%), slowing down traffic / current traffic is too fast (7%) and the proposals making it better / safer for cyclists (6%).

**Please tell us the reason for your answer?** Base: all answering (1,257)

#### SUMMARY OF POSITIVE MENTIONS

	% of total answering 1,257
Agree with / support zebra crossing / pedestrian crossings	17%
Better / safer for pedestrians / crossing the road	11%
Safer / increases safety	9%
Slows down traffic / traffic goes too fast	7%
Better / safer for cyclists	6%
Good idea / in support / makes sense / welcome proposals	5%
Better provision for pedestrians	5%
Reduce congestion	5%
Discourages car use / promotes different modes of transport	5%
Better for the environment / reduces pollution	3%

	% of total answering 1,257
Better for area / community	2%
Better access to war memorial	2%
Better / safer for children	2%

Some example comments from the key themes can be found below:

**“The zebra crossing is very much needed for pedestrians crossing from Vine towards Hitchen Hatch Lane. And it is true that at the moment there is no way to access the War Memorial Site, so a better access is needed.”**

**“I very much agree with the new paths and crossings for pedestrians. I have often thought there aren't enough safe paths nearby when walking.”**

**“Slow the traffic speeds down before there is a fatality. Have witnessed many near misses of pedestrians attempting to cross around the Dartford Road/Vine area and struggling to do so safely. Often end up taking dangerous risks and misjudging car speeds as cars travelling faster than permitted 30mph.”**

**“Should help reduce accidents and encourage local use of local shops/businesses as is the experience with other well designed schemes.”**

**“Excessive speed is a problem in the area leading to higher risks for pedestrians and road users and the cycleway is a good start though much more is needed to encourage people to cycle more.”**

**“It doesn't appear to inconvenience anyone and makes things safer for cyclists so I can't see any drawbacks really.”**

The most common concerns raised are the traffic calming proposals are considered unnecessary / waste of time / no benefit (24%), will cause congestion / increase traffic (12%) and are a waste of money (12%). 8% commented the proposals need to incorporate a better provision for cyclists.

### SUMMARY OF CONCERNS

	% of total answering 1,257
Unnecessary / waste of time / things are fine as they are / makes no sense	24%
Causes congestion / more traffic / chaos	12%
Waste of money / money could be better spent elsewhere / not value for money	12%
Better provision for cyclists	8%
Won't work / won't achieve desired outcome / hasn't worked in other areas / towns	7%
Cycle lane too short / pointless as doesn't continue	7%
Safety issues (general)	5%
Disagree with war memorial / spoils it / disrespectful	5%
Pushes traffic elsewhere / onto smaller roads	5%
Won't make it safer for cyclists / cyclists don't use cycle paths	4%
Increases pollution / emissions	4%
Disagree with one way system	4%
Doesn't benefit pedestrians / pointless bit of path	4%
St. Botolphs - makes it difficult to cross /angle of turning	4%
Safety issues for pedestrians	3%
Lack of evidence	3%
Won't encourage more cycle use / more walking	3%
Maps unclear / not enough detail	3%

Some example comments from the key themes of concern can be found below:

**“Can't see how it will help traffic. You cannot enforce any restrictions on cyclists until they are identifiable, so Southbound only cycle lane is a fantasy. Crossing may help pedestrians.”**

**“I don't understand what the problems are. I have never seen any issues with the existing arrangements. Another example of proposed massive waste of public money.”**

**“None of this is a priority, money would be better spent maintaining the roads we already have e.g. filling in potholes and repainting road markings.”**

**“Making it one way for cars will mean having to drive further to get to Sevenoaks. It will also increase the traffic in the side roads which is unpleasant for local residents and it will cause jams with cars pulling in and out of side roads more often.”**

**“There are no issues with this part of town that need fixing so it would be a waste of money. The only part of this proposal that would be of any use would be a zebra crossing for school pupils coming up from the station.”**

**“The problem with that road is that it was never designed for the volume of traffic it gets. Blocking it up with 'traffic calming' will make pollution worse and raise journey times.”**

**“This is not a heavy footfall area. Cyclists also not hugely common in and out of Sevenoaks as it is at the top of a very steep hill. Considerations for both are a waste of money here and resources could be more usefully used in other areas locally.”**

**“This is a busy junction, but, with a bit of patience, it works. To reduce the carriageway and introduce one-way traffic will cause gridlock and help no-one ( and increase harmful emissions).”**

**“There is no benefit to cyclists of having a cycle lane there when the traffic flow is reduced to 20mph. There is increased danger to cyclists coming out of St Botolphs, now having to cut across a total of 3 lanes to enter southbound flow of Dartford Road.”**



## ANY OTHER COMMENTS ON PROPOSALS

At the end of the questionnaire, consultees were given the opportunity to provide any other comments or suggestions on the proposals in their own words. For the purpose of reporting, we have reviewed respondents' comments and have grouped common responses together into themes. These are reported in the table below. 53% of consultees provided a comment at this question.

