

# Preferred Option Announcement **CONSULTATION RESULTS**



## Contents

1. Background	3
2. Methodology	4
3. Data in the report	5
4. Executive Summary	6
5. Main Findings	8
5.1 The preferred option	8
5.2 Suggestions to support management of the network and reduction in roadside emissions	9
5.3 Supportive measures	14
6. Other comments/suggestions	17
7. Other feedback	21
8. About those who responded to the survey	23
9. Data Tables	26

## 1. Background

- 1.1 To tackle poor air quality, the Government has mandated Derby introduce measures to reduce roadside nitrogen dioxide (NO<sub>2</sub>) levels to within legal limits as soon as possible. Derby City Council is working with the Government to develop and produce a plan to tackle predicted exceedances of roadside NO<sub>2</sub>.
- 1.2 The first phase of 8 week public consultation presented three options and identified option one – traffic management measures as the preferred option for the Council with the evidence available at that time. Of the three options set out the overwhelming support was for option one, with just under three quarters of respondents (73.6%) agreeing with the main measures set out.
- 1.3 Derby City Council have given the feedback and concerns raised in the first round of consultation careful consideration, along with the further emerging technical evidence. This has enabled us to further refine the proposals and the detailed design of the measures and ensure we have the robust evidence to demonstrate it is the most appropriate solution for Derby.
- 1.4 The second round of consultation aimed to gather feedback on the scheme details of the preferred option, as well as to assess preference for and help to develop the supporting measures to be included in the Local Air Quality Plan through the separate bidding process for the Clean Air Fund (to mitigate against the impact of the delivery of the preferred option).
- 1.5 In order to ensure that the Council can give due consideration to the views of all stakeholders on the preferred option and that these views can help inform the further development of any proposals, a public consultation was undertaken. Feedback was welcomed from all stakeholders including residents, local business, public transport operators, taxi/private hire operators and HGV operators to help further refine the Local Air Quality Plan for Derby.

## 2. Methodology

2.1 A three week consultation was undertaken from 31<sup>st</sup> October to 21<sup>st</sup> November 2018. The consultation was primarily conducted through an online survey with paper versions and translations available on request. Stakeholders and individuals were also given the opportunity to write in with any other comments they had and these have all been incorporated in this report.

2.2 In addition to the online survey, information on the consultation was sent directly to around 50 key businesses and stakeholder groups to encourage both them and their employees to respond. This information was sent to key stakeholders including but not limited to bus operators, taxi associations, emergency services, businesses, the Freight Transport Association and active travel groups.

2.3 Council officers also attended the various meetings to engage with specific key stakeholder groups regarding the consultation including:

- Green Forum - 1<sup>st</sup> November 2018
- Derby Renaissance Board - 8<sup>th</sup> November 2018

2.4 A public display event was also held on the 15th November 2018 in the Council House reception where materials and further details of the Council's preferred option were displayed. The event was staffed by Council officers and provided members of the public with an opportunity to ask questions and make comment.

### 3. Data in the report

3.1 Data from the closed questions are presented in the report as a % score. This data in the text of the report is rounded up or down to the nearest whole percentage point. Charts or tables therefore may result on occasions adding up to 99% or 101%. If a tables or chart does not match exactly to the text in the report this occurs due to the rounding up or down when responses are combined. Results that differ in this way should not have a variance that is any larger than 1%.

3.2 When reading the data, please note that there is a base number against all charts and tables; this is the valid number of responses for that particular question and the figure that the percentages are calculated from.

**Table 1: Consultation Responses**

<b>Source of comment</b>	<b>Number of responses</b>
<b>Online survey responses</b>	<b>186</b>
<b>Paper survey responses</b>	<b>3</b>
<b>Additional letters and emails</b>	<b>18</b>

3.3 In total there were **189** responses to the survey, with additional comments also received through letters and emails. Table 1 below shows the number of responses made through each method.

## 4. Executive Summary

### Preferred Option Consultation: Results in Brief

#### **189 individuals completed the survey as part of the consultation on how to improve air quality in Derby.**

The consultation aimed to gather feedback on the Council's Local Air Quality Plan (LAQP) for the preferred option and assess the preference and support for mitigation measures. The results from this consultation will be used and taken into account to help develop the measures ahead of the final business case submission.

The consultation was conducted through a survey, a public event with a display of the proposed Local Air Quality Plan and the attendance of Council officers at the Green Forum and Derby Renaissance Board.

#### **The proposed Local Air Quality Plan**

Respondents were asked for their views on the LAQP within the context of statements relating to the overarching objectives and aims. The results showed that:

- The majority of respondents (42.9%) said that they strongly disagree/ disagree that the preferred option addresses roadside NO<sub>2</sub> in the shortest possible time. This was not an overwhelming majority as 38.6% did agree/ strongly agree.
- The majority of respondents (44.4%) strongly disagree/ disagree that the preferred option maximises benefits and minimises costs for the Government, the Local Authority and residents of Derby. This again was not an overwhelming majority as 40.2% did agree/ strongly agree.
- By contrast, 54% of respondents said that they strongly agree/agree the

#### **Supporting Measures**

Respondents were asked to consider supporting measures that formed part of the proposals, these included a clean air incentive scheme and electric vehicle charging infrastructure. The majority of the 189 respondents (73.5%) agree that the supporting measures, such as the CAIS and electric vehicle charging investment are required with 41.8% of those respondents strongly agreeing.

The supporting measure that most respondents (69.5%) said should be prioritised is public transport investment and promotion. It also indicates a good level of support for other measures such as incentives to switch to low emission vehicles (50.3%) and extending electric vehicle charging infrastructure (48.7%). The measure that was shown to be of least priority was mobility credits with only 10% of respondents thinking that this should be prioritised.

Other suggestions for supporting measures that should be prioritised mostly related to improvements to cycling infrastructure.

### **Suggestions to further support the management of the network**

Majority of the responses received made reference to improving cycling facilities, concern over the plan to remove the right turn cycle route from Friar Gate, public transport improvements and improvements to traffic light signalling.

Majority of respondents raised general concerns about the proposed Air Quality Plan not being a suitable option for the city.