The most common comments referenced by consultees answering this question focus on a general lack of support of the proposals – 17% commented that the proposals are a waste of money and 15% would like to see the proposals scrapped / believe they are not needed.

12% commented on the need for any cycle lanes to be part of an integrated network and are limited if only applied to a short section of the area and 10% would like pedestrian provision to be improved / footpaths widened and/or maintained.

8% commented that the reduction in traffic speed was welcome / they agree with the 20mph proposed limits and 7% commented they welcomed the proposals.

### Do you have any other comments or suggestions on our proposals? Base: all answering (803)

	% of total answering 803
Waste of money / spend money elsewhere / more important things	17%
Scrap all proposals / none are welcome / waste of time / not needed / no issues	15%
Cycle lanes need to be integrated network / limited if only one short section	12%
Enforce speed limits	11%
Improve pedestrian provision / safety / widen footpaths / maintain footpaths	10%
Will discourage people coming into town / close businesses / will go elsewhere	8%
Reduction in traffic speed is welcome / Agree with 20mph	8%
All proposals welcome	7%
20mph not on main roads / only in built up areas / high street / school zones	7%
Not enough evidence / provide evidence / justification for proposals / more detail	5%
Agree with zebra crossing proposal	5%
Improve roads / potholes	5%
Hasn't worked elsewhere	5%
Proposals do not encourage cycling / walking more	5%
Improve public transport links	5%
Subsidise parking / free parking	3%

	% of total answering 803
Stop parking on both sides	3%
Extend 20mph to wider area	3%
Proposals will increase congestion	3%
Won't improve safety	3%
Pedestrianise town centre	3%
Proposals will increase pollution	2%
Area not conducive to cycling / too hilly	2%
Extend to London Road	2%
No HGV zone in town / restrict	2%
20mph will cause road rage / frustration / hostility	2%

Some example comments from the key themes can be found below:

**“Where is the evidence that this proposal is needed? I haven't seen any. I have lived in the town for 40 years and I am not aware that there is a problem there. I frequently walk into town via Dartford Road and have never had a problem crossing the road safely there.”**

**“Time and time again we see cycle lanes create larger traffic queues (thus more pollution) and yet hardly getting used.”**

**“Why don't you use the money to improve the bus service in the local area - this would encourage more people to leave the car and take public transport.”**

**“I strongly disagree with proposed changes as its unnecessary expenditure waste of taxpayers' money as there is roads which needs resurfacing in Sevenoaks in general.”**

**“I drive a car, ride a small motorcycle when I don't need a car and I cycle. The topography of Sevenoaks means cycling in town is not possible for me and I think many other people. Our roads here are narrow, steep and congested. They are now often closed for road works. Making them narrower with cycle lanes and traffic calming seems illogical. If I drive from Weald to Otford through town, I rarely get to 30mph as it is so congested.”**

**“Sevenoaks is a satellite town that serves many rural villages. Stop discouraging people visiting the town and isolating those in villages - cars are really the only viable option to travel to the town.”**

**“To manage traffic there need to be better public transport. Regular services with reasonable prices would encourage less car use.”**

**“This is just another total waste of taxpayers' money. It was tried in Tonbridge and half of it had to be undone as so many people objected.”**

**“We need cycle ways throughout the town. Not just one small stretch. The tragic accident on Mount Harry Road could have been avoided if the road layout protected cyclists. Could have been a child.”**