### **Other comments and suggestions**

Other comments and suggestions were received as part of the consultation survey and below summarises the main themes:

- Increase in and enhancement of cycling infrastructure
- Concern that the plans will lead to a spreading of pollution to surrounding roads
- Further promotion to encourage and increase bus use
- Increased focus on reducing overall vehicle numbers
- Highlighting that there is a significant opportunity to encourage and increase walking/cycling as part of the plans

### **Key Stakeholder Responses**

Many key stakeholders responded to the Council's preferred scheme of measures with feedback received from public transport operators, active travel groups, environmental groups and representative bodies. Many of the responses received from key stakeholders were in opposition of the Council's preferred Local Air Quality Plan and highlighted some of the proposed scheme details that stakeholder groups were most concerned about.

The main themes of stakeholder responses were:

- Support for the need of a Clean Air Incentive Scheme (CAIS) and the supporting measures
- Requests for more information to be provided on the details of the CAIS including mobility credits.
- Requests for more technical evidence to be provided to demonstrate that the LAQP does achieve compliance
- Concern that there are no measures within the plans to ensure behaviour change is encouraged
- Objections to specific scheme details
- Concerns that the plans are the least effective of the three options

## 5. Main Findings

### 5.1 The preferred option

5.1.1 Respondents were asked their views on the preferred option and to what extent they agreed or disagreed with the following statements:

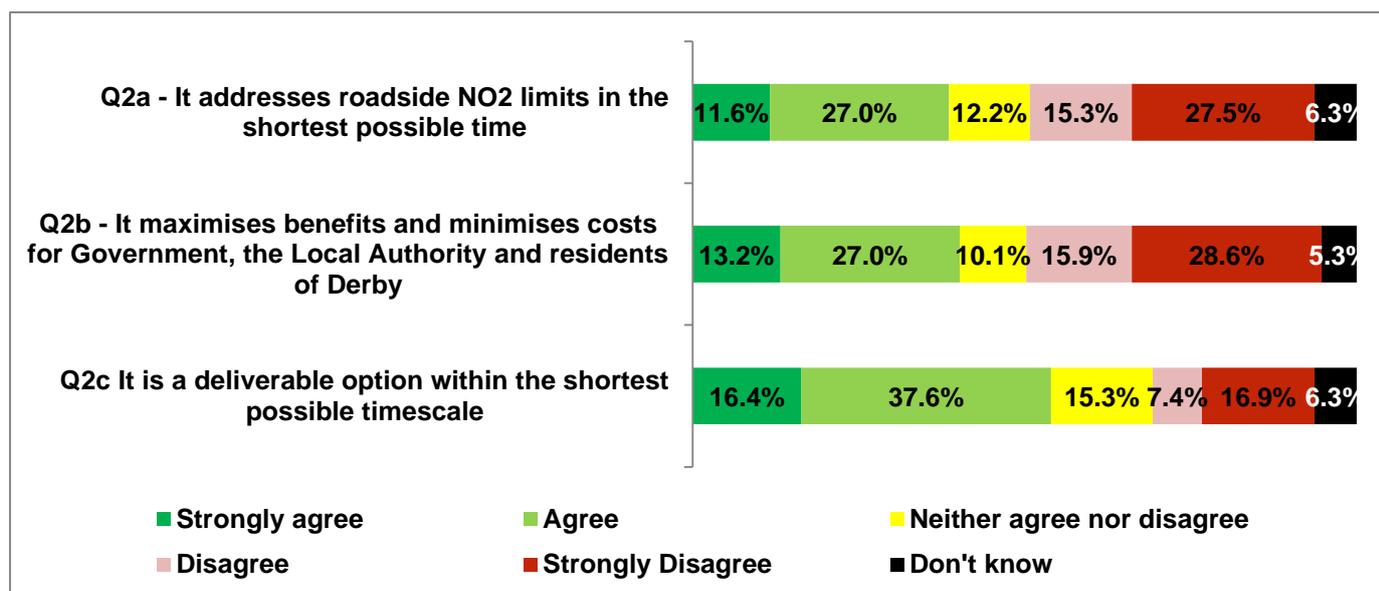
- It addresses roadside NO<sub>2</sub> limits in the shortest possible time.
- It maximises benefits and minimises costs for Government, the Local Authority and residents of Derby.
- It is a deliverable option within the shortest possible timescale.

5.1.2 The majority of respondents (42.9%) said that they strongly disagree/ disagree that the preferred option addresses roadside NO<sub>2</sub> in the shortest possible time. This was not an overwhelming majority as 38.6% of respondents said they strongly agree/agree with this statement.

5.1.3 The majority of respondents (44.4%) strongly disagree/ disagree that the preferred option maximises benefits and minimises costs for the Government, the Local Authority and residents of Derby. This again was not an overwhelming majority as 40.2% of respondents said they strongly agree/agree with this statement.

5.1.4 By contrast, 54% of respondents said that they strongly agree/agree the Council's preferred option was deliverable within the shortest possible timescale. Only 16.9% strongly disagree with this statement and 7.4% who disagree.

Chart 1: Thinking about our preferred option (traffic management and wider network management), to what extent do you agree or disagree with the following statements?



Base: 189 respondents



*“Since the proposal focuses only on changing the traffic flow, the issue is simply being spread over a wider area”*

*“It only rearranges the existing traffic and spreads the poor air quality across a wider area...”*

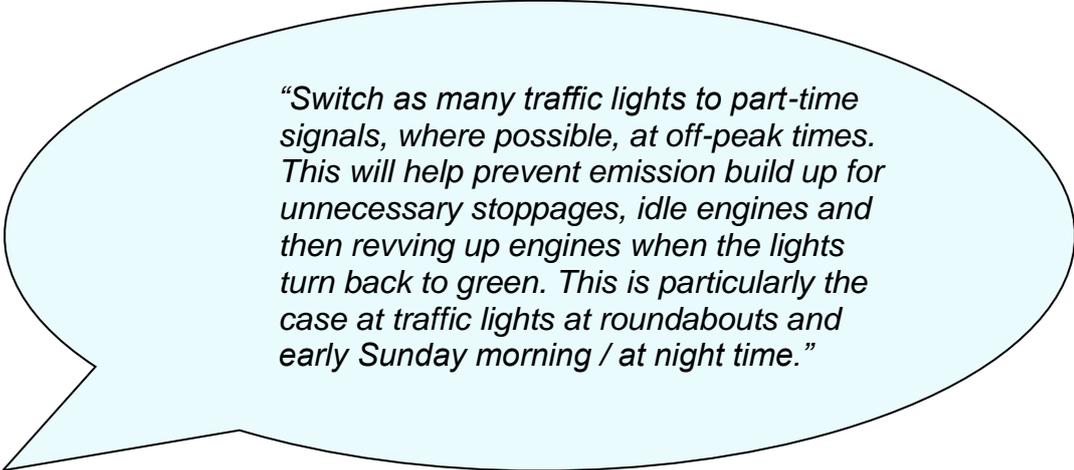
*“I'm not sure how this will work to address NO<sub>2</sub> limits other than spread and distribute the levels over a larger space eliminating the 'problem area' but not addressing anything...”*

5.2.5 17 respondents have expressed concern over the plan to remove the right turn cycle facility at the traffic signal junction from Friar Gate into Brick Street . There is a feeling that this is a retrograde step which will make travelling by bicycle more challenging.

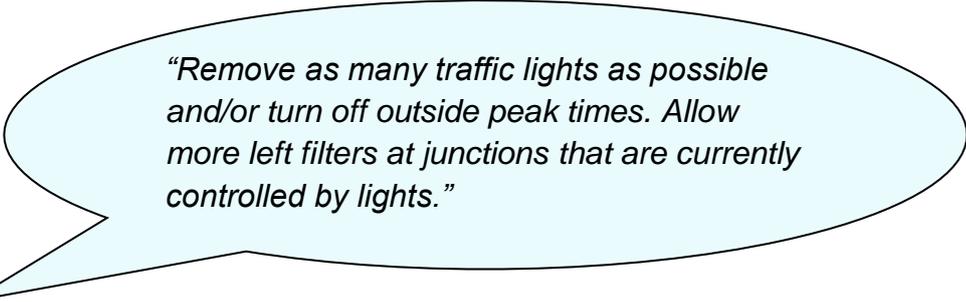
*“How is removing cycling infrastructure going to help? We need restrictions on vans and buses emission levels.”*

*“Where it's proposed to reduce lanes introduce cycle lanes. Don't remove any cycle facilities (think how bad that looks in an air quality consultation).”*

5.2.6 13 responses referenced the traffic signals in Derby. Several respondents believed that all traffic signals should be removed from roundabouts and that as many traffic signals as possible should be turned off outside of peak times. Specific reference was made to the lights at the junction of Friar Gate and Bridge Street. It is believed that the right turn filter times are too infrequent hence resulting in vehicles with idling engines sitting at the junction resulting in poor air quality .

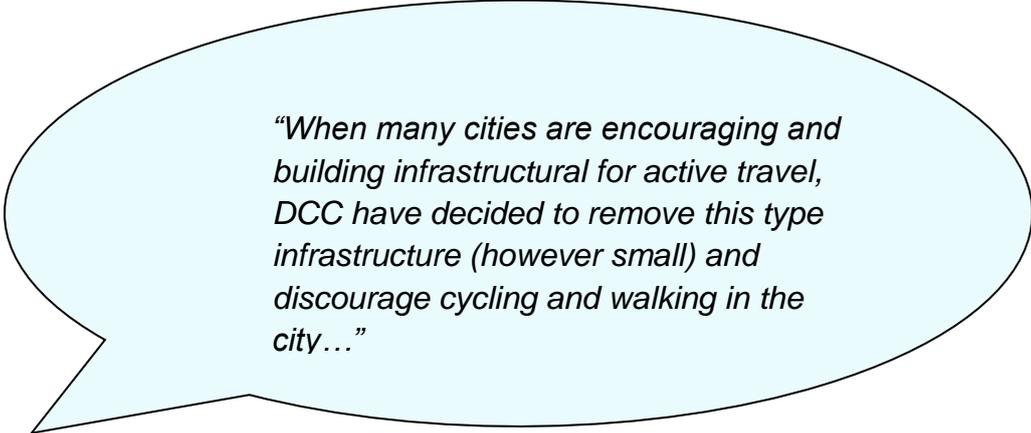


*“Switch as many traffic lights to part-time signals, where possible, at off-peak times. This will help prevent emission build up for unnecessary stoppages, idle engines and then revving up engines when the lights turn back to green. This is particularly the case at traffic lights at roundabouts and early Sunday morning / at night time.”*

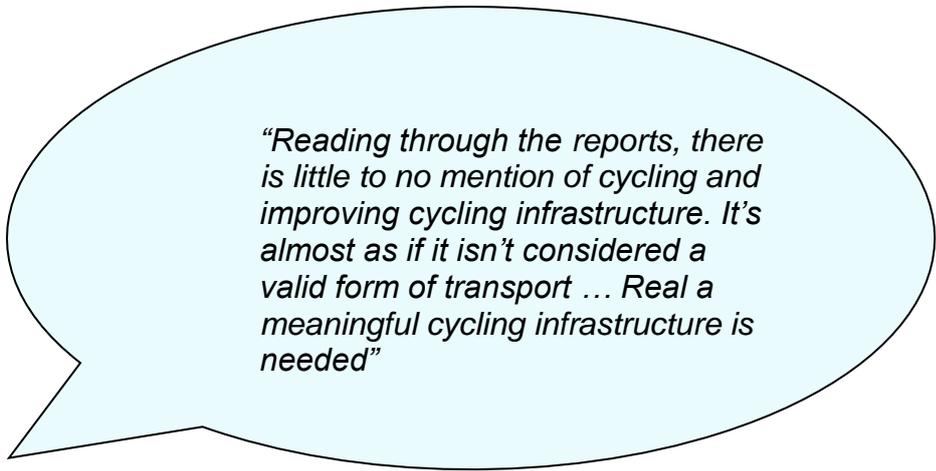


*“Remove as many traffic lights as possible and/or turn off outside peak times. Allow more left filters at junctions that are currently controlled by lights.”*

5.2.7 12 respondents suggested better cycle infrastructure be built to further encourage cycling in the city and join up employment hubs and residential areas. It has been suggested that cycling infrastructure should be improved along Stafford Street and at the junctions of Stafford Street with Mercian Way / Uttoxeter Road and with Friar Gate.