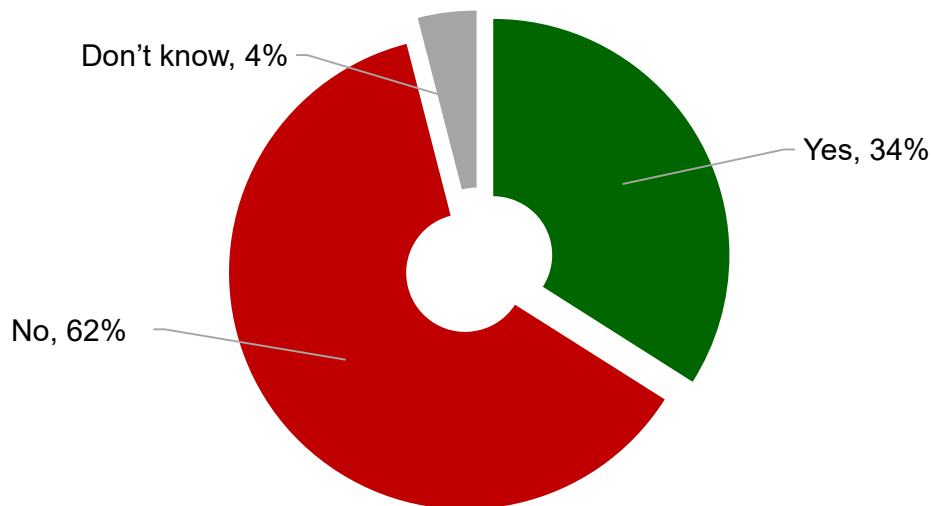
## LIKELY INFLUENCE OF PROPOSALS ON ACTIVE TRAVEL

### TRAFFIC REGULATION ORDER TO REDUCE THE EXISTING SPEED LIMIT TO 20MPH ON VARIOUS ROADS IN SEVENOAKS

- Just over a third of all consultees indicated the proposed town-wide 20mph limit would encourage them to walk more often (34%). 62% indicated that it would not encourage them to walk more often.
- 34% of Sevenoaks residents and 29% of residents of somewhere else in Kent / further afield indicated it would encourage them to walk more often.

#### Would the proposed town-wide 20mph limit encourage you to... walk more often?

Base: all providing an applicable response (1,472)



SUPPORTING DATA TABLE	% of total answering 1,472
Yes	34%
No	64%
Don't know	4%

There are significant differences in the proportion of consultees indicating the proposed limit will encourage them to walk more often:

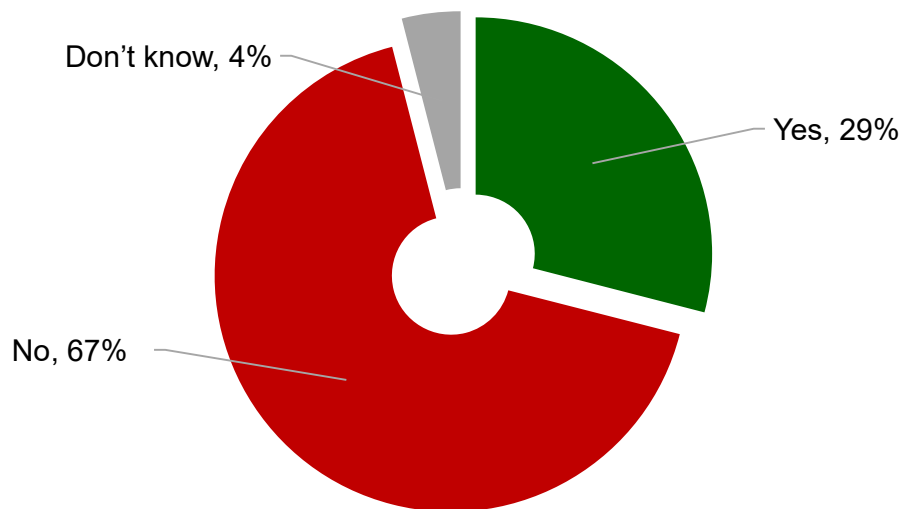
- 52% of 35-49 year old residents answering indicated it would encourage them to walk more (the highest of all age groups).

- Comparatively, 37% of 16-34 year old residents, 39% of 50-59 year old residents, 36% of 60-64 year old residents and 32% of residents aged 65 & over indicated it would encourage them to walk more.
- A significantly higher proportion of female residents answering indicated it would encourage them to walk more (44%) compared to male residents (37%).
- 40% of residents who usually travel in and around Sevenoaks on foot / walking indicated it would encourage them to walk more compared to 16% of residents who do not usually travel on foot / walking.

- Just under three in ten of all consultees indicated the proposed town-wide 20mph limit would encourage them to cycle more often (29%). 67% indicated that it would not encourage them to cycle more often.
- 28% of Sevenoaks residents and 24% of residents of somewhere else in Kent / further afield indicated it would encourage them to cycle more often.

**Would the proposed town-wide 20mph limit encourage you to... cycle more often?**

Base: all providing an applicable response (1,400)



SUPPORTING DATA TABLE		% of total answering 1,400
Yes		29%
No		67%
Don't know		4%

There are significant differences in the proportion of consultees indicating the proposed limit will encourage them to cycle more often:

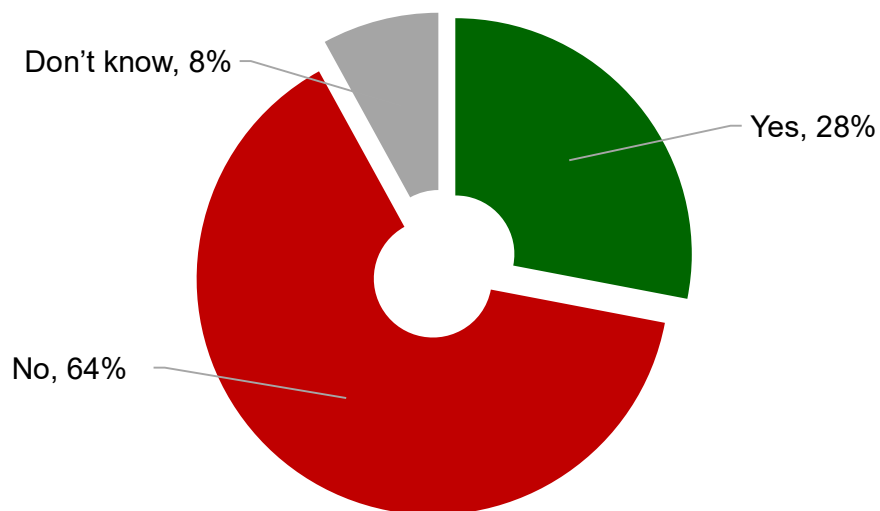
- 49% of 35-49 year old residents answering indicated it would encourage them to cycle more (the highest of all age groups).
- Comparatively, 37% of 16-34 year old residents, 40% of 50-59 year old residents, 26% of 60-64 year old residents and 18% of residents aged 65 & over indicated it would encourage them to cycle more.
- 60% of residents who usually travel in and around Sevenoaks cycling indicated it would encourage them to walk more compared to 19% of residents who do not usually travel by bike.

## TRAFFIC CALMING PROPOSALS FOR DARTFORD ROAD AND THE VINE

- Just under three in ten of all consultees indicated the proposed traffic calming measures would encourage them to walk more often (28%). 64% indicated that it would not encourage them to walk more often.
- 28% of Sevenoaks residents and 27% of residents of somewhere else in Kent / further afield indicated they would encourage them to walk more often.

### Would the proposed traffic calming measures on Dartford Road and The Vine encourage you to... walk more often?

Base: all providing an applicable response (1,458)



SUPPORTING DATA TABLE	% of total answering 1,458
Yes	28%
No	64%
Don't know	2%

There are significant differences in the proportion of consultees indicating the proposed traffic calming measures will encourage them to walk more often:

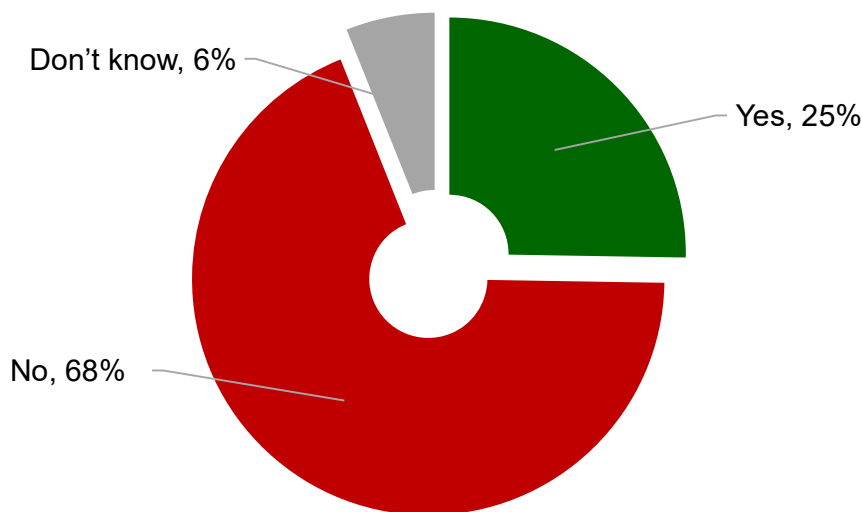
- 44% of 35-49 year old residents answering indicated they would encourage them to walk more (the highest of all age groups).