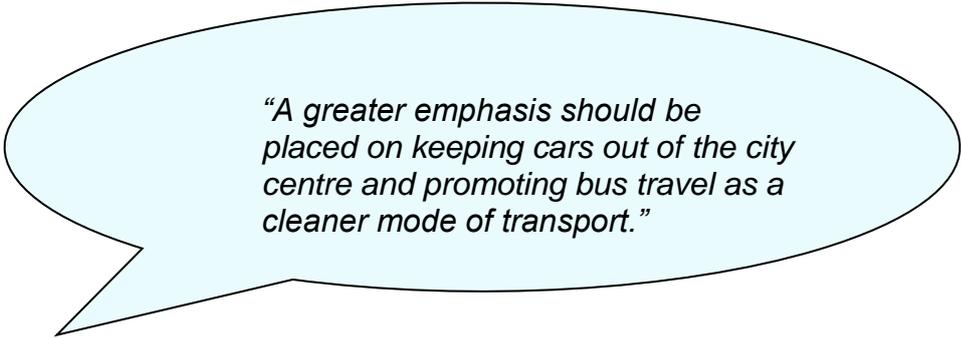


*“When many cities are encouraging and building infrastructural for active travel, DCC have decided to remove this type infrastructure (however small) and discourage cycling and walking in the city...”*

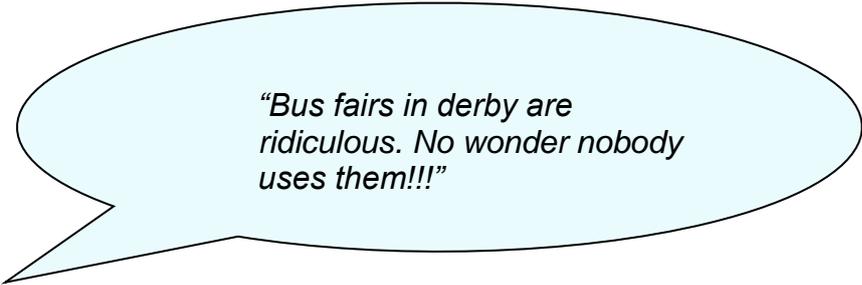


*“Reading through the reports, there is little to no mention of cycling and improving cycling infrastructure. It’s almost as if it isn’t considered a valid form of transport ... Real a meaningful cycling infrastructure is needed”*

5.2.8 There has been suggestion that there needs to be improvement in the bus services in Derby. There is dissatisfaction with the cost of bus fares, poor bus services and the pollution generated by the bus fleet. There have been many suggestions that the buses need to be zero emissions in order to reduce pollution. Some of the suggestions for cheaper fares, an integrated bus system and having one bus company suggest that bus services be placed back under public ownership/control.



*“A greater emphasis should be placed on keeping cars out of the city centre and promoting bus travel as a cleaner mode of transport.”*

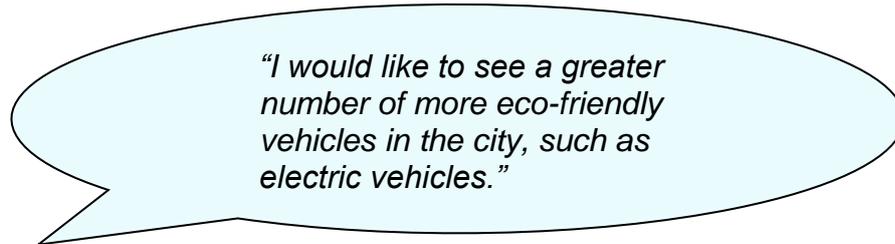


*“Bus fares in derby are ridiculous. No wonder nobody uses them!!!”*



*“Improve affordability of public transport”*

5.2.9 9 comments were received regarding electric vehicles (EVs), most were in favour of promoting EVs and suggested that there should be an increase in EV charging infrastructure, cleaner public transport and consideration given to a vehicle scrappage scheme to encourage people to move away from their heavily polluting vehicle to a lower emission vehicles such as EV's.

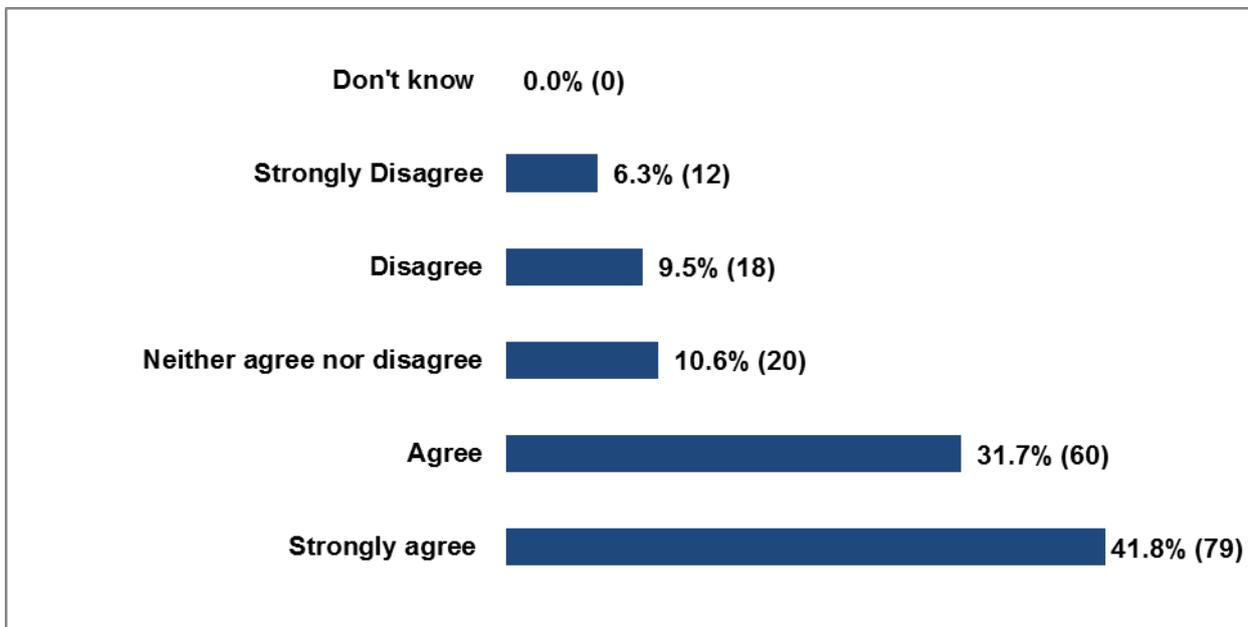


5.2.10 Other comments included introducing real time road pricing, completing the A52 works as soon as possible, investing in the outer ring road, opening up bus lanes at peak times as happens in Nottingham, increasing greenery in the city, diverting HGVs away from the congested areas, increasing the number of park and ride areas, retrofitting vehicles and banning vehicles from idling at traffic lights.

### 5.3 Supportive measures

5.3.1 Many of the respondents to the survey have indicated that the supporting measures to the Council's proposed Local Air Quality Plan are required. 73.5% of 189 respondents agree that the supporting measures, such as the Clean Air Incentive Scheme (CAIS) and electric vehicle charging investment are required with 41.8% of those respondents who strongly agreed.

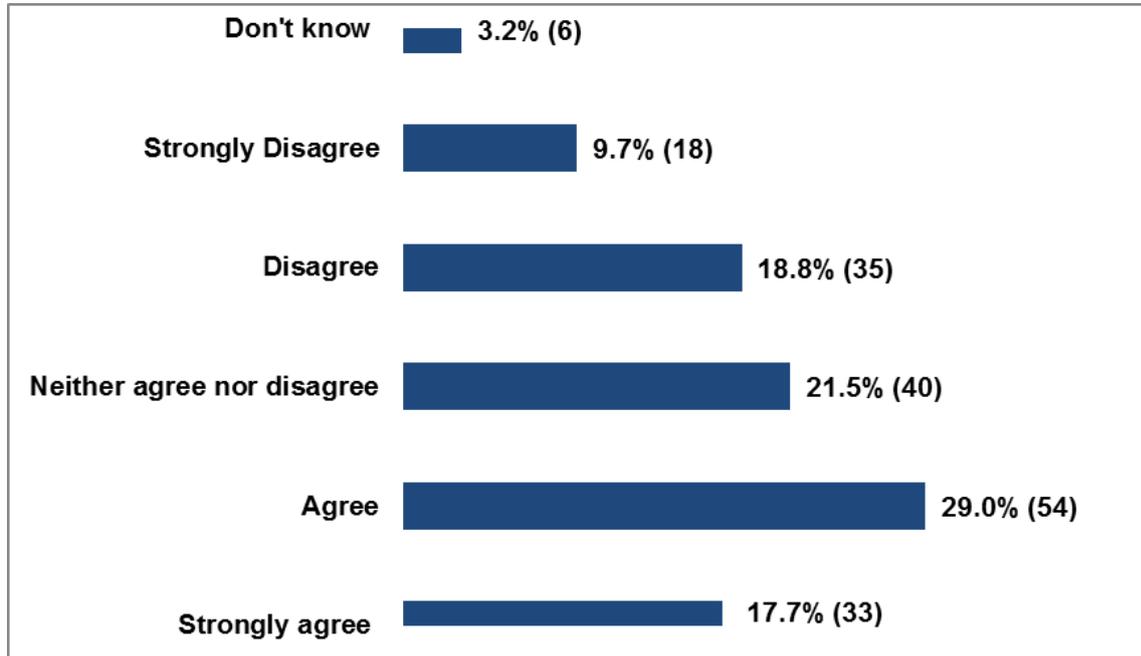
Chart 2: Thinking about the supporting measures (for example, clean air incentive scheme (CAIS) and electric vehicle charging investment) to what extent do you agree or disagree that these are required



Base: 189 respondents

5.3.2 Many of the respondents to the survey have indicated that the supporting measures to the Council's proposed Local Air Quality Plan are complimentary to the preferred option. 46.8% of 186 respondents agree that the supporting measures, such as the CAIS and electric vehicle charging investment are complementary with 17.7% of those respondents who strongly agreed.

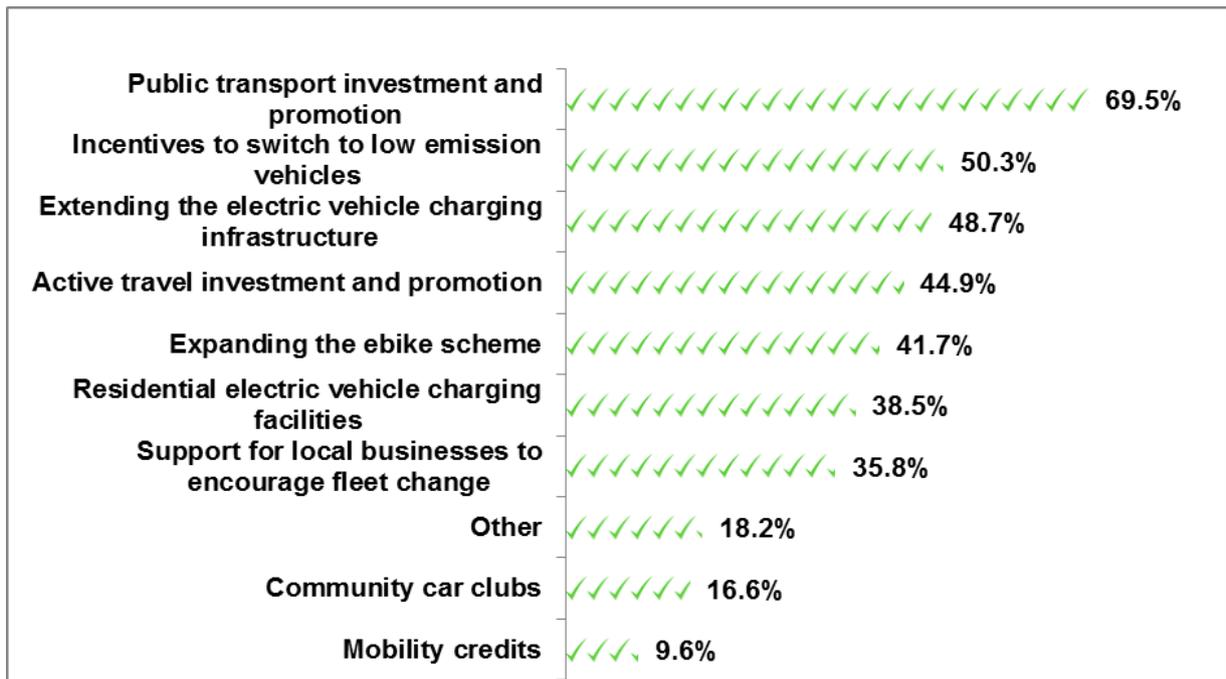
Chart 3: To what extent do you agree or disagree that the supporting measures complement the preferred option?