- Comparatively, 36% of 16-34 year old residents, 33% of 50-59 year old residents, 32% of 60-64 year old residents and 26% of residents aged 65 & over indicated they would encourage them to walk more.
- A significantly higher proportion of female residents answering indicated they would encourage them to walk more (37%) compared to male residents (31%).
- 33% of residents who usually travel in and around Sevenoaks on foot / walking indicated they would encourage them to walk more compared to 13% of residents who do not usually travel on foot / walking.

- A quarter of all consultees indicated the proposed traffic calming measures would encourage them to cycle more often (25%). 68% indicated that it would not encourage them to cycle more often.
- 25% of Sevenoaks residents and 22% of residents of somewhere else in Kent / further afield indicated they would encourage them to cycle more often.

**Would the proposed traffic calming measures on Dartford Road and The Vine encourage you to... cycle more often?**

Base: all providing an applicable response (1,384)



SUPPORTING DATA TABLE		% of total answering 1,384
Yes		25%
No		68%
Don't know		6%



There are significant differences in the proportion of consultees indicating the proposed traffic calming measures will encourage them to cycle more often:

- 42% of 35-49 year old residents answering indicated they would encourage them to cycle more (the highest of all age groups).
- Comparatively, 34% of 16-34 year old residents, 34% of 50-59 year old residents, 26% of 60-64 year old residents and 16% of residents aged 65 & over indicated they would encourage them to cycle more.
- 54% of residents who usually travel in and around Sevenoaks cycling indicated they would encourage them to walk more compared to 17% of residents who do not usually travel by bike.

## RESPONSE TO EQUALITY IMPACT ASSESSMENT

Consultees were given the opportunity to provide any comments on the draft Equality Impact Assessment in their own words. 13% of consultees provided an applicable comment at this question. Of the consultees providing an applicable comment, 46% indicated that an equality / diversity analysis is unnecessary for this consultation / is not relevant to speed limits / traffic schemes. 9% indicated they generally agree with the Equality Impact Assessment.

For the purpose of reporting, we have reviewed the comments provided by the remaining 92 respondents and have included example comments against some of the concerns identified:

Support for the proposals benefiting vulnerable demographic groups including the elderly and residents with disabilities:

**“20mph is better for everyone, but perhaps particularly important for those who are less physically able and/or juggling small children - so older, disabled and carers.”**

**“I am a young adult with autism and I find crossing the road difficult in fast traffic. This scheme will help me access the town more easily.”**

**“Calming traffic will help people with disabilities and vulnerabilities to use the roads, and also young people who may be learning to use the road.”**

**“Lower speeds will benefit some disabled people getting around the town. I cannot see the relevance of any other diversity or equality issues.”**

A few residents expressed concern that proposals may limit access to particular areas / landmarks:

**“There is no provision that will improve disability or wheelchair access to the War Memorial. Current West side access discussed in my comments is the only reasonable way to get onto the Monument for a person with limited mobility, and with the increased traffic flow travelling North, this will become more difficult.”**

**“This proposal clearly doesn't take into count members of the disabled community who need to use their car to get around and are reliant on carers who have to travel by car between clients. As a disabled person I feel like this proposal would make Sevenoaks less accessible to disabled people making it take longer and use more energy that they don't have.”**

**“You should keep in mind road users who are unable to walk or cycle - eg the disabled and elderly.”**

A few residents expressed concern that pavement suitability needs to be considered for vulnerable demographic groups:

**“Narrow pavements are difficult for mobility scooters, wheelchairs and buggies. Some pavements also slope at an angle which makes it almost impossible to push a wheelchair.”**

**“Perhaps making sure pavement size isn't reduced when bike paths are implemented so that wheelchair users can still use pavements.”**

Finally, a few residents commented on public transport cuts and how this is impacting those who do not have a car and vulnerable demographic groups:

**“I have alluded to age and how public transport is aimed at those not in the 'usual' working week. From a carers viewpoint taking my disabled father out without the use of his transport is too hard, and those who have tried our public transport from an 'abled' body perspective will attest to this. Please again give consideration to those in your outer villages, we aren't the hugely affluent that lives in the heart of town, but we are still very much invested in place, and our accessibility to it.”**

**“I think you have disadvantaged older people by cutting the bus services, especially those who don't have a car. Sevenoaks is very hilly so not everyone can walk or cycle. You have in fact made it more necessary to own and drive a car whilst making it more difficult to do so. Look at the Otford road changes and the problems that has caused. Lots of people complaining and the houses getting far more pollution than before. Please think very carefully before spending OUR money on schemes that make things worse.”**

**“The elderly should be given the same consideration as the young without good public transport elderly people have no option but to drive.”**

## NEXT STEPS

Following the analysis of responses to the consultation, KCC will review the results alongside the project sponsors and key stakeholders. This report will then be presented at the Sevenoaks Joint Transport Board (JTB) in December 2022 or March 2023.

At the JTB, KCC officers will ask the Members of the Board to vote on how the scheme is progressed. The Board will be asked to vote on the following options:

- a) Proceed to construction with the scheme as consulted on / advertised.
- b) Amend the scheme and then proceed to construction, provided that the changes do not make the Traffic Regulation Orders (TRO) null and void and are not significant.
- c) Amend the scheme and reconsult on amendments to the TROs if changes are more significant or new proposals are required.
- d) Abandon the scheme.

If following this meeting the decision is taken by KCC to proceed with the scheme the consultation feedback will be used to review and finalise the design. The TROs will be advertised as 'Made Orders'. This will be publicised via a notice in the local newspaper and on the consultation webpage [www.kent.gov.uk/sevenoaks20mph](http://www.kent.gov.uk/sevenoaks20mph).

This report and details of the decision will also be made available on the consultation webpage. An email will be sent to stakeholders and people who have asked to be kept informed via Let's talk Kent.

## Part One – Mandatory Traffic Regulation Order Questions

**Q1. Please tell us if you wish to support or object to this Traffic Regulation Order to reduce the existing speed limit to 20mph on various roads in Sevenoaks.**

Please select **one** option.

<input type="checkbox"/>	Support
<input type="checkbox"/>	Object

**Q1a. Please tell us, in the box below, the reason for your support or objection.**

If you have answered Q1 you must provide an answer to this question. We ask you not to identify yourself within your response.

**Q2. Please tell us if you wish to support or object to this Traffic Regulation Order to introduce one-way traffic flow on Dartford Road in Sevenoaks.**

You will get the opportunity to provide feedback on the wider traffic calming scheme in part two of this questionnaire.

Please select **one** option.

<input type="checkbox"/>	Support
<input type="checkbox"/>	Object

**Q2a. Please tell us, in the box below, the reason for your support or objection.**

If you have answered Q2 you must provide an answer to this question. We ask you not to identify yourself within your response.

Thank you for completing the questions for the Traffic Regulation Orders. We would now like to ask you some questions to gather more detail on how you feel about the scheme. If you are happy to continue, please carry on to the next page.

## Part Two – Optional Questions

**Q3. Are you responding as...?**

Please select the option from the list below that most closely represents how you will be responding to this consultation.

Please select **one** option.

- A Sevenoaks resident
- A resident of somewhere else in Kent or further afield
- A Parish/Town/Borough/District/County Councillor
- A representative of a local community group or residents' association
- On behalf of an educational establishment, such as a school or college
- On behalf of a local business
- On behalf of a charity, voluntary or community sector organisation (VCS)
- Other, please specify:

**Q3a. If you are responding on behalf of an organisation (business, community group, residents' association or any other organisation), please tell us the name of your organisation in the box below.**

**Q4. Please tell us the first five characters of your postcode:**

If you are responding on behalf of an organisation, please add your organisations postcode. Please do not reveal your whole postcode. We use this to help us to analyse our data. It will not be used to identify who you are.

**Q5. How do you usually travel in and around Sevenoaks?**

Please select **all** that apply.

- Bicycle or adapted cycle
- Bus
- Car - as a driver
- Car - as a passenger
- Foot/walking
- Motorcycle or moped
- Scooter (non-electric)
- Taxi
- Wheelchair or mobility scooter
- Not applicable / responding on behalf of an organisation
- Other, please specify:

### **Wider traffic calming measures for Dartford Road and The Vine**

In addition to the proposed one-way southbound route on Dartford Road covered in the TRO (Q2) the traffic calming proposals for Dartford Road and The Vine also include:

- a new southbound only cycleway
- alterations to turning movements from The Vine onto Dartford Road
- a new footway build-out on The War Memorial site to improve pedestrian access
- a new zebra crossing south of the junction with Vine Court Road.