Base: 186 respondents

5.3.3 As indicated in the graph overleaf the supporting measure that most respondents (69.5%) said should be prioritised is public transport investment and promotion. It also indicates a good level of support for other measures such as incentives to switch to low emission vehicles (50.3%) and extending electric vehicle charging infrastructure (48.7%). The measure that was shown to be of least priority was mobility credits with only 10% of respondents that thought this should be prioritised.

Chart 4: Which of the supporting measures do you feel should be prioritised?



Base: 187 respondents

\* Respondents could select multiple answers so percentages will not total 100%

5.3.4 There were 34 comments received for other supporting measures that should be prioritised. Most of the comments (11) related to improvements to cycling infrastructure. Other suggestions included further restrictions on polluting vehicles (4 comments), further promotion of cycling and walking (4 comments), and suggestions related to park and ride facilities (2 comments).



6.1.4 Selections of the responses to this question are shown in summary below. There is repetition in certain cases as many responses covered multiple subjects.

### **Increase cycling infrastructure**

*“Build cycling infrastructure. It will lessen the burden on the road network, and if build promptly it may mitigate the increased congestion while the A38 is being improved which it planned to last approx 2.5 years. We need to lessen the burden on the network, not just move it to other areas around the city.”*

*“It is a very unambitious plan and not very forward thinking. Instead of looking at lowering emissions and an inspiring future, the plan is just distributing the pollution and not really dealing with the problem. We need more cycling infrastructure within the city and a council that will champion this. Will there be less cycling infrastructure after this change?!!!”*

### **Concern that plans spread pollution**

*“The traffic flow plans outlined are likely to shift the pollution problem to other streets, rather than resolve them. Radical action by the City is needed to change the situation to one in which it becomes normal, safe and healthy to get around on foot or bike...”*

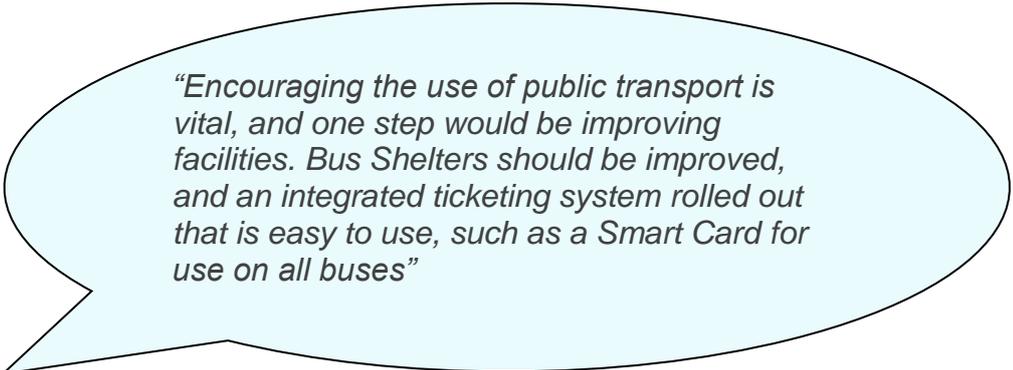
*“Derby is a congested city and I am deeply concerned that the traffic management and wider network management will have little to no impact on reducing harmful levels of pollution. At absolute best, it may provide a small reduction in Stafford Street at the cost of increasing pollution in surrounding areas.”*

*“Redirecting traffic away from Stafford St will worsen pollution & congestion elsewhere. Pollution monitoring equipment should be placed immediately in all areas affected to monitor before and after levels.”*

### **Encourage/ Increase bus use**

*“Buses can provide a real alternative to help people access the City Centre in a way that reduces poor air quality and also helps with congestion. This should be a key part of the proposal”*

*“The whole inner ring road and radial routes are congested and polluted. We need safe and convenient alternatives to driving. Safe segregated continuous cycling routes and public transport should be high priority.”*



*“Encouraging the use of public transport is vital, and one step would be improving facilities. Bus Shelters should be improved, and an integrated ticketing system rolled out that is easy to use, such as a Smart Card for use on all buses”*

## 7. Other feedback

7.1.1 As set out in Section 2 of this report, stakeholders were given the opportunity to respond to this consultation in writing. Many took this opportunity and in addition to the individual responses received, feedback on the proposed options has also been received from the following key stakeholder groups:

- Arriva Midlands
- Client Earth
- Confederation of Passenger Transport UK
- Derby Cycling Group
- Derbyshire and Peak District Campaign for Better Transport
- Darley Ward Highways and Transport sub group
- Friends of the Earth
- Freight Transport Association
- London Sustainability exchange
- Sustrans
- Trent Barton
- Quadralene Ltd
- UKLPG

7.1.2 Many responses have been sent via letter, email, online survey link and captured through the dedicated air quality email inbox with key groups encouraged to provide any additional comments on the consultation via this channel.

7.1.3 Many of the responses received from key stakeholders were in opposition of the Council's preferred Local Air Quality Plan. The responses also highlighted some of the proposed scheme details that stakeholder groups were most concerned about.

7.1.4 The responses provided by the above stakeholder groups have been analysed and the feedback expressed is summarised in the following points:

- There was support for the Clean Air Incentive Scheme (CAIS) and support for the provision of additional electric vehicle charging infrastructure. Many of the stakeholders who responded would like improvements to the charging network for e-bikes and for e-bike infrastructure to be given equal priority to that of electric vehicles.
- There were many requests for more information to be provided on the details of the CAIS including mobility credits.

- There were also requests for more technical evidence to be provided to demonstrate that the LAQP does achieve compliance (including the revised modelling and a revised AQ3 'Air Quality Modelling Report').
- Many responses included concern that there are no measures within the plans to ensure behaviour change is encouraged and a call for actions to not just promote but also enable sustainable transport in the longer term.
- There were objections to the scheme details. This included the perceived removal of the Friar Gate bus lane, the removal of the right-turn facility for cyclists on Friar Gate and the changes to the access to the bus/cycle/taxi gate at the junction of Friar Gate and Bridge Street.
- There were also concerns that the plans are the least effective of the three options initially proposed in tackling air quality and will actually increase congestion and pollution on surrounding roads.

#### Public Event – 15th November 2018

7.1.5 An estimated 50 individuals attended the event held at the Council House on the 15<sup>th</sup> November 2018 with many engaging with Council Officers and asking questions regarding the proposals and materials on display.

7.1.6 Below is a summary of some of the attendees spoken to:

- A representative from the Road Haulage Association
- A representative from the Confederation of Passenger Transport
- Members of the Green Forum
- Members of local cycling groups
- Members of the public

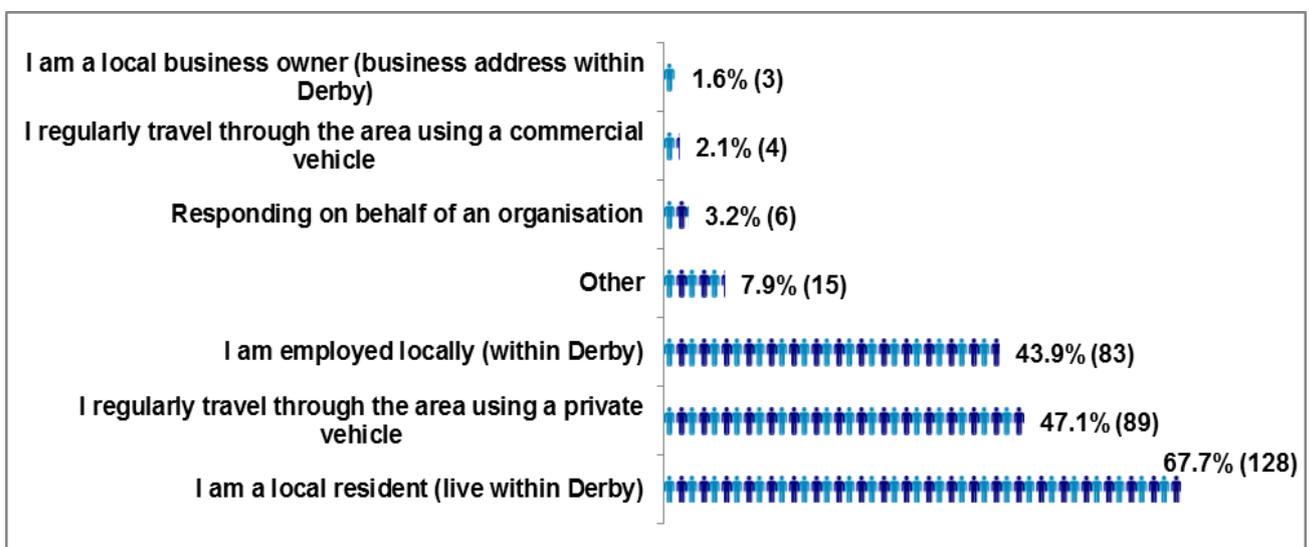
7.1.7 Two feedback forms were completed at the event and these have been considered and analysed along with other written feedback.

## 8. About those who responded to the survey

8.1 A range of different stakeholders participated in the consultation. Around two thirds of those that responded did so as residents of Derby (68%); 47% regularly travel through the area using a private vehicle and 44% are employed within Derby.

8.2 Six responses were received on behalf of organisations via the online survey link; Arriva Midlands, ClientEarth, Derbyshire and Peak District Campaign for Better Transport, Freight Transport Association, Quadralene Ltd and UKLPG.

Chart 5: The capacity in which respondents completed the consultation



Base: 189 respondents

8.3 This section sets out the demographic details of those that took part in this consultation.

### 8.4 Gender

Table 2: Gender

	Number	%
Male	131	74.0%
Female	46	26.0%

Base: 177 Respondents

## 8.5 Age

Table 3: Age

	Number	%
Under 18	2	1.2%
18-25	2	1.2%
26-34	30	17.9%
35-44	43	25.6%
45-54	36	21.4%
55-64	38	22.6%
65-74	12	7.1%
75-84	5	3.0%
85+	0	0.0%

Base: 168 Respondents

## 8.6 Ethnicity

Table 4: Ethnicity

	Number	%
White - English / Welsh / Scottish / Northern Irish / British	140	80.5%
Any other White background	11	6.3%
Any other ethnic group	5	2.9%
Asian or Asian British - Pakistani	4	2.3%
Asian or Asian British - Indian	3	1.7%
Dual Heritage - White and Asian	3	1.7%
Any other Dual Heritage background	3	1.7%
White - Irish	3	1.7%
Asian or Asian British - Chinese	1	0.6%
White - Gypsy or Irish Traveller	1	0.6%
Asian or Asian British - Bangladeshi (-)	0	0.0%
Any other Asian background (-)	0	0.0%

Base: 174 Respondents

## 8.7 Disability

8.7.1 6.3% of those responding to the consultation consider themselves to be a disabled person.

Table 5: Disability

	Number	%
No	165	93.8%
Yes	11	6.3%

Base: 176 Respondents

## 8.8 Religion

8.8.1 Majority of respondents (60.0%/105) do not have any religious beliefs.

8.8.2 Nearly a quarter (24.0%) of those that responded have religious beliefs with the majority of those (4 respondents/66.7%) preferring not to say.