### **Q6. To what extent do you agree or disagree with the traffic calming proposals for Dartford Road and The Vine?**

Please select **one** option.

<input type="checkbox"/>	Strongly agree
<input type="checkbox"/>	Tend to agree
<input type="checkbox"/>	Neither agree nor disagree
<input type="checkbox"/>	Tend to disagree
<input type="checkbox"/>	Strongly disagree
<input type="checkbox"/>	Don't know

### **Q6a. Please tell us the reason for your answer to Q6.**

Please write in below. We ask you not to identify yourself within your response.



**Q7. Would the proposed town-wide 20mph limit encourage you to...?**

Please select **one** option for each row.

	Yes	No	Don't know	Not applicable / responding on behalf of an organisation
Walk more often				
Cycle more often				

**Q8. Would the proposed traffic calming measures on Dartford Road and The Vine encourage you to...?**

Please select **one** option for each row.

	Yes	No	Don't know	Not applicable / responding on behalf of an organisation
Walk more often				
Cycle more often				

**Q9. Do you have any other comments or suggestions on our proposals?**

Please write in below. We ask you not to identify yourself within your response.

**Q10. How did you find out about this consultation?**

Please select **all** that apply

- An email from Kent County Council
- An email from Let's talk Kent/KCC's Engagement and Consultation team
- Facebook
- From a friend or relative
- From Sevenoaks District Council
- From Sevenoaks Town Council
- Newspaper article
- Nextdoor
- Postcard delivered to my home or business
- Poster / street notice / public notice
- Twitter
- Other, please specify:

**To help ensure that we are meeting our obligations under the Equality Act 2010 we have prepared an initial Equality Impact Assessment (EqIA) for this scheme.**

An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, gender, gender identity, sexual orientation, race, religion or belief, and carer's responsibilities. The EqIA is available to download here [www.kent.gov.uk/sevenoaks20mph](http://www.kent.gov.uk/sevenoaks20mph)

**Q11. We welcome your views on our equality analysis and if you think there is anything we should consider relating to equality and diversity, please add any comments below:**

## About You

We want to make sure that everyone is treated fairly and equally, and that no one gets left out. That's why we are asking you these questions. We will only use this information to help us make decisions and improve our services.

**If you would rather not answer any of these questions, you don't have to.**

**It is not necessary to answer these questions if you are responding on behalf of an organisation.**

**Q12. Are you....?** Please select **one** option.

<input type="checkbox"/>	Male
<input type="checkbox"/>	Female
<input type="checkbox"/>	I prefer not to say

**Q13. Which of these age groups applies to you?** Please select **one** option.

0-15	<input type="checkbox"/>	16-24	<input type="checkbox"/>	25-34	<input type="checkbox"/>	35-49	<input type="checkbox"/>	50-59	<input type="checkbox"/>
60-64	<input type="checkbox"/>	65-74	<input type="checkbox"/>	75-84	<input type="checkbox"/>	85+ over	<input type="checkbox"/>	I prefer not to say	<input type="checkbox"/>

The Equality Act 2010 describes a person as disabled if they have a long standing physical or mental condition that has lasted, or is likely to last, at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

**Q14. Do you consider yourself to be disabled as set out in the Equality Act 2010?** Please select **one** option.

Yes  No  I prefer not to say

**Q14a. If you answered 'Yes' to Q14, please tell us the type of impairment that applies to you.**

You may have more than one type of impairment, so please select all that apply. If none of these applies to you, please select 'Other' and give brief details of the impairment you have.

- Physical impairment
- Sensory impairment (hearing, sight or both)
- Longstanding illness or health condition, such as cancer, HIV/AIDS, heart disease, diabetes or epilepsy
- Mental health condition
- Learning disability
- I prefer not to say
- Other

Other, please specify:

A Carer is anyone who provides unpaid care for a friend or family member who due to illness, disability, a mental health problem or an addiction cannot cope without their support. Both children and adults can be carers.

**Q15. Are you a Carer?** Please select **one** option.

- Yes
- No
- I prefer not to say