## 9. Data Tables

**Q2 - Thinking about our preferred option (traffic management and wider network management), to what extent do you agree or disagree with the following statements?**

Q2a - It addresses roadside NO<sub>2</sub> limits in the shortest possible time

	Number	%
Strongly agree	22	11.6%
Agree	51	27.0%
Neither agree nor disagree	23	12.2%
Disagree	29	15.3%
Strongly Disagree	52	27.5%
Don't know	12	6.3%
Total	189	100.0%

Q2b - It maximises benefits and minimises costs for Government, the Local Authority and residents of Derby

	Number	%
Strongly agree	25	13.2%
Agree	51	27.0%
Neither agree nor disagree	19	10.1%
Disagree	30	15.9%
Strongly Disagree	54	28.6%
Don't know	10	5.3%
Total	189	100.0%

Q2c It is a deliverable option within the shortest possible timescale

	Number	%
Strongly agree	31	16.4%
Agree	71	37.6%
Neither agree nor disagree	29	15.3%
Disagree	14	7.4%
Strongly Disagree	32	16.9%
Don't know	12	6.3%
Total	189	100.0%

**Q4 - Thinking about the supporting measures (for example, clean air incentive scheme and electric vehicle charging investment) to what extent do you agree or disagree that these are required?**

	Number	%
Strongly agree	79	41.8%
Agree	60	31.7%
Neither agree nor disagree	20	10.6%
Disagree	18	9.5%
Strongly Disagree	12	6.3%
Don't know	0	0.0%
Total	189	100.0%

**Q5 -To what extent do you agree or disagree that the supporting measures complement the preferred option**

	Number	%
Strongly agree	33	17.7%
Agree	54	29.0%
Neither agree nor disagree	40	21.5%
Disagree	35	18.8%
Strongly Disagree	18	9.7%
Don't know	6	3.2%
Total	186	100.0%

**Q6 - Which of the supporting measures do you feel should be prioritised?**

	Number	%
Incentives to switch to low emission vehicles	94	50.3%
Extending the electric vehicle charging infrastructure	91	48.7%
Residential electric vehicle charging facilities	72	38.5%
Support for local businesses to encourage fleet change	67	35.8%
Community car clubs	31	16.6%
Mobility credits	18	9.6%
Expanding the e-bike scheme	78	41.7%
Active travel investment and promotion	84	44.9%
Public transport investment and promotion	130	69.5%
Other	34	18.2%
Total Respondents	187	100.0%

**Q7 If you have any other comments or suggestions, please say in the box below.**

Theme	No of Comments
Increase cycling infrastructure	17
Concern that plans spread pollution	11
Encourage/ Increase bus use	11
Other	10
Focus on reducing vehicle numbers	9
Opportunity to increase walking/cycling	8
Concern regarding removal of cycling infrastructure and no provision of alternative	7
Opportunity for ambitious and longer AQ plan	7
Incentivise/ increase EV use	7
Health as a priority	5
Support for the option	5
Encourage buses to use cleaner fuel	5
Promotion of not just EV but other fuel types	4
Expansion of Park and Ride	3
Further traffic management/ road improvements required	3
Specific traffic management suggestions	3
E-bike scheme expansion	3
Concern regarding air quality at Pride park/Ascot Drive	3
Focus on reducing engine idling	3
Charging Clean Air Zone	2
Encourage people to switch to sustainable transport	2
Explanation of mobility credits and other supporting measure detail required	2
Increased parking charges	1
Support for measures	1
National strategy required	1
Support with retrofitting	1
Ban on most polluting vehicle types	1

**Q8 - How is this consultation relevant to you?**

	Number	%
I am a local resident (live within Derby)	128	67.7%
I am a local business owner (business address within Derby)	3	1.6%
Responding on behalf of an organisation	6	3.2%
I am employed locally (within Derby)	83	43.9%
I regularly travel through the area using a private vehicle	89	47.1%
I regularly travel through the area using a commercial vehicle	4	2.1%
Other	15	7.9%
Total	189	100.0%

### Q11 – Gender

	Number	%
Male	131	74.0%
Female	46	26.0%
Total	177	100.0%

### Q12 - Is your gender the same as you were assigned to at birth?

	Number	%
Yes	174	99.4%
No	1	0.6%
Total	175	100.0%

### Q13 - What was your age on your last birthday?

	Number	%
Under 18	2	1.2%
18-25	2	1.2%
26-34	30	17.9%
35-44	43	25.6%
45-54	36	21.4%
55-64	38	22.6%
65-74	12	7.1%
75-84	5	3.0%
85+	0	0.0%
Total	168	100.0%

### Q14 - To which group do you consider you belong?

	Number	%
White - English / Welsh / Scottish / Northern Irish / British	140	80.5%
Any other White background	11	6.3%
Any other ethnic group	5	2.9%
Asian or Asian British - Pakistani	4	2.3%
Asian or Asian British - Indian	3	1.7%
Dual Heritage - White and Asian	3	1.7%
Any other Dual Heritage background	3	1.7%
White - Irish	3	1.7%
Asian or Asian British - Chinese	1	0.6%
White - Gypsy or Irish Traveller	1	0.6%
Asian or Asian British - Bangladeshi (-)	0	0.0%
Any other Asian background (-)	0	0.0%

**Q15 – Do you consider yourself to be a disabled person?**

	Number	%
No	165	93.8%
Yes	11	6.3%

**Q16 – I consider myself to be...**

	Number	%
Heterosexual/straight	136	79.1%
Prefer not to say	24	14.0%
A gay man	6	3.5%
Bisexual	3	1.7%
Other	2	1.2%
A gay woman/lesbian	1	0.6%
Total	172	100.0%

**Q17 - Do you have any religious beliefs?**

	Number	%
No	105	60.0%
Yes	42	24.0%
Prefer not to say	28	16.0%
Total	175	100.0%

**Q18 – If yes, to which religion do you belong?**

	Number	%
Prefer not to say	4	66.7%
Christian	1	16.7%
Hindu	1	16.7%
Buddhist	0	0.0%
Jewish	0	0.0%
Muslim	0	0.0%
Sikh	0	0.0%
Other	0	0.0%
Total	6	100.0%